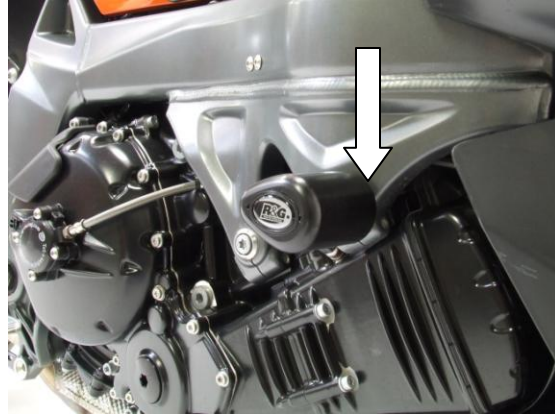




**FITTING INSTRUCTIONS FOR CP0251BL AERO CRASH PROTECTORS
BMW K1300 R '09'-**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'



PICTURE 'D'

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!

You will need the following tools to complete this job.

8mm ring spanner

Socket set to include T50 male and 17mm A/F socket and wrench.

Torque wrench to be used at 40NM.



Near side (left side as you sit on bike)

- Remove top front *engine to frame* bolt and OEM crash protector/spacer as arrowed in picture 'A' (using T50 male socket).
- Slide one of the flat washers onto the either bolt followed by a shake proof washer.
- Next, slide one of the crash protectors onto the bolt.
- Finally, slide the longer spacer onto the bolt with the larger diameter next to the protector.
- 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 BOBBIN 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.
- Fit bobbin cap into bobbin.

Off side (right side as you sit on bike)

- Remove top front *engine to frame* bolt and OEM crash protector/spacer as arrowed in picture 'B' (using T50 male socket).
- Using an 8mm ring spanner undo the pinch bolt on the frame so that you can remove the aluminium spacer. (As shown in picture 'D' above).
- Slide one of the flat washers onto the remaining bolt followed by a shake proof washer.
- Next, slide the crash protectors onto the bolt.
- Finally, slide the shorter spacer onto the bolt.
- 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 BOBBIN 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.
- Fit bobbin cap into bobbin.

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R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0251BL AERO
BMW K1300 R '09'-

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.

Outils nécessaires

Clé de 8 mm plate

Jeu de clé T50 male et 17mm.

Clé dynamométrique 40NM.

GAUCHE

- Enlever la vis de fixation moteur située à l'avant en haut et enlever le tampon et l'entretoise d'origine. (Photo repère A- utilise la clé T50 male)
- Glisser une rondelle plate puis une rondelle crantée sur l'une des vis R&G.
- Puis, glisser le tout à travers un tampon.
- Glisser l'entretoise la plus longue sur la vis contre le tampon (le diamètre le plus large de l'entretoise sera positionné contre le tampon.)
- Placer le tout sur la moto. (vérifier le sens de montage du tampon-voir photo ci-dessus)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

DROIT

- Enlever la vis de fixation moteur située à l'avant en haut et enlever le tampon et l'entretoise d'origine. (Photo repère B- utilise la clé T50 male)
- Utiliser la clé de 8 mm pour desserrer la vis (sur photo D) pour enlever l'entretoise d'origine.
- Glisser une rondelle plate puis une rondelle crantée sur l'une des vis R&G.
- Puis, glisser le tout à travers un tampon.
- Glisser l'entretoise la plus courte sur la vis contre le tampon (le diamètre le plus large de l'entretoise sera positionné contre le tampon.)
- Placer le tout sur la moto. (vérifier le sens de montage du tampon-voir photo ci-dessus)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Serrer la vis (repère photo D)
- Clipper le cache R&G sur le tampon.

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