



FITTING INSTRUCTIONS FOR CP0552 RACE CRASH PROTECTORS



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,
THESE RUBBER WASHERS CAN BE THROWN AWAY.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

WWW.RG-RACING.COM

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**GENERAL TORQUE SETTINGS**

M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

TOOLS REQUIRED

- T50 Torx Key/Socket
- Torque Wrench
- Scissor Jack
- 17mm Socket and Ratchet

LEGEND

| ITEM NO. | DESCRIPTION | QTY |
|-----------------|------------------------------------------|------------|
| ITEM 1 | B0472 LHS - M10 Crash Protector | 1 |
| ITEM 2 | B0063 RHS - M10 Crash Protector | 1 |
| ITEM 3 | M10x1.50x120 - HEX ENGINE BOLT - LHS | 1 |
| ITEM 4 | M10x1.50x110 HEX - HEX ENGINE BOLT - RHS | 1 |
| ITEM 5 | S1133 54mm SPACER LHS | 1 |
| ITEM 6 | S0499 RHS - 35MM SPACER RHS | 1 |
| ITEM 7 | S0293 RHS - 3MM SPACER RHS | 1 |
| ITEM 8 | LW0001 - LOCKING WASHER | 2 |
| ITEM 9 | M10x20 O/D - WASHER | 2 |
| ITEM 10 | BC0002 - CRASH PROTECTOR CAP | 2 |

AERO STYLE CRASH-PROTECTOR ORIENTATION

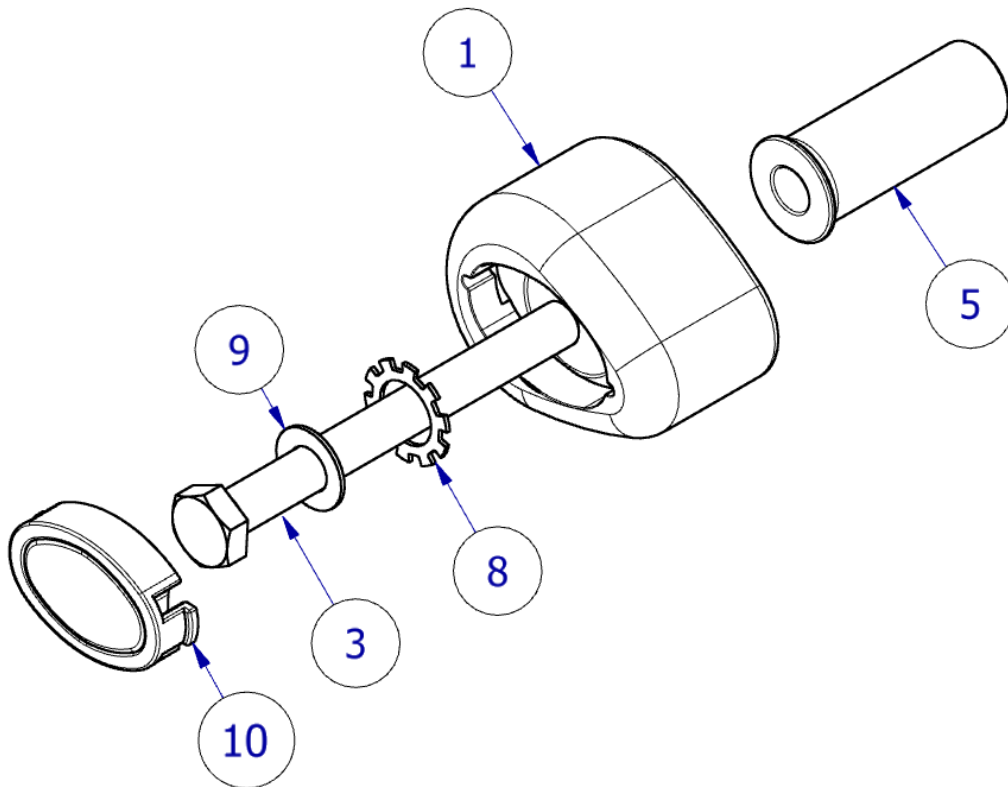
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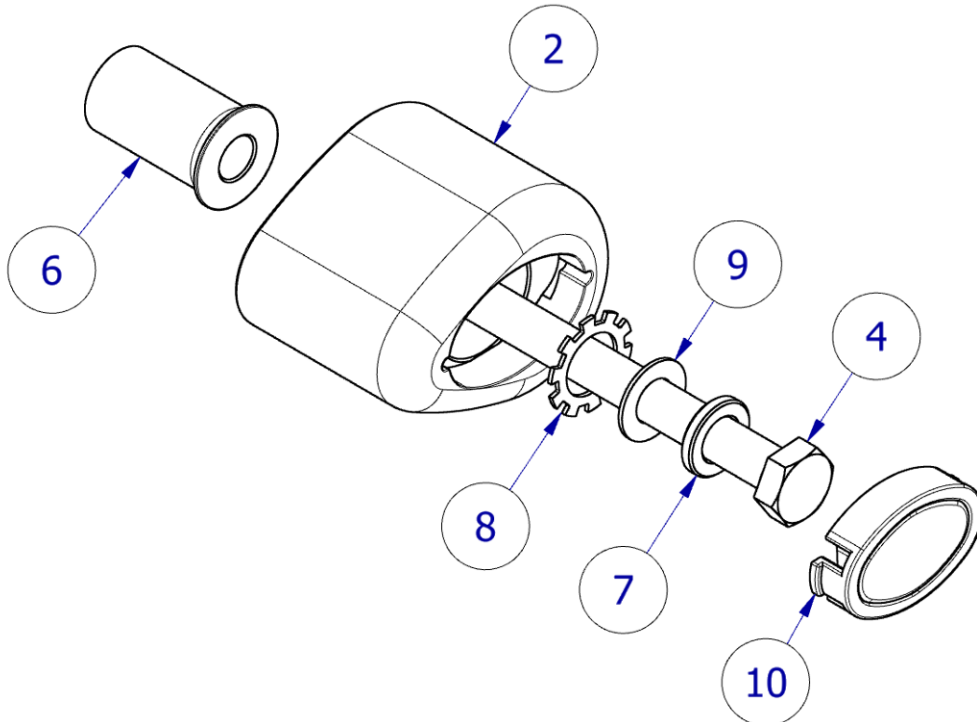
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LHS ASSEMBLY



RHS ASSEMBLY



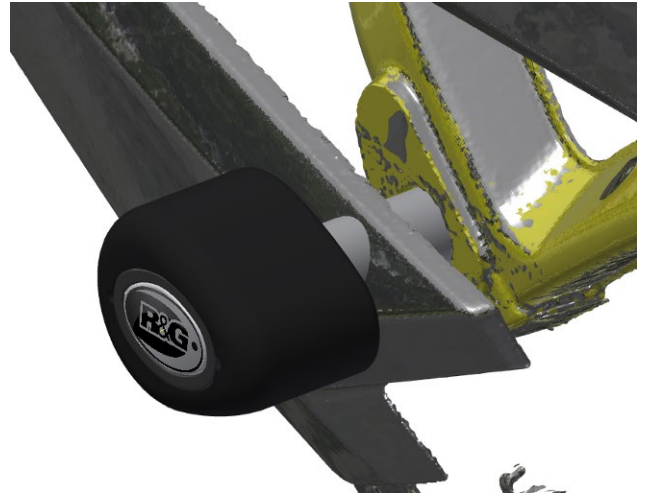
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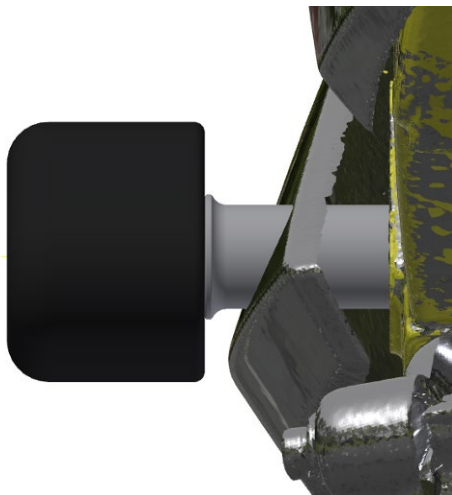
FITTING IMAGES



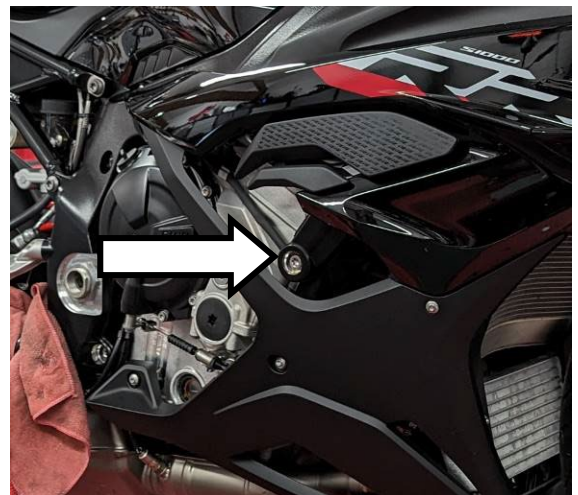
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



FITTING INSTRUCTIONS

NOTE: THIS KIT REQUIRED MODIFICATION TO THE OEM FAIRING TO PROVIDE THE BEST PROTECTIVE SOLUTION FOR RACE & TRACK USE. RACE FAIRINGS MAY VARY. NON-DRILL KITS ARE AVAILABLE FROM RG-RACING.COM

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN ONE ENGINE BOLT AT ANY TIME.

Left-Hand Side

- Begin by removing the LHS fairing piece according to the manufacturers service manual.
- Remove the LHS engine bolt shown in **picture 1** using a T50 Torx tool.
- For OEM fairings, insert a pen or similar marking tool into the hole and refit the fairing to the bike ensuring the marking tool touches the fairing – this will mark the area to be removed in the next step.
- You may choose to either drill a circular hole or carefully remove the obstructing section using a Dremel tool. **Pictures 2 & 3** represent where the hole should be located.
- Re-fit the fairing ensuring the engine bolt mount is now visible with a minimum 20mm hole to fit the spacer.
- Assemble the LHS crash protector assembly according to the assembly diagram on page 3.
- Fix the crash protector into the exposed engine mount and torque to the recommended specification. **PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 2, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

Right-Hand Side

- Moving to the RHS of the motorcycle, remove the engine bolt arrowed in **picture 4** using a T50 Torx tool.
- Assemble the RHS crash protector according to the assembly diagram on page 3.
- Fix the crash protector into the frame and engine and tighten to the recommended torque. **PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 2, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

Both-Sides

- Finally, fit the bobbin caps (item 4) to both crash protectors, as shown in **picture 5**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
- Check tightness of each side regularly.

See more R&G products for your Motorcycle in the links below:

[R&G Racing | All Products for BMW - S1000RR \(2023\) \(rg-racing.com\)](https://www.rg-racing.com)

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NOTICE DE MONTAGE POUR CP0552 PROTECTIONS CRASH DE COMPÉTITION



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :

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| <u>VALEURS DE SERRAGE</u> | <u>OUTILS REQUIS</u> |
|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm | <ul style="list-style-type: none"> • Clé Torx T50 • Clé dynamométrique • Cric à ciseaux • Clé à cliquet + douille 17mm |

LÉGENDE

| ARTICLE NO. | DESCRIPTION | QTÉ |
|--------------------|----------------------------------------------|------------|
| ARTICLE 1 | B0472 GAUCHE - M10 PROTECTION CRASH | 1 |
| ARTICLE 2 | B0063 DROITE - M10 PROTECTION CRASH | 1 |
| ARTICLE 3 | M10x1.50x120 - BOULON HEXAGONAL - GAUCHE | 1 |
| ARTICLE 4 | M10x1.50x110 HEX - BOULON HEXAGONAL - DROITE | 1 |
| ARTICLE 5 | S1133 54mm ENTRETOISE GAUCHE | 1 |
| ARTICLE 6 | S0499 DROITE - 35MM ENTRETOISE DROITE | 1 |
| ARTICLE 7 | S0293 DROITE - 3MM ENTRETOISE DROITE | 1 |
| ARTICLE 8 | LW0001 - RONDELLE DE BLOCAGE | 2 |
| ARTICLE 9 | M10x20 O/D - RONDELLE | 2 |
| ARTICLE 10 | BC0002 - CAPUCHON DE PROTECTION CRASH | 2 |

PROTECTION CRASH LATÉRALE



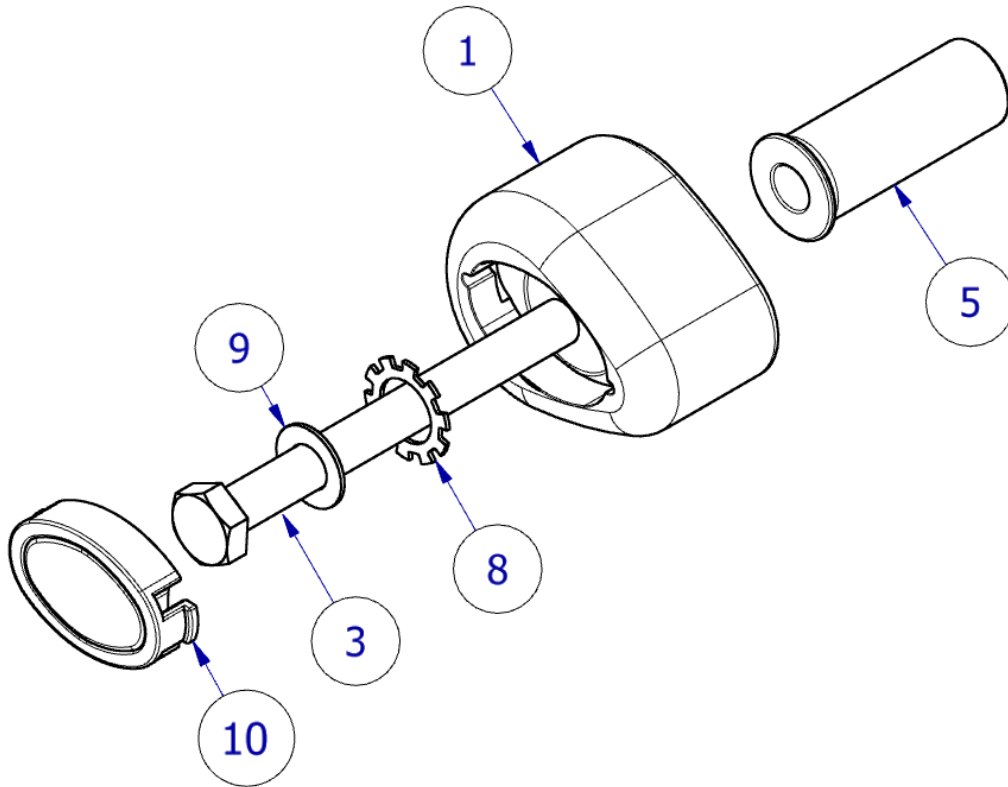
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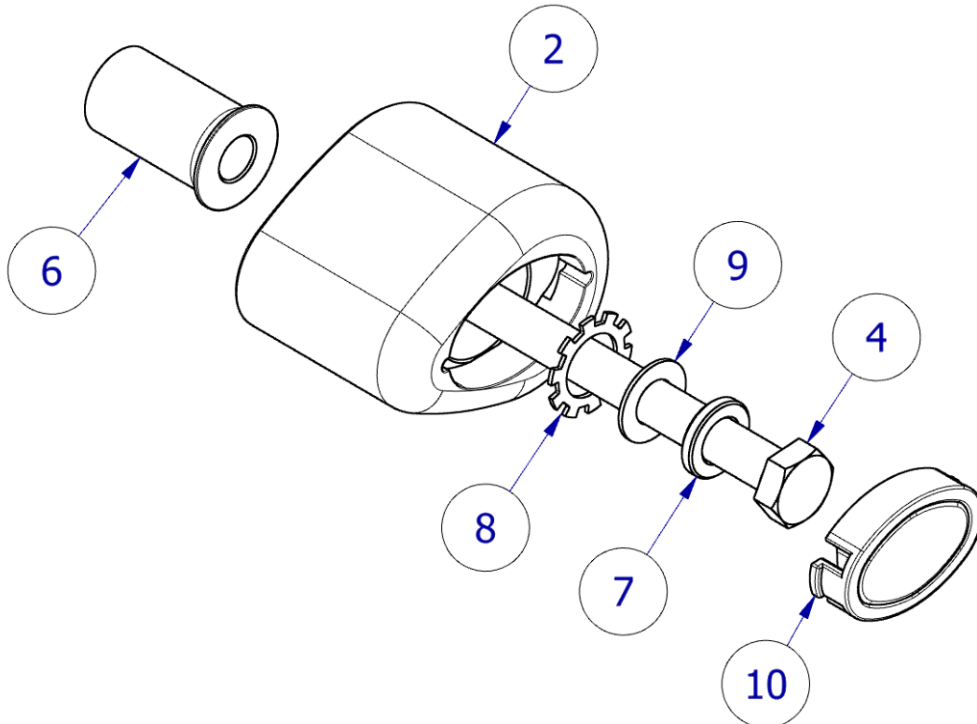
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ASSEMBLAGE GAUCHE



ASSEMBLAGE DROIT



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IMAGES DE MONTAGE



PHOTO 1

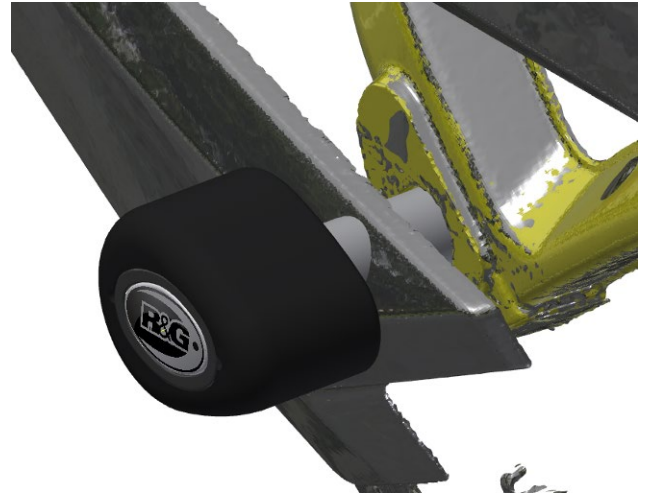


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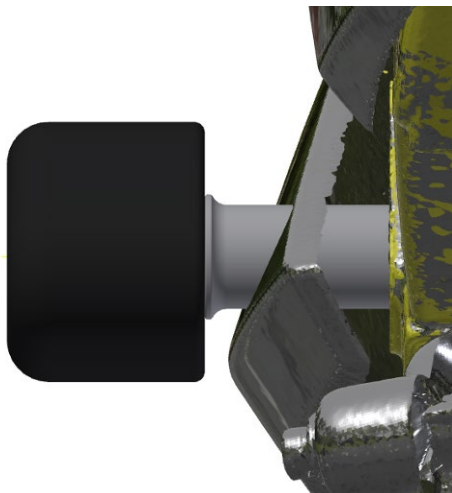


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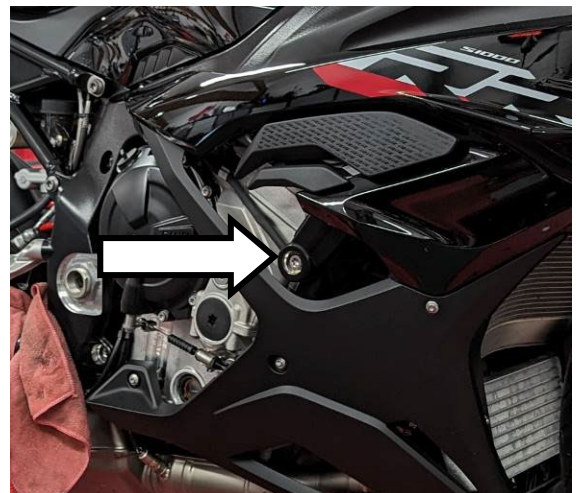


PHOTO 4



PHOTO 5



NOTICE DE MONTAGE

REMARQUE : CE KIT NÉCESSITE LA MODIFICATION DU CARÉNAGE D'ORIGINE POUR FOURNIR LA MEILLEURE SOLUTION DE PROTECTION POUR UNE UTILISATION EN COURSE ET SUR PISTE. LES CARÉNAGES DE COURSE PEUVENT VARIER. LES KITS SANS PERÇAGE SONT DISPONIBLES SUR RG-RACING.COM

Avant de retirer les boulons du moteur, assurez-vous que la moto soit droite et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage.

NE PAS RETIRER PLUS D'UN BOULON DE MOTEUR À LA FOIS.

Côté gauche

- Commencez par retirer la pièce de carénage côté gauche conformément au manuel d'entretien du fabricant.
- Retirez le boulon moteur côté gauche illustré sur la photo 1 à l'aide d'une clé Torx T50.
- Pour les carénages d'origine, insérez un stylo ou un outil de marquage similaire dans le trou et réinstallez le carénage sur la moto en vous assurant que l'outil de marquage touche le carénage - cela marquera la zone à retirer à l'étape suivante.
- Vous pouvez choisir de percer un trou circulaire ou de retirer soigneusement la section obstruante à l'aide d'un outil Dremel. Les photos 2 et 3 représentent l'emplacement du trou.
- Remontez le carénage en vous assurant que le support de boulon du moteur soit maintenant visible avec un trou d'au moins 20 mm pour installer l'entretoise.
- Assemblez l'ensemble de la protection crash côté gauche conformément au schéma d'assemblage de la page 3.
- Fixez la protection crash dans le support moteur exposé et serrez selon les spécifications recommandées. VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 2, AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO.

Côté droit

- En vous déplaçant du côté droit de la moto, retirez le boulon moteur fléché sur la photo 4 à l'aide d'une clé Torx T50.
- Assemblez la protection crash côté droit selon le schéma de montage à la page 3.
- Fixez la protection crash dans le cadre et le moteur et serrez au couple recommandé. VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 2, AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO.

Des 2 côtés

- Enfin, placez les capuchons de protection (article 4) sur les deux protections crash, comme indiqué sur la photo 5.
- Avant de rouler, vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas tourner.
- Vérifiez régulièrement le serrage de chaque côté.

Voir plus de produits R&G pour votre moto via ce lien :

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MONTAGEANLEITUNG FÜR CP0552 RENN-STURZPADS



ALLE KIT-TEILE SIND AUF DEN NACHFOLGENDEN SEITEN ABGEBILDET UND GEKENNZEICHNET.

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

ÜBERPRÜFEN SIE ZUERST, DASS ALLE TEILE VORHANDEN SIND.

LESEN SIE DIE MONTAGEANLEITUNG KOMPLETT DURCH, BEVOR SIE ANFANGEN.

WENN SIE BEI DER MONTAGE DIESES PRODUKTES UNSICHER SIND, BITTE EINEN UNSERER HÄNDLER KONTAKTIEREN ODER DAS KIT VON EINEM QUALIFIZIERTEN ZWEIRAD-MECHANIKER MONTIEREN LASSEN.

DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

HINWEIS FÜR KITS MIT PLASTIKUNTERLEGSCHLEIBEN AN DEN SCHRAUBEN –
DIESE PLASTIK-UNTERLEGSCHLEIBEN WERDEN NICHT FÜR DEN EINBAU BENÖTIGT.

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**ALLGEM. ANZUGSDREHMOMENT**

M4 SCHRAUBE = 8Nm
 M5 SCHRAUBE = 12Nm
 M6 SCHRAUBE = 15Nm
 M8 SCHRAUBE = 20Nm
 M10 SCHRAUBE = 40Nm

SIE BENÖTIGEN FOLGENDES WERKZEUG

- T50 Torx-Schlüssel
- Drehmomentschlüssel
- Scherenheber
- 17mm Steckschlüssel mit Verlängerung

LIEFERUMFANG

| ARTIKEL-NR. | BESCHREIBUNG | MENGE |
|-------------|--------------------------------------------------|-------|
| ARTIKEL 1 | B0472 Linke Seite - M10 STURZPAD | 1 |
| ARTIKEL 2 | B0063 Rechte Seite - M10 STURZPAD | 1 |
| ARTIKEL 3 | M10x1.50x120 - SECHSKANTSCHRAUBE für Motor LINKS | 1 |
| ARTIKEL 4 | M10x1.50x110 SECHSKANTSCHRAUBE für Motor RECHTS | 1 |
| ARTIKEL 5 | S1133 54mm DISTANZHALTER LINKE SEITE | 1 |
| ARTIKEL 6 | S0499 RHS - 35MM DISTANZHALTER RECHTE SEITE | 1 |
| ARTIKEL 7 | S0293 RHS - 3MM DISTANZHALTER RECHTE SEITE | 1 |
| ARTIKEL 8 | LW0001 - ZAHNSCHEIBE | 2 |
| ARTIKEL 9 | M10x20 O/D - UNTERLEGSCHIEBE | 2 |
| ARTIKEL 10 | BC0002 - STURZPAD-KAPPE | 2 |

AERO STYLE STURZPADS - ORIENTIEREUNG

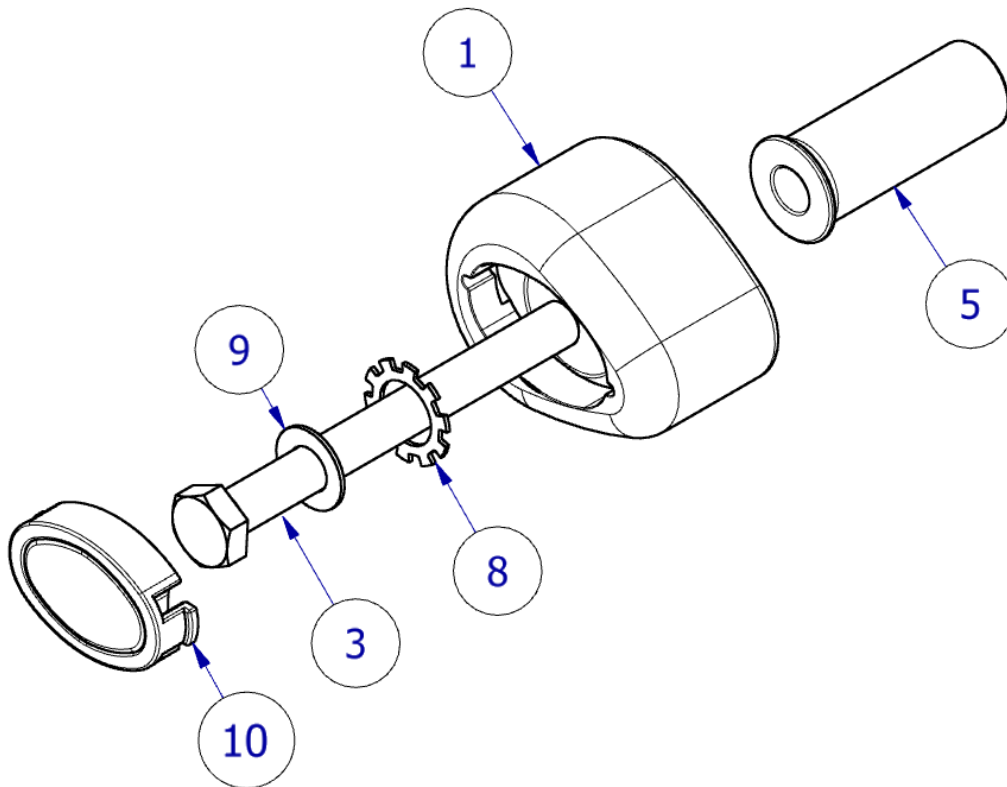
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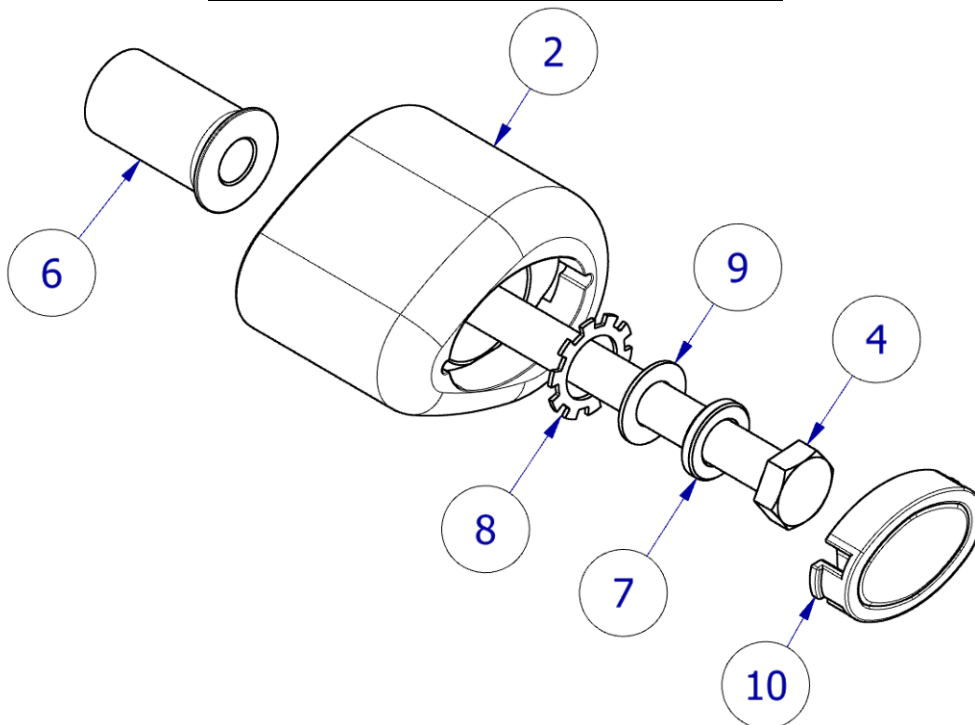
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LINKE SEITE - ZUSAMMENBAU



RECHTE SEITE - ZUSAMMENBAU



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MONTAGE - ABBILDUNGEN



ABBILDUNG 1

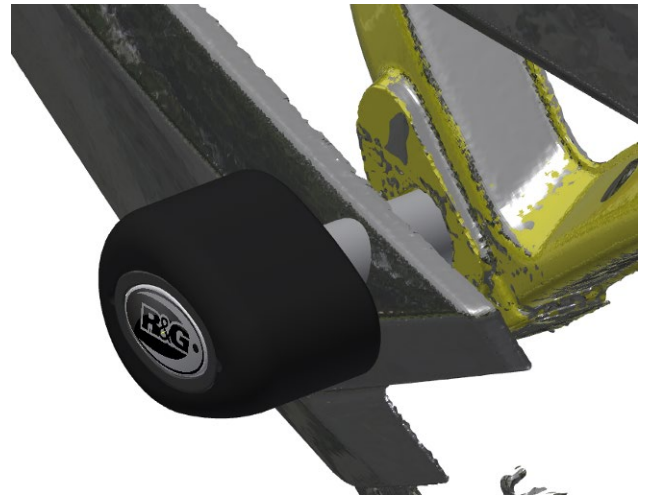


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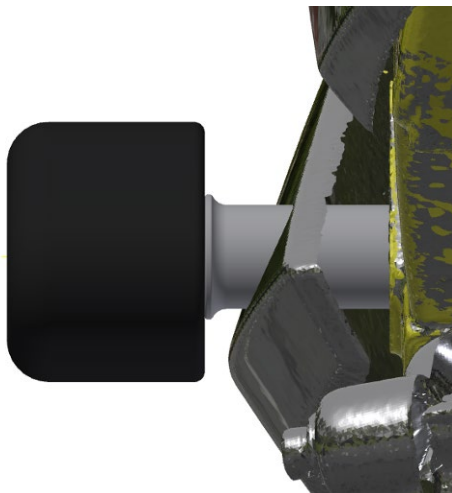


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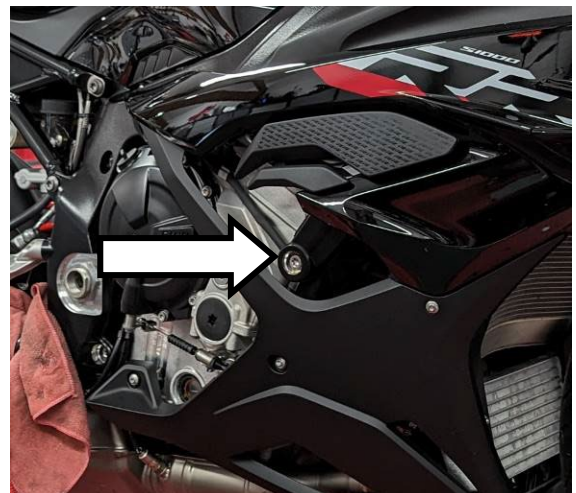


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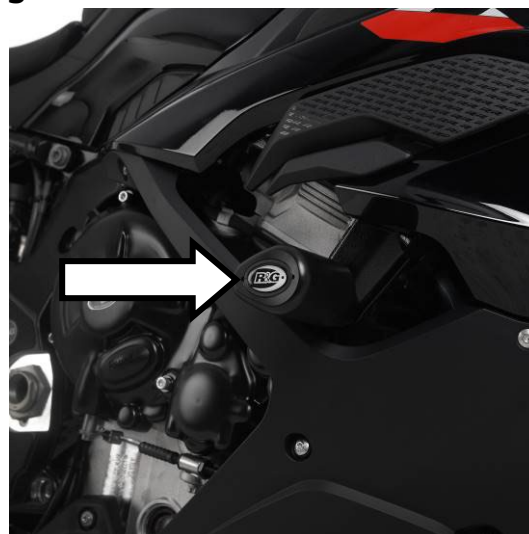


ABBILDUNG 5



MONTAGEANLEITUNG

HINWEIS: DIES IST EIN 'DRILL KIT' – UM DEN BESTEN SCHUTZ AN DER RENNSTRECKE ZU ERMÖGLICHEN, MUSS DIE VERKLEIDUNG MODIFIZIERT WERDEN. RENNVERKLEIDUNGEN KÖNNEN UNTERSCHIEDLICH SEIN. AUF RG-RACING.COM SIND KITS ERHÄLTlich, DIE OHNE BOHREN MONTIERT WERDEN KÖNNEN

Bevor Sie die Schrauben für den Motor entfernen, stellen Sie sicher, dass das Motorrad aufrecht steht und der Motor mit einem geeigneten Ständer/Heber unterhalb der Ölwanne gestützt wird. Dies verhindert, dass der Motor sich bei der Entfernung von Motorschrauben bewegt.

WÄHREND DER INSTALLATION DÜRFEN DIE SCHRAUBEN FÜR DEN MOTOR NUR EINZELN UND NIE GLEICHZEITIG ENTFERMT WERDEN.

Linke Seite

- Zuerst entfernen Sie das Verkleidungsteil an der linken Seite entsprechend der Anleitung im Benutzerhandbuch des Herstellers.
- Entfernen Sie die Schraube für den Motor an der linken Seite mit einem T50 Torx-Schlüssel wie in **Abbildung 1** abgebildet.
- Einen Kugelschreiber oder ein Anreißwerkzeug in die Öffnung in der Originalverkleidung einsetzen und die Verkleidung am Motorrad wieder montieren – stellen Sie sicher, dass das Anreißwerkzeug die Verkleidung berührt. Somit wird der Bereich markiert, der im nächsten Schritt entfernt werden muss.
- Nach Wunsch ein rundes Loch entweder mit einem Bohrer bohren oder den Bereich vorsichtig mit einem Dremel-Werkzeug entfernen. Nehmen Sie einen Bohrer. In den **Abbildungen 2 & 3** sehen Sie die genaue Position für das Loch.
- Montieren Sie die Verkleidung wieder und stellen Sie sicher, dass die Schraube zu sehen ist mit mindestens 20mm Loch, um den Distanzhalter zu montieren.
- Die Sturzpad-Einheit für die linke Seite zusammenbauen wie in der Zeichnung auf Seite 3 abgebildet.
- Fixieren Sie das Sturzpad in der Montagehalterung und ziehen Sie es mit dem empfohlenen Anzugsdrehmoment fest. **HINWEIS: DAS STURZPAD MUSS POSITIONIERT SEIN WIE IN DER ZEICHNUNG AUF SEITE 2 ABGEBILDET – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET**

Rechte Seite

- Wechseln Sie nun zur rechten Seite des Motorrads und entfernen Sie die Schrauben für die Motor, die in **Abbildung 4** gekennzeichnet ist mit einem T50 Torx-Schlüssel
- Entsprechend der Zeichnung Zusammenbau auf Seite 3, bauen Sie das Sturzpad zusammen.
- Fixieren Sie das Sturzpad in den Rahmen und Motor und ziehen Sie es mit dem empfohlenen Anzugsdrehmoment fest. **HINWEIS: DAS STURZPAD MUSS POSITIONIERT SINE WIE IN DER ZEICHNUNG AUF SEITE 2 ABGEBILDET – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET**

Beide Seiten

- Montieren Sie anschließend die Sturzpad-Kappen (Artikel 4) an beiden Sturzpads wie in **Abbildung 5** abgebildet.
- Stellen Sie sicher, dass beide Seiten sicher befestigt sind und die Sturzpads sich nicht drehen können, bevor Sie mit dem Motorrad fahren.
- Überprüfen Sie regelmäßig, dass alles ordnungsgemäß festgezogen ist.

R&G

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



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