



FITTING INSTRUCTIONS FOR CP0312 CRASH PROTECTORS
KAWASAKI VERSYS 1000 2012

Page | 1



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.
- Torque wrench (up to 40Nm).

Page | 3

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = S0388 SPACER (R&L-H-S, 57.5mm LONG) (x2).

ITEM 4 = M10x1.25x150mm LONG HEX HEAD BOLT (R&L-H-S CRASH PROTECTOR BOLTS)
(x1).

ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 6 = S0293 INSIDE THE CRASH PROTECTOR SPACER (R&L-H-S, 5mm LONG) (x2).

ITEM 7 = M10 PLAIN WASHERS (x2).



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 engine/frame bolt in position arrowed in picture 'D' (using 14mm socket), you will have to remove the fairing panel bolt (fairing bolt arrowed) to allow fitment of the crash protector mounting block.
- Slide one of the 10mm washers onto one of the M10 hexagon headed bolts (150mm long) so washer sits against head of bolt as shown in picture 'E'.
- Next slide one of the smaller spacers (5mm wide) over the bolt so it sits against the washer just fitted as shown in picture 'E'.
- Next slide one of the serrated locking washers over the bolt so it sits against spacer just fitted as shown in picture 'E'.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in crash protector as shown in picture 'E'.
- Place one of the longer spacers over the exposed end of the bolt so it sits against the crash protector as shown in picture 'E' (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 'F'.
- 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.



Off side (right side as you sit on bike)

- Remove the engine/frame bolt in position arrowed in picture 'G' (using 14mm socket), you will have to remove the fairing panel bolt (fairing bolt arrowed) to allow fitment of the crash protector mounting block.
- Slide one of the 10mm washers onto one of the M10 hexagon headed bolts (150mm long) so washer sits against head of bolt as shown in picture 'H'.
- Next slide one of the smaller spacers (5mm wide) over the bolt so it sits against the washer just fitted as shown in picture 'H'.
- Next slide one of the serrated locking washers over the bolt so it sits against spacer just fitted as shown in picture 'H'.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in crash protector as shown in picture 'H'.
- 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

CP0312 Protections crash latérales
KAWASAKI VERSYS 1000 2012

Page | 6



Photo A



Photo B



Arrière de la moto

Avant de la moto

Photo C

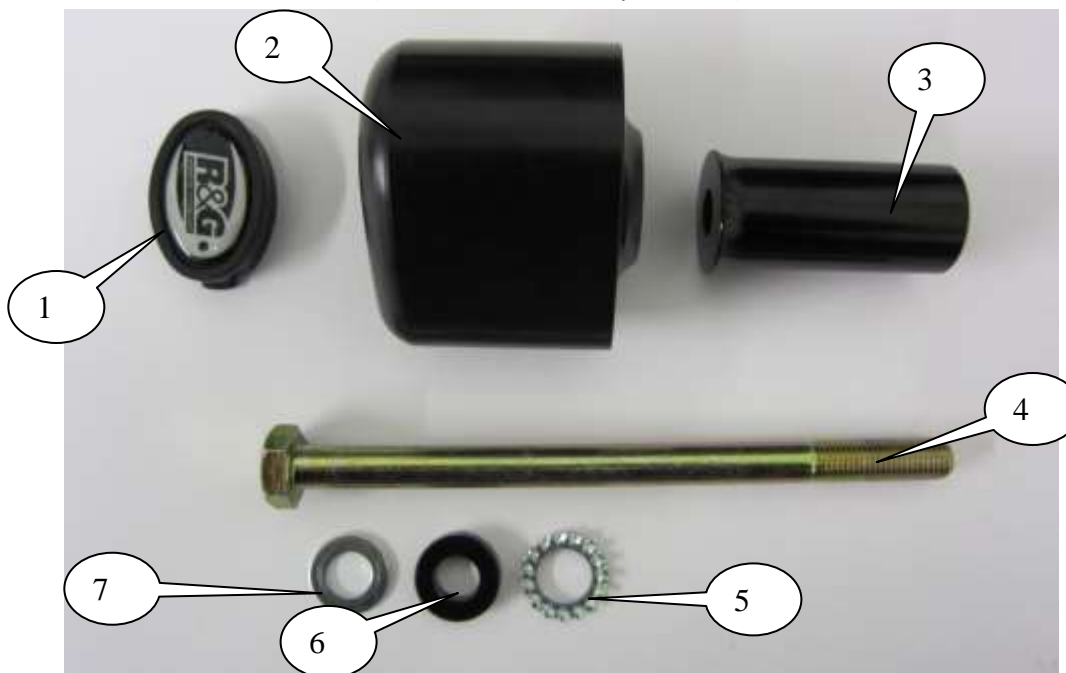
Vérifier que toute les pièces soient présentes avant de procéder au montage

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

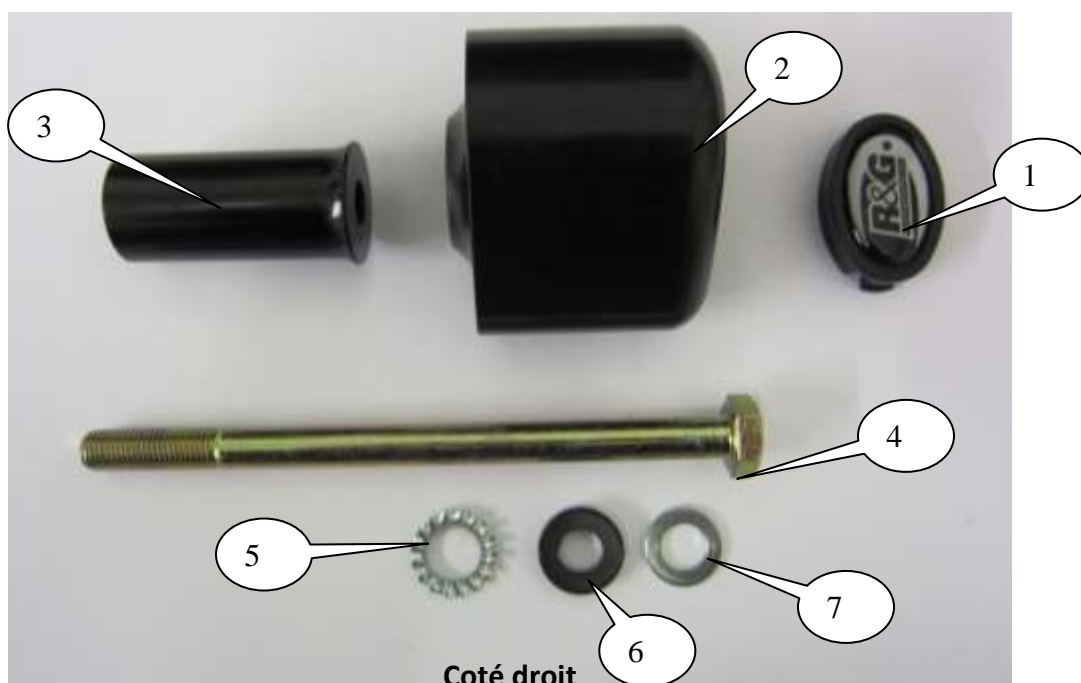
Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - les rondelles en caoutchouc doivent être jetées !



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



Coté gauche



Coté droit



Outils requis

- Clefs de 14 et 17mm.
- Clef dynamométrique (au dessus de 40Nm)

LEGENDE

Page | 8

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

Article 2 = B0063 avec CS066 (10mm) (Les 2 protections crash) (x2).

Article 3 = S0388 Entretoise (coté gauche et coté droit, 57.5mm de long) (x2).

Article 4 = M10x1.25x150mm Long boulon à tête hexagonale (Boulons de protection coté gauche et droit) (x1).

Article 5 = LW0001 (M12 Rondelles « shake proof ») (x2).

Article 6 = S0293 Entretoise intérieure protection crash (Coté gauche et coté droit, 5mm de long) (x2).

Article 7 = M10 Rondelles plates (x2).



Photo D



Photo E



Photo F



Photo G



Photo H



Photo I

Instructions de montage

Coté gauche assis sur la moto

- Enlever le boulon de cadre/moteur (photo D) à l'aide de la clef de 14mm. Vous devrez retirer le boulon du carénage (boulon de carénage fléché) pour poursuivre l'installation.
- Glisser l'une des rondelles de 10mm sur un des boulons M10 à tête hexagonale (150mm de long) de sorte à ce que la rondelle aille contre la tête du boulon (photo E).
- Faire glisser ensuite une des petites rondelles (5mm) autour du boulon de sorte à ce qu'elle se mette contre la rondelle qui vient d'être posée (photo E).
- Faire glisser ensuite une des rondelles de blocage autour du boulon pour qu'elle se mette contre l'entretoise tout juste installée (photo E).
- Faire glisser le boulon avec les rondelles à travers une des 2 protections crash de façon à ce que la tête du boulon aille en contre alésage dans la protection (photo E).
- Placer l'une des plus longues entretoises autour de l'extrémité du boulon de sorte à ce qu'elle se mette contre la protection (photo E). (Le diamètre légèrement plus grand se met contre la protection).
- Mettre l'ensemble de la protection sur le support de cadre/moteur (photo F).
- 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. 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.

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- Serrer le boulon d'axe M8.
- Mettre les capuchons R&G en gomme sur la protection.

Page | 10 **Coté gauche assis sur la moto**

- Enlever le boulon de cadre/moteur (photo G) à l'aide de la clef de 14mm. Vous devrez retirer le boulon du carénage (boulon de carénage fléché) pour poursuivre l'installation.
- Glisser l'une des rondelles de 10mm sur un des boulons M10 à tête hexagonale (150mm de long) de sorte à ce que la rondelle aille contre la tête du boulon (photo H).
- Faire glisser ensuite une des petites rondelles (5mm) autour du boulon de sorte à ce qu'elle se mette contre la rondelle qui vient d'être posée (photo H).
- Faire glisser ensuite une des rondelles de blocage autour du boulon pour qu'elle se mette contre l'entretoise tout juste installée (photo H).
- Faire glisser le boulon avec les rondelles à travers la protection crash restante de façon à ce que la tête du boulon aille en contre alésage dans la protection (photo H).
- Placer l'une des plus longues entretoises autour de l'extrémité du boulon de sorte à ce qu'elle se mette contre la protection (photo H). (le diamètre légèrement plus grand se met contre la protection).
- Mettre l'ensemble de la protection sur le support de cadre/moteur (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. 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.
- Serrer le boulon d'axe M8.
- Mettre les capuchons R&G en gomme sur la protection.

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