



FITTING INSTRUCTIONS FOR CP0436BL
AERO CRASH PROTECTORS FOR TRIUMPH BOBBER
- NON-DRILL KIT



Picture A

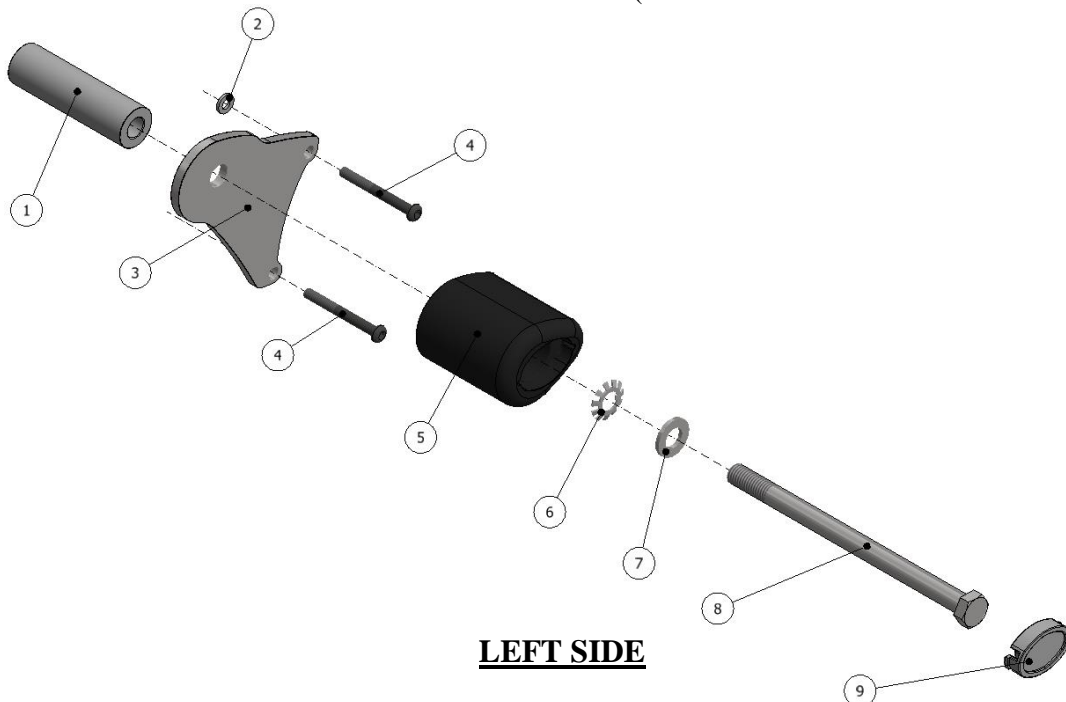


Picture B

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).

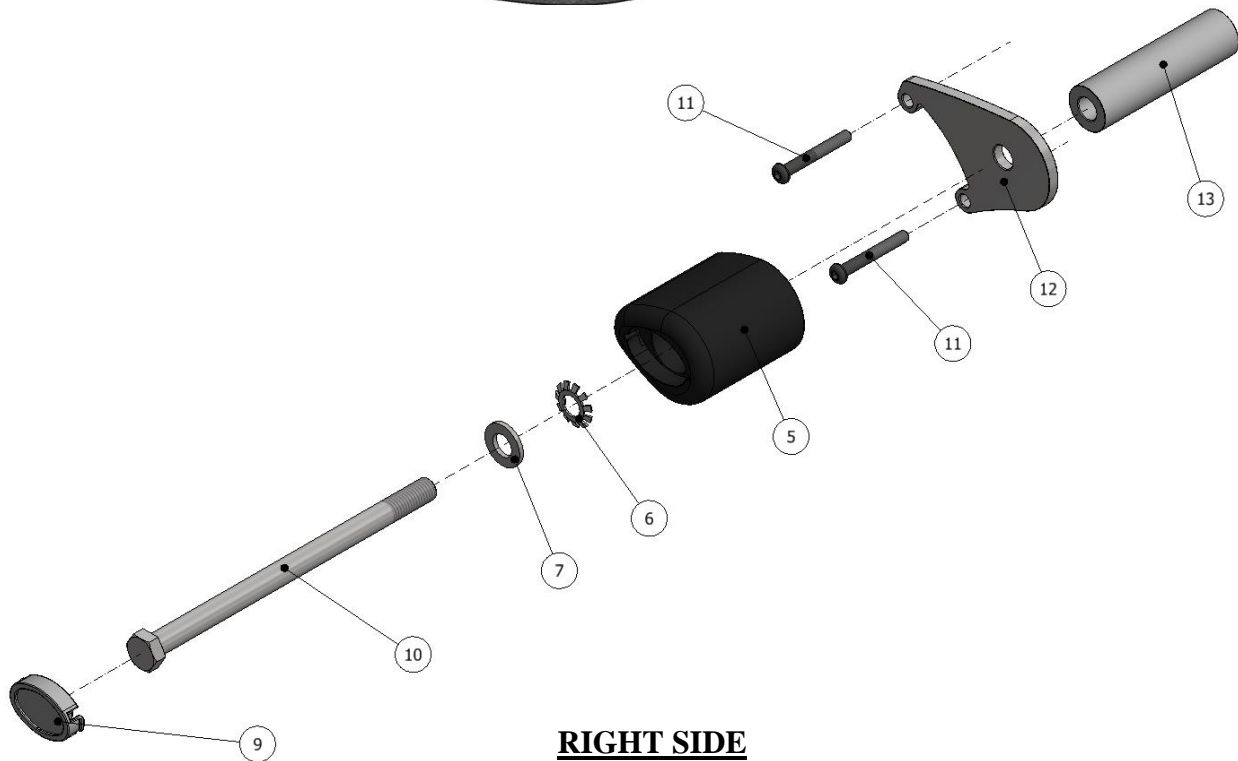


LEFT SIDE

R&G Racing

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RIGHT SIDE

LEGEND

- ITEM 1 = SPACER (S1071 – 83.00mm LONG) (x1).
 ITEM 2 = M6 WASHER (x1).
 ITEM 3 = MOUNTING PLATE (PLATE 0182) (x1).
 ITEM 4 = M6 x 55mm LONG BUTTON HEAD BOLTS (x2).
 ITEM 5 = CRASH PROTECTOR (B0061 with CS340) (x2).
 ITEM 6 = LOCK-WASHERS (LW0001) (x2).
 ITEM 7 = M12 WASHERS (x2).
 ITEM 8 = M12 x 1.25 x 180mm LONG HEX HEAD BOLT (x1).
 ITEM 9 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 10 = M12 x 1.25 x 190mm LONG HEX HEAD BOLT (x1).
 ITEM 11 = M6 x 45mm LONG BUTTON HEAD BOLTS (x2).
 ITEM 12 = MOUNTING PLATE (PLATE 0183) (x1).
 ITEM 13 = SPACER (S1072 – 89.00mm LONG) (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 4mm AF socket and wrench.
- Socket set to include 8 & 19mm sockets and wrench.
 - T55 Torx socket.
 - 17mm spanner.
- Torque wrench (up to 40N/m).

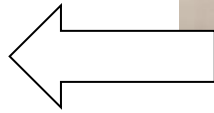
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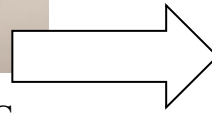
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TOWARDS REAR
OF BIKE



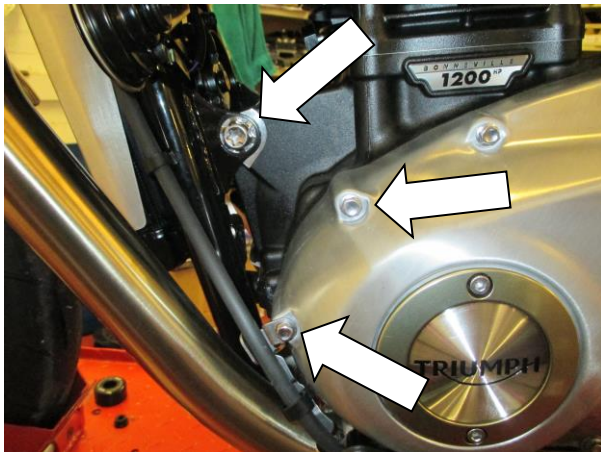
TOWARDS FRONT
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm



Picture 1



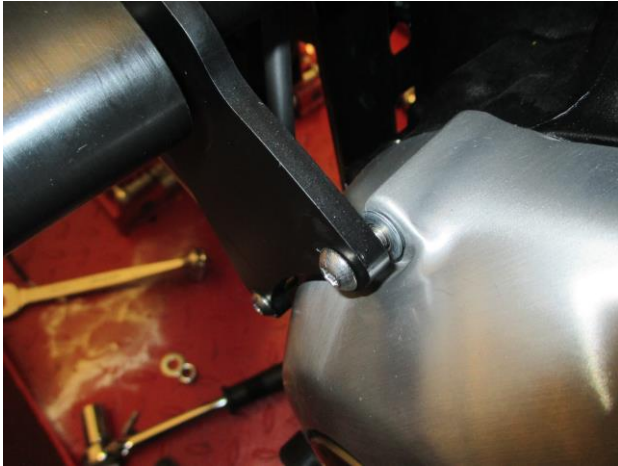
Picture 2



Picture 3



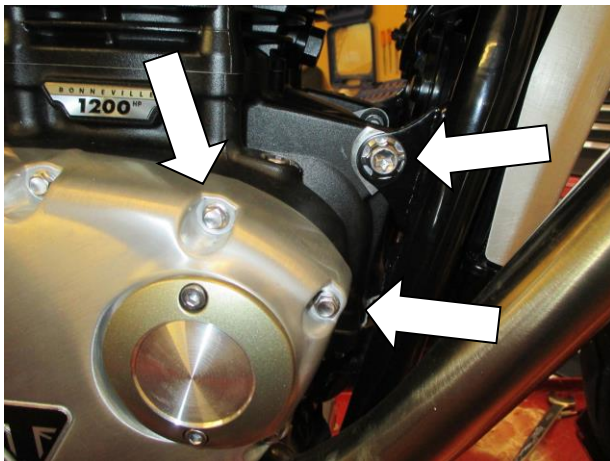
Picture 4



Picture 5



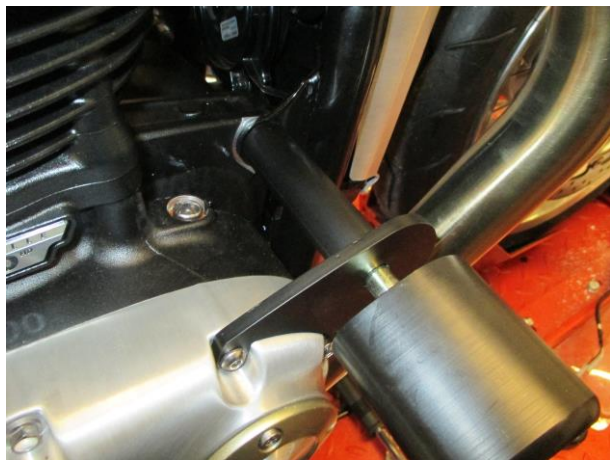
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



FITTING INSTRUCTIONS

Left side (as you sit on the bike)

- Remove the front engine bolt along with the two engine case bolts that are arrowed in picture 1. To remove the engine bolt, use a T55 Torx socket with a 17mm spanner to hold the nut on the reverse side, as shown in picture 2.
- Take the left side mounting plate (item 3 – PLATE 0182) and locate the two longer M6 button head bolts (item 4 – 55mm longer) through the two smaller holes on the plate. Locate the M6 washer (item 2) onto the exposed thread of the upper bolt and offer the assembly up to the engine case, as shown in pictures 3, 4 & 5.
- To fit the left side crash protector, slide one of the 12mm washers (item 7) onto the M12 x 180mm long hex head bolt (item 8) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 6) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore.
- Offer this assembly up to the mounting plate and fit the bolt through the remaining hole in the plate, ensuring the shorter spacer (item 1 – S1071 – 83.00mm long) sits between the plate and frame, before inserting through the front engine mount and re-fitting the original lock nut to the exposed thread on the rear.
- Tighten this bolt along with the two M6 bolts that are fitted into the engine case to the recommended torque settings on page 3.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 19mm 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 40N/m of torque.

Right side (as you sit on the bike)

- Remove the front engine bolt along with the two engine case bolts that are arrowed in picture 7. To remove the engine bolt, use a T55 Torx socket with a 17mm spanner to hold the nut on the reverse side.
- Take the right side mounting plate (item 12 – PLATE 0183) and locate the two shorter M6 button head bolts (item 11 – 45mm longer) through the two smaller holes on the plate.
- To fit the right side crash protector, slide the remaining 12mm washer (item 7) onto the M12 x 190mm long hex head bolt (item 10) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 6) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 5) so the head of the bolt and washers go into the counter-bore.
- Offer this assembly up to the mounting plate and fit the bolt through the remaining hole in the plate, ensuring the remaining, longer spacer (item 13 – S1072 – 89.00mm long) sits between the plate and frame, before inserting through the front engine mount and re-fitting the original lock nut to the exposed thread on the rear, as shown in pictures 9 & 10.
- Tighten this bolt along with the two M6 bolts that are fitted into the engine case to the recommended torque settings on page 3.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 19mm 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 40N/m of torque.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.



ISSUE 1 22/09/2017 (HB)

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NOTICE DE MONTAGE CP0436BL
PROTECTIONS CRASH LATERALES
TRIUMPH BOBBER 2017- KIT SANS PERCAGE



Photo A

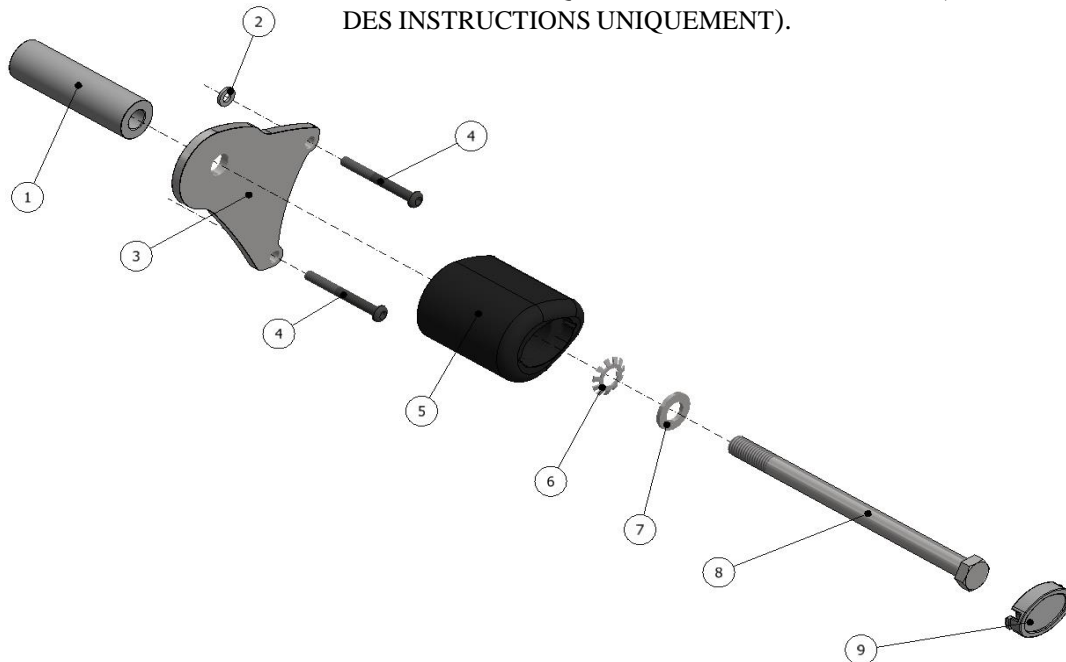


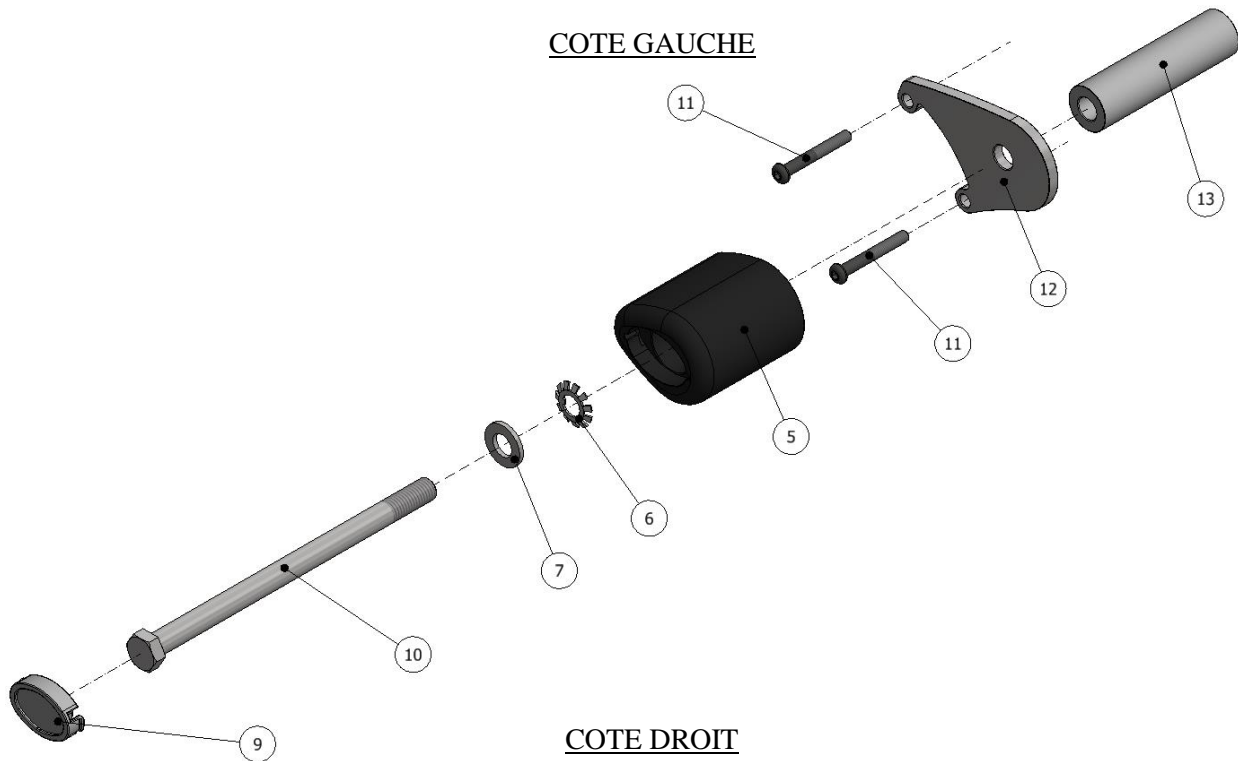
Photo B

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).





LEGENDE

- ARTICLE 1 = ENTRETOISE (S1071 – 83.00mm DE LONG) (x1).
 ARTICLE 2 = M6 RONDELLE (x1).
 ARTICLE 3 = PLAQUE DE FIXATION (PLATE 0182) (x1).
 ARTICLE 4 = M6 x 55mm BOULONS (x2).
 ARTICLE 5 = PROTECTION CRASH (B0061 avec CS340) (x2).
 ARTICLE 6 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 7 = M12 RONDELLES (x2).
 ARTICLE 8 = M12 x 1.25 x 180mm BOULON (x1).
 ARTICLE 9 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 10 = M12 x 1.25 x 190mm BOULON (x1).
 ARTICLE 11 = M6 x 45mm BOULONS (x2).
 ARTICLE 12 = PLAQUE DE FIXATION (PLAQUE 0183) (x1).
 ARTICLE 13 = ENTRETOISE (S1072 – 89.00mm DE LONG) (x1).

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

TOOLS REQUIRED

- Clé à douille 4mm.
- Douilles de 8 & 19mm.
- Clé Torx T55.
- Clé à molette 17mm.

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- Clé dynamométrique (à 40N/m).

ARRIERE MOTO

AVANT MOTO



PHOTO C

COUPLES DE SERRAGE

M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm

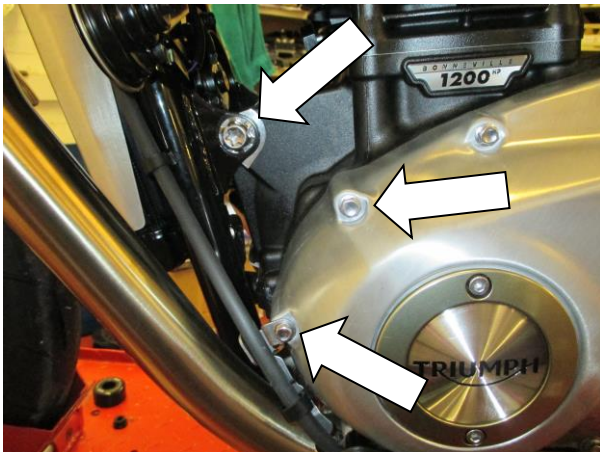


Photo 1



Photo 2



Photo 3



Photo 4

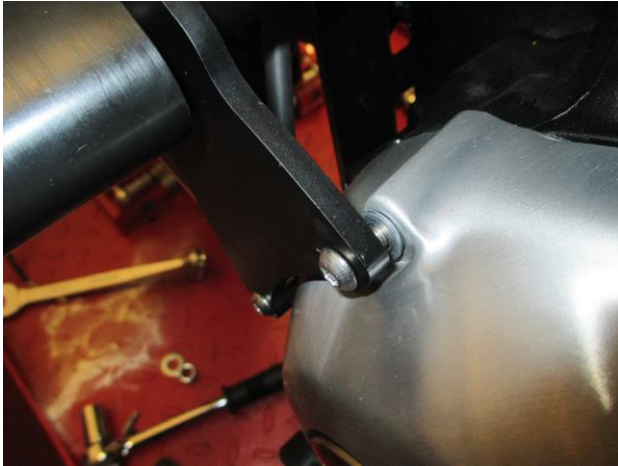


Photo 5



Photo 6

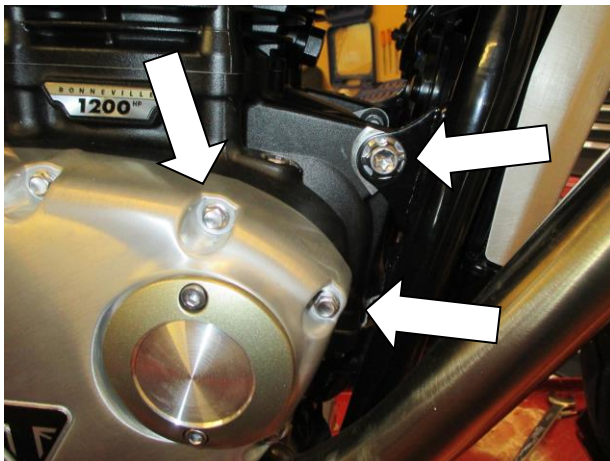


Photo 7



Photo 8

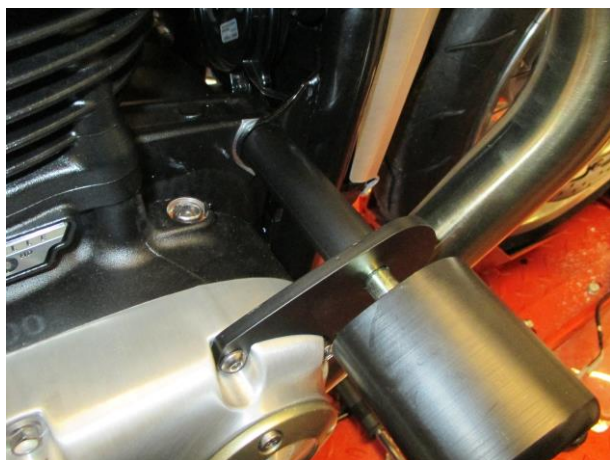


Photo 9

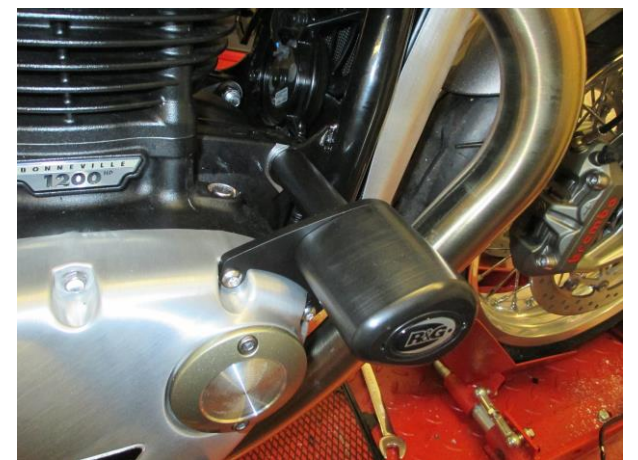


Photo 10



NOTICE DE MONTAGE

Coté gauche (assis sur la moto)

- Enlever le boulon moteur avant avec les 2 boulons de carter moteur indiqués sur la photo 1. Pour enlever le boulon moteur, utiliser une clé Torx T55 et une clé à molette de 17mm pour tenir l'écrou du coté opposé, voir photo 2.
- Prendre la plaque de fixation du coté gauche (article 3 – PLAQUE 0182) et placer les 2 boulons M6 les plus longs M6 (article 4 – 55mm) dans les 2 petits trous de la plaque. Placer la rondelle M6 (article 2) sur le filetage du boulon supérieur puis monter l'ensemble sur le carter moteur, voir photos 3, 4 & 5.
- Pour monter la protection crash du coté gauche, glisser une des rondelles 12mm (article 7) sur le boulon M12 x 180mm (article 8) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 6) sur le boulon pour qu'elle se place contre la rondelle tout juste insérée.
- Glisser le boulon muni de ses rondelle dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage.
- Monter cet ensemble sur la plaque de fixation et insérer le boulon dans le trou restant de la plaque, en veillant à ce que l'entretoise courte (article 1 – S1071 – 83.00mm de long) se place entre la plaque et le cadre, avant de l'insérer dans le support moteur avant et de replacer l'écrou de blocage d'origine sur le filetage à l'arrière.
- Serrer ce boulon de même que les 2 boulons M6 insérés dans le carter moteur, selon les couples de serrage recommandés, voir page 3.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une clé de 19mm. **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'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

Coté droit (assis sur la moto)

- Enlever le boulon moteur avant avec les 2 boulons de carter moteur indiqués sur la photo 7. Pour enlever le boulon moteur, utiliser une clé Torx T55 et une clé à molette de 17mm pour tenir l'écrou du coté opposé, voir photo 2.
- Prendre la plaque de fixation du coté droit (article 12 – PLAQUE 0183) et placer les 2 boulons M6 les plus courts (article 11 – 45mm) dans les 2 petits trous de la plaque.
- Pour monter la protection crash du coté droit, glisser la rondelle 12mm restante (article 7) sur le boulon M12 x 190mm (article 10) façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 6) sur le boulon pour qu'elle se place contre la rondelle tout juste insérée.
- Glisser le boulon muni de ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage.
- Monter cet ensemble sur la plaque de fixation et insérer le boulon dans le trou restant de la plaque, en veillant à ce que l'entretoise longue restante (article 13 – S1072 – 89.00mm de long) se place entre la plaque et le cadre, avant de l'insérer dans le support moteur avant et de replacer l'écrou de blocage d'origine sur le filetage à l'arrière, voir photos 9 & 10.
- Serrer ce boulon de même que les 2 boulons M6 insérés dans le carter moteur, selon les couples de serrage recommandés, voir page 3.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une clé de 19mm. **LA PROTECTION DOIT ETRE POSITIONNEE**

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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. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

- Placer le sticker R&G dans le creux de capuchon de la protection.
- Insérer les capuchons des protections dans les protections.

ISSUE 1 22/09/2017 (HB)

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MONTAGEANLEITUNG FÜR CP0436BL
AERO STURZPADS FÜR TRIUMPH BOBBER- (MONTAGE OHNE BOHREN)



Abbildung A

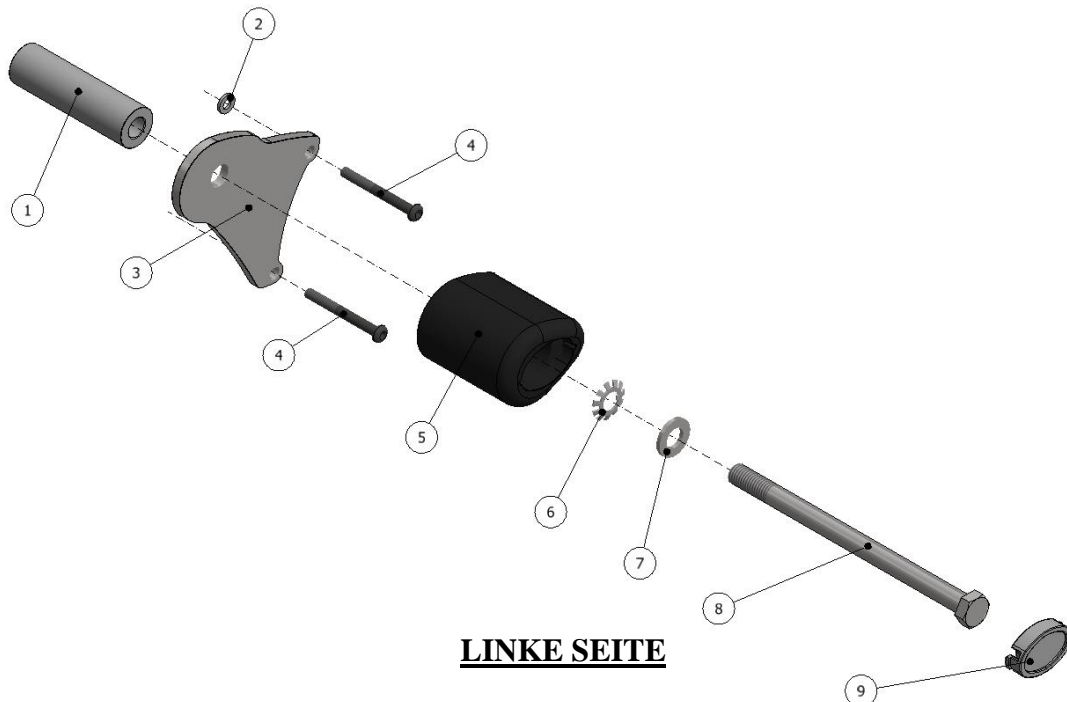


Abbildung B

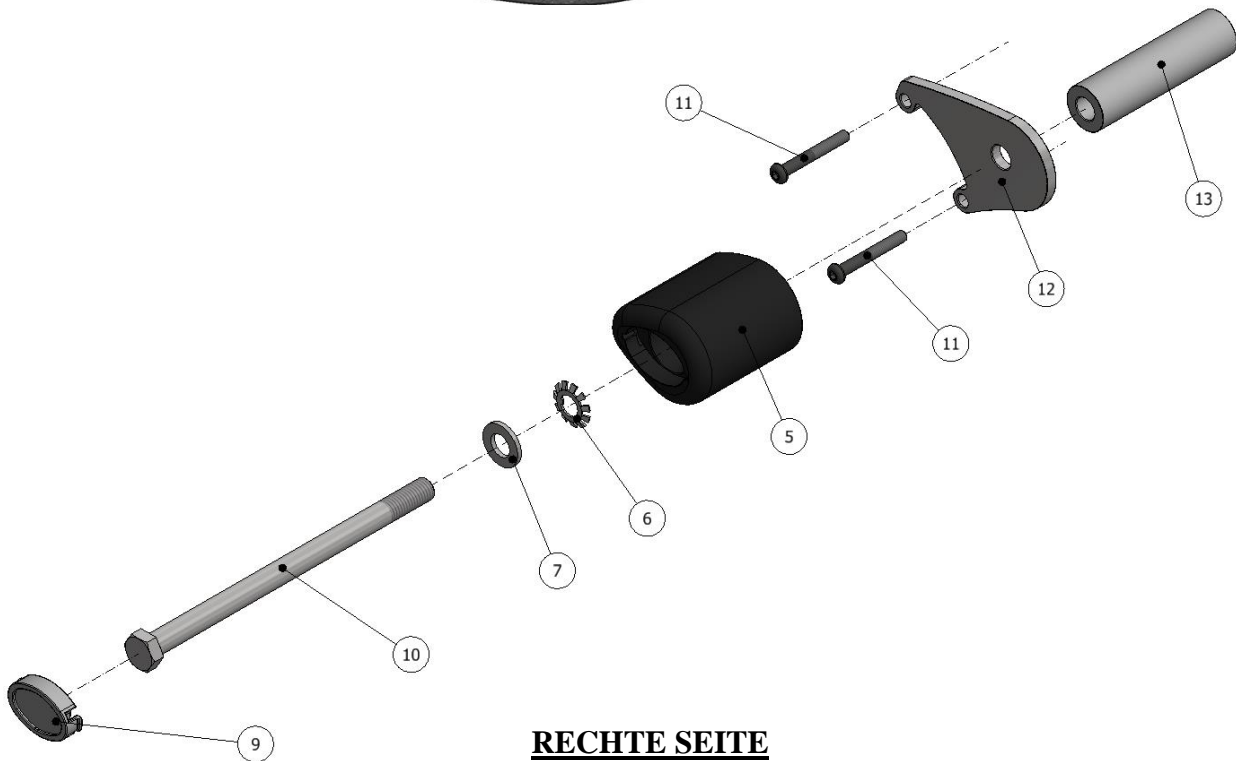
ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.

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

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.



LINKE SEITE



RECHTE SEITE

LIEFERUMFANG

- ARTIKEL 1 = DISTANZHALTER (S1071 – 83 mm Länge) (x1)
- ARTIKEL 2 = M6 UNTERLEGSCHLEIBE (x1)
- ARTIKEL 3 = AUFNAHMEPLATTE (PLATE 0182) (x1)
- ARTIKEL 4 = M6 x 55mm INBUSSCHRAUBE (x2)
- ARTIKEL 5 = STURZPAD (B0061 mit CS340) (x2)
- ARTIKEL 6 = ZAHNSCHLEIBE (LW0001) (x2)
- ARTIKEL 7 = M12 UNTERLEGSCHLEIBE (x2)
- ARTIKEL 8 = M12 x 1,25 x 180mm SECHSKANTSCHRAUBE (x1)
- ARTIKEL 9 = STURZPAD-SCHUTZKAPPE (BC0002) (x2)
- ARTIKEL 10 = M12 x 1,25 x 190mm SECHSKANTSCHRAUBE (x1)
- ARTIKEL 11 = M6 x 45mm INBUSSCHRAUBE (x2)
- ARTIKEL 12 = AUFNAHMEPLATTE (PLATE 0183) (x1)
- ARTIKEL 13 = DISTANZHALTER (S1072 – 89,00mm Länge) (x1)

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

SIE BENÖTIGEN FOLGENDES WERKZEUG:

- Steckschlüsselsatz mit 4mm A/F Steckschlüsseln
- Steckschlüsselsatz mit 8 & 19mm Steckschlüssel
 - T55 Torx-Schlüssel
 - 17mm Schraubenschlüssel
- Drehmomentschlüssel (bis 40N/m)

MOTORRAD
HINTENMOTORRAD
VORNE

ABBILDUNG C

MAX. ANZUGSDREHMOMENTE:

- M4 SCHRAUBE = 8Nm
- M5 SCHRAUBE = 12Nm
- M6 SCHRAUBE = 15Nm
- M8 SCHRAUBE = 20Nm
- M10 SCHRAUBE = 40Nm

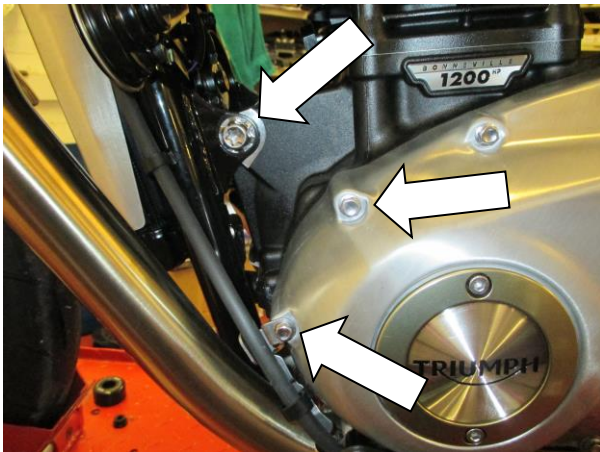


Abbildung 1



Abbildung 2



Abbildung 3



Abbildung 4

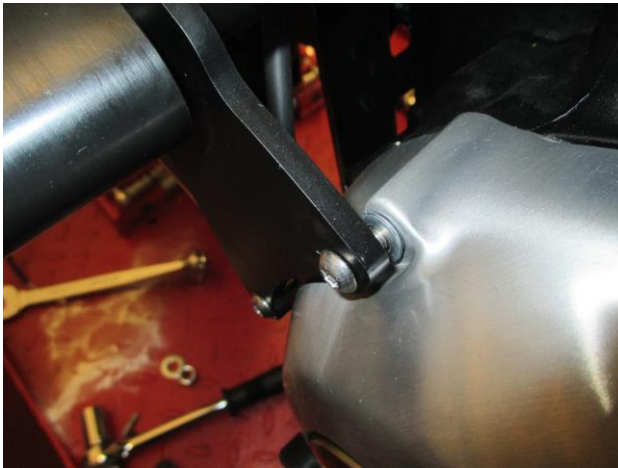


Abbildung 5



Abbildung 6

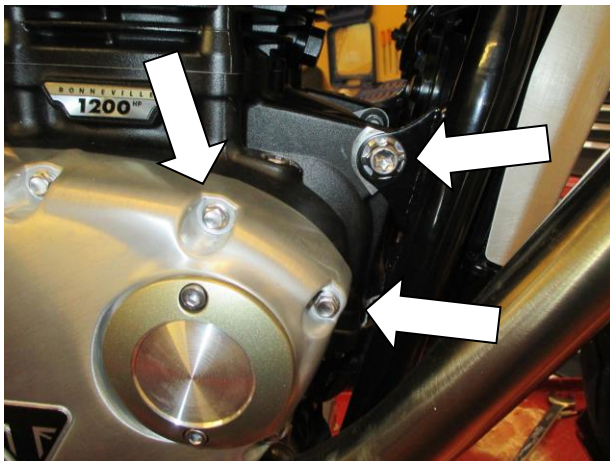


Abbildung 7



Abbildung 8



Abbildung 9



Abbildung 10



MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die vordere Motorschraube sowie die zwei Schrauben für das Motorgehäuse, die in Abbildung 1 gekennzeichnet sind. Um die Motorschraube zu entfernen, benutzen Sie einen T55 Torx-Schlüssel mit einem 17mm Schraubenschlüssel an der Rückseite wie in Abbildung 2 abgebildet.
- Nehmen Sie die linke Aufnahmeplatte (Artikel 3 – PLATE 0182) und montieren Sie die zwei längeren M6 Inbusschrauben (Artikel 4 – 55mm Länge) an den zwei kleineren Öffnungen an der Platte. Eine M6 Unterlegscheibe (Artikel 2) am hervorstehenden Ende der oberen Schraube anbringen, und die Einheit am Motorgehäuse fixieren – siehe Abbildungen 3, 4 & 5.
- Um das linke Sturzpad zu montieren, nehmen Sie die M12 x 180mm Sechskantschraube (Artikel 8) und eine 12mm Unterlegscheibe (Artikel 7) – schieben Sie die Unterlegscheibe hoch zum Schraubenkopf.
- Nehmen Sie die Zahnscheibe (Artikel 6) und schieben Sie sie hoch zur gerade montierten Unterlegscheibe.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.
- Die Einheit nun an der Aufnahmeplatte positionieren und die übrige Schraube durch die übrige Öffnung in der Platte führen. Bitte achten Sie darauf, dass der kurze Distanzhalter (Artikel 1 – S1071 – 83mm Länge) zwischen dem Rahmen und der Platte platziert ist, bevor Sie die Schraube durch die vordere Motorhalterung führen und mit der original Mutter an der Rückseite des hervorstehenden Gewindes befestigen.
- Ziehen Sie die Schraube, zusammen mit den zwei M6 Schrauben, die am Motorgehäuse montiert sind, mit dem auf Seite 3 angegebenen Anzugsdrehmoment fest.
- Ziehen Sie die Schraube mit einem 19mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUFGAHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘C’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** 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 Motorrads führen. 40 Nm Anzugsmoment nicht überschreiten!

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die vordere Motorschraube sowie die zwei Schrauben für das Motorgehäuse, die in Abbildung 7 gekennzeichnet sind. Um die Motorschraube zu entfernen, benutzen Sie einen T55 Torx-Schlüssel mit einem 17mm Schraubenschlüssel an der Rückseite.
- Nehmen Sie die rechte Aufnahmeplatte (Artikel 12 – PLATE 0183) und führen Sie die zwei kürzeren M6 Inbusschrauben (Artikel 11 – 44mm Länge) durch die zwei kleineren Öffnungen an der Platte.
- Um das rechte Sturzpad zu montieren, nehmen Sie die M12 x 190mm Sechskantschraube (Artikel 10) und die übrige 12mm Unterlegscheibe (Artikel 7) – schieben Sie die Unterlegscheibe hoch zum Schraubenkopf.
- Nehmen Sie die Zahnscheibe (Artikel 6) und schieben Sie sie zur gerade montierten Unterlegscheibe hoch.
- Die Schraube mit den Unterlegscheiben in das übrige Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.
- Die Einheit nun an der Aufnahmeplatte positionieren und die Schraube in die übrige Öffnung in der Platte einführen. Bitte achten Sie darauf, dass der übrige, längere Distanzhalter (Artikel 13 – S1072 – 89mm Länge) zwischen der Platte und dem Rahmen und platziert ist, bevor Sie die Schraube durch die vordere Motorhalterung führen und die original Mutter an der Rückseite des hervorstehenden Gewindes wieder befestigen - siehe Abbildungen 9 & 10.
- Ziehen Sie die Schraube, zusammen mit den zwei M6 Schrauben, die am Motorgehäuse montiert sind, mit dem auf Seite 3 angegebenen Anzugsdrehmoment fest.
- Ziehen Sie die Schraube mit einem 19mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUFGAHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘C’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES**



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- Wenn noch nicht bereits montiert, montieren Sie die Bubble-Aufkleber in den Vertiefungen der Sturzpad-Schutzkappen.
- Die Sturzpad-Schutzkappen an beiden Sturzpaden anbringen.

AUSGABE 1 22/09/2017 (HB)

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