



FITTING INSTRUCTIONS FOR CP0337BL
RACE CRASH PROTECTORS
TRIUMPH DAYTONA 675 '13- RACE DRILL KIT



Picture A

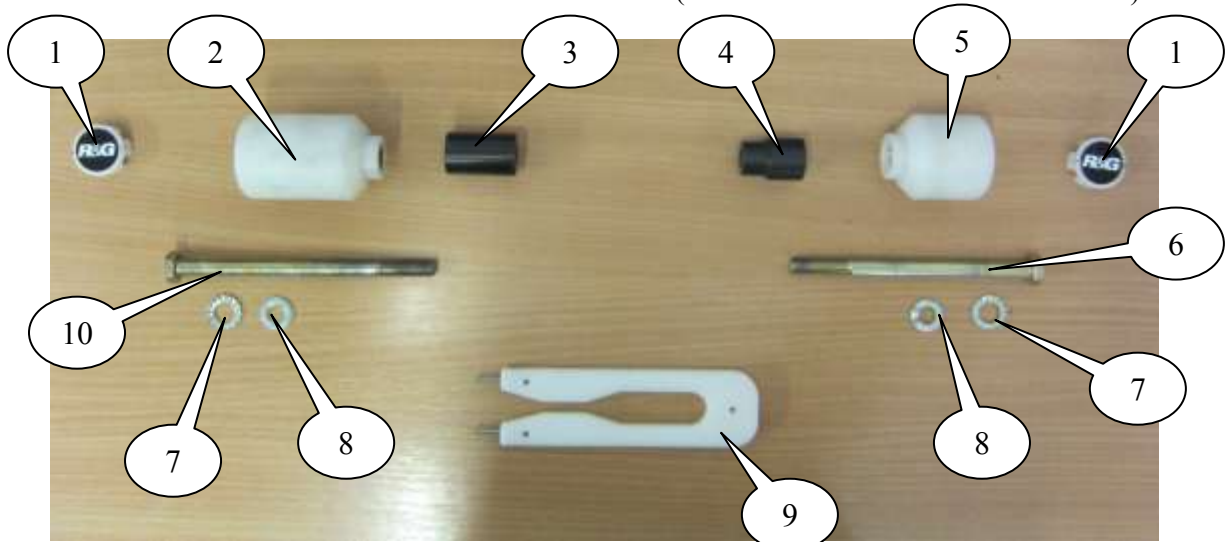


Picture B

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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).



LEFT SIDE



LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC JV1000) (x2).
 ITEM 2 = CRASH PROTECTOR (XLB JV1000 with CS JV1000) (x1).
 ITEM 3 = SPACER (S0064) (40mm long) (x1).
 ITEM 4 = SPACER (S0217) (35.5mm long) (x1).
 ITEM 5 = CRASH PROTECTOR (SB JV1000 with CS JV1000) (x1).
 ITEM 6 = M10x1.25x140mm LONG HEX HEAD BOLT (x1).
 ITEM 7 = LOCK-WASHERS (LW0001) (x2).
 ITEM 8 = M10 WASHERS (x2).
 ITEM 9 = BOBBIN CAP REMOVAL TOOL (x1).
 ITEM 10 = M10x1.25x150mm LONG HEX HEAD BOLT (x1).

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!*

TOOLS REQUIRED

- Socket set to include 14 & 17mm socket and wrench.
 - 14mm spanner.
 - T50 Torx socket.
- 50mm diameter hole cutter and/or Dremel type tool.
 - Torque wrench (up to 40N/m).

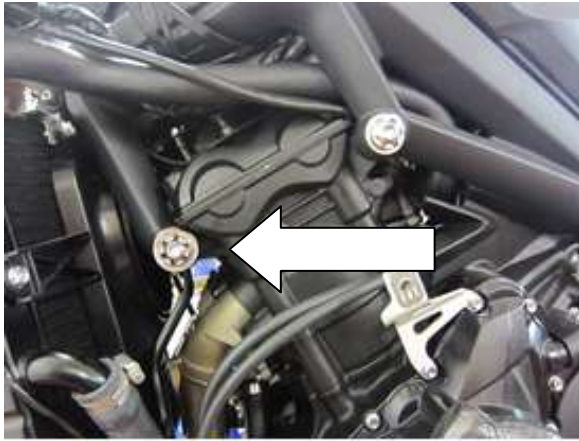
TOWARDS REAR
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm
 M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9

FITTING INSTRUCTIONS

Left side (as you sit on the bike)

- Remove the left side fairing.
- Remove the front T50 Torx bolt that mounts the engine to the frame, as arrowed in picture 1, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Position the M10 x 150mm long hex head bolt (item 10) into the front engine mount and use some white marker or paint on the head of the bolt to make a mark on the inside of the fairing when re-fitted, as shown in picture 2. This will leave a mark on the fairing to use as a centre for drilling a hole for the crash protector to sit.
- Remove the fairing from the bike & drill a pilot hole through the fairing using the mark as a centre, before re-fitting and checking that the hole aligns with the bolt. Once satisfied with the position, use a 50mm diameter hole saw to drill a large hole in the fairing to accept the crash protector. De-bur any rough edges with a Dremel or sandpaper, as shown in picture 3.
- Remove the fairing and prepare to fit the crash protector.
- Slide one of the 10mm washers (item 8) onto the M10 x 1.25 x 150mm long hex head bolt (item 10) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 7) over the bolt so it sits against the washer just fitted.



- Next slide the bolt with washers through the longer crash protector (item 2) so the head of the bolt and washers go into the counter-bore, as shown in picture 4.
- Locate the longer spacer (item 3 – S0064 –40mm long) over the exposed thread and position this assembly through the engine/frame mount, as shown in picture 5.
- Re-fit the OEM locknut onto the exposed end of thread on the back of the engine mount.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm 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. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- Fit crash protector cap into the crash protector with the logo horizontal, as shown in picture 6.
- The fairing can now be re-fitted.

Right side (as you sit on the bike)

- Remove the right side fairing.
- Remove the front T50 Torx bolt that mounts the engine to the frame, as arrowed in picture 7, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Position the M10 x 140mm long hex head bolt (item 6) into the front engine mount and use some white marker or paint on the head of the bolt to make a mark on the inside of the fairing when re-fitted, in the same way as previously done on the left side of the bike. This will leave a mark on the fairing to use as a centre for drilling a hole for the crash protector to sit.
- Remove the fairing from the bike & drill a pilot hole through the fairing using the mark as a centre, before re-fitting and checking that the hole aligns with the bolt. Once satisfied with the position, use a 50mm diameter hole saw to drill a large hole in the fairing to accept the crash protector. De-bur any rough edges with a Dremel or sandpaper.
- Remove the fairing and prepare to fit the crash protector.
- Slide one of the 10mm washers (item 8) onto the M10 x 1.25 x 140mm long hex head bolt (item 6) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 7) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining shorter crash protector (item 5) so the head of the bolt and washers go into the counter-bore, as shown in picture 8.
- Locate the remaining shorter spacer (item 4 – S0217 –35.5mm long) over the exposed thread and position this assembly through the engine/frame mount.
- Re-fit the OEM locknut onto the exposed end of thread on the back of the engine mount.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm 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. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- Fit crash protector cap into the crash protector with the logo horizontal, as shown in picture 9.
- The fairing can now be re-fitted.

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**INSTRUCTIONS DE MONTAGE POUR CP0337 PROTECTIONS CRASH COURSE
TRIUMPH DAYTONA 675 '13- KIT PERCAGE COURSE**



Photo A

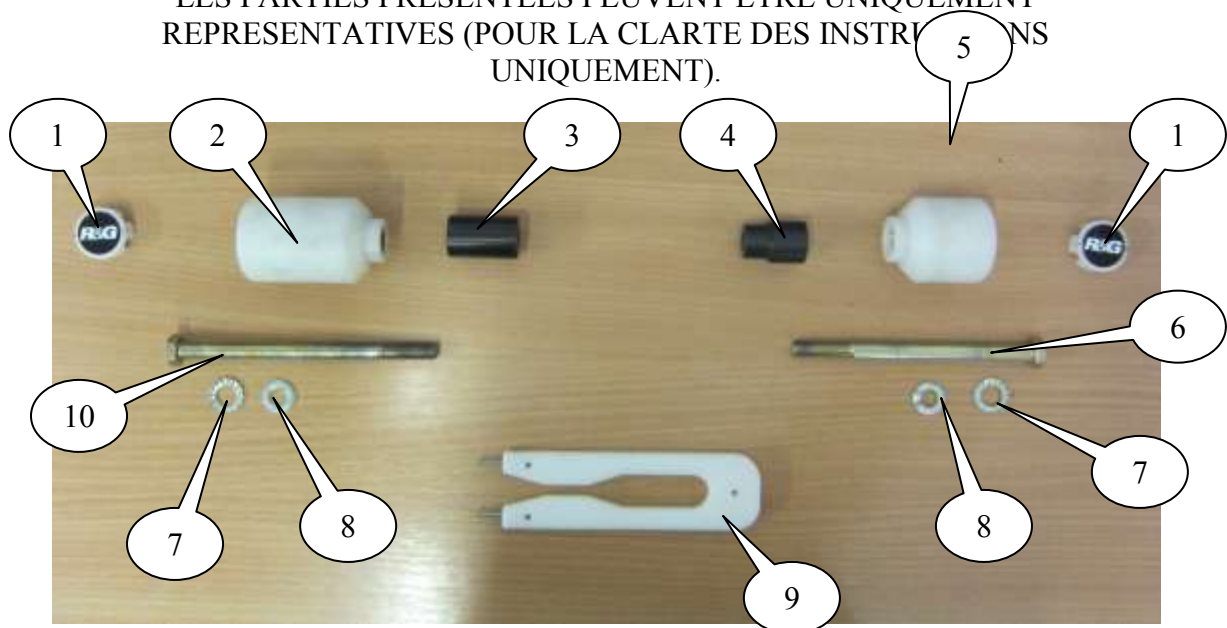


Photo B

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).





COTE GAUCHE

LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC JV1000) (x2).
 ARTICLE 2 = PROTECTION CRASH (XLB JV1000 avec CS JV1000) (x1).
 ARTICLE 3 = ENTRETOISE (S0064) (40mm de long) (x1).
 ARTICLE 4 = ENTRETOISE (S0217) (35.5mm de long) (x1).
 ARTICLE 5 = CRASH PROTECTOR (SB JV1000 avec CS JV1000) (x1).
 ARTICLE 6 = M10x1.25x140mm BOULON (x1).
 ARTICLE 7 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 8 = M10 RONDELLES (x2).
 ARTICLE 9 = OUTIL POUR ENLEVER LE CAPUCHON DE LA BOBINE (x1).
 ARTICLE 10 = M10x1.25x150mm BOULON (x1).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

OUTILS REQUIS

- Jeu de clés 14 & 17mm.
- Clé à molette 14mm.
 - Clé Torx T50.
- Cutter pour trou 50mm de diamètre.
- Clé dynamométrique (à 40N/m).

Arrière moto
moto

Avant

PHOTO C

COUPLES DE SERRAGE RECOMMANDES

- M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm
 M12 ECROU = 40Nm

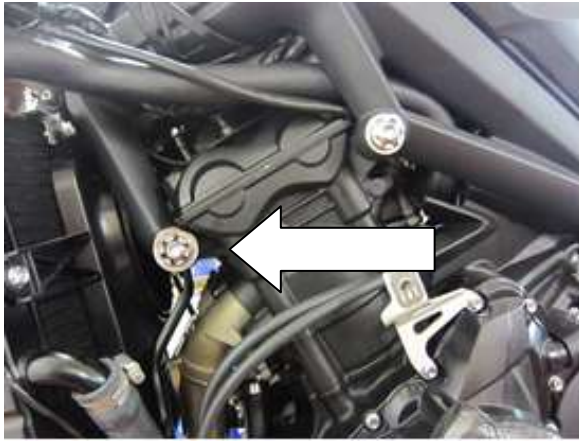


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

INSTRUCTIONS DE MONTAGE :

Coté gauche (assis sur la moto)

- Enlever le carénage coté gauche.
- Enlever le boulon avant T50 qui fixe le moteur au cadre, voir photo 1, (Il y a un écrou de 14mm à l'arrière boulon qui peut être accessible via une clé à molette).
- Positionner le boulon M10 x 150mm (article 10) dans le support moteur avant et appliquez un peu de peinture blanche sur la tête du boulon pour faire une marque à l'intérieur du carénage lors de la réinstallation, voir photo 2. Cette manipulation permettra un marquage à l'intérieur du carénage, afin de pouvoir percer un trou en utilisant cette maque comme le centre, afin de positionner correctement la protection crash.
- Enlever le carénage de la moto puis percer un trou pilote dans le carénage en utilisant la marque comme le centre, avant de remettre le carénage et de vérifier que le trou soit aligné avec le boulon. Un fois que la position vous satisfait, utiliser une scie trou diamètre 50mm pour percer un large trou dans le carénage, afin qu'il accueille la protection crash. Ebarber les petits résidus restant avec du papier de verre, voir photo 3.
- Enlever le carénage et préparez vous à monter la protection crash.



- Glisser une des rondelles de 10 mm (article 8) sur le boulon M10 x 1.25 x 150mm (article 10) afin qu'elle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 7) sur le boulon pour qu'elle se positionne contre la rondelle précédemment insérée.
- Glisser ensuite le boulon avec ses rondelles dans la plus longue protection crash (article 2) afin que la tête du boulon et les rondelles aillent dans le contre alésage, voir photo 4.
- Placer l'entretoise la plus longue (article 3 – S0064 –40mm de long) sur le filetage exposé puis positionner l'ensemble dans le support moteur/cadre, voir photo 5.
- Remettre l'écrou de blocage d'origine sur l'extrémité du filetage à l'arrière du support moteur.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Mettre le capuchon dans la protection crash avec le logo à l'horizontale, voir photo 6.
- Le carénage peut à présent être remonté sur la moto.

Coté droit (assis sur la moto)

- Enlever le carénage coté droit.
- Enlever le boulon avant T50 qui fixe le moteur au cadre, voir photo 7, (Il y a un écrou de 14mm à l'arrière boulon qui peut être accessible via une clé à molette).
- Positionner le boulon M10 x 140mm (article 6) dans le support moteur avant et appliquez un peu de peinture blanche sur la tête du boulon, comme précédemment pour le coté gauche, pour faire une marque à l'intérieur du carénage lors de la réinstallation, voir photo 2. Cette manipulation permettra un marquage à l'intérieur du carénage, afin de pouvoir percer un trou en utilisant cette maque comme le centre, afin de positionner correctement la protection crash.
- Enlever le carénage de la moto puis percer un trou pilote dans le carénage en utilisant la marque comme le centre, avant de remettre le carénage et de vérifier que le trou soit aligné avec le boulon. Une fois que la position vous satisfait, utiliser une scie trou diamètre 50mm pour percer un large trou dans le carénage, afin qu'il accueille la protection crash. Ebarber les petits résidus restant avec du papier de verre.
- Enlever le carénage et préparez vous à monter la protection crash.
- Glisser une des rondelles de 10 mm (article 8) sur le boulon M10 x 1.25 x 140mm (article 6) afin qu'elle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 7) sur le boulon pour qu'elle se positionne contre la rondelle précédemment insérée.
- Glisser ensuite le boulon avec ses rondelles dans la protection crash la plus courte (article 5) afin que la tête du boulon et les rondelles aillent dans le contre alésage, voir photo 8.
- Placer l'entretoise restante, la plus courte (article 4 – S0217 –35.5mm de long) sur le filetage exposé puis positionner l'ensemble dans le support moteur/cadre.
- Remettre l'écrou de blocage d'origine sur l'extrémité du filetage à l'arrière du support moteur.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME**

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EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.

Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour.
Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

- Mettre le capuchon dans la protection crash avec le logo à l'horizontale, voir photo 9.
- Le carénage peut à présent être remonté sur la moto.

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