



FITTING INSTRUCTIONS FOR CP0313 CRASH PROTECTORS
KAWASAKI ER6-N 2012

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PICTURE A



PICTURE B



REAR OF BIKE

FRONT OF BIKE

PICTURE C

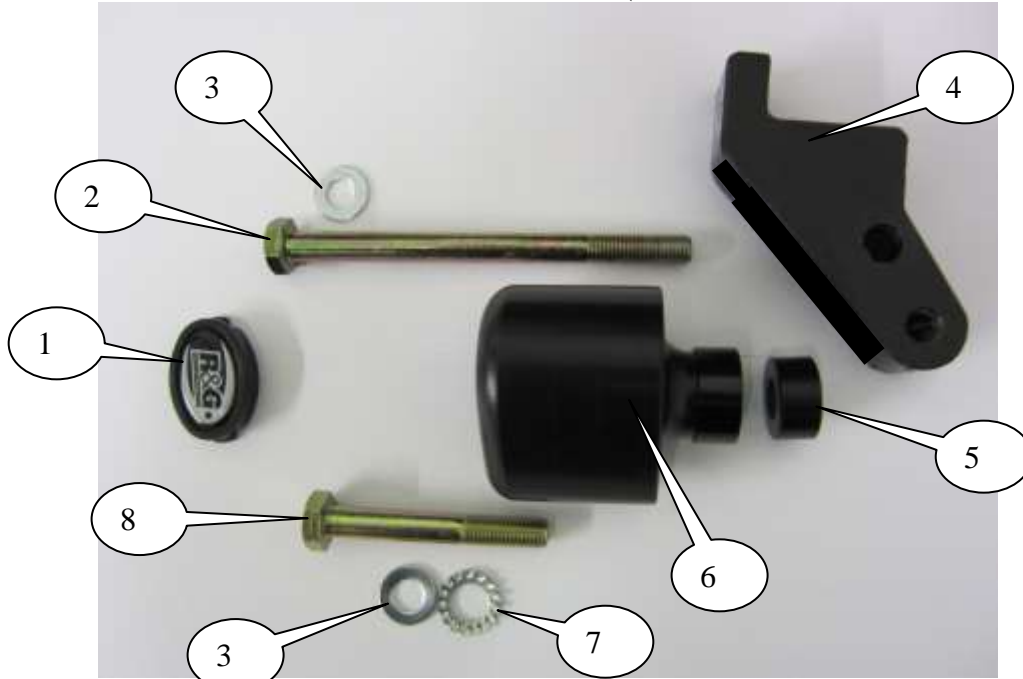
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

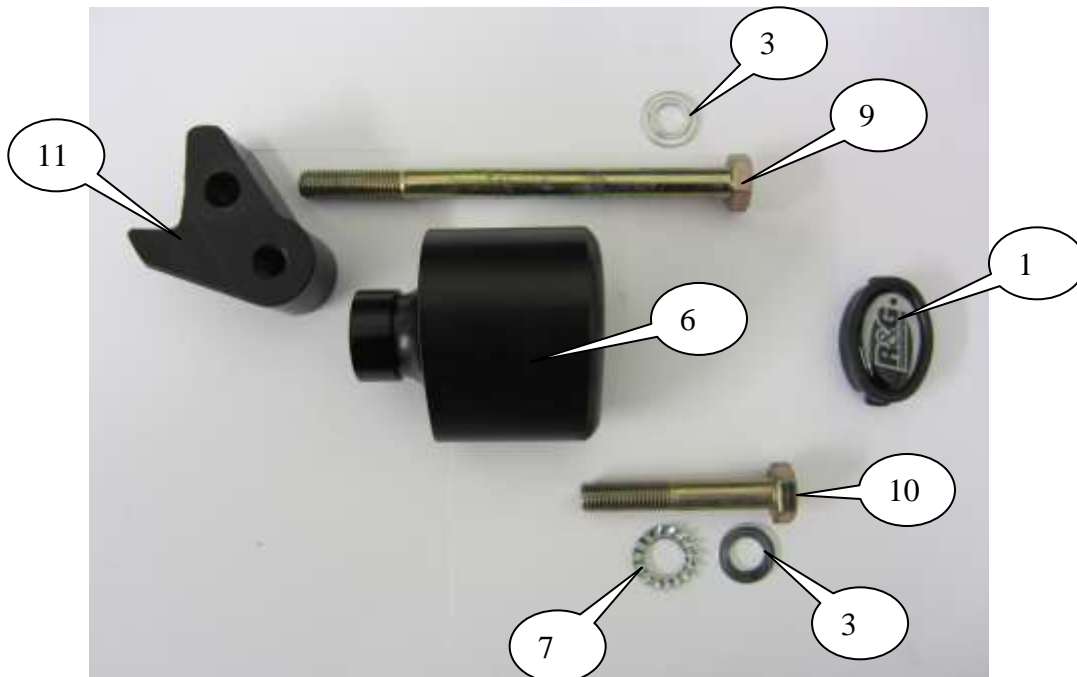
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



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



LEFT HAND SIDE



RIGHT HAND SIDE



TOOLS REQUIRED

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

LEGEND

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- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = M10x1.25x130mm LONG HEX HEAD BOLT (L-H-S FRAME/BLOCK BOLT) (x1).
- ITEM 3 = M10 PLAIN WASHERS (x2).
- ITEM 4 = M0297 MOUNTING BLOCK (L-H-S=LARGER) (x1).
- ITEM 5 = S0322 SPACER (L-H-S= 12mm LONG) (x1).
- ITEM 6 = B0431 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 7 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 8 = M10x1.25x75mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).
- ITEM 9 = M10x1.25x140mm LONG HEX HEAD BOLT (R-H-S FRAME/BLOCK BOLT) (x1).
- ITEM 10 = M10x1.25x65mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).
- ITEM 11 = M0298 MOUNTING BLOCK (R-H-S=SMALLER) (x1).
- ITEM 12 = LENGTH OF SELF-ADHESIVE FOAM (x1) (NOT SHOWN).



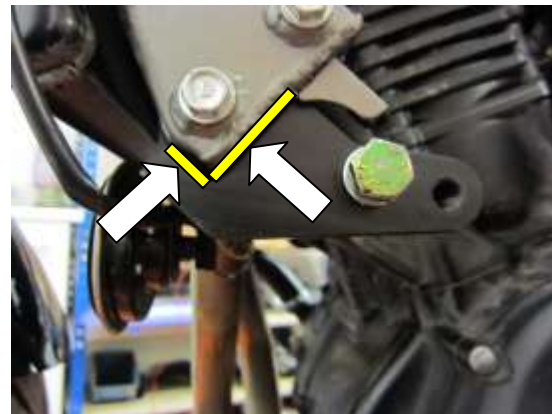
PICTURE D



PICTURE E



PICTURE F



PICTURE G



PICTURE H



PICTURE I

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the two bolts arrowed in pictures D and E, and remove the left hand side fairing.
- Remove the engine/frame bolt in position arrowed in picture F (using 14mm socket) be careful as the nut may fall out (this must be reused on assembly).
- Cut and stick the self-adhesive foam in the positions arrowed in picture G (this helps prevent marking of the frame on assembly).
- Slide one of the 10mm washers (item 3) onto the M10 hexagon headed bolt (item 2=130mm long) so washer sits against head of the bolt.
- Place the mounting block (item 4) in position as shown in picture G.
- Place the bolt with washer through the unthreaded hole in the mounting block, through the frame and original frame/engine spacer, please ensure the in-board nut is in position and tighten (Do not exceed 40 Nm of torque).
- Replace left hand side fairing.
- Slide one of the 10mm washers (item 3) onto the M10 hexagon headed bolt (item 8=75mm long) so the washer sits against head of the bolt as shown in picture H.
- Next slide one of the serrated locking washers (item 7) over the bolt so it sits against the washer just fitted as shown in picture H.
- Next slide the bolt with washers through either crash protector (item 6) so head of bolt goes into counter-bore in crash protector as shown in picture H.
- Place one of the spacer (item 5) over the exposed end of the bolt so it sits against the crash protector as shown in picture H.
- Offer the crash protector assembly up to the threaded mounting hole in the mounting block as shown in picture I.
- Finally tighten the crash protector 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 over tighten as damage can occur to the bike. Do not exceed 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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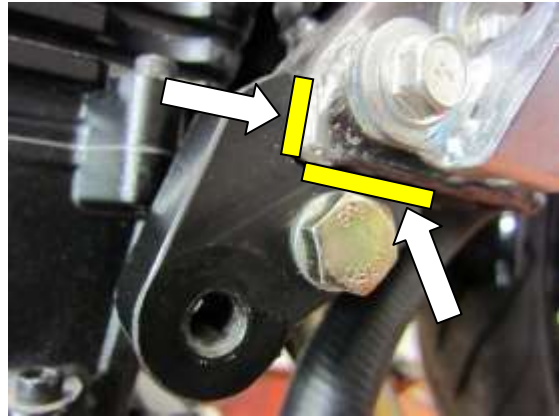
PICTURE J



PICTURE K



PICTURE L



PICTURE M



PICTURE N



PICTURE O



Off side (right side as you sit on bike)

- Remove the two bolts arrowed in pictures J and K, and remove the right hand side fairing.
- Remove the engine/frame bolt in position arrowed in picture L (using 14mm socket) be careful as the nut may fall out (this must be reused on assembly).
- Cut and stick the self-adhesive foam in the positions arrowed in picture M (this helps prevent marking of the frame on assembly).
- Slide one of the 10mm washers (item 3) onto the M10 hexagon headed bolt (item 9=140mm long) so washer sits against head of the bolt.
- Place the mounting block (item 11) in position as shown in picture M.
- Place the bolt with washer through the unthreaded hole in the mounting block, through the frame and original frame/engine spacer, please ensure the in-board nut is in position and tighten (Do not exceed 40 Nm of torque).
- Replace left hand side fairing.
- Slide one of the 10mm washers (item 3) onto the M10 hexagon headed bolt (item 10=65mm long) so the washer sits against head of the bolt as shown in picture N.
- Next slide one of the serrated locking washers (item 7) over the bolt so it sits against the washer just fitted as shown in picture N.
- Next slide the bolt with washers the remaining crash protector (item 6) so head of bolt goes into counter-bore in crash protector as shown in picture N.
- Offer the crash protector assembly up to the threaded mounting hole in the mounting block as shown in picture O.
- Finally tighten the crash protector 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 over tighten as damage can occur to the bike. Do not exceed 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.
- Place one of the longer spacers over the exposed end of the bolt so it sits against the crash protector as shown in picture 'H' (please note the slightly larger diameter sits against the crash protector).
- Offer the crash protector assembly up to the engine/frame mounting hole as shown in picture 'I'.
- Finally tighten the crash protector 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 over tighten as damage can occur to the bike. Do not exceed 40Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.



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Notice de montage pour CP0313
Protections crash latérales
KAWASAKI ER6-N 2012

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Photo A



Photo B



Arrière de la moto

Avant de la moto

Photo C

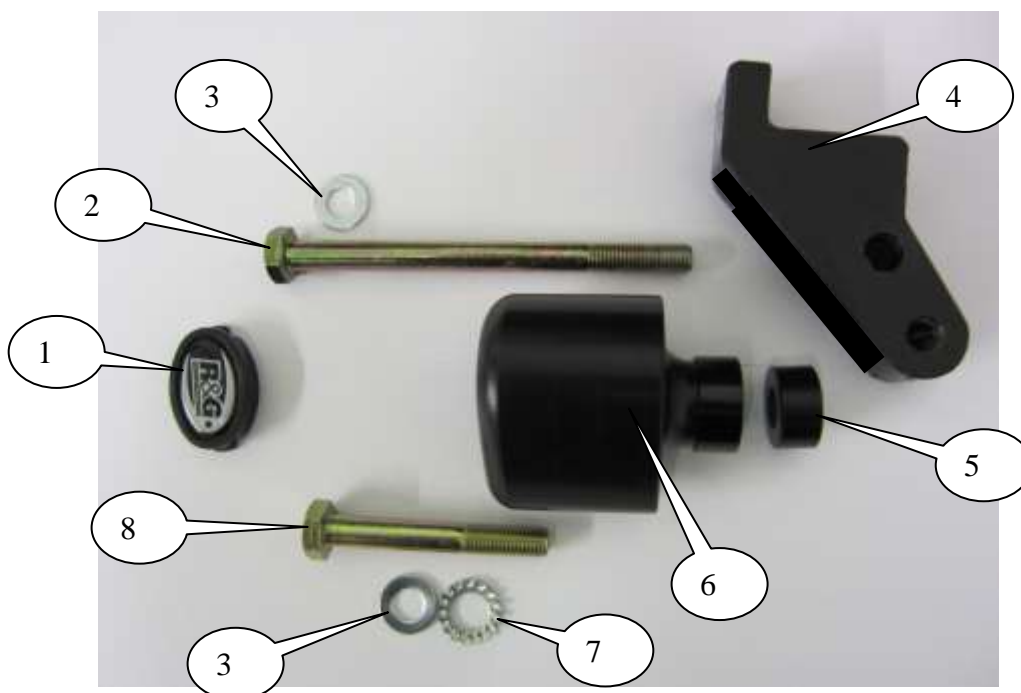
Vérifier que toutes les pièces soient présentes avant de déballer complètement.

La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto

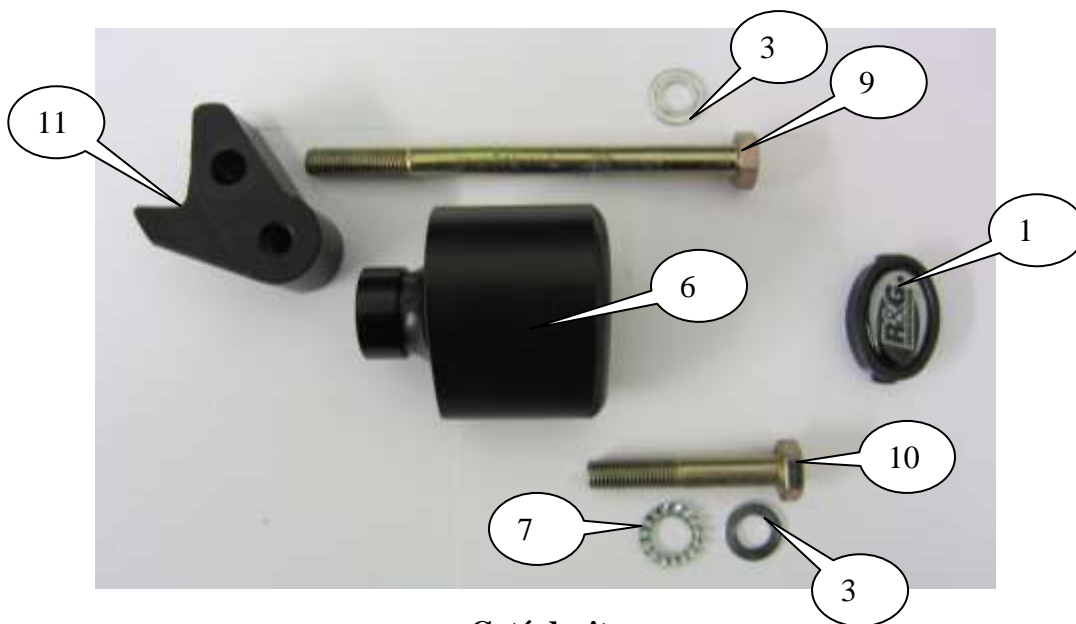
Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - les rondelles en caoutchouc doivent être jetées !



Les parties représentées peuvent parfois être uniquement représentatives
(Pour la clarté des explications)



Coté gauche



Coté droit



Outils requis

- Clés de 14 et 17mm
- Clés Allen de 4 et 5mm
- Clé dynamométrique réglable à plus de 40 Nm

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Article 1 = BC0002 Capuchons de protections crash (x2).

Article 2 = M10x1.25x130mm Long boulon à tête hexagonale (Boulon de bloc/cadre coté gauche) (x1).

Article 3 = M10 Rondelles plates (x2).

Article 4 = M0297 Bloc de montage (coté gauche = le plus large) (x1).

Article 5 = S0322 Entretoise (Coté gauche = 12mm de long) (x2).

Article 6 = B0431 avec CS341 (10mm) (Les 2 protections crash) (x2).

Article 7 = LW0001 (M12 Rondelles Shake proof) (x2).

Article 8 = M10x1.25x75mm Long boulon à tête hexagonale (Boulon de protection crash coté gauche) (x1).

Article 9 = M10x1.25x140mm Long boulon à tête hexagonale (Boulon de bloc/cadre coté droit) (x1).

Article 10 = M10x1.25x65mm Long boulon à tête hexagonale (Boulon de bloc/cadre coté droit) (x1).

Article 11 = M0298 Bloc de montage (coté droit = le plus petit) (x1).

Article 12 = Longueur de mousse autocollante (x1) (non illustrée).

Notices de montage

Coté gauche assis sur la moto:

- Enlever les 2 boulons (photo D et E), puis Enlever le carénage coté gauche.
- Enlever le boulon de cadre/moteur en position indiquée en F (avec une clé de 14mm). Attention à ce que l'écrou ne tombe pas (Il doit être réutilisé plus tard).
- Couper et coller la mousse autocollante en position comme sur la photo G (cela aide à empêcher le marquage sur le cadre).
- Glisser une des rondelles de 10mm (article 3) sur le boulon M10 à tête hexagonale (article 2=130mm de long) de sorte à ce que la rondelle se mette contre la tête du boulon.
- Placer le bloc de montage (article 4) en position (photo G).
- Placer le boulon avec la rondelle à travers le trou non fileté dans le bloc de montage, à travers le cadre et l'entretoise du cadre/moteur. S'assurer que l'écrou intérieur soit bien serré en position (Ne pas excéder 40Nm de couple).
- Remettre le carénage coté gauche.
- Glisser une des rondelles de 10mm (article 3) sur le boulon à tête hexagonale M10 (article 8=75mm de long) de façon à ce que la rondelle se mette contre la tête du boulon (photo H).
- Glisser une des rondelles de blocage (article 7) autour du boulon de façon à ce que cette rondelle se mette contre la rondelle tout juste installée (photo H).
- Glisser ensuite le boulon avec les rondelles à travers l'une ou l'autre protection (article 6) de façon à ce que la tête du boulon aille en contre alésage dans la protection (photo H).
- Placer une des entretoises (article 5) autour de l'extrémité du boulon se sorte à ce qu'elle aille contre la protection (photo H).

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- Poser l'ensemble sur le support dans le bloc de montage (photo I).
- Poser la protection crash sur le trou du support dans le bloc de montage (photo I)
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 17mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO « C » AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.** Tourner un peu plus pour accroître la compression. Faire un quart de tour.
- NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.
→ NE PAS SERRER A PLUS DE 40nm.
- S'assurer que la protection n'entre pas en contact avec le carénage puis s'assurer également que l'axe est bien en place.
- Mettre les capuchons R&G en gomme sur la protection.

Coté droit assis sur la moto:

- Enlever les 2 boulons (photo J et K), puis enlever le carénage coté droit.
- Enlever le boulon de moteur / cadre en position fléchée en photo L (à l'aide d'une clé de 14mm) Attention à ce que l'écrou ne tombe pas. (Il sera réutilisé dans l'assemblage).
- Couper et coller la mousse autocollante dans les positions indiquées en photo M (Cela empêche le marquage).
- Glisser une des rondelles de 10mm (article 3) sur le boulon à tête hexagonale (article 9=140mm de long) de façon à ce que la rondelle se mette contre la tête du boulon.
- Placer le bloc de montage (article 11) en position (photo M).
- Placer le boulon avec la rondelle à travers le trou non fileté dans le bloc de montage, à travers le cadre et l'entretoise de cadre / Entretoise de moteur d'origine. S'assurer que l'écrou intérieur soit bien fixé en position. (Ne pas excéder 40Nm de couple).
- Remettre le carénage coté gauche.
- Glisser une des rondelles de 10mm (article 3) sur le boulon à tête hexagonale M10 (article 10=65mm de long) afin que la rondelle se mette contre la tête du boulon (photo N).
- Prendre une des rondelles de blocage (Article 7) et la placer contre la rondelle place tout juste installée (photo N).
- Placer cet ensemble à travers la protection restante (article 6) pour que la tête du boulon et les rondelles aillent en contre alésage dans la protection (photo N).
- Poser la protection crash sur le trou du support dans le bloc de montage (photo O)
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 17mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO « C » AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.** Tourner un peu plus pour accroître la compression. Faire un quart de tour.
- NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.
→ NE PAS SERRER A PLUS DE 40nm.
- S'assurer que la protection n'entre pas en contact avec le carénage puis s'assurer également que l'axe est bien en place.
- Mettre les capuchons R&G en gomme sur la protection.



- Placer une des grandes entretoises autour de l'extrémité du boulon pour qu'elle se mette contre la protection (photo H) (Note que le diamètre légèrement plus large se met contre la protection).
- Poser la protection crash sur le trou du support de moteur / cadre (photo I)
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 17mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO « C » AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.** Tourner un peu plus pour accroître la compression. Faire un quart de tour.
- NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.
→ NE PAS SERRER A PLUS DE 40nm.
- S'assurer que la protection n'entre pas en contact avec le carénage puis s'assurer également que l'axe est bien en place.
- Mettre les capuchons R&G en gomme sur la protection.

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