



FITTING INSTRUCTIONS FOR AB0009BK ADVENTURE BARS
TRIUMPH TROPHY 1200 2012



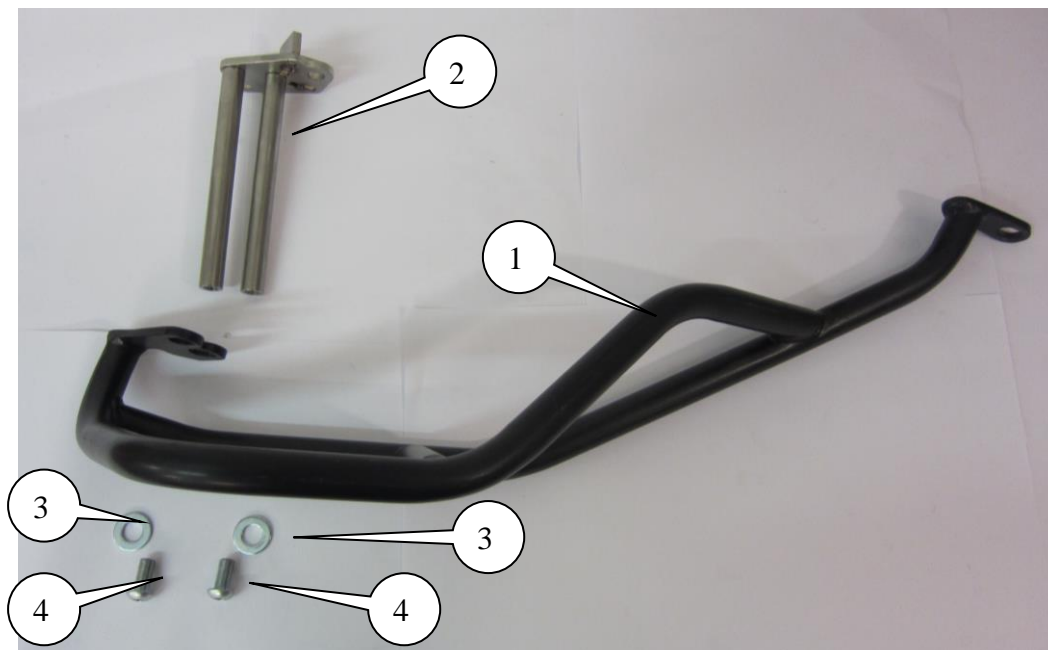
PICTURE 'A'

PICTURE 'B'

PLEASE SEE AMENDMENT FOR VIN No's BETWEEN
561284 and 590855

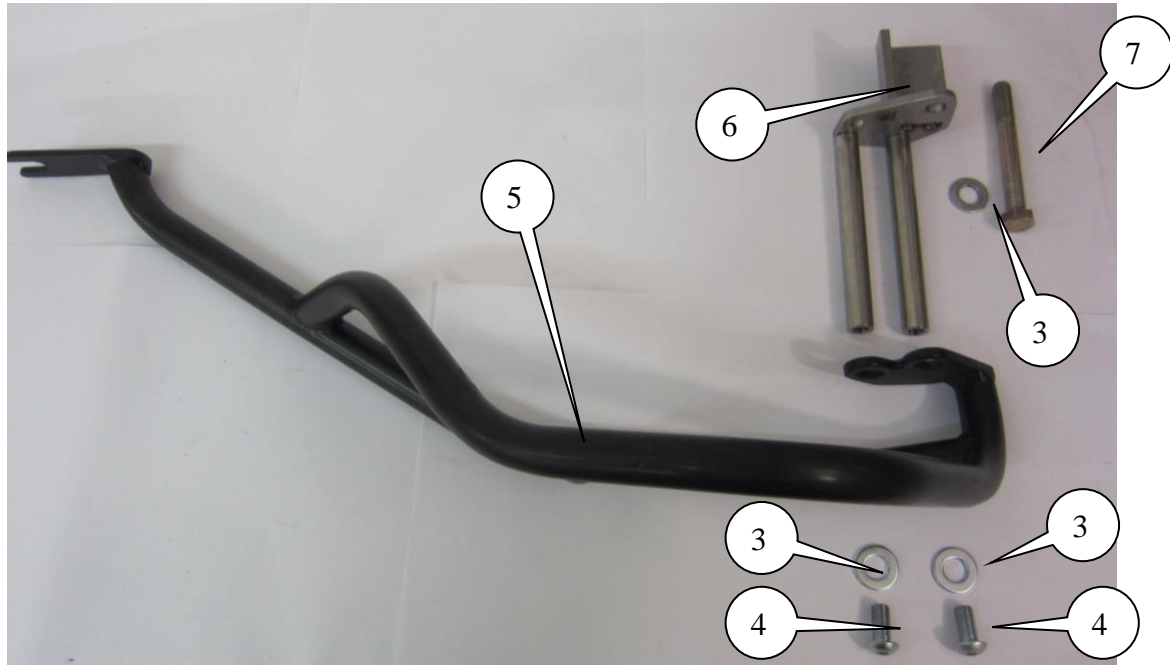
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

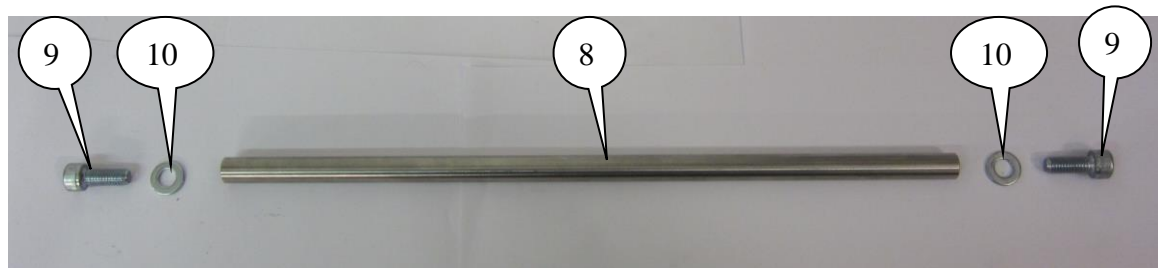


LEFT HAND SIDE

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.



RIGHT HAND SIDE



SPANNING BAR

LEGEND

- ITEM 1 = ADVENTURE BAR LEFT-HAND SIDE (CB027) (x1).
- ITEM 2 = LEFT HAND SIDE WELDED ASSEMBLY (M0331) (x1).
- ITEM 3 = M12 WASHERS, TWO PER SIDE PLUS ONE FOR ITEM 7 (x5+2).
- ITEM 4 = M10x1.25x20mm LONG BUTTON HEAD BOLTS, TWO PER SIDE (x4).
- ITEM 5 = ADVENTURE BAR RIGHT-HAND SIDE (CB028) (x1).
- ITEM 6 = RIGHT HAND SIDE WELDED ASSEMBLY (M0332) (x1).
- ITEM 7 = M12x1.25x100mm HEX HEAD BOLT (RIGHT HAND SIDE) (x1).
- ITEM 8 = SPANNING BAR (SB0099) (329mm LONG) (x1).
- ITEM 9 = M8x20mm CAP HEAD BOLTS, ONE PER SIDE (x2).
- ITEM 10 = M8 WASHERS, ONE PER SIDE (x2).
- ITEM 11 = EB0036 ENGINE BAR (M12x300mm LONG) (x1).
- ITEM 12 = M12 NYLOC NUTS (x2).

TOOLS REQUIRED

- Socket set to include 16, 17 and 19mm sockets and wrench.
- Set of Allen keys to include 5 and 6mm A/F sizes.



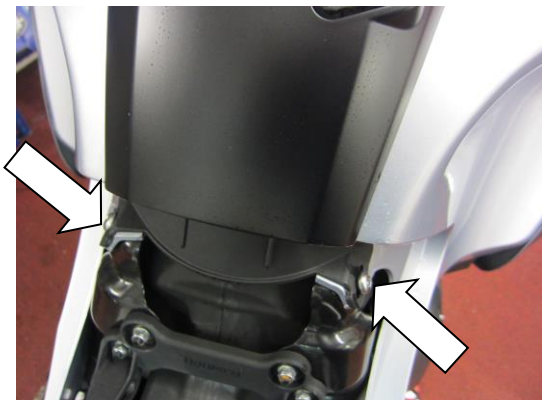
- 16 and 17mm spanners.
- Long nose pliers.
- Phillips driver.
- Torque wrench (up to 40Nm).



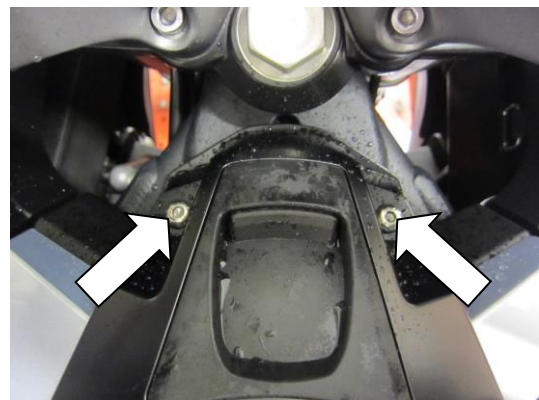
PICTURE 1



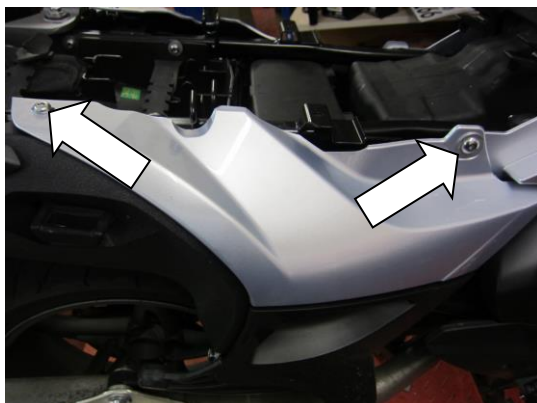
PICTURE 2



PICTURE 3



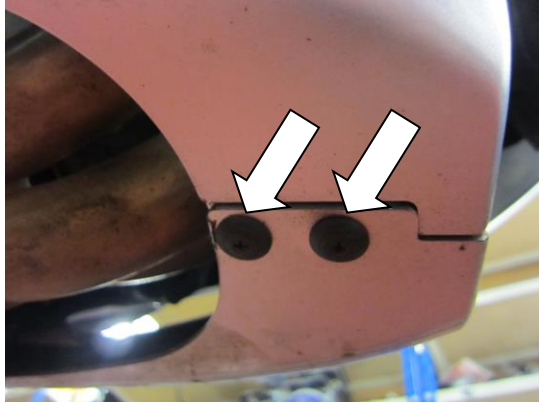
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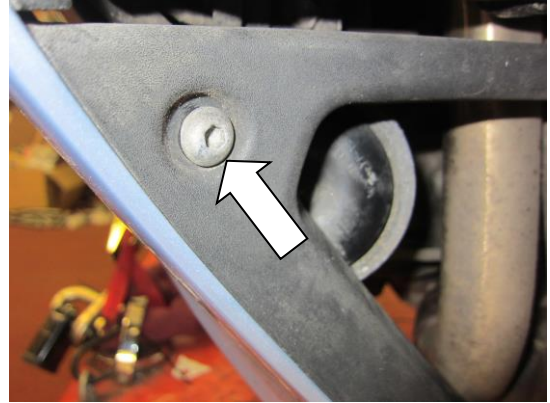
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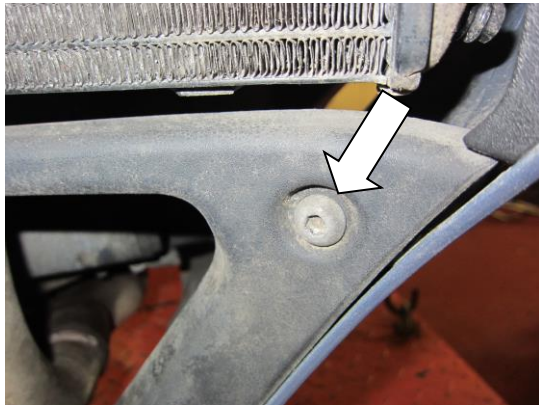
PICTURE 6



PICTURE 7



PICTURE 8



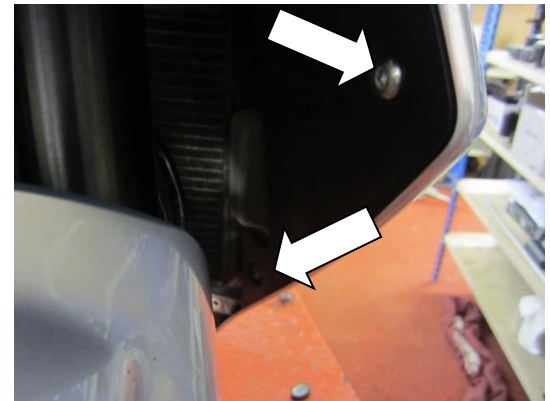
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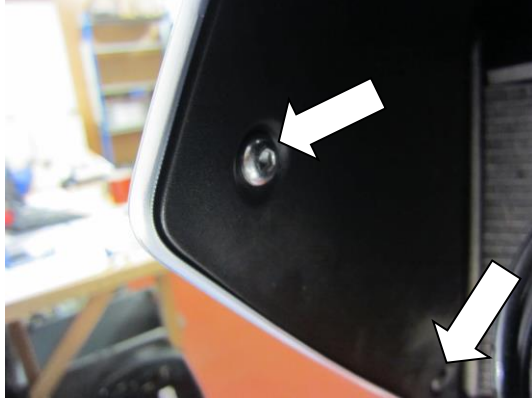
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



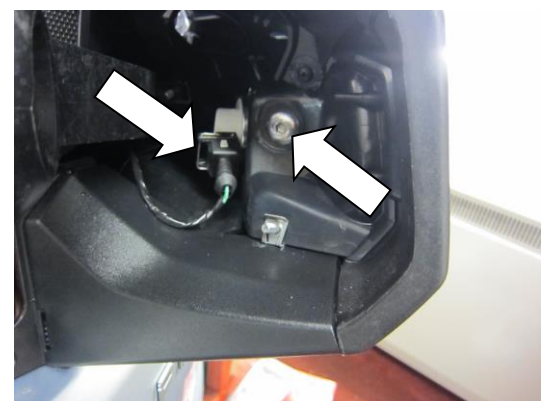
PICTURE 15



PICTURE 16



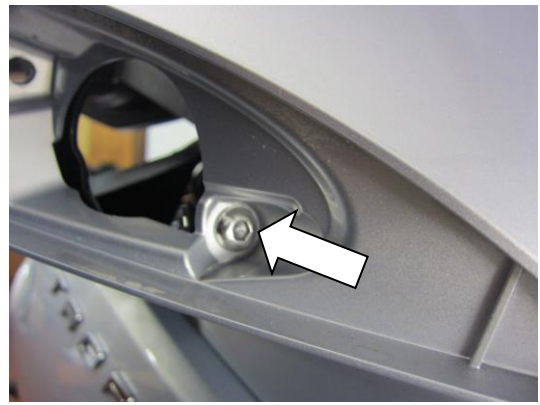
PICTURE 17



PICTURE 18



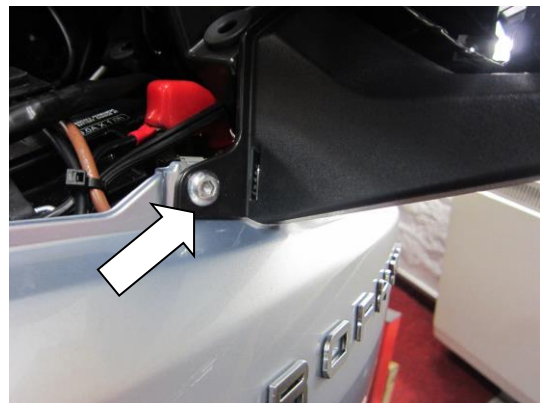
PICTURE 19



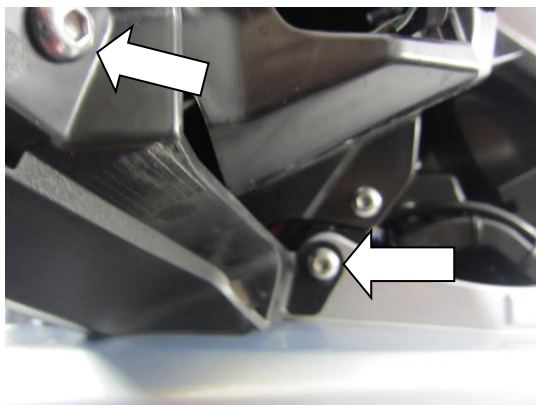
PICTURE 20



PICTURE 21



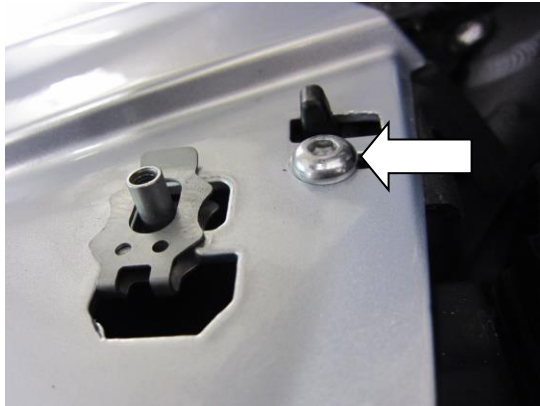
PICTURE 22



PICTURE 23



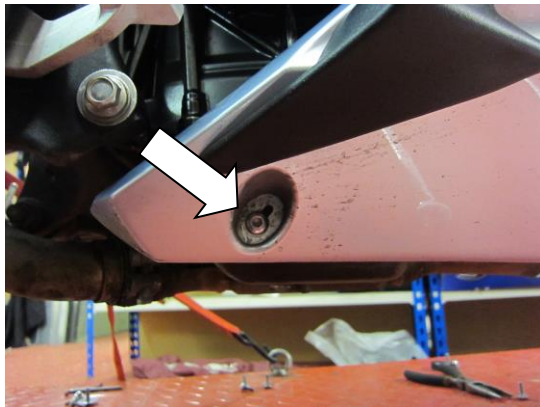
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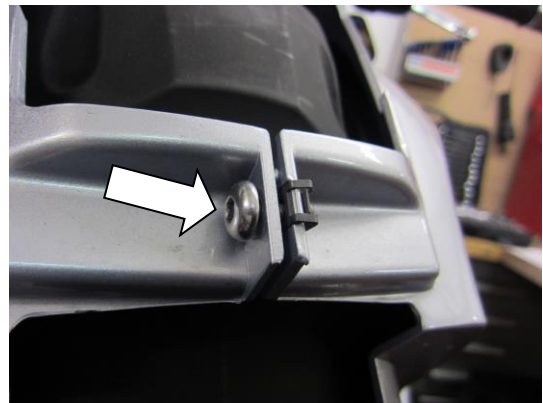
PICTURE 25



PICTURE 26



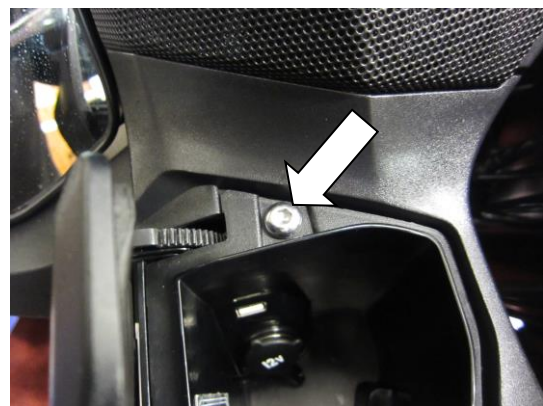
PICTURE 27



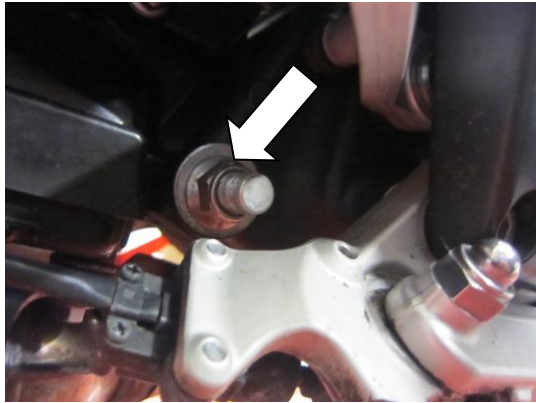
PICTURE 28



PICTURE 29



PICTURE 30



PICTURE 31



PICTURE 32



PICTURE 33



PICTURE 34



PICTURE 35



PICTURE 36



PICTURE 37



PICTURE 38



PICTURE 39



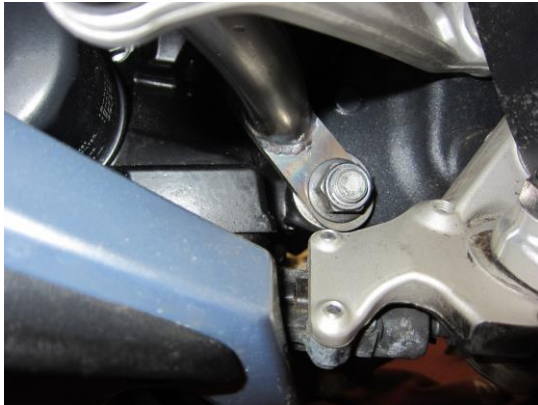
PICTURE 40



PICTURE 41



PICTURE 42



PICTURE 43

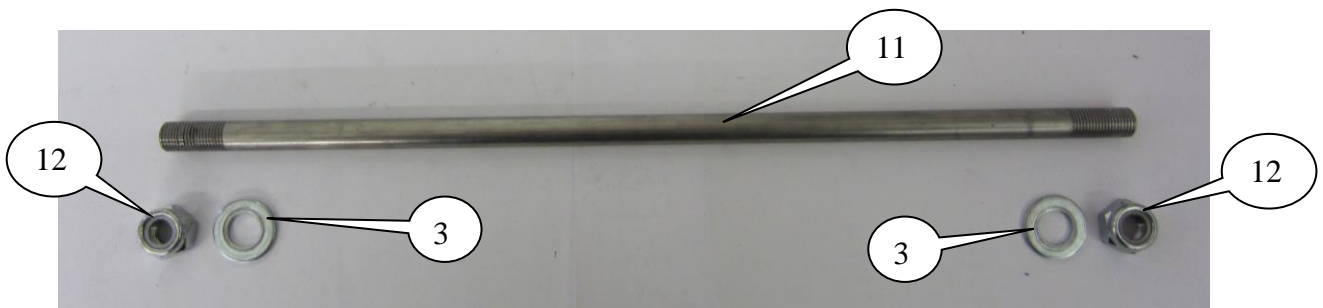
FITTING-INSTRUCTIONS

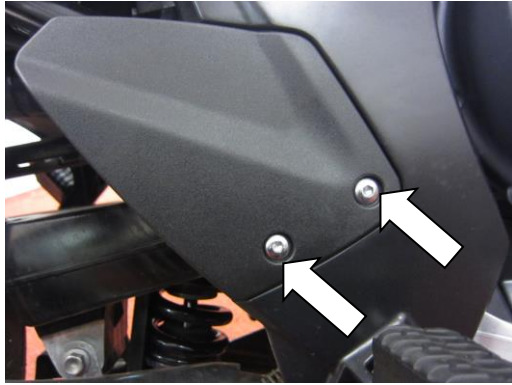
- Remove the pillion seat using key.
- Disconnect both heated seat plug sockets as shown in picture 2.
- Remove the rider's seat.
- Remove the four bolts arrowed in picture's 3 and 4.
- Remove the central tank panel.
- Remove the two bolts arrowed in picture 5 and remove the rear right hand side panel.
- Remove the two bolts arrowed in picture 6 and remove the rear left hand side panel (you do not have to disconnect the wiring, just rest on rear sub frame).
- Remove the two push rivets arrowed in picture 7.
- Remove the two bolts arrowed in pictures 8 and 9 and remove the triangular infill panel.
- Remove the two bolts arrowed in picture 10 and remove the top infill panel (ensure to disconnect the barometric sensor as shown in picture 11).
- Remove the two bolts arrowed in picture 12 and remove the left hand side infill panel.
- Remove the two bolts arrowed in picture 13 and remove the right hand side infill panel.
- Remove the push-in body work panel shown in picture 14.
- Remove the bolt arrowed in picture 15.
- Remove the bolt arrowed in picture 16 and remove the top right panel as shown in picture 17.
- Remove the bolt arrowed in picture 18.
- Remove the retaining clip arrowed in picture 18 and disconnect the indicator plug socket.
- Remove the indicator as shown in picture 19.
- Remove the bolt arrowed in picture 20 and remove the front/top side cowl as shown in picture 21.
- Remove the three bolts arrowed in pictures 22 and 23 and remove the lower mirror surround as shown in picture 24.
- Remove the bolt arrowed in pictures 25, 26, 27 and 28 and remove the main right hand fairing.
- Remove the two bolts arrowed in pictures 29 and 30 and lift the glove compartment clear (you do not have to disconnect the wiring, just lift clear).



- Remove the corresponding bolts and panels for the left hand side and remove the main left hand side fairing.
- Remove the nut arrowed in picture 31 (just in front and below of the side stand pivot) and push the engine-bar back though by approximately 10mm only.
- Remove the right hand front engine mounting bolt shown in picture 32 (this bolt is secured using a nut on the in-board side).
- Offer the right hand side welded assembly (item 6) into position shown in picture 33 and secure using the M12x100mm long hex headed bolt (item 7) and washer (item 3) and the original nut. **Do not fully tighten at this stage.**
- Offer the right hand side main fairing into position as shown in picture 34 and ensure the mounting bars fit through the fairing mesh as shown.
- Remove the main fairing and tighten the mounting bracket bolt fully. **Do not exceed 40Nm of torque.**
- Remove the left hand front engine mounting bolt arrowed in picture 35 (you may have to loosen the hose retaining band) (this bolt is secured using a nut on the in-board side).
- Offer the left hand side welded assembly (item 2) into position as shown in picture 36 and secure using the original bolt and nut. **Do not fully tighten at this stage.**
- Offer the left hand side main fairing into position as shown in picture 37 ensuring the mounting bars fit through the fairing mesh as shown in picture 37.
- Remove the main fairing and fully tighten the mounting bracket bolt. **Do not exceed 40Nm of torque.**
- Position the spanning bar (item 8) as shown in picture 38 and secure using the M8 cap headed bolts (item 9) and washers (item 10) as shown in pictures 38 and 39.
- Refit all panels and indicators as original.
- PLEASE CHECK VIN No FOR POSSIBLE AMENDMENT.
- Offer the right hand side adventure bar (item 5) into position as shown in pictures 40 and 41 and secure the top front mounts using two of the M10 button head bolts (item 4) and washers (item 3).
- Offer the left hand side adventure bar (item 2) into position as shown in pictures 42 and 43 and secure the top front mounts using two of the M10 button head bolts (item 4) and washers (item 3).
- Secure the lower mounting brackets using the original nut.

AMENDMENT FOR VIN No's BETWEEN 516284 AND 590855 FITTED WITH SERVICE REPORT BRACKET T2082719 ONLY





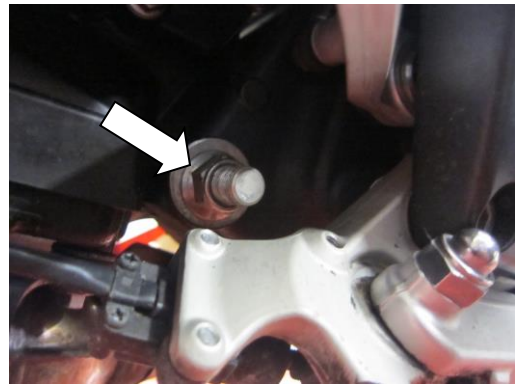
PICTURE A1



PICTURE A2



PICTURE A3



PICTURE A4



PICTURE A5





FITTING-INSTRUCTIONS

On the above models you will have to replace the lower mounting bolt.

- Remove the two bolts arrowed in picture A1.
- Remove the plastic infill panel to allow access to the two bolts shown in pictures A2 and A3.
- Remove the bolt arrowed in picture A2 and loosen the upper bolt, this should allow the brake lever to be lifted slightly to allow removal of the original engine bar.
- Undo and remove the nut arrowed in picture A4.
- Remove the original engine bar (ensuring it clears the brake lever on the right hand side).
- Replace with the supplied engine bar (item 11) as shown in pictures A5 and A6 (ensure the end with the shortest threads is on the brake side).
- Refit and tighten both the master cylinder bolts.
- Replace panel as original.
- Continue as the main instructions (using the washers (item 3) and nuts (item 12) from kit), ensuring the assembly does not interfere with the operation of the brake or gear shift lever.

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Instructions de montage pour AB0009BK Barres aventure
TRIUMPH TROPHY 1200 2012



PHOTO 'A'

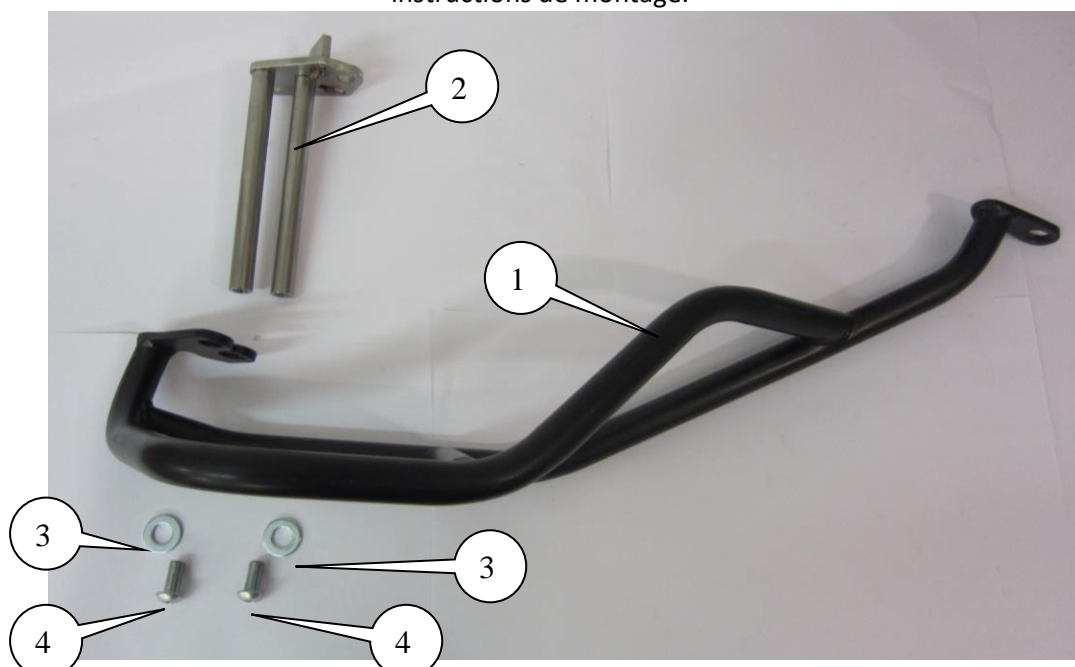


PHOTO 'B'

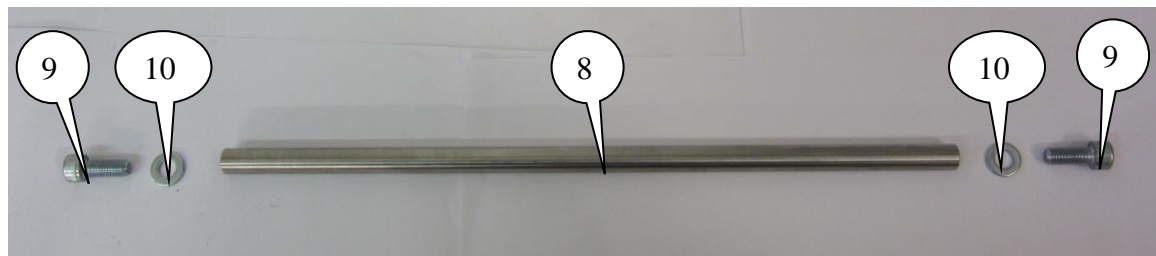
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



COTÉ GAUCHE

**COTE DROIT****AXE****LEGENDE**

- ARTICLE 1 = Barre Aventure coté gauche (CB027) (x1).
ARTICLE 2 = Assemblage soudé coté gauche (M0331) (x1).
ARTICLE 3 = M12 Rondelles, 2 par coté + 1 pour l'article 7 (x5).
ARTICLE 4 = M10x1.25x20mm Boulons à tête rond, 2 par coté (x4).
ARTICLE 5 = Barre Aventure coté droit (CB028) (x1).
ARTICLE 6 = Assemblage soudé coté droit (M0332) (x1).
ARTICLE 7 = M12x1.25x100mm Boulon à tête hexagonale (Coté droit) (x1).
ARTICLE 8 = Axe (SB0099) (329mm de long) (x1).
ARTICLE 9 = M8x20mm Boulons à tête en capuchon, un par coté (x2).
ARTICLE 10 = M8 Rondelles, une de chaque coté (x2).

Outils requis

- Clés 16,17 et 19mm
- Clés Allen 5 et 6mm



- Pincés 16 et 17mm
- Pince à bec long.
- Tournevis cruciforme
- Clé dynamométrique (à 40Nm).



PHOTO 1



PHOTO 2

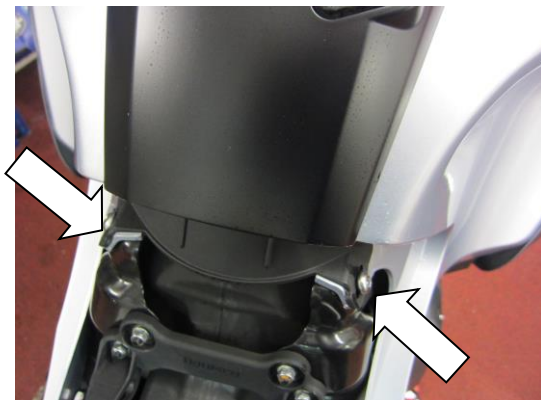


PHOTO 3

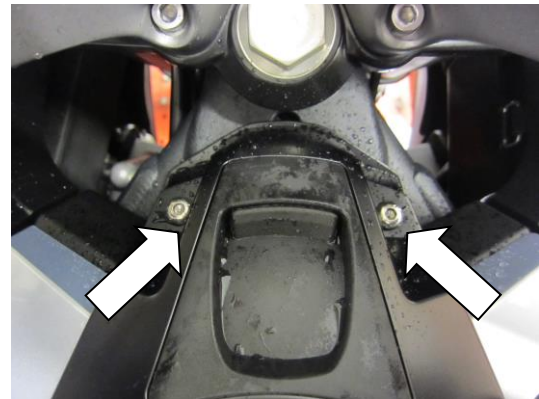


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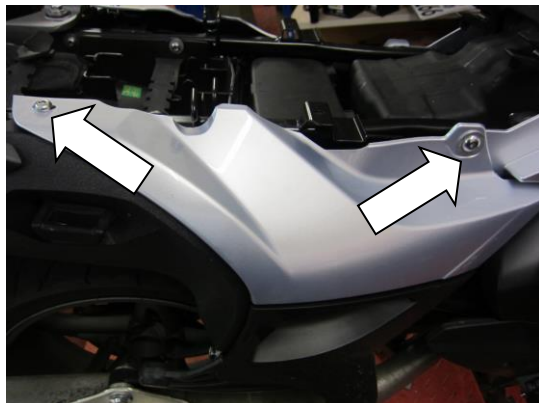


PHOTO 5



PHOTO 6

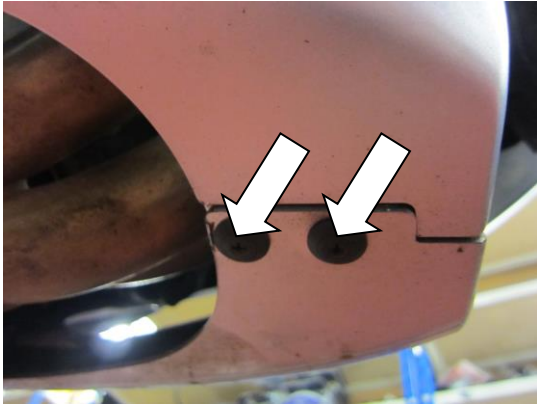


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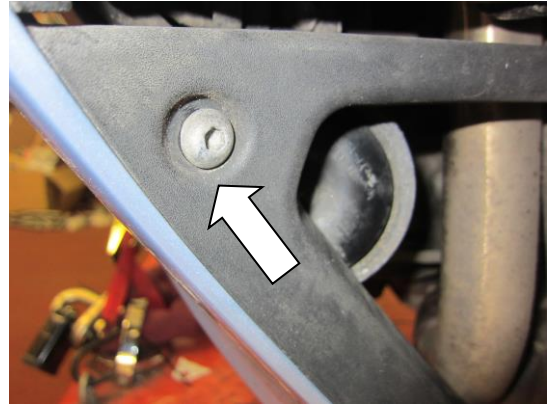


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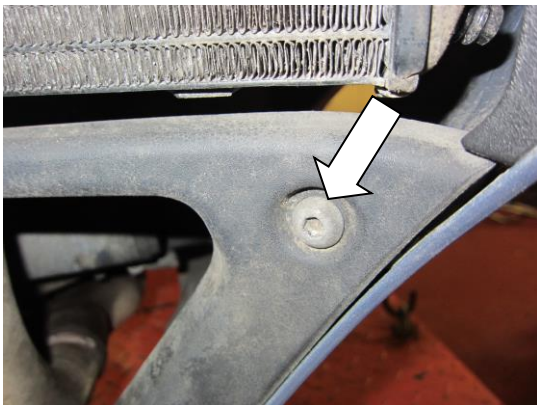


PHOTO 9



PHOTO 10

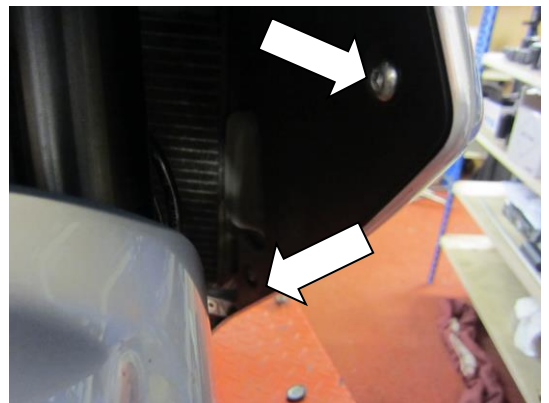




PHOTO 11

PHOTO 12

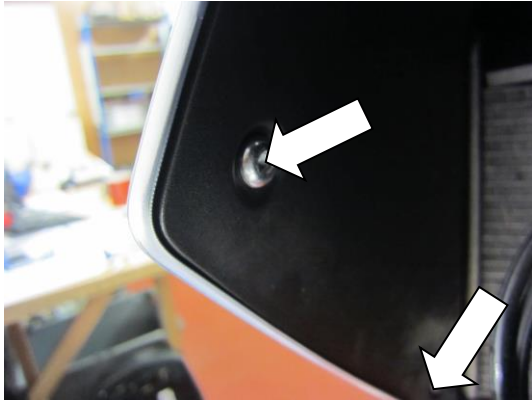


PHOTO 13

PHOTO 14



PHOTO 15

PHOTO 16

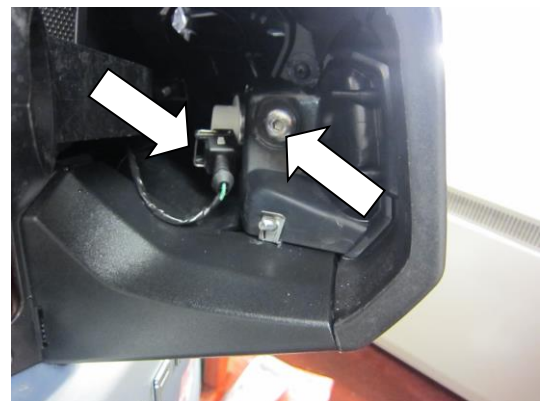


PHOTO 17

PHOTO 18



PHOTO 19

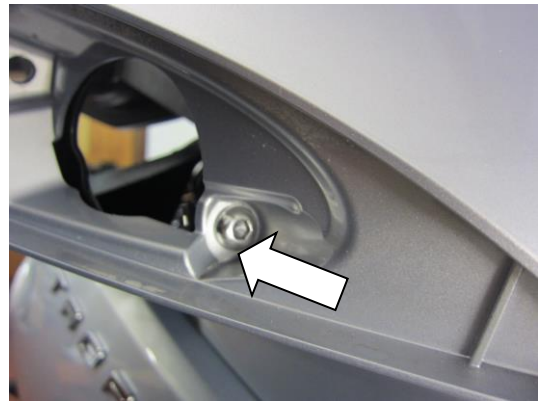


PHOTO 20



PHOTO 21

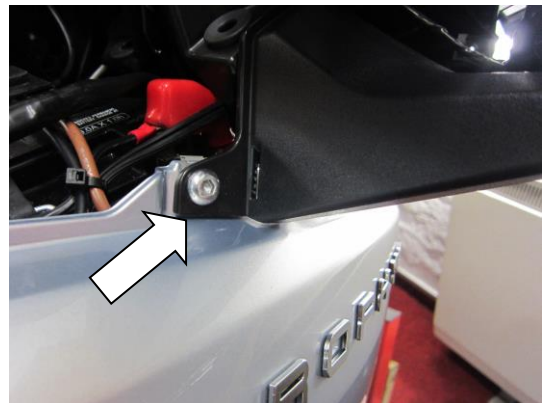


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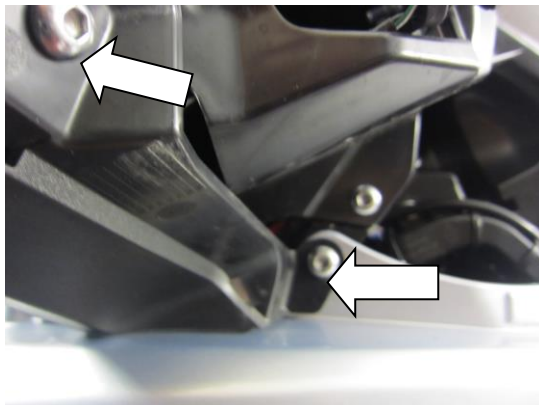


PHOTO 23



PHOTO 24

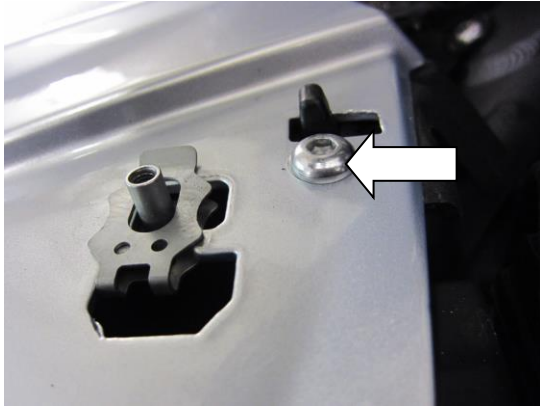


PHOTO 25



PHOTO 26

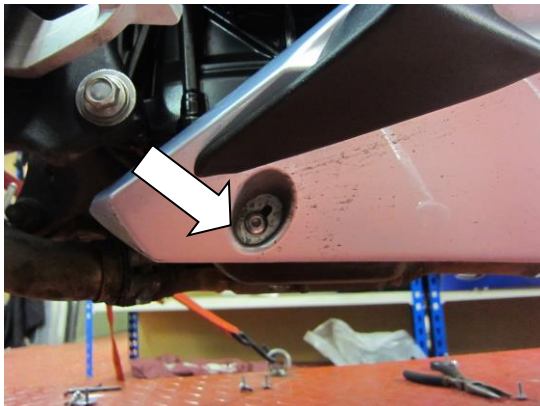


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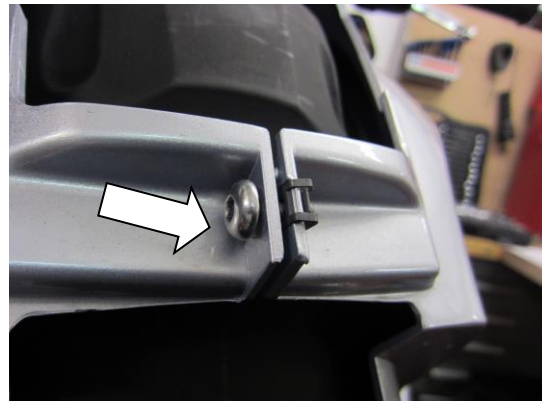


PHOTO 28



PHOTO 29



PHOTO 30

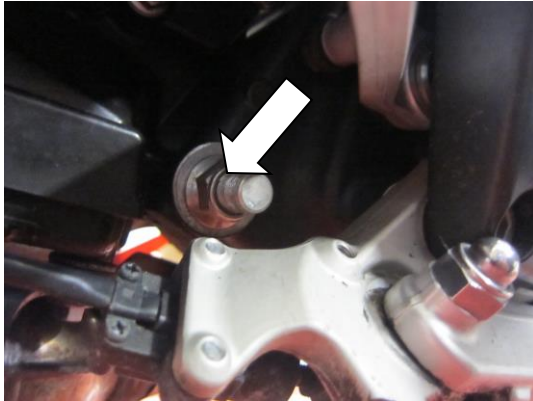


PHOTO 31



PHOTO 32



PHOTO 33



PHOTO 34

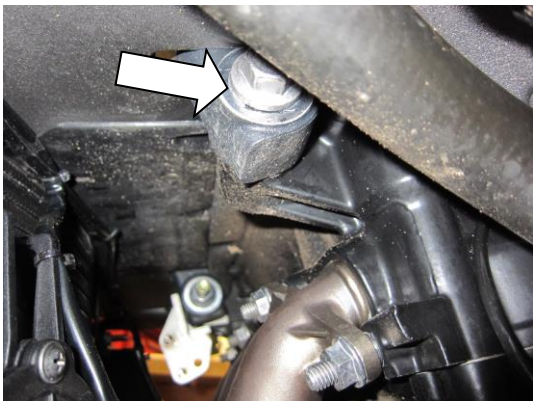


PHOTO 35



PHOTO 36



PHOTO 37



PHOTO 38

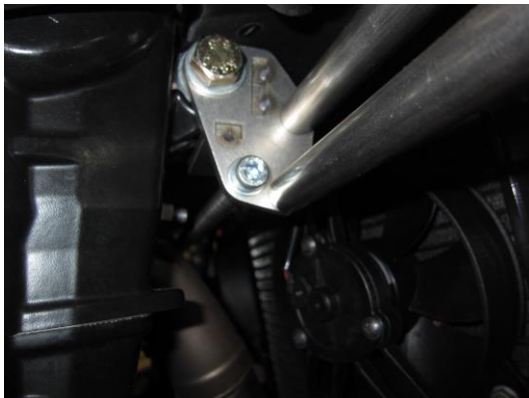


PHOTO 39



PHOTO 40



PHOTO 41



PHOTO 42



PHOTO 43

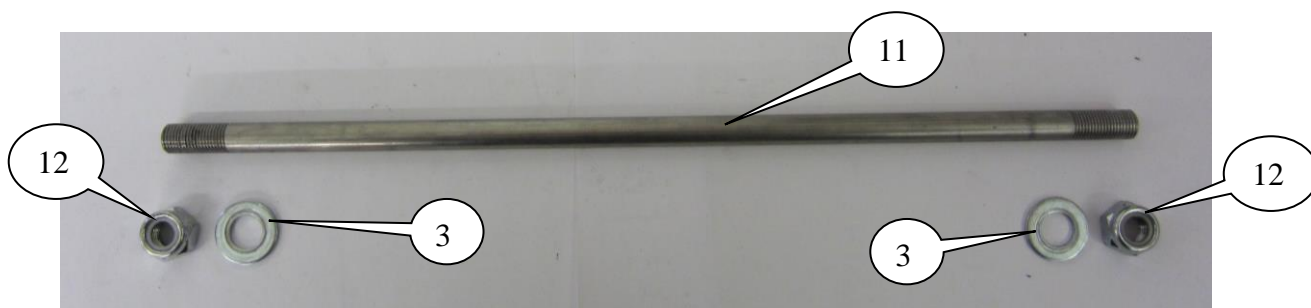
Instructions de montage:

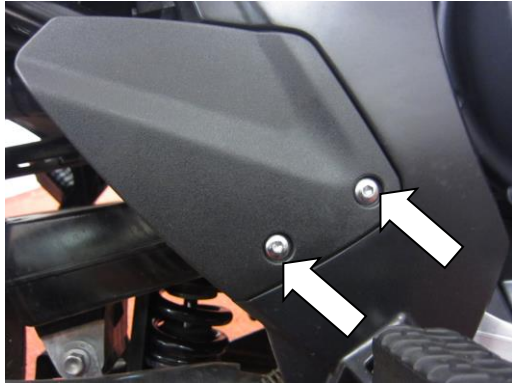
- Enlever le siège passage (avec la clé).
- Débrancher les deux sécurités de prises de courant (Photo 2).
- Enlever le siège du pilote.
- Enlever les 4 boulons (Photos 3 et 4)
- Enlever le panneau central de réservoir.
- Enlever les 2 boulons (Photo 5) et enlever le panneau Arrière coté droit.
- Enlever les 2 boulons (Photo 6) et enlever le panneau coté gauche (pas besoin de débrancher les fils, poser les sur le sous cadre).
- Enlever les 2 poussoirs (Photo 7).
- Enlever les 2 boulons (Photos 8 et 9) et enlever le panneau triangulaire.
- Enlever les 2 boulons (Photo 10) et enlever le panneau du haut (veiller à débrancher le capteur barométrique comme le montre la photo 11).
- Enlever les 2 boulons (Photo 12) ainsi que le panneau coté gauche.
- Enlever les 2 boulons (Photo 13) et le panneau coté droit.
- Enlever le poussoir du panneau de carénage (Photo 14).
- Enlever le boulon (Photo 15).
- Enlever le boulon (en Photo 16) et enlever le panneau en haut à droite (Photo 17).
- Enlever le boulon (en Photo 18).
- Retirer le clip de retenue (en Photo 18) puis déconnecter la prise de clignotant.
- Enlever le clignotant (Photo 19).
- Enlever le boulon (en Photo 20) puis enlever la face avant / capot supérieur (Photo 21).
- Enlever les 3 boulons (Photos 22 et 23) et enlever le contour de miroir inférieur (Photo 24).
- Enlever le boulon (Photos 25, 26, 27 et 28) puis enlever le carénage principal coté droit.
- Enlever les 2 boulons (Photos 29 et 30) et libérer la boîte à gants (Pas besoin de débrancher les fils).
- Enlever les boulons correspondants et les panneaux pour le coté gauche et enlever le carénage principal coté gauche.



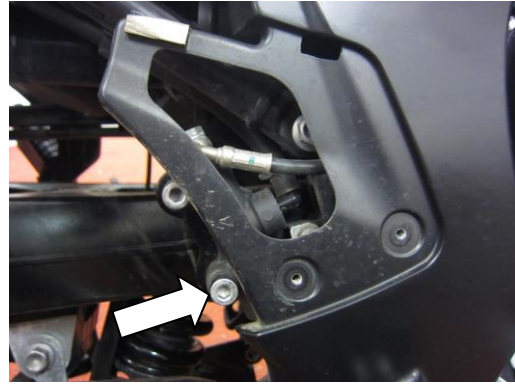
- Enlever l'écrou (en Photo 31) (Juste à l'avant et en dessous du pivot de béquille latérale) et repousser les barres moteur à travers de 10mm environ, pas plus.
- Enlever le boulon de fixation du support moteur avant (Photo 32) (Ce boulon est fixé avec un écrou sur le côté intérieur).
- Poser l'assemblage soudé coté droit (Article 6) (en position indiquée sur les photos 33) et fixer à l'aide d'un boulon M12x100mm à tête hexagonale (Article 7) et d'une rondelle (Article 3) et de l'écrou d'origine. **NE PAS BLOQUER A CE STADE DU MONTAGE**
- Mettre le carénage principal coté droit en position (Photo 34) puis assurez-vous que les barres de montage passent bien à travers la maille de carénage.
- Enlever le carénage principal puis bloquer le boulon de support de fixation. **NE PAS EXCEDER 40Nm de couple.**
- Enlever le boulon de fixation du support moteur coté gauche (Photo 35) (vous pourriez avoir à desserrer le collier de serrage de retenue) (Ce boulon est fixé avec un écrou du côté intérieur).
- Poser l'assemblage soudé coté gauche (Article 2) en position (Photo 36) et fixer avec le boulon et l'écrou d'origine. **NE PAS BLOQUER A CE STADE DU MONTAGE**
- Mettre le carénage principal coté gauche en position (Photo 37) en vous assurant que les barres de montage passent à travers la maille de carénage (Photo 37).
- Enlever le carénage principal puis bloquer le boulon du support de fixation. **NE PAS EXCEDER 40Nm de couple.**
- Positionner l'axe (Article 8) (Photo 38) puis bloquer en utilisant les boulons à tête en capuchon M8 (Article 9) et les rondelles (Article 10) (Photos 38 et 39).
- Remonter tous les panneaux et clignotants comme à l'origine.
- VERIFIER LE N° VIN POUR VERIFIER QUE LA MODIFICATION SOIT POSSIBLE.
- Monter la Barre Aventure coté droit (Article 5) en position (Photos 40 et 41) puis fixer les supports supérieurs avant en utilisant 2 des boulons M10 à tête ronde (Article 4) et les rondelles (Article 3).
- Mettre la Barre Aventure coté gauche (Article 2) en position (Photos 42 et 43) et fixer les supports avant en utilisant 2 des boulons M10 à tête ronde (Article 4) et rondelles (Article 3).
- Fixer les supports de fixation inférieurs en utilisant l'écrou d'origine.

MODIFICATION POUR N° VIN ENTRE 516284 ET 590855 MONTE AVEC SUPPORT DU RAPPORT DE SERVICE T2082719 UNIQUEMENT





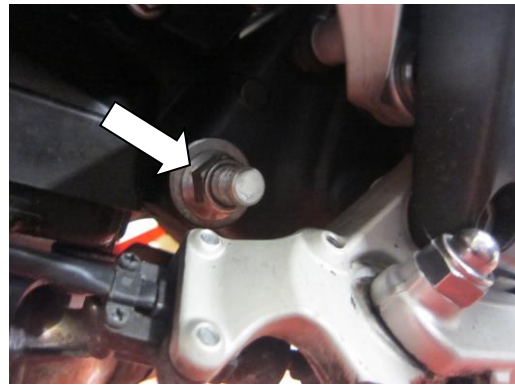
PICTURE A1



PICTURE A2



PICTURE A3



PICTURE A4



PICTURE A5





NOTICE DE MONTAGE

Sur les modèles du dessus, vous devrez remplacer les boulons de fixation inférieurs.

- Enlever les 2 boulons indiqués sur la photo A1.
- Enlever le panneau interne pour accéder aux 2 boulons indiqués sur les photos A2 et A3.
- Enlever le boulon indiqué sur la photo A2 puis desserrer le boulon supérieur. Cela permettra au levier de frein d'être légèrement remonté pour pouvoir enlever l'axe moteur d'origine.
- Enlever l'écrou indiqué sur la photo A4.
- Enlever l'axe moteur d'origine (En veillant à ce qu'il laisse le levier de frein du côté droit).
- Remplacez le par l'axe moteur fourni (article 11) voir photos A5 et A6 (Veiller à ce que l'extrémité avec les filetages les plus courts soit du côté du levier de frein.
- Remonter puis serrer les 2 boulons de maître cylindre.
- Remonter le panneau comme à l'origine.
- Continuer comme sur les instructions générales (utiliser les rondelles (article 3) et écrous (article 12) du kit), en veillant à ce que l'ensemble n'interfère pas dans le fonctionnement du levier de frein ou du levier de vitesse.

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