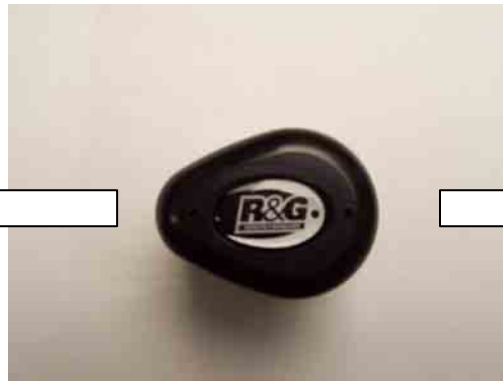




**FITTING INSTRUCTIONS FOR CP0230BL CRASH PROTECTORS
TRIUMPH SPEED TRIPLE 2008-**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



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!*

Left-hand side (as you sit on bike)

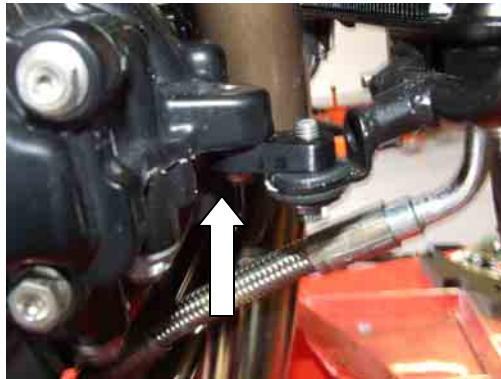
- Remove engine bolts shown arrowed above left (it is advisable to support engine while doing this). One of these bolts (front) has a nut fitted so you will be required to use a 17mm spanner (do not lose nut as it is used on assembly).





- Take M12 x 120mm long cap head bolt and washer and put through the front hole in spanning bar so washer goes into counter-bore, place shorter spacer with groove over exposed end of bolt with shorter flat portion against spanning bar as shown above.
- Take M12 x 60mm long cap head bolt (shortest cap head bolt) and washer and put through the rear hole in spanning bar so washer goes into counter-bore, place shortest spacer with step over exposed end of bolt with larger diameter against spanning bar as shown above.
- Offer the assembly up to bike placing front (longer) bolt through plain mounting at front of engine and shorter bolt through plain frame mount and into tapped engine mount as original (shown top left).
- Engage rear bolt by hand and using OEM nut on front bolt, tighten both bolts evenly. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Install one of the hex-head bolts with washer into bobbin so the head sits in the counter-bore and offer up to spanning bar if all of the above has been done correctly the bobbin should sit in the shaped recess so tapered end points towards rear of bike as shown top left. Tighten bolt. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit cap and bubble sticker as shown top left.
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Right-hand side (as you sit on bike)



- Remove radiator assembly mounting bolt as arrowed above (positioned bottom front right of engine). Gently ease radiator assembly forward (towards front of bike). **WHEN DOING THIS ENSURE LEFT HAND TOP RADIATOR COWL IS KEPT CLEAR OF FRONT SPACER OF LEFT HAND CRASH PROTECTOR ASSEMBLY.**
- Fit flat spacer to radiator bracket using OEM bolt and anti vibration mount as shown above using tapped hole in spacer (do not tighten at this stage).
- Using button head bolt from kit secure rear end of spacer as shown above.
- Adjust position of radiator assembly to give access to front engine mount.
- Tighten both bolts evenly (you may have to adjust this mount when the below assembly is fitted).
- Remove engine bolts shown arrowed above right (it is advisable to support engine while doing this). Both of these bolts have nuts fitted so you will be required to use a 17mm spanner (do not lose nuts as these are used on assembly).



- Take M12 x 150mm long cap head bolt (longest) and washer and put through the front hole in spanning bar so washer goes into counter-bore, place longer spacer with groove over exposed end of bolt with shorter portion against spanning bar as shown above.
- Take M12 x 100mm long cap head bolt and washer and put through the rear hole in spanning bar so washer goes into counter-bore, place longest spacer with step over exposed end of bolt with larger diameter against spanning bar as shown above.
- Offer the assembly up to bike placing front (longer) bolt through plain mounting at front of engine and shorter bolt through plain frame mount and engine mount as original (shown top right). **Be sure to check both top radiator cowls are clear of both crash protector assemblies.**
- Using OEM nuts on both bolts tighten evenly. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Install one of the hex-head bolts with washer into bobbin so the head sits in the counter-bore and offer up to spanning bar if all of the above has been done correctly the bobbin should sit in the shaped recess so tapered end points towards rear of bike as shown top right. Tighten bolt. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit cap and bubble sticker as shown top left.

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R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com