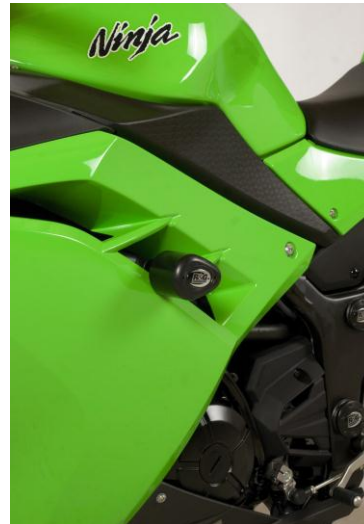




**FITTING INSTRUCTIONS FOR CP0326BL
NON-DRILL AERO CRASH PROTECTORS
KAWASAKI NINJA 300 2013**



Picture A

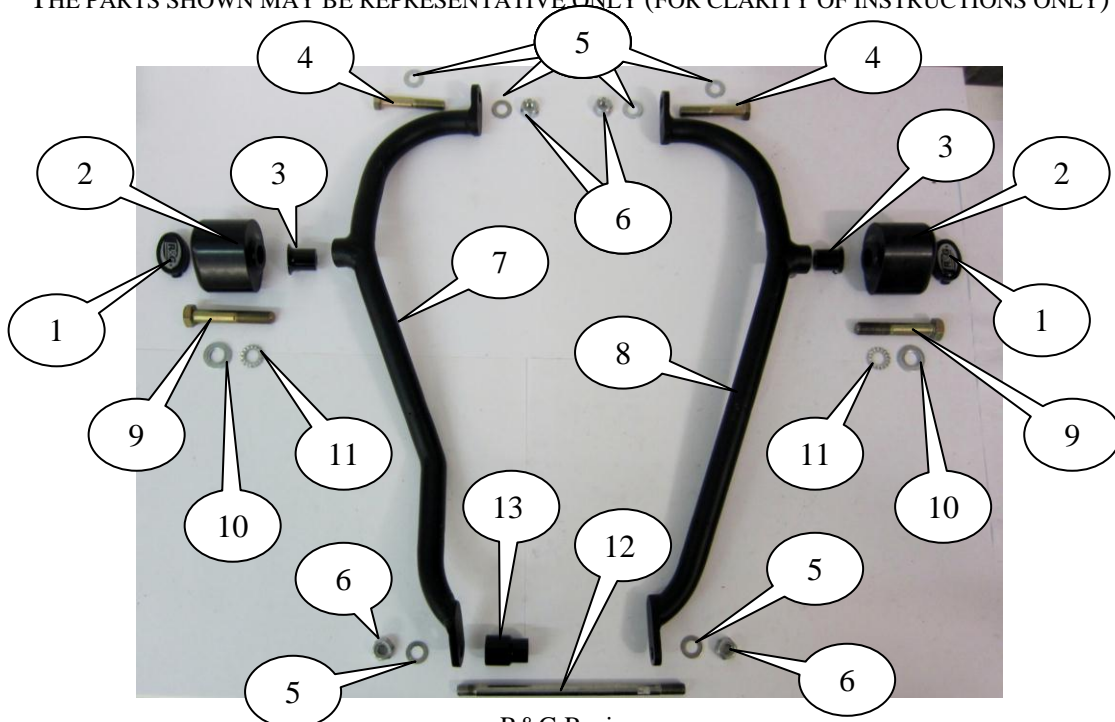


Picture B

**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



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LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= CRASH PROTECTOR (B0063 with CS409) (x2).
- ITEM 3= SPACER (S0577) (33mm LONG) (x2).
- ITEM 4= M10x1.25x50mm LONG CAP HEADED BOLTS (x2).
- ITEM 5= M10 PLAIN WASHERS (x6).
- ITEM 6= M10 NYLOC NUT (x4).
- ITEM 7= CRASH BAR LEFT (CB029) (x1).
- ITEM 8= CRASH BAR RIGHT (CB030) (x1).
- ITEM 9= M12x1.25x70mm LONG HEX HEADED CRASH PROTECTOR BOLTS (x2).
- ITEM 10= M12 PLAIN WASHERS (x2).
- ITEM 11= LOCK-WASHERS (LW0001) (x2).
- ITEM 12= ENGINE BAR (EB067) (195mm LONG) (x1).
- ITEM 13= SPACER (S0217) (35.5mm LONG) (x1).

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

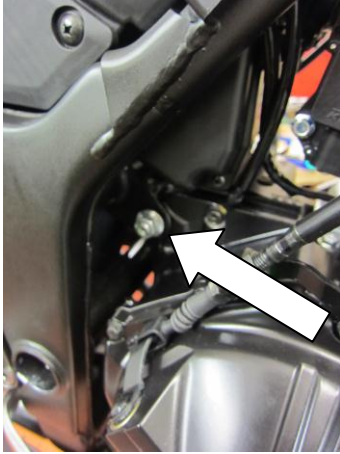
- Socket set to include 8, 14, 17 and 19mm socket and wrench.
 - Set of metric Allen keys.
 - Mallet / soft hammer.
 - Phillips screwdriver.
- Torque wrench (up to 40Nm).



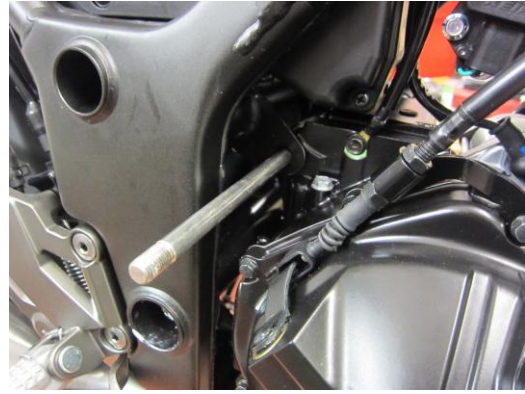
Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15

FITTING INSTRUCTIONS

- Remove both side fairings from the bike, along with the plastic radiator surround. To do this, the bodywork and seat must also be removed in the order shown in picture 1.
- On the left side of the bike, remove the plastic front sprocket cover by removing the two 8mm bolts, as shown in picture 2.
- On the right side of the bike, remove the nut from the rear engine/frame mount, as arrowed in picture 3.
- This bolt can now be taken out from the other side of the bike. To make it easier, the new engine bar (item 12 – EB067) can be inserted at the same time to help remove the original bolt, as shown in picture 4.
- Slide the engine bar in until there is about 10mm protruding out from the frame mount on the right side of the bike, then fit the spacer (item 13 – S0217 – 35.5mm long) onto the exposed end of the engine bar on the left side of the bike, as shown in picture 5, ensuring the smaller diameter end goes onto the engine bar first.
- On the same side of the bike, remove the front frame bracket bolt (with nut behind), as arrowed in picture 6. Repeat this for the bolt on the other side of the bike.
- The crash bars are now ready to be fitted to the bike. Picture 7 shows how they will be assembled when on the bike.
- On the right side of the bike, offer up the crash bar (item 8 – CB030) into place as shown in picture 8. *Ensure the crash bar sits behind the clutch cable.*
- Locate the rear crash bar hole over the exposed end of the engine bar previously inserted, before fitting one M10 washer and one M10 nyloc nut, then loosely tighten, as shown in picture 9.
- On the front mount, slide one of the M10 washers onto one of the M10 x 50mm long cap headed bolts (item 4) so the washer sits against the head of the bolt, before inserting through the crash bar mounting hole and into the frame mount. Now place one M10 washer and one M10 nyloc nut onto the exposed thread behind the frame bracket, and loosely tighten, as shown in picture 10.
- To fit the crash bar on the left side of the bike, as shown in picture 11, follow the same process. Fit the bar onto the exposed thread of the engine bar at the rear, before fitting one M10 washer and one M10 nyloc nut, as shown in picture 12.
- On the front mount, slide one of the M10 washers onto one of the M10 x 50mm long cap headed bolts (item 4) so the washer sits against the head of the bolt, before inserting through the crash bar mounting hole and into the frame mount. Now place one M10 washer and one M10 nyloc nut onto the exposed thread behind the frame bracket, and loosely tighten.
- Now the two front engine bolts are in place and the rear engine bar has nuts on either end, these can all be tightened. Do not exceed 40nm of torque.

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- Re-fit the plastic front cover sprocket on the left side of the bike.
- Re-fit the fairings, plastic radiator surround and seat as they were removed, ensuring to re-connect the indicator.
- With the fairings re-fitted, the bobbin boss that is welded on the crash bars should be clearly visible through the side vent on both sides of the bike, as shown in picture 13.
- Now it's time to fit the bobbin to the crash bar. To do this, slide one M12 washer onto one of the M12 x 70mm hexagon headed bolts (item 9) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through either crash protector so head of bolt goes into counter-bore in the crash protector, as shown in picture 14.
- Place one spacer (item 3 – S0577 33mm long) onto the exposed thread of the bolt (larger diameter first) and offer the assembly up to the threaded boss on the crash bar, as shown in picture 15, ensuring the cut-out in the spacer fits over the fairing edge.
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.
- Repeat the previous 7 steps to fit the remaining crash protector bobbin to the left hand side of the bike.

ISSUE 2 30/11/2012 (AR)

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Instructions de montage
 CP0326 Protections Crash
KAWASAKI NINJA 300 2013



Photo A

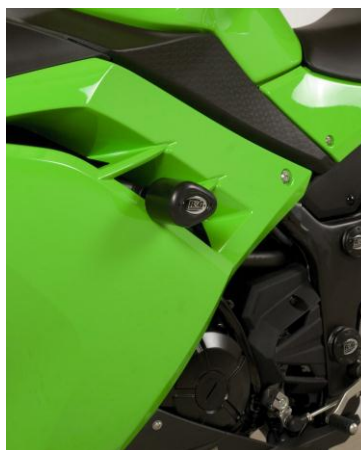
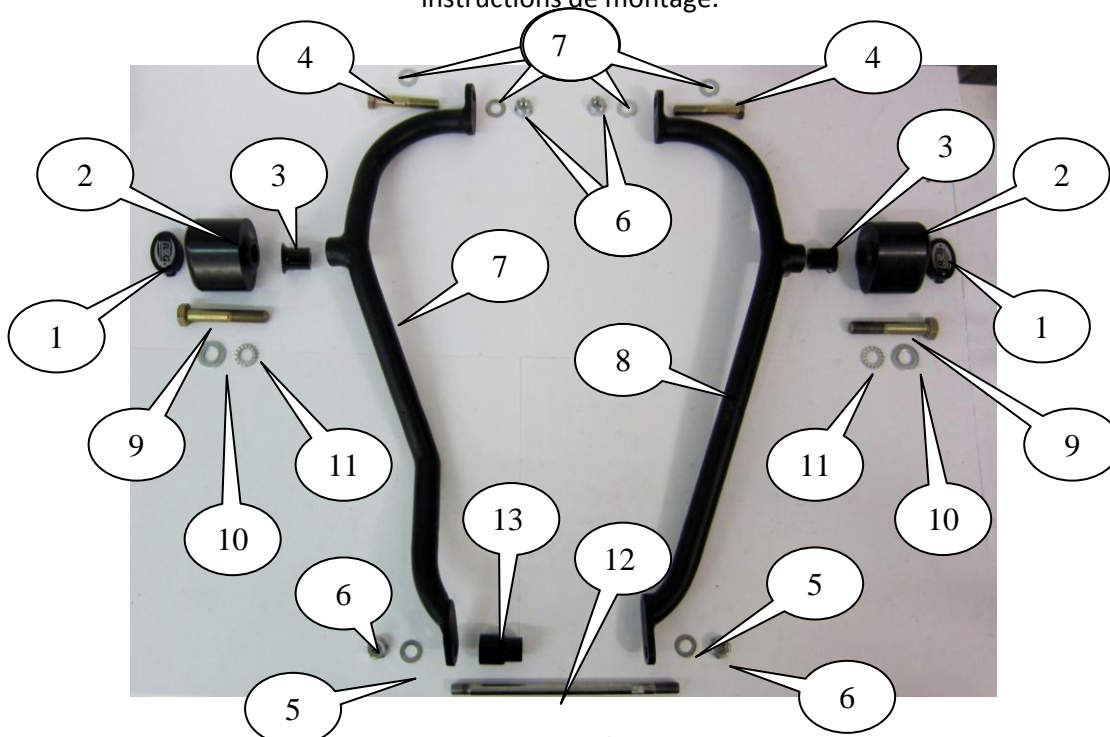


Photo B

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



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LEGENDE

- ARTICLE 1= Capuchons protection crash (BC0002) (x2).
ARTICLE 2= protection crash (B0063 with CS409) (x2).
ARTICLE 3= Entretoise (S0577) (33mm de long) (x2).
ARTICLE 4= M10x1.25x50mm Boulons à tête hexagonale (x2).
ARTICLE 5= M10 Rondelles plates (x6).
ARTICLE 6= M10 Ecrou en Nyloc (x4).
ARTICLE 7= Protection crash gauche (CB029) (x1).
ARTICLE 8= Protection crash droite (CB030) (x1).
ARTICLE 9= M12x1.25x70mm Longs boulons de protection crash à tête hexagonale (x2).
ARTICLE 10= M12 Rondelles plates (x2).
ARTICLE 11= Rondelles de blocage (LW0001) (x2).
ARTICLE 12= Axe moteur (EB067) (195mm de long) (x1).
ARTICLE 13= Entretoise (S0217) (35.5mm de long) (x1).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

Outils requis

- Clé de 17mm et 19 mm.
 - Clés Allen.
 - Maillet
 - Tournevis cruciforme
- Clé dynamométrique (à 40Nm).

Arrière moto

Avant moto



PHOTO C



Photo 1



Photo 2

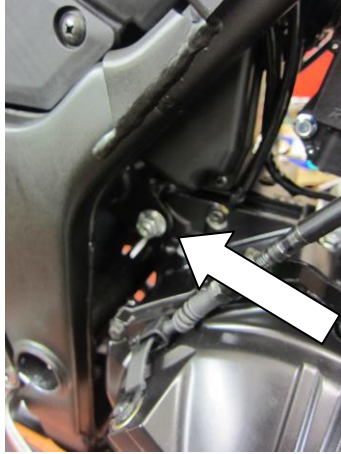


Photo 3

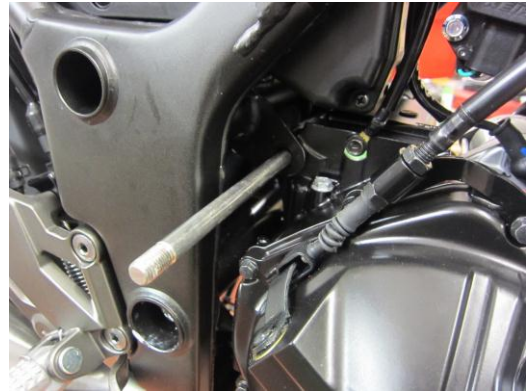


Photo 4

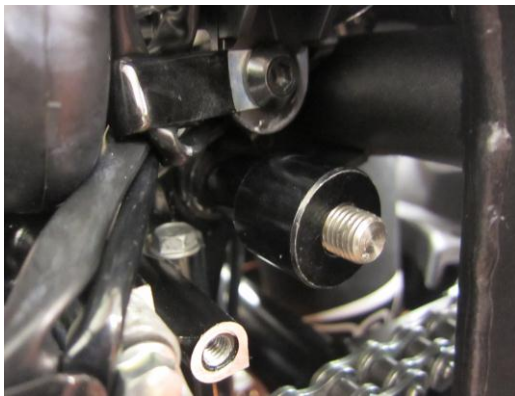


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

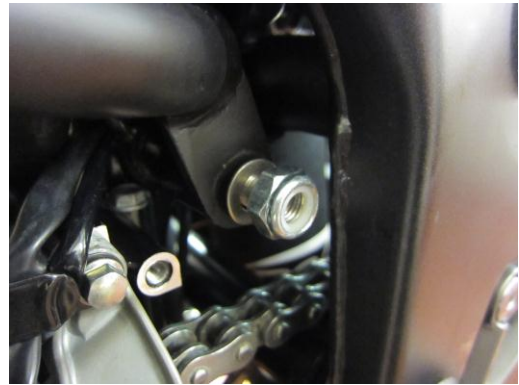


Photo 12



Photo 13



Photo 14



Photo 15

Instructions de montage:

- Enlever les carénages des 2 cotés de la moto, avec le contour de radiateur en plastique. Pour cela, le siège doit également être enlevé (Photo 1).
- Du côté gauche de la moto, enlever, retirer le couvercle avant en plastique en enlevant les 2 boulons M8 (Photo 2).
- Du côté droit de la moto, enlever l'écrou du support moteur/cadre arrière.
- Ce boulon peut à présent être extrait de l'autre côté de la moto. Pour faciliter cela, le nouvel axe moteur peut être inséré en simultané (Article 12 – EB067) pour pousser le boulon d'origine (Photo 4).
- Glisser l'axe moteur jusqu'à ce qu'il y ait un dépassement de 10mm du support de cadre du côté droit, et glisser ensuite l'entretoise (Article 13 – S0217 – 35.5mm de long) sur l'extrémité de l'axe moteur du côté gauche de la moto (Photo 5), en vous assurant que le plus petit diamètre aille dans l'axe moteur en premier.
- Toujours de ce côté de la moto, enlever le boulon du support de fixation avant (avec écrou derrière) (Photo 6). Répéter cela pour le boulon de l'autre côté de la moto.
- Les barres de crash sont à présent prêtes à être installées sur la moto. La Photo 7 montre comment elles sont placées sur la moto.
- Du côté droit de la moto, mettre la barre de crash (Article 8 – CB030) en place (Photo 8). *Assurez-vous que la barre aille bien derrière le câble d'embrayage.*
- Placer le trou de la barre de crash arrière autour de l'extrémité de l'axe moteur inséré au préalable, avant d'installer une rondelle M10 et un écrou en Nyloc M10 puis serrer sans bloquer (Photo 9).
- Sur le support avant, glisser une des rondelles M10 sur un des longs boulons à tête hexagonale M10 x 50mm (Article 4) de façon à ce que la rondelle aille contre la tête du boulon, avant de l'insérer à travers le support de barre de crash et dans le support de cadre. A présent, placer une rondelle M10 et un écrou en Nyloc M10 sur le filetage exposé derrière le support de cadre, et serrer légèrement (Photo 10).
- Pour installer la protection crash du côté gauche de la moto (Photo 11), suivez le même processus. Passer la barre sur le filetage exposé de la barre moteur à l'arrière, avant de passer une rondelle M10 et un écrou en Nyloc M10 (Photo 12).
- Sur le support avant, glisser une des rondelles M10 sur un de longs boulons à tête hexagonale M10 x 50mm (Article 4) de façon à ce que la rondelle aille contre la tête du boulon, avant d'insérer à travers le support de barre de crash et dans le support de cadre.

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Placer une rondelle M10 et un écrou en Nyloc sur le filetage exposé derrière le support de cadre et serrer légèrement.

- A présent les 2 boulons moteur sont en place et la barre moteur arrière a ses écrous. Ceux-ci peuvent être serrés. NE PAS EXCEDER 40nm de couple.
- Remettre en place le pignon en plastique de protection du coté gauche de la moto.
- Remettre les carénages, le contour de radiateur en plastique et le siège comme à l'origine, en vous assurant que les clignotants soient bien remis.
- Le patron de la protection qui est soudé sur les barres de protection devraient être clairement visibles à travers l'évent latéral de chaque coté de la moto (Photo 13).
- Installez les bobines à la barre de crash. Pour cela, glisser une rondelle M12 sur un des boulons à tête hexagonale M12 x 70mm (Article 9) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la rondelle de blocage autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et les rondelles à travers la protection de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage dans la protection (Photo 14).
- Placer une entretoise (Article 3 – S0577 33mm de long) sur le filetage exposé du boulon avec le plus gros diameter en premier. Poser ensuite la protection sur le patron fileté sur la barre de crash (Photo 15) en vous assurant que, en vous assurant que la découpe dans la pièce d'écartement se place sur le bord de carénage.
- Serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 19mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple
- Placer le logo en caoutchouc dans le creux de la protection.
- Répéter les 7 étapes précédentes pour placer l'autre protection du coté gauche de la moto.

ISSUE 1 21/11/2012 (AR)

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