



FITTING INSTRUCTIONS FOR AB0027BK ADVENTURE BARS
BMW G310 R & G310 GS '17-



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

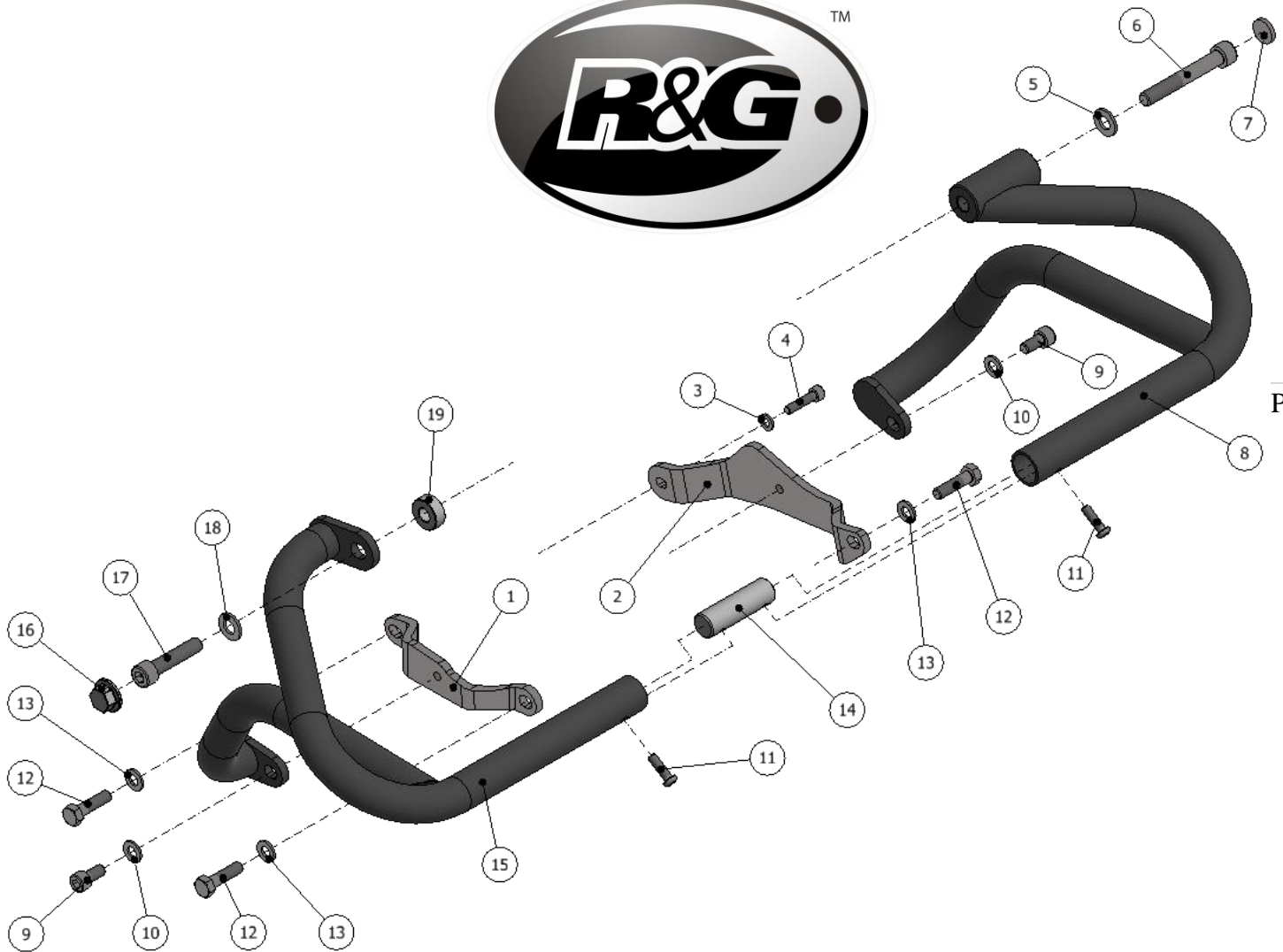
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

M4 Bolt = 8 Nm
M5 Bolt = 12 Nm
M6 Bolt = 15 Nm
M8 Bolt = 20 Nm
M10 Bolt = 40 Nm
M12 Bolt = 40 Nm
M12 Nyloc Nut = 40 Nm



LEGEND

- ITEM 1 = MOUNTING PLATE RIGHT (MP0189) (x1).
- ITEM 2 = MOUNTING PLATE LEFT (MP0188) (x1).
- ITEM 3 = M6 WASHER (x1).
- ITEM 4 = M6 x 25mm LONG CAP HEAD BOLT (x1).
- ITEM 5 = M10 x 16mm OD WASHER (x1).
- ITEM 6 = M10 x 1.5 x 75mm LONG CAP HEAD BOLT (x1).
- ITEM 7 = FLAT RUBBER CAP (x1).
- ITEM 8 = CRASH BAR LEFT (CB061) (x1).
- ITEM 9 = M8 x 16mm LONG CAP HEAD BOLTS (x2).
- ITEM 10 = M8 x 14mm OD WASHERS (x2).
- ITEM 11 = M6 x 20mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 12 = M8 x 30mm LONG HEX HEAD BOLTS (x3).
- ITEM 13 = M8 x 16mm OD WASHERS (x3).
- ITEM 14 = TUBE CONNECTING BLOCK (M0527) (x1).
- ITEM 15 = CRASH BAR RIGHT (CB062) (x1).
- ITEM 16 = M10 RUBBER CAP HEAD CAPS (x1).
- ITEM 17 = M10 x 1.5 x 45mm LONG CAP HEAD BOLT (x1).
- ITEM 18 = M10 x 19mm OD WASHER (x1).
- ITEM 19 = SPACER (S0034 – 9mm LONG) (x1).
- ITEM 20 = SPACER (S0779 – 8mm LONG) (x4). ***NOT SHOWN***

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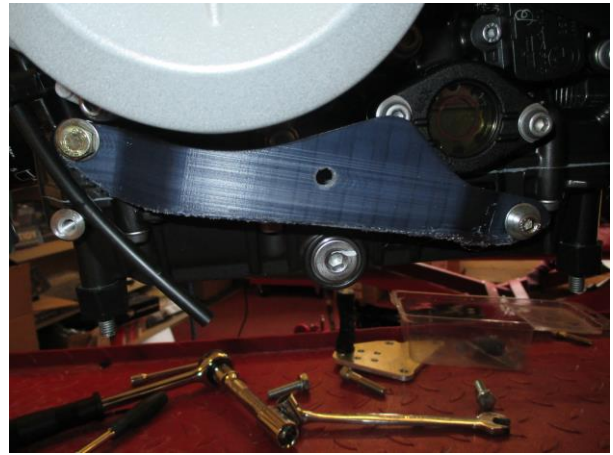


TOOLS REQUIRED

- Socket set to include 12 & 13mm sockets and wrench, plus extension bars.
- Socket set to include 5, 6, 8 & 10mm AF allen key sockets and wrench.
 - Torque wrench (up to 40Nm).
 - Superglue or silicon adhesive.
 - Adjustable grips.



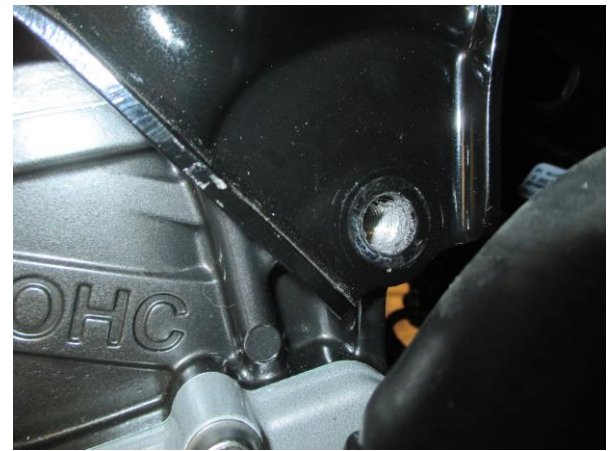
Picture 1



Picture 2



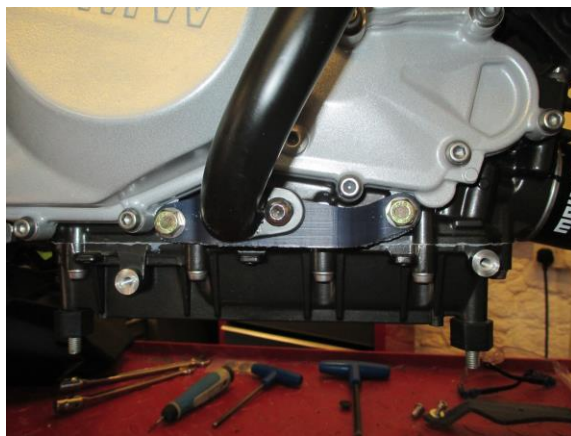
Picture 3



Picture 4



Picture 5



Picture 6



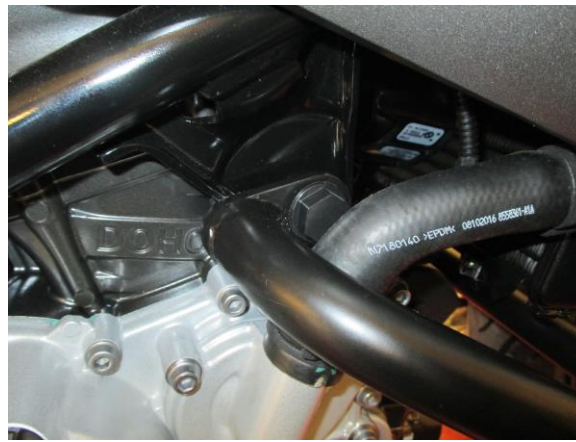
Picture 7



Picture 8



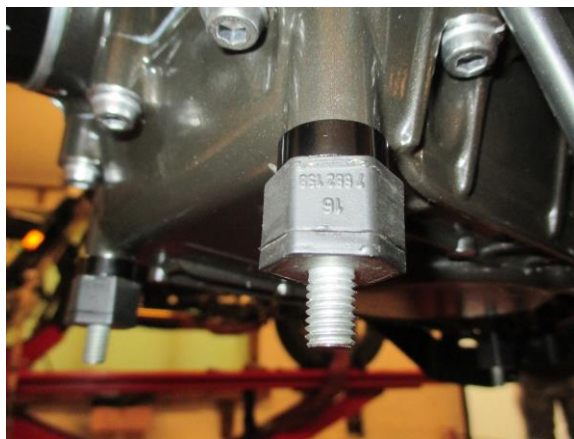
Picture 9



Picture 10



Picture 11



Picture 12

FITTING INSTRUCTIONS

- Remove the OEM bellypan by removing the four nuts that secure it in place on the rubber mounts from underneath, as shown in picture 1.
- Take the left side mounting plate (item 2 – MP0188) and offer it up to the left side of the engine, as shown in picture 2. Fit one M8 x 30mm long hex head bolt (item 12) and one M8 x 16mm OD washer (item 13) through the front mounting hole and loosely tighten into the threaded boss on the engine and fit the M6 x 25mm long cap head bolt (item 4) and M6 washer (item 3) through the rearward mounting hole and loosely tighten into the threaded boss on the rear of the engine, also shown in picture 2.
- Take the right side mounting plate (item 1 – MP0189) and offer it up to the right side of the engine. Fit the remaining M8 x 30mm long hex head bolts (item 12) and M8 x 16mm OD washers (item 13) through the front and rear mounting holes and loosely tighten into the threaded bosses on the engine, as shown in picture 3.
- On the right side of the bike, remove the engine mounting bolt, as shown in picture 4.
- Take the right-side crash bar (item 15 – CB062) and position the M10 x 1.5 x 45mm long cap head bolt (item 17) with the M10 x 19mm OD washer (item 18) through the top mounting hole, before locating the spacer (item 19 – S0034 – 9mm long) over the exposed thread of the bolt. Offer this assembly up to the bike and insert the bolt through the frame and into the threaded boss on the engine, as shown in picture 5. The rubber coolant hose will need to be compressed in order to align the bolt whilst fitting, also shown in picture 5. Loosely tighten the bolt.
- The lower mounting hole on the crash bar should now align with the previously fitted mounting plate. Fit one M8 x 16mm long cap head bolt (item 9) and one M8 x 14mm OD washer (item 10) through the lower mounting hole and into the threaded hole on the mounting plate, as shown in picture 6. Loosely tighten the bolt.
- On the left side of the bike, remove the engine mounting bolt, as shown in picture 7.
- Take the left-side crash bar (item 8 – CB061) and position the M10 x 1.5 x 75mm long cap head bolt (item 6) with the M10 x 16mm OD washer (item 5) through the top mounting hole. Offer this assembly up to the bike, ensuring the front cross bar locates over the previously fitted tube connecting block and insert the bolt through the frame and into the threaded boss on the engine, as shown in picture 8.
- The lower mounting hole on the crash bar should now align with the previously fitted mounting plate. Fit the remaining M8 x 16mm long cap head bolt (item 9) and one M8 x 14mm OD washer (item 10) through the lower mounting hole and into the threaded hole on the mounting plate, as shown in picture 8. Loosely tighten the bolt.

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- Fit the remaining M6 x 20mm long button head bolt (item 11) through the front hole on the left side crash bar and into the threaded hole on the connecting block, as shown in picture 9.
- Once correctly mounted, tighten all ten bolts to secure the crash bars in place, using the recommended torque values on page 1.
- Fit the M10 rubber cap head cover (item 16) to the upper mounting bolt on the right side, as shown in picture 10, and the M10 flat rubber cap (item 7) to the head of the upper mounting bolt on the left side, as shown in picture 11. *It is advised to apply a small amount of superglue or silicon adhesive before fitting these to ensure they don't come off.*
- If fitting to the G310R, re-fit the OEM bellypan using the four original nuts.
- If fitting to the G310GS, remove the four rubber mounts on the bottom of the engine by using a large pair of adjustable grips, clamping on the solid metal inside the rubber at the top of the mount, before gently turning to loosen. The rubber mount should not be too tight.
- Once removed, place one spacer (item 20 – SO779 – 8mm long) over the longer thread of each rubber mount and re-fit to the underside of the engine, using the same adjustable grips to tighten to mounts to a similar tightness as before, as shown in picture 12. *These spacers add clearance for the bar from the OEM belly pan.*
- Re-fit the OEM bellypan using the four original nuts.

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ISSUE 2 26/10/2017 (AR)

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**NOTICE DE MONTAGE POUR AB0027BK BARRES AVENTURE
BMW G310 R & G310 GS '17-**



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 PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

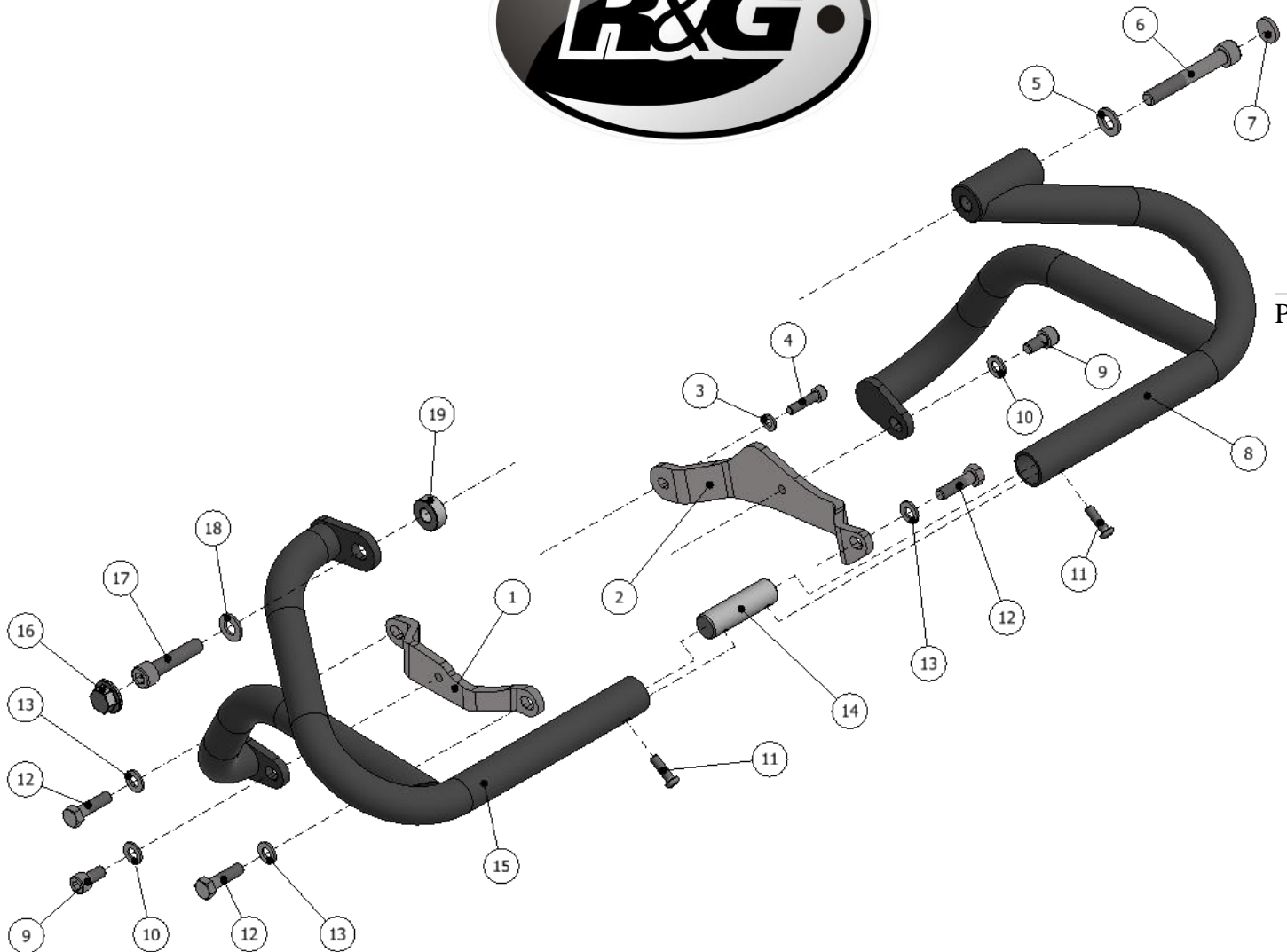
Notice disponible au téléchargement sur www.rg-racing.com

Valeurs de serrage recommandées :

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 40Nm
M12 BOULON = 40 Nm
M12 ÉCROU = 40 Nm

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LÉGENDE

- ARTICLE 1 = PLAQUE DE MONTAGE CÔTÉ DROIT (MP0189) (x1).
 ARTICLE 2 = PLAQUE DE MONTAGE CÔTÉ GAUCHE (MP0188) (x1).
 ARTICLE 3 = M6 RONDELLE (x1).
 ARTICLE 4 = M6 x 25mm BOULON (x1).
 ARTICLE 5 = M10 x 16mm OD RONDELLE (x1).
 ARTICLE 6 = M10 x 1.5 x 75mm BOULON (x1).
 ARTICLE 7 = BOUCHON EN CAOUTCHOUC PLAT (x1).
 ARTICLE 8 = BARRE CRASH CÔTÉ GAUCHE (CB061) (x1).
 ARTICLE 9 = M8 x 16mm BOULONS (x2).
 ARTICLE 10 = M8 x 14mm OD RONDELLES (x2).
 ARTICLE 11 = M6 x 20mm BOULONS (x2).
 ARTICLE 12 = M8 x 30mm BOULONS (x3).
 ARTICLE 13 = M8 x 16mm OD RONDELLES (x3).
 ARTICLE 14 = BLOC DE CONNEXION DU TUBE (M0527) (x1).
 ARTICLE 15 = BARRE CRASH CÔTÉ DROIT (CB062) (x1).
 ARTICLE 16 = M10 BOUCHON EN CAOUTCHOUC PLAT CAPS (x1).
 ARTICLE 17 = M10 x 1.5 x 45mm BOULON (x1).

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ARTICLE 18 = M10 x 19mm OD RONDELLE (x1).

ARTICLE 19 = ENTRETOISE (S0034 – 9mm DE LONG) (x1).

ARTICLE 20 = ENTRETOISE (S0779 – 8mm DE LONG) (x4). ***NON INDIQUÉ**

OUTILS REQUIS

- Clé à cliquet + douilles de 12 & 13mm + extensions de barre.
 - Clé à cliquet + douilles de 5, 6, 8 & 10mm.
 - Clé dynamométrique (à 40Nm).
 - Superglue ou silicone autocollant.
 - Poignées ajustables.



Photo 1

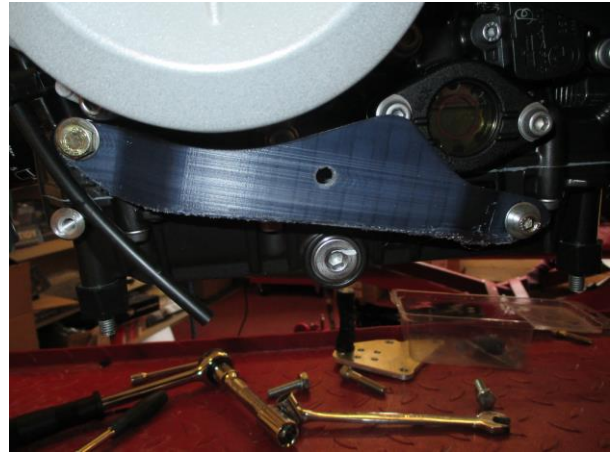


Photo 2

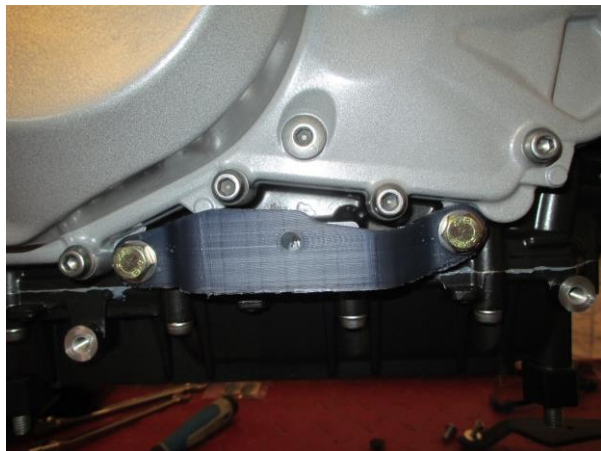


Photo 3



Photo 4



Photo 5

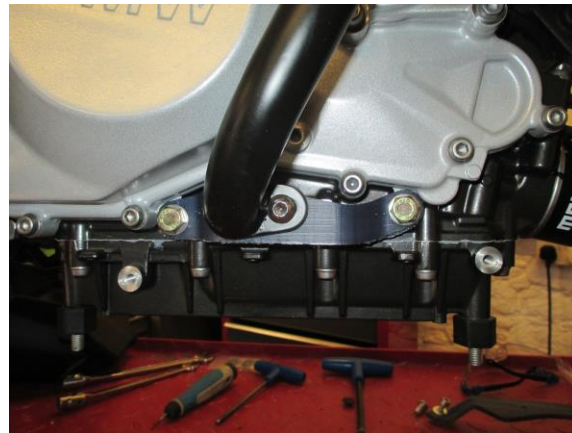


Photo 6



Photo 7



Photo 8



Photo 9

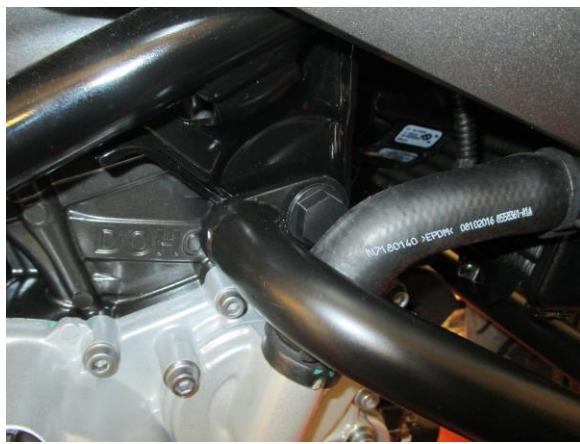


Photo 10



Photo 11

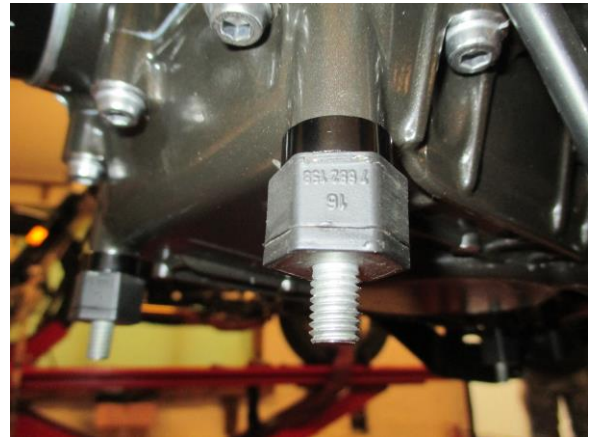


Photo 12

NOTICE DE MONTAGE:

- Enlever le carénage ventral d'origine en enlevant les 4 écrous qui le fixent en place sur les supports en caoutchouc par dessous, voir photo 1.
- Prendre la plaque de montage du côté gauche (article 2 – MP0188) et montez la du côté gauche du moteur, voir photo 2. Insérer un boulon M8 x 30mm (article 12) et une rondelle M8 x 16mm (article 13) dans le trou de fixation avant puis serrer légèrement dans le patron fileté sur le moteur puis insérer le boulon M6 x 25mm (article 4) et une rondelle M6 (article 3) dans le trou de fixation le plus reculé puis serrer dans le moteur arrière, voir photo 2.
- Prendre la plaque de montage du côté droit (article 1 – MP0189) et montez la du côté droit du moteur. Insérer les boulons M8 x 30mm (article 12) et les rondelles M8 x 16mm OD (article 13) dans les trous de fixation avant et les trous de fixation arrière puis serrer légèrement dans les patrons filetés du moteur, voir photo 3.
- Du côté droit de la moto, enlever le boulon de fixation moteur, voir photo 4.
- Prendre la barre de rash du côté droit (article 15 – CB062) et positionnez le boulon M10 x 1.5 x 45mm long (article 17) avec la rondelle M10 x 19mm (article 18) dans le trou de fixation supérieur, avant de placer une entretoise (article 19 – S0034 – 9mm de long) sur le filetage exposé du boulon. Monter cet ensemble sur la moto puis insérer le boulon dans le cadre et dans le patron fileté du moteur, voir photo 5. Le tuyau de liquide de refroidissement en caoutchouc devra être compressé pour aligner le boulon tout en l'installant, voir photo 5. Serrer légèrement le boulon.
- Le trou de fixation inférieur de la barre de crash doit s'aligner avec la plaque de fixation montée précédemment. Insérer un boulon M8 x 16mm (article 9) et une rondelle M8 x 14mm (article 10) dans le trou de fixation inférieur et dans le trou fileté de la plaque de fixation, voir photo 6. Serrer légèrement le boulon.
- Du côté gauche de la moto, enlever le boulon de fixation moteur, voir photo 7.
- Prendre la barre de crash du côté gauche (article 8 – CB061) et positionnez le boulon M10 x 1.5 x 75mm (article 6) avec la rondelle M10 x 16mm (article 5) dans le trou de fixation supérieur. Monter l'ensemble sur la moto, en veillant à ce que la barre transversale avant se place sur le bloc de connexion de tube monté précédemment puis insérer le boulon dans le cadre puis dans le patron fileté du moteur, voir photo 8.
- Le trou de fixation inférieur de la barre de crash doit maintenant s'aligner avec la plaque de fixation montée précédemment. Insérer le boulon M8 x 16mm restant (article 9) et une rondelle M8 x 14mm (article 10) dans le

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trou de fixation inférieure et dans le trou fileté de la plaque de fixation, voir photo 8. Serrer légèrement le boulon.

- Insérer le boulon M6 x 20mm restant (article 11) dans le trou avant sur la barre de crash du côté gauche et dans le trou fileté sur le boc de connexion, voir photo 9.
- Une fois montée correctement, serrer les 10 boulons pour fixer les barres de crash en place, selon les valeurs de serrage recommandées en page 1.
- Monter le cache M10 en caoutchouc (article 16) sur le boulon de fixation supérieur du côté droit, voir photo 10, et le capuchon plat M10 (article 7) sur la tête du boulon supérieur du côté gauche, voir photo 11. Nous vous conseillons d'appliquer un peu de superglue ou d'adhésif avant le montage afin de veiller à ce qu'aucun élément ne se détache.
- Si le montage se fait sur une G310R, remonter le carénage ventral d'origine en utilisant les 4 écrous d'origine.
- Si le montage se fait sur une G310GS, enlever les 4 supports en caoutchouc au bas du moteur en utilisant une large paire de poignées ajustables, en clippant le solide métal à l'intérieur du caoutchouc sur le haut du support, avant de le tourner pour le desserrer. Le support caoutchouc doit maintenant être serré.
- Une fois enlevé, placer une entretoise (article 20 – SO779 – 8mm de long) sur le filetage de chaque support en caoutchouc puis remontez le sous le moteur en utilisant les mêmes poignées ajustables pour serrer les supports comme précédemment, voir photo 12. Ces entretoises ajoutent de l'espace pour la barre du carénage ventral d'origine.
- Remonter le carénage ventral d'origine en utilisant les 4 écrous d'origine.

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**MONTAGEANLEITUNG FÜR AB0027BK ADVENTURE STURZBÜGEL
BMW G310 R & G310 GS '17-**



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Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

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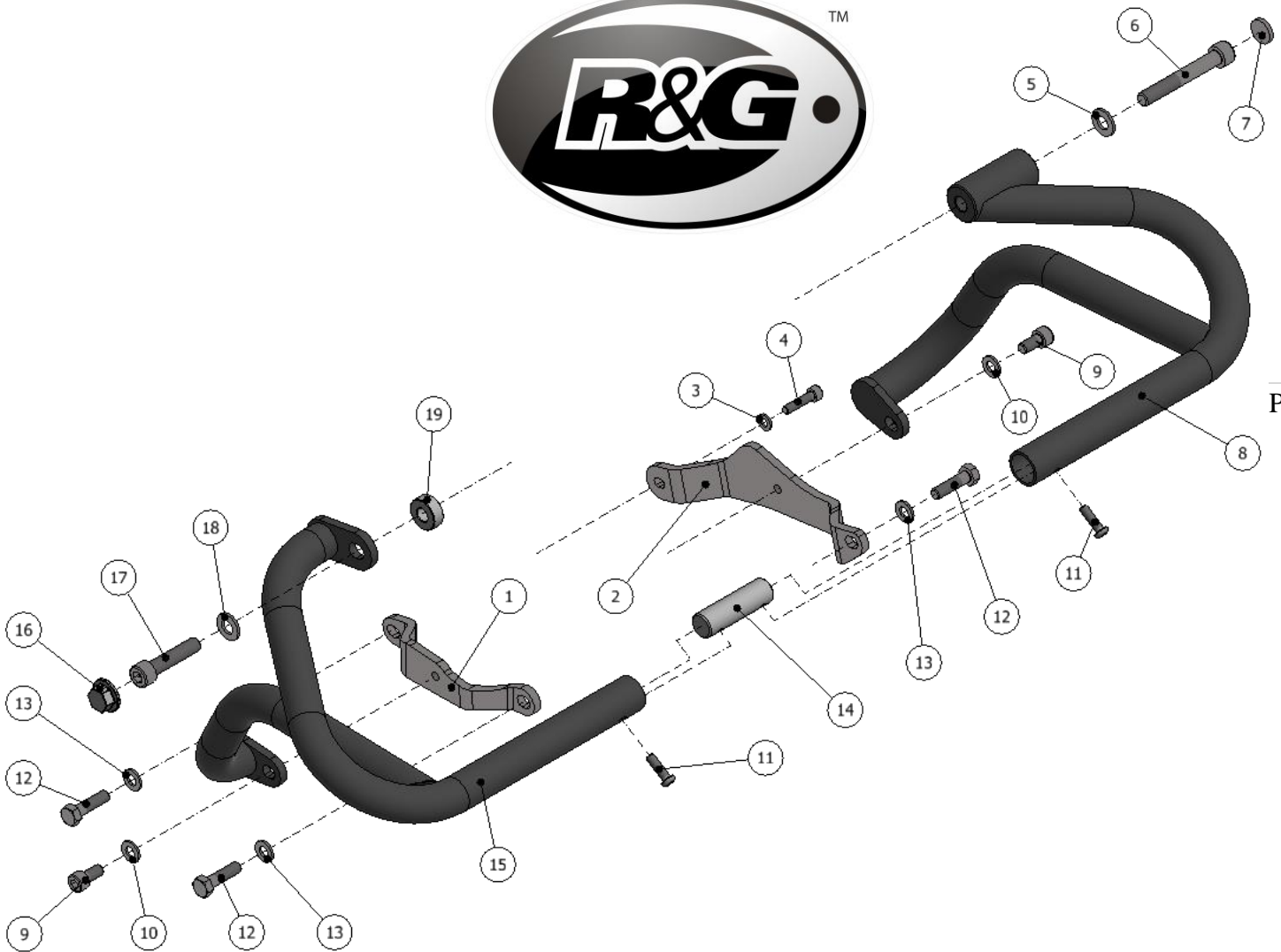
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ANZUGSDREHMOMENTE:

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- M5 Schraube = 12 Nm
- M6 Schraube = 15 Nm
- M8 Schraube = 20 Nm
- M10 Schraube = 40 Nm
- M12 Schraube = 40 Nm
- M12 selbstsichernde Mutter = 40 Nm

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LIEFERUMFANG

- ARTIKEL 1 = MONTAGEPLATTE RECHTS (MP0189) (x1)
- ARTIKEL 2 = MONTAGEPLATTE LINKS (MP0188) (x1)
- ARTIKEL 3 = M6 UNTERLEGSCHLEIBE (x1)
- ARTIKEL 4 = M6 x 25mm INBUSSCHRAUBE (x1)
- ARTIKEL 5 = M10 x 16mm OD UNTERLEGSCHLEIBE (x1)
- ARTIKEL 6 = M10 x 1,5 x 75mm INBUSSCHRAUBE (x1)
- ARTIKEL 7 = FLACHE GUMMIKAPPE (x1)
- ARTIKEL 8 = STURZBÜGEL LINKS (CB061) (x1)
- ARTIKEL 9 = M8 x 16mm INBUSSCHRAUBE (x2)
- ARTIKEL 10 = M8 x 14mm OD UNTERLEGSCHLEIBE S (x2)
- ARTIKEL 11 = M6 x 20mm HALBRUNDSCHRAUBE (x2)
- ARTIKEL 12 = M8 x 30mm SECHSKANTSCHRAUBE (x3)
- ARTIKEL 13 = M8 x 16mm OD UNTERLEGSCHLEIBE (x3)
- ARTIKEL 14 = VERBINDUNGSSTÜCK (M0527) (x1)
- ARTIKEL 15 = STURZBÜGEL RECHTS (CB062) (x1)
- ARTIKEL 16 = M10 GUMMIKAPPE (x1)
- ARTIKEL 17 = M10 x 1,5 x 45mm INBUSSCHRAUBE (x1)
- ARTIKEL 18 = M10 x 19mm OD UNTERLEGSCHLEIBE (x1)
- ARTIKEL 19 = DISTANZHALTER (S0034 – 9mm LÄNGE) (x1)
- ARTIKEL 20 = DISTANZHALTER (S0779 – 8mm LÄNGE) (x4) ***NICHT ABGEBILDET***

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SIE BENÖTIGEN FOLGENDES WERKZEUG

- Steckschlüsselsatz mit 12 und 13mm Steckschlüsseln und Verlängerungen
- Satz Inbusschlüssel mit 5, 6, 8 & 10mm Inbusschlüsseln und Verlängerungen
 - Drehmomentschlüssel (bis 40Nm)
 - Sekundenkleber oder Silikonkleber
 - verstellbare Zange



Abbildung 1

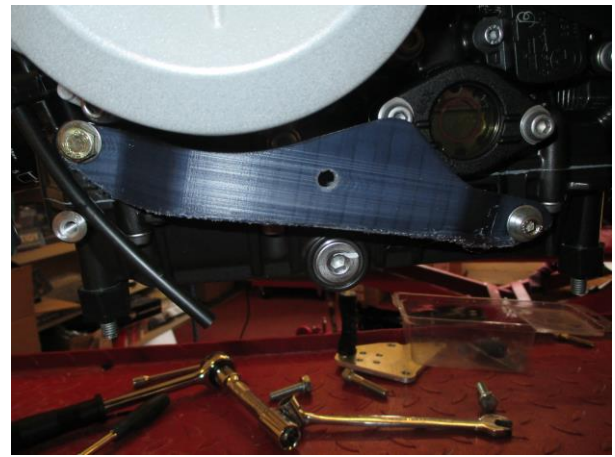


Abbildung 2



Abbildung 3



Abbildung 4



Abbildung 5

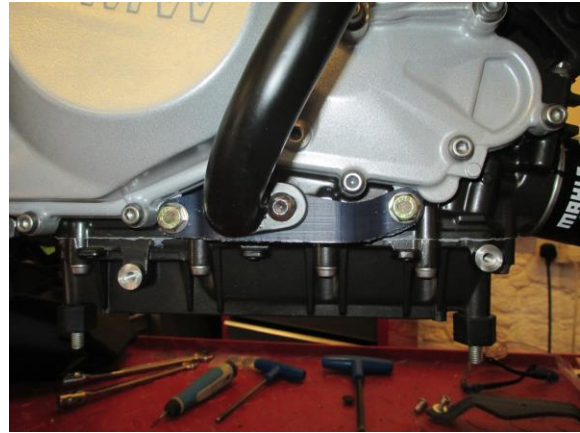


Abbildung 6



Abbildung 7



Abbildung 8



Abbildung 9



Abbildung 10



Abbildung 11

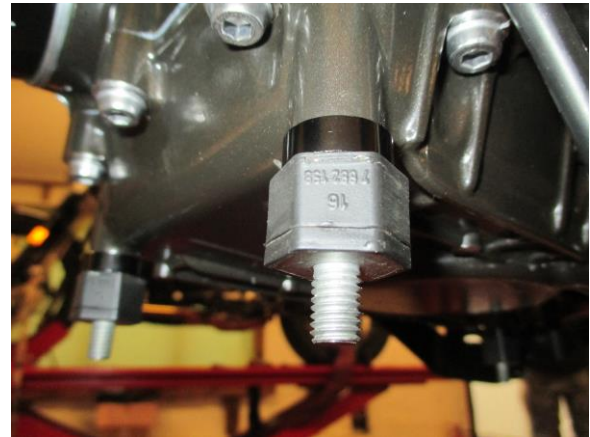


Abbildung 12

MONTAGEANLEITUNG

- Entfernen Sie die original untere Verkleidung, indem Sie die vier Muttern entfernen, die sie an den Gummihalierungen befestigen – siehe Abbildung 1.
- Die linke Montageplatte (Artikel 2 – MP0188) an der linken Seite des Motors anbringen – siehe Abbildung 2. Montieren Sie eine M8 x 30mm Sechskantschraube (Artikel 12) und eine M8 x 16mm OD Unterlegscheibe (Artikel 13) an der vorderen Aufnahmebohrung und diese am Gewindeinsatz des Motors lose befestigen. Die M6 x 25mm Inbusschraube (Artikel 4) und M6 Unterlegscheibe (Artikel 3) an der hinteren Aufnahmebohrung montieren und am Gewindeinsatz hinten am Motor lose befestigen – siehe Abbildung 2.
- Die rechte Montageplatte (Artikel 1 – MP0189) an der rechten Seite des Motors anbringen. Die übrigen M8 x 30mm Sechskantschrauben (Artikel 12) und M8 x 16mm OD Unterlegscheiben (Artikel 13) an den vorderen und hinteren Aufnahmebohrungen montieren und in den Gewindeeinsätzen des Motors lose befestigen – siehe Abbildung 3.
- Entfernen Sie die Befestigungsschraube für den Motor an der rechten Seite des Motorrades – siehe Abbildung 4.
- Nehmen Sie den rechten Sturzbügel (Artikel 15 – CB062) und führen Sie die M10 x 1.5 x 45mm Inbusschraube (Artikel 17), die mit der M10 x 19mm OD Unterlegscheibe (Artikel 18) versehen ist, in die obere Befestigungsbohrung, bevor Sie den Distanzhalter (Artikel 19 – S0034 – 9mm Länge) am hervorstehenden Schraubengewinde anbringen. Diese Einheit am Motorrad fixieren und die Schraube durch den Rahmen in den Gewindeeinsatz am Motor einführen – siehe Abbildung 5. Der Kühlmittelschlauch aus Kunststoff muss zusammengedrückt werden, um die Schraube während der Montage ausrichten zu können – siehe ebenfalls Abbildung 5. Die Schraube lose befestigen.
- Die untere Befestigungsbohrung am Sturzbügel sollte nun mit der zuvor montierten Montageplatte ausgerichtet sein. Führen Sie eine M8 x 16mm Inbusschraube (Artikel 9), die mit einer M8 x 14mm OD Unterlegscheibe (Artikel 10) versehen ist, durch die untere Befestigungsbohrung und danach in die Gewindeöffnung an der Montageplatte – siehe Abbildung 6. Die Schraube lose befestigen.
- Entfernen Sie die Befestigungsschraube für den Motor an der linken Seite des Motorrades – siehe Abbildung 7.
- Nehmen Sie den linken Sturzbügel (Artikel 8 – CB061) und führen Sie die M10 x 1.5 x 75mm Inbusschraube (Artikel 6), die mit der M10 x 16mm OD Unterlegscheibe (Artikel 5) versehen ist, in die obere Befestigungsbohrung. Diese Einheit am Motorrad anbringen und überprüfen, dass die vordere Querstange am zuvor

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montierten Verbindungstück positioniert ist, dann führen Sie die Schraube durch den Rahmen in den Gewindeinsatz am Motor ein, wie in Abbildung 8 abgebildet.

- Die untere Befestigungsbohrung am Sturzbügel sollte nun mit der zuvor montierten Montageplatte ausgerichtet sein. Führen Sie die übrige M8 x 16mm Inbusschraube (Artikel 9) mit einer M8 x 14mm OD Unterlegscheibe (Artikel 10) durch die unteren Befestigungsöffnung in den Gewindeinsatz an der Montageplatte – wie in Abbildung 8 abgebildet. Die Schraube lose befestigen
- Die übrige M6 x 20mm Halbrundschrabe (Artikel 11) durch die vordere Öffnung am linken Sturzbügel in den Gewindeinsatz des Verbindungsstücks einführen – siehe Abbildung 9.
- Wenn alles ordentlich montiert ist, ziehen Sie alle 10 Schrauben fest, um die Sturzbügel nun in Position zu befestigen – bitte beachten Sie hierbei die empfohlenen Drehmomente, die auf Seite 1 zu finden sind.
- Montieren Sie die M10 Gummikappe (Artikel 16) an der oberen Montageschraube an der rechten Seite – siehe Abbildung 10, und die M10 flache Gummikappe (Artikel 7) am Schraubenkopf der oberen Montageschraube an der linken Seite – siehe Abbildung 11. *Es wird empfohlen, hierbei etwas Sekundenkleber oder Silikonkleber zu verwenden, um sicherzustellen, dass diese nicht herunterfallen.*
- G310R- Modell: Montieren Sie nun die original untere Verkleidung mit den vier original Muttern.
- G310GS-Modell: Entfernen Sie die vier Gummihalterungen unten am Motor – benutzen Sie eine verstellbare Zange, die Sie am Metall im Inneren des Gummis oben an der Halterung festklammern und drehen, um die Halterungen zu lösen. Die Gummihalterung sollte nicht zu fest sein.
- Danach je einen Distanzhalter (Artikel 20 – SO779, 8mm Länge) über das längere Gewinde der Gummihalterungen schieben und sie wieder an der Unterseite des Motors montieren. Benutzen Sie die verstellbare Zange wieder, um die Halterung wie zuvor wieder zu befestigen – siehe Abbildung 12.
- Montieren Sie die original untere Verkleidung mit den vier original Muttern wieder.

AUSGABE 1 10/10/2017 (AR)

AUSGABE 2 26/10/2017 (AR)

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