



**FITTING INSTRUCTIONS FOR AB0009BK ADVENTURE BARS**  
**TRIUMPH TROPHY 1200 2012**



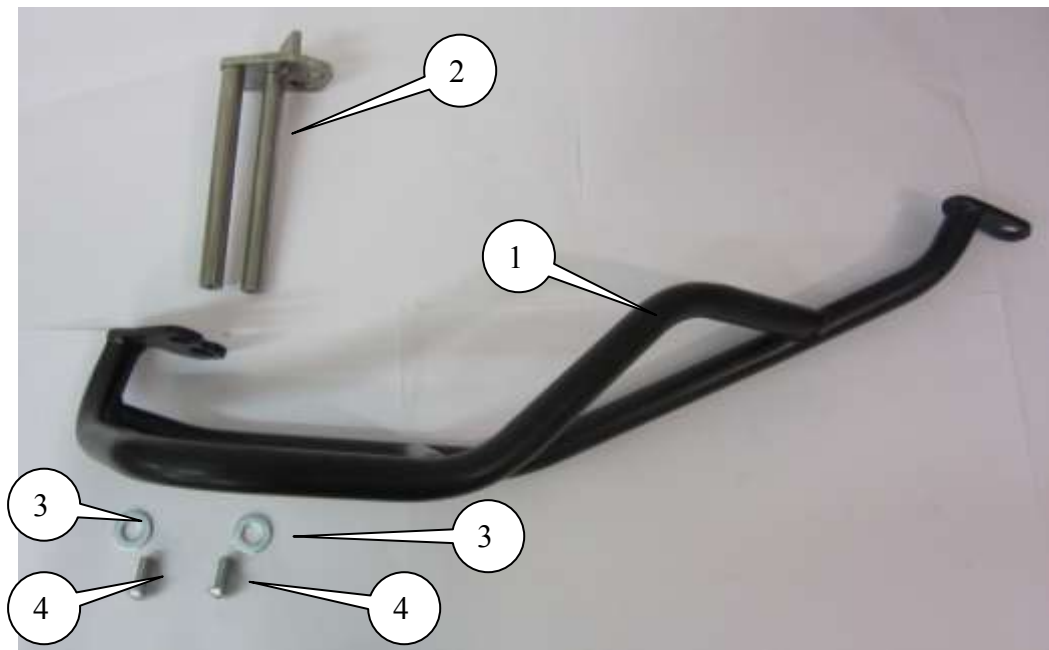
PICTURE 'A'

PICTURE 'B'

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

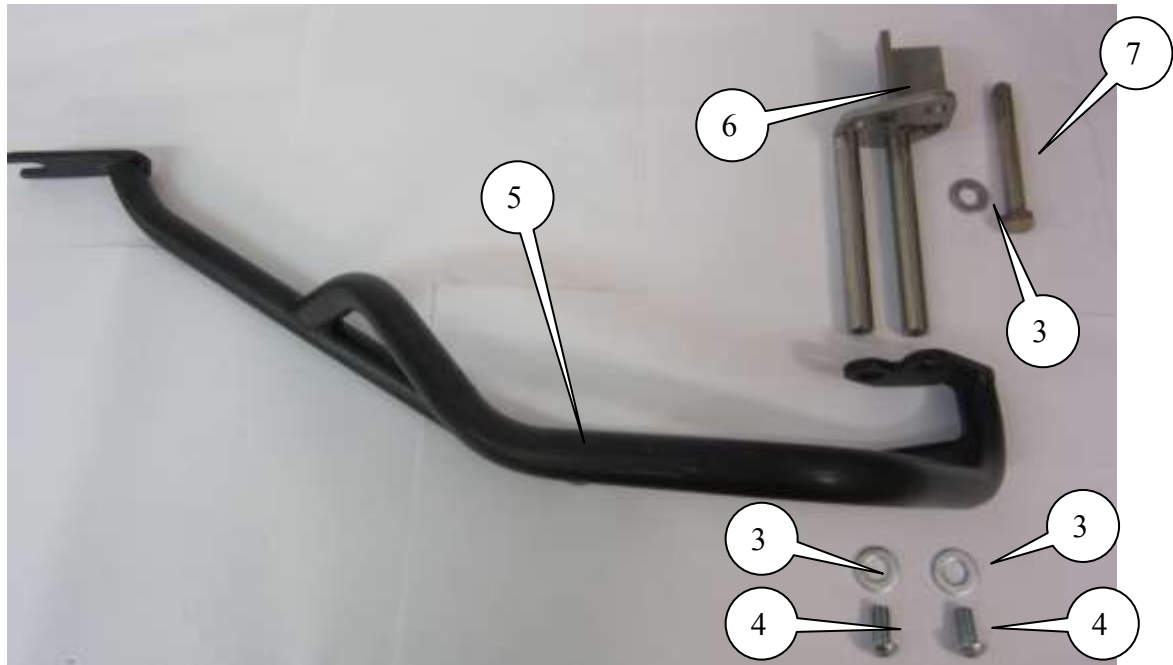
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

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

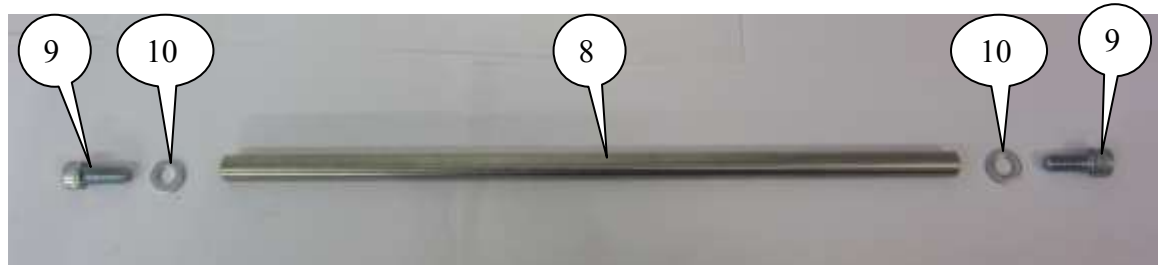


**LEFT HAND SIDE**

**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).
- 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).

**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



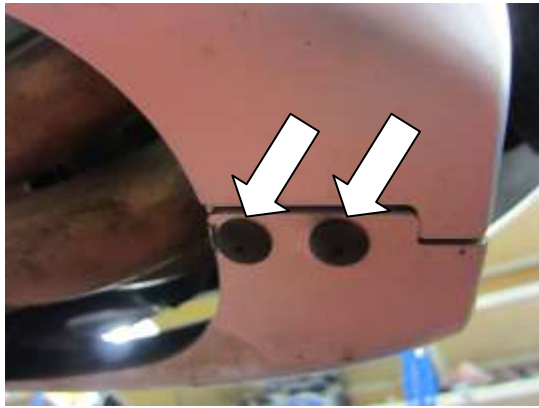
PICTURE 4



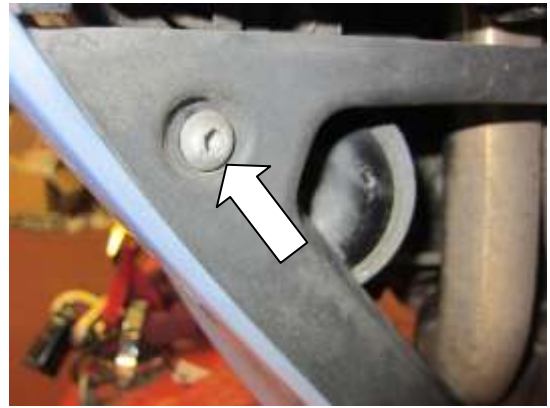
PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8



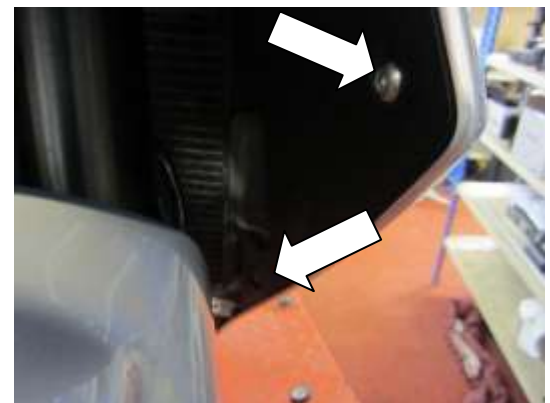
PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18



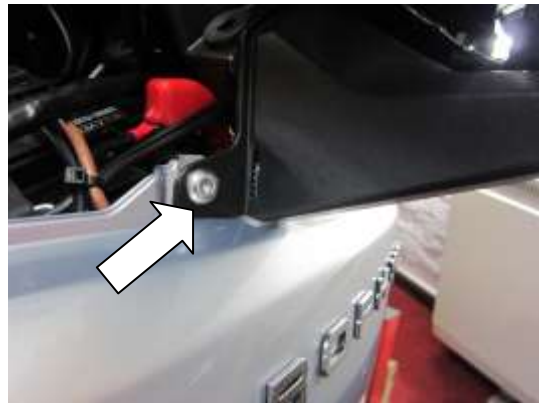
PICTURE 19



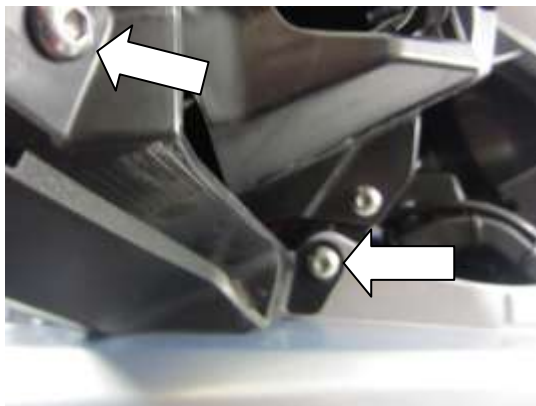
PICTURE 20



PICTURE 21



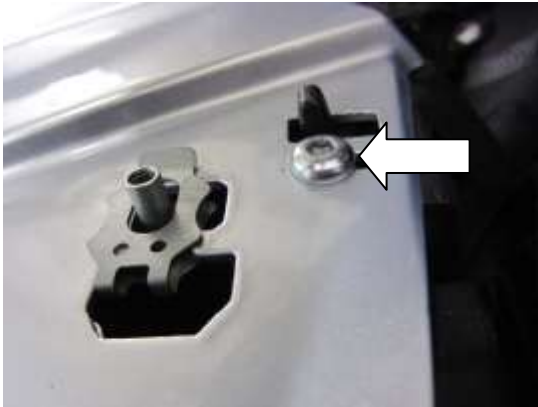
PICTURE 22



PICTURE 23



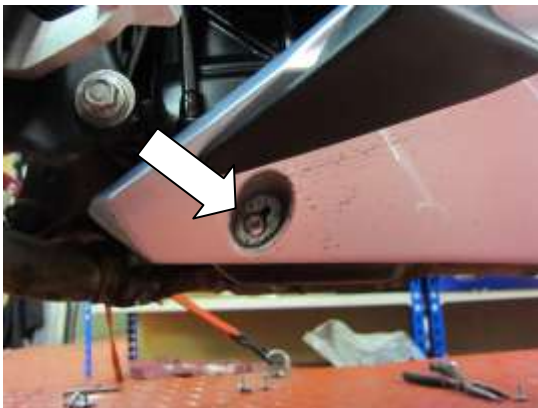
PICTURE 24



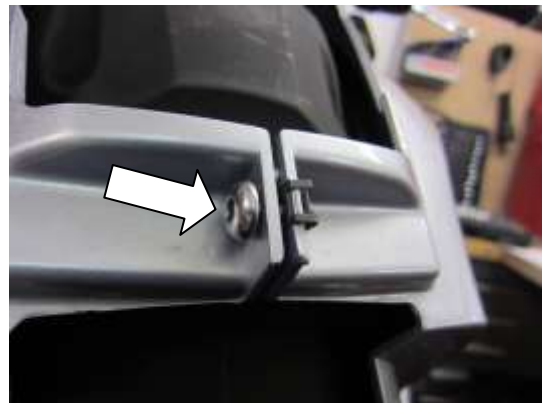
PICTURE 25



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.
- 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.

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