

**Fitting Instructions:
Speedmaster & America
Engine Dresser Bar Kit - A9758059**



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.

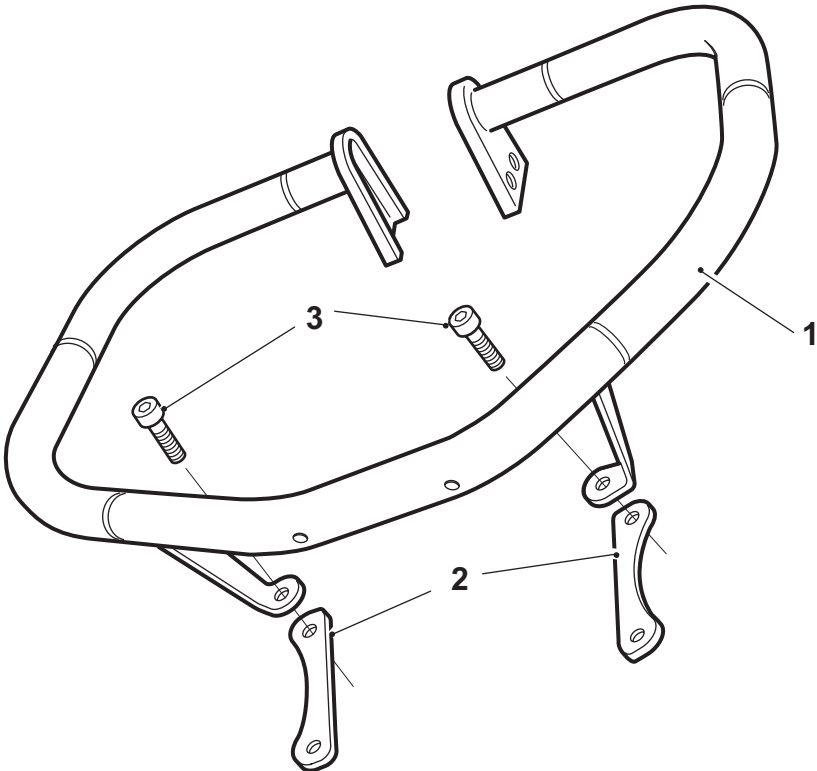
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Warning

This accessory kit is designed for use on Triumph Speedmaster and America motorcycles only and should not be fitted to any other Triumph model or to any other manufacturers motorcycle. Fitting this accessory kit to any other Triumph model, or to any other manufacturers motorcycle, may interfere with the rider and could affect the handling, stability or other aspects of the motorcycles 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.



Parts Supplied:		
1. Dresser bar	1 off	3. Screw M8 x 25
2. Spacer plate	2 off	2 off



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 result in loss of motorcycle control and an accident.

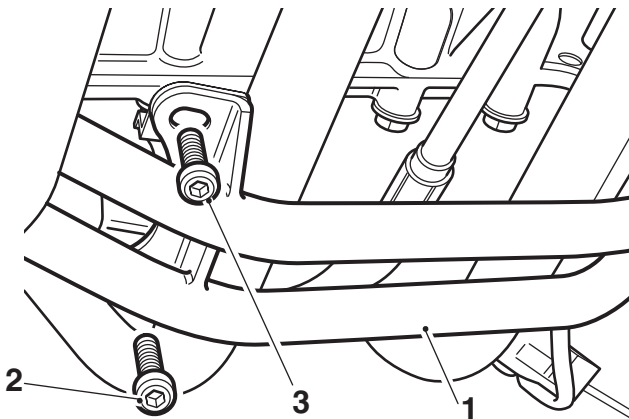
1. Remove the seat and disconnect the battery, negative (black) lead first.



Warning

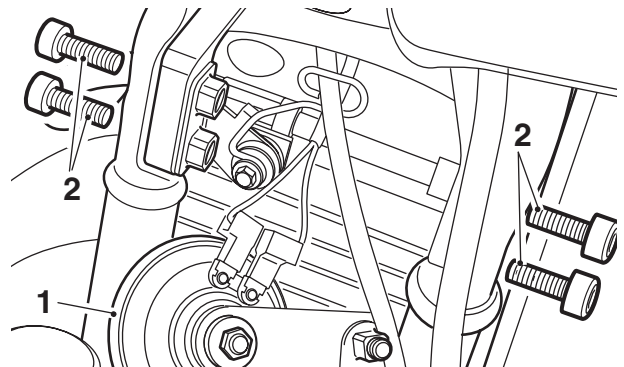
When the foot control bar fixings are removed, do not allow the foot control bar to rest on the brake hoses as this may damage the hoses and could lead to loss of motorcycle control and an accident.

2. Remove the four fixings retaining the foot control bar and allow the foot control bar to rest on the motorcycle. Retain the bottom two fixings for reuse. Retain the top two fixings should the motorcycle be returned to its original condition.



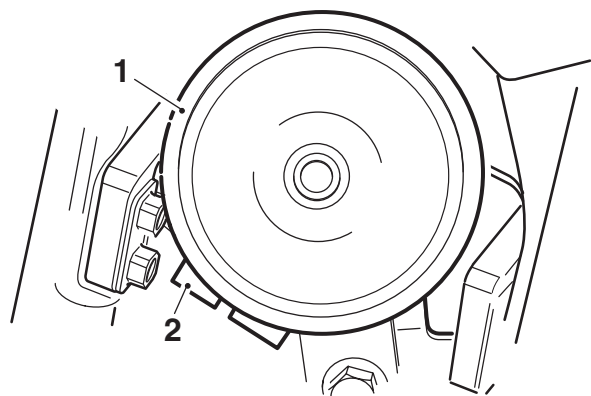
1. Foot control bar
2. Bottom fixing (right hand shown)
3. Top fixing (right hand shown)

3. Ensure the engine is supported and remove the four cradle fixings allowing the horn and mounting bracket to rest clear of the mounting point.



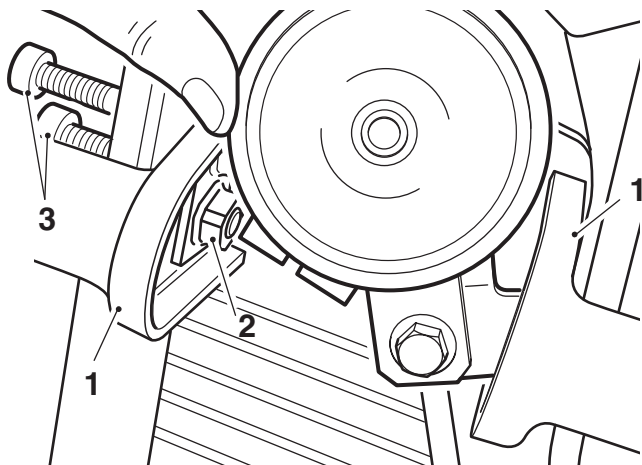
1. Horn
2. Cradle fixings

4. Loosen the fixing nut on the back of the horn.
5. Offer the horn bracket back into its original location and rotate the horn until the wiring connector block is positioned at the bottom to provide clearance for the dresser bar mounting bracket.



1. Horn
2. Connector block

6. Check the horn wiring connections are secure in the new position and the route of the wiring is correct.
7. Ensure the cables are not stretched or become trapped at any mounting point.
8. Re-tighten the horn fixing nut to **15Nm**.
9. Reconnect the battery, positive (red) lead first.
10. Check the horn operates correctly.
11. Disconnect the battery, negative (black) lead first.
12. Fit the dresser bar into position on the motorcycle, sliding the top mounting brackets under the cradle fixing points as shown below.
13. Fit the four original cradle fixings but do not fully tighten at this stage.

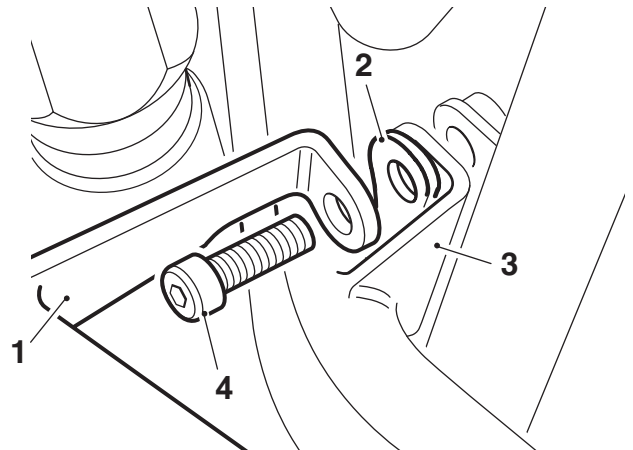


- 1. Dresser bar**
- 2. Cradle fixing point (right hand shown)**
- 3. Fixings (right hand shown)**

NOTE

- **If front spoiler A9708172 is fitted it is not necessary to use the spacer plates contained in this kit.**

14. Fit the spacer plates in position aligning the mounting holes with the dresser bar, foot control bar and frame as shown below.



- 1. Dresser bar**
- 2. Spacer plate (left hand shown)**
- 3. Foot control bar**
- 4. Fixing**

15. Fit the two new screw fixings provided to the top mounting points which secure the dresser bar.
16. Fit the original foot control bar fixings to the bottom fixing points.
17. Tighten the foot control fixings to **30Nm**.
18. Tighten the cradle fixings to **55Nm**.
19. Remove the engine support.
20. Reconnect the battery, positive (red) lead first and refit the seat.
21. Remove the paddock stand.



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 (130km/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.