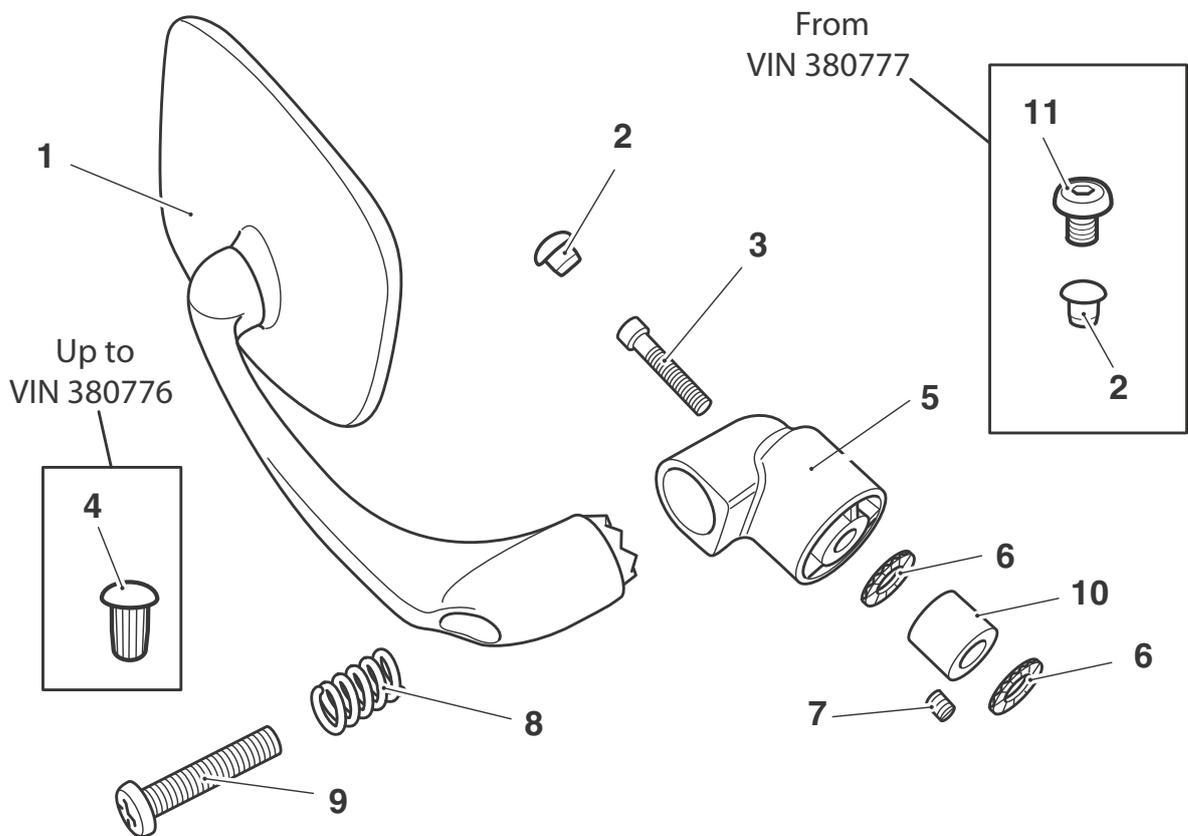


**Fitting Instructions:**  
**Bonneville - Bar End Mirror Kit - A9638056**

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. Mirror, bar end	2 off	7. Grub screw, M6	2 off
2. Plug, plastic, M10	3 off	8. Spring	2 off
3. Capscrew, M5 x 40 mm	2 off	9. Screw, M8 x 35 mm	2 off
4. Bung, 12 mm	2 off	10. Spacer	2 off
5. Adaptor	2 off	11. Screw, M10 x 12 mm	1 off
6. Serrated washer	4 off		

**Warning**

This accessory kit is designed for use on Triumph Bonneville 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, may interfere with the rider and could affect the stability and handling of the motorcycle leading to loss of control and an accident.

**Warning**

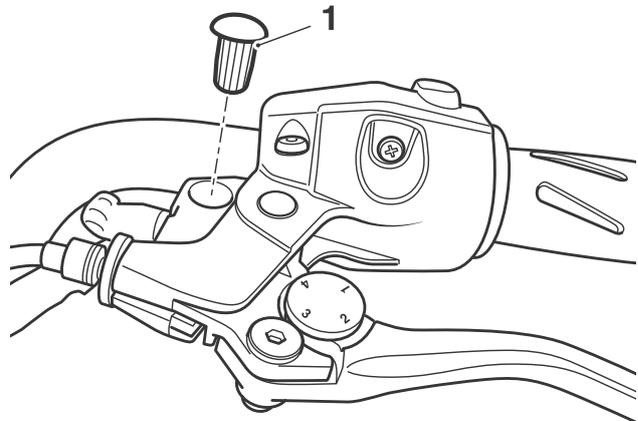
Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle's 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 on a paddock stand to prevent risk of injury from the motorcycle falling.

1. **Bonneville models up to VIN 380776:** Remove the right hand mirror screw and collect the wavy washer.
2. Using a twisting action, remove the mirror in an upwards direction.
3. Remove and discard the tolerance ring.
4. Repeat for the left hand mirror.

5. Insert the two supplied 12 mm bungs into the holes left by the mirrors.



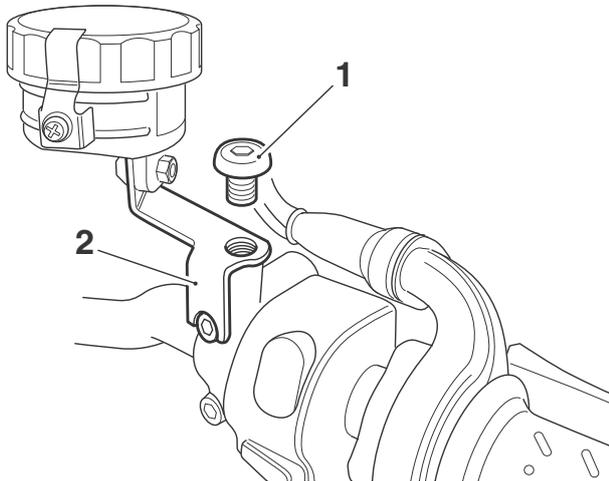
**1. M12 bung (left hand shown)**

6. **Bonneville models from VIN 380777:** Undo the locknut on the right hand mirror stem and remove the mirror. Support the front brake fluid reservoir and bracket as the mirror is removed.

**Caution**

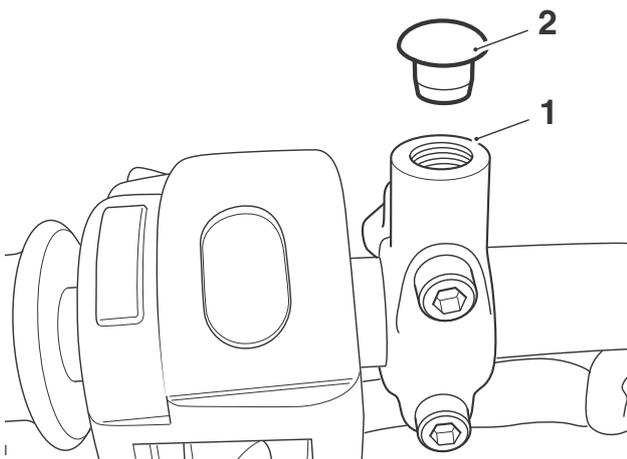
Do not spill brake fluid onto any area of the bodywork as this will damage any painted or plastic surface. In the event of a spill, wipe off the brake fluid immediately and wash the affected area with plenty of water to prevent cosmetic damage.

7. Ensure the brake fluid reservoir is correctly positioned. Fit the M10 x 12 screw provided, through the brake fluid reservoir bracket, into the right hand original mirror mounting. Tighten to **25 Nm**.



1. M10 x 12 screw
2. Brake fluid reservoir bracket

8. Undo the locknut on the left hand mirror stem and remove the mirror.
9. Insert the supplied plastic plug into the threaded hole left by the mirror.

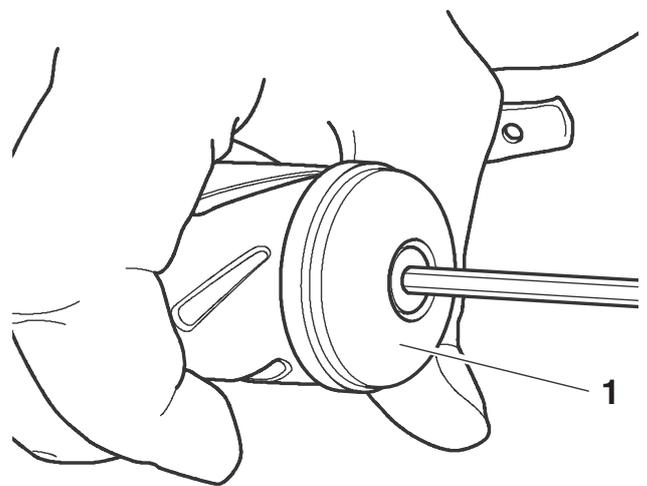


1. Mirror mounting
2. M10 plastic plug

**Note:**

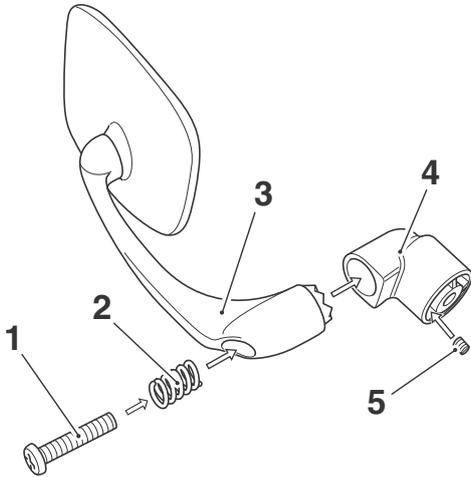
- **Retain the mirrors for re-use if the motorcycle is returned to its original condition. For Bonneville models up to VIN 380776, install new mirror tolerance rings if the motorcycle is returned to its original condition. Refer to the relevant service manual for more information.**

10. **All models:** Undo the screw and remove the right hand end weight.



1. End weight

11. Assemble the adaptor to the mirror positioning the M8 x 35 mm screw, spring and adaptor as shown.



- 1. Screw, M8 x 35 mm
- 2. Spring
- 3. Mirror
- 4. Adaptor
- 5. M6 grub screw

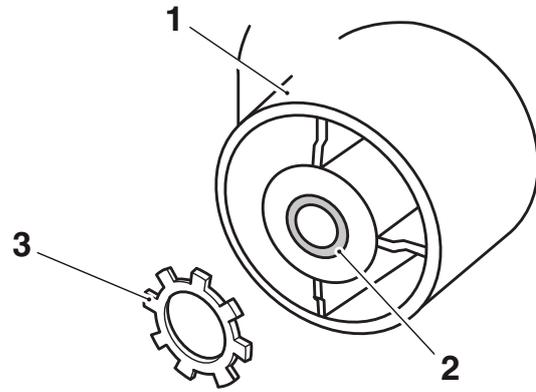
12. Screw in the M8 x 35 mm screw until the resistance of the spring is felt, then tighten a further two turns only.


**Warning**

It is important to tighten the M8 x 35 mm screw only as described. If the screw is too loose, the mirror may move when the motorcycle is ridden. If the screw is too tight, it will not be possible to adjust the mirror arm to provide rearward visibility in the riding position. Both conditions will result in a dangerous riding condition which may lead to loss of motorcycle control and an accident.

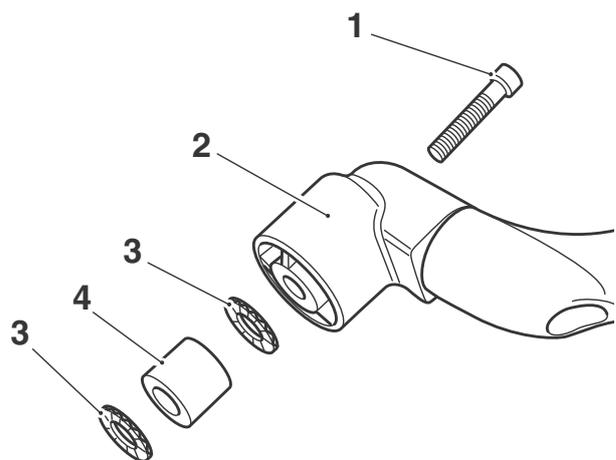
13. Insert the M6 grub screw into the threaded hole inside the adaptor. Tighten the grub screw to lock the M8 x 35 mm screw in position.

14. Align the outer serrated washer to the mirror assembly so that the washer fits centrally over the raised boss around the fixing hole.



- 1. Mirror assembly
- 2. Raised boss
- 3. Serrated washer

15. Install the M5 x 40 mm screw, spacer and remaining serrated washer. Ensure the washers and spacer are positioned between the handlebar and the mirror assembly, as shown below.

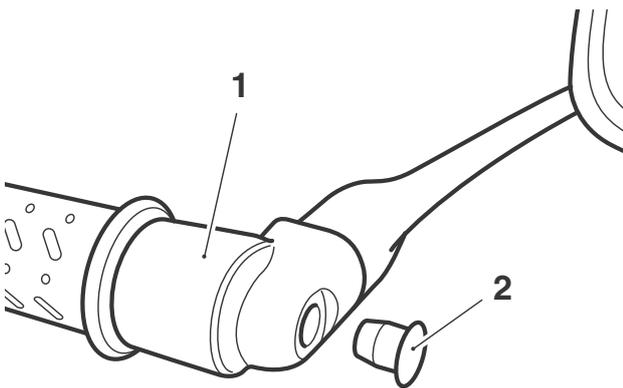


- 1. Screw, M5 x 40 mm
- 2. Mirror assembly
- 3. Serrated washer
- 4. Spacer

16. Loosely secure the mirror assembly to the handlebar end ensuring the outer serrated washer remains in position as described at step 14.
17. Move the mirror assembly to the desired position, tighten the M5 x 40 mm screw to **15 Nm**.

**Note:**

- **The mirror arm can be positioned at 45° increments. To adjust the mirror arm, move it against the resistance of the spring until it clicks into the next position.**
18. Insert the M10 plastic plug into the mirror adaptor as shown.



1. **Mirror adaptor**
2. **M10 plastic plug**

19. Position the mirror to give rear visibility in the riding position.
20. Fit the left hand bar end mirror in the same manner.

**Warning**

After fitting this accessory kit the motorcycle will exhibit new handling characteristics. Be particularly aware of the extra width of the motorcycle with the accessory mirrors fitted. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new mirror positions, handling characteristics and dimensional changes. Operation of the motorcycle when not familiar with any new mirror positions, handling characteristics or dimensional changes may result in loss of motorcycle control and an accident.

**Warning**

Periodically check that the mirror assembly is still held securely to the handlebar end by the M5 x 40 mm bolt and that the M8 x 35 mm screw is still locked in position by the M6 grub screw. Failure to check these items may result in movement of the mirror when riding and a dangerous riding condition which may lead to loss of control and an accident.

**Warning**

Never attempt to clean or adjust the mirrors whilst riding the motorcycle. Removal of the rider's hands from the handlebars whilst riding the motorcycle will diminish the ability of the rider to maintain control of the motorcycle. Attempting to clean or adjust the mirrors whilst riding the motorcycle may result in loss of motorcycle control and an accident.

 **Warning**

If, after fitment of the accessory kit, there is any doubt as to any aspect of the performance 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 130 km/h (80 mph).

The presence of accessories may 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 130 km/h (80 mph) 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 then 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.