



**FITTING INSTRUCTIONS FOR CP0344BL CRASH PROTECTORS**  
**TRIUMPH TIGER 1050 SPORT 2013**

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TOWARDS REAR  
FRONT  
OF BIKE



TOWARDS  
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!*

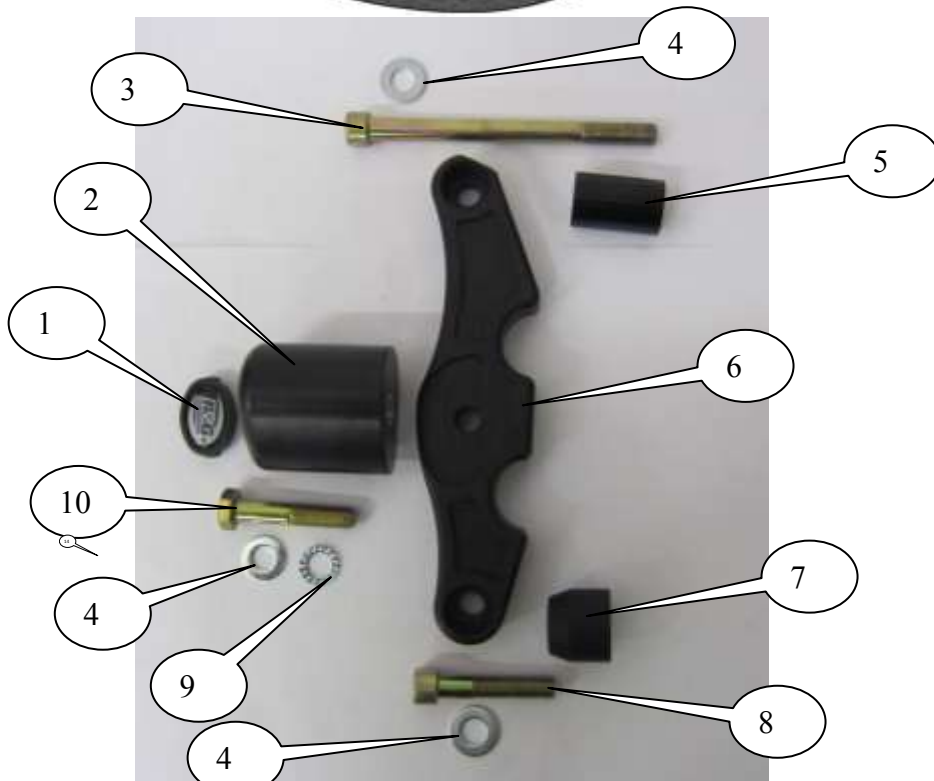
**TOOLS REQUIRED**

- Socket set to include a T55 Torx bit, 10mm hex bit (or allen key) and 19mm A/F socket and wrench.
  - 17mm spanner.
  - Torque wrench (up to 40Nm).

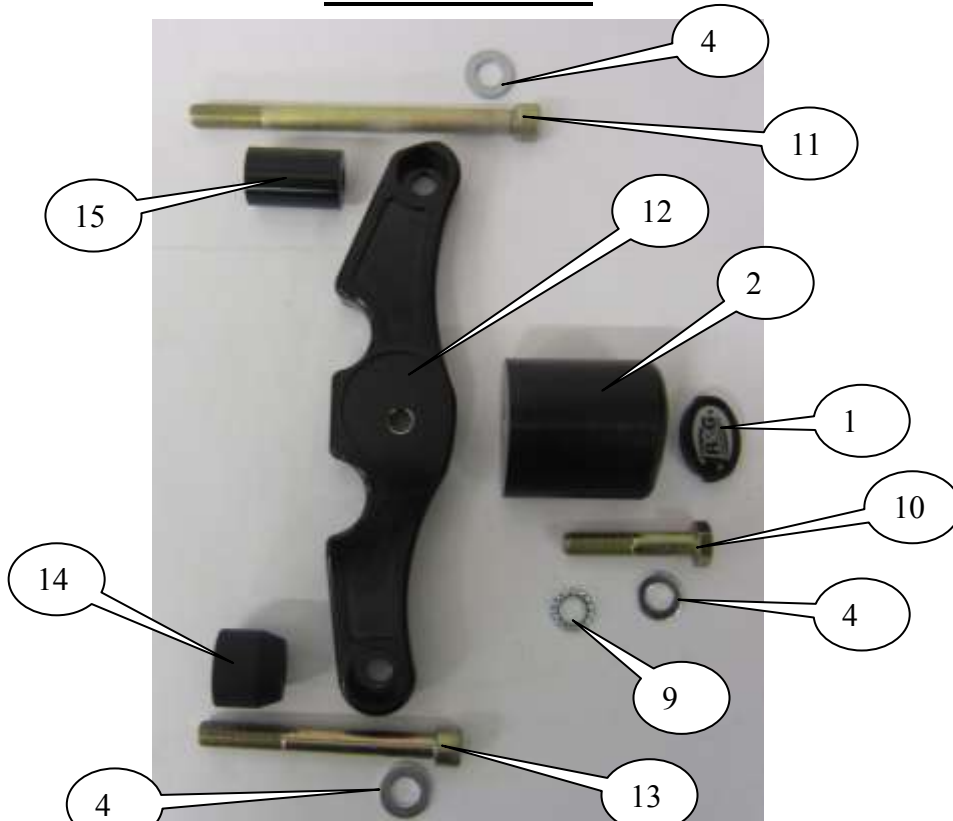
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**LEFT HAND SIDE**



**RIGHT HAND SIDE**



## **LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).  
ITEM 2 = B0061 with CS340 (12mm) (BOTH CRASH PROTECTORS) (x2).  
ITEM 3 = M12x1.25x150mm LONG CAP HEADED BOLT (FRONT BRACKET BOLT LHS) (x1).  
ITEM 4 = M12 PLAIN WASHERS (x6).  
ITEM 5 = S0648 MOUNTING BRACKET SPACER (FRONT LHS) (47mm LONG) (x1).  
ITEM 6 = M0351 MOUNTING BRACKET (LHS) (x1).  
ITEM 7 = S0649 CRASH PROTECTOR SPACER (REAR LHS) (26mm LONG) (x1).  
ITEM 8 = M12x1.25x70mm LONG CAP HEADED BOLT (REAR BRACKET BOLT LHS) (x1).  
ITEM 9 = LW0001 (SHAKE PROOF WASHERS) (x2).  
ITEM 10 = M12x1.25x60mm LONG HEX HEADED BOLT (CRASH PROTECTOR BOLTS) (x2).  
ITEM 11 = M12x1.25x160mm LONG CAP HEADED BOLT (FRONT BRACKET BOLT RHS) (x1).  
ITEM 12 = M0352 MOUNTING BRACKET (RHS) (x1).  
ITEM 13 = M12x1.25x110mm LONG CAP HEADED BOLT (REAR BRACKET BOLT RHS) (x1).  
ITEM 14 = S0651 CRASH PROTECTOR SPACER (REAR RHS) (30mm LONG) (x1).  
ITEM 15 = S0650 CRASH PROTECTOR SPACER (FRONT RHS) (58mm LONG) (x1).

## **FITTING INSTRUCTIONS**

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

- Remove the two engine bolts shown arrowed in top left picture (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 the M12 x 150mm long cap head bolt (item 3) and washer (item 4) and put through the front hole in smaller mounting bracket (item 6) so washer goes into counter-bore, place the 47mm long spacer (item 5) over the exposed end of bolt against mounting bracket as shown above.
- Take the M12 x 70mm long cap head bolt (item 8) and washer (item 4) and put through the rear hole in the mounting bracket so washer goes into counter-bore, place the 26mm long spacer (item 7) with the taper over exposed end of bolt with the smaller diameter against spanning bar as shown above.
- Offer the assembly up to bike placing the 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 M12x60mm long hex-head bolts (item 10) with a flat washer (item 4) followed by a shake proof washer (item 9) into crash protector (item 2) so the head of the bolt and washers sits in the counter-bore and offer up to the mounting bracket, the crash protector should sit in the shaped recess so tapered end points towards rear of bike as shown top left. Tighten bolt. Do not over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit cap (item 1) and bubble sticker as shown top left.

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

- Remove the two engine bolts shown arrowed in top right picture (it is advisable to support engine while doing this). Both of these bolts have a nut fitted so you will be required to use a 17mm spanner (do not lose these nuts as they are used on assembly).



- Take M12 x 160mm long cap head bolt (item 11 ) and washer (item 4) and put through the front hole in the mounting bracket (item 12) so washer goes into counter-bore, place the 58mm long spacer (item 15) over the exposed end of bolt against the spanning bar as shown above.
- Take M12 x 110mm long cap head bolt (item 13) and washer item 4) and put through the rear hole in spanning bar so washer goes into counter-bore, place the 30mm long spacer (item 14) over the exposed end of bolt with smaller 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).
- Using OEM nuts on both bolts tighten evenly. Do not over-tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- Install one of the 60mm long hex-head bolts (item 10) with a flat washer (item 4) followed by a shake proof washer (item 9) into the crash protector (item 2) so the head of the bolt and washers sits in the counter-bore and offer up to mounting bracket, the crash protector 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 (item 1) and bubble sticker as shown top left.

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**Instructions de montage CP0344BL Protections crash**  
**TRIUMPH TIGER 1050 SPORT 2013**

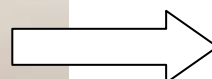
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ARRIERE MOTO



AVANT MOTO



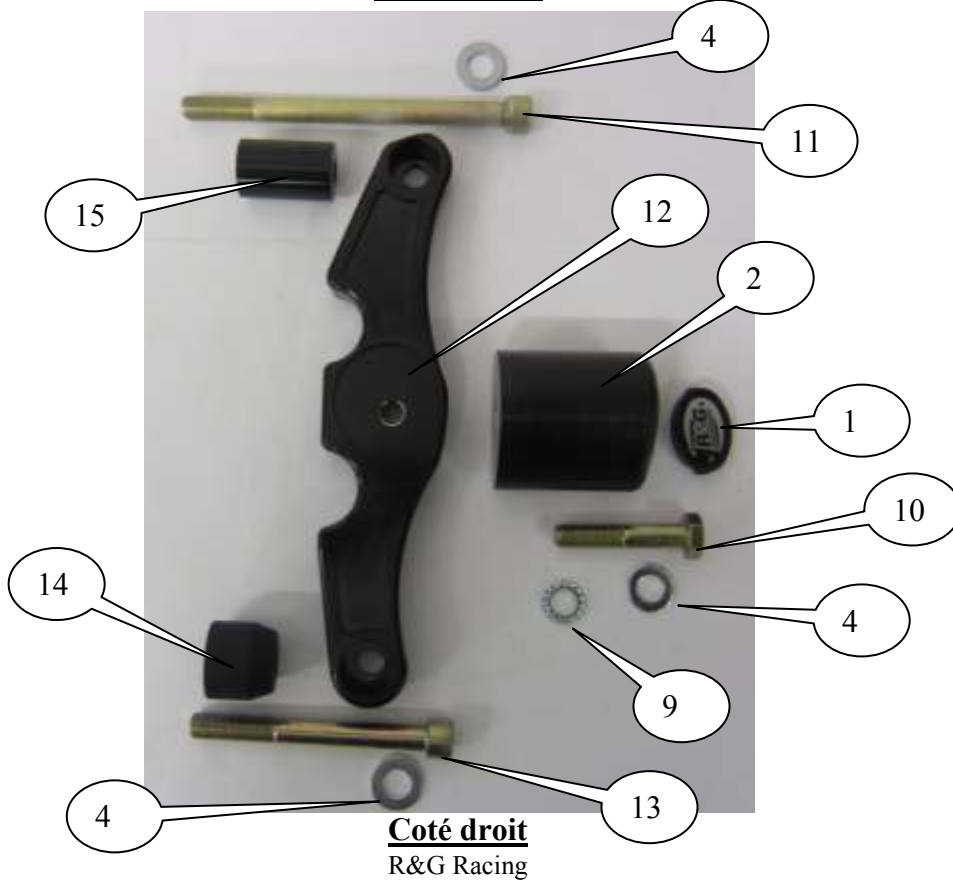
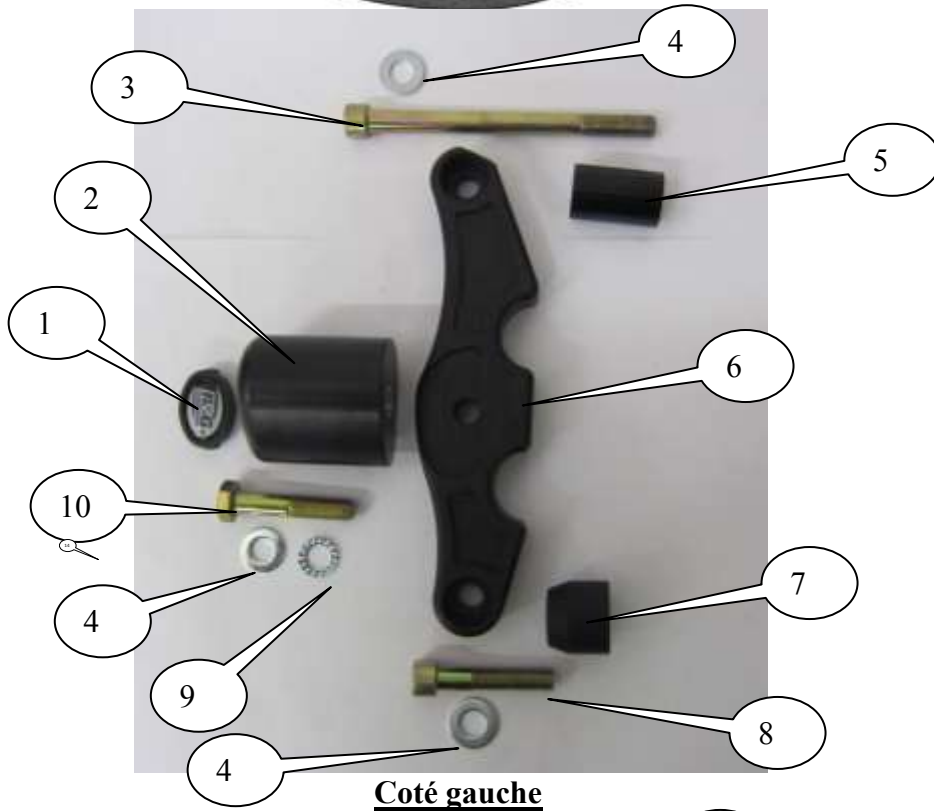
**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

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

**OUTILS REQUIS**

- Cl2 T55 Torx, Clé Allen 10 et 19mm.
  - Pince 17mm
- Clé dynamométrique (à 40Nm).

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## **LEGENDE**

- ARTICLE 1 = BC0002 Capuchons de protection (x2).  
ARTICLE 2 = B0061 avec CS340 (12mm) (Les 2 protections) (x2).  
ARTICLE 3 = M12x1.25x150mm Boulon (Boulon de support avant gauche) (x1).  
ARTICLE 4 = M12 Rondelles plates (x6).  
ARTICLE 5 = S0648 Entretoise de support de fixation (avant gauche) (47mm de long) (x1).  
ARTICLE 6 = M0351 Support de fixation (coté gauche) (x1).  
ARTICLE 7 = S0649 Entretoise protection crash (arrière gauche) (26mm de long) (x1).  
ARTICLE 8 = M12x1.25x70mm Boulon (Boulon de support arrière gauche) (x1).  
ARTICLE 9 = LW0001 (Rondelles anti vibration) (x2).  
ARTICLE 10 = M12x1.25x60mm Boulon (Boulons de protection crash) (x2).  
ARTICLE 11 = M12x1.25x160mm Boulon (Boulon de support avant droit) (x1).  
ARTICLE 12 = M0352 Support de fixation (coté droit) (x1).  
ARTICLE 13 = M12x1.25x110mm Boulon (Boulon de support arrière droit) (x1).  
ARTICLE 14 = S0651 Entretoise protection crash (arrière droit) (30mm de long) (x1).  
ARTICLE 15 = S0650 Entretoise protection crash (avant droit) (58mm de long) (x1).

## **Instructions de montage**

### **Coté gauche assis sur la moto :**

- Enlever les 2 boulons moteur fléchés sur la photo en haut à gauche (il est conseillé de supporter le moteur tout en réalisant cette action). Un de ces boulons (avant) a un écrou donc vous devrez utiliser une pince 17mm (Ne pas perdre l'écrou, il sera utiliser dans le montage).



- Prendre le boulon M12 x 150mm (Article 3) et une rondelle (Article 4) et positionnez le à travers le trou avant dans le petit support de fixation (Article 6) de façon à ce que la rondelle aille dans le contre alésage, placer l'entretoise de 47mm (Article 5) autour du boulon contre le support de fixation comme indiqué ci-dessus.
- Prendre le boulon M12 x 70mm (Article 8) et la rondelle (Article 4) puis insérez le à travers le trou situé à l'arrière du support de fixation de façon à ce que la rondelle se place dans le contre alésage, placer l'entretoise de 26mm (Article 7) autour du boulon avec le plus petit diamètre contre l'axe comme indiqué ci dessus.





- Monter cet ensemble sur la moto en plaçant le boulon avant (le plus long) à travers le support plat à l'avant du moteur et le boulon le plus court à travers le support de cadre et dans le support moteur comme à l'origine (vu en haut à gauche).
- Engager le boulon arrière et utiliser l'écrou d'origine sur le boulon avant, serrer les 2 boulons de façon égale. Ne pas trop serrer, car des dommages pourraient s'appliquer à la moto. Ne pas excéder 40Nm de couple.
- Insérer un des boulons M12x60mm (Article 10) avec une rondelle plate (Article 4) suivi d'une rondelle anti vibration (Article 9) dans la protection crash (Article 2) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage et appliquer au support de fixation, la protection crash devrait se placer dans le creux de façon à ce que les points d'extrémité soient vers l'arrière de la moto, comme indiqué en haut à gauche. Serrer le boulon. Ne pas trop serrer, car des dommages pourraient s'appliquer à la moto. Ne pas excéder 40Nm de couple.
- Mettre le capuchon R&G (Article 1) et le sticker R&G en haut à gauche.

**Coté droit (assis sur la moto):**

- Enlever les 2 boulons moteur fléchés sur la photo en haut à (il est conseillé de supporter le moteur tout en réalisant cette action). Deux de ces boulons ont un écrou donc vous devrez utiliser une pince 17mm (Ne pas perdre l'écrou, il sera utiliser dans le montage).
- 



- Prendre le boulon M12 x 160mm (Article 11) et une rondelle (Article 4) et positionnez le à travers le trou avant dans le petit support de fixation (Article 12) de façon à ce que la rondelle aille dans le contre alésage, placer l'entretoise de 58mm (Article 15) autour du boulon contre le l'axe comme indiqué ci-dessus.
- Prendre le boulon M12 x 110mm (Article 13) et la rondelle (Article 4) puis insérez le à travers le trou arrière de l'axe de façon à ce que la rondelle se place dans le contre alésage, placer l'entretoise de 30mm (Article 14) autour du boulon avec le plus petit diamètre contre l'axe comme indiqué ci dessus.
- Monter cet ensemble sur la moto en plaçant le boulon avant (le plus long) à travers le support plat à l'avant du moteur et le boulon le plus court à travers le support de cadre et dans le support moteur comme à l'origine (vu en haut à droite).



- Utiliser les écrous d'origine sur les 2 boulons et serrer de façon égale. Ne pas trop serrer Ne pas trop serrer, car des dommages pourraient s'appliquer à la moto. Ne pas excéder 40Nm de couple.
- Engager le boulon arrière et sur le boulon avant, serrer les 2 boulons de façon égale. Ne pas trop serrer, car des dommages pourraient s'appliquer à la moto. Ne pas excéder 40Nm de couple.
- Insérer un des boulons 60mm (Article 10) avec une rondelle plate (Article 4) suivi d'une rondelle anti vibration (Article 9) dans la protection crash (Article 2) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage et appliquer au support de fixation, la protection crash devrait se placer dans le creux de façon à ce que les points d'extrémité soient vers l'arrière de la moto, comme indiqué en haut à droite. Serrer le boulon. Ne pas trop serrer, car des dommages pourraient s'appliquer à la moto. Ne pas excéder 40Nm de couple.
- Mettre le capuchon R&G (Article 1) et le sticker R&G en haut à gauche.

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