



**FITTING INSTRUCTIONS FOR CP0409BL/WH NO-CUT AERO CRASH  
PROTECTORS  
TRIUMPH TIGER SPORT 1050 2016-**

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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!*

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

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

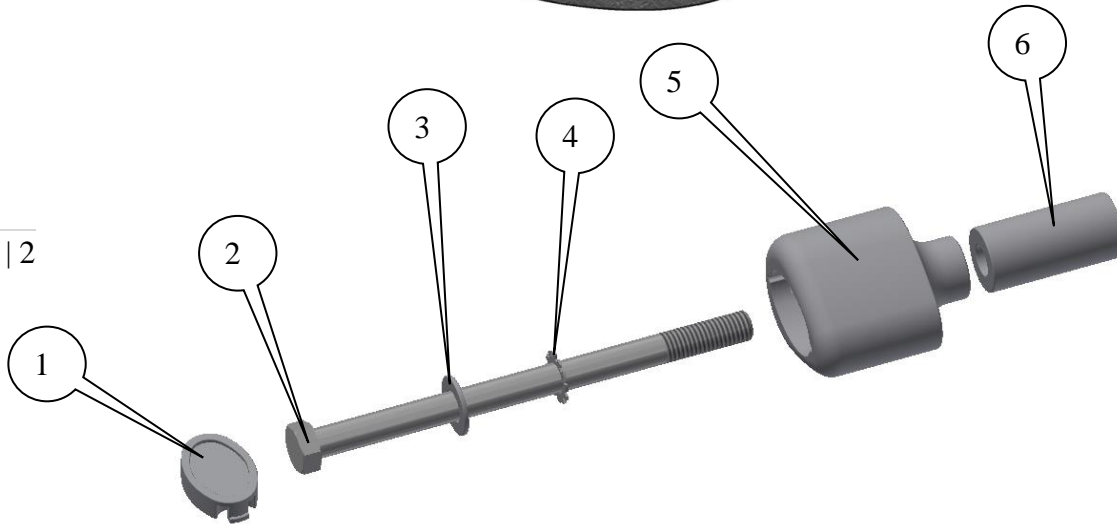
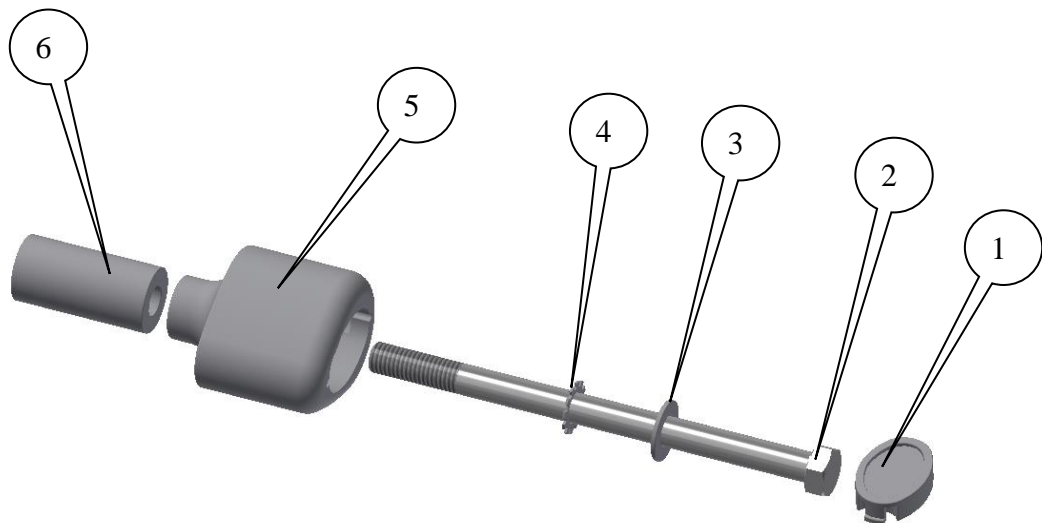
**GENERAL TORQUE SETTINGS**

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

**R&G Racing**

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LEFT HAND SIDE ASSEMBLYRIGHT HAND SIDE ASSEMBLY**TOOLS REQUIRED**

- Socket set to include T55 Torx Bit and 17mm A/F socket and wrench.
  - 17mm Spanner.
- Torque wrench (up to 40Nm).

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## **LEGEND**

ITEM 1 = CRASH PROTECTOR CAPS, L&RHS (BC0002) (x2).

ITEM 2 = CRASH PROTECTOR BOLTS, M12x1.25x180mm LONG HEX HEAD BOLTS, L&RHS (x2).

ITEM 3 = M12 PLAIN WASHERS, L&RHS (x2).

ITEM 4 = LOCKING WASHERS, L&RHS (LW0001) (x2).

ITEM 5 = CRASH PROTECTORS, L&RHS (B0431 with CS340, 12mm) (x2).

ITEM 6 = CRASH PROTECTOR SPACERS, L&RHS (S0806=54mm long) (x2).

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## **FITTING INSTRUCTIONS**

### **Near side (left side as you sit on bike)**

- Remove the bolt in position arrowed in picture 'A' on page 1 (this bolt has a nut fitted inboard so you will need to use the 17mm spanner to loosen the bolt).
- Place one of the plain washers (item 3) onto one of the hex headed bolts (item 2) as shown in the left hand side assembly.
- Place one of the locking washers (item 4) over the bolt and against the washer just fitted as shown in the left hand side assembly.
- Place the bolt with both washers through one of the crash protectors (item 5) as shown in the left hand side assembly.
- Place one of the spacers (item 6=54mm long) over the exposed end of the bolt and against the crash protector as shown in the left hand side assembly.
- Offer this assembly into position as shown in picture 'A' on page 1 **and reusing the original inboard nut**. Finally tighten the crash protector bolts 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 N/m of torque.
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

### **Off side (right side as you sit on bike)**

- Remove the bolt in position arrowed in picture 'B' on page 1 (this bolt has a nut fitted inboard so you will need to use the 17mm spanner to loosen the bolt).
- Place the remaining plain washer (item 3) onto the remaining hex headed bolt (item 2) as shown in the right hand side assembly.
- Place the remaining locking washer (item 4) over the bolt and against the washer just fitted as shown in the right hand side assembly.
- Place the bolt with both washers through the remaining crash protector (item 5) as shown in the right hand side assembly.
- Place the remaining spacer (item 6=54mm long) over the exposed end of the bolt and against the crash protector as shown in the right hand side assembly.
- Offer this assembly into position as shown in picture 'B' on page 1 and reusing the original inboard nut. Finally tighten the crash protector bolts 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 N/m of torque.

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- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

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**NOTICE DE MONTAGE CP0409BL/WH PROTECTIONS CRASH LATERALES**  
**(SANS OUVERTURE**  
**TRIUMPH TIGER SPORT 1050 2016-**

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PHOTO 'A'



PHOTO 'B'



REAR OF BIKE

FRONT OF BIKE

PHOTO 'C'

**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.

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

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

**Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)**

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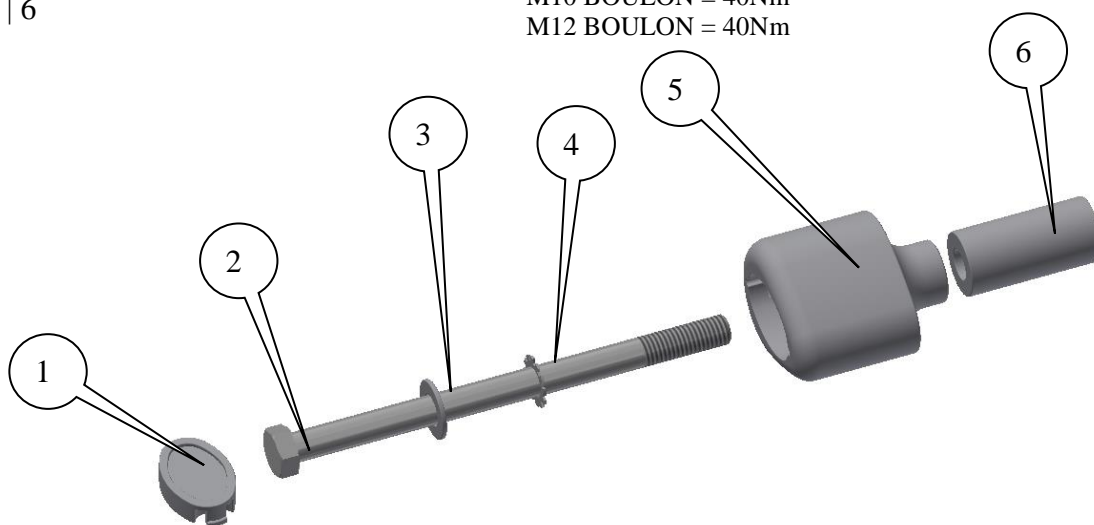
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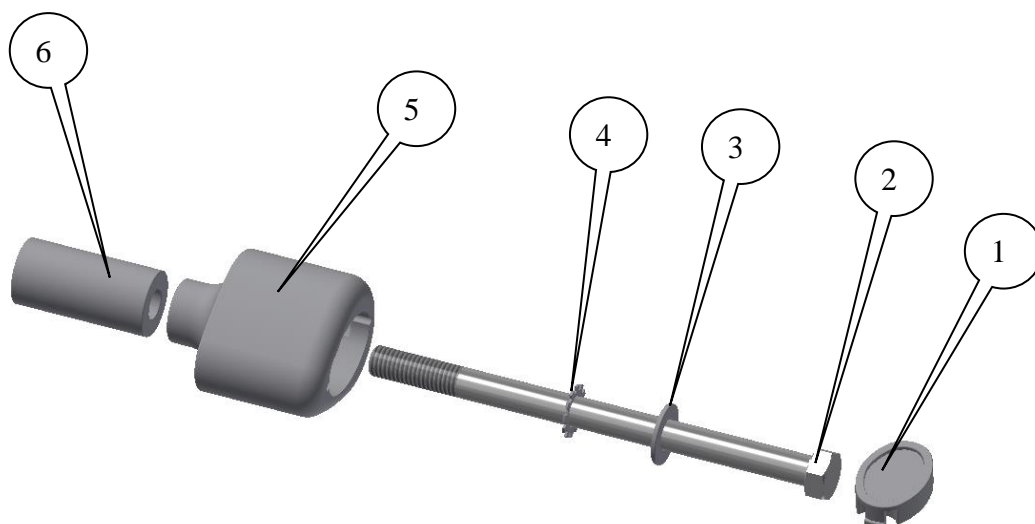
### COUPLES DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm  
 M5 BOULON = 12Nm  
 M6 BOULON = 15Nm  
 M8 BOULON = 20Nm  
 M10 BOULON = 40Nm  
 M12 BOULON = 40Nm

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ASSEMBLAGE COTE GAUCHE



ASSEMBLAGE COTE DROIT

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### OUTILS REQUIS

- Clé Torx T55 et Clé à douille 17mm.
  - Clé à molette 17mm.
- Clé dynamométrique (à 40Nm).

### LEGENDE

ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH, GAUCHE ET DROITE (BC0002) (x2).

ARTICLE 2 = BOULONS M12x1.25x180mm GAUCHE ET DROITE (x2).

ARTICLE 3 = RONDELLES M12 GAUCHE ET DROITE (x2).

ARTICLE 4 = RONDELLES DE BLOCAGE, GAUCHE ET DROITE (LW0001) (x2).

ARTICLE 5 = PROTECTION CRASH GAUCHE ET DROITE (B0431 avec CS340, 12mm) (x2).

ARTICLE 6 = ENTRETOISES, GAUCHE ET DROITE (S0806=54mm de long) (x2).

### NOTICE DE MONTAGE

#### *Coté gauche (assis sur la moto)*

- Enlever le boulon dans la position indiquée sur la photo 'A' page 1 (Ce boulon possède un écrou interne donc vous devrez utiliser une clé à molette 17mm pour desserrer le boulon).
- Placer une des rondelles (article 3) sur un des boulons (article 2), voir assemblage coté gauche.
- Placer une des rondelles de blocage (article 4) sur le boulon et contre la rondelle tout juste insérée, voir assemblage du coté gauche.
- Placer le boulon avec ses 2 rondelles dans une des protections crash (article 5) voir assemblage du coté gauche.
- Placer une des entretoises (article 6=54mm de long) sur l'extrémité du boulon puis contre la protection crash, voir assemblage du coté gauche.
- Monter l'ensemble en position, voir photo 'A', sur page 1 puis réutiliser l'écrou internet. Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant 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'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 (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

#### *Coté droit (assis sur la moto)*

- Enlever le boulon dans la position indiquée sur la photo 'B' page 1 (Ce boulon possède un écrou interne donc vous devrez utiliser une clé à molette 17mm pour desserrer le boulon).
- Placer la rondelle restante (article 3) sur un des boulons (article 2), voir assemblage coté droit.
- Placer une des rondelles de blocage (article 4) sur le boulon et contre la rondelle tout juste insérée, voir assemblage du coté droit.
- Placer le boulon avec ses 2 rondelles dans la protection crash restante (article 5) voir assemblage du coté droit.

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- Placer une des entretoises (article 6=54mm de long) sur l'extrémité du boulon puis contre la protection crash, voir assemblage du coté droit.
- Monter l'ensemble en position, voir photo 'B', sur la page 1. Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince 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'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 (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

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