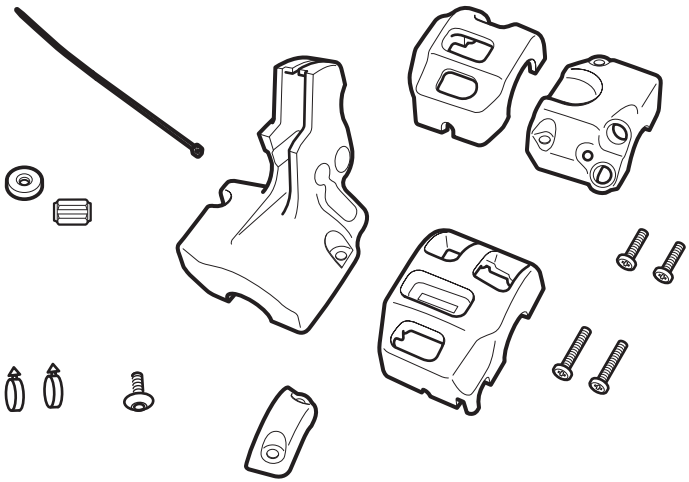
**Fitting Instructions:**
**Rocket III Touring and Thunderbird**
**A9738156**

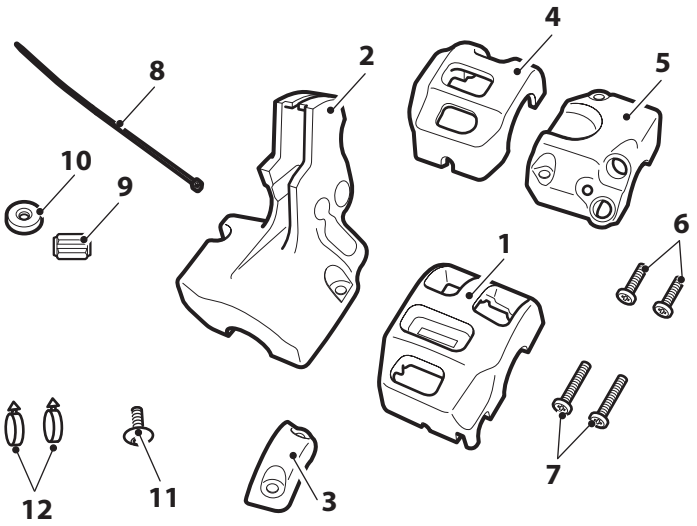


# Fitting Instructions:
# Rocket III Touring and Thunderbird
# A9738156

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. | Switch housing, left hand, front | 1 off | 7. | Screw, M5 x 25 mm | 2 off |
| 2. | Switch housing, left hand, rear | 1 off | 8. | Cable tie | 1 off |
| 3. | Lever clamp | 1 off | 9. | Tolerance ring | 1 off |
| 4. | Switch housing, right hand, front | 1 off | 10. | Mirror fitment tool | 1 off |
| 5. | Switch housing, right hand, rear | 1 off | 11. | Screw, M5 x 8 mm | 1 off |
| 6. | Screw, M5 x 20 mm | 2 off | 12. | Cable clip | 2 off |

**Warning**

This accessory kit is designed for use on Triumph Rocket III Touring and Thunderbird 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 riders 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.

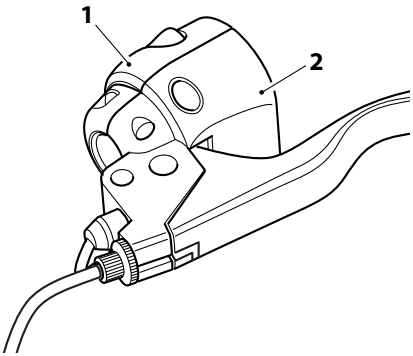
**Warning**

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.

**Note:**

**For the purposes of this instruction only:**

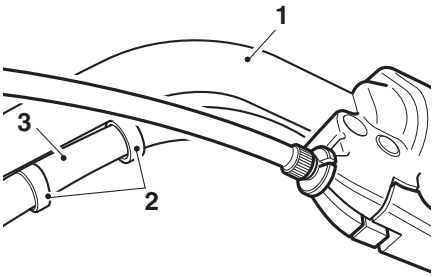
- **All references to the front half of either switch housing refer to that part of the switch housing which contains the switch gear and wiring connections, as shown below.**
- **All references to the rear half of either switch housing refer to that part of the switch housing which is positioned to the lever side of the handlebar, as shown below.**




1. **Front half - switch housing, left hand shown**
2. **Rear half - switch housing, left hand shown**

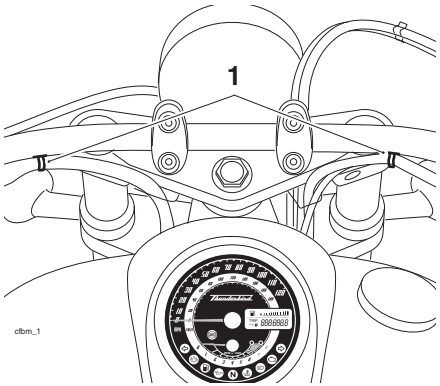
1. Remove the rider's seat, as described in the service manual.
2. Disconnect the battery, negative (black) lead first.

3. **Rocket III Touring only:** Unclip the cable clips on the handlebar and release the switch cables to aid fitment of the kit.




1. **Handlebar**
2. **Cable clips**
3. **Switch cable**

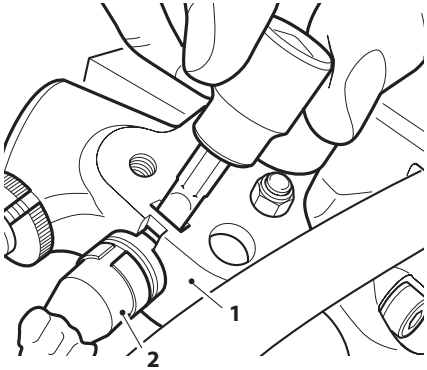
4. **Thunderbird only:** Remove and discard the cable clips on the handlebar.




1. **Clips**

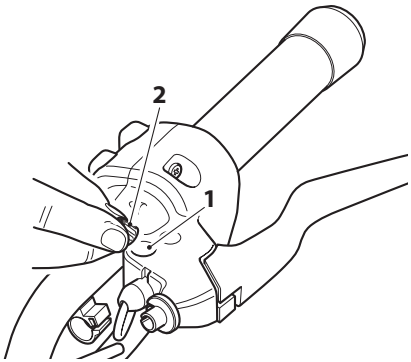
**Left Hand Switch Housing**

5. From the underside of the switch housing, carefully release the clutch lever switch with a flat bladed screwdriver. Pull the clutch lever switch out of the switch housing.



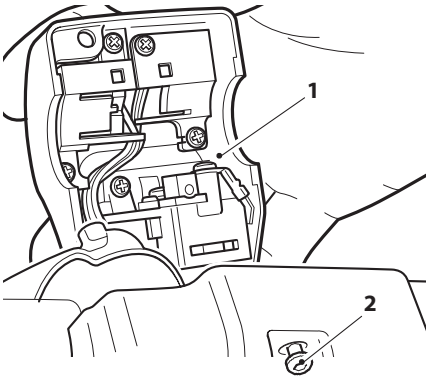

1. **Switch housing**
2. **Clutch lever switch**

6. Remove the left hand mirror assembly. Retain the mirror and fixing for re-use.
7. Remove the tolerance ring from the mirror mounting point and discard.




1. **Mirror mounting point**
2. **Tolerance ring**

8. Remove the two M5 screws securing the switch housing to the handlebar. Retain the screws if the motorcycle is to be returned to its original condition. Remove the front half of the switch housing.

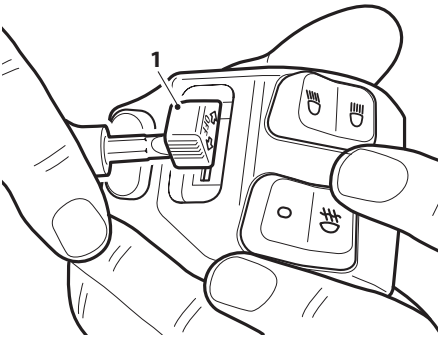



**1. Switch housing, front half**
**2. Screw, M5 (top fixing shown)**

**⚠ Caution**

Care must be taken when removing components. Damage could result from inadequate care during the dismantling process.

9. Carefully lever off the direction indicator switch knob. Retain the knob for re-use.



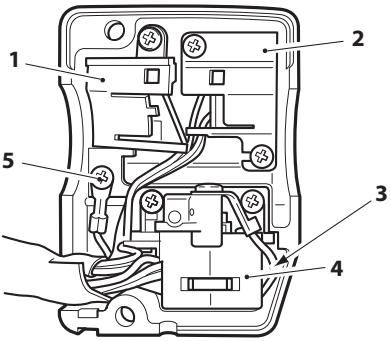

**1. Direction indicator knob**

10. Taking care not to damage any wiring, carefully cut the cable tie retaining the wire sheath to the switch housing.

**Note:**

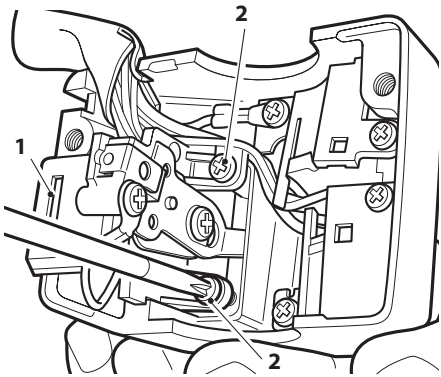
- **The illustration below is provided for identification and position of the individual switches and wiring in the switch housing.**

- **Note the position and orientation of all components and wiring.**



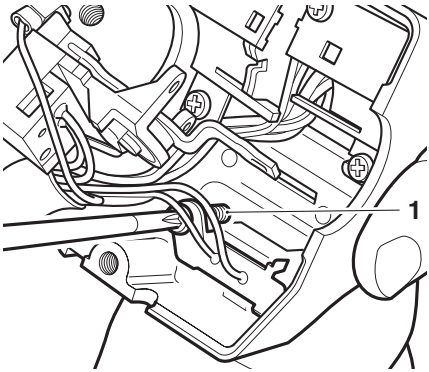

1. **Fog light switch**
2. **Headlight dip switch**
3. **Horn button (under indicator switch)**
4. **Direction indicator switch**
5. **Earth lead connection**

11. Remove the two M3 screws retaining the direction indicator switch. Retain the screws for re-use. Withdraw the direction indicator switch from the housing to allow access to the horn button fixing.




1. **Direction indicator switch**
2. **Screws, M3**

12. Remove the M3 screw retaining the horn button and withdraw the horn button from the housing. Retain the screw for re-use.

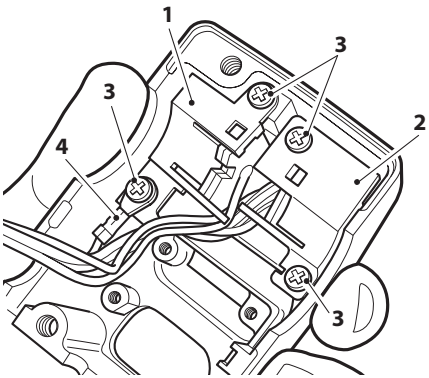



1. **Screw**

13. Remove the four M3 fixings securing the fog light and headlight dip switches. Retain the screws for re-use. Withdraw the fog light and headlight dip switches from the housing.

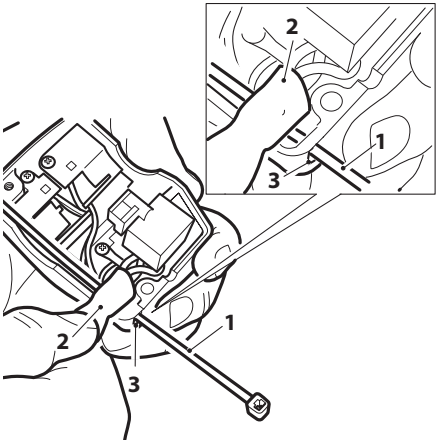
**Note:**

- **The lower fixing for the fog light switch also retains the earth lead.**




1. **Fog light switch**
2. **Headlight dip switch**
3. **Screw, M3**
4. **Earth lead**

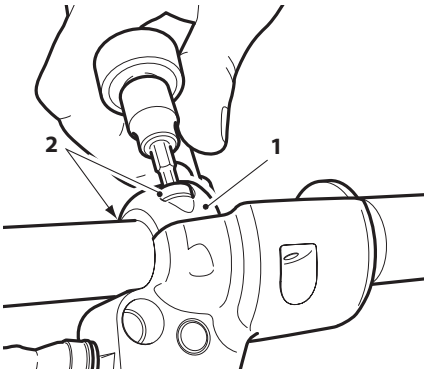
14. Retain the original housing if the motorcycle is to be returned to its original condition.
15. Fit the headlight dip switch and fog light switch into the front half of the new chrome housing and secure with the original fixings. Ensure the earth wiring is correctly secured with the lower fog light fixing, as noted on removal. Tighten the fixings to **1 Nm**.
16. Fit the horn button into the front half of the new chrome housing and retain with the original fixing. Tighten the fixing to **1 Nm**.
17. Fit the indicator switch into the front half of the new chrome housing and retain with the original fixings. Tighten the fixings to **1 Nm**.
18. Refit the original direction indicator knob.
19. Check that all switch wiring is routed and retained correctly in the switch housing, as noted before removal.
20. Secure the wiring to the switch housing using the cable tie provided. Ensure the cable tie passes through the slot in the switch housing and under the wiring sheath, as shown below. When secured trim off any excess cable tie.




**1. Cable tie**
**2. Wiring sheath**
**3. Slot, switch housing**

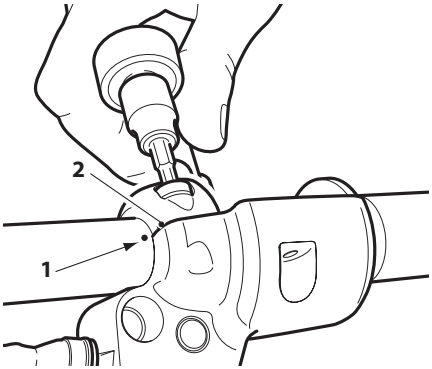
21. Support the front half of the new switch housing from the handlebar. Do not allow it to hang free on the wiring harness.
22. Release the clutch cable from the clutch lever. Remove the cable adjuster and clutch lever from the rear half of the switch housing, as described in the service manual. Retain all parts for re-use.

23. Remove the two M6 screws securing the lever clamp to the switch housing. Retain the screws for re-use.




**1. Lever clamp**
**2. Fixings**

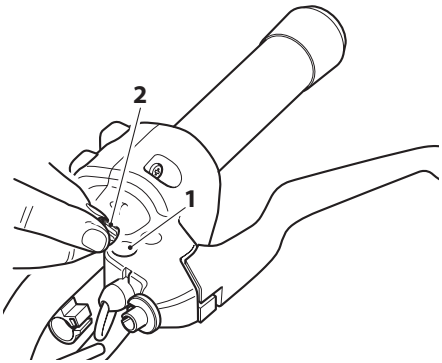
24. Remove the switch housing and lever clamp from the handlebar. Retain the housing and lever clamp if the motorcycle is to be returned to its original condition.
25. Fit the new chrome housing and lever clamp in position on the handlebar and secure with the original fixings. Do not fully tighten the fixings at this stage.
26. Align the split line of the lever clamp and switch housing with the alignment mark on the handlebar.
    Tighten the fixings to **15 Nm**.




**1. Alignment mark**
**2. Split line**

27. Refit the original clutch lever with the original fixings. Tighten the pivot bolt nut to **3 Nm**. Refit the cable adjuster.
28. Refit the clutch cable and adjust as described in the service manual.
29. Fit the front half of the switch housing to the rear half secured to the handlebar and retain with the M5 x 20 mm stainless steel screws provided. Tighten to **2.5 Nm**.
30. Refit the clutch lever switch (push fit). The retaining tangs on the switch will lock into place when correctly located.

31. Fit the new tolerance ring into the mirror mounting point.



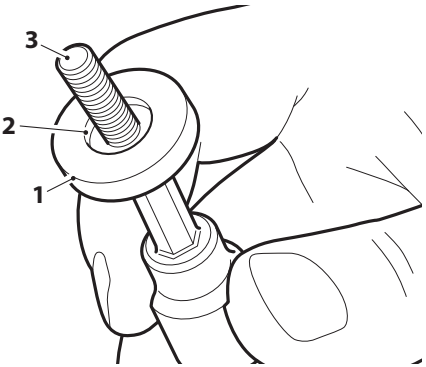

1. **Mirror mounting point**
2. **Tolerance ring**

32. Refit the mirror into the mounting point.

**Warning**

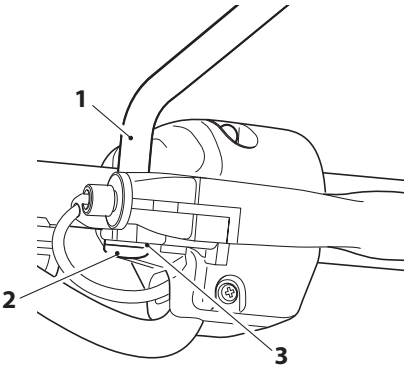
Failure to follow the correct mirror fitting procedure will cause the mirror to work loose and could allow movement of the mirror assembly when riding the motorcycle. This may result in loss of motorcycle control and an accident.

33. Fit the mirror fitment tool onto the mirror fixing screw, ensure the recess in the fitment tool is positioned at the top as shown.




1. **Mirror fitment tool**
2. **Recess**
3. **Fixing**

34. Adjust the mirror to the correct position and secure with the fixing. Tighten the fixing to **10 Nm**. The mirror fitment tool will ensure the mirror is pulled into the correct depth in the mounting point. Note, the flange on the mirror stem should not be flush with the mounting.




1. **Mirror**
2. **Fixing**
3. **Mirror fitment tool**

35. Remove the mirror fixing and fitment tool from the mirror.

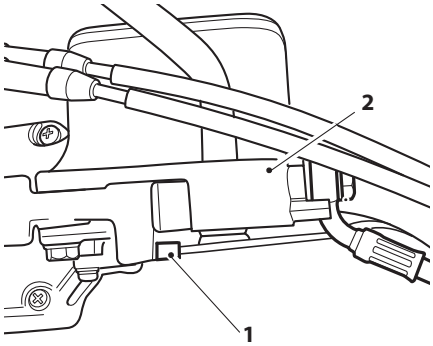
**Warning**

If the mirror fixing is too loose, the mirror may blow back at speed. This will result in a loss of vision to the rear of the motorcycle. It is dangerous to ride a motorcycle without sufficient rearward vision.

36. Remove the mirror fitment tool from the fixing. Refit the fixing and original washer to secure the mirror in position.
37. Adjust the mirror assembly to provide clear rear visibility in the normal riding position. Tighten the fixing to **10 Nm**.

### Right Hand Switch Housing

38. Disconnect the brake light switch connections to the master cylinder. The connections are positioned on the underside of the master cylinder, as shown below.

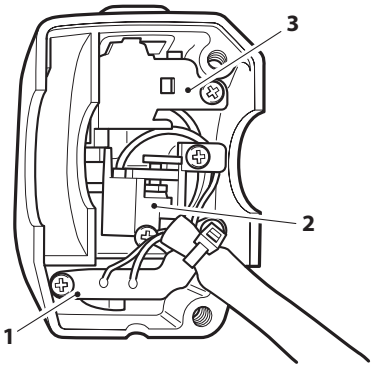



1. **Brake light switch connections (Rocket III Touring shown)**
2. **Master cylinder**

39. Remove the two M5 screws securing the switch housing to the handlebar. Retain the screws if the motorcycle is to be returned to its original condition. Remove the front half of the switch housing.

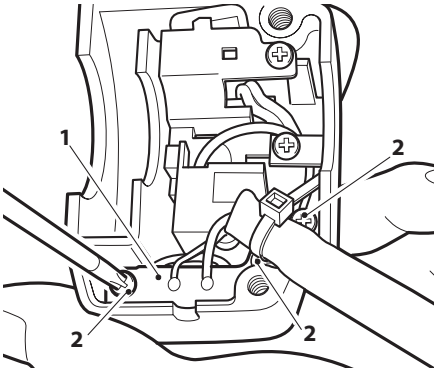
**Note:**

- **The illustration below is provided for identification and position of the individual switches and wiring in the switch housing.**
- **Note the position and orientation of all components and wiring.**



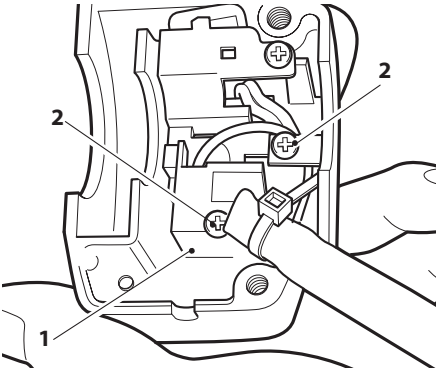

1. **Engine start button**
2. **Scroll button**
3. **Engine stop switch**

40. Remove the M3 screws retaining the engine start button. Retain the screws for re-use.



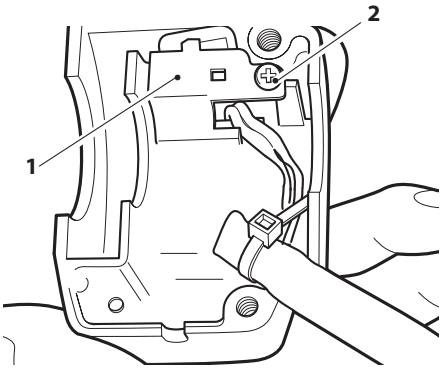

**1. Engine start button**
**2. Screws, M3**

41. Move the engine start button aside to allow access to the scroll button fixings.
42. Remove the two M3 screws retaining the scroll button. Retain the screws for re-use.




**1. Scroll button**
**2. Screws, M3**

43. Move the scroll button aside to allow access to the engine stop switch fixing.
44. Remove the M3 screw retaining the engine stop switch. Retain the screw for re-use. Retain the original switch housing if the motorcycle is to be returned to its original condition.




**1. Engine stop switch**
**2. Screw, M3**

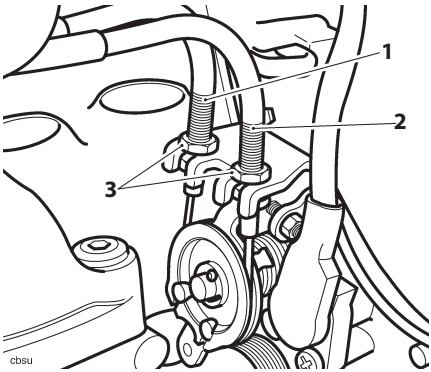
45. Fit the engine stop switch into the front half of the new chrome switch housing and retain with the original fixing. Tighten the fixing to **1 Nm**.
46. Fit the scroll button into the front half of the new chrome switch housing and retain with the original fixings. Tighten the fixings to **1 Nm**.
47. Fit the engine start button into the front half of the new chrome switch housing and retain with the original fixings. Tighten the fixings to **1 Nm**.
48. Check that all switch wiring is routed and retained correctly in the switch housing, as noted before removal.
49. Support the front half of the new switch housing from the handlebar. Do not allow it to hang free on the wiring harness.

**Note:**

- **Rocket III Touring continue from step 50 to step 52. Then continue from step 59.**
- **Thunderbird continue from step 53.**

**Rocket III Touring**

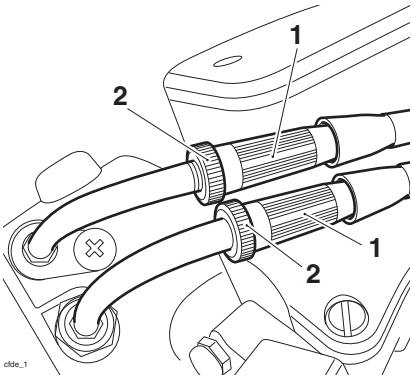
50. Raise and prop the fuel tank as described in the service manual.
51. Remove the two bolts securing the coolant expansion tank to the frame and carefully position to allow access to the throttle cable adjuster nuts.
52. Slacken the adjuster locknuts at the throttle body such that they will allow the outer cables to be detached from the cable brackets.




1. **'Opening' cable adjuster**
2. **'Closing' cable adjuster**
3. **Locknuts**

**Thunderbird**

53. Remove the fuel tank, as described in the service manual.
54. Release the locknut on both cable adjusters near the twist grip end of the cable.
55. Rotate the adjusters such that the inner cables have the maximum amount of freeplay.

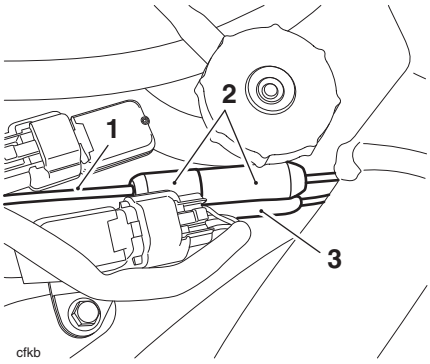



1. **Adjusters**
2. **Locknuts**

**Note:**

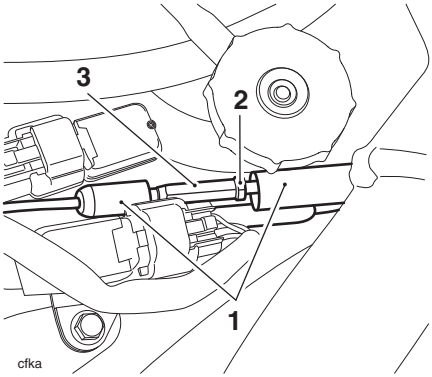
- **Do not loosen the throttle cables at the throttle body.**
- **The 'opening' cable also has an adjuster.**

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




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

57. Slide the covers off the adjuster and release the locknut.




1. **Covers**
2. **Locknut**
3. **Adjuster**

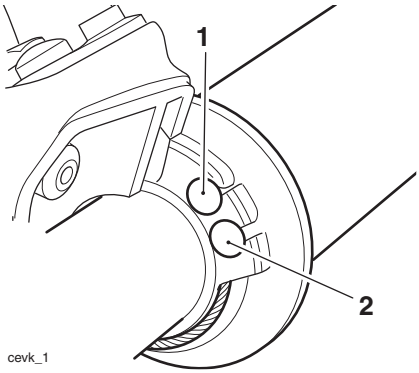
58. Rotate the adjuster such that the inner cable has the maximum amount of freeplay.

**All Models**

**Note:**

- **Prior to detaching the throttle cables from the twist grip, clearly identify the 'opening' and 'closing' cables so that they may be refitted in the correct positions.**

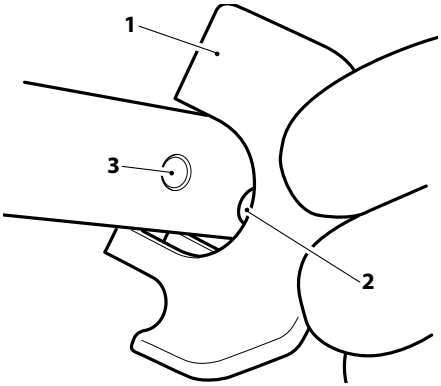
59. Ease the rear half of the switch housing away from the handlebar to allow space for the throttle cables to be detached from the twist grip. Detach the 'opening' cable first then the 'closing' cable.




1. **'Opening' cable**
2. **'Closing' cable**

60. Remove the inner and outer throttle cables from the switch housing, as described in the service manual.
61. Retain the original switch housing and the screw securing the throttle 'opening' cable to the housing if the motorcycle is to be returned to its original condition.
62. Fit the 'opening' and 'closing', inner and outer throttle cable to the rear half of the new chrome switch housing.
    Secure the 'closing' cable with the original fixing, as described in the service manual.
    Secure the 'opening' cable with M5 x 8 mm screw from the kit and tighten to **3 Nm**.
63. Refit the 'opening' and 'closing' throttle cables to the twist grip as described in the service manual.

64. Fit the rear half of the of the chrome switch cover onto the handlebar, ensuring the location peg on the housing sits correctly in the location hole in the handlebar.




1. **Switch cover, rear half**
2. **Location peg**
3. **Location hole**

65. Fit the front half of the chrome switch housing to the rear half on the handlebar and secure with the M5 x 25 mm stainless fixings provided. Tighten to **2.5 Nm**.

**Note:**

- **Rocket III Touring continue from step 66 to step 69. Then continue from step 76.**
- **Thunderbird continue from step 70.**

**Throttle adjustment Rocket III Touring**

**Warning**

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

**Warning**

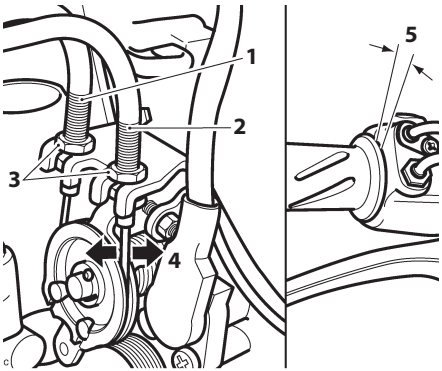
Ensure that all the adjuster locknuts of both cables are tightened, as a loose locknut could result in a sticking throttle.

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

**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.

66. Refit the outer throttle cables to the cable bracket and adjust the throttle cable as follows:




1. **'Opening' cable adjuster**
2. **'Closing' cable adjuster**
3. **Locknuts**
4. **'Closing' cable - free play measurement point**
5. **'Opening' cable - free play measurement point**

- Rotate the 'opening' cable adjuster at the twist grip end such that it has an equal amount of adjustment in each direction.
- Rotate the 'opening' cable adjuster at the throttle body end of the cable to give 2-3 mm of play at the twist grip. Tighten the locknut to **2.5 Nm**.
- Make any minor adjustments as necessary to give 2-3 mm of play using the adjuster near the twist grip end of the cable. Tighten the locknut.
- With the throttle fully closed, ensure that there is 2-3 mm of free play in the 'closing' cable at the throttle cam attached to the throttle bodies. If necessary adjust in the same way as the 'opening' cable until 2-3 mm of play is present.

67. Secure the coolant expansion tank to the frame, tightening both bolts to **4 Nm**.
68. Re-secure the left hand and right hand switch cables to the handlebar with the original cable clips.

**Warning**

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

69. Remove the prop and lower the fuel tank as described in the service manual.

**Throttle adjustment Thunderbird**

**Warning**

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

**Warning**

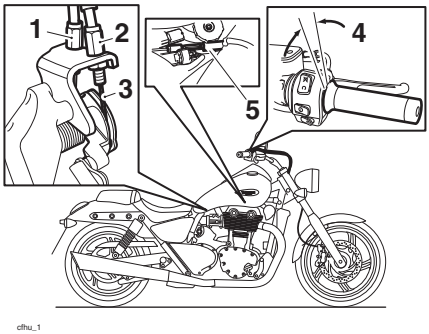
Ensure that all the adjuster locknuts of both cables are tightened, as a loose locknut could result in a sticking throttle.

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

**Warning**

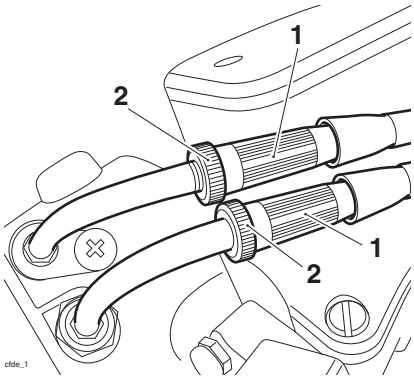
Riding a motorcycle when there is any doubt as to any aspect of the performance of the throttle operation may result in loss of control of the motorcycle and an accident.

70. Adjust the throttle cables as follows.



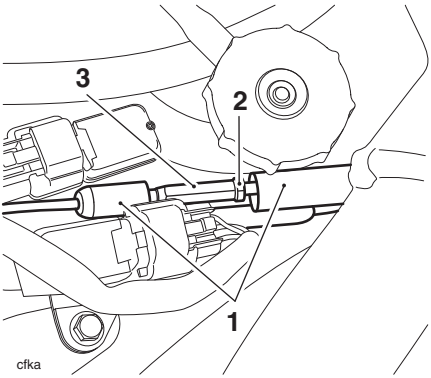

1. **'Opening' cable**
2. **'Closing' cable**
3. **'Closing' cable - free play measurement point**
4. **'Opening' cable - free play measurement point**
5. **'Opening' cable in-line adjuster**

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




1. **Adjusters**
2. **Locknuts**

72. Rotate the in-line adjuster on the 'opening' cable to give 2-3 mm of play at the twist grip. Tighten the locknut.

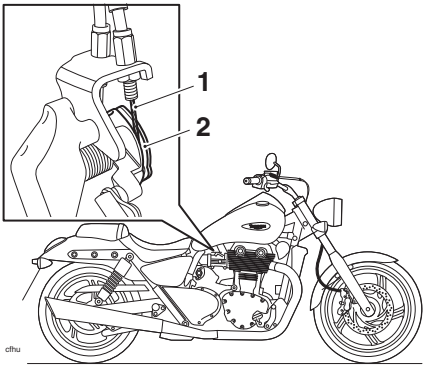



1. **Covers**
2. **Locknut**
3. **Adjuster**

73. Refit the adjuster covers.

74. 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.

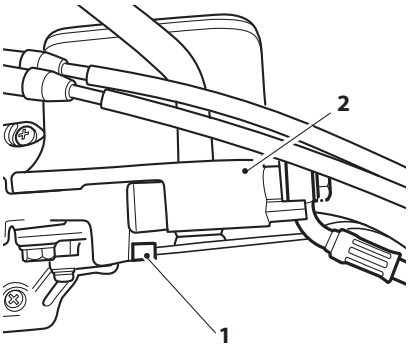
75. With the throttle fully closed, ensure that there is 2-3 mm of free play in the 'closing' cable at the throttle cam. If necessary, rotate the adjuster for the 'closing' cable near the twist grip end until 2-3 mm of play is present. Tighten the locknut.




1. **'Closing' cable**
2. **Throttle cam**

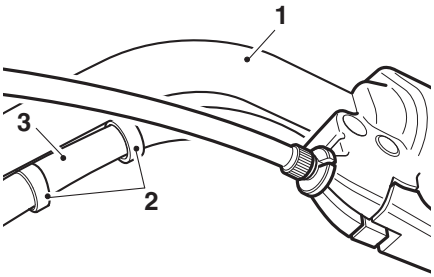
**All Models**

76. Reconnect the brake light switch connections to the master cylinder.



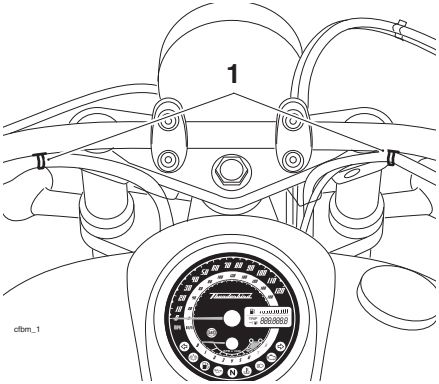

1. **Brake light switch connections (Rocket III Touring shown)**
2. **Master cylinder**

77. **Rocket III Touring:** Secure the switch cables to the handlebar with the original clips.




1. **Handlebar**
2. **Cable clips**
3. **Switch cable**

78. **Thunderbird:** Secure the switch cables to the handlebar with the clips from the kit.




1. **Clips**

79. Reconnect the battery, positive (red) lead first.
80. Refit the seat as described in the service manual.

**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.

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