

Fitting Instructions:

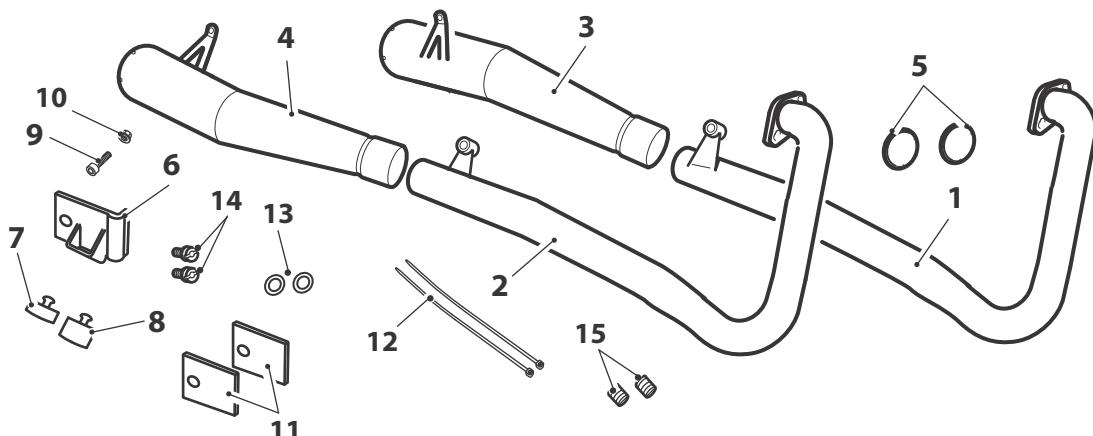
Bonneville, Bonneville T100 and Thruxton

A9600469 and A960075

Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.

These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.



Parts Supplied:

| | | | |
|----------------------------|-------|---------------------------|-------|
| 1. Header pipe, left hand | 1 off | 9. Screw, M10 x 30 | 1 off |
| 2. Header pipe, right hand | 1 off | 10. Nut, M10 | 1 off |
| 3. Silencer, left hand | 1 off | 11. Spacer plate | 2 off |
| 4. Silencer, right hand | 1 off | 12. Cable tie | 2 off |
| 5. Gasket | 2 off | 13. Sealing washer, M18 | 2 off |
| 6. Stand stop bracket | 1 off | 14. Main jet, 112 | 2 off |
| 7. Sidestand, stop, short | 1 off | 15. Exhaust blanking plug | 2 off |
| 8. Sidestand, stop, long | 1 off | | |



Warning

This Arrow exhaust accessory kit is for racing only. It is for use solely during closed-course racing. This Arrow exhaust kit must not be used on public roads. It is illegal to use this exhaust accessory kit on the public roads. This exhaust accessory kit does not comply with local laws and regulations. If you use this exhaust accessory kit on public roads, you may be prosecuted.



Warning

This accessory kit is designed for use on Triumph Bonneville, Bonneville T100 and 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 will affect the performance, stability and handling of the motorcycle. This may affect the riders ability to control the motorcycle and could cause 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

This racing exhaust system is covered by a twelve month manufacturers warranty. Triumph warranty standard terms and conditions are not affected by the fitment of the Bonneville, Bonneville T100, and Thruxton Arrow exhaust system.



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.



Warning

A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident.



Warning

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the system to cool, as touching any part of a hot exhaust could cause burn injuries.

Note:

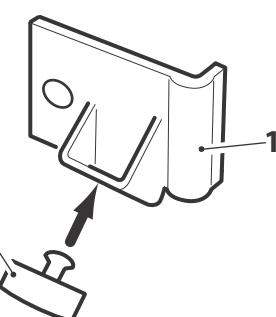
- **Centre stand accessory kits must not be fitted when this Arrow exhaust system is fitted to the motorcycle. If the motorcycle has a centre stand accessory kit fitted, it must be removed before fitting this Arrow exhaust system.**
- **If this accessory kit is fitted to Bonneville models with a 790cc carburettor engine, the standard main jets must be replaced with the new 112 main jets provided in the kit, as described in the appropriate Triumph Service Manual. No modification is required if the kit is fitted to Bonneville models with an 865cc carburettor engine.**
- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the Warnings contained in these instructions.**
- **Ensure that the appropriate Triumph Service Manual is available for reference during the fitting of this accessory kit.**

1. Do not remove the original exhaust system at this stage.

2. Bonneville and Bonneville T100:
Fit the short sidestand stop into the stand stop bracket. Ensure the sidestand stop locates securely in the stand stop bracket.

Thruston:

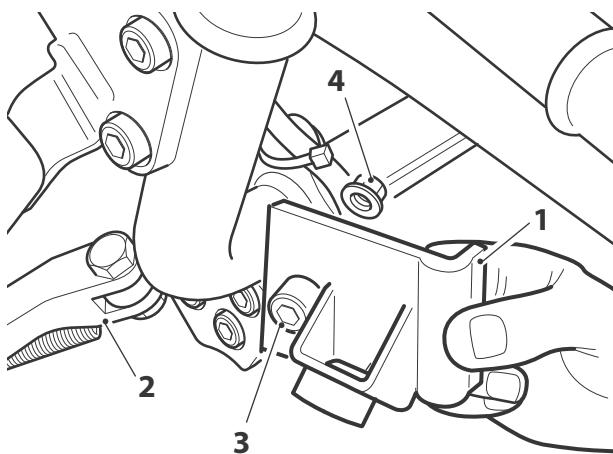
Fit the long sidestand stop into the stand stop bracket. Ensure the sidestand stop locates securely in the stand stop bracket.



1. Stand stop bracket

2. Sidestand stop, short shown

- Fit the new side stand stop bracket to the underside of the frame, as shown below. Retain with the M10 x 30 screw and nut provided. Do not fully tighten the fixings at this stage.



- Stand stop bracket
- Sidestand
- Screw, M10 x 30
- Nut, M10



Warning

It is essential that the sidestand is held in the same position as that achieved by the original sidestand stop. If the sidestand is positioned incorrectly it will reduce the maximum bank angle. Reducing the maximum bank angle will allow the sidestand to contact the road surface during riding, leading to loss of motorcycle control and an accident.

Note:

- If necessary fit the spacer plates provided, between the motorcycle frame and sidestand bracket, to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition.
- ThruXTON only:** If necessary replace the long sidestand stop with the short sidestand stop to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition.

- Adjust the sidestand bracket to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition. When correctly positioned, tighten the sidestand bracket fixings to **45 Nm**.
- Remove the fuel tank and seat as described in the appropriate service manual.
- Disconnect the battery, negative (black) lead first.

- Remove the original exhaust system as described in the service manual. Retain the footrests and all exhaust fixings for reuse. Retain the original exhaust system if the motorcycle is to be returned to its original condition.

- Remove and discard the exhaust gaskets from the cylinder head.

EFI models only:

- Unscrew the oxygen sensors from the original exhaust header pipes.
- The oxygen sensors will remain attached to the motorcycle by the sensor cables which are secured to the motorcycle frame with cable clips.

Note:

- The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.**
- The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.**
- The oxygen sensors are NOT marked, always ensure the right hand oxygen sensor harness is connected to the main harness connector identified with red tape.**

All models:

Note:

- The lower oil cooler pipe must be disconnected from the oil cooler. The oil cooler pipe will need to be re-positioned, after the new exhaust system has been fitted, to ensure correct clearance from the right hand header pipe.

- Position a suitable clean container beneath the oil cooler to catch any oil.



Caution

Use an open-ended spanner to counter hold the oil cooler union as the banjo bolt is slackened.

- Slacken and remove the banjo bolt from the lower oil cooler pipe. Retain the banjo bolt for reuse, discard the sealing washers from each side of the oil cooler pipe.

Carburettor models only:

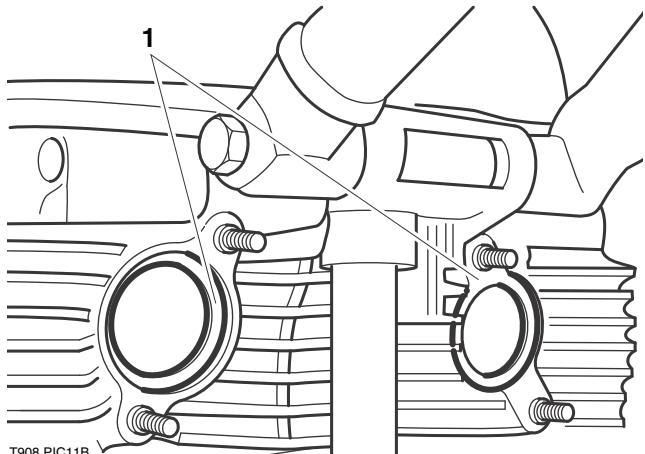
- Tighten the oxygen sensor boss blanking plugs, located on the new left hand and right hand header pipes, to **25 Nm**.

EFI models only:

14. Remove the oxygen sensor blanking plugs, located on the new left hand and right hand header pipes and discard.

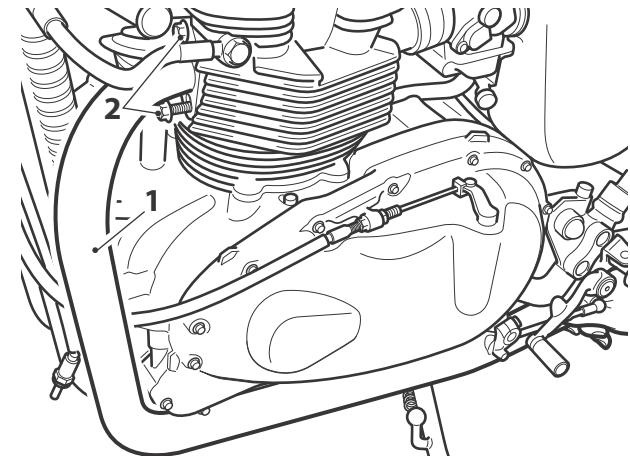
All models

15. Fit the new exhaust gaskets provided into the cylinder head.



1. Exhaust gasket

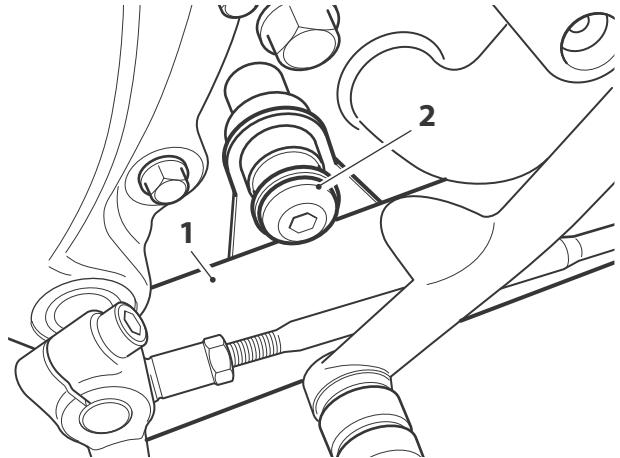
16. Fit the new left hand and right hand exhaust header pipes into the cylinder head. Retain the header pipes with the original fixings. Do not fully tighten the fixings at this stage.



1. Header pipe, left hand shown

2. Fixings

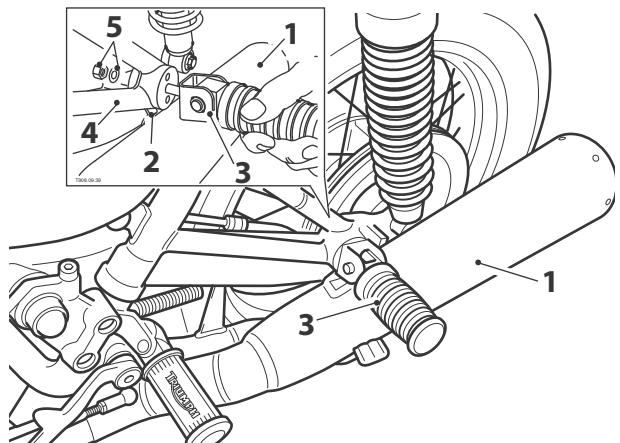
17. Align the left hand and right hand header pipes with the original frame fixing positions and secure with the original exhaust fixings. Do not fully tighten the fixings at this stage.



1. Header pipe, left hand shown

2. Fixings

18. Fit the new left hand silencer assembly onto the header pipe. Align the silencer rear fixing bracket with the original left hand side mounting point on the motorcycle frame. Refit the rear footrest and secure with the original fixings. Do not fully tighten the fixings at this stage.



1. Silencer, left hand

2. Silencer rear fixing bracket

3. Footrest

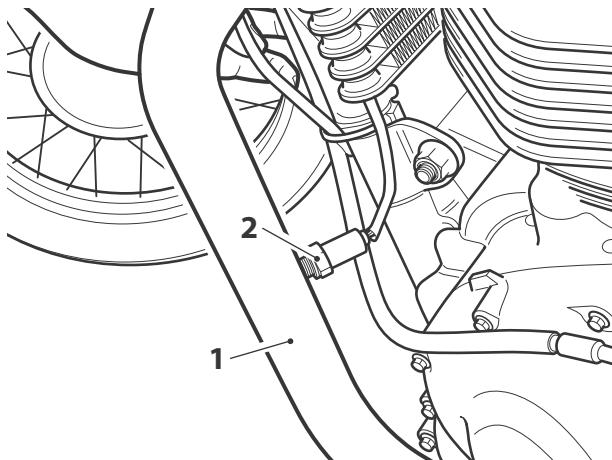
4. Motorcycle frame

5. Fixings

19. Repeat step 18 for the right hand silencer.

EFI models only:

20. Recover the original oxygen sensors and screw into the ports provided in the header pipes. Ensure the left hand and right hand oxygen sensor configuration is correct, as shown below. Tighten the oxygen sensors to **25 Nm**.



1. Header pipe, left hand shown

2. Oxygen sensor, left hand

Note:

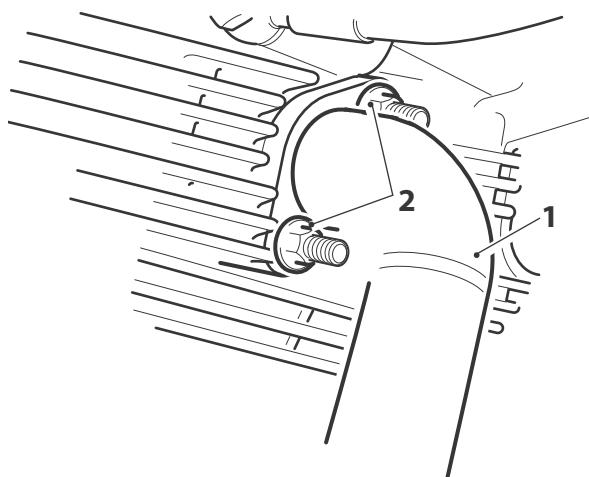
- The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.**
- The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.**
- The oxygen sensors are NOT marked, always ensure the right hand oxygen sensor harness is connected to the main harness connector identified with red tape.**

21. Reconnect the oxygen sensor cables to the main wiring harness.

All models

22. Ensure both left hand and right hand exhaust systems are correctly aligned on the motorcycle.

23. Tighten the header pipe flange fixings, progressively and evenly, to **19 Nm**.



1. Header pipe flange, right hand shown

1. Fixings

24. Tighten the header pipe frame fixings to **22 Nm**.

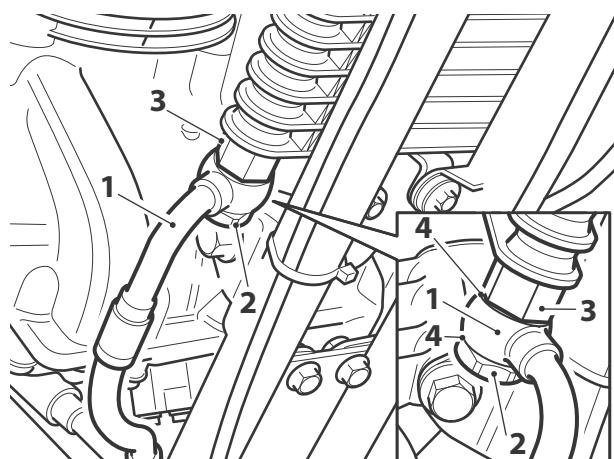
25. Tighten the rear silencer/footrest fixings to **27 Nm**.

Warning

No part of the exhaust system must touch, or be positioned in close proximity to the oil cooler hoses. If touching, or too close, heat generated in the exhaust system will damage the clutch cable or oil cooler hoses and may lead to loss of motorcycle control and an accident.

26. Reposition the oil cooler pipe centrally between the right hand header pipe and frame.

27. Position a new sealing washer on each side of the oil cooler pipe and secure the pipe to the oil cooler with the original banjo bolt.



1. Oil cooler pipe

2. Banjo bolt

3. Oil cooler union

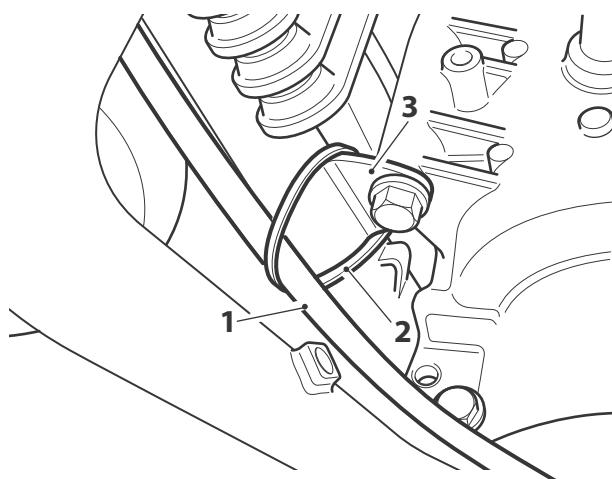
4. Sealing washer



Caution

Use an open-ended spanner to counter hold the oil cooler union as the banjo bolt is tightened.

28. Tighten the banjo bolt to **45 Nm**.
29. Cable tie the clutch cable to the lug on the frame, as shown below. Ensure the cable tie is sufficiently tight to allow 15 mm clearance from the clutch cable to the left hand header pipe when the handle bars are turned to full left hand lock.



1. Clutch cable
2. Cable tie
3. Frame lug



Warning

Move the handlebars to left and right full lock while checking that the cable tie does not become tight around the clutch cable and restrict steering. Cables or harnesses that bind will restrict the steering and may cause loss of control and an accident.



Caution

Ensure there is adequate clearance between the Arrow exhaust system and the gear lever linkage arm when the gear lever is fully depressed. If necessary adjust the gear lever position to give adequate clearance.

Bonneville and Bonneville T100 Only:

30. Refit the outrigger and sprocket cover, removed during original exhaust removal, on the right hand side of the motorcycle, as described in the service manual.

All Models:

31. Refit the fuel tank as described in the service manual.
32. Reconnect the battery, positive (red) lead first.

EFI models only:

Note:

- The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumphonline.net' dealer web site.
- 33. Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumphonline.net' dealer web site.

All models:

34. Refit the seat as described in the service manual.
35. Remove the paddock stand.
36. Check the engine oil level. Top up if necessary as described in the appropriate service manual.
37. Start the engine and check for oil leaks.
38. Stop the engine and adjust the engine oil level as described in the appropriate service manual..



Warning

After this Arrow exhaust accessory kit has been fitted by an authorised Triumph dealer, the performance of the motorcycle will be altered, if you have any doubt about the performance of any aspect 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 of the motorcycle leading to an accident.



Warning

After fitting the accessory kit the motorcycle will exhibit new handling characteristics. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.



Warning

The motorcycle must not be operated above the legal road speed limit except in closed-course conditions.



Warning

Only operate this Triumph motorcycle at high speed in closed-course on road competition or on closed-course racetracks. High speed operation should only be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.