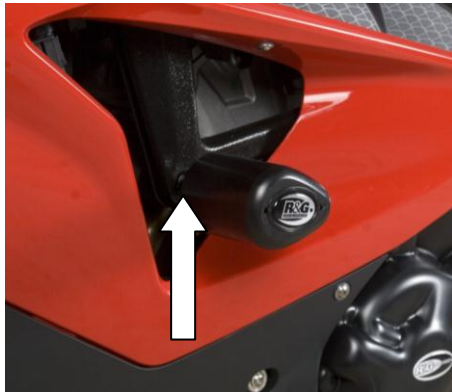




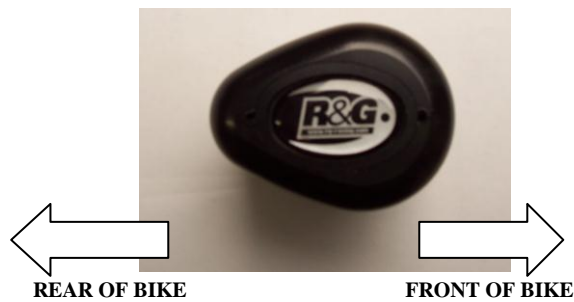
FITTING INSTRUCTIONS FOR CP0382BL AERO CRASH PROTECTORS
BMW S1000RR 2015-



PICTURE 'A'



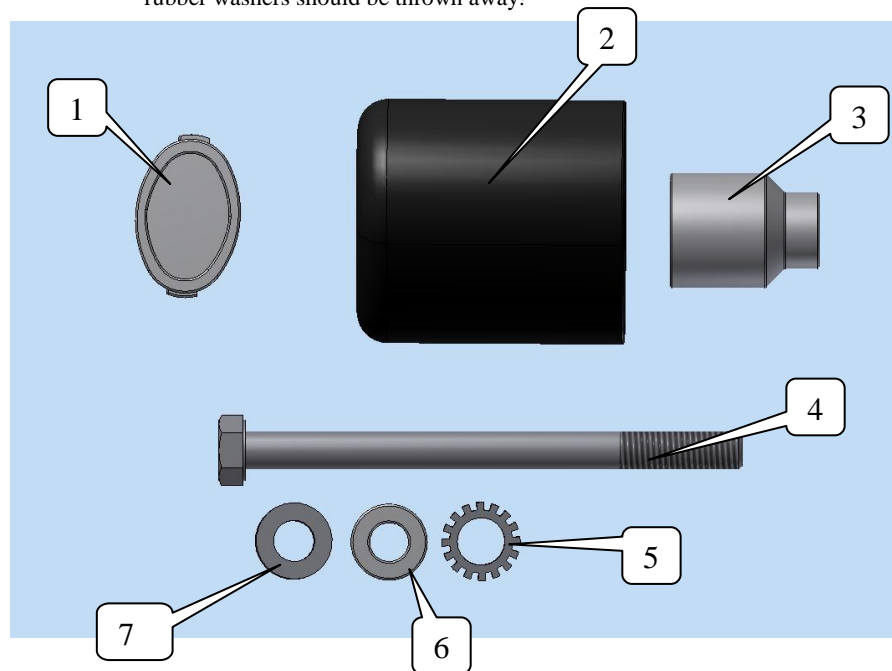
PICTURE 'B'

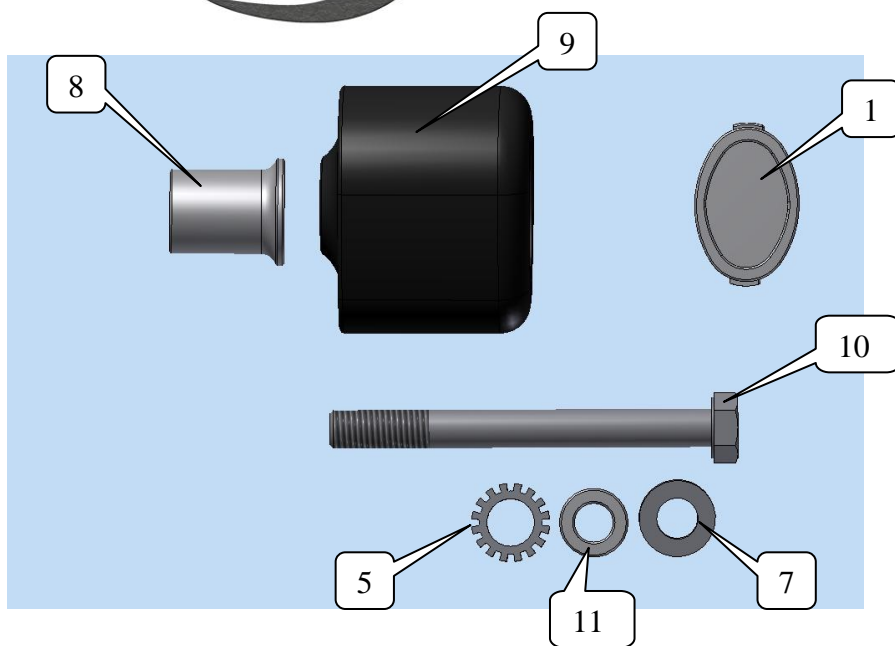


PICTURE 'C'

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

- 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 = S0293 SPACER 5mm LONG (L-H-S INSIDE CRASH PROTECTOR SPACER) (x1).
- ITEM 7 = M10 PLAIN WASHERS (x2).
- ITEM 8 = S0142 SPACER 24mm LONG (R-H-S SPACER) (x1).
- ITEM 9 = B0063 with CS066 (10mm) (R-H-S CRASH PROTECTOR) (x1).
- ITEM 10 = M10x1.5x100mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).
- ITEM 11 = S0036 SPACER 3mm LONG (R-H-S INSIDE CRASH PROTECTOR SPACER) (x1).

You will need the following tools to complete this job.

Socket set to include T50 male socket bit and 17mm A/F socket and wrench.
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 (item 7) onto the longer M10 hexagon headed bolt (item 4) so washer sits against head of bolt.
- Slide the small 5mm wide spacer (item 6) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer (item 5) over the bolt so it sits against the spacer just fitted.
- Next slide bolt and washer through the longer crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the longest spacer (item 3=39mm long) over bolt so larger diameter sits against the crash protector (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.

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- If not already fitted fit bubble sticker into recess of bobbin cap (item 1).
- Fit bobbin cap (item 1) into the crash protector.

Off side (right side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'B' (using T50 male socket) PLEASE NOTE DO NOT REMOVE THE ENGINE FRAME SPACERS.
- Slide one of the 10mm washers (item 7) onto the shorter M10 hexagon headed bolt (item 10) so washer sits against head of bolt.
- Slide the small 3mm wide spacer (item 11) over the bolt so it sits against washer just fitted.
- Slide the remaining serrated locking washer (item 5) over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining shorter bobbin (item 9) so head of bolt goes into counter-bore in crash protector.
- Next slide the remaining shorter spacer (item 8=24mm long) over bolt so larger diameter sits against crash protector (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 bobbin cap (item 1).
- Fit bobbin cap into bobbin (item 1).

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Issue 1 (NSY) 03/03/2015



**INSTRUCTIONS DE MONTAGE POUR CP0382BL PROTECTIONS
LATERALES
BMW S1000RR 2015-**



PHOTO 'A'



PHOTO 'B'

Arrière de la moto



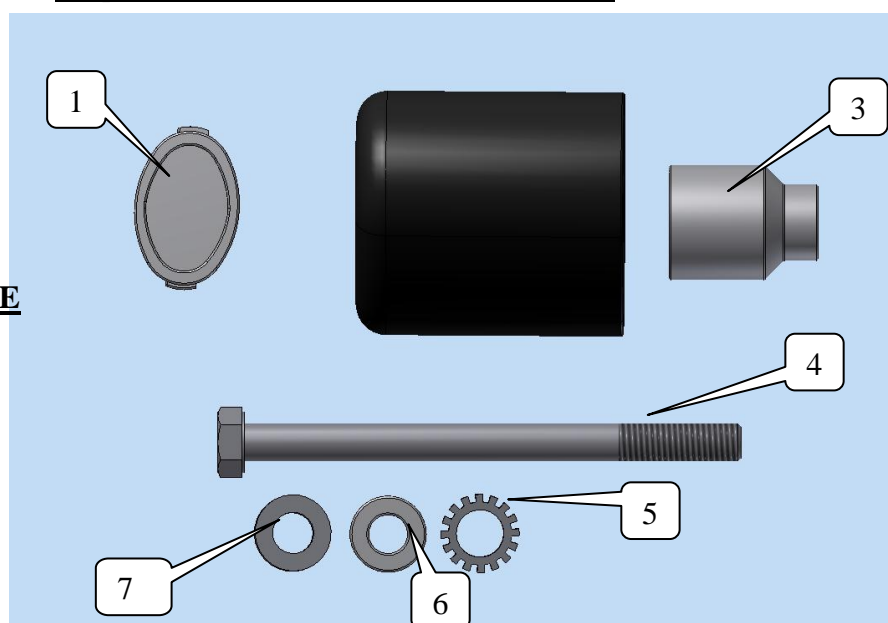
Avant moto

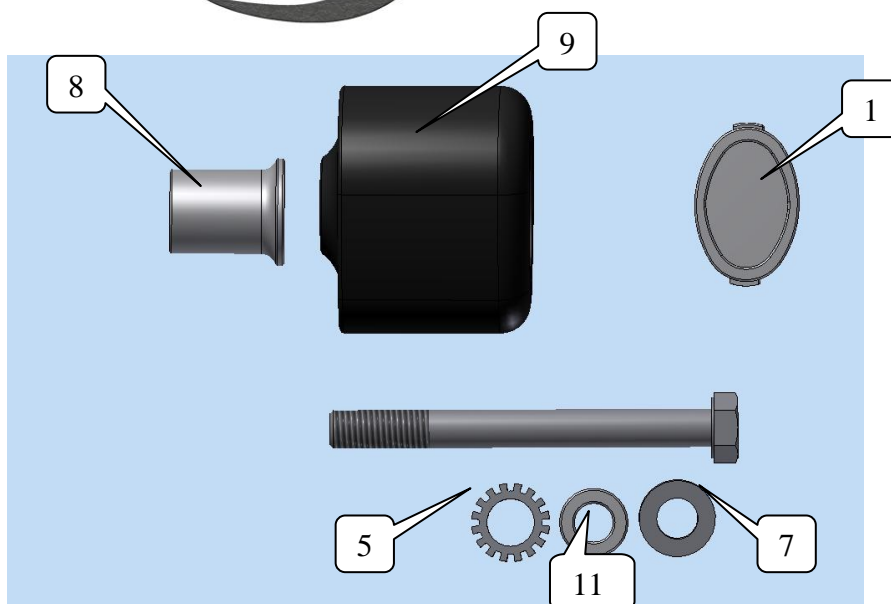
PHOTO C

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

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

COTE GAUCHE





COTE DROIT

LEGENDE

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).
ARTICLE 2 = B0061 avec CS341 (10mm) (PROTECTIONS CRASH GAUCHE) (x1).
ARTICLE 3 = S0475 ENTRETOISE 39mm DE LONG (ENTRETOISE GAUCHE) (x1).
ARTICLE 4 = M10x1.5x130mm BOULON (BOULON DE PROTECTIONS CRASH GAUCHE)) (x1).
ARTICLE 5 = LW0001 (M12 RONDELLES ANTI VIBRATION) (x2).
ARTICLE 6 = S0293 ENTRETOISE 5mm DE LONG (ENTRETOISE INTERIEURE PROTECTION COTE GAUCHE)) (x1).
ARTICLE 7 = M10 RONDELLES (x2).
ARTICLE 8 = S0142 ENTRETOISE 24mm DE LONG (ENTRETOISE DROITE) (x1).
ARTICLE 9 = B0063 avec CS066 (10mm) (PROTECTIONS CRASH DROITE) (x1).
ARTICLE 10 = M10x1.5x100mm BOULON (BOULON DE PROTECTIONS CRASH DROITE) (x1).
ARTICLE 11 = S0036 ENTRETOISE 3mm DE LONG (ENTRETOISE INTERIEURE PROTECTION COTE DROIT) (x1).

VOUS AUREZ BESOIN DES OUTILS CI DESSOUS POUR LE MONTAGE.

**Jeu de clés incluant une T50 male et une 17mm.
Clé dynamométrique à 40NM.**

INSTRUCTIONS DE MONTAGE

Coté gauche (quand on est assis sur la moto)

- Enlever le boulon de fixation moteur indiqué sur la photo 'A' (en utilisant une clé male T50).
- Glisser une des rondelles 10mm (article 7) sur le boulon M10 (article 4) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la petite entretoise de 5mm (article 6) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser une rondelle de blocage (article 5) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée.
- Glissez ensuite le boulon et la rondelle dans la protection crash (article 2) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash.
- Glissez ensuite l'entretoise (article 3=39mm de long) sur le boulon de façon à ce que le diamètre le plus large se place contre la protection crash (la longueur de boulon dépassant de l'entretoise doit être identique à celle d'origine =50mm).

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- Placer l'ensemble sur le support cadre puis serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec 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.
- Placer le sticker R&G dans le creux du capuchon de la protection (article 1).
- Placer le capuchon de la protection crash dans la protection crash.

Coté droit (quand on est assis sur la moto)

- Enlever le boulon de fixation moteur indiqué sur la photo 'B' (en utilisant une clé male T50). SVP NE PAS ENLEVER LES ENTRETOISES D'INSERT DE CADRE.
- Glisser une des rondelles 10mm (article 7) sur le boulon M10 (article 10) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la petite entretoise de 3mm (article 11) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser une rondelle de blocage restante (article 5) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée.
- Glissez ensuite le boulon et la rondelle dans la protection crash restante (article 9) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash.
- Glissez ensuite l'entretoise restante (article 8=24mm long) sur le boulon de façon à ce que le diamètre le plus large se place contre la protection crash (la longueur de boulon dépassant de l'entretoise doit être identique à celle d'origine =50mm).
- Placer l'ensemble sur le support cadre puis serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec 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.
- Placer le sticker R&G dans le creux du capuchon de la protection (article 1).
- Placer le capuchon de la protection crash dans la protection crash.

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