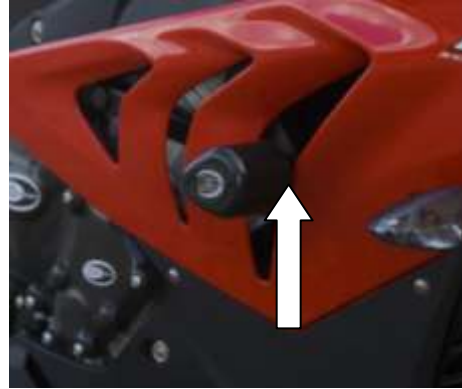




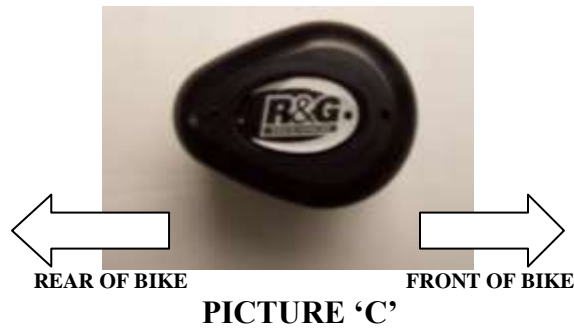
**FITTING INSTRUCTIONS FOR CP0308BL AERO CRASH PROTECTORS  
BMW S1000RR 2012- NON DRILL**



**PICTURE 'A'**



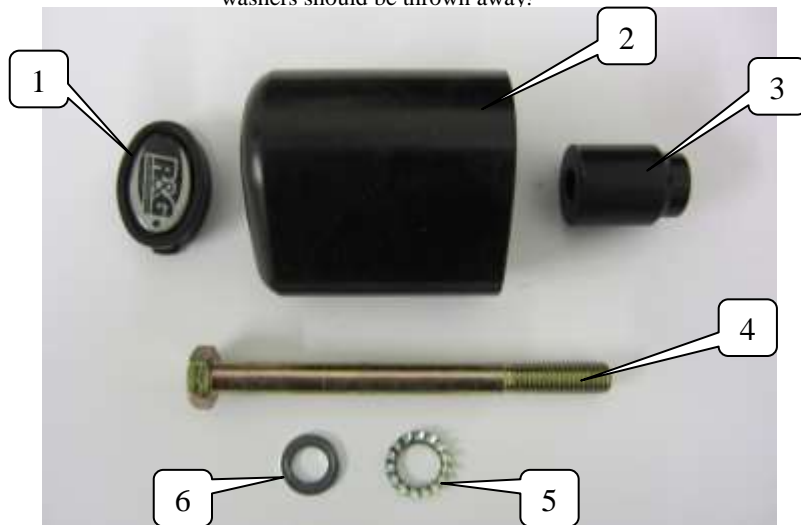
**PICTURE 'B'**



**PICTURE 'C'**

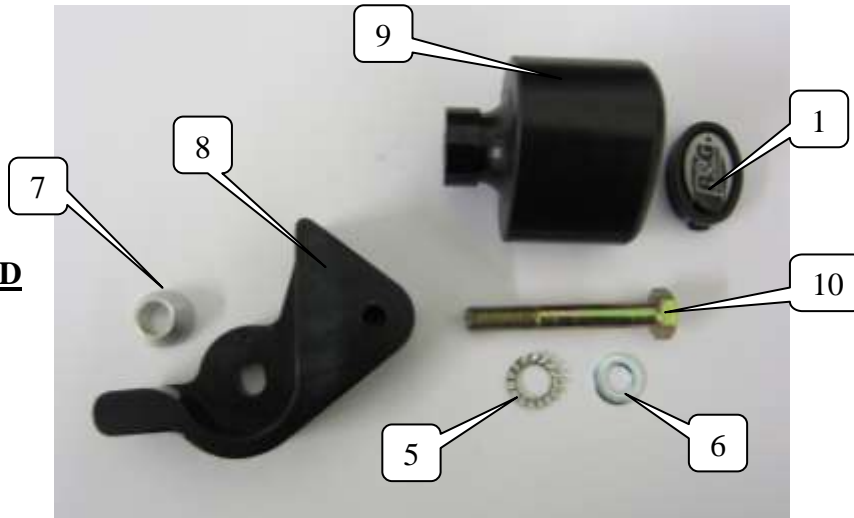
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**  
*Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!*

**LEFT HAND  
SIDE**





**RIGHT HAND  
SIDE**



**LEGEND**

- 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 = S0476 TAPERED SPACER 9mm LONG (R-H-S ENGINE/FRAME SPACER) (x1).
- ITEM 8 = M0294 METAL MOUNTING BLOCK (R-H-S) (x1).
- ITEM 9 = B0431 with CS341 (10mm) (R-H-S CRASH PROTECTOR) (x1).
- ITEM 10 = M10x1.25x60mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (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 serrated locking washer over the bolt so it sits against washer 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.

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PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5

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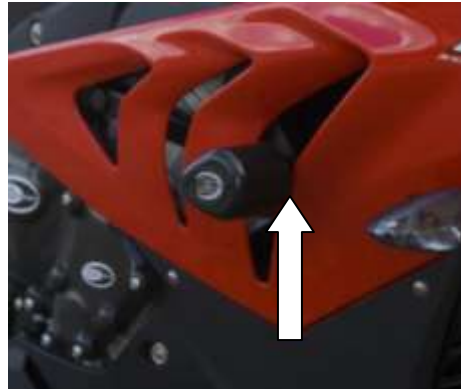
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**INSTRUCTIONS DE MONTAGE CP0308BL  
PROTECTIONS CARENAGES LATERALES BMW S1000RR 2012 – SANS FORAGE**



**Image A**



**Image B**

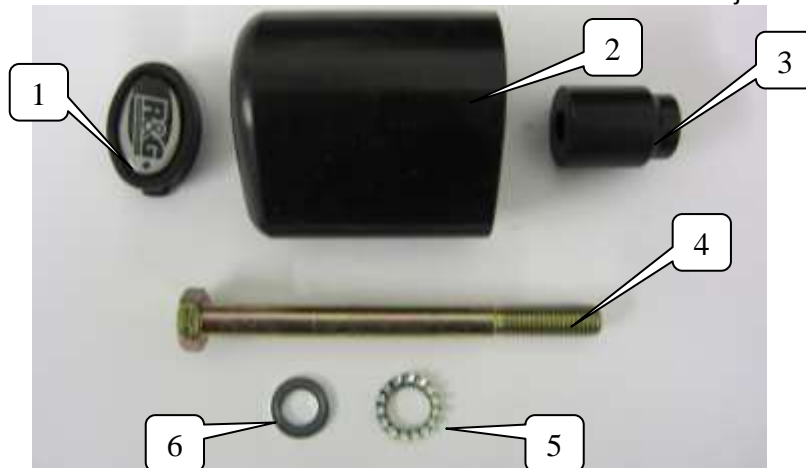


**Arrière de la moto**

**Image C**

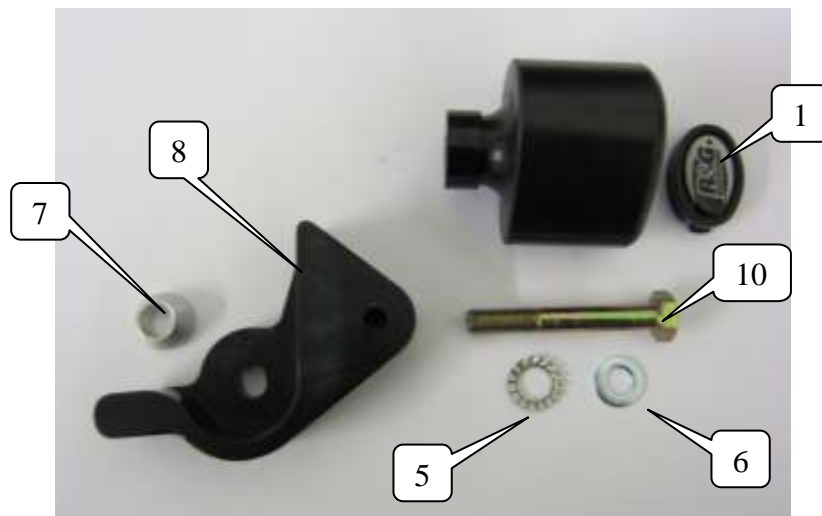
**Avant de la moto**

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

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



- 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).
- Utilise 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.
- 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.

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- 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

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