

KP Tensioner Arm Installation Instructions

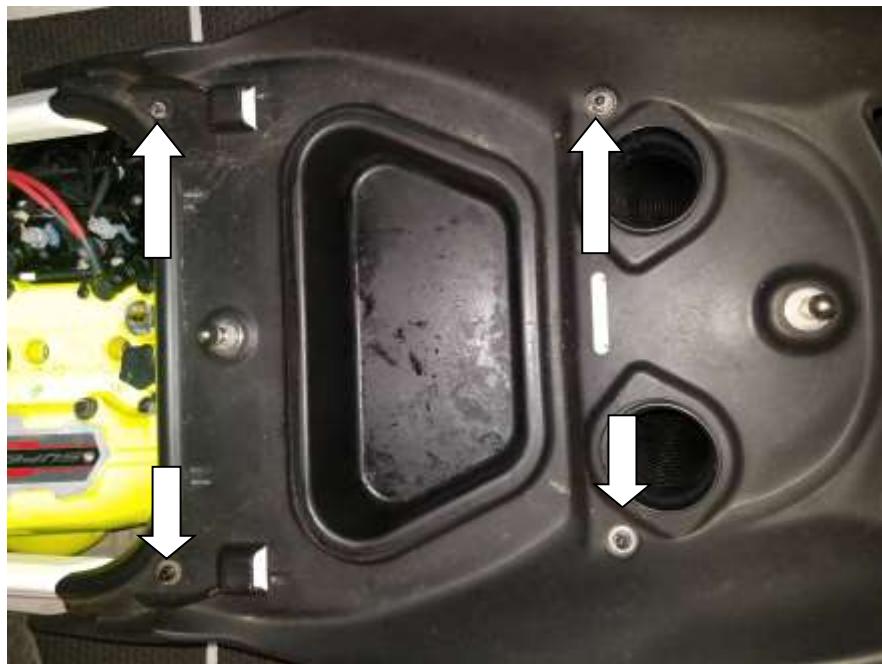
Part #: 30300-5012

Necessary Tools:

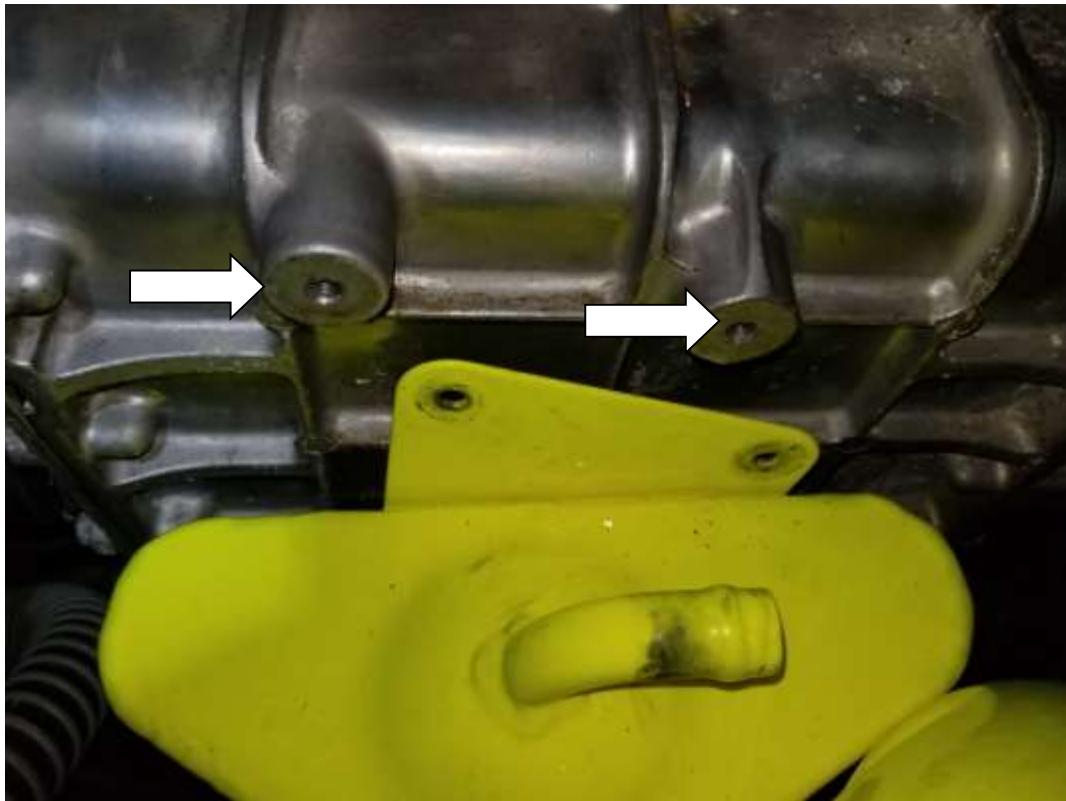
- 1) 3/8 Ratchet
- 2) 10mm Ratcheting Wrench
- 3) Torque Wrench ft*lbs
- 4) 10mm, 12mm, 14mm, 17mm, $\frac{3}{4}$ inch Socket
- 5) Antisieze
- 6) Tube or Pipe
- 7) Needle Nose Pliers

Tensioner removal and Installation Procedure:

- 1) Remove seats, then remove the four 10mm acorn nuts shown below. Then remove rear unit.



- 2) The oil separator will need to be moved out of the way. It can be left with hoses intact.



- 3) Remove the two M10 bolts holding the oil separator in place.
- 4) Disconnect all hoses on the oil Seperator. Use needle nose pliers to separate the clip. Pull bottom hose off as well.



- 5) Remove oil separator and store out of the way. Now we have room to work!



6) Grab your Kawasaki spring holder tool. (If you do not have this tool please scroll down to section 23).



7) Use your 3/8 wratchet, $\frac{3}{4}$ socket and pipe as shown below. The pipe is used for leverage. It may or not be needed if you are really strong.



8) Set the socket on the hex on the tensioner bracket itself.



9) Pull up until you can slide on the spring holder as shown below.



10) Remove the 12mm and 14mm acorn nuts.



11) Remove the Tensioner assembly.



12) Clamp the tensioner in a vice as shown. Remove the bolt holding on the spring assembly.



13) Remove Spring



14) Use a 17mm socket to remove the center idler bolt.



15) Remove pulley.



16) Prepare the KP Tensioner as shown. The washers must be used at all TIMES! The lip faces inwards.



17) Install tensioner arm in vice.



18) Install Idler pulley and bolt. Torque to 36 ft.lb. Apply antisieze.



19) Install Spring. Torque M8 Bolt to 18 ft.lb. Apply Antisieze.



20) The tensioner arm is ready to reinstall!



21) Install tensioner as show. Make sure the washers are all in place!! One washer goes behind the tensioner spring as shown in the arrow below.



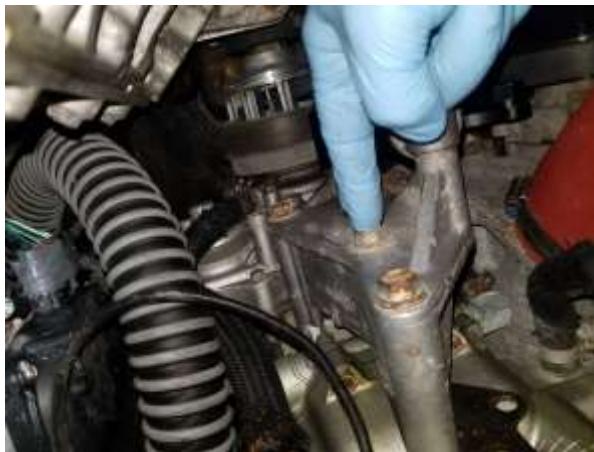
22) Install and torque acorn nuts. Both have washers. 22 ft.lb on the 12mm acorn nut, 33 ft.lb on the 14mm acorn nut.



23. Using the $\frac{3}{4}$ extended ratchet from earlier, push on the nut on the tensioner to release the spring bracket.



- 23) Reinstall catch can, hoses, clamps and back seat cover.
- 24) This section is for those that do not have the Kawasaki spring clamp. Remove the four 12mm hex bolts holding on the tensioner bracket to the block.



- 25) Remove bracket assembly.



26) Clamp bracket in vice. Refer to section 12 to remove and install the KP tensioner arm. The final product should look like this.



27) Reinstall bracket, but move belt out of the way. Once the bracket is on we can deal with the belt. Torque the four 12mm hex bolts to 26 ft.lb.



- 28) This part can be tough. Using the extended breaker bar from earlier, push up on the $\frac{3}{4}$ hex on the tensioner arm until you can slide the belt under the pulley. Then you can set the pulley on the belt. Reinstall catch can, hoses, bolts, clamps and rear seat. You are ready to use!
- 29) KP highly recommends checking the tensioner regularly to make sure everything is working properly

Please contact us if you have any questions!

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