



Accessory Fitting Instructions

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.

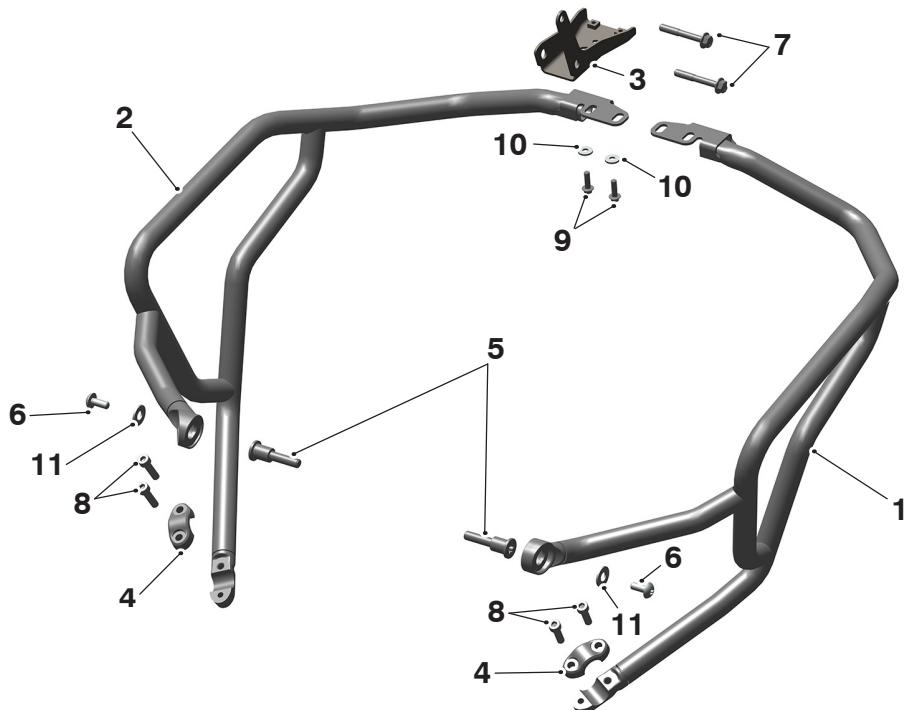
Upper Engine Bar Kit

Kit Number	Models
A9780165	Tiger 900 GT from VIN BP6441, Tiger 900 GT Pro from VIN BP5373, Tiger 900 Rally Pro from VIN BP4996

NOTICE

The Upper Engine Bar Kit listed above can only be fitted to motorcycles which have lower engine bars installed.

Parts supplied



1. Engine bar, right hand	1 off	7. Fixing, M8 x 55 mm	2 off
2. Engine bar, left hand	1 off	8. Fixing, M8 x 30 mm	4 off
3. Bracket, upper protection bars	1 off	9. Fixing, M6 x 20 mm	2 off
4. Clamp, upper	2 off	10. Washer, M6	2 off
5. Fixing, M10 x 35 mm (shouldered)	2 off	11. Washer, M8	2 off
6. Fixing, M8 x 20 mm	2 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Always have Triumph approved parts, accessories and conversions fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The fitment of parts, accessories and conversions by a person without the specialist knowledge and technical understanding of motorcycles may affect the handling, stability or other aspects of the motorcycle's operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

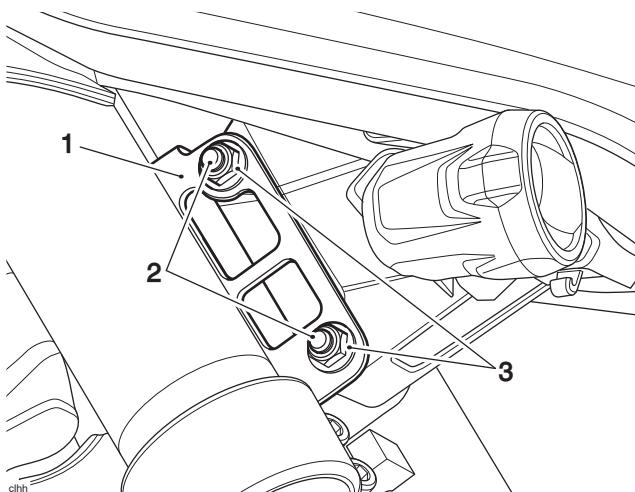
NOTICE

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.

1. Remove the front beak as described in the Service Manual.
2. Remove the lock nuts and fixings from the front subframe mounting. Retain the fixings for reuse if the motorcycle is to be returned to its original condition.



1. Front subframe mounting

2. Fixings

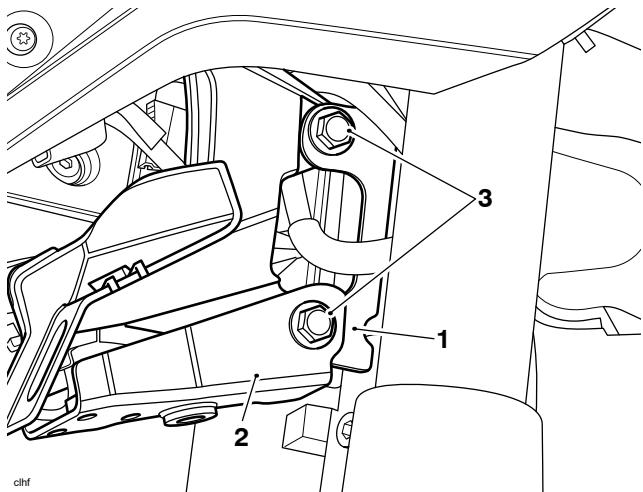
3. Lock nuts

NOTICE

Lock nuts can be reused providing resistance can be felt when the locking portion passes over the thread of the fixing.

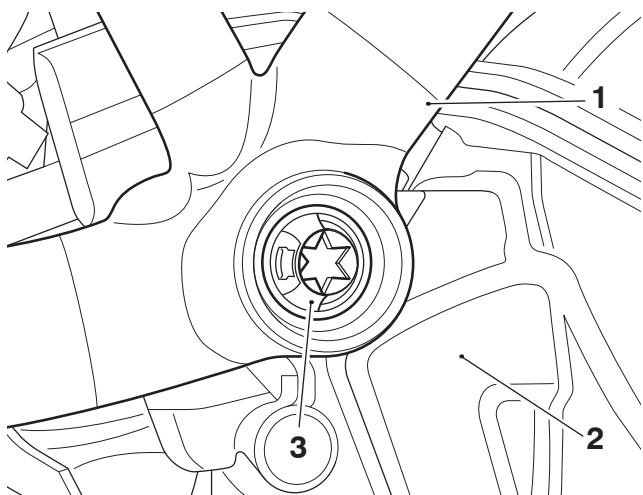
Always use the correct replacement lock nut as recommended in the Triumph parts catalogue.

3. Position the front mounting bracket on to the subframe mounting as shown. Fit the two M8 x 55 mm fixings from the kit with the original lock nuts. Tighten the fixings to **30 Nm**.



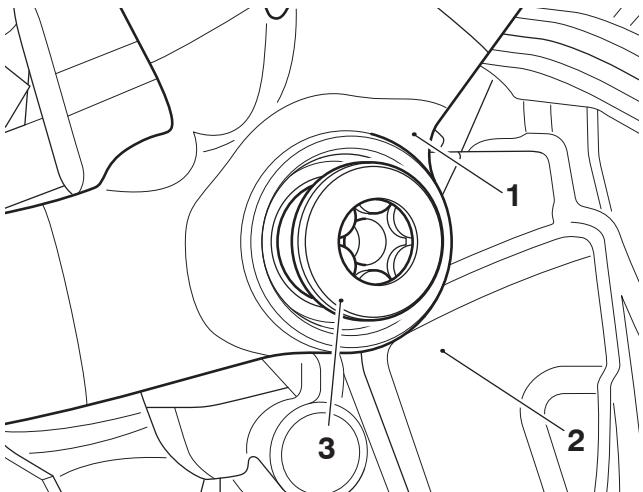
1. Subframe mounting
2. Front mounting bracket
3. Fixings M8 x 55 mm

4. Remove the right hand side rear cylinder head fixing. Retain the fixing for reuse if the motorcycle is to be returned to its original condition.



1. Motorcycle frame, right hand side
2. Cylinder head
3. Fixing

5. Fit one of the M10 x 35 mm shouldered fixings from the kit through the frame in to the threaded boss on the cylinder head, as shown. Tighten the fixing to **48 Nm**.

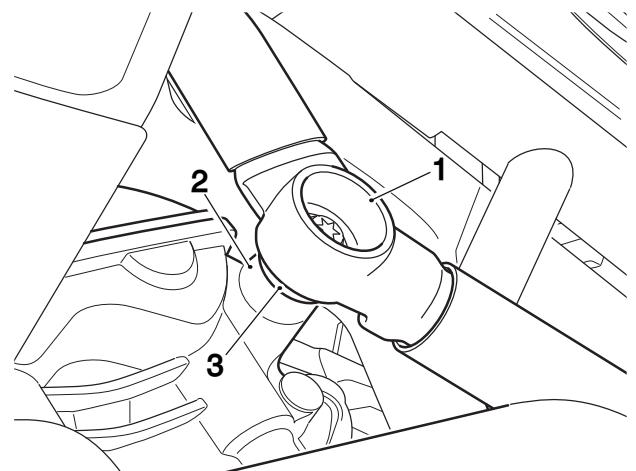


1. Motorcycle frame, right hand side
2. Cylinder head
3. Fixing, M10 x 35 mm (shouldered)

NOTICE

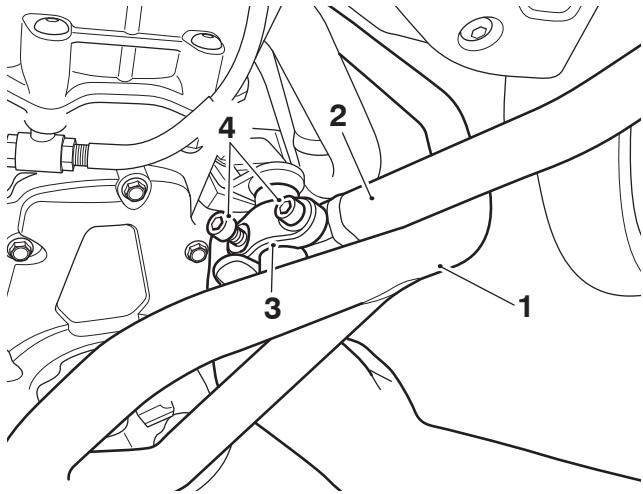
When removing the left hand side rear cylinder head fixing, if the spacer fitted between the motorcycle frame and cylinder head becomes displaced it must be repositioned correctly as shown below, before fitting the M10 x 35 mm shouldered fixing from the kit.

6. Repeat step 4 and 5 for the left hand side rear cylinder head fixing.



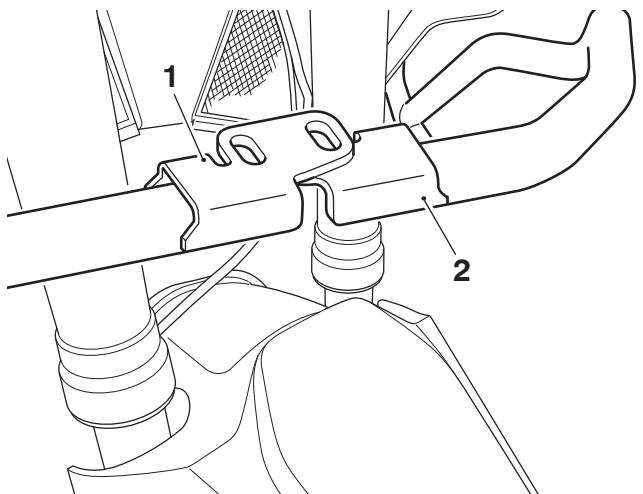
1. Motorcycle frame, left hand side
2. Cylinder head
3. Spacer

7. Position the right hand upper engine bar on to the lower engine bar on the right hand side of the motorcycle as shown below. Fit a clamp and two M8 x 30 mm fixings from the kit to retain the upper engine bar. Do not fully tighten the fixings at this stage.



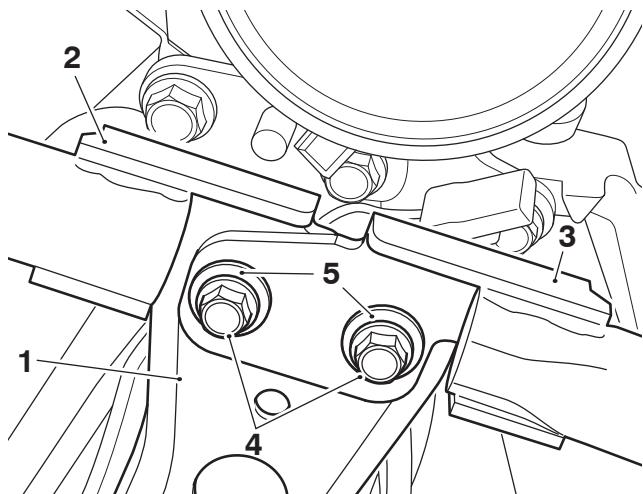
1. Lower engine bar
2. Upper engine bar, right hand
3. Clamp
4. Fixings, M8 x 30 mm

8. Repeat step 7 for the left hand upper engine bar.
9. Position the left hand upper engine bar front mounting under the right hand upper engine bar front mounting, as shown.



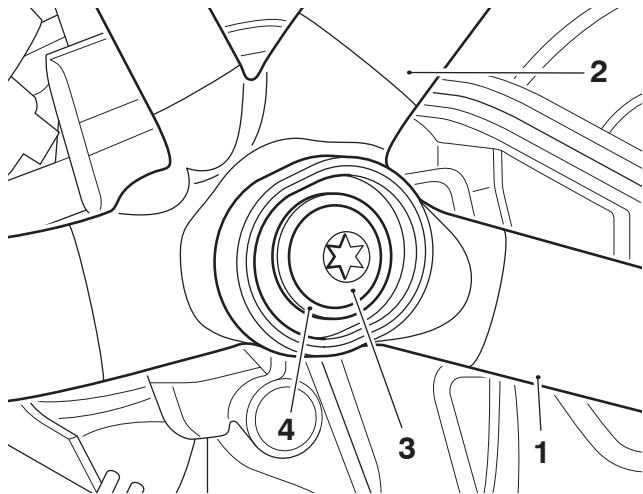
1. Upper engine bar, right hand
2. Upper engine bar, left hand

10. Align the right hand and left hand upper engine bars with the front mounting bracket and fit the M6 x 20 mm fixings and M6 washers from the kit. Do not fully tighten the fixings at this stage.



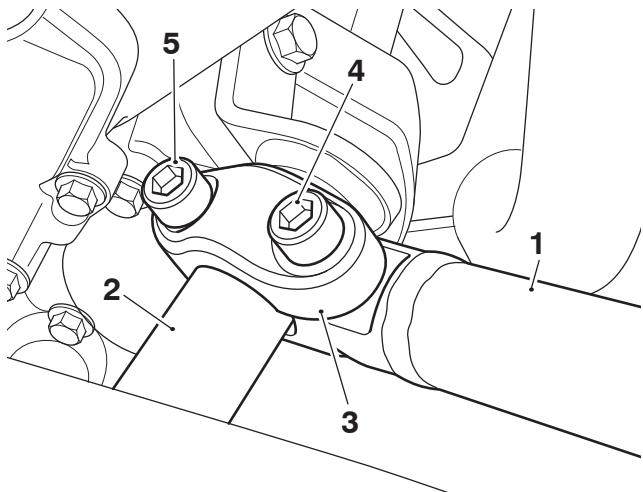
1. Front mounting bracket
2. Upper engine bar, right hand
3. Upper engine bar, left hand
4. Fixings, M6 x 20 mm
5. Washer, M6

11. Align the right hand side and left hand side engine bar third mounts with the rear cylinder head mountings on the motorcycle frame and fit the M8 x 20 mm fixings and M8 washers from the kit. Do not fully tighten the fixings at this stage.



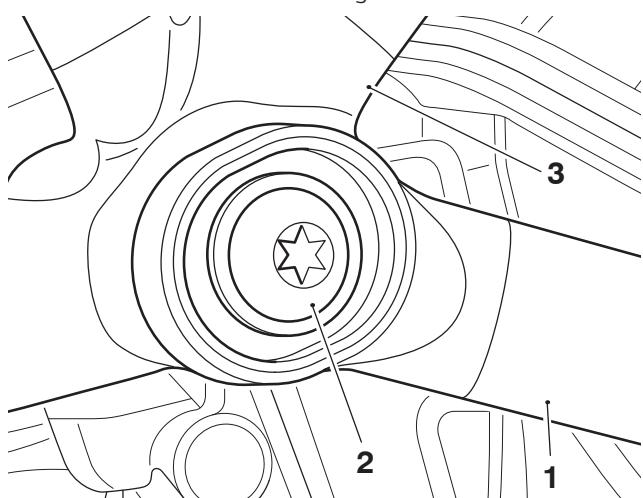
1. Engine bar third mount (right hand side shown)
2. Motorcycle frame
3. Fixing, M8 x 20 mm
4. Washer, M8

12. Tighten the right hand engine bar clamp front fixing first to **20 Nm**, then tighten the clamp rear fixing to **20 Nm**.



1. Upper engine bar
2. Lower engine bar
3. Clamp
4. Fixing, front
5. Fixing, rear

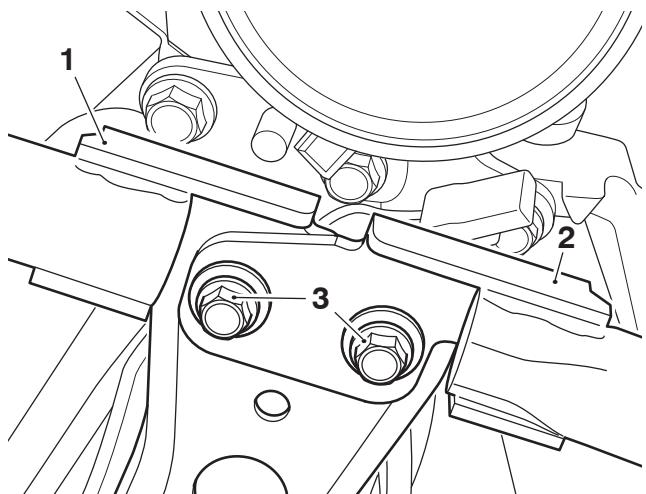
13. Tighten the right hand side engine bar third mount M8 x 20 mm fixing to **25 Nm**.



1. Upper engine bar, right hand
2. Upper engine bar, left hand
3. Fixings, M6 x 20 mm

14. Repeat steps 12 and 13 for the left hand side engine bar fixings.

15. Tighten the right hand and left hand upper engine bar M6 x 20 mm fixings to **14 Nm**.



1. Upper engine bar, right hand
2. Upper engine bar, left hand
3. Fixings, M6 x 20 mm

16. Refit the front beak, as described in the Service Manual.

⚠ WARNING

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 characteristics.

Operation of the motorcycle when not familiar with any new handling characteristics may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If, after fitting this accessory kit, you have any doubt about the performance of any aspect of the motorcycle, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Never ride an accessory-equipped motorcycle at speeds above 80 mph (130 km/h).

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.

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 motorcycle control which could result in serious injury or death.

⚠ WARNING

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.

Only operate this Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks.

High-speed operation in any other circumstances is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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