

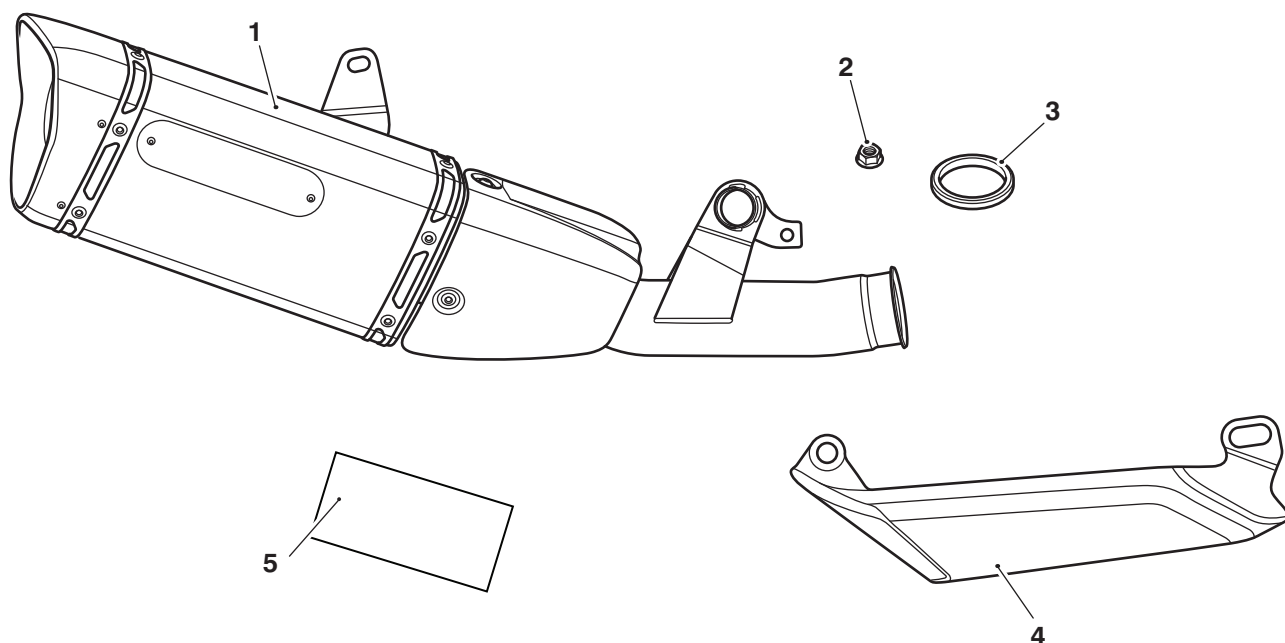
### Fitting Instructions:

### Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948 A9600442 and A9600556

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.



cif

### Parts Supplied:

1. Arrow silencer assembly	1 off	4. Front finisher	1 off
2. Flanged nut, M8	1 off	5. Label, Engine Control Module (ECM) - California market only	1 off
3. Gasket	1 off		

**Warning**

This accessory kit is designed for use on Triumph Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948 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 rider's 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 motorcycle's 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 to prevent risk of injury from the motorcycle falling.

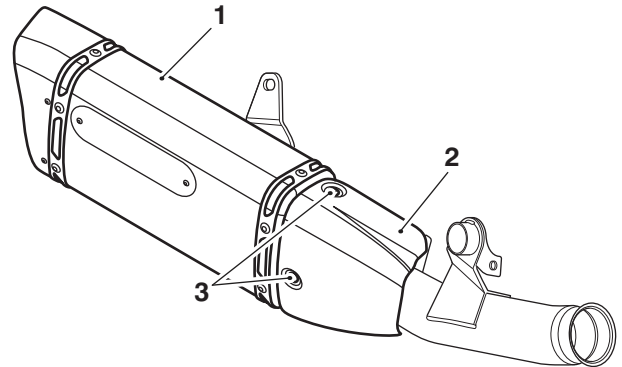
**Warning**

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.

1. Remove the rider's seat, as described in the Service Manual.
2. Collect the new silencer assembly from the kit. Remove the finisher from the silencer. Retain the finisher and fixings for re-use.

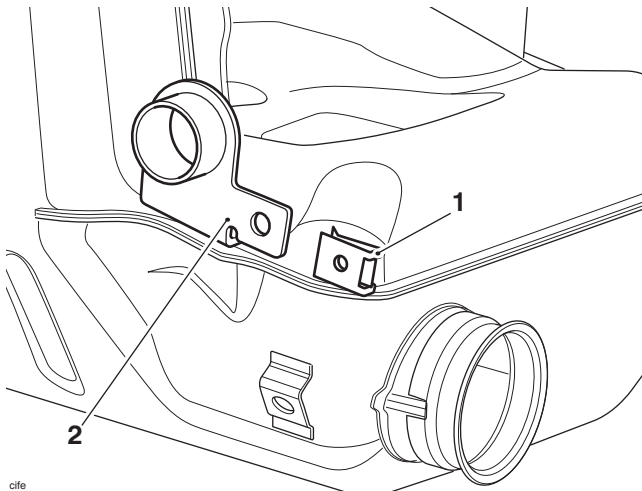


cfgr

- 1. Silencer**
- 2. Finisher**
- 3. Fixings**

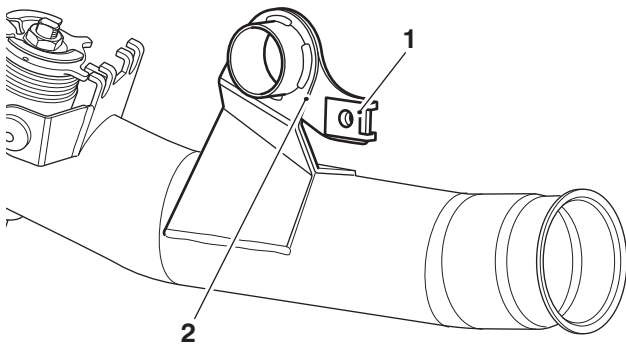
3. Remove the right hand fairing, as described in the Service Manual.
4. Remove the standard silencer and front finisher from the motorcycle, as described in the Service Manual. Discard the gasket.
5. Remove the bolt, washer, flanged sleeves and rubber bushes from the right hand front mounting bracket on the standard silencer. Retain the bolt, flanged sleeves and rubber bushes for re-use with the new silencer. Retain the washer for use if the motorcycle is returned to its original condition.
6. Remove the bolt and washer from the right hand rear mounting bracket on the standard silencer and retain for re-use with the new silencer.

- Remove the captive nut from the right hand front mounting bracket on the standard silencer and retain for re-use with the new silencer.



- cife
- Captive nut
  - Right hand front mounting bracket

- Remove two of the flanged sleeves and two of the rubber grommets from the standard front finisher and retain for re-use with the new front finisher.
- Retain the silencer, front finisher and remaining fixings for use if the motorcycle is returned to its original condition.
- Fit the captive nut removed in step 7 to the front mounting bracket of the new silencer.

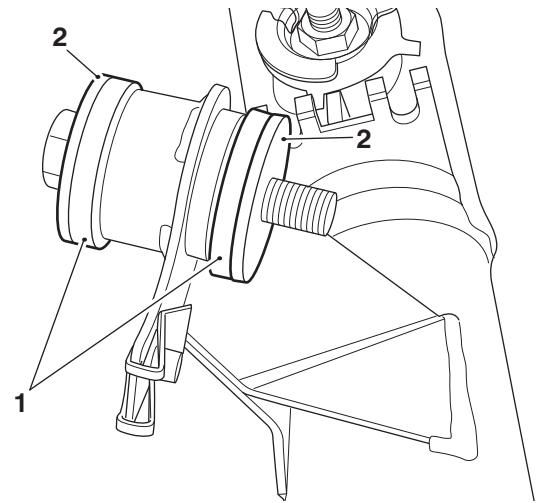


- cifd
- Captive nut
  - Silencer front mounting bracket

- Fit the two rubber bushes and flanged sleeves removed in step 5 to the front mounting bracket of the new silencer.

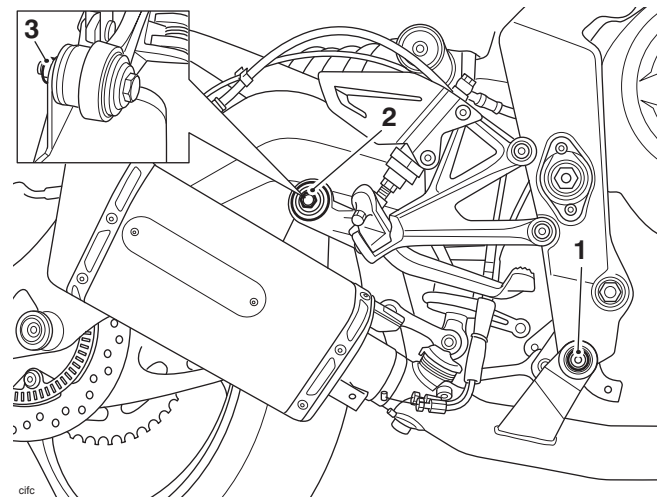
**Note:**

- Do not fit the washer removed in step 5.



- cifi
- Rubber bushes
  - Flanged sleeves

- Refit the right hand control plate to the frame and tighten its fixings to **24 Nm**.
- Fit the new gasket provided to the catalytic converter.
- Ensure that the original rubber bushes and flanged sleeves are fitted to the silencer's rear mounting on the right hand control plate.
- Fit the new silencer to the catalytic converter. Fit the original fixings removed in step 5 and 6 using the supplied flanged nut for the rear mounting. Tighten the fixings to **19 Nm**.

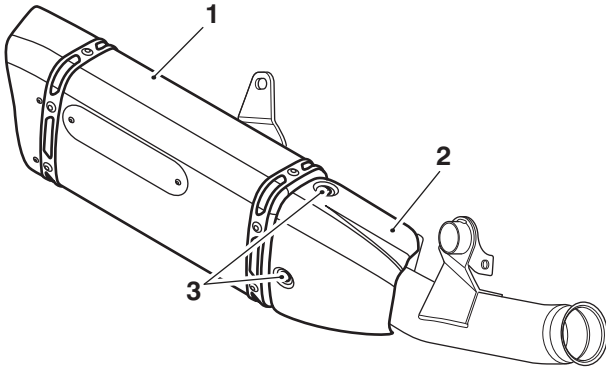


- cifc
- Front mounting
  - Rear mounting
  - Flanged nut

- Tighten the silencer clamp to **5 Nm**.
- Fit the exhaust butterfly cables to the exhaust butterfly as described in the Service Manual.

**Note:**

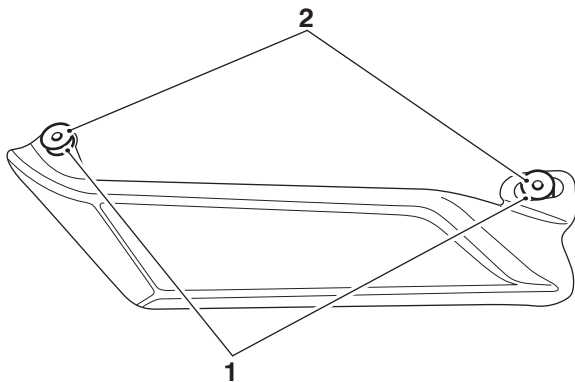
- **For the correct adjustment of the exhaust butterfly cables, the Triumph diagnostic tool must be used.**
18. Adjust the exhaust butterfly cables using the Triumph diagnostic tool, as described in the Service Manual.
  19. Using the fixings removed in step 2, refit the finisher to the silencer. Tighten the fixings to **5 Nm**.



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1. Silencer
2. Finisher
3. Fixings

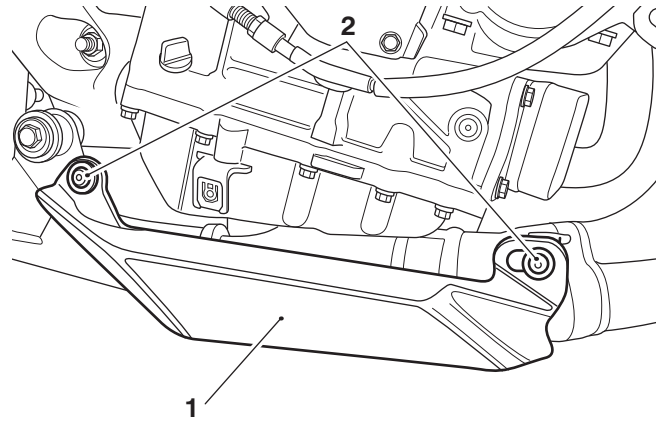
20. Fit the original rubber grommets and flanged sleeves removed in step 8 to the new front finisher.



cifb

1. Rubber grommets
2. Flanged sleeves

21. Fit the front finisher and tighten the original fixings to **5 Nm**.



cifh

1. Front finisher
2. Fixings

22. Refit the right hand fairing, as described in the Service Manual.

**Note:**

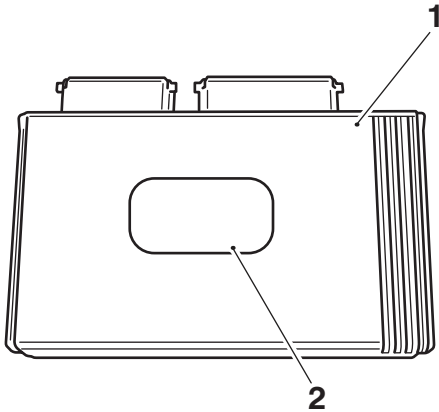
- **The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumph On Line' dealer website.**
23. Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumph On Line' dealer website.

**California Market**

**Note:**

- **The label within this accessory kit is to be attached to the ECM. The label has the part number for the engine tune that has been downloaded as previously described.**
  - **If the motorcycle is to be returned to its original condition, the label must also be removed from the ECM.**
24. Remove the ECM as described in the Service Manual.

25. Peel off the backing from the label and fit the label to the ECM as shown below.



1. ECM  
2. Label

26. Refit the ECM as described in the Service Manual.

#### All Markets

27. Fit the rider's seat, as described in the Service Manual.

#### 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

If, after fitment of this accessory kit, 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

Never ride an accessory-equipped motorcycle at speeds above 80 mph (130 km/h).

The presence of accessories will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may lead to loss of control or an accident.

Remember that the 80 mph (130 km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

#### 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.