



FITTING INSTRUCTIONS FOR CP0386BL AERO CRASH PROTECTORS
KAWASAKI VERSYS 650 2015-



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

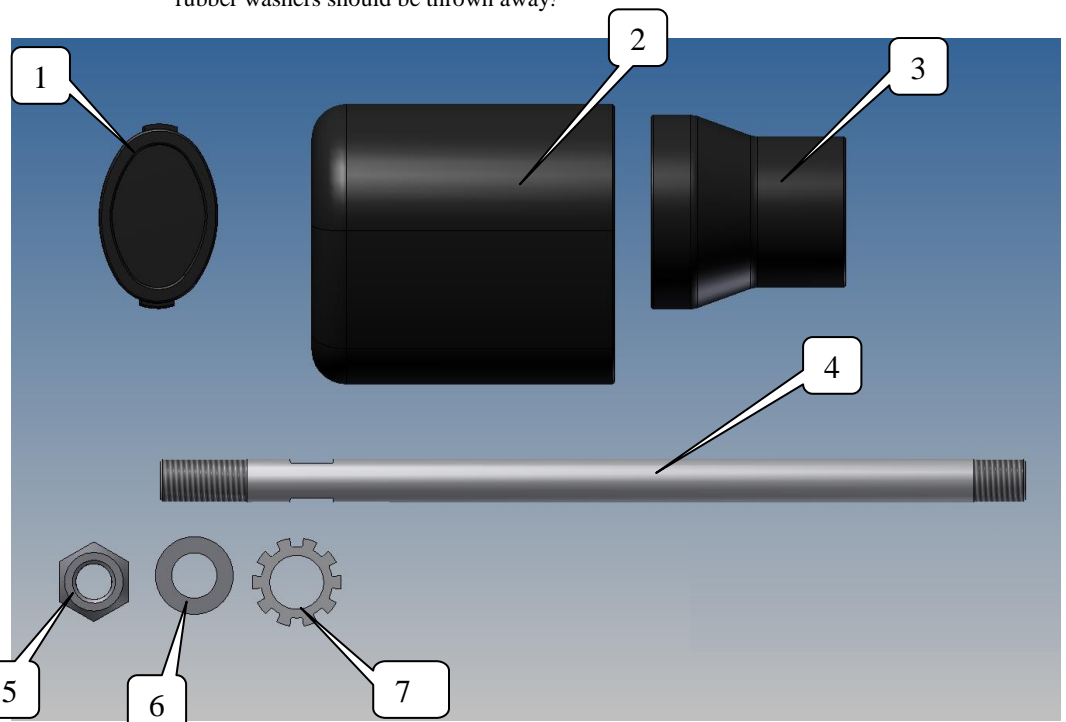


FRONT OF BIKE

PICTURE 'C'

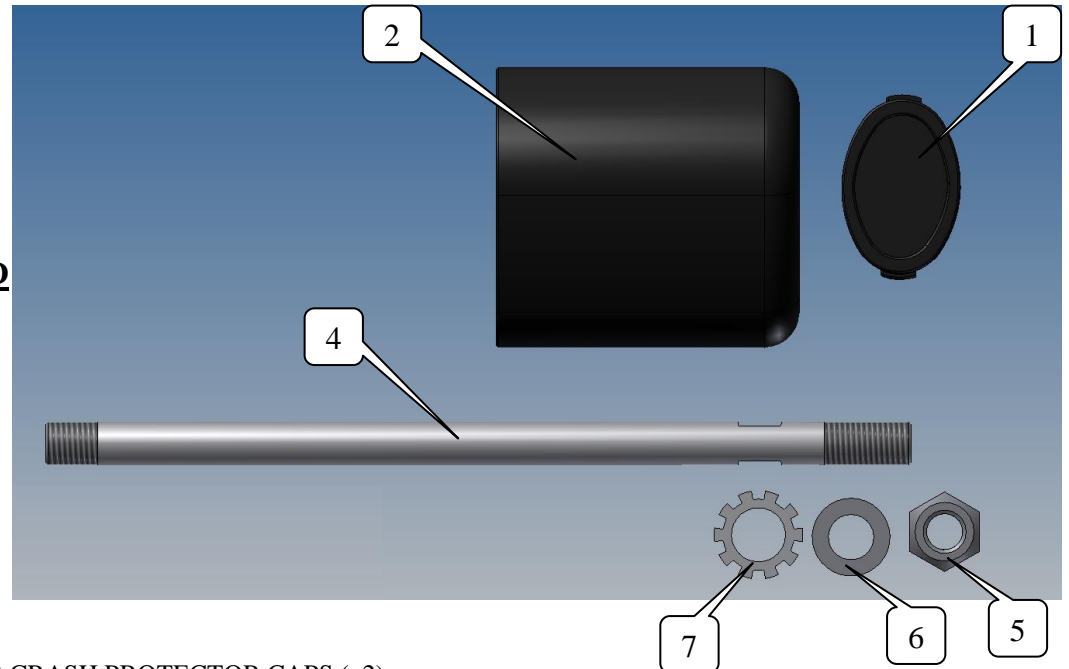
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!

LEFT HAND
SIDE





**RIGHT HAND
SIDE**



LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
 ITEM 2 = B0061 with CS341 (10mm) (L-H-S CRASH PROTECTOR) (x2).
 ITEM 3 = S0867 SPACER 45mm LONG (L-H-S SPACER) (x1).
 ITEM 4 = M10x200mm ENGINE BAR (CRASH PROTECTOR BARS) (x2).
 ITEM 5 = M10 NYLOC NUTS (x2)
 ITEM 6 = M10 PLAIN WASHERS (x2).
 ITEM 7 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

You will need the following tools to complete this job.

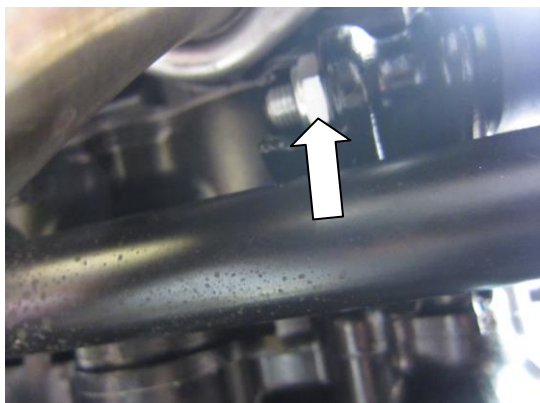
- Socket set to include 17mm socket and wrench.
 - 8mm A/F Allen key or socket bit.
 - 8mm Open ended spanner.
 - Torque wrench (up to 40Nm).



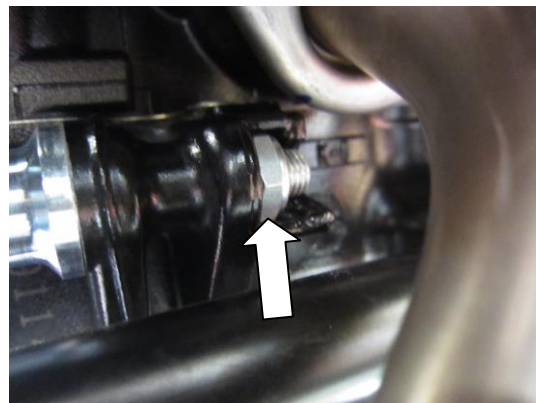
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture '1' (please ensure the inboard captive nut is kept for refitting as shown in picture '3'). Please leave all spacer's/bushes in place.
- Place one of the new engine bars (item 4) through the mounting hole with the spanner flats away from the motorcycle and use a 8mm spanner to fully engage the original captive nut.
- Place the spacer (item 3) over the exposed end of the engine bar with the larger diameter away from the motorcycle.
- Place one of the crash protectors (item 2) over the exposed engine bar so it sits against the spacer just fitted.
- Place one of the shake proof washers (item 7) over the exposed end of the engine bar and into the counter bore of the crash protector.
- Place one of the M10 plain washers (item 6) over the engine bar so it sits against the shake proof washer just fitted.
- Engage one of the M10 Nyloc nuts (item 5) onto the engine bar.
- Tighten the nut 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' 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 bobbin cap (item 1).
- Fit bobbin cap (item 1) into the crash protector.

Off side (right side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture '2' (please ensure the inboard captive nut is kept for refitting as shown in picture '4'). Please leave all spacer's/bushes in place.
- Place the remaining engine bar (item 4) through the mounting hole with the spanner flats away from the motorcycle and use a 8mm spanner to fully engage the original captive nut.
- Place the remaining crash protector (item 2) over the exposed engine bar so it sits against the original spacer.
- Place the remaining shake proof washer (item 7) over the exposed end of the engine bar and into the counter bore of the crash protector.



- Place the remaining M10 plain washer (item 6) over the engine bar so it sits against the shake proof washer just fitted.
- Engage the remaining M10 Nyloc nut (item 5) onto the engine bar.
- Tighten the nut 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' 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 bobbin cap (item 1).
- Fit bobbin cap (item 1) into the crash protector.

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Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

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

Issue 1 (NSY) 23/03/2015



**INSTRUCTIONS DE MONTAGE POUR CP0386BL PROTECTIONS
LATERALES
KAWASAKI VERSYS 650 2015-**



PHOTO 'A'



PHOTO 'B'

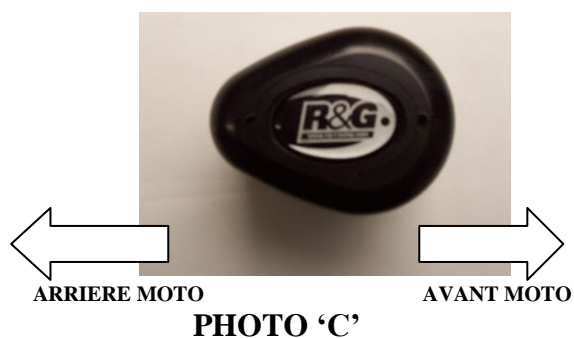
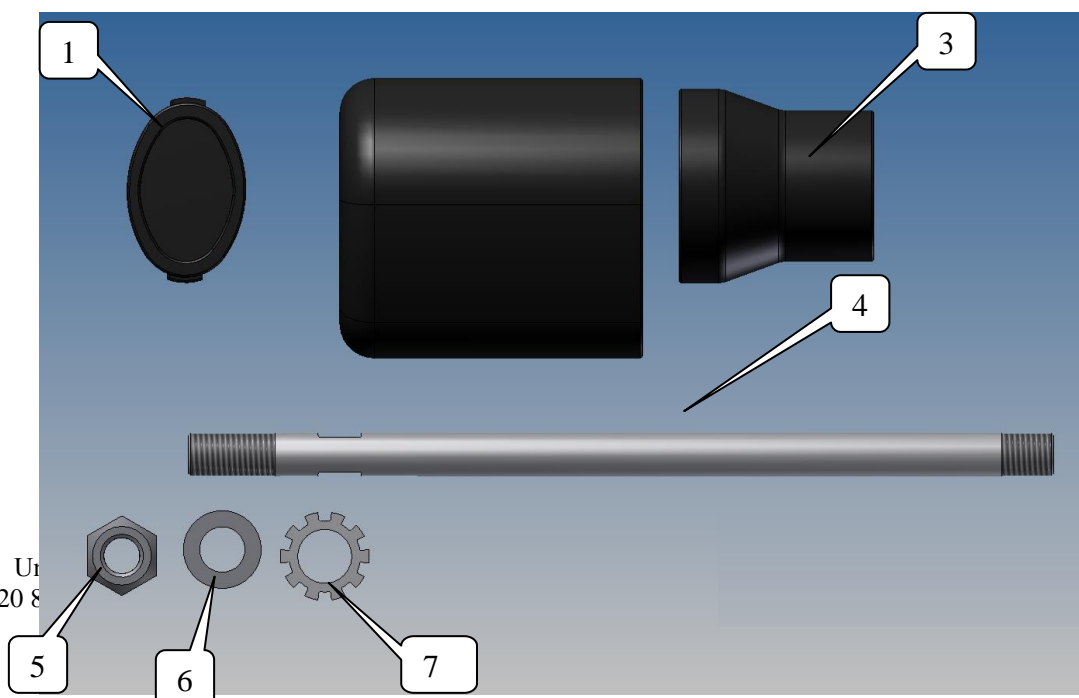


PHOTO 'C'

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

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

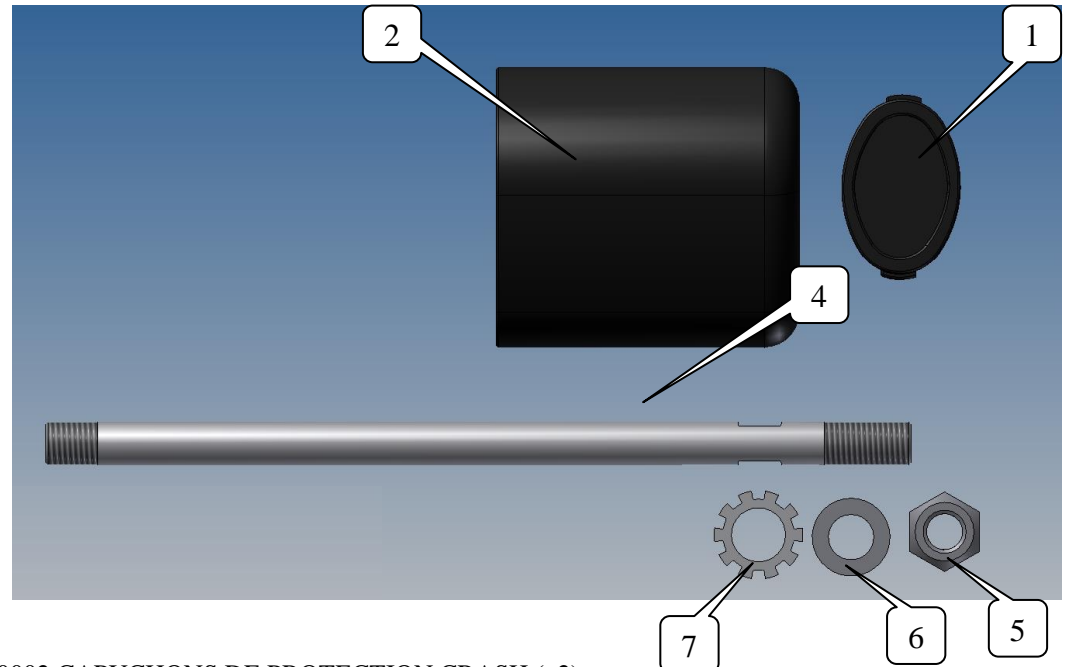
**COTE
GAUCHE**



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Tel: +44 (0)1420 8



**COTE
DROIT**



LEGENDE

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).
 ARTICLE 2 = B0061 avec CS341 (10mm) (PROTECTION CRASH GAUCHE) (x2).
 ARTICLE 3 = S0867 ENTRETOISE 45mm DE LONG (ENTRETOISE GAUCHE) (x1).
 ARTICLE 4 = M10x200mm AXE MOTEUR (AXES PROTECTIONS CRASH) (x2).
 ARTICLE 5 = M10 ECROUS (x2)
 ARTICLE 6 = M10 RONDELLES (x2).
 ARTICLE 7 = LW0001 (M12 RONDELLES ANTI VIBRATION) (x2).

Vous aurez besoin de ces outils pour le montage.

- Clé à douille 17mm.
- Clé Allen 8mm.
- Clé plate 8mm.
- Clé dynamométrique (à 40Nm).



PHOTO 1



PHOTO 2

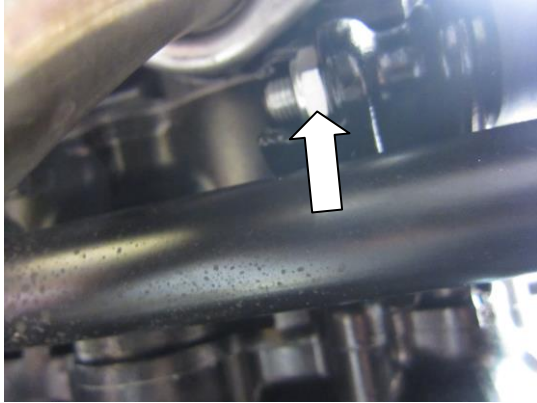


PHOTO 3

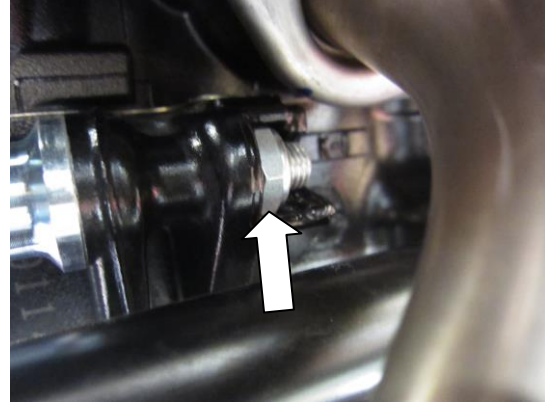


PHOTO 4

INSTRUCTIONS DE MONTAGE

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

- Enlever le boulon de fixation moteur, voir photo '1' (Veiller à bien conserver l'écrou captif interne, car il sera réutilisé par la suite du montage, voir photo '3'). Laisser toutes les entretoises en place.
- Placer un des nouveaux axes moteur (article 4) dans le trou de fixation avec la clé plate éloignée de la moto, puis utiliser une clé 8mm pour engager complètement l'écrou d'origine.
- Placer l'entretoise (article 3) sur l'extrémité de l'axe moteur avec le diamètre le plus large éloigné de la moto.
- Placer une des protections crash (article 2) sur l'extrémité de l'axe moteur de façon à ce qu'elle se place contre l'entretoise tout juste insérée.
- Placer une des rondelles anti vibration (article 7) sur l'extrémité de l'axe moteur et dans le contre alésage de la protection moteur.
- Placer une des rondelles M10 (article 6) sur l'axe moteur de façon à ce qu'elle se place contre la rondelle anti vibration tout juste insérée.
- Engager un des écrous M10 (article 5) sur l'axe moteur.
- Serrer l'écrou jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé 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'accentuer 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
- Coller le sticker de caoutchouc dans le creux du capuchon de la bobine (article 1).
- Placer le capuchon dans la bobine de protection crash (article 1).

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

- Enlever le boulon de fixation moteur, voir photo '2' (Veiller à bien conserver l'écrou captif interne, car il sera réutilisé par la suite du montage, voir photo '4'). Laisser toutes les entretoises en place.
- Placer l'axe moteur restant (article 4) dans le trou de fixation avec la clé plate éloignée de la moto, puis utiliser une clé 8mm pour engager complètement l'écrou d'origine
- Placer la protection crash restante (article 2) sur l'extrémité de l'axe moteur de façon à ce qu'elle se place contre l'entretoise d'origine.
- Place the remaining shake proof washer (article 7) over the exposed end of the engine bar and into the counter bore of the crash protector.



- Place the remaining M10 plain washer (article 6) over the engine bar so it sits against the shake proof washer just fitted.
- Engage the remaining M10 Nyloc nut (article 5) onto the engine bar.
- Placer la rondelle anti vibration restante (article 7) sur l'extrémité de l'axe moteur et dans le contre alésage de la protection moteur.
- Placer la rondelle M10 restante (article 6) sur l'axe moteur de façon à ce qu'elle se place contre la rondelle anti vibration tout juste insérée.
- Engager l'écrou M10 restant (article 5) sur l'axe moteur.
- Serrer l'écrou jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé 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'accentuer 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
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- Placer le capuchon dans la bobine de protection crash (article 1).

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COUPLES DE SERRAGE

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