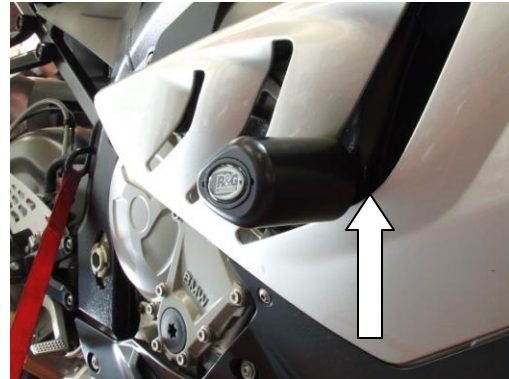




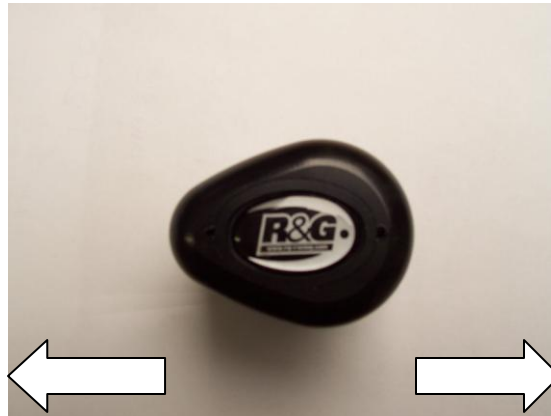
**FITTING INSTRUCTIONS FOR CP0263BL AERO CRASH PROTECTORS  
BMW S1000RR 2010-**



**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 socket and 17mm A/F socket and wrench.  
Torque wrench to be used at 40NM.**

**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 smallest spacer (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer over the bolt so it sits against spacer just fitted.



- Next slide bolt, spacer and washer through either bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the longest spacer (45mm 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).
- 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 the engine mounting bolt arrowed in picture 'B' (using T50 male socket).
- 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 bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the remaining shorter spacer 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).
- 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**  
**CP0263BL AERO**  
**BMW S1000RR 2010-**

**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 NECESSAIRES.**

**Jeu de clé T50 male et clé de 17 mm.  
Clé dynamométrique 40NM.**

**Gauche**

- Enlever la vis de fixation moteur (voir photo A)
- Glisser une rondelle M10 sur la vis la plus longue.
- Glisser ensuite une entretoise de 5 mm d'épaisseur sur la vis contre la rondelle M10.
- Glisser ensuite la rondelle crantée.
- Glisser le tout dans l'un des tampons R&G (voir photo pour le sens de montage)
- Glisser ensuite l'entretoise la plus longue (45 mm) sur la vis contre le tampon.
- Vérifier que la longueur de vis visible qui sort du tampon et égale à la longueur de vis d'origine.
- Placer le tout sur la fixation moteur de la moto et serrer
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer. Couple de serrage Maxi 40nm.
- Attention au sens de montage, la partie la plus large du tampon sera positionnée vers l'avant de la moto.
- Clipper le cache R&G dans le tampon.

**Droite**

- Enlever la vis de fixation moteur (voir photo B)
- Glisser une rondelle M10 sur la vis la plus petite.
- Glisser ensuite la rondelle crantée.
- Glisser le tout dans le tampon R&G (voir photo pour le sens de montage)
- Glisser ensuite l'entretoise la plus petite sur la vis contre le tampon.
- Vérifier que la longueur de vis visible qui sort du tampon et égale à la longueur de vis d'origine.
- Placer le tout sur la fixation moteur de la moto et serrer
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer. Couple de serrage Maxi 40nm.
- Attention au sens de montage, la partie la plus large du tampon sera positionnée vers l'avant de la moto.
- Clipper le cache R&G dans le tampon.