



FITTING INSTRUCTIONS FOR CP0273 FRONT MOUNTING
CRASH PROTECTORS
TRIUMPH SPEED TRIPLE 2011



PICTURE 1



PICTURE 2

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

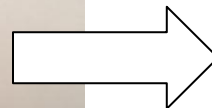
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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

TOWARDS REAR
OF BIKE



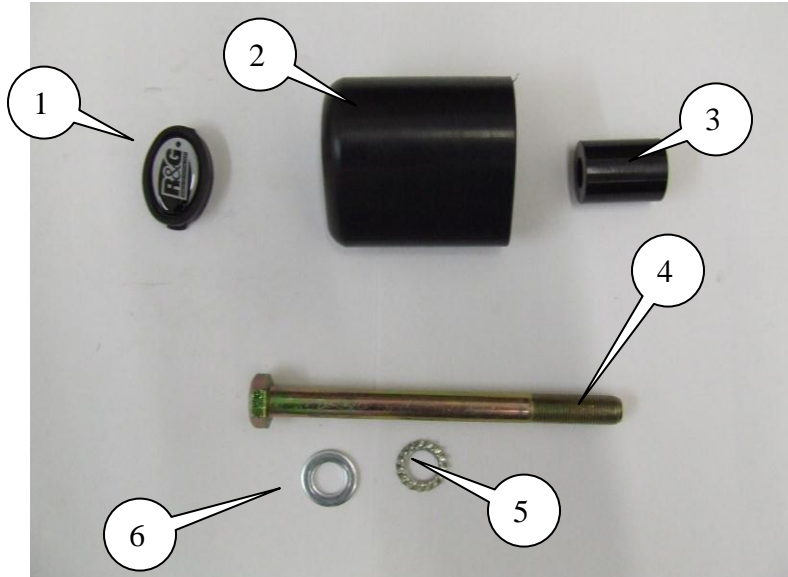
TOWARDS FRONT
OF BIKE



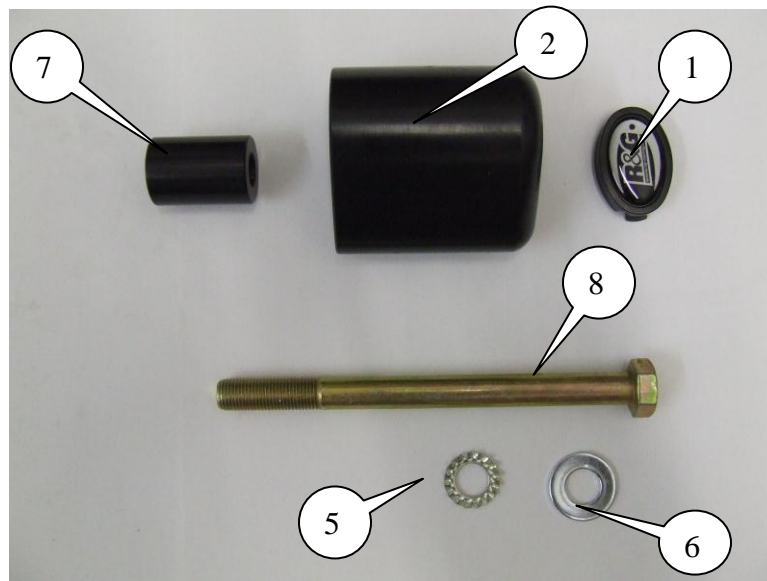
PICTURE 3



LEFT HAND SIDE



RIGHT HAND SIDE





LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0061 with CS340 (12mm) (BOTH CRASH PROTECTORS) (x2).
ITEM 3 = S0291 (LHS SPACER 32mm LONG) (x1).
ITEM 4 = M12 x 1.25 x 140mm LONG HEX HEAD BOLT (LHS CRASH PROTECTOR BOLT) (x1).
ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2)
ITEM 6 = M12 x 23mm o/dia WASHERS (x2).
ITEM 7 = S0432 (RHS SPACER 46mm LONG) (x1).
ITEM 8 = M12 x 1.25 x 160mm LONG HEX HEAD BOLT (RHS CRASH PROTECTOR BOLT) (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 16, 17 and 19mm sockets and wrench.
 - 17mm spanner.
- Torque wrench (up to 40Nm)

Left-hand side (as you sit on bike)

- REMOVE THE ENGINE BOLT ARROWED IN PICTURE 1 (THIS BOLT HAS A NUT INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 PLAIN WASHER (ITEM 6) ONTO THE M12x140mm LONG HEX HEAD BOLT (ITEM 4), PLACE THE SHAKE PROOF WASHER (ITEM 5) ONTO THE BOLT UP TO PLAIN WASHER, PASS BOLT AND WASHERS THROUGH THE CRASH PROTECTOR (ITEM 2) SO WASHER GOES INTO RECESS.
- PLACE THE SHORTER SPACER (32mm LONG, ITEM 3) OVER EXPOSED END OF BOLT AND UP TO THE CRASH PROTECTOR, OFFER THE ASSEMBLY UP AND THROUGH FRONT ENGINE MOUNT.
- PLACE ORIGINAL NUT ON INBOARD END OF BOLT AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 3 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAP (ITEM 1) TO THE CRASH PROTECTOR.

Right-hand side (as you sit on bike)

- REMOVE THE ENGINE BOLT ARROWED IN PICTURE 2 (THIS BOLT HAS A NUT INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 PLAIN WASHER (ITEM 6) ONTO THE M12x160mm LONG HEX HEAD BOLT (ITEM 8), PLACE THE SHAKE PROOF WASHER (ITEM 5) ONTO THE BOLT UP TO PLAIN WASHER, PASS BOLT AND WASHERS THROUGH THE CRASH PROTECTOR (ITEM 2) SO WASHER GOES INTO RECESS.



- PLACE THE LONGER SPACER (46mm LONG, ITEM 7) OVER EXPOSED END OF BOLT AND UP TO THE CRASH PROTECTOR, OFFER THE ASSEMBLY UP AND THROUGH FRONT ENGINE MOUNT.
- PLACE ORIGINAL NUT ON INBOARD END OF BOLT AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 3 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAP (ITEM 1) TO THE CRASH PROTECTOR.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS AVANT
CP0273 TRIUMPH SPEED TRIPLE 2011

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.



LEGENDE

- ARTICLE 1 = CAPUCHONS POUR TAMPONS DE PROTECTION (BC0002) (x2).
- ARTICLE 2 = TAMPONS DE PROTECTIONS R&G B0061/ CS340 (12mm) (x2).
- ARTICLE 3 = ENTRETOISE S0291 (32mm LONG / côté gauche) (x1).
- ARTICLE 4 = VIS M12 x 1.25 x 140mm (Côté Gauche) (x1).
- ARTICLE 5 = RONDELLES CRANTEES M12 LW0001 (x2)
- ARTICLE 6 = RONDELLES M12 x 23mm o/dia (x2).
- ARTICLE 7 = ENTRETOISE S0432 (46mm LONG / côté droit) (x1).
- ARTICLE 8 = VIS M12 x 1.25 x 160mm (Côté Droit) (x1).

OUTILS NECESSAIRES

- Jeu de clé 16, 17 et 19mm.
- Clé plate de 17mm.
- Clé dynamométrique (sup à 40Nm)



COTE GAUCHE

- ENLEVER LA VIS DE FIXATION MOTEUR (VOIR LA FLECHE DE LA PHOTO 1), CETTE VIS EST MAINTENUE GRACE A UN ECROU SITUE A L'INTERIEUR, CET ECROU SERA REUTILISE ULTERIEUREMENT POUR LA FIXATION DU TAMPON R&G.
- GLISSER LA RONDELLE M12 SUR LA VIS M12X140mm (ARTICLE N°4), PUIS GLISSER UNE RONDELLE CRANTEE (ART 5) SUR LA VIS CONTRE LA RONDELLE LISSE. PASSER LE TOUT A TRAVERS L'UN DES TAMPONS R&G. (LA TETE DE LA VIS ET LES RONDELLES SERONT POSITIONNEES DANS LE RENFORCEMENT DU TAMPON.
- PLACER ENSUITE L'ENTRETOISE LA PLUS PETITE (32MM) SUR LA VIS CONTRE LE TAMPON.
- PLACER LE TOUT SUR LA MOTO.
- FIXER LE TAMPON SUR LA MOTO EN UTILISANT L'ECROU D'ORIGINE PRECEDEMMENT RETIRE (ECROU POSITIONNE A L'INTERIEUR DU VEHICULE).
- VERIFIER A BIEN POSITIONNE LE TAMPON DANS LE SENS INDIQUE CI-DESSUS
- COUPLE DE SERRAGE DE LA VIS – NE PAS EXCEDER 40 Nm.
- CLIPER ENSUITE LE CAPUCHON DANS LE TAMPON R&G.

COTE DROIT

- ENLEVER LA VIS DE FIXATION MOTEUR (VOIR LA FLECHE DE LA PHOTO 2), CETTE VIS EST MAINTENUE GRACE A UN ECROU SITUE A L'INTERIEUR, CET ECROU SERA REUTILISE ULTERIEUREMENT POUR LA FIXATION DU TAMPON R&G.
- GLISSER LA RONDELLE M12 SUR LA VIS M12X160mm (ARTICLE N°8), PUIS GLISSER UNE RONDELLE CRANTEE (ART 5) SUR LA VIS CONTRE LA RONDELLE LISSE. PASSER LE TOUT A TRAVERS L'UN DES TAMPONS R&G. (LA TETE DE LA VIS ET LES RONDELLES SERONT POSITIONNEES DANS LE RENFORCEMENT DU TAMPON.
- PLACER ENSUITE L'ENTRETOISE LA PLUS GRANDE (46MM-ART 7) SUR LA VIS CONTRE LE TAMPON.
- PLACER LE TOUT SUR LA MOTO.
- FIXER LE TAMPON SUR LA MOTO EN UTILISANT L'ECROU D'ORIGINE PRECEDEMMENT RETIRE (ECROU POSITIONNE A L'INTERIEUR DU VEHICULE).
- VERIFIER A BIEN POSITIONNE LE TAMPON DANS LE SENS INDIQUE CI-DESSUS
- COUPLE DE SERRAGE DE LA VIS – NE PAS EXCEDER 40 Nm.
- CLIPER ENSUITE LE CAPUCHON DANS LE TAMPON R&G.