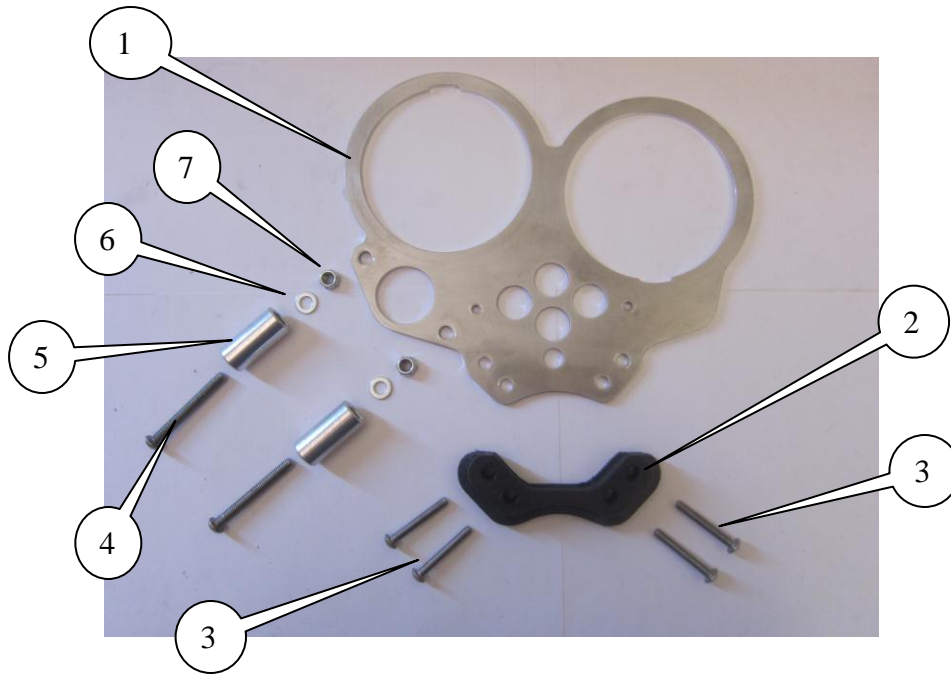




FITTING INSTRUCTIONS FOR IF0002SI INSTRUMENT FACIA
TRIUMPH BONNEVILLE T100 & SE / THRUXTON '08-



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



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



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

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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TOOLS REQUIRED

- Socket set to include 8 & 10mm sockets and wrench.
- Set of metric Allen keys to include 2.5, 3, 4, & 5mm A/F.
 - Phillips screwdriver.
- Small electrical Phillips screwdriver.

LEGEND

ITEM 1 = SMW0017 INSTRUMENT PANEL FASCIA (x1).

ITEM 2 = M0339 MOUNTING BLOCK / SPACER (x1).

ITEM 3 = M6 x 35mm LONG BUTTON HEAD BOLT (x4).

ITEM 4 = M6 x 45mm LONG BUTTON HEAD BOLT (x2).

ITEM 5 = S0478 SPACER (x2).

ITEM 6 = M6 WASHER (x2).

ITEM 7 = M6 NYLOC NUT (x2).



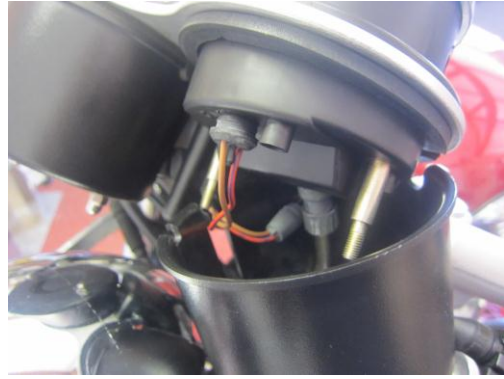
PICTURE 1



PICTURE 2



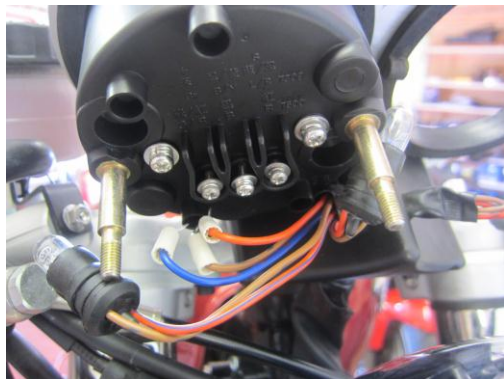
PICTURE 3



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

FITTING INSTRUCTIONS

- Remove the speedo drive cable using a Phillips screwdriver, as shown in picture 1.
- Unhook the cable along its path from all the cable clips.
- Remove the small Phillips screw in the end of the odometer dial and remove the plastic knob, as shown in picture 2.
- Remove the two domed headed nuts from the rear of the speedometer and gently begin to remove the plastic cover, as shown in picture 3.
- Remove the two bulbs by gently pulling the cables and rubber mounts from their holes, as shown in picture 4.
- The speedometer can now be removed by gently releasing it from the rubber mount from the top side, as shown in picture 5. *The speedometer drive cable will come out with it.*
- Remove the plastic cover for the rev counter in the same way. There are three additional connectors to unscrew, as shown in picture 6.
- Remove the two large rubber mounts from the aluminium bracket and put to one side, as these will be required when re-fitting.
- Remove the two small bolts that secure the instrument panel lights in place, as shown in picture 7.



- The aluminium support can now be removed by un-doing the four bolts that secure the plate into the top yoke, as shown in picture 8.
- Remove the two recessed bolts that mount the ignition barrel from the rear, as arrowed in picture 9.
- Take the R&G Instrument Panel Fascia (item 1) and place two M6 x 45mm Button Head Bolts (item 4) through the two holes around the second largest hole (offset to one side) from the top side, as shown in picture 10.
- With the bolts protruding through to the back, place one spacer (item 5) over each bolt, then the ignition barrel, before one washer and M6 nyloc nut on each bolt, as shown in picture 11. *Ensure it is located to the correct way around, with the symbols on the left, as shown in picture 12.*
- Now re-fit the instrument panel lights through the sheet metal and tighten the two small original bolts, as shown in picture 12.
- Re-fit the rubber mounts to the R&G sheet metal, ensuring the two protrusions on the rubber locate into the cut out on the sheet metal.
- The dials can now be re-fitted. Begin with the rev counter, by positioning the dial through the rubber from the top and then re-connecting the electrical contacts and re-fitting the bulbs into place. Once in place, re-fit the plastic cover, ensuring the cables exit cleanly from the slot, before re-fitting the original washer and domed headed nuts, as shown in picture 13.
- Repeat the same procedure for re-fitting the speedometer, ensuring the speedo drive cable goes through the plastic cover, as shown in picture 14.
- Re-fit the odometer dial plastic knob and tighten, as shown in picture 15.
- Position the mounting block/spacer in place on the top yoke, covering the four holes, then align the sheet metal above, as shown in picture 16.
- Place the four M6 x 35mm Button Head Bolts through the sheet metal, mounting block/spacer and into the top yoke, as shown in picture 17. Tighten the bolts evenly.
- Route the speedo drive cable back through its cable clip and remount into speedo drive. Place the Phillips screw back into the hole and re-tighten.
- Check to ensure all the lights and dials work correctly.
- *Please make sure that there is sufficient clearance between the domed headed nuts on the back of the instrument dials and the headlamp, to prevent any marks on the chromed surface.*

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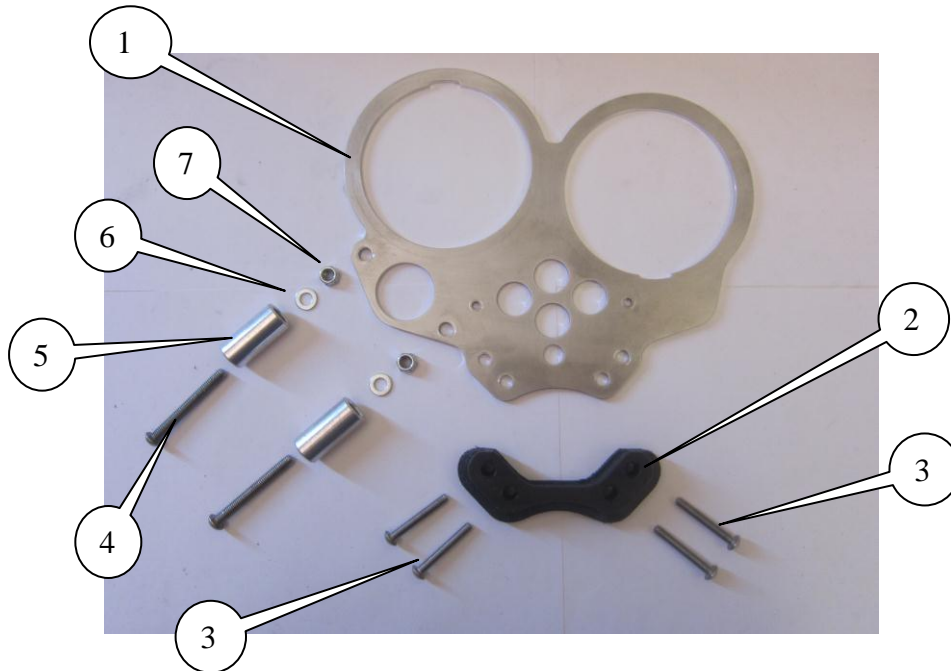
Instructions de montage

IF0001SI INSTRUMENT FACIA

TRIUMPH BONNEVILLE T100 & SE / THRUXTON '08-



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





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

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

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Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

- **Outils requis**
- Clés 8 et 10mm
- Clés Allen 2.5, 3, 4, & 5mm.
 - Tournevis cruciforme
- Petit tournevis électrique Phillips.

LEGENDE

ARTICLE 1 = SMW0011 Tableau de bord (x1).

ARTICLE 2 = M0308 Bloc de montage / Entretoise (x1).

ARTICLE 3 = M6 x 35mm Long boulon à tête ronde (x4).

ARTICLE 4 = M6 x 45mm Long boulon à tête ronde (x2).

ARTICLE 5 = S0478 Entretoise (x2).

ARTICLE 6 = M6 Rondelle (x2).

ARTICLE 7 = M6 Ecrou en Nyloc (x2).



PHOTO 1



PHOTO 2



PHOTO 3

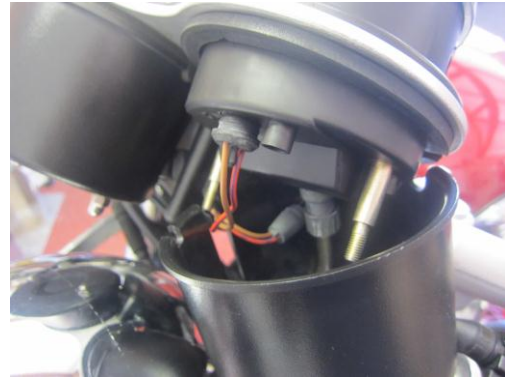


PHOTO 4



PHOTO 5

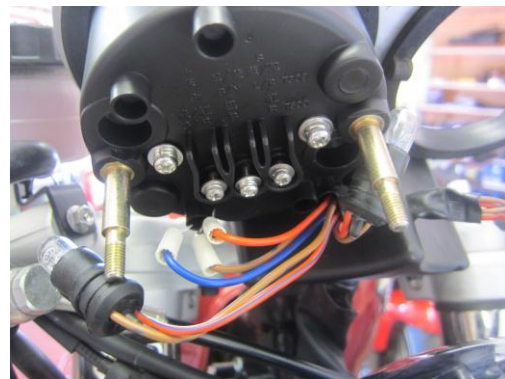


PHOTO 6



PHOTO 7



PHOTO 8

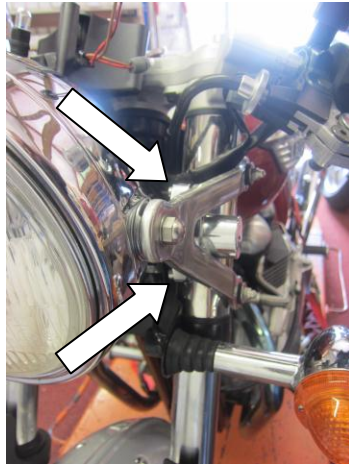


PHOTO 9



PHOTO 10



PHOTO 11

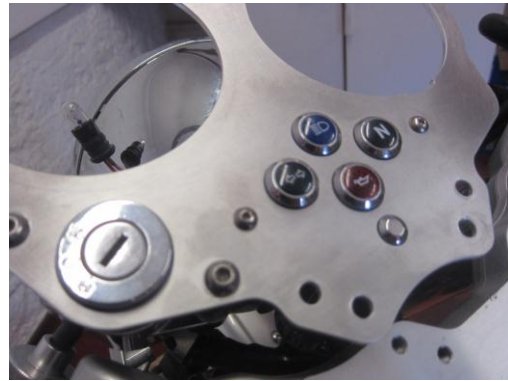


PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



PHOTO 17

Instructions de montage

- Enlever le câble du lecteur speed en utilisant un tournevis (Photo 1).
- Décrocher le câble le long de son emplacement de tous les clips.
- Enlever la petite vis à l'extrémité à l'extrémité de l'odomètre et enlever le boulon en plastique, (Photo 2).
- Enlever les 2 écrous en forme de dôme de l'arrière du compteur de vitesse et commencer à enlever la couverture en plastique, (Photo 3).
- Enlever les 2 ampoules en tirant les supports de câbles de leur trou (Photo 4).
- Le compteur de vitesse peut à présent être enlevé en le débloquant du support en caoutchouc par le dessus (Photo 5). *Le câble d'actionnement du compteur viendra avec.*
- Enlever le couvercle en plastique pour le compte-tours de la même manière. Il ya trois connecteurs supplémentaires à dévisser (photo 6).
- Retirer les 2 grands supports en caoutchouc du support en aluminium et mis à un coté, comme ceux ci seront nécessaires lors du remontage.
- Enlever les 2 petits boulons qui fixent les lumières du tableau de bord en place (Photo 7).
- Le support en aluminium peut à présent être enlevé en desserrant les 4 boulons qui fixent la plaque dans le té de fourche (Photo 8).



- Retirez les deux boulons encastrés qui fixent le barillet de l'arrière (Photo 9).
- Prenez le tableau de bord R&G (Article 1) et placez 2 boulons à tête ronde M6 x 45mm (Article 4) à travers les 2 trous autour du 2e plus gros trou (décalée vers un côté) du haut (Photo 10).
- Avec les boulons dépassant à l'arrière, placez une entretoise (Article 5) autour de chaque boulon, ensuite puis le barillet, avant une rondelle et un écrou en nyloc M6 sur chaque boulon (Photo 11). *S'assurer que tout soit bien mis du bon côté, avec les symboles sur la gauche (Photo 12).*
- A présent, remettez les feux de tableau de bord à travers le métal puis serrez les 2 boulons d'origine (Photo 12).
- Remonter le caoutchouc se monte sur le métal R & G, en veillant à ce que les 2 dépassements dans le caoutchouc de localiser aille dans la fente du métal.
- Les cadrans peuvent désormais être réinstallés. Commencez par le compte-tours, en positionnant le sélecteur à travers le caoutchouc par le haut et en reconnectant les contacts électriques et en remontant les ampoules en place. Une fois en place, refermez le couvercle en plastique, en vous assurant que les câbles se dégagent proprement de la fente, avant de remonter la rondelle d'origine et les écrous en forme de dôme, Photo 13.
- Répétez la même procédure pour remettre le compteur, en vous assurant que le câble passe à travers la protection en plastique (Photo 14).
- *Remettez le bouton en plastique et serrez le cadran du compteur kilométrique, comme le montre la photo 15.*
- *Positionner le bloc de montage / entretoise en place sur le té de fourche, couvrant les quatre trous, puis alignez la tôle au-dessus, comme le montre la photo 16.*
- *Placez les quatre boulons M6 x 35mm à tête ronde à travers la tôle, le bloc de montage / entretoise et dans le té de fourche, comme le montre la photo 17. Serrez les boulons uniformément.*
- *Faites passer le câble du lecteur speedo à travers son clip câble et remontez-le dans le lecteur speedo. Remplacez le tournevis cruciforme dans le trou et resserrez-le.*
- *Vérifiez que tous les voyants et cadrans fonctionnent correctement.*
- *S'il vous plaît assurez-vous qu'il y a suffisamment d'espace entre les écrous borgnes dirigés sur le dos des cadrans et le projecteur, afin d'éviter les marques sur la surface chromée.*