



CP0444

**FITTING INSTRUCTIONS FOR CP0444 CRASH PROTECTORS**  
**KAWASAKI NINJA 400/250 2018**

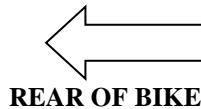
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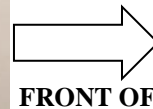
**PICTURE A**



**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)

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

**GENERAL TORQUE SETTINGS**

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm

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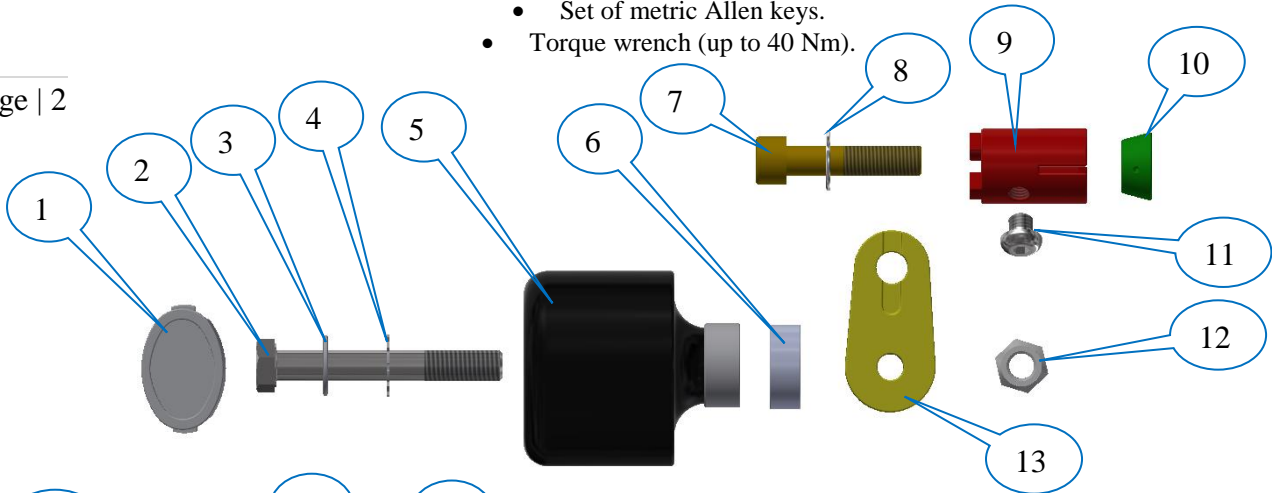


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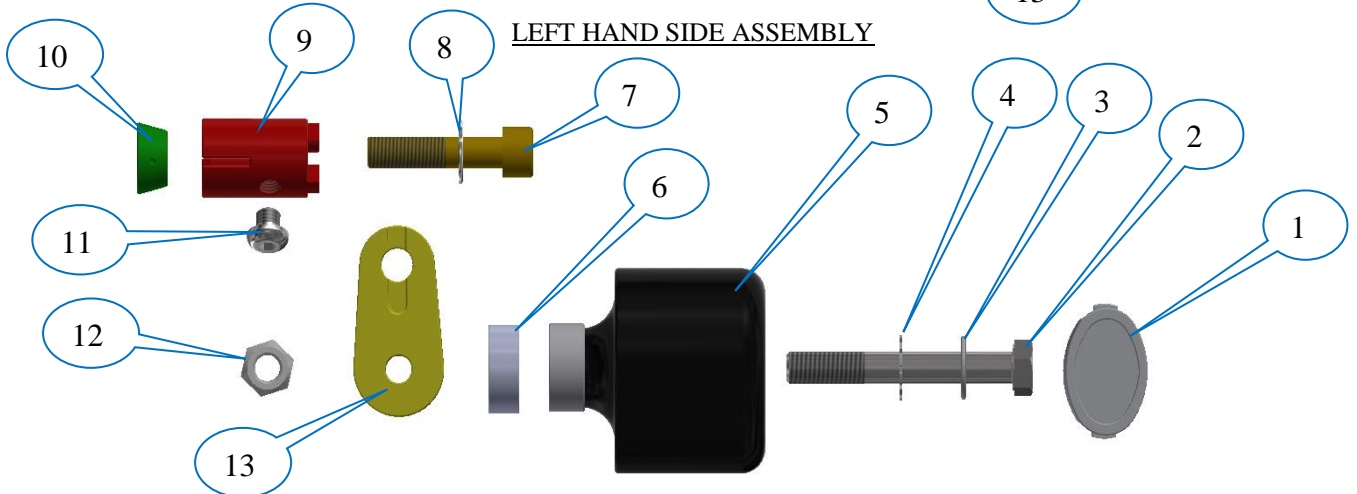
**TOOLS REQUIRED**

- Socket set to include 8, 10 and 17mm sockets and wrench or spanners.
  - Set of metric Allen keys.
  - Torque wrench (up to 40 Nm).

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**LEFT HAND SIDE ASSEMBLY**



**RIGHT HAND SIDE ASSEMBLY**

**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = M10x1.25x75mm LONG HEX HEAD BOLTS (CRASH PROTECTOR BOLTS) (x2).
- ITEM 3 = M10 (19mm OUTSIDE DIAMETER) CRASH PROTECTOR WASHERS (x2).
- ITEM 4 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 5 = CRASH PROTECTOR (B0431 with CS341) (10mm) (x2).
- ITEM 6 = CRASH PROTECTOR SPACER BOTH SIDES (S0609=10mm long) (x2).
- ITEM 7 = M10x1.25x45mm LONG CAP HEAD BOLTS (EXPANDER BOLTS) (x2).
- ITEM 8 = M10 (16mm OUTSIDE DIAMETER) EXPANDER BOLT WASHERS (x2).
- ITEM 9 = EXPANDING SPACER BOTH SIDES (M0551) (x2).
- ITEM 10 = TAPERED NUT FOR EXPANDER BOTH SIDES (H0066 WITH PN0013 FITTED) (x2).
- ITEM 11 = M8x8mm LONG BUTTON HEAD BOLTS (BOTH SIDES) (x2).
- ITEM 12 = M10 NYLOC NUT BOTH SIDES (x2).
- ITEM 13 = MOUNTING PLATE BOTH SIDES (M0552) (x2).

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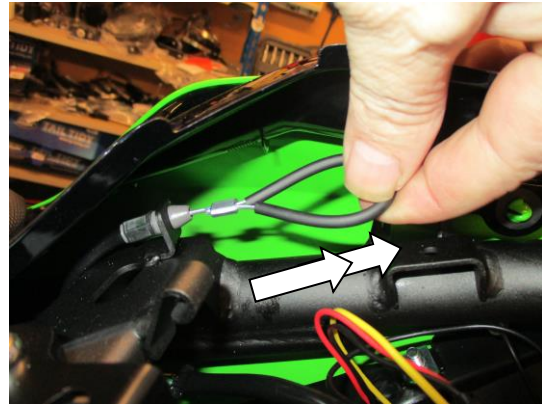
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Picture 1



Picture 2



Picture 3



Picture 4



Picture 5

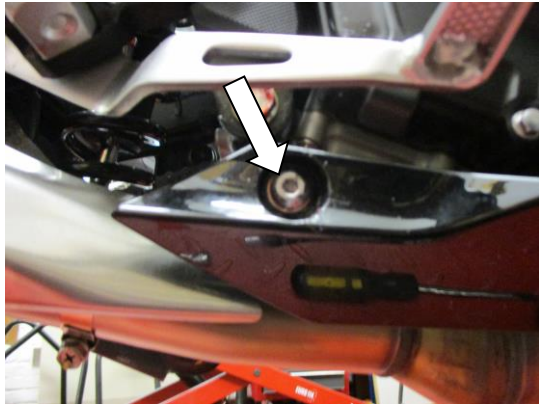


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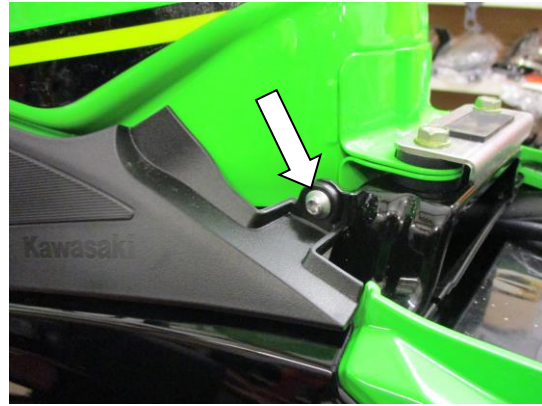




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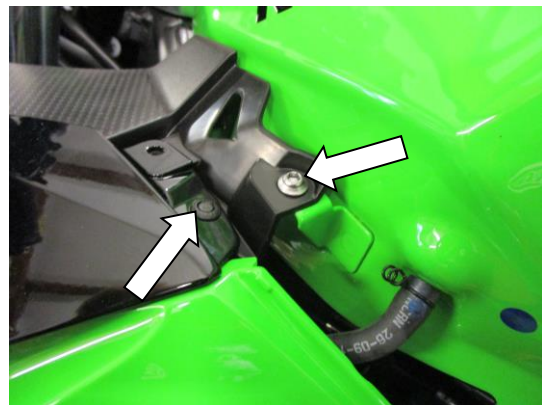
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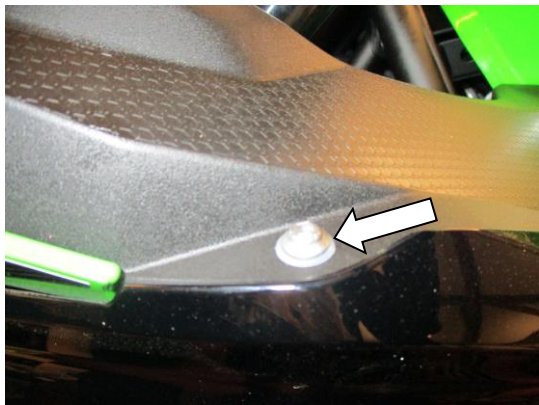
Picture 8



Picture 9



Picture 10



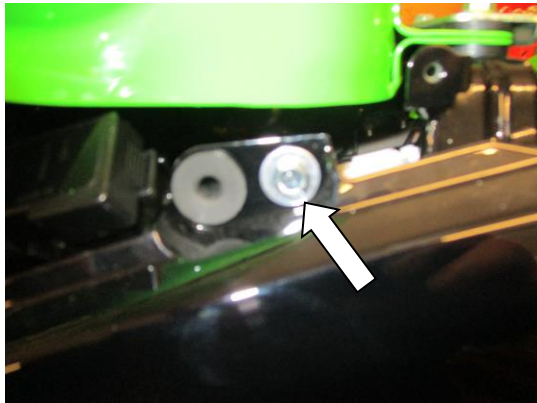
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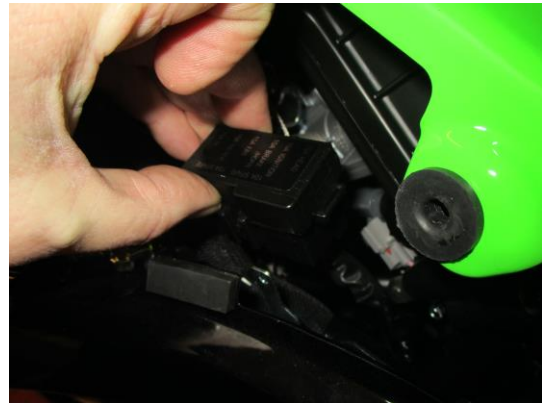
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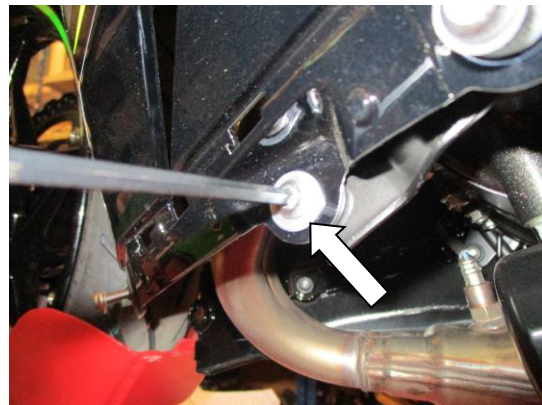
Picture 13



Picture 14



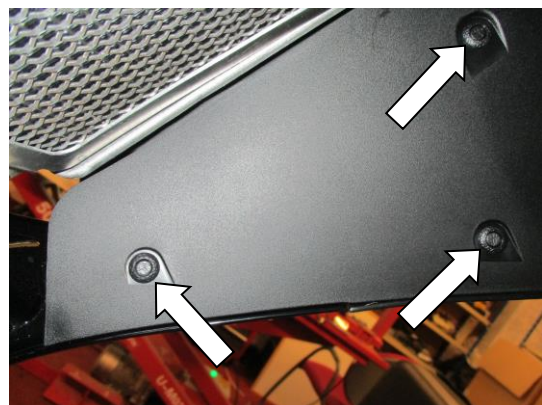
Picture 15



Picture 16



Picture 17

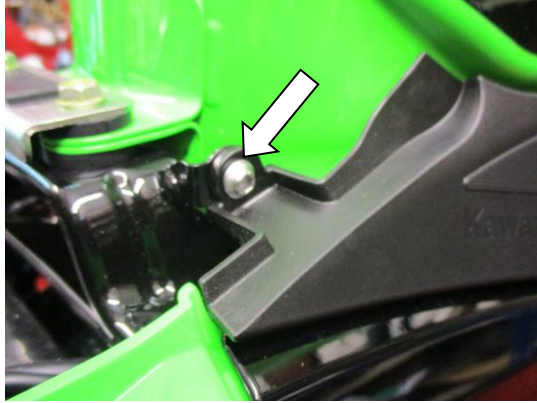


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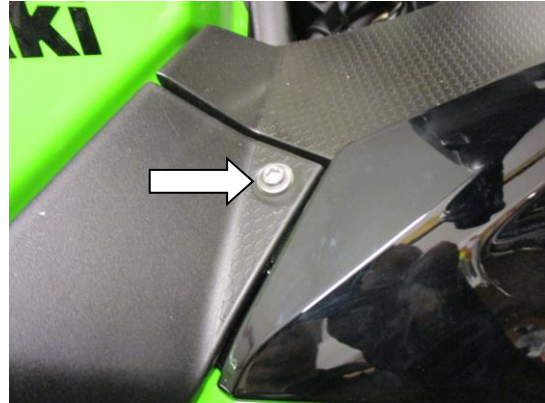




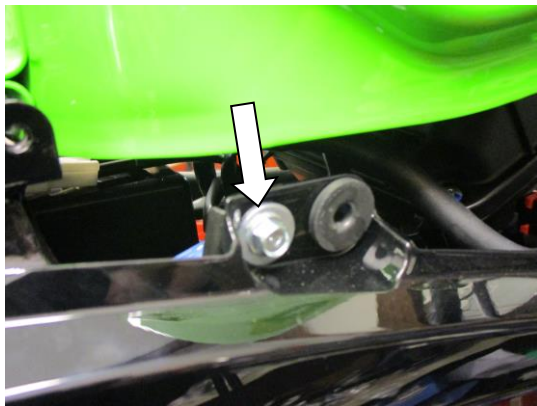
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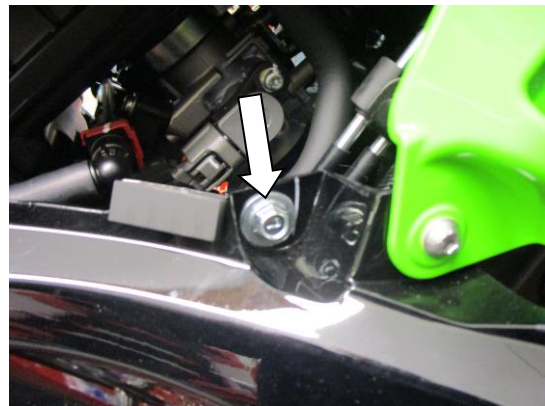
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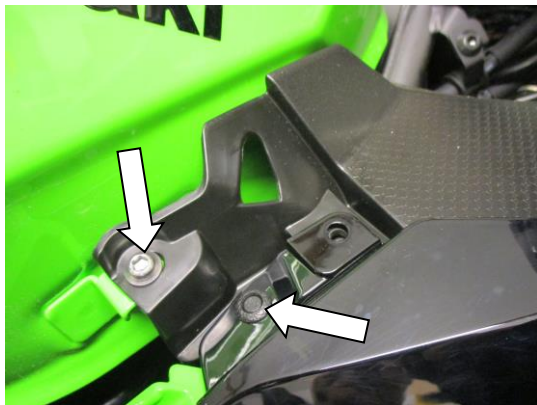
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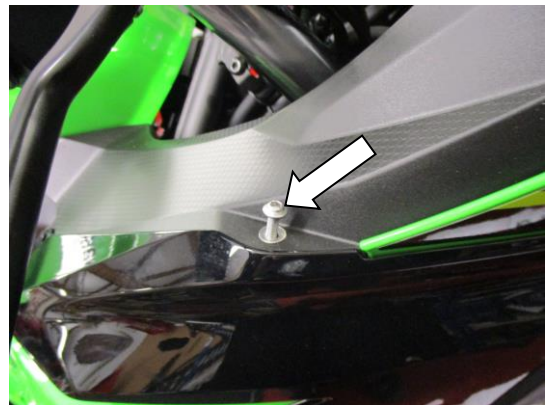
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Picture 22



Picture 23

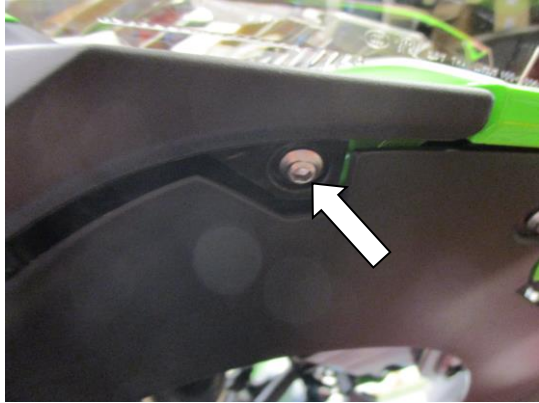


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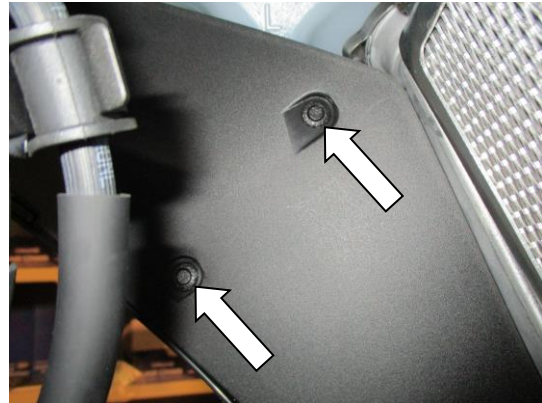


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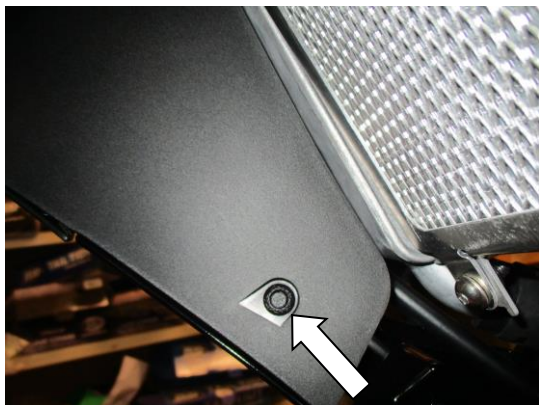
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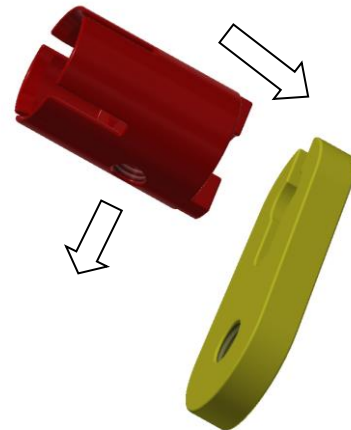
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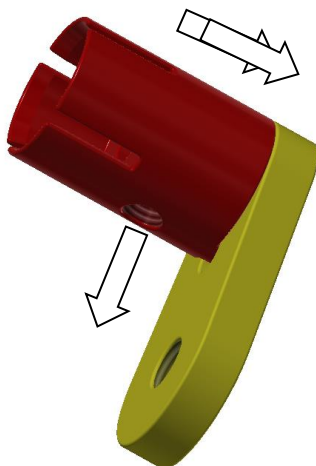
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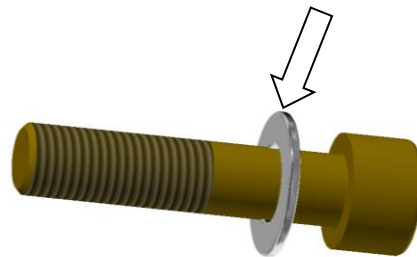
Picture 27



Picture 28



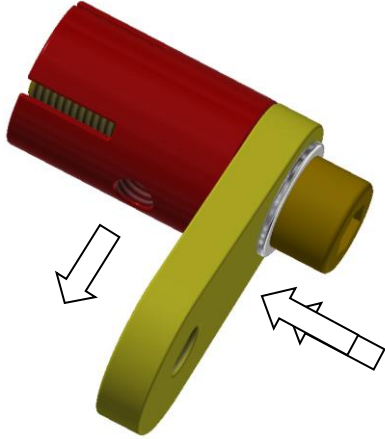
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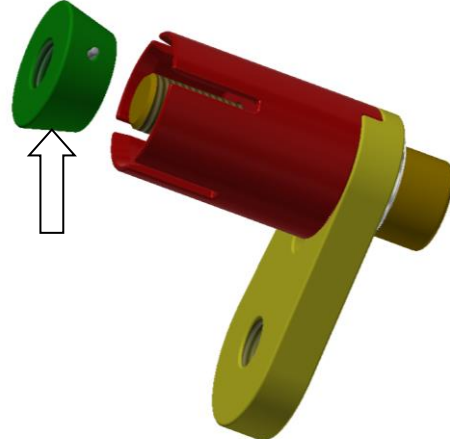
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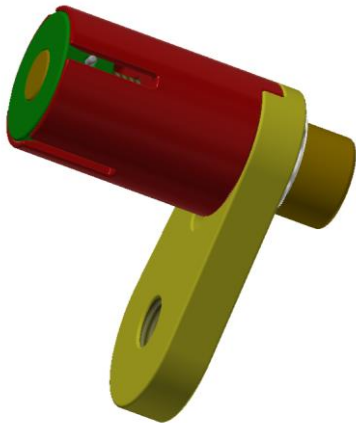
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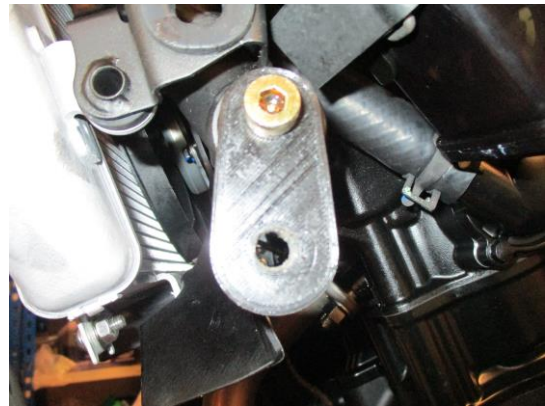
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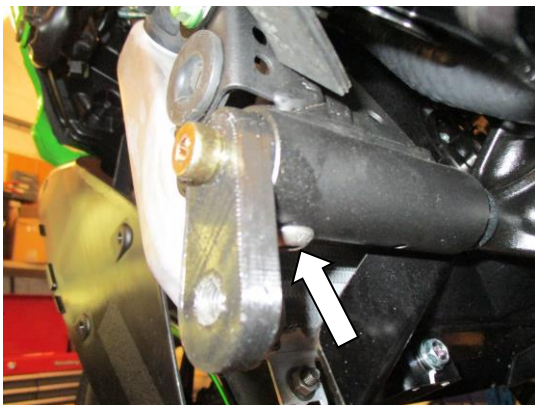
Picture 32



Picture 33



Picture 34



Picture 35



Picture 36





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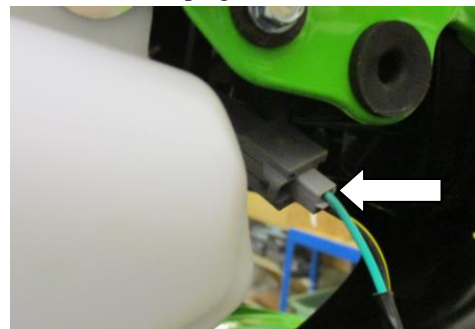
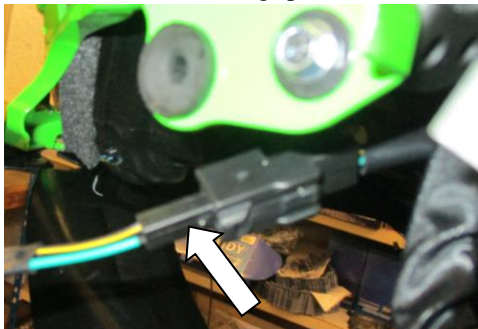
Picture 37



Picture 38

### **FITTING INSTRUCTIONS**

- Remove the passenger seat using the key as shown in picture 1.
- Pull the rider seat catch cable and remove the riders seat as shown in picture 2.
- Remove the plastic pull rivet arrowed in picture 3.
- Remove the six bolts arrowed in pictures 4, 5, 6 and 7 and remove the belly pan fairing.
- Remove all the bolts and push rivets arrowed in pictures 8, 9, 10, 11, 12 and 13.
- Unclip the two fuse holders as shown in pictures 14 and 15.
- Remove all the bolts and push rivets arrowed in pictures 16, 17 and 18, then remove the left-hand side fairing (please ensure to disconnect the indicator plug socket as show below).



- Remove all the bolts and rivets arrowed in pictures 19, 20, 21, 22, 23, 24, 25, 26 and 27, then remove the right-hand side fairing (please ensure to disconnect the indicator plug socket as show above).

### **Left Side (as you sit on bike)**

- Fit one of the expanding spacers (item 9) into one of the mounting plates (item 13), the spigots fit into the slot with the threaded hole in the expander facing the main mounting hole as shown in pictures 28 and 29.
- Slide one of the smaller 10mm plain washers (item 8) onto one of the M10x45mm long cap headed bolts (item 7) so the washer sits against head of bolt as shown in picture 30. place the bolt assembly through the unthreaded hole in the mounting plate as shown in picture 31.

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- Place the tapered nut into the tapered end of the expander and engage the bolt until the faces just engage as shown in pictures 32 and 33 (the fitted anti-rotation pin will fit into any of the slots in the expanding spacer).
- Place this assembly into the left-hand side frame tube as shown in pictures 34 and 35.
- Place one of the M8 button head bolts (item 11) through the hole in the frame tube and engage into the threaded hole in the expanding spacer as shown in picture 35.
- Tighten the M8 bolt to hold assembly in position and tighten the M10 bolt to expand the spacer into the frame tube.
- Refit the left-hand side fairings and infill panels as original (do not fit the belly pan at this stage).

### **Right Side (as you sit on bike)**

- Fit one of the expanding spacers (item 9) into one of the mounting plates (item 13), the spigots fit into the slot with the threaded hole in the expander facing away from the main mounting hole as shown in pictures 28 and 29.
- Slide one of the smaller 10mm plain washers (item 8) onto one of the M10x45mm long cap headed bolts (item 7) so the washer sits against head of bolt as shown in picture 30. place the bolt assembly through the unthreaded hole in the mounting plate as shown in picture 31.
- Place the tapered nut into the tapered end of the expander and engage the bolt until the faces just engage as shown in pictures 32 and 33 (the fitted anti-rotation pin will fit into any of the slots in the expanding spacer).
- Place this assembly into the right-hand side frame tube as indicated in pictures 34 and 35.
- Place one of the M8 button head bolts (item 11) through the hole in the frame tube and engage into the threaded hole in the expanding spacer as shown in picture 35.
- Tighten the M8 bolt to hold assembly in position and tighten the M10 bolt to expand the spacer into the frame tube.
- Refit the right-hand side fairings and infill panels as original.
- Refit the belly pan as original.

### **Both Sides**

- Slide one of the larger 10mm plain washers (item 3) onto one of the M10x75mm long hexagon headed bolts (item 2) so the washer sits against head of bolt as shown in picture 36.
- Slide one of the serrated locking washer (item 4) over the bolt so it sits against washer just fitted as shown in picture 36.
- Next slide the bolt with washers through either crash protector (item 5) so head of bolt and washers goes into counter-bore in bobbin as shown in picture 36.
- Slide one of the spacers (item 6=10mm long) over the exposed end of the bolt as shown in picture 36.
- Offer the crash protector assembly up to the threaded hole in either mounting plate (as shown in picture 37) and tighten the bolt as below.
- Tighten the 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. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- Place the M10 Nyloc nut (item 12) onto the exposed end of the bolt and tighten as shown in picture 38.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (item 1) into both crash protectors.

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- Repeat the above steps for the opposite side.

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**NOTICE DE MONTAGE**  
**CP0444 PROTECTIONS CRASH**  
**KAWASAKI NINJA 400/250 2018**

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**PHOTO A**



**PHOTO B**



**←**  
**ARRIÈRE MOTO**

**→**  
**AVANT MOTO**

**PHOTO C**

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

**LES PARTIES PRÉSENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

**Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, ces rondelles doivent être jetées)**

**Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)**

**VALEURS DE SERRAGE RECOMMANDÉES**

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

M8 BOULON = 20Nm

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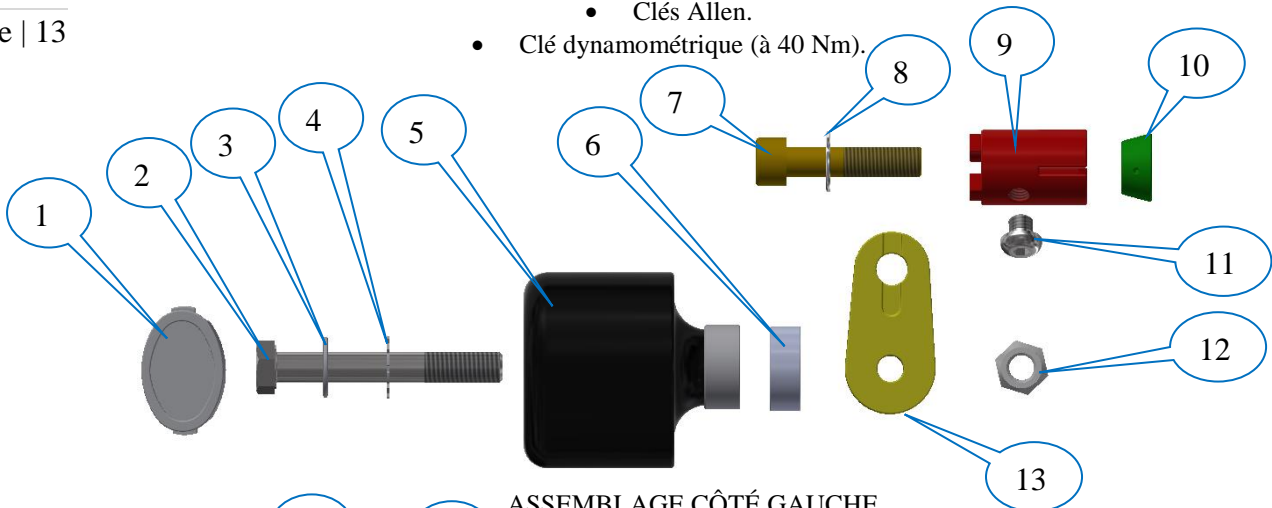
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M10 BOULON = 40Nm

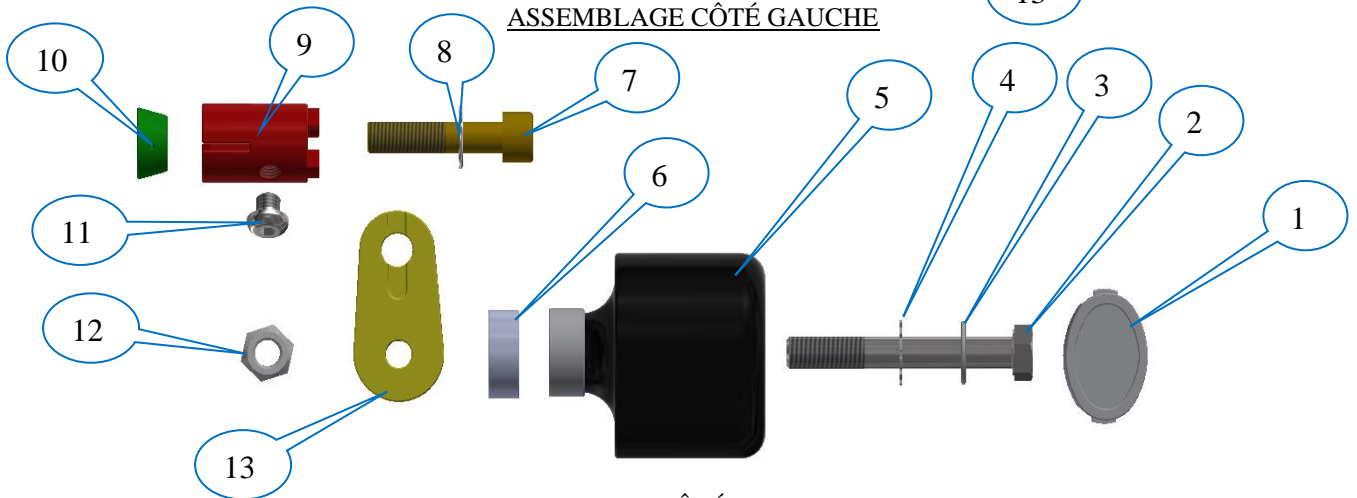
### OUTILS REQUIS

- Jeu de clés à cliquet + douilles 8, 10 et 17mm.
  - Clés Allen.
- Clé dynamométrique (à 40 Nm).

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### ASSEMBLAGE CÔTÉ GAUCHE



### ASSEMBLAGE CÔTÉ DROIT

### LÉGENDE

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).  
ARTICLE 2 = M10x1.25x75mm BOULONS (BOULONS DE PROTECTION CRASH) (x2).  
ARTICLE 3 = M10 (19mm DIAMÈTRE EXTERNE) RONDELLES DE PROTECTION CRASH (x2).  
ARTICLE 4 = LW0001 (RONDELLES ANTI VIBRATION) (x2).  
ARTICLE 5 = PROTECTION CRASH (B0431 avec CS341) (10mm) (x2).  
ARTICLE 6 = ENTRETOISE DE PROTECTION CRASH DES 2 CÔTÉS (S0609=10mm de long) (x2).  
ARTICLE 7 = M10x1.25x45mm BOULONS (BOULONS D'EXTENSION) (x2).  
ARTICLE 8 = M10 (16mm DIAMÈTRE EXTERNE) RONDELLES D'EXTENSION DE BOULON (x2).  
ARTICLE 9 = ENTRETOISE D'EXTENSION DES 2 CÔTÉS (M0551) (x2).  
ARTICLE 10 = ÉCROU POUR EXTENSION DES 2 CÔTÉS (H0066 AVEC PN0013 MONTÉ) (x2).

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ARTICLE 11 = M8x8mm BOULONS (DES 2 CÔTÉS) (x2).

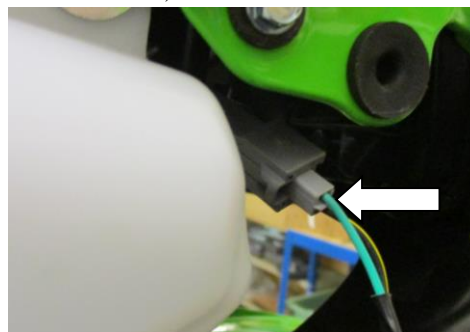
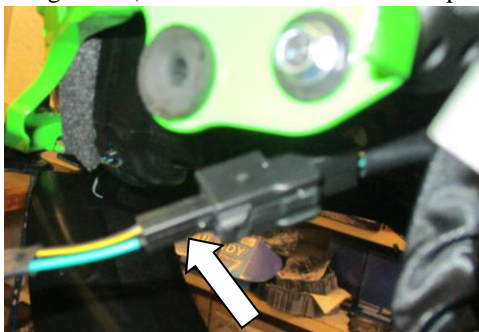
ARTICLE 12 = M10 ÉCROU DES 2 CÔTÉS (x2).

ARTICLE 13 = PLAQUE DE FIXATION DES 2 CÔTÉS (M0552) (x2).

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### **NOTICE DE MONTAGE**

- Enlever le siège passage à l'aide de la clé, voir photo 1.
- Tirer le câble d'attache du siège pilote puis enlever les sièges, voir photo 2.
- Enlever le rivet indiqué sur la photo 3.
- Enlever les 6 boulons indiqués sur les photos 4, 5, 6 et 7 et enlever le ventre creux de carénage.
- Enlever tous les boulons et les rivets indiqués sur photos 8, 9, 10, 11, 12 et 13.
- Déclipser les 2 supports fusible, voir photos 14 et 15.
- Enlever tous les boulons et rivets indiqués sur les photos 16, 17 et 18, puis le carénage du côté gauche (veiller à bien déconnecter la prise, comme ci-dessous).



- Enlever tous les boulons et rivets indiqués sur les photos 19, 20, 21, 22, 23, 24, 25, 26 et 27, puis enlever le carénage du côté droit (veiller à déconnecter la prise de clignotant, voir ci-dessus).

### **Côté gauche (assis sur la moto)**

- Insérer une entretoise d'extension (article 9) dans une des plaques de fixation (article 13), les robinets se placent dans la fente avec le trou fileté dans l'extension face au trou de fixation principal, voir photos 28 et 29.
- Glisser une petite entretoise 10mm (article 8) sur un des boulons M10x45mm (article 7) de façon à ce que la rondelle se place contre la tête du boulon, voir photo 30. Placer le boulon dans le trou non fileté de la plaque de fixation, voir photo 31.
- Placer l'écrou conique dans l'extrémité conique de l'extension puis engager le boulon jusqu'à ce que les faces soient engagées, voir photos 32 et 33 (la goupille anti-rotation qui est montée se placera dans une des fentes de l'extension d'entretoise).
- Placer l'ensemble dans le tube de cadre du côté gauche, voir photos 34 et 35.
- Placer un des boulons M8 (article 11) dans le trou du tube de cadre et engager dans le trou fileté de l'entretoise d'extension, voir photo 35.
- Serrer le boulon M8 pour fixer l'ensemble en position puis serrer le boulon M10 pour étendre l'entretoise dans le tube de cadre.
- Remonter les carénages du côté gauche et panneaux comme à l'origine (ne pas monter le ventre creux de carénage pour le moment).

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### Côté droit (assis sur la moto)

- Insérer une entretoise d'extension (article 9) dans une des plaques de fixation (article 13), les robinets se placent dans la fente avec le trou fileté dans l'extension face au trou de fixation principal, voir photos 28 et 29.
- Glisser une petite entretoise 10mm (article 8) sur un des boulons M10x45mm (article 7) de façon à ce que la rondelle se place contre la tête du boulon, voir photo 30. Placer le boulon dans le trou non fileté de la plaque de fixation, voir photo 31.
- Placer l'écrou conique dans l'extrémité conique de l'extension puis engager le boulon jusqu'à ce que les faces soient engagées, voir photos 32 et 33 (la goupille anti-rotation qui est montée se placera dans une des fentes de l'extension d'entretoise).
- Placer l'ensemble dans le tube de cadre du côté gauche, voir photos 34 et 35.
- Placer un des boulons M8 (article 11) dans le trou du tube de cadre et engager dans le trou fileté de l'entretoise d'extension, voir photo 35.
- Serrer le boulon M8 pour fixer l'ensemble en position puis serrer le boulon M10 pour étendre l'entretoise dans le tube de cadre.
- Remonter les carénages du côté droit et panneaux comme à l'origine.
- Remonter le ventre creux de carénage comme à l'origine.

### Les 2 côtés

- Glisser une des rondelles 10mm (article 3) sur un des boulons M10x75mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon, voir photo 36.
- Glisser une des rondelles de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée, voir photo 36.
- Glisser ensuite le boulon avec rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine, voir photo 36.
- Glisser une des entretoises (article 6=10mm de long) sur l'extrémité du boulon, voir photo 36.
- Monter l'assemblage de protection crash sur le trou fileté de la plaque de fixation (voir photo 37) et serrer le boulon comme ci-dessous.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Placer un écrou M10 (article 12) sur l'extrémité du boulon puis serrer, voir photo 38.
- Insérer les stickers en caoutchouc (article 1) dans le creux des 2 capuchons de protections crash.
- Répéter les étapes ci-dessus du côté opposé.

ISSUE 1 21/05/2018 (NSY)

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**MONTAGEANLEITUNG FÜR CP0444 STURZPADS**  
**KAWASAKI NINJA 400/250 2018**

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**ABBILDUNG A**



**ABBILDUNG B**



**MOTORRAD HINTEN**

**ABBILDUNG C**

**MOTORRAD VORNE**

**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.**

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden:**  
[www.rg-racing.com](http://www.rg-racing.com)

**ANZUGSDREHMOMENTE:**

M4 SCHRAUBE = 8 NM  
M5 SCHRAUBE = 12NM  
M6 SCHRAUBE = 15NM  
M8 SCHRAUBE = 20NM  
M10 SCHRAUBE = 40NM

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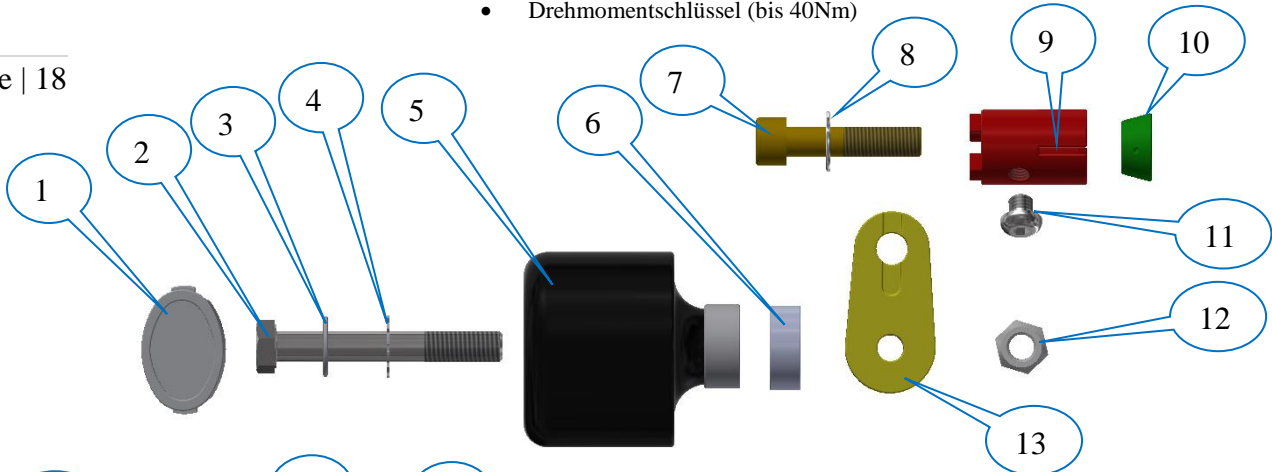


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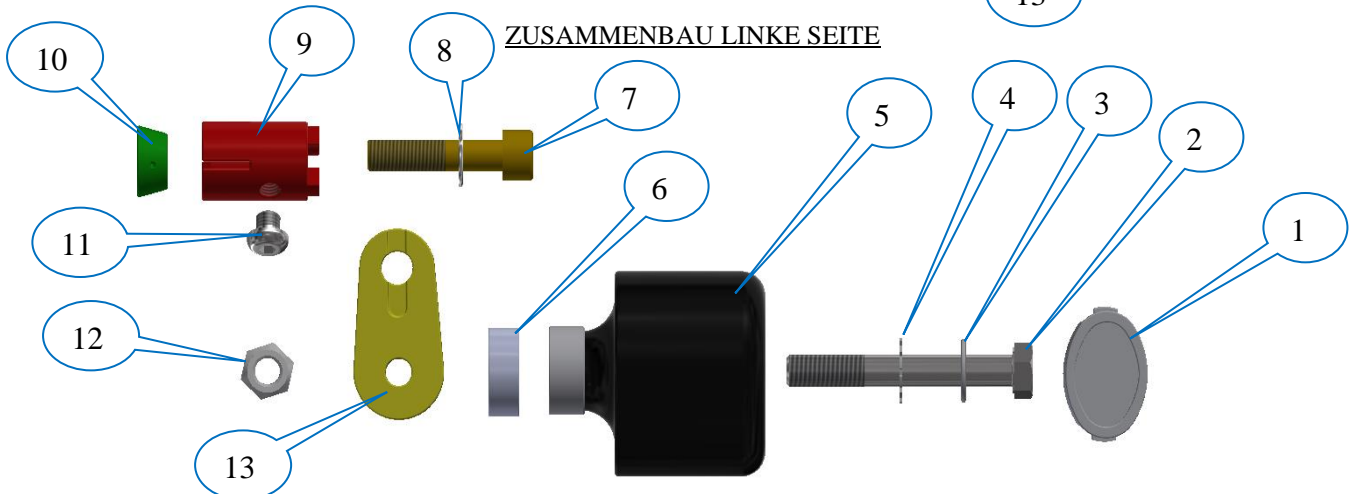
**SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Steckschlüsselsatz inkl. 8, 10 & 17mm Steckschlüssel
  - Satz Inbusschlüssel
- Drehmomentschlüssel (bis 40Nm)

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**ZUSAMMENBAU LINKE SEITE**



**ZUSAMMENBAU RECHTE SEITE**

**LIEFERUMFANG**

- ARTIKEL 1 = BC0002 STURZPAD-SCHUTZKAPPEN CAPS (x2)
- ARTIKEL 2 = M10x1,25x75mm SECHSKANTSCHRAUBE (STURZPAD SCHRAUBEN) (x2)
- ARTIKEL 3 = M10 (19mm AUSSENDURCHMESSER) STURZPAD UNTERLEGSCHLEIBEN (x2)
- ARTIKEL 4 = LW0001 (ZAHNSCHLEIBEN) (x2)
- ARTIKEL 5 = STURZPAD (B0431 mit CS341) (10mm) (x2)
- ARTIKEL 6 = DISTANZHALTER FÜR STURZPAD BEIDE SEITEN (S0609=10mm Länge) (x2)
- ARTIKEL 7 = M10x1,25x45mm INBUSSCHRAUBEN (FÜR EXPANDIERTEIL) (x2)
- ARTIKEL 8 = M10 (16mm AUSSENDURCHMESSER) UNTERLEGSCHLEIBEN EXPANDIERTEIL (x2)
- ARTIKEL 9 = EXPANDIERTEIL BEIDE SEITEN (M0551) (x2)
- ARTIKEL 10 = GEWINDEKONUS FÜR EXPANDIERTEIL BEIDE SEITEN (H0066 mit PN0013) (x2)
- ARTIKEL 11 = M8x8mm LINSKOPFSCHRAUBE (BEIDE SEITEN) (x2)
- ARTIKEL 12 = M10 SELBSTSICHERNDE MUTTER FÜR BEIDE SEITEN (x2)
- ARTIKEL 13 = MONTAGEPLATTE BEIDE SEITEN (M0552) (x2)

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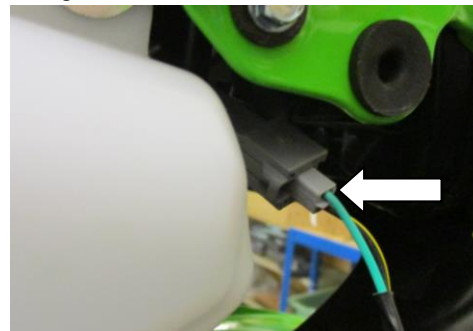
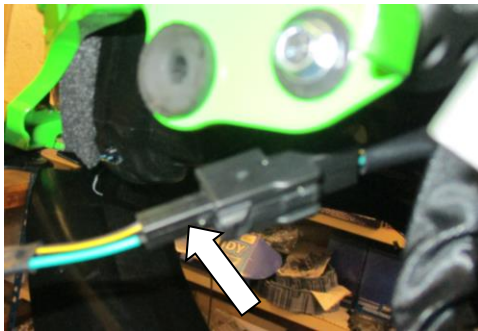


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## MONTAGEANLEITUNG

- Entfernen Sie den Beifahrersitz (dazu benötigen Sie den Schlüssel) - siehe Abbildung 1.
- Ziehen Sie das Kabel für die Fahrersitzverriegelung und entfernen Sie den Fahrersitz – siehe Abbildung 2.
- Entfernen Sie die Plastikniete, die in Abbildung 3 gekennzeichnet ist.
- Entfernen Sie die sechs Schrauben, die in den Abbildungen 4, 5, 6 und 7 mit Pfeilen gekennzeichnet sind, und entfernen Sie das Verkleidungsunterteil.
- Entfernen Sie alle Schrauben und Nieten, die in den Abbildungen 8, 9, 10, 11, 12 und 13 markiert sind.
- Lösen Sie die zwei Sicherungsdosen, die in Abbildungen 14 und 15 abgebildet sind.
- Entfernen Sie alle Schrauben und Nieten, die in den Abbildungen 16, 17 und 18 gekennzeichnet sind, dann entfernen Sie die linke Seitenverkleidung (bitte darauf achten, dass Sie den Steckverbinder für die Blinker wie unten abgebildet trennen).



- Entfernen Sie alle Schrauben und Nieten, die in den Abbildungen 19, 20, 21, 22, 23, 24, 25, 26 und 27 gekennzeichnet sind, dann entfernen Sie die rechte Seitenverkleidung (bitte darauf achten, dass die den Steckverbinder für die Blinker trennen –siehe Bild oben).

## Linke Seite (in Fahrtrichtung)

- **Montieren Sie ein Expandierteil (Artikel 9) in einer Montageplatte (Artikel 13) - die Zapfen passen in den Schlitz, die Gewindeöffnung im Expandierteil ist zur Hauptmontageöffnung gerichtet - siehe Abbildungen 28 und 29.**
- Eine der kleinen 10mm Unterlegscheiben (Artikel 8) an einer M10x45mm Inbusschraube (Artikel 7) anbringen, sodass die Unterlegscheibe am Schraubenkopf anliegt wie in Abbildung 30 abgebildet. Die Schraubeneinheit durch die Öffnung in der Montageplatte einführen (siehe Abbildung 31).
- Den Gewindekonus am konischen Ende des Expandierteils einführen und die Schraube eindrehen bis beide Flächen ineinander greifen wie in den Abbildungen 32 und 33 abgebildet (der Drehverhinderungsstift passt in jegliche Vertiefung am Expandierteil).
- Diese Einheit am linken Rahmenrohr anbringen wie in den Abbildungen 34 und 35 abgebildet.
- Eine M8 Linsenkopfschraube (Artikel 11) durch die Öffnung im Rahmenrohr führen und in die Gewindeöffnung am Expandierteil eindrehen– siehe Abbildung 35.
- Die M8 Schraube festziehen, um die Einheit in Position zu befestigen, und die M10 Schraube festziehen, um das Expandierteil im Rahmenrohr auszudehnen.
- Montieren Sie die linken Seitenverkleidungen wie ursprünglich wieder (das Verkleidungsunterteil zu diesem Zeitpunkt noch nicht montieren)

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### Rechte Seite (in Fahrtrichtung)

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- Eine der kleinen 10mm Unterlegscheiben (Artikel 8) an einer M10x45mm Inbusschraube (Artikel 7) anbringen, sodass die Unterlegscheibe am Schraubenkopf anliegt wie in Abbildung 30 abgebildet. Die Schraubeneinheit durch die Öffnung in der Montageplatte einführen (siehe Abbildung 31).
- Den Gewindekonus am konischen Ende des Expandierteils einführen und die Schraube eindrehen bis beide Flächen ineinander greifen wie in den Abbildungen 32 und 33 abgebildet (der Drehverhinderungsstift passt in jegliche Vertiefung am Expandierteil).
- Diese Einheit am rechten Rahmenrohr anbringen wie in den Abbildungen 34 und 35 abgebildet.
- Eine M8 Linsenkopfschraube (Artikel 11) durch die Öffnung im Rahmenrohr führen und in die Gewindeöffnung am Expandierteil eindrehen– siehe Abbildung 35.
- Die M8 Schraube festziehen, um die Einheit in Position zu befestigen, und die M10 Schraube festziehen, um das Expandierteil im Rahmenrohr auszudehnen.
- Montieren Sie die rechten Seitenverkleidungen wie ursprünglich wieder.
- Montieren Sie das Verkleidungsunterteil wie ursprünglich wieder.

### Beide Seiten

- Eine große 10mm Unterlegscheibe (Artikel 3) an einer M10x75mm Sechskantschraube (Artikel 2) anbringen, sodass sie am Schraubenkopf anliegt – siehe in Abbildung 36.
- Eine Zahnscheibe (Artikel 4) nehmen und zur gerade montierten Unterlegscheibe hochschieben - siehe Abbildung 36.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 5) einführen, sodass der Schraubenkopf in die Gegenbohrung des Sturzpads passt –siehe Abbildung 36.
- Einen Distanzhalter (Artikel 6=10mm Länge) am hervorstehenden Ende der Schraube anbringen, wie in Abbildung 36 abgebildet.
- Die Sturzpad-Einheit in die Gewindeöffnung einer der Montageplatten einführen (siehe Abbildung 37) und die Schraube festziehen wie unten angegeben.
- Ziehen Sie die Schraube mittels eines 17 mm Steckschlüssels fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten
- Die M10 selbstsichernde Mutter (Artikel 12) am hervorstehenden Ende der Schraube anbringen und befestigen wie in Abbildung 38 abgebildet.
- Wenn noch nicht bereits montiert, montieren Sie die Bubble-Aufkleber in den Vertiefungen der Sturzpad-Schutzkappen.
- Die Schutzkappen (Artikel 1) an beiden Sturzpads anbringen.
- Die oben beschriebenen Schritte an der anderen Seite wiederholen.

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