FITTING INSTRUCTIONS FOR CP0366BL NO CUT CRASH PROTECTORS
BMW S1000R 2014







TOWARDS REAR OF BIKE



TOWARDS 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

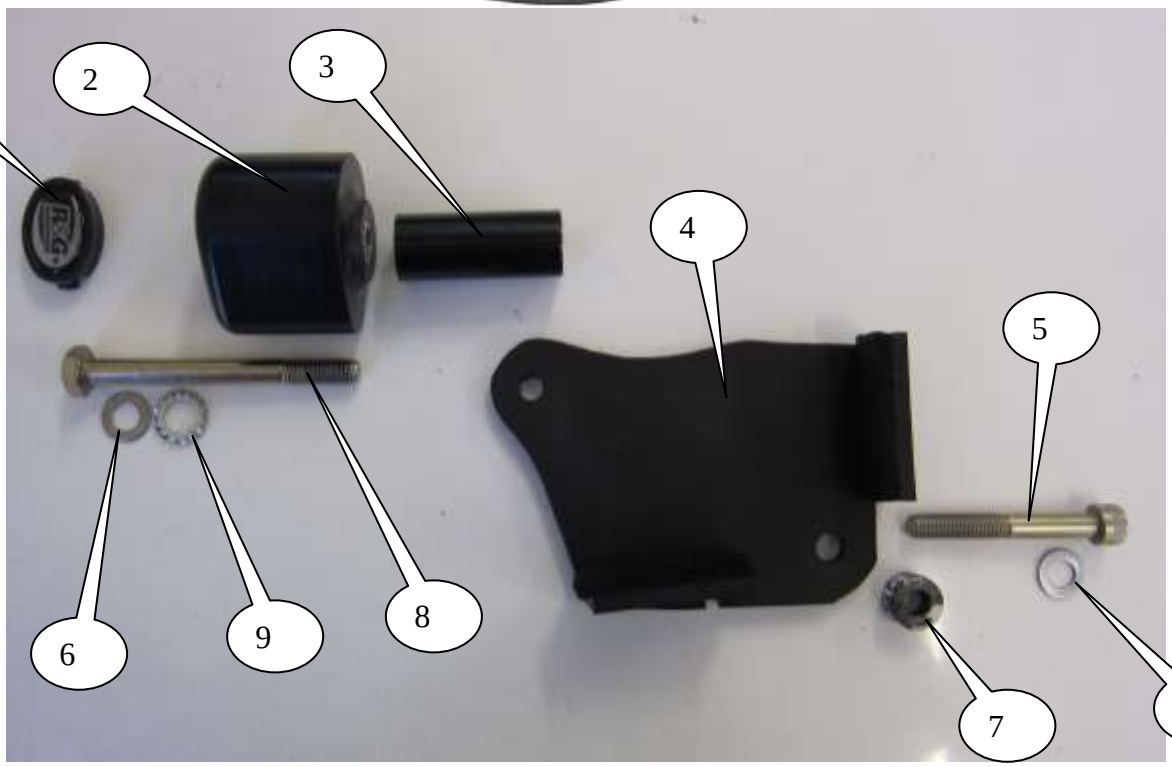
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away*!

Digital copies of these instructions are available to download from www.rg-racing.com

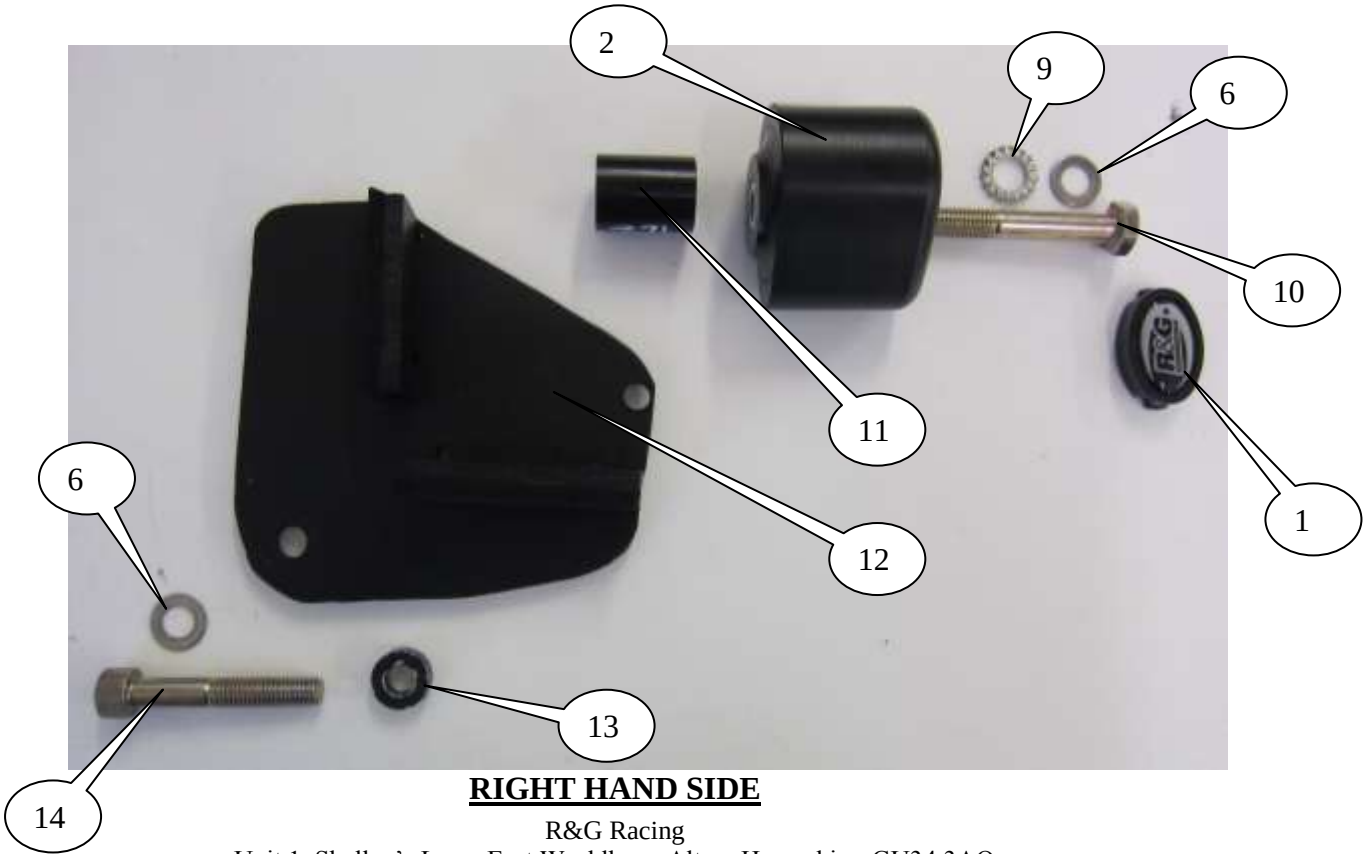
TOOLS REQUIRED

- Socket set to include a 17mm, T25, T27 and T50 Torx bit socket and wrench.
- Torque wrench (up to 40Nm).

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 Email: info@rg-racing.com



LEFT HAND SIDE



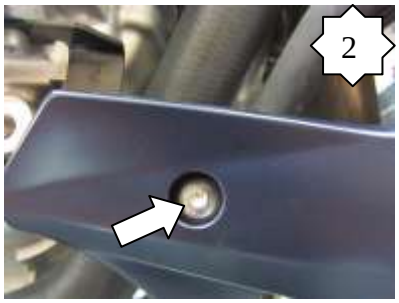
RIGHT HAND SIDE

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 Email: info@rg-racing.com

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).
ITEM 3 = S0769 CRASH PROTECTOR SPACER (LHS) (46mm LONG) (x1).
ITEM 4 = M0391 WELDED MOUNTING BRACKET (LHS) (x1).
ITEM 5 = M10x1.5x70mm LONG HEX HEADED BOLTS (LHS-FRAME/BRACKET BOLT) (x1).
ITEM 6 = M10 PLAIN WASHERS (x4).
ITEM 7 = S0770 MOUNTING BRACKET SPACER (LHS) (11mm LONG) (x1).
ITEM 8 = M10x1.25x90mm LONG HEX HEAD BOLT (LHS CRASH PROTECTOR BOLT) (x1).
ITEM 9 = LW0001 (SHAKE PROOF WASHERS) (x2).
ITEM 10 = M10x1.25x60mm LONG HEX HEAD BOLT (RHS CRASH PROTECTOR BOLT) (x1).
ITEM 11 = S0771 CRASH PROTECTOR SPACER (RHS) (18.5mm LONG) (x1).
ITEM 12 = M0392 WELDED MOUNTING BRACKET (RHS) (x1).
ITEM 13 = S0772 MOUNTING BRACKET SPACER (RHS) (7.5mm LONG) (x1).
ITEM 14 = M10x1.5x65mm LONG HEX HEADED BOLTS (RHS-FRAME/BRACKET BOLT) (x1).
ITEM 15 = LENGTHS OF SELF-ADHESIVE FOAM (NOT SHOWN).











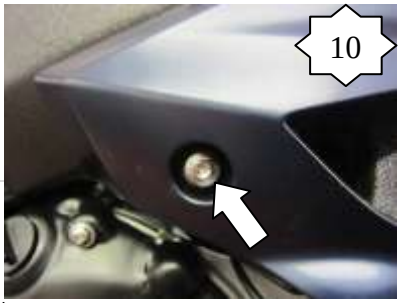


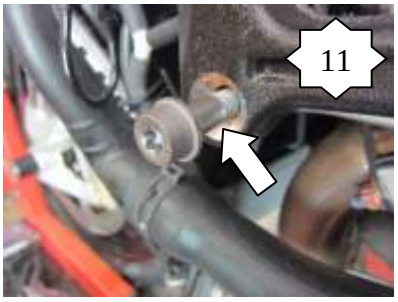


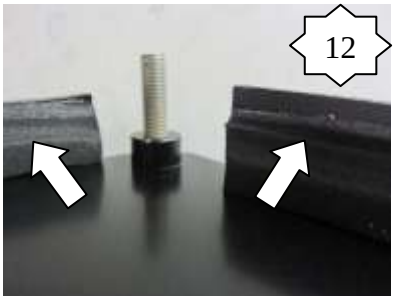




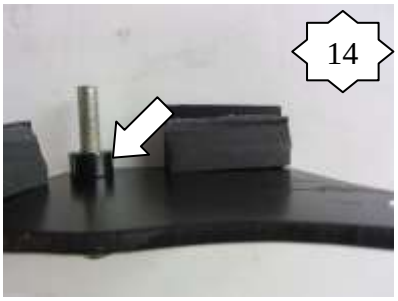
R&G Racing
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com









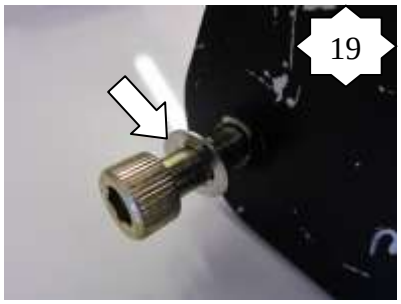


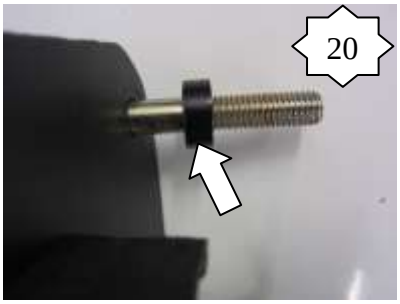
















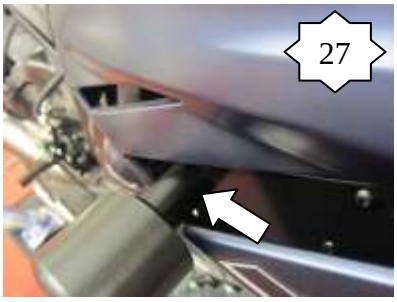




R&G Racing
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com







FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Undo and remove the lower fairing bolts arrowed in pictures 1 and 2.
- Gently ease lower fairing out as shown in picture 3.

Off side (right side as you sit on bike)

- Undo and remove the lower fairing bolts arrowed in pictures 4 and 5.
- Gently ease lower fairing out and unclip the hoses as shown in picture 6.

Near side (left side as you sit on bike)

- Undo and remove the main fairing bolts arrowed in pictures 7 and 8.
- Remove the fairing.

Off side (right side as you sit on bike)

- Undo and remove the main fairing bolts arrowed in pictures 9 and 10.
- Remove the fairing.

Near side (left side as you sit on bike)

- Remove the engine bolt arrowed in picture 11.
- Cut and attach the self-adhesive foam strips (item 15) to the inner faces of the left hand side mounting bracket (item 4) as arrowed in picture 12.
- Place one of the M10 washers (item 6) onto the longer of the M10 bolts with the coarser pitch (item 5=70mm long) and place through the plain hole in the mounting bracket as shown in picture 13.
- Place the longer small spacer (item 7=11mm long) over the exposed end of the bolt as shown in picture 14.
- Offer the bracket assembly into position as shown in pictures 15 and 16.
- Ensure the location plates are tight against the frame members and tighten the bolt (do not exceed 40Nm).

Off side (right side as you sit on bike)

- Remove the engine bolt arrowed in picture 17.
- Cut and attach the self-adhesive foam strips (item 15) to the outer faces of the right hand side mounting bracket (item 12) as arrowed in picture 18.
- Place one of the M10 washers (item 6) onto the shorter of the M10 bolts with the coarser pitch (item 14=65mm long) and place through the plain hole in the mounting bracket as shown in picture 19.
- Place the shorter small spacer (item 13=7.5mm long) over the exposed end of the bolt as shown in picture 20.
- Offer the bracket assembly into position as shown in picture 21.
- Ensure the location plates are tight against the frame members and tighten the bolt (do not exceed 40Nm).

- Refit the right hand side main fairing as original.

Near side (left side as you sit on bike)

- Refit the left hand side main fairing as original.
- Refit the lower fairing as original both sides.
- Place one of the M10 washers (item 6) onto the M10x90mm long hex headed bolt (item 8) as shown in picture 22.
- Take one of the locking washers (item 9) and place against plain washer just fitted as shown in picture 22.
- Place this assembly through either of the crash protectors (item 2) so bolt head and washers go into the counter-bore in the crash protector as shown in picture 22.
- Place the longer spacer (item 3=46mm long) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 22.
- Offer this assembly into the threaded hole in the mounting bracket as shown in pictures 23 and 24.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40Nm of torque. Please ensure the crash protector or spacer does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector as shown in top picture.

Off side (right side as you sit on bike)

- Place one of the M10 washers (item 6) onto the M10x60mm long hex headed bolt (item 10) as shown in picture 25.
- Take one of the locking washers (item 9) and place against plain washer just fitted as shown in picture 25.
- Place this assembly through the remaining crash protector (item 2) so bolt head and washers go into the counter-bore in the crash protector as shown in picture 25.
- Place the shorter spacer (item 11=18.5mm long) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 25.
- Offer this assembly into the threaded hole in the mounting bracket as shown in pictures 26 and 27.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40Nm of torque. Please ensure the crash protector or spacer does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector as shown in top picture.

GENERAL TORQUE SETTINGS

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

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 Email: info@rg-racing.com

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

INSTRUCTIONS DE MONTAGE POUR CP0366BL PROTECTIONS CRASH SANS COUPE

BMW S1000R 2014







ARRIERE MOTO



AVANT MOTO

PICTURE 'C'

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

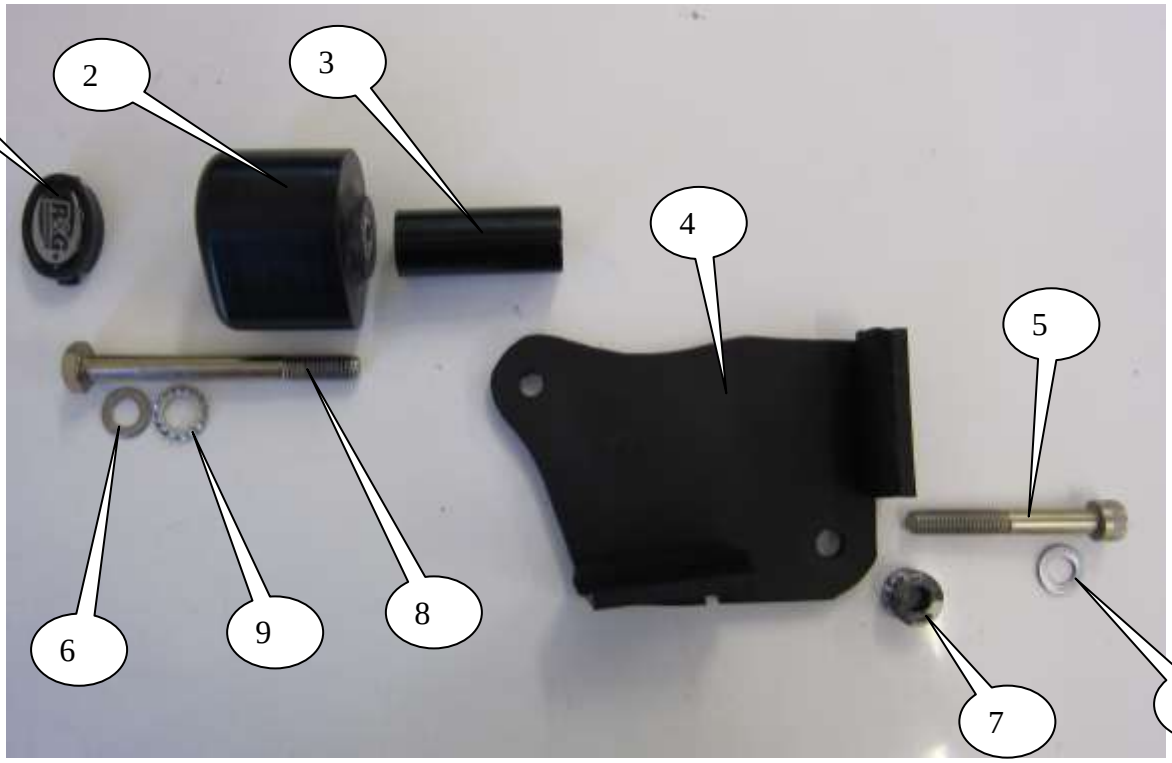
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

Ces instructions sont disponibles au téléchargement sur www.rg-racing.com

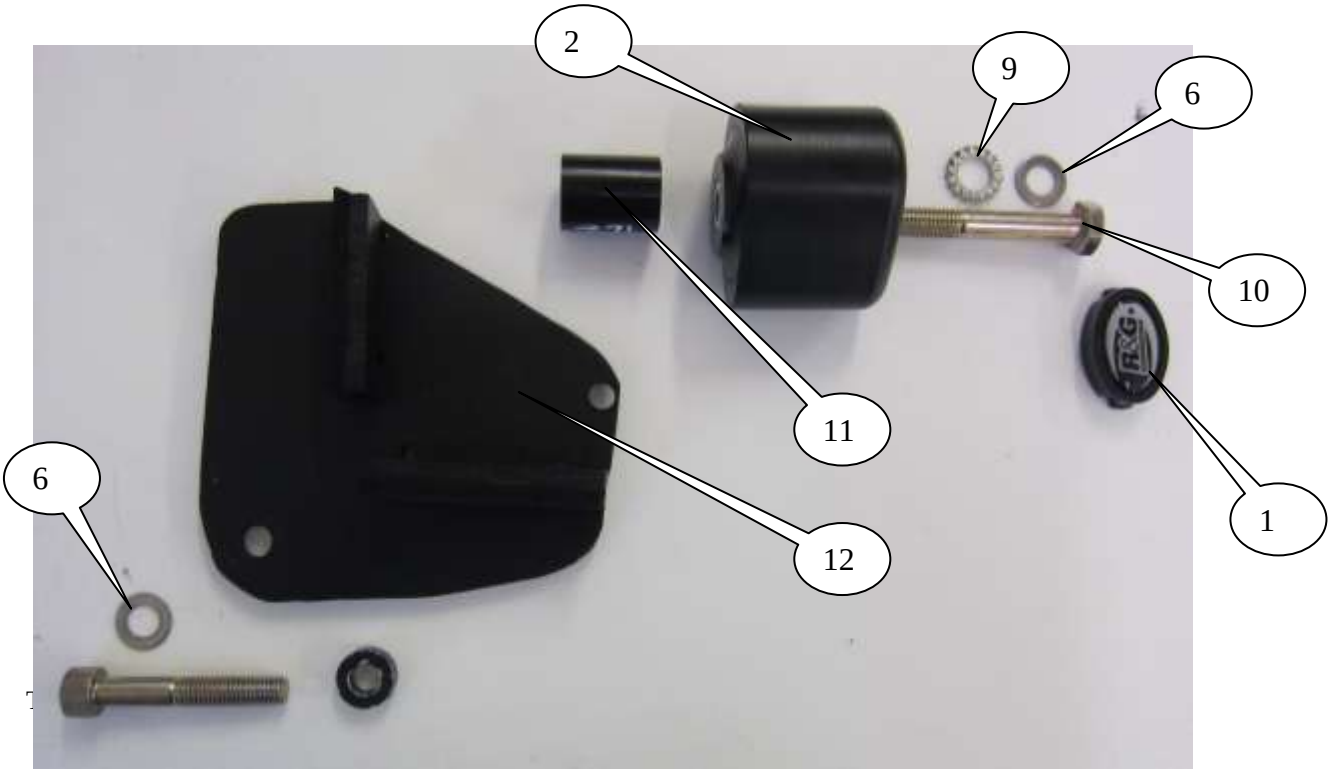
R&G Racing
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com

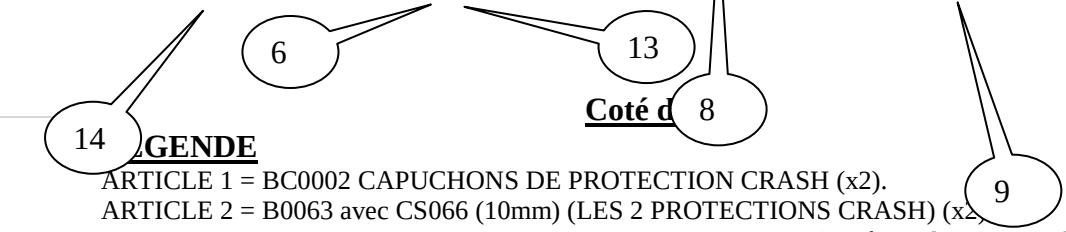
OUTILS REQUIS

- Jeu de clés 17mm, T25, T27 et T50.
- Clé dynamométrique (à 40Nm).



Coté gauche

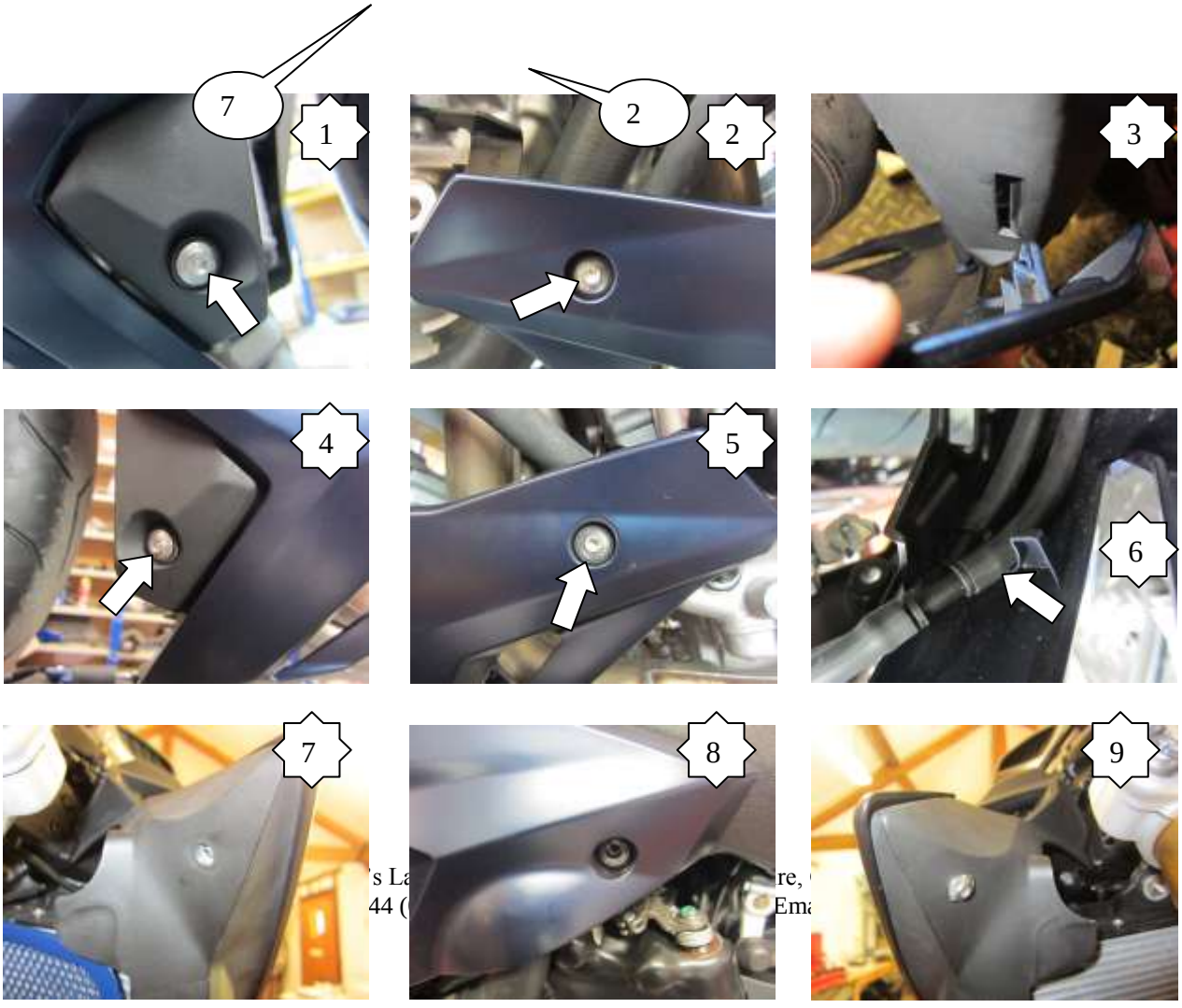




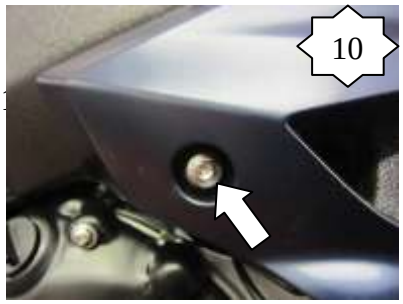
Coté d

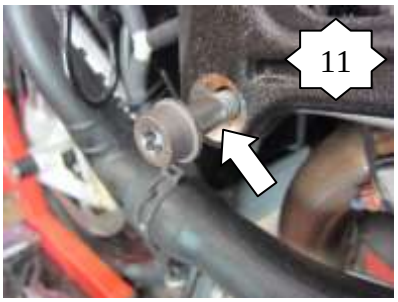
LEGENDE

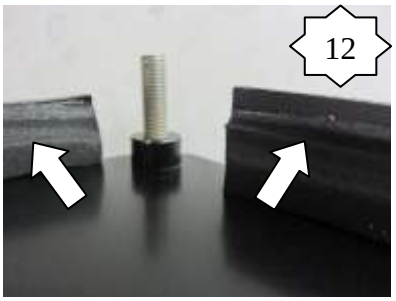
ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).
ARTICLE 2 = B0063 avec CS066 (10mm) (LES 2 PROTECTIONS CRASH) (x2).
ARTICLE 3 = S0769 ENTRETOISE DE PROTECTION CRASH (Coté gauche) (46mm de long) (x1).
ARTICLE 4 = M0391 SUPPORT DE FIXATION SOUDE (GAUCHE) (x1).
ARTICLE 5 = M10x1.5x70mm BOULONS (BOULON SUPPORT/CADRE GAUCHE) (x1).
ARTICLE 6 = M10 RONDELLES PLATES (x4).
ARTICLE 7 = S0770 ENTRETOISE SUPPORT DE FIXATION (GAUCHE) (11mm DE LONG) (x1).
ARTICLE 8 = M10x1.25x90mm BOULON (BOULON DE PROTECTION CRASH GAUCHE) (x1).
ARTICLE 9 = LW0001 (RONDELLES DE BLOCAGE) (x2).
ARTICLE 10 = M10x1.25x60mm BOULON (BOULON DE PROTECTION CRASH DROITE) (x1).
ARTICLE 11 = S0771 ENTRETOISE DE PROTECTION (COTE DROIR) (18.5mm DE LONG) (x1).
ARTICLE 12 = M0392 SUPPORT DE FIXATION SOUDE (COTE DROIT) (x1).
ARTICLE 13 = S0772 ENTRETOISE SUPPORT DE FIXATION (COTE DROIT) (7.5mm DE LONG) (x1).
ARTICLE 14 = M10x1.5x65mm BOULONS (BOULON CADRE/SUPPORT COTE DROIT) (x1).
ARTICLE 15 = LONGUEURS DE MOUSSE AUTOCOLLANTE (NON INDIQUE).



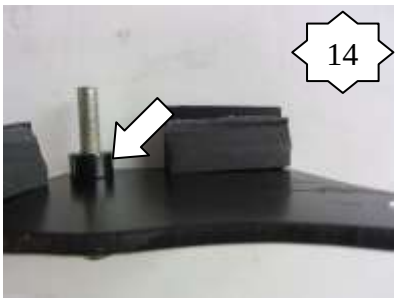
s La re,
44 (Ema





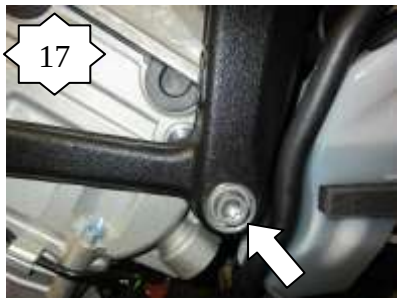




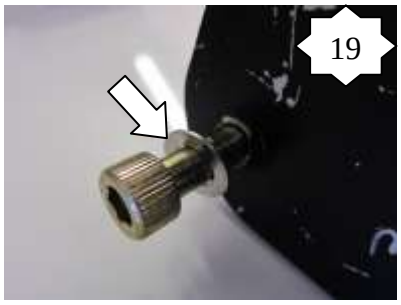


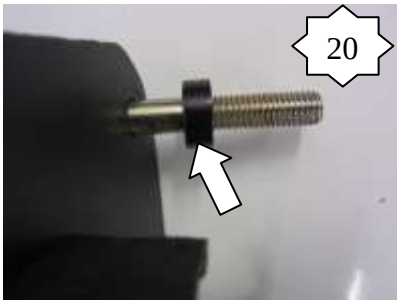
















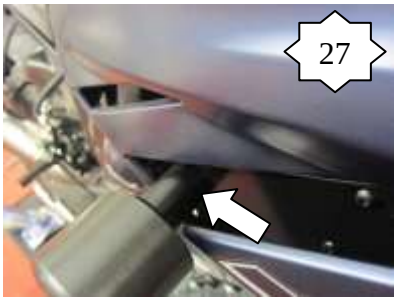




s La
44 (
e, C
Ema







INSTRUCTIONS DE MONTAGE :

Coté gauche assis sur la moto

- Enlever les boulons de carénage inférieur (photos 1 et 2).
- Extraire doucement le carénage vers l'extérieur (photo 3).

Coté droit assis sur la moto

- Enlever les boulons de carénage inférieur (photos 4 et 5).
- Extraire doucement le carénage vers l'extérieur et déclipser les tuyaux comme sur la photo 6.

Coté gauche sur la moto

- Enlever les boulons du carénage principal (Photos 7 et 8).
- Enlever le carénage.

Coté droit assis sur la moto

- Enlever les boulons de carénage principal (photos 9 et 10).
- Enlever le carénage.

Coté gauche sur la moto

- Enlever le boulon moteur (photo 11).
- Couper et attacher les bandeaux autocollants (article 15) sur les faces intérieures du support de fixation coté gauche (article 4) comme sur la photo 12.
- Placer une des rondelles M10 (article 6) sur les boulons M10 les plus longs (article 5=70mm de long) et placez les à travers le trou dans le support de fixation comme sur la photo 13.
- Placer la petite entretoise la plus longue (article 7=11mm de long) sur l'extrémité du boulon comme sur la photo 14.
- Mettre l'ensemble en position comme sur les photos 15 et 16.
- Veiller à ce que les plaques soient serrées contre les membres du cadre puis serrer le boulon (Ne pas excéder 40Nm).

Coté droit assis sur la moto

- Enlever le boulon moteur (photo 17).
- Couper et attacher les bandeaux autocollants (article 15 sur les faces extérieures du support de fixation coté droit (article 12) comme sur la photo 18.

- Placer une des rondelles M10 (article 6) sur le plus court des boulons M10 (article 14=65mm de long) puis passez le à travers le trou dans le support de fixation comme sur la photo 19.
- Placer la petite entretoise la plus courte (article 13=7.5mm de long) sur l'extrémité du boulon comme indiqué sur la photo 20.
- Mettre l'ensemble en position (photo 21).
- Veiller à ce que les plaques soient serrées contre les membres du cadre puis serrer le boulon (Ne pas excéder 40Nm).
- Remettre le carénage coté droit comme à l'origine.

Coté gauche assis sur la moto

- Remettre le carénage coté gauche comme à l'origine.
- Remettre le carénage inférieur des 2 cotés, comme à l'origine.
- Placer une des rondelles M10 (article 6) sur le boulon M10x90mm (article 8) comme indiqué sur la photo 22.
- Placer une des rondelles de blocages (article 9) contre la rondelle plate tout juste installée comme sur la photo 22.
- Placer cet ensemble à travers la protection crash (article 2) pour que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash (photo 22).
- Placer le longue entretoise (article 3=46mm de long) sur l'extrémité du boulon de façon à ce que le diamètre le plus large se place contre la protection crash (photo 22).
- Mettre cet ensemble dans le trou fileté dans le support de fixation (photos 23 et 24).
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants. Veiller à ce que la protection crash ou l'entretoise ne puisse ma toucher le carénage lorsque vous serrez le boulon.
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux de la protection crash.
- Placer un capuchon de protection crash (article 1) dans la protection crash comme sur la photo du haut.

Coté droit assis sur la moto

- Placer une des rondelles M10 (article 6) sur le boulon M10x60mm (article 10) comme indiqué sur la photo 25.
- Placer une des rondelles de blocage (article 9) contre la rondelle plate tout juste installée comme sur la photo 25.
- Placer cet ensemble à travers la protection crash restante (article 2) pour que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash (photo 25).
- Placer l'entretoise courte (article 11=18.5mm de long) sur l'extrémité du boulon de façon à ce que le diamètre le plus large se place contre la protection crash (photo 25).
- Mettre cet ensemble dans le trou fileté dans le support de fixation (photos 26 et 27).
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants. Veiller à ce que la protection crash ou l'entretoise ne puisse ma toucher le carénage lorsque vous serrez le boulon.

- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux de la protection crash.
- Placer un capuchon de protection crash (article 1) dans la protection crash comme sur la photo du haut.

COUPLES DE SERRAGE GENERAUX

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

Issue 1 20/05/2014 (NSY)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.