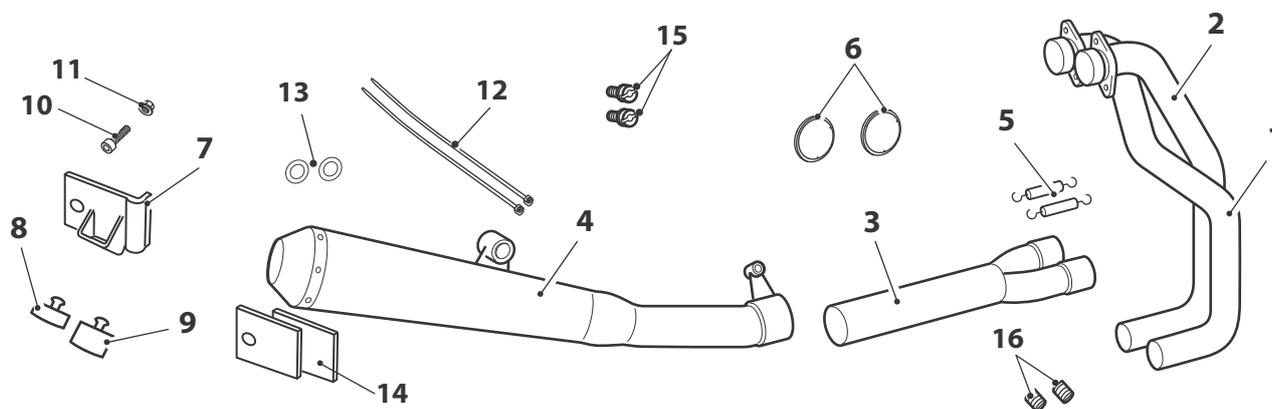


Fitting Instructions: Bonneville, Bonneville T100 and Thruxton A9600467 and A9600053

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.	Left hand header pipe	1 off	9.	Sidestand, stop, long	1 off
2.	Right hand header pipe	1 off	10.	Screw, M10 x 30	1 off
3.	Intermediate pipe	1 off	11.	Nut, M10	1 off
4.	Silencer	1 off	12.	Cable tie	2 off
5.	Spring	2 off	13.	Sealing washer, M18	2 off
6.	Gasket	2 off	14.	Spacer plate	2 off
7.	Stand stop bracket	1 off	15.	Main jet, 112	2 off
8.	Sidestand, stop, short	1 off	16.	Exhaust blanking plug	2 off



Warning

This Arrow exhaust accessory kit is for racing only. It is for use solely during closed-course racing. This Arrow exhaust kit must not be used on public roads. It is illegal to use this exhaust accessory kit on the public roads. This exhaust accessory kit does not comply with local laws and regulations. If you use this exhaust accessory kit on public roads, you may be prosecuted.



Warning

This accessory kit is designed for use on Triumph Bonneville, Bonneville T100 and Thruxton 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 riders 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 motorcycles operation which may result in loss of motorcycle control and an accident.



Warning

This racing exhaust system is covered by a twelve month manufacturers warranty. Triumph warranty standard terms and conditions are not affected by the fitment of the Bonneville, Bonneville T100, and Thruxton Arrow exhaust system.



Warning

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported on a paddock stand 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.

Note:

- **Centre stand accessory kits must not be fitted when this Arrow exhaust system is fitted to the motorcycle. If the motorcycle has a centre stand accessory kit fitted, it must be removed before fitting this Arrow exhaust system.**
- **If this accessory kit is fitted to Bonneville models with a 790cc carburettor engine, the standard main jets must be replaced with the new 112 main jets provided in the kit, as described in the appropriate Triumph Service Manual. No modification is required if the kit is fitted to Bonneville models with an 865cc carburettor engine.**

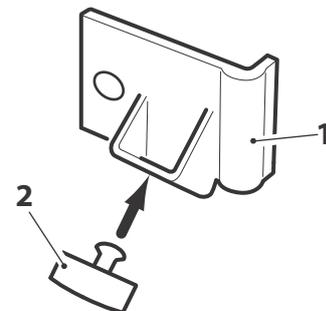


Warning

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.

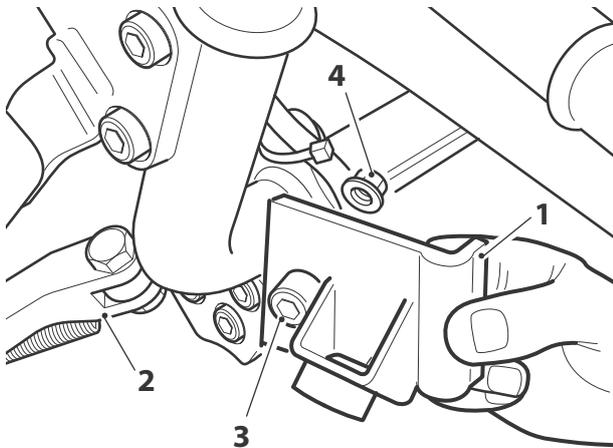
Note:

- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the Warnings contained in these instructions.**
 - **Ensure that the appropriate Triumph Service Manual is available for reference during the fitting of this accessory kit.**
1. Do not remove the original exhaust system at this stage.
 2. Bonneville and Bonneville T100:
Fit the short sidestand stop into the stand stop bracket. Ensure the sidestand stop locates securely in the stand stop bracket.
Thruxton:
Fit the long sidestand stop into the stand stop bracket. Ensure the sidestand stop locates securely in the stand stop bracket.



1. Stand stop bracket
2. Sidestand stop, short shown

- Fit the new side stand stop bracket to the underside of the frame, as shown below. Retain with the M10 x 30 screw and nut provided.
Do not fully tighten the fixings at this stage.



- Stand stop bracket
- Sidestand
- Screw, M10 x 30
- Nut, M10



Warning

It is essential that the sidestand is held in the same position as that achieved by the original sidestand stop. If the sidestand is positioned incorrectly it will reduce the maximum bank angle. Reducing the maximum bank angle will allow the sidestand to contact the road surface during riding, leading to loss of motorcycle control and an accident.

Note:

- If necessary fit the spacer plates provided, between the motorcycle frame and sidestand bracket, to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition.
 - Thruxton only:**
If necessary replace the long sidestand stop with the short sidestand stop to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition.
- Adjust the sidestand bracket to ensure the sidestand stop contacts the sidestand when the sidestand is held in exactly the same position as the original condition. When correctly positioned, tighten the sidestand bracket fixings to **45 Nm**.
 - Remove the fuel tank and seat as described in the appropriate service manual.
 - Disconnect the battery, negative (black) lead first.

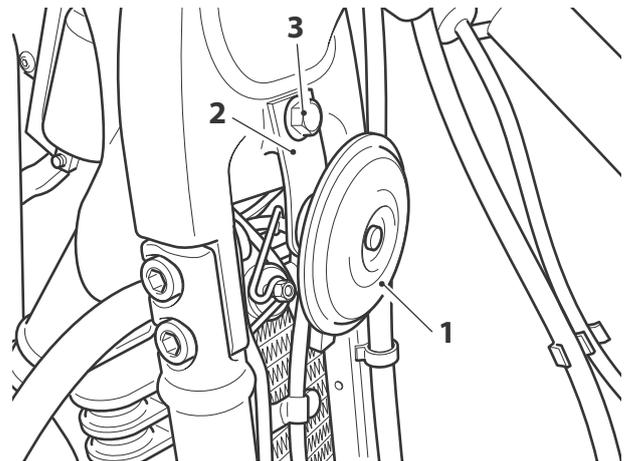
- Remove the original exhaust system as described in the service manual. Retain the footrests and all exhaust fixings for reuse. Retain the original exhaust system if the motorcycle is to be returned to its original condition.
- Remove and discard the exhaust gaskets from the cylinder head.

EFI models only:

- Unscrew the oxygen sensors from the original exhaust header pipes.
- The oxygen sensors will remain attached to the motorcycle by the sensor cables which are secured to the motorcycle frame with cable clips.

Note:

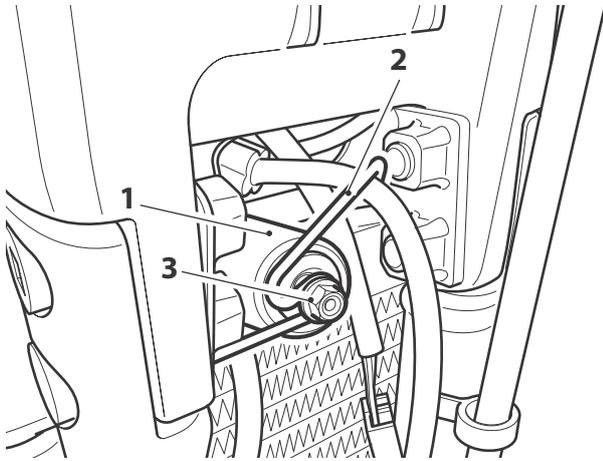
- The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.
 - The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.
 - The oxygen sensors are **NOT** marked, always ensure the right hand oxygen sensor harness is connected to the main harness connector identified with red tape.
- Remove the horn mounting bracket fixing and move the horn and bracket to one side. Retain the fixing for reuse.



- Horn
- Mounting bracket
- Fixing

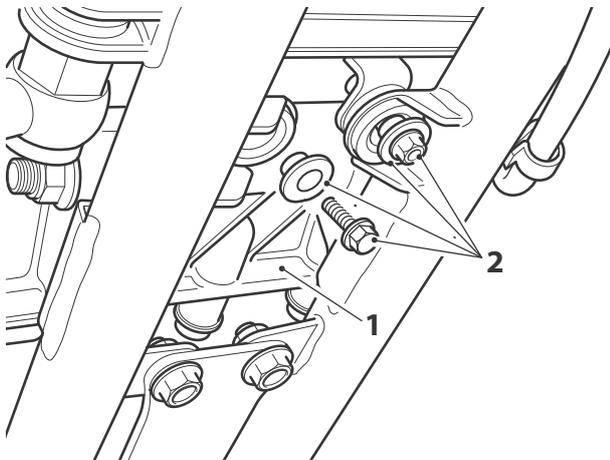
- Support the horn to ensure it does not hang from the wiring.

- Remove the top oil cooler fixing. Remove the cable guide. Retain the cable guide if the motorcycle is to be returned to its original condition. Retain the fixing for reuse.



- Oil cooler
- Cable guide
- Fixing

- Remove the bottom oil cooler fixings to allow clearance for the left hand oxygen sensor cable to be re-routed. Retain the fixings for reuse.



- Oil cooler
- Fixings

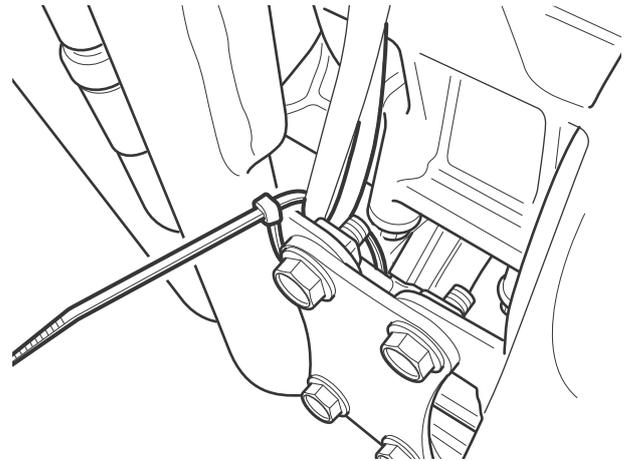
- Remove the cable clips retaining the left hand oxygen sensor cable to the frame. Retain the clips if the motorcycle is to be returned to its original condition.
- Pull the left hand oxygen sensor cable through the frame, past the oil cooler.
- Refit the oil cooler fixings and tighten to **9 Nm**.
- Re-route the left hand oxygen sensor cable around the motorcycle frame to follow the routing of the right hand oxygen sensor cable.



Warning

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

- Retain the left hand oxygen sensor cable to the motorcycle frame with cable ties close to the right hand oxygen sensor cable retaining clips.
- Cable tie the oxygen sensor cables to the frame lug, as shown below. Ensure there is a minimum of 10 mm clearance from the oxygen sensor cables to the engine sump.



- Trim off the excess cable tie material from all cable ties.

All models:

Note:

- The lower oil cooler pipe must be disconnected from the oil cooler. The oil cooler pipe will need to be re-positioned, after the new exhaust system has been fitted, to ensure correct clearance from the right hand header pipe.
- Position a suitable clean container beneath the oil cooler to catch any oil.



Caution

Use an open-ended spanner to counter hold the oil cooler union as the banjo bolt is slackened.

- Slacken and remove the banjo bolt from the lower oil cooler pipe. Retain the banjo bolt for reuse, discard the sealing washers from each side of the oil cooler pipe.

Carburettor models only:

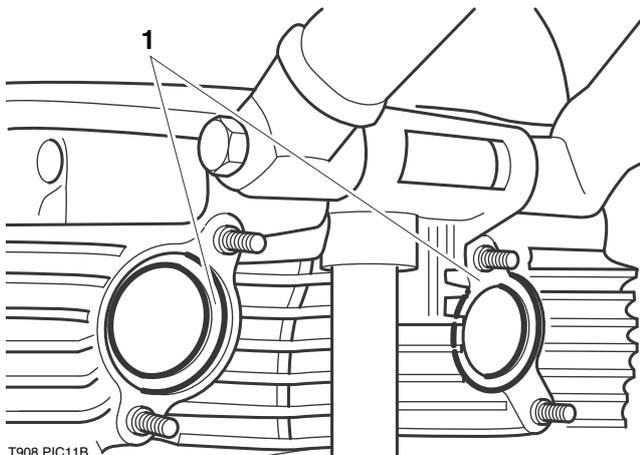
24. Tighten the oxygen sensor boss blanking plugs, located on the new left hand and right hand header pipes, to **25 Nm**.

EFI models only:

25. Remove the oxygen sensor blanking plugs, located on the new left hand and right hand header pipes and discard.

All models

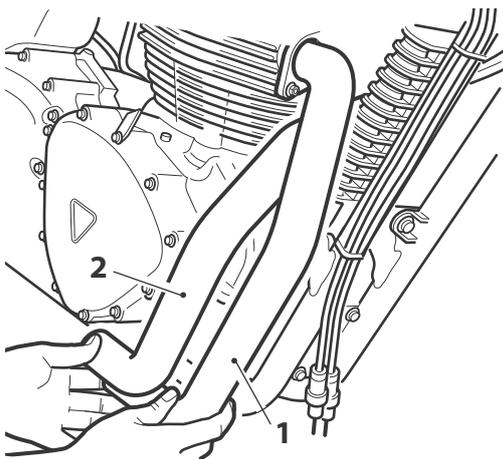
26. Fit the new exhaust gaskets provided into the cylinder head.



TQNR PIC:11R

1. Exhaust gasket

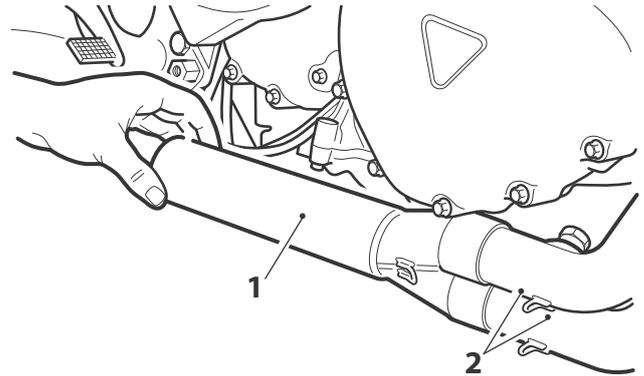
27. Fit the new left hand exhaust header pipe first, then the new right hand header pipe. Retain both header pipes with the original fixings. Do not fully tighten the fixings at this stage.



1. Header pipe, right hand

2. Header pipe, left hand

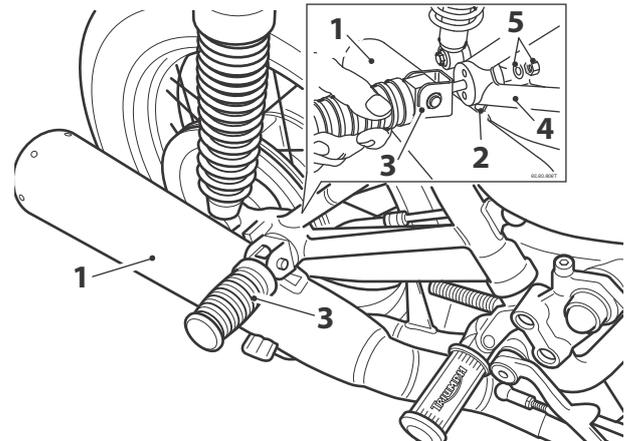
28. Fit the new intermediate pipe onto the new header pipes.



1. Intermediate pipe

2. Header pipes

29. Fit the new silencer assembly onto the intermediate pipe. Align the silencer rear fixing bracket with the original right hand mounting point on the motorcycle frame. Refit the right hand rear footrest and secure with the original fixings. Do not fully tighten the fixings at this stage.



1. Silencer

2. Silencer rear fixing bracket

3. Footrest, right hand

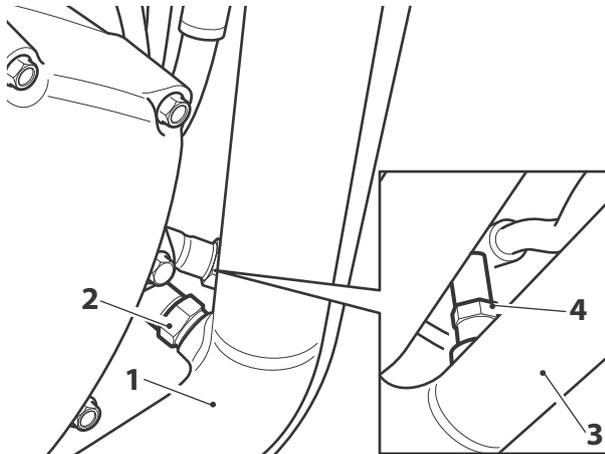
4. Motorcycle frame

5. Fixings

30. Refit the left hand footrest. Tighten the fixings to **27 Nm**.

EFI models only:

31. Recover the original oxygen sensors and screw into the ports provided in the header pipes. Ensure the left hand and right hand oxygen sensor configuration is correct, as shown below. Tighten the oxygen sensors to **25 Nm**.

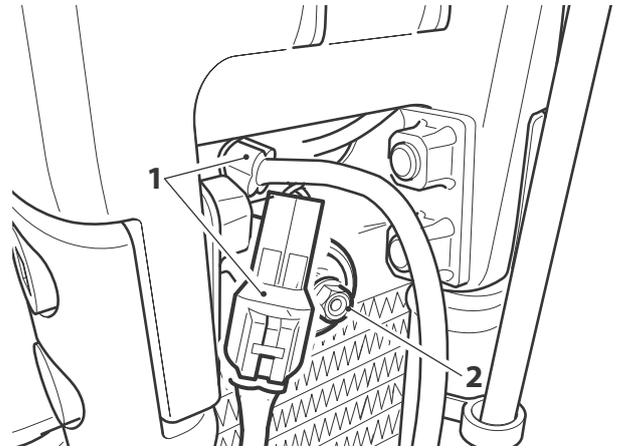


- 1. Header pipe, right hand
- 2. Oxygen sensor, right hand
- 3. Header pipe, left hand
- 4. Oxygen sensor, left hand

Note:

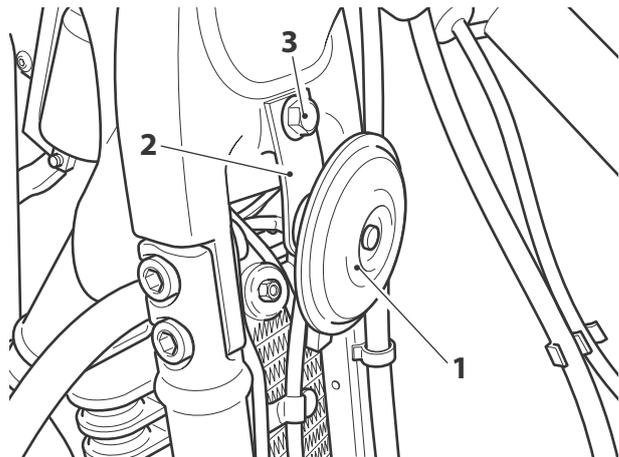
- The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.
- The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.
- The oxygen sensors are **NOT** marked, always ensure the right hand oxygen sensor harness is connected to the main harness connector identified with red tape.

32. Pull the oxygen sensor connectors through the frame, past the top oil cooler fixing point as shown below.



- 1. Oxygen sensor connectors
- 2. Top oil cooler fixing

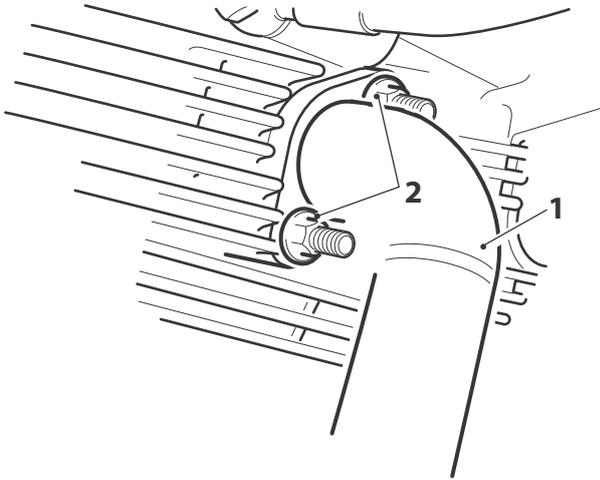
33. Connect the oxygen sensors to the motorcycle wiring harness.
34. Refit the horn and mounting bracket. Secure with the original fixing. Tighten the fixing to **18 Nm**.



- 1. Horn
- 2. Mounting bracket
- 3. Fixing

All models

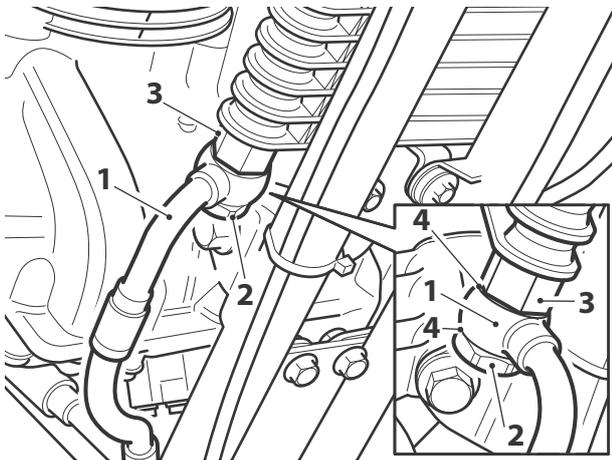
35. Tighten the left hand and right hand header pipe flange fixings, progressively and evenly, to **19 Nm**.



1. Header pipe flange, right hand shown

1. Fixings

36. Tighten the silencer front fixings to **22 Nm**.
37. Tighten the right hand rear footrest fixings to **27 Nm**.
38. Reposition the oil cooler pipe centrally between the right hand header pipe and frame.
39. Position a new sealing washer on each side of the oil cooler pipe and secure the pipe to the oil cooler with the original banjo bolt.



1. Oil cooler pipe
2. Banjo bolt
3. Oil cooler union
4. Sealing washer

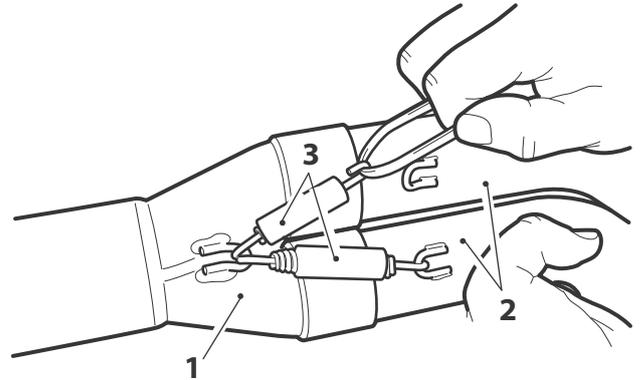


Caution

Use an open-ended spanner to counter hold the oil cooler union as the banjo bolt is tightened.

40. Tighten the banjo bolt to **45 Nm**.

41. Fit the two springs from the kit to secure the intermediate pipe to the header pipes. A length of unused electrical cable, or string may assist fitment of the springs, as shown below.



1. Intermediate pipe
2. Header pipes
3. Springs

Bonneville and Bonneville T100 Only

42. Refit the outrigger and sprocket cover, removed during original exhaust removal, on the right hand side of the motorcycle, as described in the service manual.

All models:

43. Refit the fuel tank as described in the service manual.
44. Reconnect the battery, positive (red) lead first.

EFI models only:

Note:

- **The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumphonline.net' dealer web site.**
45. Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumphonline.net' dealer web site.

All models

46. Refit the seat as described in the service manual.
47. Switch on the ignition and check that the horn operates correctly.
48. Remove the paddock stand.

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49. Check the engine oil level. Top up if necessary as described in the appropriate service manual.
 50. Start the engine and check for oil leaks.
 51. Stop the engine and adjust the engine oil level as described in the appropriate service manual.



Warning

After this Arrow exhaust accessory kit has been fitted by an authorised Triumph dealer, the performance of the motorcycle will be altered, if 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

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 result in loss of motorcycle control and an accident.



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.