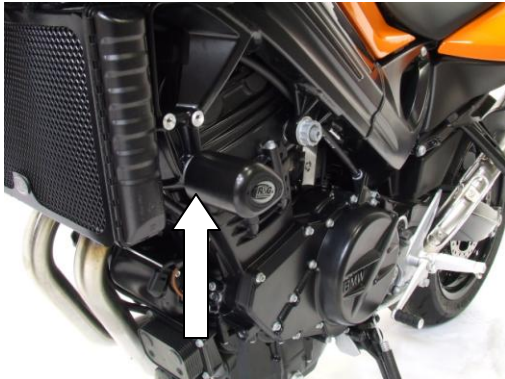
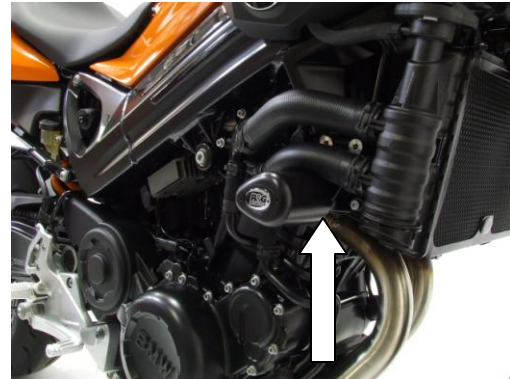




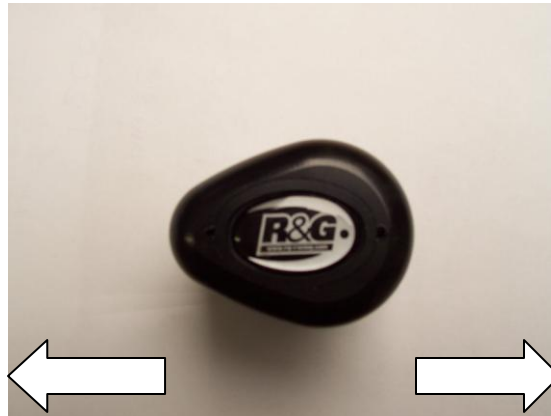
**FITTING INSTRUCTIONS FOR CP0258BL AERO CRASH PROTECTORS
BMW F800 R '09'-**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

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!

You will need the following tools to complete this job.

**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 mounting bolt arrowed in picture 'A' (using T50 male socket).
- Slide one of the 10mm washers onto the shorter M10 bolt so washer sits against head of bolt.
- Next slide bolt and washer through either bobbin so washer and bolt go into counter-bore in bobbin.
- Next slide smaller spacer over bolt so larger diameter sits against bobbin.



- 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 mounting bolt arrowed in picture 'B' (using T50 male socket).
- Slide one of the 10mm washers onto the longer M10 bolt so washer sits against head of bolt.
- Next slide bolt and washer through the remaining bobbin so washer and bolt go into counter-bore in bobbin.
- Next slide larger spacer over bolt so larger diameter sits against bobbin.
- 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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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0258BL AERO BMW F800 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 T50 male et clé de 17 mm.
Clé dynamométrique 40NM.

Gauche

- Enlever la vis de fixation moteur en haut à l'avant (voir -picture 'A' (utiliser la clé T50 male).
- Glisser une rondelle M10 sur la vis M10 la plus courte.
- Glisser ensuite le tout à travers un tampon R&G (attention au sens- la tête de la vis devra être « cachée » à l'intérieur du tampon).
- Glisser ensuite sur la vis, l'entretoise la plus petite (la partie de l'entretoise la plus large sera contre le tampon).
- Positionner le tout sur la moto. (attention au sens de montage- voir picture C)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours. (utiliser la clé de 17 mm)
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

DROITE

- Enlever la vis de fixation moteur en haut à l'avant (voir -picture 'B' (utiliser la clé T50 male).
- Glisser une rondelle M10 sur la vis M10 la plus longue.
- Glisser ensuite le tout à travers un tampon R&G (attention au sens- la tête de la vis devra être « cachée » à l'intérieur du tampon).
- Glisser ensuite sur la vis, l'entretoise la plus longue (la partie de l'entretoise la plus large sera contre le tampon).
- Positionner le tout sur la moto. (attention au sens de montage- voir picture C)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours. (utiliser la clé de 17 mm)
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.