



## FITTING INSTRUCTIONS FOR CP0089BL CRASH PROTECTORS TRIUMPH SPEED TRIPLE '97 – '07



**PLEASE NOTE THAT THE WAY THAT 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 the bike)

- Remove top engine torque bolt (rear part of the engine – and rearmost of the three bolts)
- Take the M12 hex head bolt, pass it through the washer AND ALSO the original washer from the bike
- Then pass it through the smaller of the two protectors
- Slide one of the aluminium spacers up behind the bobbin
- Offer the assembly up to the bike
- Push the bolt through the hole - place original engine nut on the back and 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.

### Offside

- Remove top engine torque bolt (rear part of the engine – and rearmost of the three bolts)
- Take the engine bar supplied and pass it through the hole
- Put the original engine nut on the back and tighten (there are 10mm Spanner flats to aid with this)
- Slide aluminium spacer onto the bar
- Slide the bobbin over the bar
- Place washer and the M12 nyloc nut on the end of the bar and tighten as above.

Note: the two Spacers are the same size so it doesn't matter which side they go.

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## Notice de montage

**CP0089 TRIUMPH SPEED TRIPLE 97-07**

**MOTEUR**

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.



Rep 1

### Conseil de montage:

#### GAUCHE:

- ☞ Démontez la vis de fixation MOTEUR, la vis est en haut de la patte arrière en forme de triangle (voir rep 1.)
- ☞ Prenez la vis M12 la plus courte, mettez la rondelle M12 fournie dans le kit et également la rondelle d'origine.
- ☞ Puis passer ces pièces à travers la protection la plus courte.
- ☞ Mettre une entretoise en alu ( L'entretoise en alu doit se mettre entre le cadre et le tampon de protection)
- ☞ Montez la protection sur la moto en utilisant l'écrou autobloquant M12 d'origine ( pour les modèles avant 2005, vissez la vis M12 sur le support d'origine pièce en alu en forme de triangle.)
- ☞ Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

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**DROITE**

**Rep 2**



- œ Démontez la vis de fixation MOTEUR, sur l'arrière du moteur (voir rep,2)
- œ Prenez la barre filetée M12 la plus longue et placez la dans le trou de fixation. La partie avec les 2 plats sera dirigée vers l'extérieur de la moto.
- œ Mettez l'écrou d'origine à l'arrière de la barre filetée et serrez la tige dans l'écrou à l'aide d'une clé plate de 10 mm ( pour serrer l'ensemble, il est nécessaire d'utiliser la clé plate en tournant la tige à l'aide des méplats.)
- œ Puis passer une entretoise en alu sur la barre.
- œ Mettez la protection la plus grande sur la barre.
- œ Mettez une rondelle M12 et un écrou M12 autobloquant.
- œ Serrez l'écrou jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

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