



**FITTING INSTRUCTIONS FOR CP0208BL CRASH PROTECTORS  
KAWASAKI Z750, Z750R & Z1000 2007-**



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!*

**Right-hand side (as you sit on bike)**

- Remove the engine bolt arrowed above.
- Take longest stainless engine bar and put nut and washer from kit on end nearest spanner flats until nyloc plastic engages.
- Push bar with nut, washer and shake proof washer through bobbin (into counter bore).
- Put shortest black aluminium spacer on bar (with reduced diameter away from bobbin). **PLEASE NOTE YOU MAY HAVE TO USE THE LONGER SPACER ON CERTAIN MODELS SO THE CRASH PROTECTOR DOES NOT MARK THE FRAME SPAR** (two of the longer spacers are provided in the kit – one for this side of the bike and one for the other side).
- Feed this assembly into engine mount as original and tighten 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.
- Insert bobbin cap as pictured above.

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**Left-hand side (as you sit on bike)**

- Repeat above procedure using shorter engine bar and one of the longer spacers.

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## Notice de montage

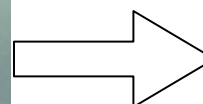
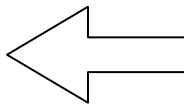
<b>CP0208</b> KAWASAKI Z750- Z750R Z1000 2007-	MOTEUR
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Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

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



ARRIERE DE LA  
MOTO



AVANT DE LA  
MOTO



## **Conseil de montage:**

### **DROITE (assis sur la moto):**

- Démontez la vis de fixation moteur (voir photo ci dessus),
- Prenez la barre en Inox la plus longue et mettez un écrou et une rondelle sur le filetage le plus près des deux plats.
- Placez la barre de fixation dans l'une des protections R&G.
- Placez ensuite l'entretoise en aluminium ( la plus petite) sur l'axe contre le tampon R&G, A noter que la partie usinée la plus petite se positionnera contre le cadre de la moto. A NOTER SVP QUE DANS CERTAINS CAS, IL SERA CONTRAIREMMENT NECESSAIRE D'UTILISER L'UNE DES LONGUES ENTRETOISES QUE VOUS TROUVEREZ DANS LE KIT – CECI AFIN DE NE PAS ABIMER LE CADRE – A VOUS DE JUGER, LE CAS ECHEANT – CAR CECI VARIE ENTRE LES MOTOS.
- Placez ensuite l'ensemble sur la moto à l'endroit de la vis de fixation moteur.
- Serrez l'écrou 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 - puis faites un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto Ne pas exéder 40nm de couple de serrage.

**ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.**

### **GAUCHE(assis sur la moto):**

- Refaire les mêmes opérations que pour le côté droit, vous devrez néanmoins utiliser l'axe le plus court et l'une des entretoises en alu les plus longues.

**ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.**