



**FITTING INSTRUCTIONS FOR CP0330BL
NON-DRILL AERO CRASH PROTECTORS
TRIUMPH STREET TRIPLE 2013**



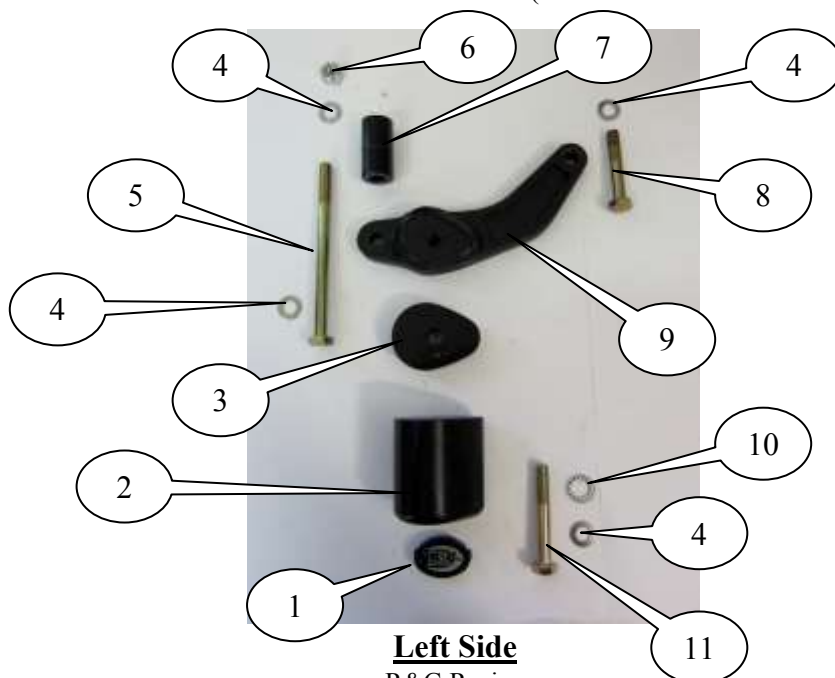
Picture A

Picture B

**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)

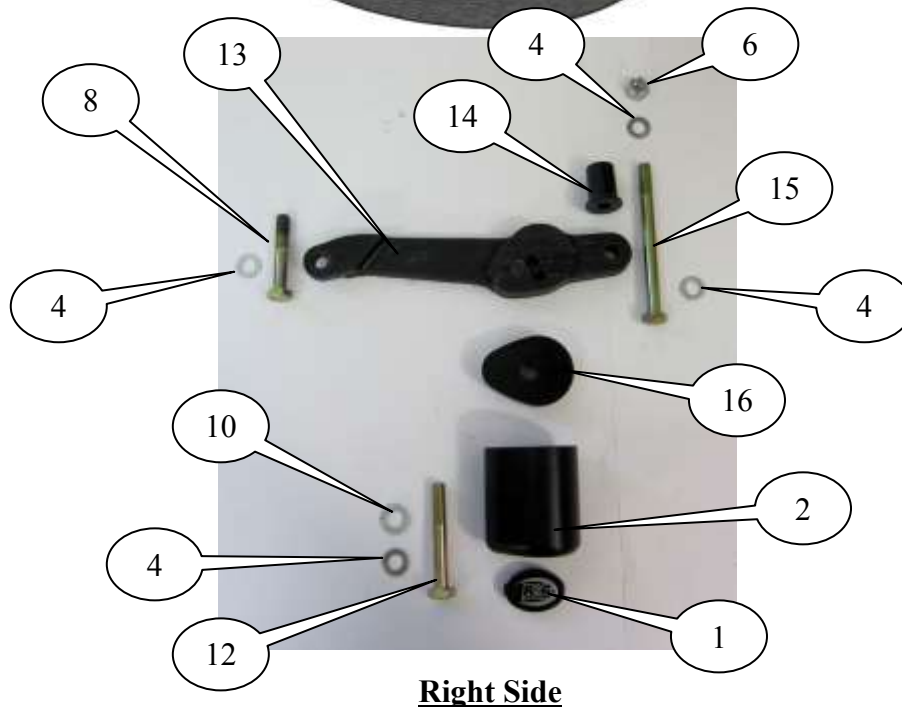


Left Side

R&G Racing

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Right Side

LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= CRASH PROTECTOR (B0061 with CS341) (x2).
- ITEM 3= AERO SPACER (S0533 with CS437) (20mm LONG) (x1).
- ITEM 4= M10 PLAIN WASHERS (x8).
- ITEM 5= M10x1.25x140mm LONG HEX HEADED BOLTS (x1).
- ITEM 6= M10 NYLOC NUT (x2).
- ITEM 7= SPACER (S0587) (48mm LONG) (x1).
- ITEM 8= M10x1.25x60mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 9= MOUNTING BLOCK (M0344) (x1).
- ITEM 10= LOCK-WASHERS (LW0001) (x2).
- ITEM 11= M10x1.25x80mm LONG HEX HEADED BOLTS (x1).
- ITEM 12= M10x1.25x70mm LONG HEX HEADED BOLTS (x1).
- ITEM 13= MOUNTING BLOCK (M0345) (x1).
- ITEM 14= SPACER (S0424) (32mm LONG) (x1).
- ITEM 15= M10x1.25x120mm LONG HEX HEADED BOLTS (x1).
- ITEM 16= AERO SPACER (S0588 with CS448) (12mm LONG) (x1).

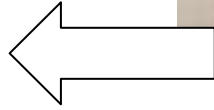
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

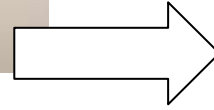
- Socket set to include 14 & 17mm socket and wrench.
 - 14 & 17mm spanner.
- Socket set to include 6mm A/F.
 - Torx set to include T50.
 - Torque wrench (up to 40Nm).



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



PICTURE C



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



FITTING INSTRUCTIONS

Left-side (as you sit on the bike)

- Remove the two T50 Torx bolts that mount the engine to the frame, as shown in picture 1, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Take the left-side mounting block (item 9 – M0344) and locate the M10 x 140mm long hex headed bolt (item 5) through the mounting hole nearest to the machined bobbin profile. Please fit one M10 washer (item 4) on the bolt before inserting through the hole, and position the spacer (item 7 – S0587 – 48mm long) onto the exposed thread, as shown in picture 2.
- This assembly can now be offered up to the bike, with the bolt locating into the front frame/engine mount. *Please make sure this assembly sits behind the bodywork.*
- Take one M10 x 60mm long button head bolt (item 8) and fit one M10 washer, before inserting through the rearward hole on the mounting block and into the rear frame/engine mount, before loosely tightening, as shown in picture 3.
- With the front mounting bolt now protruding through the frame/engine mount, one M10 washer and M10 nyloc nut can be fitted to the exposed thread. This can be accessed using a 17mm spanner.
- Now tighten both bolts. The bolt at the rear needs to be tightened (do not exceed 40nm of torque) whilst the bolt at the front needs to be tightened until you feel the compression increase slightly. Then apply a quarter turn. *Do not overtighten – the nyloc nuts will hold it tight.*
- Now it's time to fit the bobbin to the mounting block. To do this, slide one M10 washer onto the M10 x 80mm hexagon headed bolts (item 11) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through either crash protector so the head of the bolt goes into counter-bore in the crash protector, as shown in picture 5.
- Place the longer aero spacer (item 3 – S0533 20mm long) onto the exposed thread of the bolt and offer the assembly up to the threaded boss on the mounting block, as shown in picture 6, aligning profiles and ensuring there is clearance between the bobbin spacer and the bodywork (*we have found the bodywork can be moved quite easily by hand*).
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

Right-side (as you sit on the bike)

- Remove the two T50 Torx bolts that mount the engine to the frame, as shown in picture 7, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Take the right-side mounting block (item 13 – M0345) and locate the M10 x 120mm long hex headed bolt (item 15) through the mounting hole nearest to the machined bobbin profile. Please fit one M10 washer (item 4) on the bolt before inserting through the hole, and position the spacer (item 14 – S0424 – 32mm long) onto the exposed thread, larger diameter first, as shown in picture 8.

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- This assembly can now be offered up to the bike, with the bolt locating into the front frame/engine mount. *Please make sure this assembly sits behind the bodywork.*
- Take one M10 x 60mm long button head bolt (item 8) and fit one M10 washer, before inserting through the rearward hole on the mounting block and into the rear frame/engine mount, before loosely tightening, as shown in picture 9.
- With the front mounting bolt now protruding through the frame/engine mount, one M10 washer and M10 nyloc nut can be fitted to the exposed thread. This can be accessed using a 17mm spanner.
- Now tighten both bolts. The bolt at the rear needs to be (do not exceed 40nm of torque) whilst the bolt at the front needs to be tightened until you feel the compression increase slightly. Then apply a quarter. *Do not overtighten – the nyloc nuts will hold it tight.*
- Now it's time to fit the bobbin to the mounting block. To do this, slide one M10 washer onto the M10 x 70mm hexagon headed bolts (item 12) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through either crash protector so the head of the bolt goes into counter-bore in the crash protector, as shown in picture 5.
- Place the shorter aero spacer (item 16 – S0588 12mm long) onto the exposed thread of the bolt and offer the assembly up to the threaded boss on the mounting block, as shown in picture 10, aligning profiles and ensuring there is clearance between the bobbin spacer and the bodywork (*we have found the bodywork can be moved quite easily by hand*).
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

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Instructions de montage pour CP0330BL
PROTECTIONS CRASH LATÉRALES (Non percées)
TRIUMPH STREET TRIPLE 2013



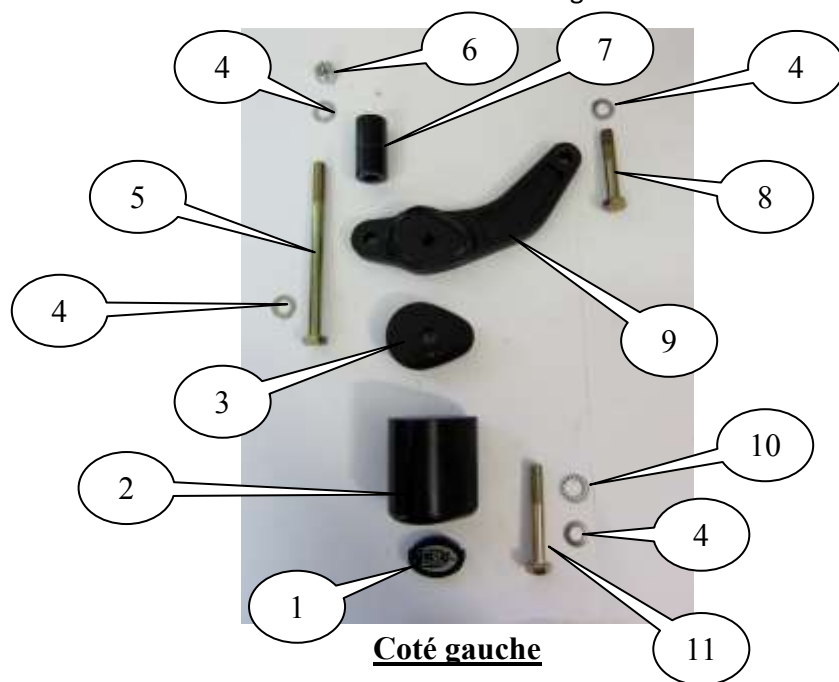
Photo A

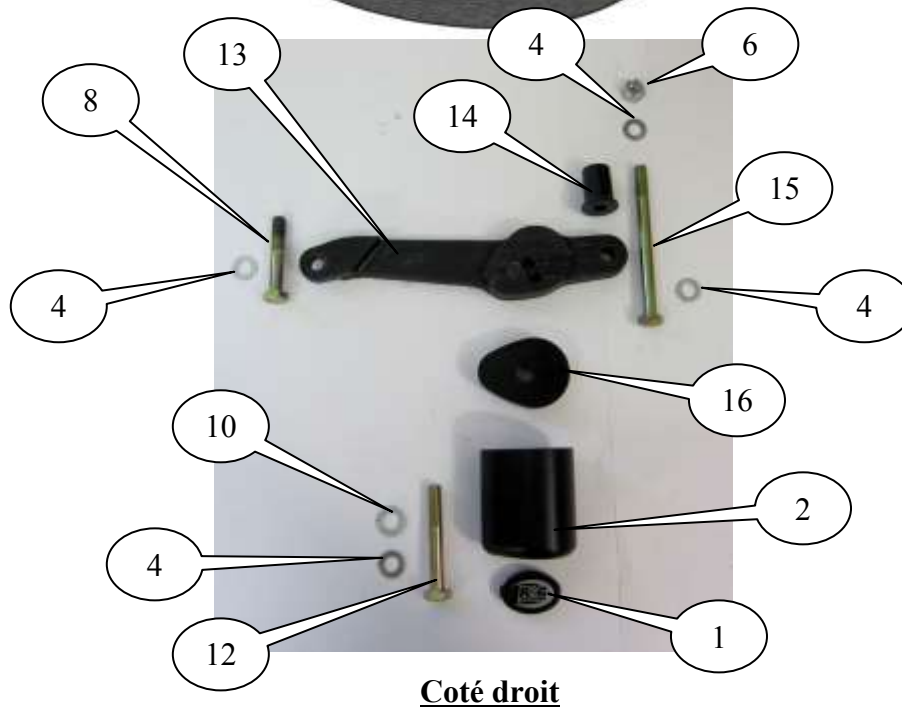
Photo B

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 pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.





LEGENDE

- ARTICLE 1= Capuchons de protections (BC0002) (x2).
 ARTICLE 2= Protection crash (B0061avec CS341) (x2).
 ARTICLE 3= Entretoise (S0533 avec CS437) (20mm de long) (x1).
 ARTICLE 4= M10 Rondelles plates (x8).
 ARTICLE 5= M10x1.25x140mm Boulons à tête hexagonale (x1).
 ARTICLE 6= M10 Ecrou en Nyloc (x2).
 ARTICLE 7= Entretoise (S0587) (48mm de long) (x1).
 ARTICLE 8= M10x1.25x60mm Boulons à tête ronde (x2).
 ARTICLE 9= Bloc de montage (M0344) (x1).
 ARTICLE 10= Rondelles de blocage (LW0001) (x2).
 ARTICLE 11= M10x1.25x80mm Boulons à tête hexagonale (x1).
 ARTICLE 12= M10x1.25x70mm Boulons à tête hexagonale (x1).
 ARTICLE 13= Bloc de montage (M0345) (x1).
 ARTICLE 14= Entretoise (S0424) (32mm de long) (x1).
 ARTICLE 15= M10x1.25x120mm Boulons à tête hexagonale (x1).
 ARTICLE 16= Entretoise (S0588 avec CS448) (12mm de long) (x1).

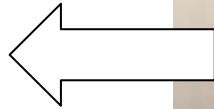
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

Outils requis

- Clés de 14 & 17mm
- Clé à molette 14 & 17mm
 - Clé de 6mm
 - Clé Torx T50.
- Clé dynamométrique (à 40Nm).



Arrière moto



Avant moto

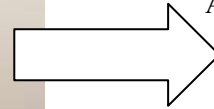


PHOTO C



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Instructions de montage :

Coté gauche (assis sur la moto)

- Enlever les 2 boulons T50 qui fixent le moteur au cadre (Photo 1), (il y a un écrou de 14mm à l'arrière du boulon avant accessible avec une clé)
- Prendre le bloc de montage coté gauche (Article 9 – M0344) et placer le boulon à tête hexagonale M10 x 140mm (Article 5) dans le trou à coté de la bobine usinée. Passer une rondelle M10 (Article 4) sur le boulon avant de l'insérer, et positionner l'entretoise (Article 7 – S0587 – 48mm de long) sur l'extrémité (Photo 2).
- L'ensemble peut à présent être monté sur la moto, grâce au boulon placé dans le cadre avant/Support moteur. Soyez sûr que cet ensemble se place derrière le carénage.
- Prendre un boulon à tête ronde M10 x 60mm (Article 8) et placer une rondelle M10 et une rondelle M10, avant de l'insérer dans le trou dans le bloc de montage et dans le cadre arrière/ Support moteur, avant de serrer légèrement (Photo 3).
- Maintenant que le boulon de support avant dépasse du cadre/Support moteur, insérez lui une rondelle M10 et un écrou en Nyloc M10. Il est accessible avec une clé à molette de 17mm.
- Serrer les 2 boulons. Le boulon à l'arrière doit être serré (sans excéder 40nm de couple) tout en serrant le boulon avant jusqu'à ce que la compression s'accroisse. Ensuite, appliquer un quart de tour. Ne pas serrer de façon excessive, les écrous de Nyloc fixent l'ensemble.
- Maintenant, installez la bobine sur le bloc de montage. Pour cela, glisser une rondelle M10 sur les boulons à tête hexagonale M10 x 80mm (Article 11) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage crantée autour du boulon de façon à ce qu'elle se place contre la rondelle qui vient juste d'être insérée.
- Ensuite, insérer le boulon avec les Rondelles à travers chaque protection de sorte à ce que la tête du boulon aille dans le contre alésage de la protection crash (Photo 5).
- Placer l'entretoise la plus large (Article 3 – S0533 20mm de long) sur le boulon puis monter l'ensemble sur le bloc de montage (Photo 6). Aligner les profils en vérifiant qu'il y ait un dégagement suffisant entre l'entretoise et le carénage (nous avons constaté que la carrosserie peut être déplacé très facilement à la main).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer le logo R&G en caoutchouc dans le creux de la protection.

Right-side (as you sit on the bike)

- Enlever les 2 boulons T50 qui fixent le moteur au cadre (Photo 7), (il y a un écrou de 14mm à l'arrière du boulon avant accessible avec une clé).
- Prendre le bloc de montage coté droit (Article 14 – M0345) et placer le boulon à tête hexagonale M10 x 120mm (Article 15) dans le trou à coté de la bobine usinée. Passer une rondelle M10 (Article 4) sur le boulon avant de l'insérer, et positionner l'entretoise (Article 14 – S0424 – 32mm de long) sur l'extrémité, le diamètre le plus large en premier (Photo 8).
- Passer une rondelle M10 (Article 4) sur le boulon avant de l'insérer, et positionner l'entretoise (Article 7 – S0587 – 48mm de long) sur l'extrémité (Photo 2).

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- Cet ensemble peut à présent être monté sur la moto, avec le boulon inséré dans le cadre avant/ Support moteur. Vérifiez que cet ensemble se place derrière le carénage.
- Prendre un boulon M10 x 60mm (Article 8) et passer une rondelle M10, avant de l'insérer dans le trou du bloc de montage et dans le cadre arrière/ Support moteur, avant de serrer légèrement (Photo 9).
- Maintenant que le boulon de support avant dépasse du cadre/Support moteur, insérez lui une rondelle M10 et un écrou en Nyloc M10. Il est accessible avec une clé à molette de 17mm.
- Serrer les 2 boulons. Le boulon à l'arrière doit être serré (sans excéder 40nm de couple) tout en serrant le boulon avant jusqu'à ce que la compression s'accroisse. Ensuite, appliquer un quart de tour. Ne pas serrer de façon excessive, les écrous de Nyloc fixent l'ensemble.
- Maintenant, installez la bobine au bloc de montage. Pour cela, glissez une rondelle M10 sur les boulons à tête hexagonale M10 x 70mm (Article 12) de façon à ce que la rondelle se place contre la tête du boulon.
- Glissez une rondelle de blocage crantée autour du boulon de façon à ce qu'elle se place contre la rondelle qui vient juste d'être insérée.
- Ensuite, insérez le boulon avec les Rondelles à travers chaque protection de sorte à ce que la tête du boulon aille dans le contre alésage de la protection crash (Photo 5).
- Placer l'entretoise la plus courte (Article 16 – S0588 12mm de long) sur le boulon puis monter l'ensemble sur le bloc de montage (Photo 10). Aligner les profils en vérifiant qu'il y ait un dégagement suffisant entre l'entretoise et le carénage (nous avons constaté que la carrosserie peut être déplacée très facilement à la main).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer le logo R&G en caoutchouc dans le creux de la protection.

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