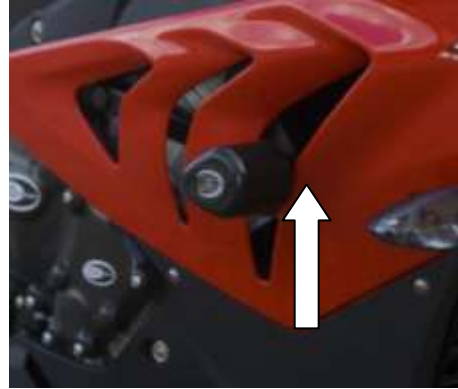




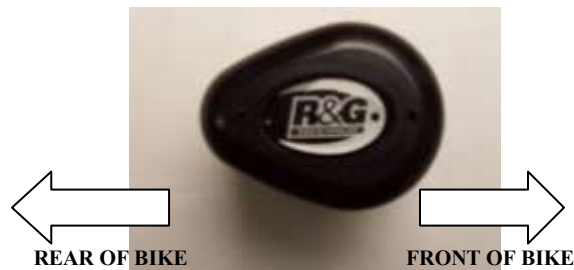
**FITTING INSTRUCTIONS FOR CP0308BL AERO CRASH PROTECTORS
BMW S1000RR 2012- NON DRILL**



PICTURE 'A'



PICTURE 'B'



PICTURE 'C'

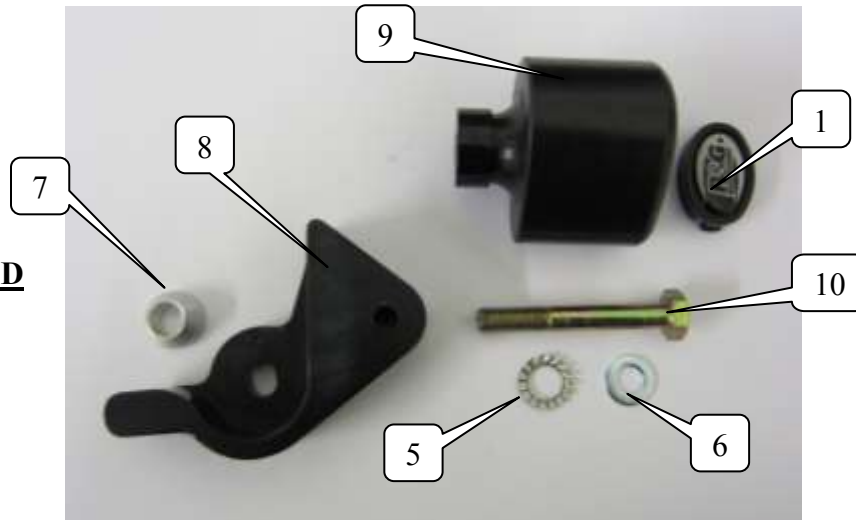
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!

**LEFT HAND
SIDE**





**RIGHT HAND
SIDE**



LEGEND

- ARTICLE 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ARTICLE 2 = B0061 with CS341 (10mm) (L-H-S CRASH PROTECTOR) (x1).
ARTICLE 3 = S0475 SPACER 39mm LONG (L-H-S SPACER) (x1).
ARTICLE 4 = M10x1.5x130mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).
ARTICLE 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
ARTICLE 6 = M10 PLAIN WASHERS (x2).
ARTICLE 7 = S0476 TAPERED SPACER 9mm LONG (R-H-S ENGINE/FRAME SPACER) (x1).
ARTICLE 8 = M0294 METAL MOUNTING BLOCK (R-H-S) (x1).
ARTICLE 9 = B0431 with CS341 (10mm) (R-H-S CRASH PROTECTOR) (x1).
ARTICLE 10 = M10x1.25x60mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).
ARTICLE 11 = 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 crash protector.



- 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).
- 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 THE CRASH PROTECTOR 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 crash protector cap.
- Fit bobbin cap into crash protector.

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).
- Remove the two engine/frame inner and outer spacers as shown in picture 1.
- Remove the red convex spacer and replace with the new spacer from kit as shown in picture 4 (please note the spacer shown is silver the actual one from kit will be black).
- Place the self-adhesive strip around the mating surfaces of the mounting block as shown in picture 5.
- Offer the mounting block into position shown in pictures 2 and 3.
- Using the original bolt and split spacer along with the new tapered spacer (shorter than the original), engage this assembly through the frame and new mounting block and into the engine mount.
- Tighten the engine mounting bolt.
- Refit fairing and secure ensuring the fairing is clear of the newly fitted assembly.
- 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 crash protector.
- Offer this assembly up to the block mounting hole and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR 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 crash protector cap.
- Fit bobbin cap into crash protector.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



ISSUE 2 15/11/2012 (NSY)

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.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

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 resellable 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.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



**INSTRUCTIONS DE MONTAGE CP0308BL
PROTECTIONS CARENAGES LATERALES BMW S1000RR 2012 – SANS FORAGE**



Image A

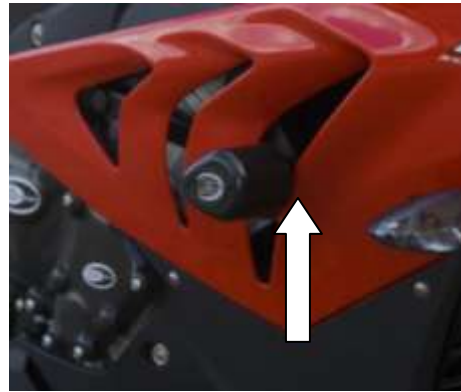


Image B

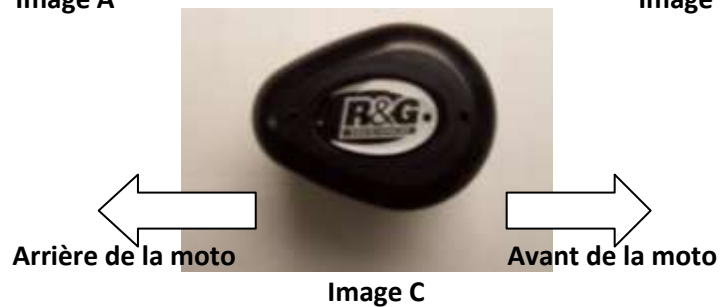
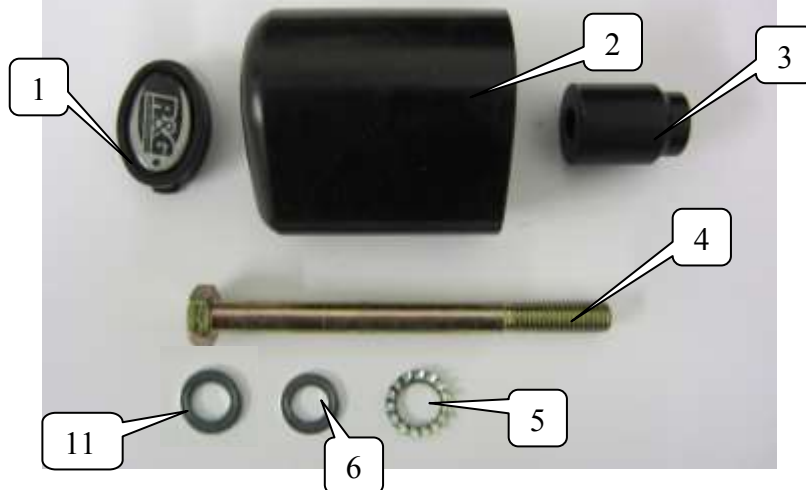


Image C

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 !

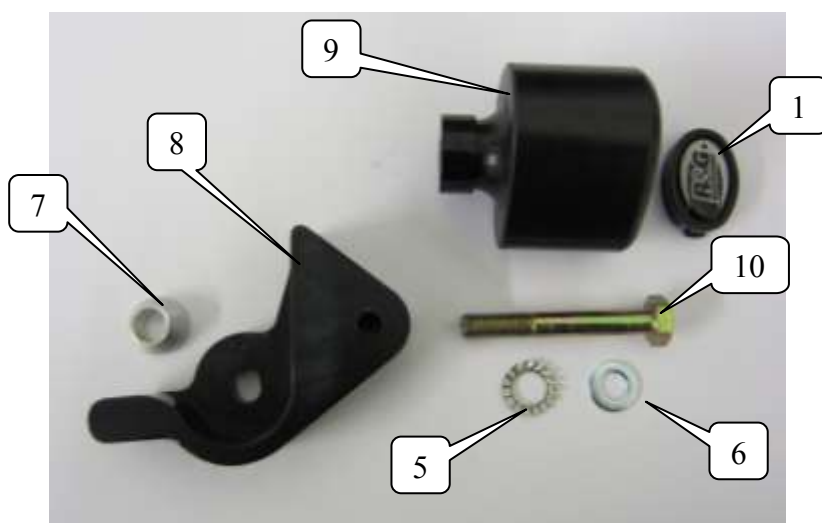


R&G Racing

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



Coté gauche



Coté droit

LEGENDE

- ARTICLE 1 = BC0002 Capuchons de protection (x2).
ARTICLE 2 = B0061 avec CS341 (10mm) (Protection latérale coté gauche) (x1).
ARTICLE 3 = S0475 Entretoise de 39mm de long (Entretoise coté gauche) (x1).
ARTICLE 4 = M10x1.5x130mm Long boulon à tête hexagonale (Boulon pour la protection coté gauche) (x1).
ARTICLE 5 = LW0001 (M12 rondelles « shake proof ») (x2).
ARTICLE 6 = M10 rondelles plates (x2).
ARTICLE 7 = S0476 Entretoise conique de 9mm de long (Entretoise cadre moteur coté droit) (x1).
ARTICLE 8 = M0294 Bloc de métal (coté droit) (x1).
ARTICLE 9 = B0431 avec CS341 (10mm) (Protection latérale coté droit) (x1).
ARTICLE 10 = M10x1.25x60mm Long boulon à tête hexagonale (Boulon pour la protection coté droit) (x1).
ARTICLE 11 = S0293 Entretoise 5mm de long (Entretoise coté gauche à l'intérieur de la protection) (x1).

Vous aurez besoin des outils suivants:

- Set de clé T25 et T50 mâle
- Clé et douille de 17mm A/F
- Scie de 28mm
- Clé dynamométrique réglée à 40NM.

Instructions de montage

Coté gauche assis sur la moto

- Retirer le boulon de montage moteur (photo A) à l'aide de la clef T50 mâle



- Faire glisser une des rondelles de 10mm sur un long boulon à tête hexagonale M10 de façon à ce que la rondelle aille se loger 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 dentelée autour du boulon afin que celle-ci aille se loger contre la rondelle que l'on vient juste de mettre.
- Ensuite, faire glisser le boulon et la rondelle à travers la longue bobine de sorte à ce que la tête du boulon se mette en contre alésage dans la protection.
- Faire glisser ensuite la plus longue entretoise (39 mm de long) autour du boulon de façon à ce que le plus gros diamètre aille 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)
- Retirer les 2 entretoises châssis moteur internes et externes (image 1)
- Retirer l'entretoise convexe rouge et la remplace par la nouvelle entretoise du kit (image 4)
- **Note : l'entretoise montrée est argentée, celle du kit sera noir.**
- Place l'auto collant en bandeau autour des surfaces de contact du bloc de montage (image 5).
- Installer le bloc de montage dans sa position adéquate (image 2 et 3).
- Utilisez le boulon d'origine et l'entretoise scindée avec la nouvelle Entretoise conique (plus courte que l'original), passer l'ensemble à travers le cadre et le nouveau bloc de montage et dans le support moteur.
- Remettre le carénage et sécuriser.
- Remettre le carénage puis fixer en s'assurant que celui ci laisse bien la place à la protection et que tout soit bien installé.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



- 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.
- 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.
- 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.



Image 1



Image 2



Image 3



Image 4



Image 5

ISSUE 1 31/01/2012 (NSY)

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.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

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 resellable 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.