



**FITTING INSTRUCTIONS FOR CP0332BL**  
**NON-DRILL AERO CRASH PROTECTORS (ROAD KIT)**  
**TRIUMPH DAYTONA 675 2013**



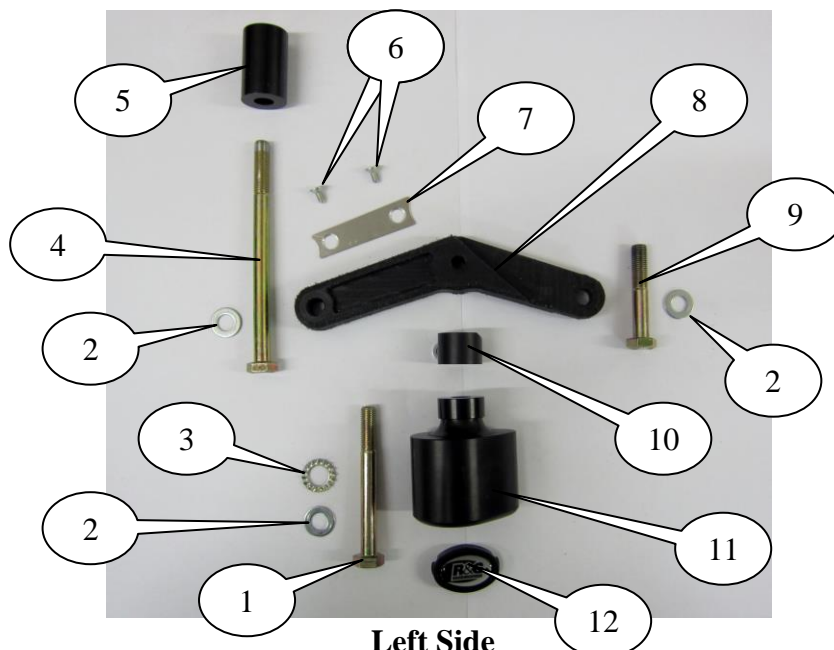
Picture A

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)

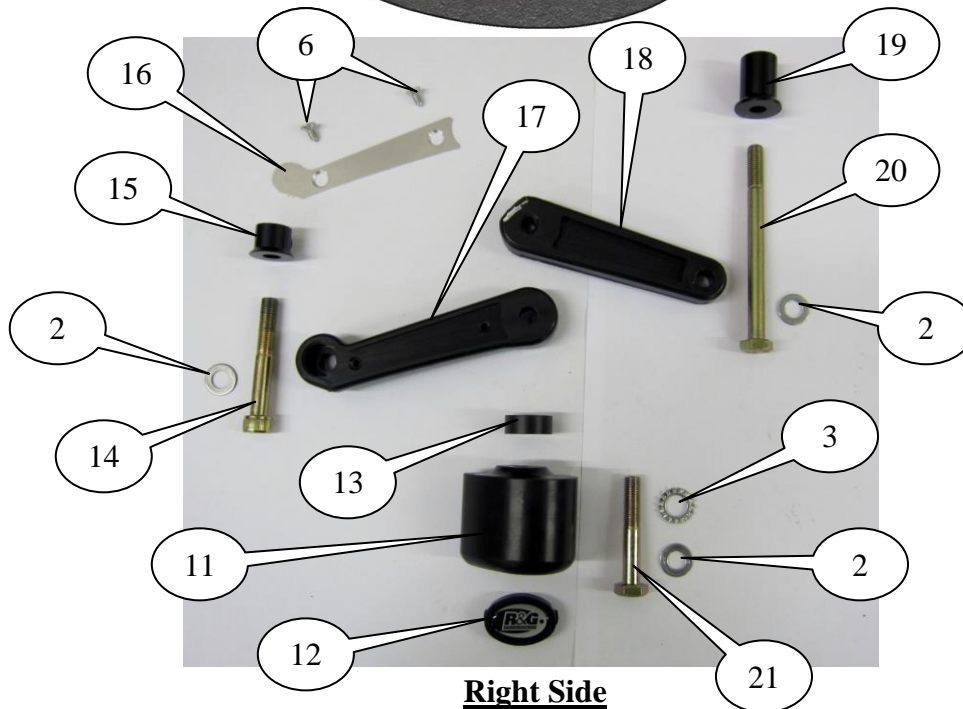


**Left Side**

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**Right Side**

**LEGEND**

- ITEM 1= M10x1.25x90mm LONG HEX HEADED BOLT (x1).
- ITEM 2= M10 PLAIN WASHERS (x6).
- ITEM 3= LOCK-WASHERS (LW0001) (x2).
- ITEM 4= M10x1.25x140mm LONG HEX HEADED BOLT (x1).
- ITEM 5= SPACER (S0187) (45mm LONG) (x1).
- ITEM 6= M5x0.8x6mm LONG COUNTERSUNK BOLTS (x4).
- ITEM 7= METAL INSERT PLATE (SMW0015) (x1).
- ITEM 8= MOUNTING BLOCK (M0336) (x1).
- ITEM 9= M10x1.25x60mm LONG BUTTON HEADED BOLT (x1).
- ITEM 10= SPACER (S0607) (36mm LONG) (x1).
- ITEM 11= CRASH PROTECTOR (B0431 with CS341) (x2).
- ITEM 12= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 13= SPACER (S0609) (10mm LONG) (x1).
- ITEM 14= M10x1.25x70mm LONG CAP HEADED BOLT (x1).
- ITEM 15= SPACER (S0608) (8mm LONG) (x1).
- ITEM 16= METAL INSERT PLATE (SMW0016) (x1).
- ITEM 17= MOUNTING BLOCK (M0337) (x1).
- ITEM 18= MOUNTING BLOCK (M0338) (x1).
- ITEM 19= SPACER (S0424) (32.50mm LONG) (x1).
- ITEM 20= M10x1.25x120mm LONG HEX HEADED BOLT (x1).
- ITEM 21= M10x1.25x80mm LONG HEX HEADED BOLT (x1).

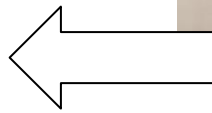
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



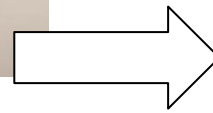
### TOOLS REQUIRED

- Socket set to include 14 & 17mm socket and wrench.
  - 14mm spanner.
- Socket set to include 3, 5, 6 & 8mm A/F.
  - Torx set to include T50.
  - Torque wrench (up to 40Nm).
  - Phillips screwdriver.

TOWARDS REAR  
OF BIKE



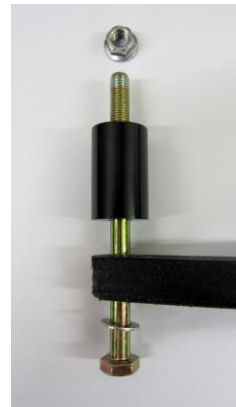
TOWARDS FRONT  
OF BIKE



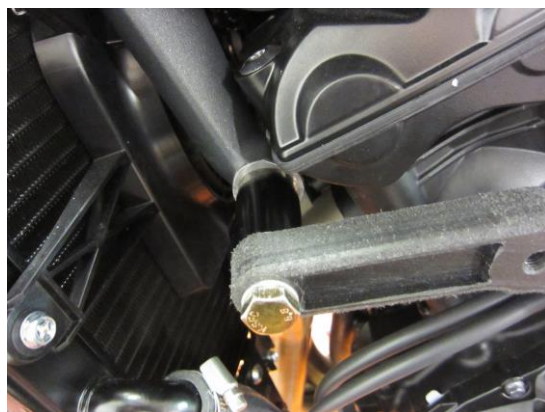
PICTURE C



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20

## **FITTING INSTRUCTIONS**

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

- Remove the left hand side fairing (ensuring to disconnect the indicators & other electrical connectors).
- Remove the two T50 Torx bolts that mount the engine to the frame, as shown in picture 1, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Take the left-side mounting block (item 8 – M0336) and locate the M10 x 140mm long hex headed bolt (item 4) through the mounting hole at the thicker end. Please fit one M10 washer (item 2) on the bolt before inserting through the hole, and position the spacer (item 5 – S0187 – 45mm long) onto the exposed thread, as shown in picture 2.
- This assembly can now be offered up to the bike, with the bolt locating into the front frame/engine mount, as shown in picture 3.



- Fit the OEM locknut to the exposed thread on the back of the frame/engine mount and loosely tighten. This can be accessed using a 14mm spanner.
- Take one M10 x 60mm long button head bolt (item 9) and fit one M10 washer, before inserting through the rearward hole on the mounting block and into the rear frame/engine mount, before loosely tightening, as shown in pictures 4 & 5.
- Now tighten both bolts. The bolt at the rear needs to be tightened (do not exceed 40nm of torque) whilst the bolt at the front needs to be tightened until you feel the compression increase slightly. Then apply a quarter turn. *Do not over-tighten – the lock-nut will hold it tight.*
- Take the left hand side metal insert plate (item 7 – SMW0015) and locate in place, before inserting two M5 x 6mm long countersunk bolts, as shown in picture 6.
- Refit the left side fairing, (ensuring to re-connect the indicators and electrical connectors) and check that it clears the mounting block, as shown in picture 7.
- Now it's time to fit the bobbin to the mounting block. To do this, slide one M10 washer onto the M10 x 90mm hexagon headed bolt (item 1) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through either crash protector so the head of the bolt goes into counter-bore in the crash protector, as shown in picture 8.
- Place the spacer (item 10 – S0607 - 36mm long) onto the exposed thread of the bolt and offer the assembly up to the threaded boss on the mounting block, as shown in picture 9, aligning the chamfered edge of the spacer with the machined profile in the mounting block, ensuring there is clearance between the bobbin spacer and the bodywork.
- Tighten the crash protector assembly 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 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

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

- Remove the right hand side fairing (ensuring to disconnect the indicator).
- Remove the two T50 Torx bolts that mount the engine to the frame, as shown in picture 10, (there is a 14mm nut on the rear of the front bolt that can be accessed using a spanner).
- Take the right-side front mounting block (item 18 – M0338) and locate the M10 x 120mm long hex headed bolt (item 20) through the un-threaded mounting hole. Please fit one M10 washer (item 2) on the bolt before inserting through the hole, and position the spacer (item 19 – S0424 – 32.50mm long) onto the exposed thread, larger diameter first, as shown in picture 11.
- This assembly can now be offered up to the bike, with the bolt locating into the front frame/engine mount, as shown in picture 12.
- Fit the OEM locknut to the exposed thread on the back of the frame/engine mount and loosely tighten. This can be accessed using a 14mm spanner.
- Take the right-side rear mounting block (item 17 – M0337) and locate the M10 x 70mm long cap headed bolt (item 14) through the mounting hole at the thicker end of the mounting block. Please fit one M10 washer (item 2) on the bolt before inserting through the hole, and position the spacer (item 15 – S0608 – 8 mm long) onto the exposed thread, larger diameter first, as shown in picture 13.
- This assembly can now be offered up to the bike, with the bolt locating into the rear frame/engine mount, as shown in picture 14.

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- Align the mounting blocks so the protruding boss of one block fits into the other and tighten the rear bolt until you feel some compression, as shown in picture 15. Now tighten the front frame/engine mounting bolt until you feel the compression increase slightly. Then apply a quarter turn. *Do not overtighten – the lock-nut will hold it tight.*
- With the front mounting block now correctly positioned, the rear mounting block (item 17 – M0337) can now be removed and the right side fairing can be re-fitted (ensuring to re-connect the indicators), as shown in picture 16.
- Refit the rear mounting block assembly as before, but this time the assembly will sit over the top of the fairing, as shown in picture 17.
- Now it's time to fit the bobbin to the mounting block. To do this, slide one M10 washer onto the M10 x 80mm hexagon headed bolts (item 21) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through the remaining crash protector so the head of the bolt goes into counter-bore in the crash protector, as shown in picture 18.
- Place the spacer (item 13 – S0609 - 10mm long) onto the exposed thread of the bolt and offer the assembly up to the threaded boss on the mounting block, as shown in picture 19, before loosely tightening.
- With the two mounting block now connected, the cap headed bolt in the rear frame/engine mount can now be fully tightened (do not exceed 40nm of torque).
- Remove the bobbin assembly from the mounting block, and fit the right hand side metal insert plate (item 16 – SMW0016) and locate in place, before inserting two M5 x 6mm long countersunk bolts, as shown in picture 20.
- Refit the bobbin assembly as before and tighten the crash protector assembly 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 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

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**Instructions de montage CP0332BL**  
**Protections crash laterales non percées (Kit route)**  
**TRIUMPH DAYTONA 675 2013**



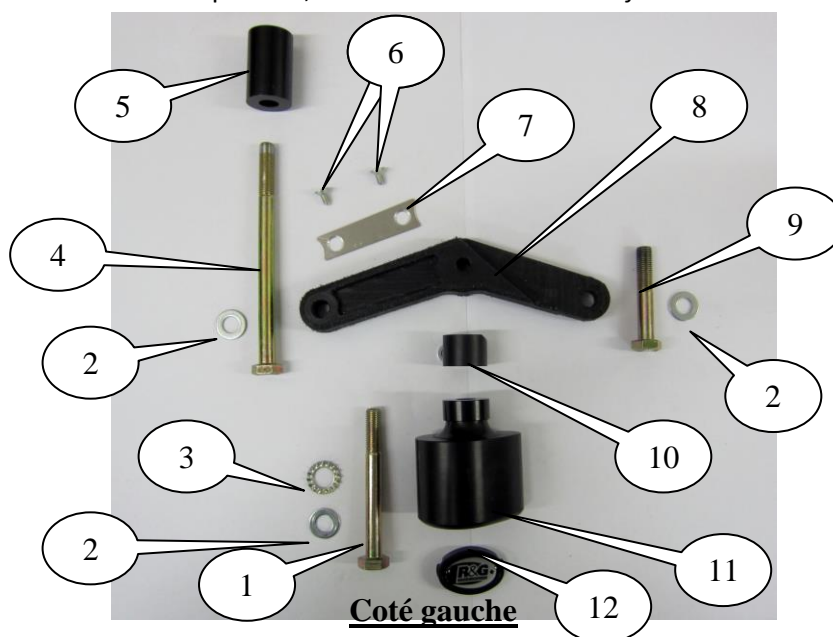
Photo A

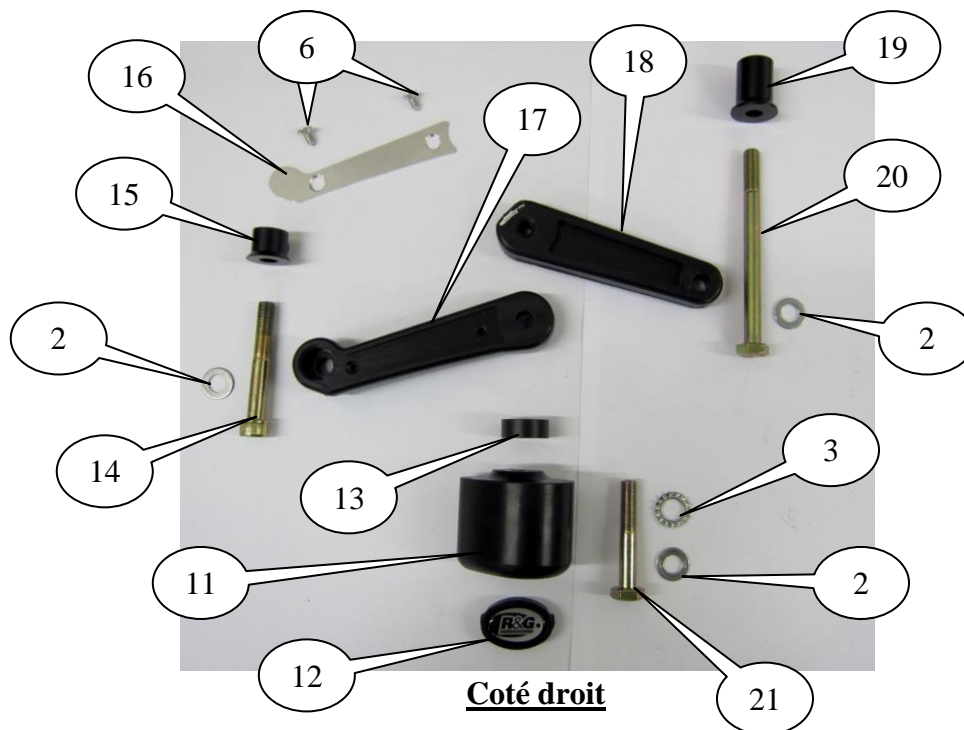


Photo B

**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 EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

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





### **LEGENDE**

- ARTICLE 1= M10x1.25x90mm Long boulon à tête hexagonale (x1).
- ARTICLE 2= M10 Rondelles plates (x6).
- ARTICLE 3= Rondelles de blocage (LW0001) (x2).
- ARTICLE 4= M10x1.25x140mm Long boulon à tête hexagonale (x1).
- ARTICLE 5= Entretoise (S0187) (45mm de long) (x1).
- ARTICLE 6= M5x0.8x6mm Boulon à tête plate (x4).
- ARTICLE 7= Insert en métal plat (SMW0015) (x1).
- ARTICLE 8= Bloc de montage (M0336) (x1).
- ARTICLE 9= M10x1.25x60mm Long boulon à tête ronde (x1).
- ARTICLE 10= Entretoise (S0607) (36mm de long) (x1).
- ARTICLE 11= Protection crash (B0431 avec CS341) (x2).
- ARTICLE 12= Capuchons de protection (BC0002) (x2).
- ARTICLE 13= Entretoise (S0609) (10mm de long) (x1).
- ARTICLE 14= M10x1.25x70mm Long boulon à tête en capuchon (x1).
- ARTICLE 15= Entretoise (S0608) (8mm de long) (x1).
- ARTICLE 16= Insert en métal plat (SMW0016) (x1).
- ARTICLE 17= Bloc de montage (M0337) (x1).
- ARTICLE 18= Bloc de montage (M0338) (x1).
- ARTICLE 19= Entretoise (S0424) (32.50mm de long) (x1).
- ARTICLE 20= M10x1.25x120mm Long boulon à tête hexagonale (x1).
- ARTICLE 21= M10x1.25x80mm Long boulon à tête hexagonale (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**

- Clés 14 & 17mm
- Pince de 14mm
- Clés 3, 5, 6 & 8mm
  - Clé Torx T50.
- Couple de serrage à 40Nm).
- Tournevis cruciforme.

Arrière moto

Avant moto



PHOTO C



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20

## **Instructions de montage**

### **Coté gauche assis sur la moto**

- Enlever le carénage coté gauche (déconnecter les clignotants).
- Enlever les 2 boulons T50 Torx qui fixent le moteur au cadre (Photo 1), (il y a un écrou de 14mm à l'arrière du boulon avant qui est accessible avec une clé à molette).
- Prendre le bloc de montage coté gauche (Article 8 – M0336) et placer le long boulon à tête hexagonale M10 x 140mm (Article 4) à travers le trou de fixation à l'extrémité la plus épaisse. Passer une rondelle M10 (Article 2) sur le boulon avant de l'insérer dans le trou puis positionner l'entretoise (Article 5 – S0187 – 45mm de long) sur le filetage exposé (Photo 2).
- Cet ensemble peut maintenant être monté sur la moto, avec le boulon fixé dans l'avant du châssis / support moteur (Photo 3).
- Placer l'écrou de blocage d'origine sur le filetage exposé au bas du cadre / Support moteur et serrer légèrement. Pour y accéder, utiliser une clé de 14.

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- Prendre un boulon M10 x 60mm (Article 9) et passer une rondelle M10, avant de l'insérer à travers le trou Arrière dans le bloc de montage et dans le cadre arrière / support moteur, avant de serrer légèrement (Photos 4 & 5).
- Maintenant, serrer les 2 boulons. Le boulon situé à l'arrière doit être bien serré (sans excéder 40Nm de couple) tandis que le boulon situé à l'avant doit être serré jusqu'à ce que vous sentiez la compression augmenter légèrement. Ensuite, appliquez un quart de tour. **NE PAS BLOQUER DE FACON EXCESSIVE**, les écrous fixent l'ensemble.
- Prendre l'insert en métal plat, coté gauche (Article 7 – SMW0015) et mettez le en place, avant d'insérer 2 boulons à tête plate M5 x 6mm (Photo 6).
- Remettre le carénage coté gauche, (en vous assurant de bien reconnecter les clignotants et connexions électriques) puis vérifier que le carénage soit bien espacé du bloc de montage (Photo 7).
- A présent, montez la bobine sur le support. Pour cela, glisser une rondelle M10 sur le boulon à tête hexagonale M10 x 90mm (Article 1) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage crantée autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser le boulon et les Rondelles à travers chaque protection crash R&G de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash (Photo 8).
- Placer l'entretoise (Article 10 – S0607 - 36mm de long) sur l'extrémité du boulon puis poser l'assemblage sur le patron fileté sur le bloc de montage (Photo 9), en alignant le bord biseauté de la pièce d'écartement avec le profil usiné dans le bloc de montage, en vous assurant qu'il y ait un écart entre la rondelle de la bobine et le carénage.
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère 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. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer le logo R&G en caoutchouc dans le creux de la protection.

#### **Coté droit assis sur la moto**

- Enlever le carénage coté droit (déconnecter les clignotants).
- Enlever les 2 boulons T50 Torx qui fixent le moteur au cadre (Photo 10), (il y a un écrou de 14mm à l'arrière du boulon avant qui est accessible avec une clé à molette).
- Prendre le bloc de montage coté droit (Article 18 – M0338) et placer le long boulon à tête hexagonale M10 x 120mm (Article 20) à travers le trou de fixation non fileté. Passer une rondelle M10 (Article 2) sur le boulon avant de l'insérer dans le trou puis positionner l'entretoise (Article 19 – S0424 – 32.50mm de long) sur le filetage exposé, le plus gros diamètre en 1er (Photo 11).
- Cet ensemble peut maintenant être monté sur la moto, avec le boulon fixé dans l'avant du châssis / support moteur (Photo 12).
- Placer l'écrou de blocage d'origine sur le filetage exposé au bas du cadre / Support moteur et serrer légèrement. Pour y accéder, utiliser une clé de 14.
- Prendre le bloc de montage Arrière coté droit (Article 17 – M0337) puis insérer le boulon à tête en capuchon M10 x 70mm (Article 14) à travers le trou de fixation à l'extrémité la plus épaisse du bloc de montage. Passer une rondelle M10 (Article 2) sur le boulon avant de l'insérer dans le trou puis positionner l'entretoise (Article 15 – S0608 – 8 mm de long) sur l'extrémité visible, le plus gros diamètre en 1er (Photo 13).

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- Cet ensemble peut maintenant être monté sur la moto, avant le boulon inséré dans le cadre arrière / Support moteur (Photo 14).
- Aligner les blocs pour que le patron dépassant d'un bloc se place dans l'autre puis serrer le boulon Arrière jusqu'à ce que vous sentiez une légère compression (Photo 15). A présent serrer le cadre avant / le boulon de support moteur jusqu'à ce que la compression s'accroisse légèrement. Ensuite, appliquez un quart de tour. NE PAS SERRER DE FACON EXCESSIVE, l'écrou fixe le tout.
- Une fois le bloc de montage avant correctement positionné, le bloc de montage Arrière (Article 17 – M0337) peut à présent être enlevé et le carénage coté droit peut être remis en place (ne pas oublier de rebrancher les clignotants), (Photo 16).
- Remettre le bloc de montage Arrière comme auparavant, mais cette fois-ci l'assemblage se placera sur la partie supérieure du carénage (Photo 17).
- Installez maintenant la bobine sur le bloc de montage. Pour cela, glissez une rondelle M10 sur le boulon à tête hexagonale M10 x 80mm (Article 21) de sorte à ce que la rondelle se place contre la tête du boulon.
- Glissez une rondelle de blocage crantée autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glissez ensuite le boulon et les rondelles à travers la protection restante de façon à ce que la tête du boulon aille dans le contre alésage de la protection (Photo 18).
- Placer l'entretoise ((Article 13 – S0609 - 10mm de long) sur l'extrémité du boulon puis poser l'assemblage sur le patron fileté sur le bloc de montage (Photo 19), avant de serrer sans bloquer
- Avec les 2 blocs de montage maintenant connectés, le boulon à tête en capuchon dans le cadre Arrière / support moteur peut être serré complètement (sans excéder 40nm de couple).
- Enlever l'ensemble de la bobine du bloc de montage, et passer l'insert en métal coté droit (Article 16 – SMW0016) puis mettez le en place, avant d'insérer 2 boulons à tête plate M5 x 6mm (Photo 20).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère 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'accroître légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer le logo R&G en caoutchouc dans le creux de la protection.

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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.