



FITTING INSTRUCTIONS FOR CP0254BK CRASH PROTECTORS BMW K1300 S



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!

Near side (left side as you sit on bike)

- Remove the upper fairing.
- Remove the top front engine to frame M10 diameter bolt and the OEM protector.
- Remove the washer from the bolt and fit to the longer of the R&G replacement stainless steel bolts. Fit this assembly back onto bike and tighten.
- Screw the marking tool into the bolt hole so that when the fairing is fitted the point will just touch the inside of it.
- Offer the fairing back into position so that the tool marks the position inside the fairing.
- Using a 28mm tank cutter (hole saw/cone cutter), drill through the fairing with the pilot drill using the mark made by the tool to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.
- Replace the fairing
- Slide one of the washers onto the longer bolt followed by one of the shakeproof washers.
- Next, slide one of the crash protectors onto the bolt
- Finally, slide the longer spacer onto the bolt.
- Insert assembly through new fairing hole.
- Tighten assembly with a 17mm socket, ensuring that you do not over-tighten. Tighten bolt until you feel some compression from inside the protector. 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 protector. Do not exceed 40nm of torque.

Offside,

- Remove the upper fairing
- Remove the top front engine to frame M10 diameter bolt.
- Using a 8mm ring spanner undo the pinch bolt on the frame so that you can remove the aluminium spacer. (See picture above)
- Fit the R&G replacement spacer into the frame, with the counter bore facing outwards, and tighten the pinch bolt.
- Fit the shorter R&G replacement stainless steel bolt through the spacer and into bike and tighten.



- Screw the marking tool into the bolt hole so that when the fairing is fitted the point will just touch the inside of it.
- Offer the fairing back into position so that the tool marks the position inside the fairing.
- Using a 28mm tank cutter (hole saw/cone cutter), drill through the fairing with the pilot drill using the mark made by the tool to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.
- Replace the fairing
- Slide one of the washers onto the shorter bolt followed by one of the shake proof washers
- Next, slide one of the crash protectors onto the bolt.
- Slide the shorter spacer on to the bolt and up to the protector.
- Insert assembly through new fairing hole.
- Tighten assembly with a 17mm socket, ensuring that you do not over-tighten. Tighten bolt until you feel some compression from inside the protector. 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 protector. Do not exceed 40nm of torque.