



FITTING INSTRUCTIONS FOR CP0278 CRASH PROTECTORS
KAWASAKI Z1000SX 2011

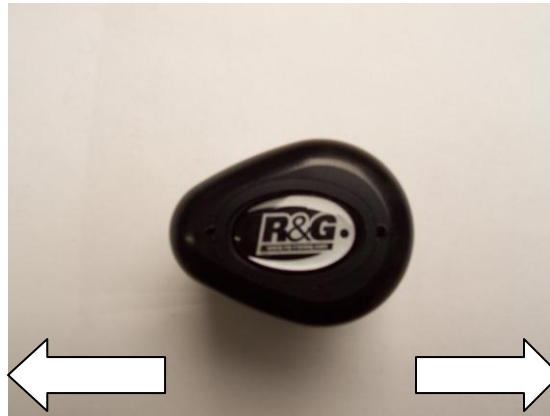
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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

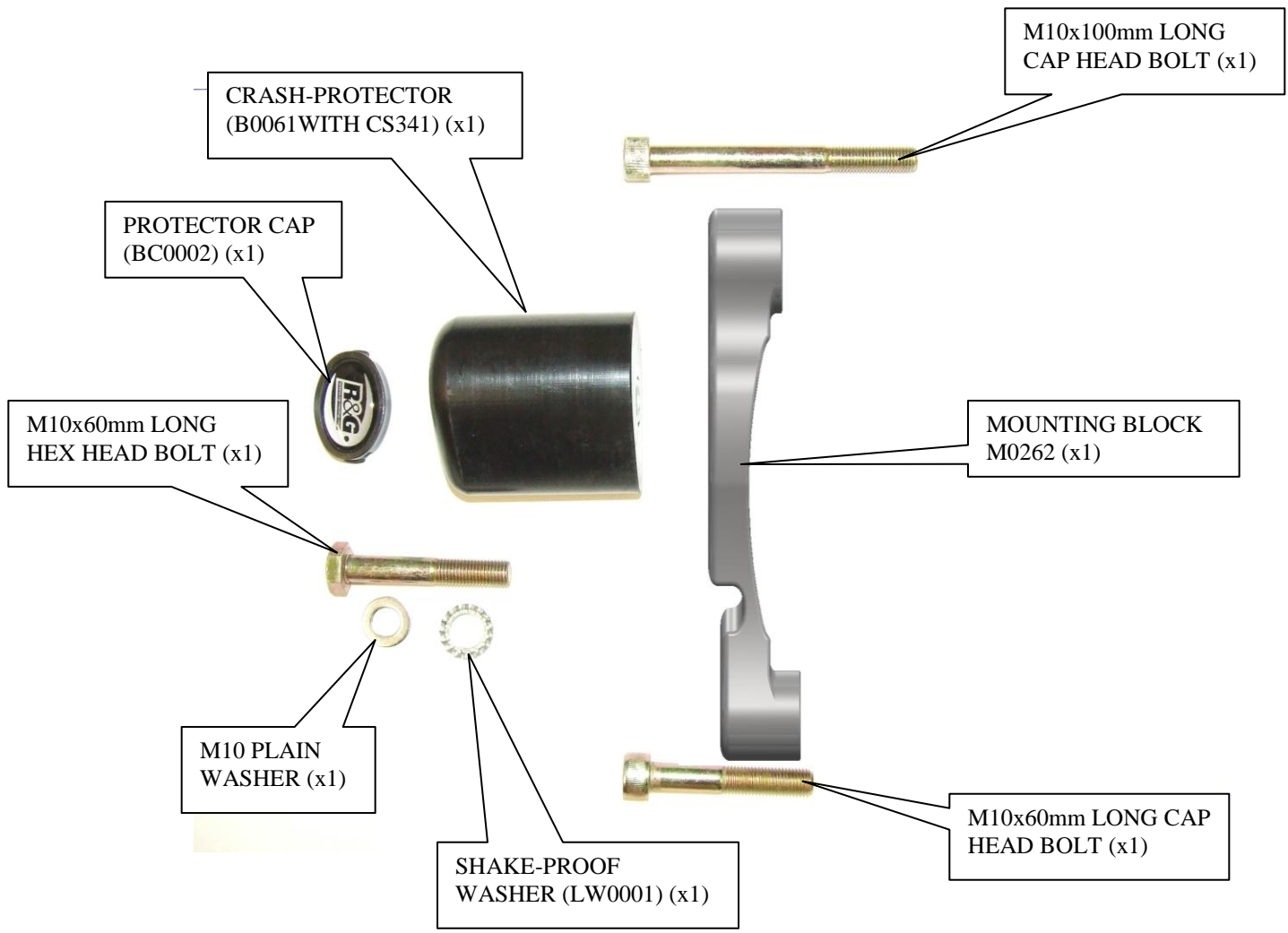
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

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!*



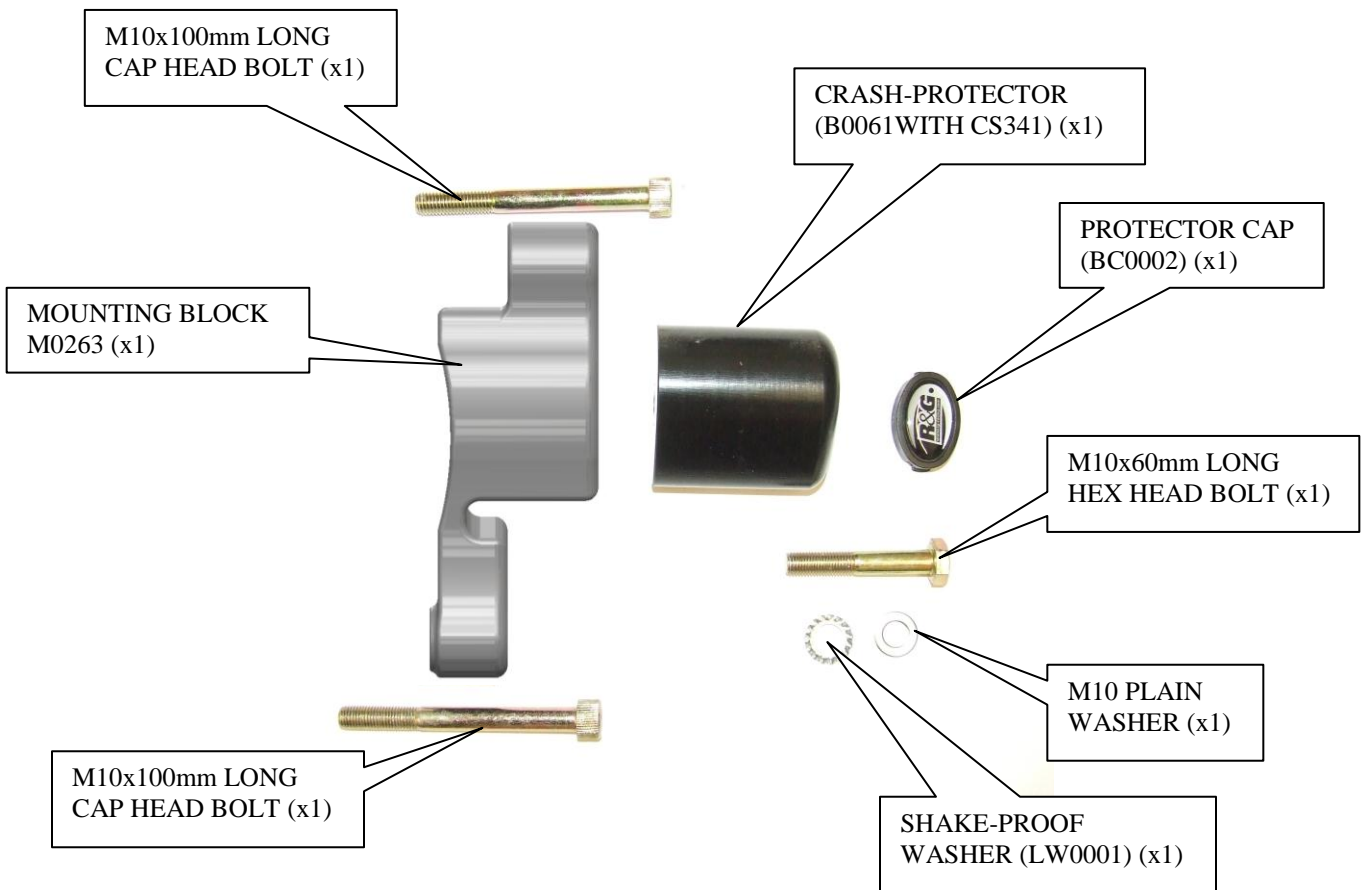
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND SIDE



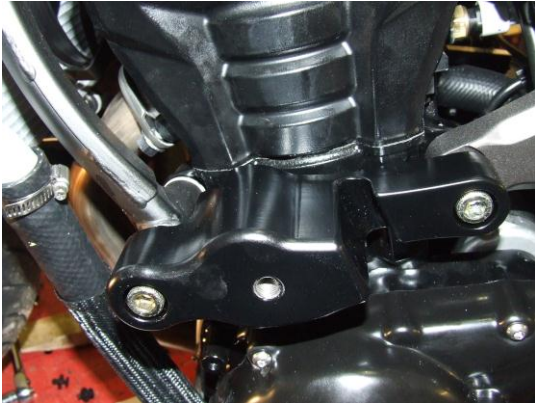
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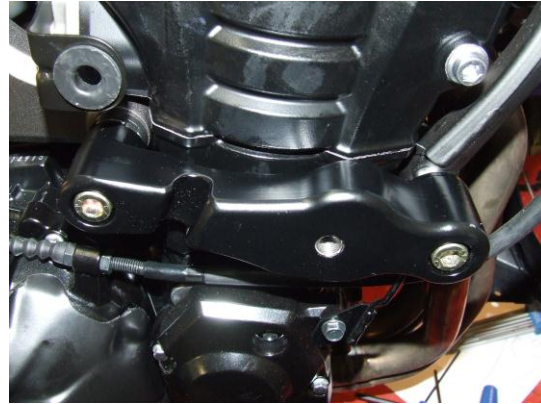
RIGHT HAND SIDE

TOOLS REQUIRED

- Socket set to include 14mm and 17mm sockets and wrench
 - Set of metric Allen keys 4,5,6 and 8mm A/F
 - Torque wrench (up to 40Nm)



PICTURE 'D'



PICTURE 'E'

Near side (left side as you sit on bike)

- Remove side fairing.
- Remove the engine mounting bolts arrowed in picture 'A' (using 14mm socket).
- Offer the mounting block (M0262) up to the motorcycle in position shown in picture 'D'.
- Take one of the longer (100mm) cap head bolts and locate in the front hole in mounting block and into the engine mount.
- Take the shorter (60mm) cap head bolts and locate in the rear hole in mounting block and into the engine mount.
- Tighten both bolts evenly ensuring the block does not contact the engine or frame.
- Refit the side fairing ensuring it is not impeded by the mounting block.
- Slide one of the 10mm washers onto one of the M10 hexagon headed bolt (60mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in bobbin.
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

Off side (right side as you sit on bike)

- Remove side fairing.
- Remove the engine mounting bolts arrowed in picture 'B' (using 14mm socket).
- Offer the mounting block (M0263) up to the motorcycle in position shown in picture 'E'.
- Take one of the longer (100mm) cap head bolts and locate in the front hole in mounting block and into the engine mount.



- Take the remaining (100mm) cap head bolts and locate in the rear hole in mounting block and into the engine mount.
- Tighten both bolts evenly ensuring the block does not contact the engine or frame.
- Refit the side fairing ensuring it is not impeded by the mounting block.
- Slide one of the 10mm washers onto one the M10 hexagon headed bolt (60mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in bobbin.
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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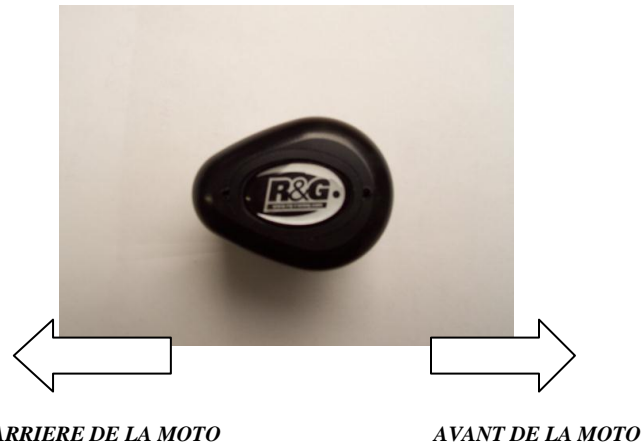
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27 January 2011



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LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

OUTILS NECESSAIRES

- Clefs à douille de 14 et 17 mm
- Jeu de clef Allen 4,5,6 et 8mm A/F
- Clef Dynamométrique (+ de 40Nm)

Gauche

- Enlevez le carénage.
 - Enlevez les vis de fixation moteur montrées en photo A (utiliser la clef de 14mm).
 - Placez le block en aluminium (M0262) sur la moto (voir la position sur la photo D)
 - Prenez une des vis les plus longues (100 mm) et placez-la dans le trou de fixation avant dans le block.
 - Prenez la vis de 60mm et placez-la dans le trou de fixation arrière dans le block.
 - Serrez les deux vis, et assurez-vous que le block en aluminium ne soit pas en contact avec le cadre ou le moteur.
 - Remplacez le carénage et assurez-vous que le block n'empêche pas le montage du carénage.
 - Glissez une rondelle 10mm sur l'une des vis M10x60mm, la rondelle sera placée contre la tête de la vis.
 - Glissez ensuite une rondelle crantée contre la rondelle lisse précédemment glissée sur la vis.
- Glissez le tout à travers l'un des tampons R&G. La tête de vis et les rondelles seront positionnées dans le renforcement du tampon.



- Positionnez le tout sur la moto (sur le block R&G)
Note, la partie la plus large du tampon sera à positionner vers l'avant de la moto. (Voir photo ci dessus).
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).

Droite

- Enlevez le carénage.
 - Enlevez les vis de fixation moteur montrées en photo B (utiliser la clef de 14mm).
 - Placez le block en aluminium (M0263) sur la moto (voir la position sur la photo E)
 - Prenez une des vis les plus longues (100 mm) et placez-la dans le trou de fixation avant dans le block.
 - Prenez la vis 100mm restantes et placez-la dans le trou de fixation arrière dans le block.
 - Serrez les deux vis, et assurez-vous que le block en aluminium ne soit pas en contact avec le cadre ou le moteur.
 - Remplacez le carénage et assurez-vous que le block n'empêche pas le montage du carénage.
 - Glissez une rondelle 10mm sur l'une des vis M10x60mm, la rondelle sera place contre la tête de la vis.
 - Glissez ensuite une rondelle crantée contre la rondelle lisse précédemment glissée sur la vis.
- Glissez le tout à travers l'un des tampons R&G. La tête de vis et les rondelles seront positionnées dans le renforcement du tampon.
- Positionnez le tout sur la moto (sur le block R&G)
Note, la partie la plus large du tampon sera à positionner vers l'avant de la moto. (Voir photo ci dessus).
 - Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
 - Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).