



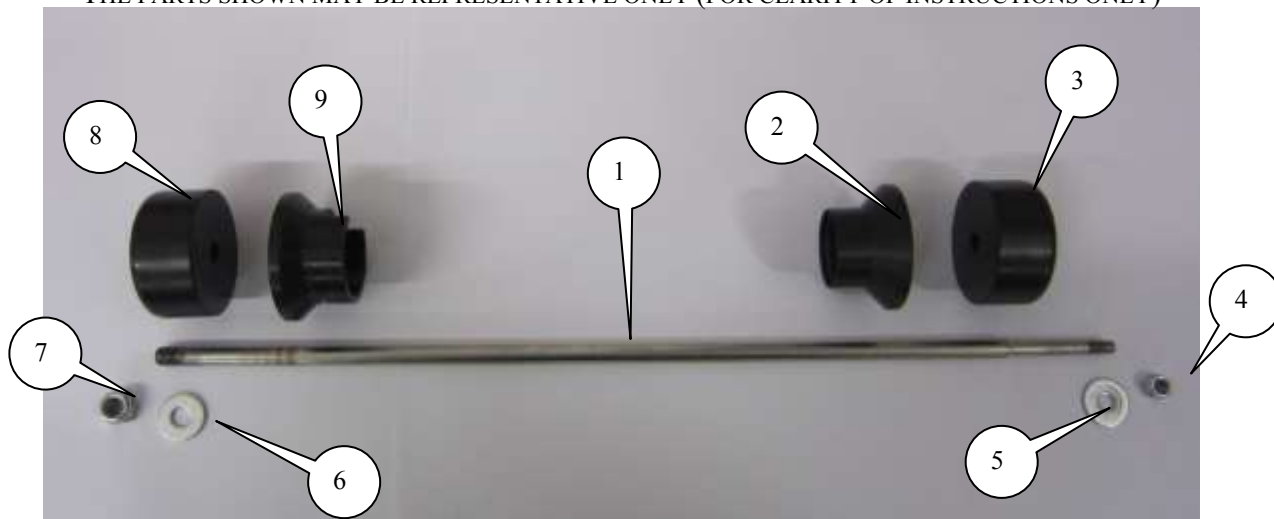
FITTING INSTRUCTIONS FOR SP0045 SWINGARM-PROTECTORS
BMW F700GS 2013



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 = SPINDLE BAR (SB101 APPROX 392mm LONG) (x1)
- ITEM 2 = RIGHT-HAND SPACER (S0621, 27.5mm INTERNAL DIAMETER) (x1).
- ITEM 3 = R-H-S CRASH PROTECTOR (B0442 M6 (6mm INTERNAL DIAMETER)) (x1).
- ITEM 4 = M6 NYLOC NUTS (x1).
- ITEM 5 = M6 WASHERS (19mm OUTSIDE DIAMETER) (x1).
- ITEM 6 = M8 WASHERS (19mm OUTSIDE DIAMETER) (x1).
- ITEM 7 = M8 NYLOC NUTS (x1).
- ITEM 8 = L-H-S CRASH PROTECTOR (B0442 M8 (8mm INTERNAL DIAMETER)) (x1).
- ITEM 9 = LEFT-HAND SPACER (S0620, 6mm INTERNAL DIAMETER (with cut-out)) (x1).



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!*

TOOLS REQUIRED

- 8 and 10mm A/F SOCKETS AND WRENCHES.

FITTING INSTRUCTIONS

- PLACE THE SPINDLE BAR (ITEM 1) THROUGH THE REAR WHEEL AXLE FROM THE LEFT HAND SIDE (FEED THE SMALLER DIAMETER THROUGH FIRST).
- PLACE THE SPACER WITH THE LARGER INTERNAL DIAMETER (ITEM 2) OVER THE EXPOSED THREAD OF THE SPINDLE BAR ON THE RIGHT HAND SIDE AND OVER THE ORIGINAL REAR WHEEL SPINDLE NUT.
- NEXT PLACE THE CRASH PROTECTOR WITH THE SMALLER INTERNAL DIAMETER (ITEM 3) OVER THE EXPOSED END OF THE R&G SPINDLE BAR ON THE RIGHT HAND SIDE OF THE MOTORCYCLE (IT SITS AGAINST THE SPACER JUST FITTED).
- PLACE THE M6 WASHER (ITEM 5) AND THE M6 NYLOC NUTS (ITEM 4) OVER THE EXPOSED END OF THE R&G SPINDLE BAR ON THE RIGHT HAND SIDE OF THE MOTORCYCLE (PLEASE ENSURE THE NYLOC NUT IS FULLY ENGAGED).
- ON THE LEFT HAND SIDE PLACE THE SPACER WITH THE SMALLER INTERNAL DIAMETER (ITEM 9) OVER THE EXPOSED R&G SPINDLE BAR AND OVER THE ORIGINAL SPINDLE HEAD (THE CUT-OUT WILL ALIGN WITH THE ADJUSTMENT BLOCK).
- PLACE THE CRASH PROTECTOR WITH THE LARGER INTERNAL DIAMETER (ITEM 8) OVER THE SPINDLE BAR (IT SITS AGAINST THE SPACER JUST FITTED).
- PLACE THE REMAINING WASHER (ITEM 6) AND NUT (ITEM 7) ONTO THE SPINDLE BAR (ENSURE THE NYLOC NUT IS FULLY ENGAGED) AND TIGHTEN UNTIL BOTH NUTS ARE ENGAGED IN NYLON AND EQUAL AMOUNTS PROTRUDE FROM EITHER SIDE. DO NOT OVER-TIGHTEN—THE NYLOC NUTS WILL HOLD IT TIGHT.

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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



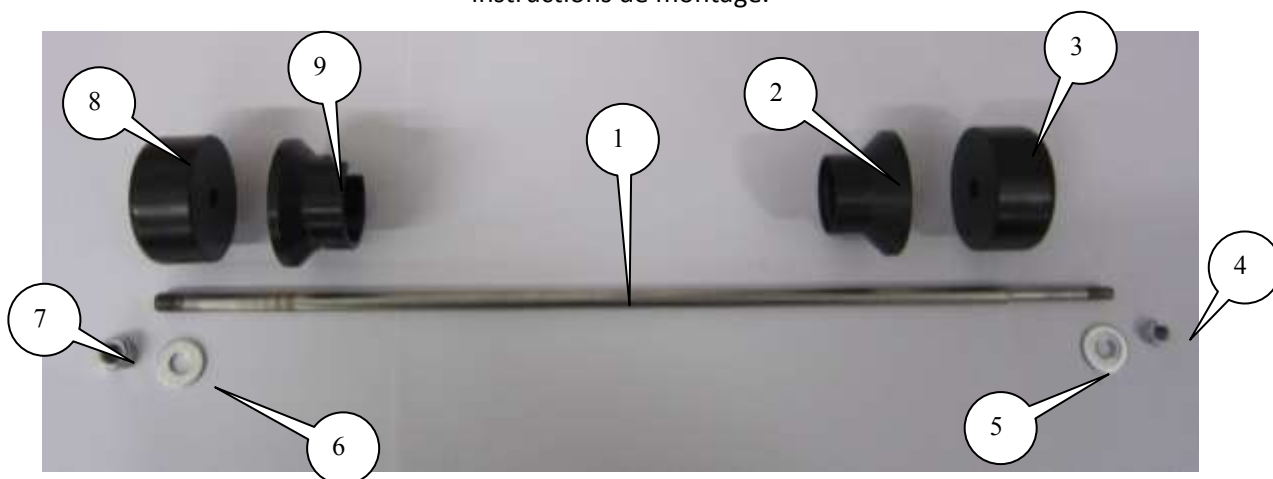
Instructions de montage pour SP0043 Protections bras oscillant
BMW F700GS 2013



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 pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



LEGENDE

- ARTICLE 1 = Axe (SB101 environ 392mm de long) (x1)
- ARTICLE 2 = Entretoise coté droit (S0621, 27.5mm Diamètre interne) (x1).
- ARTICLE 3 = Protection Crash coté droit (B0442 M6 (6mm Diamètre interne)) (x1).
- ARTICLE 4 = M6 Ecrous Nyloc (x1).
- ARTICLE 5 = M6 Rondelles (19mm Diamètre extérieur) (x1).
- ARTICLE 6 = M8 Rondelles (19mm Diamètre extérieur) (x1).
- ARTICLE 7 = M8 Ecrous Nyloc (x1).
- ARTICLE 8 = Protection Crash coté gauche (B0442 M8 (8mm Diamètre interne)) (x1).
- ARTICLE 9 = Entretoise coté gauche (S0620, 6mm Diamètre interne (avec ouverture)) (x1).



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

Outils requis

- Clés à molette de 8 et 10mm

Instructions de montage

- Placer l'axe (ARTICLE 1) à travers l'axe de roue arrière depuis la gauche (Passer le plus petit diamètre en premier).
- Insérer l'entretoise au diamètre interne le plus large (ARTICLE 2) autour de l'axe du côté droit et autour de l'écrou d'axe d'origine de la roue arrière.
- Ensuite, placer la protection crash au plus petit diamètre interne (ARTICLE 3) autour de l'axe R&G du côté droit de la moto (elle se place contre l'entretoise qui vient tout juste d'être insérée).
- Placer la rondelle M6 (ARTICLE 5) et l'écrou Nyloc M6 (ARTICLE 4) autour de l'axe R&G du côté droit de la moto (Assurez vous que l'écrou Nyloc soit complètement serré).
- Du côté gauche, placer l'entretoise au plus petit diamètre (ARTICLE 9) autour de l'axe R&G et autour de la tête de l'axe d'origine (L'ouverture s'alignera avec le bloc d'ajustement).
- Insérer la protection crash au diamètre interne le plus large (ARTICLE 8) autour de l'axe (elle se place contre l'entretoise qui vient tout juste d'être insérée).
- Placer la rondelle restante (ARTICLE 6) et l'écrou (ARTICLE 7) sur l'axe (assurez vous que l'écrou Nyloc soit complètement serré) et serrer jusqu'à ce que les 2 écrous soient complètement engagés dans le Nyloc et que des longueurs égales dépassent de chaque côté. **NE PAS TROP SERRER—LES ECROUS NYLOC FIXENT L'ENSEMBLE.**

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