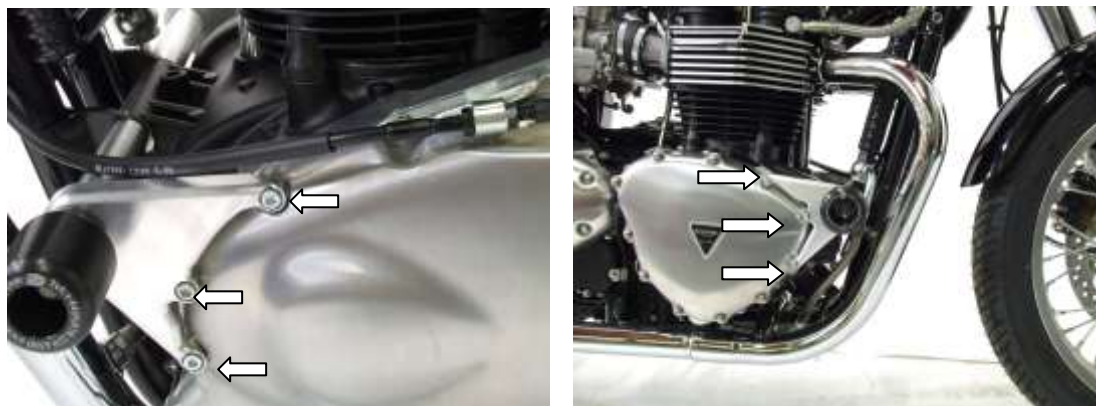




FITTING INSTRUCTIONS FOR CP0259BL CRASH PROTECTORS TRIUMPH THRUXTON 2008-



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!*

You will need the following tools to complete this job.

Set off metric Allen keys.

Socket set.

Torque wrench to be used at 40NM.

Both Sides

- Remove the lower engine mount bolt and replace it with the stainless steel engine bar.
- Slide the longer aluminium spacer over the RHS of the engine bar and the shorter one over the LHS of the engine bar all the way up to the frame.

Left-hand side (as you sit on bike)

- Remove the three Allen bolts from the front of the engine casing as arrowed in the picture top left.
- Fit the aluminium bracket (see the shape from the picture top left) to the engine case using the three M6x45mm long button head bolts supplied with the kit. Note the counter bore around the 12mm hole goes over the aluminium spacer you have already fitted to the bike.
- Take one of the protectors and slide it over the engine bar and up to the aluminium bracket.
- Take one of the 12mm washers and slide it over the bar and the fit one of the nyloc nuts do not tighten at the moment.

Right-hand side (as you sit on bike)

- Remove the three Allen bolts around the front of the engine casing as arrowed in the picture top right.
- Fit the aluminium bracket (see the shape from the picture top right) to the engine case using the three M6x55mm long button head bolts supplied with the kit. Note the counter bore around the 12mm hole goes over the aluminium spacer you have already fitted to the bike.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



- Take one of the protectors and slide it over the engine bar and up to the aluminium bracket.
- Take one of the 12mm washers and slide it over the bar and the fit one of the nyloc nuts.
- With two 19mm sockets tighten the two nuts 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 over tighten as damage can occur. Do not exceed 40nm of torque.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0259BL TRIUMPH THRUXTON 2008-

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.

Outils nécessaires.

Jeu de clé.

Jeu de clé Allen.

Clé Dynamométrique. 40NM.

Les deux côtés

- Enlever la barre de fixation moteur d'origine et la remplacer par la barre R&G livrée dans le kit.
- Glisser l'entretoise en aluminium la plus longue sur le côté droit de l'axe de la moto, et la plus petite sur le côté gauche.

Gauche

- Enlever les 3 vis Allen situées à l'avant du carter (voir photo à gauche).
- Fixer la patte en aluminium sur le carter moteur (voir photo en haut à gauche) à l'aide des trois vis M6x45mm livrées dans le kit. Note: la partie usinée sera a positionner contre l'entretoise précédemment montée sur la moto.
- Glisser un tampon R&G sur l'axe en Inox contre la pièce en alu.
- Prendre une rondelle M12 et la glisser sur l'axe contre le tampon.
- Visser à la main un écrou sur l'axe.

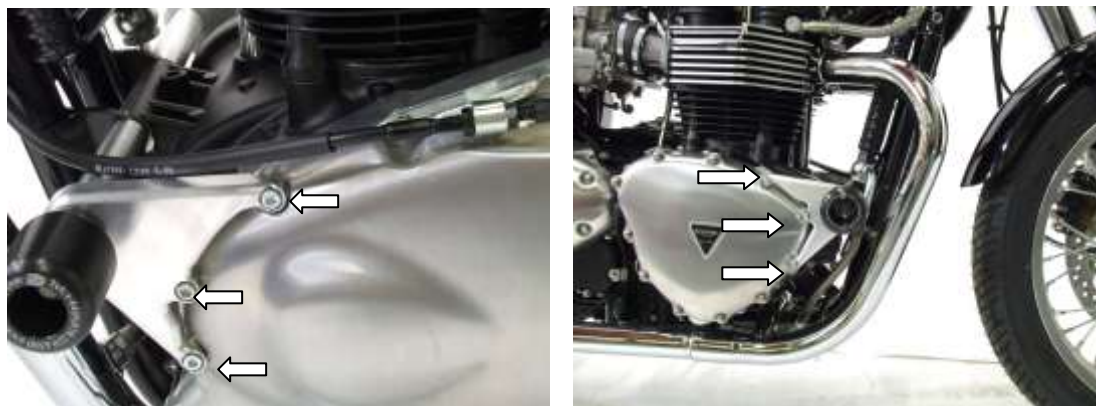
Droit

- Enlever les 3 vis Allen situées à l'avant du carter (voir photo à droite).
- Fixer la patte en aluminium sur le carter moteur (voir photo en haut à droite) à l'aide des trois vis M6x55mm livrées dans le kit. Note: la partie usinée sera a positionner contre l'entretoise précédemment montée sur la moto.
- Glisser un tampon R&G sur l'axe en Inox contre la pièce en alu.
- Prendre une rondelle M12 et la glisser sur l'axe contre le tampon.
- Visser à la main un écrou sur l'axe.

- A l'aide de deux clés de 19 mm, serrer les deux écrous simultanément.
- Serrer 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.



MONTAGEANLEITUNG FÜR CP0259BL STURZPADS TRIUMPH THRUXTON 2008-



Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

Sie benötigen folgendes Werkzeug:

Inbusschlüsselsatz

Steckschlüsselsatz

Drehmomentschlüssel 40Nm

An beiden Seiten

- Entfernen Sie die untere Motor-Montageschraube und ersetzen Sie sie mit dem Motor-Haltebolzen aus Stahl.
- Schieben Sie den längeren Aluminium-Abstandshalter über die rechte Seite des Motor-Haltebolzens und den kürzeren über die linke Seite des Motorhaltebolzens zum Rahmen hoch.

Linke Seite (in Fahrtrichtung)

- Entfernen Sie alle drei Inbusschrauben von der vorderen Motorverkleidung – siehe Abbildung oben links.
- Montieren Sie die Halterung aus Aluminium (siehe Abbildung oben links) an der Motor-Verkleidung – verwenden Sie hierfür die drei M6x45mm Halbrundkopfschrauben vom Kit. Hinweis: Die Gegenbohrung (um das 12mm Loch herum) passt auf den bereits montierten Abstandshalter aus Aluminium.
- Nehmen Sie ein Sturzpad und schieben Sie es über den Motorhaltebolzen hoch zum Halter aus Aluminium.
- Nehmen Sie eine 12mm Unterlegscheibe und schieben Sie sie über den Motorhaltebolzen, danach eine selbstsichernde Mutter montieren – die Mutter aber noch nicht festschrauben.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



Rechte Seite (in Fahrtrichtung)

- Entfernen Sie alle drei Inbusschrauben von der vorderen Motorverkleidung – siehe Abbildung oben rechts.
- Montieren Sie die Halterung aus Aluminium (siehe Abbildung oben rechts) an der Motor-Verkleidung – verwenden Sie hierfür die drei M6x55mm Halbrundkopfschrauben vom Kit. Hinweis: Die Gegenbohrung (um das 12mm Loch herum) passt auf den bereits montierten Abstandshalter aus Aluminium.
- Nehmen Sie ein Sturzpad und schieben Sie es über den Motorhaltebolzen zur Aluminiumhalterung hoch.
- Nehmen Sie eine 12mm Unterlegscheibe und schiebe Sie sie über den Motorhaltebolzen, danach eine selbstsichernde Mutter montieren.
- Mit zwei 19mm Steckschlüsseln die zwei Mutter festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com