



FITTING INSTRUCTIONS FOR IF0003SI INSTRUMENT FACIA
TRIUMPH THRUXTON '08- (VIN NO. ENDING 451500 ONWARDS)

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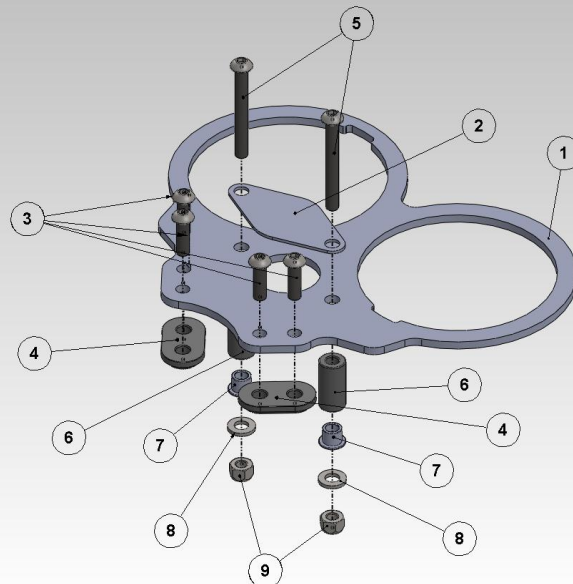


THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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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LEGEND

- ITEM 1 = SMW0051 INSTRUMENT FASCIA (x1).
ITEM 2 = PLATE 0151 KEY BARREL BLANKING COVER (x1).
ITEM 3 = M6 x 20mm LONG BUTTON HEAD BOLTS (x4).
ITEM 4 = M0434 MOUNTING BLOCKS/SPACERS (x2).
ITEM 5 = M6 x 50mm LONG BUTTON HEAD BOLTS (x2).
ITEM 6 = S0478 SPACERS (25mm LONG) (x2).
ITEM 7 = S0863 TOP HAT SPACERS (8mm LONG) (x2).
ITEM 8 = M6 WASHERS (x2).
ITEM 9 = M6 NYLOC NUT (x2).

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TOOLS REQUIRED

- Socket set to include 8, 10 & 12mm sockets and wrench.
- Set of metric Allen keys to include 2.5, 3, 4, & 5mm A/F.
 - Phillips screwdriver.



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



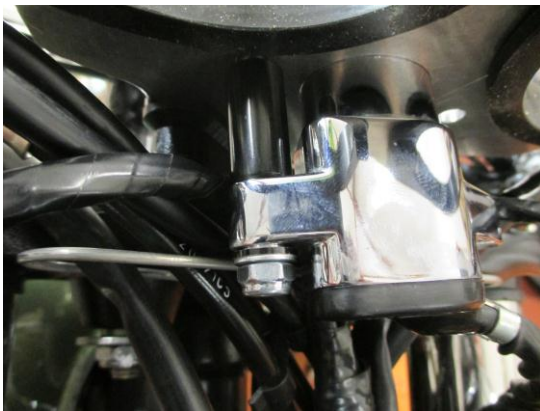
Picture 11



Picture 12



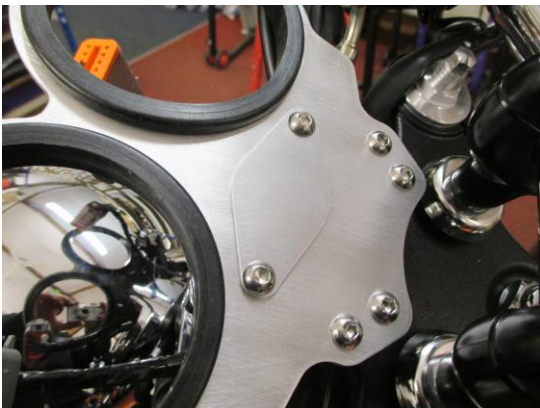
Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20

FITTING INSTRUCTIONS

- Remove the three bolts that secure the headlight cowling in place, as shown in pictures 1 & 2.
- Remove the two domed headed nuts from each of the instrument dials and gently remove the plastic covers, as shown in picture 3.
- Disconnect the electrical connectors and then remove both dials from the instrument fascia, along with the two rubber mounts, as shown in picture 4. *It is advisable to note which rubber mount fits either side as they have location grooves to fit the fascia & dials.*
- The original fascia can now be removed by un-doing the four bolts that secure the plate into the top yoke, as shown in picture 5.
- Take the R&G Instrument Panel Fascia (item 1) and place four M6 x 20mm button head bolts (item 3) through the four holes at the bottom of the plate from the top side. Locate the two mounting blocks (item 4) over the exposed threads of these four bolts (with the chamfered side away from the plate), as shown in picture 6
- Flip this assembly over, ensuring the spacers and bolts are held in place and offer up to the bike, as shown in picture 7 before tightening all four bolts.
- Re-fit the two rubber mounts in the correct sides of the R&G fascia plate, as shown in picture 8.



If relocating the key barrel –

- Remove the left side headlight mounting bolt, as shown in picture 9 and gently rotate the headlight bracket/sleeve on fork leg around to gain access to the rear of the ignition barrel, as shown in pictures 10 & 11.
- Remove the two bolts that secure the ignition barrel onto the bracket, as shown in picture 11.
- Re-position the ignition barrel through the central hole of the instrument fascia and locate one of the M6 x 50mm long button head bolts (item 5) through one of the mounting holes, as shown in picture 12.
- With the bolt protruding through to the back, place one long spacer (item 6) over the bolt, then locate the bolt through the ignition barrel, fit one top hat spacer (item 7) into the recess on the rear of the ignition barrel before one washer and M6 nyloc nut on the end of the bolt, as shown in pictures 13 & 14.
- Fit the remaining bolt, spacers, washer and nut to the other mount on the ignition barrel in the same way, as shown in picture 15.
- Tighten these two nuts and bolts to secure the ignition barrel in place and re-fit the headlight mounting bolt to the bracket.

- *If the intention is to keep the ignition barrel in the original location on the bike, a blanking plate is provided in the kit to cover up the additional hole on the instrument fascia. If using this, locate into position on the instrument fascia and locate the two M6 x 50mm long button head bolts through the two holes, before fitting the two long spacers, washers and nyloc nut which would have been used if fitting the ignition barrel, as shown in picture 16.*
- Re-fit the two instrument dials into the rubber mounts (ensure these are fitted the correct way around) and fit the two electrical connectors onto the back of the dials, as shown in picture 17.
- Re-fit the plastic covers to the back of both dials before fitting the four domed nuts and tighten, as shown in picture 18.
- *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*
- Re-fit the three bolts that secure the headlight cowling in place, as shown in picture 19.
- Check to ensure all the lights and dials work correctly.

Issue 1 26/02/2015 (AR)

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**INSTRUCTIONS DE MONTAGE POUR IF0003SI INSTRUMENT TABLEAU DE
BORD**
TRIUMPH THRUXTON '08- (VIN NO. TERMINANT PAR 451500 ET AU DELA)

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

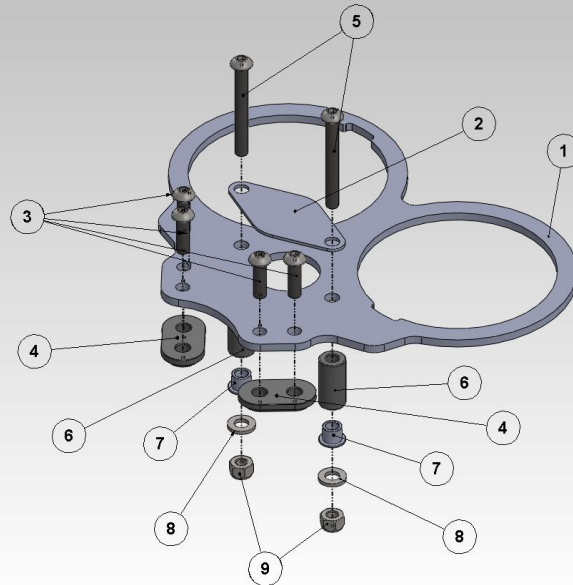
LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

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



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LEGENDE

- ARTICLE 1 = SMW0051 INSTRUMENT TABLEAU DE BORD (x1).
ARTICLE 2 = PLATE 0151 BARILLET A CLE (x1).
ARTICLE 3 = M6 x 20mm BOULONS (x4).
ARTICLE 4 = M0434 BLOCS DE MONTAGE / ENTRETOISES (x2).
ARTICLE 5 = M6 x 50mm BOULONS (x2).
ARTICLE 6 = S0478 ENTRETOISES (25mm DE LONG) (x2).
ARTICLE 7 = S0863 ENTRETOISES (8mm DE LONG) (x2).
ARTICLE 8 = M6 RONDELLES (x2).
ARTICLE 9 = M6 ECROU (x2).

OUTILS REQUIS

- Clés à douille 8, 10 & 12mm.
- Clés Allen 2.5, 3, 4, & 5mm.
- Tournevis cruciforme.



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Photo 1

Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

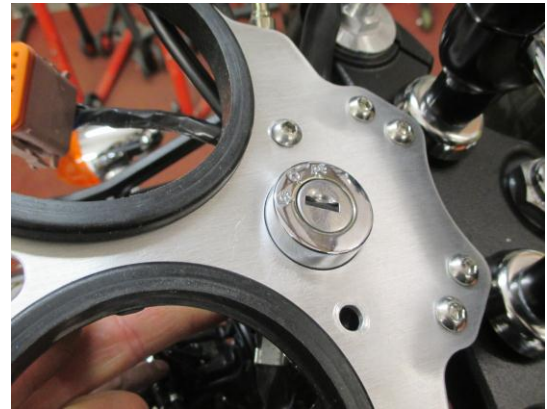


Photo 12



Photo 13

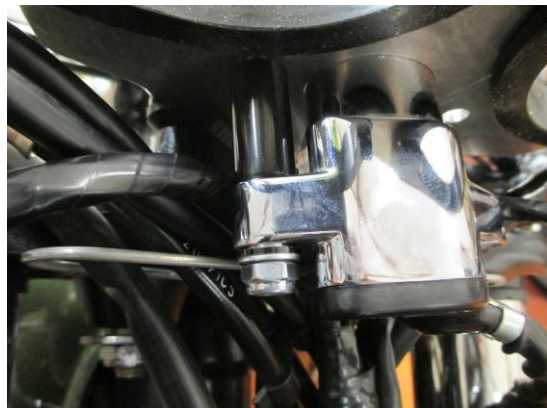


Photo 14



Photo 15

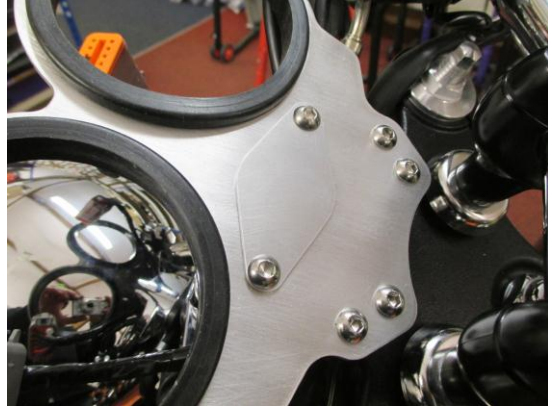


Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



INSTRUCTIONS DE MONTAGE

- Enlever les 3 boulons qui fixent le capot de phare en place, voir photos 1 & 2.
- Enlever les 2 écrous en forme de dôme de chacun des cadrans puis enlever les caches plastiques, voir photo 3.
- Déconnecter les connecteurs électriques puis enlever les 2 cadrans de l'instrument de tableau de bord, avec les 2 supports caoutchouc, voir photo 4. *Nous vous conseillons de noter quel support en caoutchouc correspond avec chaque coté, car ils possèdent des rainures d'identification pour installer le tableau de bord & les cadrans.*
- Le tableau de bord d'origine peut à présent être enlevé en enlevant les 4 boulons qui fixent la plaque dans la culasse supérieure, voir photo 5.
- Prendre l'instrument de tableau de bord R&G (article 1) et placez 4 boulons M6 x 20mm (article 3) dans les 4 trous au bas de la plaque du coté supérieur. Placer les 2 blocks de fixation (article 4) sur les filetages de ces 4 boulons (avec le côté chanfreiné opposé de la plaque), voir photo 6
- Retourner l'ensemble, en veillant à ce que les entretoises et les boulons soit maintenus en place, puis installer sur la moto, voir photo 7 avant de serrer les 4 boulons.
- Remettre les 2 supports caoutchouc du bon coté de la plaque de tableau de bord R&G, voir photo 8.

Si déplacement du barillet à clé –

- Enlever le boulon de fixation du phare gauche, voir photo 9 puis tourner le support de phare/manche sur le bras de fourche pour faciliter l'accès à l'arrière du barillet d'allumage voir photos 10 & 11.
- Enlever les 2 boulons qui fixent le barillet d'allumage sur le support, voir photo 11.
- Repositionner le barillet d'allumage dans le trou central de l'instrument de tableau de bord puis placer un des boulons M6 x 50mm (article 5) dans un des trous de fixation, voir photo 12.
- Avec le boulon dépassant à l'arrière, placer une entretoise (article 6) autour du boulon, puis placez le boulon dans le barillet d'allumage. Insérer une entretoise (article 7) dans le creux de l'arrière du barillet d'allumage avant d'insérer une rondelle et un écrou M6 sur l'extrémité du boulon, voir photos 13 & 14.
- Placer le boulon restant, les entretoises, la rondelle et l'écrou sur l'autre support du barillet d'allumage de la même façon, voir photo 15.
- Serrer ces 2 écrous et boulons pour fixer le barillet d'origine en position puis remettre le boulon de support de phare sur le support.
- *Si vous avez l'intention de laisser le barillet d'allumage à sa place initiale sur la moto, une plaque d'obturation est fournie dans le kit pour cacher le trou additionnel sur l'instrument de tableau de bord. Si vous l'utilisez, placez la en position sur l'instrument de tableau de bord puis placez les 2 boulons M6 x 50mm dans les 2 trous, avant d'insérer les 2 entretoises, rondelles et écrous qui devraient être utiliser si vous installez le barillet d'allumage, voir photo 16.*
- Remettre les 2 cadrans en position dans les supports de caoutchouc (veiller à ce qu'ils soient installés du bon coté) et rebranchez les 2 connecteurs électriques au bas des cadrans, voir photo 17.
- Remettre les caches plastiques au bas des 2 cadrans avant d'insérer les 2 écrous en forme de dome, puis serrer, voir photo 18.



- *Veiller à ce qu'il y ait un espace suffisant entre les têtes d'écrous, au bas des cadrans, et le projecteur, afin d'éviter tout marque sur la surface chromée.*
- Remettre les 3 boulons qui fixent le capot de phare en place, voir photo 19.
- Vérifier que tous les feux ainsi que les cadrans fonctionnent correctement.

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