



Accessory Fitting Instructions

Mid Control Kit	
Kit Number	Models Affected
A9770116	Bonneville Speedmaster from VIN 739143

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

Fit only genuine Triumph accessories to those models approved by Triumph as listed in the associated Triumph fitting instructions. 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 never 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 affect the rider's ability to control the motorcycle and could result in an accident causing severe injuries or death.

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

Make sure the motorcycle is supported. A correctly supported motorcycle will help prevent it from falling. An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

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.

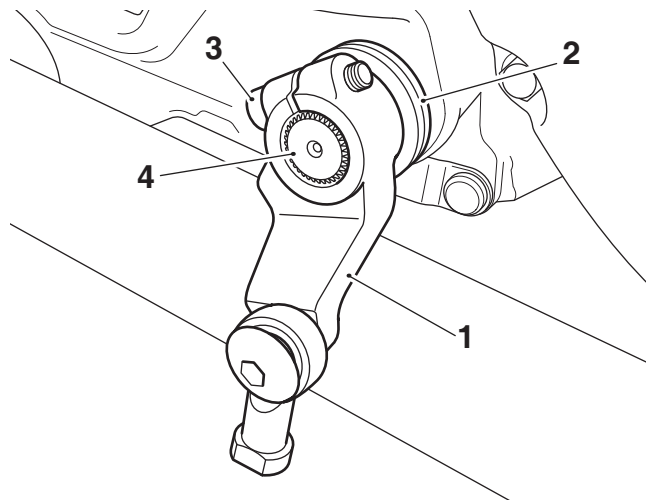
Warning

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.

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.

- Remove the forward control mounting assembly together with the forward controls, as described in the Service Manual. Retain the original weld nut plate for reuse. Retain the forward control mounting assembly, forward controls and fixings for reuse if the motorcycle is to be returned to its original condition.
- Remove the rear brake clamp assembly and return spring from the splined shaft in the control plate. Retain the fixing and return spring for reuse. Retain the rear brake clamp assembly for reuse if the motorcycle is to be returned to its original condition.

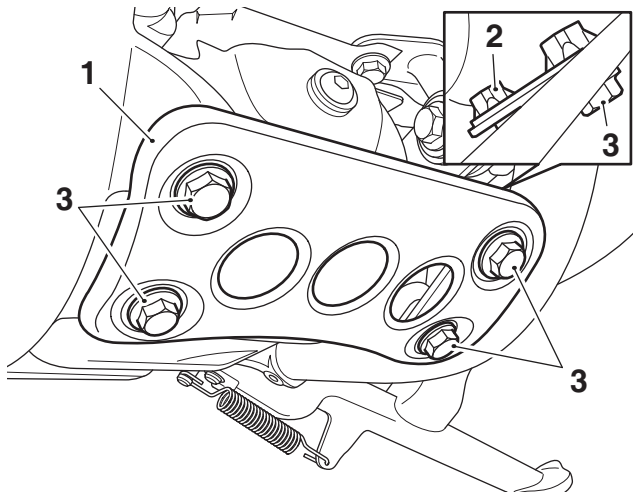


- Rear brake clamp assembly
- Return spring
- Fixing
- Splined shaft

- Remove the right hand exhaust header pipe and silencer, as described in the Service Manual. Discard the three gaskets.

Note:

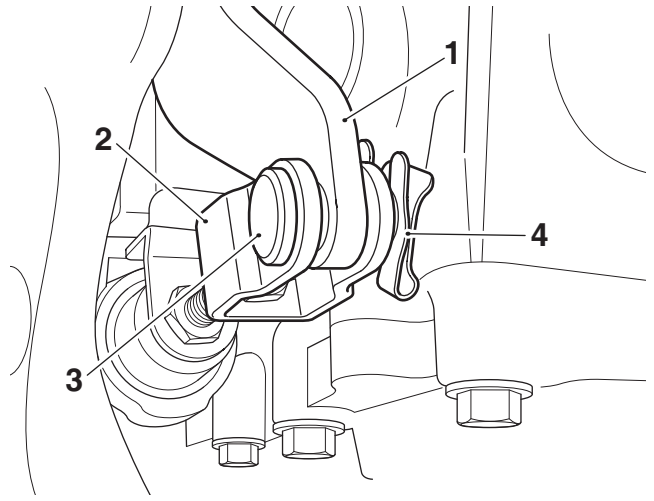
- **The gear change rod has a right hand thread at one end and a left hand thread at the other end.**
4. Remove the gear change rod, as described in the Service Manual. Remove the lock nuts from the gear change rod. Retain the lock nuts for reuse. Retain the gear change rod for reuse if the motorcycle is to be returned to its original condition.
 5. Remove the gear clamp assembly. Retain the fixing for reuse. Retain the gear clamp assembly for reuse if the motorcycle is to be returned to its original condition.
 6. Remove the brake connecting rod, as described in the Service Manual. Retain the connecting rod for reuse if the motorcycle is to be returned to its original condition.
 7. Remove the gear selector pin and rubber from the gear pedal. Remove the gear selector pin rubber from the gear selector pin and discard. Retain the gear selector pin for reuse.
 8. Collect the cradle stiffener and four M8 x 16 mm fixings from the kit.
 9. Fit the cradle stiffener to the forward control mounting points on the cradle. Fit the M8 x 16 mm fixings and original weld nut plate on the left hand side. Tighten the fixings to **22 Nm**.



1. Cradle stiffener
2. Weld nut plate, left hand side
3. Fixing, M8 x 16 mm

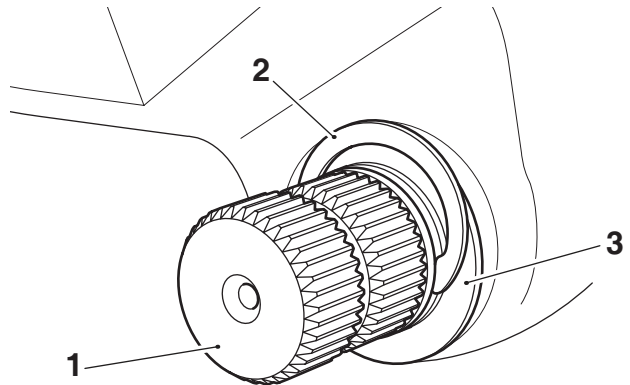
Right Hand Side

10. Remove the retaining clip and clevis pin securing the rear brake master cylinder clevis to the master cylinder brake lever. Retain the clevis pin and retaining clip for reuse.



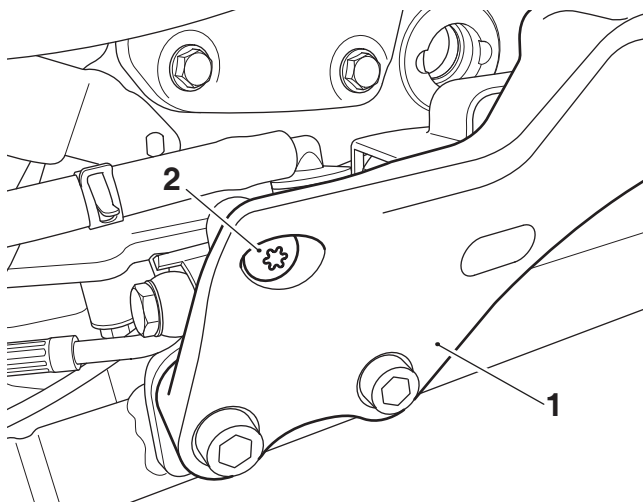
1. Master cylinder brake lever
2. Master cylinder clevis
3. Clevis pin
4. Retaining clip

11. Remove the circlip and washer from the splined shaft. Retain the circlip and washer for reuse.



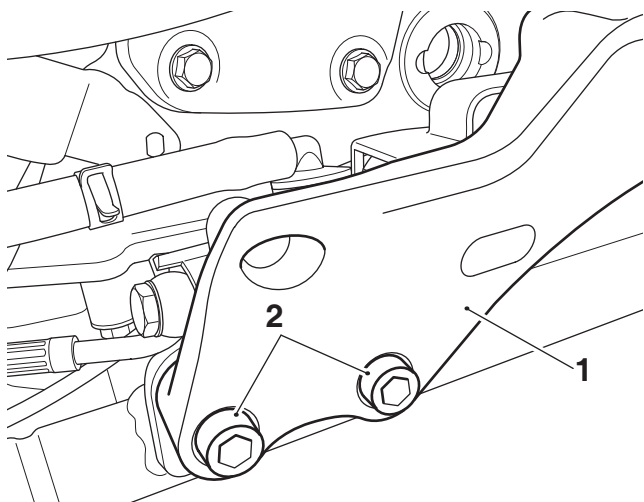
1. Splined shaft
2. Circlip
3. Washer

12. Remove the rear brake master cylinder fixing from the front of the control plate. Retain the fixing for reuse.



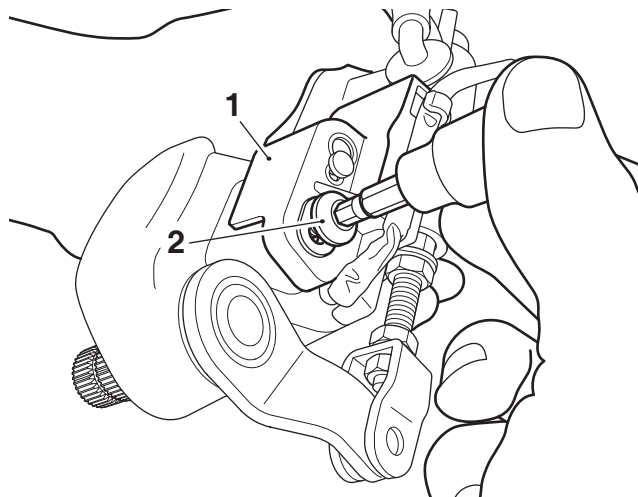
1. Control plate
2. Fixing, rear brake master cylinder

13. While supporting the control plate, remove the control plate fixings, as shown. Retain the fixings for reuse.



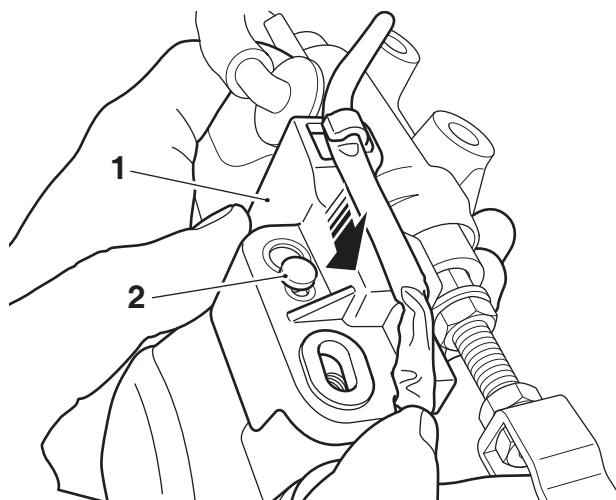
1. Control plate
2. Fixings

14. Remove the rear brake light switch fixing, discard the fixing.



1. Rear brake light switch
2. Fixing

15. Slide the rear brake light switch forwards to release it from the retaining pin.



1. Rear brake light switch
2. Retaining pin



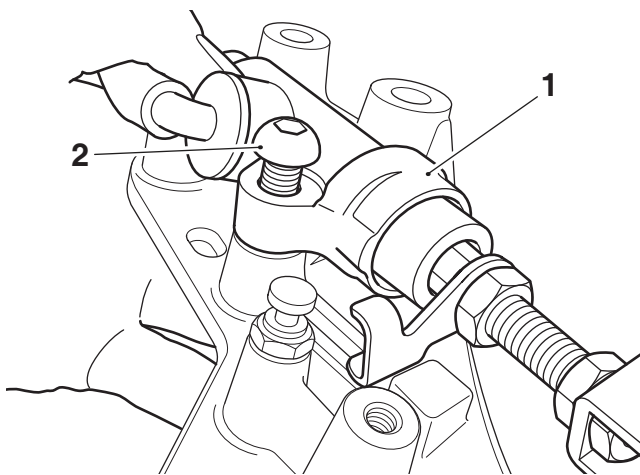
Warning

Do not allow a brake component to hang unsupported on the brake hose or line.

Brake hoses or lines that are not supported may become damaged or bent.

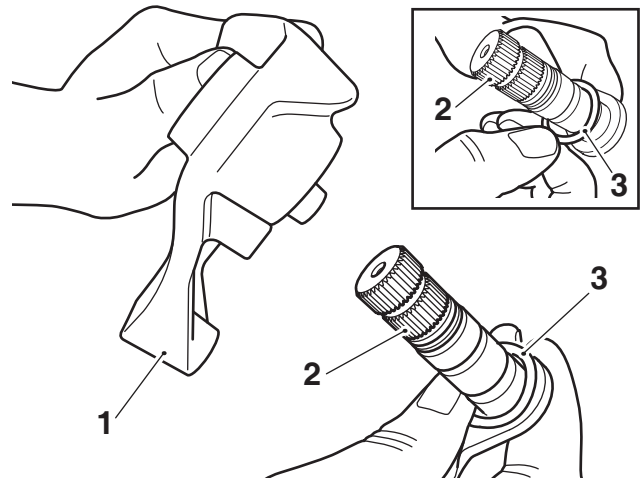
Bent or damaged brake hoses or lines lead to reduced braking efficiency causing loss of motorcycle control and an accident.

16. Remove the rear brake master cylinder fixing from the rear of the control plate. Retain the fixing for reuse. Remove the master cylinder from the control plate. Make sure it is supported and not allowed to hang from the brake line.



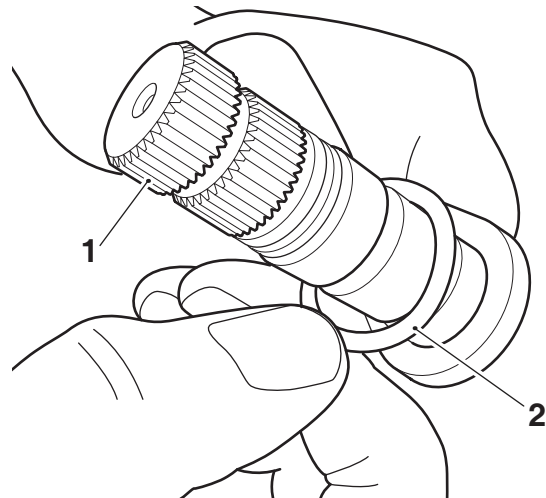
1. Rear brake master cylinder
2. Fixing

17. Remove the splined shaft from the control plate. Retain the splined shaft for reuse. Retain the control plate for reuse if the motorcycle is to be returned to its original condition. Remove the wavy washer from the splined shaft and discard.



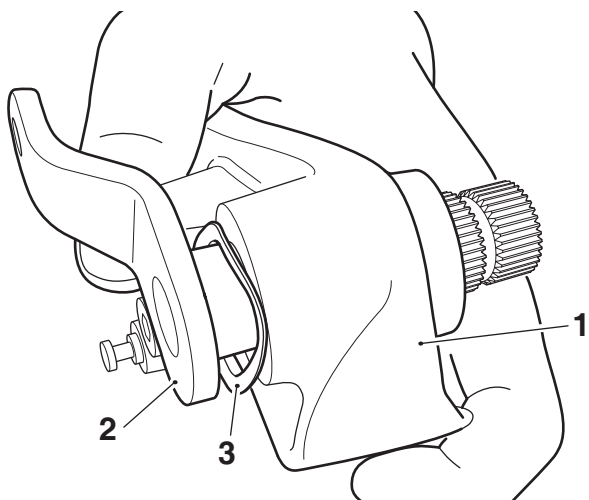
1. Control plate
2. Splined shaft
3. Wavy washer

18. Fit the wavy washer from the kit on to the splined shaft as shown.



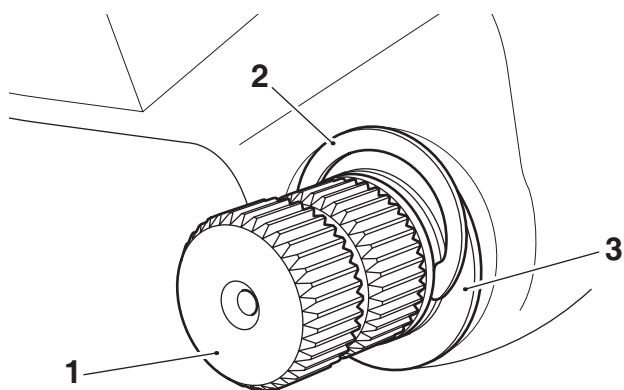
1. Splined shaft
2. Wavy washer

19. Fit the splined shaft in to the control plate from the kit, with the wavy washer positioned as shown.



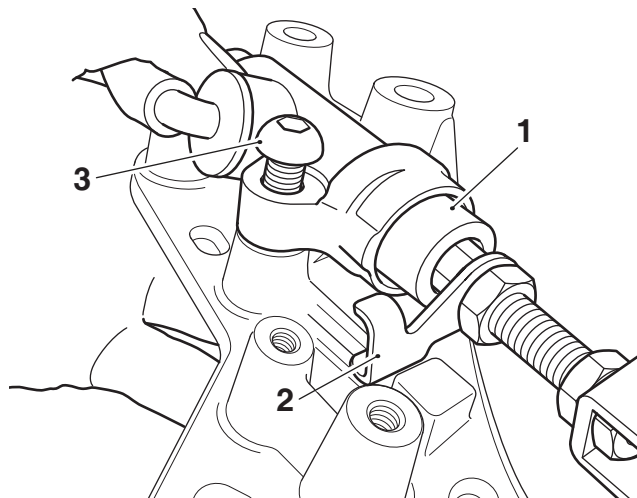
1. Control plate
2. Splined shaft
3. Wavy washer

20. Refit the original washer and circlip to retain the splined shaft in the control plate.



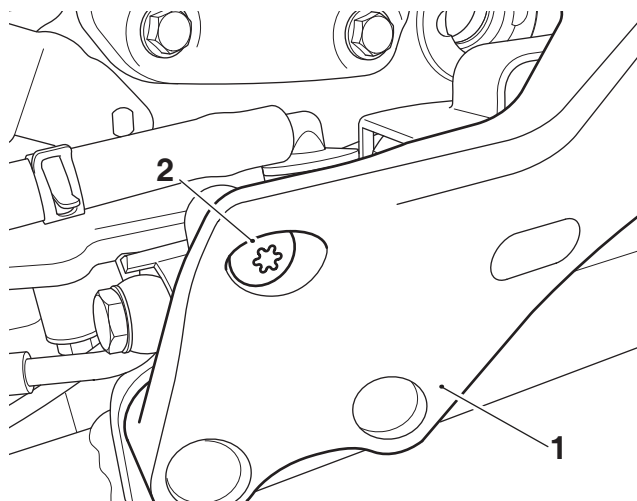
1. Splined shaft
2. Circlip
3. Washer

21. Position the rear brake master cylinder on the rear of the control plate making sure the brake light activating arm is in the orientation shown. Fit the original fixing. Do not fully tighten the fixing at this stage.



1. Rear brake master cylinder
2. Brake light activating arm
3. Fixing

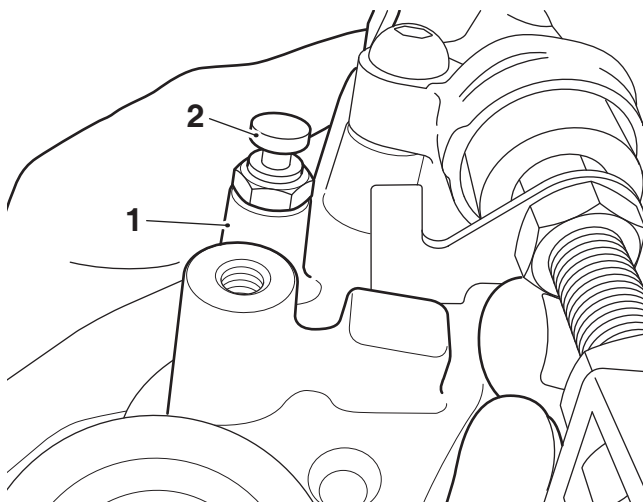
22. Fit the original master cylinder outer fixing through the control plate. Tighten the fixing to **16 Nm**.



1. Control plate
2. Fixing

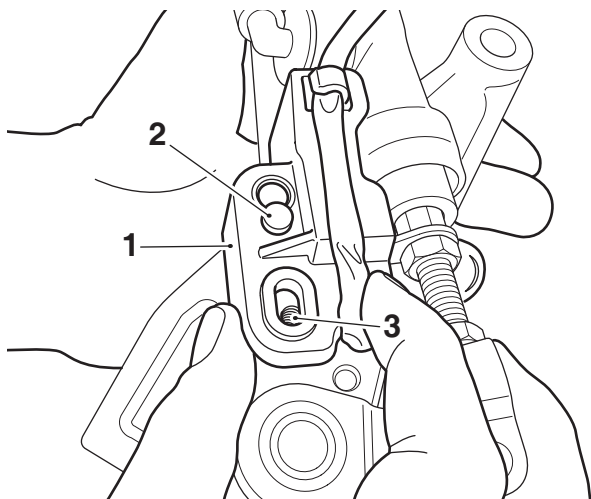
23. Tighten the inner master cylinder fixing to **16 Nm**.

24. Fit the brake light switch retaining pin from the kit to the control plate as shown. Tighten the retaining pin to **5 Nm**.



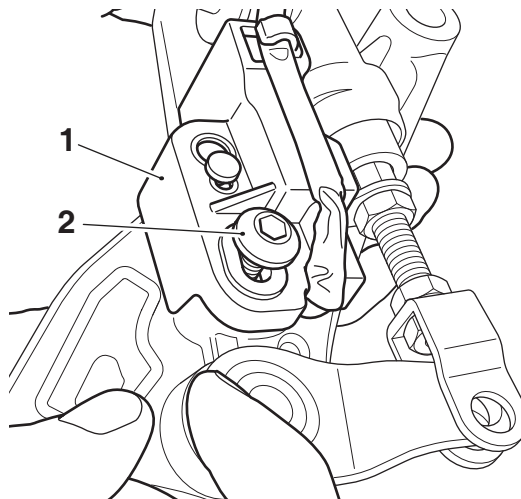
1. Control plate
2. Retaining pin, brake light switch

25. Refit the brake light switch to the control plate. Make sure the brake light switch locates correctly on the retaining pin and is aligned with the fixing position in the control plate.



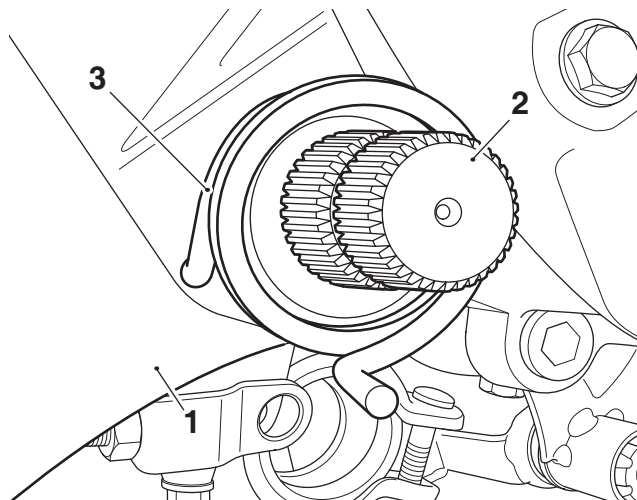
1. Brake light switch
2. Retaining pin
3. Fixing position

26. Fit the new M5 x 14 mm fixing from the kit. Tighten the fixing to **5 Nm**.



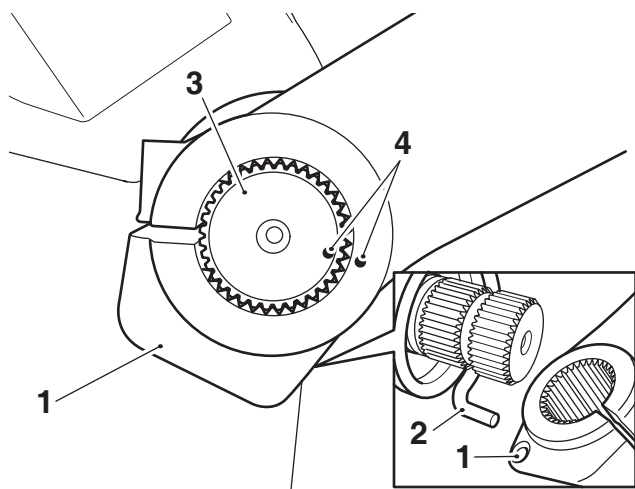
1. Brake light switch
2. Fixing, M5 x 14 mm

27. Fit the original brake pedal return spring on to the splined shaft in the orientation shown, making sure the spring locates correctly in the control plate.



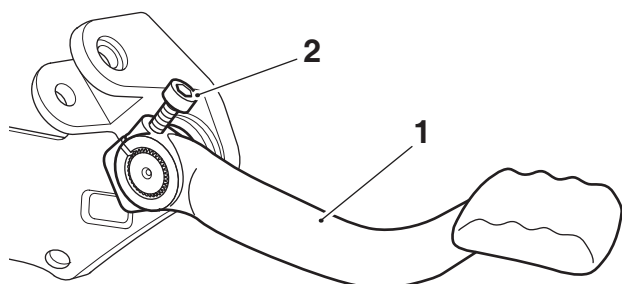
1. Control plate
2. Splined shaft
3. Brake pedal return spring

28. Locate the brake pedal return spring in to the rear brake pedal from the kit, as shown. Fit the rear brake pedal on to the splined shaft in the orientation shown. Make sure the alignment marks on the splined shaft and brake pedal are correctly aligned as shown.



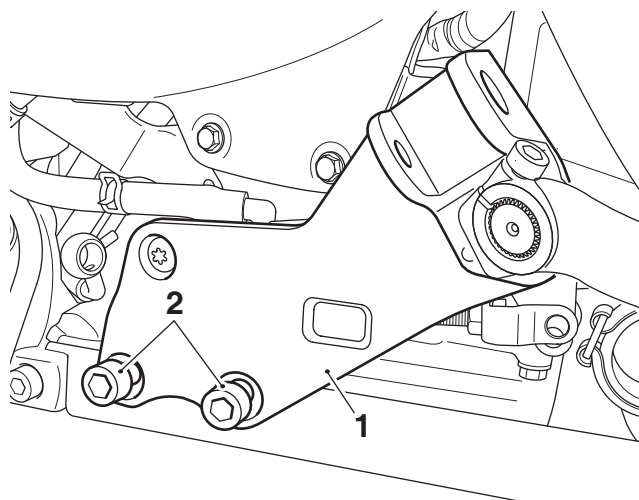
- 1. Brake pedal
- 2. Brake pedal return spring
- 3. Splined shaft
- 4. Alignment marks

29. Refit the original rear brake lever fixing to the brake pedal. Tighten the fixing to **8 Nm**.



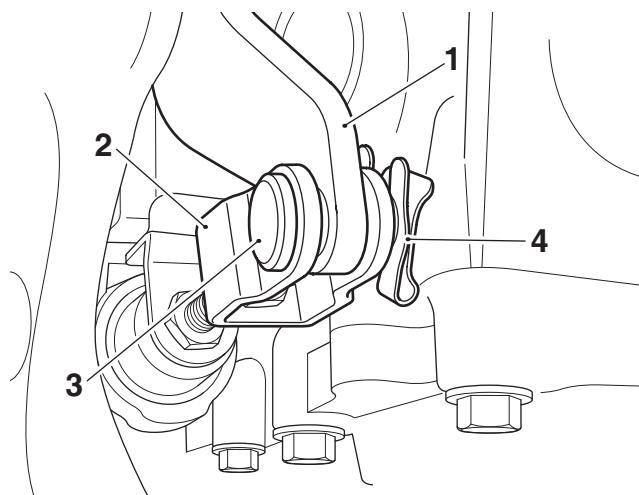
- 1. Brake pedal
- 2. Fixing

30. Fit the control plate assembly to the motorcycle and secure with the original fixings. Tighten the fixings to **24 Nm**.



- 1. Control plate assembly
- 2. Fixings

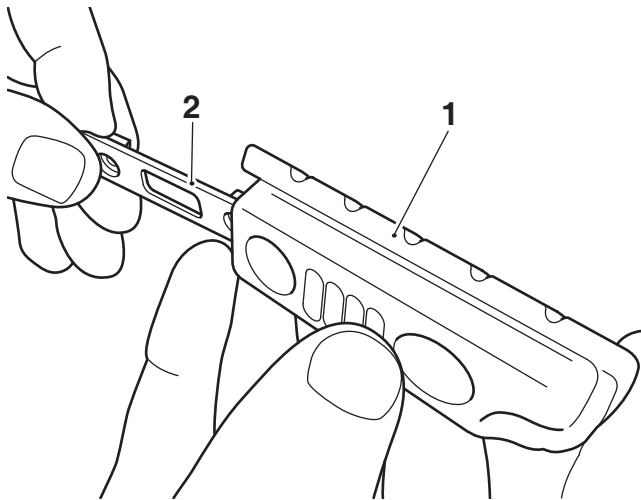
31. Using the rear brake pedal to rotate the splined shaft, align the master cylinder brake lever with the rear brake master cylinder clevis and refit the original clevis pin and retaining clip.



- 1. Master cylinder brake lever
- 2. Master cylinder clevis
- 3. Clevis pin
- 4. Retaining clip

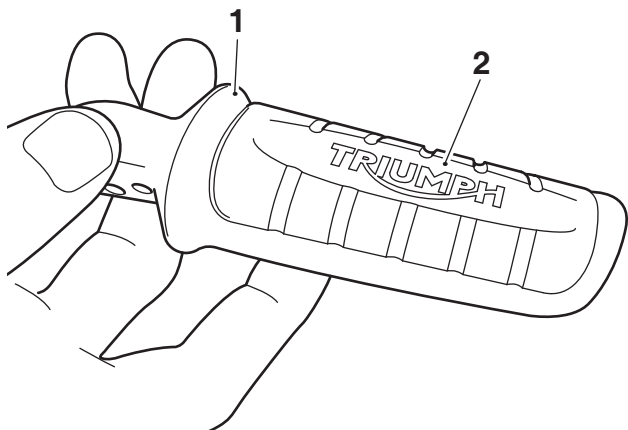
32. Collect the right hand footrest, right hand footrest rubber and a weld nut plate from the kit.

33. Fit the weld nut plate into the footrest rubber in the orientation shown. Make sure the holes in the footrest rubber are aligned with the weld nuts.



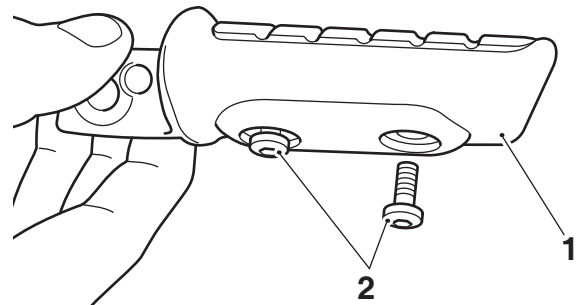
1. Footrest rubber
2. Weld nut plate

34. Fit the footrest rubber onto the footrest, in the orientation shown.



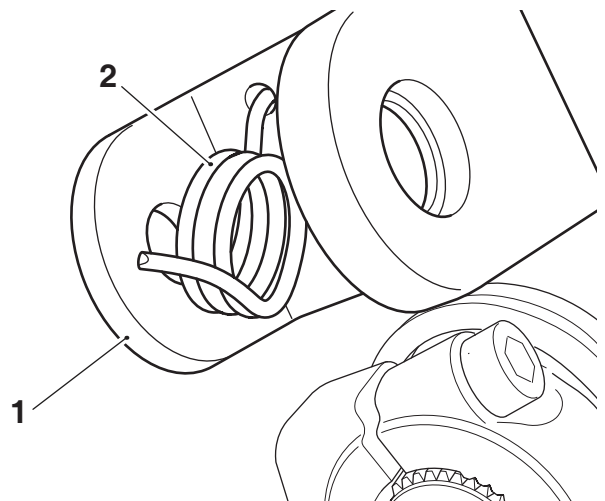
1. Footrest
2. Footrest rubber

35. Fit two M5 x 16 mm fixings from the kit. Tighten the fixings to **6 Nm**.



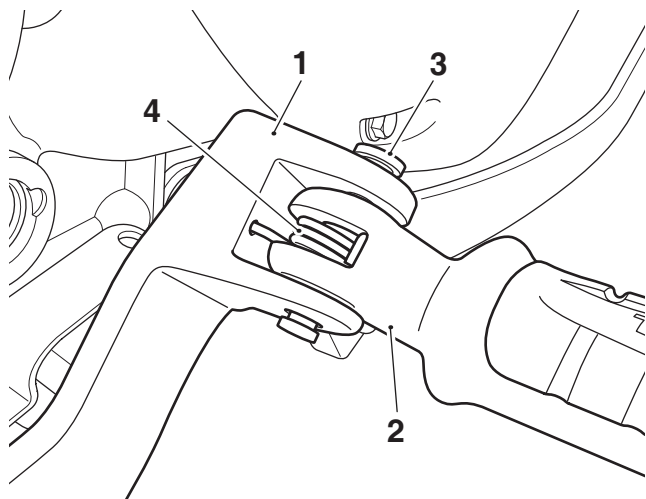
1. Footrest
2. Fixing, M5 x 16 mm

36. Fit a footrest return spring from the kit in to the footrest mount section of the control plate in the orientation shown.



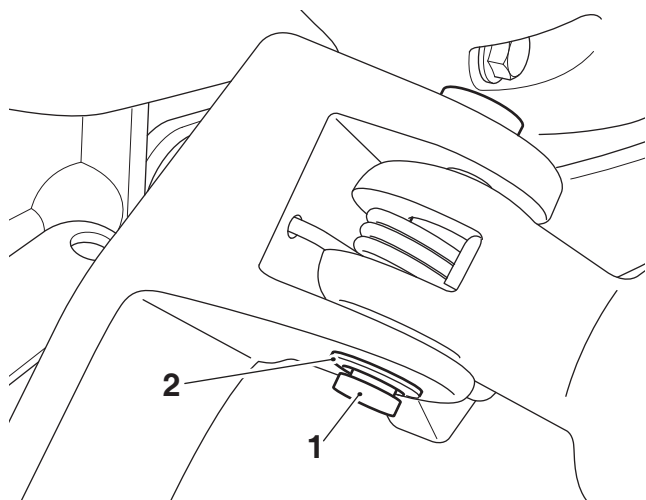
1. Footrest mount, control plate
2. Footrest return spring

37. Position the right hand footrest in to the footrest mount on the control plate, with the footrest return spring positioned as shown. Fit the pivot pin from the kit.



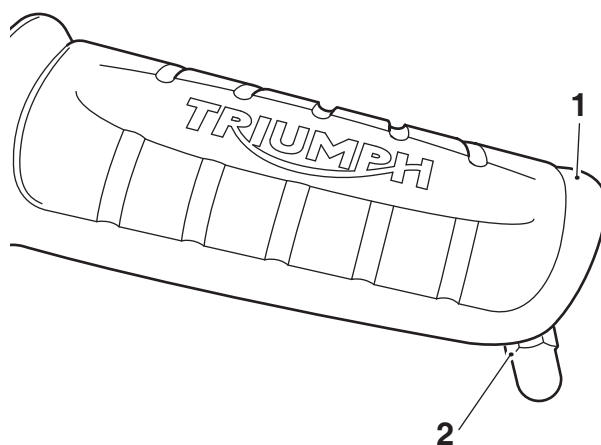
- 1. Footrest mount, control plate
- 2. Footrest
- 3. Pivot pin
- 4. Footrest return spring

38. Fit the circlip from the kit to retain the pivot pin.



- 1. Pivot pin
- 2. Circlip

39. Fit a bank angle peg from the kit to the footrest. Tighten the bank angle peg to **9 Nm**.

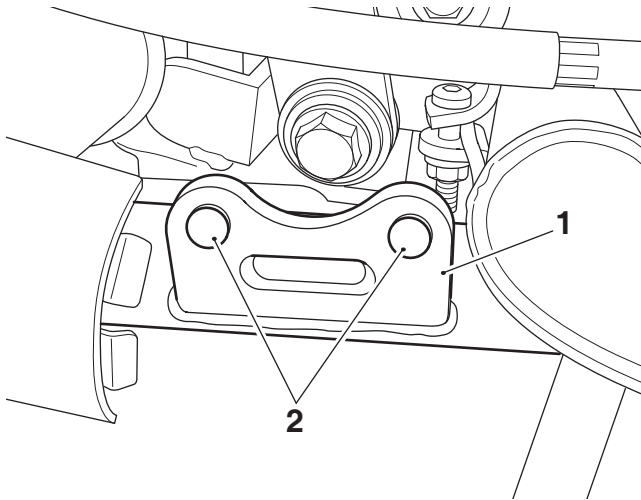


- 1. Footrest
- 2. Bank angle peg

40. Refit the right hand exhaust header pipe and silencer, using the new gaskets from the kit, as described in the Service Manual.

Left Hand Side

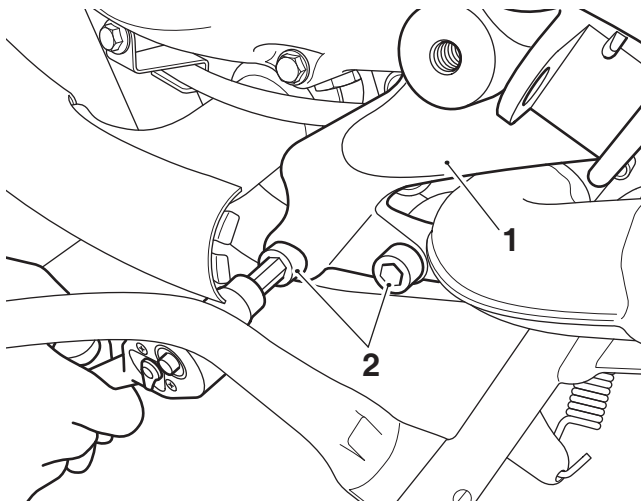
41. Remove the silencer cover, as described in the Service Manual.
42. Remove the blanking plugs from the control plate mounting holes in the motorcycle frame. Retain the blanking plugs for reuse if the motorcycle is to be returned to its original condition.



1. Motorcycle frame

2. Blanking plugs

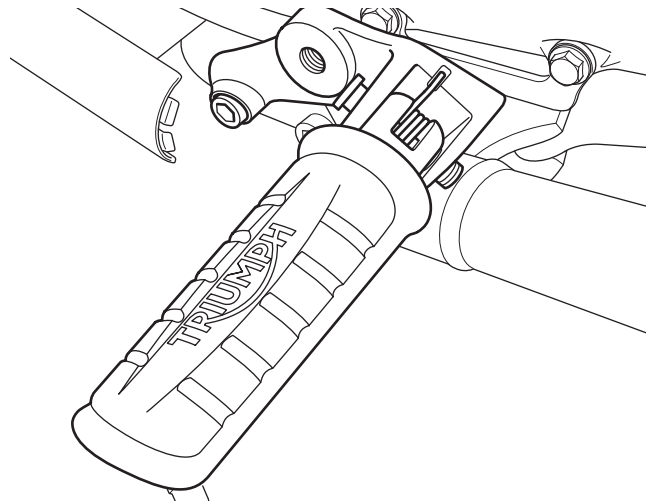
43. Fit the left hand control plate from the kit to the motorcycle frame in the orientation shown. Fit the M10 x 50 mm fixings from the kit. Tighten the fixings to **24 Nm**.



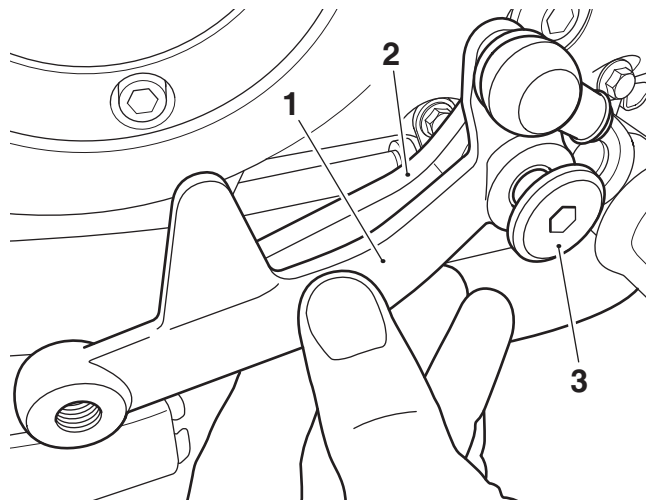
1. Control plate

2. Fixings, M10 x 50 mm

44. Assemble and fit the left hand footrest to the control plate following steps 32 to 38 of the right hand side.



45. Collect the gear pedal assembly and pivot bolt from the kit.
46. Fit the gear pedal assembly to the control plate in the orientation shown. Fit the pivot bolt. Tighten the pivot bolt to **22 Nm**.



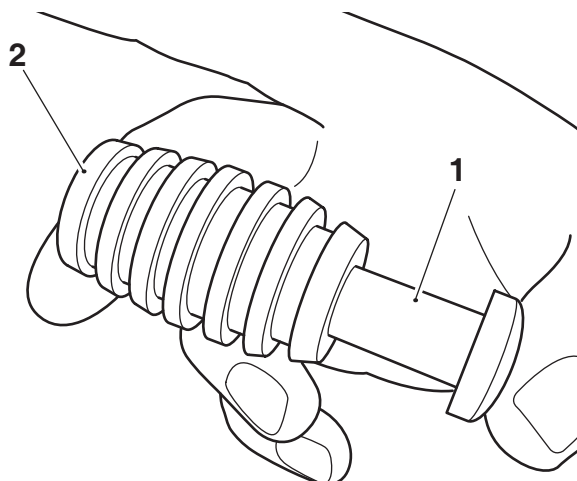
1. Gear pedal assembly

2. Control plate

3. Pivot bolt

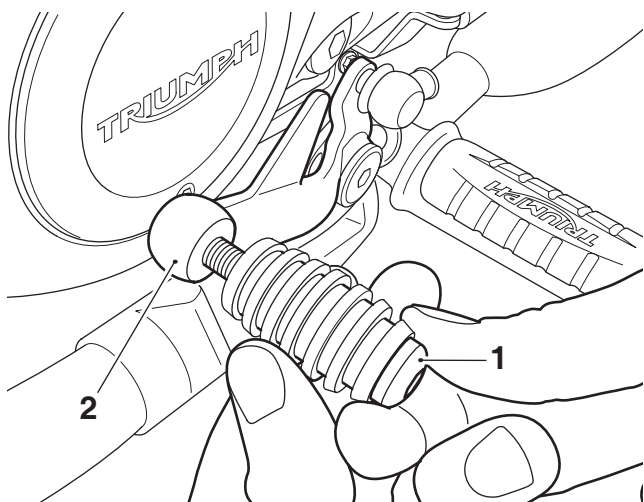
47. Clean the threads of the original gear selector pin making sure any trace of locking compound is removed.

48. Fit the gear pedal rubber from the kit on to the original gear pedal pin.



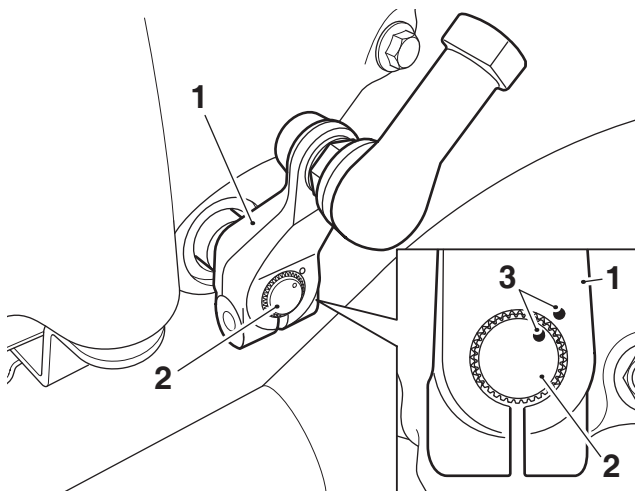
1. Gear pedal pin
2. Gear pedal rubber

49. Apply ThreeBond 1360 thread locking compound to the threads of the gear pedal pin and fit the gear pedal pin to the gear pedal assembly. Tighten to **12 Nm**.



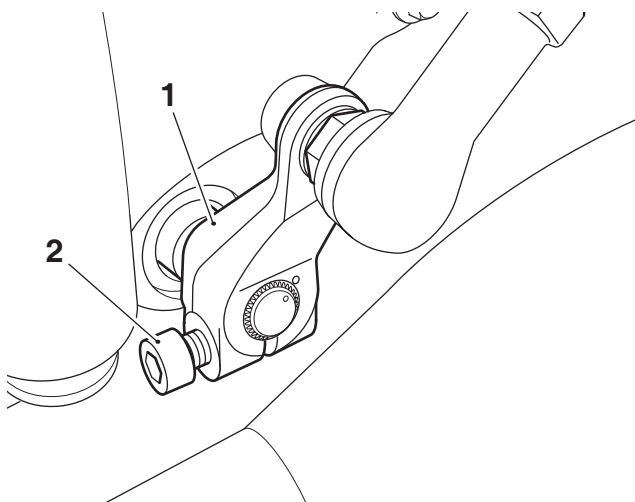
1. Gear pedal pin
2. Gear pedal assembly

50. Fit the gear clamp assembly from the kit on to the gear selector shaft in the orientation shown. Make sure the alignment marks on the gear selector shaft and gear clamp assembly are aligned.



1. Gear clamp assembly
2. Gear selector shaft
3. Alignment marks

51. Fit the original gear clamp fixing as shown. Tighten the fixing to **9 Nm**.



1. Gear clamp assembly
2. Fixing

Note:

- The gear change rod has a right hand thread at one end and a left hand thread at the other end. The left hand thread should be connected to the gear selector arm.
- One of the original gear change rod lock nuts has a right hand thread, the other has a left hand thread.

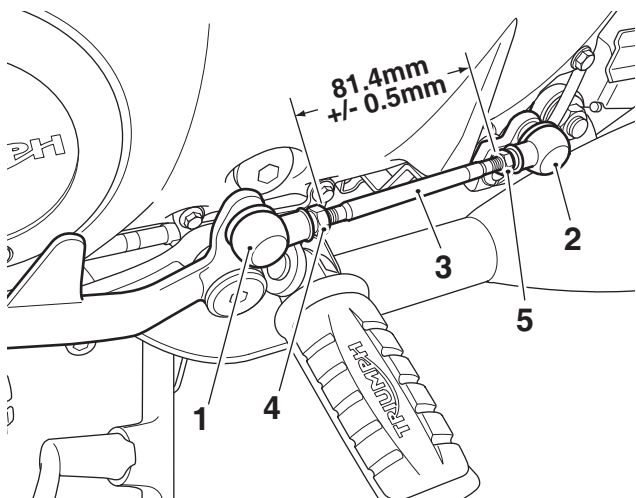
52. Fit the original lock nuts to the gear change rod from the kit.

Note:

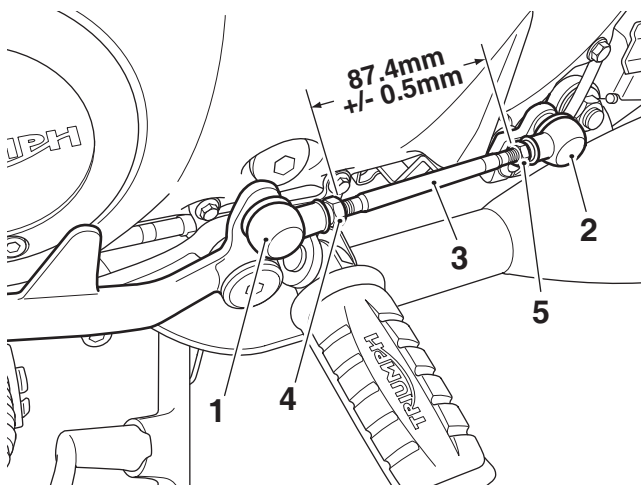
- Before continuing measure the length of the gear selector rod included in the accessory kit. It may be 113 mm in length, or 119 mm in length. The length of the gear selector rod will determine the setup adjustment.
- For gear selector rods 113 mm long the maximum distance between the gear rod lock nuts, when locked, must not exceed 81.4 mm +/- 0.5 mm.
- For gear selector rods 119 mm long the maximum distance between the gear rod lock nuts, when locked, must not exceed 87.4 mm +/- 0.5 mm.

53. Fit the gear change rod to the gear pedal and gear clamp assembly. Turn the gear change rod to adjust the angle of the gear pedal to the preferred position. Tighten the gear change rod lock nuts to **6 Nm**.

113 mm Gear Selector Rod



119 mm Gear Selector Rod



1. Gear pedal
2. Gear clamp assembly
3. Gear change rod
4. Lock nut, right hand thread
5. Lock nut, left hand thread

54. Refit the silencer cover as described in the Service Manual.

Warning

If, after fitting 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 motorcycle control and 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 result in loss of motorcycle control and 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 may result in loss of motorcycle control and an accident.