



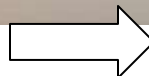
FITTING INSTRUCTIONS FOR CP0316 CRASH PROTECTORS
TRIUMPH DAYTONA 675 2005- ROAD VERSION

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PICTURE A

PICTURE B



REAR OF BIKE

FRONT OF BIKE

PICTURE C

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

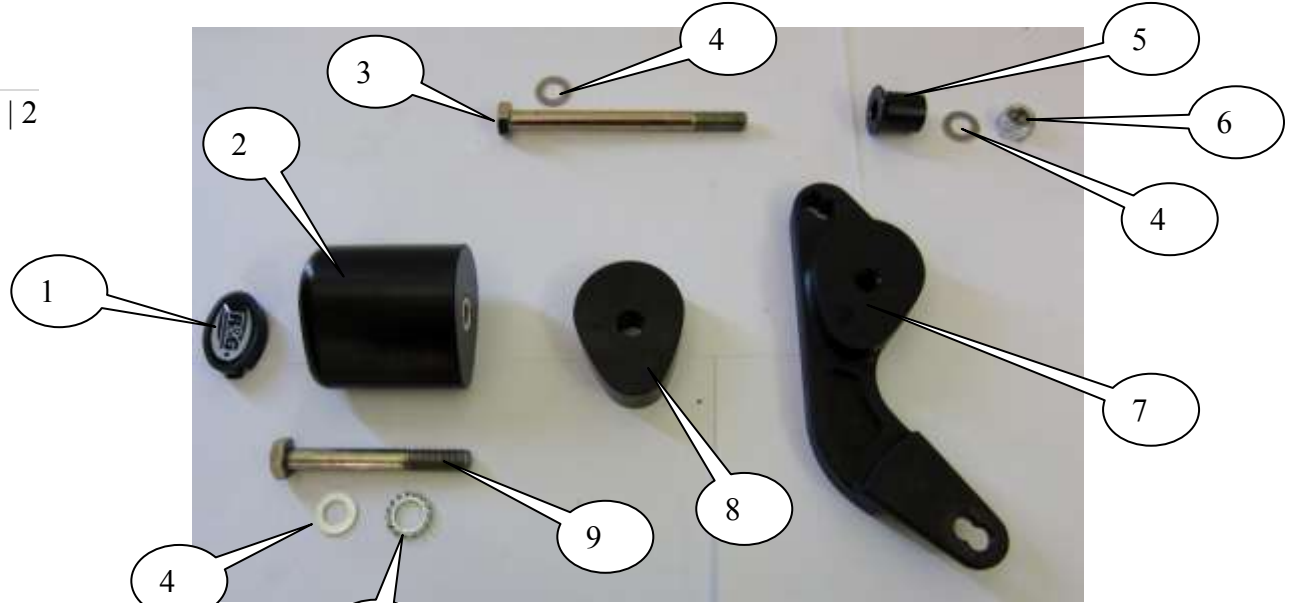
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*

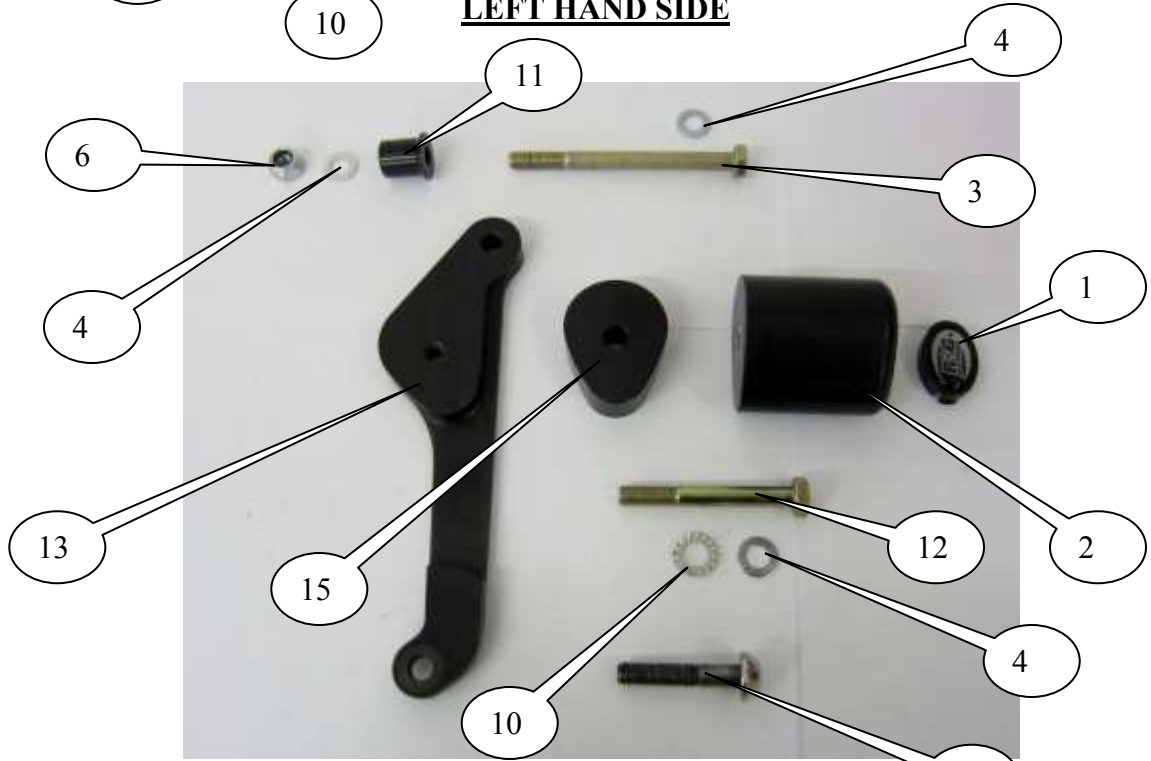
R&G Racing
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THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND SIDE



RIGHT HAND SIDE



TOOLS REQUIRED

- Socket set to include 14 and 17mm sockets and wrench.
 - 14 and 17mm spanners
- Set of metric Allen keys to include 6 and 10mm A/F.
 - Torque wrench (up to 40 Nm).
 - Phillips screwdriver.

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LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = M10x1.25x120mm LONG HEX HEAD BOLT (R&L-H-S FRAME/BLOCK BOLT) (x2).

ITEM 4 = M10 PLAIN WASHERS (x6).

ITEM 5 = S0603 SPACER 30mm LONG (x1).

ITEM 6 = M10x1.25 NYLOC NUT (R&L-H-S FRAME/BLOCK BOLT) (x2).

ITEM 7 = M0301 MOUNTING BLOCK (L-H-S=SHORTER) (x1).

ITEM 8 = S0534 SPACER (L-H-S= 40mm LONG) (x1).

ITEM 9 = M10x1.25x100mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 10 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

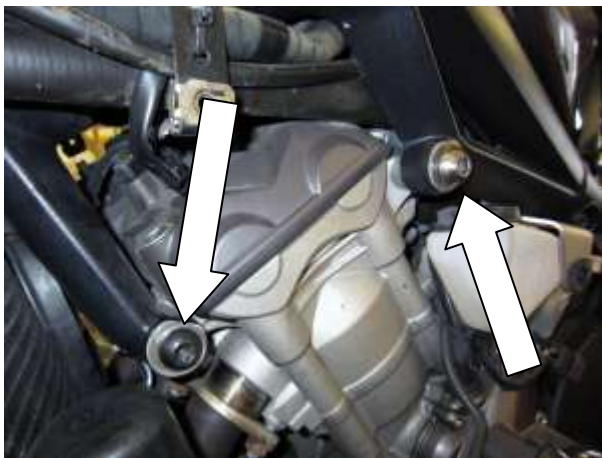
ITEM 11 = S0424 SPACER 32mm LONG (x1).

ITEM 12 = M10x1.25x80mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 13 = M0302 MOUNTING BLOCK (R-H-S=LONGER) (x1).

ITEM 14 = M10x1.25x60mm LONG BUTTON HEAD BOLT (R-H-S FRAME/BLOCK BOLT) (x1).

ITEM 15 = S0533 SPACER (R-H-S= 20mm LONG) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 5-1



PICTURE 6



FITTING INSTRUCTIONS

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Near side (left side as you sit on bike)

- Remove the left hand side fairing (ensuring to disconnect the indicators).
- Remove the engine/frame bolts in position arrowed in picture 1 (using 10mm allen key). The bolt at the front is secured with a nut at the rear. (The button head bolt at the rear must be reused on assembly). Use a 14mm spanner as shown in picture 2.
- Slide one of the 10mm washers (item 4) onto the M10 hexagon headed bolt (item 3=120mm long) so washer sits against head of the bolt as shown in picture 4.
- Place the bolt with washer through the front hole (thick end) of the mounting block (item 7) and through the **slightly shorter spacer (item 5=30mm long)** (ensure the widest end sits against the mounting block as shown in picture 3).
- Place the mounting block (item 7) in position as shown in picture 4.
- Place the original M10 button head bolt (arrowed in picture 4) through the mounting block and into the frame. Now tighten until you feel some compression.
- With the hexagon bolt positioned through the front frame mount, slide one 10mm washer onto the thread along with one M10 locknut (item 6) as shown in picture 3. Now tighten (Do not exceed 40 Nm of torque) using a 17mm spanner on the nut at the back as shown in picture 2.
- Now the 10mm button head bolt can be fully tightened (Do not exceed 40 Nm of torque).
- Replace left hand side fairing (ensuring to reconnect the indicators).
- Slide one of the 10mm washers (item 4) onto the M10 hexagon headed bolt (item 9=100mm long) so the washer sits against head of the bolt as shown in picture 5.
- Next slide one of the serrated locking washers (item 10) over the bolt so it sits against the washer just fitted as shown in picture 5.
- Next slide the bolt with washers through either crash protector (item 2) so head of bolt goes into counter-bore in crash protector as shown in picture 5.
- Place the **wider bobbin spacer (item 8=40mm long)** over the exposed end of the bolt so it sits against the crash protector as shown in picture 5, **please ensure the milled flat is positioned as shown in picture 5-1 with the flat away from the frame and downwards.**
- Offer the crash protector assembly up to the threaded mounting hole in the mounting block as shown in picture 6. Ensure the crash protector aligns with the spacer and raised profile on the mounting block as shown in pictures 3 & 6.
- Finally tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

Off side (right side as you sit on bike)

- Remove the right hand side fairing (ensuring to disconnect the indicators).
- Remove the engine/frame bolts in position arrowed in picture 7 (using 10mm allen key). The bolt at the front is secured with a nut at the rear. Use a 14mm spanner as shown in picture 8.
- Slide one of the 10mm washers (item 4) onto the M10 hexagon headed bolt (item 3=120mm long) so washer sits against head of the bolt as shown in picture 9.
- Place the bolt with washer through the front hole (thick end) of the mounting block (item 13) and through the spacer (item 11=32mm long) (ensure the widest end sits against the mounting block as shown in pictures 9 & 11 in order to clear the engine).
- Place the mounting block (item 13) in position as shown in picture 10.
- Place the M10 button head bolt (item 14) through the mounting block and into the frame (arrowed in picture 10). Now tighten until you feel some compression.
- With the hexagon bolt positioned through the front frame mount, slide one 10mm washer onto the thread along with one M10 locknut (item 6) as shown in picture 9. Now tighten (Do not exceed 40 Nm of torque) using a 17mm spanner on the nut at the back as shown in picture 8.
- Now the 10mm button head bolt can be fully tightened (Do not exceed 40 Nm of torque).
- Replace right hand side fairing (ensuring to reconnect the indicators).
- Slide one of the 10mm washers (item 4) onto the M10 hexagon headed bolt (item 12=80mm long) so the washer sits against head of the bolt as shown in picture 12.
- Next slide one of the serrated locking washers (item 10) over the bolt so it sits against the washer just fitted as shown in picture 12.
- Next slide the bolt with washers through either crash protector (item 2) so head of bolt goes into counter-bore in crash protector as shown in picture 12.
- Place the bobbin spacer (item 15=20mm long) over the exposed end of the bolt so it sits against the crash protector as shown in picture 9.
- Offer the crash protector assembly up to the threaded mounting hole in the mounting block as shown in picture 13. Ensure the crash protector aligns with the raised profile on the mounting block as shown in pictures 9 & 13.
- Finally tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn.

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Do not over tighten as damage can occur to the bike. Do not exceed 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.

- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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Instructions de montage
CP0316 Protections Crash
TRIUMPH DAYTONA 675 2005- VERSION ROUTE

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PHOTO A

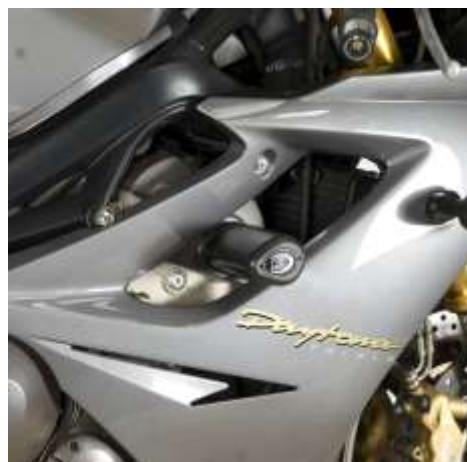


PHOTO B



ARRIERE MOTO

AVANT MOTO

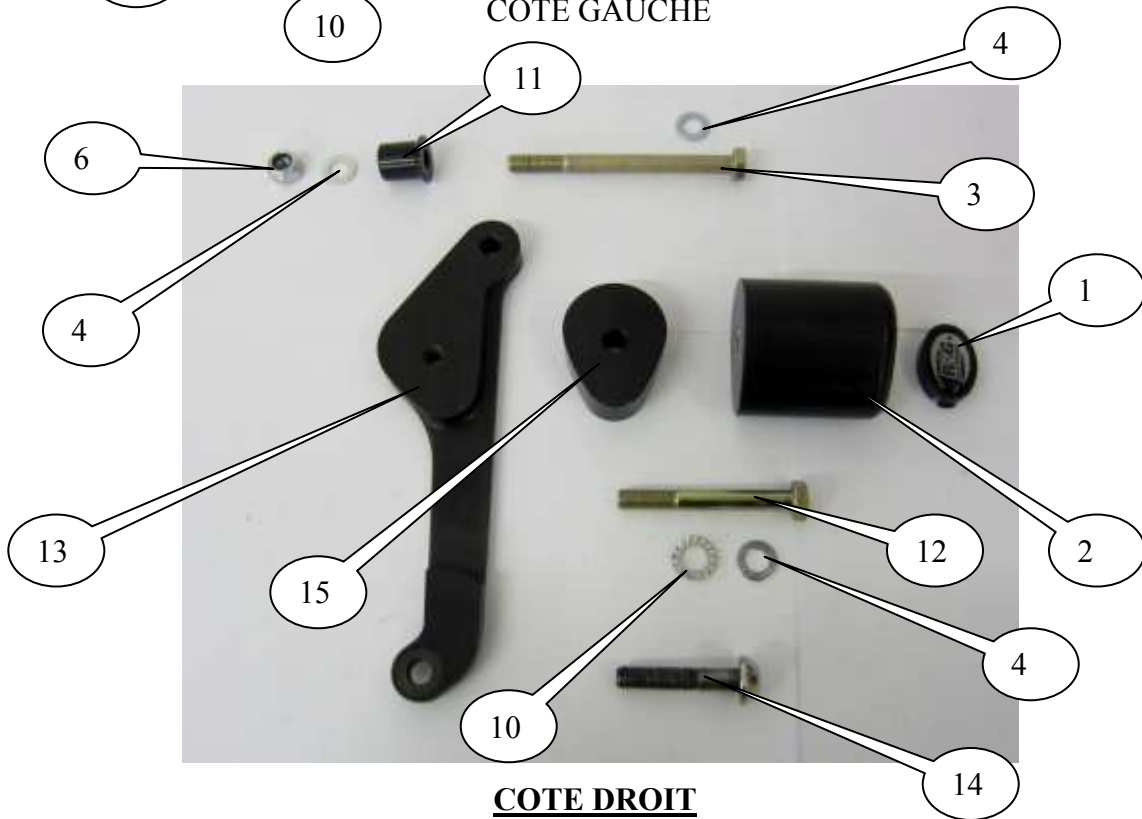
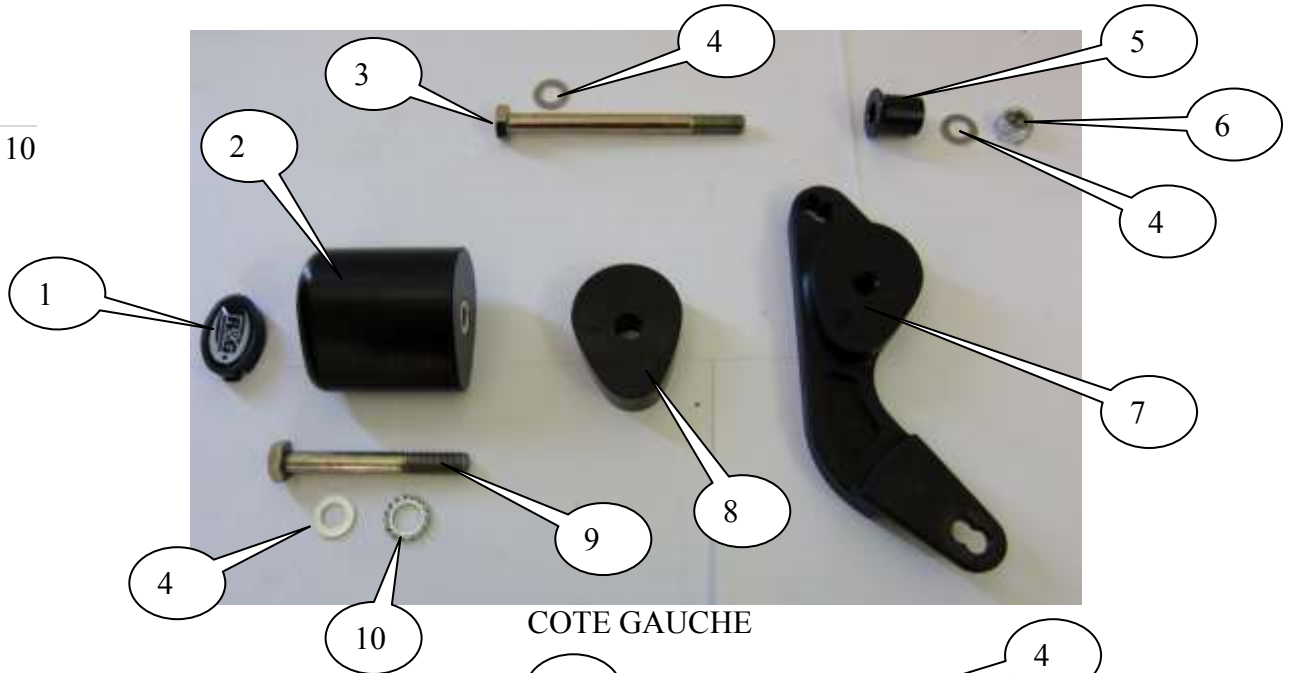
PHOTO C

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.

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

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





Outils requis

- Clés 14 et 17mm
- Pincés 14 et 17mm
- Clés Allen 6 et 10mm
- Clé dynamométrique (à 40 Nm).
- Tournevis cruciforme

LEGENDE

ARTICLE 1 = BC0002 Capuchons protection crash (x2).

ARTICLE 2 = B0061 avec CS341 (10mm) (Les 2 protections crash) (x2).

ARTICLE 3 = M10x1.25x120mm Long boulon à tête hexagonal (Boulon de cadre coté gauche et droit) (x2).

ARTICLE 4 = M10 Rondelles plates (x6).

ARTICLE 5 = S0603 Entretoise 30mm de long (x1).

ARTICLE 6 = M10x1.25 Ecrou en Nyloc (Boulon de cadre coté gauche et droit) (x2).

ARTICLE 7 = M0301 Bloc de montage (coté gauche = le plus court) (x1).

ARTICLE 8 = S0534 Entretoise (Coté gauche = 40mm de long) (x1).

ARTICLE 9 = M10x1.25x100mm Long boulon à tête hexagonale (Boulon de protection coté gauche) (x1).

ARTICLE 10 = LW0001 (M12 Rondelles Shake Proof) (x2).

ARTICLE 11 = S0424 Entretoise 32mm de long (x1).

ARTICLE 12 = M10x1.25x80mm Long boulon à tête hexagonale (Boulon de protection coté droit) (x1).

ARTICLE 13 = M0302 Bloc de montage (coté droit = le plus long) (x1).

ARTICLE 14 = M10x1.25x60mm Long boulon à tête ronde (Boulon de cadre coté droit) (x1).

ARTICLE 15 = S0533 Entretoise (R-H-S= 20mm de long) (x1).

INSTRUCTIONS DE MONTAGE

Coté gauche de la moto

- Enlever le carénage coté gauche (déconnecter les clignotants).
- Enlever les boulons de moteur/cadre (Photo 1) en utilisant une clé Allen 10mm. Le boulon du devant est fixé avec un écrou à l'arrière. (Le boulon à tête ronde à l'arrière doit être réutilisé). Utilisez une pince de 14mm (Photo 2).
- Glisser une des Rondelles 10mm (Article 4) sur le boulon à tête hexagonale M10 (Article 3=120mm de long) de façon à ce que la rondelle soit placée contre la tête du boulon (Photo 4).
- Placer le boulon avec rondelle à travers le trou de devant (Extrémité épaisse) du bloc de montage (Article 7) et à travers l'écartement légèrement plus court (Article 5=30mm de long) (assurez vous que l'extrémité la plus large soit placée contre le bloc de montage comme sur la photo 3).
- Placer le bloc de montage (Article 7) en position (Photo 4).
- Placer le boulon M10 (Photo 4) à travers le bloc de montage et dans le cadre. Serrez maintenant jusqu'à ce que la compression grandisse.
- Avec le boulon hexagonal positionné à travers le support de cadre avant, glisser une rondelle de 10mm sur le filetage, et un écrou de blocage M10 (Article 6) comme sur la photo 3. Fixez maintenant (Sans excéder 40Nm de couple) en utilisant une pince 17mm sur l'écrou au bas (Photo 2).

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- Le boulon de 10mm peut à présent être fixé (Sans excéder 40Nm de couple).
- Replacer le carénage coté gauche (rebrancher les clignotants).
- Glisser une des Rondelles 10mm (Article 4) sur le boulon à tête hexagonale M10 (Article 9=100mm de long) de façon à ce que la rondelle se place contre la tête du boulon (Photo 5).
- Glisser ensuite une rondelle de blocage (Article 10) autour du boulon de sorte à ce que le boulon se place contre la rondelle tout juste installée (Photo 5).
- Glisser ensuite le boulon avec les Rondelles à travers chaque protection (Article 2) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash (Photo 5).
- Placer l'entretoise de protection la plus large (Article 8=40mm de long) autour de l'extrémité du boulon de façon à ce qu'elle se place contre la protection crash (Photo 5), assurez vous que la partie fraisée soit placée comme sur les photos 5 et 1 avec le plat vers l'extérieur de la moto et vers le bas.
- Monter l'ensemble de protection crash sur le cadre, via le trou de fixation du bloc de montage (Photo 6). Assurez-vous que la protection soit bien alignée avec l'entretoise et soit visible sur le bloc de montage (Photos 3 & 6).
- 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'accentuer légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- S'assurer que la protection ne touche pas le carénage.
- Placer le logo en caoutchouc dans le creux de la protection.

Coté droit de la moto

- Enlever le carénage coté droit (déconnecter les clignotants).
- Enlever les boulons de moteur/cadre (Photo 7)) en utilisant une clé Allen 10mm. Le boulon du devant est fixé avec un écrou à l'arrière. Utilisez une pince de 14mm (Photo 8).
- Glisser une des Rondelles 10mm (Article 4) sur le boulon à tête hexagonale M10 (Article 3=120mm de long) de façon à ce que la rondelle soit placée contre la tête du boulon (Photo 9).
- Placer le boulon avec rondelle à travers le trou de devant (Extrémité épaisse) du bloc de montage (Article 13) et à travers l'entretoise (Article 11=32mm de long (assurez vous que l'extrémité la plus large soit placée contre le bloc de montage comme sur les photos 9 et 11).
- Placer le bloc de montage (Article 13) en position (Photo 10).
- Placer le boulon M10 (Article 14) à travers le bloc de montage et dans le cadre (Photo 10). Serrez maintenant jusqu'à ce que la compression grandisse.
- Avec le boulon hexagonal positionné à travers le support de cadre avant, glisser une rondelle de 10mm sur le filetage, et un écrou de blocage M10 (Article 6) comme sur la photo 9. Fixez maintenant (Sans excéder 40Nm de couple) en utilisant une pince 17mm sur l'écrou au bas (Photo 8).
- Le boulon de 10mm peut à présent être fixé (Sans excéder 40Nm de couple).
- Replacer le carénage coté droit (rebrancher les clignotants).
- Glisser une des Rondelles 10mm (Article 4) sur le boulon à tête hexagonale M10 (Article 12=80mm de long) de façon à ce que la rondelle se place contre la tête du boulon (Photo 12).
- Glisser ensuite une rondelle de blocage (Article 10) autour du boulon de sorte à ce que le boulon se place contre la rondelle tout juste installée (Photo 12).

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- Glisser ensuite le boulon avec les Rondelles à travers le protection (Article 2) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash (Photo 12).
- Placer l'entretoise de protection (Article 15=20mm de long) autour de l'extrémité du boulon de façon à ce qu'elle se place contre le protection crash (Photo 9).
- Monter l'ensemble de protection crash sur le cadre, via le trou de fixation du bloc de montage (Photo 13). Assurez-vous que la protection soit bien alignée avec l'entretoise et soit visible sur le bloc de montage (Photos 9 & 13).
- **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'accentuer légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- **S'assurer que la protection ne touche pas le carénage.**
Placer le logo en caoutchouc dans le creux de la protection.

Issue 2 04/01/2013 (NSY)

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