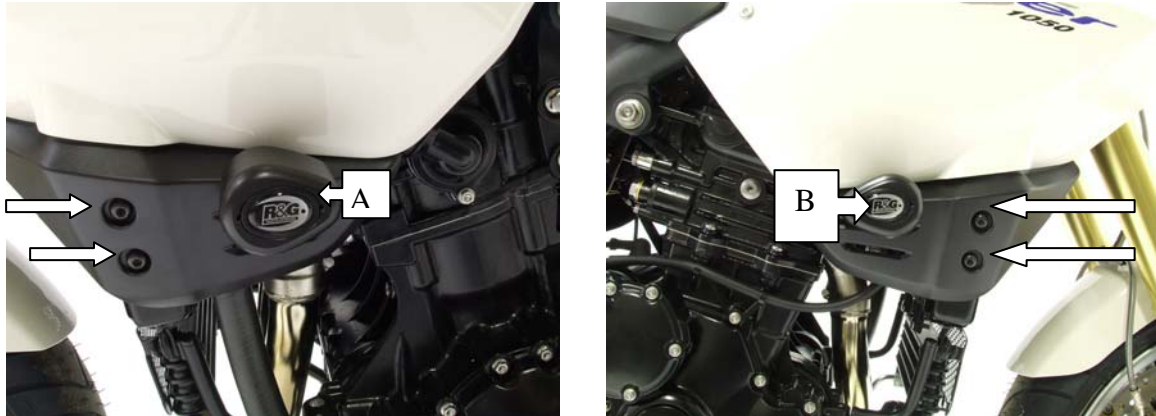




FITTING INSTRUCTIONS FOR CP0248BL AERO CRASH PROTECTORS TRIUMPH TIGER 1050 2007-



TOWARDS REAR
FRONT
OF BIKE



TOWARDS
OF BIKE

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 to include 16mm and 19mm A/F socket and wrench.

17mm spanner.

Torque wrench to be used at 40NM.

Left-hand side (as you sit on bike)

- Remove the two panel bolts as arrowed in above images and remove panel.
- Undo and remove engine bolt in position arrowed 'A' above left (using 16mm socket and 17mm spanner on inboard OEM nut).
- Fit new panel with pre-machined hole from kit onto bike as original.
- Take one of the engine bars from kit and fit nut then plain washer and then serrated washer from kit onto end with the shortest thread (use a vice to ensure nut engages fully through nyloc nut).
- Feed this bar assembly through bobbin (so nut and washers go into counter-bore in bobbin, the serrated washer is to prevent bobbin from turning and should be sandwiched between plain washer and bobbin).
- Place one of the spacers onto the exposed bar against metal cap of bobbin.

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- Offer bobbin assembly through hole in panel and into engine bolt hole and reusing OEM nut on inboard end of engine bar.
- Tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE: BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur. Do not exceed 40nm of torque.
- Fit the cap into the protector as show on top picture.

Right-hand side (as you sit on bike)

- Remove the two panel bolts as arrowed in above images and remove panel.
- Undo and remove engine bolt in position arrowed 'B' above left (using 16mm socket and 17mm spanner on inboard OEM nut).
- Fit new panel with pre-machined hole from kit onto bike as original.
- Take one of the engine bars from kit and fit nut then plain washer and then serrated washer from kit onto end with the shortest thread (use a vice to ensure nut engages fully through nyloc nut).
- Feed this bar assembly through bobbin (so nut and washers go into counter-bore in bobbin, the serrated washer is to prevent bobbin from turning and should be sandwiched between plain washer and bobbin).
- Place one of the spacers onto the exposed bar against metal cap of bobbin.
- Offer bobbin assembly through hole in panel and into engine bolt hole and reusing OEM nut on inboard end of engine bar.
- Tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE: BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur. Do not exceed 40nm of torque.
- Fit the cap into the protector as show on top picture.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0248BL AERO
TRIUMPH TIGER 1050 2007-

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.

Outils nécessaires.

Jeu de clé Allen.

Clé de 16 , 17 et 19 mm.

Clé dynamométrique 40NM.

Gauche

- Enlever les deux vis qui retiennent le cache situé en dessous du réservoir. (voir photo)
- Desserrer en enlever la vis de fixation moteur située en dessous du cache. (utiliser les clés de 16 et 17 mm)
- Fixer le nouveau cache R&G (prédécoupé) sur la moto.(utiliser les vis d'origine pour le fixer-serrer les deux vis)
- Prendre une barre R&G et visser à la main un écrou sur la partie fileté la plus petite.
- Glisser une rondelle lisse sur l'axe contre l'écrou puis glisser une rondelle crantée contre la rondelle plate.
- Glisser le tout à travers l'un des tampons R&G. (l'écrou et les rondelles devront être placés dans la partie usinée du tampon de protection.)
- Glisser une entretoise sur la vis contre le tampon de protection.
- Placer l'ensemble sur la moto. (attention au sens de montage de la protection-voir photos)
- Ré-utiliser l'écrou de serrage d'origine pour bloquer le tampon sur la moto.
- Serrer les écrous 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.
- Clipper le cache R&G sur le tampon.

Droit

- Mêmes opérations que pour le côté Gauche.