



**FITTING INSTRUCTIONS FOR CP0402BL**  
**AERO CRASH PROTECTORS FOR KAWASAKI Z300 '15- NON-DRILL KIT**



Picture A

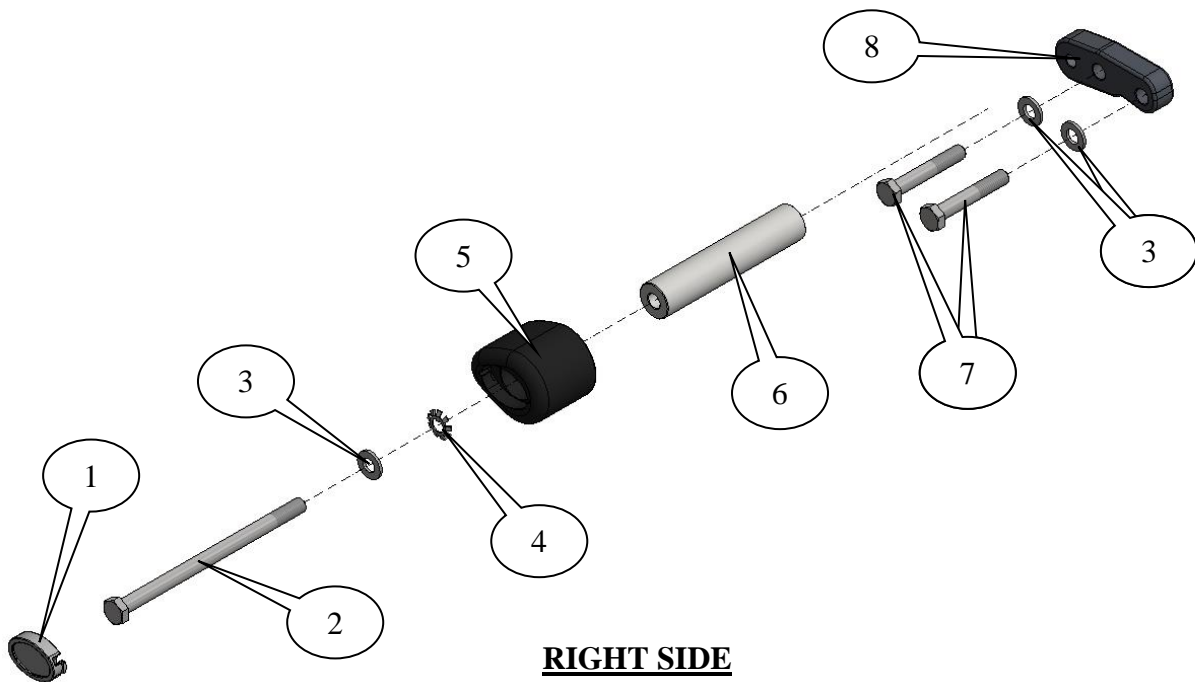


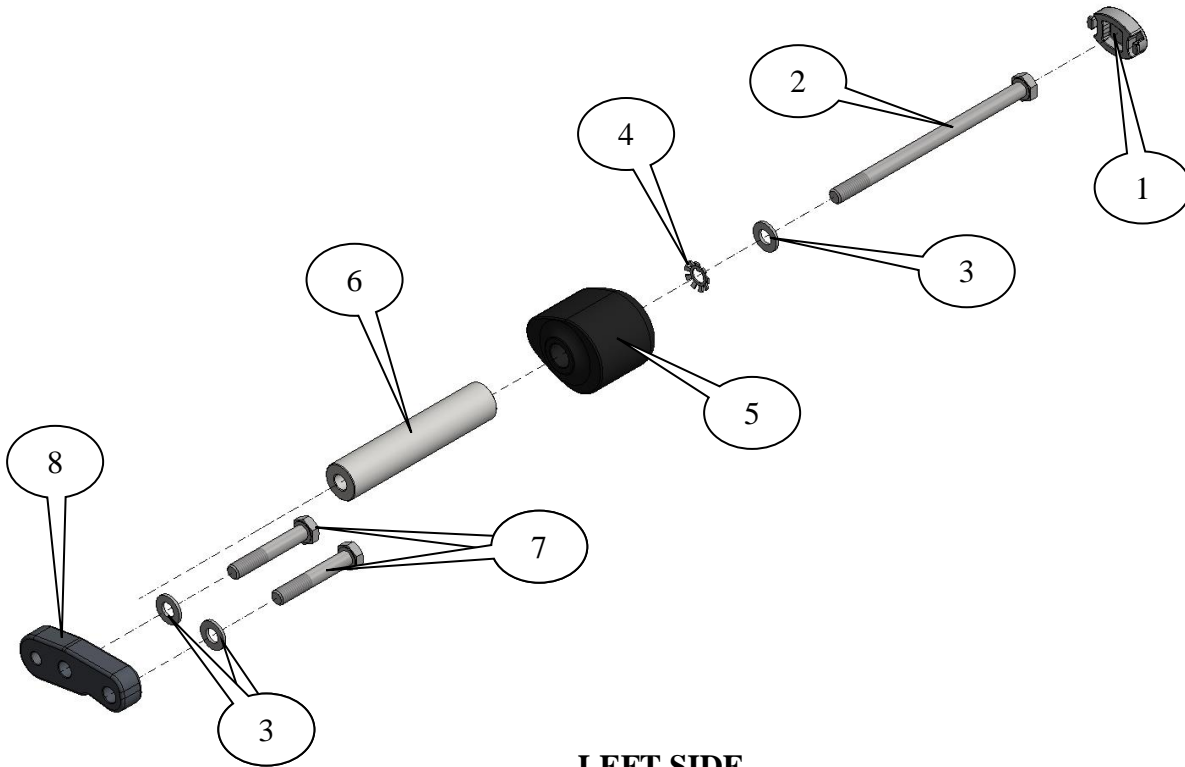
Picture B

**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).





### LEFT SIDE

#### LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).  
 ITEM 2 = M10 x 1.25 x 160mm LONG HEX HEAD BOLT (x2).  
 ITEM 3 = M10 WASHERS (x6).  
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).  
 ITEM 5 = CRASH PROTECTOR (B0063 with CS066) (x2).  
 ITEM 6 = SPACER (S0952 – 122mm LONG) (x2).  
 ITEM 7 = M10 x 1.25 x 60mm LONG HEX HEAD BOLT (x4).  
 ITEM 8 = MOUNTING BLOCKS (M0478) (x2).

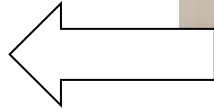
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt  
 – *the rubber washers should be thrown away!*

#### TOOLS REQUIRED

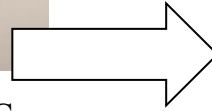
- T50 Torx socket and wrench.
- Socket set to include 4 & 5mm AF sockets and wrench.
- Socket set to include 8, 14 & 17mm sockets and wrench.
  - 14mm spanner.
  - Flat headed screwdriver.
  - Phillips screwdriver.
- Torque wrench (up to 40N/m).



TOWARDS REAR  
OF BIKE



TOWARDS FRONT  
OF BIKE



PICTURE C

**GENERAL TORQUE SETTINGS**

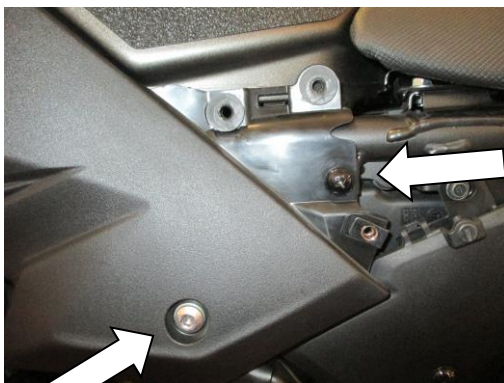
- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm



Picture 1



Picture 2



Picture 3

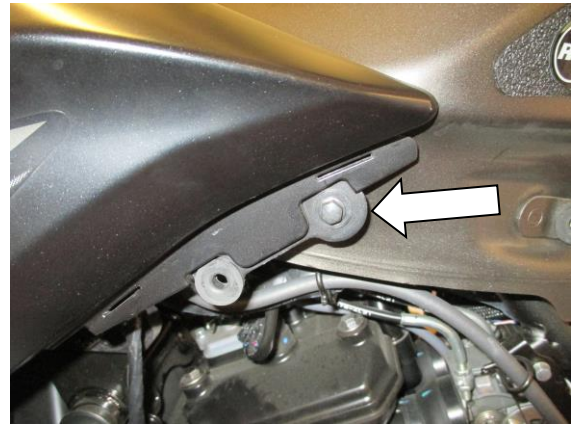


Picture 4





Picture 5



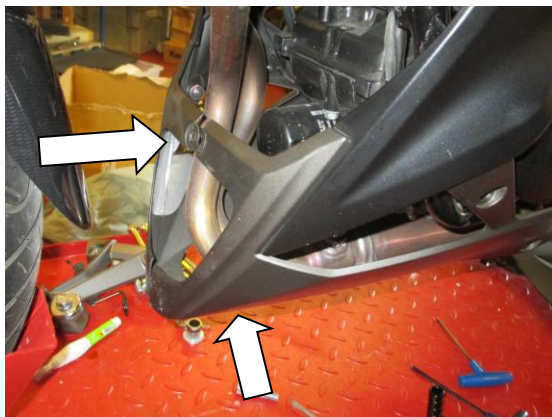
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10





Picture 11



Picture 12



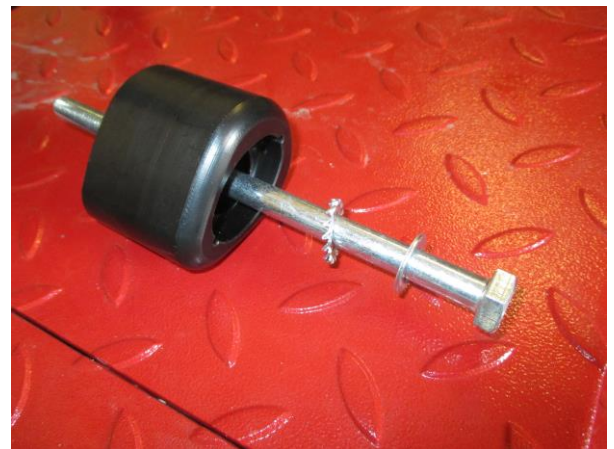
Picture 13



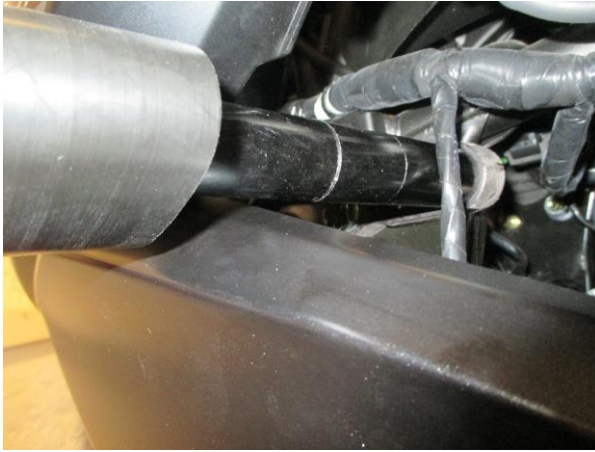
Picture 14



Picture 15



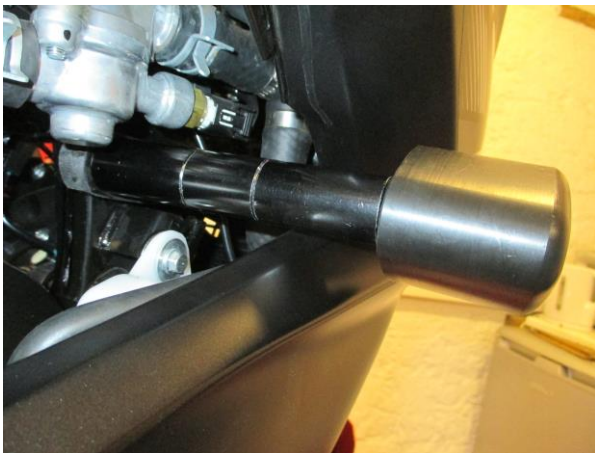
Picture 16



Picture 17



Picture 18



Picture 19



Picture 20

## **FITTING INSTRUCTIONS**

### **Left side (as you sit on the bike)**

- To fit the R&G crash protectors the side fairing cowls need to be removed from both sides of the bike.
- Remove the bolt that secures the seat infill panel in place, as shown in picture 1 and remove from the bike by pulling the panel out of the rubber mounts at the front, then at the rear, as shown in picture 2.
- Remove the two bolts that are arrowed in picture 3 and remove the plastic panel by pulling the panel out of the rubber mount at the top, then at the front of the panel, before twisting upwards to remove from the plastic clips at the front of the panel, as shown in pictures 4 & 5.
- Remove the bolt that is now accessible and secures the side fairing in place, as arrowed in picture 6.
- On the inside of the fairing panel next to the radiator, there are three push rivets that need to be removed from the radiator cowl, as arrowed in picture 7.
- Remove the two bolts that secure the bellypan in place on the lower side of the bike, as shown in picture 8.
- Remove the two push rivet connectors that attach both sides of the bellypan at the front of the bike, as arrowed in picture 9.
- The bellypan can now be separated from the right side and the side fairing removed from the bike. There is one rubber mount to release along with the connector for the regulator/rectifier that needs to be





disconnected when removing the panel, as shown in picture 10, before gently removing the panel from the bike.

- With the side fairing removed from the bike, the two frame mounting bolts can be accessed, as shown in picture 11.
- Remove these two bolts, along with the locknut on the rear that can be held with a 14mm spanner, as shown in picture 12.
- Take one of the mounting blocks supplied in the kit (item 8 – M0478) and locate two M10 x 1.25 x 60mm long hex head bolts (item 7) with two M10 washers (item 3) through the two holes on the mounting block, as shown in picture 13.
- Offer this assembly up to the bike, locating the two bolts through the two frame mounting holes, ensuring the block is correctly orientated with the threaded hole at the rear of the block and the profiled cut at the bottom of the block, as shown in picture 14.
- Re-fit the two OEM locknuts to the rear of the bolts, before tightening to the recommended torque settings.
- Re-fit the fairing in the reverse process of how they were removed, ensuring to reconnect the wiring connector for the regulator/rectifier.
- To fit the crash protector to the block, slide one of the 10mm washers (item 3) onto one of the M10 x 160mm long hex head bolts (item 2) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore in, as shown in picture 16.
- Place one spacer (item 6 – S0952 – 122mm long) onto the exposed end of the bolt.
- Check the assembly matches the exploded diagram on page 2 and offer the assembly up to the block already fitted and tighten the bolt into the threaded hole.
- Ensure the crash protector is correctly fitted and clear of all the bodywork.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 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 over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.

#### Right Side (as you sit on the bike)

- To fit the crash protector to the right side of the bike, repeat the same procedure for removing the fairing as for the left side.
- Remove the two frame mounting bolts and locknuts and assemble the remaining mounting block with the remaining bolts and washer as before, but with the block orientated the other way around, as shown in picture 18. The threaded hole should be towards the rear of the block and the profiled cut-out should sit around the frame bracket on the lower side of the block, also shown in picture 18.
- Re-fit the two OEM locknuts to the rear of the bolts, before tightening to the recommended torque settings.
- Re-fit the fairing in the reverse process of how they were removed.
- To fit the crash protector to the block, slide the remaining 10mm washer (item 3) onto the remaining M10 x 160mm long hex head bolt (item 2) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore in.
- Place the remaining spacer (item 6 – S0952 – 122mm long) onto the exposed end of the bolt.
- Check the assembly matches the exploded diagram on page 1 and offer the assembly up to the block already fitted and tighten the bolt into the threaded hole.
- Ensure the crash protector is correctly fitted and clear of all the bodywork.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN**

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**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 over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.

- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.
- Ensure all bodywork is correctly re-fitted before use.

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**NOTICE DE MONTAGE POUR CP0402BL**  
**PROTECTIONS CRASH LATERALES POUR KAWASAKI Z300 '15- KIT NON PERCE**



Photo A

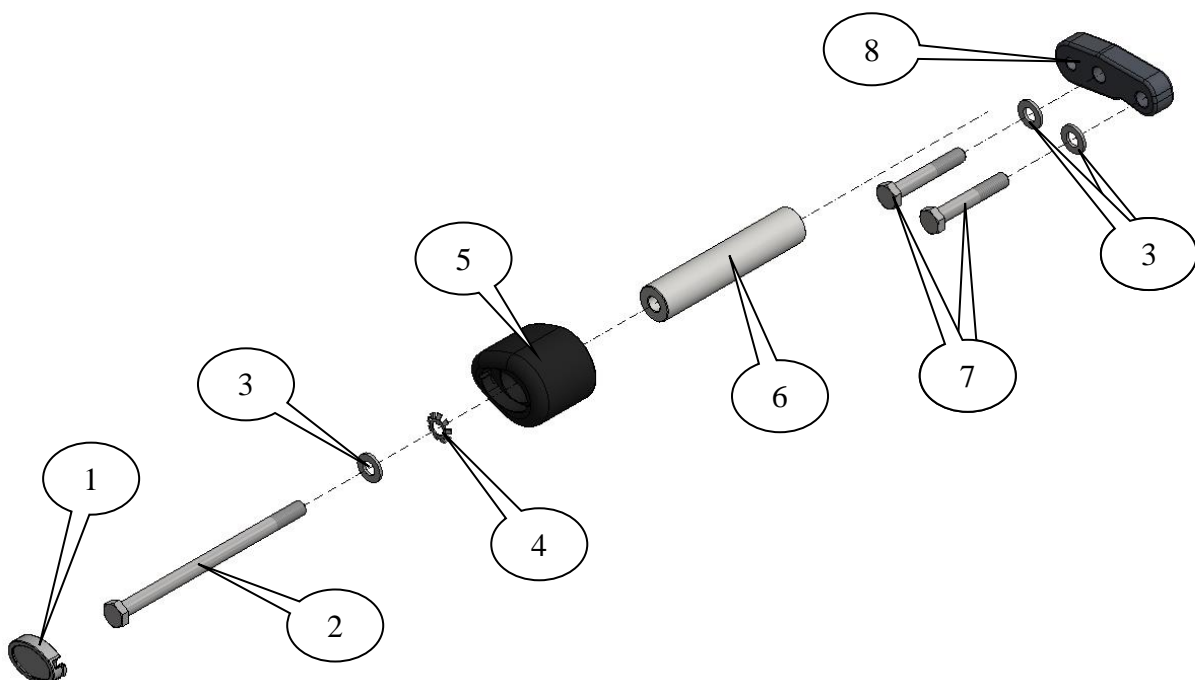


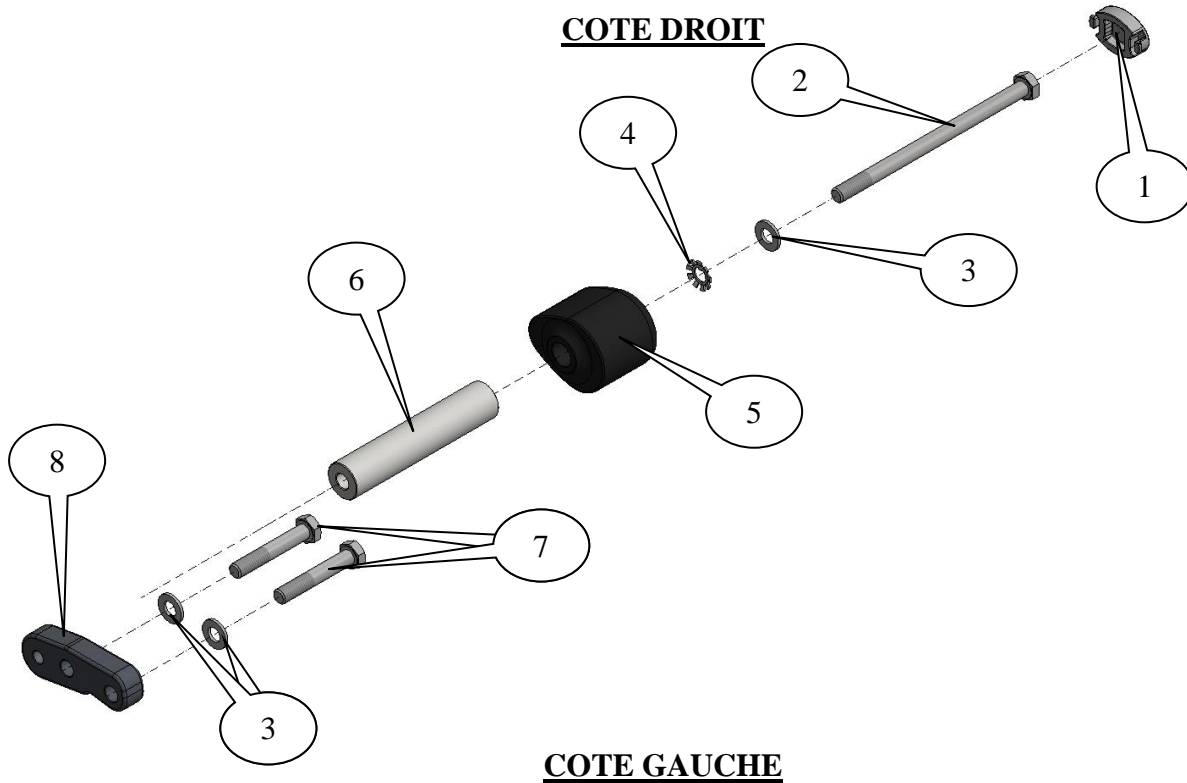
Photo B

**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 PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).





### LEGENDE

ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).

ARTICLE 2 = M10 x 1.25 x 160mm BOULONS (x2).

ARTICLE 3 = M10 RONDELLES (x6).

ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).

ARTICLE 5 = PROTECTION CRASH (B0063 avec CS066) (x2).

ARTICLE 6 = ENTRETOISE (S0952 – 122mm DE LONG) (x2).

ARTICLE 7 = BOULON M10 x 1.25 x 60mm (x4).

ARTICLE 8 = BLOCS DE FIXATION (M0478) (x2).

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 Torx T50.
- Clés à cliquet 4 & 5mm.
- Clés à cliquet 8, 14 & 17mm sockets and wrench.
  - Clé à molette 14mm.
  - Tournevis plat.
  - Tournevis cruciforme.
- Clé dynamométrique (à 40N/m).



### COUPLES DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm  
 M5 BOULON = 12Nm  
 M6 BOULON = 15Nm  
 M8 BOULON = 20Nm  
 M10 BOULON = 40Nm

### NOTICE DE MONTAGE :

#### Coté gauche (lorsqu'on est assis sur la moto)

- Pour monter les protections R&G, les capots de carénages latéraux doivent être enlevés des 2 cotés de la moto.
- Enlever le boulon qui fixe le panneau de siège interne en place, voir photo 1 et enlever de la moto en tirant le panneau vers l'extérieur des supports caoutchouc sur le haut, puis à l'arrière, voir photo 2.
- Enlever les 2 boulons indiqués sur la photo 3 et enlever le panneau plastique en tirant le panneau du support caoutchouc sur le haut, puis à l'avant du panneau, avant de tourner vers le haut pour enlever des clips plastique à l'avant du panneau, voir photos 4 & 5.
- Enlever le boulon qui est accessible et fixe le carénage latéral en place, voir photo 6.
- A l'intérieur du panneau de carénage a coté du radiateur, il y a 3 rivets poussoir qui doivent être retirés du capot de radiateur, voir photo 7.
- Enlever les 2 boulons qui fixent le capot en place du coté inférieur de la moto, voir photo 8.
- Enlever les 2 rivets connecteurs qui fixent les 2 cotés du capot à l'avant de la moto, voir photo 9.
- Le capot peut maintenant être séparé du coté droit et du carénage latéral de la moto. Il y a un support caoutchouc à libérer avec le connecteur pour le régulateur qui doit être déconnecté en enlevant le panneau, voir photo 10, avant d'enlever le panneau de la moto.
- Une fois le carénage latéral extrait de la moto, les 2 boulons de fixation du cadre sont accessibles, voir photo 11.
- Enlever ces 2 boulons, avec l'écrou de blocage à l'arrière qui peut être atteint avec une clé 14mm voir photo 12.
- Prendre un des blocs de fixation fourni dans le kit (article 8 – M0478) et placer 2 boulons M10 x 1.25 x 60mm (article 7) avec 2 rondelles M10 (article 3) dans les 2 trous sur le bloc de fixation, voir photo 13.
- Monter l'ensemble sur la moto, en plaçant les 2 boulons dans les 2 trous de fixation, en veillant à ce que le bloc soit correctement orienté avec le trou fileté à l'arrière du bloc et l'ouverture profilée au bas du bloc, voir photo 14.
- Remonter les 2 écrous de blocage d'origine à l'arrière des boulons, avant de serrer aux couples de serrage recommandés.
- Remonter le carénage de la façon inverse qu'il a été enlevé, en veillant à reconnecter le connecteur de fil pour le régulateur.
- Pour monter la protection crash sur le bloc, glisser une des rondelles 10mm (article 3) sur un des boulons M10 x 160mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon.

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- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon et ses rondelles dans la protection crash (article 5) pour que la tête du boulon et les rondelles se place dans l'alésage, voir photo 16.
- Placer une entretoise (article 6 – S0952 – 122mm de long) sur l'extrémité du boulon.
- Vérifier que l'assemblage corresponde au schéma en page 2 et monter l'ensemble sur le bloc déjà monté et serrer le boulon dans le trou fileté.
- Veiller à ce que la protection crash soit correctement installée et soit suffisamment espacée du carénage.
- Serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **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'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

**Coté droit (lorsqu'on est assis sur la moto)**

- Pour monter la protection crash du coté droit, répéter la même procédure en enlevant le carénage comme pour le coté gauche.
- Enlever les 2 boulons de fixation cadre et écrous de blocage puis assembler le bloc de fixation restant avec les boulons restants et la rondelle, comme précédemment, mais avec le bloc orienté de l'autre coté, voir photo 18. Le trou fileté doit être orienté vers l'arrière du bloc et l'ouverture profilée doit se placer autour du support de cadre du coté inférieur du bloc, voir photo 18.
- Remonter les 2 écrous d'origine sur l'arrière des boulons, avant de serrer aux couples de serrage recommandés.
- Remonter les carénages dans le process inverse de la façon qu'ils ont été enlevés.
- Pour monter la protection crash sur le bloc, glisser la rondelle restante 10mm (article 3) sur le boulon M10 x 160mm restant (article 2) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Ensuite, glisser le boulon avec rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et rondelles dans l'alésage.
- Placer l'entretoise restante (article 6 – S0952 – 122mm de long) sur l'extrémité du boulon.
- Vérifier que l'ensemble corresponde au schéma présent en page 1 puis monter l'ensemble sur le bloc déjà monté puis serrer le boulon dans le trou fileté.
- Veiller à ce que la protection crash soit correctement montée et espacée du carénage.
- Serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **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'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer le sticker R&G dans le creux des capuchons de la protection.
- Insérer les capuchons dans les protections.
- Vérifier que tout le carénage soit correctement fixé avant utilisation.

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