

BMW K1200R/K1200R SPORT BELLY PAN

Part # 242999

Fitting kit:

2 x Castle bolt assembly;

CBOL0218

CWAS0002

CWAS0901

CWAS0221 x 2

CNUT0200

CBOL0251

CBOL0610

CSPA0006

2 x M6 Plastic Washer-CWAS0221



Thank you for purchasing your quality Pyramid Product. Please spend a few moments reading though and familiarising yourself with these instructions and also check the contents of the kit against the list above, this should help to make the fitting easier.

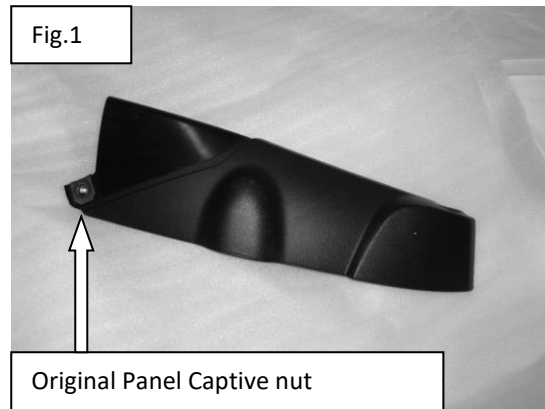
General Notes:

Because the bike only has a side stand the fitting is made a little more awkward as you need to lay down to see what you are doing on the left hand side. It is advisable to use a bike lift or paddock stand if available. In any event it's best to work with an assistant as both sides of the belly pan need to be offered up to the mounting points at the same time. We also advise putting something under the bike to stop any scratching of the panel during fitting, maybe the flattened out box in which your product arrived.

Fitting:

1. First remove the left and right lower side panels (black plastic) from either side of the radiator as the belly pan replaces these. There are 3 x fixing screws holding each of these in place. Remove the stainless steel M5 machine screw at the top corner first, then the black self tapping screw at the bottom of the panel followed by an identical one hidden behind the upper panel.

FIG.1



VERY IMPORTANT, TAKE A CLOSE LOOK AT THE END OF THE BLACK SCREWS. THEY SHOULD BE BLUNT AND FLAT AS IS THE CASE WITH MOST EXAMPLES.

IF THEY ARE POINTED THEY MUST BE FLATTENED OFF WITH A FILE OR GRINDER BEFORE RE-INSERTING!

IF THE POINTED SCREWS ARE RE-INSERTED WITHOUT THIS MODIFICATION THERE IS A CHANCE THAT ON TIGHTENING THEY WILL FRACTURE THE RADIATOR BODY CAUSING IT TO LEAK.

N.B we know this as during development of the product we encountered this problem twice leading to costly repairs.

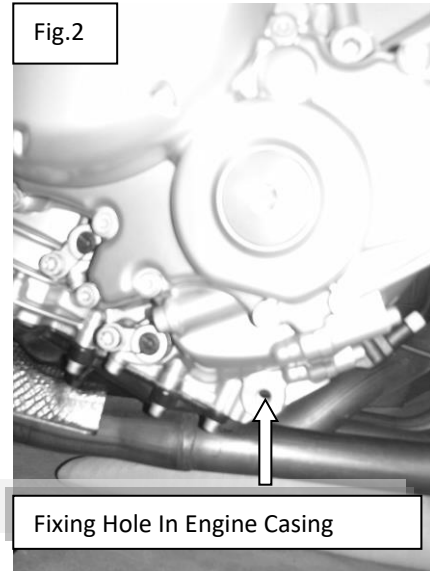
2. Now remove the captive nuts from the two lower panels you have removed. This clip on captive nut needs to be fitted to the top corner of the belly pan. The belly pan is pre drilled

to accept the fastener but may need a little adjustment with a small file to ensure the original BMW machine screw goes in freely. Adjustment can be achieved by opening out the pre-drilled hole or removing a little material of the edge of the belly pan. If the Captive nut is difficult to push on the belly pan use a file to remove some of the thickness and/or open up the captive nut with a screwdriver to create a bigger gap. In any case do not use excessive force!

3. Now using a 17mm spanner fit the two M10 Castle Head Bolts to the drilled and tapped holes in the engine casing, not forgetting the plastic spacer washers. Do not over tighten.

Fig.2

4. You are nearly ready to offer up the belly pan to the bike. The first fixing is the upper black self tapping screws which are hidden behind the upper black plastic panels. Don't be tempted to remove these panels as the retaining screw is very difficult to align and re-fit. To hold them out of the way use a length of string or elastic attached to the two panels over the top of the bike. Its worth the trouble to have easy access to the mountings underneath. Offer up the belly pan making sure the bottom ,chin, is properly located over the original plastics below the rad. You will need two people. The two of you will then be able to align the belly pan correctly and insert the black self tapping screws on both sides at the same time. Don't forget to include the original plastic washers. Avoid tightening any cross threaded screws and do not tighten fully at this stage.



Fixing Hole In Engine Casing

5. Now attach the rear of the belly pan on both sides using the Countersunk Socket Screws and Special Panel Washers with the Rubber gasket between the washer and the panel face. Do not fully tighten.
6. Now fit the two lower self tapping screws just above the chin of the belly pan not forgetting the small plastic washers provided if you have difficulty in getting these two screws to start in the threads – Take your time! – Check that everything has gone together correctly aligned and try again!
7. You can now tighten all then fasteners you have fitted – six in total. **DO NOT OVER TIGHTEN THE FOUR BLACK SELF TAPPING SCREWS AROUND THE RADIATOR OTHERWISE THERE IS A SIGNIFICANT RISK OF DAMAGE.**
8. Now locate the tongue on the upper side panel into the pre cut hole in the belly pan replicating the original fit between upper and lower panels. Finally attach and fully tighten the original M5 machine screws at the joint between the upper side panel and the new lower fairing part of the belly pan.

Note: The front wheel will grit blast the nose of the new belly pan over time causing damage to the paint finish. If you are concerned about this we recommend first the fitting of one of our Fender Extenders and secondly that a clear film adhesive coating is applied before any extended use