

Fitting Instructions:

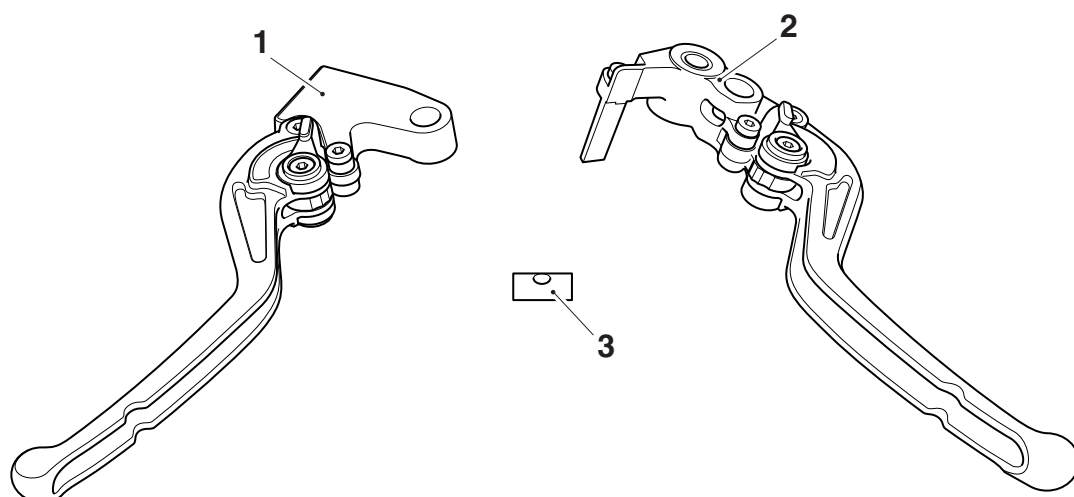
Daytona 675, Street Triple Rx, Street Triple R and Speed Triple from VIN 333179

A9620027 and A9620029

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.



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Parts Supplied:

1. Lever, clutch	1 off	3. Pin	1 off
2. Lever, brake	1 off		



Warning

This accessory kit is designed for use on Triumph Daytona 675, Street Triple Rx, Street Triple R, and Speed Triple from VIN 333179 motorcycles only and should not be fitted to any other manufacturer's motorcycle. Fitting this accessory kit 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.

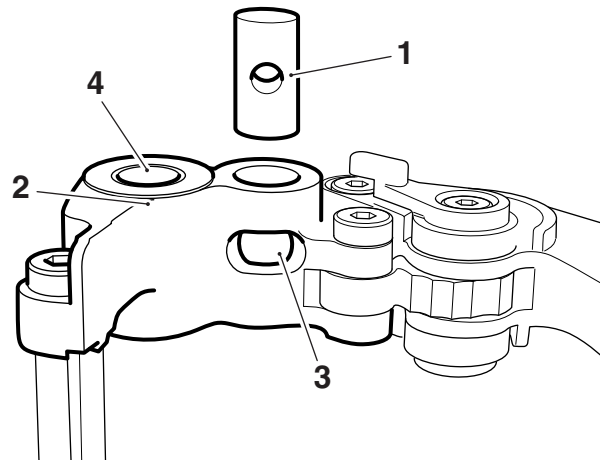


Warning

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 affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

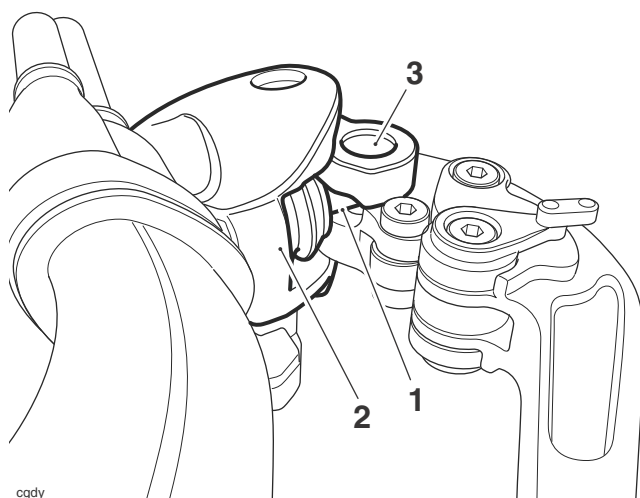
Brake Lever

1. Remove the locknut and pivot bolt from the front brake lever and remove the lever.
2. Retain the pivot bolt and locknut for re-use.
3. Retain the front brake lever if the motorcycle is to be returned to its original condition.
4. Lightly lubricate the following items with Castrol Red Rubber Grease:
 - Internal surface of the pivot hole;
 - The pin from the kit.
5. Fit the pin into the adjustable brake lever. Ensure that the hole in the pin aligns with the elongated hole in the lever, as shown below.



1. Pin
2. Brake lever
3. Elongated hole
4. Pivot hole

- Position the adjustable brake lever to the master cylinder ensuring that the push rod of the master cylinder fits through the elongated hole and into the pin.



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- 1. Push rod**
- 2. Front brake master cylinder**
- 3. Pin**

- Refit the pivot bolt and tighten to **1 Nm** then while holding the bolt, refit the locknut and tighten to **6 Nm**.
Self-locking nuts can be re-used, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
Always use the correct replacement self-locking nut as recommended in the Triumph parts catalogue.
- Check the operation of the front brake. Rectify as necessary.



Warning

Check for the correct operation of the brake lever before riding the motorcycle. Riding the motorcycle without first checking the correct operation of the brake lever could lead to loss of motorcycle control and an accident.

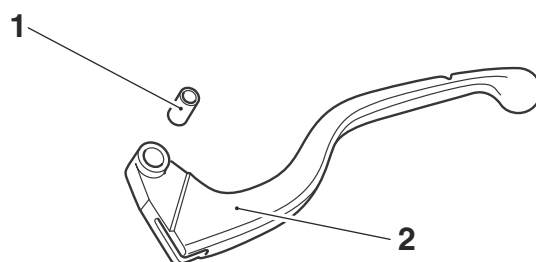


Warning

It is dangerous to operate the motorcycle with defective brakes; you must have your authorised Triumph dealer take remedial action before you attempt to ride the motorcycle again. Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control and an accident.

Clutch Lever

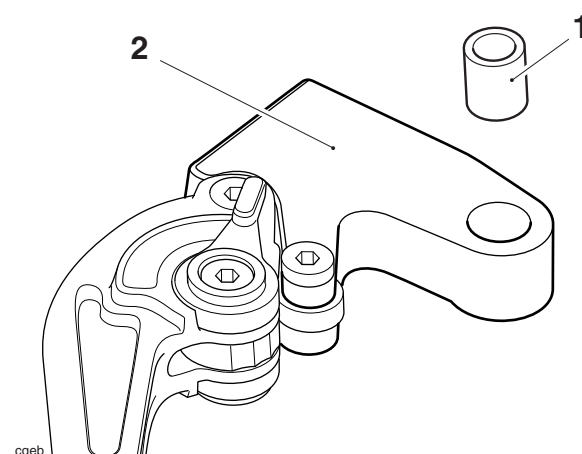
- Loosen the clutch cable and detach it from the clutch lever as described in the service manual.
- Loosen the bolts securing the clamp to the clutch lever assembly.
- Remove the locknut and pivot bolt from the clutch lever and remove the lever.
- Retain the pivot bolt and locknut for re-use.
- Remove the collar from the clutch lever and retain for re-use.



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- 1. Collar**
- 2. Clutch lever**

- Retain the clutch lever if the motorcycle is to be returned to its original condition.
- Lightly lubricate the collar with Castrol Red Rubber Grease.
- Fit the collar to the adjustable clutch lever.



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- 1. Collar**
- 2. Adjustable clutch lever**

- Position the adjustable clutch lever to its mounting bracket on the handlebar.

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10. Refit the pivot bolt, refit the locknut and tighten to **3.5 Nm**.
Self-locking nuts can be re-used, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
Always use the correct replacement self-locking nut as recommended in the Triumph parts catalogue.
 11. Align the split line of the clutch lever mounting bracket with the punch mark on the handle bar, then tighten the clamp bolts, upper first, to **12 Nm**.
 12. Refit and adjust the clutch cable as described in the service manual.

Adjustment

1. Adjust the lever to the required position by pushing the lever forward and moving the adjuster lever to align with one of the numbered positions. The distance from the hand grip to the released lever is shortest when set to number one and longest when set to number six.



Warning

Do not attempt to adjust the levers with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

After adjusting the levers, operate the motorcycle in an area free from traffic to gain familiarity with the new settings. Do not loan your motorcycle to anyone as they may change the lever settings from the one you are familiar with possibly causing loss of 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.