

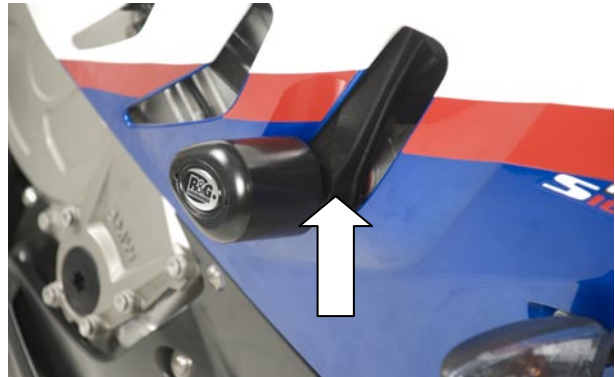


**FITTING INSTRUCTIONS FOR CP0283BK RACE CRASH PROTECTORS**  
**BMW S1000RR 2010-**

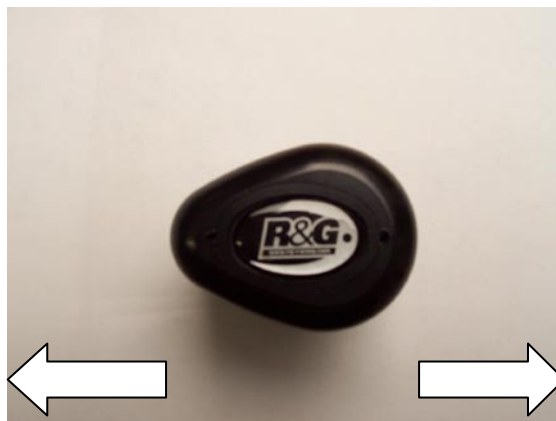
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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

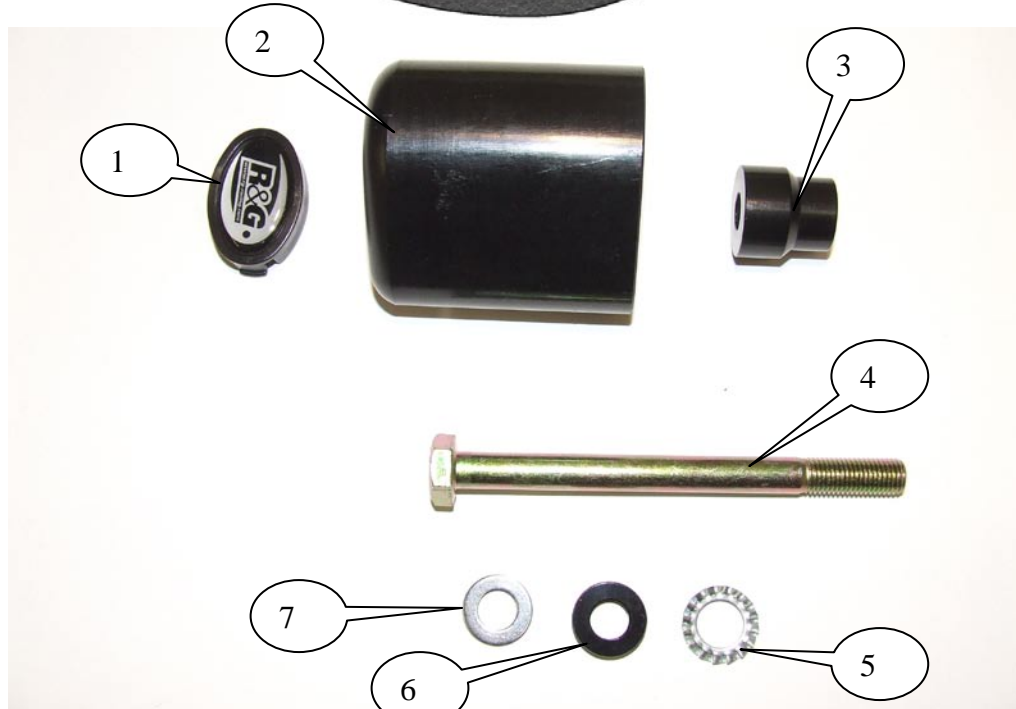
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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

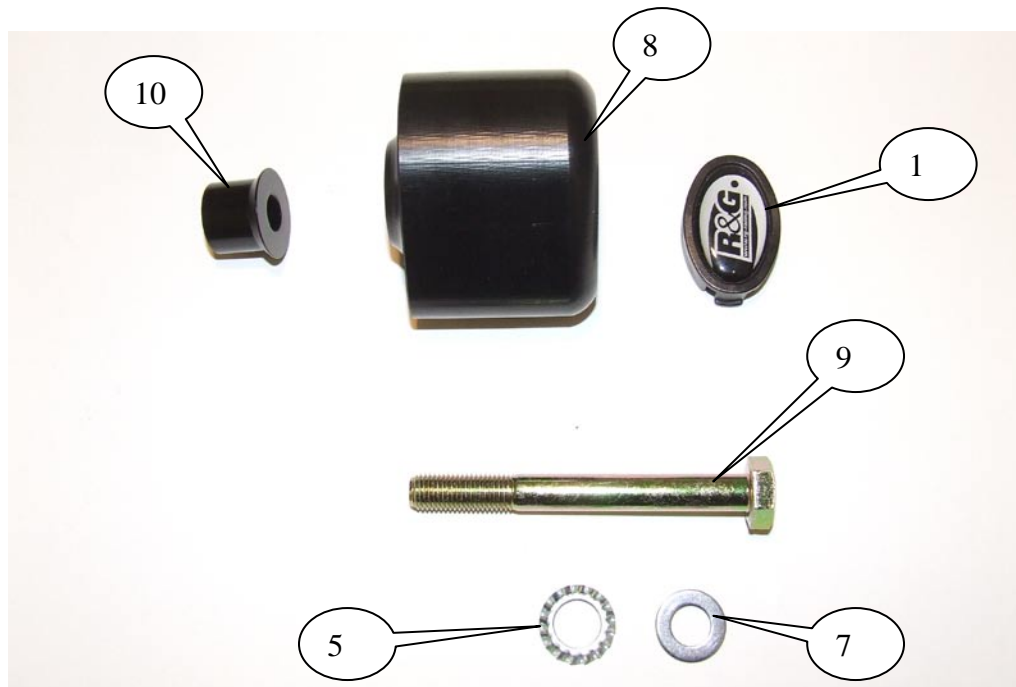
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

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**LEFT HAND SIDE**



**RIGHT HAND SIDE**



### **TOOLS REQUIRED**

- Socket set to include T50 male socket and 17mm A/F socket and wrench.
- Torque wrench to be used at 40NM.

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### **LEGEND**

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0431 with CS341 (10mm) (L-H-S CRASH PROTECTORS) (x1).

ITEM 3 = S0356 (L-H-S FRAME SPACER 25mm LONG) (x1).

ITEM 4 = M10x1.25x120mm LONG HEX HEAD BOLTS (L-H-S) (x1).

ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 6 = S0293 (L-H-S INSIDE CRASH PROTECTOR SPACER 5mm LONG) (x1).

ITEM 7 = M10 PLAIN WASHERS (x2).

ITEM 8 = B0063 with CS066 (10mm) (R-H-S CRASH PROTECTORS) (x1).

ITEM 9 = M10x1.25x90mm LONG HEX HEAD BOLTS (R-H-S)(x1).

ITEM 10 = S0225 (R-H-S FRAME SPACER 17.5mm LONG) (x1).

#### **Near side (left side as you sit on bike)**

- Remove the engine-mounting bolt arrowed in picture 'A' (using a 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 smallest spacer (item 6) (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer (item 5) over the bolt so it sits against spacer just fitted.
- Next slide bolt, spacer 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) (25mm 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).
- Offer this assembly up to frame mount and tighten 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' 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item1).
- Fit the crash protector cap into the crash protector.

#### **Off side (right side as you sit on bike)**

- Remove the engine-mounting bolt arrowed in picture 'B' (using a T50 male socket).
- Slide one of the 10mm washers (item 7) onto the shorter M10 hexagon headed bolt (item 9) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining bobbin so head of bolt goes into counter-bore in the crash protector.
- Next slide the remaining shorter spacer (item 10) (17.5mm 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).

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- Offer this assembly up to frame mount and tighten 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' 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS**  
**CP0283BK**  
**BMW S1000RR 2010- Race**

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ARRIERE DE LA MOTO

AVANT DE LA MOTO

**LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.**

**Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.**

**OUTILS NECESSAIRES**

- Clef Torx T50 et clef de 17 à douille.
- Clef dynamétrique 40NM.

**LEGENDE**

- ART 1 = Capuchon BC0002 (x2).  
ART 2 = Tampon de protection B0431 avec CS341 (10mm) (Coté gauche) (x1).  
ART 3 = Entretoise S0356 (25mm coté gauche) (x1).  
ART 4 = Vis M10x1.25x120mm (coté gauche)(x1).  
ART 5 = Rondelles crantées LW0001 (M12) (x2).  
ART 6 = Entretoise S0293 (entretoise coté gauche/ à placer à l'intérieur du tampon-5mm LONG) (x1).  
ART 7 = Rondelles lisses M10 (x2).  
ART 8 = Tampon de protection B0063 avec CS066 (10mm) (Coté droit) (x1).  
ART 9 = Vis M10x1.25x90mm (coté droit)(x1).  
ART 10 = Entretoise S0225 (17.5mm coté droit) (x1)

**Gauche (Assis sur la moto)**

- Enlevez la vis de fixation moteur montrée en photo A (utilisez la clef T50)
- Glissez une rondelle M10 (art 7) sur la vis M10 la plus longue (art 4).
- Glissez ensuite la rondelle (art 6 – 5 mm d'épaisseur) sur la vis contre la rondelle M10 précédemment installée.



- Glissez une rondelle crantée (art 5) sur la vis contre l'entretoise.
- Glissez le tout à travers le tampon de protection le plus long (Art 2), la tête de la vis et les rondelles et entretoise seront positionnées à l'intérieur du tampon de protection.
- Glissez ensuite l'entretoise (art 3-25 mm) sur la vis contre le tampon. Vérifiez ensuite que la partie de la vis R&G qui ressort de la protection est égale à la longueur de la vis d'origine.
- Placez et vissez le tout sur la moto.
- Merci de noter le sens de montage du tampon R&G ( la partie la plus large du tampon sera placée vers l'avant de la moto).
- Attention ne pas serrer à plus de 40 Nm et utilisez une clef de 17 mm.
- Placez le capuchon dans le tampon et collez le sticker R&G si celui-ci n'est pas déjà collé sur le capuchon.

### **Droit (Assis sur la moto)**

- Enlevez la vis de fixation moteur montrée en photo B (utilisez la clef T50)
- Glissez une rondelle M10 (art 7) sur la vis M10 la plus courte (art 9).
- Glissez une rondelle crantée (art 5) sur la vis contre la rondelle lisse.
- Glissez le tout à travers le tampon de protection restant. La tête de la vis et les rondelles seront positionnées à l'intérieur du tampon de protection.
- Glissez ensuite l'entretoise (art 10-17.5 mm) sur la vis contre le tampon. Vérifiez ensuite que la partie de la vis R&G qui ressort de la protection est égale à la longueur de la vis d'origine.
- Placez et vissez le tout sur la moto.
- Merci de noter le sens de montage du tampon R&G ( la partie la plus large du tampon sera placée vers l'avant de la moto).
- Attention ne pas serrer à plus de 40 Nm et utilisez une clef de 17 mm.
- Placez le capuchon dans le tampon et collez le sticker R&G si celui-ci n'est pas déjà collé sur le capuchon.