



**FITTING INSTRUCTIONS FOR AB0012BK ADVENTURE BARS**  
**BMW R1200GS 2013-**



PICTURE A



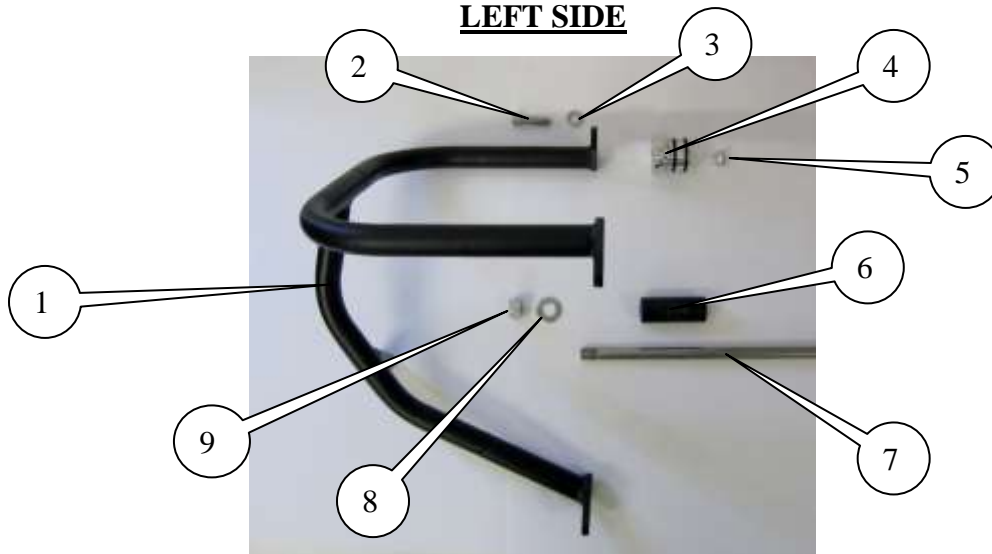
PICTURE B

**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**

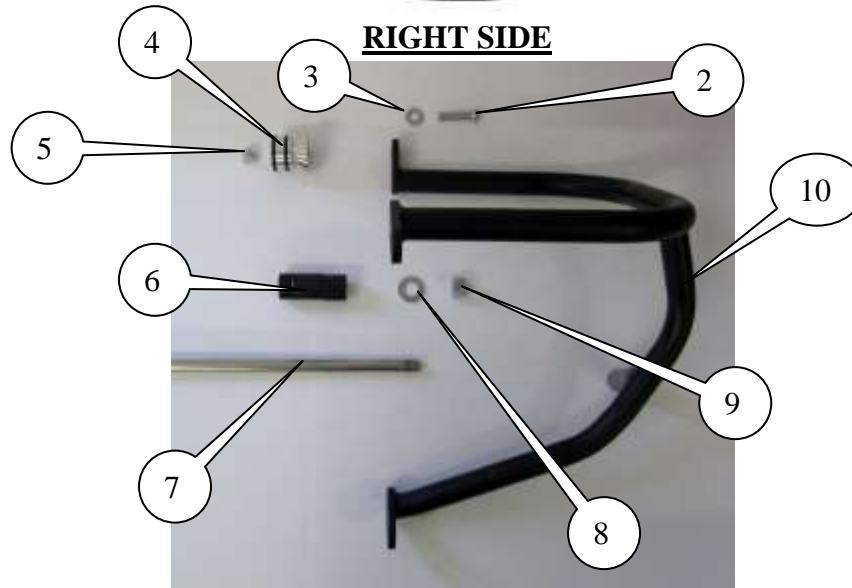
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**LEFT SIDE**



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### **LEGEND**

- ITEM 1 = ADVENTURE BAR LEFT-HAND SIDE (CB033) (x1).  
ITEM 2 = M8 x 1.25 x 35mm LONG BUTTON HEAD BOLT (FRONT MOUNT EXPANDER) (x2).  
ITEM 3 = M8 WASHERS (x2).  
ITEM 4 = FRAME INSERT / EXPANDERS (F0036) with 2x O-RINGS IN GROOVES (x2).  
ITEM 5 = TAPERED NUT (H0047) (x2).  
ITEM 6 = SPACERS (SO663 – 62mm LONG) (x2).  
ITEM 7 = M12 ENGINE BAR (EB071 – 354mm LONG) (x1).  
ITEM 8 = M12 WASHERS (x2).  
ITEM 9 = M12 x 1.25 NYLOC NUTS (x2).  
ITEM 10 = ADVENTURE BAR RIGHT-HAND SIDE (CB034) (x1).

### **TOOLS REQUIRED**

- Socket set to include a deep 18mm & 19mm sockets and wrench.
  - Allen keys to include 5mm A/F.
    - Torx T50 socket.
    - Soft Mallet
  - Torque wrench (up to 40Nm).



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



## FITTING INSTRUCTIONS

- Remove the central engine bolt that is situated towards the rear of the cylinders, as shown in picture 1. *To do this, remove the nut using a 18mm deep socket on the left side of the bike with a second person holding the T50 Torx bolt head in place whilst un-tightening.*
- The bolt can now be removed from the bike. The bolt may need to be gently tapped though using a soft mallet, as shown in picture 2. *It is advisable to use the engine bar supplied in the kit (item 7 – EB071 – 354mm long) to help tap the bolt through as this will take its place. **Please note, there is a thin spacer that is fitted to each end of the OEM bolt – this needs to be removed and is no longer required.***
- With the new engine bar in place, ensure there is an equal amount of bar protruding from either side of the bike before fitting one spacer (item 6 – S0663 – 62mm long) over the exposed end on each side, as shown in pictures 3 & 4.
- Now remove the T50 Torx bolt at the front of the lower engine/frame mount on both sides of the bike, as shown in picture 5 on the right side of the bike.
- Take one of the expanding frame inserts (item 4 – F0036) and if not already fitted, fit two of the rubber o-rings into the two grooves, as shown in picture 6.
- Take the tapered nut (item 5 – H0047) and locate it into the back recess of the expanding frame insert, ensuring the tapered edges goes in first. This assembly then needs to be offered up to the front mount on the right side crash bar (item 10 – CB034) as shown in the Right Side picture.
- Locate one M8 washer (item 3) over one M8 x 1.25 x 35mm long button head bolt (item 3) and position through the crash bar mount, then through the expanding frame insert and tighten into the tapered nut. Tighten the bolt so that the tapered nut just begins to grip the expanding frame insert.
- Now the right side crash bar assembly can be offered up to the right side of the bike. To do this, position the upper rear mount of the crash bar over the exposed end of the protruding engine bar. Whilst locating this, ensure the expanding frame insert locates within the front frame boss, as shown in picture 7. *With the o-rings fitted this should be a snug fit (if the bolt into the expander is too tight then the back of the frame insert will expand making fitment hard – if this is the case, loosen the bolt slightly).* Loosely fit one M12 washer (item 8) and one M12 nyloc nut (item 9) to the exposed end of thread on the engine bar (do not fully tighten at this stage), as shown in picture 8.
- The bottom mount should now be aligned with the lower engine / frame mount. Re-fit the original Torx bolt and loosely tighten.
- To fit the crash bars on the left side of the bike, prepare the expanding frame insert in the same way as before but fit it to the upper front mount of the left side crash bars (item 1 – CB033), using the Left Side picture as a reference.
- Offer the crash bars with frame insert attached up to the left side of the bike as before, ensuring to locate the crash bar mounts over the exposed end of the engine bar with the frame insert locating inside the front frame boss, as shown in pictures 10 & 11. Fit the remaining M12 washer and nyloc nut to the engine bar.
- The bottom mount should now align with the lower engine / frame mount. Re-fit the original Torx bolt and loosely tighten.
- With both bars now fitted and all the mounts loosely fitted, tighten the two M8 button head bolts in the expanding frame inserts on the front mounts, ensuring the aluminium flange on the frame

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insert sits against the end of the frame boss. *The frame insert will expand internally with the o-rings gripping the inside of the frame boss.*

- Tighten the remaining two M12 nuts (*you may need a second person to assist*) along with the remaining two Torx bolts on the lower mounts.
- Ensure the crash bars are correctly mounted before tightening the two nuts on the engine bar to no more than 40Nm and the two OEM Torx bolt to the manufacturers recommended torque settings.

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**Instructions de montage pour AB0012BK Barres aventure**  
**BMW R1200GS 2013-**



PHOTO A



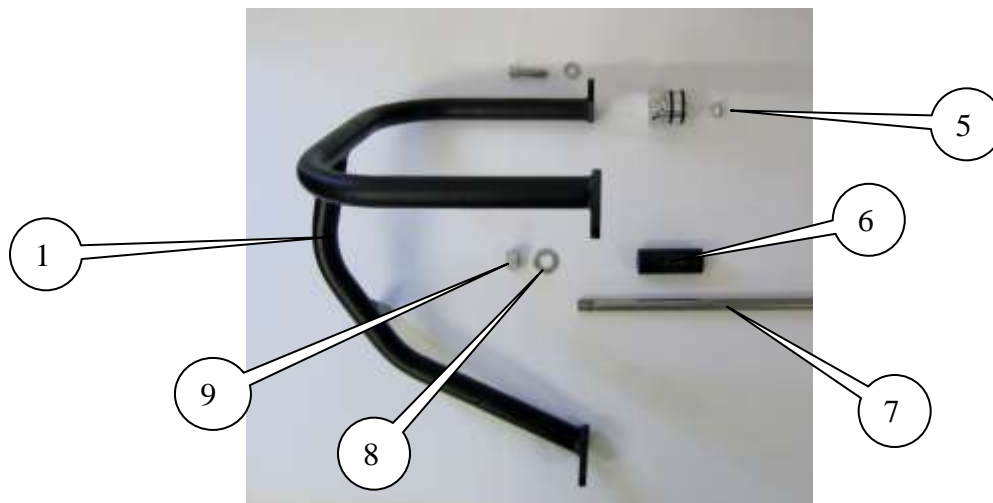
PHOTO B

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

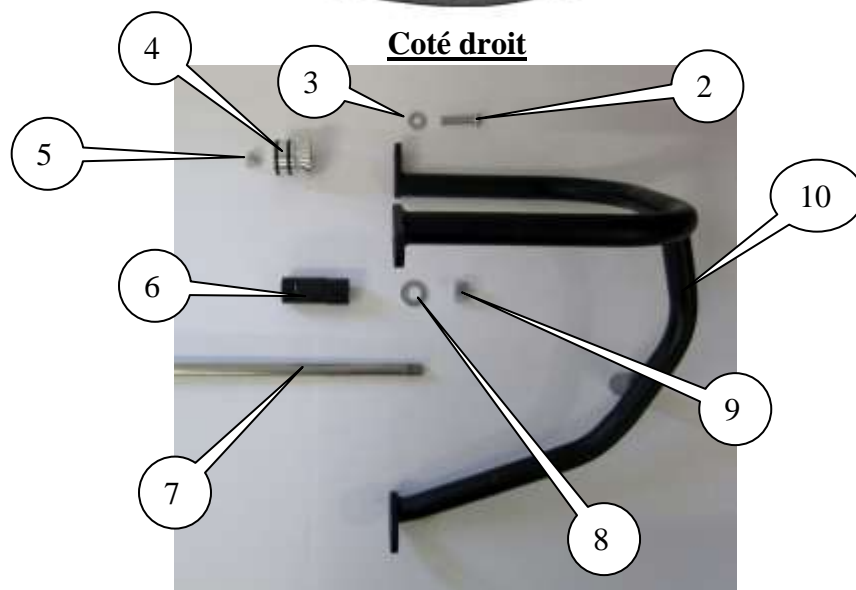
**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

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

Coté gauche



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### **LEGENDE**

- ARTICLE 1 = Barre aventure coté gauche (CB033) (x1).  
ARTICLE 2 = M8 x 1.25 x 35mm Boulon (Expansion support avant) (x2).  
ARTICLE 3 = M8 Rondelles (x2).  
ARTICLE 4 = Insert de cadre / Expansion (F0036) avec 2x O-Anneaux en rainure (x2).  
ARTICLE 5 = Ecrou conique (H0047) (x2).  
ARTICLE 6 = Entretoises (SO663 – 62mm de long) (x2).  
ARTICLE 7 = M12 Axe moteur (EB071 – 354mm de long) (x1).  
ARTICLE 8 = M12 Rondelles (x2).  
ARTICLE 9 = M12 x 1.25 Ecrous Nyloc (x2).  
ARTICLE 10 = Barre aventure coté droit (CB034) (x1).

### **Outils requis**

- Clés 18 et 19mm
- Clés Allen 5mm.
- Clé Torx T50.
  - Maillet
- Clé Dynamométrique (à 40Nm).





Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



### **Instructions de montage:**

- Enlever le boulon moteur central situé contre les cylindres à l'arrière (Photo 1). Pour cela, enlever l'écrou avec une clé de 18mm du côté gauche de la moto avec une 2<sup>e</sup> personne tenant la tête du boulon Torx T50 *en place tout en desserrant*.
- Le boulon peut à présent être enlevé de la moto. Le boulon peut avoir besoin d'être tapoté avec un maillet (Photo 2). Il est conseillé d'utiliser l'axe moteur fourni dans le kit (Article 7 – EB071 – 354mm de long) pour aider à pousser le boulon à travers comme il prendra place. Note qu'il y a une entretoise fine insérée sur chacun des boulons d'origine – **Cette entretoise d'être enlevée et n'est plus utile.**
- Une fois l'axe moteur en place, en vous assurant que la longueur dépassant de chaque côté soit égale de chaque côté de la moto, avant d'insérer une entretoise (Article 6 – S0663 – 62mm de long) autour de l'extrémité exposée de chaque côté (Photos 3 & 4).
- Enlever le boulon T50 Torx à l'avant du support inférieur de cadre/moteur des 2 côtés de la moto (Photo 5) du côté droit de la moto.
- Prendre un des inserts de cadre d'expansion (Article 4 – F0036) et si cela n'est pas déjà fait, passer les 2 joints toriques en caoutchouc dans les 2 rainures (Photo 6).
- Prendre l'écrou conique (Article 5 – H0047) et placer le dans l'évidement de l'insert de cadre, en vous assurant que les bords amincis aillent en 1<sup>er</sup>. Cet ensemble doit ensuite être posé au support avant du côté droit de la barre de crash (Article 10 – CB034) (Photo côté droit).
- Placer une rondelle M8 (Article 3) autour un boulon M8 x 1.25 x 35mm de long (Article 3) et positionner le à travers le support de la barre de crash, puis à travers l'expansion d'insert de cadre puis serrer dans l'écrou conique. Serrer le boulon de façon à ce que l'écrou conique commence à accrocher l'expansion d'insert de cadre.
- A présent, la barre de crash côté droit peut être posée du côté droit de la moto. Pour cela, positionner le support arrière supérieur de la barre de crash autour de l'extrémité de l'axe moteur dépassant. Tout en la plaçant, assurez vous que l'insert d'expansion de cadre se place dans le patron de cadre supérieur (Photo 7). *Avec les joints toriques installés il devrait y avoir un bon ajustement (Si le boulon dans l'expansion est trop serré, alors l'arrière de l'insert de cadre s'élargira rendant l'installation difficile – Si c'est la cas, desserrer le boulon doucement).* Insérer une rondelle M12 (Article 8) et un écrou M12 en Nyloc (Article 9) à l'extrémité du filetage de l'axe moteur (Ne pas serrer complètement à ce stade), (Photo 8).
- Le support inférieur doit à présent être aligné avec le support moteur/cadre inférieur. Remettre le boulon Torx d'origine et serrer légèrement.
- Pour installer les axes de crash du côté gauche de la moto, préparer l'insert d'extension de cadre de la même façon qu'auparavant mais installez le au support supérieur avant du côté gauche des axes moteurs (Article 1 – CB033), en utilisant la photo du côté gauche comme référence.
- Poser les barres de crash avec l'insert de cadre attaché du côté gauche de la moto comme auparavant, en vous assurant de placer les supports de barre de crash autour de l'extrémité de l'axe moteur avec l'insert de cadre à l'intérieur du patron de cadre avant (Photos 10 & 11). Insérer la rondelle M12 restante et l'écrou de Nyloc à l'axe moteur.
- Le support inférieur doit s'aligner avec le support cadre / moteur. Remettre le boulon Torx d'origine puis serrer légèrement.

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- Une fois les 2 barres installées et tous les supports légèrement serrés, serrer les 2 boulons M8 dans les extensions d'inserts de cadre sur les supports avant, en vous assurant que la bride d'aluminium sur l'insert de cadre se place contre l'extrémité du patron de cadre. L'insert de cadre se développera en interne avec *with avec les joints toriques de préhension à l'intérieur du patron de cadre.*
- Serrer les 2 écrous M12 restants (*Vous pourriez avoir besoin d'une seconde personne pour assister*) avec les 2 boulons Torx restants sur les supports inférieurs.
- Assurez vous que les barres de crash soient correctement montées avant de serrer les 2 écrous sur la barre moteur à pas plus de 40Nm et les 2 boulons Torx d'origine aux couples de serrage recommandés.

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