


Parts Supplied:

- | | | | |
|---------------------|-------|------------------------|-------|
| 1. Gaiter | 2 off | 3. Screw, M4 | 2 off |
| 2. Clip | 2 off | | |

 **Warning**

This accessory kit is designed for use on Triumph Bonneville/T100 & Thruxton motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer’s motorcycle. Fitting this accessory kit to any other Triumph model or to any other manufacturer’s motorcycle, may interfere with the rider and could affect the stability and handling of the motorcycle leading to loss of control and an accident.

 **Warning**

Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycles operation which may result in loss of motorcycle control and an accident.

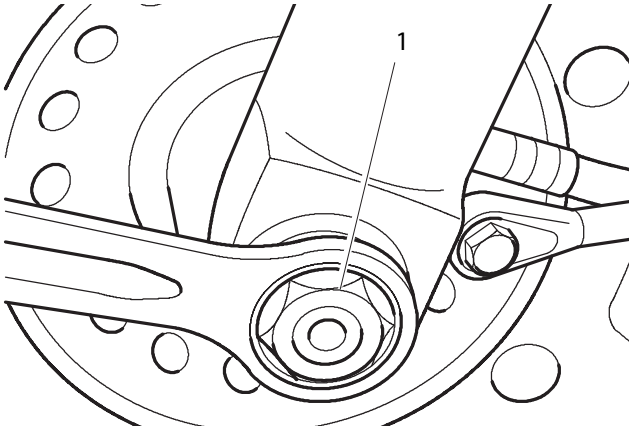
 **Warning**

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported on a paddock stand to prevent risk of injury from the motorcycle falling.

NOTE

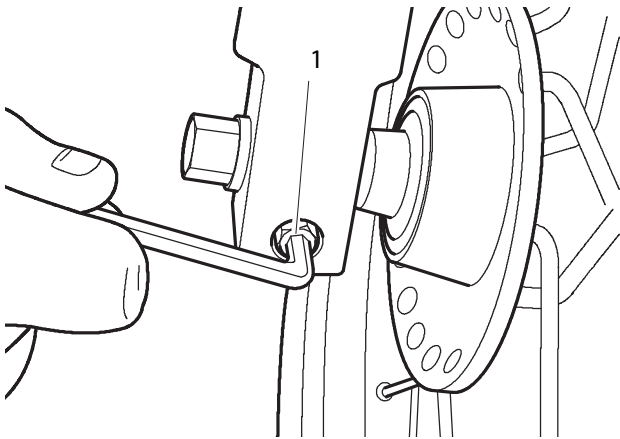
- **Completely read all the instructions before commencing the installation and set up of the accessory kit in order to become thoroughly familiar with the kit’s features and the installation process.**

1. Slacken and remove the front wheel spindle nut and washer.



1. Front wheel spindle fixings (Bonneville shown)

2. Slacken the spindle clamp bolt fitted to the right hand fork.



1. Front wheel spindle clamp bolt

3. Unscrew the front brake caliper mounting bolts, slide the caliper assembly off the disc and unhook the brake hose from the hose guide on the fork.

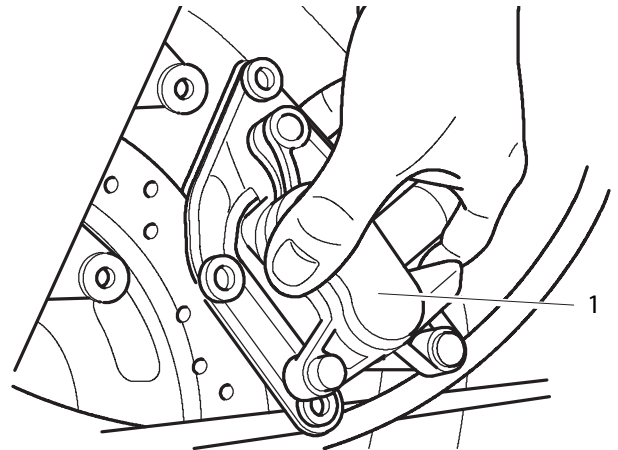
NOTE

- It is not necessary to disconnect the brake hose.



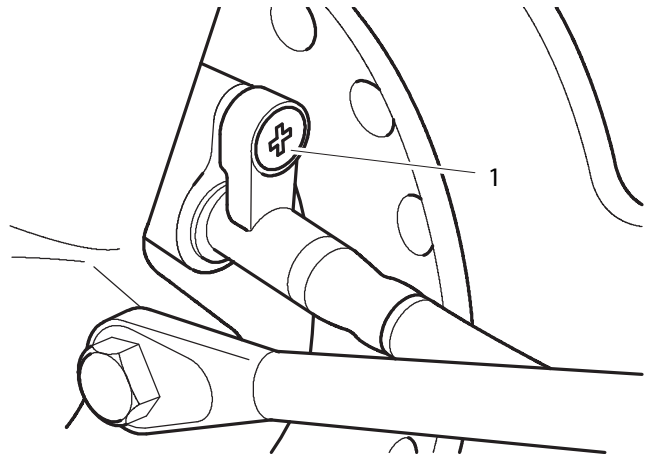
Warning

Do not allow the caliper to hang on the brake hose as this may damage the hose. A damaged hose can cause a reduction in braking efficiency leading to loss of motorcycle control and an accident.



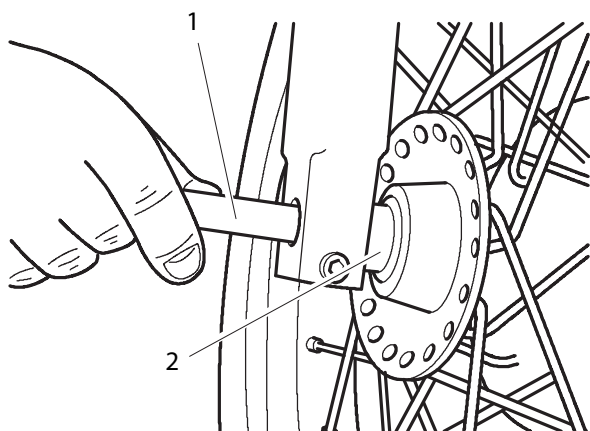
1. Front brake caliper

4. Using suitable lifting equipment, raise and support the front of the motorcycle.
5. Undo the screw shown and detach the speedometer cable from its drive on the left hand side of the wheel hub.



1. Speedometer cable screw (Bonneville shown)

6. Support the wheel and withdraw the wheel spindle.



1. Wheel spindle

2. Wheel spacer

7. Manoeuvre the wheel out from the forks and recover the spacer from the right hand side of the hub and the speedometer drive assembly from the left hand side of the hub.



Caution

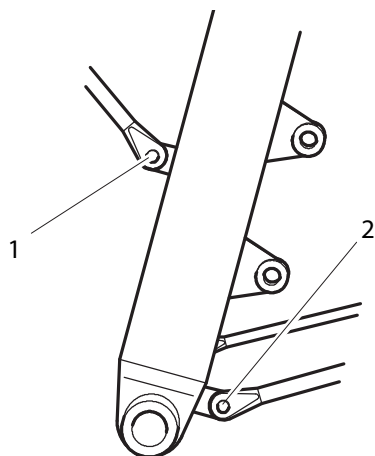
Do not allow the wheel to rest on the brake disc as this could damage the disc.



Caution

Protect the wheel bearings from the ingress of dirt and moisture. Damage will occur if dirt or moisture is allowed to enter the wheel bearings.

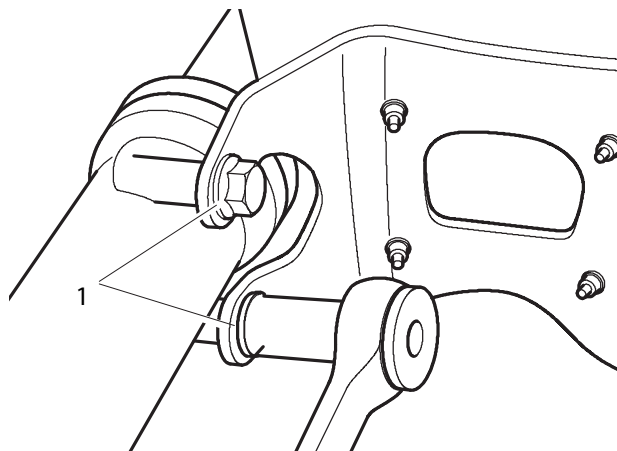
8. Bonneville/T100 only - Undo the bolts securing the front and rear mudguard stays to the fork legs.



1. Front stay bolt

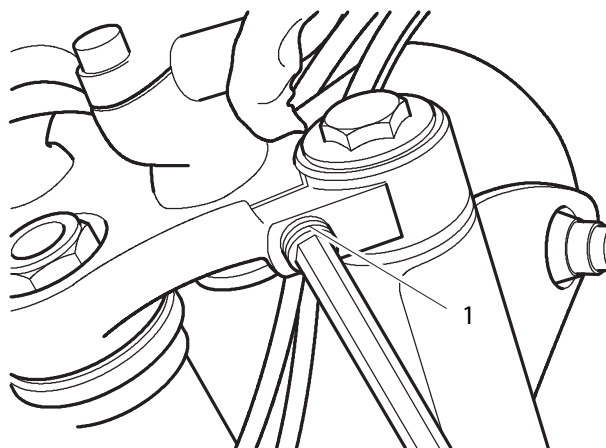
2. Rear stay bolt

9. All models - Undo the bolts securing the mudguard to the forks then remove the mudguard assembly from the motorcycle.



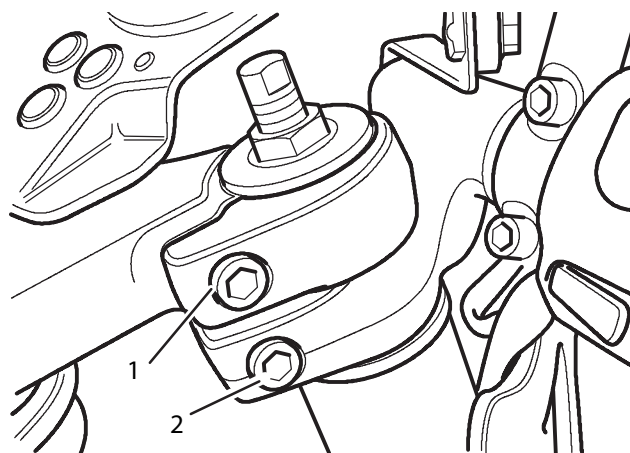
1. Mudguard to fork bolts

10. Bonneville/T100 only - Slacken the right hand top yoke clamp bolt.



1. Top yoke clamp bolt

11. Thruxton only - Slacken the right hand top yoke clamp bolt and handlebar bolt.



1. Top yoke clamp bolt

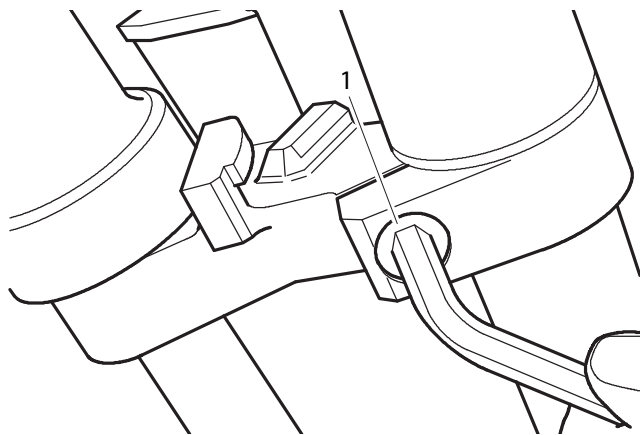
2. Handlebar clamp bolt

12. Slacken the right hand bottom yoke clamp bolt and slide the fork out of the yokes.



Caution

Care must be taken when removing the fork, to ensure that the outer surfaces do not become damaged.



1. Bottom yoke clamp bolt

13. Secure the fork by its caliper mountings in a soft jawed vice, taking care not to mark or damage the mountings.



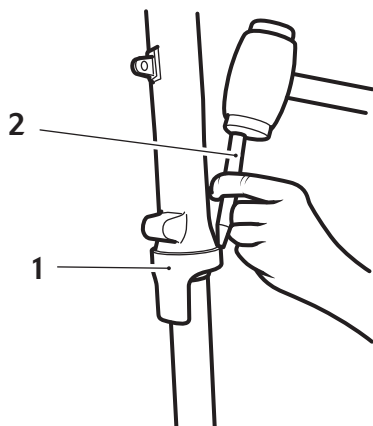
Caution

To help prevent damage to the surface of the fork, ensure that a vice fitted with soft jaws is used when drifting off the plastic fork protector.

14. Carefully drift off the plastic fork protector.

NOTE

- If undamaged, retain the plastic fork protector for reuse if the motorcycle is returned to original condition.



1. Plastic fork protector

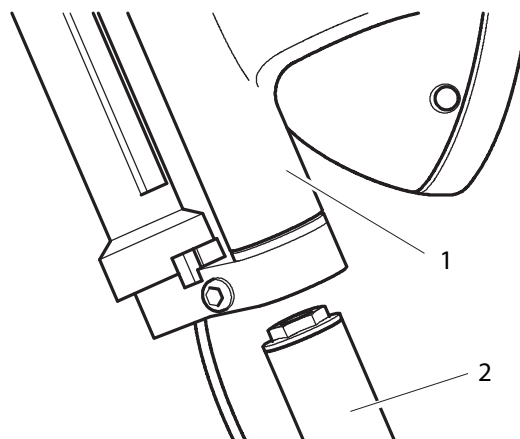
2. Drift

15. Remove the fork from the vice and slide the fork gaiter over the top of the fork such that the smaller end of the gaiter is uppermost.

NOTE

- Do not secure the gaiter to the fork at this point.

16. Ensure the headlight bracket and mounting rubbers are correctly positioned then slide the fork into the yokes from below.



1. Headlight bracket

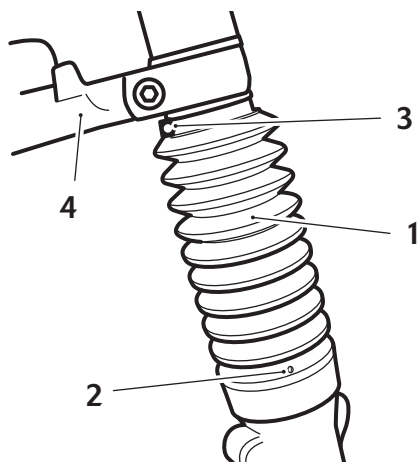
2. Fork

17. Position the fork so that the fork upper surface is flush with the upper surface of the top yoke. Tighten the bottom yoke clamp bolt to **27 Nm**.

18. Tighten the top yoke clamp bolt to **27 Nm**.

19. Thruxton only - Tighten the handlebar clamp bolt to **27 Nm** and check the torque of the anti rotation bolt found on the underside of the handlebar clamp. The correct torque is **11 Nm**.

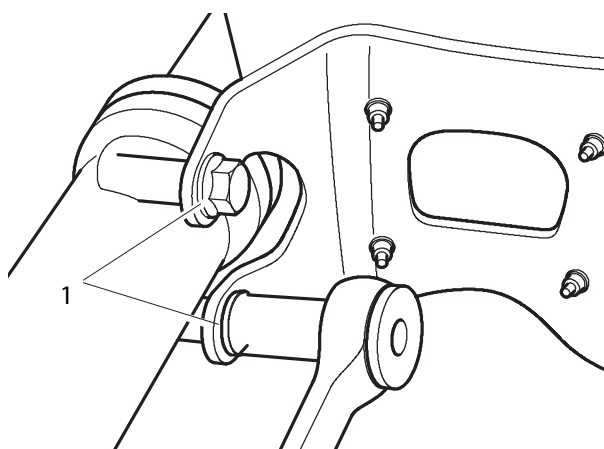
20. All models - Slide the bottom of the gaiter into position over the outer fork tube ensuring that the vent holes in the gaiter face towards the outside of the motorcycle.



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1. Gaiter
2. Vent holes
3. Gaiter clip and screw
4. Bottom yoke

21. Secure the upper end of the gaiter to the inner fork tube using the clip and screw supplied ensuring that the upper face of the gaiter rests against the lower surface of the bottom yoke.
22. Fit the remaining fork gaiter to the left hand fork in the same manner.
23. Manoeuvre the mudguard into position. Fit and hand-tighten the bolts securing the mudguard to the forks then tighten the bolts to **24 Nm**.



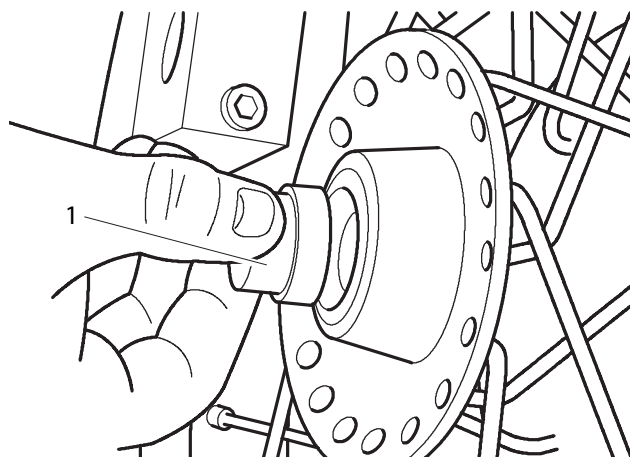
1. Mudguard to fork bolts

24. Bonneville/T100 only - Fit the front and rear mudguard stays and bolts to the fork legs. Tighten the bolts to **9 Nm**.

25. Lubricate the lips of the wheel bearing seals with a smear of multi-purpose grease.

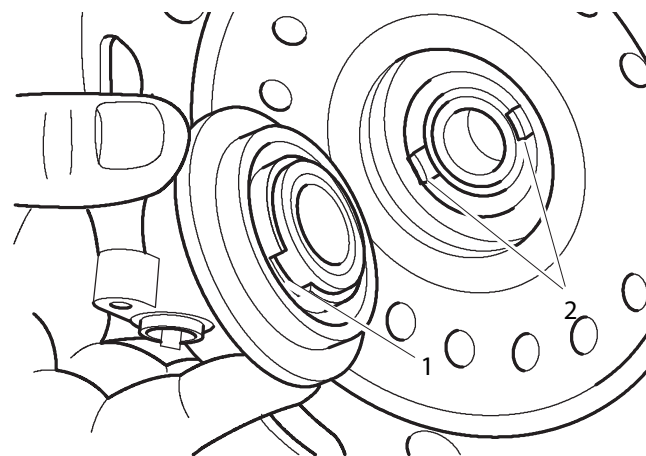
26. Thoroughly clean both sides of the brake disc.

27. Fit the spacer to the right hand side of the wheel.



1. Spacer

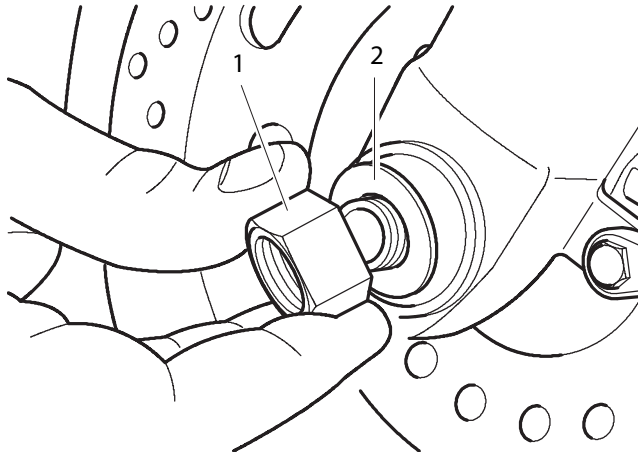
28. Align the drive gear cut-outs with the driveplate tabs and fit the speedometer drive to the left hand side of the wheel.



1. Drive gear cut-out
2. Driveplate tabs

29. Position the wheel in between the forks and insert the spindle from the right hand side.

30. Fit the washer and nut to the spindle and hand tighten.



1. Nut

2. Washer

31. Slide the front brake caliper into position, ensuring the pads pass either side of the disc, and tighten its mounting bolts to **28 Nm**. Operate the brake lever a few times to ensure the pads are in firm contact with the disc.
32. Lower the motorcycle to the ground and park on the side stand.
33. Ensure the speedometer drive tab is tight against the rear of the lug on the left fork then tighten the spindle nut to **60 Nm**.

34. Reconnect the cable to the speedometer drive and securely tighten its retaining screw.

NOTE

- Ensure both the speedometer cable and the front brake hose pass through the hose guide attached to the left hand fork leg.

35. Pump the front forks a few times to settle them in position then tighten the spindle clamp bolt to **27 Nm**.



Warning

If after fitting the accessory kit, there is any doubt as to any aspect of the performance of the motorcycle, contact an authorised Triumph dealer and do not ride the motorcycle until the authorised dealer has declared it fit for use. Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may result in loss of control and an accident.