



**FITTING INSTRUCTIONS FOR CP0430BL
NON-DRILL AERO CRASH PROTECTORS
TRIUMPH STREET TRIPLE S, R & RS 765 '17-**



Picture A

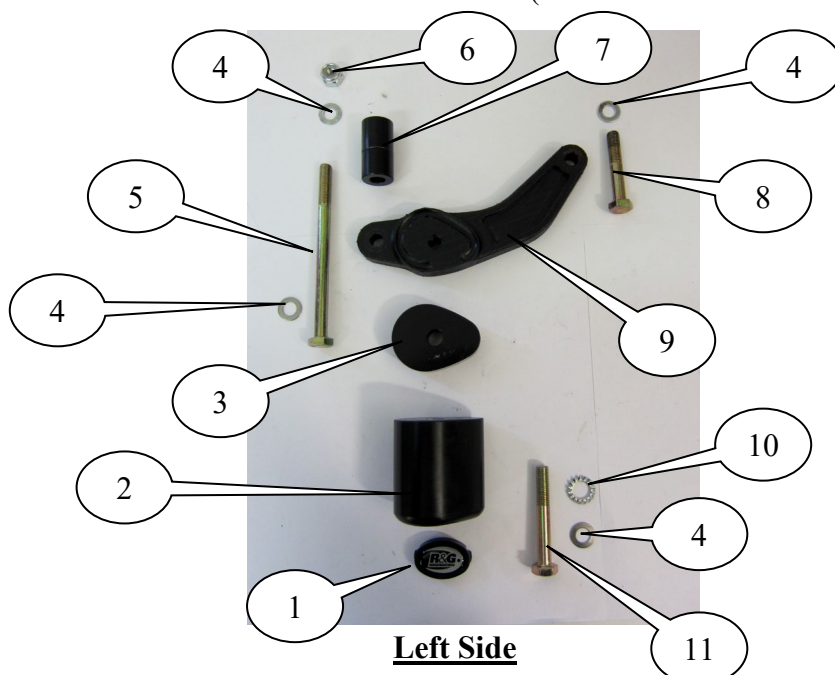


Picture B

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

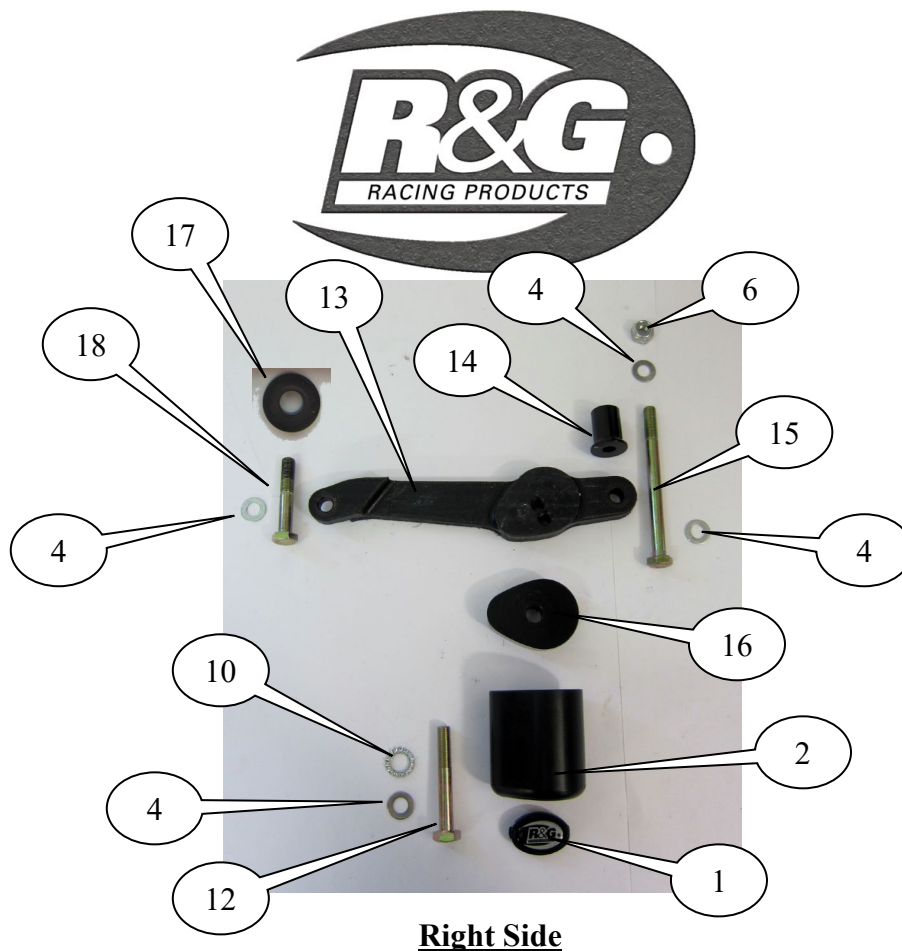
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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



Left Side

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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 (x1).
 ITEM 9 = MOUNTING BLOCK (M0334) (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 (M0335) (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).
 ITEM 17 = SPACER (S1038) (7mm LONG) (x1).
 ITEM 18 = M10x1.25x65mm LONG BUTTON HEAD BOLTS (x1).

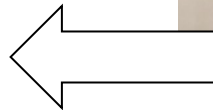
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

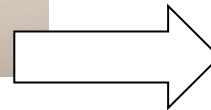
- Socket set to include 14 & 17mm socket and wrench.
 - 14 & 17mm spanner.
- Socket set to include 6mm A/F.
 - Torx set to include T50.
 - Torque wrench (up to 40Nm).



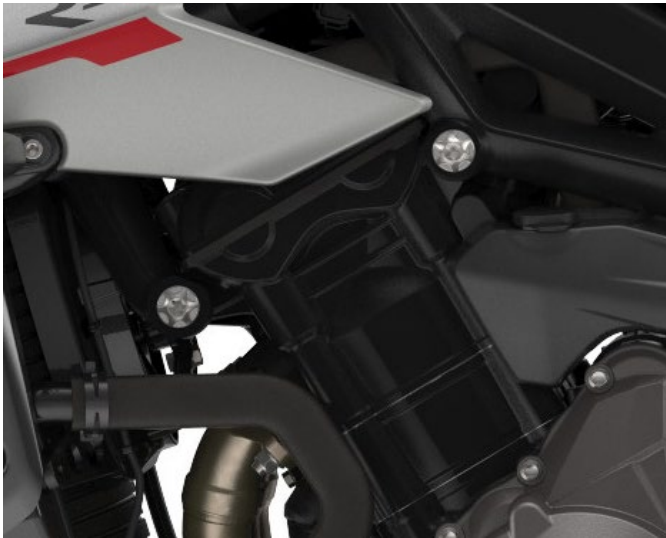
TOWARDS REAR
OF BIKE



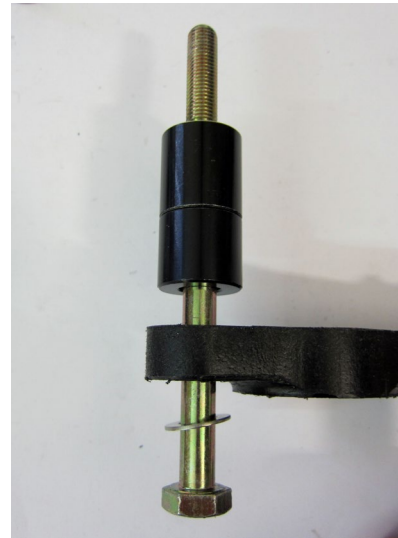
TOWARDS FRONT
OF BIKE



PICTURE C



Picture 1



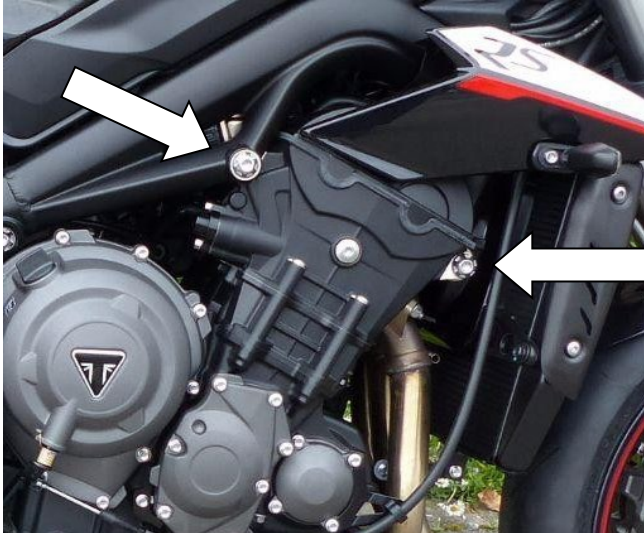
Picture 2



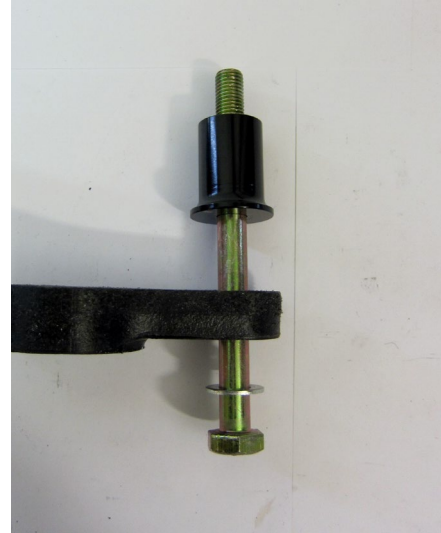
Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8

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 – M0334) 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.
- Take the 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.



- 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 3.
- 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 4.
- 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 arrowed in picture 5, (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 – M0335) 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 6.
- This assembly can now be offered up to the bike, with the bolt locating into the front frame/engine mount.
- Take the M10 x 65mm long button head bolt (item 18) and fit one M10 washer, before inserting through the rearward hole on the mounting block and then locate the short spacer (item 17 – S1038 – 7mm long) onto the exposed thread of the bolt and locate into the rear frame/engine mount, before loosely tightening, as shown in picture 7.
- 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 to the manufacturers recommended torque setting (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 7.
- 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 8.

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- 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.

ISSUE 2 19/09/2025 (MH)

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NOTICE DE MONTAGE POUR CP0430BL
PROTECTIONS CRASH (sans percage)
TRIUMPH STREET TRIPLE S, R & RS 765 '17-



Photo A

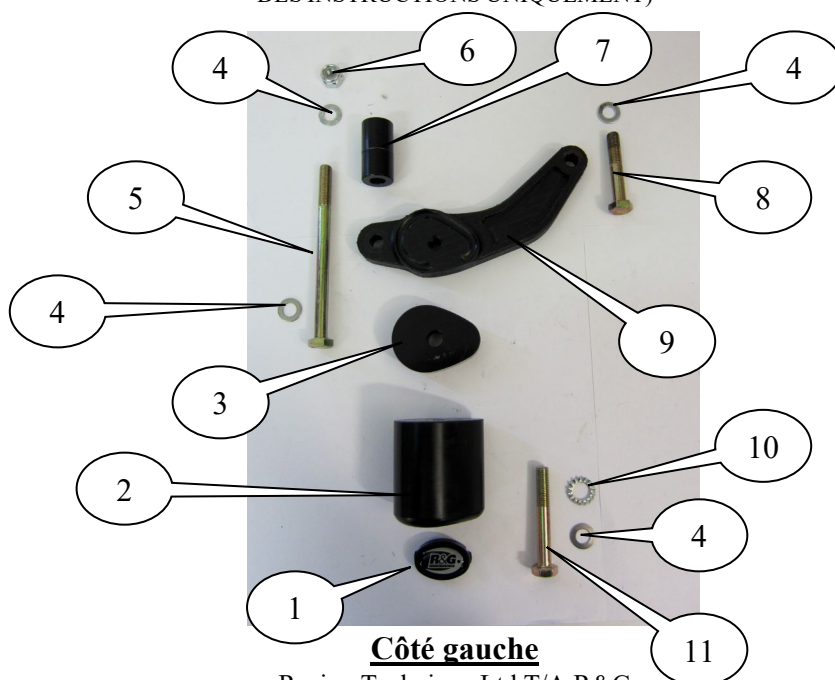


Photo B

**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES
 AVANT DE PROCEDER AU MONTAGE.**

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE
 MONTER LES PIECES SUR LA MOTO.

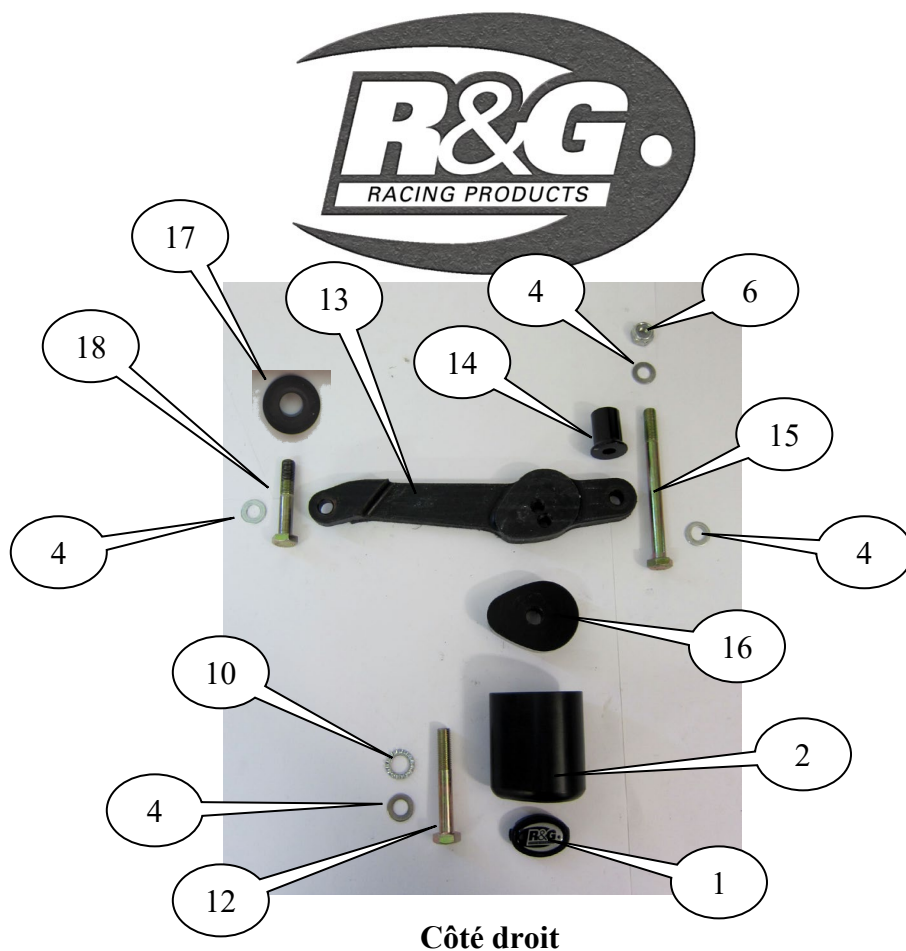
LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE
 DES INSTRUCTIONS UNIQUEMENT)



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Côté droit

LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = PROTECTION CRASH (B0061 avec CS341) (x2).
 ARTICLE 3 = ENTRETOISE LATÉRALE (S0533 avec CS437) (20mm DE LONG) (x1).
 ARTICLE 4 = M10 RONDELLES (x8).
 ARTICLE 5 = M10x1.25x140mm BOULONS (x1).
 ARTICLE 6 = M10 ÉCROU (x2).
 ARTICLE 7 = ENTRETOISE (S0587) (48mm DE LONG) (x1).
 ARTICLE 8 = M10x1.25x60mm BOULONS (x1).
 ARTICLE 9 = BLOC DE MONTAGE (M0334) (x1).
 ARTICLE 10 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 11 = M10x1.25x80mm BOULONS (x1).
 ARTICLE 12 = M10x1.25x70mm BOULONS (x1).
 ARTICLE 13 = BLOC DE MONTAGE (M0335) (x1).
 ARTICLE 14 = SPACER (S0424) (32mm DE LONG) (x1).
 ARTICLE 15 = M10x1.25x120mm BOULONS (x1).
 ARTICLE 16 = ENTRETOISE LATÉRALE (S0588 avec CS448) (12mm DE LONG) (x1).
 ARTICLE 17 = ENTRETOISE (S1038) (7mm DE LONG) (x1).
 ARTICLE 18 = M10x1.25x65mm BOULONS (x1).

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

OUTILS REQUIS

- Clé à cliquet + douilles 14 & 17mm.
 - Clé à molette 14 & 17mm
 - Jeu clés 6mm A/F.
 - Clé Torx T50.
- Clé dynamométrique (à 40Nm).

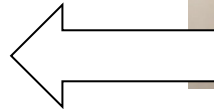
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ARRIERE MOTO



AVANT MOTO



PHOTO C



Photo 1

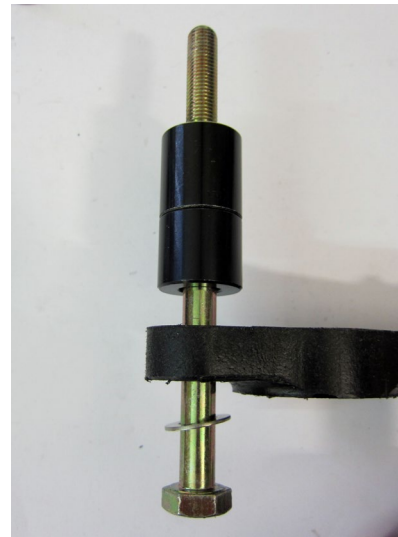


Photo 2





Photo 3

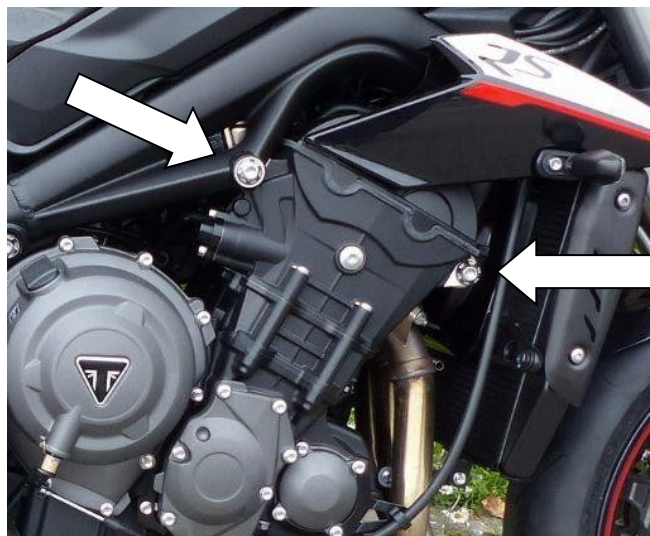


Photo 5

Photo 4

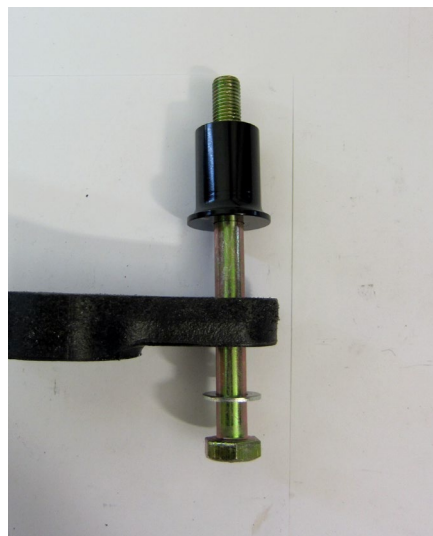


Photo 6



Photo 7



Photo 8

NOTICE DE MONTAGE

Côté gauche (lorsqu'on est assis sur la moto)

- Enlever les 2 boulons T50 qui fixent le moteur au cadre, voir photo 1, (il y a un écrou 14mm à l'arrière du boulon avant accessible à l'aide d'une clé à molette.
- Prendre le bloc de montage côté gauche (article 9 – M0334) et insérer un boulon M10 x 140mm (article 5) dans le trou de fixation le plus proche du profilé usiné de la bobine. Insérer une rondelle M10 (article 4) sur le boulon avant de l'insérer dans le trou, puis positionner l'entretoise (article 7 – S0587 – 48mm de long) sur le filetage visible, voir photo 2.
- Cet ensemble peut à présent être monté sur la moto, avec le boulon placé dans le cadre avant/support moteur.



- Insérer un boulon M10 x 60mm (article 8) et une rondelle M10, avant de l'insérer dans le trou le plus reculé du bloc de montage puis dans le cadre arrière/support moteur, avant de serrer.
- Une fois que le boulon de fixation avant dépasse du cadre/support moteur, insérer une rondelle M10 et un écrou M10 sur le filetage exposé. L'accès peut se faire avec une clé à molette 17mm.
- Serrer les 2 boulons. Le boulon à l'arrière doit être serré (ne pas excéder 40nm de couple) tout comme le boulon à l'avant doit être serré jusqu'à ce que vous sentiez une compression de l'intérieur de la protection. Faire un quart de tour. Ne pas trop serrer, les écrous fixent l'ensemble
- A présent, Montez la bobine sur le bloc de montage. Pour cela, glisser une rondelle M10 sur les boulons 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 sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Ensuite, glisser le boulon et ses rondelles dans la protection crash de façon à ce que la tête du boulon se place dans le contre alésage de la protection crash, voir photo 3.
- Placer l'entretoise latérale la plus longue (article 3 – S0533 20mm de long) sur le filetage exposé du boulon et Montez l'ensemble sur le patron fileté du bloc de montage, voir photo 4.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Ne pas excéder 40Nm de couple.
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux des bouchons de chaque protection crash.
- Insérer le capuchon dans la protection crash.

Côté droit (lorsqu'on est assis sur la moto))

- Enlever les 2 boulons T50 qui fixent le moteur au cadre, voir photo 5, (il y a un écrou 14mm à l'arrière du boulon avant accessible à l'aide d'une clé à molette.
- Prendre le bloc de montage côté droit (article 13 – M0335) et insérer un boulon M10 x 120mm (article 5) dans le trou de fixation le plus proche du profilé usiné de la bobine. Insérer une rondelle M10 (article 4) sur le boulon avant de l'insérer dans le trou, puis positionner l'entretoise (article 14 – S0424 – 32mm de long) sur le filetage visible, voir photo 6.
- Cet ensemble peut à présent être monté sur la moto, avec le boulon placé dans le cadre avant/support moteur.
- Prendre un boulon M10 x 65mm (article 18) et glisser une rondelle M10, avant de l'insérer dans le trou reculé du bloc de montage puis placer l'entretoise courte (article 17 – S1038 – 7mm de long) sur le filetage exposé du boulon puis placez le dans le cadre arrière / support moteur, avant de serrer, voir photo 7.
- Une fois que le boulon de fixation avant dépasse du cadre/support moteur, insérer une rondelle M10 et un écrou M10 sur le filetage exposé. L'accès peut se faire avec une clé à molette 17mm.
- Serrer les 2 boulons. Le boulon à l'arrière doit être serré aux valeurs recommandées (ne pas excéder 40nm de couple) tout comme le boulon à l'avant doit être serré jusqu'à ce que vous sentiez une compression de l'intérieur de la protection. Faire un quart de tour. Ne pas trop serrer, les écrous fixent l'ensemble
- A présent, Montez la bobine sur le bloc de montage. Pour cela, glisser une rondelle M10 sur les boulons M10 x 70mm (article 12) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage crantée sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.

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- Ensuite, glisser le boulon et ses rondelles dans la protection crash de façon à ce que la tête du boulon se place dans le contre alésage de la protection crash, voir photo 7.
- Placer l'entretoise latérale la plus courte (article 16 – S0588 12mm de long) sur le filetage exposé du boulon et Montez l'ensemble sur le patron fileté du bloc de montage, voir photo 8.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Ne pas excéder 40Nm de couple.
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux des bouchons de chaque protection crash.
- Insérer le capuchon dans la protection crash.

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