Accessory Fitting Instructions

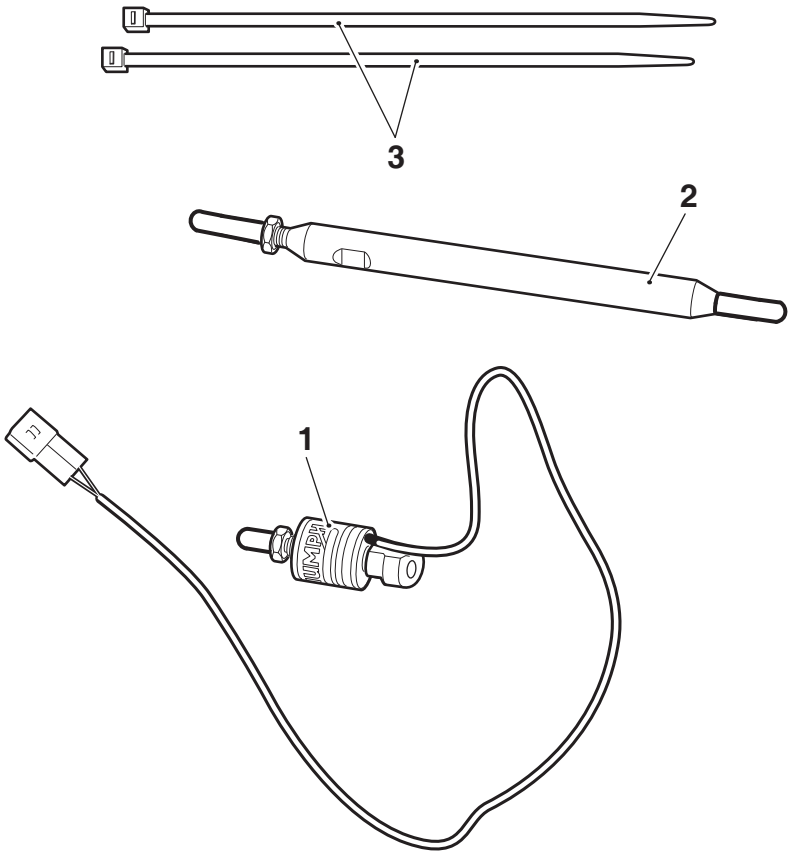
Quickshifter Kit	
Kit number	**Models Affected**
A9930222	Daytona 675, Street Triple from VIN 411984, Street Triple R from VIN 411984 up to VIN 793031
A9938249	Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height)

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 accessoryequipped motorcycle is subsequently sold.

Parts supplied



1. Quickshifter sensor	1 off	3. Cable tie	2 off
2. Gear selector rod	1 off		

Warning

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 not 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 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

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.

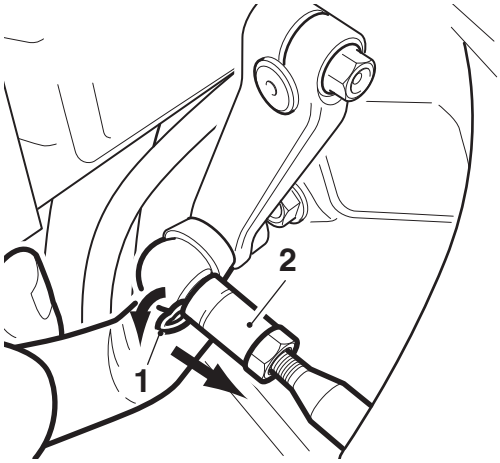
Note:

- **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.**

Note:

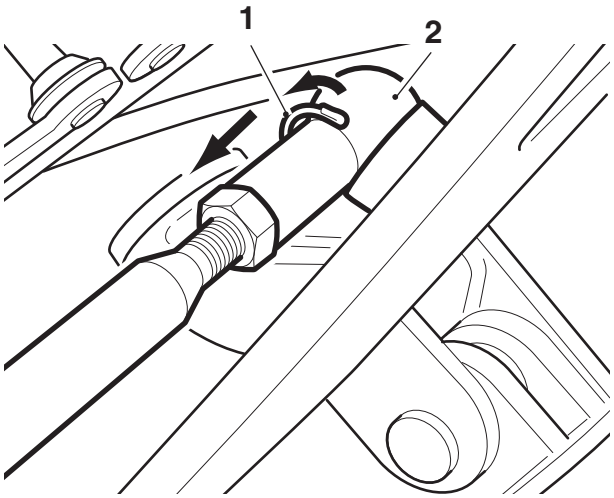
- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the warnings contained in this instruction.**

1. Remove the seat.
2. Disconnect the battery, negative (black) lead first.
3. Remove the fuel tank as described in the Service Manual.
4. Remove the wire clips retaining the original gear selector rod front and rear ball joints, as shown. Retain the wire clips for reuse.



FRONT

1. **Wire clip**
2. **Ball joint**



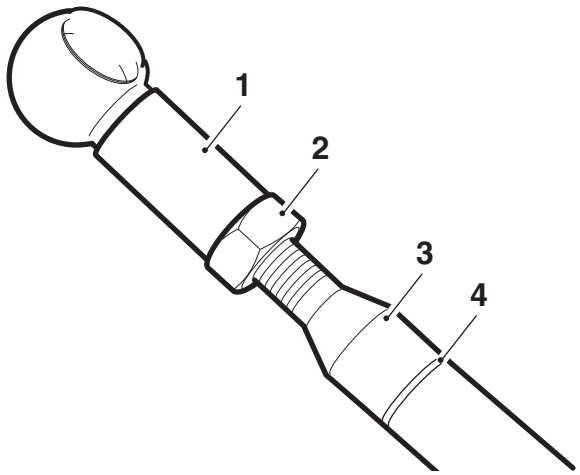
REAR

1. **Wire clip**
2. **Ball joint**

5. Remove the original gear selector rod from the motorcycle.

Note:

- **The ball joint and lock nut on the transmission linkage have a left hand thread. This is identified by a machined ring on the gear selector rod.**

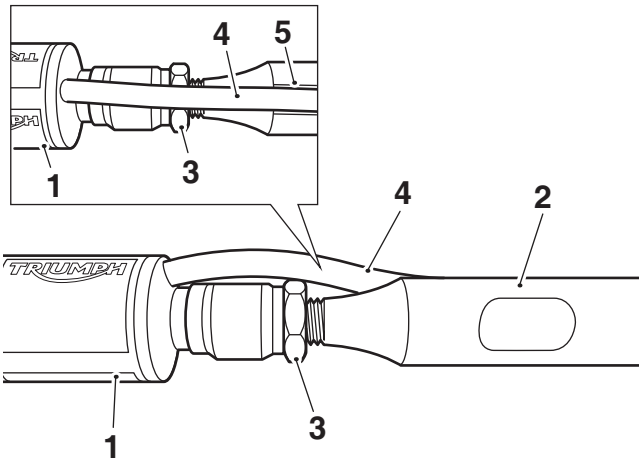


1. **Front ball joint**
2. **Lock nut**
3. **Gear selector rod**
4. **Machined ring, left hand thread identification**

Caution

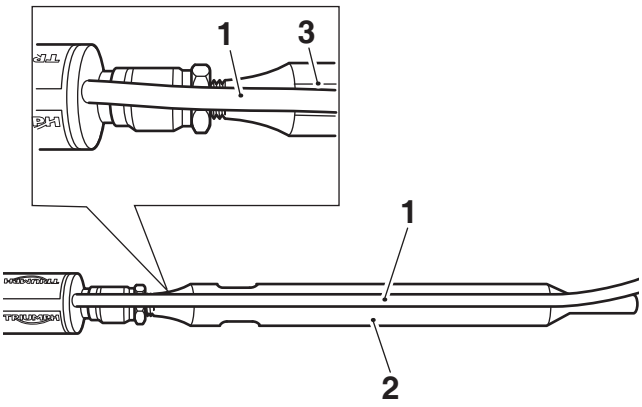
It may be difficult to remove the ball joints from the original gear selector rod. Do not use excessive force. If necessary, apply a releasing oil to the ball joints to aid removal.

6. Remove the front and rear ball joints and front lock nut only from the original gear selector rod. Retain the lock nut and both ball joints for reuse. Retain the gear selector rod if the motorcycle is to be returned to its original condition.
7. Remove the plastic end caps from the new gear selector rod.
8. Screw the lock nut, which is pre-fitted to the new gear selector rod, fully on to the selector rod.
9. Fit the Quickshifter sensor on to the gear selector rod, at the lock nut end and wind the Quickshifter sensor fully on to the gear selector rod. Unwind the Quickshifter sensor just enough to align the sensor cable with the slot in the gear selector rod.



1. **Quickshifter sensor**
2. **Gear selector rod**
3. **Lock nut**
4. **Quickshifter Sensor cable**
5. **Slot, gear selector rod**

10. Tighten the gear selector rod lock nut back against the Quickshifter sensor to **9 Nm**.
11. Carefully feed the Quickshifter sensor cable in to the slot in the gear selector rod. Ensure the cable is located correctly along the full length of the gear selector rod, as shown.



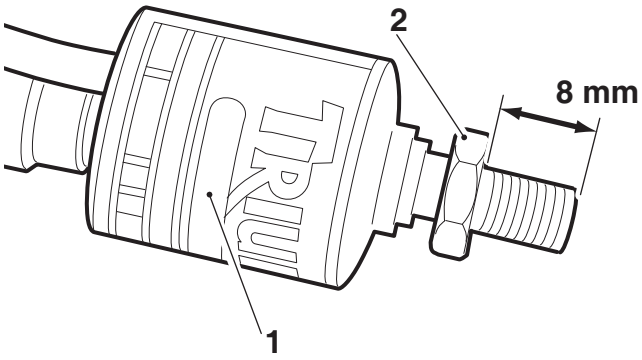
1. **Quickshifter sensor cable**
2. **Gear selector rod**
3. **Slot**

12. Remove the plastic end cap from the Quickshifter sensor.

13. **Daytona 675, Street Triple from VIN 411984, Street Triple R from VIN 411984 to VIN 793031**
Screw the lock nut on to the rear of the Quickshifter sensor (right hand thread) leaving 8 mm of thread exposed.

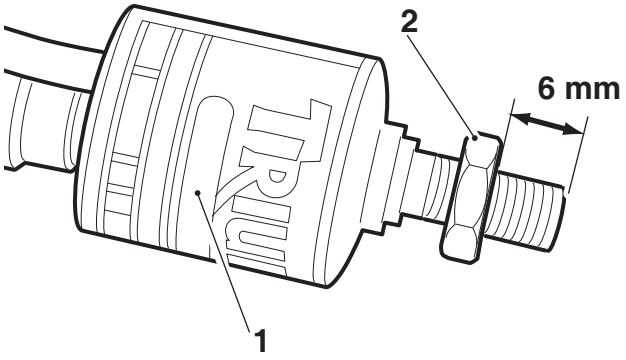
Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height)
Screw the lock nut on to the rear of the Quickshifter sensor (right hand thread) leaving 6 mm of thread exposed.

Daytona 675, Street Triple from VIN 411984, Street Triple R from VIN 411984 to VIN 793031



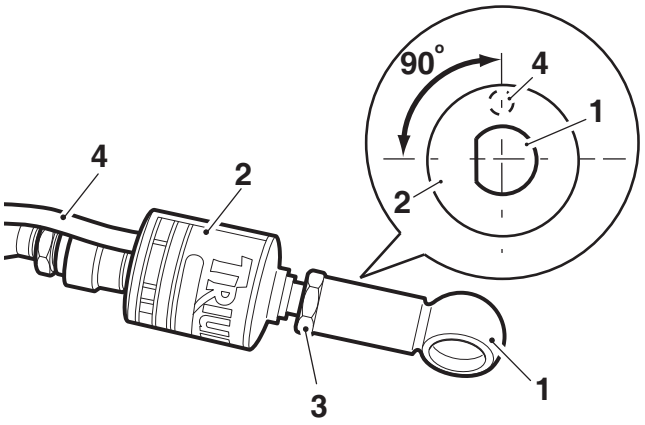
1. Quickshifter assembly
2. Lock nut

Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height)



1. Quickshifter assembly
2. Lock nut

14. Screw the rear ball joint (right hand thread) on to the rear of the Quickshifter sensor until it contacts the lock nut. Unscrew the ball joint, only enough to achieve the correct orientation in relation to the Quickshifter cable, as shown below. Finger tighten the lock nut at this stage.

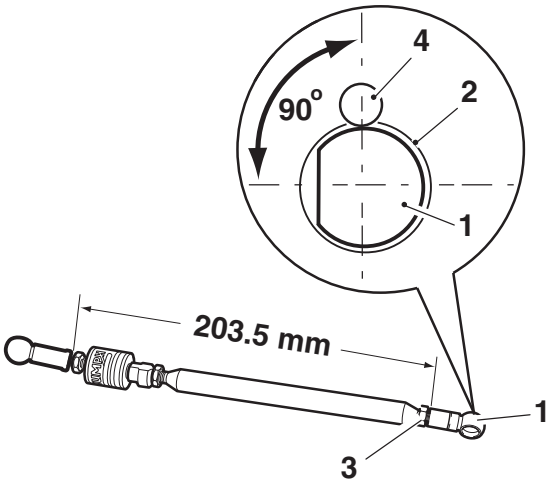


1. Ball joint
2. Quickshifter assembly
3. Lock nut
4. Quickshifter cable

15. Fit the lock nut and front ball joint (left hand thread) to the opposite end of the gear selector rod.

Daytona 675, Street Triple from VIN 411984, Street Triple R from VIN 411984 to VIN 793031:

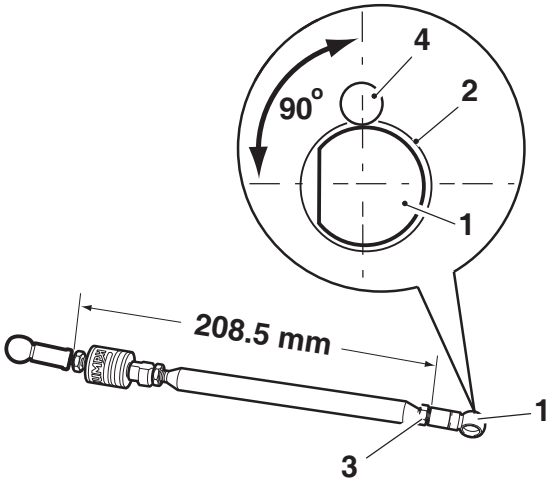
16. Screw the lock nut and ball joint on to the gear selector rod to achieve a dimension between the ball joint ends of 203.5 mm.
    Ensure that the ball joint is in the correct orientation to the Quickshifter cable, as shown. Finger tighten the lock nut at this stage.



1. **Ball joint**
2. **Quickshifter assembly**
3. **Lock nut**
4. **Quickshifter cable**

Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height)

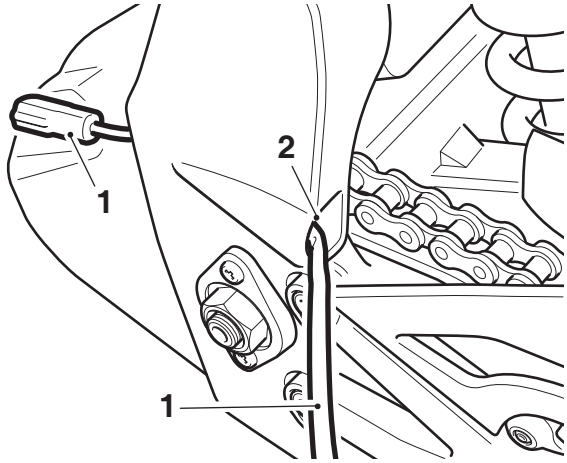
17. Screw the lock nut and ball joint on to the gear selector rod to achieve a dimension between the ball joint ends of 208.5 mm.
    Ensure that the ball joint is in the correct orientation to the Quickshifter cable, as shown. Finger tighten the lock nut at this stage.



1. **Ball joint**
2. **Quickshifter assembly**
3. **Lock nut**
4. **Quickshifter cable**

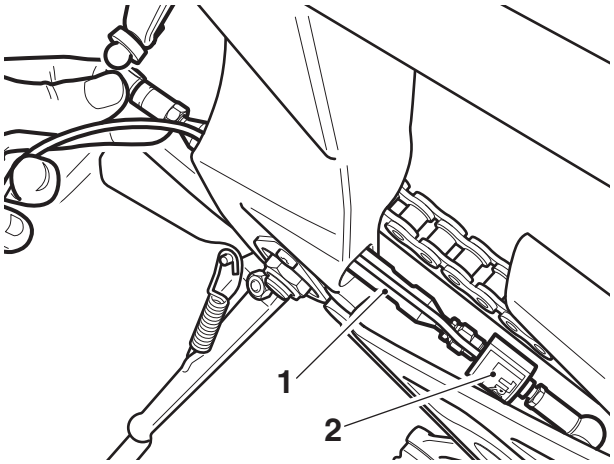
All Models

18. Route the Quickshifter cable through the gear selector rod aperture in the frame, as shown.



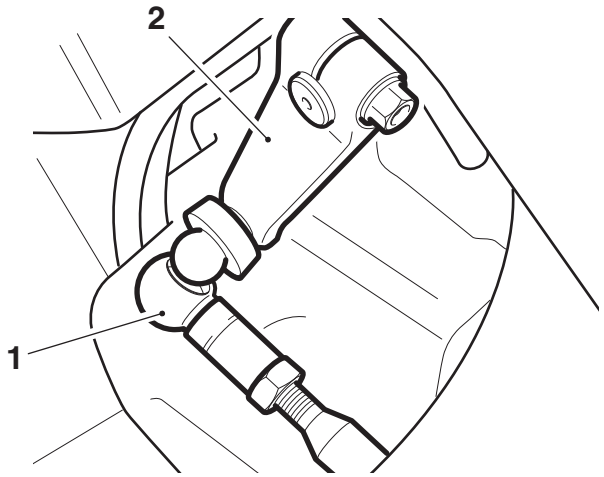
1. Quickshifter cable
2. Gear selector rod aperture

19. Locate the Quickshifter assembly in position, through the frame with the sensor at the rear and the cable at the top.



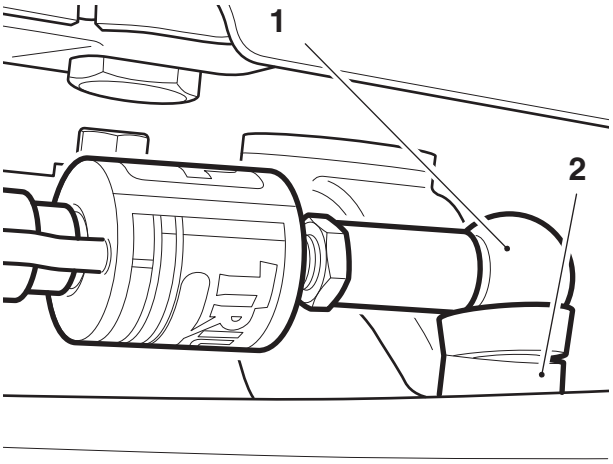
1. Quickshifter assembly
2. Sensor

20. Attach the front ball joint to the transmission linkage.



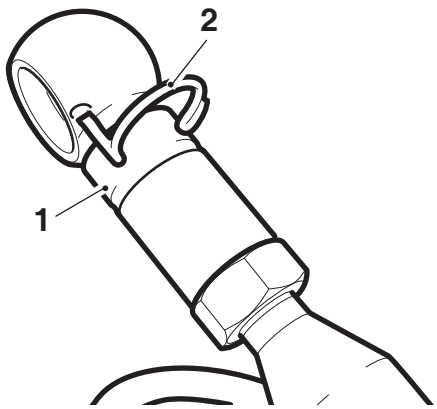
1. Ball joint
2. Transmission linkage

21. Attach the rear ball joint to the foot control.



1. Ball joint
2. Foot control

22. Refit the wire clips to retain the ball joints. Ensure the wire clips locate correctly in the ball joints, before rotating the clips to lock in place.

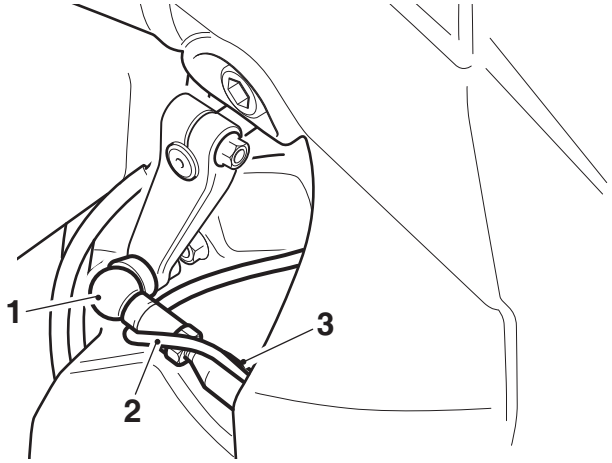


1. **Ball joint**
2. **Wire clip**

23. Tighten both lock nuts on the Quickshifter assembly to **4 Nm**.

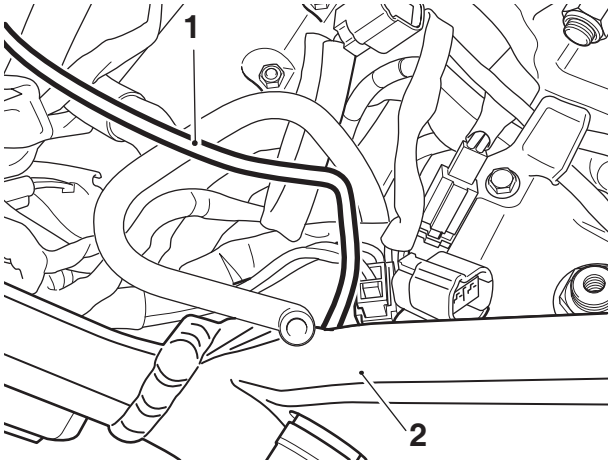
Daytona 675 to VIN 564947,
Street Triple from VIN 411984 to VIN 560476,
Street Triple R from VIN 411984 to VIN 560476,
Street Triple S, Street Triple S 660cc,
Street Triple R from VIN 793032,
Street Triple R LRH (Low Ride Height)

24. Route the Quickshifter cable over, and around the front ball joint, as shown below. Ensure the cable remains in the location slot in the gear selector rod.



1. **Ball joint, front**
2. **Quickshifter cable**
3. **Location groove**

25. Route the cable between the main frame and the crankcase into the area below the fuel tank.



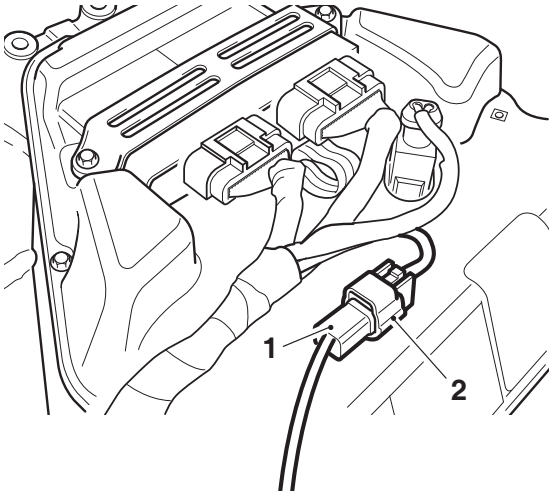
1. **Quickshifter cable**
2. **Main frame**

Note:

- **For the Daytona 675 to VIN 564947, the main harness connector for the Quickshifter is located under the main harness connectors for the ECU.**
- **For the Street Triple to VIN 560476 and Street Triple R to VIN 560476, the main harness connector for the Quickshifter is located under the fuse box.**
- **For Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height) the main harness connector for the Quickshifter is located on a bracket below the fuel tank on the right hand side of the motorcycle.**

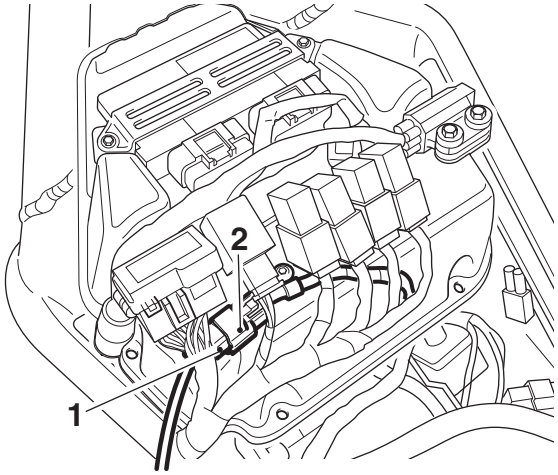
26. Remove the blanking plug from the main harness connector and plug in the Quickshifter connector.

Daytona 675 to VIN 564947



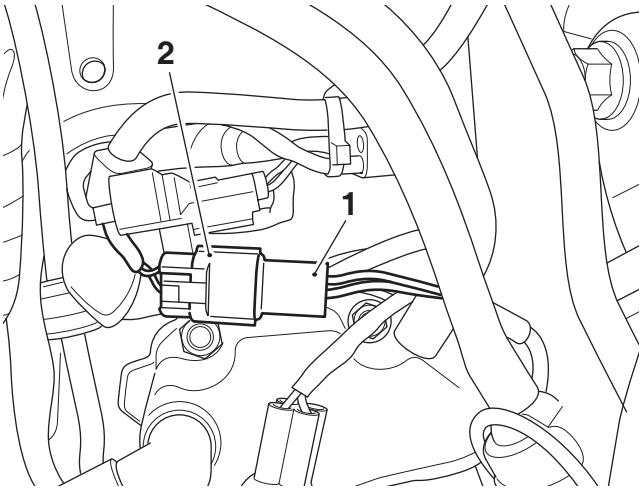
1. Quickshifter connector
2. Main harness connector

Street Triple to VIN 560476
Street Triple R to VIN 560476



1. Quickshifter connector
2. Main harness connector

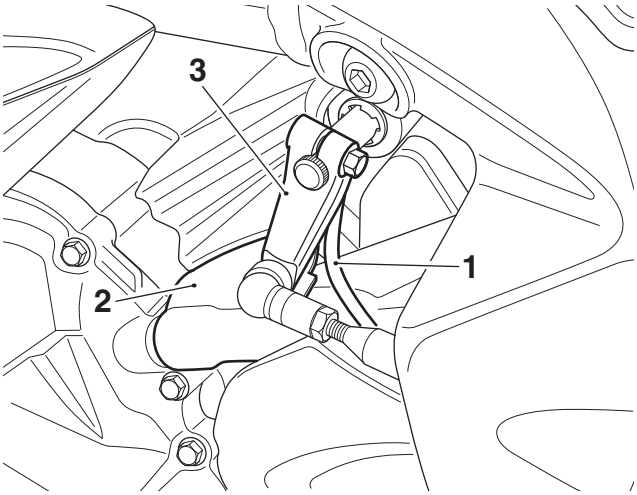
Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height)



1. Quickshifter connector
2. Main harness connector

Daytona 675 from VIN 564948, Street Triple from VIN 560477 and Street Triple R from VIN 560477 to VIN 793031.

27. Route the cable past the finisher, behind the transmission linkage, up into the breather cover area below the seat.

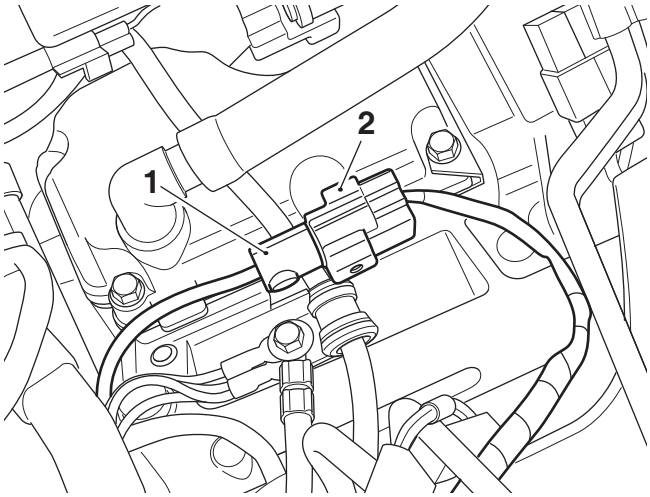


1. Quickshifter cable
2. Finisher
3. Transmission linkage

Note:

- **The main harness connector for the Quickshifter is located next to the breather cover.**

28. Remove the blanking plug from the main harness connector and plug in the Quickshifter connector.



1. **Quickshifter connector**
2. **Main harness connector**

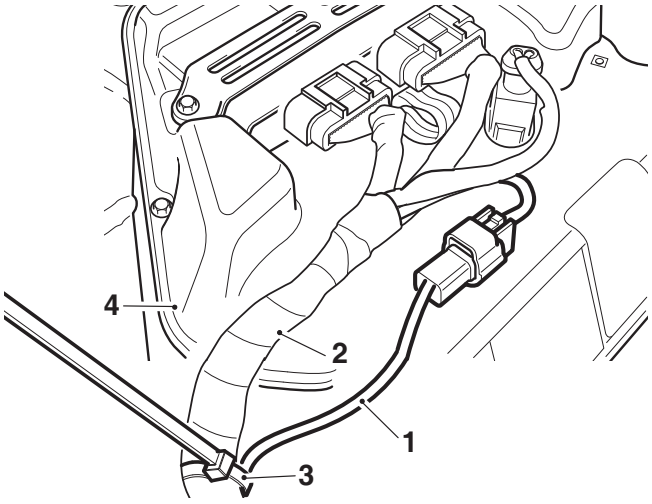
All Models

Warning

When securing electrical cables with cable ties ensure the cable ties are fully tight. Ensure there is slack in the cables.

Failure to follow this warning may result in damage to the electrical cables which may lead to loss of motorcycle control and an accident.

29. Cable tie the Quickshifter cable to the main harness as close as possible to the left hand side of the airbox.

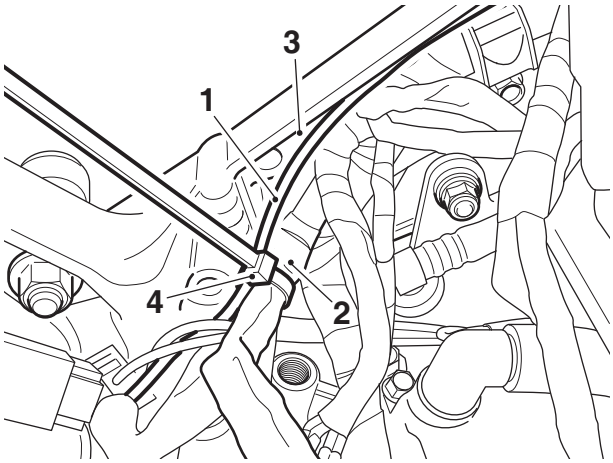


1. **Quickshifter cable (Daytona 675 to VIN 564947 shown)**
2. **Main harness (Daytona 675 to VIN 564947 shown)**
3. **Cable tie**
4. **Airbox**

Warning

When cutting cable ties, always use the correct tools and personal protection equipment. Failure to use these may result in personal injury.

30. Trim off any excess cable tie.
31. Feed the cable into the frame recess. Ensure there is sufficient, but not excessive, free cable at the Quickshifter ball joint to allow movement of the gear selector through the complete selection range. Cable tie the Quickshifter sensor cable to the main harness as shown.



1. **Quickshifter cable (Daytona 675 to VIN 564947 shown)**
2. **Main harness (Daytona 675 to VIN 564947 shown)**
3. **Frame recess**
4. **Cable tie**

32. Trim off any excess cable tie.
33. Any excess cable is to be tucked into the space between the main frame and the crankcase.
34. Refit the fuel tank as described in the Service Manual.
35. Re-connect the battery, positive (red) lead first.
36. Refit the seat.

Adjusting the Gear Pedal Angle

Caution

When adjusting the gear pedal angle do not remove the quickshifter ball joints from either the transmission linkage or foot control. If the ball joints are removed from either the transmission linkage or foot control when adjusting the gear pedal angle the adjustment setting of the quickshifter assembly could be compromised which may result in a quickshifter malfunction.

Note:

- **If it is necessary to adjust the gear pedal angle at any point after fitting the Quickshifter, follow the steps below.**

37. Remove the seat.
38. Disconnect the battery, negative (black) lead first.
39. Remove the fuel tank as described in the service manual.
40. Remove the cable ties retaining the Quickshifter cable.
41. Unplug the Quickshifter connector from the main harness connector and release the cable.
42. Loosen both ball joint lock nuts on the Quickshifter assembly.
43. Turn the Quickshifter assembly to achieve the desired pedal angle. Note, the Quickshifter assembly must be turned in complete revolutions to ensure the Quickshifter cable is positioned at the top.
44. Using replacement cable ties, continue from step 29.

Operational instructions:

- Due to the competition nature of the Quickshifter, it is necessary to use a "positive" pedal force to ensure a smooth gear change.
- The Quickshifter assembly will trigger a momentary engine cut to allow the gear to engage, without closure of the throttle or operation of the clutch.
- The Quickshifter will not operate if the clutch is applied.
- The Quickshifter will only operate for up-changes, the clutch must be used for down-changes.
- The Quickshifter will only operate at engine speeds greater than 2500 rpm.
- Use the clutch when selecting first gear from neutral. The Quickshifter will not operate when changing from neutral to first gear.
- The Quickshifter will not operate when in 6th gear if an up-change is attempted by mistake.

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.