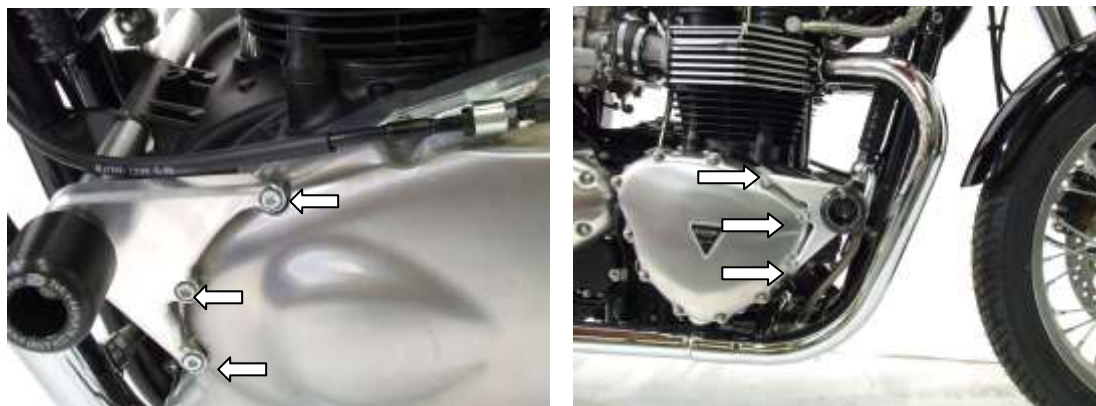




## FITTING INSTRUCTIONS FOR CP0259BL CRASH PROTECTORS TRIUMPH THRUXTON 2008-



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!*

**You will need the following tools to complete this job.**

**Set off metric Allen keys.**

**Socket set.**

**Torque wrench to be used at 40NM.**

### **Both Sides**

- Remove the lower engine mount bolt and replace it with the stainless steel engine bar.
- Slide the longer aluminium spacer over the RHS of the engine bar and the shorter one over the LHS of the engine bar all the way up to the frame.

### **Left-hand side (as you sit on bike)**

- Remove the three Allen bolts from the front of the engine casing as arrowed in the picture top left.
- Fit the aluminium bracket (see the shape from the picture top left) to the engine case using the three M6x45mm long button head bolts supplied with the kit. Note the counter bore around the 12mm hole goes over the aluminium spacer you have already fitted to the bike.
- Take one of the protectors and slide it over the engine bar and up to the aluminium bracket.
- Take one of the 12mm washers and slide it over the bar and the fit one of the nyloc nuts do not tighten at the moment.

### **Right-hand side (as you sit on bike)**

- Remove the three Allen bolts around the front of the engine casing as arrowed in the picture top right.
- Fit the aluminium bracket (see the shape from the picture top right) to the engine case using the three M6x55mm long button head bolts supplied with the kit. Note the counter bore around the 12mm hole goes over the aluminium spacer you have already fitted to the bike.

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- Take one of the protectors and slide it over the engine bar and up to the aluminium bracket.
- Take one of the 12mm washers and slide it over the bar and the fit one of the nyloc nuts.
- With two 19mm sockets tighten the two nuts 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 over tighten as damage can occur. Do not exceed 40nm of torque.

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