



FITTING INSTRUCTIONS FOR CP0492BL
AERO-STYLE CRASH PROTECTORS
TRIUMPH TIGER 900 2020-

Please find alternative spacer fitting instructions below the french and German translations.



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

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

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**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.

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 FROM:

WWW.RG-RACING.COM

R&G Racing
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 17mm A/F SOCKET & WRENCH • T50 TORX TOOL • 4 & 8mm A/F ALLEN TOOL • TORQUE WRENCH 	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	M0616 MOUNTING BLOCK LHS	1
ITEM 2	M0617 MOUNTING BLOCK RHS	1
ITEM 3	S1289 SPACER LHS REAR 15mm	1
ITEM 4	S1290 SPACER LHS FRONT 81.5mm	1
ITEM 5	S1291 SPACER RHS REAR 10mm	1
ITEM 6	S1292 SPACER RHS FRONT 31mm	1
ITEM 7	B0431 CRASH PROTECTOR	2
ITEM 8	BC0002BK BOBBIN CAP	2
ITEM 9	S1030 SPACER 15mm	2
ITEM 10	M10 x 1.25 x 55.00mm LONG CAP HEAD BOLT 8.8 GRADE (LHS REAR MOUNT)	1
ITEM 11	M10 x 1.25 x 150.00mm LONG CAP HEAD BOLT 8.8 GRADE (LHS FRONT MOUNT)	1
ITEM 12	M10 x 1.25 x 50.00mm LONG CAP HEAD BOLT 8.8 GRADE (RHS REAR MOUNT)	1
ITEM 13	M10 x 1.25 x 95.00mm LONG CAP HEAD BOLT 8.8 GRADE (RHS FRONT MOUNT)	1
ITEM 14	M10 x 1.25 x 75.00mm LONG HEX HEAD BOLT 8.8 GRADE (RHS/LHS BOBBIN)	2
ITEM 15	NC0010 M10 FLAT CAP	4
ITEM 16	M10 WASHER OD=19mm	6
ITEM 17	LW0001 M10 SHAKE PROOF WASHERS	2

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Picture 3



Picture 4



Picture 5



Picture 6



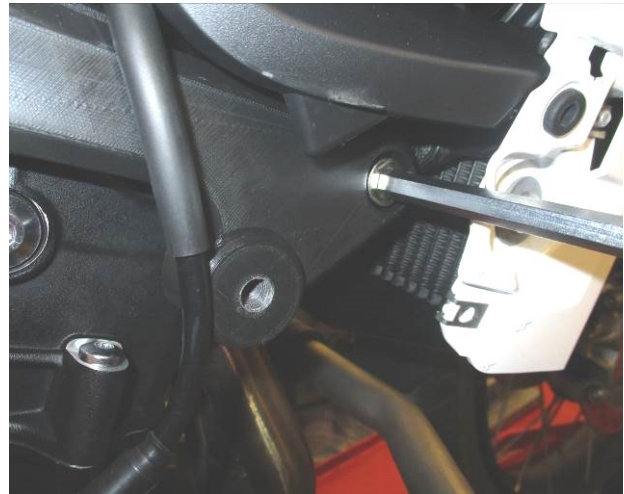
Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



FITTING INSTRUCTIONS

- **Before fitting the R&G crash protectors, it is advised that a jack is positioned underneath the bike at a suitable 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.**
- Remove the side panels shown in **picture 1** on both sides, using a 4mm Allen tool.
- Starting on the left-hand side, use a T50 Torx tool to remove the rearmost engine mounting bolt, as shown in **picture 2**. Make sure to retain the small spacer shown in picture 3 that is sandwiched between the frame and the engine.
- Place an M10 washer (**item 16**) onto the 55mm M10 bolt (**item 10**), then place this through the rear hole of the LHS mounting block (**item 1**). Then place the left-hand side rear spacer (**item 3=15mm**) onto the exposed thread as shown in the **LHS EXPLODED ASSEMBLY VIEW** on page 3.
- Offer the assembly up to the rearmost engine mounting hole and loosely tighten in position using an 8mm Allen tool, as shown in **picture 4**, leaving enough room to access the front engine mounting bolt. Using a T50 Torx tool, now remove the front engine mounting bolt as shown in **picture 5**.
- Place an M10 washer (**item 16**) over the 150mm M10 bolt (**item 11**), then rotate the mounting block to allow access to the front hole, then align the left-hand side front spacer (**item 4=81.5mm**) with the front mounting hole of the LHS mounting block (**item 1**) then pass the bolt and washer through the front mounting block bore and spacer as shown in the **LHS EXPLODED ASSEMBLY VIEW** on page 3. As shown in **picture 6**, rotate the mounting block assembly so the mounting hole lines up with the front engine mounting hole and loosely tighten in position using an 8mm Allen tool, then fully tighten both bolts using an 8mm Allen tool (torque to 40Nm).
- Push the flat-caps (**item 15**) into the heads of both bolts as shown in **picture 13**, then refit the LHS side-panel using a 4mm Allen tool.
- Now pre-assemble the crash protector as shown in the **LHS EXPLODED ASSEMBLY VIEW** on page 3. Slide an M10 washer (**item 16**) followed by a shake-proof washer (**item 17**) over one of the 75mm M10 hex-head bolts (**item 14**), then place through one of the crash-protectors (**item 7**). Finally, slide one of the 15mm long spacers (**item 9**) over the exposed bolt length.
- Offer the crash protector assembly up to vacant mounting block tapped hole, then tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench, as shown in **picture 7**. Turn a little more so that you feel the compression increase slightly, then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40Nm of torque.

PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 3 WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.

- Repeat the previous steps for the right-hand side of the bike. Use a T50 Torx tool to remove the rearmost engine mounting bolt, as shown in **picture 8**.
- Place an M10 washer (**item 16**) onto the 50mm M10 bolt (**item 12**), then place this through the rear hole of the RHS mounting block (**item 2**). Then place the right-hand side rear spacer

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(**item 5**=10mm) onto the exposed thread as shown in the **RHS EXPLODED ASSEMBLY VIEW** on page 4.

- Offer the assembly up to the rearmost engine mounting hole and loosely tighten in position using an 8mm Allen tool, leaving enough room to access the front engine mounting bolt. As shown in **picture 9**, make sure to tuck the mounting block under the clutch cable to ensure it's under no strain.
- Using a T50 Torx tool, now remove the front engine mounting bolt. Rotate the mounting block to gain access to the front side, then align the RHS spacer (**item 6**=31mm) with the front mounting hole of the RHS mounting block (**item 2**) as shown in the **RHS EXPLODED ASSEMBLY VIEW** on page 4. Place an M10 washer (**item 16**) over the 95mm M10 bolt (**item 13**), then pass this through the front mounting block hole. As shown in **picture 10**, rotate the mounting block assembly so the mounting hole lines up with the front engine mounting hole, then fully tighten both bolts using an 8mm Allen tool (torque to 40Nm).
- Tuck the clutch cable into the groove on the mounting block as shown in **picture 11** and push the flat caps (**item 15**) into the heads of both bolts as shown in **picture 13**. Now, refit the RHS side-panel using a 4mm Allen tool.
- Pre-assemble the crash protector as shown in the **RHS EXPLODED ASSEMBLY VIEW** on page 4. Slide an M10 washer (**item 16**) followed by a shake-proof washer (**item 17**) over one of the 75mm M10 hex-head bolts (**item 14**), then place through one of the crash-protectors (**item 7**). Finally, slide the remaining 15mm long spacer (**item 9**) over the exposed bolt length.
- Offer the crash protector assembly up to vacant mounting block tapped hole, then tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench, as shown in **picture 12**. Turn a little more so that you feel the compression increase slightly, then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- Finally, fit a bobbin caps (**item 8**) to both crash protectors to neatly hide the bolt heads, as shown in **picture 14**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
 - Check tightness of each side regularly.

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