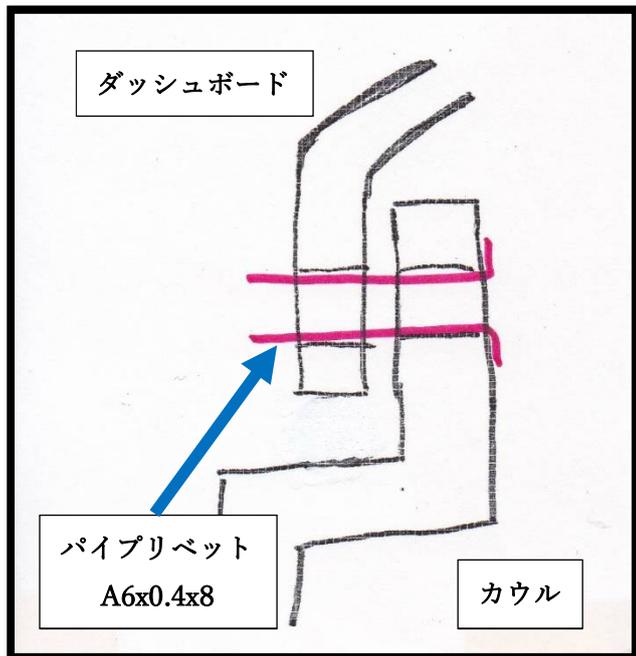
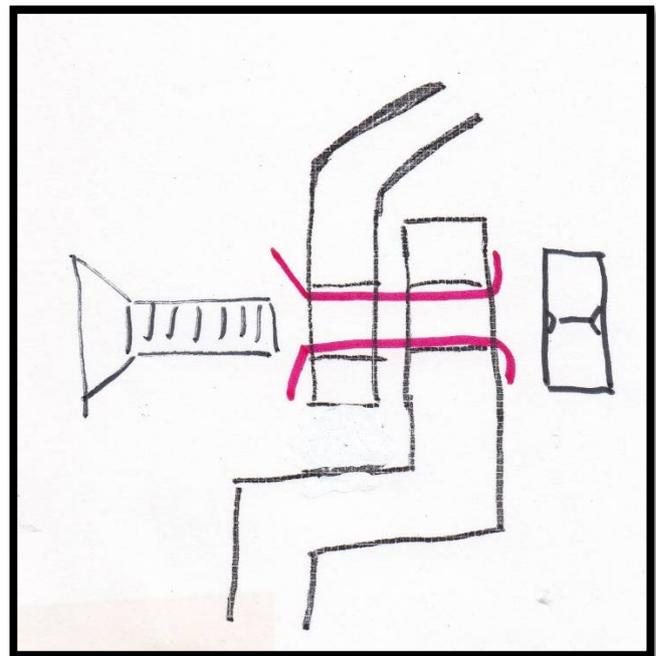


コックピット/RS・RTカウル ダッシュボード固定パイプリベット圧着法

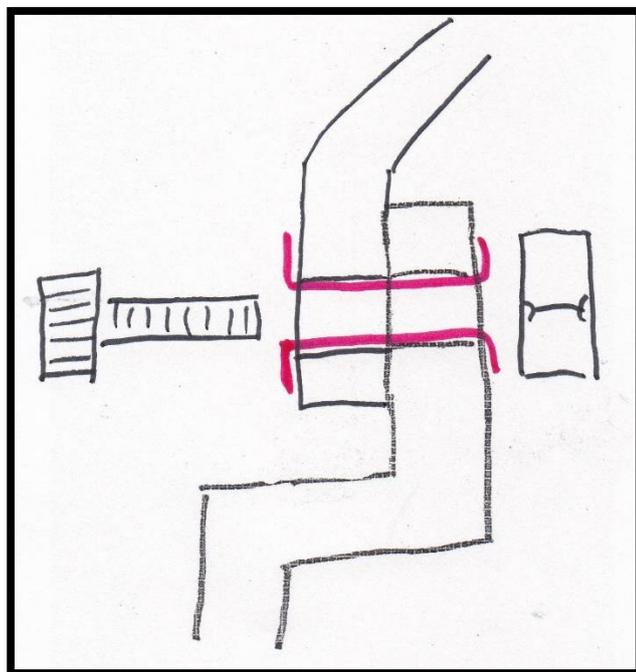
スクリーンを固定するダッシュボードはカウル本体にパイプリベットで固定されています。日本ではハトメとも呼ばれますがカシメるための専用の圧着工具は特に無いようです。ベテランのお客様から聞いた方法をクリメカ流にアレンジした作業法を紹介します。



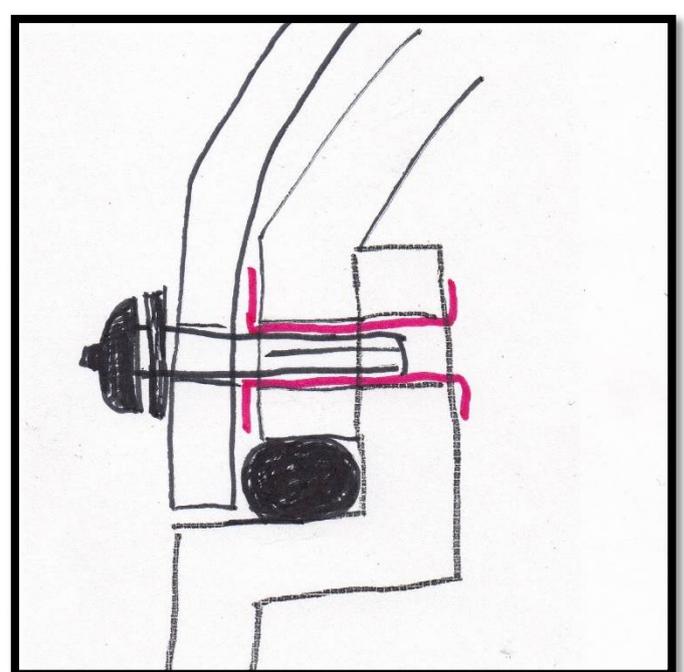
1:パイプリベットをカウル内側から差し込む



2:M5皿ビスでリベット突き出し部をを広げる

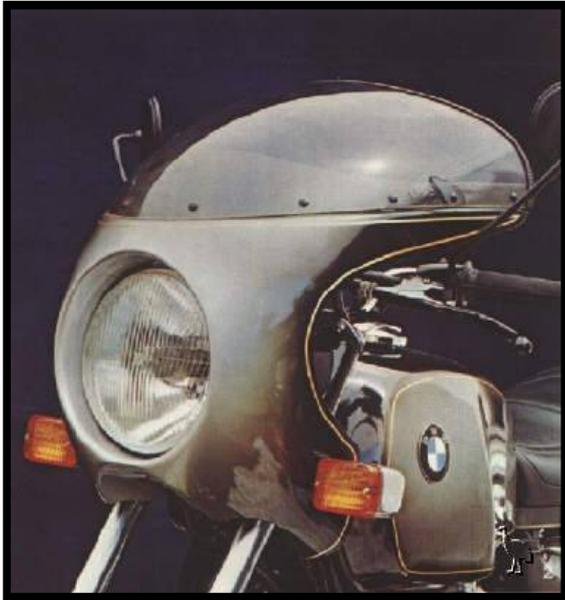


3:M5キャップスクリューで締め込み形を整える

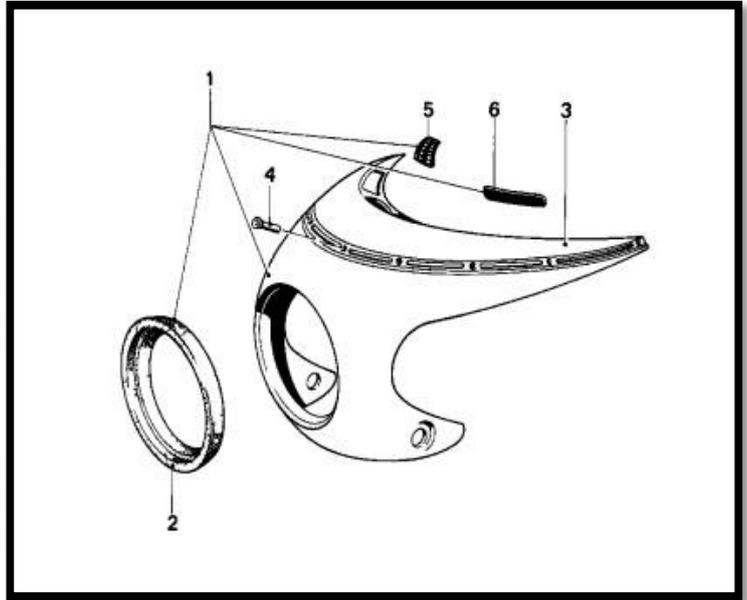


4:シールストリップを取り付け、プッシュリベットで固定

強く固定できない樹脂製リベットでスクリーンを固定する理由は転倒時にストレスを受けるとスクリーンが外れるようになっているため。割れたスクリーン・エッジで怪我しないような思想で設計されています。



ビキニカウル、正式にはコックピットカウル



图中「4」がパイプリベット

EVEN THE RAIN CAN'T TOUCH IT.

It takes 6 seconds to take you to 60 mph on the BMW R100RS. At which speed you will remain almost dry in the rain. That's not a fact BMW have discovered by chance. Far from it. The R100RS was the first road bike to be designed with an integrated fairing in a wind tunnel. And being shaped by the laws of aerodynamics, it's beautiful. It's reassuring that this classic machine not only goes like the wind - top speed is 124 mph - but through it. The fairing keeps lifting forces down to a minimum. So the front wheel stays glued to the road. This reduces pitching and makes the bike's behaviour very predictable. It also saves fuel. You can reasonably expect to travel 200 miles on a single barrel. Not would it be unfortunate to cover that mileage in one stretch. There is virtually no drag on your head, legs or arms. And the cockpit is shaped to prevent cold air turbulence around your back. So you don't stiffen up and your reactions don't slow down. But it's not just the fairing that stops you getting cold feet on the R100RS. It's the feeling of safety and rightness on the road. In fact, you're likely to feel a bit wet on other days. And not just when it's raining.

THE ULTIMATE RIDING MACHINE

R100RS/RT/TICのスクリーンも同じ方法で固定されている

CRIMECA