



Accessory Fitting Instructions

Centre Stand Kit	
Kit number	Models Affected
A9778061	Street Twin up to VIN 763041
A9778019 A9778119	Street Twin from VIN 763042, Speed Twin 900
A9778020 A9778830 A9778525 A9778527	Bonneville T100 from VIN 759204, Bonneville T120 from VIN AC6130 Bonneville T120 Black from VIN AD0139
A9778045	Street Scrambler up to VIN 910740
A9778066 A9778064	Street Scrambler, Scrambler 900

Note:

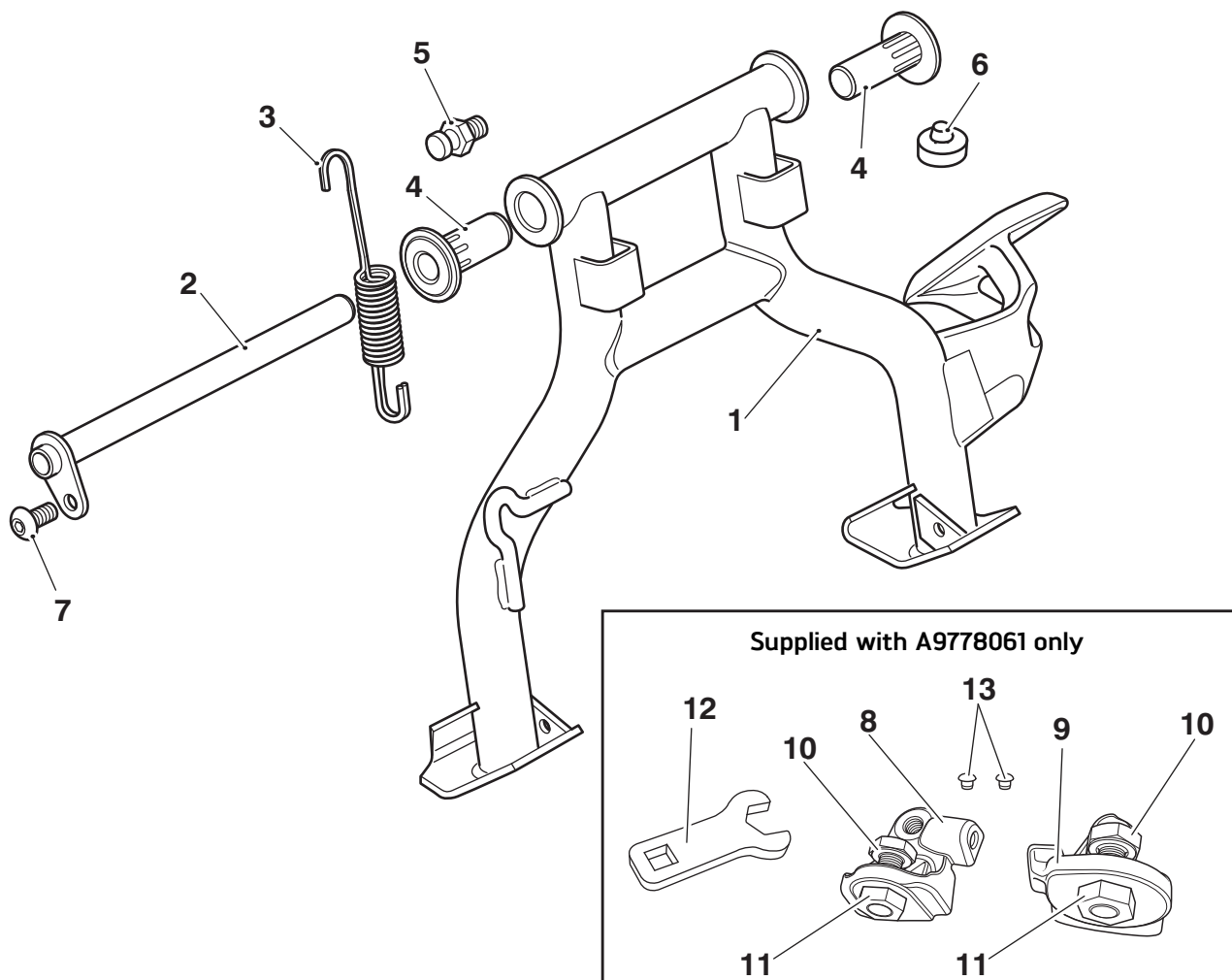
- **The accessory Centre Stand Kit A9778045 listed above must not be fitted to motorcycles which are fitted with an accessory Sump Guard Kit.**

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.

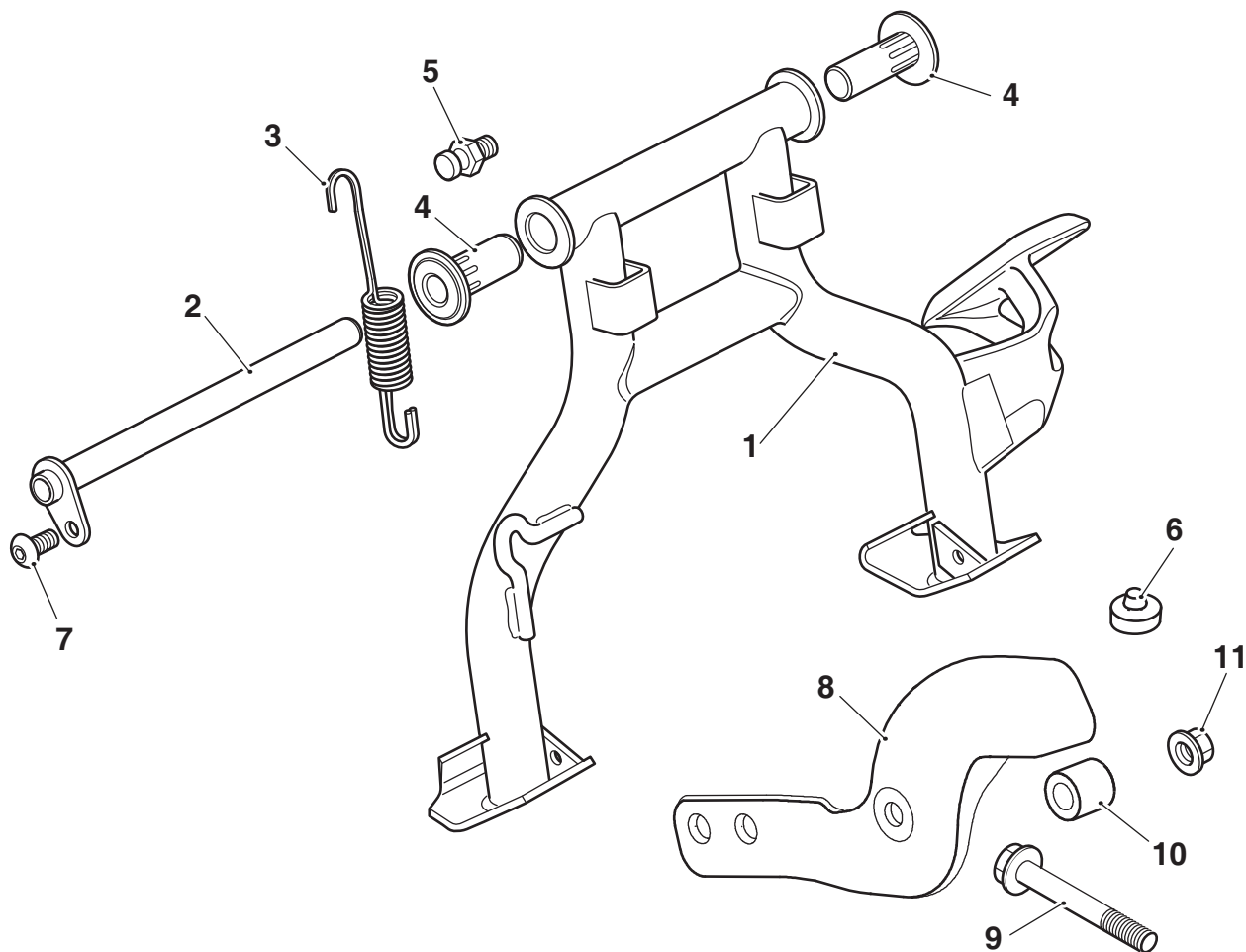
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Parts supplied: A9778061, A9778019, A9778020, A9778119, A9778830, A9778525, A9778527



1. Centre stand	1 off	8. Centre stand support, LH (A9778061 only)	1 off
2. Spindle	1 off	9. Centre stand support, RH (A9778061 only)	1 off
3. Spring	1 off	10. Bolt, M10 (A9778061 only)	2 off
4. Bush	2 off	11. Nut, M10 (A9778061 only)	2 off
5. Pin, spring	1 off	12. Crows foot spanner (A9778061 only)	1 off
6. Rubber stop	1 off	13. Button, fir tree (A9778061 only)	2 off
7. Fixing, M6 x 12 mm	1 off		

Parts supplied: A9778045, A9778064, A9778066



1.	Centre stand	1 off	7.	Fixing, M6 x 12 mm	1 off
2.	Spindle	1 off	8.	Upstop bracket	1 off
3.	Spring	1 off	9.	Fixing, M8 x 40 mm	1 off
4.	Bush	2 off	10.	Spacer	1 off
5.	Pin, spring	1 off	11.	Lock nut, M8	1 off
6.	Rubber stop	1 off			

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 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.

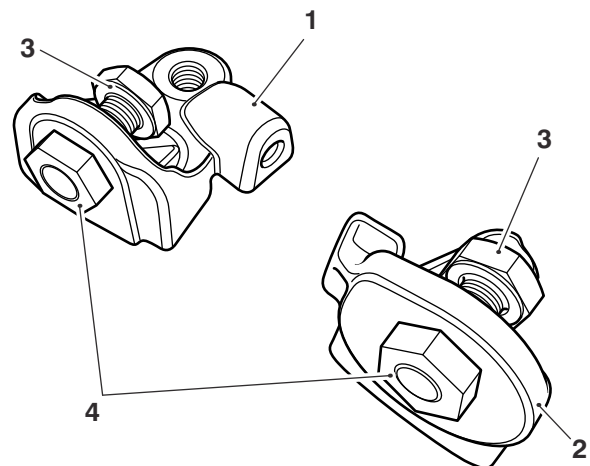
Note:

- 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.

Street Twin Models up to VIN 763041 Only

Note:

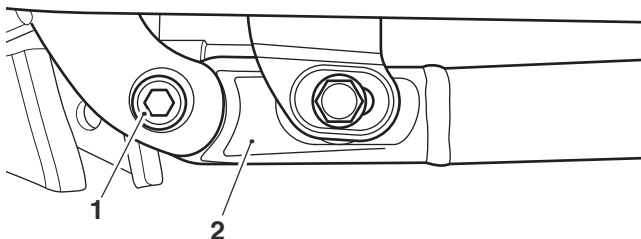
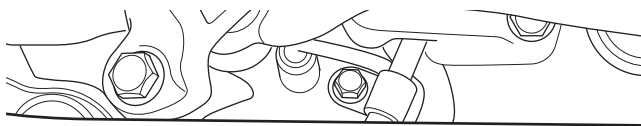
- For models fitted with an accessory sump plate, installing the centre stand support brackets removes the need for the brackets supplied with the accessory sump plate.
- If an accessory sump plate is fitted, release the four fixings and remove the accessory sump plate from the motorcycle. Retain the fixings.
 - Loosely assemble the left and right hand centre stand supports with the M10 nuts and bolts.



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- Left hand centre stand support
- Right hand centre stand support
- Bolt, M10
- Nut, M10

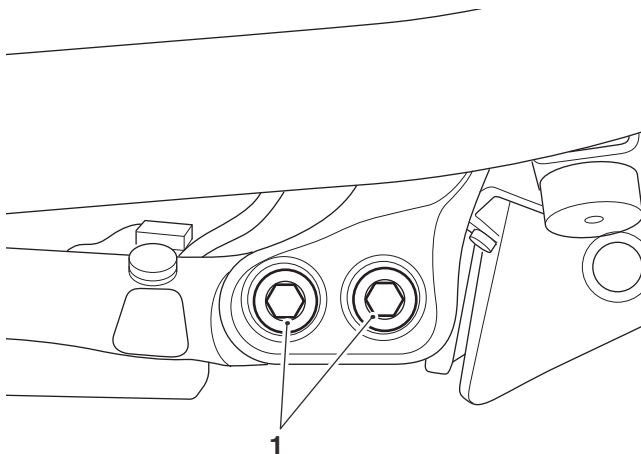
- Remove the right hand cradle rear mounting bolt and discard the lock nut or, if fitted, the accessory sump plate bracket. Retain the mounting bolt.



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- Cradle rear mounting bolt**
- Cradle assembly**

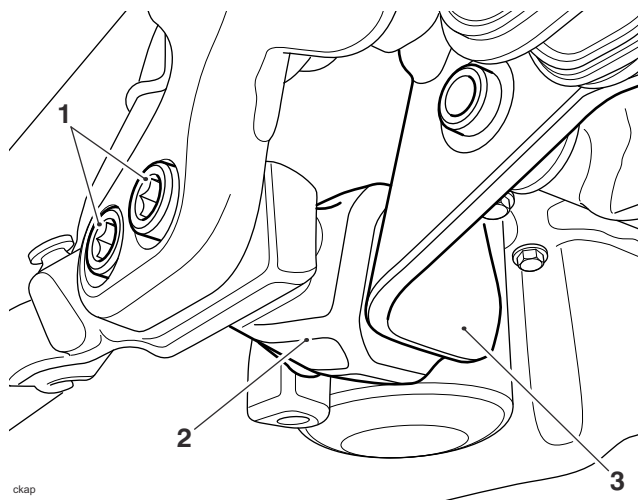
- Remove the left hand cradle rear mounting bolts and discard the bracket. Retain the mounting bolts.



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- Cradle mounting bolts**

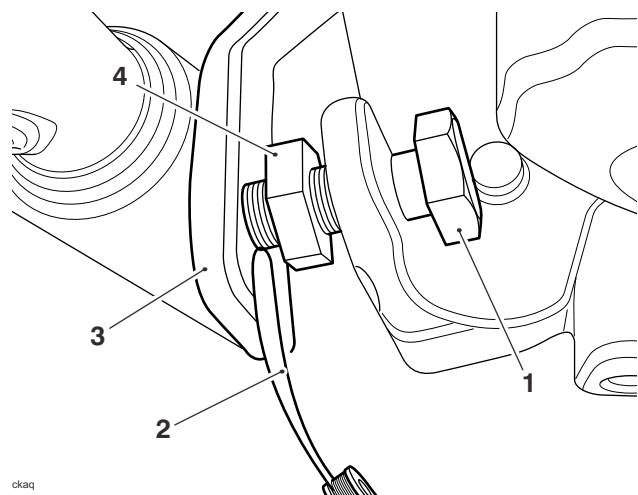
- Install the left hand centre stand support with the two cradle mounting bolts. Do not tighten at this stage.



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- Cradle mounting bolts**
- Centre stand support (left hand shown)**
- Centre stand down stop**

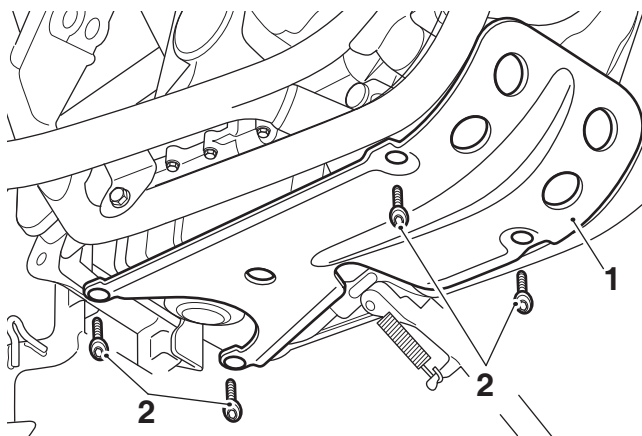
- Install the right hand centre stand support with the cradle mounting bolt. Do not tighten at this stage.
- Adjust the M10 bolts until they are touching the centre stand down stops, and the centre stand support castings have moved towards the sump, removing any clearance between the cradle bolts and the mounting holes.
- Tighten the M10 bolts finger tight. Do not over tighten. Check that a 0.05 mm feeler gauge cannot fit between the end of the centre stand support bolt and the centre stand down stops.



ckaq

- Bolt, M10**
- Feeler gauge**
- Centre stand down stop**
- Nut, M10**

9. Tighten the left hand cradle mounting bolts to **40 Nm**.
10. Tighten the right hand cradle mounting bolt to **40 Nm**.
11. Recheck there is no gap between the M10 bolts and the centre stand down stops using a 0.05 mm feeler gauge.
12. Using the crows foot spanner supplied in the kit, tighten both M10 nuts against the centre stand support brackets to **20 Nm**.
13. Recheck there is no gap between the centre stand support bolts and the centre stand down stops using a 0.05 mm feeler gauge.
14. **For models not fitted with an accessory sump plate:** Install the two fir tree buttons into the threaded holes in the centre stand supports.
15. **For models fitted with an accessory sump plate:** Refit the accessory sump plate with the four fixings. Do not tighten at this stage.



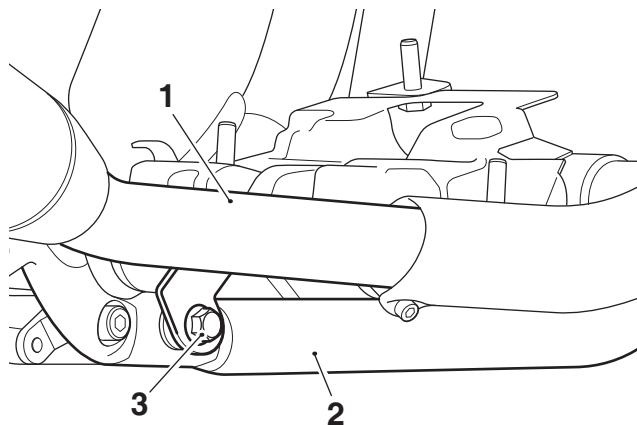
1. Accessory sump plate
2. Fixings

16. Check that the accessory sump plate is aligned centrally on the motorcycle and tighten the front fixings to **6 Nm** and the rear fixings to **12 Nm**.

Street Twin and Speed Twin 900 Models Only

Note:

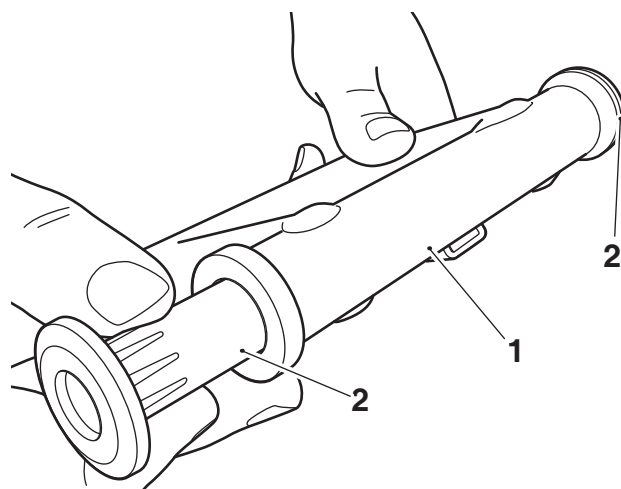
- **The centre stand kit cannot be used if an accessory high level silencer kit has previously been fitted to the motorcycle.**
17. Remove the right hand silencer and catalyst finisher as described in the Service Manual. Retain all parts for reuse.
 18. Remove the fixing mounting the right hand exhaust link pipe to the cradle. Retain the exhaust link pipe and all fixings for reuse.



1. Exhaust link pipe, right hand
2. Cradle
3. Fixing

All Models

19. Collect the centre stand and two bushes from the kit.
20. Fit the bushes into the centre stand top tube, as shown. Ensure the bushes are pushed fully in.

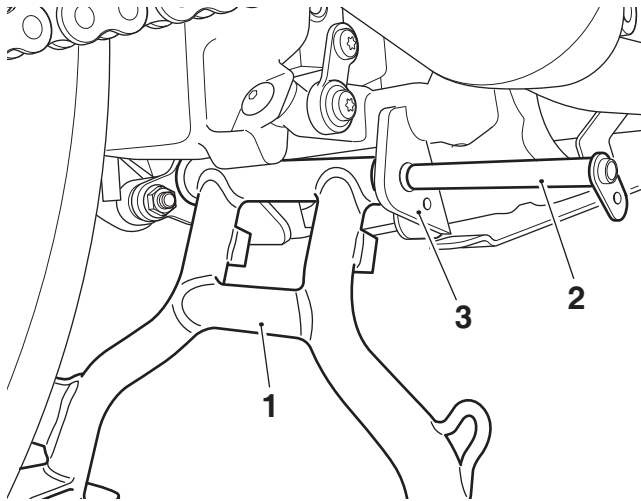


1. Centre stand
2. Bush

Note:

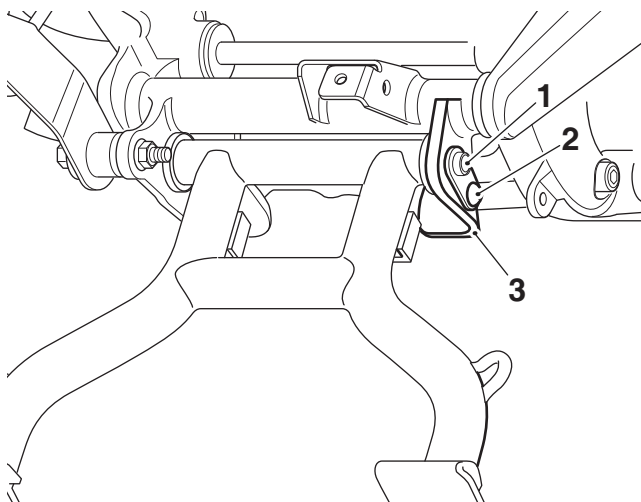
- **When applying grease to any of the centre stand components ensure it is to NLGI 2 specification.**

21. Apply an even coating of grease to the centre stand spindle.
22. Align the centre stand to the motorcycle frame and insert the spindle from the right hand side.



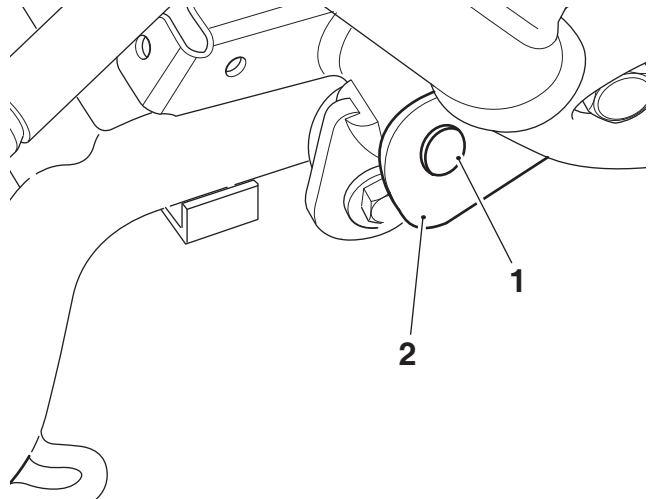
1. Centre stand
2. Spindle
3. Motorcycle frame

23. Ensure the anti-rotation plate on the spindle is correctly aligned to the motorcycle frame, as shown below. Fit the M6 x 12 mm fixing from the kit and tighten to **8 Nm**.



1. Spindle anti-rotation plate
2. Fixing, M6 x 12 mm
3. Motorcycle frame

24. Remove the blanking plug from the motorcycle frame, as shown.

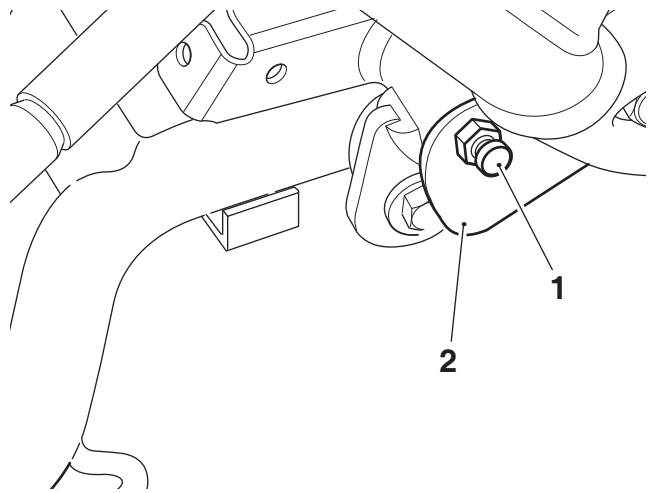


1. Blanking plug
2. Motorcycle frame

Note:

- **When applying grease to any of the centre stand components ensure it is to NLGI 2 specification.**

25. Collect the spring pin from the kit and fit to the motorcycle frame, as shown. Tighten to **7 Nm**. Apply a small amount of grease to the pivot point of the spring pin.



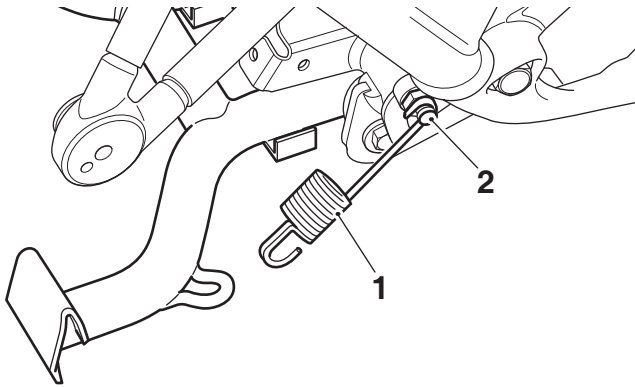
1. Spring pin
2. Motorcycle frame



Warning

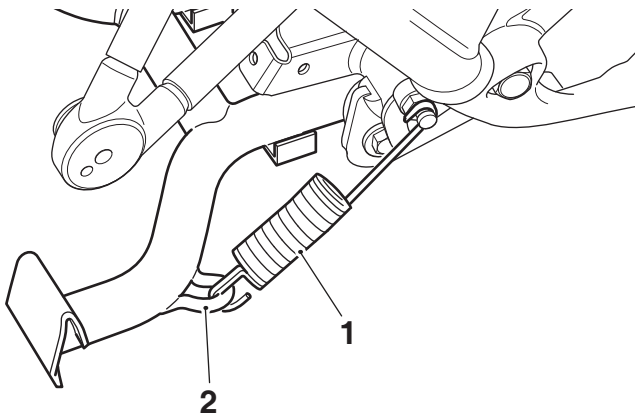
Wear hand, eye and face protection when fitting the spring. Take great care to minimise the risk of personal injury and loss of components.

26. Hook one end of the spring onto the spring pin in the orientation shown.



1. Spring
2. Spring pin

27. Attach the other end of the spring to the lug on the centre stand, as shown below.



1. Spring
2. Centre stand

Note:

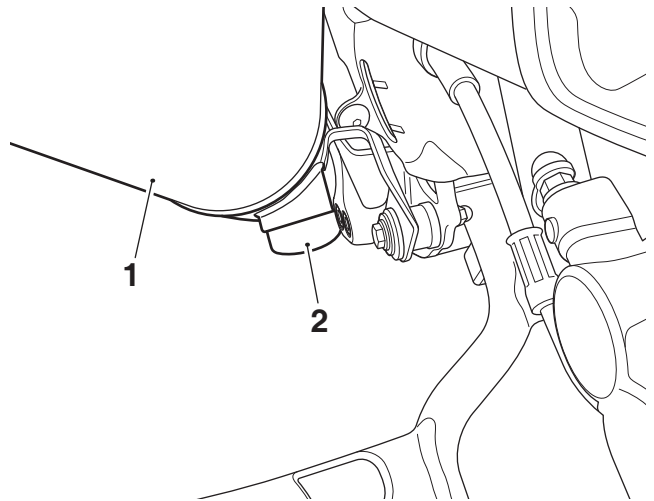
- Lock nuts can be reused providing resistance can be felt when the locking portion passes over the thread of the bolt or stud. Always use the correct replacement lock nut as recommended in the Triumph Parts Catalogue.

Street Twin and Speed Twin 900 Models Only

28. Refit the right hand exhaust link pipe to the cradle using the original fixing, nut, washer and flanged sleeve. Tighten the fixing to **19 Nm**.
29. Refit the right hand silencer and catalyst finisher, as described in the Service Manual.

Street Twin, Speed Twin 900 and Bonneville Models Only

30. Fit the rubber stop to the mounting bracket on the underside of the left hand silencer.

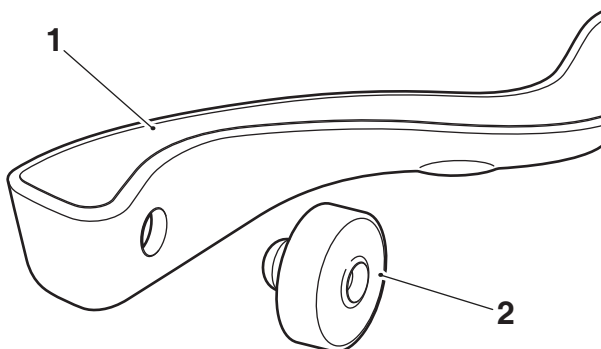


1. Silencer, left hand
2. Rubber stop

31. Ensure the centre stand and/or spring are not obstructed by the silencer clamp during operation. If necessary, loosen the clamp and adjust its position to allow clearance for the centre stand and/or spring. Re-tighten the clamp fixing to the torque specified in the Service Manual.

Street Scrambler and Scrambler 900 Models Only

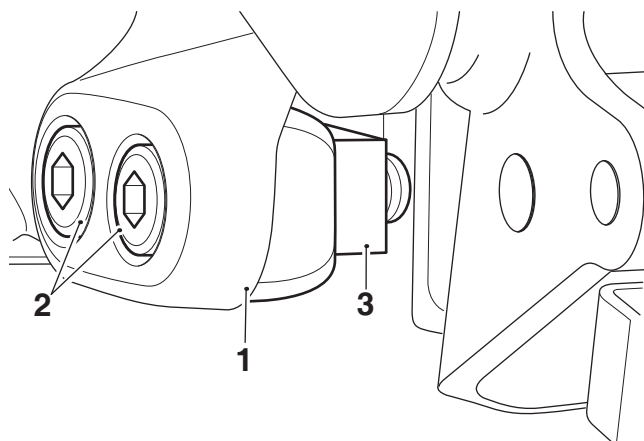
32. Fit the rubber stop to the upstop bracket, as shown.



- 1. Upstop bracket
- 2. Rubber stop

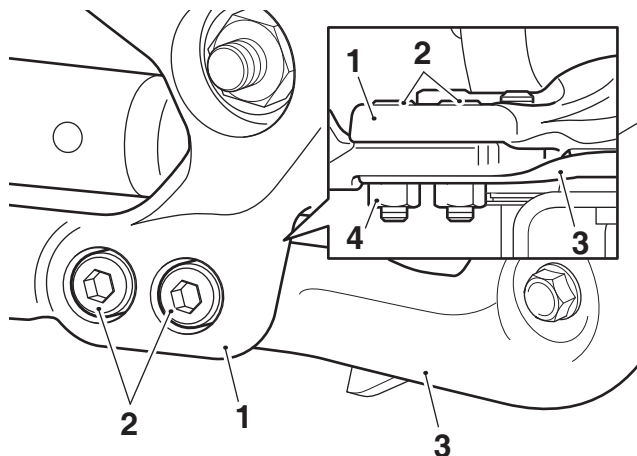
Street Scrambler and Scrambler 900 without Accessory Sump Guard

33. Remove the left hand rear cradle fixings and retaining plate. Retain the fixings and retaining plate for reuse.



- 1. Rear cradle, left hand
- 2. Fixings
- 3. Retaining plate

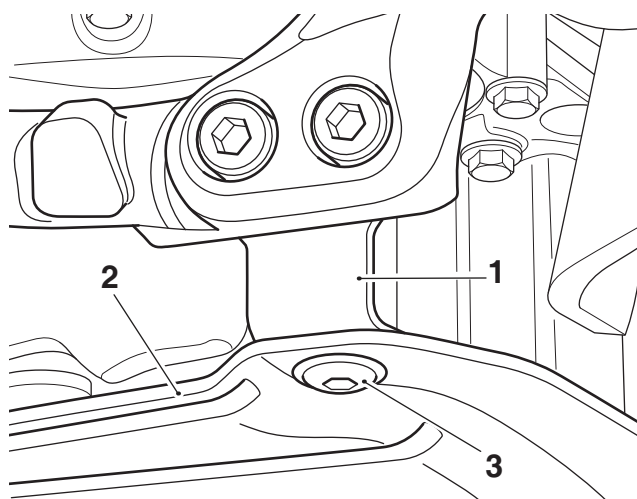
34. Fit the two original fixings into the rear cradle. Fit the upstop bracket on to the fixings in the orientation shown below. Note, if the upstop bracket does not incorporate weld nuts the original retaining plate must be used, as shown below. Do not fully tighten the fixings at this stage.



- 1. Rear cradle
- 2. Fixings
- 3. Upstop bracket
- 4. Retaining plate

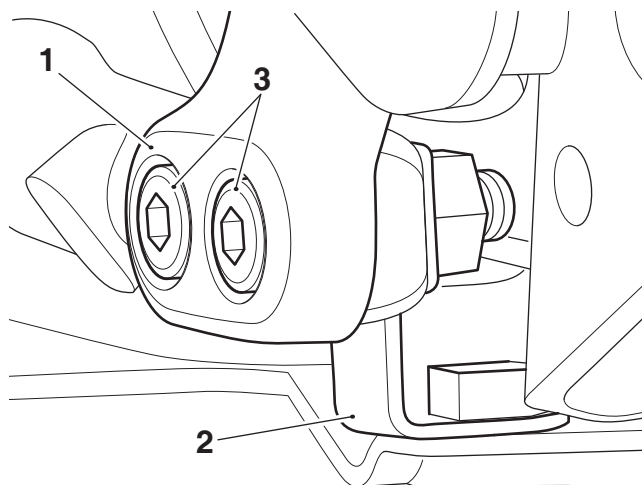
Street Scrambler and Scrambler 900 with Accessory Sump Guard

35. Remove the sump guard left hand side rear fixing. Retain the fixing for reuse.



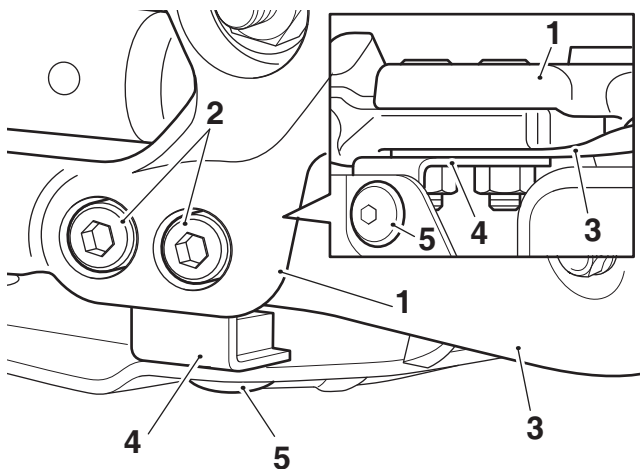
- 1. Sump guard bracket
- 2. Sump guard
- 3. Fixing

36. Remove the left hand rear cradle and sump guard bracket fixings. Retain the fixings and sump guard bracket for reuse.



1. Rear cradle, left hand
2. Sump guard bracket
3. Fixings

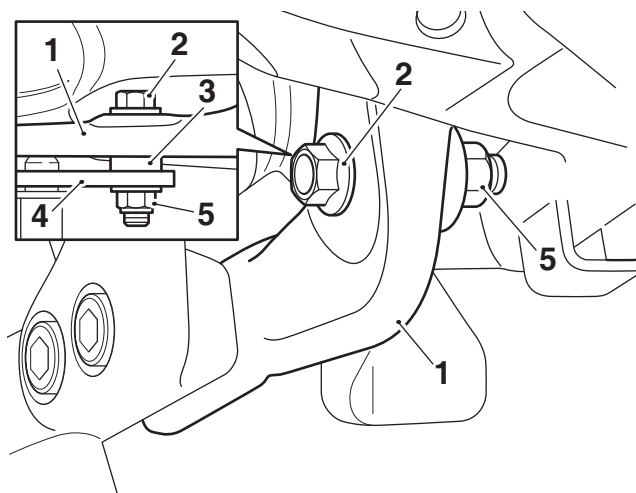
37. Fit the two original fixings into the rear cradle and fit the upstop bracket and sump guard bracket on to the fixings in the orientation shown below. Do not fully tighten the rear cradle fixings at this stage. Refit the sump guard left hand side rear fixing. Tighten the fixing to **12 Nm**.



1. Rear cradle
2. Cradle fixings
3. Upstop bracket
4. Sump guard bracket
5. Sump guard fixing

All Street Scrambler and Scrambler 900 Models

38. Align the rear fixing position of the upstop bracket with the slotted hole in the motorcycle frame. Fit the M8 x 40 mm fixing, spacer and lock nut from the kit, as shown below. Do not fully tighten the fixing at this stage.



1. Upstop bracket
2. Fixing, M8 x 40 mm
3. Spacer
4. Motorcycle frame
5. Lock nut

39. Tighten the rear cradle fixings to **40 Nm**.
40. Tighten the M8 x 40 mm fixing to **20 Nm**.

All Models

41. Check the full operation of the centre stand ensuring the spring holds the stand securely in the retracted position and the centre stand contacts the rubber stop correctly.

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.

42. 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 spring.



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.