



**FITTING INSTRUCTIONS FITTING INSTRUCTIONS FOR BLGFK0023**  
**BRAKE LEVER-GUARD FITTING KIT**  
**BMW S1000RR 2019-**



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.**

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

**PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.**

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS  
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF  
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,  
THESE RUBBER WASHERS CAN BE THROWN AWAY.

**DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

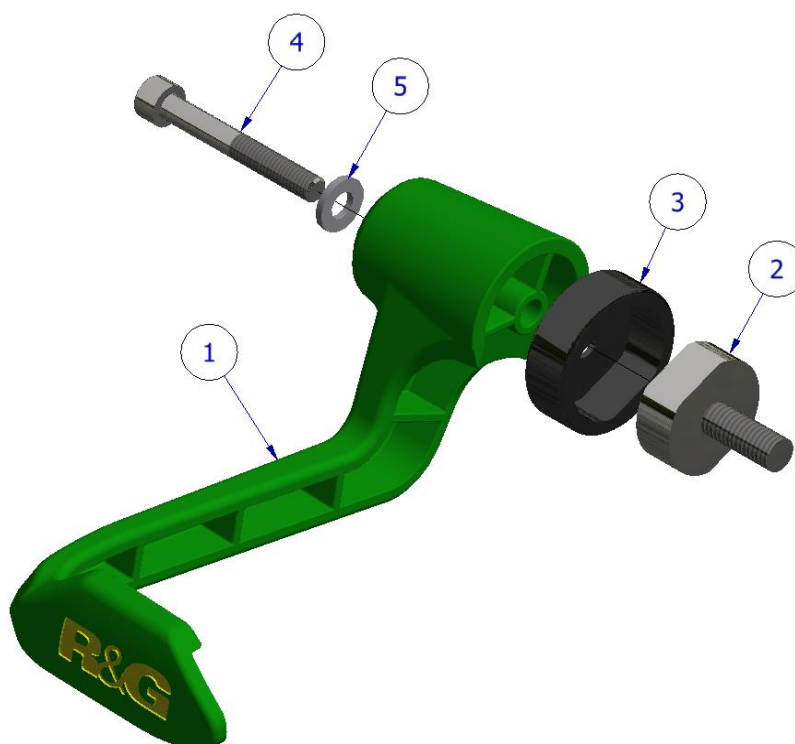


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• ALLEN TOOL SET TO INCLUDE 5mm A/F SIZE.</li> <li>• T40 TORX TOOL</li> <li>• 24mm A/F SPANNER</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

**LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	PLG0002COMP BRAKE LEVER GUARD	1
ITEM 2	M0585 MOUNTING BLOCK STAINLESS	1
ITEM 3	M0586 MOUNTING SLEEVE BLACK STAINLESS	1
ITEM 4	M6 x 1.00 x 45.00mm CAP-HEAD BOLT	1
ITEM 5	M6 WASHER OD=12mm	1
ITEM 6	NC0008 M6 FLAT CAP	1

**EXPLODED ASSEMBLY VIEW**





## **FITTING INSTRUCTIONS**

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using a T40 Torx tool. Place the M6 washer (**item 5**) over the M6 cap-head bolt (**item 4**), then slide through the brake lever guard (**item 1**) so the washer sits against the flat surface within the mounting bore.
- Insert and tighten the threaded block (**item 2**) into the bar using a 24mm spanner, then slide the covering sleeve (**item 3**) over the head of the threaded block.
- Locate the lever guard assembly into the threaded block and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 5mm Allen tool, fully tighten the bolt and check operation.
- Finally, push the flat cap (**item 6**) into the head of the cap-head bolt to give a clean look.

**IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.**

**FAILURE TO CHECK THE ABOVE COULD RESULT IN SERIOUS INJURY OR DAMAGE.**

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### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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**NOTICE DE MONTAGE POUR BLGFK0023**  
**PROTÈGE LEVIER DE FREIN**  
**BMW S1000RR 2019-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDUEURS OU FAITES APPEL A UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR : [WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)**

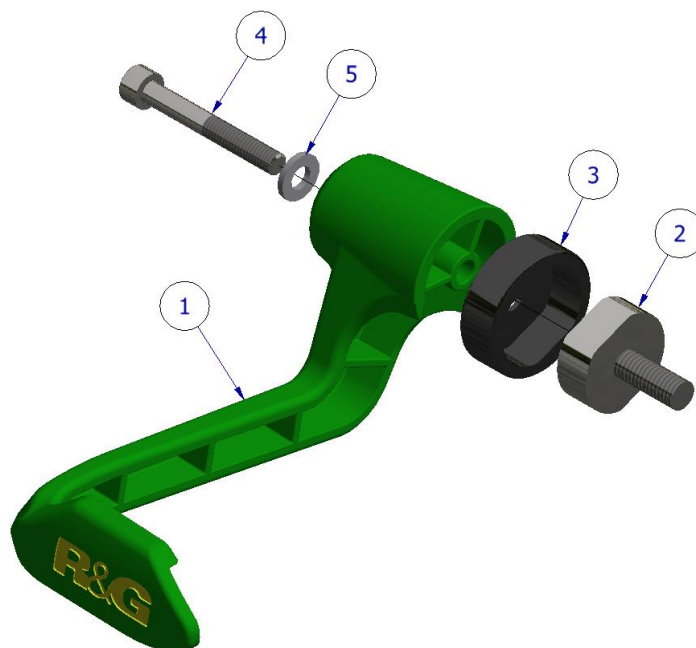


<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE RECOMMANDÉES</u></b>
<ul style="list-style-type: none"> <li>• CLÉ ALLEN 5mm.</li> <li>• CLÉ TORX T40</li> <li>• CLÉ À MOLETTE 24mm</li> </ul>	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PLG0002COMP PROTÈGE LEVIER DE FREIN	1
ARTICLE 2	M0585 BLOC DE MONTAGE	1
ARTICLE 3	M0586 MANCHON DE BLOC DE MONTAGE	1
ARTICLE 4	M6 x 1.00 x 45.00mm BOULON	1
ARTICLE 5	M6 RONDELLE OD=12mm	1
ARTICLE 6	NC0008 M6 CAPUCHON PLAT	1

### **SCHÉMA D'ENSEMBLE**



### **NOTICE DE MONTAGE**

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- Pour installer le protège-levier de frein R&G, vous devrez retirer l'embout de guidon d'origine à l'aide des outils spécifiques sur votre moto. Placez la rondelle M6 (article 5) sur le boulon à tête cylindrique M6 (article 4), puis faites-la glisser à travers le protège levier de frein (article 1) de sorte que la rondelle repose contre la surface plane dans l'alésage de montage.
- Insérer et serrer le bloc fileté (article 2) dans le guidon à l'aide d'une clé de 24 mm, puis faire glisser le manchon de recouvrement (article 3) sur la tête du bloc fileté
- Placez l'ensemble dans le guidon de sorte que lorsque la moto est complètement verrouillée dans les deux sens, il n'entre en contact avec aucune autre partie de la moto.
- À l'aide d'une clé Allen de 5 mm, serrez complètement le boulon et vérifiez le fonctionnement.
- Enfin, poussez le capuchon plat (article 6) dans la tête du boulon à tête cylindrique pour donner un aspect net.

**IMPORTANT - LORS DE L'INSTALLATION DE CE PRODUIT, IL EST DE VOTRE RESPONSABILITÉ DE VOUS ASSURER QUE LE PRODUIT N'EMPÊCHE EN AUCUN CAS LE FONCTIONNEMENT DE LA MOTO ET SOIT CONTRÔLÉ RÉGULIÈREMENT POUR SON SERRAGE ET SON BON FONCTIONNEMENT.**

**NE PAS VÉRIFIER CELA POURRAIT ENTRAÎNER DES BLESSURES OU DES DOMMAGES GRAVES.**

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