

2009 - 2016 Kawasaki Ninja 650R/650/400R & ER-6N Lowering Kit Installation Instructions

Thank you for purchasing our Lowering Kit!

Items included



Main Kit Body



Spacer



Two D- Spacers



Hex Head Cap Screw
(or optional Button Head Screw)



Locknut



Custom 6mm and 8mm
Allen hex wrenches

Additional tools needed for installation



From your garage toolbox:

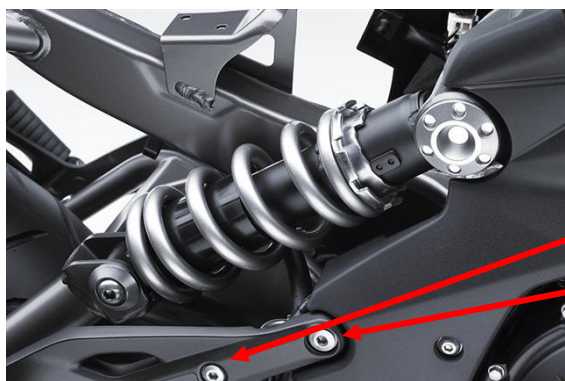
- One 19 mm (or ¾") open wrench (or adjustable wrench)
- One 19 mm socket wrench

From your Kawasaki motorcycle toolkit:

- 6 mm hex wrench

Installation Instructions- Part One

Installing the Lowering Kit

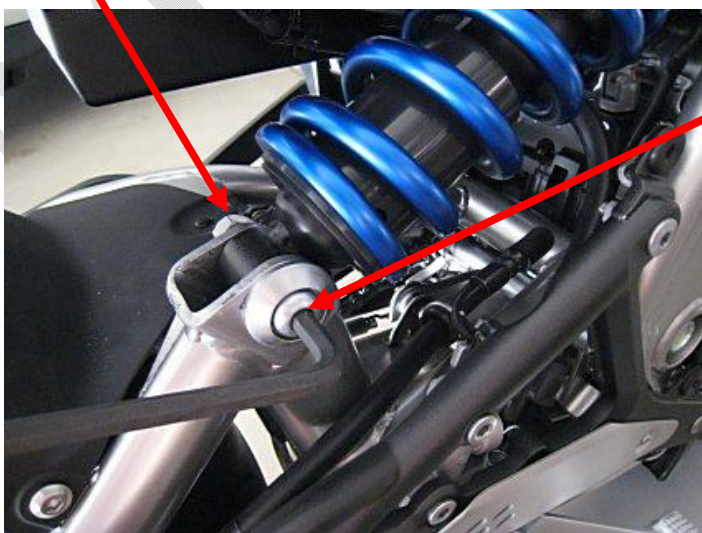


On the **2012 - 2016 Ninja 650** models – please remove the trellis first per owner's manual

- 1) Raise the motorcycle so the rear wheel is off the ground. As an example, you can use a motorcycle lift, two car jacks, or upside-down paint buckets placed under the foot pegs, but anything stable should do. **“Stable”** is the key word. Please take all precautions!



- 2) Using the 19 mm open wrench and the provided 8 mm hex wrench, loosen the **button head bolt** and **locknut** as shown

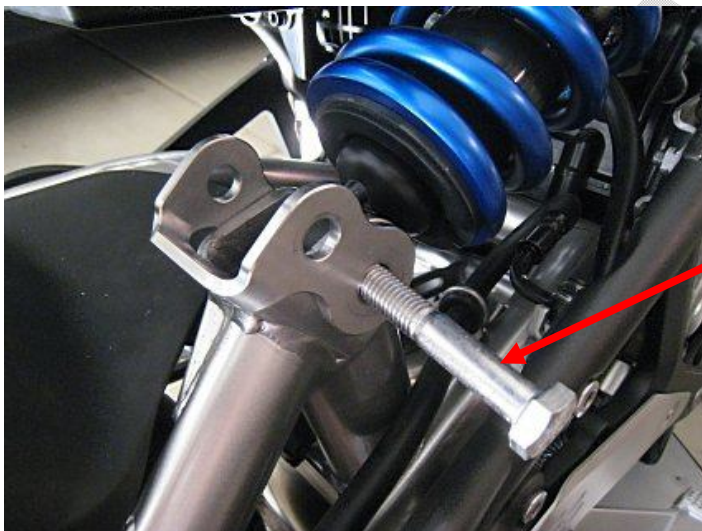


- 3) Next, remove the locknut and the small washer from the back, and remove the button head bolt and the large washer from the front. You can pull out the button head bolt by slightly moving the rear suspension up and down at the same time.

**Note:**

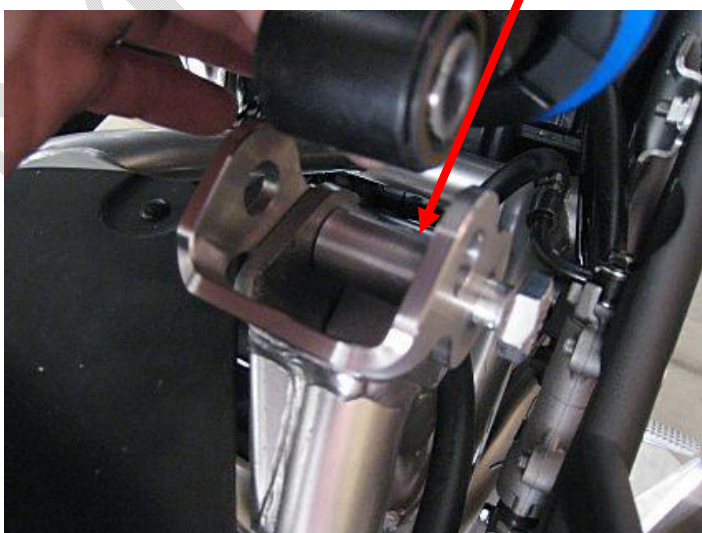
The original washers are not going to be used, but you should keep them for the future, in case you decide to uninstall the lowering kit.

4)



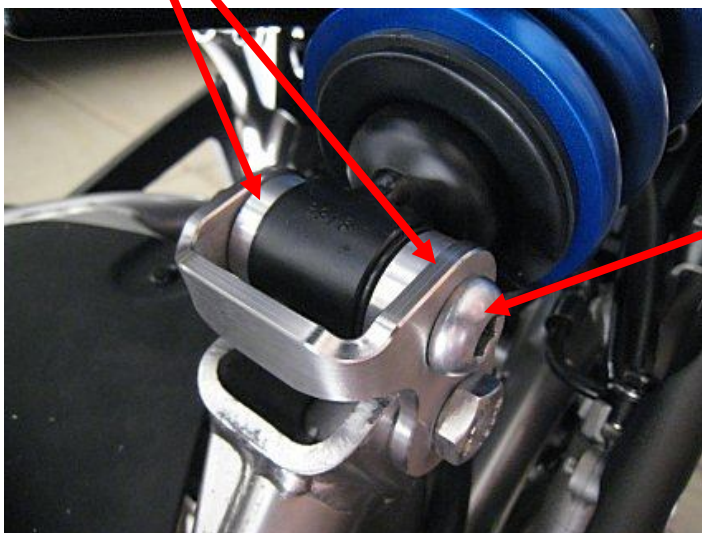
Slide over the main kit body and insert the provided hex head cap screw (or optional button head bolt if purchased with the kit), as shown

- 5) Lift the shock absorber and insert the spacer where the shock absorber was installed before.



Next, slide the provided hex head cap screw (or optional button head bolt if purchased with the kit) all the way through.

- 6) Insert a D-Spacer on each side of the shock absorber,



Then, slide the original button head bolt through the D-Spacers as shown.

Remember that the flat part of the D-Spacers should be towards the ground!

- 7) Lower the motorcycle so that there is a pressure on the rear wheel. By doing that, the lowering kit will engage into position.



Photo with rear wheel lifted

Photos with rear wheel down and kit engaged (below)



Pre 2012 year models



2012 - 2016 Ninja 650

- 8) Install both the upper and the lower locknuts on the provided hex head cap screw and on the original button head bolt with the 19 mm open wrench and the 19 mm socket wrench as shown



Tighten the screw and the bolt as hard as you can, or if you have a torque wrench then tighten them at 59 N/m (6.0 kgf/m) (44 ft/lb).

- 9) **Congratulations!** You have now installed the lowering kit.



Installation Instructions- Part Two

Lowering Front Suspension – supplemental guide to your motorcycle manual



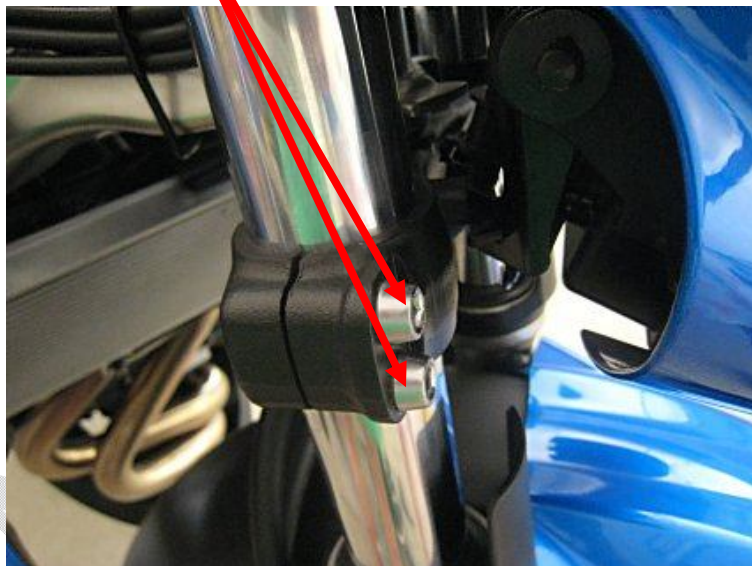
Warning

Do not loosen up the upper triple clamp and the lower triple clamp on both sides at the same time! If you do, then the front suspension will drop down on the fender.

- 1) With the 6 mm custom hex wrench, loosen up the socket head cap screws of the **upper triple clamp** of the front forks **both sides**, as shown:



- 2) Next, **on one side only**: with the 6 mm hex wrench from your motorcycle toolkit, loosen up the two socket head cap screws of the **lower triple clamp**, as shown:



Now, **slide the fork's tube up** as much as you can, and **re-tighten** the two socket head cap screws of the **lower triple clamp**.

- 3) Next, **go to the other side**, and with the 6 mm hex wrench from your motorcycle toolkit, loosen up the two socket head cap screws of the lower triple clamp, as you did before on the opposite side. Next, slide the fork's tube up as much as you can, and re-tighten the two socket head cap screws of the lower triple clamp.

- 4) **Repeat steps # 2 and # 3 until the fork tubes are raised:**
- a) the **same distance** up comparing one to the other (measure to ensure)
 - b) so that both the right and the left fork tube protrude the same distance from the upper triple clamp (they should protrude between 7/8 inch to 1 inch)
 - c) so that when raised, the **fork tubes are not touching the handle bar**, which you can check by inserting a 1 US cent, or a 1 Euro Cent, or a 1 Pence between the handle bar and the upper end of the fork tube, as shown



- 5) After you reach the final position, **on both sides**: tighten the forks' lower socket head cap screws at 21 ft-lb (29 N-m or 3.0 kgf-m) or as tight as you can. Then, retighten the upper socket head cap screws at 15 ft-lb (20 N-m or 2.9 kgf-m) or as tight as you can. **The front suspension is now lowered.**

Note: There is less travel/adjustment available on the front fork tubes on the 2012 - 2016 Ninja 650 than on the pre 2012 models. This is not an issue though.