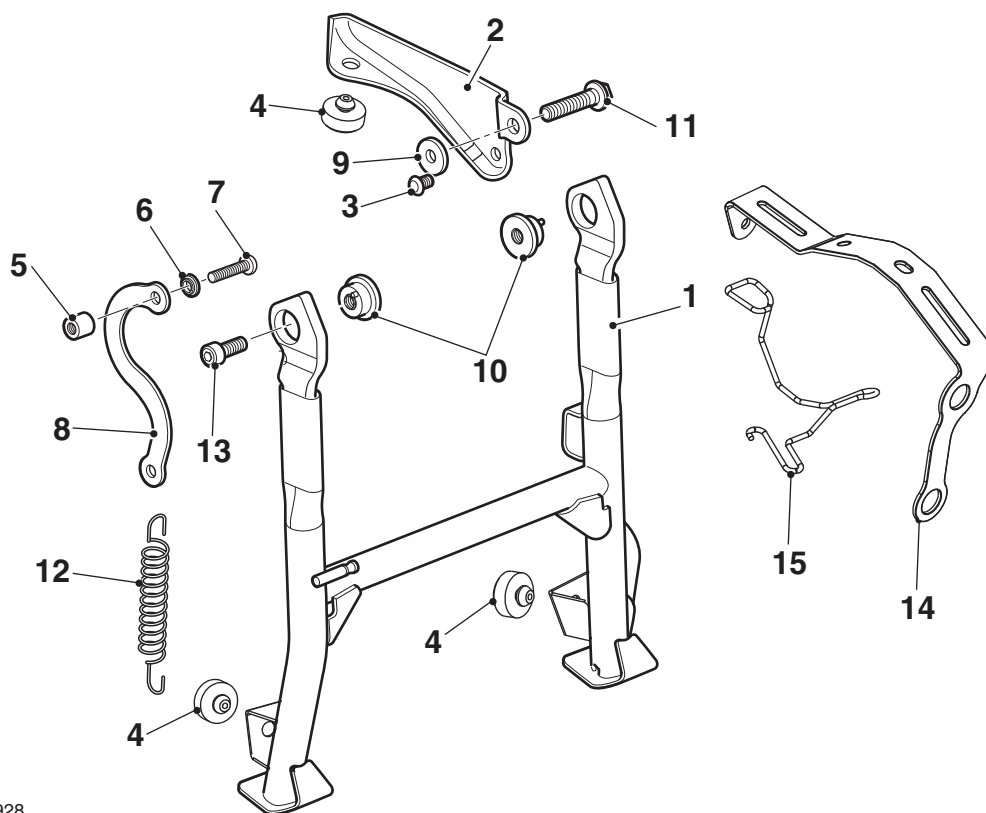


**Fitting Instructions:**  
**Tiger 800, Tiger 800XC up to VIN 519108**  
**Centre Stand Kit - A9778014 and A9778015**

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.



T0928

**Parts Supplied:**

1. Centre stand, short or long as applicable	1 off	9. Spacer	1 off
2. Bracket, upstop	1 off	10. Flanged sleeve, M10	2 off
3. Screw, M8 x 14 mm	1 off	11. Bolt, M10 x 45 mm	1 off
4. Push-in rubber stop	3 off	12. Spring	1 off
5. Spacer tube	1 off	13. Screw, M10 x 23 mm	1 off
6. Compression limiter	1 off	14. Evaporative canister bracket	1 off
7. Screw, M6 x 28 mm	1 off	15. Wire guide	1 off
8. S-bracket	1 off		



### Warning

Accessory kit part number A9778014 is designed for use on Triumph Tiger 800 motorcycles only.

Accessory kit part number A9778015 is designed for use on Tiger 800XC motorcycles only.

These accessory kits should not be fitted to any other Triumph model or to any other manufacturer's motorcycle.

Fitting these accessory kits to any other Triumph model or to any other manufacturer's motorcycle, may interfere with the rider and could affect the 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

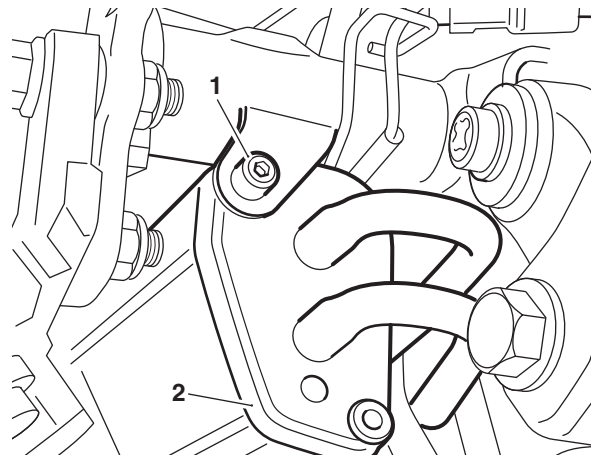
When fitting this accessory kit, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.



### Warning

Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident. Always use a calibrated torque wrench.

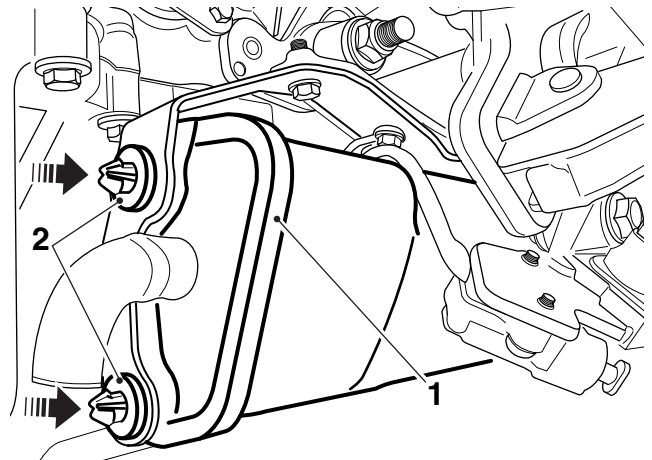
1. Position the motorcycle on a paddock stand.
2. Making a note of their orientation, disconnect the hoses from the rear of the evaporative canister.
3. Remove and discard the M5 x 10 mm screw.



**1. Screw, M5 x 10 mm**

**2. Evaporative canister**

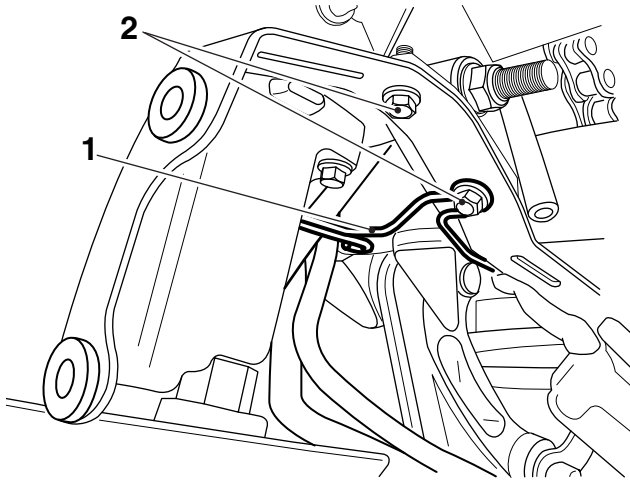
4. Gently push the evaporative canister rearwards releasing the locating pegs from the rubber grommets as you do so.
5. Place the evaporative canister to one side for reuse later.



**1. Evaporative canister**

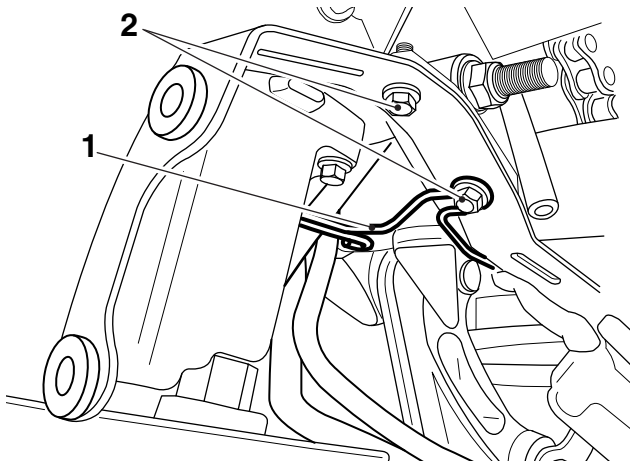
**2. Rubber grommets**

- Remove the M6 x 16 mm bolts, bracket and the wire guide making a note of the guides orientation. Retain the bolts for reuse. Retain the bracket and wire guide if the motorcycle is to be returned to its original condition.



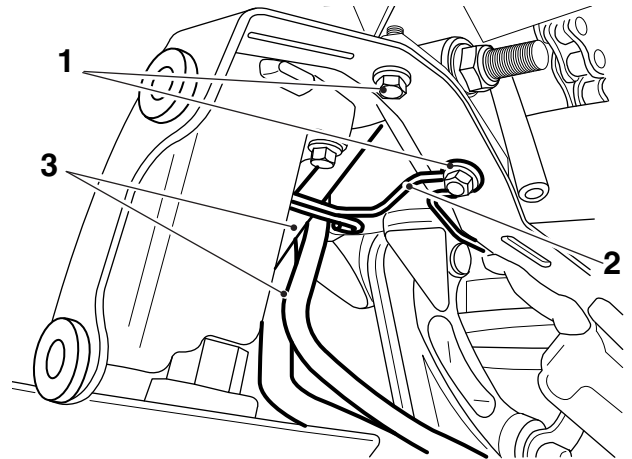
- Wire guide
- Bolt, M6 x 16 mm

- Remove the rubber grommets from the evaporative canister bracket and fit them to the new bracket from the kit.
- Using the bolts removed previously, fit the bracket and the new wire guide from the kit making sure the wire guide is fitted in the same orientation noted during removal.



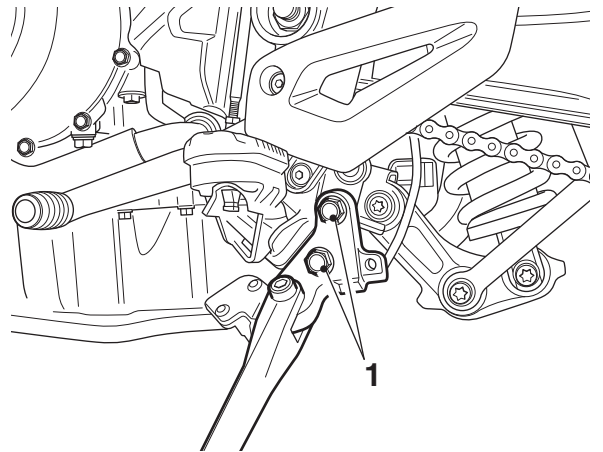
- Wire guide
- Bolt, M6 x 16 mm

- Route the hoses behind the wire guide as shown below and tighten the bolts to **9 Nm**.



- Bolt, M6 x 16 mm
- Wire guide
- Hoses

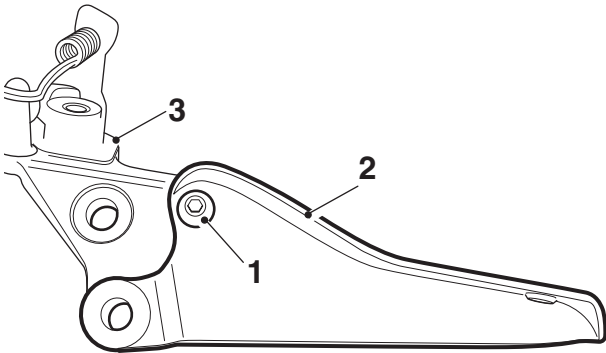
- Remove the M10 x 35 mm side stand bracket fixing bolts. Retain the lower bolt and locknut for re-use. Retain the upper bolt and locknut if the motorcycle is to be returned to its original condition.



- Side stand fixing bolts

- Remove the sidestand assembly from the motorcycle.

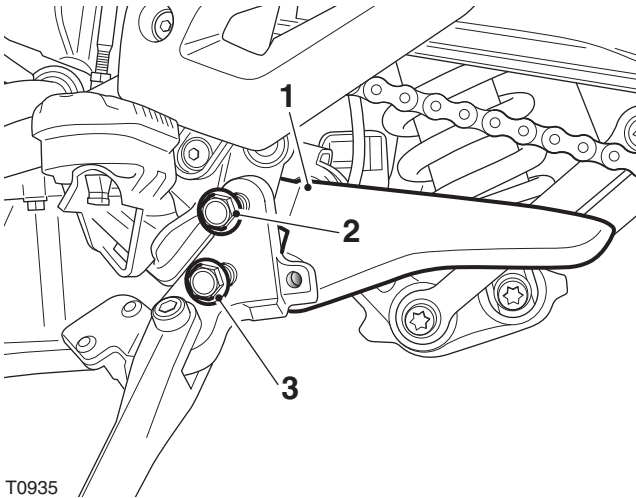
12. Align the upstop bracket to the sidestand bracket and loosely secure with the M8 x 14 mm screw as shown below.



T0934

1. Screw, M8 x 14 mm
2. Upstop bracket
3. Sidestand assembly

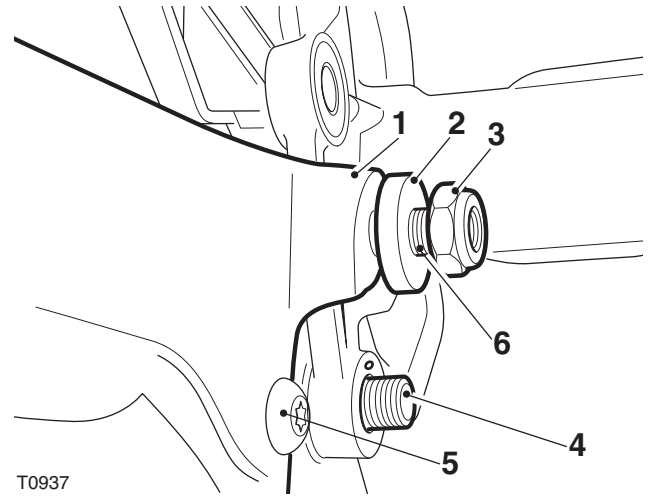
13. Align the side stand to the mounting brackets on the frame, loosely support the sidestand and upstop brackets using the M10 x 45 mm bolt from the kit and the M10 x 35 mm sidestand fixing bolt removed in step 2.



T0935

1. Upstop bracket
2. Bolt, M10 x 45 mm
3. Bolt, M10 x 35 mm

14. Fit the original M10 locknut to the M10 x 45 mm bolt and spacer from the kit.



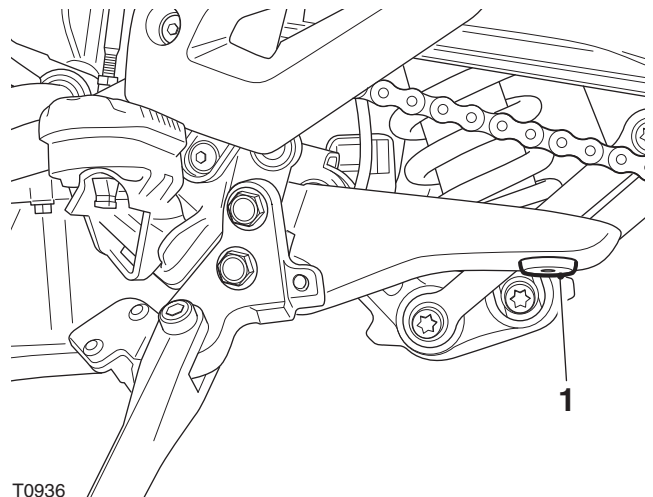
T0937

1. Upstop bracket
2. Spacer
3. Lock nut
4. Bolt, M10 x 35 mm
5. Screw, M8 x 14 mm
6. Bolt, M10 x 45 mm

**Note:**

- Lock nuts can be re-used, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
- Always use the correct replacement lock nut as recommended in the Triumph catalogue.

15. Fit one of the push-in rubber stops to the upstop bracket.



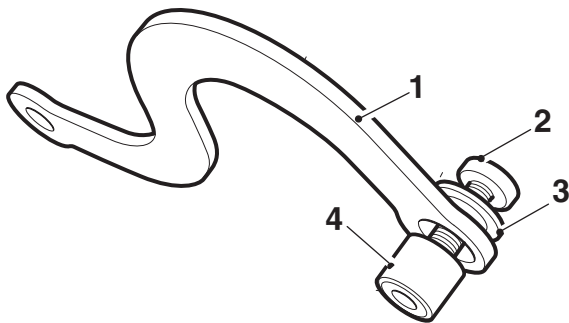
T0936

1. Push-in rubber stop

16. Fit the compression limiter, spacer tube and M6 x 28 mm screw through the hole in the S-bracket as shown below.

**Note:**

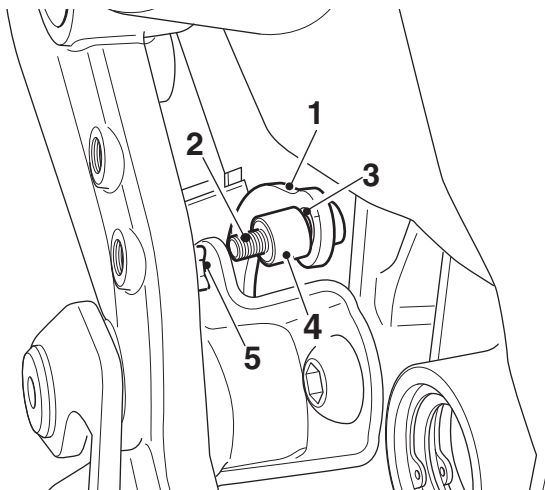
- **Ensure the screw is fitted to the curved end of the bracket.**



T0930

1. S-bracket
2. Screw, M6 x 28 mm
3. Compression limiter
4. Spacer tube

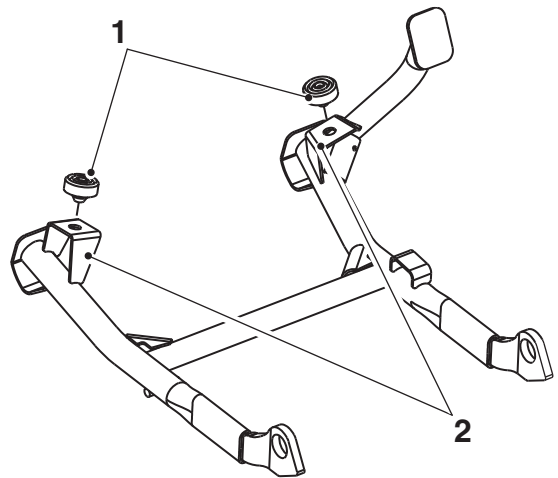
17. Fit the S-bracket assembly to the welded nut on the right hand side of the frame, as shown below. Tighten the M6 x 28 mm screw to **9 Nm**.



T0931

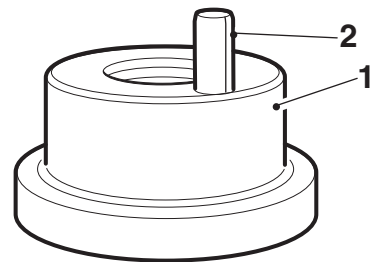
1. S-bracket
2. Screw, M6 x 28 mm
3. Compression limiter
4. Spacer tube
5. Welded nut

18. Fit the remaining two push-in rubber stops to the brackets on the centre stand.



1. Push-in rubber stop
2. Brackets

19. Smear the contact surfaces of the left and right hand flanged sleeves with grease to NLGI 2 specification.



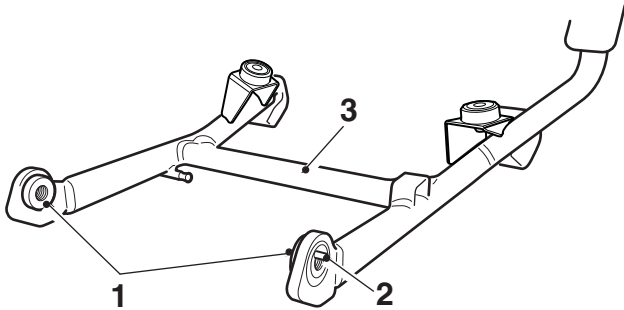
T0942

1. Flanged sleeve
2. Anti-rotation tag

**Note:**

- **Do not allow the grease to make contact with the threaded part of the flanged sleeve.**

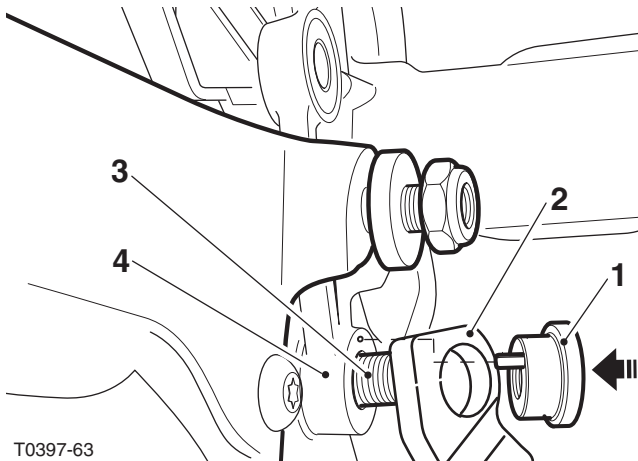
20. Install both flanged sleeves into the centre stand with the anti-rotation tag facing outwards making sure they rotate freely as shown below.



T0938

- 1. Flanged sleeve
- 2. Anti rotation tag
- 3. Centre stand

21. Align the centre stand to the mounting brackets on both sides of the frame as shown below.

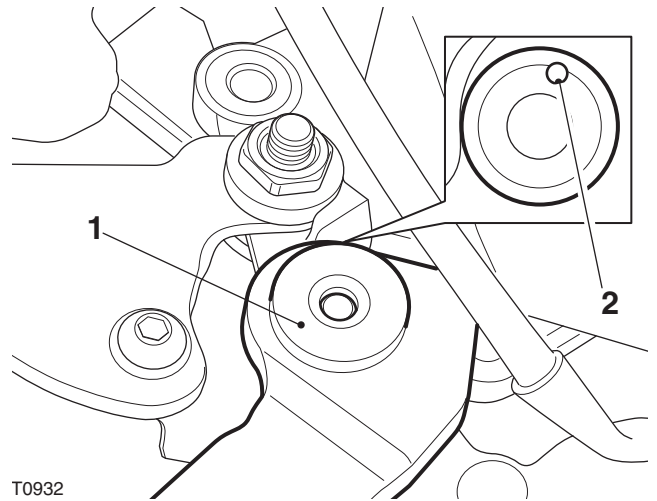


T0397-63

- 1. Flanged sleeve
- 2. Centre stand
- 3. Bolt, M10 x 35 mm
- 4. Frame (left hand side shown)

### Left Hand Side

22. Fit the M10 x 35 mm bolt to the flanged sleeve making sure the anti-rotation tag is aligned with the locating hole in the frame.



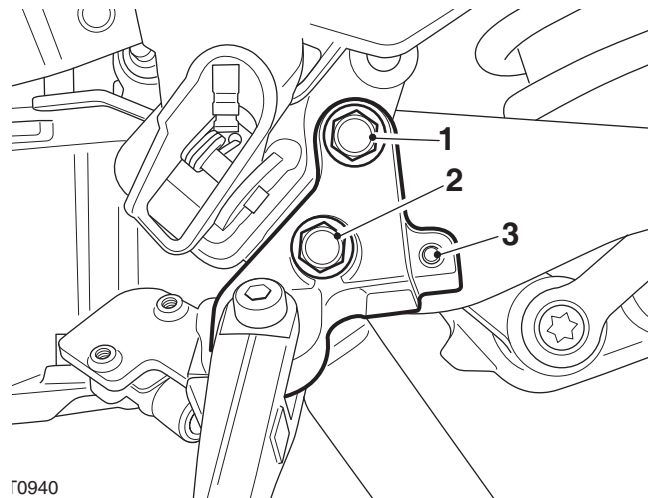
T0932

- 1. Flanged sleeve (left hand side)
- 2. Locating hole

23. Tighten the M10 x 45 mm bolt to **45 Nm**.

24. Tighten the M10 x 35 mm bolt to **45 Nm**.

25. Tighten the M8 x 14 mm screw to **18 Nm**.

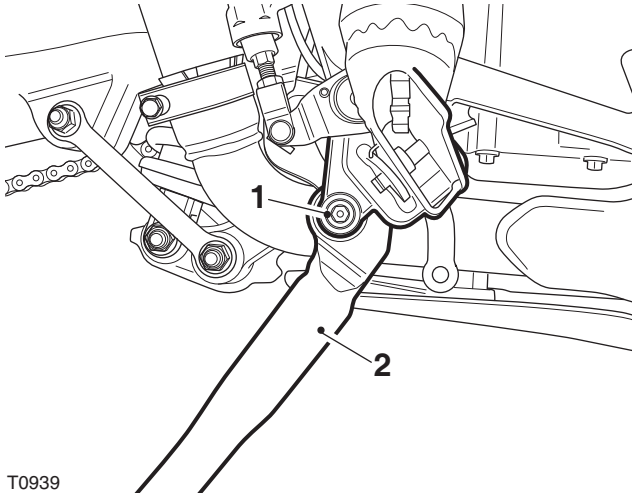


T0940

- 1. Bolt, M10 x 45 mm
- 2. Bolt, M10 x 35 mm
- 3. Screw, M8 x 14 mm

### Right Hand Side

26. Fit the M10 x 23 mm screw from the kit to the flanged sleeve making sure the anti-rotation tag is aligned with the locating hole in the frame and tighten to **45 Nm**.



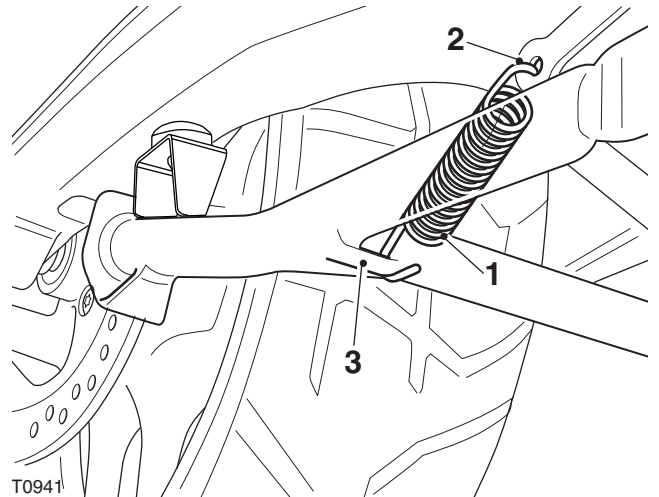
T0939

1. Screw, M10 x 23 mm  
2. Centre stand

### Warning

Wear hand, eye and face protection when fitting the spring. Take great care to minimise the risk of personal injury and loss of components.

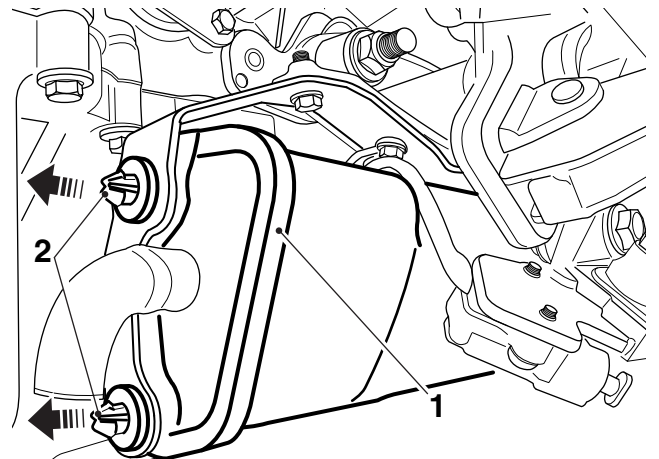
27. Hook one end of the spring from the kit into the hole in the S-bracket and the other end onto the lug on the centre stand making sure the spring orientation is the same as the diagram below.



T0941

1. Spring  
2. S-bracket hole  
3. Centre stand lug

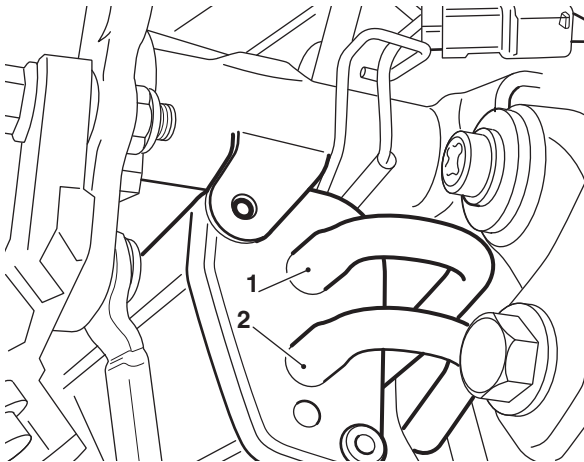
28. Secure the evaporative canister to the bracket making sure the locating pegs are fully inserted into the grommets.



1. Evaporative canister  
2. Locating pegs

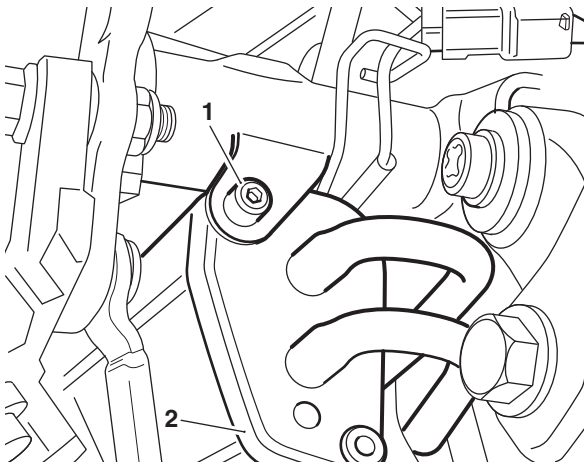


29. Fit the hoses as noted during removal.



- 1. Fuel tank breather hose
- 2. Purge hose

30. Fit a new M5 x 10 mm screw and tighten to **5.5 Nm**.




- 1. Screw, M5 x 10 mm
- 2. Evaporative canister

31. Remove the motorcycle from the paddock stand and check the operation of the centre stand.

- 32. Check and ensure that the spring holds the centre stand securely in the retracted position, and that the centre stand correctly contacts the rubber stop on the upstop bracket.
- 33. Operate the centre stand several times then position the motorcycle back on the paddock stand and re-torque the M10 bolts to **45 Nm**.
- 34. Remove the motorcycle from the paddock stand and place it on its side stand.

 <b>Warning</b>
Wear hand, eye and face protection when fitting the spring. Take great care to minimise the risk of personal injury and loss of components.

- 35. Every year or 6,000 miles (10,000 km) (whichever is sooner):
  - Detach the spring and remove the centre stand bolts;
  - Lubricate the left and right flanged sleeves with grease to NLGI 2 specification;
  - Install the bolts;
  - Tighten the bolts to **45 Nm**;
  - Refit the spring.

 <b>Warning</b>
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 handling characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.





### Warning

Never ride an accessory-equipped motorcycle (including those fitted with Triumph approved windscreens and luggage systems) at speeds above 80 mph (130 km/h).

The presence of accessories such as windscreens and luggage systems 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 (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

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.