

Ref. BD: CPBM-002

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Date: 06.11.06



BMW F 800 S '06>

Manual for mounting the Race Protection Kit Nr. CPBM-002

An appropriate use of the crash-blocs is only possible if the following mounting prescriptions are scrupulously observed. The mounting has to be carried out by a certified technician. The manufacturer cannot be held responsible in any way in case of incorrect mounting, nor for damage taken by the motorcycle, the engine or any other part, resulting from a crash.

1. Disassemble at the left side the original engine suspension bolt (Torx M10x1,5x75)
-> *see photo 1*
2. Assemble the left bobbin (pos.3) in combination with the alu bobbin support (pos.4 -> L=55mm) the bolt from M10x1,5x140 (pos.1) and washer Ø10 (pos.2) -> *see photo 1*
3. Disassemble at the right side the original engine suspension bolt (Torx M10x1,5x75)
-> *see photo 2*
4. Assemble the right bobbin (pos.6) in combination with the alu bobbin support (pos.5 -> L=67mm) the bolt from M10x1,5x160 (pos.8) and washer Ø10 (pos.7) -> *see photo 2*

Pieces supplied:

Pos	Name	Quant.	Description
1	Bolt	1	Din 912 M10x1,5x140
2	Washer	1	Din 125 M10
3	Left bobbin	1	Length 65mm
4	Alu - bobbin support	1	Length 55mm

Pos	Name	Quant.	Description
5	Alu - bobbin support	1	Length 67mm
6	Right bobbin	1	Length 65mm
7	Washer	1	Din 125 M10
8	Bolt	1	Din 912 M10x1,5x160

**ALL THE BOLTS HAVE TO BE MOUNTED WITH STUD LOCK. TYPE LOCTITE MODERATE STRENGTH
ALWAYS RESPECT THE MANUFACTURERS TORQUE SETTINGS**

The manufacturer can't be held responsible for the choice of the stud lock made by the mechanic and the possible damage that may result from that choice. Complaints as to the quantity or quality of the goods delivered will only be entertained if the complaint is received at the sales point within 24 hours, with proof of purchase (voucher or invoice).

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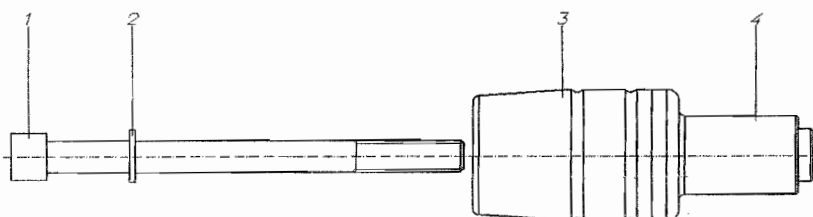
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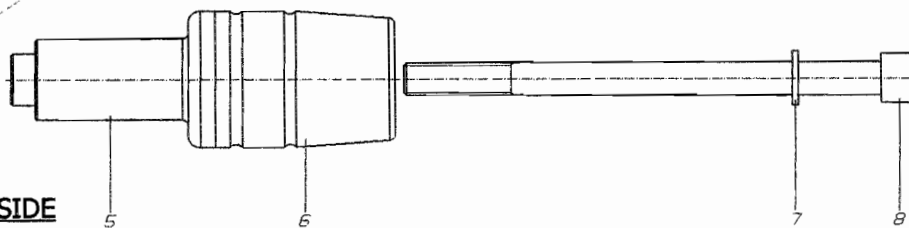
photo 1



photo 2



LEFT SIDE
see photo 1



RIGHT SIDE
see photo 2

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