



**FITTING INSTRUCTIONS FOR CP0273 FRONT MOUNTING**  
**CRASH PROTECTORS**  
**TRIUMPH SPEED TRIPLE 2011**



PICTURE 1



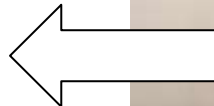
PICTURE 2

**THIS KIT CONTAINS THE ITEMS PICTURED AND LISTED 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)

TOWARDS REAR  
OF BIKE



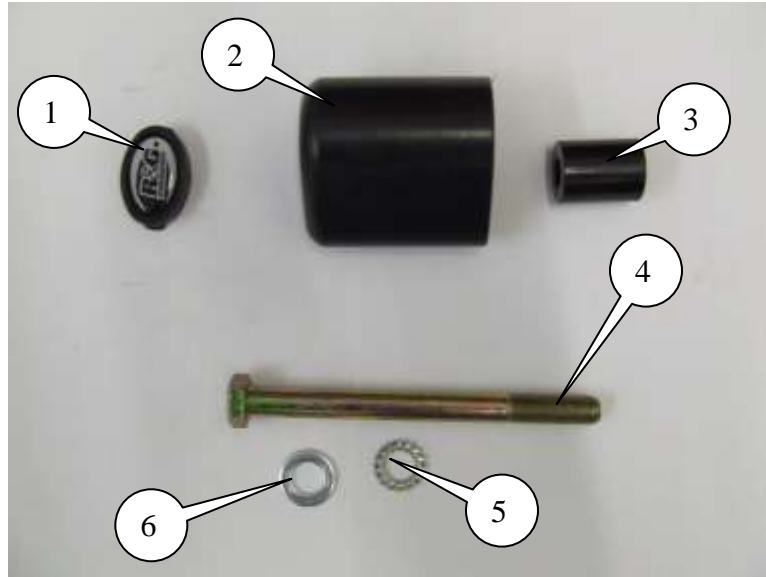
TOWARDS FRONT  
OF BIKE



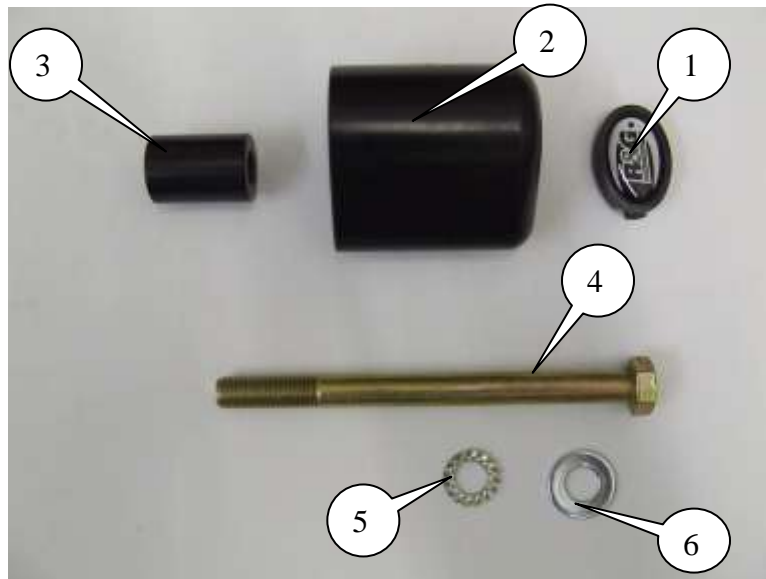
PICTURE 3



**LEFT HAND SIDE**



**RIGHT HAND SIDE**





## **LEGEND**

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0061 with CS340 (12mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = S0432 ( BOTH SPACERS 46mm LONG) (x2).

ITEM 4 = M12 x 1.25 x 160mm LONG HEX HEAD BOLT (CRASH PROTECTOR BOLTS) (x2).

ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2)

ITEM 6 = M12 x 23mm o/dia WASHERS (x2).

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 16, 17 and 19mm sockets and wrench.
  - 17mm spanner.
- Torque wrench (up to 40Nm)

## **Left-hand side (as you sit on bike)**

- REMOVE THE ENGINE BOLT ARROWED IN PICTURE 1 (THIS BOLT HAS A NUT INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 PLAIN WASHER (ITEM 6) ONTO ONE OF THE M12x160mm LONG HEX HEAD BOLT (ITEM 4), PLACE THE SHAKE PROOF WASHER (ITEM 5) ONTO THE BOLT UP TO PLAIN WASHER, PASS BOLT AND WASHERS THROUGH THE CRASH PROTECTOR (ITEM 2) SO WASHER GOES INTO RECESS.
- PLACE ONE OF THE SPACERS (46mm LONG, ITEM 3) OVER EXPOSED END OF BOLT AND UP TO THE CRASH PROTECTOR, OFFER THE ASSEMBLY UP AND THROUGH FRONT ENGINE MOUNT.
- PLACE ORIGINAL NUT ON INBOARD END OF BOLT AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 3 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAP (ITEM 1) TO THE CRASH PROTECTOR.

## **Right-hand side (as you sit on bike)**

- REMOVE THE ENGINE BOLT ARROWED IN PICTURE 2 (THIS BOLT HAS A NUT INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 PLAIN WASHER (ITEM 6) ONTO THE REMAINING M12x160mm LONG HEX HEAD BOLT (ITEM 4), PLACE THE SHAKE PROOF WASHER (ITEM 5) ONTO THE BOLT UP TO PLAIN WASHER, PASS BOLT AND WASHERS THROUGH THE CRASH PROTECTOR (ITEM 2) SO WASHER GOES INTO RECESS.

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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- PLACE THE REMAINING SPACER (46mm LONG, ITEM 3) OVER EXPOSED END OF BOLT AND UP TO THE CRASH PROTECTOR, OFFER THE ASSEMBLY UP AND THROUGH FRONT ENGINE MOUNT.
- PLACE ORIGINAL NUT ON INBOARD END OF BOLT AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 3 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAP (ITEM 1) TO THE CRASH PROTECTOR.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS AVANT**  
**CP0273 TRIUMPH SPEED TRIPLE 2011**

**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.**



**LEGENDE**

- ARTICLE 1 = BC0002 CAPUCHONS POUR TAMPONS DE PROTECTION (x2).
- ARTICLE 2 = B0061 avec CS340 (12mm) (LES 2 PROTECTIONS CRASH) (x2).
- ARTICLE 3 = S0432 (LES 2 ENTRETOISES 46mm de long) (x2).
- ARTICLE 4 = M12 x 1.25 x 160mm LONG HEX HEAD BOLT (CRASH PROTECTOR BOLTS) (x1).
- ARTICLE 5 = LW0001 (M12 RONDELLES ANTI VIBRATION) (x2)
- ARTICLE 6 = M12 x 23mm o/dia RONDELLES (x2).

**OUTILS NECESSAIRES**

- Jeu de clé 16, 17 et 19mm.
  - Clé plate de 17mm.
- Clé dynamométrique (sup à 40Nm)



## **COTE GAUCHE**

- ENLEVER LE BOULON MOTEUR (PHOTO 1) (CE BOULON A UN ECROU INTERNE QUI SERA REUTILISE DANS LA SUITE DU MONTAGE).
- PLACER LA RONDELLE M12 (ARTICLE 6) SUR UN DES BOULONS M12x160mm (ARTICLE 4), PLACER LA RONDELLE ANTI VIBRATION (ARTICLE 5) SUR LE BOULON SUR LA RONDELLE PLATE, PASSER LE BOULON ET LES RONDELLES A TRAVERS LA PROTECTION CRASH (ARTICLE 2) DE FACON A CE QUE LA RONDELLE AILLE DANS LE CREUX.
- PLACER UNE DES ENTRETOISES (46mm DE LONG, ARTICLE 3) AUTOUR DE L'EXTREMITÉ DU BOULON ET SUR LA PROTECTION CRASH, MONTER L'ENSEMBLE A TRAVERS LE SUPPORT MOTEUR AVANT.
- PLACER L'ECROU D'ORIGINE A L'EXTREMITÉ INTERNE DU BOULON PUIS SERRER.  
**NOTEZ QUE LA PROTECTION CRASH (SLIDER) DOIT ETRE POSITIONNE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITÉ VERS L'AVANT DE LA MOTO (SANS EXCEDER 40Nm DE COUPLE).**
- METTRE LE CAPUCHON SUR LA PROTECTION CRASH (ARTICLE 1).

## **COTE DROIT**

- ENLEVER LE BOULON MOTEUR (PHOTO 2) (CE BOULON A UN ECROU INTERNE QUI SERA REUTILISE DANS LA SUITE DU MONTAGE).
- PLACER LA RONDELLE M12 (ARTICLE 6) SUR LE BOULON RESTANT M12x160mm (ARTICLE 4), PLACER LA RONDELLE ANTI VIBRATION (ARTICLE 5) SUR LE BOULON SUR LA RONDELLE PLATE, PASSER LE BOULON ET LES RONDELLES A TRAVERS LA PROTECTION CRASH (ARTICLE 2) DE FACON A CE QUE LA RONDELLE AILLE DANS LE CREUX.
- PLACER L'ENTRETOISE RESTANTE (46mm DE LONG, ARTICLE 3) AUTOUR DE L'EXTREMITÉ DU BOULON ET SUR LA PROTECTION CRASH, MONTER L'ENSEMBLE A TRAVERS LE SUPPORT MOTEUR AVANT.
- PLACER L'ECROU D'ORIGINE A L'EXTREMITÉ INTERNE DU BOULON PUIS SERRER.  
**NOTEZ QUE LA PROTECTION CRASH (SLIDER) DOIT ETRE POSITIONNE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITÉ VERS L'AVANT DE LA MOTO (SANS EXCEDER 40Nm DE COUPLE).**
- METTRE LE CAPUCHON SUR LA PROTECTION CRASH (ARTICLE 1).



**MONTAGEANLEITUNG FÜR CP0273 STURZPADS (MONTAGE VORNE)**  
**TRIUMPH SPEED TRIPLE 2011**



ABBILDUNG 1



ABBILDUNG 2

**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.**

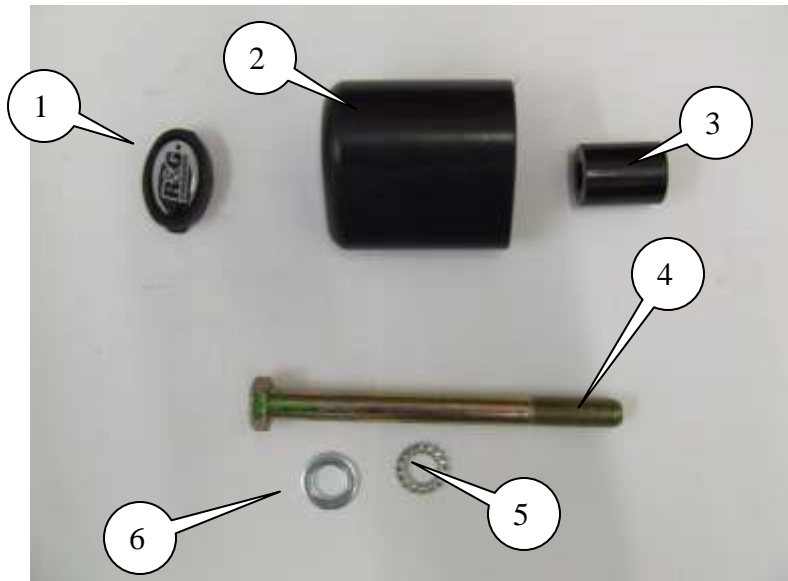
DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG



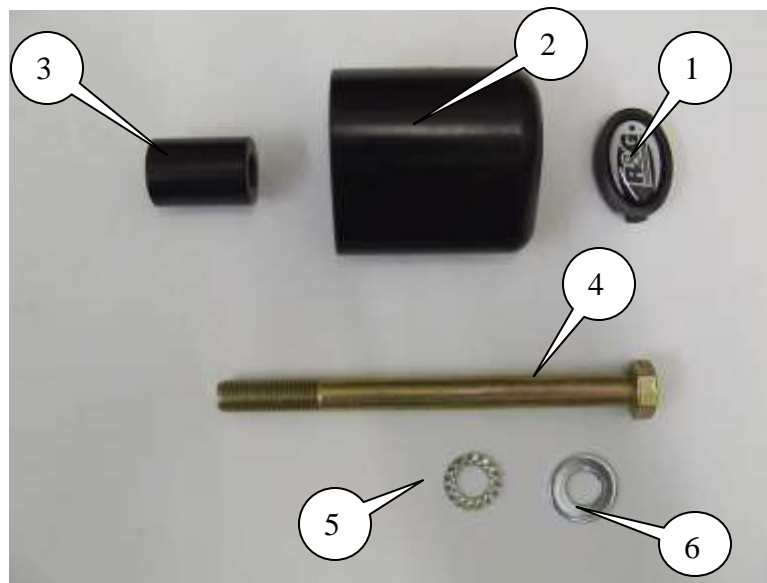
ABBILDUNG 3



**LINKE SEITE**



**RECHTE SEITE**







### **LIEFERUMFANG:**

- ARTIKEL 1 = BC0002 SCHUTZKAPPEN (x2)
- ARTIKEL 2 = B0061 und CS340 (12mm) (BEIDE STURZPADS) (x2)
- ARTIKEL 3 = S0432 (BEIDE ABSTANDSHALTER – 46 mm LÄNGE) (x2)
- ARTIKEL 4 = M12 x 1,25 x 160mm LANGE SECHSKANTSCHRAUBEN (FÜR STURZPADS) (x2)
- ARTIKEL 5 = LW0001 (M12 ZAHNSCHEIBEN) (x2)
- ARTIKEL 6 = M12 x 23mm UNTERLEGSCHLEIBEN (x2)

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

### **SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Steckschlüsselsatz inkl. 16, 17 und 19mm Steckschlüssel
  - 17mm Maulschlüssel
- Drehmomentschlüssel (bis 40Nm)

### **Linke Seite (in Fahrtrichtung)**

- ENTFERNEN SIE DEN MOTORBOLZEN, DER IN ABBILDUNG 1 GEKENNZEICHNET IST (DIESER BOLZEN HAT EINE INNENLIEGENDE MUTTER, DIE BEI DER MONTAGE DES STURZPADS WIEDERVERWENDET WIRD).
- NEHMEN SIE EINE DER M12x160mm LANGE SECHSKANTSCHRAUBE (ARTIKEL 4) UND DER M12 UNTERLEGSCHLEIBEN (ARTIKEL 6) - SCHIEBEN SIE DIE UNTERLEGSCHLEIBE BIS ZUM SCHRAUBENKOPF HOCH. NEHMEN SIE DIE ZAHNSCHLEIBE (ARTIKEL 5) UND SCHIEBEN SIE SIE ZUR UNTERLEGSCHLEIBE HOCH. DIE SCHRAUBE MIT DEN UNTERLEGSCHLEIBEN IN DAS STURZPAD (ARTIKEL 2) EINFÜHREN, SODASS DIE UNTERLEGSCHLEIBE IN DIE VERTIEFUNG REINPASST.
- SCHIEBEN SIE EINEN DER BEIDEN ABSTANDSHALTER (46 mm LÄNGE, ARTIKEL 3) ÜBER DAS HERVORSTEHENDE ENDE DER SCHRAUBE ZUM STURZPAD HOCHSCHIEBEN. DIE EINHEIT AN DER VORDEREN BEFESTIGUNGSBOHRUNG FÜR DEN MOTOR ANBRINGEN.
- DIE ORIGINALMUTTER AM ENDE DER SCHRAUBE ANBRINGEN UND BEFESTIGEN. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘3’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET (40 NM ANZUGSMOMENT NICHT ÜBERSCHREITEN!)**
- DIE SCHUTZKAPPE (ARTIKEL 1) AM STURZPAD ANBRINGEN.



### **Rechte Seite (in Fahrtrichtung)**

- ENTFERNEN SIE DEN MOTORBOLZEN, DER IN ABBILDUNG 2 GEKENNZEICHNET IST (DIESER BOLZEN HAT EINE INNENLIEGENDE MUTTER, DIE BEI DER MONTAGE DES STURZPADS WIEDERVERWENDET WIRD).
- NEHMEN SIE DIE VERBLEIBENDE M12x160mm LANGE SECHSKANTSCHRAUBE (ARTIKEL 4) UND DIE M12 UNTERLEGSCHIBE (ARTIKEL 6) - SCHIEBEN SIE DIE UNTERLEGSCHIBE BIS ZUM SCHRAUBENKOPF HOCH. NEHMEN SIE DIE ZAHNSCHIBE (ARTIKEL 5) UND SCHIEBEN SIE SIE ZUR UNTERLEGSCHIBE HOCH. DIE SCHRAUBE MIT DEN UNTERLEGSCHIBEN IN DAS STURZPAD (ARTIKEL 2) EINFÜHREN, SODASS DIE UNTERLEGSCHIBE IN DIE VERTIEFUNG REINPASST.
- DEN VERBLEIBENDEN ABSTANDSHALTER (46 mm LÄNGE, ARTIKEL 3) ÜBER DAS HERVORSTEHENDE ENDE DER SCHRAUBE ZUM STURZPAD HOCHSCHIEBEN. DIE EINHEIT AN DER VORDEREN BEFESTIGUNGSBOHRUNG FÜR DEN MOTOR ANBRINGEN.
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- DIE SCHUTZKAPPE (ARTIKEL 1) AM STURZPAD ANBRINGEN.

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