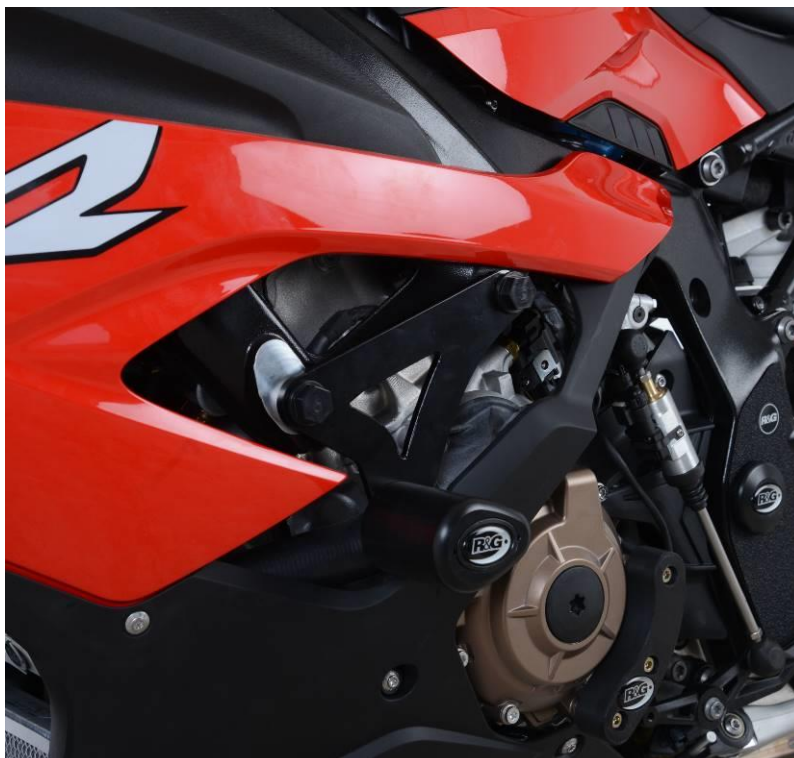




**FITTING INSTRUCTIONS FOR CP0467 SYMMETRICAL CRASH PROTECTORS  
FOR BMW S1000RR '19-**



**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](http://WWW.RG-RACING.COM)

**GENERAL TORQUE SETTINGS**

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

**TOOLS REQUIRED**

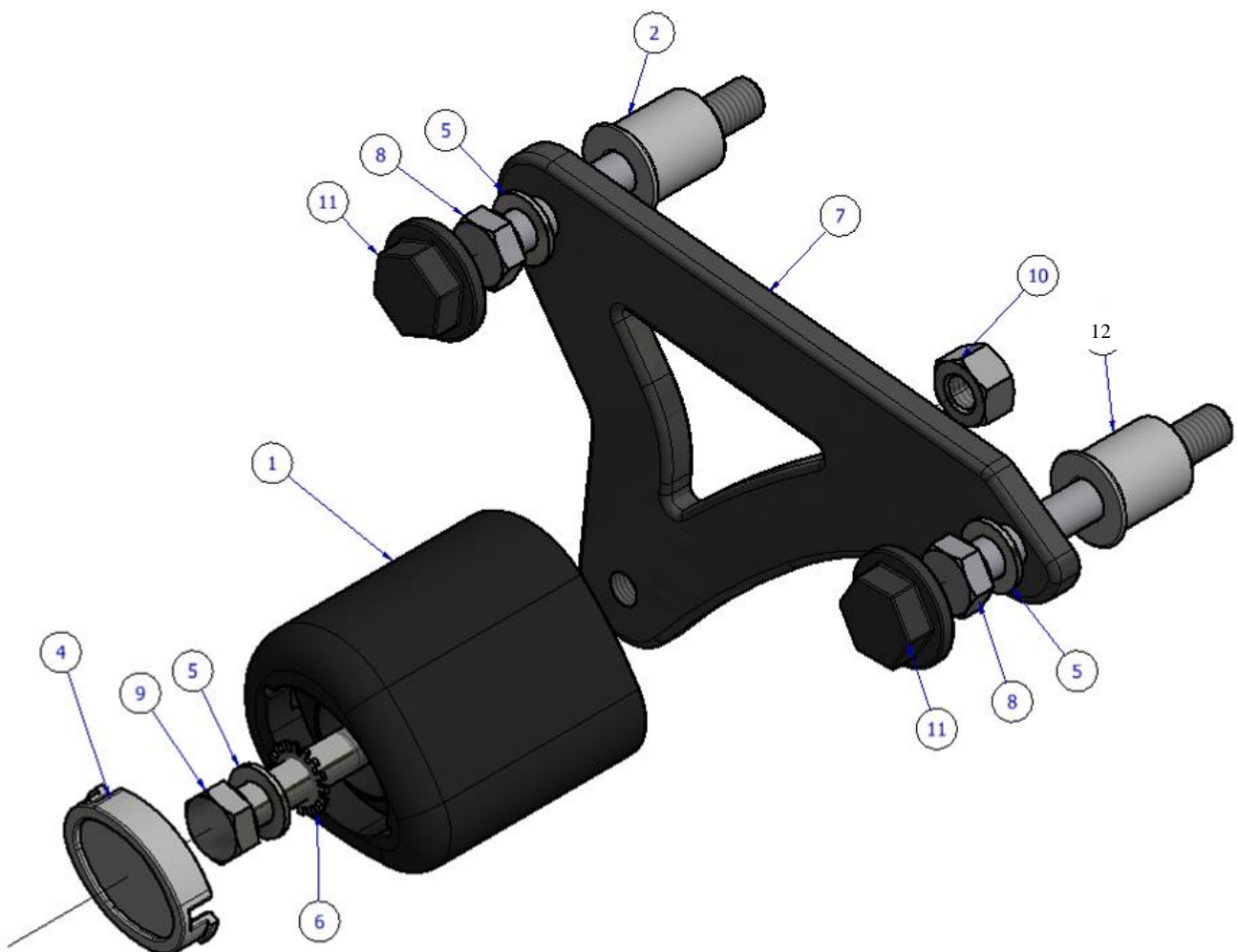
- T50 Torx Key/Socket
- 17mm Socket and Ratchet
- 17mm Spanner
- Torque Wrench
- Scissor Jack

R&G

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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**

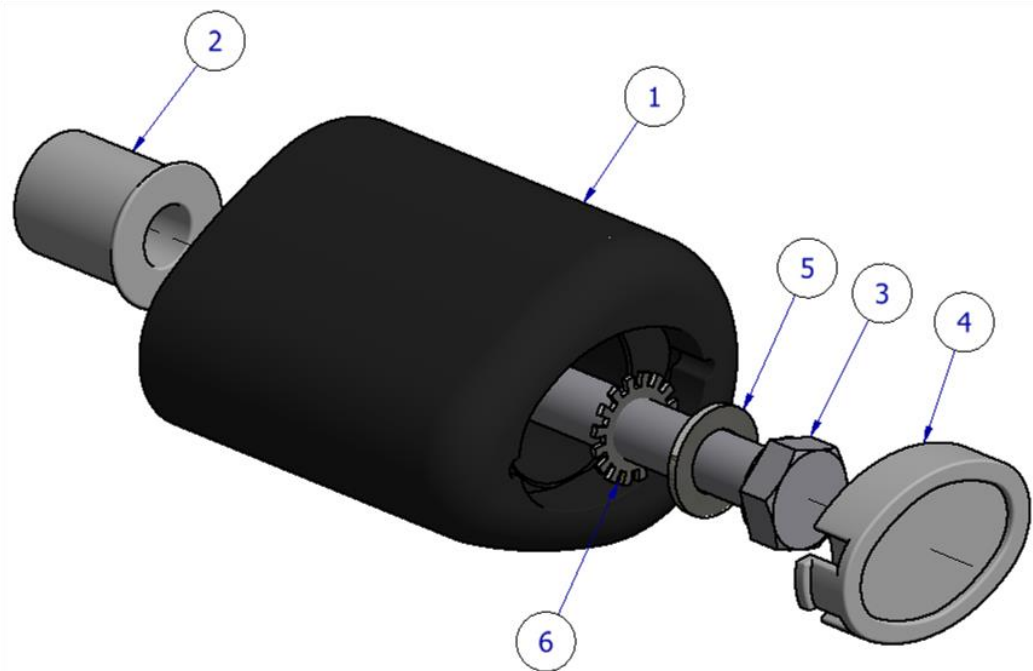
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**RHS ASSEMBLY**



**AERO STYLE CRASH-PROTECTOR ORIENTATION**



**FRONT OF BIKE**

**REAR OF BIKE**

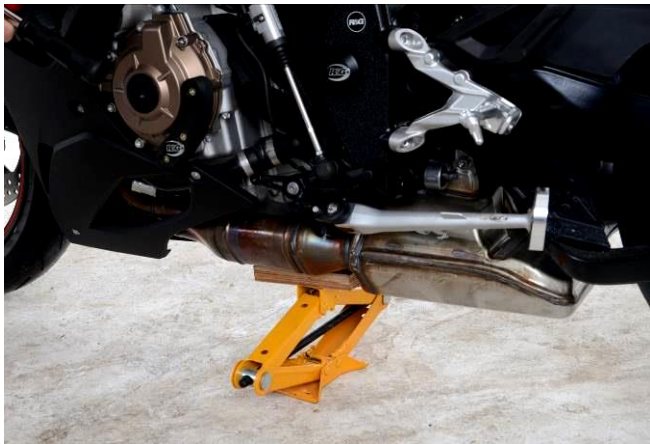
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### **FITTING INSTRUCTIONS**



**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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**NOTICE DE MONTAGE POUR CP0467 PROTECTIONS CRASH**  
**POUR BMW S1000RR '19-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRES ET ETIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ETRE PRESENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

NE PAS PROCEDER AU MONTAGE TANT QUE VOUS N'ETES PAS SUR QUE TOUTES LES PIECES SOIENT  
PRESENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS  
REVENDEURS OU FAITES APPEL A UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLE NE REPRESENTE PAS NECESSAIREMENT LA  
MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS SUR LES  
BOULONS, ELLES PEUVENT ETRE JETES.

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**VALEURS DE SERRAGE**

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

**OUTILS REQUIS**

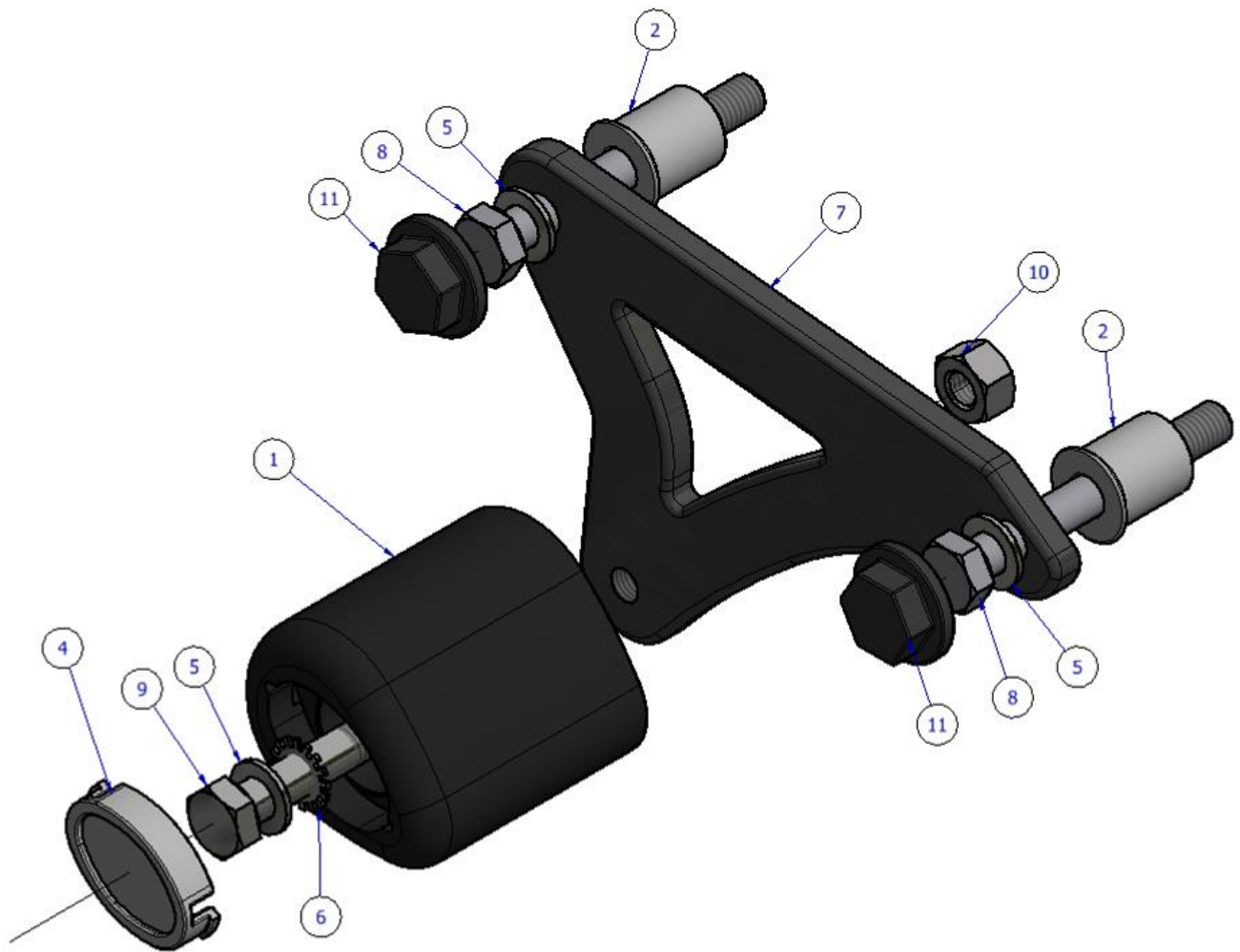
- Clé Torx T50
- Clé à cliquet + douille 17mm
- Cliquet 17mm
- Clé dyanmométrique
- Cric à ciseaux

**Le kit contient :**

Article 1 = 2x PROTECTIONS CRASH (B0061) W / 10mm MANCHON DE COMPRESSION (CS341)  
 Article 2 = 2x ENTRETOISE 24mm (S0142)  
 Article 3 = 1x M10 x 1.5 x 110mm BOULON (BOBINE CÔTÉ DROIT)  
 Article 4 = 2x CAPUCHONS DE PROTECTION W/STICKERS EN CAOUTCHOUC (BC0002)  
 Article 5 = 5x M10 RONDELLES  
 Article 6 = 2x RONDELLES ANTI-VIBRATION (LW0001)  
 Article 7 = 1x PLAQUE DE MONTAGE DE PROTECTION GAUCHE (M0590)  
 Article 8 = 2x M10 x 1.5 x 85mm BOULON (PLAQUE CÔTÉ GAUCHE)  
 Article 9 = 1x M10 x 1.25 x 60mm BOULON (BOBINE CÔTÉ GAUCHE)  
 Article 10 = 1x M10 x 1.25 ÉCROU  
 Article 11 = 2x CAPUCHON D'ÉCROU (NC0001)  
 Article 12 = 1x ENTRETOISE 24mm PLAQUE GAUCHE (ARRIÈRE) (S1356)

**ASSEMBLAGE CÔTÉ GAUCHE**



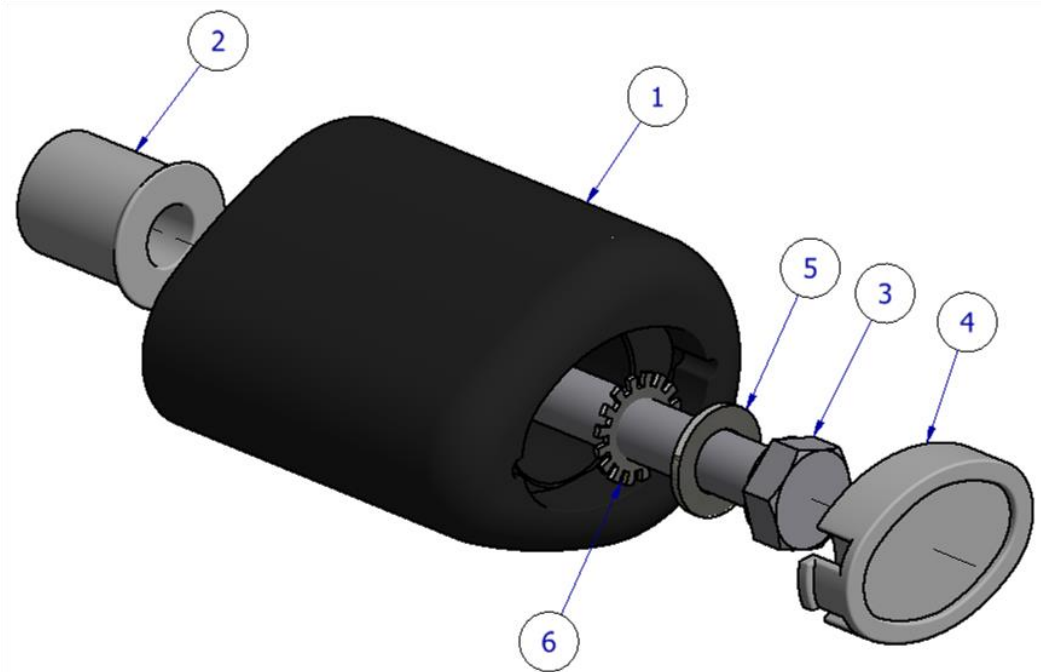


**ASSEMBLAGE CÔTÉ DROIT**

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**ORIENTATION DE LA PROTECTION**



**AVANT MOTO**

**ARRIÈRE MOTO**



**NOTICE DE MONTAGE**



**Photo 1**



**Photo 2**



**Photo 3**



**Photo 4**



**Photo 5**



**Photo 6**

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Photo 7



Photo 8



Photo 9



Photo 10

- **Avant d'installer les protections crash R&G, il est conseillé de positionner un cric à ciseaux sous la moto à un point de montage approprié pour supporter le poids du moteur lors du montage, comme indiqué sur la photo 1. Un petit morceau de bois doit également être placé entre le cric et le point de montage pour aider à répartir la charge.**
- En commençant par le côté droit de la moto, retirez le boulon de fixation du moteur d'origine à l'aide d'une clé/douille Torx T50, comme indiqué sur la photo 2.
- Assemblez maintenant la première protection crash, en vous référant au schéma d'assemblage côté droit de la page 3 et illustré sur la photo 3. Faites d'abord glisser une rondelle (article 5) sur le boulon à tête hexagonale le plus long inclus (article 3), suivie de l'une des rondelles dentelées (article 6). Ensuite, faites glisser l'ensemble de boulon à travers l'une des protections crash incluses (article 1), puis faites glisser l'une des entretoises (article 2) sur l'extrémité exposée du boulon, en vous assurant que l'extrémité conique repose contre la face arrière de la protection.
- Présentez la protection crash pré-assemblée jusqu'au point de fixation moteur libre comme indiqué sur la photo 4, puis serrez la vis de la protection crash à l'aide d'un cliquet équipé d'une douille de 17mm jusqu'à ressentir une certaine compression. Serrez encore un peu pour sentir la compression augmenter légèrement, puis appliquez un quart de tour. Ne serrez pas trop car cela pourrait endommager la moto. Ne dépassez pas 40 Nm de couple.

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**VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 3, AVEC LA PLUS GRANDE EXTRÊME VERS L'AVANT DE LA MOTO.**

- En vous déplaçant du côté gauche de la moto, retirez les boulons de fixation du moteur avant et arrière à l'aide d'une clé/douille Torx T50, comme indiqué sur la photo 5..
- Ensuite, assemblez l'ensemble de montage de la protection crash gauche. En vous référant au schéma de la page 2, faites glisser une rondelle (article 5) sur les deux boulons de 85 mm de long (article 8), puis insérez-les dans les trous correspondants de la plaque de montage de la protection crash (article 7). Maintenant, faites glisser l'entretoise (article 2) sur les extrémités exposées du boulon avant et l'entretoise (ARTICLE 12) sur le boulon arrière), en vous assurant que l'extrémité conique repose contre la face arrière de la plaque.
- Proposer l'ensemble sur les points de fixation moteur vacants comme indiqué sur la photo 6, puis serrer les deux vis à l'aide d'un cliquet muni d'une douille de 17 mm. Ne dépassez pas 40Nm de couple.
- Ensuite, assemblez l'ensemble de la protection crash gauche. En vous référant au schéma de la page 2, glissez une rondelle (article 5) sur le boulon à tête hexagonale le plus court inclus (article 9), suivie d'une des rondelles dentelées (article 6). Ensuite, faites glisser l'assemblage du boulon à travers l'une des protection crash incluses (article 1).
- Installez maintenant la protection crash sur le trou taraudé restant sur la plaque de montage, comme indiqué sur la photo 7, à l'aide d'un cliquet équipé d'une douille de 17 mm pour serrer sans bloquer jusqu'à ce que 10 mm du filetage du boulon dépasse de la surface arrière de la plaque de montage.
- Enroulez le contre-écrou (article 10) sur le filetage du boulon exposé et serrez complètement la protection crash, à l'aide d'une clé de 17 mm pour maintenir le contre-écrou comme indiqué sur la photo 8. Lors du serrage du boulon de la protection crash, serrez jusqu'à ce que vous sentiez une certaine compression. Serrez encore un peu pour sentir la compression augmenter légèrement, puis appliquez un quart de tour. Ne serrez pas trop car cela pourrait endommager la moto. Ne dépassez pas 40 Nm de couple. **VEUILLEZ NOTER QUE LA PROTECTION DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 3, AVEC LA PLUS GRANDE EXTRÉMITÉ VERS L'AVANT DE LA MOTO.**
- Enfin, placez les capuchons (article 11) sur les têtes de boulons gauche, comme indiqué sur la photo 9, ainsi que les capuchons de protection (article 4) sur les deux protections crash, comme indiqué sur la photo 10.

ÉDITION 2 - 14/02/2024 (JH) ARTICLE 12 (S1356) AJOUTÉ / LONGUEUR DE BOULON MODIFIÉE (ARTICLE 3)

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