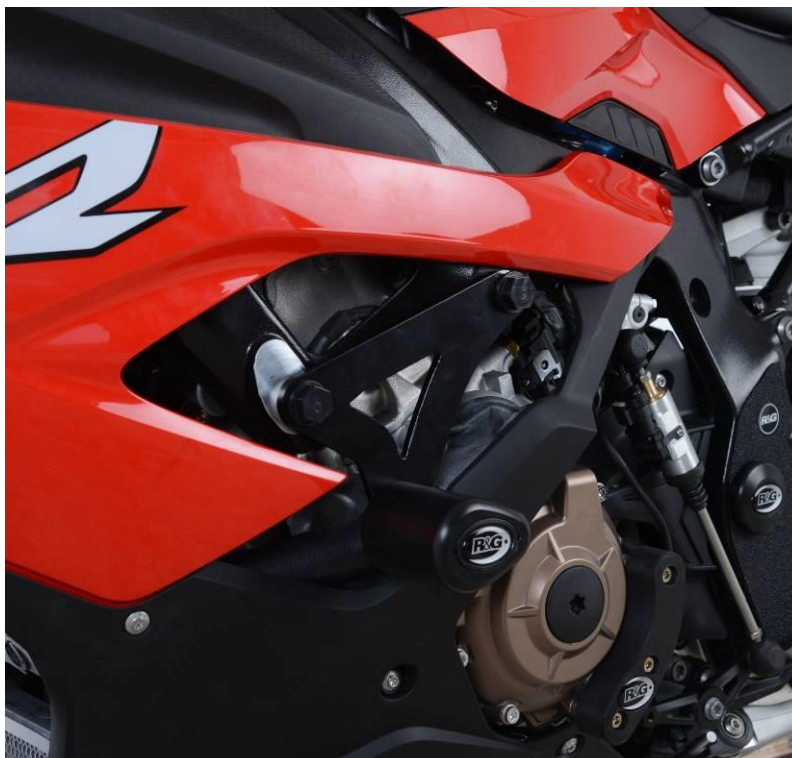




**FITTING INSTRUCTIONS FOR CP0467 SYMMETRICAL CRASH PROTECTORS
FOR BMW S1000RR '19-**



**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)

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE TO DOWNLOAD FROM WWW.RG-RACING.COM

GENERAL TORQUE SETTINGS

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

TOOLS REQUIRED

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

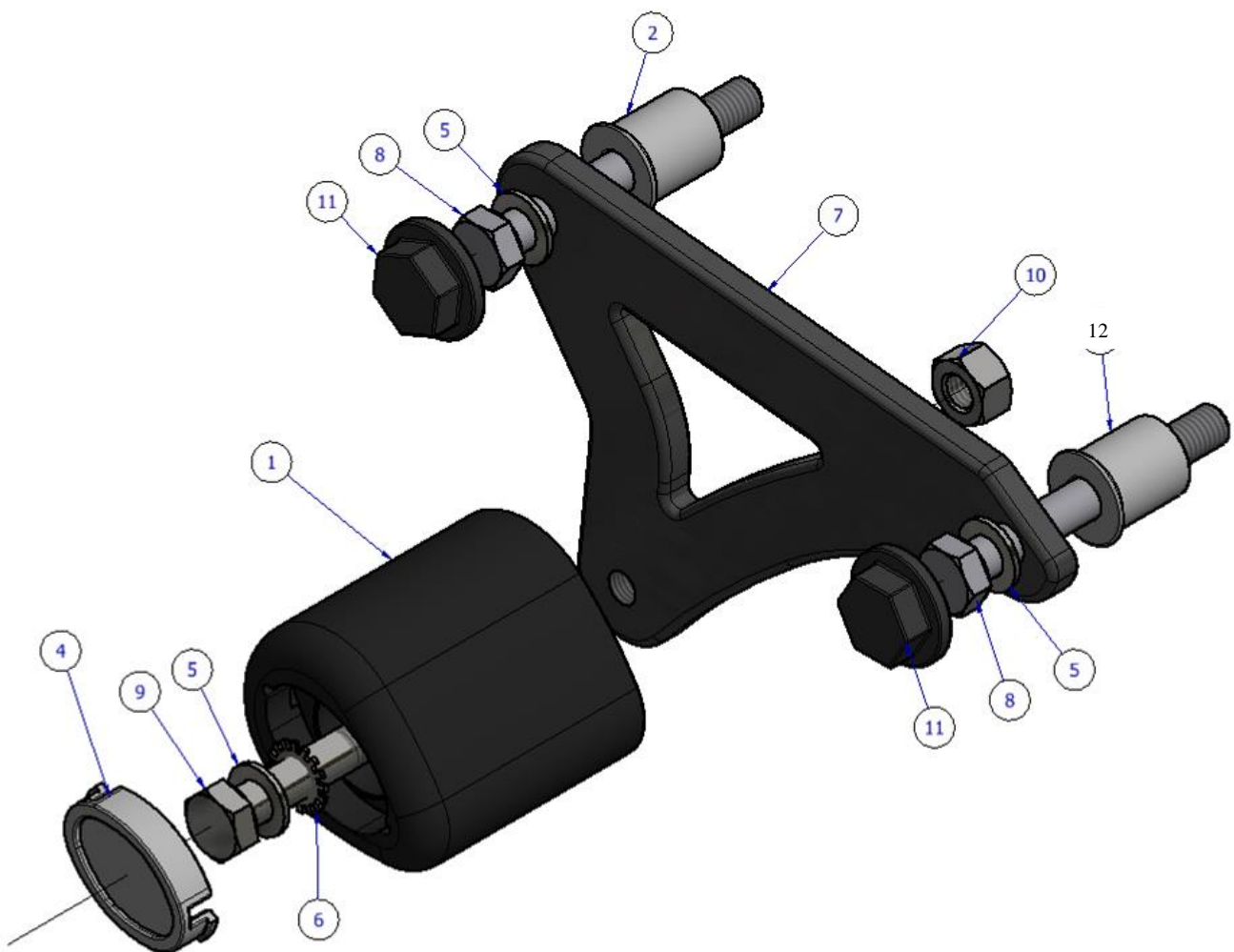
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**This Kit Contains:**

- Item 1 = 2x CRASH PROTECTOR BOBBINS (B0061) W / 10mm COMPRESSION-SLEEVE (CS341)
- Item 2 = 2x SPACER 24mm LENGTH (S0142)
- Item 3 = 1x M10 x 1.5 x 110mm HEX HEAD BOLT (RHS BOBBIN)
- Item 4 = 2x BOBBIN CAPS W/BUBBLE STICKER AFFIXED (BC0002)
- Item 5 = 5x M10 WASHERS
- Item 6 = 2x SHAKE-PROOF WASHERS (LW0001)
- Item 7 = 1x LHS BOBBIN MOUNTING PLATE (M0590)
- Item 8 = 2x M10 x 1.5 x 85mm HEX HEAD BOLT (LHS PLATE)
- Item 9 = 1x M10 x 1.25 x 60mm HEX HEAD BOLT (LHS BOBBIN)
- Item 10 = 1x M10 x 1.25 NYLOC NUT
- Item 11 = 2x NUT CAP (NC0001)
- Item 12 = 1x SPACER 24mm LONG LHS PLATE (REAR) (S1356)

LHS ASSEMBLY

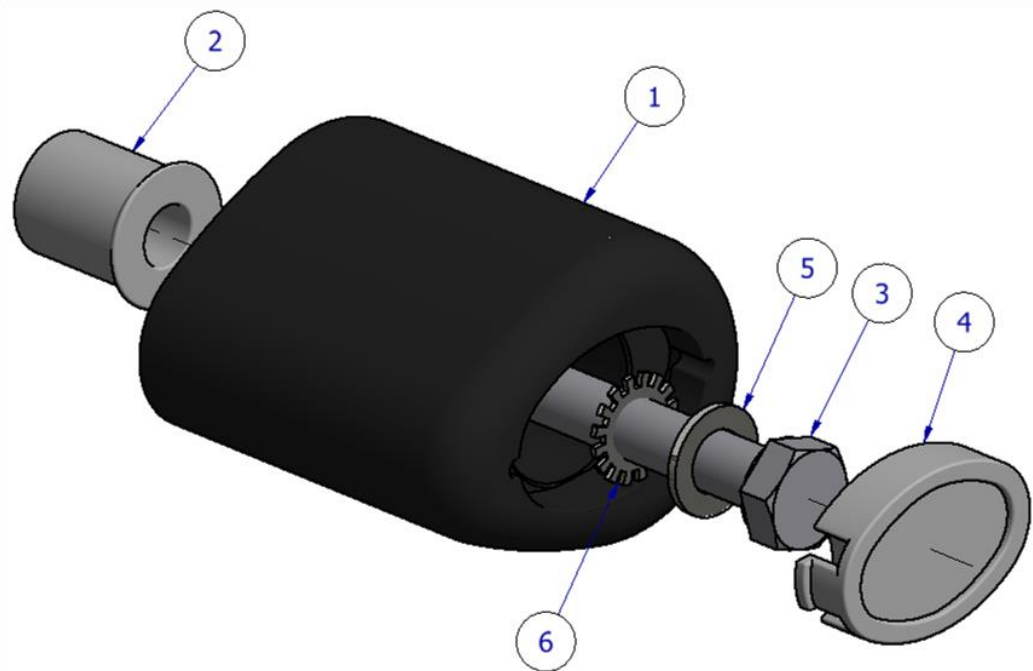
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RHS ASSEMBLY



AERO STYLE CRASH-PROTECTOR ORIENTATION



FRONT OF BIKE

REAR OF BIKE

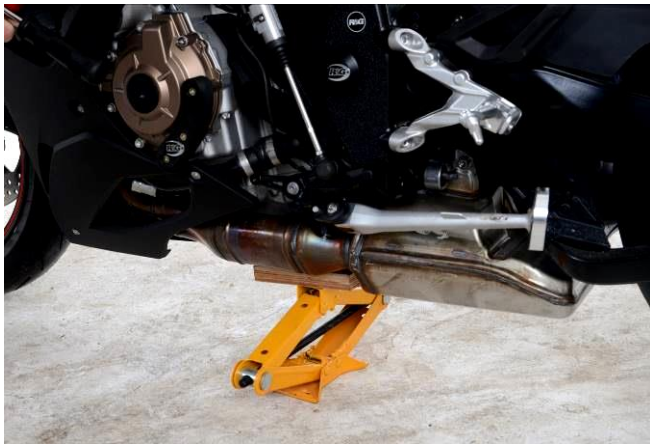
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FITTING INSTRUCTIONS



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6

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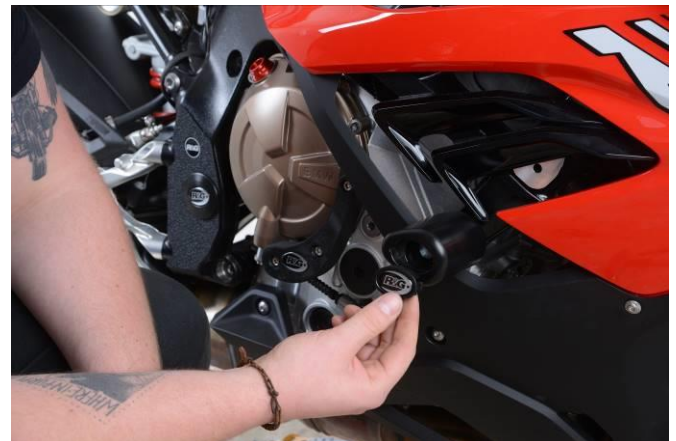
Picture 7



Picture 8



Picture 9



Picture 10

- **Before fitting the R&G crash protectors, it is advised that a scissor jack is positioned underneath the bike at a suitable mounting point to support the weight of the engine during fitment, as shown in picture 1. A small piece of wood should also be placed between the jack and the mounting point to help to spread the load.**
- Beginning on the right-hand side of the bike, remove the original engine mounting bolt using a T50 torx key/socket, as shown in picture 2.
- Now assemble the first crash protector, referring to the RHS assembly diagram on page 3 and shown in picture 3. First slide a washer (item 5) over the longest included hex-head bolt (item 3), followed by one of the serrated washers (item 6). Next, slide the bolt assembly through one of the included crash bobbins (item 1), then slide one of the spacers (item 2) over the exposed end of the bolt, ensuring the tapered end sits against the bobbin's rear face.
- Offer the pre-assembled crash protector up to the vacant engine mounting point as shown in picture 4, then tighten the crash protector bolt using a ratchet fitted with a 17mm socket until you feel some compression. Tighten 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

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40Nm of torque. **PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 3, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

- Moving to the left-hand side of the bike, remove both the front and rear engine mounting bolts using a T50 torx key/socket, as shown in picture 5.
- Next, put together the left-hand crash protector mounting assembly. Referring to the diagram on page 2, slide a washer (item 5) over both 85mm long bolts (item8), then feed through the relative holes in the crash protector mounting plate (item7). Now, slide the spacer (item 2) over the exposed ends of front bolt and spacer (ITEM 12) over the rear bolt), ensuring the tapered end sits against the plate's rear face.
- Offer the assembly up to the vacant engine mounting points as shown in picture 6, then tighten both bolts using a ratchet fitted with a 17mm socket. Do not exceed 40Nm of torque.
- Next, put together the left-hand crash protector assembly. Referring to the diagram on page 2, slide a washer (item 5) over the shortest included hex-head bolt (item 9), followed by one of the serrated washers (item 6). Next, slide the bolt assembly through one of the included crash bobbins (item 1).
- Now fit the crash protector assembly to the remaining tapped hole on the mounting plate as shown in picture 7, using a ratchet fitted with a 17mm socket to loosely tighten until 10mm of the bolt thread protrudes from the rear surface of the mounting plate.
- Wind the locking nut (item 10) over the exposed bolt thread and fully tighten the crash protector, using a 17mm spanner to hold the locking nut as shown in picture 8. When tightening the crash protector bolt, tighten until you feel some compression. Tighten 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. **PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 3, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**
- Finally, fit the caps (item11) over the left-hand bolt heads, as shown in picture 9, as well as the bobbin caps (item 4) to both crash protectors, as shown in picture 10.

ISSUE 2 - 14/02/2024 (JH) ITEM 12 (S1356) ADDED / BOLT LENGTH AMENDED (ITEM 3)

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