

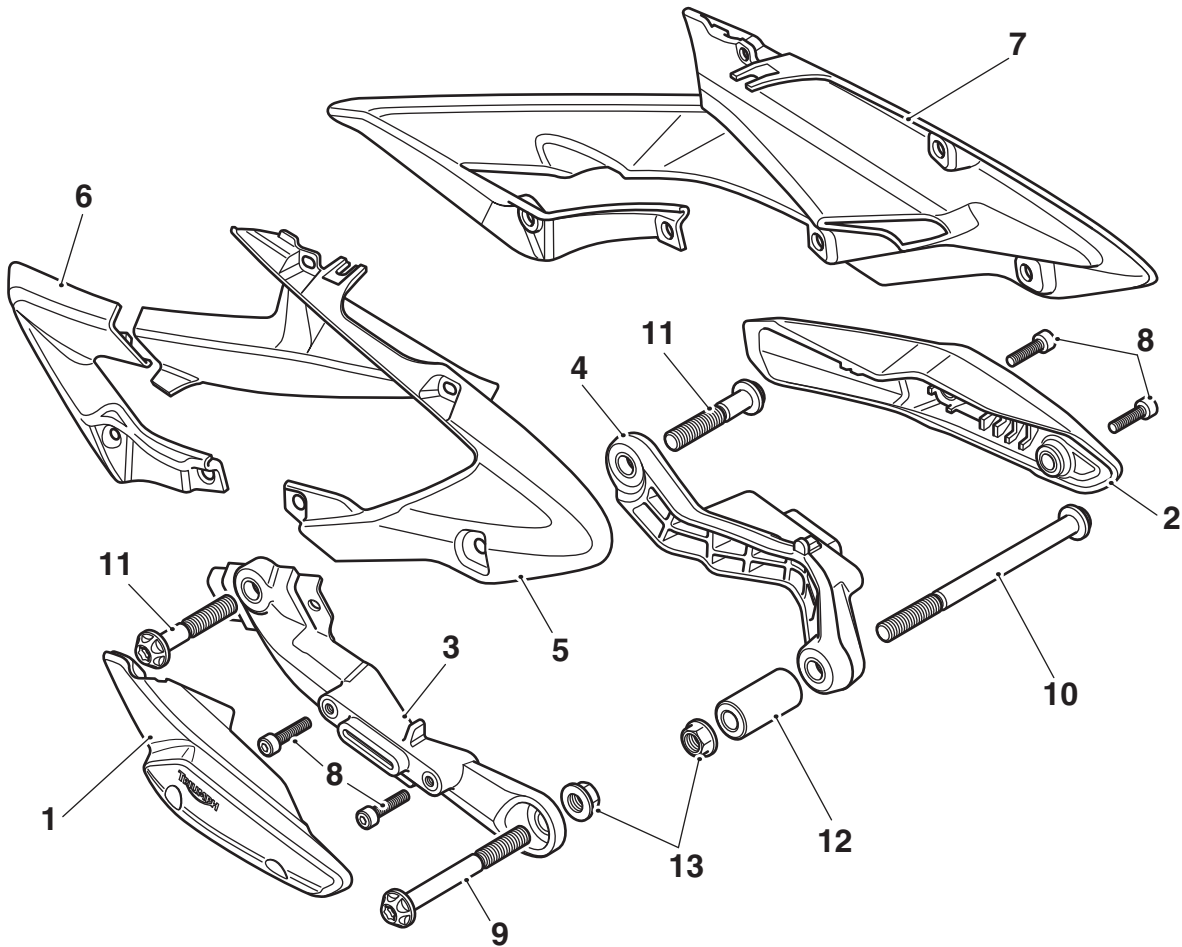
Fitting Instructions:

Daytona 675 from VIN 564948 and Daytona 675 R from VIN 564948 A9788014

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.	Frame protector, right-hand	1 off	8.	Screw, M6 x 25 mm	4 off
2.	Frame protector, left-hand	1 off	9.	Screw, M10 x 100 mm	1 off
3.	Frame protector support, right-hand	1 off	10.	Screw, M10 x 150 mm	1 off
4.	Frame protector support, left-hand	1 off	11.	Screw, M10 x 60 mm	2 off
5.	Cockpit infill panel, right-hand front	1 off	12.	Spacer	1 off
6.	Cockpit infill panel, right-hand rear	1 off	13.	Lock nut, M10	2 off
7.	Cockpit infill panel, left-hand	1 off			

Warning

This accessory kit is designed for use on Triumph Daytona 675 from VIN 564948 and Daytona 675 R from VIN 564948 motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model 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 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 result in loss of motorcycle control and an accident.

Warning

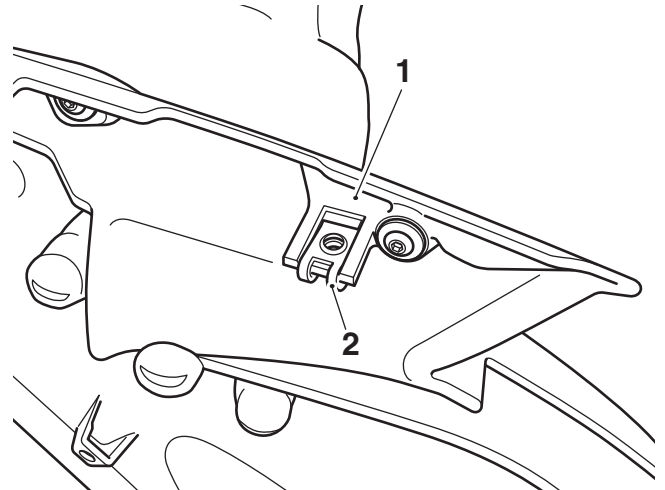
If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the system to cool, as touching any part of a hot exhaust could cause burn injuries.

Caution

Remove the engine mounting fixings in the sequence detailed in this publication only. Do not remove the left-hand or right-hand top and front engine mounting fixings at the same time. This could result in the engine moving within the frame and misalignment of the engine mounting positions, preventing fitment of the new fixings.

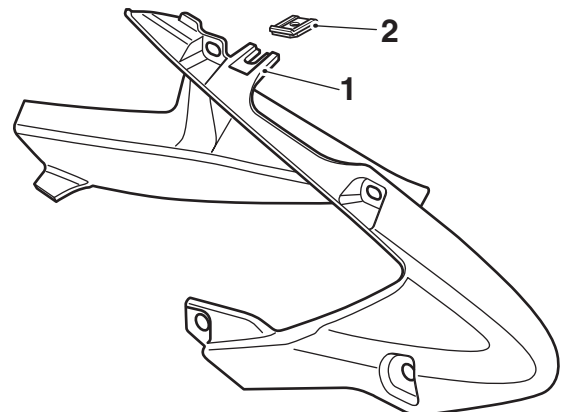
Right-Hand Side

1. Remove the fairing side panel, as described in the service manual.
2. Remove the captive nut from the original cockpit infill panel.



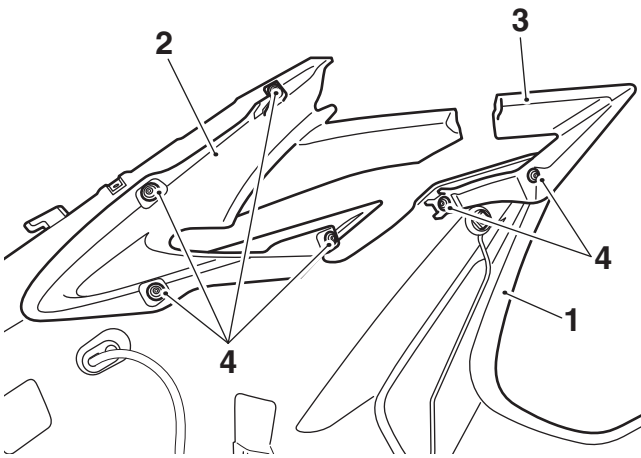
1. Cockpit infill panel
2. Captive nut

3. Remove the cockpit infill panel from the fairing side panel, as described in the service manual. Retain the fixings for re-use. Retain the cockpit infill panel for use if the motorcycle is to be returned to its original condition.
4. Collect the new right-hand front and rear cockpit infill panels from the kit. Fit the captive nut, removed at step 2, to the new front cockpit infill panel as shown.



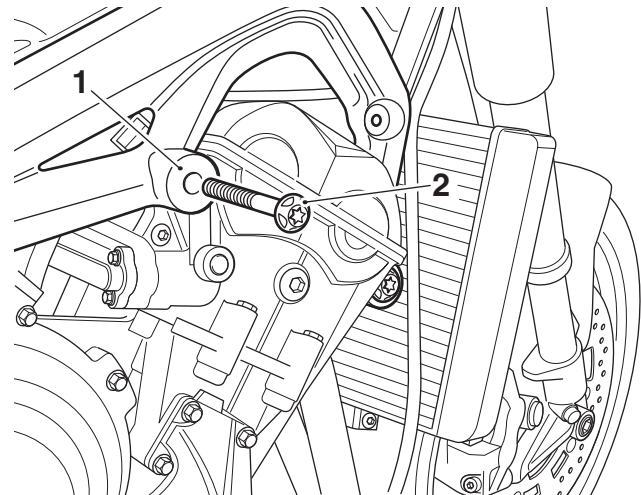
1. Front cockpit infill panel
2. Captive nut

- Secure the front and rear cockpit infill panels to the fairing side panel using the original fixings. Tighten the fixings to **1.5 Nm**.



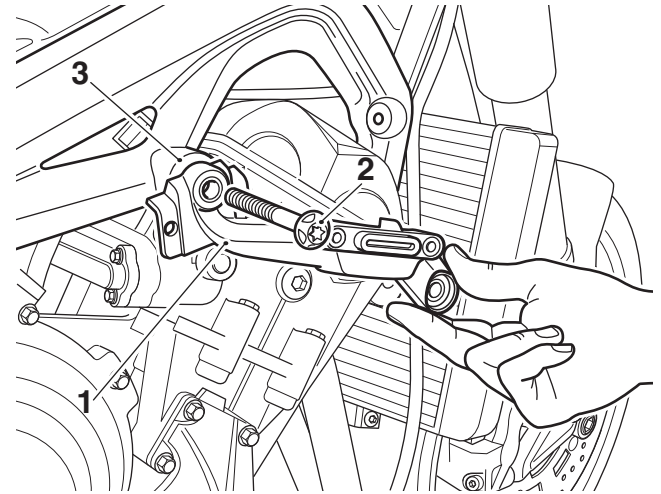
- Fairing side panel
- Cockpit infill panel, front
- Cockpit infill panel, rear
- Fixings

- Remove the top engine mounting fixing from the cylinder head. Retain the fixing for use if the motorcycle is to be returned to its original condition.



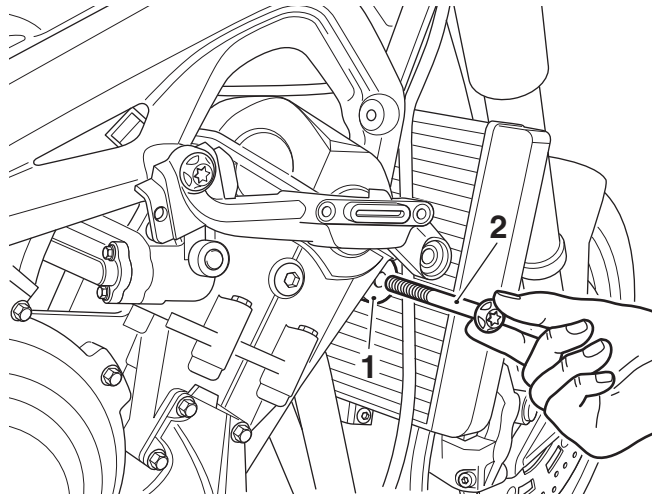
- Top engine mounting
- Fixing

- Fit the right-hand frame protector support to the top engine mounting point, in the orientation shown and retain with an M10 x 60 mm screw provided. Do not fully tighten the screw at this stage.



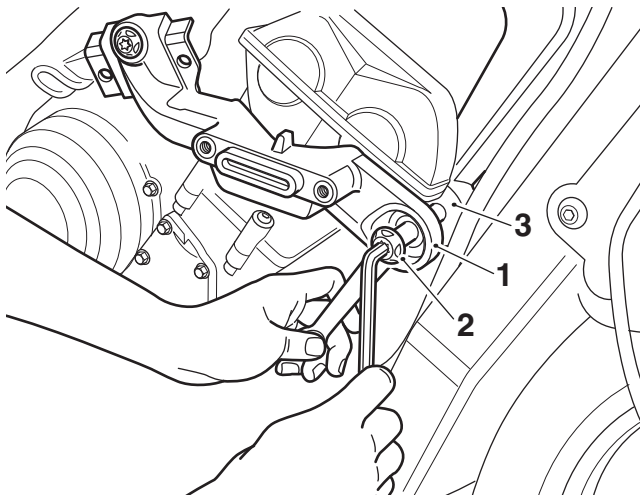
- Frame protector support, right-hand
- Screw, M10 x 60 mm
- Top engine mounting

- Remove the front engine mounting screw and lock nut. Retain the original screw for use if the motorcycle is to be returned to its original condition. Discard the lock nut.



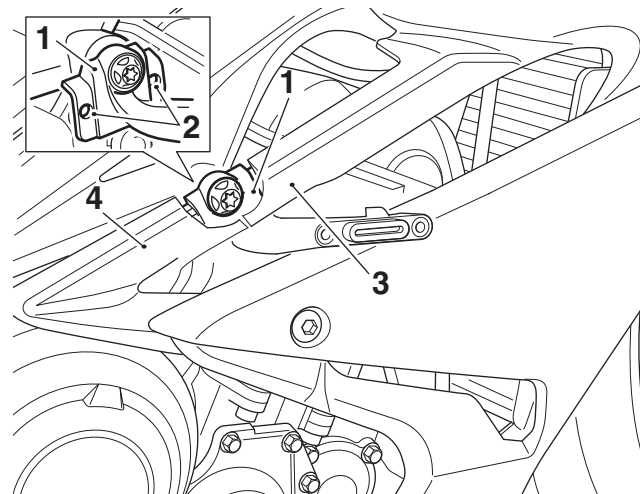
- Front engine mounting
- Screw (lock nut not shown)

- Rotate the frame protector support to align with the front engine mounting position. Fit the M10 x 100 mm screw provided and retain with a new lock nut.



- Frame protector support, right-hand
- Screw, M10 x 100 mm (lock nut not shown)
- Front engine mounting

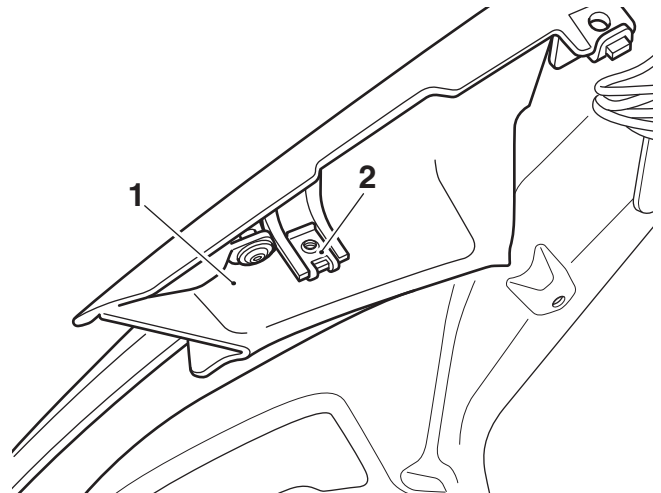
- Tighten both frame protector support fixings to **48 Nm**.
- Refit the fairing side panel, as described in the service manual. Ensure the new front and rear cockpit infill panels locate correctly in the location holes of the frame protector inner bracket.



- Frame protector support
- Location holes
- Infill panel, front
- Infill panel, rear

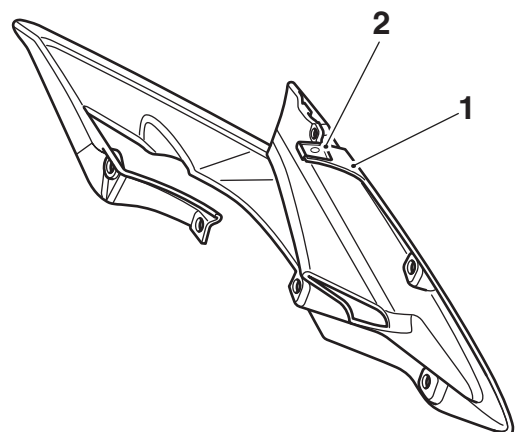
Left-Hand Side

- Remove the fairing side panel, as described in the service manual.
- Remove the captive nut from the original cockpit infill panel.



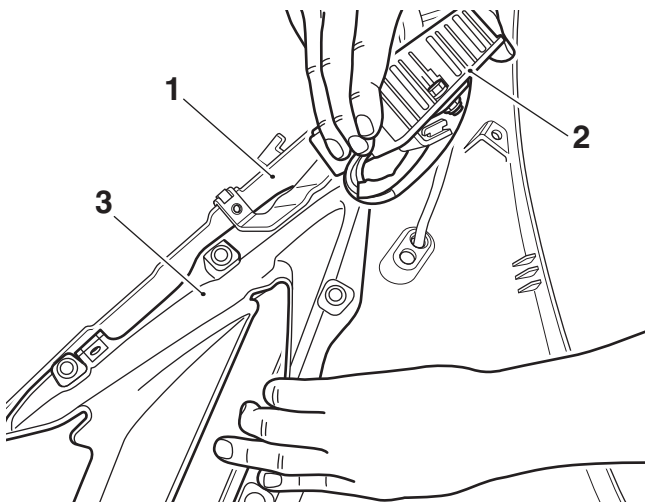
- Cockpit infill panel
- Captive nut

- Remove the cockpit infill panel from the fairing side panel, as described in the service manual. Retain the fixings for re-use. Retain the cockpit infill panel for use if the motorcycle is to be returned to its original condition.
- Collect the new left-hand cockpit infill panel from the kit. Fit the captive nut, removed at step 13, to the new cockpit infill panel as shown.



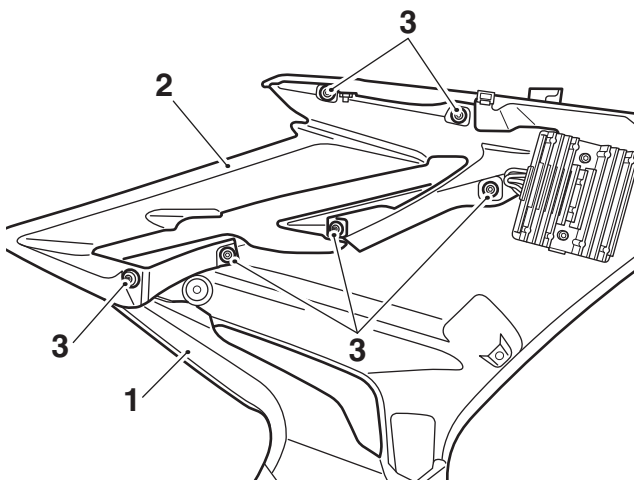
- Cockpit infill panel
- Captive nut

16. Carefully lift the rectifier away from the fairing side panel to allow the new cockpit infill panel to be correctly aligned with the fixing positions on the fairing side panel.



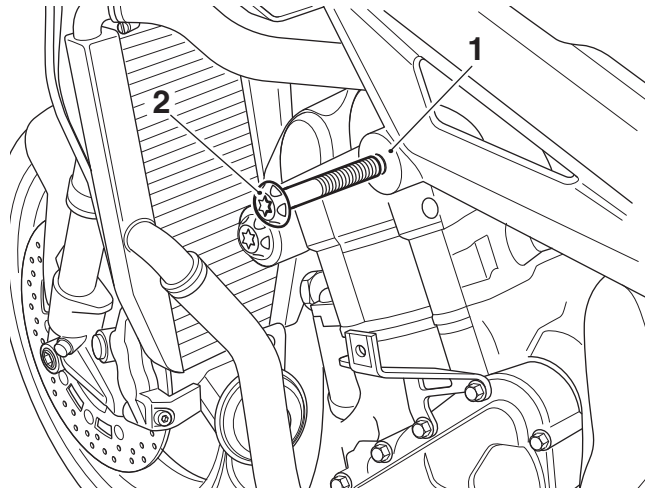
- 1. Fairing side panel
- 2. Rectifier
- 3. Cockpit infill panel

17. Secure the new cockpit infill panel to the fairing side panel using the original fixings. Tighten the fixings to **1.5 Nm**.



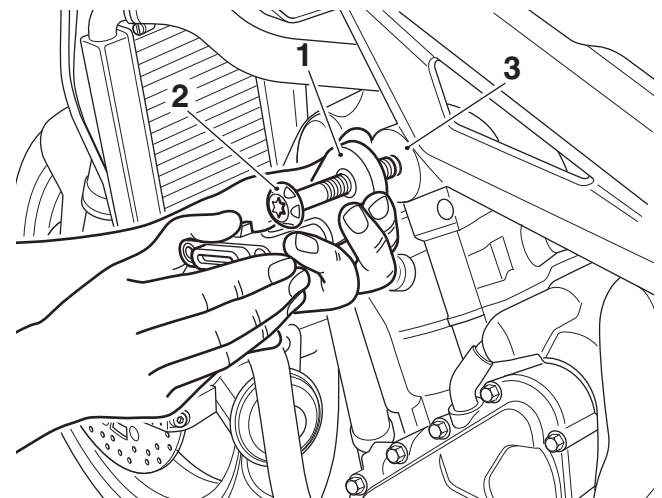
- 1. Fairing side panel
- 2. Cockpit infill panel
- 3. Fixings

18. Remove the top engine mounting fixing from the cylinder head. Retain the fixing for use if the motorcycle is to be returned to its original condition.



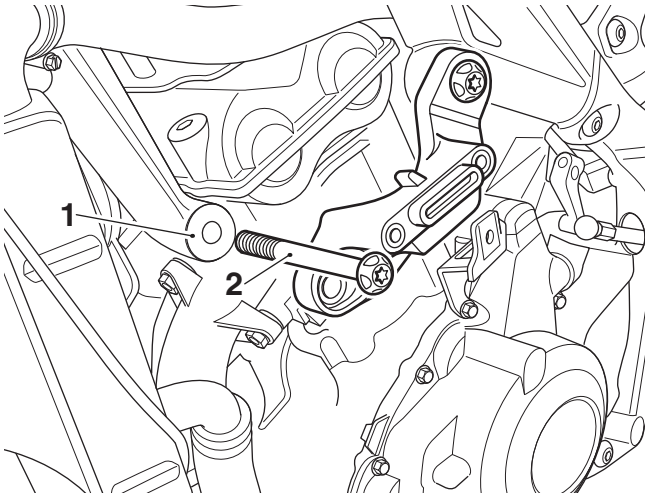
- 1. Top engine mounting
- 2. Fixing

19. Fit the left-hand frame protector support to the top engine mounting point, in the orientation shown and retain with an M10 x 60 mm screw. Do not fully tighten the screw at this stage.



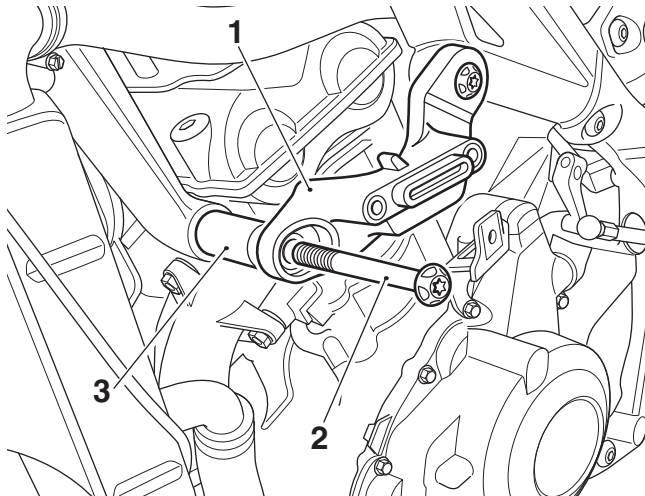
- 1. Frame protector support, left-hand
- 2. Screw, M10 x 60 mm
- 3. Top engine mounting

20. Remove the front engine mounting screw and lock nut. Retain the original screw and lock nut for use if the motorcycle is to be returned to its original condition.



- 1. Front engine mounting**
2. Screw (lock nut not shown)

21. Rotate the frame protector support to align with the front engine mounting position. Fit the M10 x 150 mm screw and spacer from the kit, as shown below. Retain with a new lock nut.

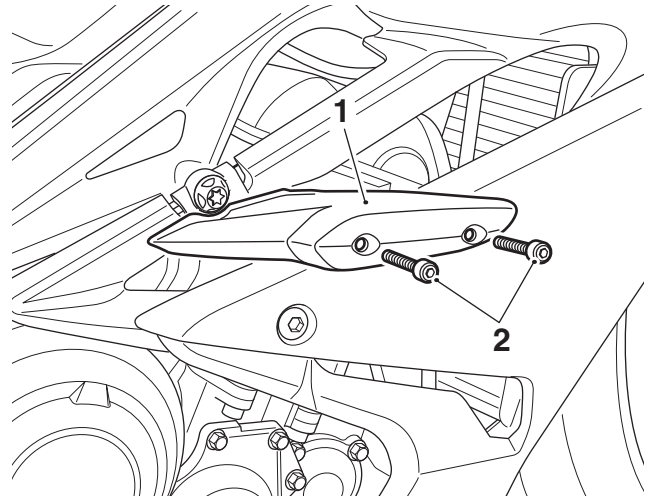


- 1. Frame protector support, left-hand**
2. Screw, M10 x 150 mm
3. Spacer

22. Tighten both frame protector fixings to **48 Nm**.
23. Refit the fairing side panel, as described in the service manual.

Both Sides

24. Fit the frame protectors to the frame protector supports. Ensure the frame protectors align correctly on the frame protector supports. Retain the frame protectors with two M6 x 25 mm screws provided. Tighten the screws to **9 Nm**.



- 1. Frame protector (right-hand shown)**
2. Screw, M6 x 25 mm



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.