Accessory Fitting Instructions

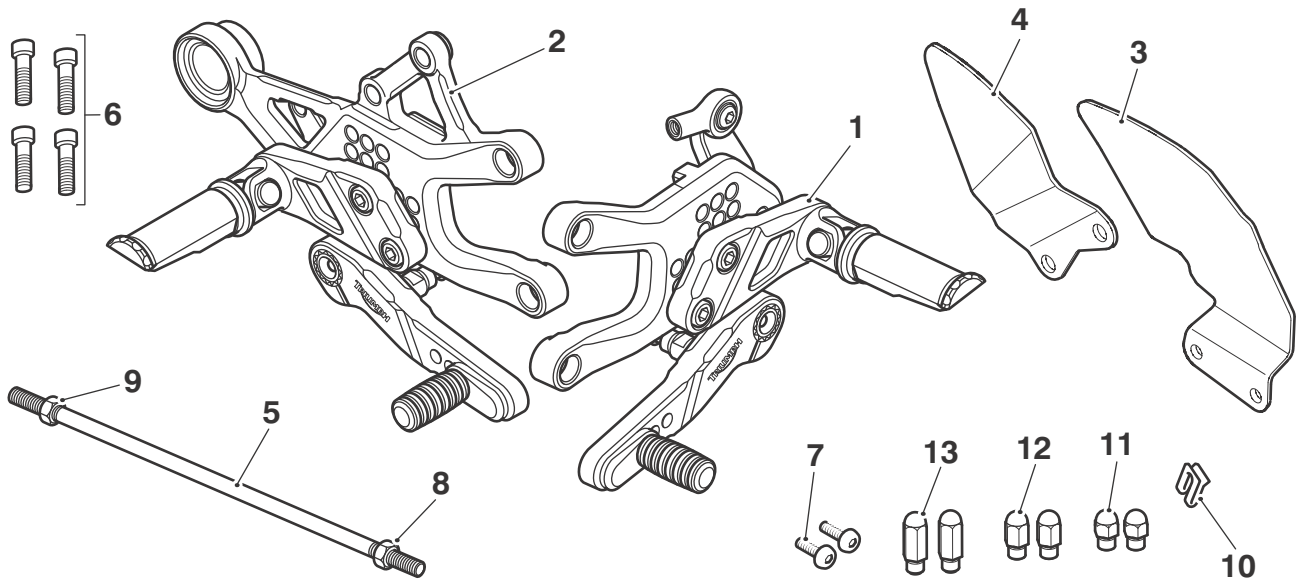
Adjustable Rear Sets Kit	
Kit number	**Models Affected**
A9770044	Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948
A9770046	Street Triple Rx, Street Triple from VIN 560477 and Street Triple R from VIN 560477

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.

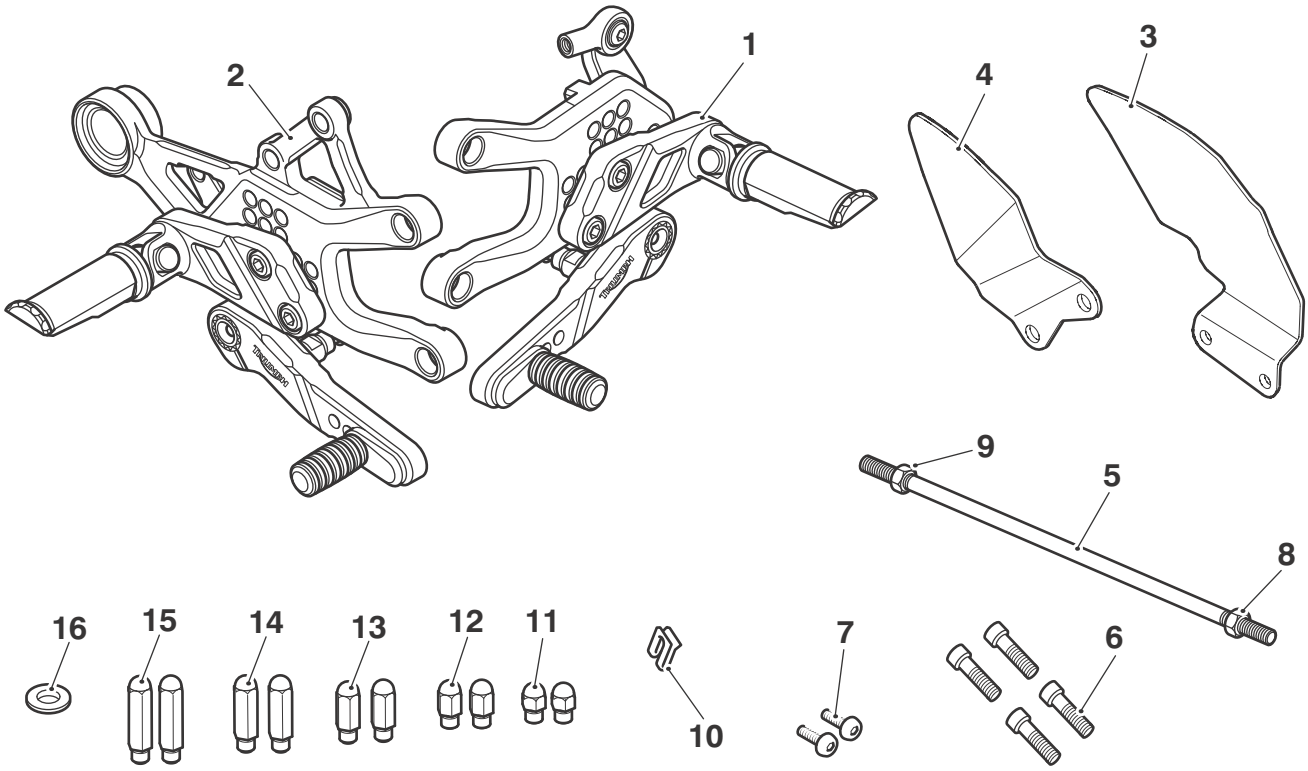
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Parts supplied A9770044



1. Footrest mounting assembly, left hand side	1 off	8. Nut, right hand thread	1 off
2. Footrest mounting assembly, right hand side	1 off	9. Nut, left hand thread	1 off
3. Heel guard, left hand side	1 off	10. Clevis clip	1 off
4. Heel guard, right hand side	1 off	11. Bank angle indicator A / 9 mm	2 off
5. Gear selector rod	1 off	12. Bank angle indicator B / 16 mm	2 off
6. Screw, M8 x 20 mm	4 off	13. Bank angle indicator C / 24 mm	2 off
7. Screw, M6 x 16 mm	2 off		

Parts supplied A9770046



1.	Footrest mounting assembly, left hand side	1 off	9.	Nut, left hand thread	1 off
2.	Footrest mounting assembly, right hand side	1 off	10.	Clevis clip	1 off
3.	Heel guard, left hand side	1 off	11.	Bank angle indicator A / 9 mm	2 off
4.	Heel guard, right hand side	1 off	12.	Bank angle indicator B / 16 mm	2 off
5.	Gear selector rod	1 off	13.	Bank angle indicator C / 24 mm	2 off
6.	Screw, M8 x 20 mm	4 off	14.	Bank angle indicator D / 32 mm	2 off
7.	Screw, M6 x 16 mm	2 off	15.	Bank angle indicator E / 38 mm	2 off
8.	Nut, right hand thread	1 off	16.	Spacer, right hand heel guard	1 off

Warning

This accessory kit is designed for use on Triumph Daytona 675 from VIN 564948, Daytona 675R from VIN 564948, Street Triple from VIN 560477, Street Triple Rx, and Street Triple R from VIN 560477 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 handling, 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

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 affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

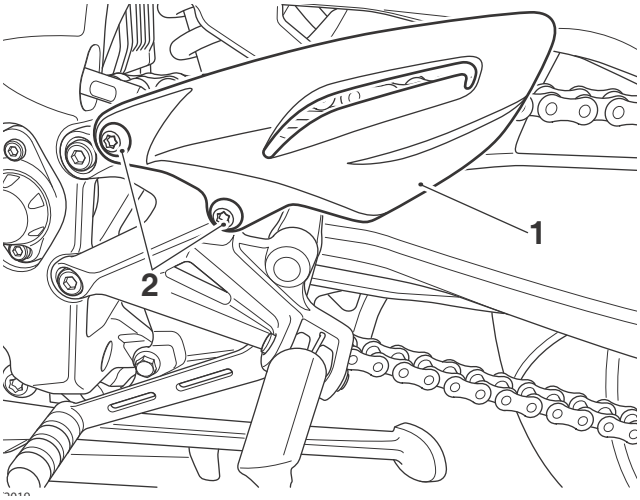
Warning

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.

Left Hand Footrest Mounting Assembly

Street Triple Rx, Street Triple and Street Triple R only

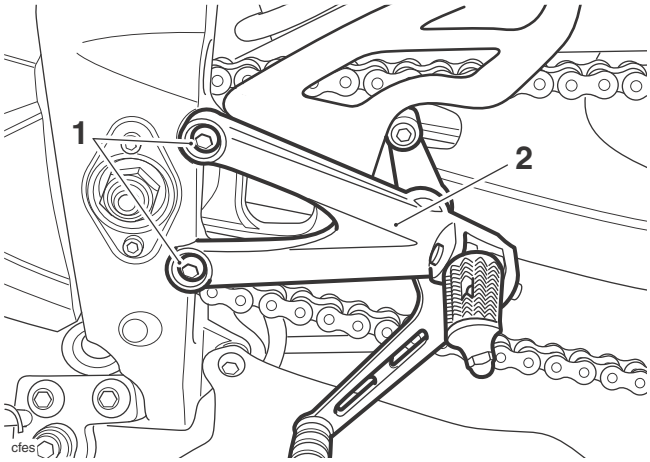
1. Undo the screws and remove the heel guard. Retain the screws and the heel guard if the motorcycle is to be returned to its original condition.



1. Heel guard
2. Screws

All Models

2. Remove the two screws and the left hand footrest mounting assembly.



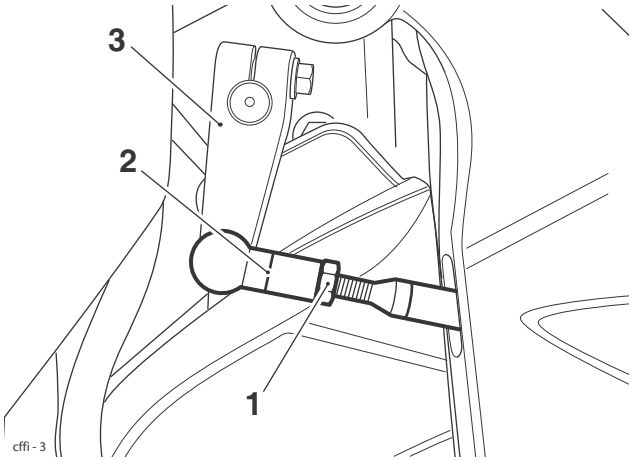
1. Screws
2. Footrest mounting assembly (Daytona 675 shown)

All Models

Note:

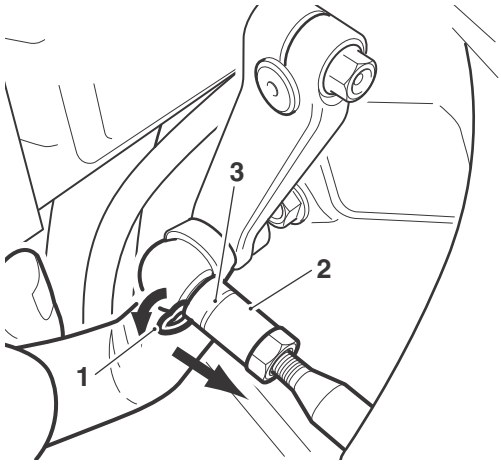
- **The ball joint and lock nut on the transmission linkage have a left hand thread. This is identified by a machined ring on the ball joint.**

3. Loosen the lock nut at the ball joint on the transmission linkage.



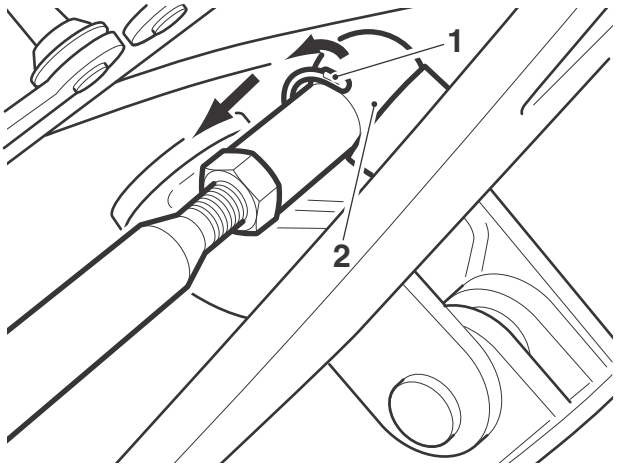
1. **Lock nut (left hand thread)**
2. **Machined ring, left hand thread identification**
3. **Gear change lever**

4. Remove the wire clip retaining the ball joint to the transmission linkage and detach the ball joint from the gear change lever. Retain the wire clip for reuse.



1. **Wire clip**
2. **Front ball joint**
3. **Machined ring (Street Triple shown)**

5. Remove the wire clip retaining the ball joint to the gear change lever (rear) and detach the ball joint from the gear change lever. Retain the ball joint and wire clip if the motorcycle is to be returned to its original condition.

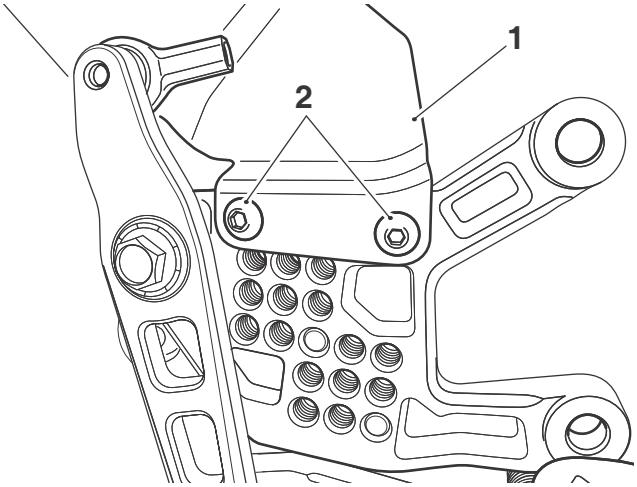


1. **Wire clip**
2. **Ball joint**

Caution

It may be difficult to remove the original ball joint from the gear selector rod. Do not use excessive force. If necessary, apply a releasing oil to the ball joint threads to aid removal. Using excessive force will result in damage to the ball joint or gear selector rod.

6. Fit the left hand heel guard from the kit to the left hand footrest mounting assembly, using the two M6 x 16 mm screws. Tighten the screws to **8 Nm**.



1. **Heel guard**
2. **Fixings**

Note:

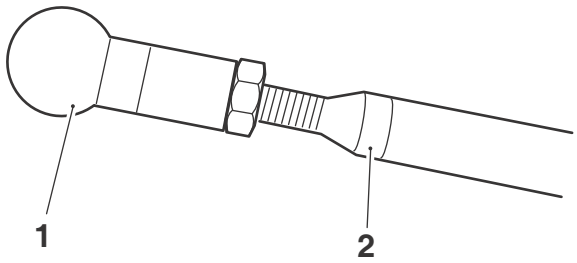
- **For models with a standard gear change linkage fitted, continue on page 5.**
- **For models with a quickshifter fitted, go to page 7.**

Models with a Standard Gear Change fitted

Note:

- **For models with a standard gear change linkage, note the position of the machined ring on the front ball joint or gear change linkage for installation.**
- **The front ball joint on the transmission linkage has a left hand thread.**

1. Unscrew the transmission linkage ball joint (front) from the gear selector rod. Retain the ball joint for reuse.



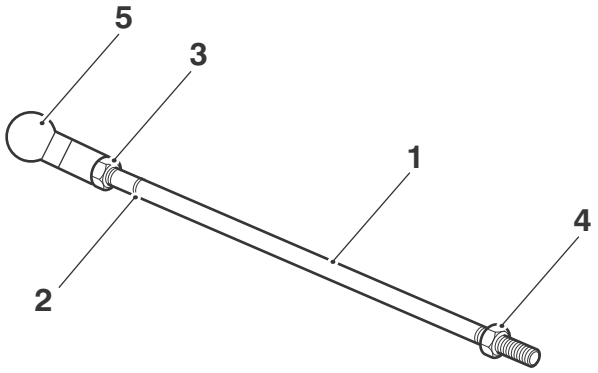
1. **Ball joint, left hand thread**
2. **Gear selector rod**

2. Retain the gear selector rod, left hand threaded nut and footrest mounting assembly if the motorcycle is to be returned to its original condition.

Note:

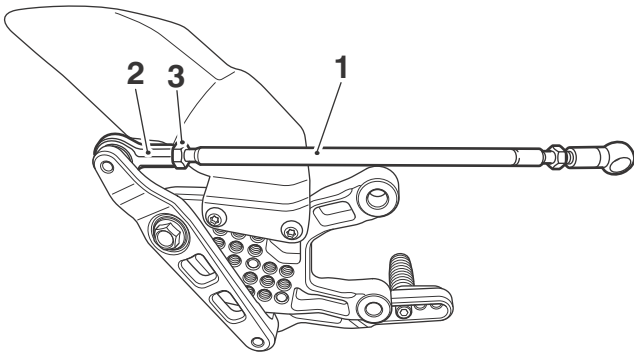
- **The new gear selector rod has a right hand thread at one end, and a left hand thread at the other end. The left hand thread end of the rod can be identified by a groove machined in to the selector rod.**

3. Ensure the left hand threaded nut and the right hand threaded nut are fully screwed on to the new gear selector rod. Screw the ball joint, removed in step 1, fully on to the left hand thread of the new gear selector rod.



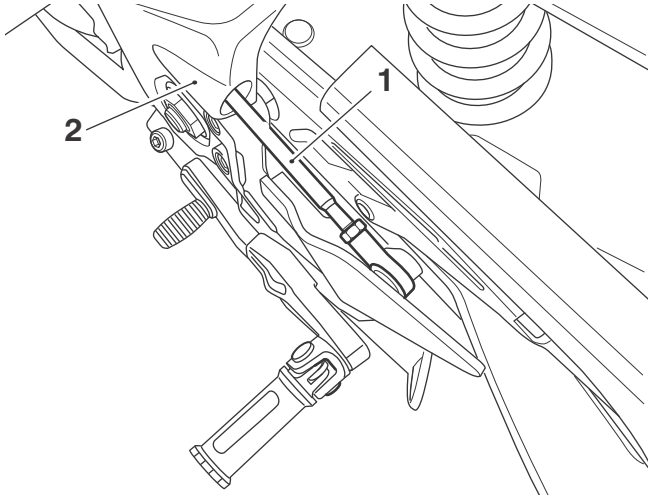
1. **Gear selector rod**
2. **Machined groove**
3. **Nut, left hand thread**
4. **Nut, right hand thread**
5. **Ball joint**

4. Fully screw the gear selector rod into the gear change pedal. Do not tighten the lock nut at this stage.



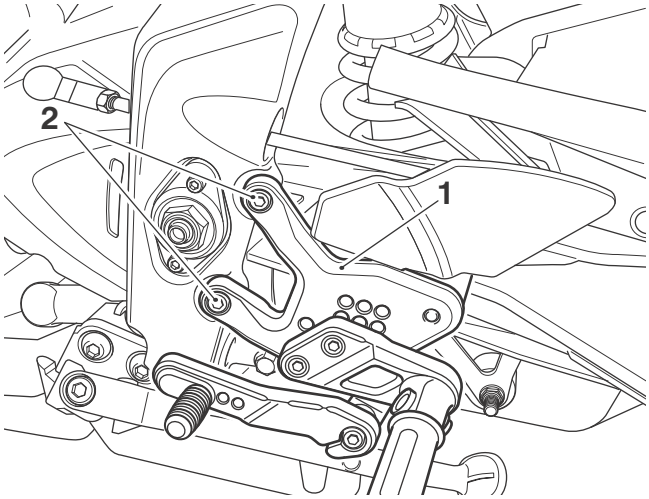
1. **Selector rod**
2. **Ball joint**
3. **Nut**

5. Position the gear selector rod through the motorcycle frame.



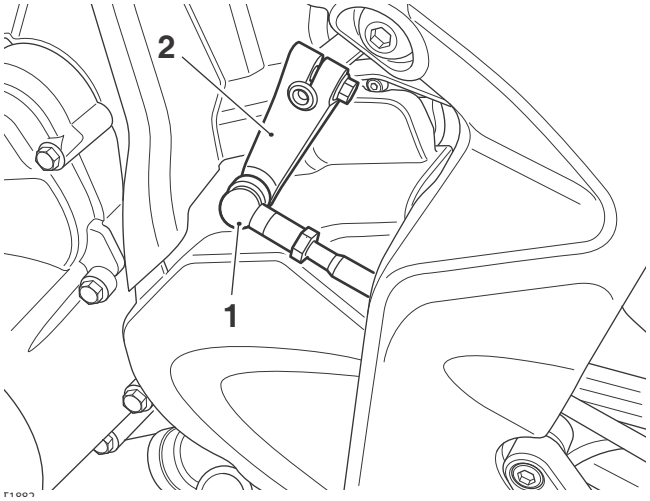
1. **Gear selector rod**
2. **Frame**

6. Fit the new footrest mounting assembly and secure with two of the M8 x 20 mm screws provided. Tighten the screws to **24 Nm**.



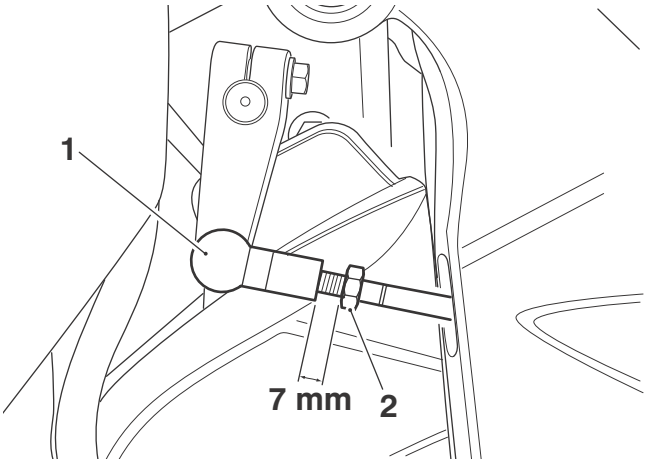
1. **Footrest mounting assembly**
2. **Screws, M8 x 20 mm**

7. Push the ball joint on to the gear change lever.



1. **Ball joint**
2. **Gear change lever**

8. Refit the wire clip, removed in step 4 on page 4.
9. Turn the gear selector rod until 7 mm is achieved between the ball joint and the fully screwed on left hand threaded nut.



1. **Ball joint**
2. **Nut, left hand thread**

10. Tighten the lock nuts on both ends of the gear selector rod to **6 Nm**.
11. Operate the gear change pedal throughout the gear range to ensure there is at least 3 mm clearance between the gear change pedal and the footrest mounting assembly. If necessary, repeat steps 9 and 10 to obtain the clearance.
12. Fit the left hand footrest, go to page 9.

Models with a Quickshifter Fitted

Note:

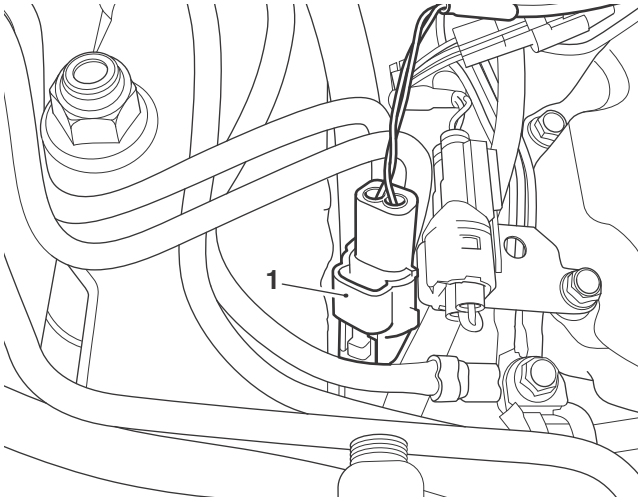
- **For models with the quickshifter fitted, note the position of its sensor for installation.**

1. Remove the seat, refer to the Service Manual.
2. Disconnect the battery, negative (black) lead first.
3. Remove the fuel tank, refer to the Service Manual.

Note:

- **Note the routing of the quickshifter cable for installation.**

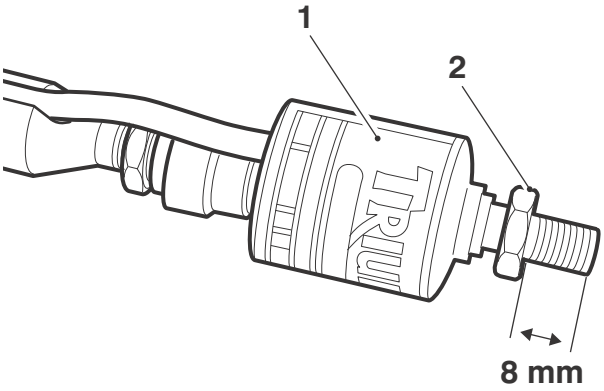
4. Disconnect the quickshifter multiplug from the main harness.



1. Quickshifter multiplug

5. Unscrew the rear ball joint (right hand thread) from the quickshifter assembly. Retain the ball joint for reuse if the motorcycle is to be returned to its original condition.

6. Screw the lock nut on to the rear of the quickshifter assembly (right hand thread) leaving 8 mm of thread exposed.

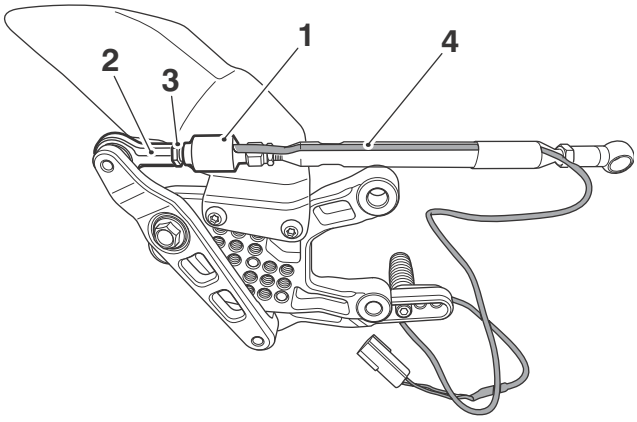


1. Quickshifter assembly
2. Lock nut

Note:

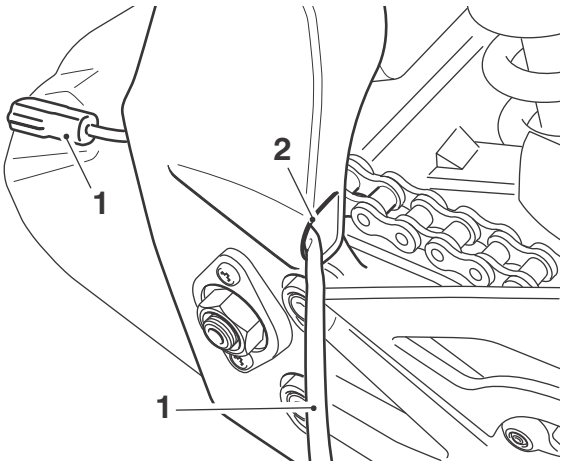
- **Ensure the quickshifter is positioned with the electrical cable positioned to the top.**

7. Screw the rear of the quickshifter assembly on to the rear ball joint (right hand thread) until it contacts the lock nut. Unscrew the quickshifter only enough to achieve the correct orientation in relation to the sensor cable, as shown below.



1. Quickshifter assembly
2. Ball joint
3. Lock nut
4. Sensor cable

8. Route the quickshifter sensor cable through the gear selector rod aperture in the frame, as shown.

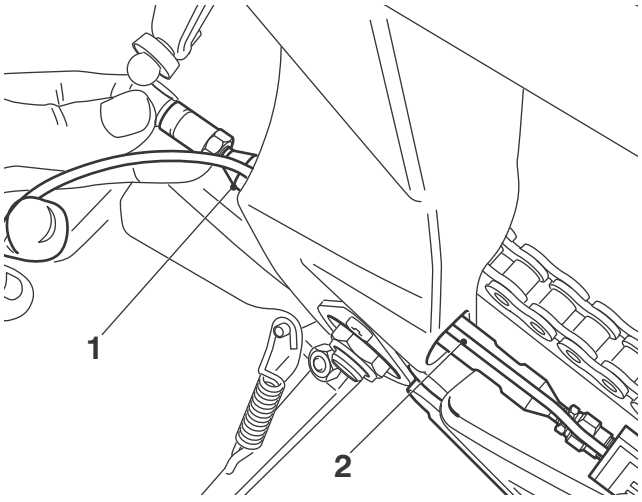


1. **Quickshifter cable**
2. **Gear selector rod aperture**

Note:

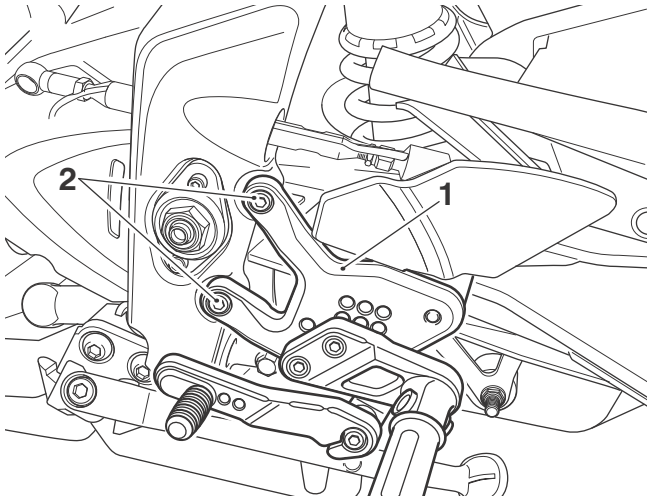
- **Ensure the quickshifter is positioned with the sensor cable to the top.**

9. Locate the quickshifter assembly in position, through the frame with the sensor at the rear and the sensor cable at the top.



1. **Quickshifter assembly**
2. **Sensor cable**

10. Fit the new footrest mounting assembly and secure with two of the M8 x 20 mm screws provided. Tighten the screws to **24 Nm**.

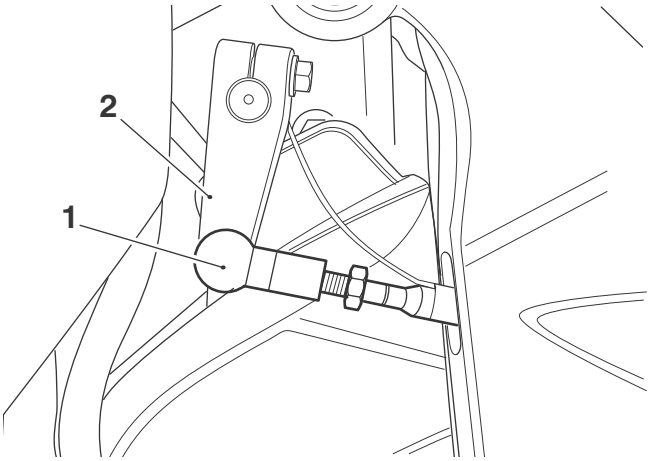


1. **Footrest mounting assembly**
2. **Screws, M8 x 20 mm**

Note:

- **Ensure the quickshifter is positioned with the sensor cable to the top.**

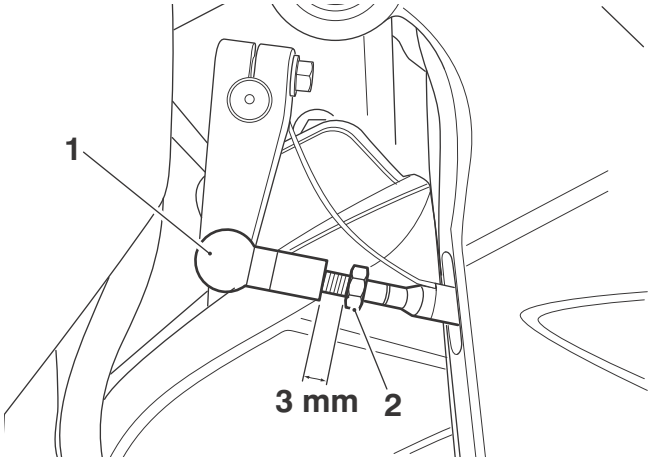
11. Push the ball joint on to the gear change lever.



1. **Ball joint**
2. **Gear change lever**

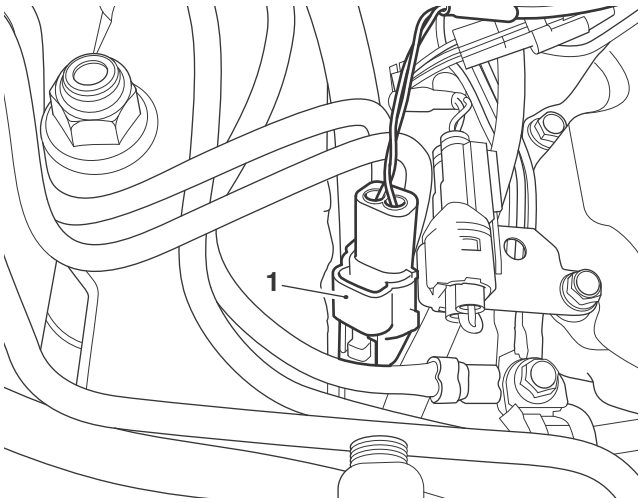
12. Refit the wire clip, removed on page 4, to retain the ball joint to the gear change lever.

13. Turn the gear selector rod until approximately 3 mm of thread is visible between the ball joint and the fully screwed on left hand threaded lock nut.



1. Ball joint
2. Nut, left hand thread

14. Tighten the lock nuts on both ends of the gear selector rod to **4 Nm**.
15. Operate the gear change pedal throughout the gear range to ensure there is at least 3 mm clearance between the gear change pedal and the footrest mounting assembly. If necessary, repeat steps 13 and 14 to obtain the clearance.
16. Connect the quickshifter multiplug to the main harness. Route the cable as noted for removal.

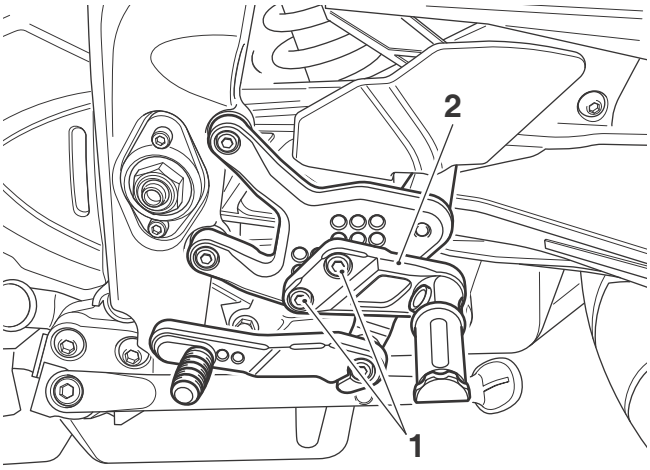


1. Quickshifter multiplug

17. Refit the fuel tank, refer to the Service Manual.
18. Reconnect the battery, positive (red) lead first. Tighten the battery terminals to **4.5 Nm**.
19. Refit the seat, refer to the Service Manual.

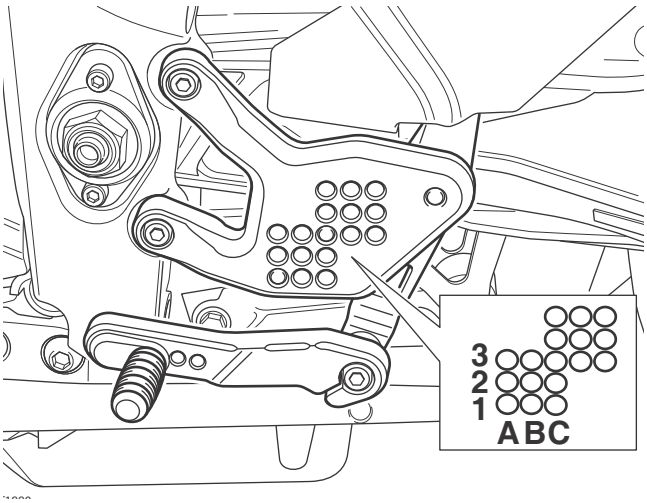
Positioning the Left Hand Footrest

1. The footrest position can be adjusted to the rider's preferred position. To adjust the footrest position, remove the two screws and the footrest plate.



1. Screws
2. Footrest plate

2. The illustration below shows the nine possible positions for the lower screw securing the footrest plate. The remaining holes are for the upper screw.

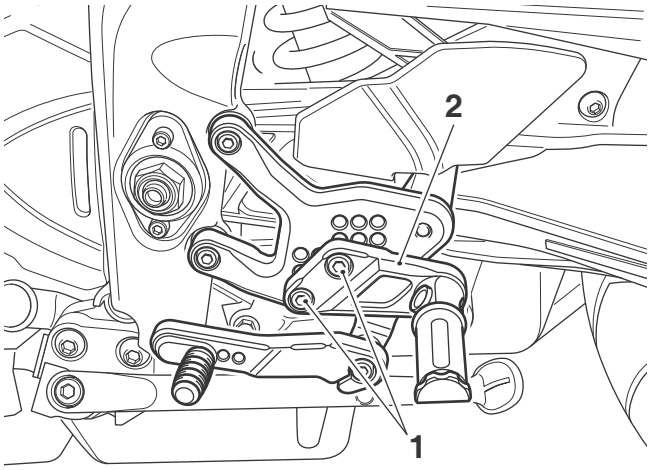


Possible Positions for the Lower Screw

Note:

- **To ensure the right hand footrest plate is positioned at the same height as the left hand footrest plate, make a note of which hole is used for the lower screw, for example C1.**

3. Refit the footrest plate and secure with the two screws, ensuring the lower screw is in one of the nine holes shown previously.



1. **Screws**
2. **Footrest plate**

4. Check to see if the footrest is in the preferred position for the rider.

Note:

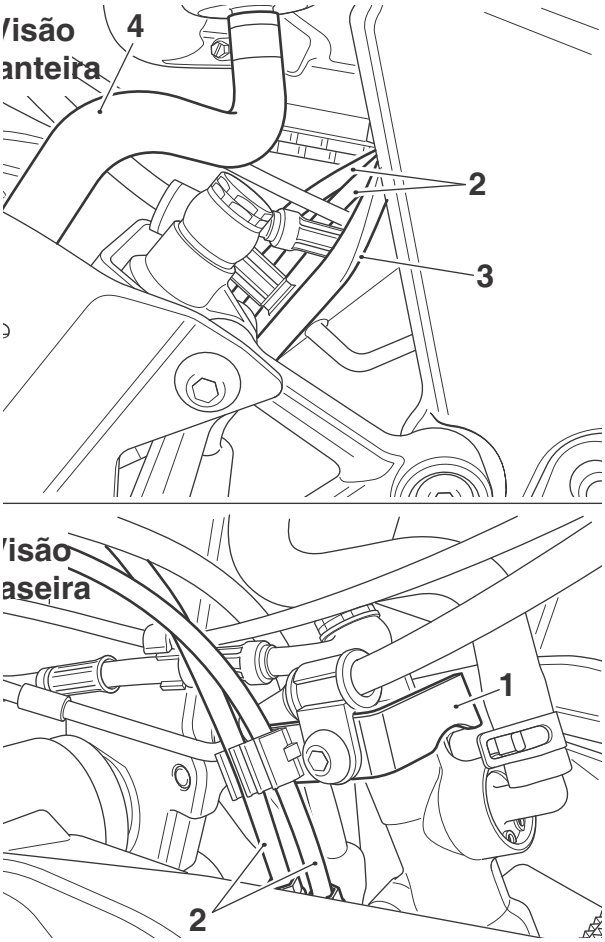
- **Should the rider require the footrest position to be changed, repeat steps 1 to 4.**

5. Repeat steps 1 to 4 until the footrest is at the preferred position for the rider. Tighten the screws to **24 Nm**.
6. For correct fitment of the bank angle indicators, refer to the Bank Angle Indicators section on page 16.

Right Hand Footrest Mounting Assembly

Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948 only

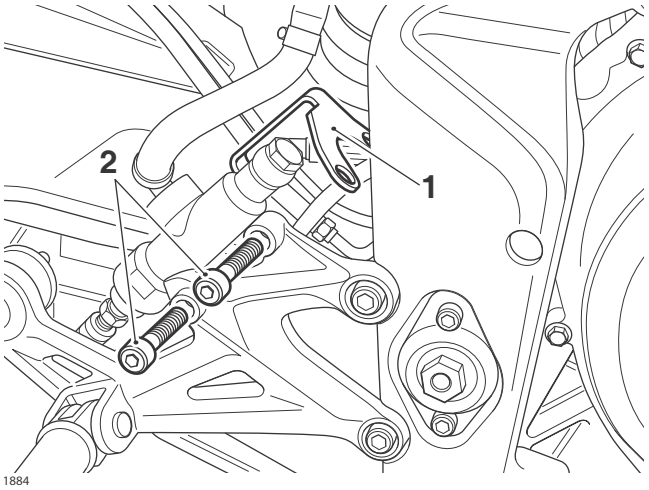
1. Detach the two exhaust butterfly valve cables from the rear of the ABS bracket, refer to the Service Manual.



1. **ABS bracket**
2. **Exhaust butterfly valve cables**
3. **Rear brake light switch cable**
4. **Rear brake reservoir hose**

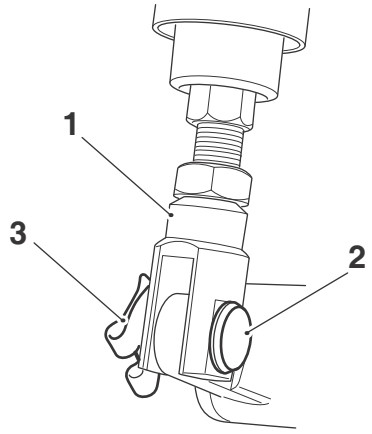
All Models

2. Remove the two screws retaining the master cylinder, ABS bracket and heel guard to the footrest mounting assembly. For motorcycles which are fitted with ABS, move the ABS bracket away from the footrest assembly, as shown. Retain the screws for reuse.



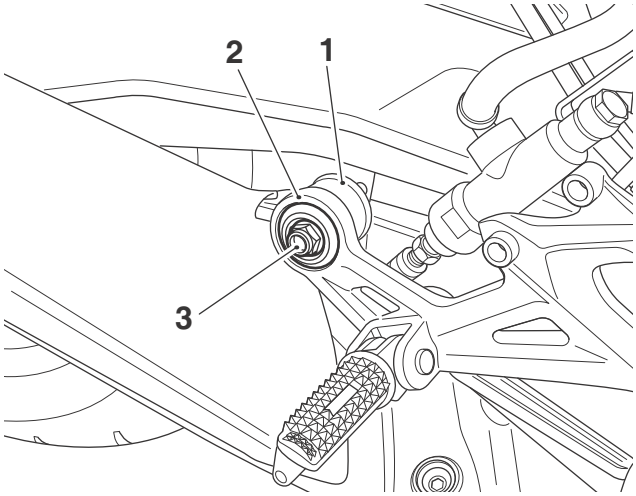
1. ABS bracket (where applicable)
2. Screws

3. Remove the clevis clip and clevis pin from the master cylinder push rod. Inspect the clevis pin for wear and replace if worn. Discard the clevis clip.



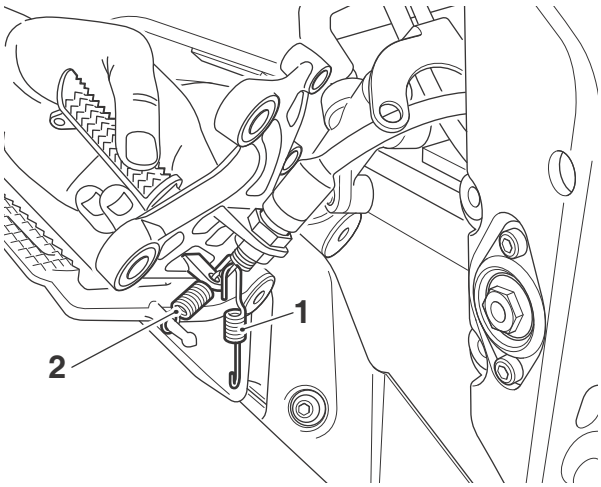
1. Master cylinder push rod
2. Clevis pin
3. Clevis clip

4. Remove the exhaust fixings at the footrest assembly. Retain the fixings for reuse.



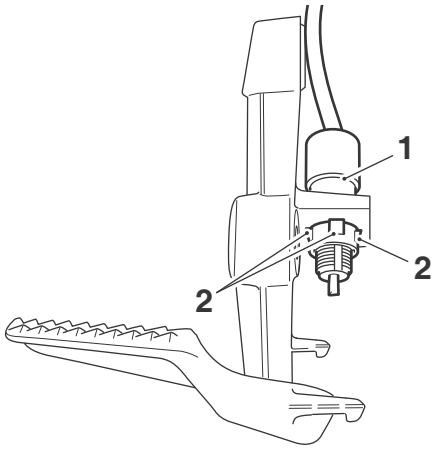
1. Exhaust mount
2. Footrest assembly
3. Fixings

5. Remove the remaining fixings securing the footrest mounting assembly to the motorcycle frame. Move the footrest mounting assembly away from the motorcycle frame, as shown, to gain access to the rear of the assembly. Remove the brake light switch spring and brake pedal return spring. Retain both springs for reuse.



1. Brake light switch spring
2. Brake pedal return spring

6. Release the three clips and detach the rear brake light switch from the original footrest mounting. Retain the brake light switch for reuse.



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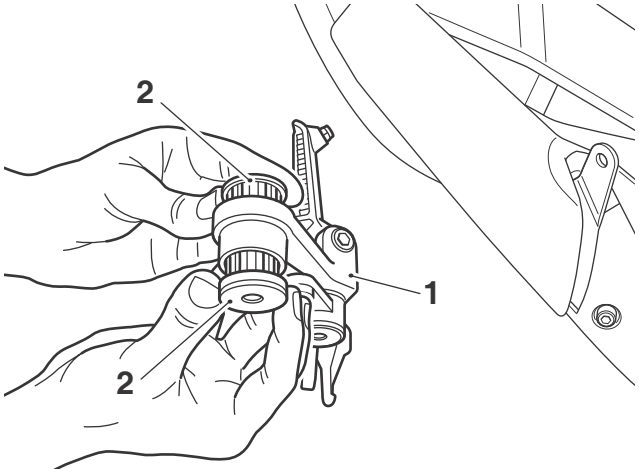
1. Rear brake light switch
2. Clips

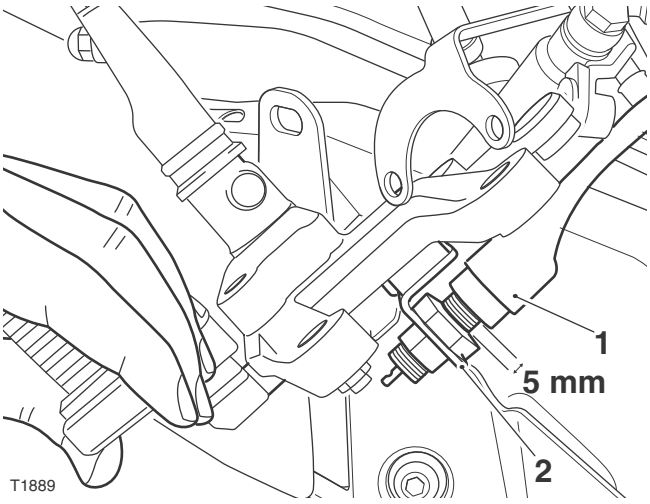
7. Remove the exhaust mount inserts from the original footrest mounting and fit the inserts in to the new footrest mounting assembly.



1. Footrest mounting assembly
2. Exhaust mount inserts

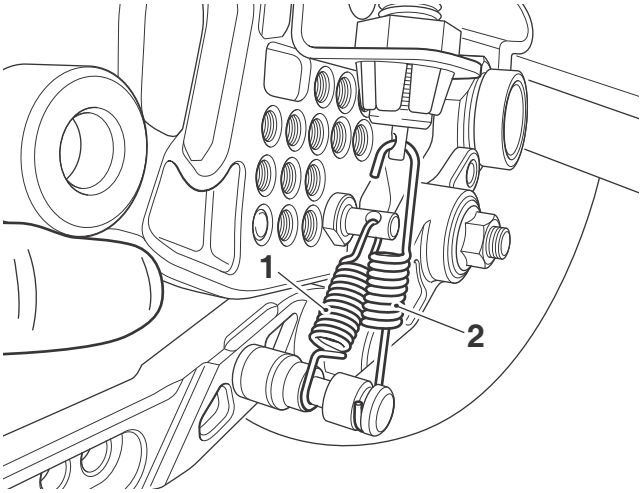
8. Retain the following if the motorcycle is to be returned to its original condition:
   - Footrest mounting
   - Brake pedal
   - Heel guard.

9. Fit the rear brake light switch to the bracket on the rear of the new footrest mounting assembly as shown below.



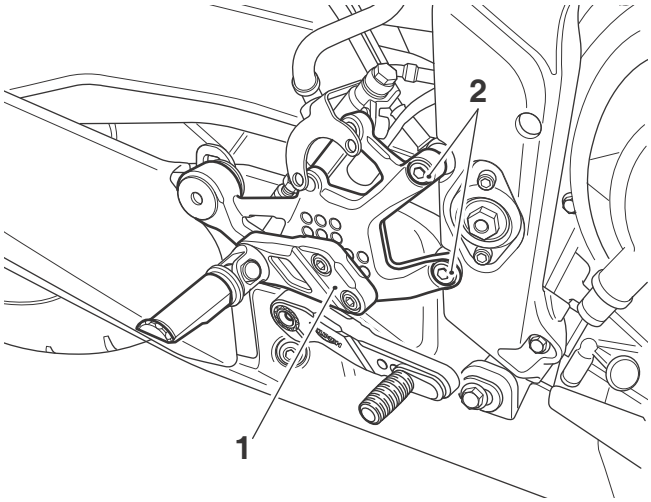
1. Rear brake light switch
2. Bracket

10. Fit the brake light switch spring and the brake pedal return spring.



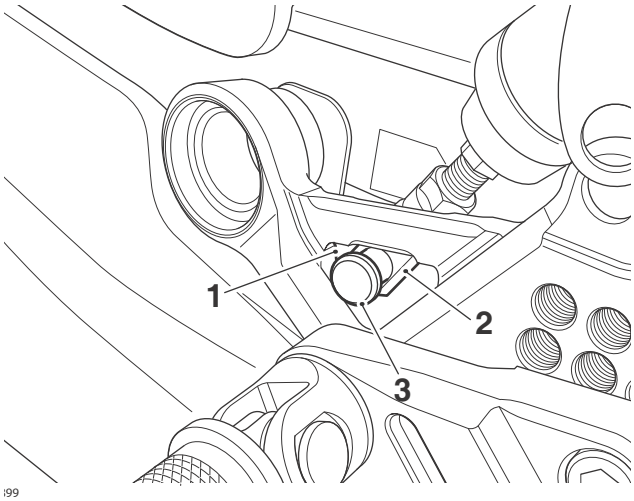
1. Brake pedal return spring
2. Brake light switch spring

11. Secure the new footrest mounting assembly to the motorcycle with two of the M8 x 20 mm screws provided. Tighten the fixings to **24 Nm**.



1. **Footrest mounting assembly**
2. **Screws, M8 x 20 mm**

12. Align the clevis hole in the brake pedal with the master cylinder push rod. Fit the clevis pin.

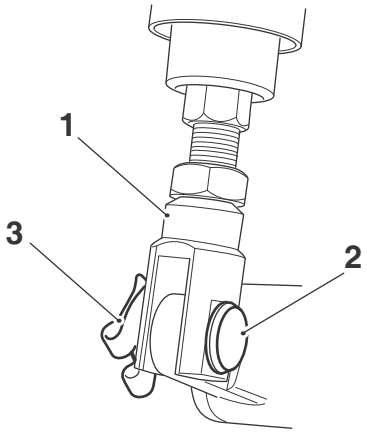


1. **Brake pedal**
2. **Master cylinder push rod**
3. **Clevis pin**

Warning

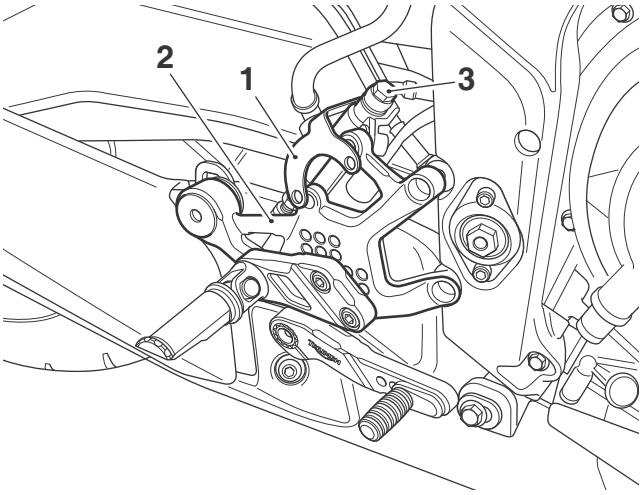
Always ensure the master cylinder clevis clip is correctly fitted. Failure to fit the clevis clip, or incorrectly fitting the clevis clip may result in loss of control of the motorcycle leading to an accident.

13. Secure the master cylinder push rod clevis pin with the new clevis clip supplied.



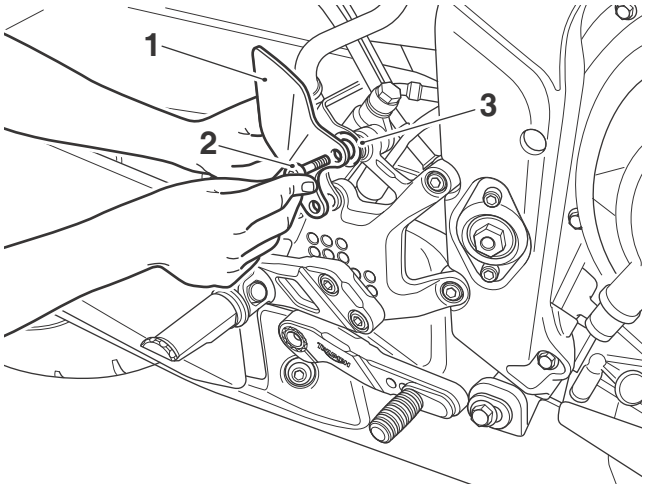
1. **Master cylinder push rod**
2. **Clevis pin**
3. **Clevis clip**

14. Position the master cylinder on to the new footrest mounting assembly and align the fixing holes as shown. For motorcycles with ABS fitted, ensure the holes in the ABS bracket are also aligned.



1. **ABS bracket (where applicable)**
2. **Footrest mounting assembly**
3. **Master cylinder**

15. Fit the right hand heel guard from the kit to the footrest mounting assembly and secure with the original fixings. For Street Triple from VIN 560477 and Street Triple R from VIN 560477 models only, fit the spacer from the kit between the footrest mounting assembly and the heel guard at the upper mounting position, as shown. Tighten the fixings to **24 Nm**.



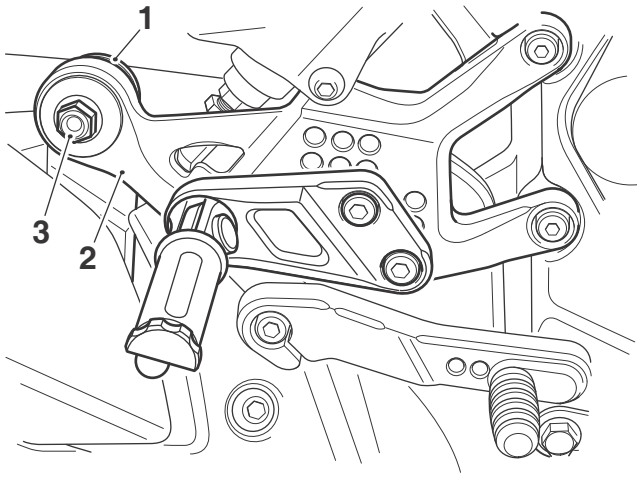
1. **Heel guard**
2. **Original fixings**
3. **Spacer**

Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948 only

16. Attach the two exhaust butterfly valve cables, removed in step 1, to the rear of the ABS bracket and adjust as described in the Service Manual.

All Models

17. Align the exhaust bracket with the exhaust mounting point on the footrest mounting assembly and fit the original fixings. Tighten the fixings to **28 Nm**.



1. **Mounting bracket, exhaust**
2. **Footrest mounting assembly**
3. **Fixings**

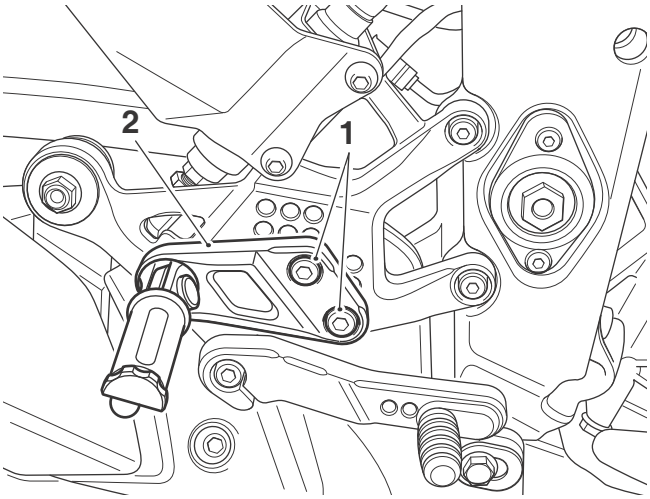
Positioning the Right Hand Footrest

Warning

Both left hand and right hand footrest plates must be adjusted to the same position. Ensure the left hand and right hand footrest plates are adjusted to the same position by making a note of which hole is used for the lower screw, as described in step 3.

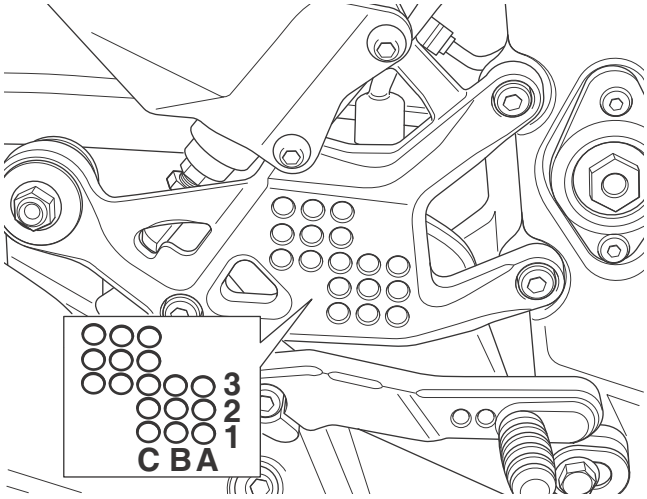
Failure to adjust the footrest plates to the same position will result in different left and right lean angles and changes to motorcycle handling. This may result in loss of motorcycle control and an accident.

1. The footrest position can be adjusted to the rider's preferred position. To adjust the footrest position, remove the two screws and the footrest plate.



1. **Screws**
2. **Footrest plate**

2. The illustration below shows the nine possible positions for the footrest plate lower screw. The remaining holes are for the footrest plate upper screw.



Possible Positions for the Footrest Plate Lower Screw

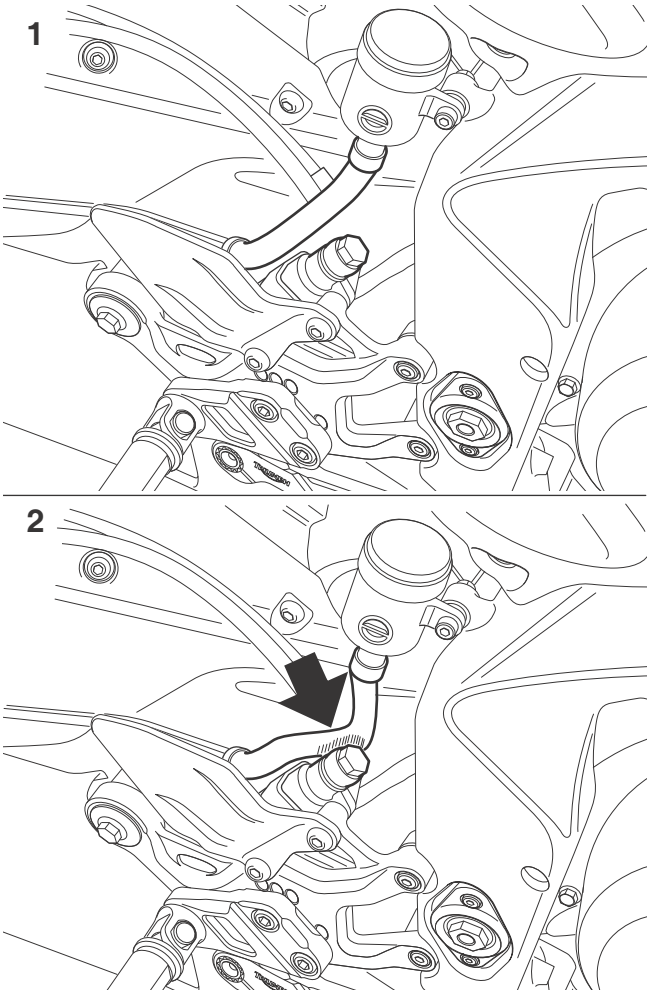
3. Refit the footrest plate and secure with the two screws, ensuring the lower screw is in the same hole location as the left hand footrest plate, for example C1. Tighten the screws to **24 Nm**.

Warning

After fitting the new right hand side footrest mounting assembly, the rear brake reservoir hose may be touching other components. Ensure that the rear brake reservoir hose is not touching other components.

Failure to ensure clearance between the rear brake reservoir hose and other components may cause damage to the hose resulting in loss of motorcycle control and an accident.

4. Ensure there is at least 5 mm clearance between the rear brake reservoir hose and other components.



1. **Correct routing**
2. **Incorrect routing**

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.

5. Check for correct brake and brake light operation. Rectify as necessary.

Note:

- **Should the rider require the footrest position to be changed, repeat steps 1 to 5.**

6. For correct fitment of the bank angle indicators, refer to the Bank Angle Indicators section on page 16.

Bank Angle Indicators

Warning

It is important that the correct bank angle indicators are fitted to suit the selected rider footrest mounting position. The information provided below details the correct bank angle size for each alternative footrest mounting position. Riding a motorcycle with incorrect bank angle indicators may result in loss of control of the motorcycle leading to an accident.

Triumph Genuine Accessory kit A9770044 suitable for Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948 comes complete with 3 pairs of bank angle indicators of different lengths.

Triumph Genuine Accessory kit A9770046 suitable for Street Triple from VIN 560477 Street Triple Rx and Street Triple R from VIN 560477 comes complete with 5 pairs of bank angle indicators of different lengths.

Note:

- **Each bank angle indicator corresponds to a different lower screw mounting position.**
- **Each bank angle indicator is stamped with an identification letter or length dimension. The table below shows which bank angle indicators should be fitted when a particular lower screw mounting position is used.**
- **If the lower screw mounting position is changed, the correct bank angle indicator must be fitted.**

Model	Lower Screw Position A1, B1 or C1	Lower Screw Position A2, B2 or C2	Lower Screw Position A3, B3 or C3
Daytona 675 from VIN 564948	Bank Angle Indicator A or 9 mm	Bank Angle Indicator B or 16 mm	Bank Angle Indicator C or 24 mm
Daytona 675R from VIN 564948	Bank Angle Indicator A or 9 mm	Bank Angle Indicator B or 16 mm	Bank Angle Indicator C or 24 mm
Street Triple from VIN 560477	Bank Angle Indicator C or 24 mm	Bank Angle Indicator D or 32 mm	Bank Angle Indicator E or 38 mm
Street Triple Rx, Street Triple R from VIN 560477	Bank Angle Indicator A or 9 mm	Bank Angle Indicator B or 16 mm	Bank Angle Indicator C or 24 mm

Warning

Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked at an unsafe angle. Banking to an unsafe angle may cause instability, loss of control and an accident causing injury or death.

Note:

- **The following table details the acceptable wear limits for all bank angle indicators.**

Model	The bank angle indicator is worn out when the stated length remains				
	A / 9 mm	B / 16 mm	C / 24 mm	D / 32 mm	E / 38 mm
Daytona 675 from VIN 564948	5 mm	12 mm	20 mm	Not applicable	Not applicable
Daytona 675R from VIN 564948	5 mm	12 mm	20 mm	Not applicable	Not applicable
Street Triple from VIN 560477	Not applicable	Not applicable	14 mm	22 mm	28 mm
Street Triple Rx, Street Triple R from VIN 560477	5 mm	12 mm	20 mm	Not applicable	Not applicable

7. Fit the correct bank angle indicators to the left hand side and right hand side footrest mounting assemblies. Tighten the bank angle indicators to **9 Nm**.

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

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.