



FITTING INSTRUCTIONS FOR CP0407BL
AERO CRASH PROTECTORS FOR TRIUMPH BONNEVILLE T120 '16-, STREET
TWIN '16- & THRUXTON 1200 '16- NON-DRILL KIT



Picture A

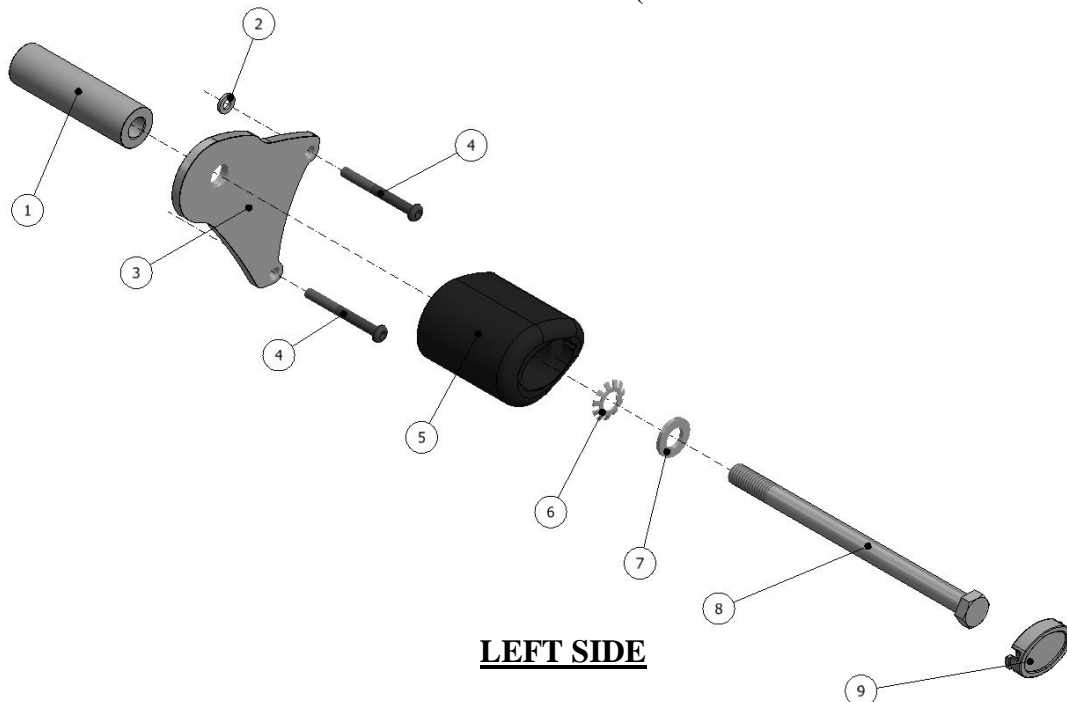


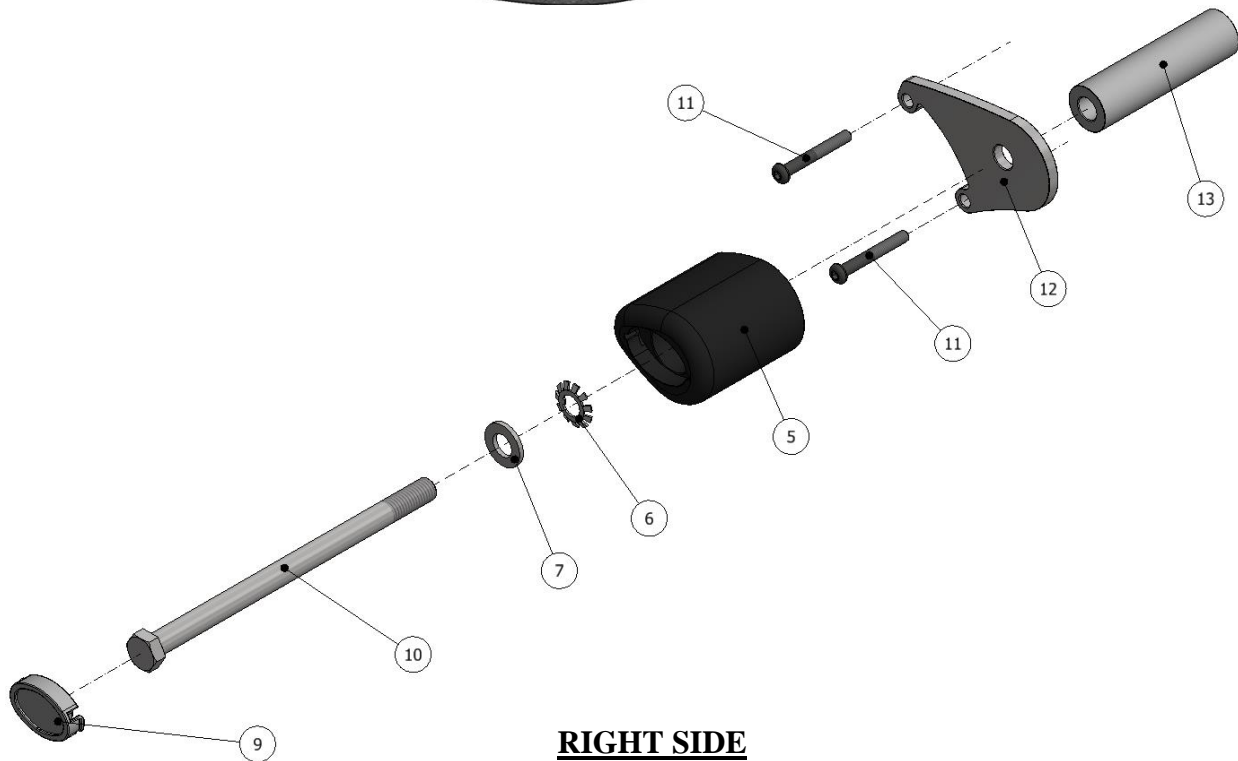
Picture B

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).





RIGHT SIDE

LEGEND

- ITEM 1 = SPACER (S0969 – 86.50mm 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 (S0970 – 91.50mm 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).

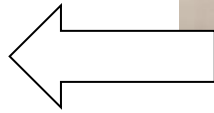
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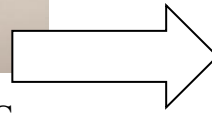
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TOWARDS REAR
OF BIKE



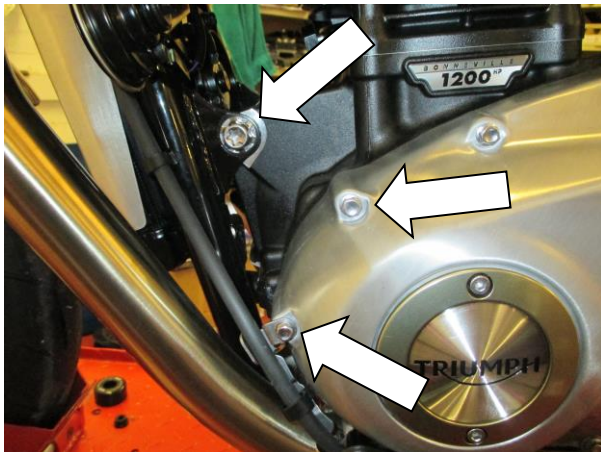
TOWARDS FRONT
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

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



Picture 1



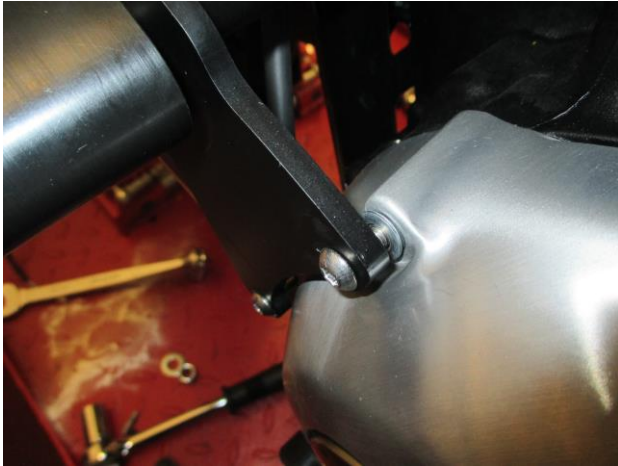
Picture 2



Picture 3



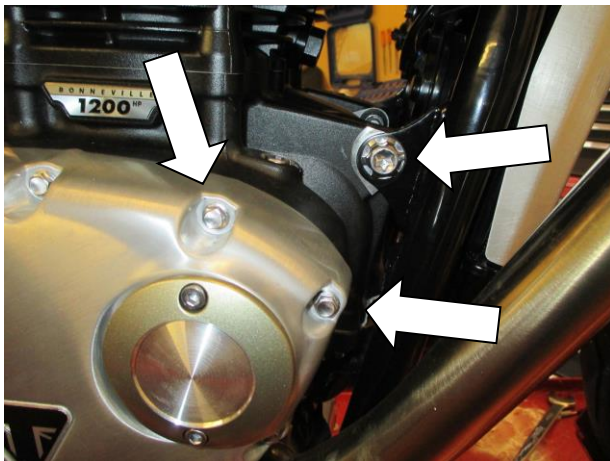
Picture 4



Picture 5



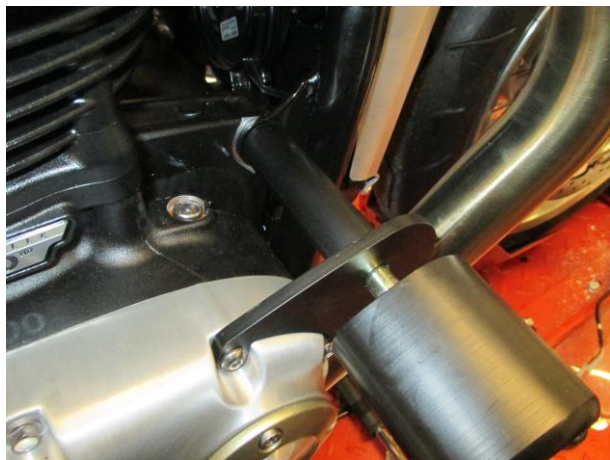
Picture 6



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 – S0969 – 86.50mm 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 – S0970 – 91.50mm 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.



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NOTICE DE MONTAGE CP0407BL
PROTECTIONS CRASH LATERALES
TRIUMPH BONNEVILLE T120 '16-, STREET TWIN '16- & THRUXTON 1200 '16-
KIT SANS PERCAGE



Photo A

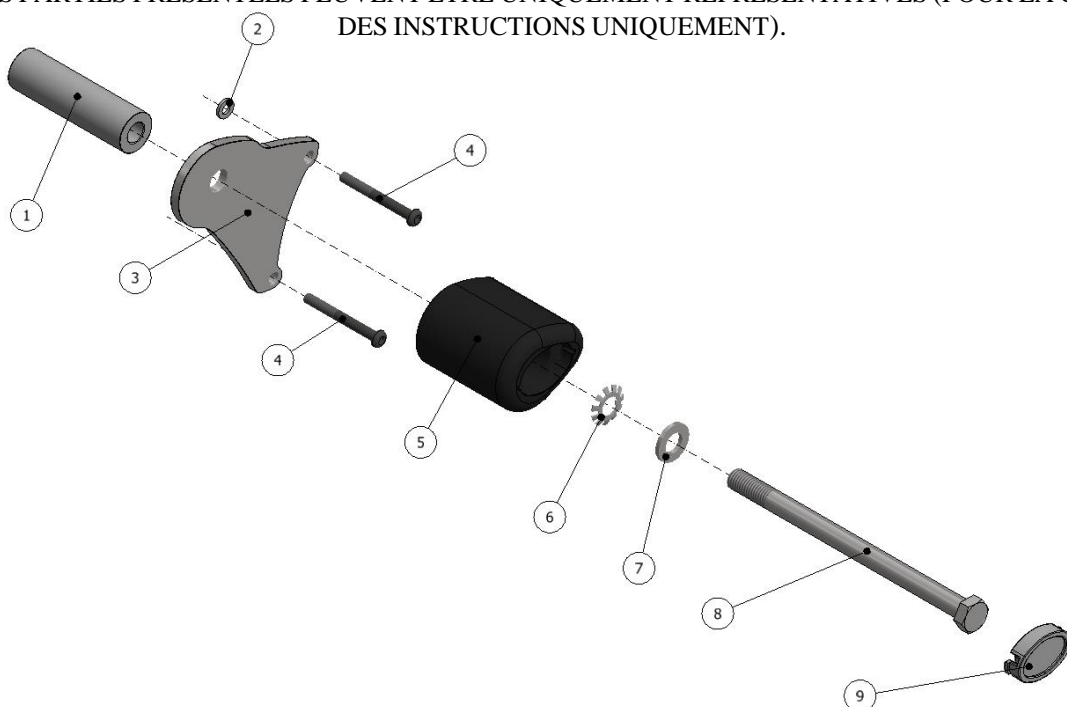


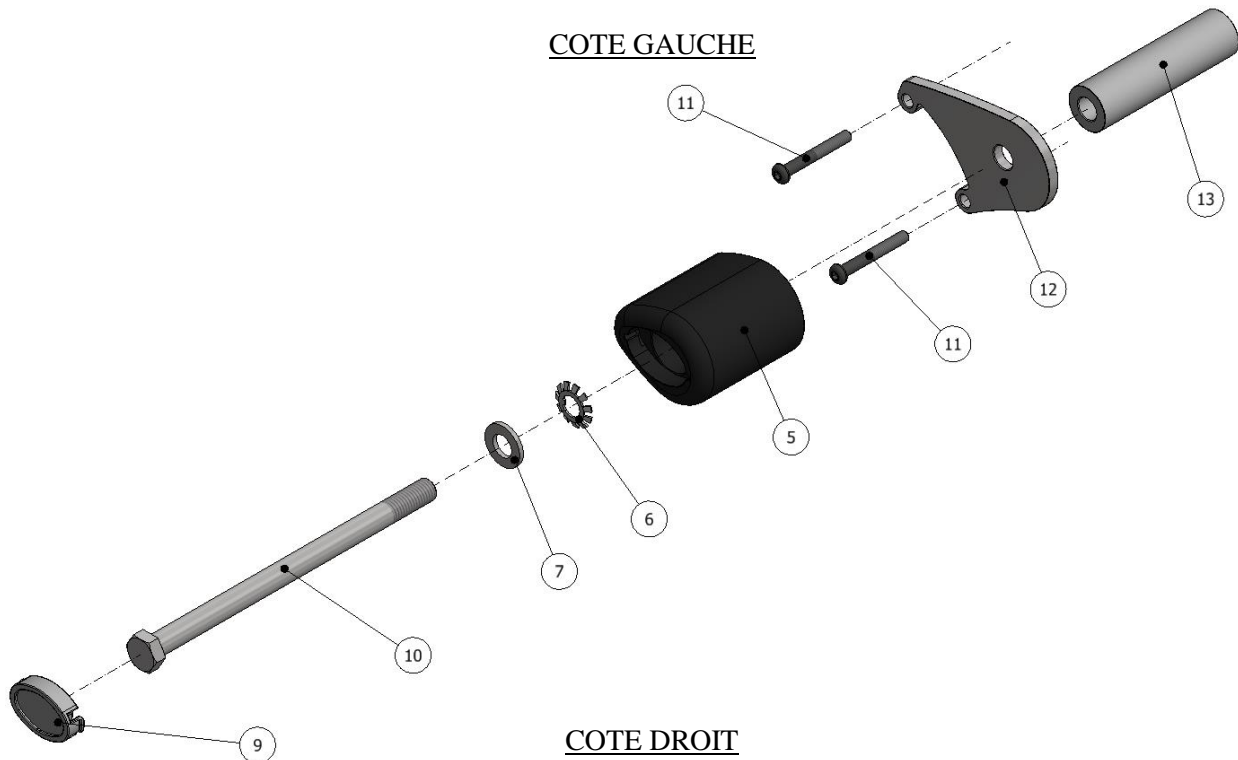
Photo B

**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 (S0969 – 86.50mm 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 (S0970 – 91.50mm 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.

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- Clé à molette 17mm.
- Clé dynamométrique (à 40N/m).

ARRIERE MOTO

AVANT MOTO



COUPLES DE SERRAGE

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

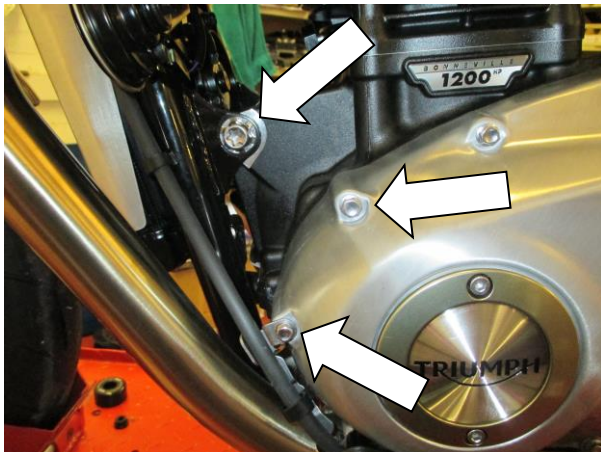


Photo 1



Photo 2

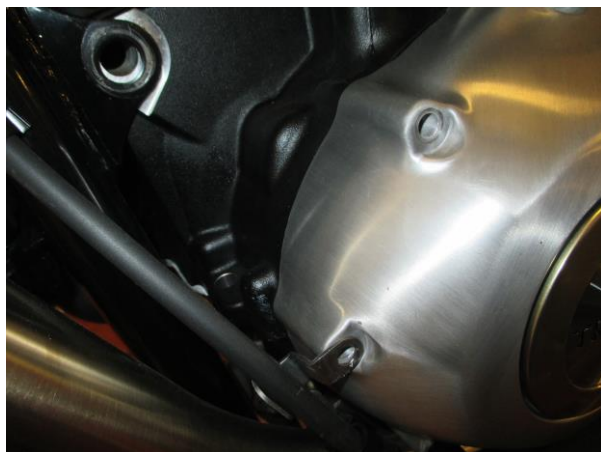




Photo 3

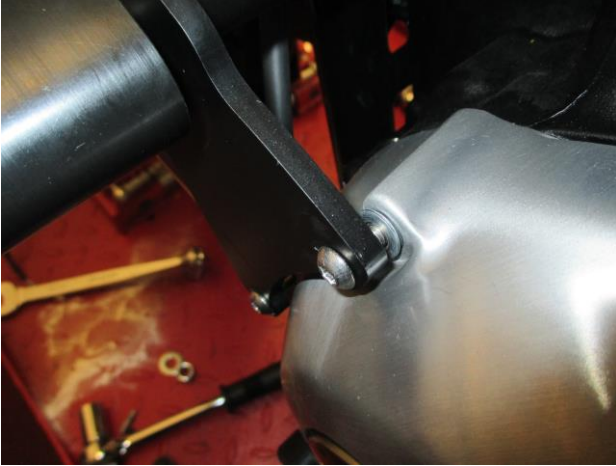


Photo 4



Photo 5

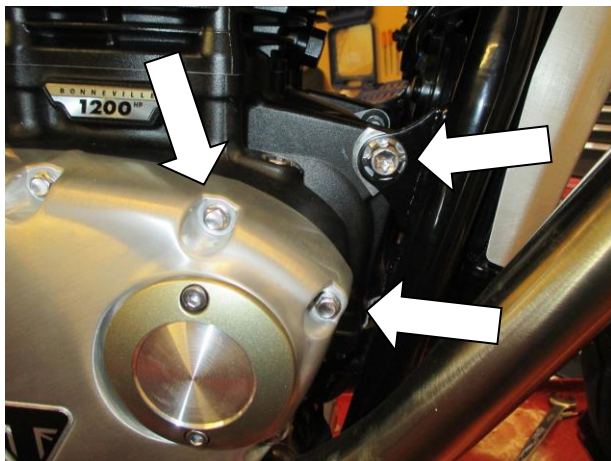


Photo 6



Photo 7

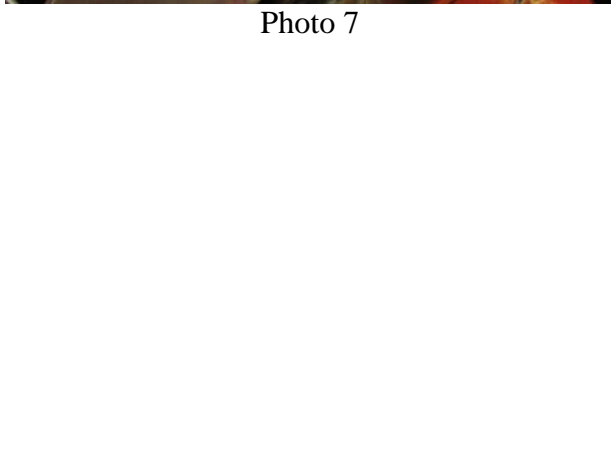
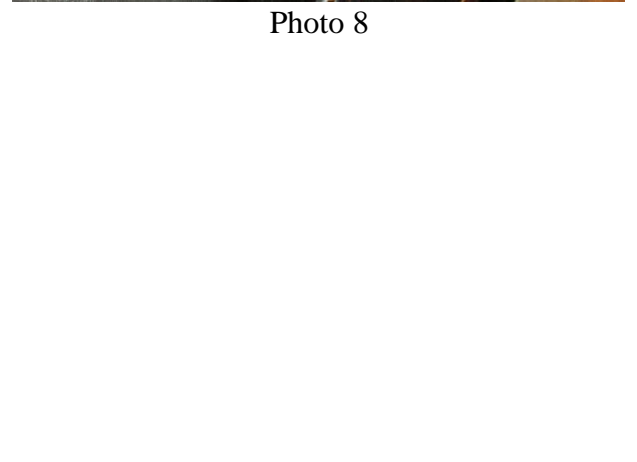


Photo 8



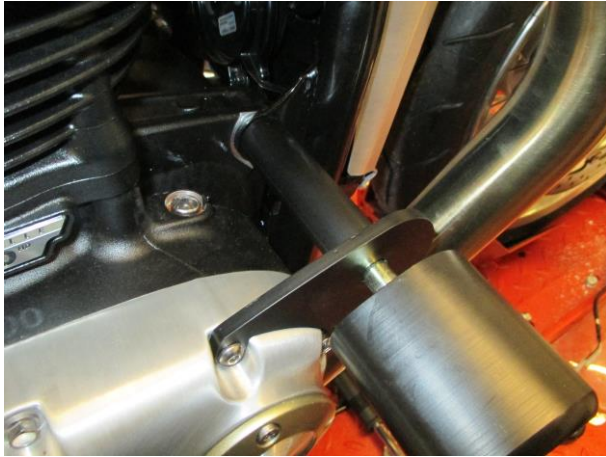


Photo 9



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 – S0969 – 86.50mm 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 – S0970 – 91.50mm 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 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.
- Placer le sticker R&G dans le creux de capuchon de la protection.
- Insérer les capuchons des protections dans les protections.

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