



FITTING INSTRUCTIONS FOR CP0269 CRASH PROTECTORS
TRIUMPH SPRINT GT AND ST 2010

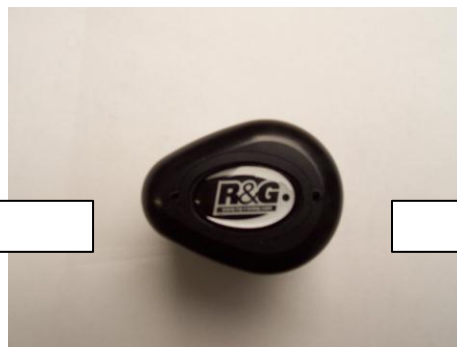


THIS KIT CONTAINS THE ITEMS PICTURED AND LISTED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

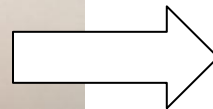
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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

TOWARDS REAR
OF BIKE



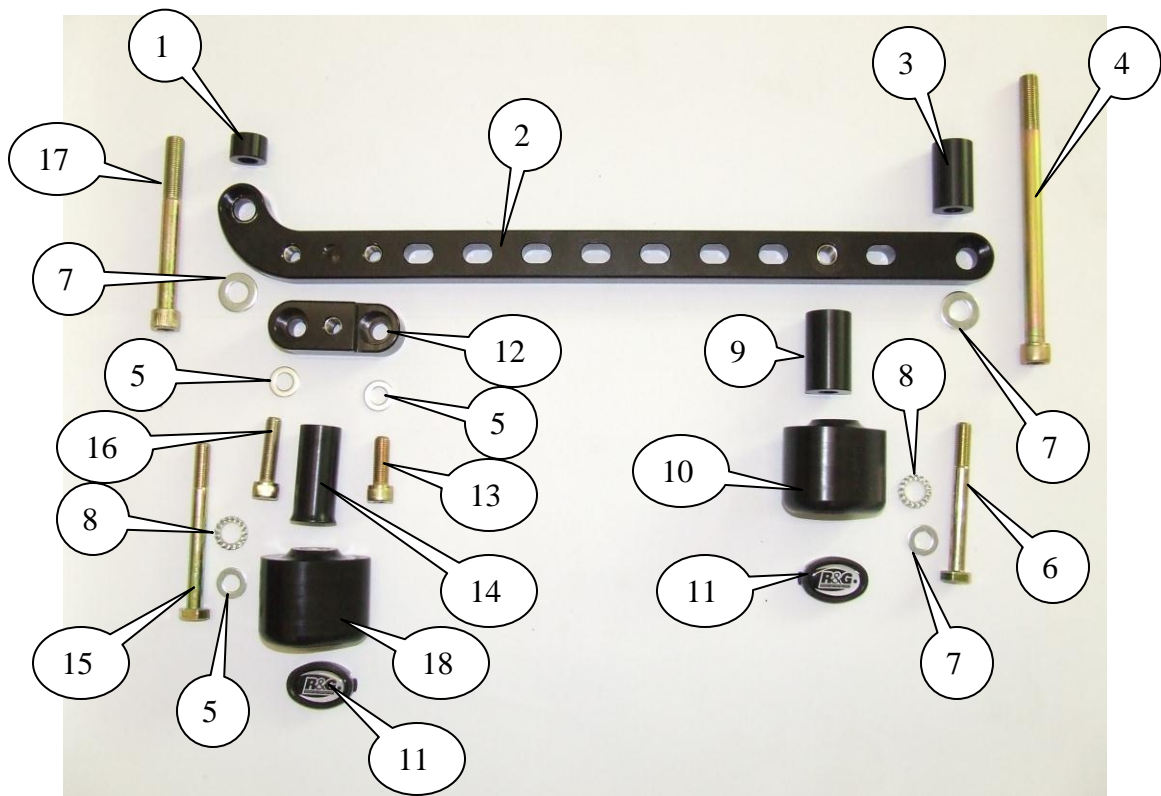
TOWARDS FRONT
OF BIKE



PICTURE 1

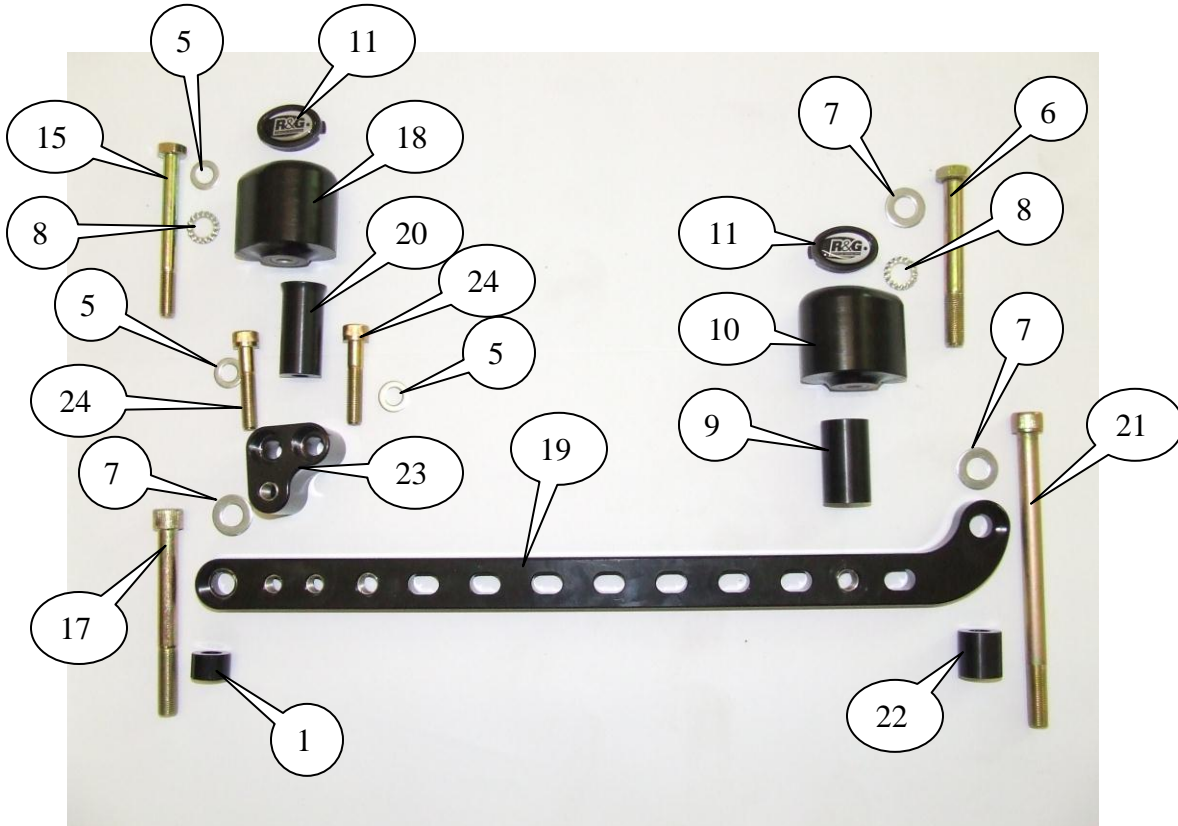


LEFT HAND SIDE





RIGHT HAND SIDE



LEGEND

- ITEM 1 = S0038B (MAIN BAR TO ENGINE FRONT SPACERS BOTH SIDES) (17mm LONG) (x2).
- ITEM 2 = M0075 (LHS MAIN BAR) (x1).
- ITEM 3 = S0387 (MAIN BAR TO ENGINE LHS REAR 42mm LONG) (x1).
- ITEM 4 = M12 x 1.25 x 170 LONG CAP HEAD BOLT (MAIN BAR TO BIKE REAR LHS) (x1).
- ITEM 5 = M10 WASHERS (x6).
- ITEM 6 = M12 x 1.25 x 90 LONG HEX HEAD BOLT (REAR CRASH PROTECTOR BOLTS BOTH SIDES) (x2).
- ITEM 7 = M12 x 23mm o/dia WASHERS (x6).
- ITEM 8 = LW0001 (M12 SHAKE PROOF WASHERS) (x4)
- ITEM 9 = S0391 (REAR CRASH PROTECTOR SPACERS BOTH SIDES 48mm LONG) (x1).
- ITEM 10 = B0063 with CS409 (12mm) (BOTH REAR CRASH PROTECTORS) (x2).
- ITEM 11 = BC0002 CRASH PROTECTOR CAPS (x4).
- ITEM 12 = M0073 (LHS BLOCK) (x1).
- ITEM 13 = M10 x 1.25 x 30 LONG CAP HEAD BOLT (BLOCK TO MAIN BAR) (x1).



- ITEM 14 = S0388 (FRONT CRASH PROTECTOR SPACER LHS 57.5mm LONG) (x1).
ITEM 15 = M10 x 1.25 x 100 LONG HEX HEAD BOLT (FRONT CRASH PROTECTOR BOLTS BOTH SIDES) (x2).
ITEM 16 = M10 x 1.25 x 40 LONG CAP HEAD BOLT (BLOCK TO MAIN BAR) (x1).
ITEM 17 = M12x1.25x110 LONG CAP HEAD BOLT (MAIN BAR TO ENGINE FRONT BOTH SIDES) (x2).
ITEM 18 = B0063 with CS066 (10mm) (BOTH FRONT CRASH PROTECTORS) (x2).
ITEM 19 = M0076 (RHS MAIN BAR) (x1).
ITEM 20 = S0390 (FRONT CRASH PROTECTOR SPACER RHS 54.5mm LONG) (x1).
ITEM 21 = M12 x 1.25 x 160 LONG CAP HEAD BOLT (MAIN BAR TO BIKE REAR RHS) (x1).
ITEM 22 = S0389 (MAIN BAR TO ENGINE RHS REAR 26mm LONG) (x1).
ITEM 23 = M0074 (RHS BLOCK) (x1).
ITEM 24 = M10 x 1.25 x 50 LONG CAP HEAD BOLT (BLOCK TO MAIN BAR RHS) (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

- Set of metric Allen keys to include 3, 4, 5, 6, 8 and 10mm A/F sizes.
- Socket set to include 15, 16, 17 and 19mm sockets and wrench.
 - 17mm spanner.
- Torque wrench (up to 40Nm)



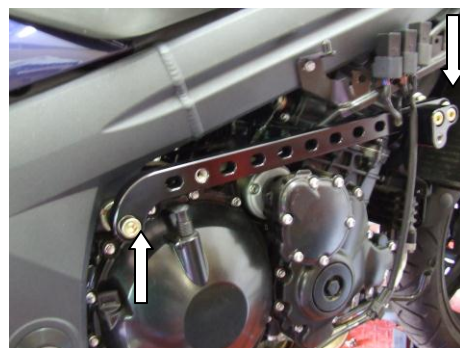
PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



Left-hand side (as you sit on bike)

- REMOVE ALL FAIRING BOLTS (PLEASE NOTE THERE ARE TWO HIDDEN BOLTS, ONE IS UNDER THE SIDE PANEL AS SHOWN IN PICTURE 3, THE OTHER IS UNDER THE FRONT LOWER GRILLE AS SHOWN IN PICTURE 2) AND REMOVE FAIRING.
- REMOVE THE TWO ENGINE BOLTS ARROWED IN PICTURE 4 (THESE BOLTS HAVE NUTS INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 WASHER (ITEM 7) ONTO THE M12x110mm LONG CAP HEAD BOLT (ITEM 17), PASS BOLT AND WASHER THROUGH MAIN BAR (ITEM 2) SO WASHER GOES INTO RECESS.
- PLACE THE 14mm LONG SPACER (ITEM 1) OVER EXPOSED END OF BOLT AND OFFER THE ASSEMBLY UP TO FRONT ENGINE MOUNT (DO NOT ENGAGE NUT AT THIS STAGE).
- PLACE THE 42mm LONG SPACER (ITEM 3) BETWEEN MAIN BAR (ITEM 2) AND REAR ENGINE MOUNT.
- PLACE M12 WASHER (ITEM 7) ONTO THE M12x 170mm LONG CAP HEAD BOLT (ITEM 4). PUT THIS BOLT AND WASHER THROUGH MAIN BAR (ITEM 2) AND SPACER (ITEM 3) SO WASHER GOES INTO RECESS IN MAIN BAR AND THE BOLT GOES INTO REAR ENGINE MOUNT.
- PLACE ORIGINAL NUTS ON BOTH BOLTS AND TIGHTEN (DO NOT EXCEED 40Nm TORQUE).
- USING THE TWO CAP HEAD BOLTS (ITEMS 13 AND 16) WITH WASHERS (ITEM 5) MOUNT THE LHS BLOCK (ITEM 12) ONTO MAIN BAR AS SHOWN IN PICTURE 4.
- REFIT FAIRING (DO NOT FIT THE LOWER BELLY PAN FAIRING BOLTS AS YOU WILL NEED TO REMOVE THEM TO REMOVE THE RIGHT HAND FAIRING).
- PLACE THE M12 PLAIN WASHER (ITEM 7) ONTO THE M12x90mm LONG HEX HEAD BOLT (ITEM 6), THEN PLACE THE M12 SHAKE PROOF WASHER (ITEM 8) UP TO THE WASHER JUST FITTED. PUT THIS BOLT WITH WASHERS THROUGH THE CRASH PROTECTOR WITH THE 12mm COMPRESSION SLEEVE (ITEM 10) AND PLACE THE 48mm LONG SPACER (ITEM 9) ON EXPOSED END OF BOLT.
- OFFER THIS ASSEMBLY UP TO THE TAPPED HOLE AT REAR OF THE MAIN BAR AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 1 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- PLACE THE M10 PLAIN WASHER (ITEM 7) ONTO THE M10x100mm LONG HEX HEAD BOLT (ITEM 15), THEN PLACE THE M12 SHAKE PROOF WASHER (ITEM 8) UP TO THE WASHER JUST FITTED. PUT THIS BOLT WITH WASHERS THROUGH THE CRASH PROTECTOR WITH THE 10mm COMPRESSION SLEEVE (ITEM 18) AND PLACE THE 57.5mm LONG SPACER (ITEM 14) ON EXPOSED END OF BOLT WITH THE LARGER DIAMETER RESTING AGAINST THE CRASH PROTECTOR.
- OFFER THIS ASSEMBLY UP TO THE TAPPED HOLE IN THE BLOCK (ITEM 12) MOUNTED AT THE FRONT OF THE MAIN BAR AND TIGHTEN. **PLEASE NOTE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 1 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAPS (ITEM 11) TO BOTH CRASH PROTECTORS.

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Right-hand side (as you sit on bike)

- REMOVE ALL FAIRING BOLTS (PLEASE NOTE THERE ARE TWO HIDDEN BOLTS, ONE IS UNDER THE SIDE PANEL/STORAGE COMPARTMENT AS SHOWN IN PICTURE 3, THE OTHER IS UNDER THE FRONT LOWER GRILLE AS SHOWN IN PICTURE 2) AND REMOVE FAIRING.
- REMOVE THE TWO ENGINE BOLTS ARROWED IN PICTURE 5 (THESE BOLTS HAVE NUTS INBOARD WHICH WILL BE RE-USED TO MOUNT THE CRASH PROTECTORS).
- PLACE THE M12 WASHER (ITEM 7) ONTO THE M12x110mm LONG CAP HEAD BOLT (ITEM 17), PASS BOLT AND WASHER THROUGH MAIN BAR (ITEM 19) SO WASHER GOES INTO RECESS.
- PLACE THE 14mm LONG SPACER (ITEM 1) OVER EXPOSED END OF BOLT AND OFFER THE ASSEMBLY UP TO FRONT ENGINE MOUNT (DO NOT ENGAGE NUT AT THIS STAGE).
- PLACE THE 26mm LONG SPACER (ITEM 22) BETWEEN MAIN BAR (ITEM 19) AND THE REAR ENGINE MOUNT.
- PLACE M12 WASHER (ITEM 7) ONTO THE M12x 160mm LONG CAP HEAD BOLT (ITEM 21). PUT THIS BOLT AND WASHER THROUGH MAIN BAR (ITEM 19) AND SPACER (ITEM 22) SO WASHER GOES INTO RECESS IN THE MAIN BAR AND THE BOLT GOES INTO REAR ENGINE MOUNT.
- PLACE ORIGINAL NUTS ON BOTH BOLTS AND TIGHTEN (DO NOT EXCEED 40Nm TORQUE).
- USING THE TWO 50mm LONG CAP HEAD BOLTS (ITEMS 24) WITH WASHERS (ITEM 5) MOUNT THE RHS BLOCK (ITEM 23) ONTO MAIN BAR AS SHOWN IN PICTURE 5.
- REFIT FAIRING.
- PLACE THE M12 PLAIN WASHER (ITEM 7) ONTO THE M12x90mm LONG HEX HEAD BOLT (ITEM 6), THEN PLACE THE M12 SHAKE PROOF WASHER (ITEM 8) UP TO THE WASHER JUST FITTED. PUT THIS BOLT WITH WASHERS THROUGH THE CRASH PROTECTOR WITH THE 12mm COMPRESSION SLEEVE (ITEM 10) AND PLACE THE 48mm LONG SPACER (ITEM 9) ON EXPOSED END OF BOLT.
- OFFER THIS ASSEMBLY UP TO THE TAPPED HOLE AT REAR OF THE MAIN BAR AND TIGHTEN. **PLEASE NOTE THE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 1 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- PLACE THE M10 PLAIN WASHER (ITEM 7) ONTO THE M10x100mm LONG HEX HEAD BOLT (ITEM 15), THEN PLACE THE M12 SHAKE PROOF WASHER (ITEM 8) UP TO THE WASHER JUST FITTED. PUT THIS BOLT WITH WASHERS THROUGH THE CRASH PROTECTOR WITH THE 10mm COMPRESSION SLEEVE (ITEM 18) AND PLACE THE 54.5mm LONG SPACER (ITEM 20) ON EXPOSED END OF BOLT WITH THE LARGER DIAMETER RESTING AGAINST THE CRASH PROTECTOR.
- OFFER THIS ASSEMBLY UP TO THE TAPPED HOLE IN THE BLOCK (ITEM 23) MOUNTED AT THE FRONT OF THE MAIN BAR AND TIGHTEN. **PLEASE NOTE CRASH PROTECTOR (SLIDER) MUST BE POSITIONED AS SHOWN IN PICTURE 1 WITH BIGGER END TOWARD FRONT OF BIKE.** (DO NOT EXCEED 40Nm TORQUE).
- FIT CRASH PROTECTOR CAPS (ITEM 11) TO BOTH CRASH PROTECTORS.

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