Accessory Fitting Instructions

Dresser Bar Kit	
Kit Number	**Models Affected**
A9758172	Tiger 1050
A9758164	Tiger Sport

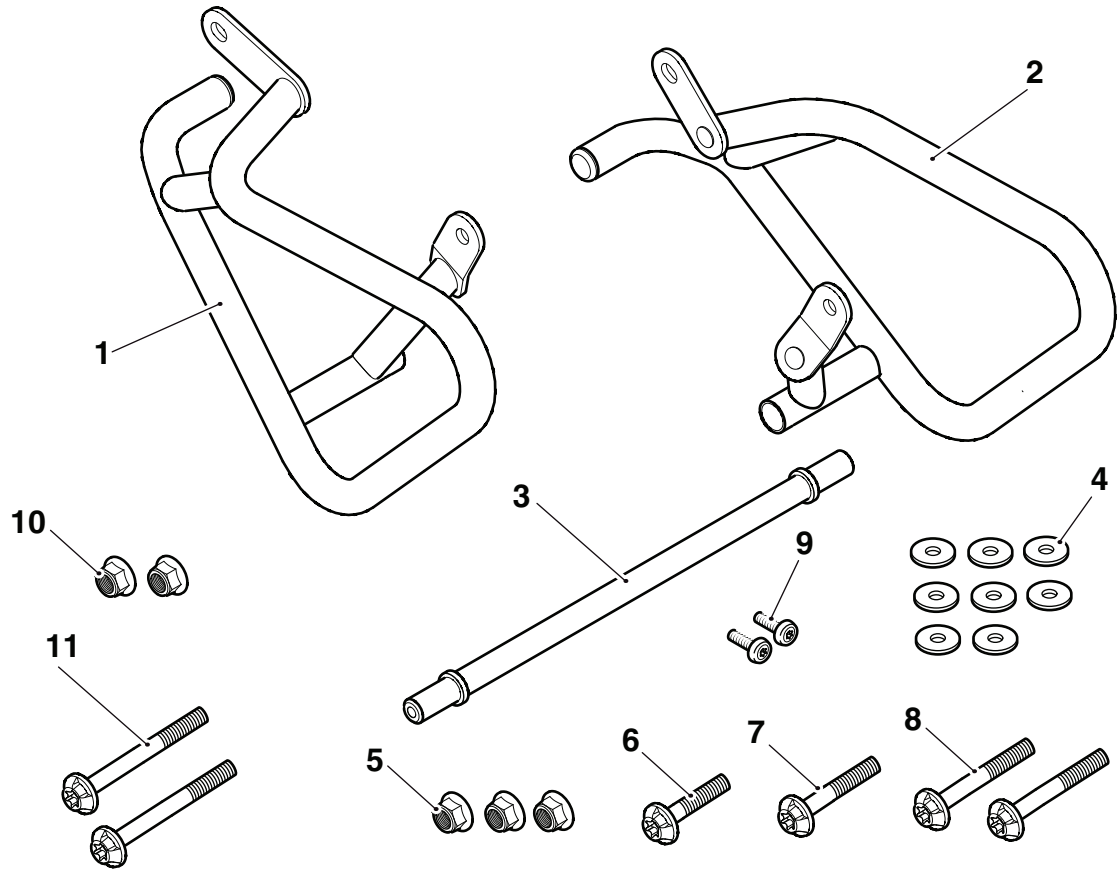
Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

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.

Publication part number A9900638 issue 4

Parts Supplied: A9758172, A9758164



1.	Engine bar, right hand	1 off	7.	Torx head bolt, M12 x 80 mm	1 off
2.	Engine bar, left hand	1 off	8.	Torx head bolt, M12 x 100 mm	2 off
3.	Link tube	1 off	9.	Torx head screw, M5 x 12 mm	2 off
4.	Washer	8 off	10.	Lock nut, M12 (A9758172 only)	2 off
5.	Lock nut, M12	3 off	11.	Torx head bolt, M12 x 130 mm (A9758172 only)	2 off
6.	Torx head bolt, M12 x 50 mm	1 off			

Warning

The accessory kits covered in this instruction are designed for use on specific models of Triumph motorcycle. The accessory kits and the models applicable are listed at the start of the instruction. They should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting an accessory kit to a Triumph model not listed, or to any other manufacturer's motorcycle will affect the performance, stability and handling of the motorcycle. This 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

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

Warning

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the system to cool, as touching any part of a hot exhaust could cause burn injuries.

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:

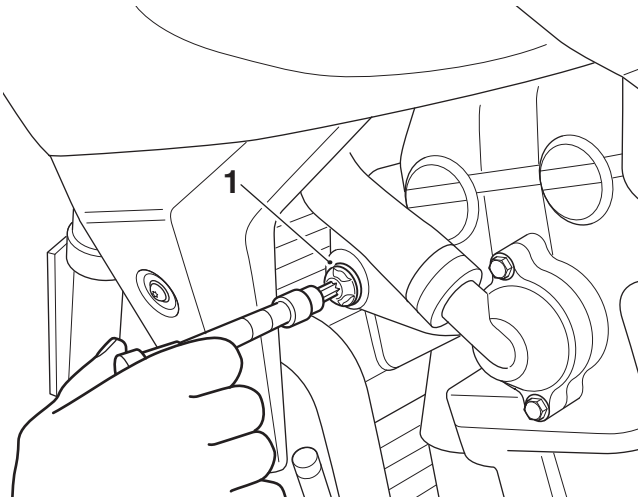
- **Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories, always refer to the instructions supplied with the respective accessory kit. To obtain additional copies of any Triumph accessory instructions, visit www.triumphinstructions.com or contact your authorised Triumph dealer.**

All Models

1. Raise and securely support the motorcycle.
2. Place a support beneath the engine and ensure the motorcycle frame is adequately and securely supported.

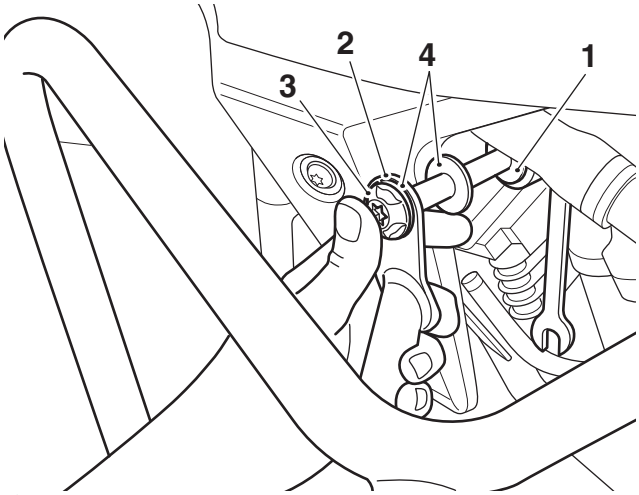
Left Hand Side

3. Remove the front cylinder head mounting bolt and lock nut. Retain the bolt for reuse if the motorcycle is returned to its original condition. Discard the lock nut. The lock nut must be replaced if the motorcycle is returned to its original condition.



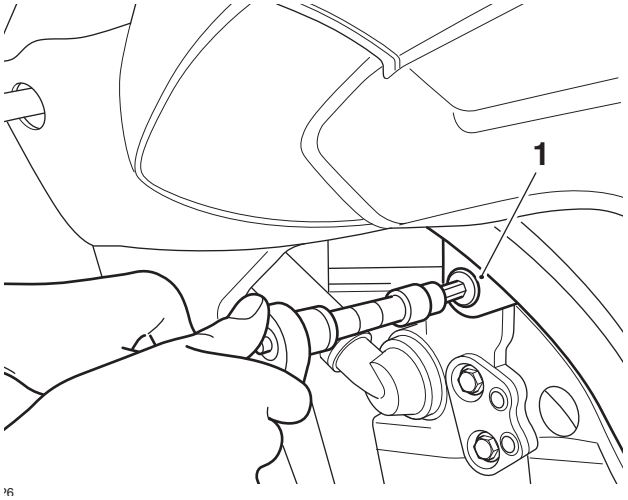
1. Front cylinder head mounting bolt

4. Position the left hand engine bar and align the front mounting bracket with the front cylinder head mounting location. Secure the engine bar using an M12 x 100 mm Torx head bolt, washers and lock nut provided. Position a washer at both sides of the engine bar mounting, as shown. Do not fully tighten the fixings at this stage.



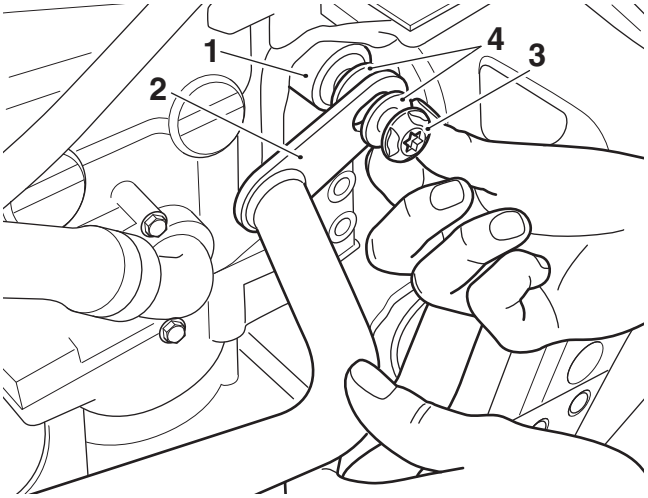
1. Front cylinder head mounting
2. Engine bar mounting bracket
3. Torx head bolt, M12 x 100 mm
4. Washer

5. Remove the rear cylinder head mounting bolt.
Tiger Sport only
Retain the bolt for reuse if the motorcycle is returned to its original condition.
Tiger 1050 only
Discard the bolt. The bolt must be replaced if the motorcycle is returned to its original condition.



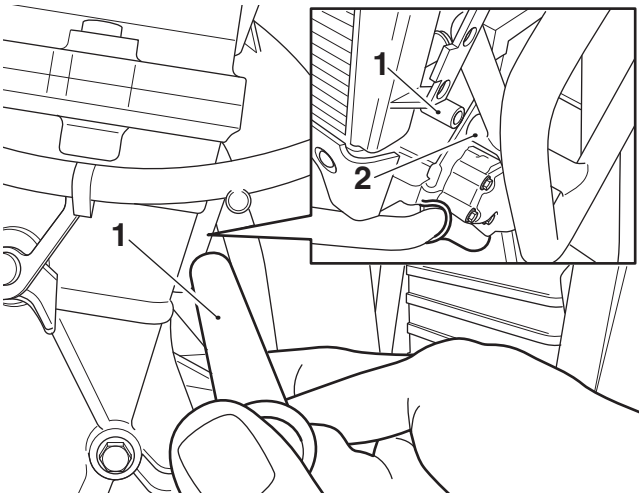
1. Rear cylinder head mounting bolt

6. Rotate the engine bar to align the rear mounting bracket with the rear cylinder head mounting location. Secure the engine bar using the M12 x 50 mm Torx head bolt and washers provided. Position a washer at both sides of the engine bar mounting, as shown. Do not fully tighten the fixings at this stage.



1. Rear cylinder head mounting
2. Engine bar mounting bracket
3. Torx head bolt, M12 x 50 mm
4. Washer

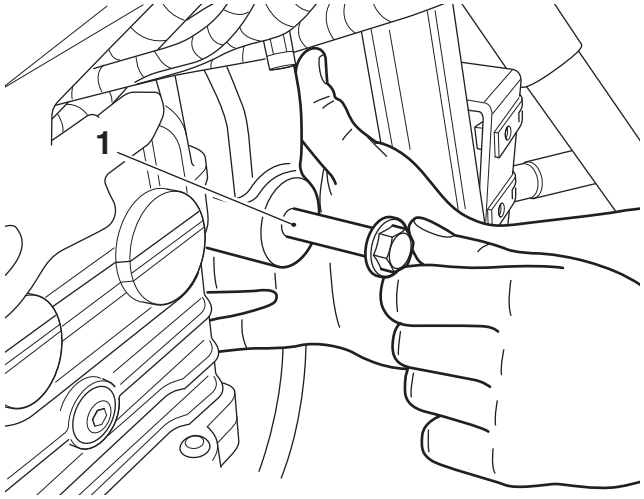
7. Pass the link bar through the front of the motorcycle, from the right hand side, in the space rearward of the header pipes and locate in to the left hand engine bar.



1. Link tube
2. Left hand engine bar

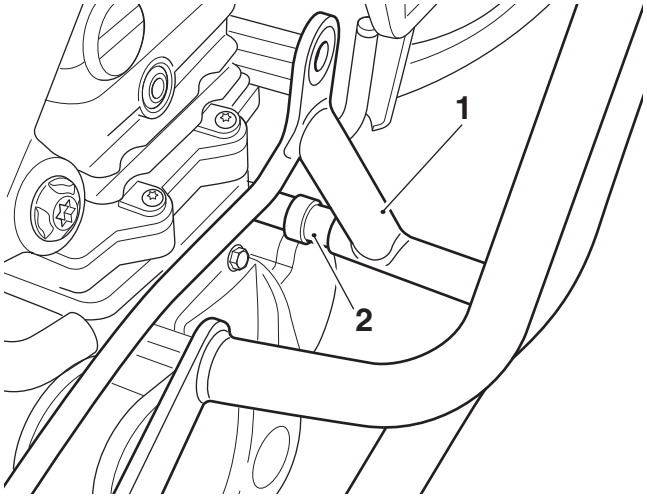
Right Hand Side

8. Remove the front cylinder head mounting bolt and lock nut. Retain the bolt for reuse if the motorcycle is returned to its original condition. Discard the lock nut. The lock nut must be replaced if the motorcycle is returned to its original condition.



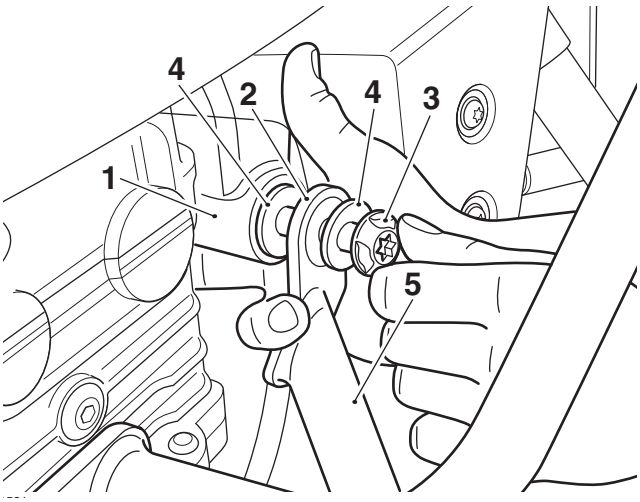
1. Front cylinder head mounting bolt

9. Locate the right hand engine bar on to the link tube.



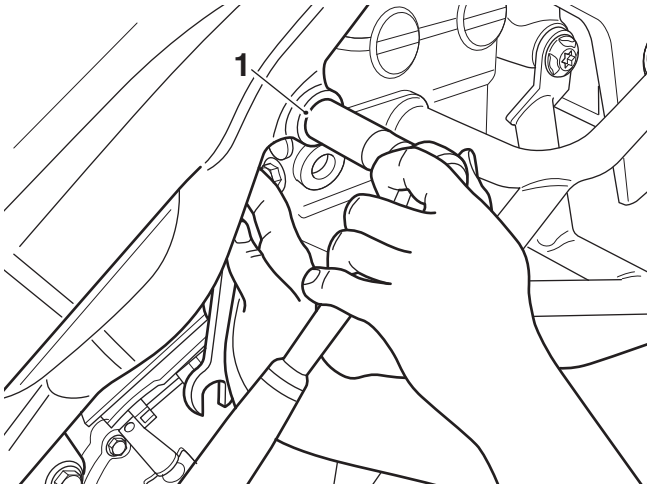
1. Right hand engine bar
2. Link tube

10. Align the front engine bar mounting bracket with the front cylinder head mounting location. Secure the engine bar using an M12 x 100 mm Torx head bolt, washers and lock nut provided. Position a washer at both sides of the engine bar mounting, as shown. Do not fully tighten the fixings at this stage.



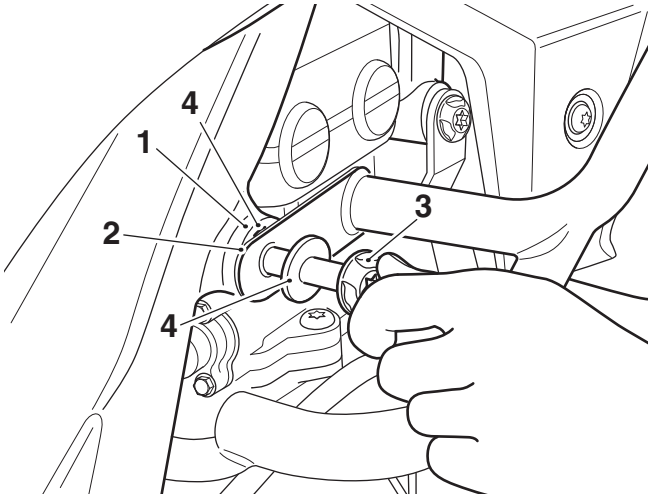
1. Front cylinder head mounting
2. Engine bar front mounting bracket
3. Torx head bolt, M12 x 100 mm
4. Washer
5. Right hand engine bar

11. Remove the rear cylinder head mounting bolt and lock nut.
Tiger Sport only
Retain the bolt for reuse if the motorcycle is returned to its original condition. Discard the lock nut. The lock nut must be replaced if the motorcycle is returned to its original condition.
Tiger 1050 only
Discard the bolt and lock nut. The bolt and lock nut must be replaced if the motorcycle is returned to its original condition.



1. Rear cylinder head mounting

12. Rotate the engine bar to align the rear engine bar mounting bracket with the rear cylinder head mounting location. Secure the engine bar using a M12 x 80 mm Torx head bolt, washers and lock nut provided. Position a washer at both sides of the engine bar mounting, as shown. Do not fully tighten the fixings at this stage.



1. **Rear cylinder head mounting**
2. **Engine bar mounting bracket**
3. **Torx head bolt, M12 x 80 mm**
4. **Washer**

Tiger 1050 only

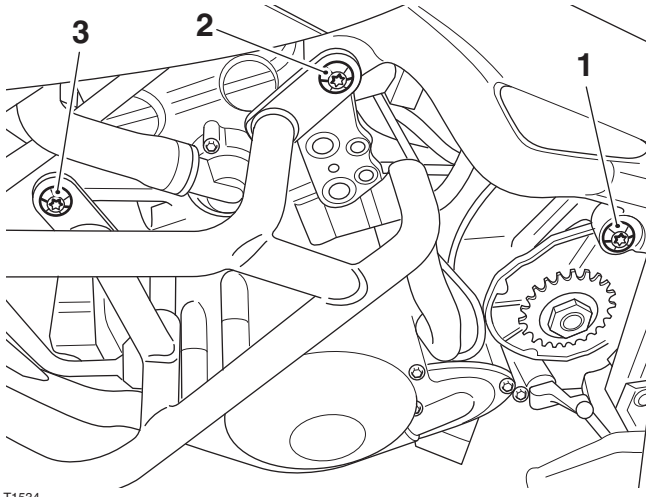
Note:

- **Two additional M12 x 130 mm bolts and lock nuts are provided. These are to replace the original hexagon head flanged upper crankcase bolts to the new Torx head Tri-lobe design used for the engine bar fixing so all bolt head styles are matching.**

13. Remove the right hand side upper crankcase bolt and lock nut. Discard the bolt and lock nut. The bolt and lock nut must be replaced if the motorcycle is returned to its original condition.
14. Fit the new M12 x 130 mm Torx head bolt and lock nut provided. Do not fully tighten at this stage.
15. Repeat steps 13 and 14 for the left hand side upper crankcase bolt.
16. Tighten the engine bar fixings in the sequence shown below:

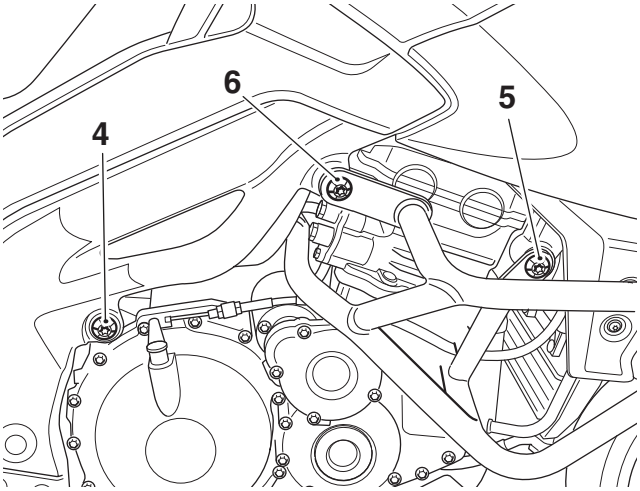
Left Hand Side

- Tighten the upper crankcase bolt (1) to **85 Nm**.
- Tighten the rear cylinder head bolt (2) to **85 Nm**.
- Tighten the front cylinder head bolt (3) to **80 Nm**.



Right Hand Side

- Tighten the upper crankcase bolt (4) to **85 Nm**.
- Tighten the front cylinder head bolt (5) to **80 Nm**.
- Tighten the rear cylinder head bolt (6) to **85 Nm**.

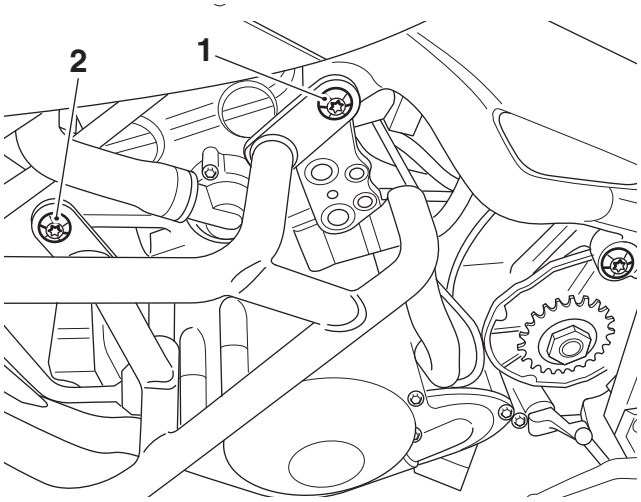


Tiger Sport only

17. Tighten the engine bar fixings in the sequence shown below:

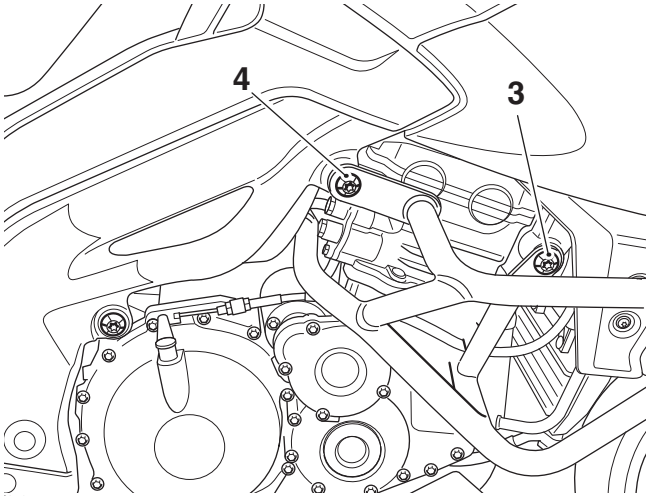
Left Hand Side

- Tighten the rear cylinder head bolt (1) to **85 Nm**.
- Tighten the front cylinder head bolt (2) to **100 Nm**.



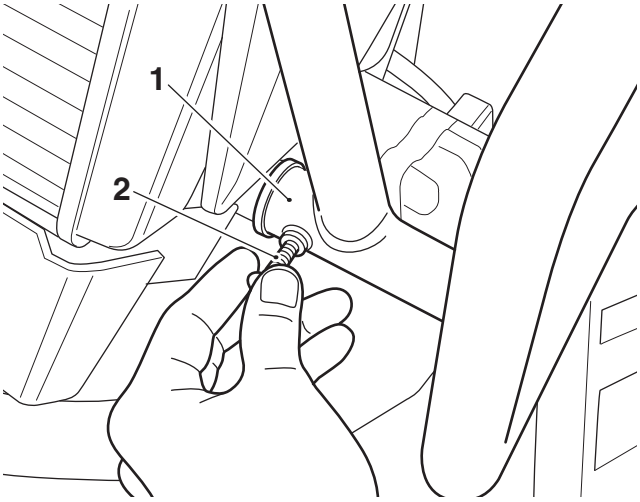
Right Hand Side

- Tighten the front cylinder head bolt (3) to **85 Nm**.
- Tighten the rear cylinder head bolt (4) to **85 Nm**.



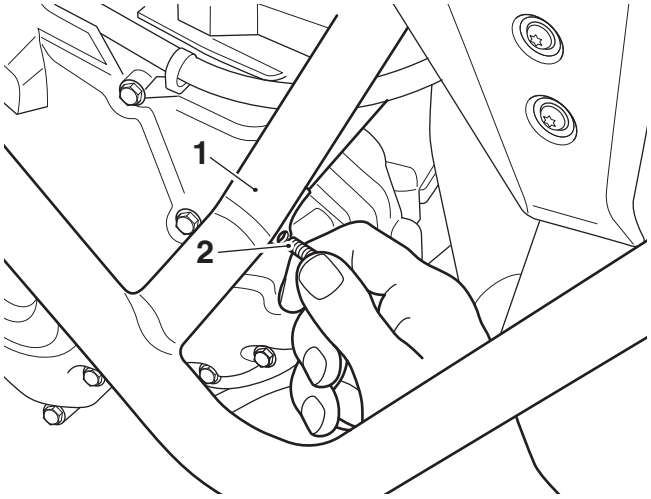
All Models

18. Fit the link tube retaining screw, M5 x 12 mm, to the left hand engine bar. Tighten to **4 Nm**.



1. Left hand engine bar
2. Link tube retaining screw, M5 x 12 mm

19. Fit the link tube retaining screw, M5 x 12 mm, to the right hand engine bar. Tighten to **4 Nm**.



1. Right hand engine bar
2. Link tube retaining screw, M5 x 12 mm

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 race tracks. 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.