

English

---

**Fitting Instructions:**

**Thunderbird**

**A9638026, A9638069 and A9638072**

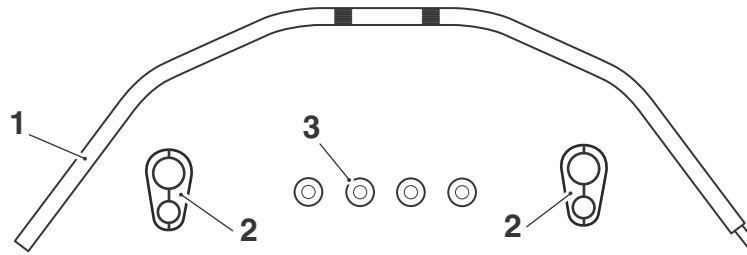
Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

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.

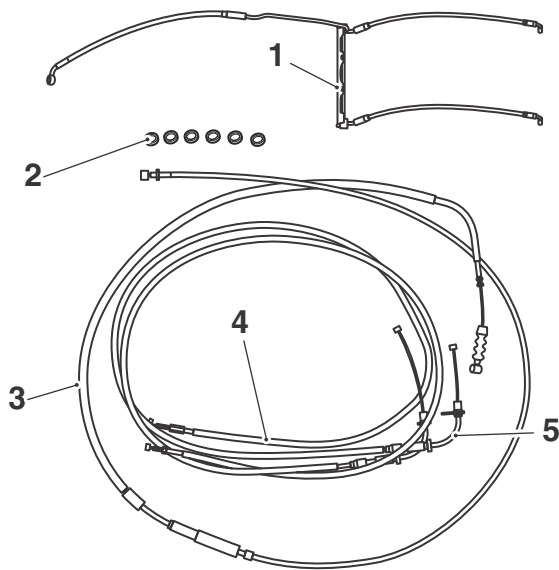
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

# A9638026, A9638069 and A9638072

## A9638026

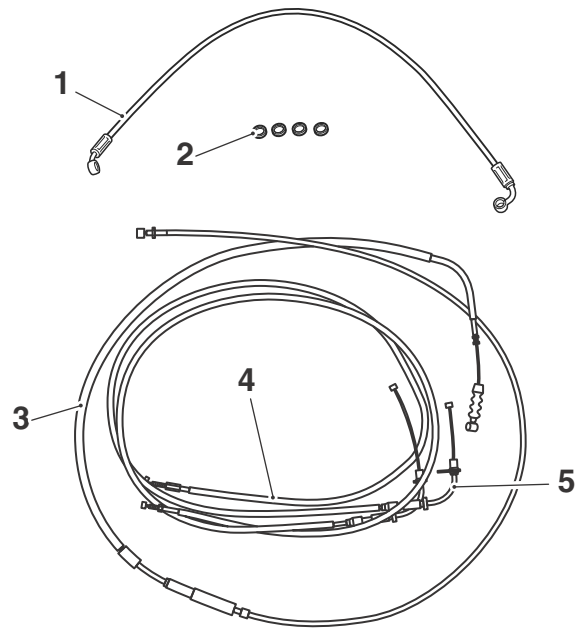


## A9638069



cfkk\_1

## A9638072



### Parts Supplied: A9638026

1. Handlebar, wide	1 off	3. Bolt covers	4 off
2. Harness guide	2 off		

### Parts Supplied: A9638069

1. Front brake line assembly	1 off	4. Throttle cable, return	1 off
2. Sealing washer	6 off	5. Throttle cable, pull	1 off
3. Clutch cable	1 off		

### Parts Supplied: A9638072

1. Brake line, front brake master cylinder	1 off	4. Throttle cable, return	1 off
2. Sealing washer	4 off	5. Throttle cable, pull	1 off
3. Clutch cable	1 off		

**Warning**

This accessory kit is designed for use on Triumph Thunderbird 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, may interfere with the rider and could affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and 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**

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

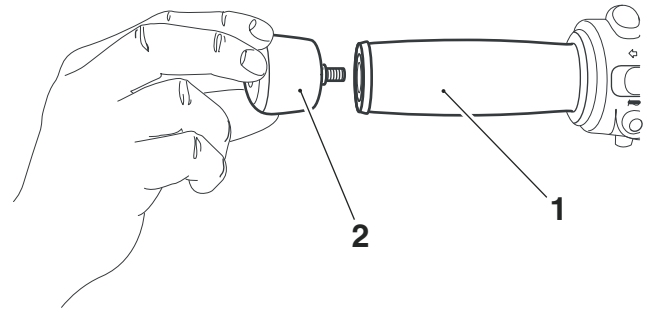
**Warning**

This accessory kit must be fitted with the extended cable kit - A9638069 for motorcycle without ABS or A9638072 for motorcycles with ABS. With the wide handlebar fitted the original throttle cables, clutch cable and front brake hose are too short which may affect the motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

**Note:**

- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the warnings contained in these instructions.**

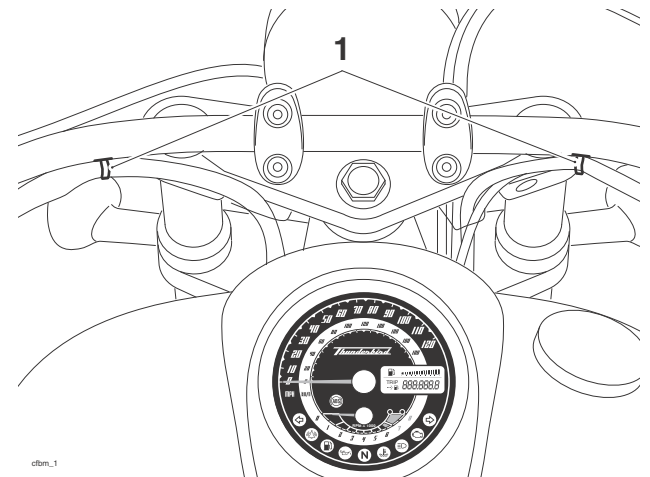
1. Remove the screws and remove the end weights from the handlebar. Retain the end weights and screws for re-use.



cccw\_2

1. **Handlebar**
2. **End weight assembly**

2. Remove the wiring clips on either side of the handlebar.

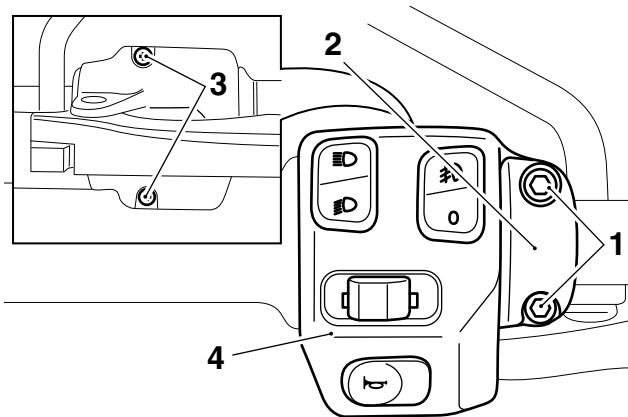


cfbm\_1

**1. Clips**

3. Remove the clutch cable, as described in the service manual. Retain the cable if the motorcycle is to be returned to its original condition.
4. Remove the fuel tank, as described in the service manual.
5. Remove the bolts and remove the clamp from the left hand switch cube and clutch lever assembly.

- Remove the screws and detach the switch cube and clutch lever assembly from the handlebar.



cfki

- 1. Bolts**
- 2. Clamp**
- 3. Screws**
- 4. Left hand switch cube**

- Remove the left hand grip.

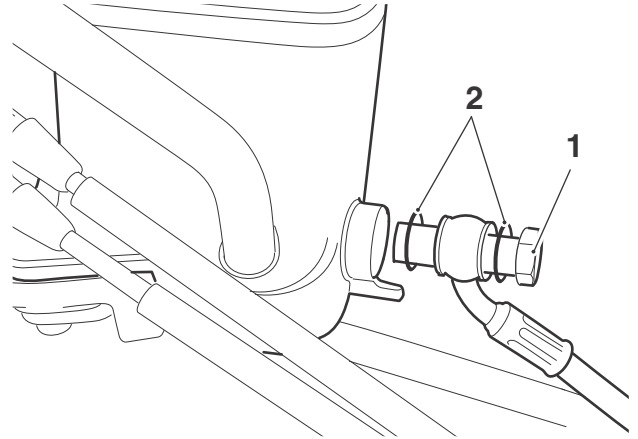


### Caution

To prevent paint damage, do not spill brake fluid onto any area of the bodywork. Spilled brake fluid will damage paintwork.

- Drain the fluid from the front master cylinder, attach a tube to the right hand caliper bleed nipple, slacken the nipple and allow the fluid to drain into a suitable container. Operate the brake lever until all fluid has been expelled.

- Disconnect the front brake hose from the front brake master cylinder, placing a cloth under the hose connection to absorb any remaining fluid which may be displaced. Discard the sealing washers and retain the banjo bolt for re-use.



cfkm

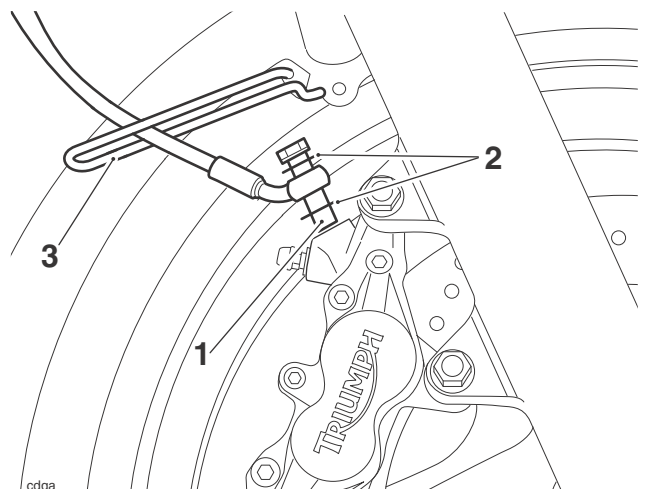
- 1. Banjo bolt**
- 2. Sealing washers**

#### Note:

- Note the routing of the front brake hose through any cable/hose guides for installation of the new brake hose.**
- For motorcycles without ABS, continue from step 11 to step 12. Then continue from step 15. For motorcycles with ABS, continue from step 13.

#### Motorcycles Without ABS

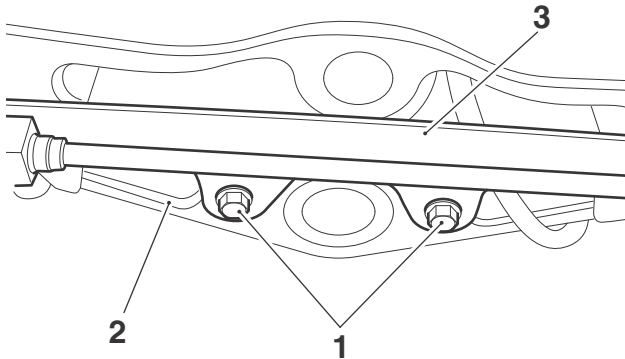
- Disconnect the front brake hoses from the calipers. Discard the sealing washers and retain the banjo bolts for re-use.



cdga

- 1. Banjo bolt - right hand side shown**
- 2. Sealing washers**
- 3. Brake hose guide**

- Remove the bolts and carefully remove the front brake line assembly. Retain the bolts for re-use. Retain the front brake line assembly if the motorcycle is to be returned to its original condition.

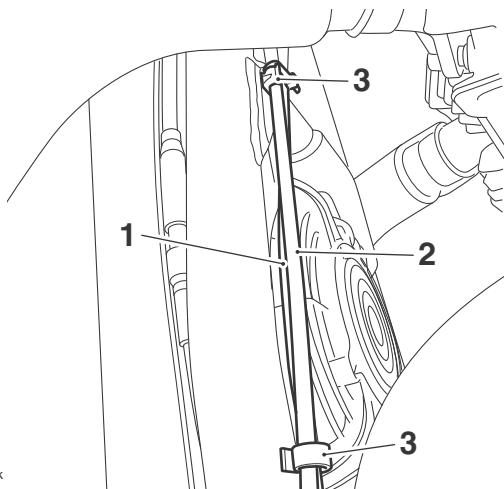


cfkn

- 1. Bolts**
- 2. Lower yoke**
- 3. Front brake line**

### Motorcycles With ABS

- Detach the front brake master cylinder hose from the clips on the motorcycle frame.



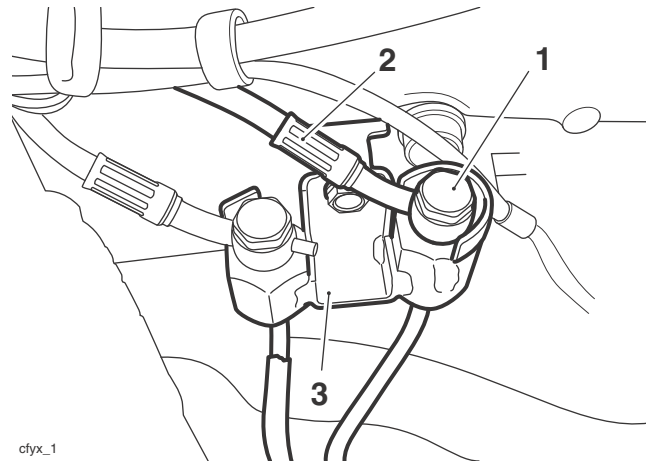
ogak

- 1. Front brake master cylinder hose**
- 2. Front brake hose**
- 3. Clips**

#### Note:

- Note the routing of the front brake master cylinder hose to aid installation.**

- Disconnect the front brake master cylinder hose from the front brake hard-line union block. Discard the sealing washers and retain the banjo bolt for re-use. Retain the front brake master cylinder hose if the motorcycle is to be returned to its original condition.

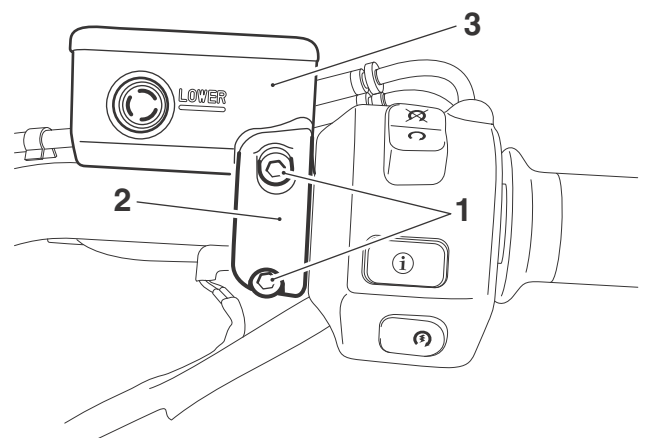


cfyx\_1

- 1. Banjo bolt**
- 2. Front brake master cylinder hose**
- 3. Front brake hard-line union block**

### All Models

- Remove the bolts and remove the clamp from the master cylinder. Taking care not to invert the brake fluid reservoir, detach and support the master cylinder in an upright position.

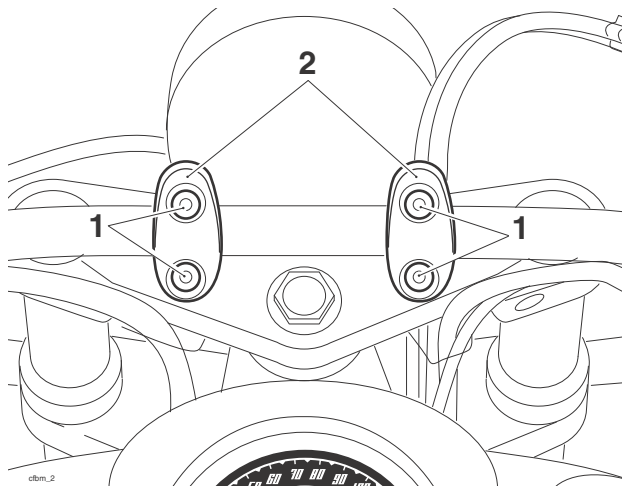


cfjy

- 1. Bolts**
- 2. Clamp**
- 3. Brake fluid reservoir**

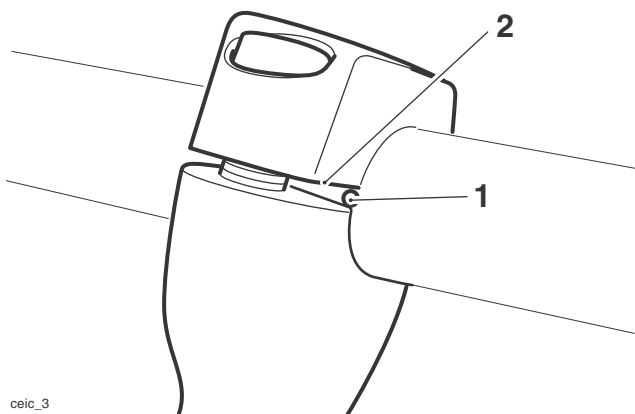
- Remove the throttle cables and right hand switch cube, as described in the service manual. Retain the throttle cables if the motorcycle is to be returned to its original condition.
- Slide the twist grip off the handlebar.

18. Remove and discard the bolt covers from the handlebar clamp bolts.
19. Remove the bolts securing the handlebar clamps and remove the clamps. Retain the clamps and bolts for re-use.



1. Bolts
2. Clamps

20. Remove the handlebar. Retain the handlebar if the motorcycle is to be returned to its original condition.
21. Position the new handlebar to the lower clamps and align the dot mark with the lower-rear inner split line of the left hand clamp.



1. Handlebar dot mark
2. Clamp split line

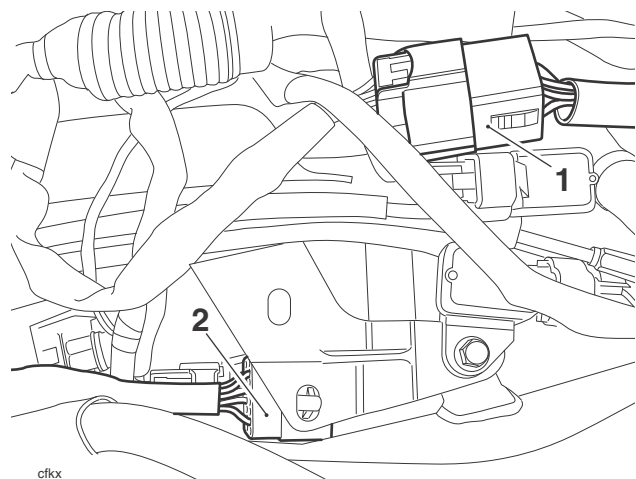
22. Fit the handlebar clamps and tighten the front bolts, then the rear bolts, both to **35 Nm**.
23. Fit the new bolt covers from kit A9638026 to the handlebar clamp bolts.
24. Fit the twist grip.
25. Fit the throttle cables from kit A9638069 or A9638072 and original right hand switch cube, as described in the service manual.

**Warning**

Move the handlebar to the left and right full lock while checking that the right hand switch cube harness does not restrict the steering by getting taut.

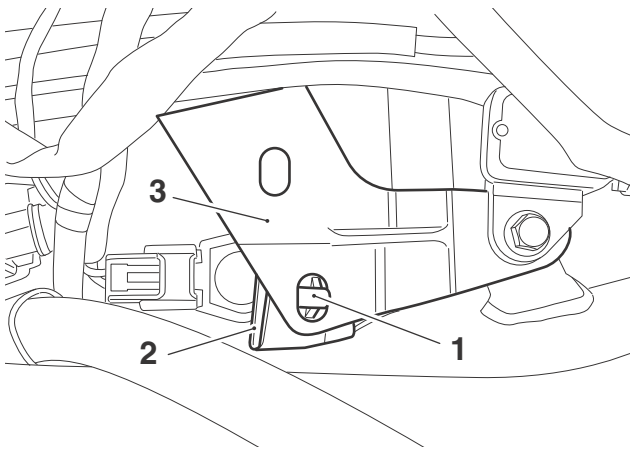
Operation of the motorcycle with restricted steering may result in loss of motorcycle control and an accident.

26. If the harness for the right hand switch cube restricts the steering or is tight, continue from step 27. If the harness for the right hand switch cube does not restrict the steering and is not tight, continue from step 32.
27. Follow the route of the right hand switch cube harness to its connection with the main harness.
28. Disconnect the right hand switch cube harness from the main harness.



1. Left hand switch cube electrical connector
2. Right hand switch cube electrical connector

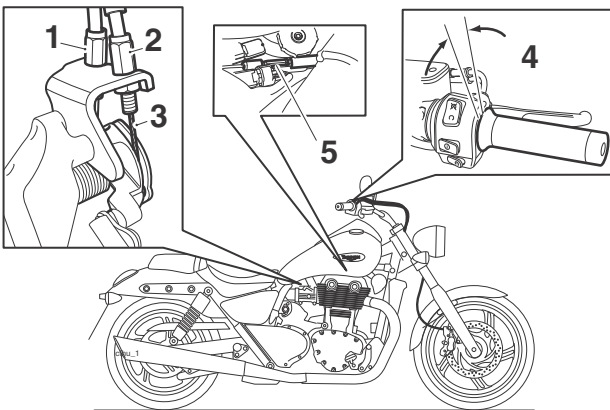
29. Release the clip and detach the main harness connector from the bracket and manoeuvre it away from the bracket.



cfkw

- 1. Clip
- 2. Connector
- 3. Bracket

30. Realign the connector to the bracket such that it is pointing to the front of the motorcycle. Secure the connector clip to the bracket.
31. Reconnect the right hand switch cube to the main harness.
32. Adjust the throttle cable as follows:



- 1. Opening cable
- 2. Closing cable
- 3. Closing cable - free play measurement area
- 4. Opening cable - free play measurement area
- 5. Opening cable in-line adjuster

### **Warning**

Operation of the motorcycle with incorrectly adjusted, incorrectly routed or damaged throttle cables could interfere with the operation of the brakes, clutch or the throttle its self. Any of these conditions could result in loss of motorcycle control and an accident.

### **Warning**

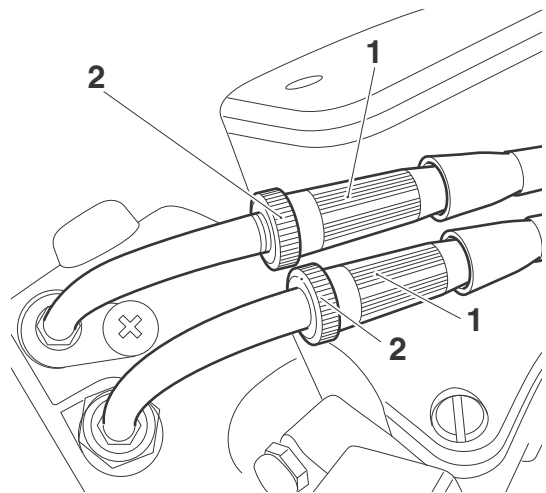
Move the handlebars to the left and right full lock while checking that cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of control and an accident.

### **Warning**

Ensure that the adjuster locknuts of both cables are tightened, as a loose locknut could result in a sticking throttle.

An incorrectly adjusted, sticking or stuck throttle can lead to loss of motorcycle control and an accident.

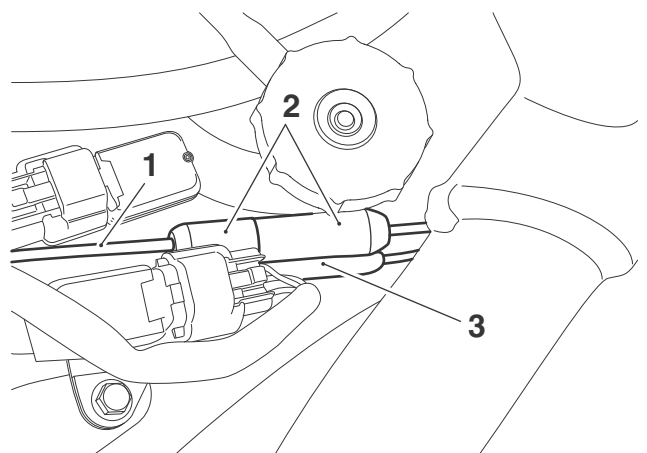
33. Rotate both cable adjusters such that there is an equal amount of adjustment in each direction.



cfda\_1

- 1. Adjusters
- 2. Locknuts

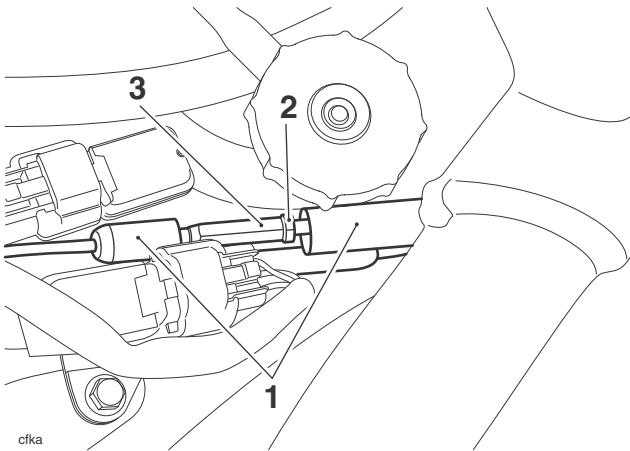
34. From the twist grip, follow the routing of the 'opening' cable to the in-line adjuster.



cfkb

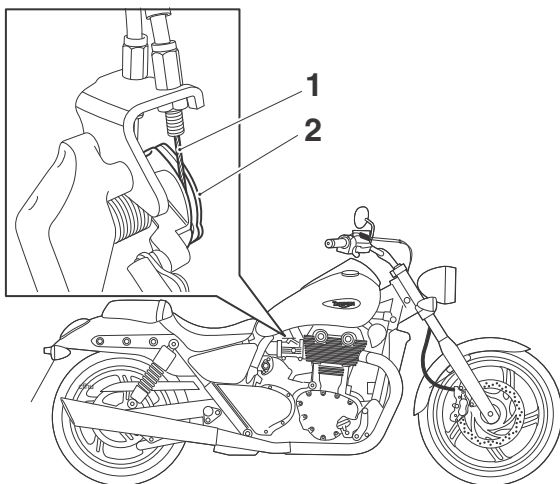
- 1. Opening cable
- 2. In-line adjuster protective covers
- 3. Closing cable

35. Slide the covers off the adjuster and release the locknut.
36. Rotate the in-line adjuster to give 2 - 3 mm of play at the twist grip. Tighten the locknut.



1. Covers
2. Locknut
3. Adjuster

37. Refit the adjuster covers.
38. Make any minor adjustments to the 'opening' cable as necessary to give 2 - 3 mm of play using the adjuster near the twist grip end of the cable. Tighten the locknut.
39. With the throttle fully closed, ensure that there is 2 - 3 mm of free play in the 'closing' cable at the throttle cam. If necessary, rotate the adjuster for the 'closing' cable near the twist grip end until 2 - 3 mm of play is present. Tighten the locknut.

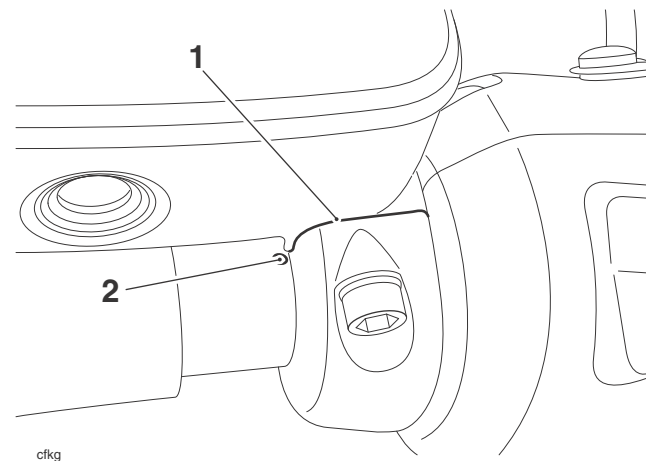


1. Closing cable
2. Throttle cam

**! Caution**

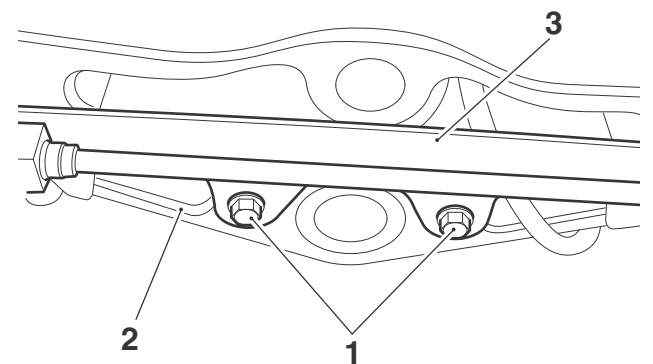
To prevent paint damage, do not spill brake fluid onto any area of the bodywork. Spilled brake fluid will damage paintwork.

40. Align the front brake master cylinder to the handlebar and fit the clamp.
41. Align the clamp split line with the dot mark on the handlebar then tighten the top bolt, then the lower bolt, both to **15 Nm**.



1. Clamp split line
2. Handlebar dot mark

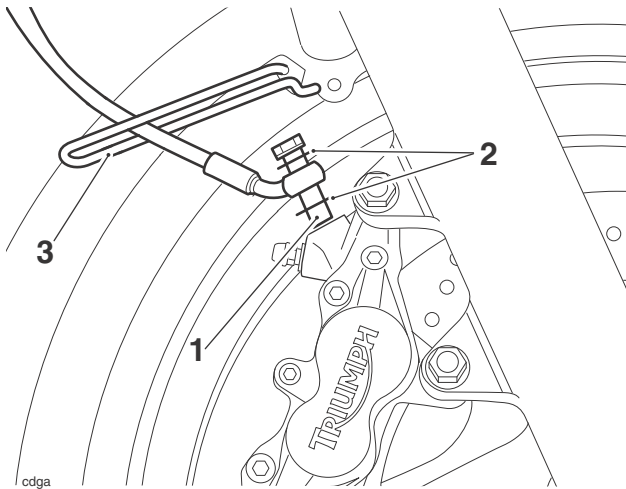
42. For motorcycles without ABS, continue from step 43 to step 44. Then continue from step 47. For motorcycles with ABS, continue from step 45.
43. Fit the front brake line and hose assembly from kit A9630869. Ensure it is routed through the cable/hose guides as noted for removal. Tighten the brake line bolts to **6 Nm**.



1. Bolts
2. Lower yoke
3. Front brake line



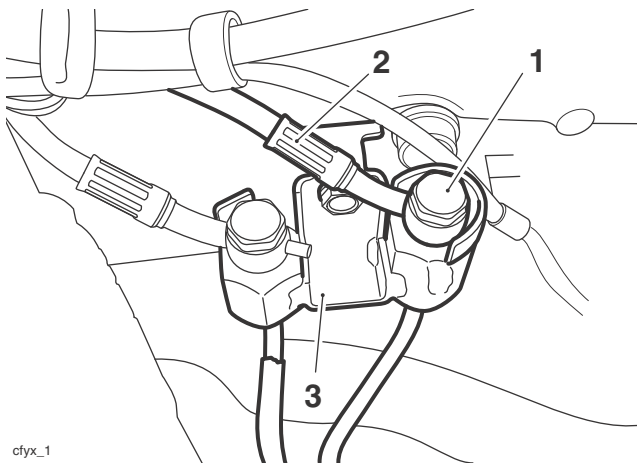
44. Connect the front brake hoses to the front calipers. Fit sealing washers from kit A9638069 to either side of the unions and tighten the banjo bolts to **25 Nm**.



1. Banjo bolt - right hand side shown  
2. Sealing washers  
3. Brake hose guide

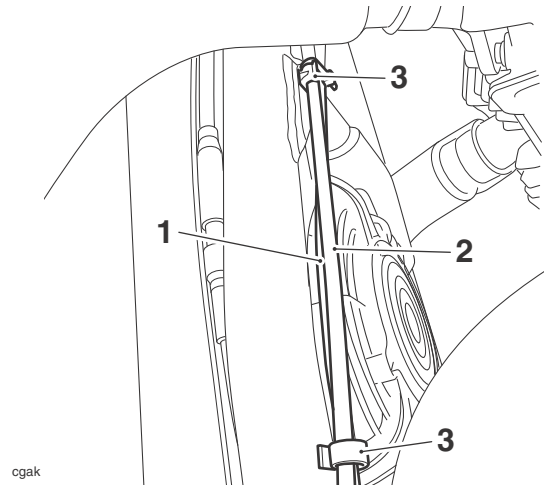
### Motorcycles With ABS

45. Connect the front brake master cylinder hose from kit A9638072 to the front brake hard-line union block, as noted for removal. Fit two of the sealing washers from the kit to either side of the union and tighten the banjo bolt to **25 Nm**.



1. Banjo bolt  
2. Front brake master cylinder hose  
3. Front brake hard-line union block

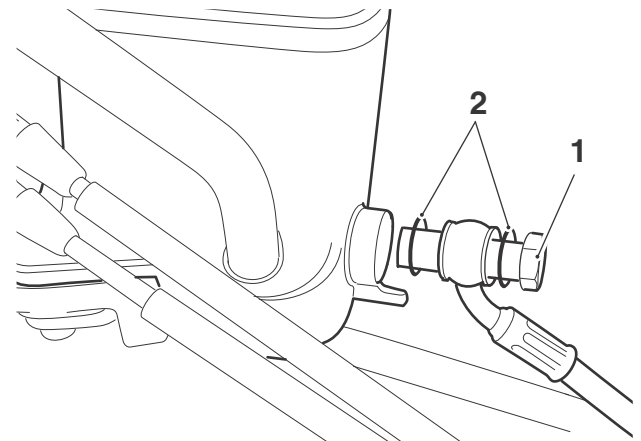
46. Secure the brake hose to the two clips on the motorcycle's frame.



1. Front brake master cylinder hose  
2. Front brakes hose  
3. Clips

### All Models

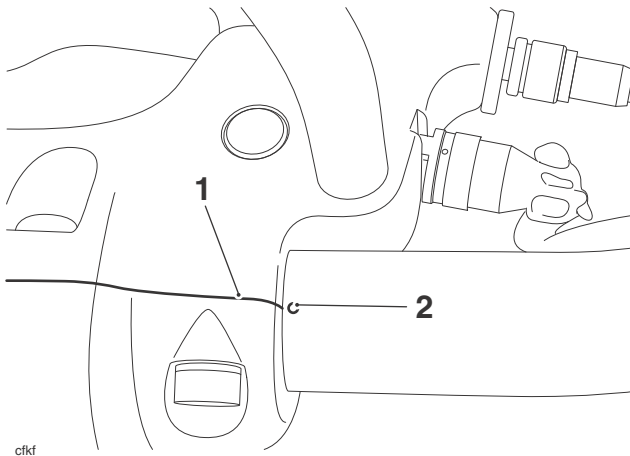
47. Connect the front brake hose to the master cylinder. Fit two of the sealing washers from the kit to either side of the union and tighten the banjo bolt to **25 Nm**.



1. Banjo bolt  
2. Sealing washers

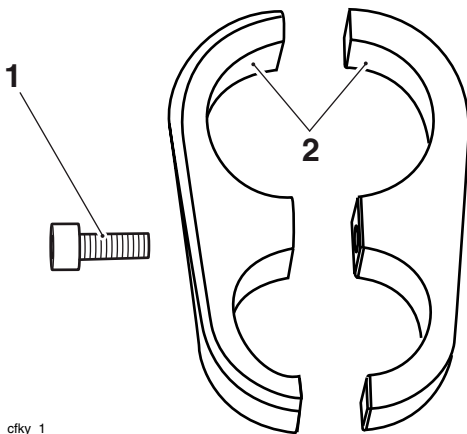
48. Fit the left hand grip.  
49. Align the left hand switch cube and clutch lever assembly to the handlebar and fit the clamp.

50. Align the clamp split line to the dot mark on the handlebar then tighten the top bolt, then the lower bolt, both to **15 Nm**.  
Tighten the screws to **3 Nm**.



1. Clamp split line
2. Handlebar dot mark

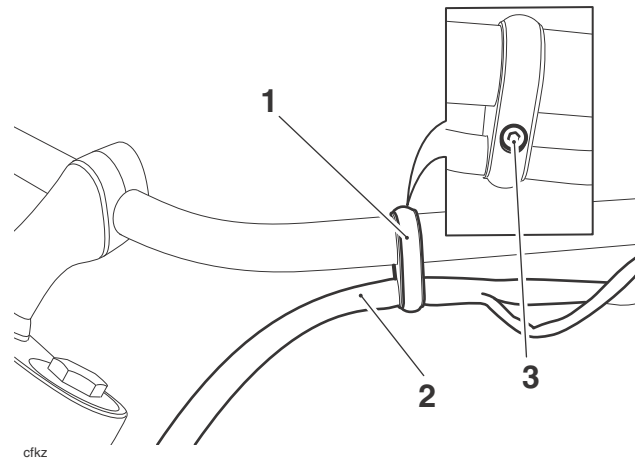
51. Fit the fuel tank, as described in the service manual.
52. Fit the clutch cable from the kit as described in the service manual.
53. Remove the screw and separate the two halves of the harness guide from kit A9638026.



1. Screw
2. Harness guide

54. Fit the harness guides to the handlebar 15.5 cm from the outside edge of the riser. Position the switch cube harness through the guide.

55. Align the harness guide such that it is pointing downwards and slightly forward and tighten the screw to **3 Nm**.



1. Harness guide - left hand side shown
2. Switch Cube harness
3. Screw

**Warning**

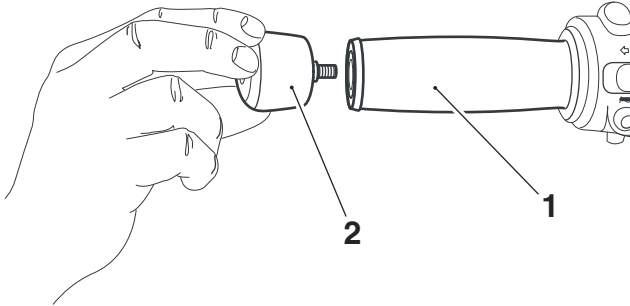
Move the handlebar to the left and right full lock while checking that the harness guides do not restrict the steering by contacting the fuel tank or instrument panel. Operation of the motorcycle with restricted steering may result in loss of motorcycle control and an accident.

**Caution**

Move the handlebar to the left and right full lock while checking that the harness guides do not contact the fuel tank or instrument panel when moving the handlebar. Damage to the fuel tank or instrument panel will result if the harness guides contact the fuel tank. If the harness guides do make contact adjust their position.

56. If the harness guides contact the fuel tank or instrument panel when on full lock, loosen the harness guide screw and position the harness guide such that it will not contact them. Tighten the screw to **3 Nm**.

57. Fit the end weights to the handlebar and tighten the screws to **8 Nm**.



cccw\_2

1. Handlebar
2. End weight assembly

**Note:**

- **For motorcycles with ABS, the Triumph diagnostic tool must be used when bleeding the brakes.**

58. Fill and bleed the front brakes, as described in the service manual.

**Warning**

Use only DOT 4 specification brake fluid as specified in the service manual. The use of brake fluids other than those DOT 4 fluids listed in the service manual may reduce the efficiency of the braking system leading to an accident.

59. Examine the system for correct operation and fluid leaks. Rectify as necessary.

**Warning**

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

60. Check that the throttle opens and closes smoothly without sticking. Rectify as necessary.

**Warning**

Operation of the motorcycle with incorrectly adjusted, incorrectly routed or damaged throttle cables could interfere with the operation of the brakes, clutch or the throttle its self. Any of these conditions could result in loss of motorcycle control and an accident.

**Warning**

Move the handlebars to the left and right full lock while checking that cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of control 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 (including those fitted with Triumph approved windscreens and luggage systems) at speeds above 80 mph (130 km/h).

The presence of accessories such as windscreen and luggage systems will cause changes to 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

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.



### Warning

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