Fitting Instructions:
Rocket III Touring
Quick Release Sissy Bar Kit - A9758067

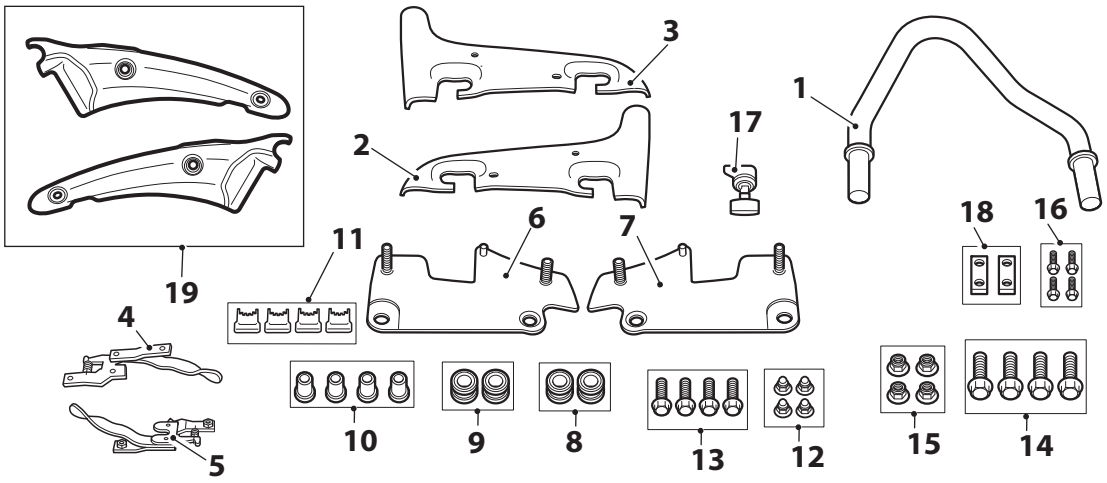
Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

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 Rocket III Touring 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.



Parts Supplied:

1. Sissy bar . . . . . 1 off
2. Sissy bar side plate, LH . . . . . 1 off
3. Sissy bar side plate, RH . . . . . 1 off
4. Latch mechanism, LH . . . . . 1 off
5. Latch mechanism, RH . . . . . 1 off
6. Mounting bracket, LH . . . . . 1 off
7. Mounting bracket, RH . . . . . 1 off
8. Bobbin, front . . . . . 2 off
9. Bobbin, rear . . . . . 2 off
10. Bobbin sleeve . . . . . 4 off
11. Mount rubber . . . . . 4 off
12. Dome nut, M8 . . . . . 4 off
13. Bolt, M8 x 30 . . . . . 4 off
14. Bolt, M10 x 25 . . . . . 4 off
15. Nut, M10 . . . . . 4 off
16. Bolt, M6 x 16 . . . . . 4 off
17. Lock set . . . . . 1 off
18. Clamp plate . . . . . 2 off
19. Rear fender trim kit: (A9758075 - not included)

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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 to prevent risk of injury from the motorcycle falling.

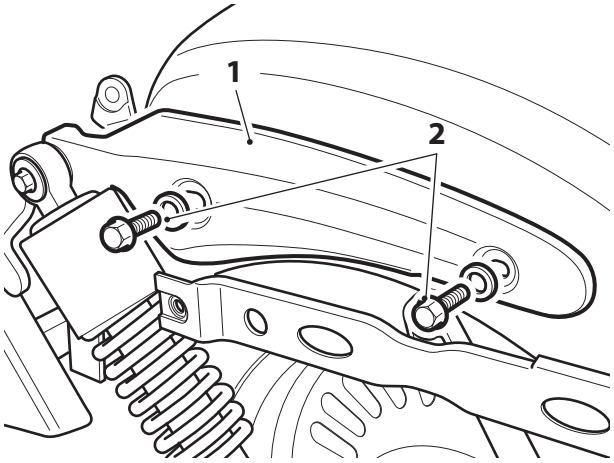
Warning

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:

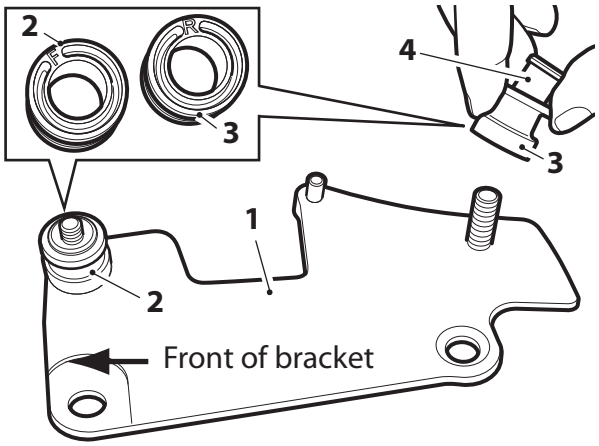
- **This kit must be used in conjunction with A9758075, Rear fender trim kit (item 19).**

1. Remove the seat and panniers as described in the service manual.
2. Remove the left and right hand rear fender trims. Retain the trims if the motorcycle is to be returned to its original condition. Retain the fixings for reuse.



1. Rear fender trim, left hand shown
2. Fixings

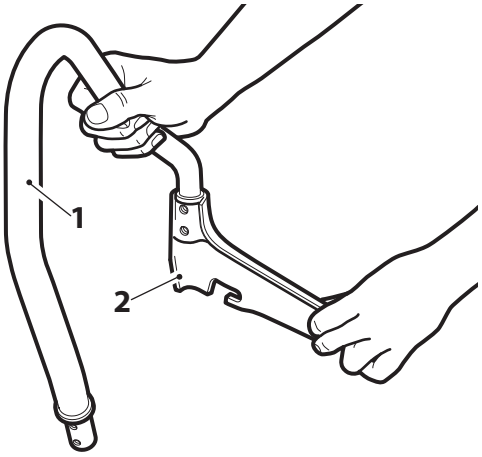
3. Fit the bobbin sleeves into the bobbins.
4. Fit the bobbin assemblies onto the mounting brackets. Ensure the bobbins marked "F" are positioned at the front of the brackets and the bobbins marked "R" are positioned at the rear of the brackets.



1. Mounting bracket, left hand shown
2. Bobbin, front
3. Bobbin, rear
4. Bobbin sleeve

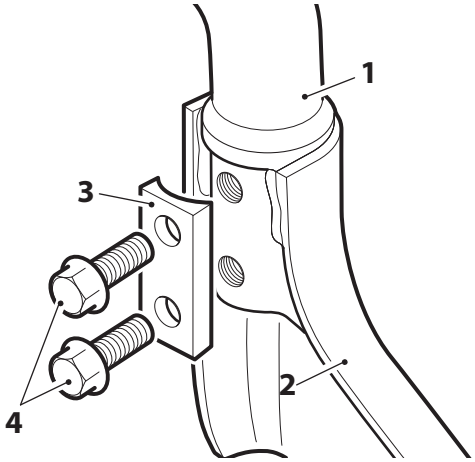
5. Secure the bobbins to the brackets with the M8 dome nuts provided. Tighten the nuts to **27 Nm**.

6. In the orientation shown (with the sweep in the bar towards the rear), locate the sissy bar into the side plates.



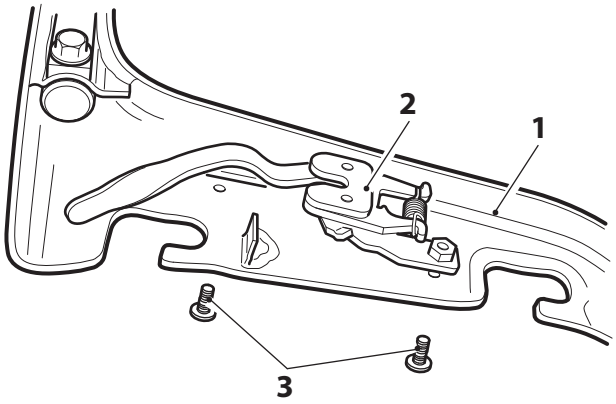
1. Sissy bar
2. Side plate, left hand shown

7. Align the holes in the sissy bar and sissy bar side plates. Secure with the M8 x 30 bolts and clamp plates. Do not fully tighten the bolts at this stage.



1. Sissy bar
2. Side plate, left hand shown
3. Clamp plate
4. Fixings

8. Fit the left hand latch mechanism onto the left hand sissy bar side plate. Ensure the latch mechanism is in the unlatched position with the lever down. Secure with two M6 x 16 bolts. Tighten the bolts to **9 Nm**.



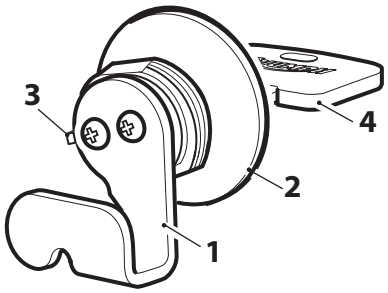
1. Side plate
2. Latch mechanism
3. Fixings

9. Remove the retaining nut from the lock assembly.

Note:

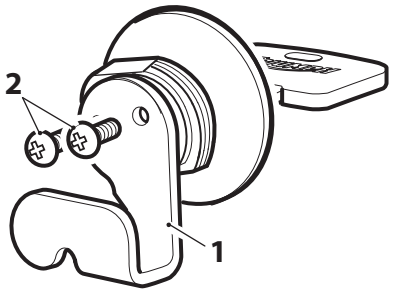
- **The sissy bar lock barrel can be replaced with the spare barrel provided with the motorcycle. This will allow use of the motorcycle ignition key for the operation of the lock. Steps 10 to 14 detail this procedure.**

10. Insert the key into the lock, note the position of the lever relative to the peg on the lock housing to ensure correct fitment of the new barrel.



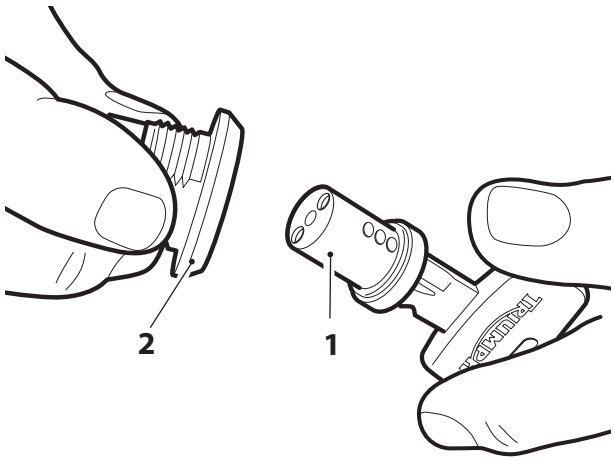
1. Lever
2. Lock housing
3. Peg
4. Key

11. Remove the fixings retaining the lock lever to the lock barrel and remove the lever. Retain the lever and fixings for reuse.



1. Lock lever
2. Fixings

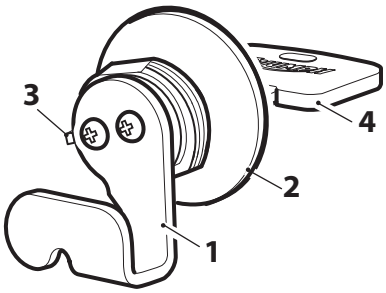
12. Note the position of the lock barrel relative to the lock housing. Remove the barrel from the lock housing.



1. Lock barrel
2. Lock housing

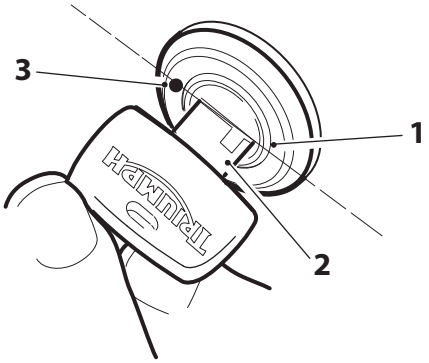
13. Fit the spare barrel supplied with the motorcycle, with key inserted and in the same position, as noted when removing the barrel from the lock assembly.

14. Secure the lever to the barrel with the original fixings. Ensure the lever is in the same orientation, relative to the peg on the lock housing, noted before removal from the lock assembly.



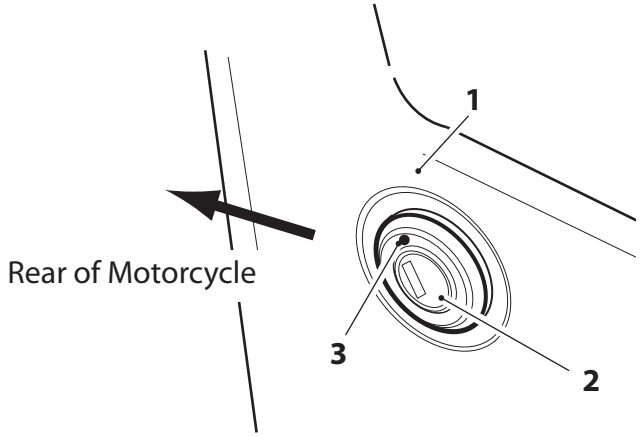
1. Lever
2. Lock housing
3. Peg
4. Key

15. Ensure the lock assembly is in the unlocked position. The key should be horizontal to the white marker dot on the lock face, as shown below. Remove the key.



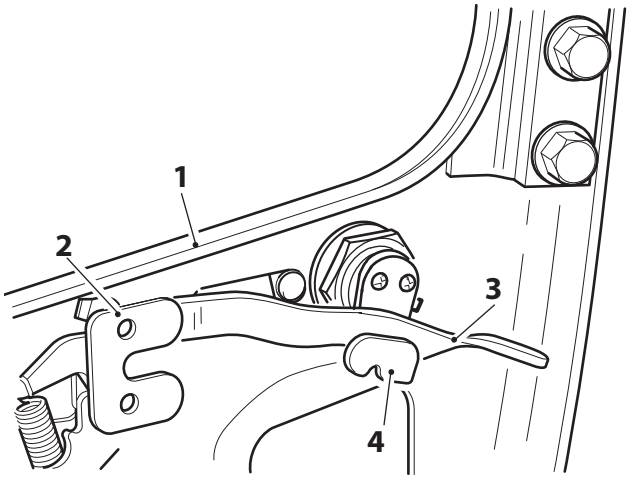
1. Lock face
2. Key
3. Marker dot

16. Fit the lock assembly into the right hand sissy bar side plate and secure with the original retaining nut. Ensure the white marker dot on the face of the lock is positioned as shown. Tighten the nut to **4 Nm**.



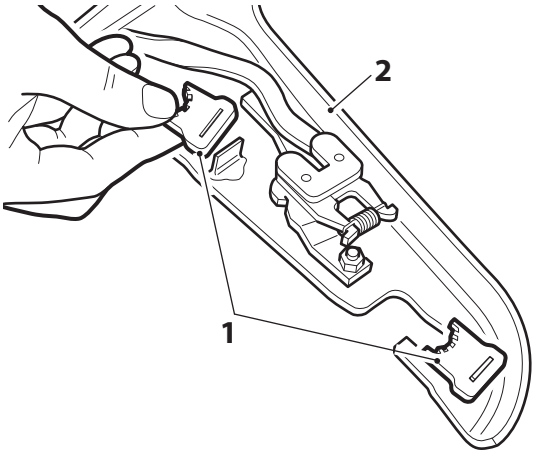
1. Sissy bar, right hand side
2. Lock
3. Marker dot

17. Fit the right hand latch mechanism onto the right hand sissy bar side plate. Secure the latch mechanism with two M6 x 16 bolts. Tighten the bolts to **9 Nm**.
18. Ensure the latch mechanism is in the unlatched position with the lever down and located correctly in the lock lever as shown below.



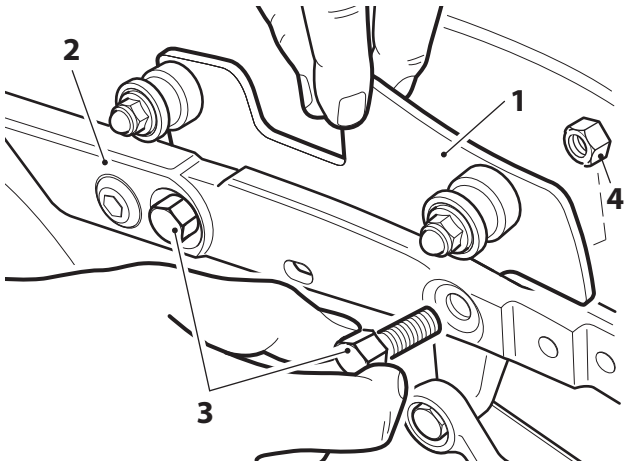
1. Side plate, right hand
2. Latch mechanism
3. Latch lever, unlatched position
4. Lock lever

19. Fit the mounting rubbers to both sissy bar side plates as shown.



1. Mounting rubbers
2. Side plate, left hand shown

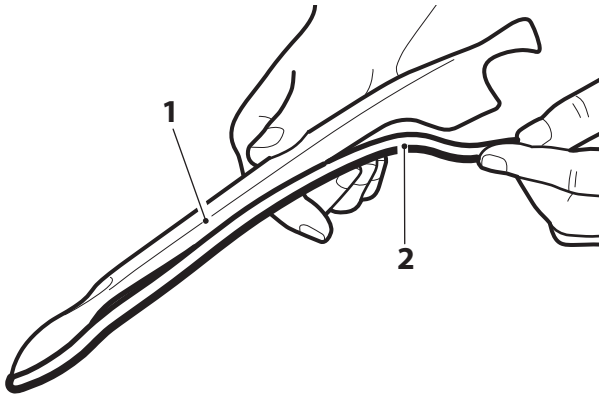
20. Locate the left hand mounting bracket into position on the motorcycle, behind the frame. Secure with the new M10 x 25 bolts and nuts provided. Tighten the fixings to **45 Nm**.



1. Mounting bracket, left hand
2. Motorcycle frame
3. Bolts, M10 x 25
4. Nut, M10, rear fixing shown

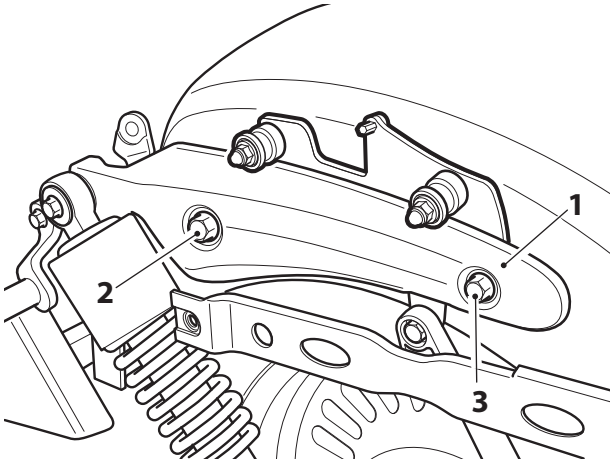
21. Repeat step 20 for the right hand mounting bracket.

22. Remove the edge trim from the original rear fender trims and fit to the new rear fender trims.



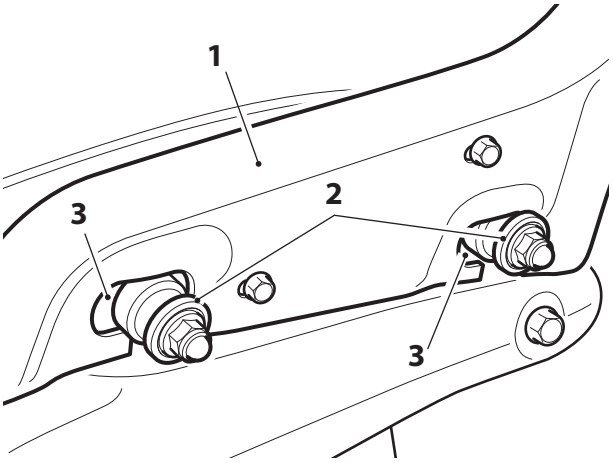
1. New rear fender trim, left hand shown
2. Rubber edge trim

23. Fit the left and right hand rear fender trims to the motorcycle and secure with the original fixings, M10 bolts to the front fixing points and M8 bolts to the rear fixing points. Tighten the M10 fixings to **45 Nm** and the M8 fixings to **26 Nm**.



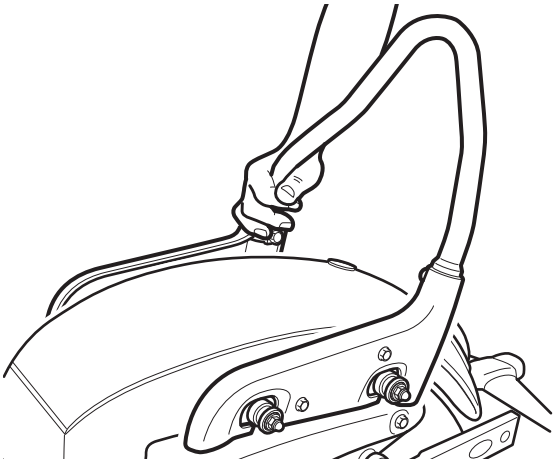
1. Rear fender trim, left hand shown
2. Fixing, front M10
3. Fixing, rear M8

24. Locate the sissy bar assembly onto the mounting plates ensuring the slots in the sissy bar side plates align with the bobbins attached to the mounting plates.



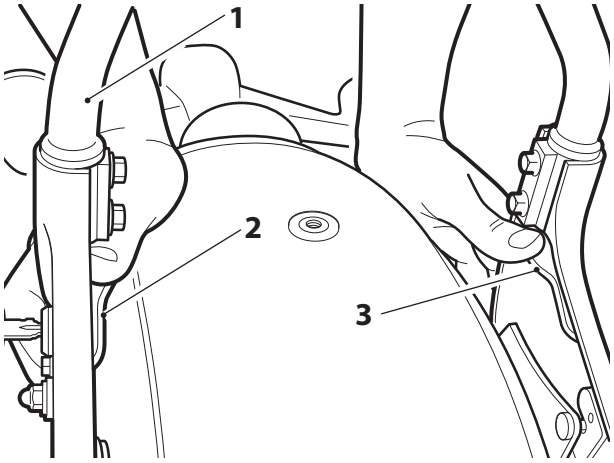
1. Side plate, left hand shown
2. Bobbins, left hand shown
3. Slots

25. Pull the sissy bar assembly back towards the rear of the motorcycle to lock in position. The left and right latch levers should move upwards.



26. When satisfied that the sissy bar assembly is aligned correctly on the motorcycle, tighten the four sissy bar M8 clamp bolts to **27 Nm**.

27. With the key in the unlocked position, press both latch levers down and push the sissy bar assembly towards the front of the motorcycle to release and remove.



1. Sissy bar assembly
2. Latch lever, right hand
3. Latch lever, left hand

28. If the sissy bar assembly cannot be released and removed, check the alignment of all components and adjust as necessary.
29. Refit the sissy bar assembly into position on the motorcycle, turn the key anti-clockwise and remove. This should lock the sissy bar onto the motorcycle.
30. Push down on the right hand latch lever to confirm the mechanism is locked. A small amount of movement in the lever may be possible.
31. Refit the seat and panniers as described in the service manual.

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.