

# <u>FITTING INSTRUCTIONS FOR CP0396BL</u> AERO CRASH PROTECTORS BMW F800 R '15- NON-DRILL KIT





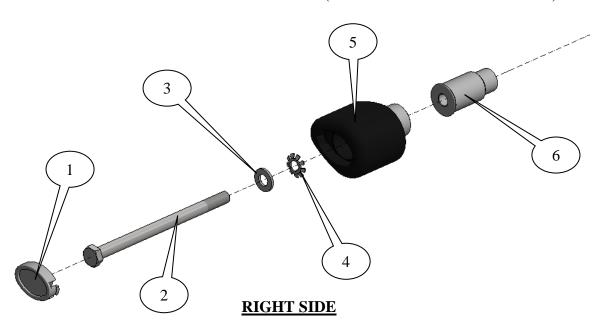
Picture A

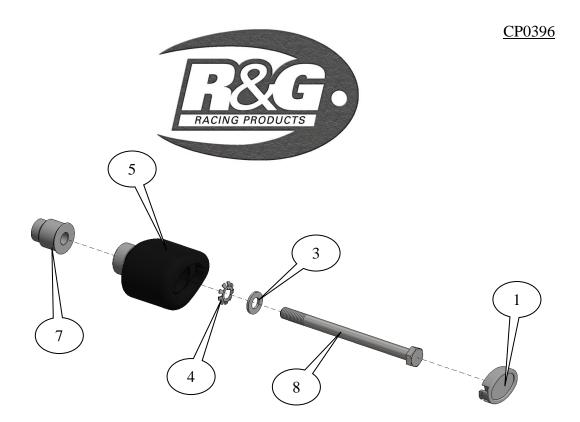
Picture B

# THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW. DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY).





# **LEFT SIDE**

### **LEGEND**

ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).

ITEM  $2 = M10 \times 1.5 \times 160 \text{mm}$  LONG HEX HEAD BOLT (x1).

ITEM 3 = M10 WASHERS (x2).

ITEM 4 = LOCK-WASHERS (LW0001) (x2).

ITEM 5 = CRASH PROTECTOR (B0431 with CS341 & S0255) (x2).

ITEM 6 = SPACER (S0926 - 53 mm LONG) (x1).

ITEM 7 = SPACER (S0925 - 29 mm LONG) (x1).

ITEM  $8 = M10 \times 1.5 \times 140 \text{mm}$  LONG HEX HEAD BOLT (x1).

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*!

### **TOOLS REQUIRED**

- T50 Torx socket and wrench.
- Socket set to include 17mm socket and wrench.
  - Torque wrench (up to 20N/m).



### **GENERAL TORQUE SETTINGS**

M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm

**R&G** Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 <a href="www.rg-racing.com">www.rg-racing.com</a> Email: <a href="mailto:info@rg-racing.com">info@rg-racing.com</a>



### M8 BOLT = 20NmM10 BOLT = 40Nm

## FITTING INSTRUCTIONS

- Remove the front engine mounting bolt using a T50 Torx socket
- Slide one of the 10mm washers (item 3) onto the M10 x 160mm long hex head bolt (item 2) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore in.
- Place the longer spacer onto the exposed end of the bolt, ensuring the larger diameter sits against the crash bobbin.
- Check the assembly matches the exploded diagram on page 1 and offer the assembly up to the bike as shown in the pictures on page 1.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- Repeat the above procedure to fit the remaining crash protector to the left side of the bike, using the remaining shorter bolt and shorter spacer.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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# INSTRUCTIONS DE MONTAGE POUR CP0396BL PROTECTIONS CRASH LATERALES BMW F800 R '15- KIT NON PERCÉ





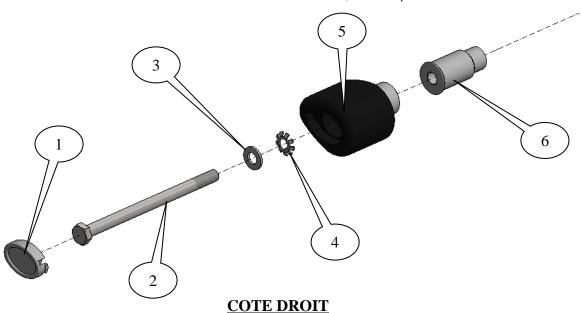
Photo A

Photo B

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

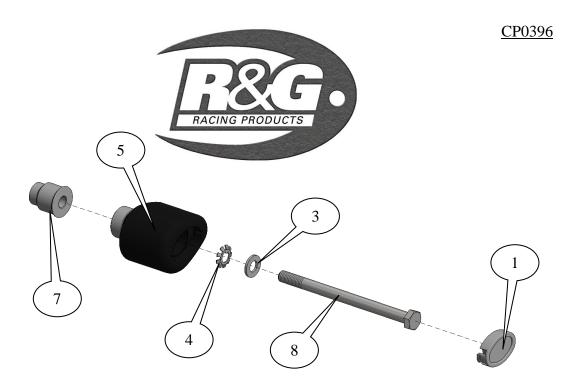
LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).



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## **COTE GAUCHE**

### **LEGENDE**

 $\overline{ARTICLE\ 1} = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).$ 

ARTICLE  $2 = M10 \times 1.5 \times 160 \text{mm BOULON}$  (x1).

ARTICLE 3 = M10 RONDELLES (x2).

ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).

ARTICLE 5 = PROTECTION CRASH (B0431 avec CS341 & S0255) (x2).

ARTICLE 6 = ENTRETOISE (S0926 – 53mm de long) (x1).

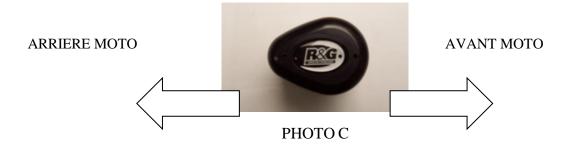
ARTICLE 7 = ENTRETOISE (S0925 – 29mm de long) (x1).

ARTICLE  $8 = M10 \times 1.5 \times 140 \text{mm BOULON}$  (x1).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, ces rondelles doivent être jetées!

## **OUTILS REQUIS**

- Jeu de clés T50
- Jeu de clés 17mm.
- Clé dynamométrique (à 40Nm).



## COUPLES DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

M8 BOULON = 20Nm

M10 BOULON = 40Nm

**R&G** Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 <a href="www.rg-racing.com">www.rg-racing.com</a> Email: <a href="mailto:info@rg-racing.com">info@rg-racing.com</a>



### **NOTICE DE MONTAGE:**

- Enlever le boulon de fixation avant du moteur, à l'aide d'une clé Torx T50.
- Glissez une des rondelles 10mm (article 3) sur le boulon M10 x 160mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon.
- Glissez une rondelle de blocage crantée (article 4) sur le boulon se façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glissez ensuite le boulon avec ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et ses rondelles se placent dans le contre alésage.
- Placer la plus longue entretoise sur l'extrémité du boulon, en veillant à ce que le diamètre le plus large se place contre la bobine de protection.
- Vérifiez que l'ensemble corresponde au schéma présent sur la page 1 puis placez l'ensemble sur la moto, voir photo page 1.
- Serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accentuer dans la protection, en utilisant une clé de 17mm. LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO. Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple Ne pas trop serrer, au risque d'abîmer les composants.
- Répétez la procédure ci-dessous pour installer la protection crash restante au coté gauche de la moto, en utilisant le boulon court restant et la petite entretoise.
- Placer les stickers R&G dans le creux de chacune des deux protections.
- Insérer les capuchons dans les deux protections.

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