



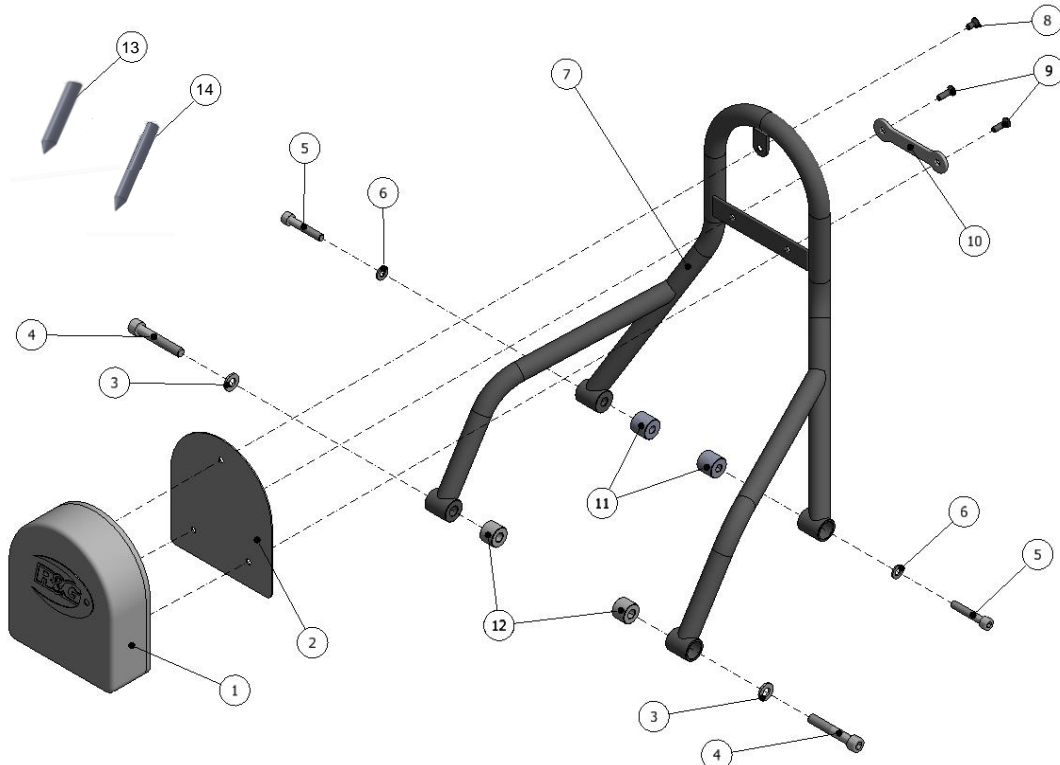
FITTING INSTRUCTIONS FOR BR0001
BACK REST FOR KAWASAKI VULCAN S '15-



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).





LEGEND

- ITEM 1 = BACK REST PAD (BRC0008) (x1).
- ITEM 2 = PAD BACKING PLATE (BRC0022) (x1).
- ITEM 3 = M10 WASHER (x2).
- ITEM 4 = M10 x 1.25 x 60mm LONG CAP HEAD BOLTS (x2).
- ITEM 5 = M8 x 45mm LONG CAP HEAD BOLTS (x2).
- ITEM 6 = M8 WASHER (x2).
- ITEM 7 = BACK REST FRAME (BR0001) (x1).
- ITEM 8 = M6 x 12mm LONG COUNTERSUNK BOLT (x1).
- ITEM 9 = M6 x 20mm LONG COUNTERSUNK BOLT (x2).
- ITEM 10 = BLANKING PLATE (BRC0021) (x1).
- ITEM 11 = SPACER (S0914 – 21mm LONG) (x2).
- ITEM 12 = SPACER (S0220 – 17.5mm LONG) (x2).
- ITEM 13 = MARKING TOOL (T0009 – M10 THREAD) (x1).
- ITEM 14 = MARKING TOOL (T0026 – M8 THREAD) (x1).
- ITEM 15 = BLANKING CAPS (8mm CAP HEAD BOLT) (x2). *NOT SHOWN*
- ITEM 16 = BLANKING CAPS (10mm CAP HEAD BOLT) (x2). *NOT SHOWN*

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

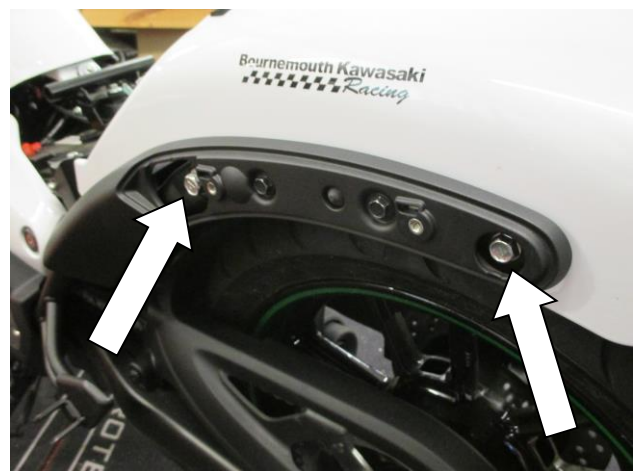
- 4, 6 & 8mm Allen key.
- 12 & 14mm socket & wrench.
- 25mm (1 inch) hole saw and drill.

- **GENERAL TORQUE SETTINGS**

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



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



Picture 16

FITTING INSTRUCTIONS

- Remove the side cover by removing the two bolts that secure it in place, as arrowed in picture 1. Do this on both sides of the bike.
- Remove the two subframe mounting bolts, as arrowed in picture 2.
- Take the two marking tools supplied (item 13 & 14) and fit into the threaded holes that the two bolts were removed from, ensuring the point is facing outwards, as shown in picture 3. *Screw in by hand so that the end of the point slightly protrudes from the plastic surface.*
- Offer the plastic cover that was previously removed back into its original position. Press gently against the bike and this should leave a witness mark on the inside of the plastic from the two points on the marking tools, as shown in pictures 4 & 5. *If no mark is left, unscrew the marking tool slightly.*
- Take a 25mm (1 inch) hole saw (not provided) and a block of scrap wood and carefully drill a pilot hole through the plastic part, using the marks as a centre, as shown in picture 6. *At this stage, do not go all the way through – only create the pilot hole.*
- Offer the plastic cover back up to the bike and check to ensure the pilot hole position aligns with the point of the marking tool, as shown in picture 7.
- Once satisfied with the position, remove from the bike and drill all the way through both holes using the hole saw from the outside, as shown in picture 8.
- Offer the cover up to the bike and re-fit the panel using the two original bolts, as shown in picture 9.
- Repeat the above 7 steps to drill the holes in the plastic cover on the other side of the bike.
- Take the two shorter spacers (item 12 – S0220 – 17.5mm long) and offer into position in the cut-out hole of the plastic in the two forward mounts, as shown in picture 10. *In order to help hold them in place, we advise a small amount of adhesive tape or similar to the back face of the spacer.*
- Take the two remaining, longer spacers (item 13 – S0914 – 21mm long) and offer into position in the cut-out hole of the plastic in the two rearward mounts, as shown in picture 11. *In order to help hold them in place, we advise a small amount of adhesive tape or similar to the back face of the spacer.*
- Take the M8 washers (item 6) and offer over the exposed thread of the two M8 bolts (item 5).
- Offer the back rest frame (item 7 – BR0001) up to the bike and align the rear two mounts with the spacers previously positioned. Take both M8 bolts and washers and locate through both bosses and spacers and loosely tighten into the thread on the subframe, as shown in picture 12.
- Rotate the back rest frame around and align the front two bosses with the previously fitted spacers. Fit one M10 bolt (item 4) with one M10 washer (item 3) fitted to the bolt through the boss and spacer on both sides of the bike, and loosely tighten, as shown in pictures 13 & 14.



- With all four bolts loosely fitted, check that the holes in the plastic cover are clear of the spacer/bosses and tighten all bolts evenly. Torque all four bolts to the recommended torque values found on page 2.
- Take the shortest M6 countersunk bolt (item 8 – 12mm long) along with the pad backing plate (item 2) and back rest pad (item 1) and assemble as shown in the exploded diagram on page 1, with the bolt fitting through the upper countersunk hole on the back rest frame, before loosely tightening.
- Now take the blanking plate (item 10) and locate the two remaining longer M6 countersunk bolts (item 9 – 20mm long) through the two countersunk holes, then through the two mounting holes on the back rest frame and backing plate before loosely tightening into the threaded boss of the back rest pad, as shown in picture 15.
- Ensure the back rest pad is level and tighten all three bolts evenly.
- Ensure the back rest is correctly fitted and all bolts are tight before use.
- Fit the four blanking caps into the four bolts heads the mount the frame to the bike. The two larger, 10mm caps (item 16) fit in the front two cap head bolts and the two smaller, 8mm caps (item 17) fit in the remaining two rear cap head bolts.

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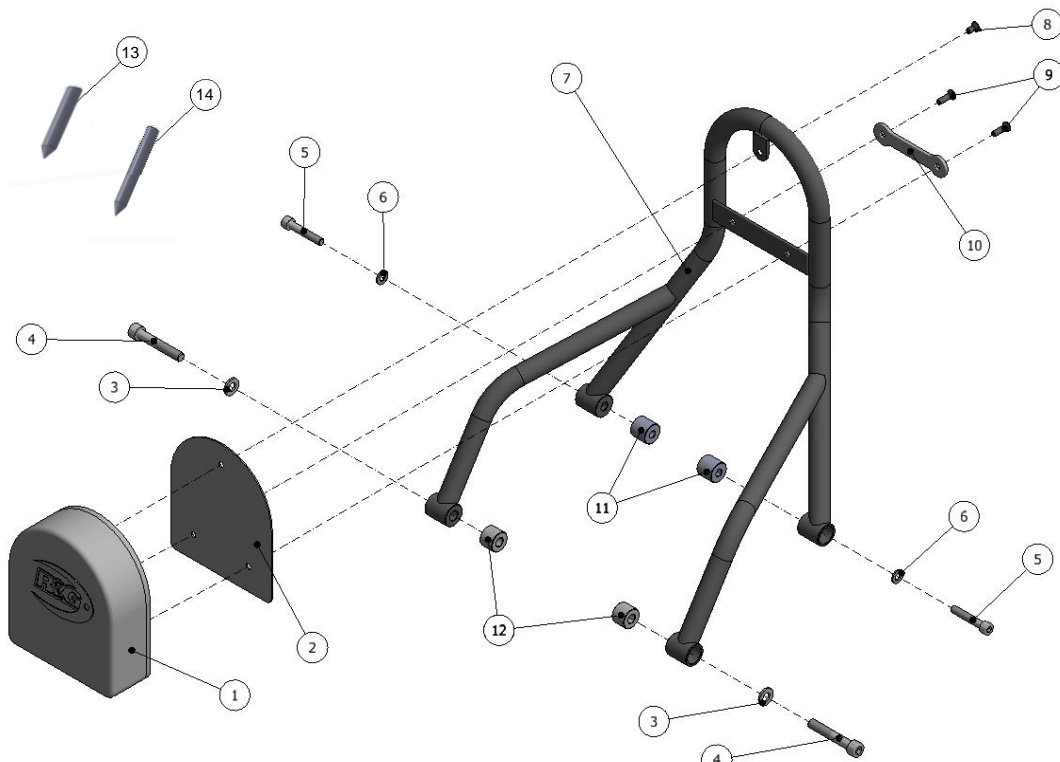
NOTICE DE MONTAGE POUR BR0001
DOSSERER POUR KAWASAKI VULCAN S '15-



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 PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)





LEGEND

- ARTICLE 1 = DOSSERET (BRC0008) (x1).
 ARTICLE 2 = BLOC DE SUPPPORT (BRC0022) (x1).
 ARTICLE 3 = M10 RONDELLE (x2).
 ARTICLE 4 = M10 x 1.25 x 60mm BOULONS (x2).
 ARTICLE 5 = M8 x 45mm BOULONS (x2).
 ARTICLE 6 = M8 RONDELLE (x2).
 ARTICLE 7 = CADRE DE DOSSERET (BR0001) (x1).
 ARTICLE 8 = M6 x 12mm BOULON (x1).
 ARTICLE 9 = M6 x 20mm BOULON (x2).
 ARTICLE 10 = PLAQUE D'OBTURATION (BRC0021) (x1).
 ARTICLE 11 = ENTRETOISE (S0914 – 21mm DE LONG) (x2).
 ARTICLE 12 = ENTRETOISE (S0220 – 17.5mm DE LONG) (x2).
 ARTICLE 13 = OUTIL DE MARQUAGE (T0009 – M10 FILETAGE) (x1).
 ARTICLE 14 = OUTIL DE MARQUAGE (T0026 – M8 FILETAGE) (x1).
 ARTICLE 15 = CAPUCHONS D'OBTURATION (8mm BOULON) (x2). *NON INDIQUE*
 ARTICLE 16 = CAPUCHONS D'OBTURATION (10mm BOULON) (x2). *NON INDIQUE*

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

OUTILS REQUIS

- Clé Allen 4, 6 & 8mm.
- Clés à douille 12 & 14mm.
- Scie pour trou de 25mm

COUPLES DE SERRAGE RECOMMANDÉS

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

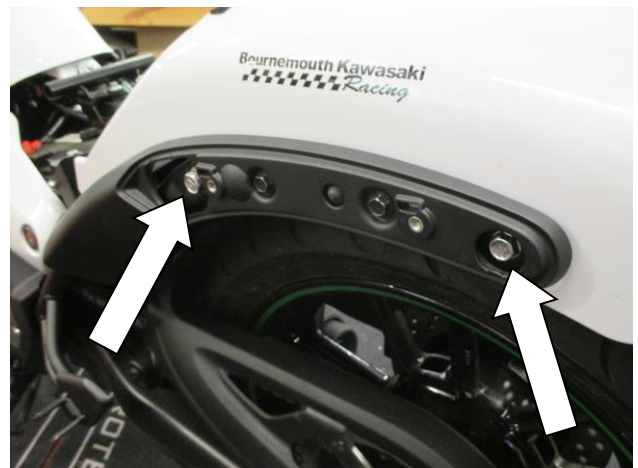




Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

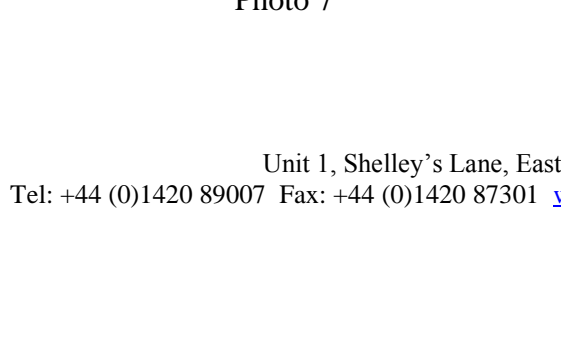


Photo 8





Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16

NOTICE DE MONTAGE

- Enlever le cache latéral en enlevant les 2 boulons qui le fixent en place, voir photo 1. Effectuer cela des 2 cotés de la moto.
- Enlever les 2 boulons de fixation du sous-cadre, voir photo 2.
- Prendre les 2 outils de marquage fournis (article 13 & 14) et placez les dans les trous filetés d'où les 2 boulons viennent d'être enlevés, en veillant à ce que la pointe est tournée vers l'extérieur, voir photo 3. *Visser à la main de façon à ce que l'extrémité de la pointe perce légèrement la surface plastique.*
- Positionner le cache plastique précédemment enlevé, dans sa position originale. Presser légèrement contre la moto et cette pression devrait laisser une marque témoin à l'intérieur du plastique grâce aux outils de marquage, voir photos 4 & 5. *Si aucune marque n'est laissée, dévisser légèrement l'outil de marquage.*
- Prendre une scie cloche de 25mm (non fournie) et un morceau de bois de rebut puis percer un trou pilote dans la partie plastique, en utilisant les marques comme le centre, voir photo 6. *A ce stade, ne pas tout traverser – contentez vous de créer le trou pilote.*
- Remonter le cache plastique sur la moto puis vérifier que le trou pilote soit bien aligné avec le point de marquage de l'outil de marquage, voir photo 7.
- Lorsque vous êtes satisfait de la position, enlevez le cache de la moto puis percez à travers les 2 trous à l'aide d'une scie cloche en partant de l'extérieur, voir photo 8.
- Monter le capot sur la moto puis remonter le cache en réutilisant les 2 boulons d'origine, voir photo 9.
- Répéter les 7 premières étapes pour percer les trous dans le cache plastique de l'autre côté de la moto.
- Prendre les 2 plus petites entretoises (article 12 – S0220 – 17.5mm de long) puis placez les en position dans l'ouverture en plastique des 2 supports les plus avancés, voir photo 10. *Pour les aider à tenir en place, nous vous conseillons d'utiliser un peu de ruban adhésif sur la partie arrière de l'entretoise.*
- Prendre les 2 entretoises restantes (article 13 – S0914 – 21mm de long) et placez les en position dans l'ouverture du plastique présente sur les 2 supports les plus en arrière, voir photo 11. *Pour les aider à tenir en place, nous vous conseillons d'utiliser un peu de ruban adhésif sur la partie arrière de l'entretoise.*
- Prendre les 2 rondelles M8 (article 6) et insérez-les sur l'extrémité des 2 boulons M8 (article 5).
- Monter le cadre du dossier (article 7 – BR0001) sur la moto et alignez les 2 supports arrière avec les entretoises précédemment mises en place. Prendre les boulons et rondelles M8 et placez les dans les 2 trous filetés et entretoises avant de serrer légèrement dans le trou du sous cadre, voir photo 12.



- Tournez le cadre de dossier et alignez les 2 trous avant avec les entretoises précédemment insérées. Insérer un boulon M10 (article 4) avec une rondelle M10 (article 3) sur le boulon à travers le trou et une entretoise des 2 cotés de la moto, avant de serrer légèrement, voir photos 13 & 14.
- Une fois ces 4 boulons légèrement serrés, vérifiez que les trous dans le capot en plastique soient libres de toute entretoise/trous puis serrer tous les boulons de façon égale. Serrer les 4 boulons selon les recommandations présentes en page 2.
- Prendre le boulon M6 le plus court (article 8 – 12mm de long) avec le bloc de support (article 2) et dossier (article 1) puis assembler comme indiqué dans le schéma présent en page 1, avec le boulon placé au travers du trou supérieur sur le cadre de dossier, avant de serrer.
- Prendre la plaque d'obturation (article 10) et placer les 2 boulons M6 restants (article 9 – 20mm de long) dans les 2 trous, puis dans les 2 torus de fixation sur le cadre de dossier, et la plaque de support, avant de serrer légèrement dans le trou fileté du dossier, voir photo 15.
- Veiller à ce que le dossier soit au bon niveau puis serrer les 3 boulons de façon identique.
- Assurez vous que le dossier soit correctement fixé et que tous les boulons soient correctement serrés avant utilisation.
- Insérer les 4 capuchons d'obturation sur les 4 têtes de boulon du support cadre sur la moto. Les 2 plus gros capuchons de 10mm (article 16) se placent sur les 2 têtes de boulon avant et les 2 plus petits de 8mm (article 17) se placent sur les 2 boulons restants à l'arrière.

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