



**FITTING INSTRUCTIONS FOR CP0264 CRASH PROTECTORS**  
**KAWASAKI Z1000 2010**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

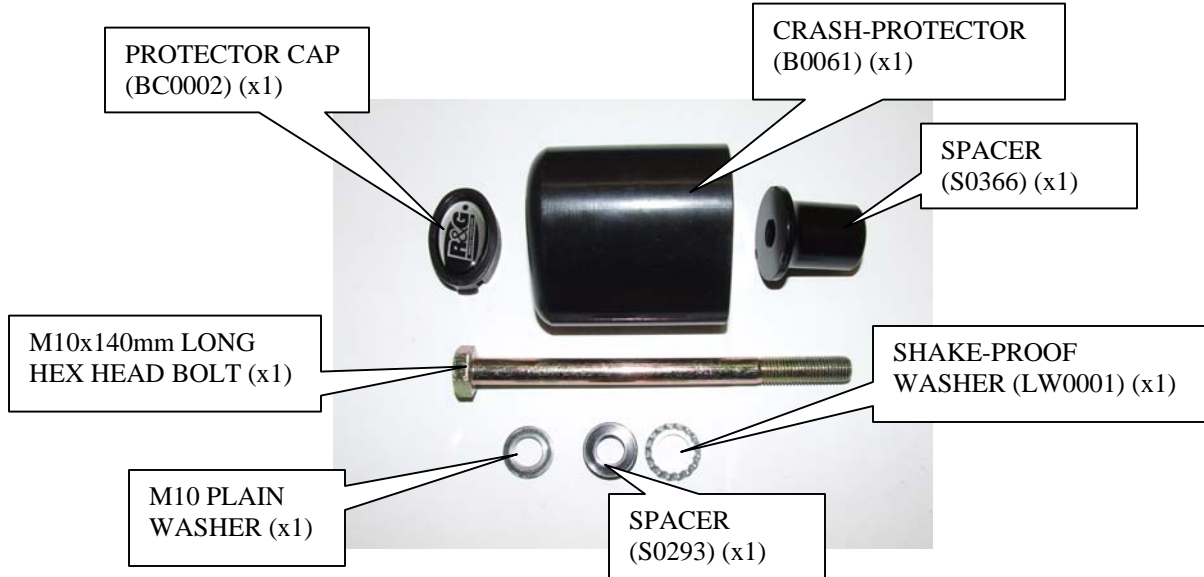
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

**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!*

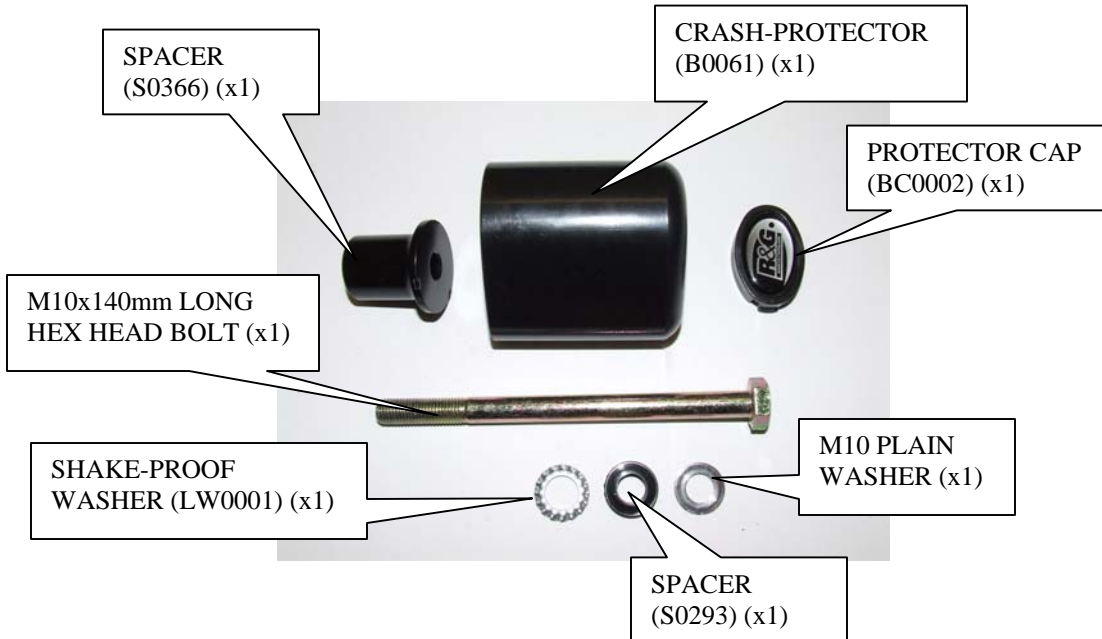


THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



**LEFT HAND SIDE**

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DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**



**RIGHT HAND SIDE**



### **TOOLS REQUIRED**

- Socket set to include 14mm and 17mm sockets and wrench.
- Torque wrench (up to 40Nm)

#### **Near side (left side as you sit on bike)**

- Remove the engine mounting bolt arrowed in picture 'A' (using 14mm socket).
- Slide one of the 10mm washers onto one the M10 hexagon headed bolt so washer sits against head of bolt.
- Slide smallest spacer (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer over the bolt so it sits against spacer just fitted.
- Next slide bolt, spacer and washer through either bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the longest spacer (33mm long) over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN 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 overtighten 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.
- Fit bobbin cap into bobbin.

#### **Off side (right side as you sit on bike)**

- Remove the engine mounting bolt arrowed in picture 'B' (using 14mm socket).
- Slide one of the 10mm washers onto the remaining M10 hexagon headed bolt so washer sits against head of bolt.
- Slide smallest spacer (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer over the bolt so it sits against spacer just fitted.
- Next slide bolt, spacer and washer through either bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the longest spacer (33mm long) over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN 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 overtighten 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.
- Fit bobbin cap into bobbin.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS MOTEUR**  
**CP0264 KAWASAKI Z1000 2010**

**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.**

**OUTILS NECESSAIRES**

- Jeu de clé 14mm et 17mm.
- Clé dynamométrique. (sup à 40Nm)

**Côté Gauche**

- Enlever la vis de fixation moteur (voir photo A- utiliser la clé de 14mm)
- Glisser une des rondelles M10 sur l'une des vis hexagonale M10.
- Glisser l'entretoise la plus petite ( 5 mm) sur la vis contre la rondelle précédemment montée.
- Glisser ensuite une rondelle crantée sur la vis contre l'entretoise.
- Glisser le tout à travers l'un des tampons R&G. (la tête de vis se plaçant dans la partie usinée du tampon).
- Ensuite glisser l'entretoise la plus longue (33mm) sur la vis contre le tampon, le côté le plus large contre le tampon. (vérifier que la longueur de vis qui ressort de la vis R&G soit identique à la longueur de vis d'origine).
- Placer le tout sur la moto et serrez la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.(utiliser la clé de 17mm) Attention au sens de montage des tampons , voir la photo C.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Positionner ensuite le cache R&G sur le tampon (voir photos)

**Côté Droit**

- Enlever la vis de fixation moteur (voir photo B- utiliser la clé de 14mm)
- Glisser une des rondelles M10 sur l'une des vis hexagonale M10.
- Glisser l'entretoise la plus petite ( 5 mm) sur la vis contre la rondelle précédemment montée.
- Glisser ensuite une rondelle crantée sur la vis contre l'entretoise.
- Glisser le tout à travers l'un des tampons R&G. (la tête de vis se plaçant dans la partie usinée du tampon).
- Ensuite glisser l'entretoise la plus longue (33mm) sur la vis contre le tampon, le côté le plus large contre le tampon. (vérifier que la longueur de vis qui ressort de la vis R&G soit identique à la longueur de vis d'origine).
- Placer le tout sur la moto et serrez la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.(utiliser la clé de 17mm) Attention au sens de montage des tampons , voir la photo C.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
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