## Bar End Mirror Kit

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<tr>
<td>A9630205</td>
<td>Street Twin, Street Cup, Street Scrambler, Bonneville T100 from VIN 759204, Bonneville T120, Bonneville Bobber, Thruxton 1200, Thruxton 1200 R, Speed Triple 1050 - ABS and Speed Triple 1050 R - ABS, Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height), Street Triple RS</td>
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## Bar End Mirror Kit, Clear Anodised

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<tr>
<td>A9630206</td>
<td>Street Twin, Street Cup, Street Scrambler, Bonneville T100 from VIN 759204, Bonneville T120, Bonneville Bobber, Thruxton 1200, Thruxton 1200 R, Speed Triple 1050 - ABS and Speed Triple 1050 R - ABS, Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height), Street Triple RS</td>
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Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph’s use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit’s features and the installation process.

These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.
### Parts Supplied: A9638132

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<tr>
<td>1. Mirror assembly</td>
<td>1 off</td>
<td>5. Csk head screw, M6 x 20 mm</td>
<td>1 off</td>
</tr>
<tr>
<td>2. Friction ring, 25.4 mm diameter</td>
<td>1 off</td>
<td>6. Cap head screw, M6 x 20 mm</td>
<td>1 off</td>
</tr>
<tr>
<td>3. Friction ring, 22.2 mm diameter</td>
<td>1 off</td>
<td>7. Screw, M10 x 12 mm</td>
<td>1 off</td>
</tr>
<tr>
<td>4. Plastic plug, M10</td>
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<td>8. Plastic plug, M8 (if supplied)</td>
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Note:

• Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories, always refer to the instructions supplied with the respective accessory kit. To obtain additional copies of any Triumph accessory instructions, visit www.triumphinstructions.com or contact your authorised Triumph dealer.

Warning

The accessory kits covered in this instruction are designed for use on specific models of Triumph motorcycle. The accessory kits and the models applicable are listed at the start of the instruction. They should not be fitted to any other Triumph model or to any other manufacturer’s motorcycle. Fitting an accessory kit to a Triumph model not listed, or to any other manufacturer’s motorcycle will affect the performance, stability and handling of the motorcycle. This may affect the rider’s ability to control the motorcycle and may result in loss of motorcycle control and an accident.

Warning

Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle’s operation which may result in loss of motorcycle control and an accident.

Warning

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

Warning

A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque specification may affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

Warning

Note:

• The mirror supplied can be fitted to either the left hand or right hand side of the handlebar. Rotate the mirror head to suit.
• The method of fitting the bar end mirror kits is different for motorcycles fitted with stem style mirrors as standard fitment, to those fitted with bar end mirrors as standard fitment. Follow the appropriate instructions below.

Note:

• When the right hand mirror is removed the brake fluid reservoir and its mounting bracket will become detached. Taking care not to invert the reservoir, hold the assembly in its original position while fitting the M10 fixing.

Caution

To prevent any body damage, do not spill brake fluid onto any area of bodywork.

Street Twin, Street Scrambler, Bonneville T100, Bonneville T120

Street Twin, Street Scrambler Models Only

1. Remove the original mirror from the chosen side of the motorcycle. Pull back the rubber boot and unscrew the mirror assembly with the stem adaptor. Retain the mirror and fixings if the motorcycle is to be returned to its original condition.

Note:

• When the right hand mirror is removed the brake fluid reservoir and its mounting bracket will become detached. Taking care not to invert the reservoir, hold the assembly in its original position while fitting the M10 fixing.
2. If fitting a right hand mirror, ensure the brake fluid reservoir is correctly positioned. Fit the M10 x 12 mm screw provided, through the brake fluid reservoir mounting bracket, into the right hand original mirror mounting point. Tighten to 25 Nm.

3. If fitting a left hand mirror, fit the M10 plastic plug provided into the original left hand mirror mounting point threaded hole.

4. Remove the mirror retaining screw and original mirror from the left hand or right hand side. Retain the mirror and screw if the motorcycle is to be returned to its original condition.

5. Fit an M8 plastic plug, if provided in the kit, into the original mirror mounting point hole.

6. Left Hand Side
   Remove the bar end finisher. Retain the finisher for reuse if the motorcycle is to be returned to its original condition. Discard the fixing.
   
   Right Hand Side
   Remove the bar end finisher and, where fitted, the spacer. Retain the spacer for reuse. Retain the finisher for reuse if the motorcycle is to be returned to its original condition. Discard the fixing.

Note:
- There are alternative size friction rings provided in the kit. For Street Twin and Street Scrambler models use the 22.2 mm diameter friction ring. For Bonneville T100 and Bonneville T120 models use the 25.4 mm friction ring.
7. **Left Hand Side**
Fit the friction ring provided onto the end of the handlebar, as shown below.

**Right Hand Side**
Fit the friction ring provided and, where fitted, the original spacer onto the end of the handlebar, as shown below.

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1. Friction ring
2. Handlebar
3. Spacer (where fitted, right hand side only)

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**Accessory Kits A9630205, A9630206 Only**

8. Fit the bar end mirror over the friction ring on the handlebar. Adjust the mirror assembly to provide clear rear visibility in the normal riding position. Fit the M6 cap head screw from the kit and tighten to 10 Nm.

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**Accessory Kits A9638132, A9638133 Only**

9. Fit the bar end mirror over the friction ring on the handlebar. Adjust the mirror assembly to provide clear rear visibility in the normal riding position. Fit the M6 cap head screw from the kit and tighten to 3.5 Nm.

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**Warning**

When fitting the mirror assembly onto the handlebar friction ring, ensure there is sufficient clearance between the mirror and throttle grip. Failure to allow clearance could restrict the free movement of the throttle grip and prevent correct throttle operation. Riding a motorcycle when there is any doubt as to any aspect of the performance of the throttle operation may result in loss of motorcycle control and an accident.

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**Warning**

Move the handlebars to left and right full lock while checking that cables and harnesses do not bind. Cables or harnesses that bind will restrict the steering and may result in loss of motorcycle control and an accident.

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**Warning**

If the mirror fixing is too loose the mirror may blow back at speed. This will result in a loss of vision to the rear of the motorcycle. It’s dangerous to ride a motorcycle without sufficient rearward vision.
1. Bar end finisher, cup style
2. Bar end finisher, flat style

10. Fit a new flat style bar end finisher onto the handlebar and retain with the M6 x 20 mm countersunk head screw from the bar end finisher kit. Tighten the screw to **5 Nm**.

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**Note:**

- The original cup style bar end finishers are not suitable for use when bar end mirrors are fitted. A new flat style finisher kit must be used. There are a number of different colour flat style bar end finisher kits available. Refer to the Triumph Accessory Catalogue for details.

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**Warning**

When friction rings are fitted to the handlebar ensure they are a tight fit. Friction rings which are loose on the handlebar will prevent secure fitting of a bar end mirror.

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**Note:**

- There are alternative size friction rings provided in the kit. For Street Cup, Thruxton 1200 R, Speed Triple and Street Triple models use the 22.2 mm diameter friction ring. For Bonneville Bobber and Thruxton 1200 models use the 25.4 mm friction ring.
3. Check the original friction ring for excessive wear. If the friction ring is worn, or loose on the handlebar, replace with the correct size friction ring from the kit.

1. Friction ring
2. Mirror
3. Finisher
4. Fixing
5. Handlebar

Accessory Kits A9630205, A9630206 Only
4. Fit the bar end mirror over the friction ring on the handlebar. Adjust the mirror assembly to provide clear rear visibility in the normal riding position. Fit the M6 cap head screw from the kit and tighten to 10 Nm.

Accessory Kits A9638132, A9638133 Only
5. Fit the bar end mirror over the friction ring on the handlebar. Adjust the mirror assembly to provide clear rear visibility in the normal riding position. Fit the M6 cap head screw from the kit and tighten to 3.5 Nm.

Warning
When fitting the mirror assembly onto the handlebar friction ring, ensure there is sufficient clearance between the mirror and throttle grip. Failure to allow clearance could restrict the free movement of the throttle grip and prevent correct throttle operation. Riding a motorcycle when there is any doubt as to any aspect of the performance of the throttle operation may result in loss of motorcycle control and an accident.

Warning
Move the handlebars to left and right full lock while checking that cables and harnesses do not bind. Cables or harnesses that bind will restrict the steering and may result in loss of motorcycle control and an accident.

Warning
If the mirror fixing is too loose the mirror may blow back at speed. This will result in a loss of vision to the rear of the motorcycle. It's dangerous to ride a motorcycle without sufficient rearward vision.
6. Refit the original, or purchased Accessory bar end finisher and retain with the M6 x 20 mm countersunk head screw from the bar end finisher kit. Tighten the screw to 5 Nm.

7. Repeat steps 3 to 6 if fitting a bar end mirror to the opposite side of the motorcycle.

Note:
- The original flat style bar end finisher is not suitable for use when a bar end mirror has been removed. A new cup style finisher kit must be used. There are a number of different colour cup style bar end finisher kits available. Refer to the Triumph Accessory Catalogue for details.

8. If only one accessory bar end mirror is fitted, fit a new cup style bar end finisher onto the side of the handlebar without a bar end mirror. Retain with the M6 x 20 mm countersunk head screw from the bar end finisher kit. Tighten the screw to 5 Nm.

All Models

⚠️ Warning

Check the operation of the twist grip. Ensure that the rearward and forward movement of the grip is smooth, without tightness and will return to the throttle closed position when released. A tight or stuck twist grip may result in loss of motorcycle control and an accident.

1. Carefully check that the twist grip rotates smoothly through its full range of movement, and is not restricted in any way. If any tightness or resistance is felt, check and rectify the cause before riding the motorcycle.

2. Fully engage both the clutch and brake levers and check that the levers do not contact the bar end mirrors. If the levers do contact the bar end mirrors clutch engagement and braking force will be restricted and may result in loss of motorcycle control and an accident.

2. Fully engage both the clutch and brake levers and check that the levers do not contact the bar end mirrors. If the operation of the clutch or brake levers is restricted in any way by contact with the bar end mirrors, rectify the cause before riding the motorcycle.
Warning

After fitting the accessory kit the motorcycle will exhibit new handling characteristics. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.

Warning

If, after fitting this accessory kit, you have any doubt about the performance of any aspect of the motorcycle, contact an authorised Triumph dealer and do not ride the motorcycle until the authorised dealer has declared it fit for use. Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may result in loss of motorcycle control and an accident.

Warning

Never ride an accessory-equipped motorcycle at speeds above 80 mph (130 km/h). The presence of accessories will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may result in loss of motorcycle control and an accident. Remember that the 80 mph (130 km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

Warning

The motorcycle must not be operated above the legal road speed limit except in closed-course conditions.

Warning

Only operate this Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks. High-speed operation should only be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle’s characteristics in all conditions. High-speed operation in any other circumstances is dangerous and may result in loss of motorcycle control and an accident.