



Accessory Fitting Instructions

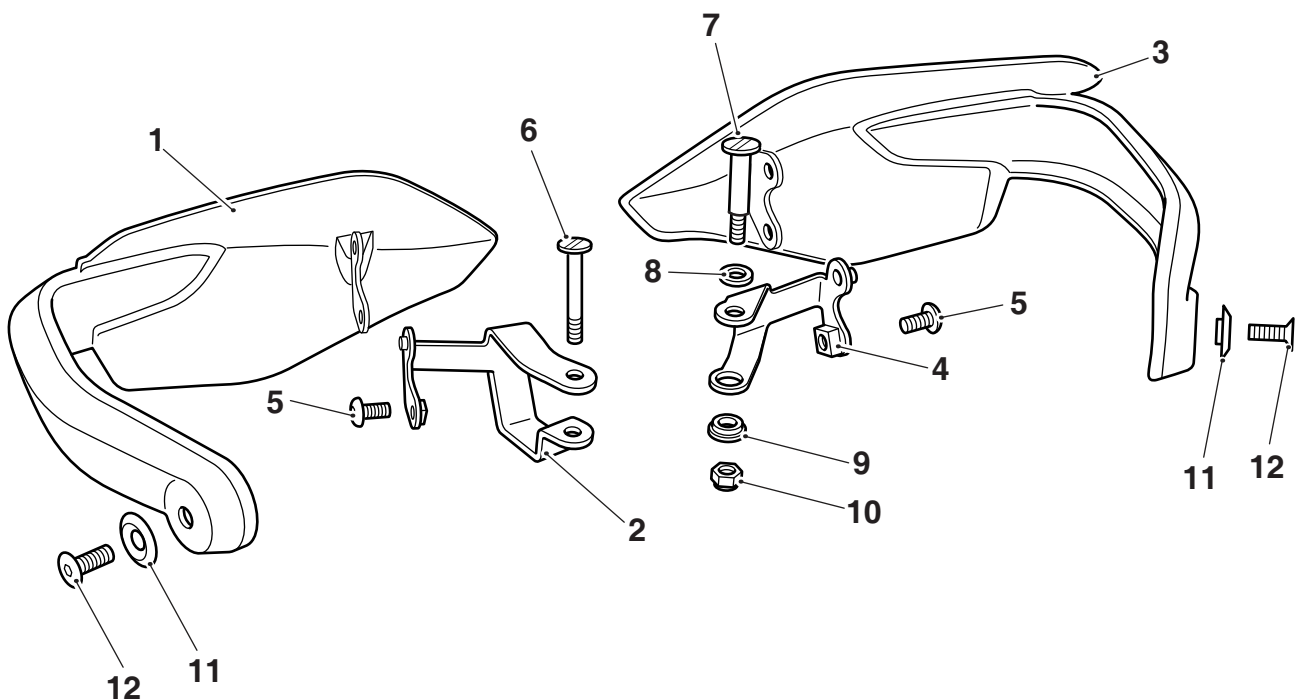
Handguard Kit	
Kit Number	Models Affected
A9630809	Tiger Sport from VIN AU7774

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. Handguard, left hand	1 off	7. Pivot bolt, shouldered (brake lever)	1 off
2. Bracket, left hand	1 off	8. Sleeve	1 off
3. Handguard, right hand	1 off	9. Flanged sleeve	1 off
4. Bracket, right hand	1 off	10. Lock nut (pivot bolt, brake lever)	1 off
5. Fixing, M6 x 12 mm	2 off	11. Countersunk spacer	2 off
6. Pivot bolt, straight (clutch lever)	1 off	12. Fixing, M6 x 20 mm	2 off



Warning

Fit only genuine Triumph accessories to those models approved by Triumph as listed in the associated Triumph fitting instructions. The accessory kits covered in this instruction are designed for use on specific models of Triumph motorcycle. The accessory kits and the models applicable are listed at the start of the instruction. They should never be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting an accessory kit to a Triumph model not listed, 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 result in an accident causing severe injuries or death.



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

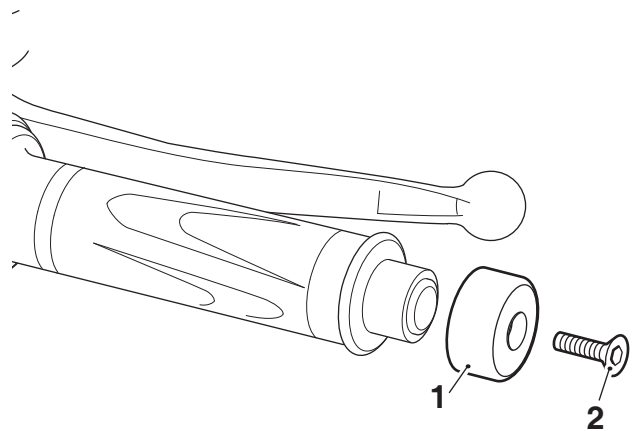
Make sure the motorcycle is supported. A correctly supported motorcycle will help prevent it from falling. An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.



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.

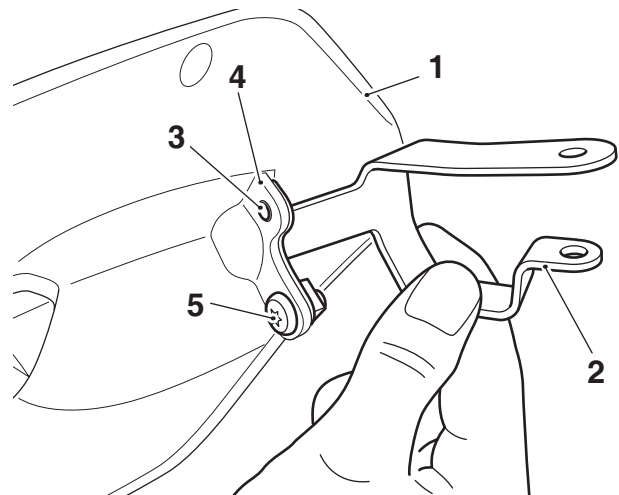
1. Remove the left hand and right handlebar end weight fixings and handlebar end weights. Retain the handlebar end weights for reuse if the motorcycle is to be returned to its original condition. Discard the fixings.



1. Handlebar end weight (right hand shown)
2. Fixing

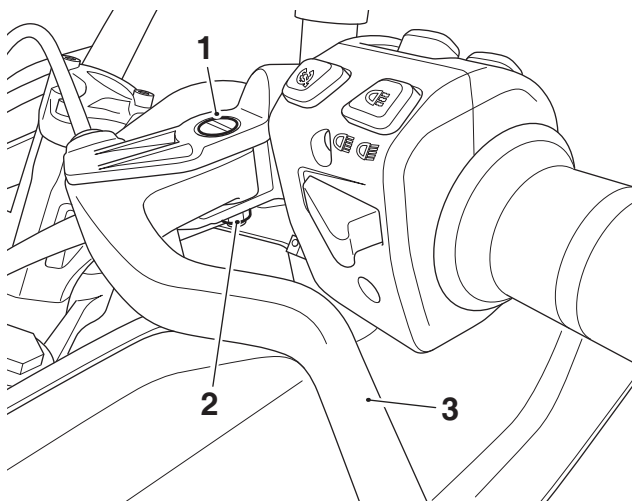
Left Hand Side

2. Collect the left hand handguard, left hand bracket and one of the M6 x 12 mm fixings from the kit.
3. Fit the bracket to the handguard in the orientation shown, making sure the location pin on the mounting bracket aligns correctly with the handguard mount. Fit the M6 x 12 mm fixing and tighten to **4 Nm**.



1. Handguard, left hand
2. Bracket, left hand
3. Location pin
4. Handguard mount
5. Fixing, M6 x 12 mm

4. Remove the clutch lever pivot bolt and lock nut. Retain the lock nut for reuse. Retain the clutch lever pivot bolt for reuse if the motorcycle is to be returned to its original condition.



1. Clutch lever pivot bolt
2. Locknut
3. Clutch lever

Note:

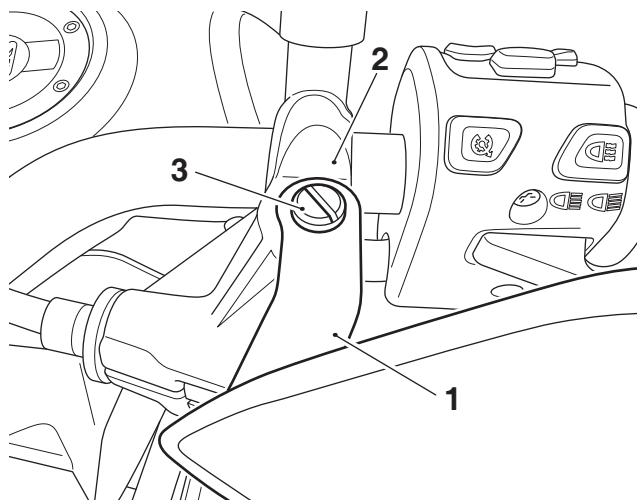
- Lock nuts can be reused, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
- Always use the correct replacement lock nut as recommended in the Triumph parts catalogue.



Caution

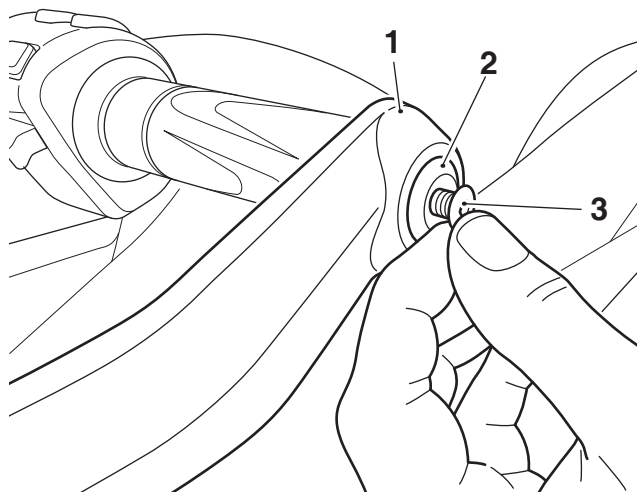
When aligning the handguard bracket and clutch lever to the clutch lever bracket, care must be taken to make sure that the clutch lever is correctly positioned against the clutch switch. A clutch lever that is incorrectly positioned may damage the clutch switch plunger, causing failure of the clutch switch. An inoperative or incorrectly functioning clutch switch may prevent the motorcycle from starting.

5. Position the handguard bracket onto the clutch lever bracket, making sure the holes in the handguard bracket, clutch lever bracket and clutch lever are aligned. Fit the clutch lever pivot bolt from the kit and the original lock nut. **Do not fully tighten the lock nut at this stage.**



1. Handguard bracket, left hand
2. Clutch lever bracket
3. Clutch lever pivot bolt

6. Collect a countersunk spacer and a M6 x 20 mm fixing from the kit. Position the handguard on the handlebar and secure using the countersunk spacer and fixing. Do not fully tighten the fixing at this stage.

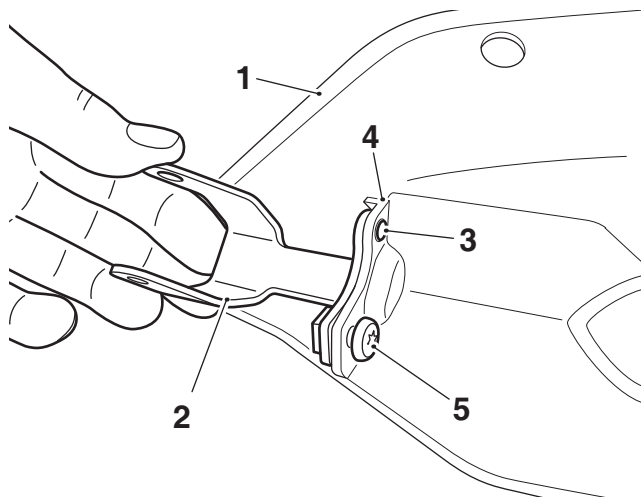


1. Handguard, left hand
2. Countersunk spacer
3. M6 x 20 mm fixing

7. Position the handguard to allow hand clearance around the clutch lever.
 - Tighten the M6 x 20 mm handlebar end fixing to **5 Nm**.
 - Tighten the pivot bolt lock nut to **3.5 Nm**.

Right Hand Side

8. Collect the right hand handguard, right hand bracket and the M6 x 12 mm fixing from the kit.
9. Fit the bracket to the handguard in the orientation shown, making sure the location pin on the mounting bracket aligns correctly with the handguard mount. Fit the M6 x 12 mm fixing and tighten to **4 Nm**.

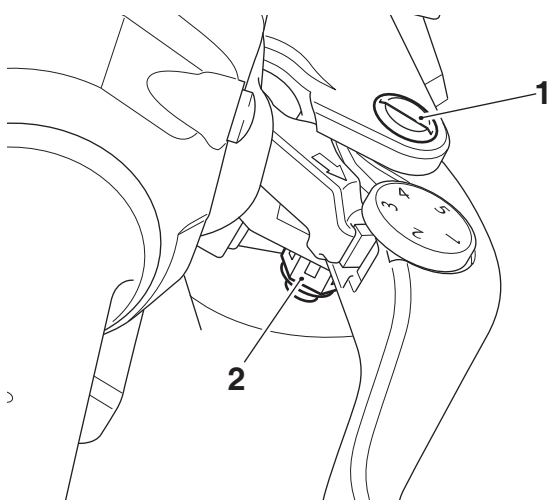


1. Handguard, right hand
2. Bracket, right hand
3. Location pin
4. Handguard mount
5. Fixing, M6 x 12 mm

Note:

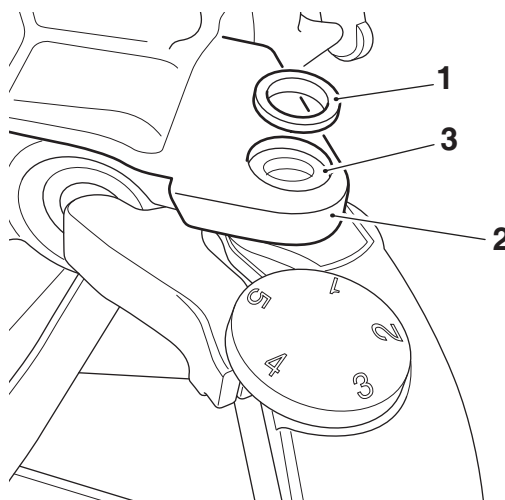
- **The brake lever will become detached from the master cylinder when the pivot bolt is removed.**

10. Remove the brake lever pivot bolt and lock nut. Retain the brake lever pivot bolt and lock nut for reuse if the motorcycle is to be returned to its original condition.



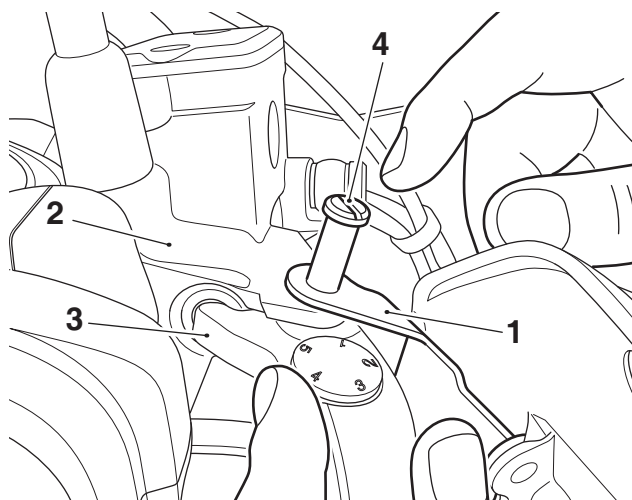
1. Pivot bolt
2. Lock nut

11. Collect the sleeve from the kit and position into the recess on the master cylinder housing.



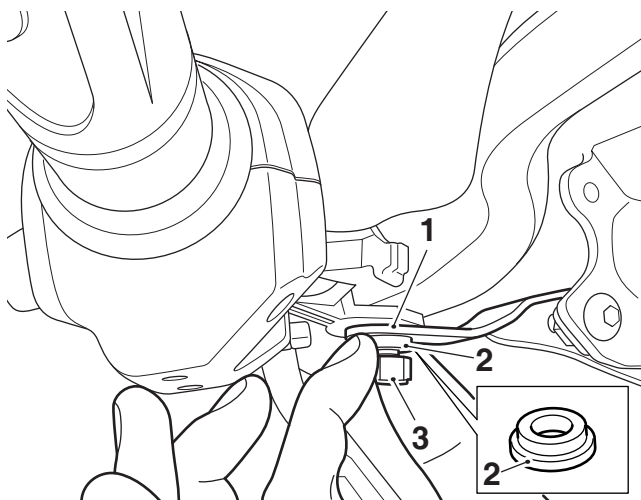
1. Sleeve
2. Master cylinder housing
3. Recess

12. Collect the shouldered brake lever pivot bolt, flanged sleeve and lock nut from the kit.
13. Position the handguard bracket to the master cylinder housing, making sure the holes in the handguard bracket, master cylinder housing and brake lever are aligned. Fit the brake lever shouldered pivot bolt.



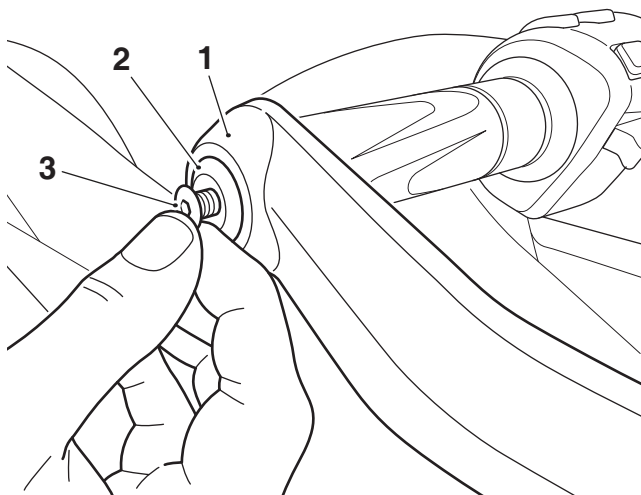
1. Handguard bracket, right hand
2. Master cylinder housing
3. Brake lever
4. Brake lever pivot bolt (shouldered)

14. Fit the flanged sleeve and lock nut onto the brake lever pivot bolt with the flanged sleeve in the orientation shown below. Make sure the flanged sleeve locates correctly in the handguard bracket. Do not fully tighten the lock nut at this stage.



1. Handguard bracket
2. Flanged sleeve
3. Lock nut

15. Collect the remaining countersunk spacer and a M6 x 20 mm fixing from the kit. Position the handguard on the handlebar and secure using the countersunk spacer and fixing. Do not fully tighten the fixing at this stage.



1. Handguard, right hand
2. Handguard spacer
3. Countersunk spacer
4. M6 x 20 mm fixing

16. Position the handguard to allow hand clearance around the brake lever and tighten the fixings in the order below.

- Tighten the pivot bolt to **1 Nm**.
- Tighten the pivot bolt lock nut to **6 Nm**.
- Tighten the M6 x 20 mm handlebar end fixing to **5 Nm**.



Warning

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

17. Check that both the clutch and brake lever operate correctly and are not restricted by the handguards.
18. Check for correct operation of the brake light.



Warning

Riding a motorcycle when there is any doubt as to any aspect of the performance of the throttle operation may result in loss of control of the motorcycle and an accident.

19. Check the operation of the throttle twist grip and make sure that its operation is not restricted in any way by the handguard.



Warning

Move the handlebars to left and right full lock while checking that the handguards do not restrict full lock operation. Check cables or harnesses do not bind or restrict full lock operation. Any component, cables or harnesses that will restrict the steering may cause loss of control of the motorcycle and 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

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.