



Fitting Instructions for CP0037 Crash Protectors Triumph Daytona 955i, T595 & 595



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!*

Nearside (left side as you sit on bike)

- Remove top engine bolt and place it through the same aperture but from inside of the frame (so that thread of bolt is protruding on the outside of the frame).
- Screw on the **shorter** stainless steel extension and tighten. Once you feel strong resistance just give another quarter turn.
- Insert M10 x 50 socket headed cap screw and washer through nylon protector and attach to end of stainless steel extension (suggest using thread lock Locktite on thread) and tighten.

Offside (throttle side)

- Remove top engine bolt and place it through the same aperture but from inside of the frame (so that thread of bolt is protruding on the outside of the frame).
- Screw on **longer** stainless steel extension and Tighten 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.
- Insert M10 x 50 socket headed cap screw and washer through nylon protector and attach to end of stainless steel extension (suggest using thread lock Locktite on thread) and tighten.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes.

Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products.

On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect.

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Returns must be pre-authorized (if not pre-authorized the return will be rejected)

Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing.

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FRANCE
Instructions de montage des protections CP0037
Triumph Daytona 955i, T595 & 595

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 la vis de fixation moteur (située en haut), la retourner et la remettre sur le cadre par l'intérieur, (de manière à laisser ressortir les filetages de la vis d'origine.)
- Visser la pièce en Inox (la plus petite) sur la vis « retournée » et serrer.
- Glisser une rondelle M10 sur la vis M10x50, puis glisser le tout à travers le tampon.
- Visser et serrer le tout sur la pièce en inox (nous vous suggérons de mettre un produit frein filet type Loctite, sur les filets de la vis M10).
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm

Droit

- Enlever la vis de fixation moteur (située en haut), la retourner et la remettre sur le cadre par l'intérieur, (de manière à laisser ressortir les filetages de la vis d'origine.)
- Visser la pièce en Inox (la plus longue) sur la vis « retournée » et serrer.
- Glisser une rondelle M10 sur la vis M10x50, puis glisser le tout à travers le tampon.
- Visser et serrer le tout sur la pièce en inox (nous vous suggérons de mettre un produit frein filet type Loctite, sur les filets de la vis M10).
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm