



**FITTING INSTRUCTIONS FOR CLG0028CG/LH FACTORY CARBON LEVER DEFENDER
TRIUMPH DAYTONA MOTO2 765 20-**



PICTURE A

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PRECEEDING.

**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
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**TOOLS REQUIRED**

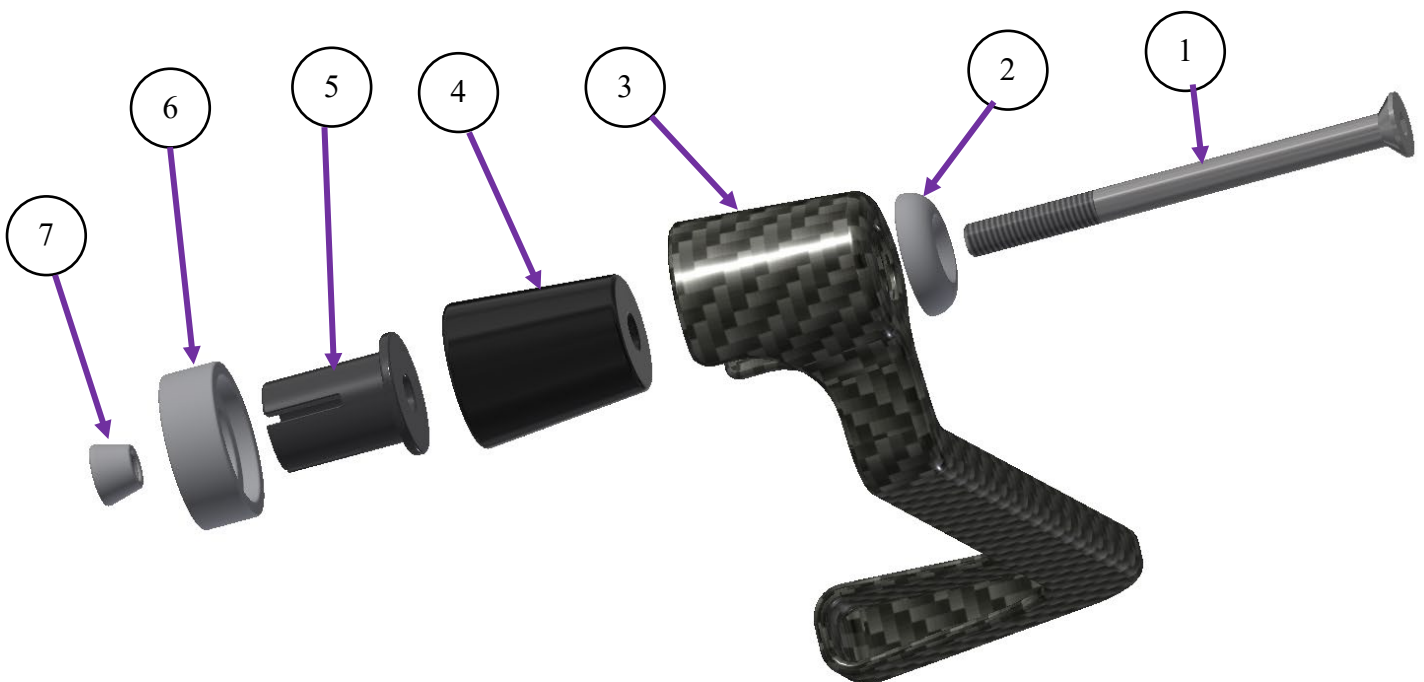
- Set of Allen keys to include 4mm A/F.
- Whatever tools required to remove original bar-end if applicable.

MAXIMUM TORQUE SETTINGS

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

LEGEND

ITEM No	DESCRIPTION	QTY
ITEM 1	M6 x 80mm LONG COUNTERSUNK BOLT	1
ITEM 2	CLAMP SPACER (S0928)	1
ITEM 3	CARBON LEVER GUARD (LG0006COMP).	1
ITEM 4	CONE SPACER (S0781)	1
ITEM 5	EXPANDING SPACER (M0435)	1
ITEM 6	SPACER (S1302)	1
ITEM 7	TAPERED NUT (H0049)	1

**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 Email: info@rg-racing.com



FITTING INSTRUCTIONS

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using the specific tools for your bike.
- Place the M6 washer (**item 5**) over the M6 cap-head bolt (**item 6**), then slide through the brake lever guard (**item 1**) so the washer sits against the flat surface within the mounting counter-bore.
- Place the counter-sunk bolt (**item 1**) through the small domed spacer (**item 2**) Lever Guard.
- Place the counter-sunk bolt with domed spacer through the Lever Guard (**item 3**).
- Place the conical spacer (**item 4**) over the thread and into the lever guard so the smaller diameter fits into the lever guard.
- Place the expanding spacer (**item 5**) over the thread and up to the lever guard so the larger diameter sits against the conical spacer.
- Place the spacer (**item 6**) over the expanding spacer with the shallow counter-bore against the expanding spacer.
- Place the tapered nut (**item 7**) onto the thread and engage until it locates in the expander just fitted.
- Locate the lever guard assembly into the bar and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 4mm Allen tool, fully tighten the bolt and check operation.

IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.

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

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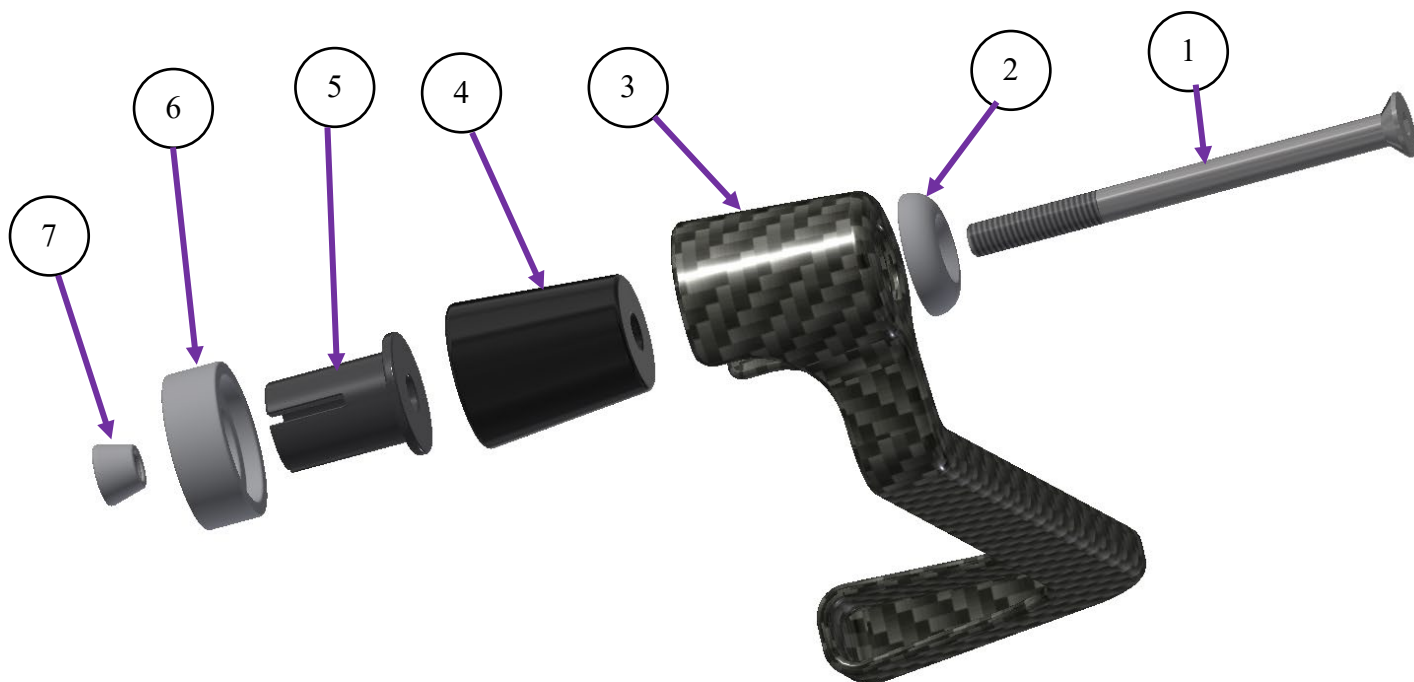
- Clés Allen 4mm.
- Tout outil permettant d'enlever l'embout de guidon d'origine.

VALEURS DE SERRAGE MAXIMUM

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- Placez la rondelle M6 (article 5) sur le boulon à tête cylindrique M6 (article 6), puis faites-la glisser à travers la protection du levier de frein (article 1) de sorte que la rondelle repose contre la surface plane dans le contre-alésage de montage.
- Placer le boulon contre-noyé (article 1) à travers la petite entretoise bombée (article 2) Levier de protection.
- Placer le boulon contre-noyé avec l'entretoise bombée à travers le protège-levier (article 3).
- Placez l'entretoise conique (article 4) sur le filetage et dans le protège-levier de sorte que le plus petit diamètre s'insère dans le protège-levier.
- Placer l'entretoise extensible (article 5) sur le filetage et jusqu'au protège-levier de sorte que le plus grand diamètre repose contre l'entretoise conique.
- Placer l'entretoise (article 6) sur l'entretoise d'expansion avec le contre-alésage peu profond contre l'entretoise d'xpansion.
- Placer l'écrou conique (article 7) sur le filetage et l'enclencher jusqu'à ce qu'il se place dans l'extenseur qui vient d'être installé.
- Placez l'ensemble de protection de levier dans la barre et positionnez-le de sorte que lorsque la moto est complètement verrouillée dans les deux sens, elle ne touche aucune autre partie de la moto.
- À l'aide d'une clé Allen de 4 mm, serrez complètement le boulon et vérifiez le fonctionnement

IMPORTANT: - LORS DE L'INSTALLATION DE CE PRODUIT, IL EST DE VOTRE RESPONSABILITÉ DE VOUS ASSURER QUE LE PRODUIT N'EMPECHE EN AUCUN CAS LE BON FONCTIONNEMENT DE LA MOTO ET SON SERRAGE DOIT ÊTRE CONTRÔLÉ RÉGULIÈREMENT.

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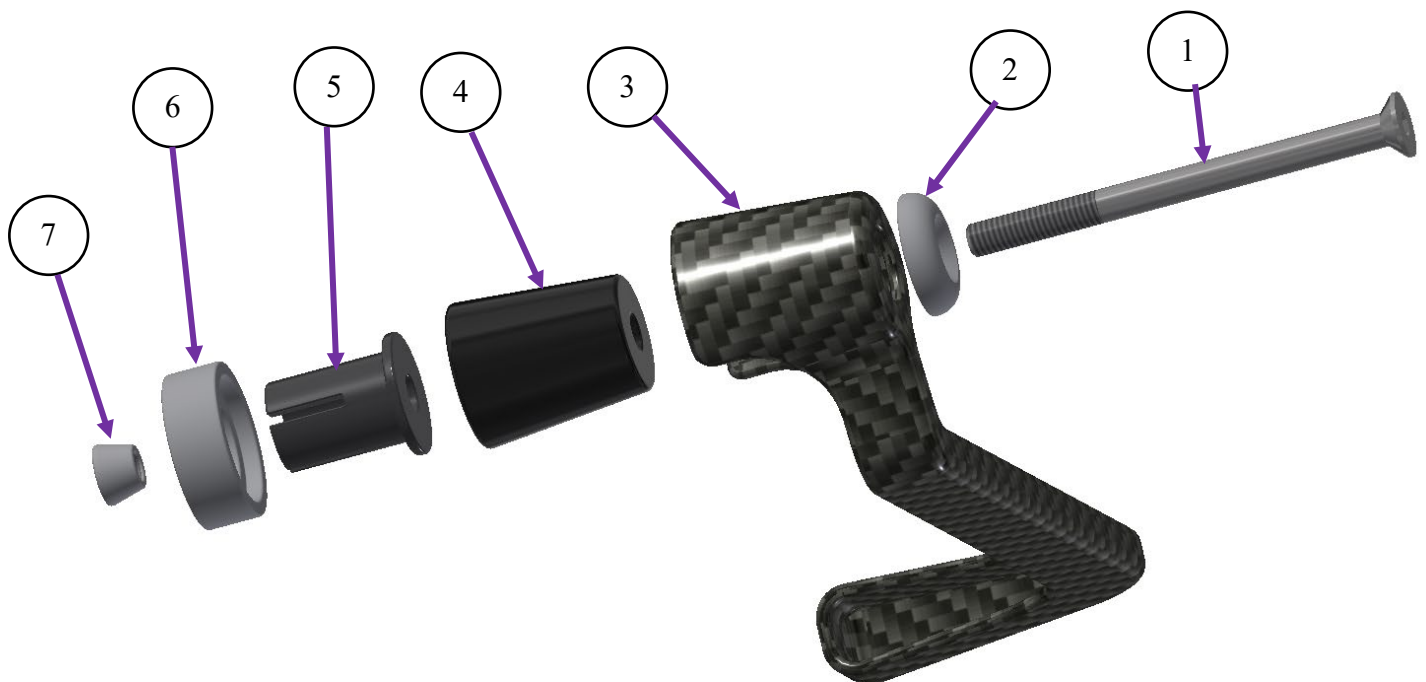
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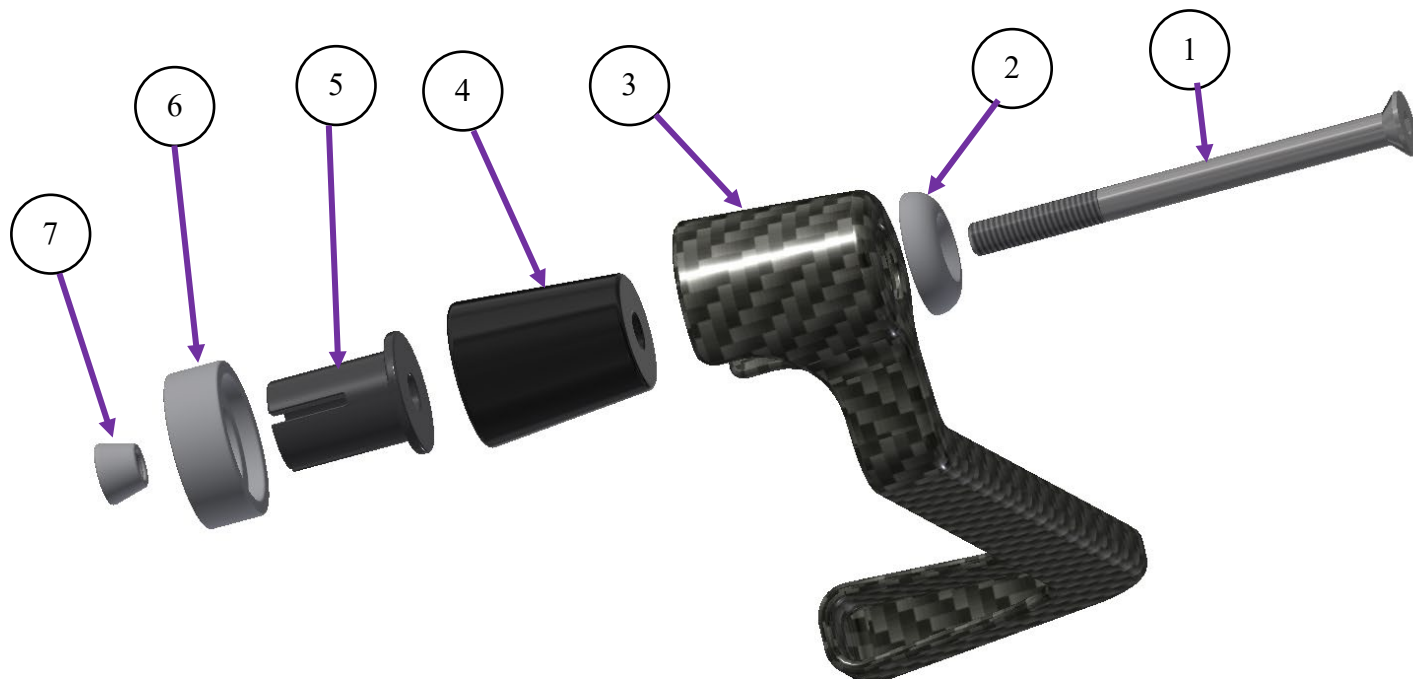
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