



**FITTING INSTRUCTIONS FOR EH0076BK EXHAUST HANGER**  
**BMW S1000R 2017-**



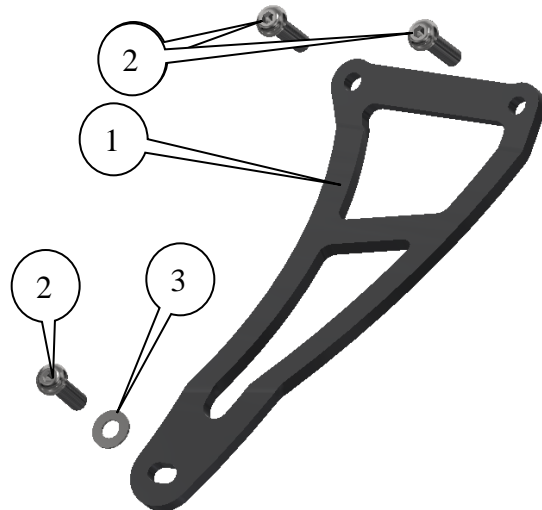
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**LEGEND**

- ITEM 1 = EXHAUST HANGER (HB0076) (x1).
- ITEM 2 = M8 x 25mm LONG BUTTON HEAD BOLTS (x3).
- ITEM 3 = M8 WASHER (x1).



**TOOLS REQUIRED**

- Set of metric Allen keys to include 5 & 6mm A/F sizes.
- Socket set to include 12mm socket & wrench.

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!*

**FITTING INSTRUCTIONS**

- To fit the R&G Exhaust Hanger the OEM pillion footrest mounting bracket needs to be removed.

R&G Racing  
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ  
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- Place two the button head bolts (item 2) through the top holes in the exhaust hanger (item 1).
- Offer the R&G exhaust hanger place into position and tighten into the thread on the sub-frame, as shown above.
- Place the remaining button head bolt (item 2) with the washer (item 3) through the lower hole in the exhaust hanger and into the exhaust mounting bracket and secure as original.
- Ensure the exhaust hanger is correctly fitted before tightening all three bolts.
- Please ensure when the motorcycle is being used that no parts are in such a position that they may collide/damage other bike parts (this is particularly important if using after-market cans or exhaust systems).

***Please note that it is your responsibility to ensure that no part of the exhaust hanger or exhaust assembly fouls or comes into contact with other parts of the machine. Do not ride the motorcycle until this aspect has been verified and you have compressed the rear suspension (if appropriate to the design of the motorcycle) to test this thoroughly.***

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**NOTICE DE MONTAGE POUR EH0076BK SUPPORT POT D'ÉCHAPPEMENT  
BMW S1000R 2017-**



**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

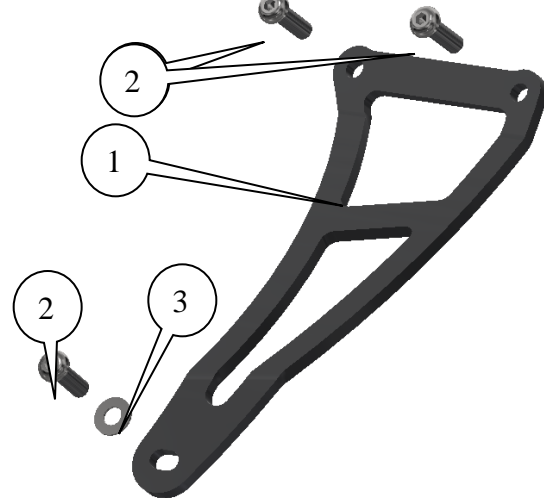
**LES PARTIES PRESENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

**LÉGENDE**

ARTICLE 1 = SUPPORT D'ÉCHAPPEMENT (HB0076) (x1).

ARTICLE 2 = M8 x 25mm BOULONS (x3).

ARTICLE 3 = M8 RONDELLE (x1).



**OUTILS REQUIS**

- Clés Allen 5 & 6mm.
- Clé à cliquet + douille 12mm

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées !*



## **NOTICE DE MONTAGE**

- Pour monter le support d'échappement R&G, le support de fixation du repose pied passager doit être enlevé.
- Insérer 2 boulons (article 2) dans les trous supérieurs du support d'échappement (article 1).
- Monter le support d'échappement R&G en position puis serrer dans le filetage du sous-cadre, voir ci-dessus.
- Insérer le boulon restant (article 2) avec la rondelle (article 3) dans le trou inférieur du support d'échappement dans le support de fixation d'échappement puis fixer comme à l'origine.
- Veiller à ce que le support d'échappement soit correctement monté avant de serrer les 3 boulons.
- Vérifier qu'aucune partie de la moto ne puisse potentiellement heurter une autre partie de la moto lors de son utilisation (cela est particulièrement important si vous utilisez un pot d'échappement qui n'est pas d'origine).

***Il est de votre responsabilité de veiller à ce qu'aucune partie du support de pot d'échappement ne puisse entrer en contact avec d'autres parties de la moto. Ne pas utiliser la moto tant que ce point n'a pas été vérifié, en ayant compresser l'amortisseur arrière (si le design de la moto le permet).***

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