

### Fitting Instructions:

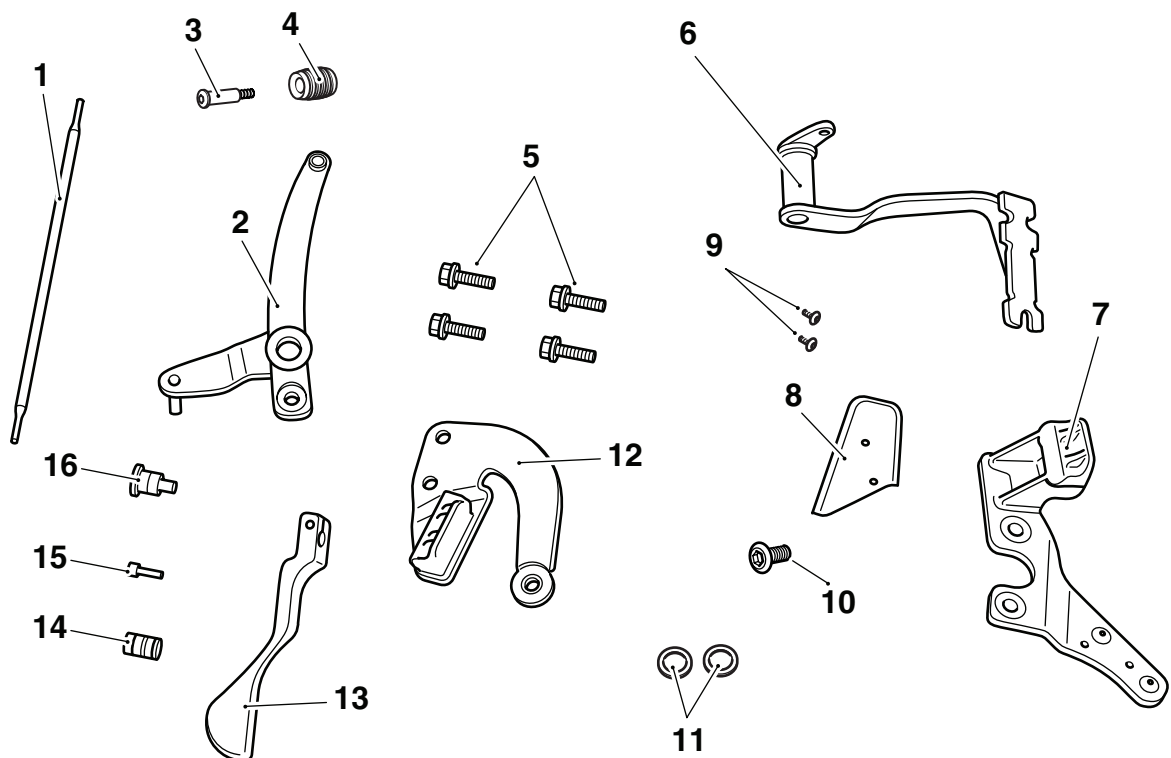
### Thunderbird

### A9758124 with A9758157 or A9758158

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.



cfxy

### Parts Supplied:

1.	Gear change rod	1 off	9.	Screw, M5 x 8 mm	2 off
2.	Gear change lever, front	1 off	10.	Bolt, M8 x 18 mm	1 off
3.	Gear change peg	1 off	11.	Washer	2 off
4.	Rubber, gear change peg	1 off	12.	Footboard clevis, left hand	1 off
5.	Bolt, M10 x 30 mm	4 off	13.	Gear change lever, rear	1 off
6.	Brake pedal	1 off	14.	Splined pin	1 off
7.	Footboard clevis, right hand	1 off	15.	Screw, M6 x 20 mm	1 off
8.	Footboard clevis cover, right hand	1 off	16.	Shouldered bolt	1 off



### Warning

This accessory kit is designed for use on Triumph 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 rider's 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.

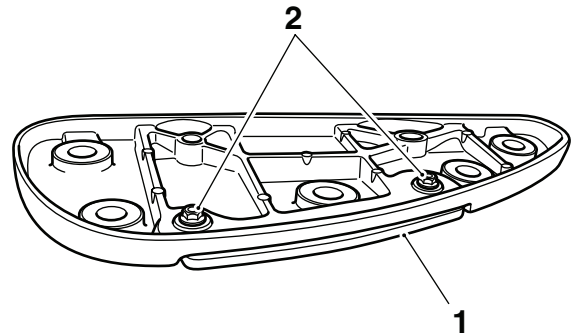


### Warning

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.

## Assemble the Footboards - A9758157 or A9758158

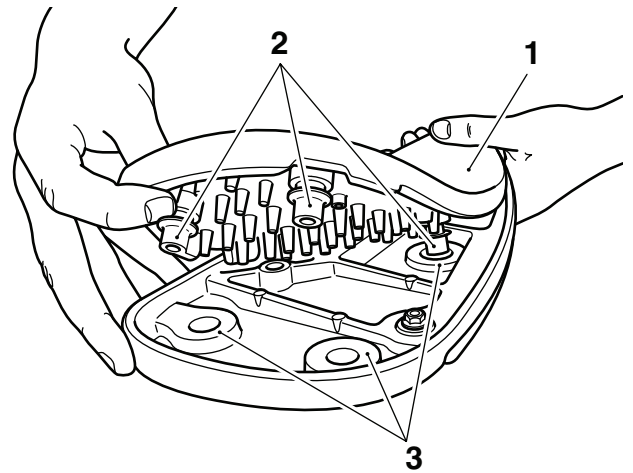
1. Fit the bank angle indicator to the footboard and secure with two of the screws from the kit. Tighten the screws to **7 Nm**.



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1. Bank angle indicator
2. Screws

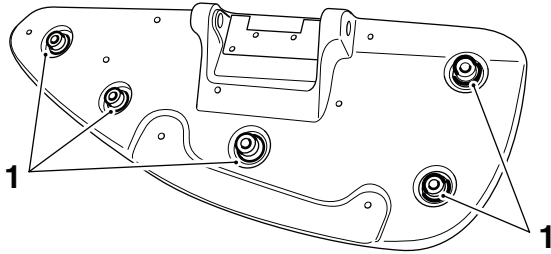
2. Align the rubber fixing lugs to the holes in the footboard.



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1. Footboard rubber
2. Lugs (3 of 5 shown)
3. Holes (3 of 5 shown)

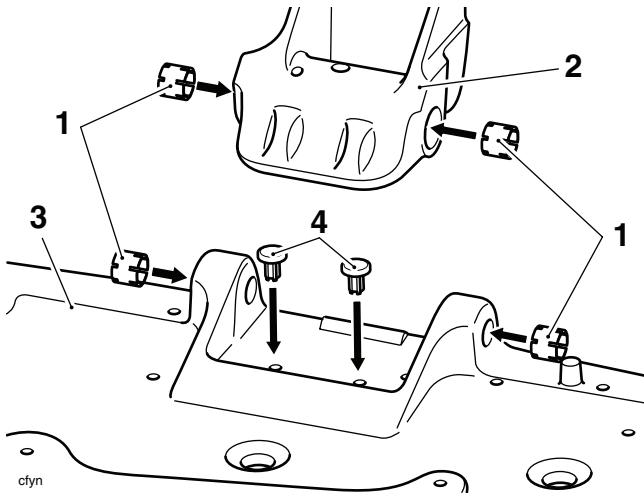
- Pull the lugs from underneath the plate until the flange on the lugs are fully pulled through. Care should be taken not to damage the rubber during this operation.



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**1. Lugs**

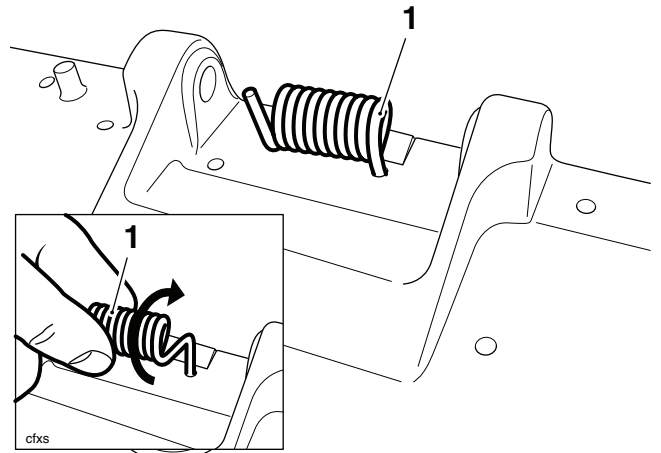
- Fit a plastic bush to each of the pivot pin holes in the footboard clevis and the footboard.
- Fit the rubber rivets to the footboard, two on each footboard.



cfyn

- Plastic bush
- Footboard clevis
- Footboard
- Rubber rivets

- Fit the bent end of the spring into the footboard as shown in the illustration below. Left hand side shown.



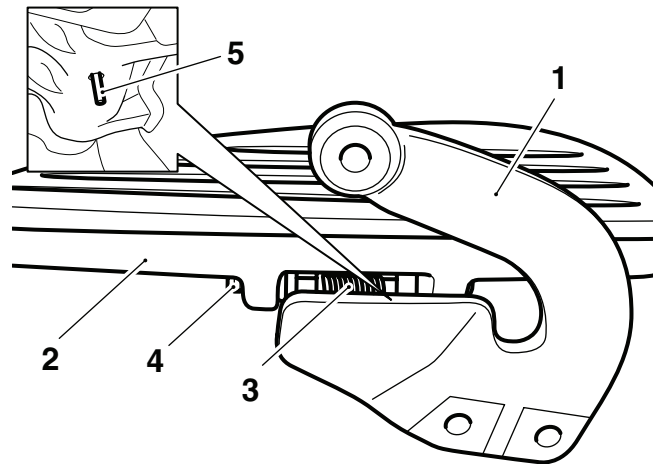
**1. Spring**

- Fit the footboard and spring assembly to the footrest plate from kit A9758124. Ensure that the straight end of the spring fits into its hole in the footrest plate.

**Note:**

- It may be necessary to use a suitable screwdriver to align the spring with the holes in the footrest plate when fitting the pivot pin.

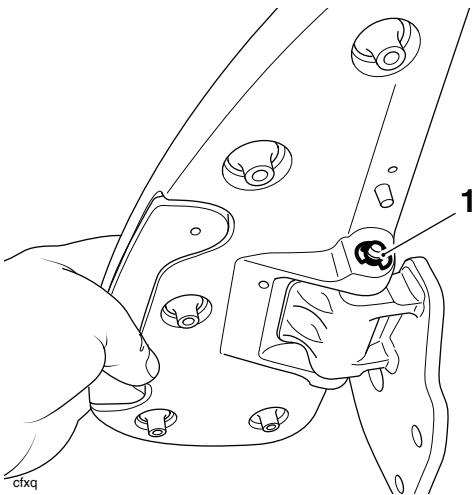
- Fit the pivot pin from the front end of the footboard.



cfxr

- Left hand footrest plate
- Footboard
- Spring
- Pivot pin
- Straight end of the spring

- Secure the pivot pin with the E-clip from the kit.



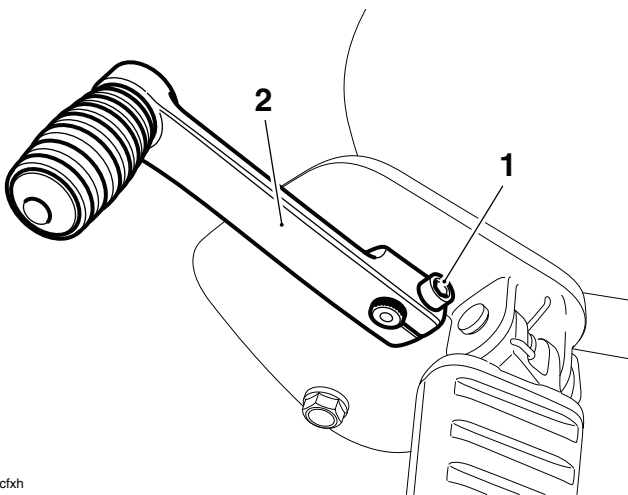
1. E-clip

### Fitting the Footboard and Footboard clevis - A9758124

- Remove the seat, as described in the service manual.
- Disconnect the battery, negative (black) lead first.

#### Left Hand Side

- Remove the screw then remove the gear change lever. Retain the screw and the gear change lever if the motorcycle is to be returned to its original condition.



cfxh

- Screw
- Gear change lever

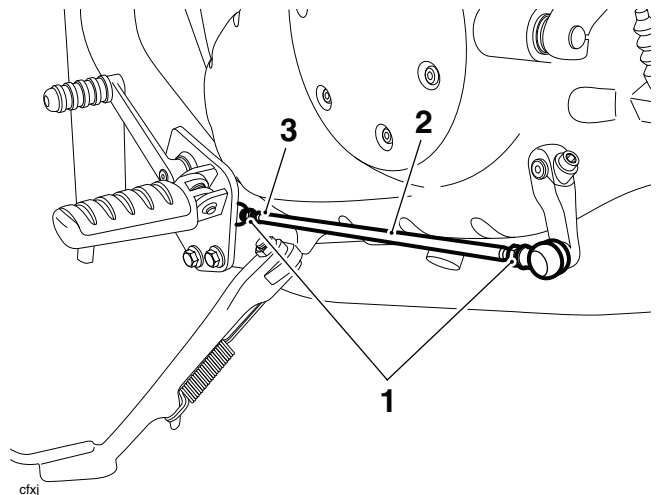


### Caution

It may be difficult to remove the gear selector rod from the ball joints. Do not use excessive force. If necessary, apply a releasing oil to the ball joint threads to aid removal.

#### Note:

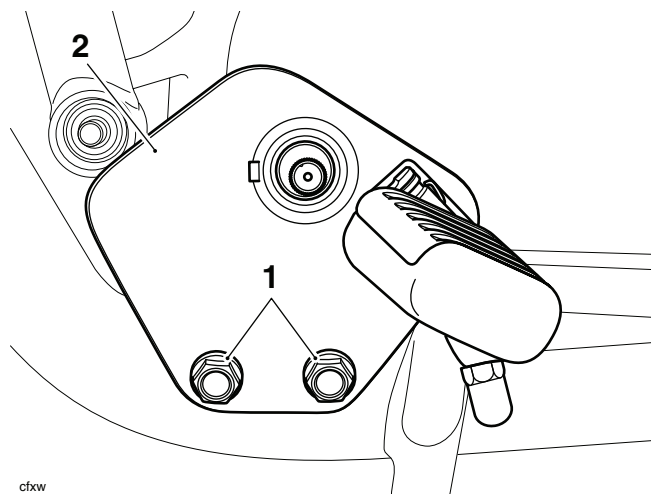
- The front of the gear selector rod has a right hand thread which is identified by a machined ring on the selector rod. The rear of the gear selector rod has a left hand thread.
- Loosen both nuts on the gear selector rod then unscrew and remove the selector rod.



cfxj

- Nuts
- Gear selector rod
- Machined ring

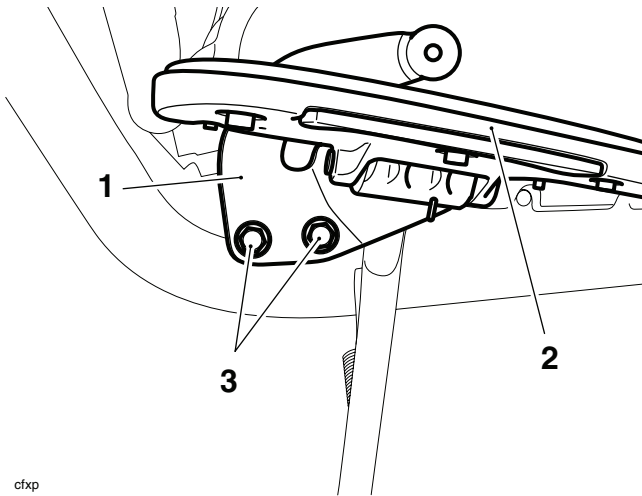
- Remove the nuts and retain for re-use. Retain the gear selector rod if the motorcycle is to be returned to its original condition.
- Remove the bolts then remove the footrest plate. Retain the bolts and the footrest plate if the motorcycle is to be returned to its original condition.



cfxw

- Bolts
- Footrest plate

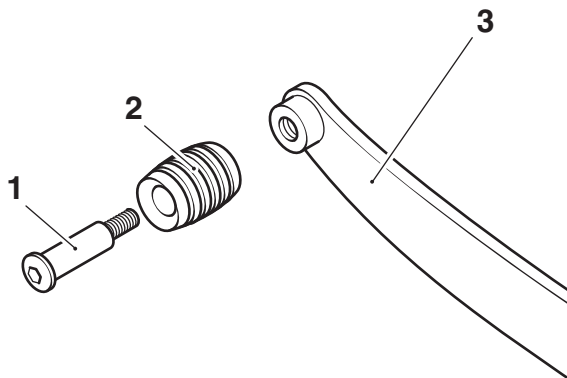
7. Fit the footrest plate and footboard assembly and secure with the M10 x 30 mm bolts from the kit. Tighten the bolts to **50 Nm**.



cfxp

- 1. Footrest plate
- 2. Footboard
- 3. Bolts, M10 x 30 mm

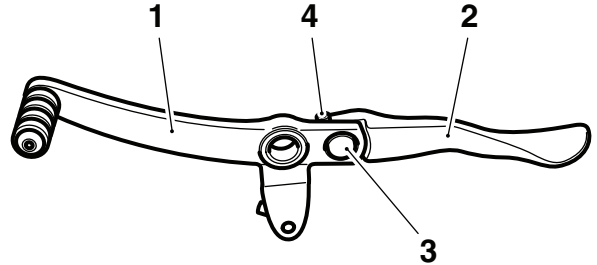
8. Fit the rubber finisher and gear change peg to the front gear change lever. Tighten the gear change peg to **12 Nm**.



cath\_1

- 1. Gear change peg
- 2. Finisher
- 3. Gear change lever

9. Align the front and rear gear change levers and fit the splined pin as shown below. Fit the M6 x 20 mm screw but do not fully tighten at this stage.

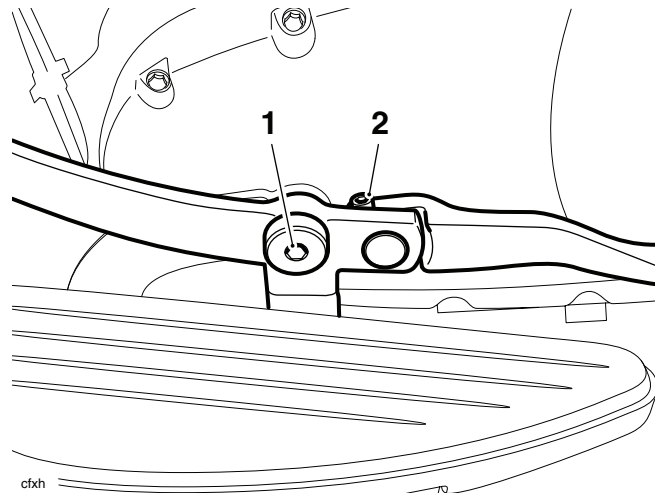


cfxi

- 1. Front gear change lever
- 2. Rear gear change lever
- 3. Splined pin
- 4. Screw, M6 x 20 mm

10. Fit the gear change lever assembly to the footrest plate.

11. Lubricate the shaft of the shouldered bolt with grease to NLGI 2 specification (we recommend Mobil HP222). Fit the bolt and tighten to **27 Nm**. Tighten the screw to **9 Nm**.

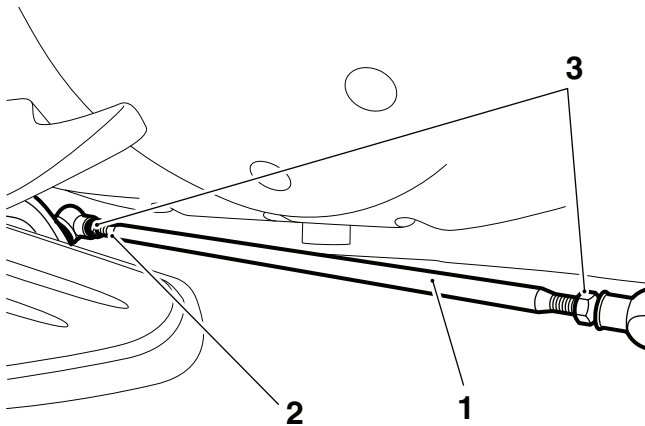


cfxh

- 1. Shouldered bolt
- 2. Screw

12. Fit the original nuts fully onto the gear selector rod from the kit.

- Fit the gear selector rod with the machined ring end to the front. Adjust the length of the rod to set the rider's preferred angle of the gear change lever. Tighten the nuts to **6 Nm**.



cfxo

- 1. Gear selector rod**
- 2. Machined ring**
- 3. Nuts**

- Operate the gear change lever through the gear range to ensure clearance between the gear change lever and the footboard. If necessary, adjust the gear selector rod to obtain the clearance.

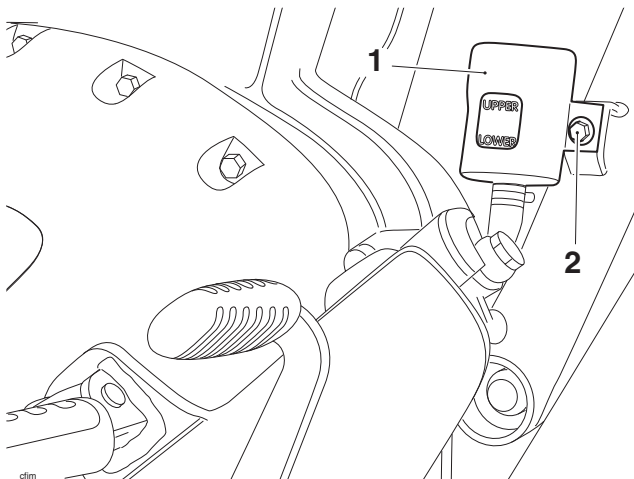
#### Right Hand Side



#### Caution

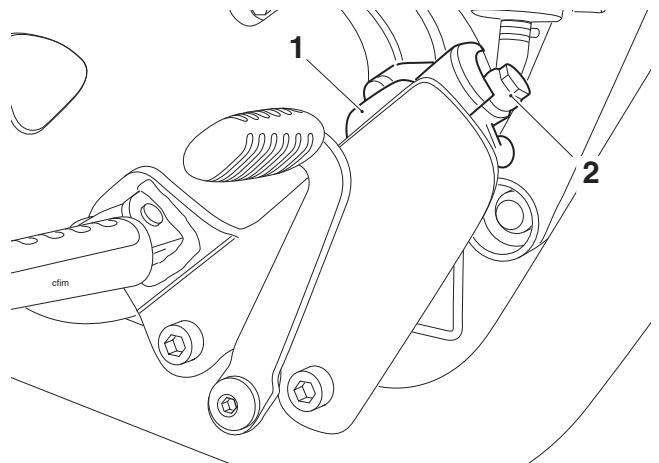
To prevent paint damage, do not spill brake fluid onto any area of the body work. Spilled brake fluid will damage paintwork.

- Drain the brake fluid from the master cylinder at the rear caliper until all fluid has been expelled.
- Remove the fixing and remove the reservoir cover, and rear brake reservoir.



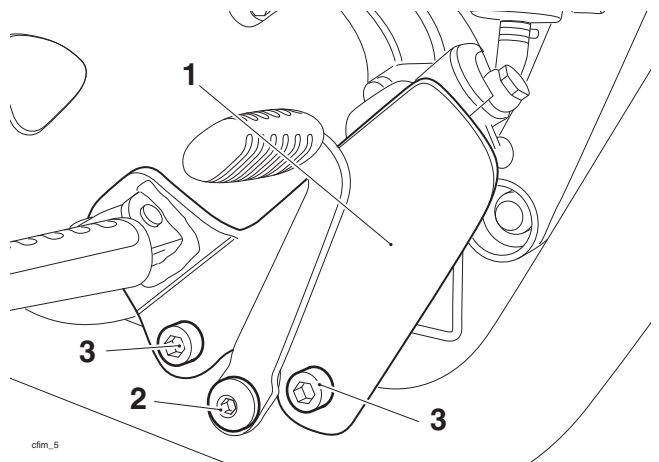
- 1. Reservoir cover**
- 2. Fixing**

- Disconnect the brake line from the master cylinder (discard the sealing washers).



- 1. Master cylinder**
- 2. Brake line**

- Remove and discard the bolt securing the brake pedal to the engine bracket. Collect the washer and retain for re-use.
- Release the bolts securing the footrest plate to the engine bracket. Retain the bolts if the motorcycle is to be returned to its original condition.

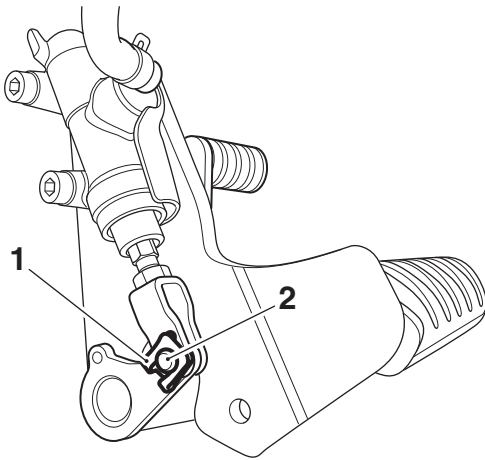


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- 1. Footrest plate**
- 2. Bolt, brake pedal**
- 3. Bolts, footrest plate**

- Noting the position of the brake pedal return spring, detach the footrest plate, brake pedal, reservoir and master cylinder as an assembly. Collect the brake pedal return spring.

21. Remove the clip from the brake pedal clevis pin. Remove the clevis pin. Retain the clevis pin and clip for re-use.

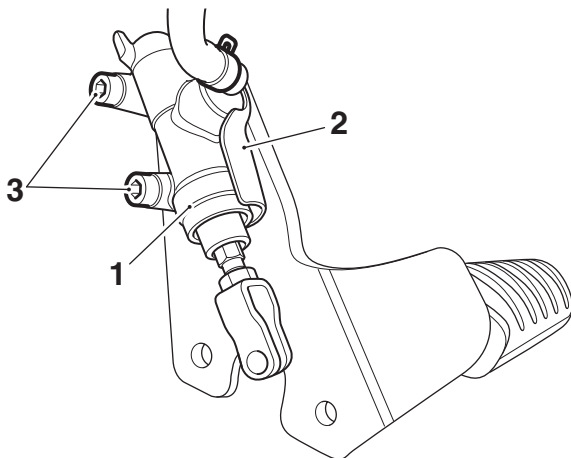


cfmq

- 1. Clip**  
**2. Clevis pin**

22. Release the bolts securing the master cylinder to the footrest mounting plate. Retain the footrest plate if the motorcycle is to be returned to its original condition.  
Retain the following items for re-use:

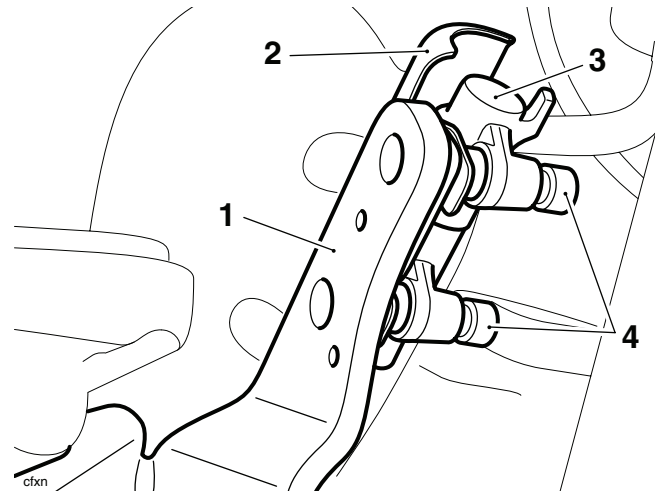
- Master cylinder;
- Master cylinder cover;
- Bolts.



cfmq\_3

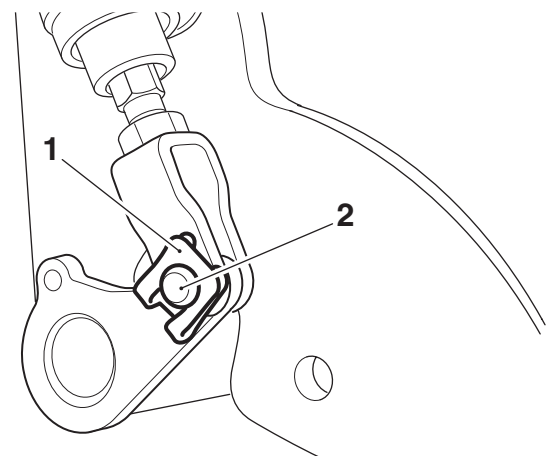
- 1. Master cylinder**  
**2. Master cylinder cover**  
**3. Bolts**

23. Fit the rear brake master cylinder and cover to the footboard clevis from the kit. Tighten the original bolts to **27 Nm**.



- 1. Footrest plate**  
**2. Master cylinder cover**  
**3. Master cylinder**  
**4. Bolts**

24. Position the brake pedal from the kit to the pushrod, engage the clevis and retain it with the clip. Ensure the clip is fitted as shown below.

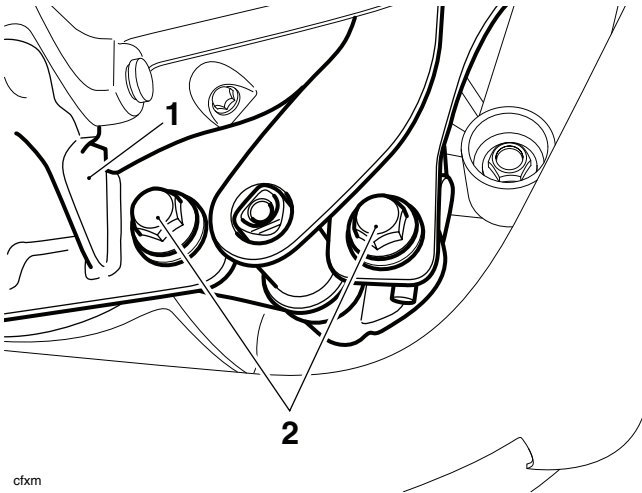


cfmq\_5

- 1. Clip**  
**2. Clevis pin**

25. Position the brake pedal return spring to the brake pedal shaft as noted during removal.  
26. Align the brake pedal to its shaft and refit the master cylinder and footrest assembly to the engine bracket. Ensure the end of brake pedal return spring engages in the hole in the brake pedal.

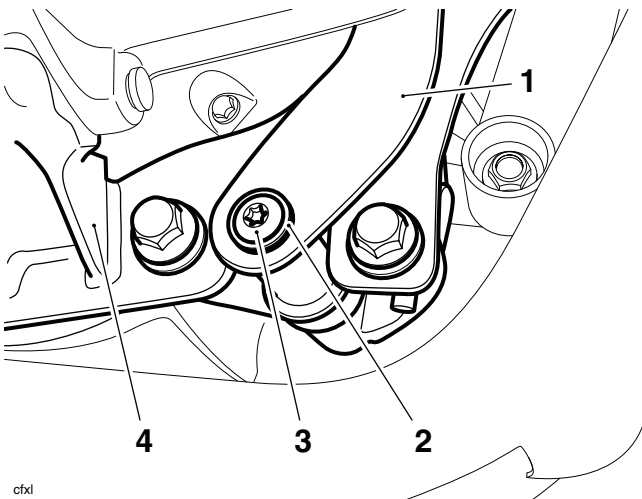
27. Secure the footboard clevis with the M10 x 30 mm bolts from the kit. Tighten the bolts to **50 Nm**.



cfxm

- 1. Footrest plate**  
**2. Bolts, M10 x 30 mm**

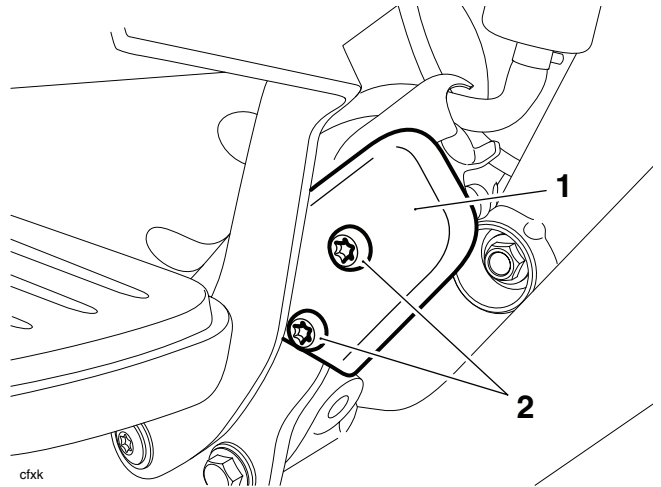
28. Fit the original washer and a new M8 x 18 mm bolt from the kit to the brake pedal and tighten to **22 Nm**.



cfxl

- 1. Brake pedal**  
**2. Washer**  
**3. Bolt, M8 x 18 mm**  
**4. Footrest plate**

29. Fit the footboard clevis cover and secure with the M5 x 8 mm screws. Tighten the screws to **6 Nm**.



cfbk

- 1. Cover**  
**2. Screws, M5 x 8 mm**

30. Refit the brake fluid reservoir to the frame, position the cover and secure with the fixing. Tighten to **5 Nm**.
31. Incorporating the new washers from the kit to either side of the union, fit the brake pipe. Tighten the union bolt to **25 Nm**.



### Warning

Use only DOT 4 specification brake fluid as specified in the service manual. The use of brake fluids other than those DOT 4 fluids listed in the service manual may reduce the efficiency of the braking system leading to an accident.

32. Fill and bleed the rear brake system, as described in the service manual.
33. Reconnect the battery, positive (red) lead first.
34. Refit the rider's seat, as described in the service manual.
35. Check the operation of the rear brake. Rectify as necessary.





### Warning

It is dangerous to operate the motorcycle with defective brakes; you must have your authorised Triumph dealer take remedial action before you attempt to ride the motorcycle again. Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control and an accident.



### Warning

After fitting the footboard kit, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics. Operation when not familiar with the new characteristics of the motorcycle may result in an accident causing injury or death.



### 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

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.