

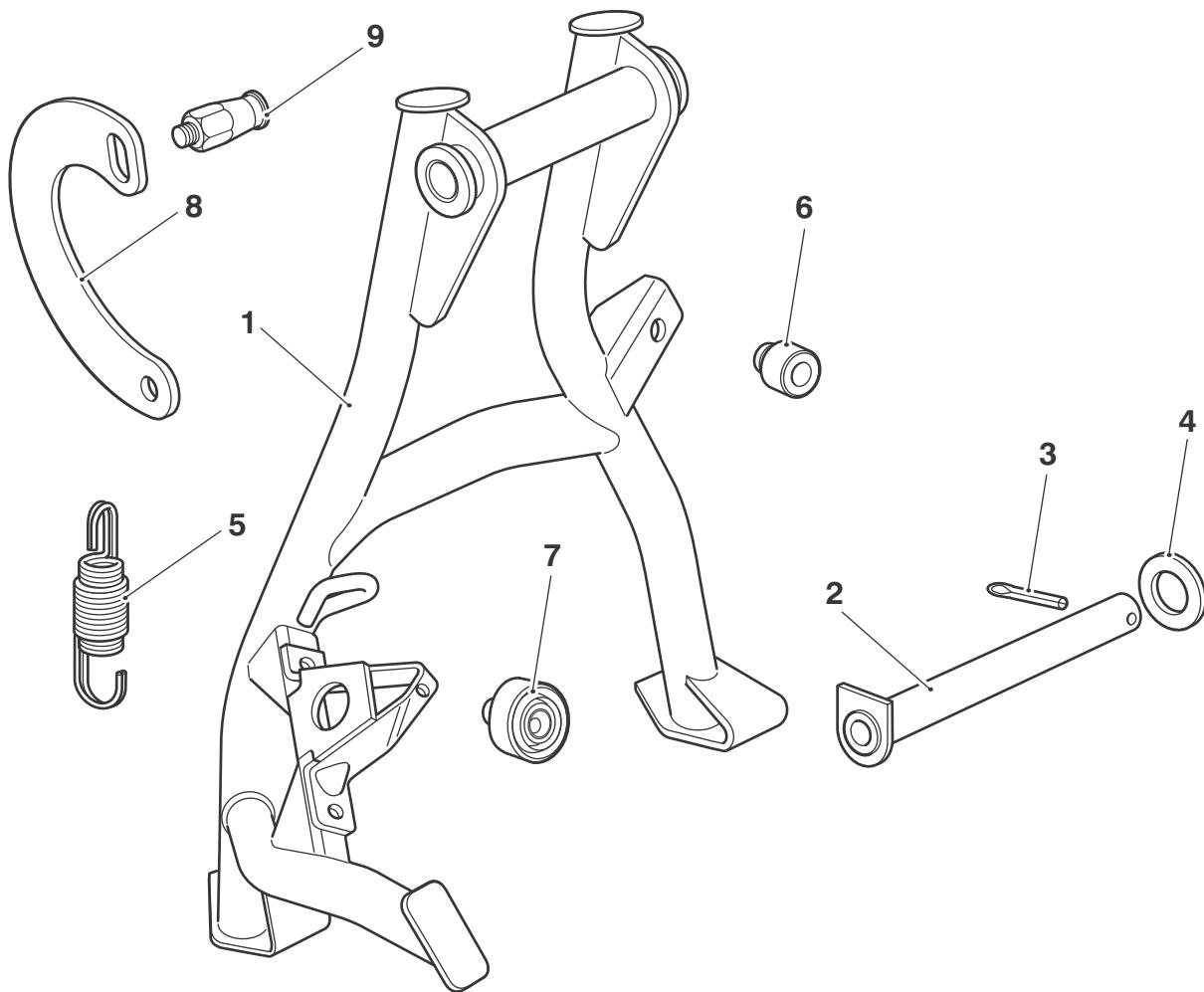
**English**

**Fitting Instructions:**  
**Tiger Sport**  
**A9778016**

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:**

1. Centre stand	1 off	6. Push-in rubber foot (small)	1 off
2. Spindle	1 off	7. Push-in rubber foot (large)	1 off
3. Split pin, 2 mm x 25 mm	1 off	8. Bracket, spring extension	1 off
4. Washer, 17 mm x 30 mm x 2 mm	1 off	9. Pin, spring	1 off
5. Spring, 19 mm diameter	1 off	10. Sachet, grease (not shown)	1 off



## Warning

This accessory kit is designed for use on Triumph Tiger Sport motorcycles only and should not be fitted to any other Triumph model or any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model or 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 cause 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

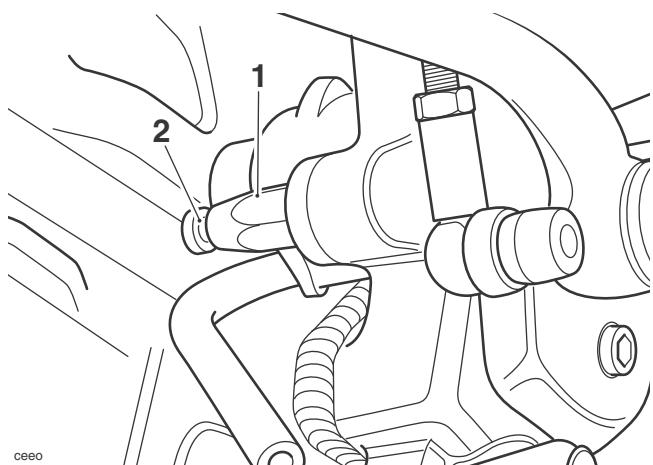
Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.



## 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.

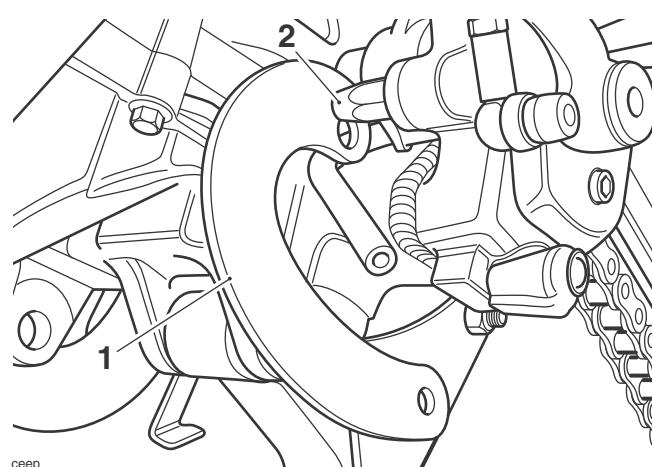
1. Remove the seat, as described in the owner's handbook.
2. Disconnect the battery, negative (black) lead first.
3. Recover the spring pin from the kit and fit to the motorcycle frame. Tighten the pin to **9 Nm**. Apply a small amount of grease to the pivot point of the spring pin from the sachet provided in the kit.



### 1. Spring pin

### 2. Grease application position

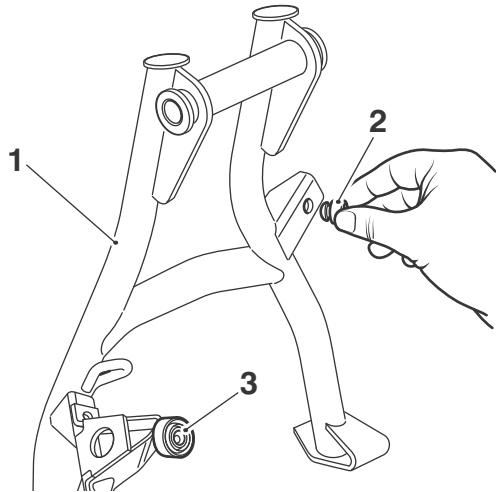
4. Recover the spring extension bracket from the kit and fit to the spring pin, as shown.



### 1. Spring extension bracket

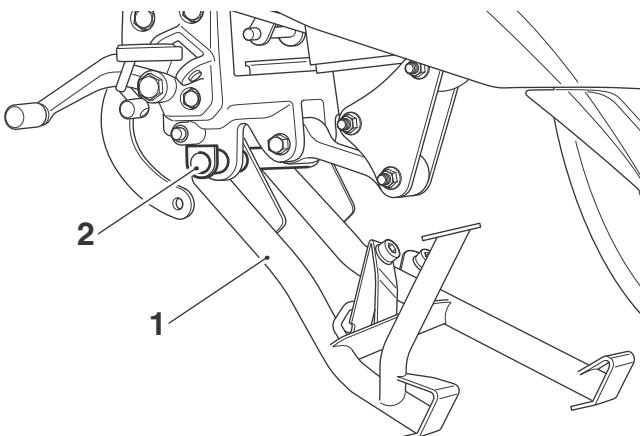
### 2. Spring pin

5. Fit the push-in rubber feet to the centre stand, as shown.



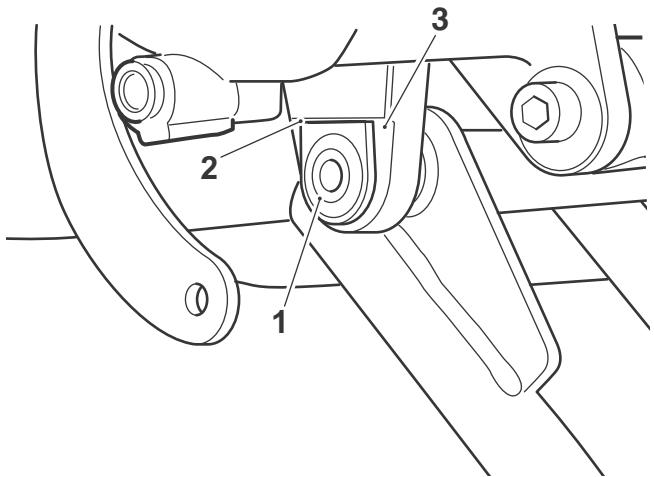
- 1. Centre stand**  
**2. Push-in rubber foot (small)**  
**3. Push-in rubber foot (large)**

6. Apply an even coating of grease to the centre stand spindle, from the sachet provided in the kit.
7. Align the centre stand to the motorcycle frame and insert the spindle from the left hand side.



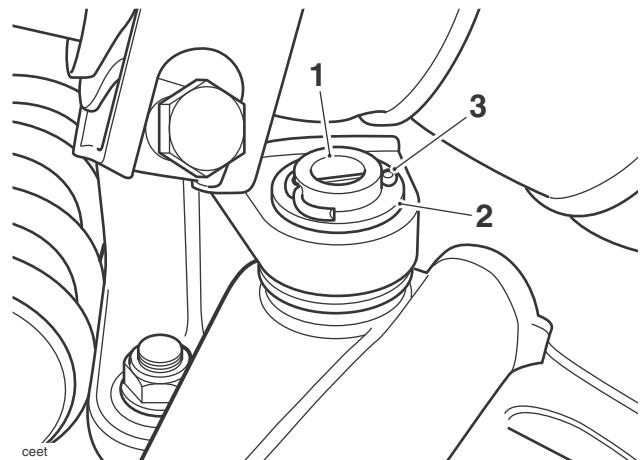
- 1. Centre stand**  
**2. Spindle**

8. Ensure the anti-rotation feature on the spindle is correctly aligned to the motorcycle frame, as shown below.



- 1. Spindle**  
**2. Anti-rotation feature**  
**3. Motorcycle frame**

9. Fit the 17 mm x 30 mm x 2 mm washer to the spindle and secure with the 2 mm x 25 mm split pin. Ensure the split pin is fitted with the closed end facing towards the front of the motorcycle.



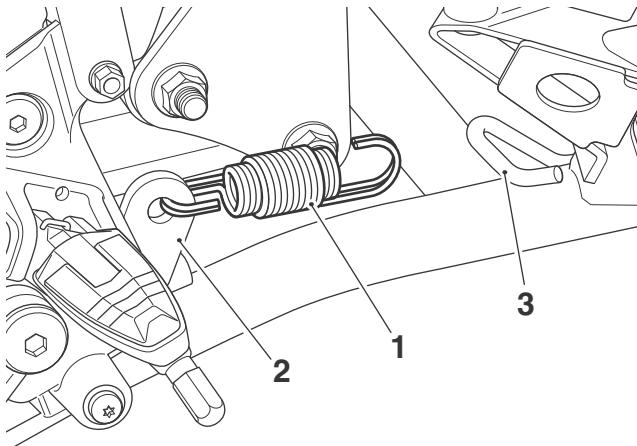
- 1. Spindle**  
**2. Washer, 17 mm x 30 mm x 2 mm**  
**3. Split pin, 2 mm x 25 mm**



## 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.

10. Hook one end of the spring into the hole in the spring extension bracket and then attach the other end of the spring to the lug on the centre stand, as shown below.



T1557

1. Spring
2. Spring extension bracket
3. Lug, centre stand

11. Check the operation of the centre stand, ensuring the spring holds the stand securely in the retracted position, and the centre stand rubber feet contact the up-stop bracket correctly.
12. Reconnect the battery, positive (red) lead first.
13. Refit the seat, as described in the owner's handbook.



## 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.

14. Every year or 6,000 miles (10,000 km) (whichever is sooner), detach the spring and remove the centre stand spindle. Lubricate the spindle with grease to NLGI 2 specification. Refit the spindle and secure with a new split pin. Refit the spring.



## 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

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 will lead to loss of motorcycle control and an accident.