



FITTING INSTRUCTIONS FOR CP0345BL CRASH PROTECTORS
BMW F800GT 2013

Page | 1



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

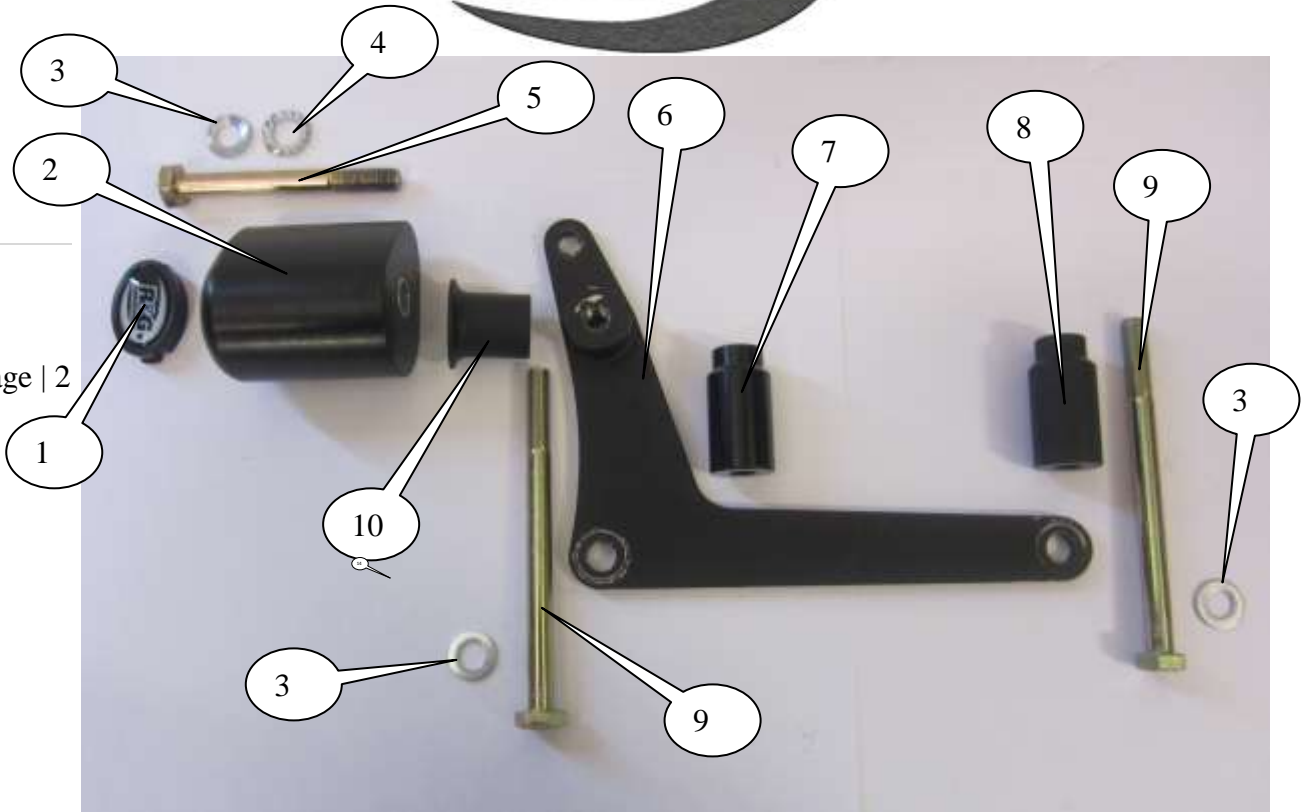
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

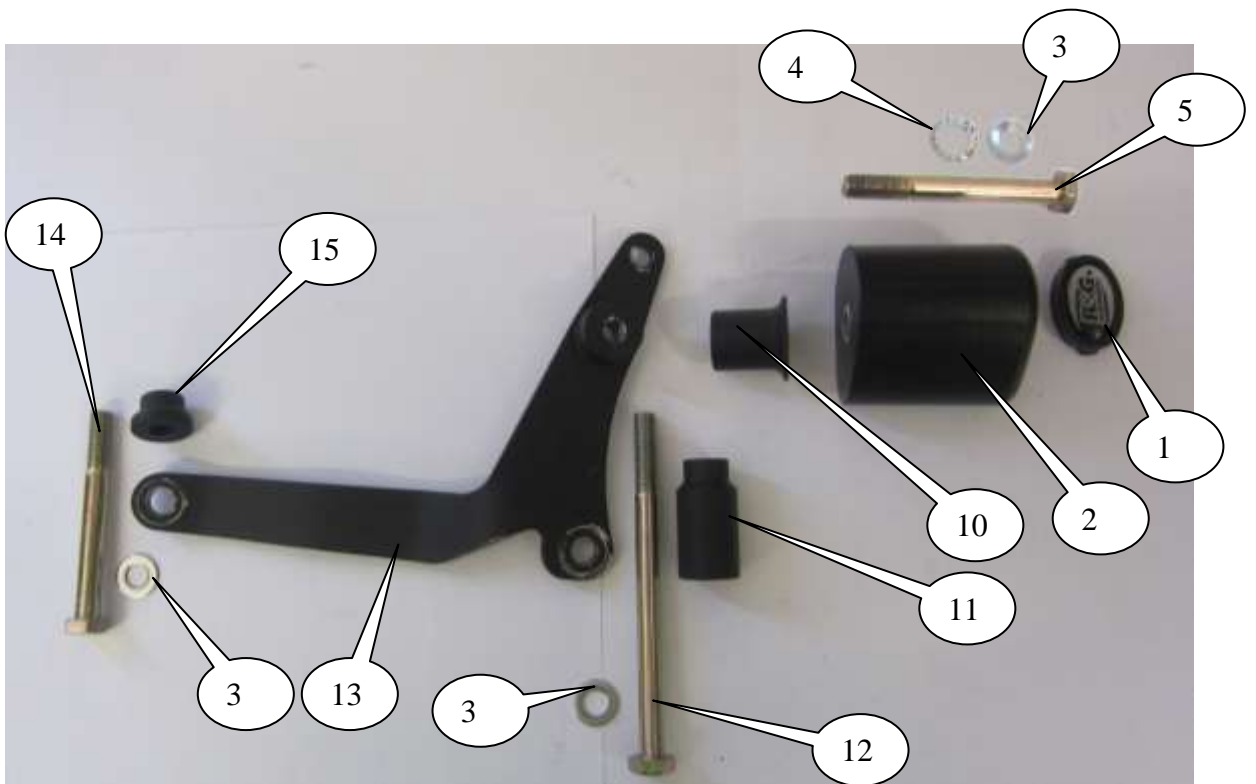
- Socket set to include a 17mm, T25, T27 and T50 Torx bit socket and wrench.
 - Allen key set to include 5mm.
 - 17mm spanner.
 - Dremel or similar kit.
 - Masking tape.
 - Torque wrench (up to 40Nm).



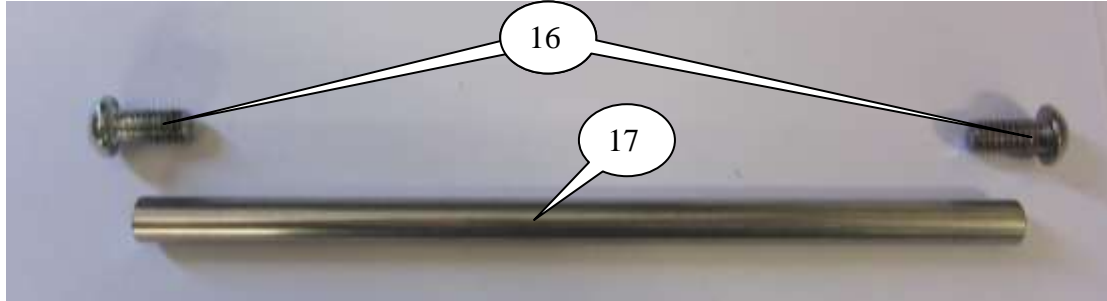
Page | 2



LEFT HAND SIDE



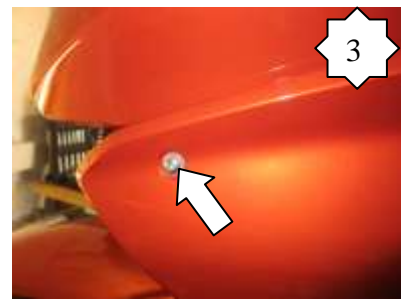
RIGHT HAND SIDE

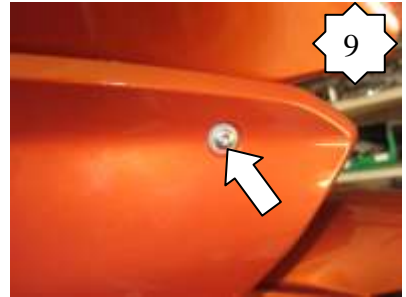


SPANNING BAR

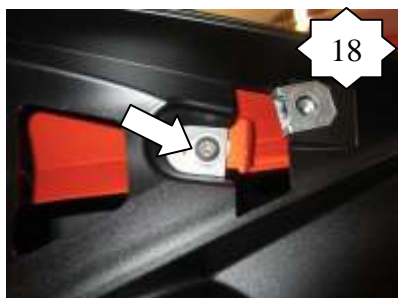
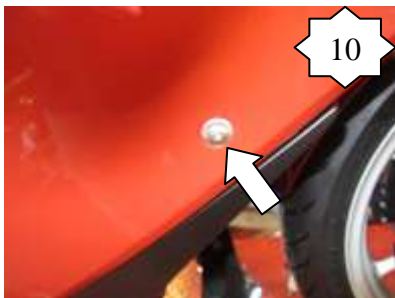
LEGEND

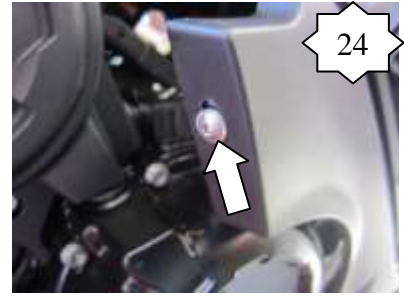
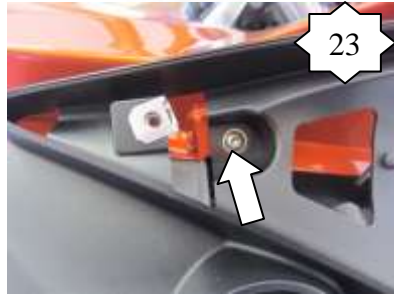
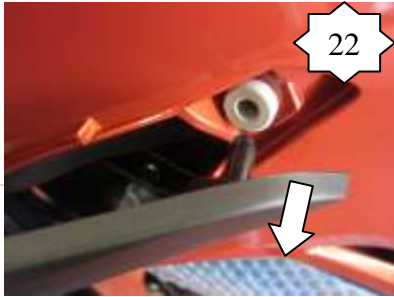
- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = M10 PLAIN WASHERS (x6).
- ITEM 4 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 5 = M10x1.25x90mm LONG HEX HEADED BOLTS (CRASH PROTECTOR BOLTS) (x2).
- ITEM 6 = MP0071 MOUNTING BRACKET (LHS) (x1).
- ITEM 7 = S0677 MOUNTING BRACKET SPACER (REAR LHS) (48mm LONG) (x1).
- ITEM 8 = S0676 MOUNTING BRACKET SPACER (REAR LHS) (50mm LONG) (x1).
- ITEM 9 = M10x1.5x130mm LONG HEX HEADED BOLTS (R&LHS BRACKET BOLTS) (x2).
- ITEM 10 = S0257 CRASH PROTECTOR SPACERS (R&LHS) (30.5mm LONG) (x2).
- ITEM 11 = S0679 MOUNTING BRACKET SPACER (FRONT RHS) (63mm LONG) (x1).
- ITEM 12 = M10x1.5x145mm LONG HEX HEADED BOLT (RHS FRONT BRACKET BOLT) (x1).
- ITEM 13 = MP0072 MOUNTING BRACKET (RHS) (x1).
- ITEM 14 = M10x1.5x95mm LONG HEX HEADED BOLT (RHS REAR BRACKET BOLT) (x1).
- ITEM 15 = S0678 MOUNTING BRACKET SPACER (REAR RHS) (15mm LONG) (x1).
- ITEM 16 = M8x16mm LONG BUTTON HEAD BOLTS (SPANNING BAR BOLTS) (x2).
- ITEM 17 = SPANNING BAR (EB0074) (426mm LONG) (x1).
- ITEM 18 = TRIMMING TEMPLATES (TP0008 & TP0009) NOT SHOWN.



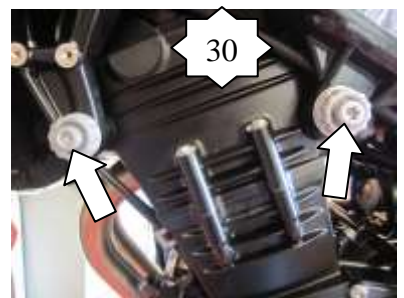
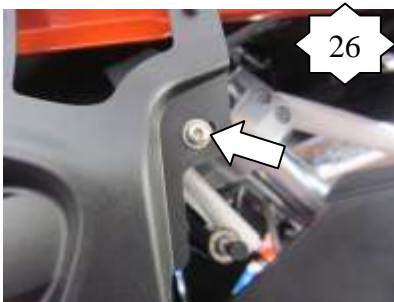


Page | 4



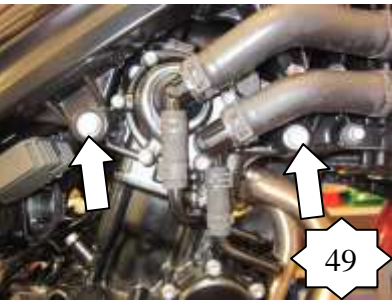
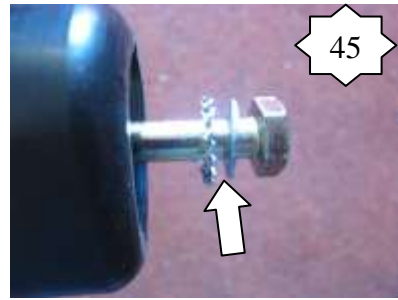
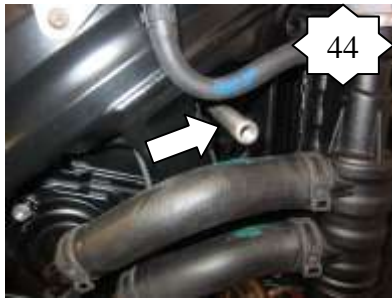
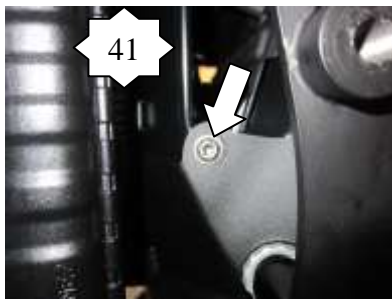
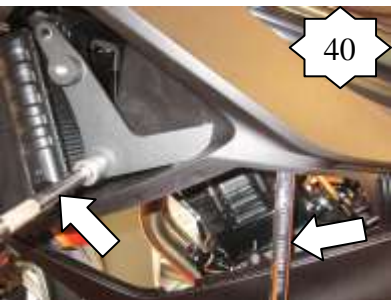


Page | 5





Page | 6





52



53



54

Page | 7



55



56



57



58



59



60



61



FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Undo and remove the outer fairing bolts arrowed in pictures 1, 2, 3, 4 and 5.
- Gently ease outer fairing off (please be aware the indicator is still attached).
- Unclip the indicator wire from the cable clip as arrowed in picture 6.
- Disconnect the indicator plug socket arrowed in picture 7 and remove the outer fairing.

Off side (right side as you sit on bike)

- Undo and remove the outer fairing bolts arrowed in pictures 8, 9, 10, 11 and 12.
- Gently ease outer fairing off (please be aware the indicator is still attached).
- Unclip the indicator wire from the cable clip as arrowed in picture 13.
- Disconnect the indicator plug socket arrowed in picture 14 and remove the outer fairing.
- Undo and remove the inner fairing bolts arrowed in pictures 15, 16, 17, 18, 19, 20 and 21.
- Gently pull the inner fairing in direction shown in picture 22 and remove the inner fairing.

Near side (left side as you sit on bike)

- Undo and remove the inner fairing bolts arrowed in pictures 23, 24, 25, 26, and 27.
- Gently pull the inner fairing in direction shown in picture 28.
- The inner fairing will have to be gently pull down and out where it sits under the radiator hoses as shown in picture 29 and remove the fairing.
- Remove the two engine mounting bolts arrowed in picture 30.
- Cut around the out-line of the trimming template (TP0008) and use masking tape to hold in position as shown in picture 31.
- Use a dremel or similar tool to remove the cut-out as shown in pictures 32 and 33 (please note this template is for guidance only and more care taken the better the finished appearance). Use a sharp craft knife or fine emery to deburr the slot.
- Offer the left hand mounting bracket (item 6) into position as shown in picture 34.
- Place one of the M10 washers (item 3) onto one of the M10x130mm long hex headed bolts (item 9) as shown in picture 35.
- Place the bolt and washer through the rearmost hole in the mounting bracket with the mounting bracket engaged through the slot in the inner fairing as shown in picture 35.
- Place the spacer (item 8==50mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in picture 36.
- Offer the inner fairing with the bracket and bolt and spacer into position as shown in pictures 37 and 38 (do not fully engage the bolt 3 or 4 turns will hold it in position).
- Place one of the M10 washers (item 3) onto the remaining M10x130mm long hex headed bolts (item 9) through the forward mounting hole in the mounting bracket as shown in picture 39.
- Place the spacer (item 7==48mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket (i.e. pointing towards the motorcycle) as shown in picture 39.
- Gradually and carefully tighten both bolts ensuring the fairing locates properly and is not distorted while tightening. Use a socket on the front bolt and a spanner on the rear bolt as shown in picture 40.
- Refit all the inner fairing bolts shown in pictures 15, 16, 17, 18, 19, 20, 21 and 41.
- Carefully place the spanning bar (item 17) through the space between the engine and radiator as shown in picture 42 and 43.
- Use one of the M8x16mm long button head bolts (item 16) through the top hole in the mounting bracket as shown in picture 43 (the spanning bar should be showing on the right hand side of the bike as shown in picture 44).



- Refit the outer fairing as original (bolts shown in pictures 1, 2, 3, 4 and 5) ensuring the reconnect the indicator plug socket and clip the wire into position as shown in pictures 6 and 7.
- Take one of the M10x90 hex headed bolt (item 5) and place one of the plain M10 washers (item 3) over the thread up to the head of the bolt as shown in picture 45.
- Take one of the locking washers (item 4) and place against plain washer just fitted as shown in picture 45.
- 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 45.
- Place one of the spacers (item 10) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 46.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 47.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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 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 picture 48.

Off side (right side as you sit on bike)

- Remove the two engine mounting bolts arrowed in picture 49.
- Place one of the M10 washers (item 3) onto the M10x95mm long hex headed bolt (item 14) as shown in picture 50.
- Place the bolt and washer through the rearmost hole in the mounting bracket.
- Place the spacer (item 15==15mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in pictures 50 and 51.
- Place one of the M10 washers (item 3) onto the M10x145mm long hex headed bolt (item 12) as shown in pictures 52 and 53.
- Place the bolt and washer through the front hole in the mounting bracket as shown in pictures 52 and 53.
- Place the spacer (item 11==63mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in pictures 52 and 53.
- Use one of the M8x16mm long button head bolts (item 16) through the top hole in the mounting bracket as shown in pictures 54 and 55 and tighten both the spanning bar bolts.
- Cut around the out-line of the trimming template (TP0009) and use masking tape to hold in position as shown in picture 56.
- Use a dremel or similar tool to remove the trim as indicated on the template as shown in pictures 56 and 57 (please note this template is for guidance only and more care taken the better the finished appearance). Use a sharp craft knife or fine emery to deburr the panel.
- Offer the inner fairing into position ensuring it is not distorted when tightened (extra trimming may be required).
- Refit all the inner fairing bolts shown in pictures 23, 24, 25, 26, and 27.
- Refit the outer fairing as original (bolts shown in pictures 8, 9, 10, 11 and 12.) ensuring the reconnect the indicator plug socket and clip the wire into position as shown in pictures 13 and 14.
- Take one of the M10x90 hex headed bolt (item 5) and place one of the plain M10 washers (item 3) over the thread up to the head of the bolt as shown in picture 45.
- Take one of the locking washers (item 4) and place against plain washer just fitted as shown in picture 58.



- 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 58.
- Place the remaining spacer (item 10) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 59.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 60.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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 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 picture 48.