



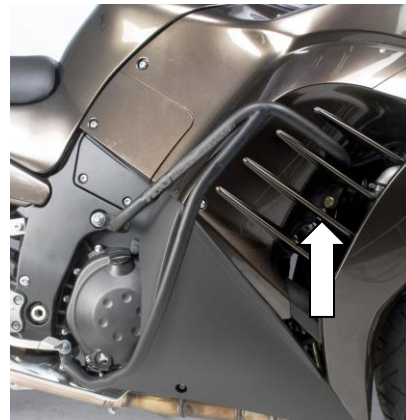
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FITTING INSTRUCTIONS FOR AB0002BK ADVENTURE BARS
KAWASAKI GTR 1400 2010-

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PICTURE ONE

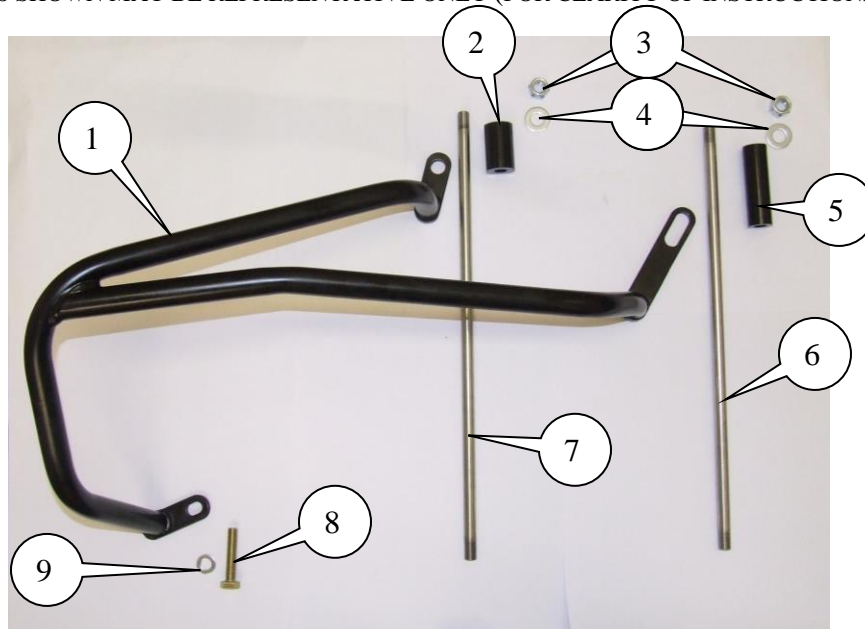


PICTURE TWO

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)



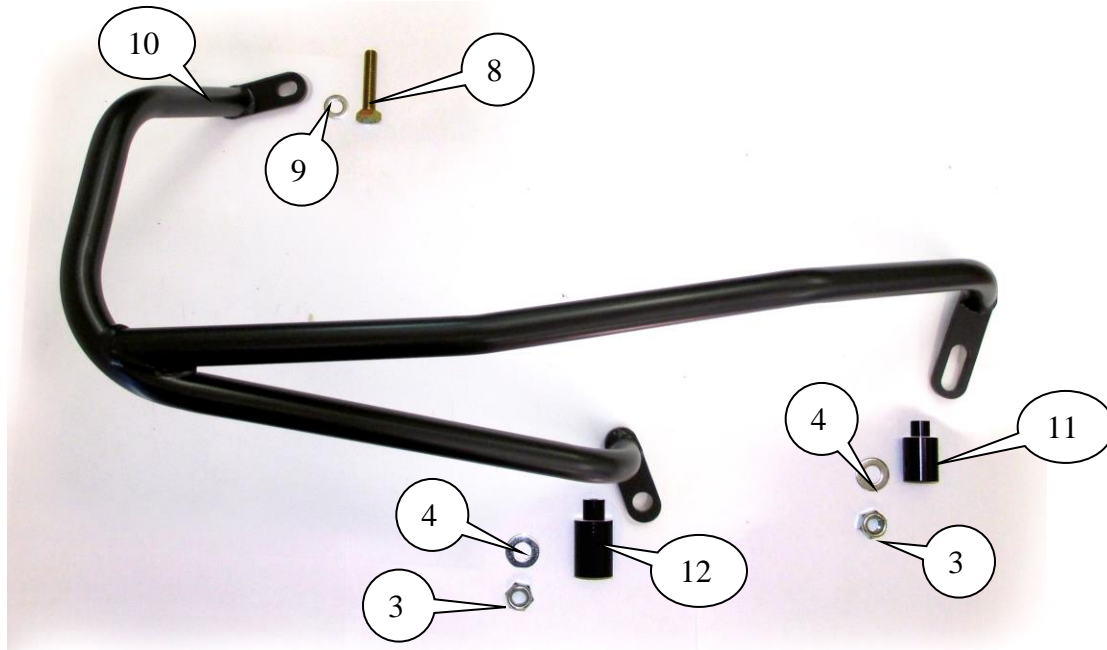
LEFT HAND SIDE



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

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RIGHT HAND SIDE

LEGEND

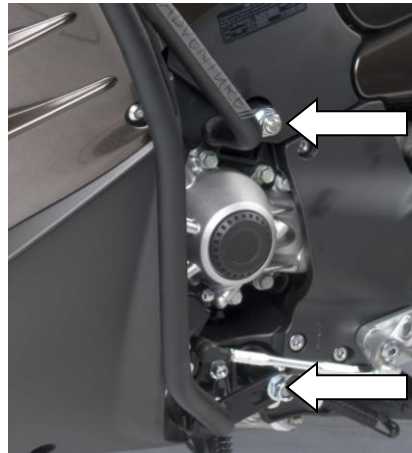
- ITEM 1 = ADVENTURE BAR LEFT-HAND SIDE (CB008) (x1).
- ITEM 2 = UPPER SPACER LEFT-HAND SIDE (S0319) (45mm LONG) (x1).
- ITEM 3 = M12 NYLOC NUTS, TWO PER SIDE (x4).
- ITEM 4 = M12 WASHERS, TWO PER SIDE (x4).
- ITEM 5 = LOWER SPACER LEFT-HAND SIDE (S0420) (78mm LONG) (x1).
- ITEM 6 = LOWER ENGINE BAR (EB058) (405mm LONG) (x1).
- ITEM 7 = UPPER ENGINE BAR (EB057) (430mm LONG) (x1).
- ITEM 8 = M10x1.25x50mm LONG HEX HEAD BOLTS, ONE PER SIDE (x2).
- ITEM 9 = M10 WASHERS, ONE PER SIDE (x2).
- ITEM 10 = ADVENTURE BAR RIGHT-HAND SIDE (CB009) (x1).
- ITEM 11 = LOWER SPACER RIGHT-HAND SIDE (S0291) (47mm LONG) (x1).
- ITEM 12 = UPPER SPACER RIGHT-HAND SIDE (S0419) (55mm LONG) (x1).
- ITEM 13 = M10 BOLT CAPS (NC0001), ONE PER SIDE (x2) (not shown).
- ITEM 14 = M12 NUT CAPS (NC0003), TWO PER SIDE (x4) (not shown).

TOOLS REQUIRED

- Socket set to include 17 and 19mm sockets and wrench.
 - 8mm A/F hex bit socket.
 - Torque wrench (up to 40Nm).



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PICTURE THREE

Left-hand side (as you sit on bike)

- Remove the two nuts in position arrowed in picture THREE.
- Using the longer engine bar (ITEM 7) and a soft-faced mallet, gently drive out the upper original engine bar leaving the same length of new engine bar protruding from both sides (ensure the original bar does not fall or cause any damage).
- Place spacer ITEM 12 (55mm long) over exposed end of upper engine bar on the right hand side, please ensure the smaller spigot diameter is located in the engine location hole.
- Using the shorter engine bar (ITEM 6) and a soft-faced mallet, gently drive out the lower original engine bar leaving the same length of new engine bar protruding from both sides (ensure the original bar does not hit the foot brake lever and does not fall or cause any damage).
- Place spacer ITEM 11 (47mm long) over exposed end of lower engine bar on the right hand side please ensure the smaller spigot diameter is located in the engine location hole.
- Place spacer ITEM 2 (45mm long) over exposed end of upper engine bar on the left hand side.
- Place spacer ITEM 5 (78mm long) over exposed end of lower engine bar on the left hand side.
- Remove the cap head bolt in position arrowed in picture ONE.
- Carefully offer left hand adventure bar (ITEM 1) up to bike feeding the front mounting through the vents in the side fairing as shown in picture ONE.
- While ensuring the adventure bar does not contact the fairing place the upper and lower mounts over the exposed ends of the new engine bars.
- Place nuts and washers onto upper and lower engine bars; do not tighten at this stage.
- Using one of the M10 hex headed bolts and washers (ITEM'S 8 and 9) secure the front mount of the adventure bars.



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Right-hand side (as you sit on bike)

- Remove the cap head bolt in position arrowed in picture TWO.
- Carefully offer the right hand adventure bar (ITEM 10) up to bike feeding the front mounting through the vents in the side fairing as shown in picture TWO.
- While ensuring the adventure bar does not contact the fairing place the upper and lower mounts over the exposed ends of the new engine bars.
- Place nuts and washers onto upper and lower engine bars; do not tighten at this stage.
- Using the remaining M10 hex headed bolts and washers (ITEM'S 8 and 9) secure the front mount of the adventure bars.
- Tighten all engine bar nuts ensuring the bars protrude equal amounts through the nuts on both sides and are not in contact with any fairing or mechanical parts. Do not over tighten as damage can occur to the bike. **Do not exceed 40Nm of torque.**
- Fit the two supplied rubber M10 bolt covers onto the two front bolts.
- Finally fit the four rubber M12 nut covers to the nuts on both sides of the bike.
- **BEFORE RIDING PLEASE ENSURE NO PARTS HINDER OR IMPEDE ANY FUNCTION OF THE MOTORCYCLE.**

ISSUE 3 (NSY) 03/08/2016

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INSTRUCTIONS DE MONTAGE DES PARE CARTER
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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.**

LEGENDE

- ART 1 = PROTECTION COTE GAUCHE (CB008) (x1).
- ART 2 = ENTRETOISE SUPERIEURE COTE GAUCHE (S0319) (45mm LONG) (x1).
- ART 3 = ECROU M12 AUTOBLOQUANT, 2 PAR COTE (x4).
- ART 4 = RONDELLES M12 , 2 PAR COTE (x4).
- ART 5 = ENTRETOISE INFERIEURE COTE GAUCHE (S0420) (78mm LONG) (x1).
- ART 6 = AXE R&G BAS (EB058) (405mm LONG) (x1).
- ART 7 = AXE R&G HAUT (EB057) (430mm LONG) (x1).
- ART 8 = VIS 6 PANS M10x1.25x50mm, 1 PAR COTE (x2).
- ART 9 = RONDELLES M10, 1 PAR COTE (x2).
- ART 10 = PROTECTION COTE DROIT (CB009) (x1).
- ART 11 = ENTRETOISE INFERIEURE COTE DROIT (S0291) (32mm LONG) (x1).
- ART 12 = ENTRETOISE SUPERIEURE COTE DROIT (S0419) (40mm LONG) (x1).
- ART 13 = M10 CAPUCHONS DE BOULON (NC0001), 1 PAR COTE (x2) (non indiqué).
- ART 14 = M12 CAPUCHONS D'ECROUS (NC0003), 2 PAR COTES (x4) (non indiqué).



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OUTILS NECESSAIRES

- Jeu de clefs de 17 & 19 mm.
 - Clef Allen 8mm.
- Clef dynamométrique (jusqu'à 40Nm)
 - Maillet souple

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Côté Gauche (assis sur la moto)

- Enlevez les 2 écrous montrés en photo 3.
- Enlever l'axe moteur d'origine supérieur à l'aide de l'axe R&G le plus long (Art 7) en remplaçant l'axe d'origine en tapotant à l'aide d'un maillet. Attention à ne pas abimer les filetages des axes R&G et d'origine.
- L'axe R&G devra dépasser de manière égale de chaque côté de la moto.
- Enlevez l'axe moteur d'origine inférieur à l'aide de l'axe R&G le plus court (Art 6) en remplaçant l'axe d'origine en tapotant à l'aide d'un maillet. Attention à ne pas abimer les filetages des axes R&G et d'origine. Attention à ne pas abimer le bocal de liquide de frein arrière en chassant l'axe inférieur.
- L'axe R&G devra dépasser de manière égale de chaque côté de la moto.
- Placez l'entretoise (Art 2-45 mm) sur l'axe supérieur côté gauche
- Placez l'entretoise (Art 5-78 mm) sur l'axe inférieur côté gauche
- Placez l'entretoise (Art 12-40 mm) sur l'axe supérieur côté droit
- Placez l'entretoise (Art 11-32 mm) sur l'axe inférieur côté droit
- Enlevez la vis de fixation moteur montrée en photo 1.
- Placez ensuite délicatement la protection moteur gauche R&G sur la moto. (art 1), passez la barre de protection à travers l'ouverture de refroidissement latérale (voir photo 1).
- Assurez-vous que la barre de protection ne soit pas en contact avec le carénage. Placez la protection sur les deux points de fixation arrière (sur les 2 nouveaux axes).
- Glissez une rondelle sur les axes arrière contre la protection.
- Engagez un écrou sur chaque axe.
- Ne pas bloquer les écrous à ce stade du montage.
- Positionnez ensuite une des vis et rondelle (art 8 et 9) pour maintenir la protection sur la partie avant de la moto.

Côté Droit (assis sur la moto)

- Enlevez la vis de fixation moteur montrée en photo 2.
- Placez ensuite délicatement la protection moteur droite R&G sur la moto. (art 10), passez la barre de protection à travers l'ouverture de refroidissement latérale (voir photo 2).
- Assurez-vous que la barre de protection ne soit pas en contact avec le carénage. Placez la protection sur les deux points de fixation arrière (sur les 2 nouveaux axes).
- Glissez une rondelle sur les axes arrière contre la protection.
- Engagez un écrou sur chaque axe.
- Ne pas bloquer les écrous à ce stade du montage.

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- Positionnez ensuite la vis M10 et rondelle M10 restantes (art 8 et 9) pour maintenir la protection sur la partie avant de la moto.
- Serrez alors les écrous situés sur les 2 axes arrière. Pour contrôler que le serrage est correcte, vous devrez vérifier que les axes dépassent de la partie en plastique située sur les écrous autobloquants et que la longueur qui ressort des écrous soient égales à gauche et à droite.
- Vérifiez également que les protections ne touchent pas les carénages ou une autre partie de la moto.
- Ne pas serrer trop fortement les écrous. Ne pas excéder le couple de serrage de 40 Nm.
- Insérer les 2 caches boulons en caoutchouc M10 sur les 2 boulons avant.
- Insérer les 4 caches écrous M12 en caoutchouc sur les écrous des 2 cotés de la moto.
- **AVANT DE ROULER ASSUREZ-VOUS QU'AUCUNE PARTIE NE GÊNE OU EMPÊCHE N'IMPORTE QUELLE FONCTION DE LA MOTO.**

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