



FITTING INSTRUCTIONS FOR CP0129 CRASH PROTECTORS TRIUMPH DAYTONA 600



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!

Near side (left side as you sit on bike)

- Remove upper fairing
- Remove *engine to frame* M10 diameter bolt.
- Insert the longer of the supplied M10 bolts into the bolt hole and paint the exposed end.
- Offer the fairing back into position so that the paint marks the position inside the fairing.
- Using a 28mm tank cutter/cone cutter (hole saw), drill through the fairing with the pilot drill using the mark made by the paint to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.
- Replace the fairing
- Slide one of the washers onto the longer bolt
- Next, slide the longer crash protector onto the bolt
- Finally, slide the larger spacer onto the bolt
- Insert assembly through new fairing hole, ensuring that the spacer fits neatly into the recess in the frame
- Tighten assembly with a 17mm socket, ensuring that you do not over-tighten (this will cause frame damage). Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

Repeat for offside, except using shorter bolt, smaller spacer and smaller crash protector.



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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS CP0129
TRIUMPH DAYTONA 600

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.

Gauche

- Enlever le carénage supérieur
 - Enlever la vis de fixation moteur M10
 - Prendre la vis M10 la plus longue et la peindre l'extrémité de la vis ceci afin de pouvoir faire une marque à l'intérieur du carénage.
 - Replacer le carénage sur la moto
 - Presser légèrement le carénage à l'endroit de la vis peinte.
 - Enlever le carénage
 - Percer le centre de la marque à l'aide d'un foret diamètre 5-6 mm.
 - Remettre le carénage et vérifier que le perçage soit au centre de la vis
 - Enlever le carénage
 - Percer le carénage à l'aide d'une scie cloche de 28 mm (percer de l'extérieur vers l'intérieur du carénage.)
 - Enlever la vis
 - Remonter le carénage
 - Glisser une des rondelles M10 sur la vis la plus longue(vis peinte)
 - Glisser le boulon à travers le tampon le plus grand.
 - Puis glisser l'entretoise en alu la plus longue sur la vis contre le tampon.
 - Placer le tout sur la moto à travers le trou dans le carénage.
 - Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
- Couple de serrage Maxi 40nm

Droit, mêmes opérations que pour le côté gauche, il faudra cependant utiliser la petite vis, la petite entretoise et le petit tampon R&G.