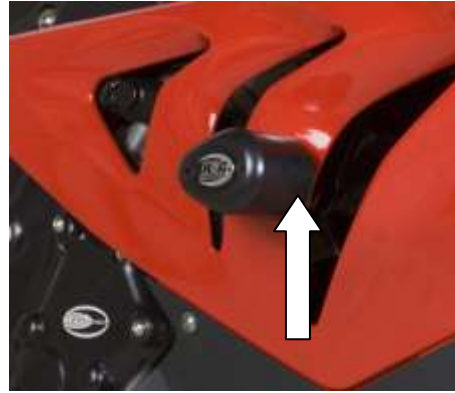




**FITTING INSTRUCTIONS FOR CP0307BL AERO CRASH PROTECTORS
BMW S1000RR 2012- DRILL ONE SIDE ONLY**



PICTURE 'A'



PICTURE 'B'

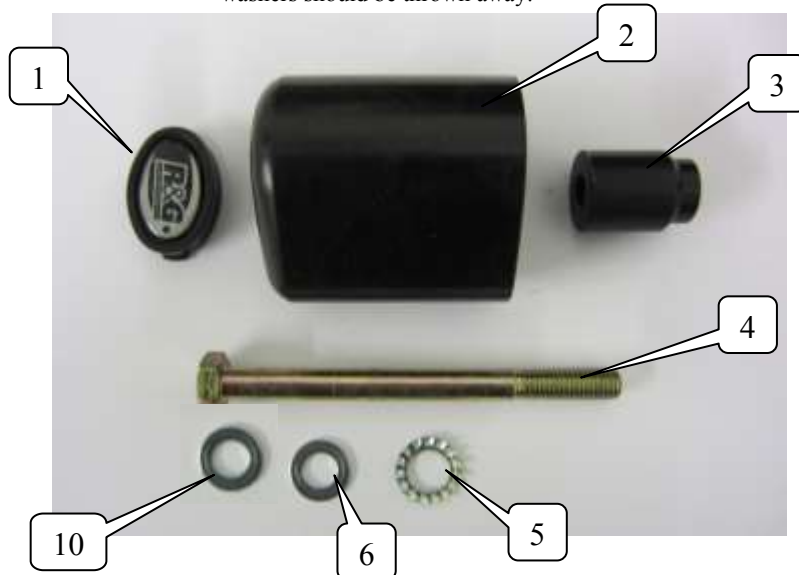


REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike
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!



**LEFT HAND
SIDE**



RIGHT HAND SIDE

LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0061 with CS341 (10mm) (L-H-S CRASH PROTECTOR) (x1).
ITEM 3 = S0475 SPACER 39mm LONG (L-H-S SPACER) (x1).
ITEM 4 = M10x1.5x130mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).
ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
ITEM 6 = M10 PLAIN WASHERS (x2).
ITEM 7 = S0142 SPACER 24mm LONG (R-H-S SPACER) (x1).
ITEM 8 = B0063 with CS066 (10mm) (R-H-S CRASH PROTECTOR) (x1).
ITEM 9 = M10x1.5x100mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).
ITEM 10 = S0293 SPACER 5mm LONG (L-H-S INSIDE CRASH PROTECTOR SPACER) (x1).

You will need the following tools to complete this job.

**Socket set to include T25 and T50 male socket and 17mm A/F socket and wrench.
28MM hole-saw.**

Torque wrench to be used at 40NM.

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'A' (using T50 male socket).
- Slide one of the 10mm washers onto the longer M10 hexagon headed bolt so washer sits against head of bolt.
- Slide the small 5mm wide spacer (S0293) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer over the bolt so it sits against the spacer just fitted.
- Next slide bolt and washer through the longer bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the longest spacer (39mm long) over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt =50mm).

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- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

Off side (right side as you sit on bike)

- Remove the middle side fairing.
- Remove the engine mounting bolt arrowed in picture 'B' (using T50 male socket) PLEASE NOTE DO NOT REMOVE THE ENGINE FRAME SPACERS.
- Fit the pointed marking tool (T0017) into the engine mount hole with approximately 15mm protruding.
- Refit middle side fairing ensuring point of tool is in contact with fairing.
- Screw the marking tool out until it contacts inside face of fairing.
- Gently push fairing into the marking tool so it leaves a mark on inside of fairing.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit fairing and secure.
- Slide one of the 10mm washers onto the shorter M10 hexagon headed bolt so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining shorter bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the remaining shorter spacer (24mm long) over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt=50mm).
- Offer this assembly up to frame mount (through fairing) and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

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Issue 2 (NSY) 15/11/2012



INSTRUCTIONS DE MONTAGE
CP0307BL - PROTECTIONS LATERALES BMW S1000RR 2012
PERCER UN SEUL COTE



Photo 'A'



Photo 'B'



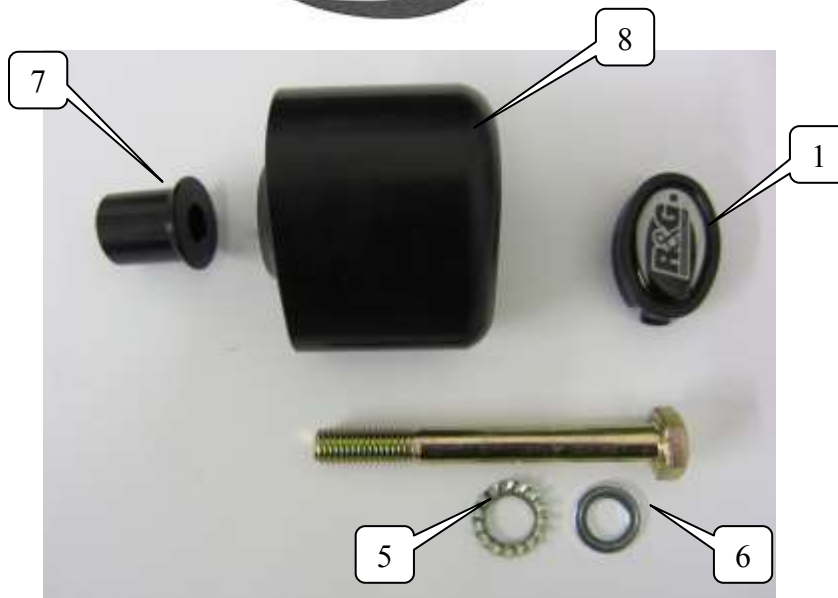
Photo 'C'

La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto

Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - les rondelles en caoutchouc doivent être jetées !

Coté gauche





Coté droit

LEGENDE

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION(x2).
ARTICLE 2 = B0061 avec CS341 (10mm) (Protection coté gauche) (x1).
ARTICLE 3 = S0475 ENTRETOISE 39mm LONG (Entretoise coté gauche) (x1).
ARTICLE 4 = M10x1.5x130mm LONG BOULON A TETE HEXAGONALE (Boulon de protection coté gauche) (x1).
ARTICLE 5 = LW0001 (M12 RONDELLE SHAKEPROOF) (x2).
ARTICLE 6 = M10 RONDELLES PLATES (x2).
ARTICLE 7 = S0142 ENTRETOISE 24mm DE LONG (R-H-S SPACER) (x1).
ARTICLE 8 = B0063 avec CS066 (10mm) (PROTECTION COTE DROIT) (x1).
ARTICLE 9 = M10x1.5x100mm LONG BOULON A TETE HEXAGONALE (PROTECTION COTE DROIT) (x1).
ARTICLE 10 = S0293 Entretoise de 5mm de long (Entretoise à l'intérieur de la protection crash coté gauche) (x1).

Pour effectuer ce montage, vous devrez vous munir des outils suivants:

Le kit de douille fourni comprend :

- douilles mâle T25 et T50 ainsi qu'une douille de 17mm et une clé.
- Une scie de 28mm
- Clé dynamométrique réglée à 40NM.

INSTRUCTIONS DE MONTAGE

Coté gauche assis sur la moto

- Retirer les boulons du moteur comme indiqué sur la photo « A », à l'aide de la douille T50 Mâle.



- Faire glisser l'une des rondelles de 10mm sur un des boulons M10 à tête hexagonale afin que l'entretoise vienne se mettre contre la tête du boulon.
- Glisser l'entretoise de 5mm (S0293) autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser la rondelle de blocage crantée autour du boulon de façon à ce qu'elle se mette contre l'entretoise tout juste installée.
- Faire glisser une rondelle à blocage dentelé autour du boulon pour qu'elle vienne se mettre contre la rondelle tout juste mise.
- Faire glisser ensuite le boulon et la rondelle à travers la longue bobine pour que la tête du boulon vienne se mettre à l'intérieur du contre alésage de la bobine.
- Faire glisser ensuite la plus longue entretoise (39mm de long) sur le boulon pour que le plus gros diamètre vienne se mettre contre la bobine (La longueur de boulon dépassant de l'entretoise devrait être la même que le boulon de moteur d'origine = 50mm).
- Installer cet ensemble au cadre puis serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection à l'aide d'une clé de 17mm et d'une douille.
- **NOTEZ QUE LA BOBINE DOIT ETRE POSITIONNEE COMME DANS "C" AVEC LA GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tourner un tout petit peu plus, pour augmenter légèrement la compression puis appliquer un quart de tour.
- Ne pas serrer trop non plus afin d'éviter que le serrage endommage la moto → PAS PLUS DE 40NM via la clé dynamométrique.
- Si cela n'a pas déjà été fait, insérez la capsule R&G Racing (en gomme) dans le renforcement du capuchon de la bobine.

Coté droit assis sur la moto

- Remettre le carénage du milieu.
- Enlever les boulons du moteur comme sur l'image "B" en utilisant la douille mâle T50)
- **NE PAS ENLEVER LES ENTRETOISES DU CHÂSSIS MOTEUR**
- Monter l'outil de marquage (T0017) dans le trou réserve au moteur avec approximativement 15mm en saillie.
- Remettre le carénage du milieu en vous Assurant que le point de marquage est bien en contact avec le carénage.
- Visser l'outil de marquage jusqu'à ce qu'il rentre en contact avec l'intérieur du carénage.
- Pousser délicatement le carénage dans l'outil de marquage afin qu'il laisse une légère trace à l'intérieur du carénage.
- Remove fairing.
- Remonter le carénage.
- Percer un trou de repère dans le carénage (pour vérifier la position) à partir de la face intérieure.
- Remonter le carénage et s'assurer que le trou de repère est bien aligné avec l'outil de marquage.
- Si la position vous convient, enlever le carénage et l'outil de marquage.
- A l'aide de la scie, percer un trou de 28mm de l'extérieur en utilisant le trou pilote comme repère. Ebavurer le trou avec un couteau bien aiguisé ou du papier d'émeri en prenant bien soin de ne pas abîmer la partie extérieure (visible) du carénage.
- Remettre le carénage et sécuriser.
- Faire glisser une des rondelles de 10mm sur un petit boulon à tête hexagonale pour que la rondelle aille se loger contre la tête du boulon. Faire glisser la rondelle à blocage dentelé autour du boulon pour qu'elle vienne se positionner contre la rondelle tout juste installée.

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- Faire glisser ensuite le boulon avec les rondelles à travers la bobine afin que la tête du boulon aille dans le contre alésage de cette bobine.
- Faire glisser ensuite l'entretoise courte restante (24mm de long) autour du boulon pour que le plus gros diamètre aille se loger contre la bobine (La longueur de boulon dépassant de l'entretoise devrait être la même que le boulon de moteur d'origine = 50mm).
- Installer cet ensemble au cadre puis serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection à l'aide d'une clé de 17mm et d'une douille.
- **NOTEZ QUE LA BOBINE DOIT ETRE POSITIONNEE COMME DANS "C" AVEC LA GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tourner un tout petit peu plus, pour augmenter légèrement la compression puis appliquer un quart de tour.
- Ne pas serrer trop non plus afin d'éviter que le serrage endommage la moto
→ PAS PLUS DE 40NM via la clé dynamométrique.
- Si cela n'a pas déjà été fait, insérez la capsule R&G Racing (en gomme) dans le renforcement du capuchon de la bobine.

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