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TOURATECH
**Cylinder
Protection on
R850/1100GS
series BMW.**
part# 051-0501

Synopsis

These Cylinder Protection bars can be separated to remove the lower half, which allows you do to change the oil without removing the bars.

- 1) **Empty** the fuel tank by riding, or other means.
- 2) **Remove** the seat.
- 3) **Remove the tank** the fuel pump electrical connector.
- 4) **Remove** the lower engine protection plate.
- 5) **Install** the cylinder protection bars.
- 6) **Replace** fuel tank and seat.

Use these suggestions at your own risk.

- These instructions are new and have not been tested by independent installers.
- The instructions are not complete. For photos please refer to printed german instructions (until we get the photos online....sorry)
- Touratech and Touratech-USA assume no responsibility for errors using these suggestions.

If you have any doubts about your ability to install the cylinder protection, please contact a professional installer.

051-0501 Crashbar Cylinder Protection (R850GS/R1100GS)Parts:

Parts:

- 1 Cylinder protection piece bottom left
- 1 Cylinder protection piece bottom right
- 1 Cylinder protection piece top left
- 1 Cylinder protection piece top right
- 1 Cross piece top
- 1 Cross piece bottom

- 4 rubber/metal components 25/10-M6x18.5
- 2 Hex screws M8x30
- 2 U washers M8 small
- 4 Hex screws M6x20
- 4 Hex screws M6x35
- 20 U washers small
- 12 self-locking nuts M6

Assembly Notes:

- 1) These instructions refer to the photos in the printed german instruction sheet.
- 2) Please see the the [1150 crashbar instruction](#) site (more photos) they mount similarly.
- 3) Please fasten all screws loosely at the beginning. Wait until the very end to fully tighten.

1. Preparation:

a. Removal of the seat and tank from the motorcycle. Have as little fuel as possible in the tank. Place the bike on its centerstand and remove both seats. On the right side, remove the plastic fuel line cover. Also on the right, locate the 2 smaller diameter vent lines, and disconnect the lines from the plastic coupler, leaving the lower lines attached to the frame. Next, still on the right side, disconnect the multi-pin electrical connector. Clamp the upper fuel line closed, then disconnect. Disconnect the lower fuel line. Be prepared for a small amount of gas to drain (this is why some install the [QD connectors](#)). Remove the tank mounting bolt on the rear right, and carefully remove tank.

b. Removal of the stock skid plate. The 4 BMW rubber/metal cushions need to be exchanged with the 4 new cushions included with the new bars. Note that one of the protruding studs has been shortened. The **shorter stud** (14 mm long) **goes upward** - into the engine housing. Next, unscrew the 2 screws from the original frame-left and right. (see picture 1)

2. Assembling the Left Side:

Begin by placing the stock skid plate of the bike over the threaded piece of the rubber cushion. To simplify the assembly of the cylinder protection (CP), we recommend temporarily fastening the skid plate to the right side with 2 M6 nuts to prevent it from falling. Hand tighten the nuts. Next, place the pre-mounted left CP piece over the threaded piece of the left rubber/metal component using the M6 U washer and M6 nut to lightly fasten. The top fastener of the CP follows on the threaded piece of the frame where the housing is fastened. The CP flap should be between the frame and housing. Use a M8x30 hex screw and a M8 U washer for this attachment. (see picture 2)

3. Assembling the Right Side:

Follow the instructions for the Left Side assembly to install the Right Side.

4. Assembling the Bottom Cross Piece:

The bottom cross piece is connected using 2 M6x20 hex screws, 4 M6 U washers and 2 self-locking M6 nuts. The bent part of this piece should be connected on the driver's right. (see picture 3)

5. Assembling the Top Cross Piece:

The top cross piece is also connected with 2 M6x20 hex screws, 4 M6 U washers and 2 self-locking M6 nuts. (see picture 2)

6. Final Assembly:

Fully tighten all screw connections. Replace the fuel tank in the reverse process as the removal and connect the fastening flap with the original screw. Lastly, replace the seat to its original position. Final Note: Re-tighten all connections after approximately 50 km (30 miles) of riding. In order to disassemble the engine protection plate (for oil changes, etc), you can remove both side pieces of the CP by separating the top and bottom. To do this, simply unscrew the 2 screw connections on the CP piece and also the nuts from the engine protection piece. (see picture 3)

http://www.touratech-usa.com/instl/instl_051-0501.html