

Fitting the BMW F650GS Luggage rack part no ACA66707.

Remove both plastic side panels from the F650GS using the "Torx" or "Allen keys" supplied in the F650 toolkit. You need to remove the 1" diameter cover discs in the plastic panels which hide one of the bolts on each side panel. To do this you can either (1) Use a small flat bladed screwdriver carefully to lift an edge the cover slightly, then insert another small screwdriver once a tiny gap opens beneath the cover. Gently "pop" the cover off, then remove the bolt holding the side panel, or (2) by looking underneath the panel you can see two small lugs, which some folk squeeze in and pop the cover off that way.

Then put the BMW rack and side fittings loosely in place on the motorcycle as shown in the photos supplied with the kit. With a bit of \*gentle\* jiggling from the rear, the left hand piece will go in place, without having to remove the exhaust.

The screw on the right hand side, which holds the exhaust bracket is removed and replaced with a longer one of the same type in the pack, through the oval slot on the right-hand tube. Use the supplied star washer and one normal washer on this fitting. Don't do anything up tight yet, until all screws and bolts are located as things might require a little "springing".

The thin bolt and its nylock nut, the thick spacer and two small-holed washers are used on the left side to fasten the left-hand tube through the smallest (front) hole in the frame lug. Assemble in this order from the "inside" of the bike frame. Bolt - washer - through the frame - thick spacer - through the rack tube - washer - nylock nut.

The hexagon head type bolts and locknuts fasten the front end of the rack to the lugs on the side pieces, with the rack lugs going on the "outside" of the other tube lugs, just using one washer under the nylock nut.

The long "Allen Key" type bolts go in at the rear, in this order - bolt - thin washer - rack support tube - side support tube - 1/8" thick washer - then into frame. Note that the threaded holes in the frame are set at a slight angle so be very careful not to cross-thread. (It might be wise to check that the bolts thread in ok before any assembly takes place). Look underneath the bike to make sure the angle is right.

Once it's all loosely fitted tighten up a bit at a time, but make sure the rear bolts are fully tightened up before the remainder.

Replace plastic panels, stand back and smile, then put on the kettle for a well-earned cuppa and dream about your travels.