

Assembly Instructions

Model:	Ninja e-1 (2024MY -), Z e-1 (2024MY -)
Description:	Helmet Lock
Part Number:	99994-1957
Flat Rate Time(Hr):	Ninja e-1: 0.7, Z e-1: 0.4

Before you begin, read through these instructions and check that all parts are present. Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect installation.

Kawasaki recommends that all genuine accessories should be fitted by an authorized Kawasaki dealer.

The following symbols indicate the information for proper installation and operation in this instruction.

NOTE : NOTE indicates information that may help or guide you in the operation or service of the vehicle.

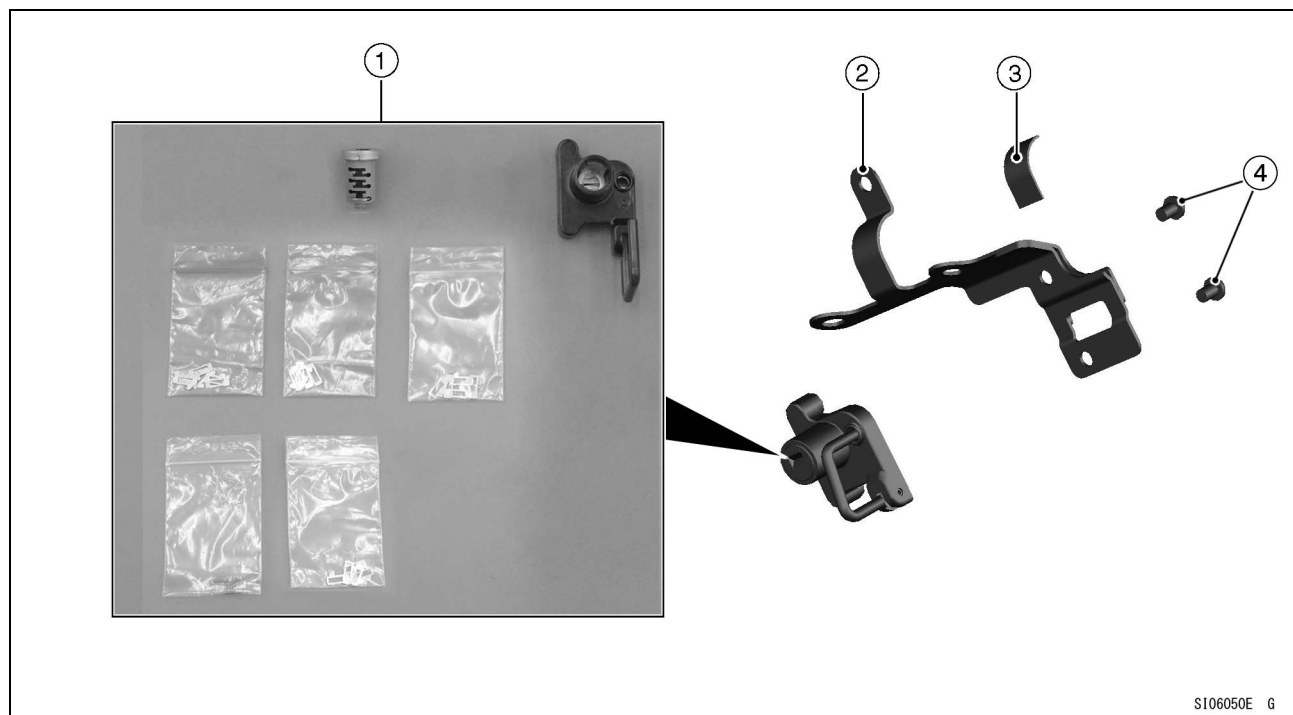
- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a NOTE.

Refer to the following Service Manual for detailed procedures.

(Ninja e-1) P/No.: 99830-0141 or 99832-0276

(Z e-1) P/No.: 99830-0143 or 99832-0282

Parts List				
No.	Component Name	Part No.	Qty	Remark
1	Helmet Lock	27017-0565	1	
2	Bracket	23062-1435	1	
3	Pad	39156-2891	1	
4	Bolt	92154-2948	2	

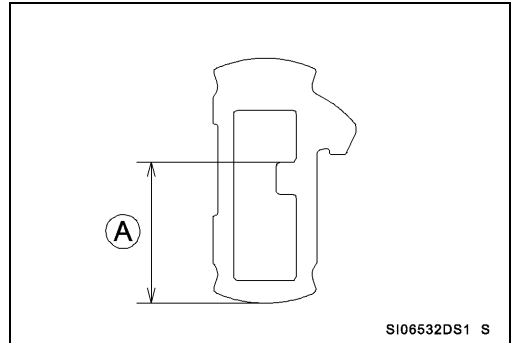


S106050E 6

Installation Instructions

Assembly Procedure (One Key System)

- Using a combination of tumblers in this kit allows the lock rotor to be assembled to fit the existing ignition key.
- The four kinds of tumblers are a different length [A] to each other as shown.
 - Tumbler #1: 7.45 mm (0.293 in.)
 - Tumbler #2: 7.95 mm (0.313 in.)
 - Tumbler #3: 8.45 mm (0.333 in.)
 - Tumbler #4: 8.95 mm (0.352 in.)
- The tumblers are separated into 4 plastic bags of different colors. Keep them in the bags until needed to prevent them being mixed up.

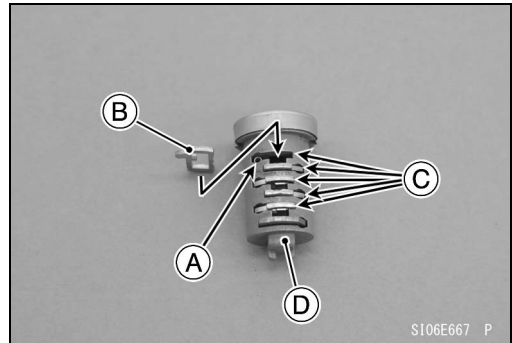


Step 1

- Install 5 springs [A] and 5 tumblers [B] from one bag to the grooves [C] of the rotor [D]. Press each tumbler into its groove until it fully seats.

NOTE

- The projection of the tumbler should sit over the spring.

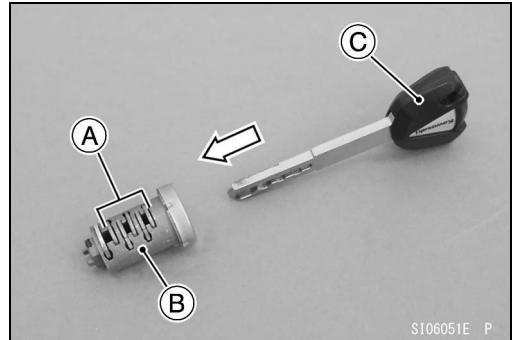


Step 2

- Lightly hold the tumblers [A] in the rotor [B] and insert the ignition key [C].

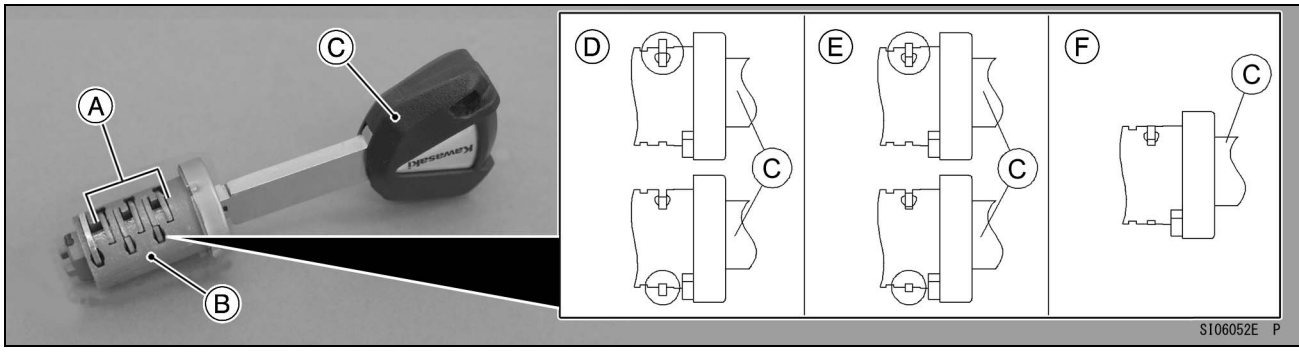
NOTE

- If the tumblers are not held in place, the tumblers or springs may become dislodged.



Step 3

- If the tumbler [A] is the correct one for the cut in the key, it will sit level with the rotor [B] once the ignition key [C] is inserted.
 - Incorrect: [D] Projecting high (upper or lower of rotor)
 - Incorrect: [E] Projecting low (upper or lower of rotor)
 - Correct: [F] Level with the rotor
- If any of the tumblers protrudes from the rotor, go to "Step 4."
- If all tumblers sit flush with the rotor, it is correct. Go to "Step 5."



Step 4

- While lightly holding the tumblers in the rotor, remove the ignition key.

NOTE

- If the tumblers are not held in place, the tumblers or springs may become dislodged.

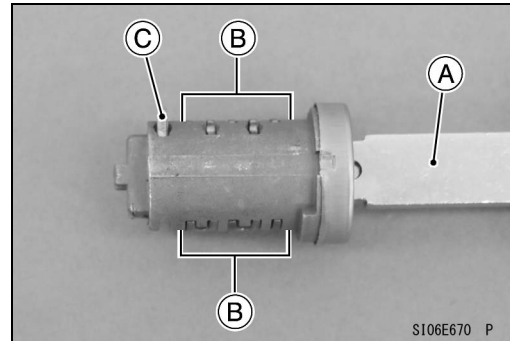
- Replace any protruding tumbler(s) with tumbler(s) from another bag and repeat steps 2, 3, and 4 again until all tumblers are flush with the rotor.

Step 5

- Insert the key [A] again as described in “Step 2” and make sure that all the tumblers [B] are flush with the rotor. The stopper tumbler [C] should be protruding as shown.

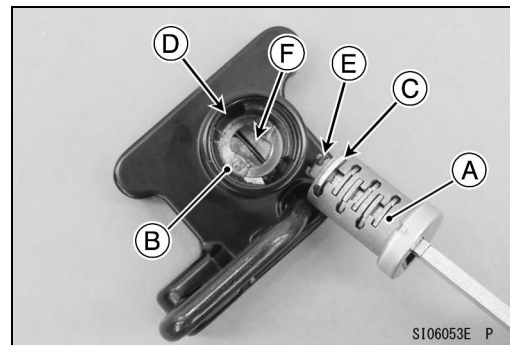
NOTE

- Do not attempt to install the rotor into the helmet lock if the tumblers are not level. If the tumblers are not flush, the lock may become stuck when fitted to the helmet lock.



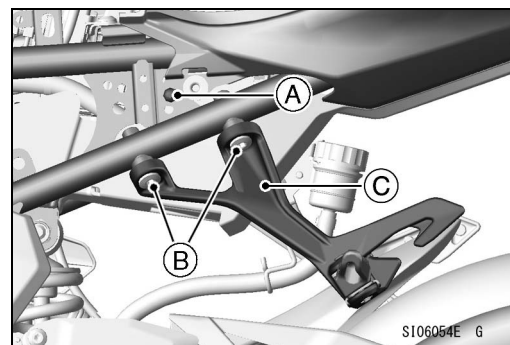
Step 6

- Do not insert the key to the bottom, or the stopper tumbler will freeze.
- Place the key and rotor [A] on the opening of the cylinder [B] with the stopper tumbler [C] facing the groove [D].
- While pressing in the stopper tumbler lightly, turn the key clockwise about 1/4 turn. The rotor will go into the key cylinder.
- While pressing down lightly on the key, turn the key counterclockwise to fit the rotor projection [E] into the bottom groove [F]. You will hear a click when it is fully fitted.
- Remove the key. The rotor should remain in the cylinder.
- After installing the rotor, make sure that the lock operates correctly.

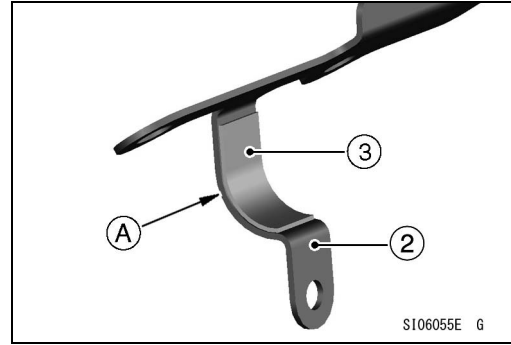


Assembly Procedure (Helmet Lock)

- Remove the following parts (Refer to the Service Manual).
 - Rear Seat
 - Front Seat
 - Left Side Cover
 - Left Lower Fairing (Ninja e-1 Model)
 - Left Middle Fairing (Ninja e-1 Model)
 - Screw [A]
 - Bolts [B] and Left Rear Footpeg Bracket [C]

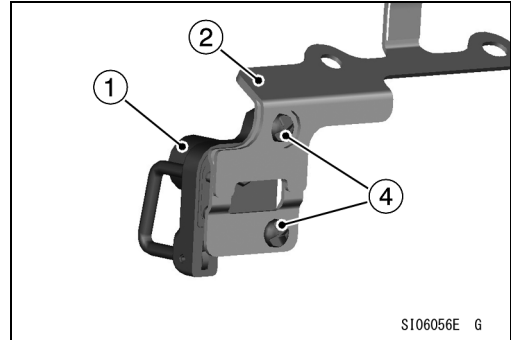


- Paste the pad [3] on the bracket [2] as shown.
- Align [A] each end of the pad and bracket.



- Install the helmet lock [1] to the bracket [2].
- Tighten the screws [4].

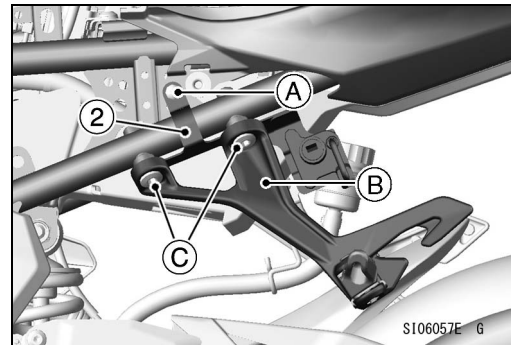
Torque – Screws: 8.0 N·m (0.82 kgf·m, 71 in·lb)



- Install the bracket [2] and screw [A] as shown.
- Install the left rear footpeg bracket [B] and rear footpeg bracket bolts [C].
- Tighten the rear footpeg bracket bolts [C].
- Tighten the rear side bolt first, and then the front side bolt.

Torque – Rear Footpeg Bracket Bolts: 25 N·m (2.5 kgf·m, 18 ft·lb)

- Tighten the screw [A].
- Install the removed parts (Refer to the Service Manual).



Basic Torque for General Fasteners

The table below, relating tightening torque to thread diameter, lists the basic torque for the bolts and nuts. Use this table for only the bolts and nuts which do not require a specific torque value. All of the values are for use with dry solvent-cleaned threads.

Threads dia. (mm)	Torque		
	N·m	kgf·m	ft·lb
5	3.4 ~ 4.9	0.35 ~ 0.50	30 ~ 43 in·lb
6	5.9 ~ 7.8	0.60 ~ 0.80	52 ~ 69 in·lb
8	14 ~ 19	1.4 ~ 1.9	10 ~ 13.5
10	25 ~ 34	2.6 ~ 3.5	19 ~ 25
12	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20	225 ~ 325	23.0 ~ 33.0	165 ~ 240

Check tightness of all fasteners in regular interval. Retighten loose fasteners.