



Accessory Fitting Instructions

Forward Controls Mount Kit	
Kit Number	Models Affected
A9770195	Bonneville Bobber up to VIN 854155
A9770179	Bonneville Bobber from VIN 854156, Bonneville Bobber - Black

Note:

- The Accessory Forward Controls Mount Kit must be used with either A9770115 Accessory Forward Controls Kit, or A9770117 Accessory Footboard Kit.
- After completing the installation of the Forward Controls Mount Kit the following parts from the kit must be retained to complete the installation of either A9770115 Accessory Forward Controls Kit, or A9770117 Accessory Footboard Kit;

1 Fixing, M8 x 20 mm (item 5)

1 Rod end (item 6)

Nut, M8 (item 7)

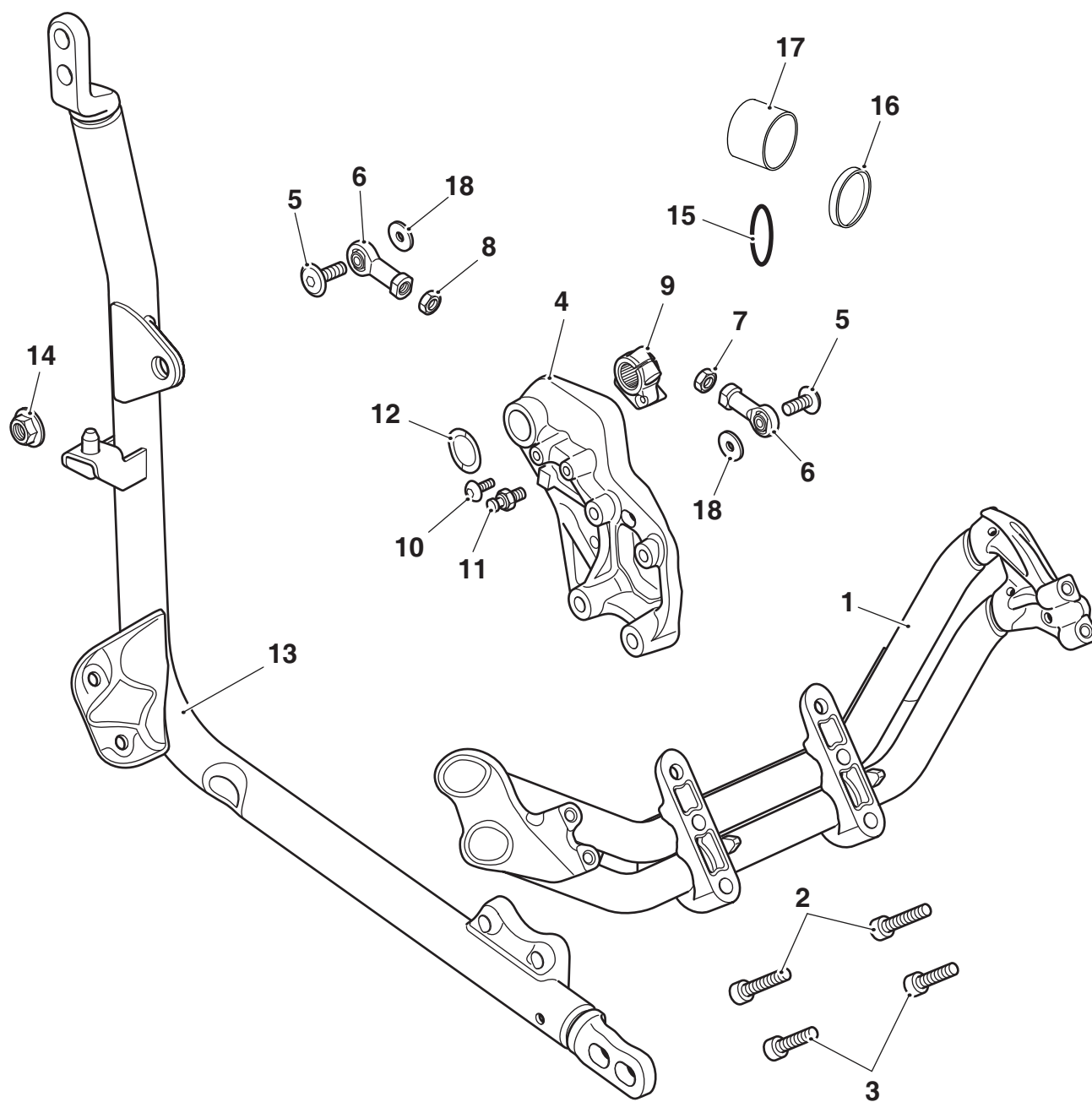
Nut, M8 (item 8)

1 Washer (item 18)

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.



1. Forward control mount	1 off	10. Fixing, M5 x 14 mm	1 off
2. Fixing, M8 x 45 mm	2 off	11. Pin, brake light switch	1 off
3. Fixing, M8 x 30 mm	2 off	12. Wavy washer	1 off
4. Control plate	1 off	13. Cradle assembly (A9770195 only)	1 off
5. Fixing, M8 x 20 mm	2 off	14. Lock nut, M12 (A9770195 only)	1 off
6. Rod end	2 off	15. Gasket, exhaust header	1 off
7. Nut, M8 (left hand thread)	1 off	16. Gasket, exhaust	1 off
8. Nut, M8 (right hand thread)	1 off	17. Gasket Exhaust, D35	1 off
9. Brake clamp	1 off	18. Washer	2 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.



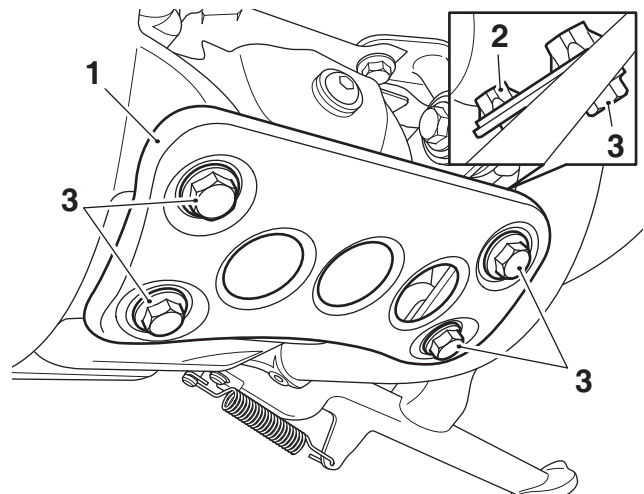
Warning

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.

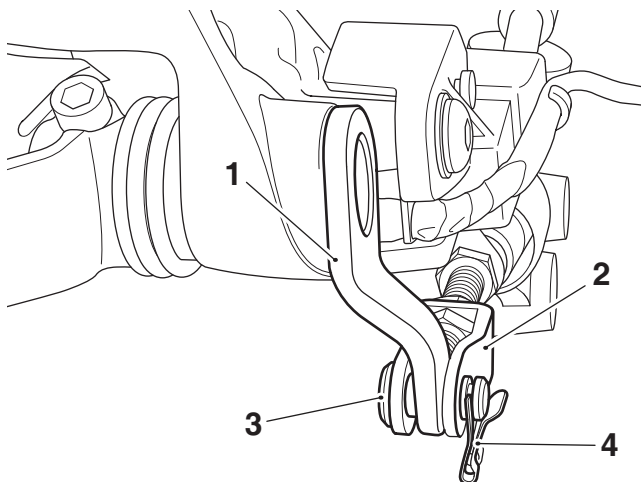
- Remove the right hand exhaust header pipe and silencer, as described in the Service Manual. Discard the three gaskets.
- Remove the cradle stiffener from the cradle. Retain the left hand side weld nut plate for reuse. Retain the cradle stiffener and fixings for reuse if the motorcycle is to be returned to its original condition. Discard the right hand side weld nut plate if present.



1. Cradle stiffener
2. Weld nut plates
3. Fixing, M8 x 16 mm

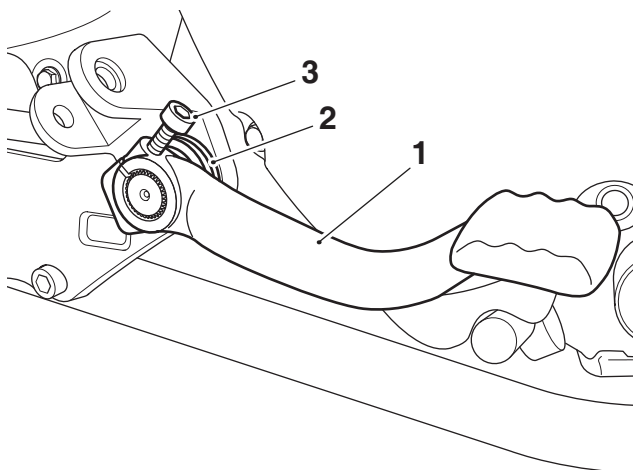
Right Hand Side

3. 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.



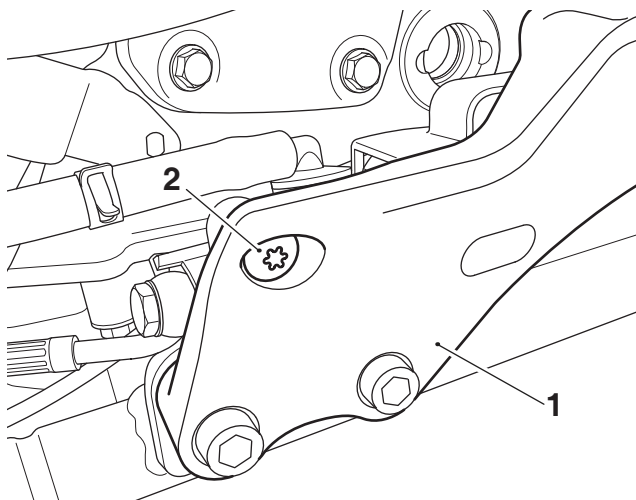
1. Master cylinder brake lever
2. Master cylinder clevis
3. Clevis pin
4. Retaining clip

4. Remove the rear brake pedal and return spring. Retain the return spring and fixing for reuse. Retain the brake pedal for reuse if the motorcycle is to be returned to its original condition.



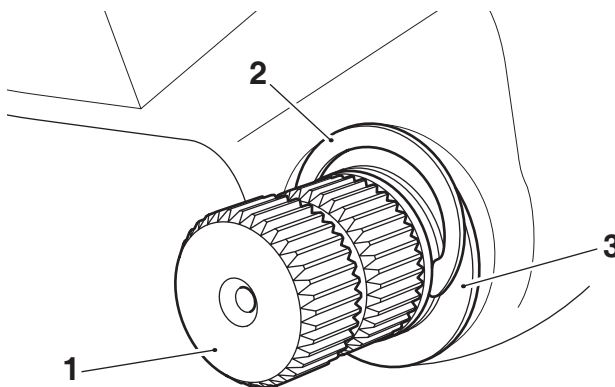
1. Brake pedal
2. Return spring
3. Fixing

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



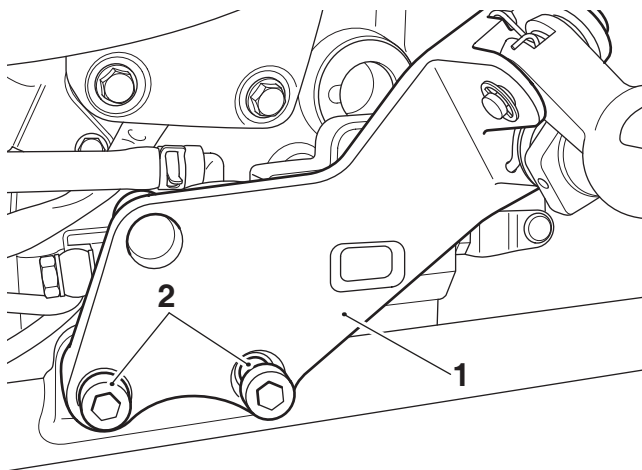
1. Control plate
2. Fixing, rear brake master cylinder

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



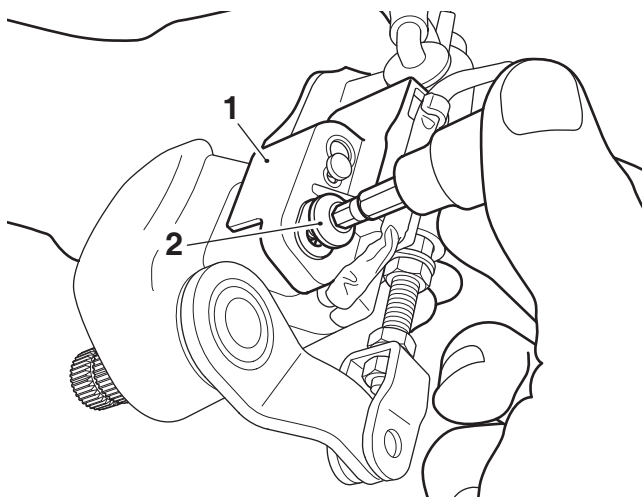
1. Splined shaft
2. Circlip
3. Washer

7. While supporting the control plate, remove the control plate fixings, as shown.



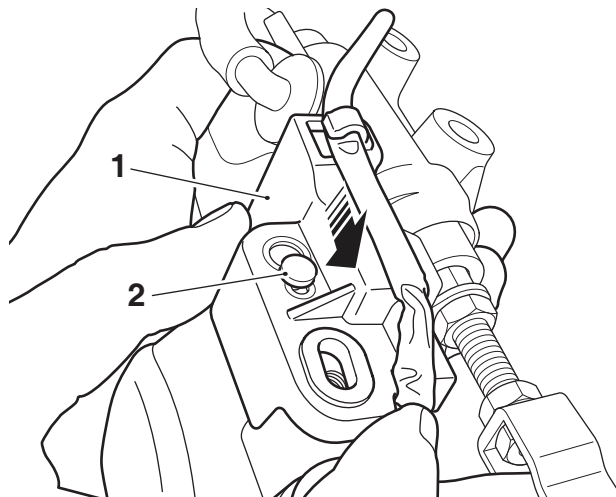
1. Control plate
2. Fixings

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



1. Rear brake light switch
2. Fixing

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



1. Rear brake light switch
2. Retaining pin



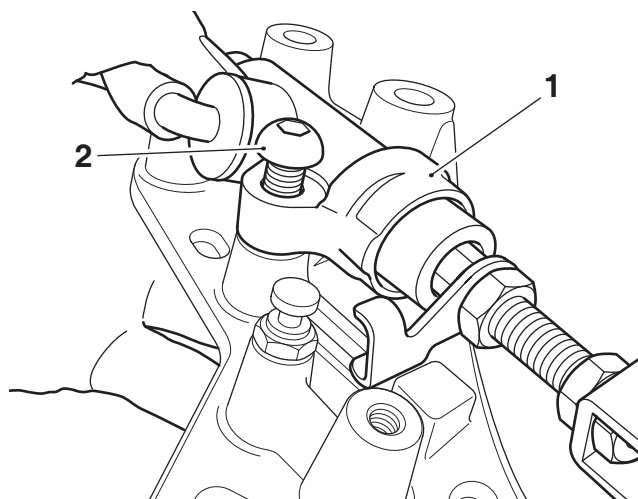
Warning

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.

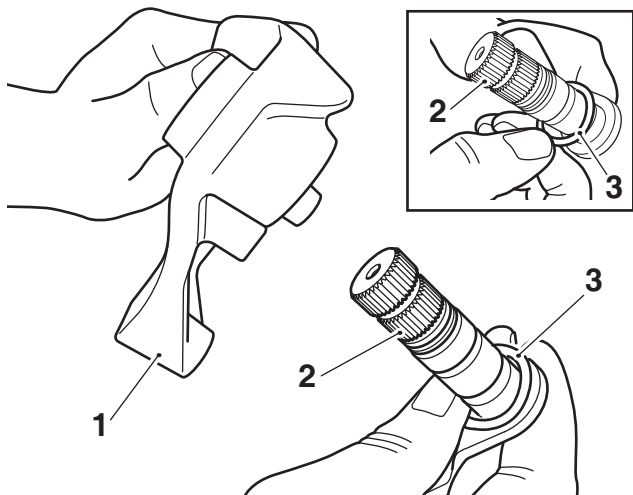
Bent or damaged brake hoses or lines lead to reduced braking efficiency causing loss of motorcycle control and an accident.

10. 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 ensuring it is supported and not allowed to hang from the brake line.



1. Rear brake master cylinder
2. Fixing

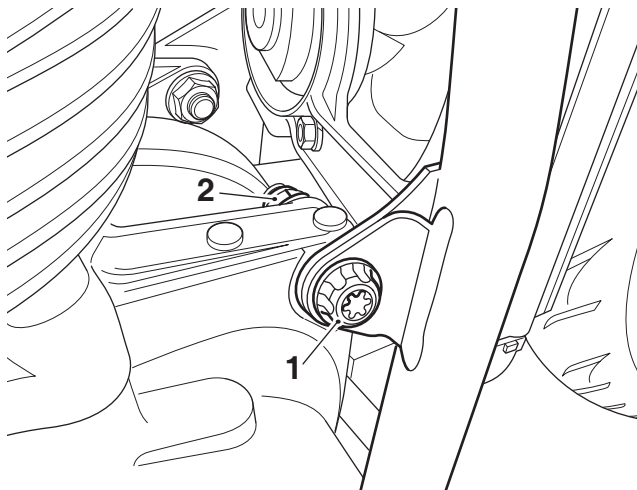
11. Remove the splined shaft from the control plate. Retain the splined shaft for reuse. Retain the control plate for reuse if the motorcycle is to be returned to its original condition. Remove the wavy washer from the splined shaft and discard.



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

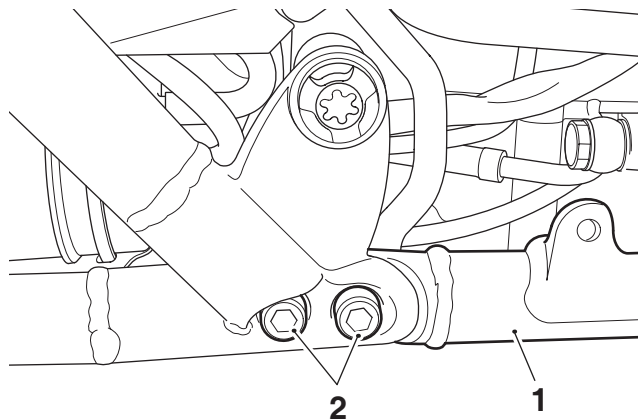
Bonneville Bobber Models up to VIN 854155 Only

12. Remove the cylinder head fixing, as shown. Retain the fixing for reuse, discard the lock nut.



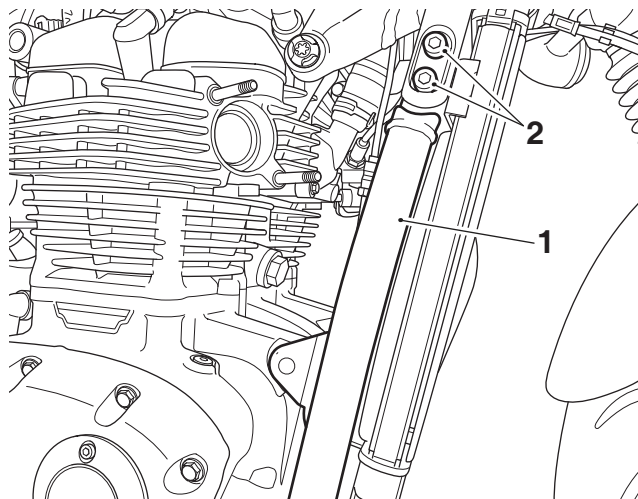
1. Fixing, cylinder head
2. Lock nut

13. Remove the rear cradle fixings. Retain the fixings for reuse.



1. Cradle
2. Fixings, rear

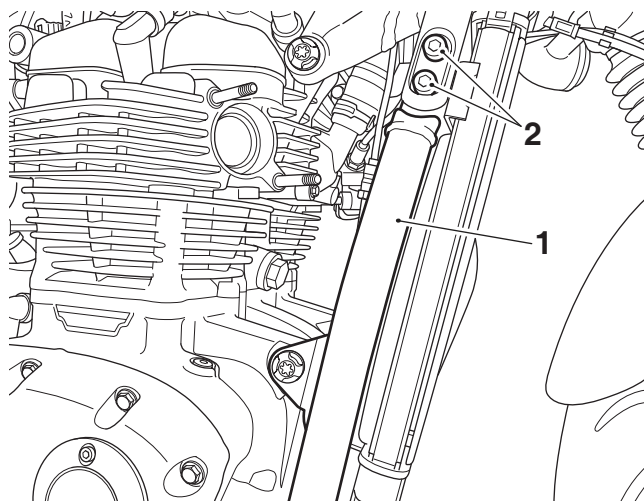
14. Remove the front cradle fixings and remove the cradle from the motorcycle. Retain the fixings for reuse. Retain the cradle for reuse if the motorcycle is to be returned to its original condition.



1. Cradle
2. Fixings, front

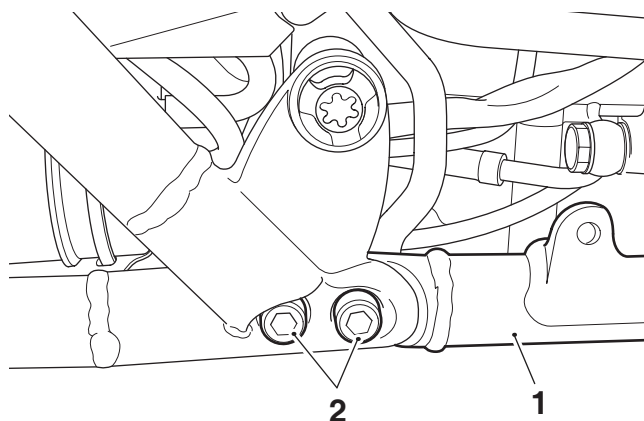
15. Fit the cradle from the kit and secure with the original front and rear fixings. Do not fully tighten the fixings at this stage.

16. First tighten the front cradle fixings to **40 Nm**.



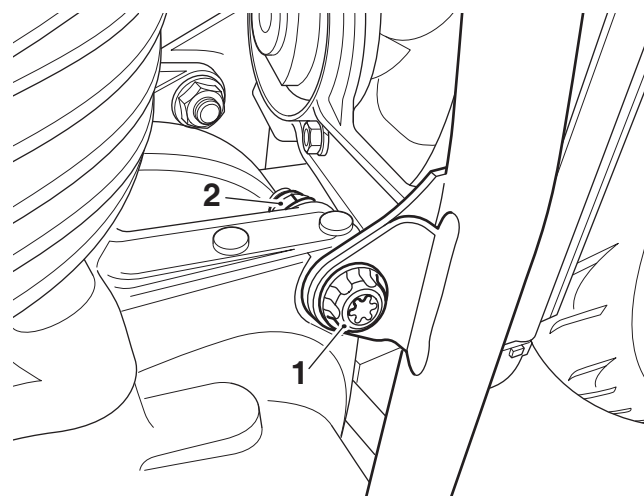
1. Front cradle fixings

17. Then tighten the rear cradle fixings to **40 Nm**.



1. Rear cradle fixings

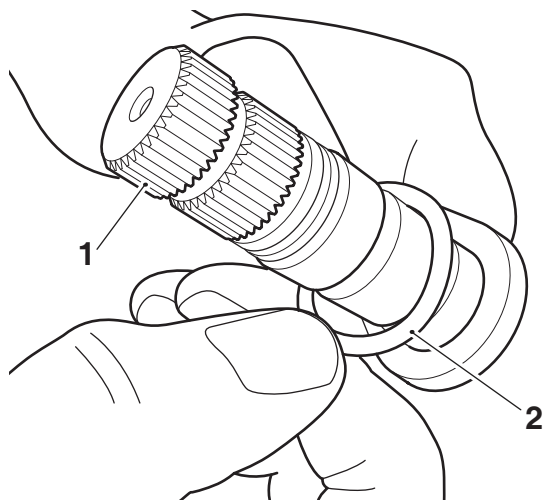
18. Refit the original cylinder head fixing and M12 lock nut from the kit. While holding the lock nut with a suitable spanner, tighten the fixing to **105 Nm**.



1. Fixing, cylinder head
2. Lock nut

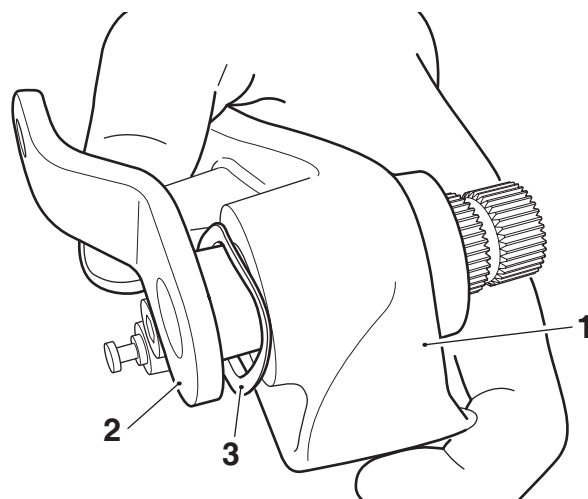
All Models

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



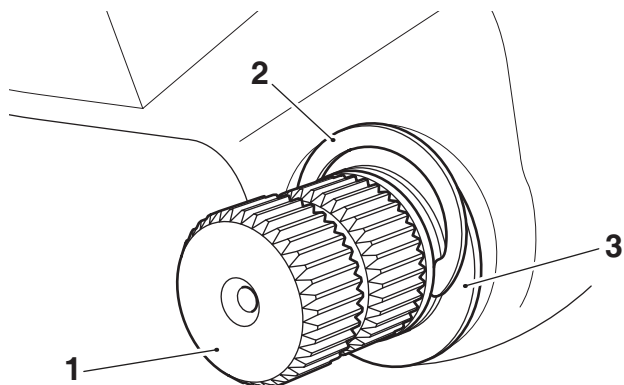
1. Splined shaft
2. Wavy washer

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



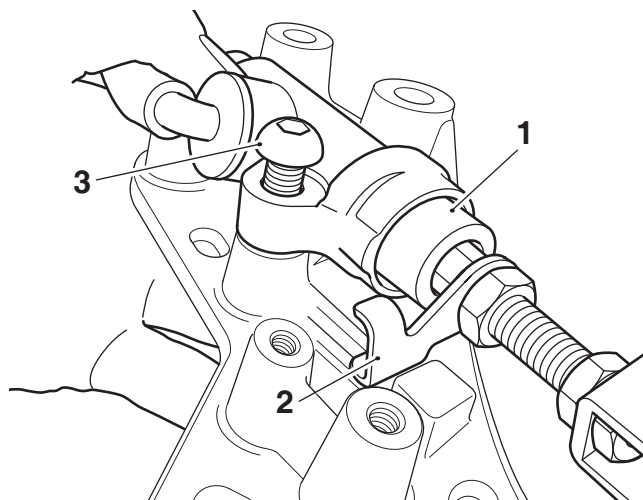
1. Control plate
2. Splined shaft
3. Wavy washer

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



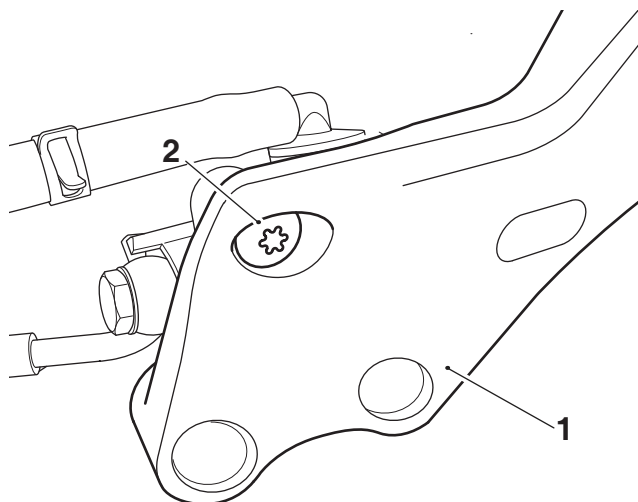
1. Splined shaft
2. Circlip
3. Washer

22. Position the rear brake master cylinder on the rear of the control plate ensuring the master cylinder pushrod is in the orientation shown. Fit the original fixing. Do not fully tighten the fixing at this stage.



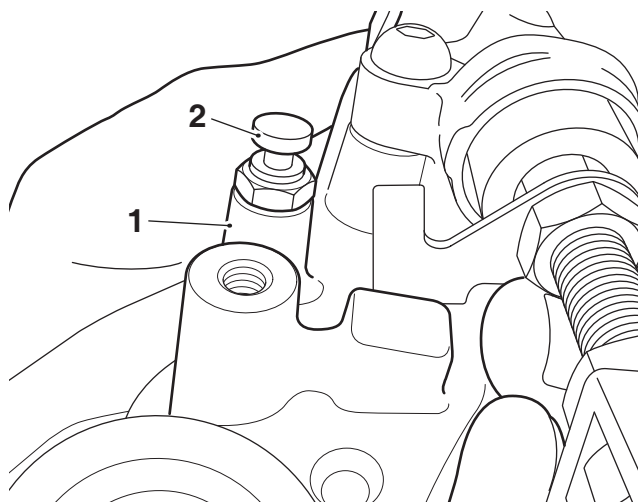
1. Rear brake master cylinder
2. Switch trigger
3. Fixing

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



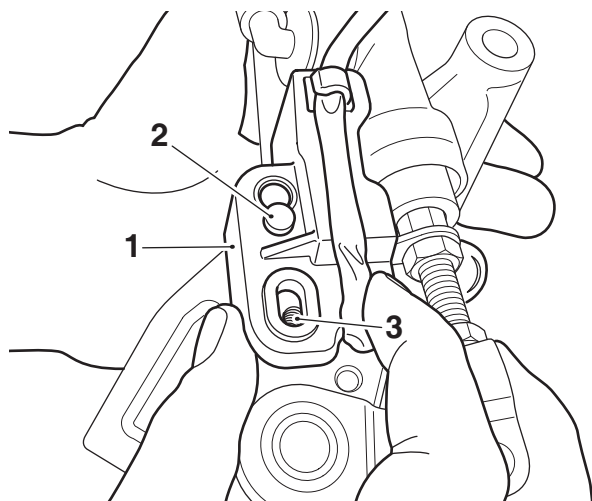
1. Control plate
2. Fixing

24. Tighten the inner master cylinder fixing to **16 Nm**.
25. Fit the brake light switch retaining pin from the kit to the control plate as shown. Tighten the retaining pin to **5 Nm**.



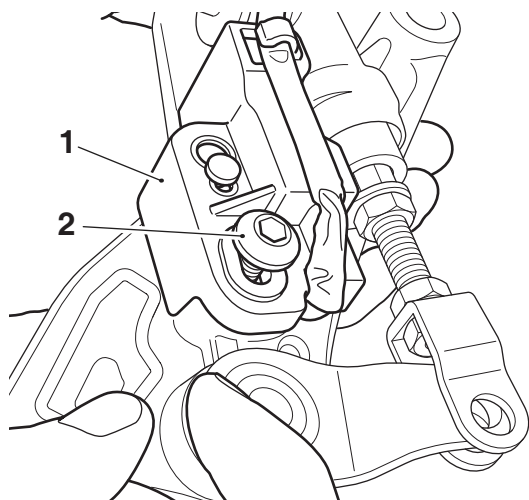
1. Control plate
2. Retaining pin, brake light switch

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



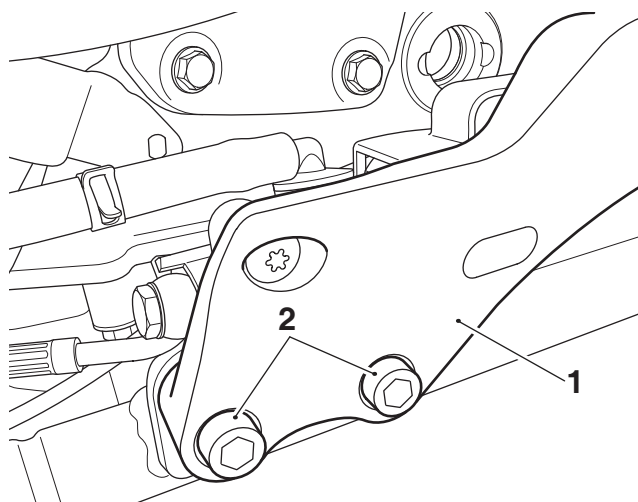
- 1. Brake light switch
- 2. Retaining pin
- 3. Fixing position

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



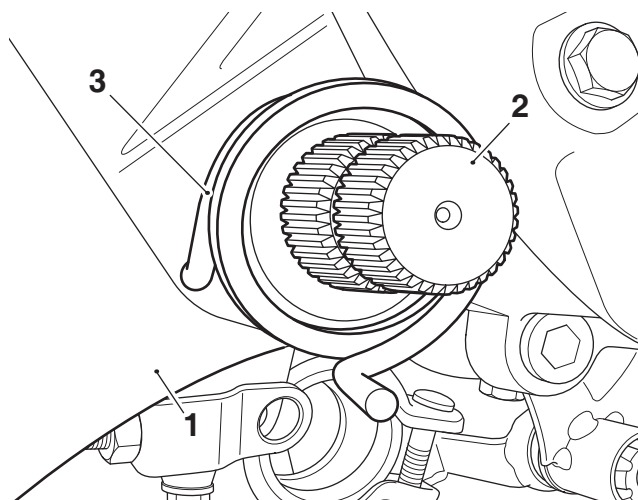
- 1. Brake light switch
- 2. Fixing, M5 x 14 mm

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



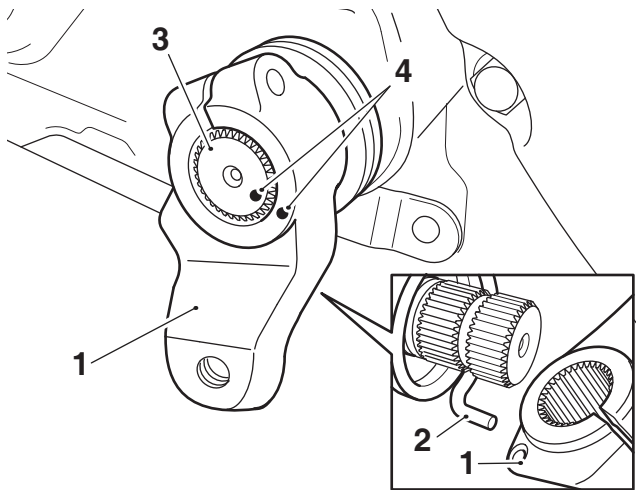
- 1. Control plate assembly
- 2. Fixings

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



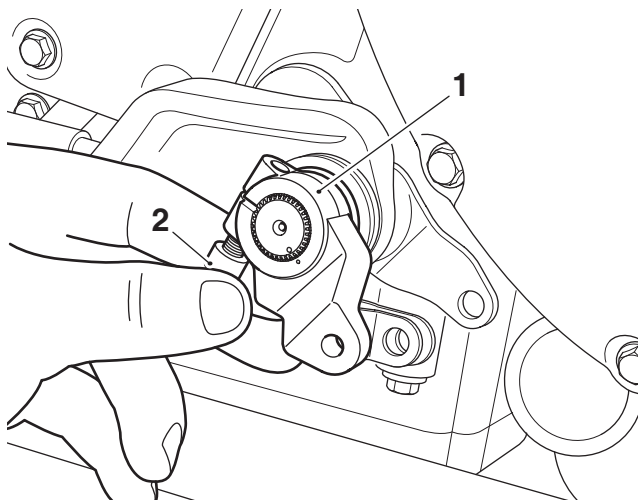
- 1. Control plate
- 2. Splined shaft
- 3. Brake pedal return spring

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



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

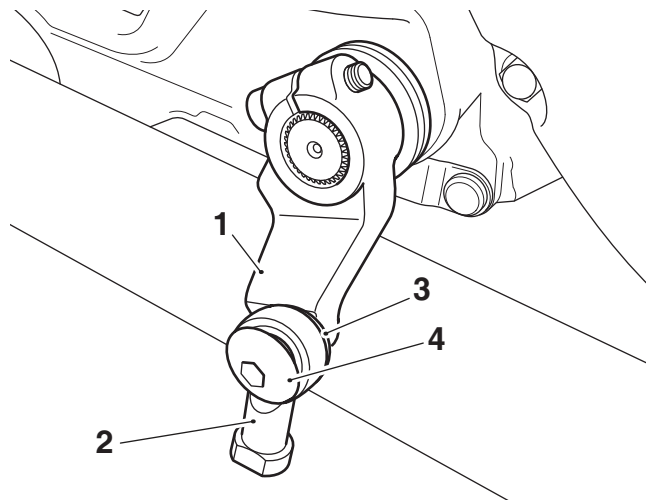
31. Fit the original brake pedal fixing to the brake clamp as shown. Tighten the fixing to **8 Nm**.



- 1. Brake clamp
- 2. Fixing

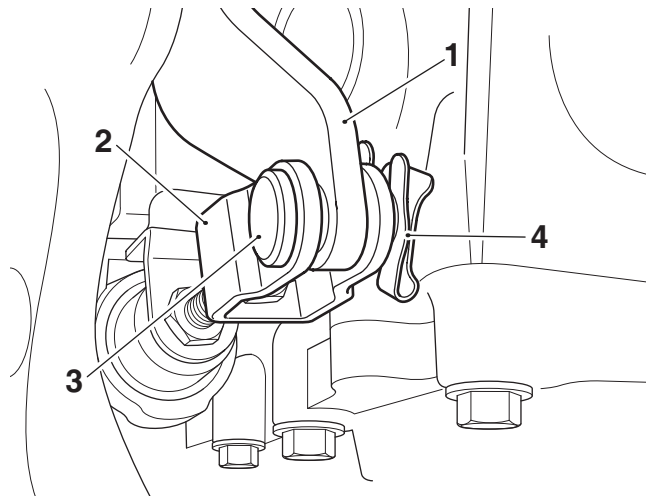
32. Collect a rod end and M8 x 20 mm fixing from the kit.

33. Fit the rod end on to the brake clamp with an M8 x 20 mm fixing and washer from the kit as shown. Tighten the fixing to **22 Nm**.



- 1. Brake clamp
- 2. Rod end
- 3. Washer
- 4. Fixing, M8 x 20 mm

34. Align the rear brake master cylinder clevis with the master cylinder brake lever and refit the original clevis pin and retaining clip.

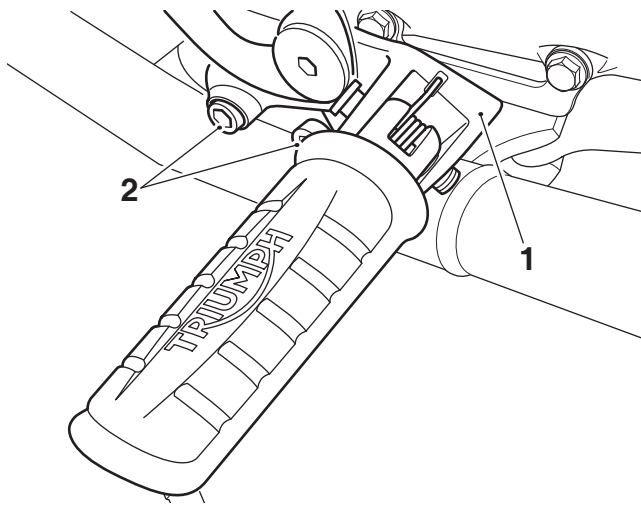


- 1. Master cylinder brake lever
- 2. Master cylinder clevis
- 3. Clevis pin
- 4. Retaining clip

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

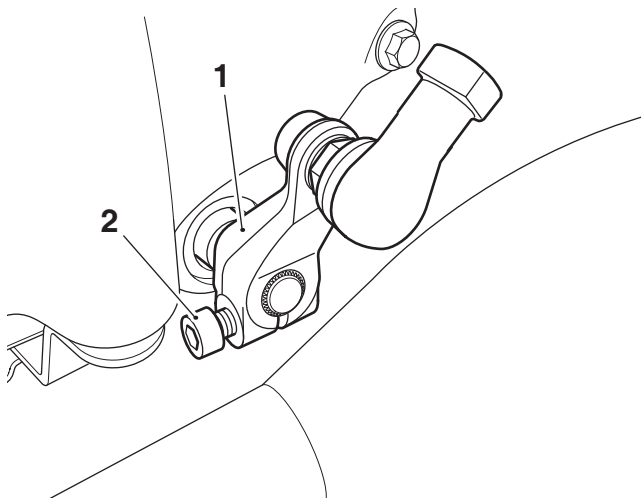
Left Hand Side

36. Remove the control plate assembly from the motorcycle. Retain the control plate assembly and fixings for reuse if the motorcycle is to be returned to its original condition.



1. Control plate assembly
2. Fixings

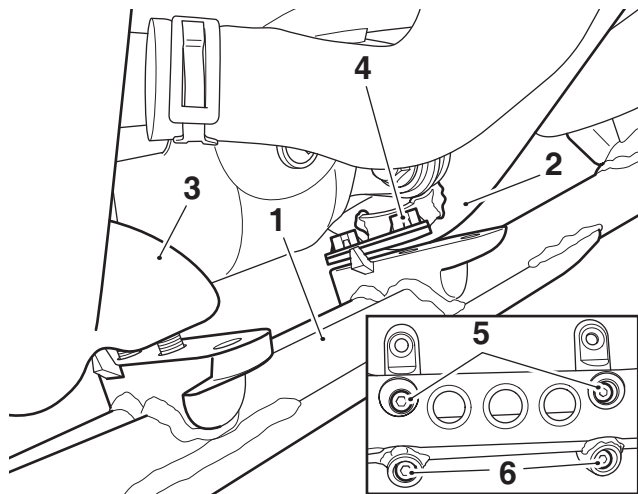
37. Remove the gear clamp assembly. Retain the fixing for reuse. Retain the gear clamp assembly for reuse if the motorcycle is to be returned to its original condition.



1. Gear clamp assembly
2. Fixing

38. Collect the forward control mount, M8 x 30 mm and M8 x 45 mm fixings from the kit.

39. Position the forward control mount against the left hand and right hand cradles aligning the fixing holes with the original cradle stiffener mountings. Fit the original weld nut plate to the left hand side cradle and fit the M8 x 45 mm fixings to the upper fixing positions and M8 x 30 mm fixings to the lower fixing positions, as shown. Tighten the fixings to **28 Nm**.



1. Forward control mount
2. Left hand cradle
3. Right hand cradle
4. Weld nut plate
5. Fixings, M8 x 45 mm
6. Fixings, M8 x 30 mm



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.