



# Fitting Instruction

Article-No. : **110T017 & 110T017T**  
Product : **Rear Set**  
Manufacturer : **Triumph**  
Model : **Daytona 955i (T595) 1999 - 2001**  
**Speed Triple (T509) 1999 - 2001**

## Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a qualified workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



**Warning! Important mounting instruction. It shows risks to your life and health.**



**Tips for mounting and maintenance or to avoid damage.**

## Fitting:

Remove stock rear sets. The following original parts will be used for your new rear set: left heel protector



**Rear sets are pre-assembled but all screws are not tightened!** Always use locknuts or proper amount of medium thread-locking adhesive (e. g. Loctite 243). All details of assembling are shown on the backside drawing. All parts are welded into their bags as they belong together.



The original brake light switch has to be replaced by a hydraulic one. It replaces the banjo bolt of the brake hose at the brake cylinder. **This is the highest point in the brake-system, proof proper air free installation! Use only seal rings according to the brake hose manufactures' instructions.**

The tightening torques for connections to the frame refers to the manufacturers' instructions. Use the following torques for all the other screwing:

<b>M5</b>	<b>=</b>	<b>6Nm</b>	<b>=</b>	<b>4.43lbf ft</b>
<b>M6</b>	<b>=</b>	<b>10Nm</b>	<b>=</b>	<b>7.38lbf ft</b>
<b>M8</b>	<b>=</b>	<b>20Nm</b>	<b>=</b>	<b>14.75lbf ft</b>
<b>M10x1,25</b>	<b>=</b>	<b>30Nm</b>	<b>=</b>	<b>22.13lbf ft</b>



After installing your new rear set **test brake and gear shifting at low speed. If anything is not operating properly or braking efficiency is poor, testing at high speeds may result in death or serious injury!**

## Maintenance:



Periodically proof all functions during service intervals. Use **particle free (no MoS<sub>2</sub>)** lithium or barium soap grease to maintain lever bushings.

Master brake cylinder

Screw in M8x20 from outside and mount brake cylinder on the inside

Original counter nut M8

Mount ball joint instead of the original fork head on the push rod. To reach a deep lever position it may be necessary to shorten the push rod

Screw in M8x35 from lever outside and mount bushing (t=12mm) and ball joint on the inside with flat locknut M8

Mount brake lever as shown in separate drawing for peg adapter

New retain spring

Screw in M6x16 from outside and mount spring-socket bolt on the inside

Mount hydraulic brake light switch on master brake cylinder

Mount brake light switch bracket with flat locknut from behind

Brake cylinder adapter

Brake cylinder adapter mounted with M6x16 on the outside

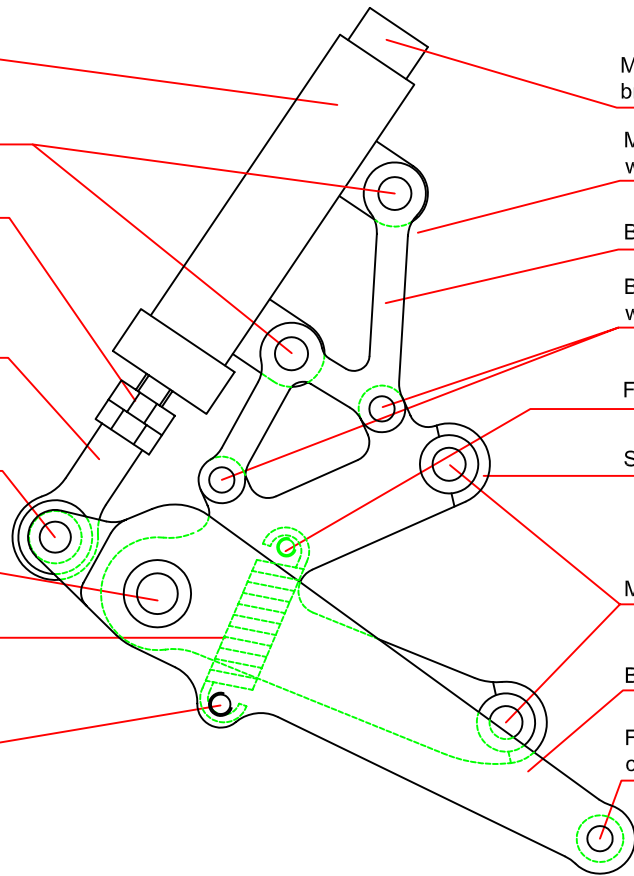
Fix spring with M5x16

Stay

Mount hanger with M8x20

Brake Lever

Fix brake lever knob with countersunk M6x16



Mount original heel protector with original screws on the stays outside

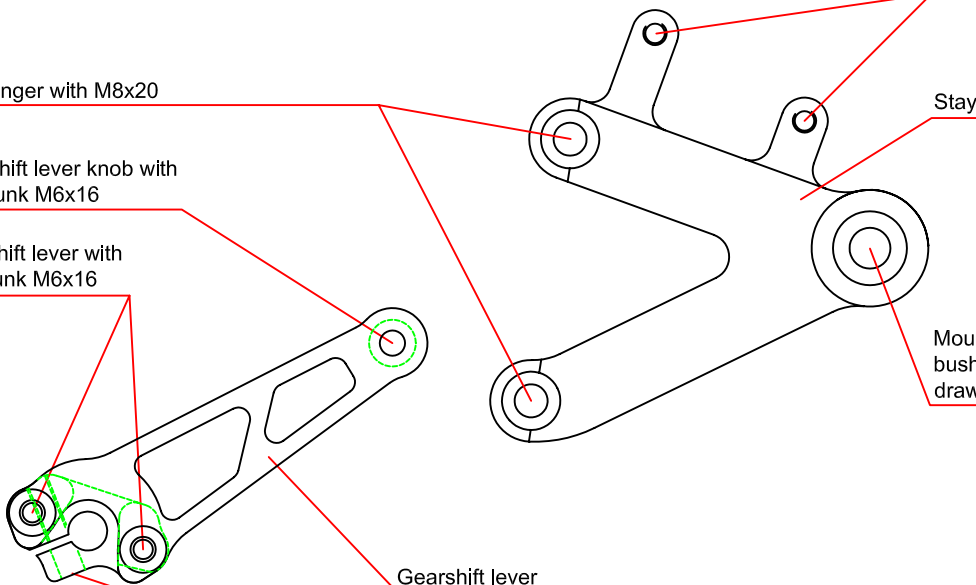
Mount hanger with M8x20

Fix gearshift lever knob with countersunk M6x16

Fix gearshift lever with countersunk M6x16

Stay

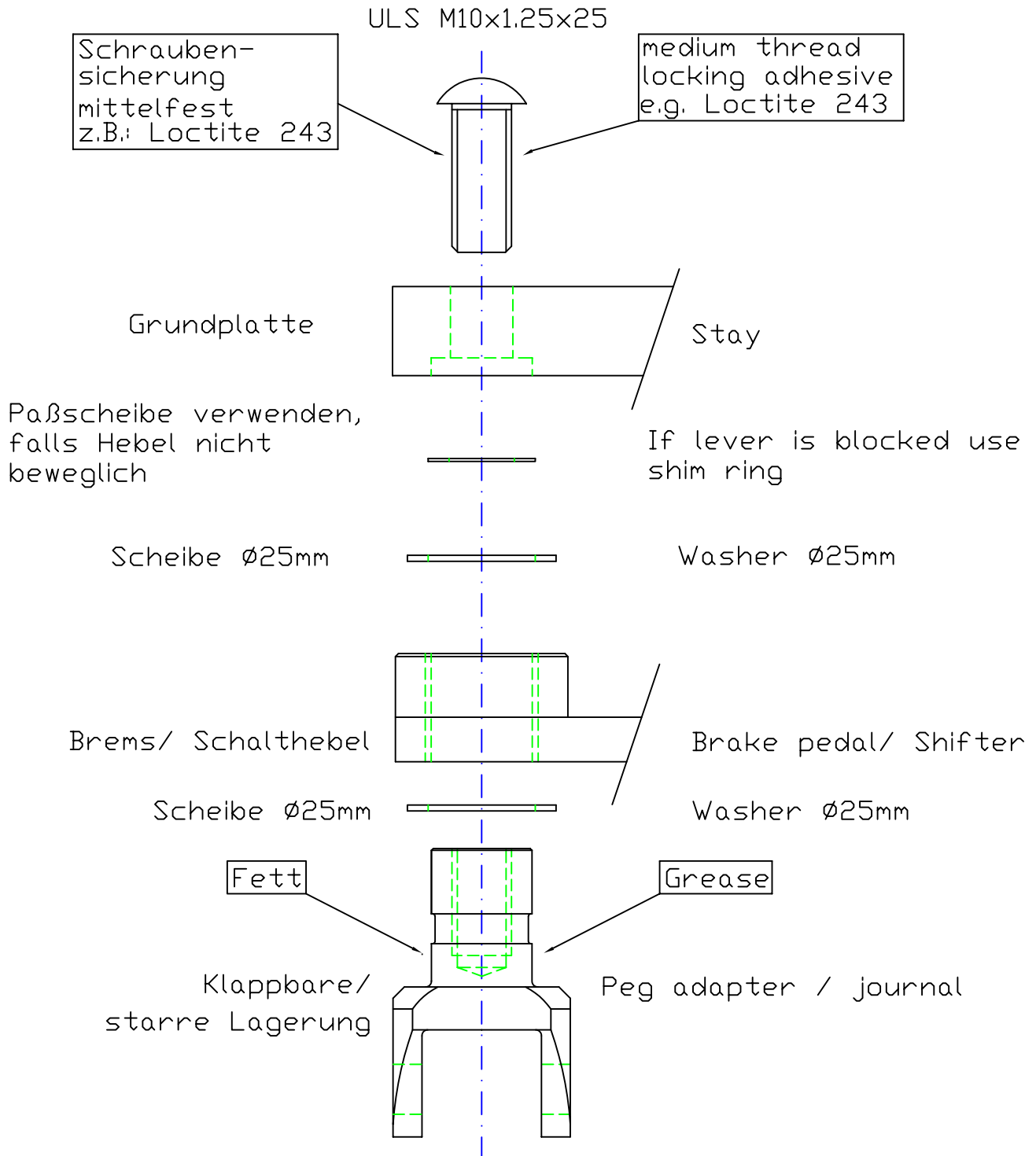
Mount peg adapter and bushing as shown in separate drawing for peg adapter



Gearshift lever

Fix teathed adapter with M6x22 and washer

Rechte Seite / right side



Linke Seite / left side

