



FITTING INSTRUCTIONS FOR CP0484 CRASH PROTECTORS
TRIUMPH SPEED TWIN 1200 2019-



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PRECEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY).

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,

THESE RUBBER WASHERS CAN BE THROWN AWAY.

Digital copies of these instructions are available to download from
www.rg-racing.com



<u>TOOLS REQUIRED</u>	<u>MAXIMUM TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • Set of metric Allen keys to include 4 and 5mm. • Socket set to include 14, 17 and 19mm <ul style="list-style-type: none"> • T55 Torx bit. • 17mm Spanner. • Torque wrench to suit. 	<ul style="list-style-type: none"> • M4 BOLT = 8Nm • M5 BOLT = 12Nm • M6 BOLT = 15Nm • M8 BOLT = 20Nm • M10 BOLT = 40Nm • M12 BOLT = 40Nm

AERO STYLE CRASH PROTECTOR ORIENTATION



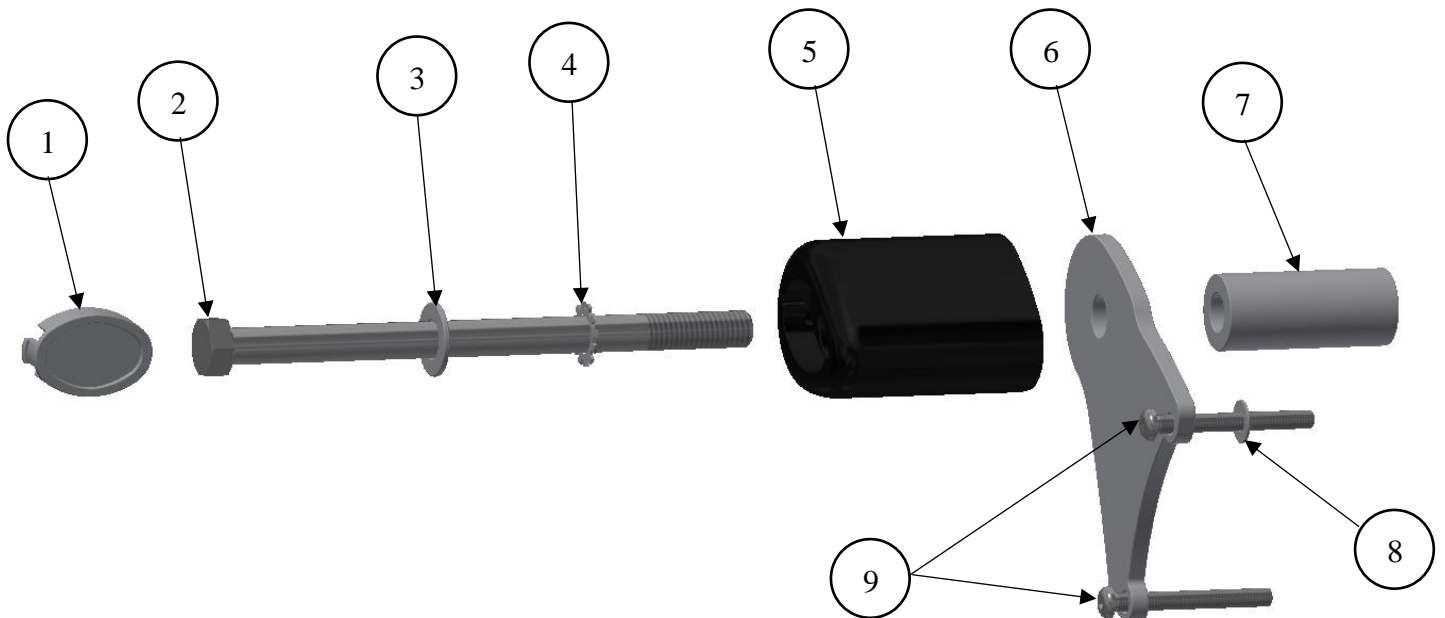
LEGEND

ITEM No	DESCRIPTION	QTY
ITEM 1	CRASH PROTECTOR CAP (BC0002)	2
ITEM 2	CRASH PROTECTOR BOLT L-H-S (M12x1.25x180mm LONG HEX HEAD)	1
ITEM 3	M12 WASHER (19mm O/DIA)	2
ITEM 4	SHAKE PROOF WASHER (LW0001)	2
ITEM 5	CRASH PROTECTOR (B0061 WITH CS340)	2
ITEM 6	LEFT-HAND SIDE MOUNTING PLATE (PLATE 0256)	1
ITEM 7	LEFT-HAND SIDE MOUNTING PLATE SPACER (S1253=58mm LONG)	1
ITEM 8	M6 WASHER	1
ITEM 9	LEFT-HAND SIDE MOUNTING BOLTS (M6x55mm LONG BUTTON HEADS)	2
ITEM 10	CRASH PROTECTOR BOLT R-H-S (M12x1.25x190mm LONG HEX HEAD)	1
ITEM 11	RIGHT-HAND SIDE MOUNTING PLATE (PLATE 0257)	1
ITEM 12	RIGHT-HAND SIDE MOUNTING PLATE SPACER (S1254=62.5mm LONG)	1
ITEM 13	RIGHT-HAND SIDE MOUNTING BOLTS (M6x45mm LONG BUTTON HEADS)	2

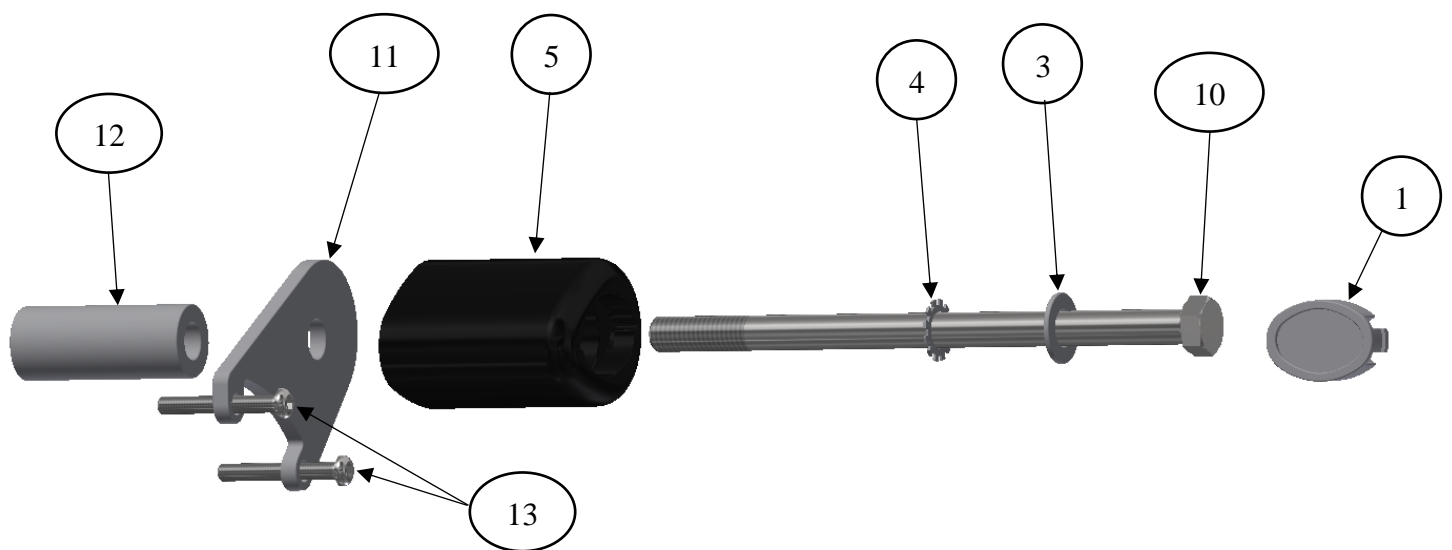
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LEFT-HAND SIDE ASSEMBLY



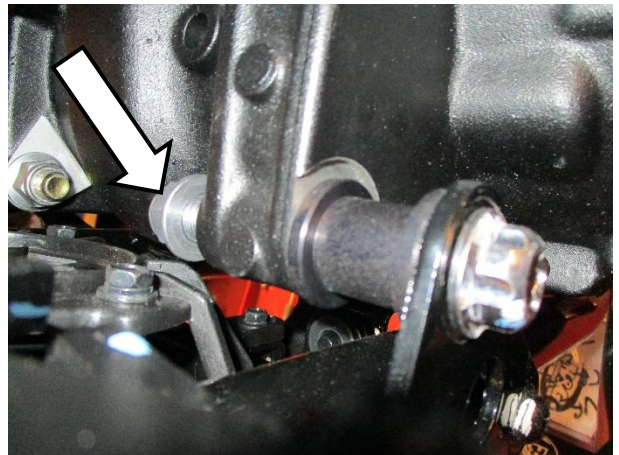
RIGHT-HAND SIDE ASSEMBLY



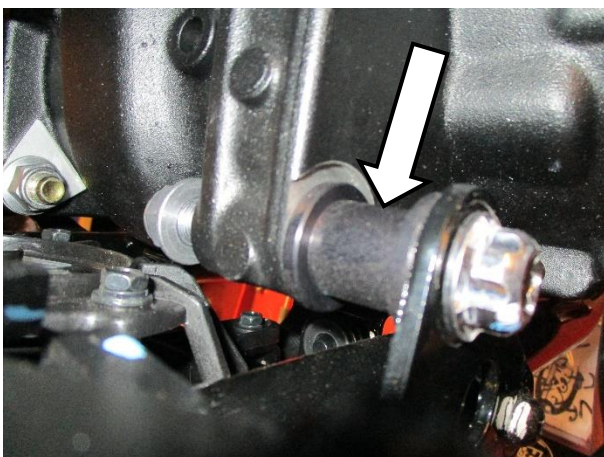
FITTING INSTRUCTION PICTURES



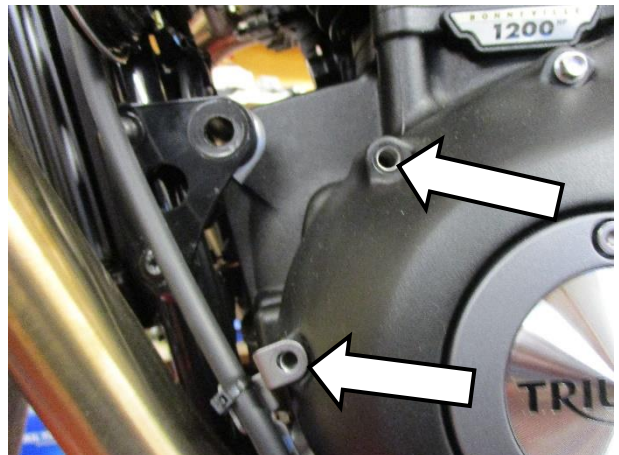
Picture 1



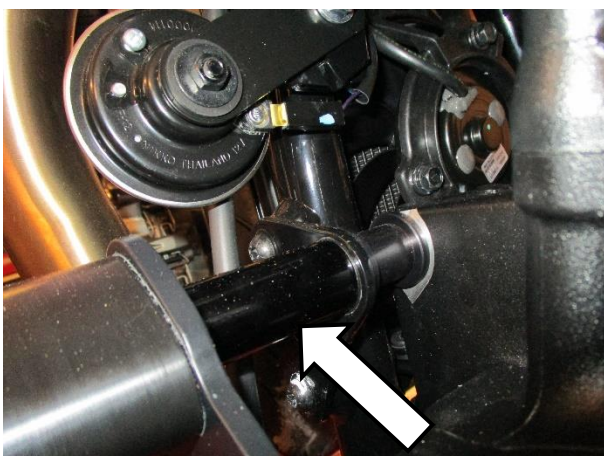
Picture 2



Picture 3



Picture 4



Picture 5

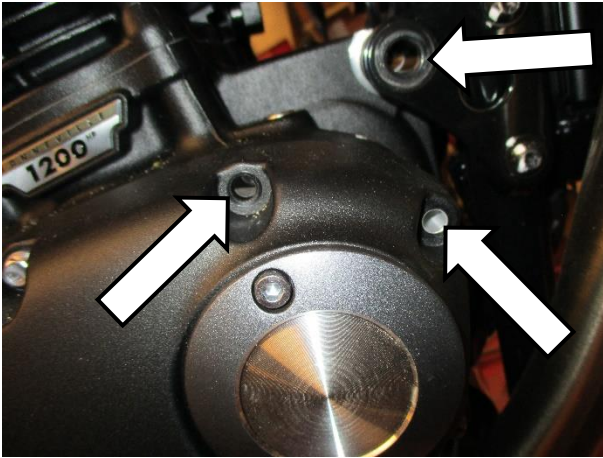


Picture 6

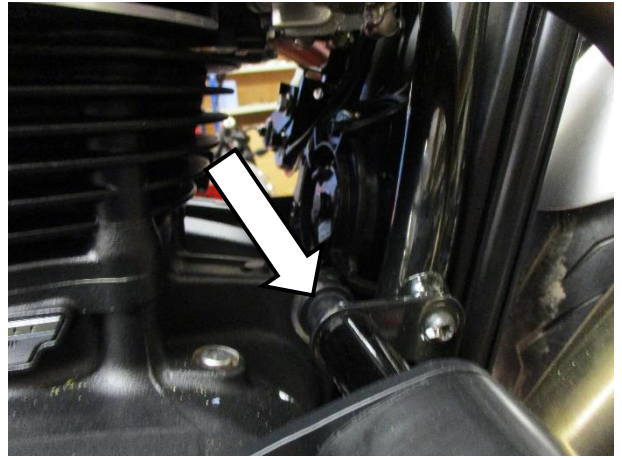
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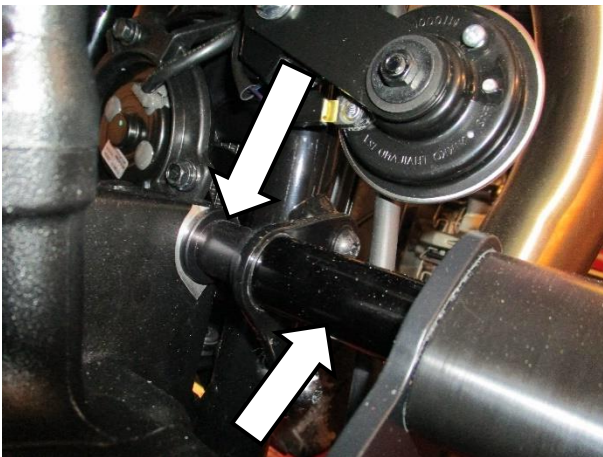
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Picture 7



Picture 8



Picture 9



Picture 10

FITTING INSTRUCTIONS

Left Hand Side (as you sit on the bike)

- Before fitting the R&G crash protectors, it is advised that a scissor jack is positioned underneath the bike at a suitable mounting point to support the weight of the engine during fitment. A small piece of wood should also be placed between the jack and the mounting point to help to spread the load. Do not remove more than one engine bolt at any time during the fitting to prevent the engine moving.
- Remove the front engine bolt, use a T55 Torx socket with a 17mm spanner to hold the nut on the reverse side, as shown in **pictures 1 and 2** (please ensure the original spacer arrowed in **picture 3** remains in position).
- Remove the two engine case bolts arrowed in **picture 4**.
- Take the left-hand side mounting plate (**item 6**) and locate the two longer M6 button head bolts (**item 9** – 55mm long) through the two smaller holes in the plate. Locate the M6 washer (**item 8**) onto the exposed thread of the upper bolt and offer the assembly up to the engine case as shown in **picture 6**, do not fully tighten the bolts at this stage.

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- To fit the left side crash protector, slide one of the 12mm washers (**item 3**) onto the M12 x 180mm long hex head bolt (**item 2**) so the washer sits against head of bolt.
- Slide one serrated locking washer (**item 4**) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (**item 5**) so the head of the bolt and washers go into the counter-bore.
- Offer this assembly up to the mounting plate and fit the bolt through the remaining hole in the plate, ensuring the shorter spacer (**item 7**=58mm long) sits between the new plate and the original frame bracket (please ensure the original frame spacer is in position as shown in **picture 5**) before inserting through the front engine mount and re-fitting the original lock nut to the exposed thread on the rear of the bolt.
- Tighten this bolt along with the two M6 bolts shown in **picture 6** into the engine case to the recommended torque settings on page 2.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).

Right Hand Side (as you sit on the bike)

- Remove the front engine bolt along with the two engine case bolts that are arrowed in **picture 7**. To remove the engine bolt, use a T55 Torx socket with a 17mm spanner to hold the nut on the reverse side (please ensure the original spacer arrowed in **picture 8** remains in position).
- Take the right-hand side mounting plate (**item 11**) and locate the two shorter M6 button head bolts (**item 13** – 45mm longer) through the two smaller holes in the plate and offer this assembly up to the engine case as shown in **picture 10**, do not fully tighten the bolts at this stage. .
- To fit the remaining crash protector, slide the remaining 12mm washer (**item 3**) onto the M12 x 190mm long hex head bolt (**item 10**) so the washer sits against head of bolt.
- Slide one serrated locking washer (**item 4**) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (**item 5**) so the head of the bolt and washers go into the counter-bore.
- Offer this assembly up to the mounting plate and fit the bolt through the remaining hole in the plate, ensuring the remaining, longer spacer (**item 12** –62.5mm long) sits between the new plate and the original frame bracket (please ensure the original frame spacer is in position as shown in **picture 8**) before inserting through the front engine mount and re-fitting the original lock nut to the exposed thread on the rear of the bolt.
- Tighten this bolt along with the two M6 bolts that are fitted into the engine case to the recommended torque settings on page 2.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit one BC0002 (**item 1**) bobbin cap to each crash protector as shown in **pictures 6 and 10**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate freely.
- Check tightness of each side regularly.

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