



**FITTING INSTRUCTIONS CP0121BL CRASH PROTECTORS
KAWASAKI Z750 / Z1000 UP TO '06**

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!*



Offside (right side as you sit on bike)

- Ensure that engine is cold
- Remove engine bolt just forward of base of cylinder, being careful not to lose the retaining nut on the back of the bolt
- Take the crash protector with the straight neck and insert the longer bolt through it (with washer behind head of bolt)
- Screw assembly into the vacant engine mount and replace original retaining nut, being very careful not to cross-thread it (this is very easily done)
- Tighten bolt until you feel some compression from inside the protector. 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.

Nearside (left side as you sit on bike)

- Repeat as above, except using the protector with the curved neck and using the shorter bolt



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Notice de montage

CP0121 KAWASAKI Z 1000 – Z 750 <= '06	AVANT
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Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

DROITE(assis sur la moto):

- œ Attention le moteur ne doit pas être chaud.
- œ Démontez la vis de fixation d'origine à l'avant du moteur (devant les cylindres). Attention de ne pas perdre l'écrou de fixation à l'arrière du moteur.
- œ Prenez la vis la plus longue et positionnez-la dans le tampon avec la collerette droite. (ne pas oublier de mettre une rondelle M10 entre la vis et le tampon.)
- œ Fixez l'ensemble sur la moto,
- œ Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faites un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas excéder 40nm de couple de serrage.

GAUCHE (assis sur la moto):

- œ Refaire les mêmes opérations que pour le côté droit, utilisez la vis la plus petite et le tampon avec une collerette conique (long cône).