



**FITTING INSTRUCTIONS FOR CP0326BL**  
**NON-DRILL AERO CRASH PROTECTORS**  
**KAWASAKI NINJA 300 2013**



Picture A

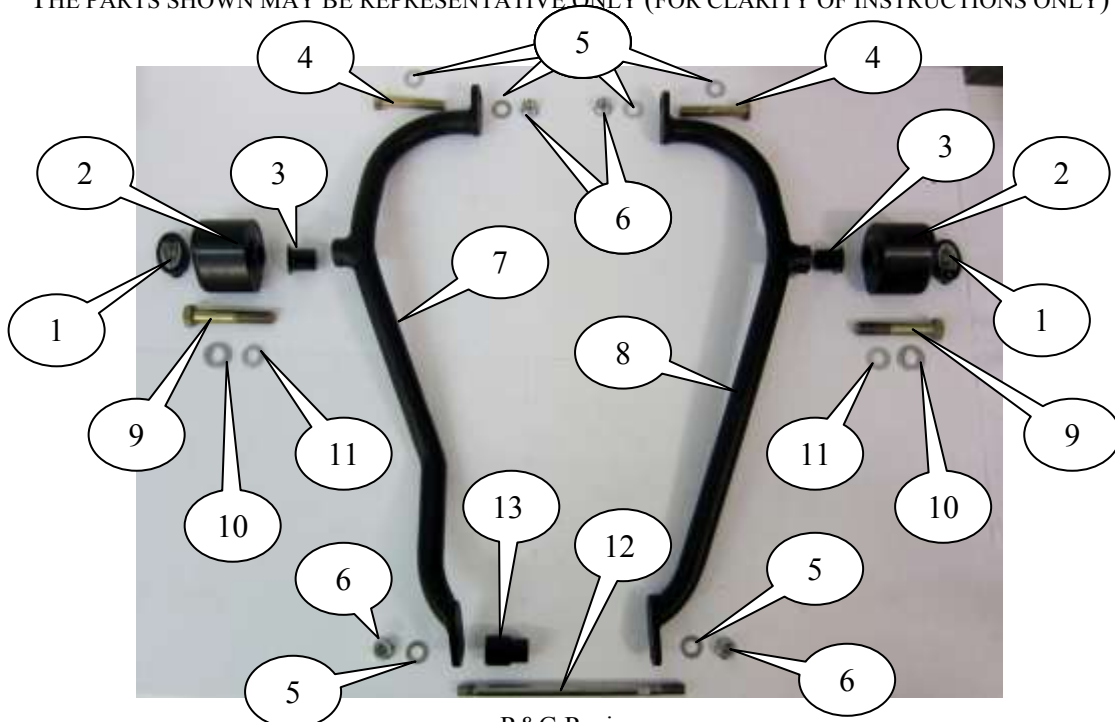


Picture B

**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**

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



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### **LEGEND**

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= CRASH PROTECTOR (B0063 with CS409) (x2).
- ITEM 3= SPACER (S0577) (33mm LONG) (x2).
- ITEM 4= M10x1.25x50mm LONG CAP HEADED BOLTS (x2).
- ITEM 5= M10 PLAIN WASHERS (x6).
- ITEM 6= M10 NYLOC NUT (x4).
- ITEM 7= CRASH BAR LEFT (CB029) (x1).
- ITEM 8= CRASH BAR RIGHT (CB030) (x1).
- ITEM 9= M12x1.25x70mm LONG HEX HEADED CRASH PROTECTOR BOLTS (x2).
- ITEM 10= M12 PLAIN WASHERS (x2).
- ITEM 11= LOCK-WASHERS (LW0001) (x2).
- ITEM 12= ENGINE BAR (EB067) (195mm LONG) (x1).
- ITEM 13= SPACER (S0217) (35.5mm LONG) (x1).

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!*

### **TOOLS REQUIRED**

- Socket set to include 8, 14, 17 and 19mm socket and wrench.
  - Set of metric Allen keys.
  - Mallet / soft hammer.
  - Phillips screwdriver.
- Torque wrench (up to 40Nm).



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8





Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15

### **FITTING INSTRUCTIONS**

- Remove both side fairings from the bike, along with the plastic radiator surround. To do this, the bodywork and seat must also be removed in the order shown in picture 1.
- On the left side of the bike, remove the plastic front sprocket cover by removing the two 8mm bolts, as shown in picture 2.
- On the right side of the bike, remove the nut from the rear engine/frame mount, as arrowed in picture 3.
- This bolt can now be taken out from the other side of the bike. To make it easier, the new engine bar (item 12 – EB067) can be inserted at the same time to help remove the original bolt, as shown in picture 4.
- Slide the engine bar in until there is about 10mm protruding out from the frame mount on the right side of the bike, then fit the spacer (item 13 – S0217 – 35.5mm long) onto the exposed end of the engine bar on the left side of the bike, as shown in picture 5, ensuring the smaller diameter end goes onto the engine bar first.
- On the same side of the bike, remove the front frame bracket bolt (with nut behind), as arrowed in picture 6. Repeat this for the bolt on the other side of the bike.
- The crash bars are now ready to be fitted to the bike. Picture 7 shows how they will be assembled when on the bike.
- On the right side of the bike, offer up the crash bar (item 8 – CB030) into place as shown in picture 8. *Ensure the crash bar sits behind the clutch cable.*
- Locate the rear crash bar hole over the exposed end of the engine bar previously inserted, before fitting one M10 washer and one M10 nyloc nut, then loosely tighten, as shown in picture 9.
- On the front mount, slide one of the M10 washers onto one of the M10 x 50mm long cap headed bolts (item 4) so the washer sits against the head of the bolt, before inserting through the crash bar mounting hole and into the frame mount. Now place one M10 washer and one M10 nyloc nut onto the exposed thread behind the frame bracket, and loosely tighten, as shown in picture 10.
- To fit the crash bar on the left side of the bike, as shown in picture 11, follow the same process. Fit the bar onto the exposed thread of the engine bar at the rear, before fitting one M10 washer and one M10 nyloc nut, as shown in picture 12.
- On the front mount, slide one of the M10 washers onto one of the M10 x 50mm long cap headed bolts (item 4) so the washer sits against the head of the bolt, before inserting through the crash bar mounting hole and into the frame mount. Now place one M10 washer and one M10 nyloc nut onto the exposed thread behind the frame bracket, and loosely tighten.
- Now the two front engine bolts are in place and the rear engine bar has nuts on either end, these can all be tightened. Do not exceed 40nm of torque.

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- Re-fit the plastic front cover sprocket on the left side of the bike.
- Re-fit the fairings, plastic radiator surround and seat as they were removed, ensuring to re-connect the indicator.
- With the fairings re-fitted, the bobbin boss that is welded on the crash bars should be clearly visible through the side vent on both sides of the bike, as shown in picture 13.
- Now it's time to fit the bobbin to the crash bar. To do this, slide one M12 washer onto one of the M12 x 70mm hexagon headed bolts (item 9) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through either crash protector so head of bolt goes into counter-bore in the crash protector, as shown in picture 14.
- Place one spacer (item 3 – S0577 33mm long) onto the exposed thread of the bolt (larger diameter first) and offer the assembly up to the threaded boss on the crash bar, as shown in picture 15, ensuring the cut-out in the spacer fits over the fairing edge.
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.
- Repeat the previous 7 steps to fit the remaining crash protector bobbin to the left hand side of the bike.

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