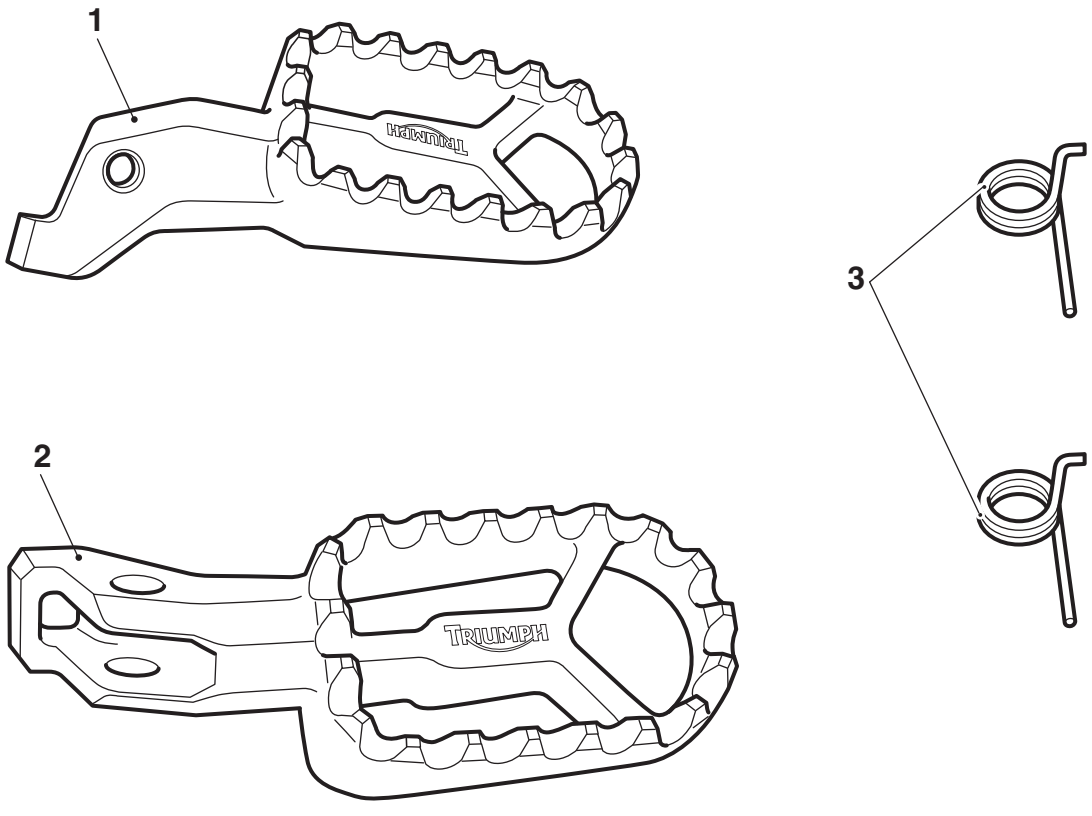
# Accessory Fitting Instructions

| CNC Machined Footpegs - Grey | |
|---|---|
| **Kit number** | **Models Affected** |
| A9770124 | Tiger XR, Tiger XRT, Tiger XRX, Tiger XC and Tiger XCX,<br>Tiger 800, Tiger 800 XR, Tiger 800 XRX, Tiger 800 XCX, Tiger 800 XRT,<br>Tiger 800 XRX LRH |

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.




T1027

**Parts supplied:**

| | | | |
|---|---|---|---|
| 1. Footpeg, left hand | 1 off | 3. Return spring (not included in all kits) | 2 off |
| 2. Footpeg, right hand | 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**

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.

**Note:**

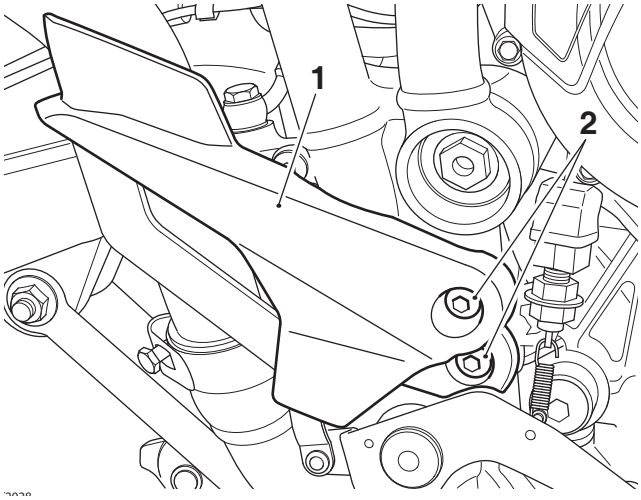
- **Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories, always refer to the instructions supplied with the respective accessory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

## Removal

**Note:**

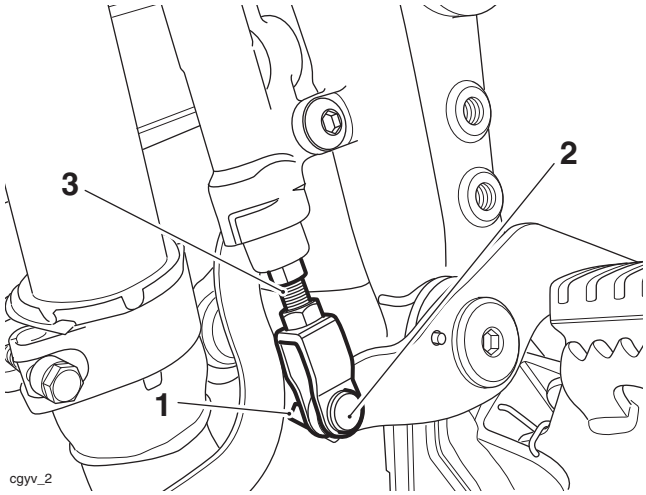
- **For the rider's right hand footrest, the clevis pin for the rear brake pedal must be removed. This will allow the pivot pin to be removed without being obstructed by the brake pedal.**
- **Always check the kit contents before starting any work. Some kits do not include new return springs and the original return springs must be reused. Where new return springs are included in the kit they must be used and the original return spring retained if the motorcycle is to be returned to its original condition.**

1. Working on the right hand side of the motorcycle, remove the two fixings and remove the heel guard.



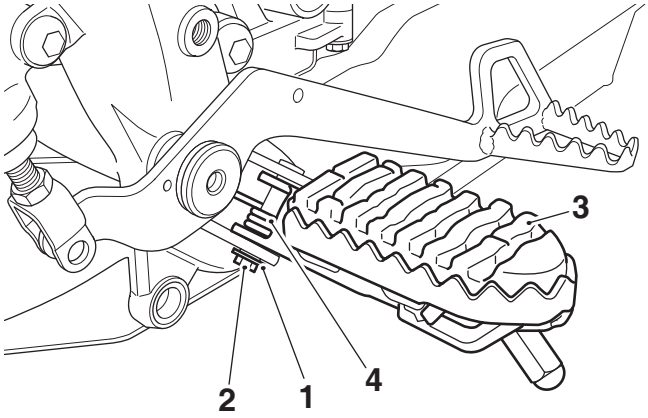

1. **Right hand heel guard**
2. **Fixings**

2. Remove the clip from the clevis pin at the lower end of the rear brake master cylinder push rod and remove the clevis pin.




1. **Clip**
2. **Clevis pin**
3. **Push rod**

3. Remove the E-clip at the lower end of the pivot pin for the right hand footrest and remove the pivot pin. Retain the E-clip and pivot pin for reuse.
4. Raising the rear brake pedal to allow clearance, remove the right hand pivot pin. Retain the pivot pin for reuse.
5. Remove the footrest and its return spring. Retain the footrest if the motorcycle is to be returned to its original condition. If new return springs are not included in the kit retain the original return spring for reuse. If new return springs are provided in the kit retain the original return spring if the motorcycle is to be returned to its original condition.

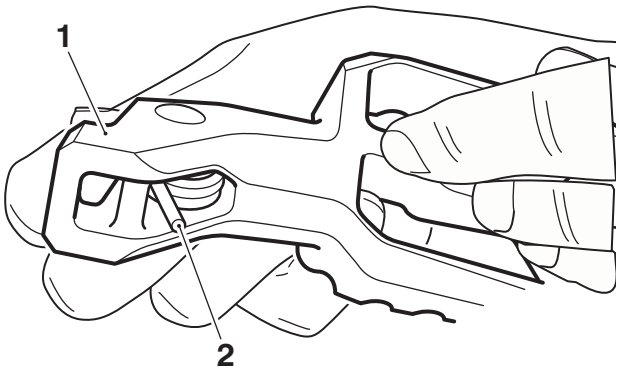



T2020
1. **E-clip**
2. **Pivot pin**
3. **Footrest**
4. **Return spring**

6. Repeat steps 3 and 5 for the left hand side.

## Installation

1. Fit the return spring to the right hand CNC Machined Footpeg ensuring that the straight end of the spring is positioned as shown below.

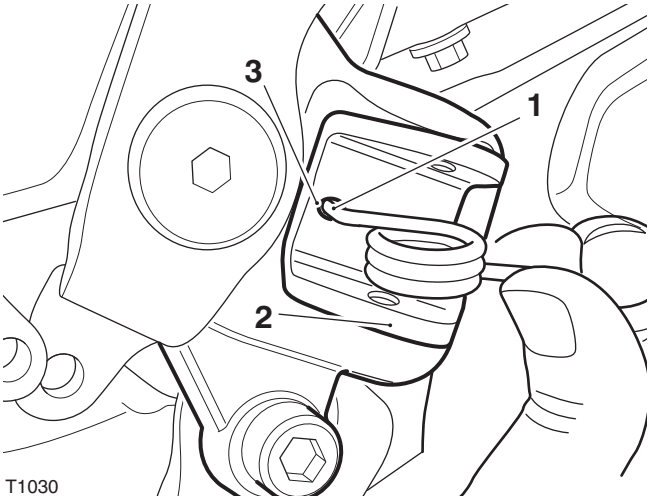



T1029
1. **CNC Machined Footpeg**
2. **Return spring, straight end**

**Note:**

- **Align the bent end of the return spring to the hole in the CNC Machined Footpeg mount. The bent end of the return spring must rest in the hole of the CNC Machined Footpeg mount.**

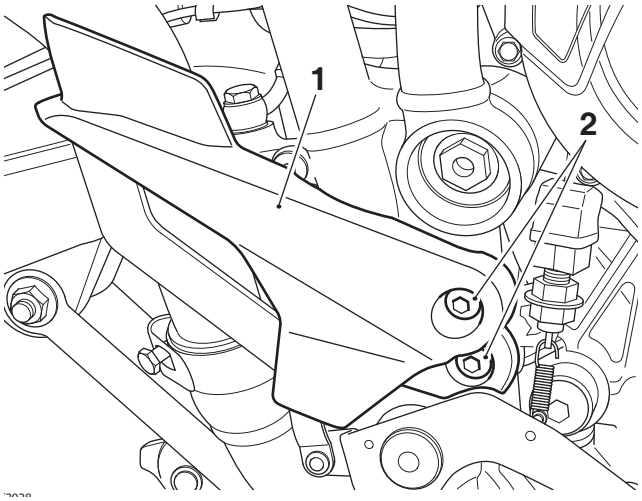
2. Align the CNC Machined Footpeg and return spring assembly to its mounting point on the motorcycle. Ensure that the bent end of the spring is positioned in the hole as shown below (footpeg removed for clarity).




T1030
1. **Return spring, bent end**
2. **CNC Machined Footpeg mounting point**
3. **Hole in the footrest mount**

3. Refit the pivot pin and secure with the original E-clip.
4. Align the brake pedal to the push rod for the rear brake master cylinder, refit the clevis pin and secure with the original clip.

5. Refit the heel guard and the two fixings removed previously.
6. Tighten the fixings to **12 Nm**.




**1. Right hand heel guard**
**2. Fixings**

7. Check the rear brake light operation, rectify if necessary.
8. Repeat steps 1 to 3 for the rider's left hand CNC Machined Footpeg.

**Models with Cruise Control**

1. Carry out a cruise control switch check as described in the Service Manual.

**Warning**

The front and rear brake and clutch switches are an integral part of the cruise control system. To ensure the brake switches, brake light and clutch switch function correctly, the cruise control switch test must be carried out as described in the Service Manual.

Failure to carry out the cruise control switch test may result in loss of motorcycle control and an accident.

**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**

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.

**Warning**

The motorcycle must not be operated above the legal road speed limit except in closed-course conditions.

**Warning**

Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.