



**FITTING INSTRUCTIONS FOR SP0091BK**  
**SWINGARM PROTECTORS**  
**TRIUMPH TIGER 900 2020-**



**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](http://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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)

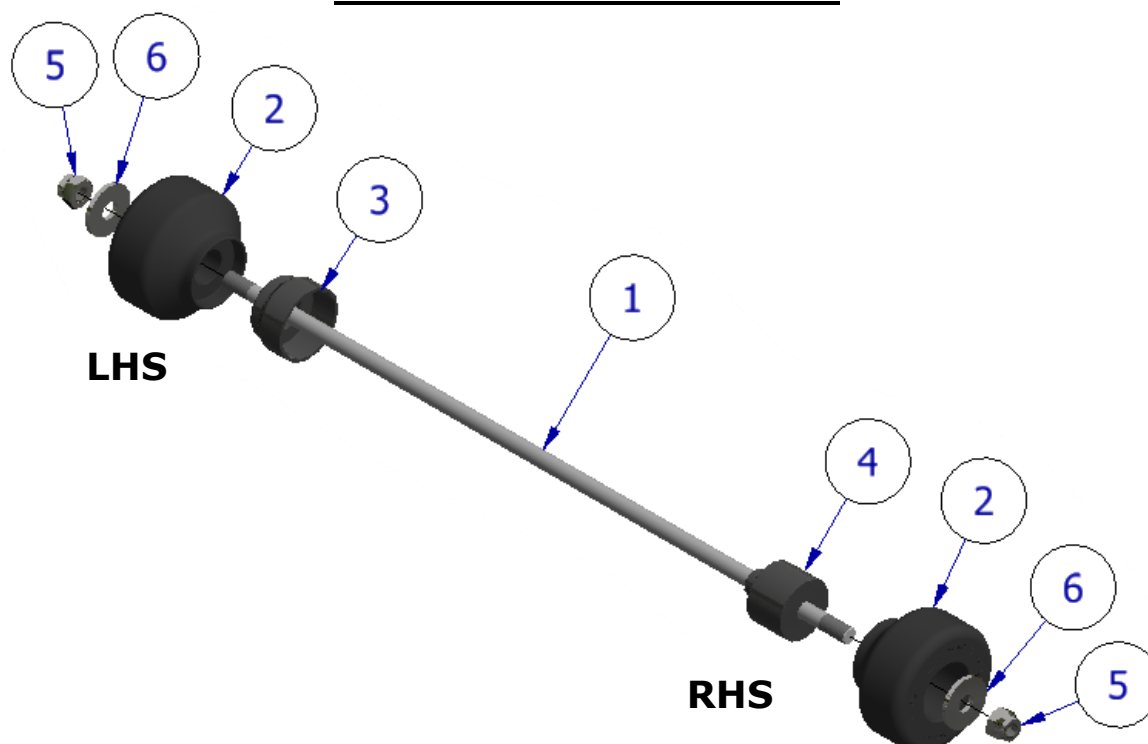


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• 2x 13mm A/F SOCKETS &amp; WRENCHES</li> <li>• SMALL AMOUNT OF SUPERGLUE</li> </ul>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	SB149 SPINDLE BAR (M8 - 375mm LENGTH)	1
ITEM 2	B0213 CRASH PROTECTOR WITH CS304 (8mm) FITTED	2
ITEM 3	S1271 LHS SPINDLE NUT SPACER	1
ITEM 4	S1260 RHS SPACER 20.5mm	1
ITEM 5	M8 x 1.25 NYLOC NUT	2
ITEM 6	M8 WASHER OD= 24.75mm	2

### **EXPLODED ASSEMBLY VIEW**



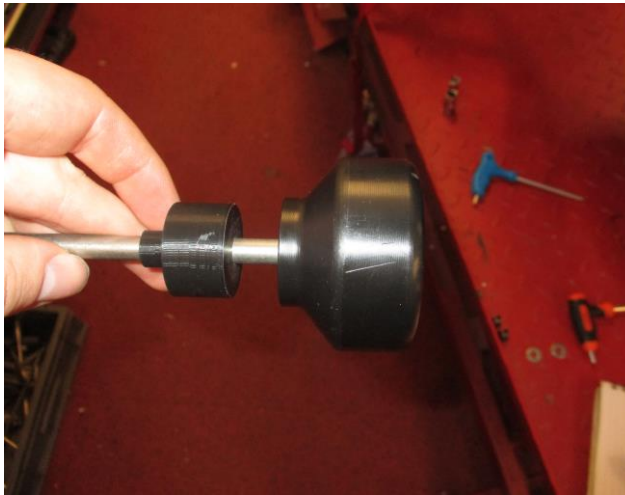
R&G Racing

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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



**FITTING PICTURES**



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



## **FITTING INSTRUCTIONS**

- Fit one nut (**item 5**) and washer (**item 6**) to either end of the included spindle bar (**item 1**), engaging the nut so the plastic insert of the nut is fully engaged, and the bar protrudes by 1 or 2 threads. It is recommended to use a small amount of superglue or Loctite to fix this nut as this will aid when tightening the opposite side later.
- Arrange the RHS assembly, as shown in the diagram on page 2 and **picture 1**, passing a crash protector (**item 2**) and the RHS spacer (**item 4**) over the assembled spindle bar, so the washer sits on the inner face of the crash protector. Slide this assembly through the hole in the swingarm spindle as shown in **picture 2**.
- Slide the LHS spacer (**item 3**) over the exposed end of the spindle bar as shown in **picture 3**, so that it covers the spindle nut, then follow with the remaining crash protector (**item 2**), as shown in **picture 4**. Secure with the remaining washer (**item 6**) and nut (**item 5**).
- Finally, as shown in **pictures 5 & 6**, tighten the nut on both sides evenly using two 13mm sockets and ensure that the plastic insert of both nuts are fully engaged, and the protruding threads are equal on both sides. Check the swingarm protectors are secure and held firmly against the spacers and do not spin.
- Do not overtighten – the Nyloc nuts will hold it tight.
- After riding the bike, check the tightness of the nuts regularly (e.g., when cleaning the bike).

ISSUE 1 - 12/01/2021 (FB)

### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



**NOTICE DE MONTAGE POUR SP0091BK**  
**PROTECTIONS BRAS OSCILLANT**  
**TRIUMPH TIGER 900 2020-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR : [WWW.RG-RACING.COM](http://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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)

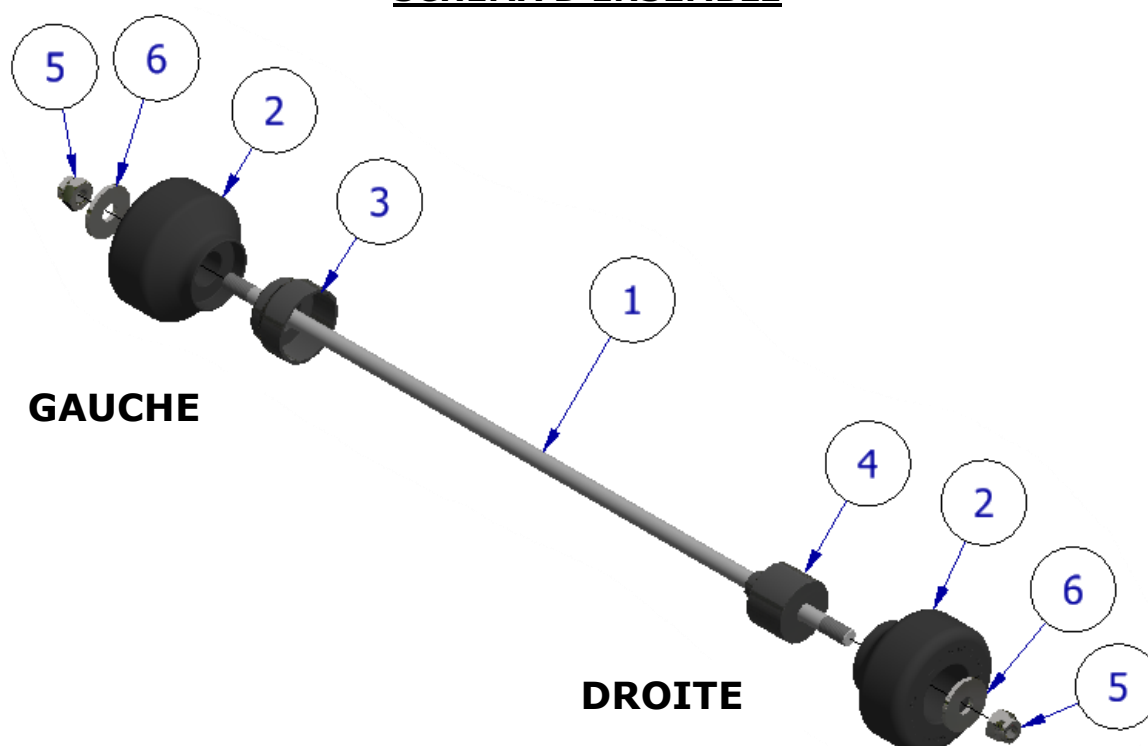


<b>OUTILS REQUIS</b>	<b>VALEURS DE SERRAGE RECOMMANDÉES</b>
<ul style="list-style-type: none"> <li>Clés à molette + douilles 2 x 13mm.</li> <li>Un peu de suoerglue</li> </ul>	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	SB149 AXE MOYEU (M8 - 375mm DE LONG)	1
ARTICLE 2	B0213 PROTECTION CRASH AVEC CS304 (8mm) MONTÉE	2
ARTICLE 3	S1271 ENTRETOISE D'ÉCROU DE MOYEU CÔTÉ GAUCHE	1
ARTICLE 4	S1260 ENTRETOISE CÔTÉ DROIT 20.5mm	1
ARTICLE 5	M8 x 1.25 ÉCROU	2
ARTICLE 6	M8 RONDELLE OD= 24.75mm	2

### **SCHÉMA D'ENSEMBLE**



R&amp;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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



## **NOTICE DE MONTAGE**

- Montez un écrou (article 5) et une rondelle (article 6) à chaque extrémité de l'axe de moyeu inclus (article 1), en engageant l'écrou de sorte que l'insert en plastique de l'écrou soit complètement engagé et que l'axe moyeu dépasse de 1 ou 2 filetages . Il est recommandé d'utiliser une petite quantité de superglue ou de Loctite pour fixer cet écrou car cela facilitera le serrage du côté opposé plus tard.
- Disposez l'ensemble côté droit comme indiqué sur le schéma de la page 2 et la photo 1, en passant une protection crash (article 2) et l'entretoise côté droit (article 4) sur l'axe assemblé, de sorte que la rondelle repose sur la face intérieure de la protection crash. Faites glisser cet assemblage dans le trou de l'axe du bras oscillant comme indiqué sur la photo 2.
- Faites glisser l'entretoise côté gauche (article 3) sur l'extrémité exposée de l'axe comme indiqué sur la photo 3, de sorte qu'elle recouvre l'écrou de broche, puis suivez avec la protection crash restante (article 2), comme indiqué sur la photo 4. Fixez avec la rondelle restante (article 6) et l'écrou (article 5).
- Enfin, comme indiqué sur les photos 5 et 6, serrez uniformément l'écrou des deux côtés à l'aide de deux douilles de 13 mm et assurez-vous que l'insert en plastique des deux écrous soit complètement engagé et que les filets saillants soient égaux des deux côtés. Vérifiez que les protections du bras oscillant soient sécurisées et maintenues fermement contre les entretoises et ne tournent pas.
- Ne serrez pas excessivement - les écrous fixent l'ensemble.
- Après avoir fait de la moto, vérifiez régulièrement le serrage des écrous (par exemple, lors du nettoyage de la moto).

ISSUE 1 - 12/01/2021 (FB)