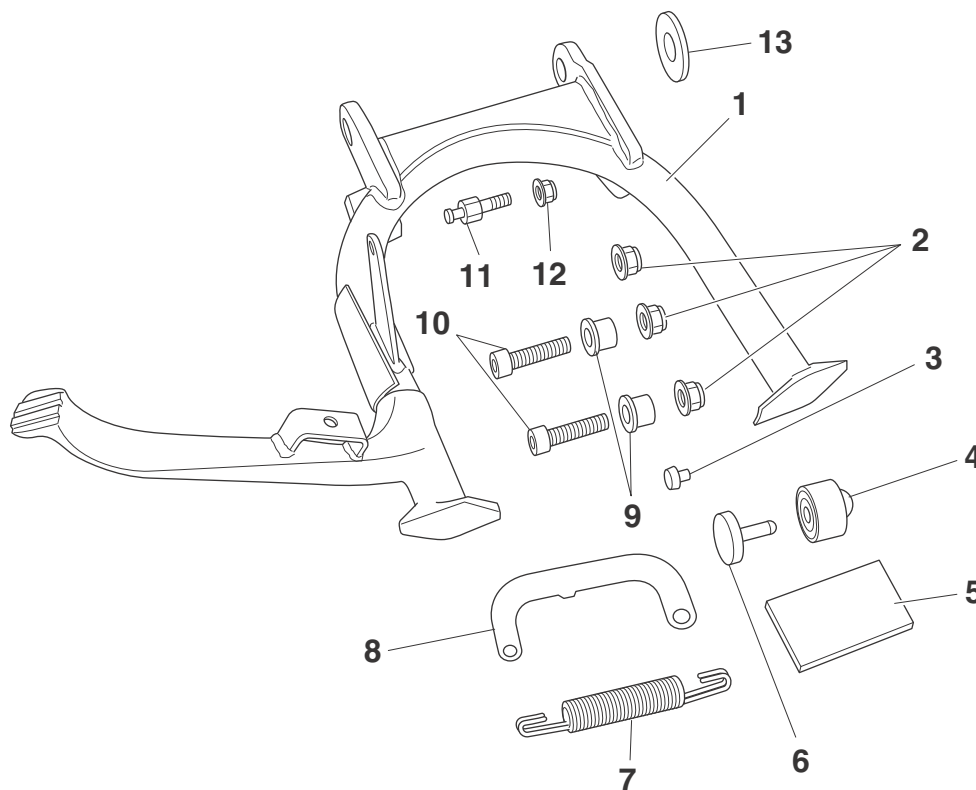


Fitting Instructions:
Thruxton (not California & Taiwan models)
Centre Stand Kit - A9758100

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. Centre stand	1 off	9. Flanged sleeve	2 off
2. Lock nut, M10	3 off	10. Bolt, M10 x 40 mm	2 off
3. Plastic plug	1 off	11. Spring retainer	1 off
4. Rubber stop	1 off	12. Lock nut, M8	1 off
5. Rubber strip, self adhesive	1 off	13. Shim, 2.5 mm	1 off
6. Stop extension	1 off	14. Cleaning swab (not shown)	1 off
7. Spring	1 off	15. Sachet, grease (not shown)	1 off
8. C-bracket	1 off		

Warning

This accessory kit is designed for use on Triumph Thruxton 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 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 motorcycle's operation which may result in loss of motorcycle control and an accident.

Warning

When fitting this accessory kit, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

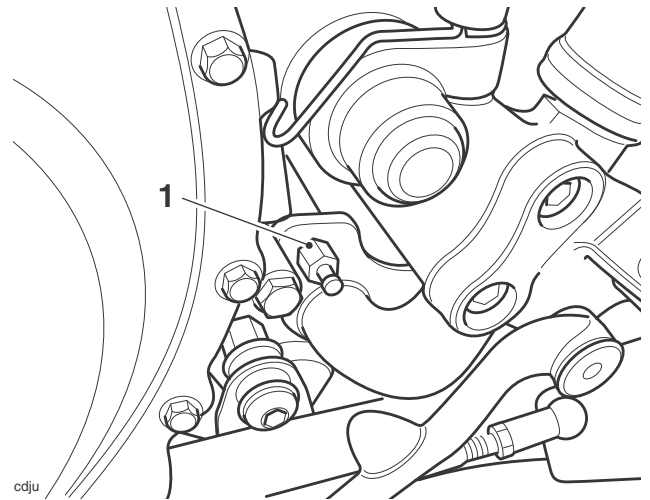
Warning

Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident. Always use a calibrated torque wrench.

Note:

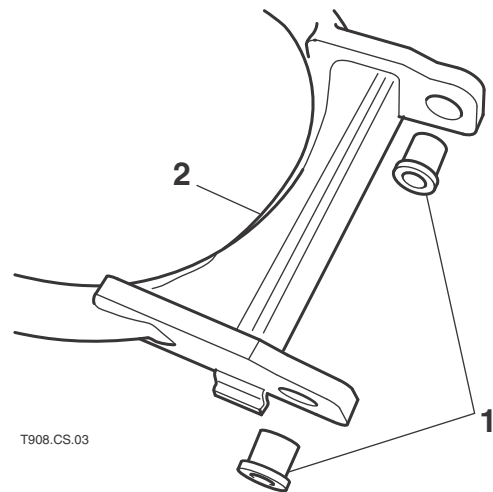
- **Arrow exhaust system kits are not compatible with this centre stand kit.**

1. Fit the spring retainer to the hole on the left hand side of the frame, above the centre stand mounting brackets as shown. Fit the M8 lock nut and tighten to **27 Nm**.



1. Spring retainer

2. Lubricate the flanged sleeves with the grease supplied and fit them to the stand ensuring each sleeve is fitted from the right hand side as shown below.



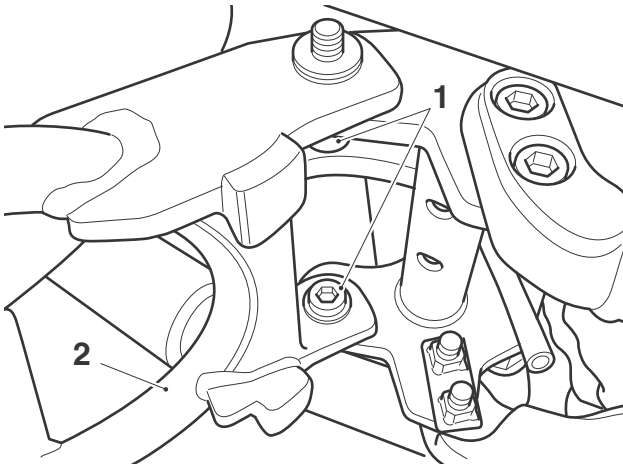
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1. Flanged sleeves

2. Centre stand

3. Align the centre stand to the mounting brackets on the frame. Position the stand on the right hand side of the brackets.

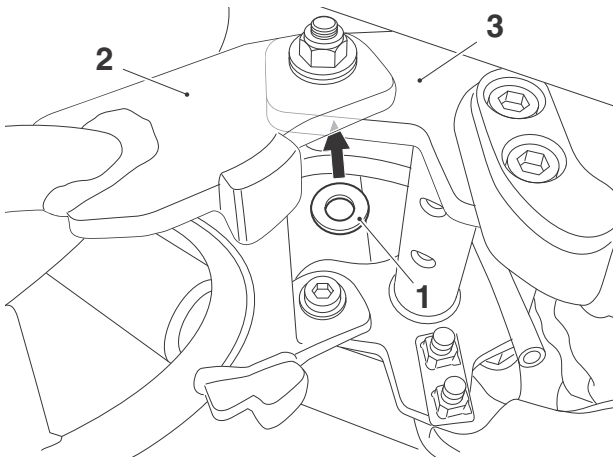
4. Insert the M10 x 40 mm bolts from the inside so that the threaded ends of the bolts face outwards. Fit a M10 lock nut to the bolt on the left hand side of the motorcycle and tighten to **45 Nm**.



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- 1. Bolts**
2. Centre stand

5. Recover the shim from the kit and attempt to insert it (without using force) between the mounting bracket on the frame and the centre stand on the right hand side of the motorcycle.



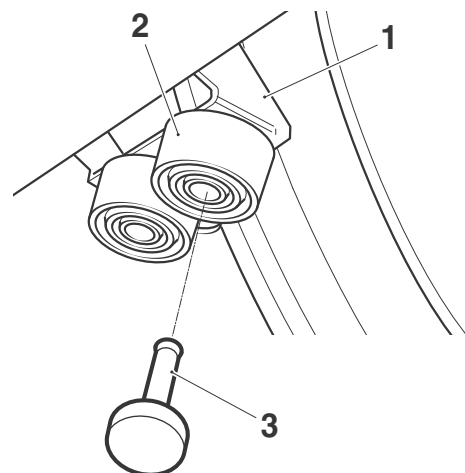
cdjv

- 1. Shim**
2. Centre stand
3. Frame mounting bracket

! Warning

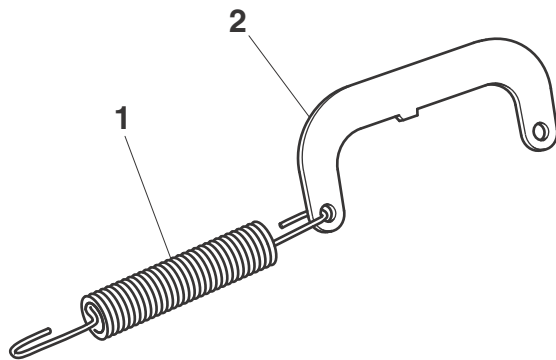
Installing the shim by force will prevent the centre stand from retracting fully, or may result in damage to the frame or centre stand. Riding the motorcycle with a centre stand which does not retract fully, or with a damaged frame or centre stand, may interfere with the rider and could affect the stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

6. If the shim does not slide freely between the stand and the frame, discard the shim and continue from step 7. If the shim slides freely between the stand and the frame, install it as described below:
- Remove the bolt on the right hand side of the motorcycle, withdraw the flanged sleeve and fit the shim between the frame mounting bracket and the centre stand. Refit the flanged sleeve.
 - Refit the bolt as described in step 4, fit the lock nut and tighten to **45 Nm**.
 - Check the operation of the centre stand, ensuring the stand operates freely and properly. If the stand does not operate freely, remove the shim, fit a new lock nut (supplied) and tighten to **45 Nm**. Continue from step 8.
7. If the shim is not required, fit the lock nut to the bolt on the right hand side of the motorcycle and tighten to **45 Nm**.
8. Fit the rubber stop to the rear hole on the left hand silencer bracket then insert the stop extension through the hole in the rubber stop.



- 1. Silencer bracket**
2. Rubber stop
3. Stop extension

9. Fit the spring into the smaller hole in the C-bracket.



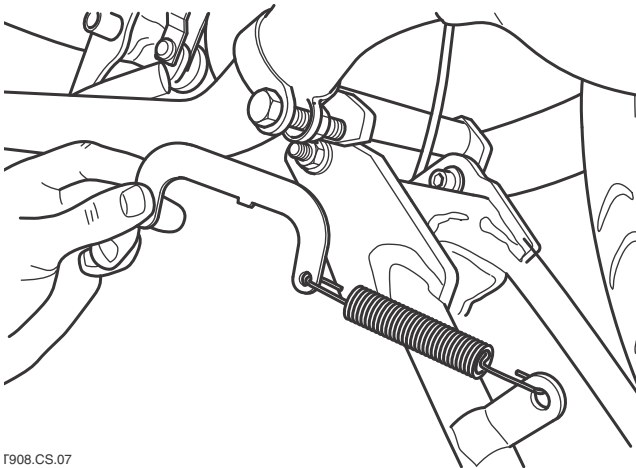
TT908.CS.06

- 1. Spring**
2. C-bracket

Warning

Wear hand, eye and face protection when fitting the spring. Take great care to minimise the risk of personal injury and loss of components.

10. Hook the spring into its lug on the centre stand and locate the larger hole on the C-bracket to the spring retainer fitted in step 1.



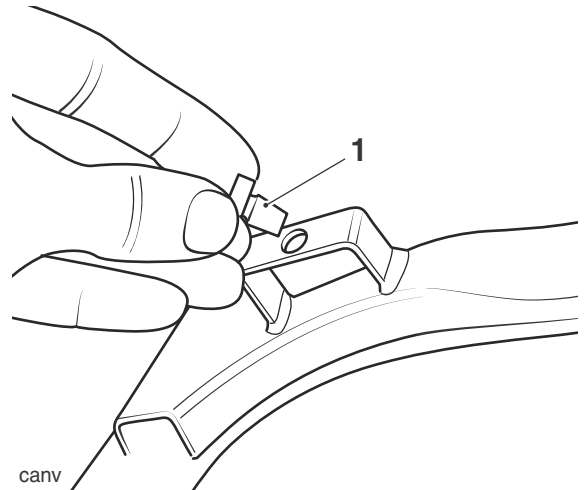
T908.CS.07

11. Check the operation of the centre stand, ensuring the spring holds it securely in the retracted position.

Warning

Read the warning advice printed on the cleaning swab packaging.

12. Use the cleaning swab provided to clean the left hand side of the centre stand.
13. Peel the backing from the rubber strip and affix to the centre stand such that it prevents contact between the centre stand and the side stand.
14. Insert the plastic plug into the centre stand bracket as shown.



canv

1. Plastic plug

15. If the gap between the centre stand foot finder and the silencer is greater than 10 mm, remove the plastic plug fitted in step 14. If the gap is still greater than 10 mm, remove the stop extension fitted in step 8.
16. Operate the centre stand a few times then re-torque the M10 bolts to **45 Nm**.
17. Every year or 6,000 miles (10,000 km) (whichever is sooner):
- detach the spring and remove the centre stand nuts and bolts (discard the nuts)
 - if installed, collect the shim, noting its fitted position
 - lubricate the flanged sleeves with grease to NLGI 2 specification (we recommend Mobil HP222)
 - install the shim (if fitted), bolts and new nuts
 - tighten the nuts to **45 Nm**
 - refit the spring.



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 handling characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and 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 windscreens and luggage systems 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

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

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