

Fitting Instructions:
Street Triple
Arrow Race Exhaust System 3:1 - A9600198



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.

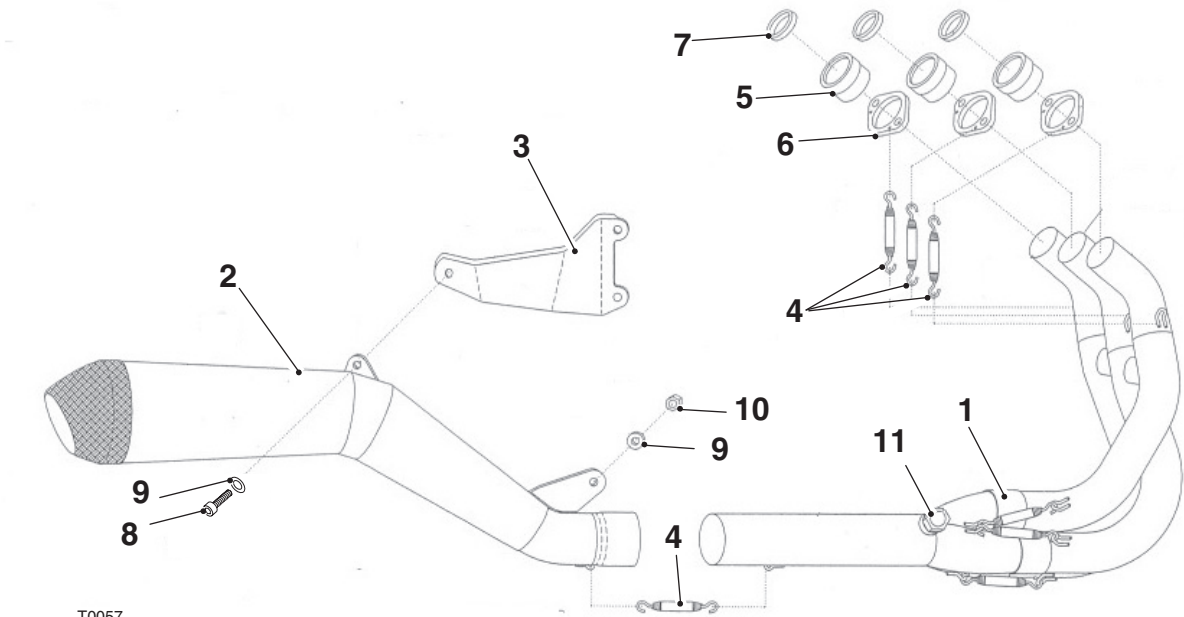
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Warning

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 Street Triple 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.



Parts Supplied:

1. Downpipe collector assy . . .	1 off	7. Header gasket	3 off
2. Silencer	1 off	8. Screw M8 x 16	1 off
3. Silencer support bracket . . .	1 off	9. Washer M8	2 off
4. Spring	4 off	10.Hex nut, M8	1 off
5. Primary header bushing . . .	3 off	11.Oxygen sensor boss	1 off
6. Primary header flange	3 off		



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 Street triple Arrow Race Exhaust System.



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.



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.



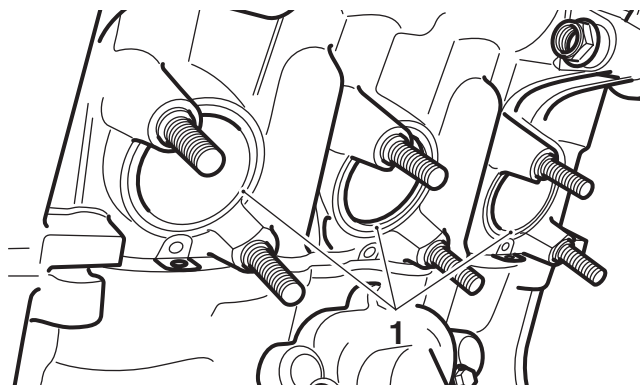
Warning

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

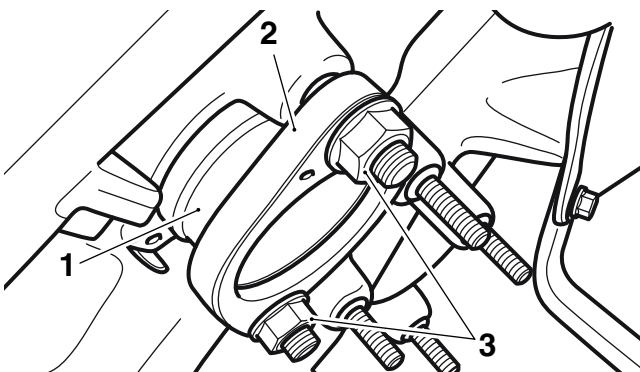
- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the Warnings contained in these instructions.**
- **Ensure that the Triumph Street Triple Service Manual is available for reference during the fitting of this accessory kit.**

1. Remove the seat, battery, radiator, rear bodywork and exhaust system following the instructions listed in the service manual. Retain the M8 nuts securing the header flanges and M8 x 45 silencer mounting screw for reuse. Retain all other exhaust components and fixings if the motorcycle is to be returned to its original condition.
2. Disconnect the oxygen sensor connector from the wiring harness and remove the oxygen sensor from the original exhaust system, noting the cable route. Retain for re-use.
3. Remove and discard the exhaust gaskets from the cylinder head then fit the supplied exhaust gaskets (with the tabs towards the engine).



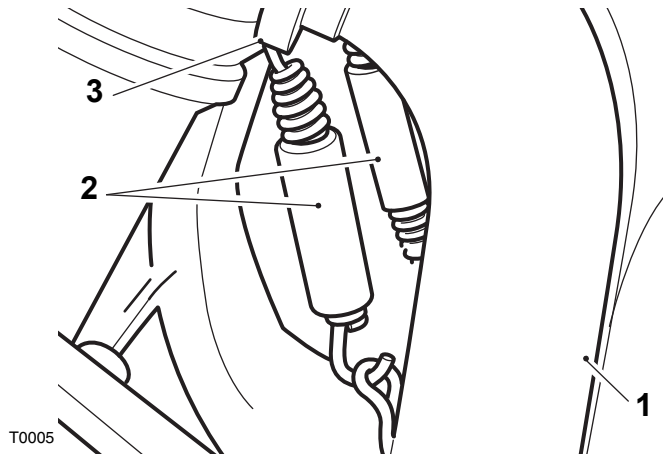
1. Gaskets

4. Fit the three new primary header bushes to the cylinder head and loosely secure in the orientation shown using the new primary header flanges and original M8 nuts.



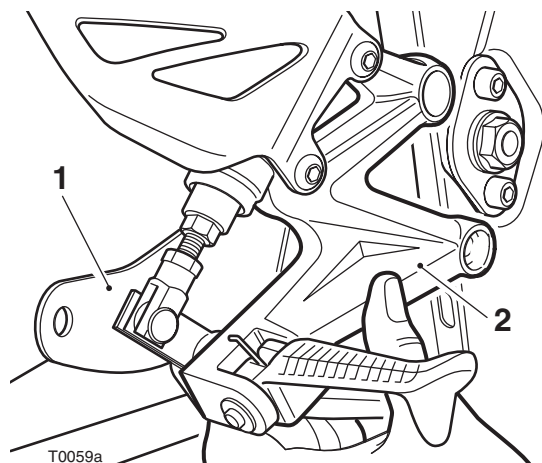
**1. Primary header bush
2. Primary header flange
3. M8 nut**

5. Position the down pipe/collector assembly to the underside of the engine and insert the down pipe ends fully into the primary header bushes. Secure with the springs provided. A length of unused electrical cable, or string may assist fitment of the spring.



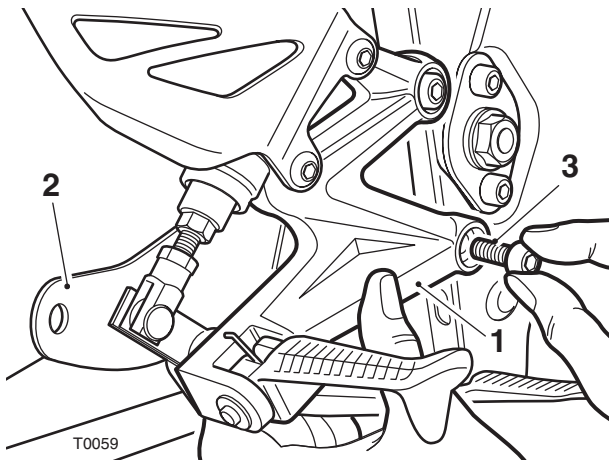
**1. Down pipe
2. Spring
3. Spring mounting hole position**

6. Remove the control plate fixings and locate the new silencer support bracket into position between the control plate and frame, as shown below.



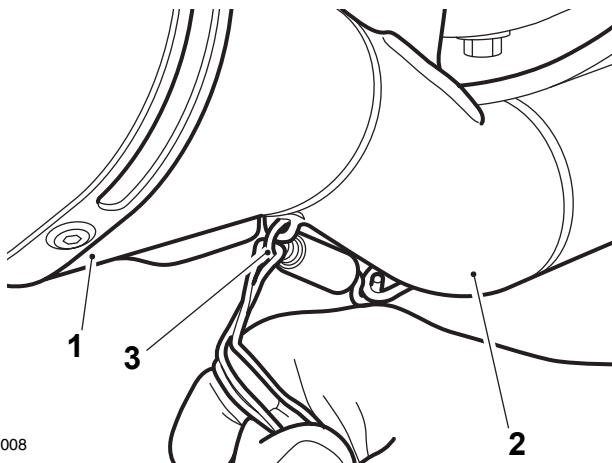
**1. Silencer support bracket
2. Control plate**

7. With the silencer support bracket correctly located, refit the control plate fixings and tighten to **27 Nm**.



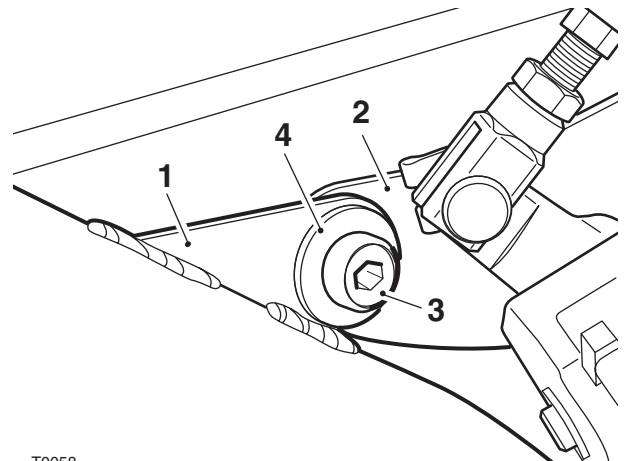
- 1. Control plate**
2. Silencer support bracket
3. Fixing

8. Position the silencer on to the downpipe collector assembly and secure with the spring provided. A length of unused electrical cable, or string may assist fitment of the spring, as shown below.



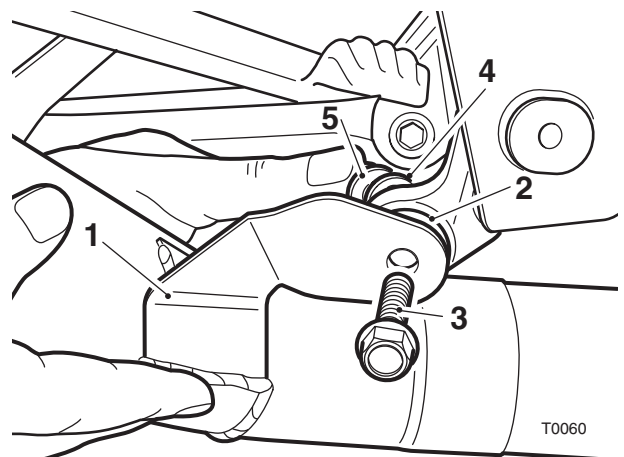
- 1. Silencer**
2. Downpipe collector assembly
3. Spring

9. Position the silencer against the support bracket as shown. Retain in position with the new M8 x 16 screw and washer provided, do not fully tighten at this stage.



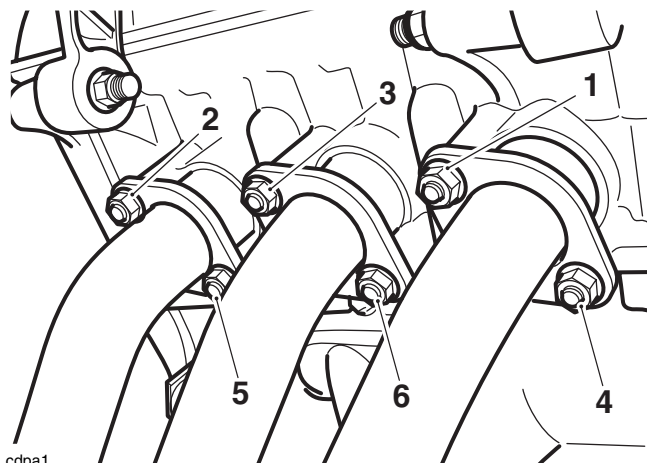
- 1. Silencer**
2. Silencer support bracket
3. Screw
4. Washer

10. Position the silencer bracket to the original silencer mounting point as shown below, and secure using the original M8 x 45 screw, with the new washer and nut provided. Do not fully tighten at this stage.

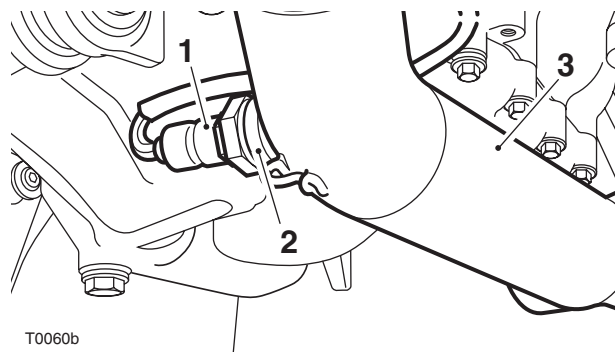


- 1. Silencer**
2. Silencer mounting point
3. Screw, M8 x 45
4. Washer
5. Nut

11. With a soft faced mallet gently tap the downpipes to ensure they are seated correctly in the header bushes.
12. Tighten the collector pipe front mounting point fixing nuts 1 - 6 to **19 Nm**, in the sequence shown below. Then tighten nuts 1 - 3 again to **19 Nm**.



13. Check the exhaust system is correctly aligned with the rear frame. Tighten the silencer mounting point fixing to **27 Nm**, and the silencer support bracket fixing to **15 Nm**.
14. Fit the oxygen sensor into the sensor boss on the exhaust, as shown below, and tighten to **25 Nm**.



1. Oxygen sensor
2. Sensor boss
3. Exhaust

15. Route the wiring, following the routing path noted on removal, around the right hand side engine components up to the main harness. Reconnect to the main harness.

NOTE

- **Ensure all wiring is neatly routed and secured to the motorcycle.**

16. Refit the rear bodywork, radiator, battery and seat as described in the service manual.

NOTE

- **The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumph On Line' dealer web site.**

17. Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumph On Line' dealer web site.



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.