Accessory Fitting Instructions

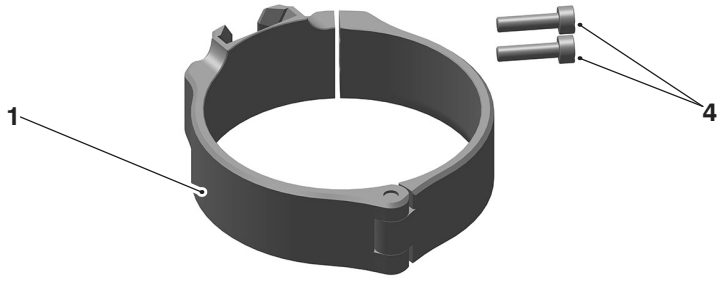
Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

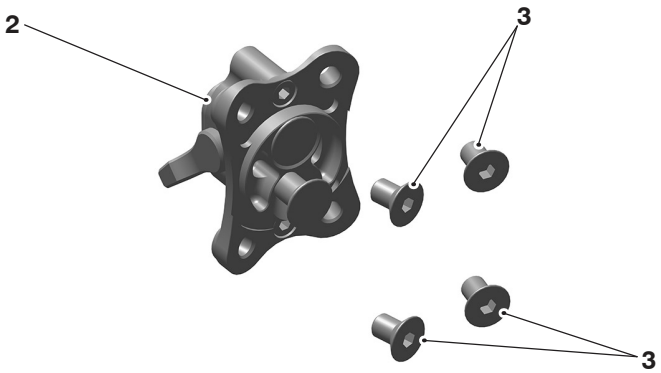
Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.

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.

Holeshot Device	
Kit Number	**Models**
A9640242	TF250-X

Parts supplied





1. Clamp assembly	1 off	3. Fixing, M5 x 8 mm	4 off
2. Mechanism assembly	1 off	4. Fixing, M3 x 12 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Always have Triumph approved parts, accessories and conversions fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The fitment of parts, accessories and conversions by a person without the specialist knowledge and technical understanding of motorcycles may affect the handling, stability or other aspects of the motorcycle's operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

NOTICE

Triumph offers a broad range of approved genuine accessories for your motorcycle.

We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories, always refer to the instructions supplied with the respective accessory kit.

To obtain additional copies of any Triumph accessory instructions, visit www.triumphinstructions.com or contact your authorised Triumph dealer.

⚠ CAUTION

Holeshot device is optimized for off-road use only. It must not be used on the road.

NOTICE

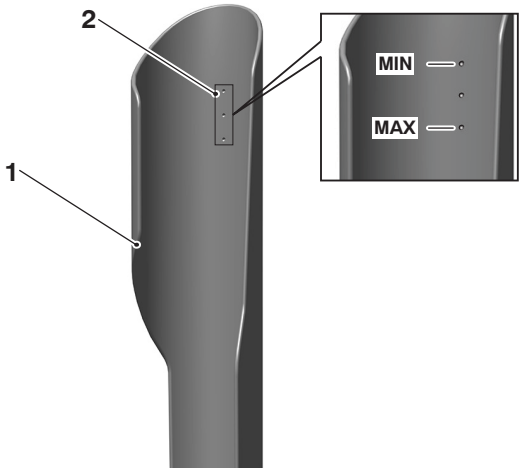
The further downwards the forkguard is drilled, the more the fork is pretensioned for the start.

⚠ CAUTION

When drilling, always use the correct tools and personal protection equipment.

Failure to use these may result in personal injury.

1. Remove the right hand fork protector as described in the Service Manual.
2. Locate the drilling marks on the inside of the fork protector. Select the required position and drill a pilot hole using a 2 mm drill bit.



1. Right hand fork protector
2. Drill marks

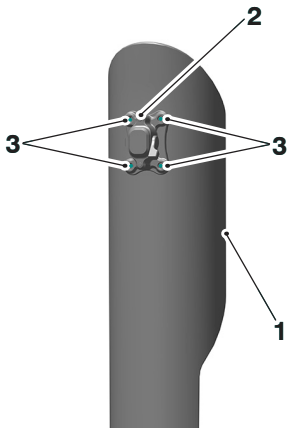
3. Using a suitable drill in the pre drilled 2 mm holes, carefully drill a 24 mm hole from the outside of the right hand fork protector.

NOTICE

Check the size of the hole regularly against the mating part of the mechanism assembly while sanding or filing the drilled hole.

Make sure the hole size does not exceed 24.2mm and the mating part of the mechanism assembly fits in the hole without any free play.

4. Use a half round file or sandpaper to enlarge the inner surface of the drilled hole until the mating part of the Holeshot device fits in to the hole.
5. Position the mechanism assembly on the outside of the right hand fork protector and insert the mating part into the drilled hole.
6. Make sure the surface of mechanism assembly is fully in contact with the fork protector.
7. Mark the position of the four fixing holes on the fork protector as shown below and remove the mechanism assembly from the fork protector.



1. **Right hand fork protector**
2. **Mechanism assembly**
3. **Fixing hole markings**

8. Drill four 5 mm holes on the marked points on the right hand fork protector using 5 mm drill.

NOTICE

Countersink the hole deep enough that the head of the fixings are level with the fork protector.

9. Countersink the drill holes from the inside of the fork protector.
10. Align the mechanism assembly on the outside of the fork protector. Make sure the Triumph logo is correctly oriented.
11. Apply Loctite 243 or equivalent to the threads of the M5 x 8 mm fixings and secure from the inside. Tighten the fixings to 3.5 Nm.
12. Refit the right hand fork protector as described in the Service Manual.

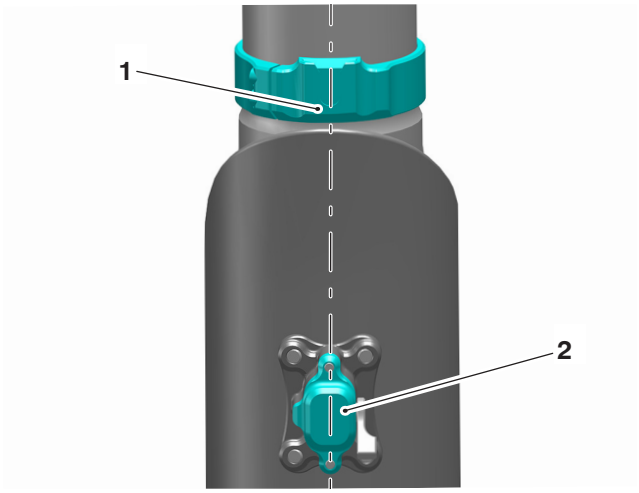
NOTICE

Do not fit the clamp assembly on the fork decals.

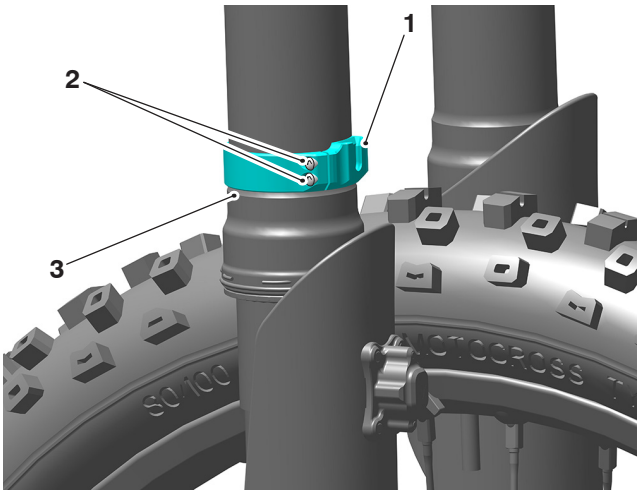
NOTICE

Make sure the clamp assembly is not tightened over the fork step.

13. Position the clamp assembly on the right hand fork above the fork step. Align the lock area to the center of the mechanism assembly.
14. Fully compress the front forks and make sure the lock area is aligned center to the mechanism assembly.
15. Apply Loctite 243 or equivalent to the threads of the M3 x 12 mm fixings and secure the clamp assembly. Tighten the fixings to 1.2 Nm



1. **Lock area**
2. **Mechanism assembly**



1. **Clamp assembly**
2. **Fixing M3 x 12 mm**
3. **Fork step**

⚠ WARNING

Get used to the handling characteristics of this Motocross motorcycle before riding in a Motocross competition.

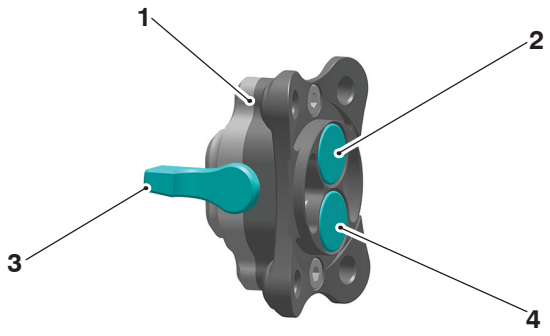
Know your own ability and what you can and can not do on the race track.

Prior to the race, walk the track to evaluate the condition of the ground, the jumps and jump combinations to help prepare yourself for the race.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

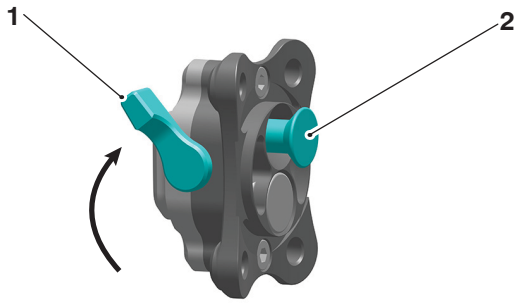
Mechanism assembly operation

The mechanism assembly is operated using a lever. It has got two pistons which are positioned 12 mm apart from each other. Each piston that locks with the clamp assembly is used based on varied track conditions.



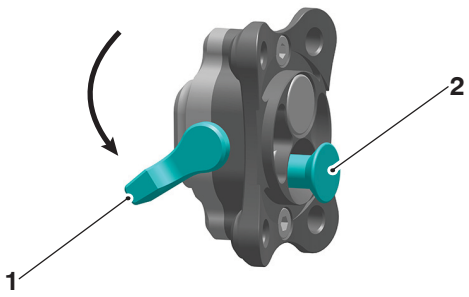
1. **Mechanism assembly**
2. **Top piston**
3. **Lever**
4. **Bottom piston**

Rotate the lever to the top to engage the top piston to the clamp assembly which provides minimum compression of the front fork.



1. **Lever**
2. **Top piston**

Rotate the lever to the bottom to engage the bottom piston to the clamp assembly which provides maximum compression of the front fork.



1. **Lever**
2. **Bottom piston**

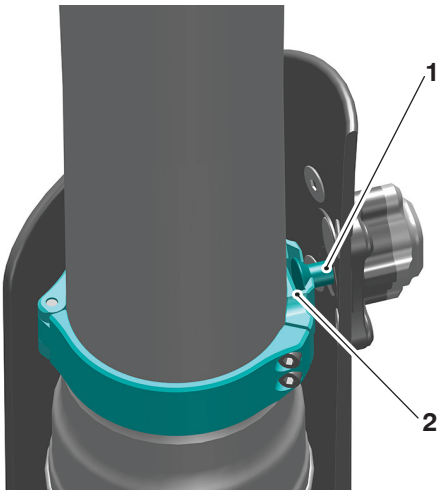
Holeshot device operation

⚠ CAUTION

Make sure the motorcycle is turned off and in neutral when compressing the front fork and engaging the Holeshot device.

1. Fully compress the front forks.

2. Using the lever, select the top or bottom piston to lock the compressed fork with the clamp assembly.



1. Lever
2. Bottom piston

3. Slowly release the lever once the piston is in the locking area.
4. When the mechanism assembly is engaged with the clamp assembly, the forks will remain compressed.
5. The mechanism assembly disengages when the front fork is compressed. The compression action can be acquired by heavy braking, irregular terrain or landing heavily on the ground.

NOTICE

Improper engagement of the mechanism assembly to the locking area can cause cosmetic wear on the front fork.

NOTICE

Service the Holeshot device every 45 hours of use as described in the Holeshot Device - Service section, in addition to any service during routine check.

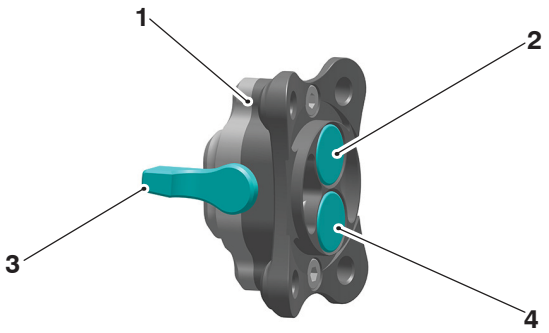
⚠ CAUTION

Make sure the Holeshot device disengages when the front fork is compressed and allows the front fork to decompress prior to use.

Failure to follow the advice above could result in minor to moderate injury.

Routine Check

- Check that the lever rotates smoothly, without undue force and it returns to its neutral position quickly on its own.
- Smooth operation and correct functioning of the top and bottom piston of the mechanism assembly needs to be checked prior to each use.
- Make sure the mechanism assembly engages with the clamp assembly with ease .
- If any of the above checks are not satisfied, service the Holeshot device.
- Check the locking area of the clamp assembly for debris and dirt, clean it if required.



1. Mechanism assembly
2. Top piston
3. Lever
4. Bottom piston

NOTICE

The pistons of the mechanism assembly may seize in cold weather.

If the mechanism assembly seizes when the piston is engaged with the clamp assembly, the fork will not decompress fully.

Check the operation of the mechanism assembly before engaging it with the clamp assembly.

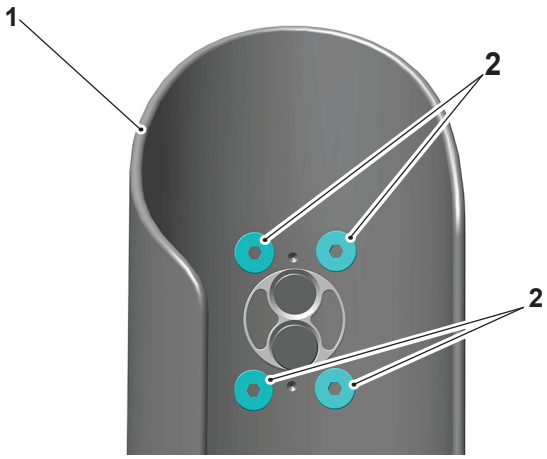
Engage the mechanism assembly with the clamp assembly shortly before use.

Holeshot Device - Service

Holeshot Device - Disassembly

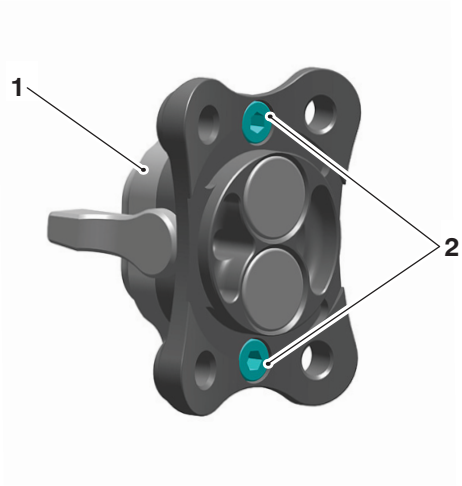
1. Remove the right hand fork protector as described in the Service Manual.
2. Clean the fixing heads with proprietary brake cleaner and make sure all the dirt is removed from the fixing heads.
3. Remove the four fixings and retain the fixings for reuse.

4. Remove the Holeshot device mechanism assembly from the right hand fork protector.



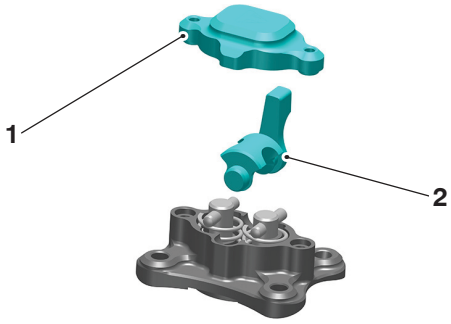
1. **Right hand fork protector**
2. **Fixing**

5. Clean the surface of the Holeshot device with proprietary brake cleaner. Make sure the fixings and the surface around them are free from dust and dirt before dissembling the mechanism assembly.
6. Remove the two M3 X 12 mm fixings as shown below. Retain the fixings for reuse.



1. **Mechanism assembly**
2. **Fixing M3 X 12 mm**

7. Remove the cover and cam lever as shown below and clean it with proprietary brake cleaner. Retain the cover and cam lever for reuse.



1. **Cover**
2. **Cam lever**

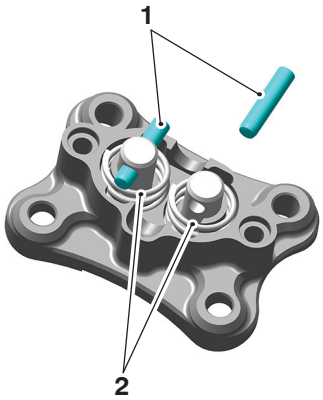
⚠ CAUTION

The spring is under pressure and can cause injury if released suddenly.

Always put on suitable eye protection and release the spring slowly.

Failure to follow the advice above could result in minor to moderate injury.

8. Push down the coil springs and remove the pins as shown below and carefully release the coil springs. Clean it with proprietary brake cleaner. Retain the pins for reuse.

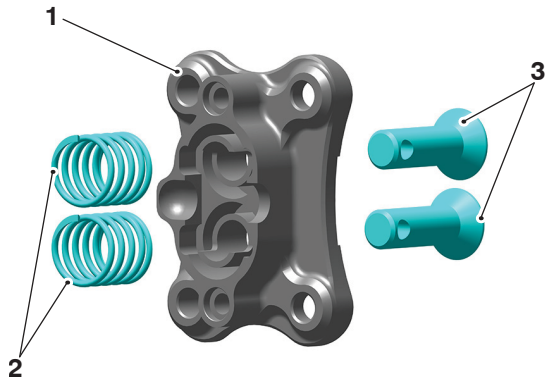


1. **Pin**
2. **Coil spring**

NOTICE

Note the position of the coil springs and pistons for installation.

9. Remove two coil springs and pistons from the base plate.



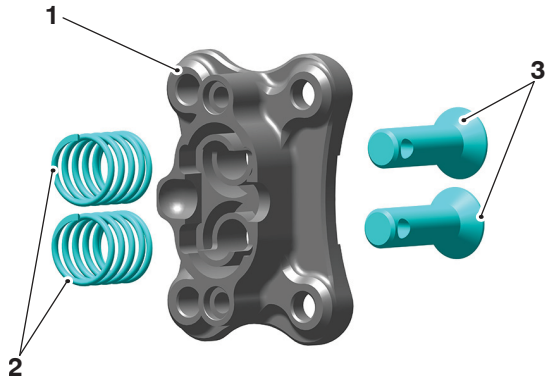
1. **Base plate**
2. **Coil spring**
3. **Piston**

10. Clean the base plate, pistons and the coil springs with proprietary brake cleaner. Make sure the base plate, pistons and the coil springs are clean from dust to installation.

Holeshot Device Assembly

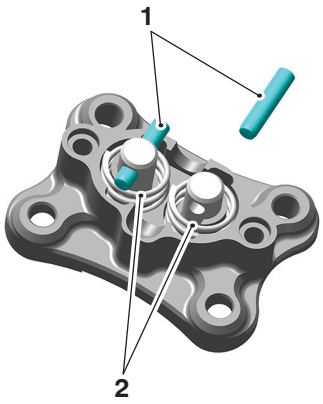
NOTICE
Apply a smear of Triumph Performance RG2 grease (NLGI 2) to the springs, pistons and pins during assembly

11. Apply a smear of Triumph Performance RG2 grease (NLGI 2) in the spring retaining area in the center of the base plate.
12. Insert the springs and pistons to the base plate as noted for removal.



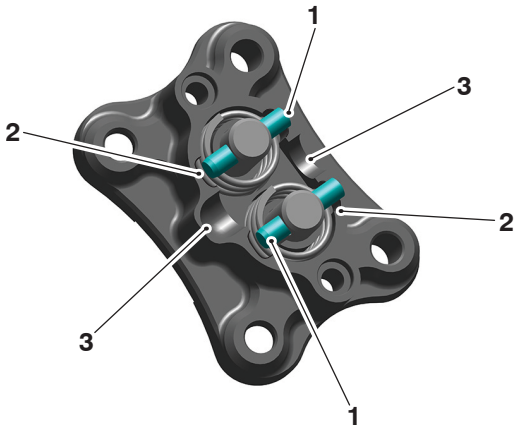
1. **Base plate**
2. **Coil spring**
3. **Piston**

13. Push the springs down and insert the pins into the slots as shown below.



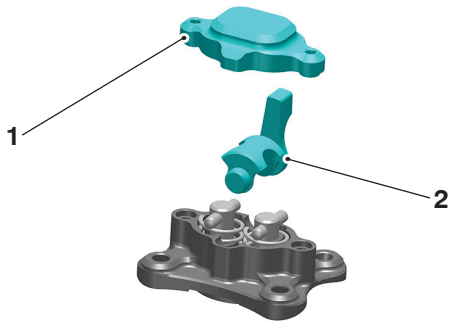
1. **Pin**
2. **Coil spring**

14. Align the pins with the guide way parallel to each other as shown below. Apply a smear of Triumph Performance RG2 grease (NLGI 2) on the lever slot.



1. **Pin**
2. **Guide way, pin**
3. **Lever slot**

15. Position the cam lever in to the lever slot and secure it with the cover.

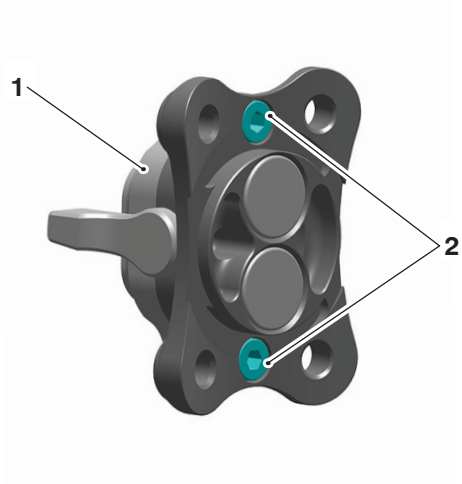


1. **Cover**
2. **Cam lever**

NOTICE

Make sure the threads of the fixings are throughly clean and dry prior to installation.

16. Apply Loctite 243 or equivalent to the threads of two M3 X 12 mm fixings and secure the cover as shown below. Tighten to 1.2 Nm.

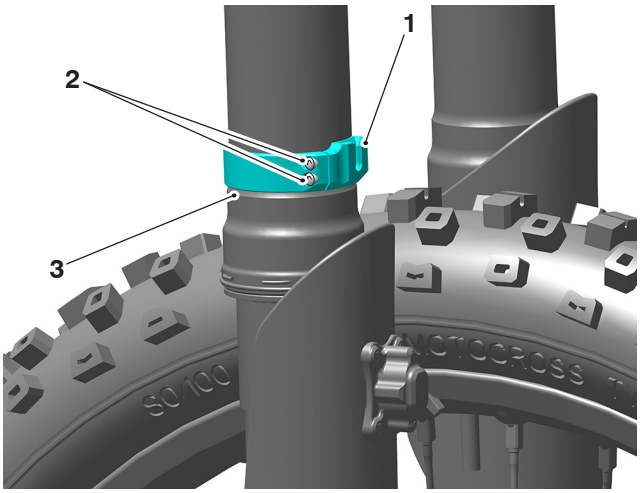


1. **Mechanism assembly**
2. **Fixing M3 X 12 mm**

17. Check that the lever rotates smoothly, without undue force and it returns to its neutral position quickly on its own.
18. Refit the mechanism assembly as described in the fitting instruction.

Holeshot Device Clamp Assembly - Service

19. Use a suitable brush to remove any dirt or dust from the clamp assembly and locking area.
20. Make sure the mechanism assembly engages in the locking area and disengages when the front fork is compressed.



1. **Lock area**
2. **Fixing M3 x 12 mm**
3. **Fork steps**

⚠ DANGER

Motocross is a dangerous sport.

Motocross should only be attempted by riders who have been instructed in the necessary techniques for this type of competition and are familiar with the motorcycle's characteristics in all conditions.

Motocross by riders who have not been instructed in the necessary techniques is dangerous, leading to loss of motorcycle control which will result in serious injury or death.

⚠ WARNING

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.

Only operate this Triumph motorcycle at high speed on closed-course racetracks.

High-speed operation in any other circumstances is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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 lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If, after fitting this accessory kit, you have any doubt about the performance of any aspect of the motorcycle, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.