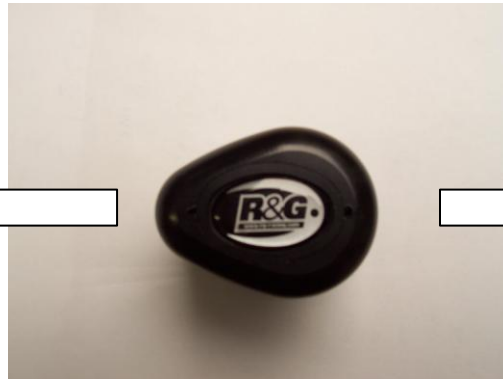




**FITTING INSTRUCTIONS FOR CP0237BL CRASH PROTECTORS
KAWASAKI NINJA 250R 2008-**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



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!*

You will need the following tools to complete this job.

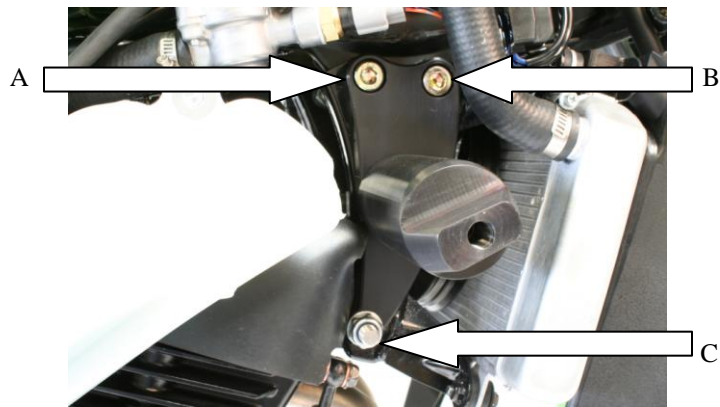
Set off metric allen keys.

Socket set to include 17mm, 14mm and 15mm A/F socket and wrench.

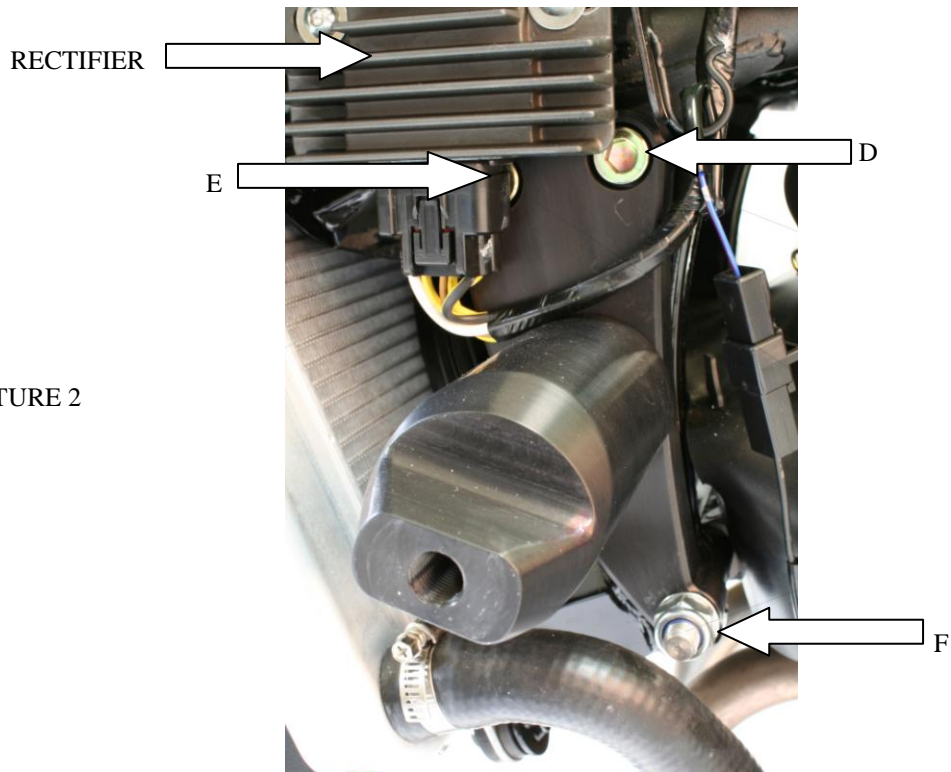
14mm and 17mm spanner.

Torque wrench to be used at 40NM.

Roll of electrical tape if required.



PICTURE 1



PICTURE 2



Left-hand side (as you sit on bike)

- Remove left and right-hand side fairings as shown in picture 1 and 2.(you will have to disconnect indicators).
- Undo and remove the engine bolt arrowed and labelled C and F (gently knock out with new engine-bar from kit using soft mallet). Leave new engine-bar in position so equal amounts protrude from either side (ensure radiator hose is protected/pulled out of way when removing engine bolt).
- Undo rectifier (shown in picture 2) this does not need disconnecting (this is to give access for removal of bolts labelled D and E), support with wire or string.
- Undo and remove nuts and bolts in positions labelled D and E (there are nuts inboard).
- Fit shorter round extension into recess in the curved metal bracket without the cut out in back face (using three of the shortest M10x30mm long cap head bolts from kit). This will only fit one way and will look as picture 2. Tighten these bolts.
- Place the two M10x60mm long cap head bolts into holes labelled D and E in bracket (so head goes into counter-bore). Place the two thinner spacers (5mm wide) over exposed ends of bolts (so spacers fit between bracket and frame mount).
- Feed lower bracket hole over engine bar and the two bolts into top mounting holes and tighten top two cap head bolts using original nuts inboard as original.
- Fit washer and nut to exposed engine-bar threads.
- Refit rectifier using M6x40mm long button head bolts with washers and using thicker spacers (12mm wide) between rectifier and mount.

Right-hand side (as you sit on bike)

- Undo and remove nuts and bolts in positions labelled A and B (there are nuts inboard).
- Fit longer round extension into recess in the curved metal bracket with the cut out on back face (using three of the shortest M10x30mm long cap head bolts from kit). This will only fit one way and will look as picture 1. Tighten these bolts.
- Place the two M10x50mm long cap head bolts into holes labelled A and B in bracket (so head goes into counter-bore).
- Feed lower bracket hole over engine bar and the two bolts into top mounting holes and tighten top two cap head bolts using original nuts inboard as original.
- Fit washer and nut to exposed engine-bar threads.
- Tighten engine-bar nuts so equal amounts of thread protrude from either side.
- Replace both fairings and secure as original. (remember to reconnect indicators).
- **PLEASE NOTE AS THE SHAPED ENDS OF THE EXTENSIONS THAT FIT THROUGH FAIR SLOTS ARE QUITE A TIGHT FIT, CARE MUST BE TAKEN WHEN REFITTING FAIRINGS. (TO PREVENT FAIRINGS RUBBING ON THE EXTENSIONS YOU MAY WRAP ELECTRICAL TAPE ROUND FLATS ON EXTENSIONS)**
- Place washer and shake-proof washer from kit onto the M10x90mm long hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore.

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- Offer assembly up to right hand extension (there is an threaded insert located in the extension so the bolt will not engage until bolt is entered by approximately 25mm).
- Tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED 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.

Left-hand side (as you sit on bike)

- Place washer and shake-proof washer from kit onto the M10x90mm long hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore.
- Offer assembly up to left hand extension (there is an threaded insert located in the extension so the bolt will not engage until bolt is entered by approximately 25mm).
- Tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED 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.
- Fit both bobbin caps as shown in bobbin picture.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0237BL KAWASAKI NINJA 250R 2008-

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 nécessaires.

Jeu de clé Allen.

Jeu de clé à douille 17mm, 14mm et 15mm.

Clé plate de 14mm et 17mm.

Clé dynamométrique.

Rouleau de scotch électrique si nécessaire.

GAUCHE

- Enlever les carénages droit et gauche. (vous devrez déconnecter les clignotants du faisceau électrique)
- Desserrer et enlever la vis de fixation moteur (repère C et F) et la remplacer par la barre R&G livrée dans le kit. (attention à pousser la durite de radiateur pour laisser sortir la vis)
- Desserrer et enlever la pièce (pièce marquée "rectifier" sur la photo ci-dessus - pas besoin de la déconnecter)
- Desserrer et enlever les deux vis (repère E et D- vis maintenues avec des écrous).
- Placer la pièce d'extension ronde la plus petite sur la patte triangulaire. (utiliser les 3 vis M10x30mm)
- Placer les deux vis M10x60 mm dans les deux trous de la pièce R&G. (repère D et E sur la photo ci dessus) et placer une entretoise de 5 mm sur chacune des vis (les entretoises seront positionnées entre le cadre et la pièce R&G)
- Placer et visser la patte sur la moto. (pour les deux trous en haut, réutiliser les écrous d'origine et pour le trou seul en bas, celui-ci devra être positionné sur l'axe R&G).
- Pour serrer la patte en bas, glisser une rondelle et un écrou sur la barre R&G et serrer.
- Refixer la pièce "rectifier" sur la moto en utilisant les vis M6x40mm et les rondelles M6.
- Passer les vis à travers la pièce et glisser une entretoise de 12 mm sur chacune des vis M6 (les entretoises se placeront entre le cadre et le cadre).

DROITE

- Desserrer et enlever les vis et écrous en repère A et B sur la photo N°1
- Placer la pièce d'extension ronde la plus grande sur la patte triangulaire. (utiliser les 3 vis M10x30mm)
- Placer les deux vis M10x50mm dans les trous A et B de la patte de fixation R&G. (la tête de vis dans le lamage)



- Pour la fixation de la patte
->inférieure, vous devrez utiliser l'écrou et la rondelle livrées dans le kit pour la fixer à l'axe R&G précédemment monté (repère C et F).
->supérieur, utilisez les deux vis et serrer à l'aide des écrous d'origine.
- Serrer les vis et les écrous de l'axe principal.
- Replacer les carénages sur la moto. N'oubliez pas de reconnecter les clignotants.
- NOTE IMPORTANTE, les deux pièces d'extensions auront les parties usinées (parties avec les méplats) positionnées vers les extérieurs de la moto et devront pouvoir passer à travers les trous de carénages.
- Glisser une rondelle lisse puis une rondelle crantée sur une vis M10x90mm
- Glisser le tout à travers un tampon R&G.
- Placer le tout sur la moto. (attention au sens de montage, la partie la plus large vers l'avant de la moto)
- Serrer la vis dans la pièce d'extension.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G dans le tampon.

GAUCHE

- Glisser une rondelle lisse puis une rondelle crantée sur une vis M10x90mm
- Glisser le tout à travers un tampon R&G.
- Placer le tout sur la moto. (attention au sens de montage, la partie la plus large vers l'avant de la moto)
- Serrer la vis dans la pièce d'extension.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G dans le tampon.