



FITTING INSTRUCTIONS FOR CP0039 CRASH PROTECTORS TRIUMPH TT600



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

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!*

Near side (left side as you sit on bike)

- Remove upper fairing
- Remove *engine to frame* M10 diameter bolt.
- Insert one of the supplied M10 bolts into the bolt hole and paint the exposed end.
- Offer the fairing back into position so that the paint marks the position inside the fairing.
- Using a 28mm tank cutter/~~CONE CUTTER~~ (hole saw), drill through the fairing with the pilot drill using the mark made by the paint to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.
- Replace the fairing
- Slide one of the washers onto the bolt
- Next, slide the longer crash protector onto the bolt
- Finally, slide the larger spacer onto the bolt
- Insert assembly through new fairing hole, ensuring that the spacer fits neatly into the recess in the frame
- Tighten assembly with a 17mm socket, ensuring that you do not over-tighten (this will cause frame damage). Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

Repeat for offside, except using smaller spacer and smaller crash protector.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0039
TRIUMPH TT600

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

Gauche

- Enlever le haut de carénage.
- Enlever la vis de fixation moteur M10.
- Insérer une des vis M10 livrées dans le kit et la placer dans le trou de fixation.
- Peindre l'extrémité de la vis (tête de vis)
- Remonter le carénage.
- Pousser la vis peinte contre le carénage (faire une marque à l'intérieur)
- Enlever le carénage
- **Perçage du carénage:**
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Enlever la vis peinte (la nettoyer)
- Remonter le carénage.
- Glisser une rondelle M10 sur la vis.
- Glisser ensuite la vis et la rondelle dans le tampon le plus long.
- Puis glisser l'entretoise la plus longue sur la vis contre le tampon.
- Fixer ensuite le tout sur la moto en vous assurant que l'entretoise se place bien dans le renforcement du cadre.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.

Refaire les mêmes opérations pour le côté droit, utiliser l'entretoise la plus petite et le tampon le plus petit.