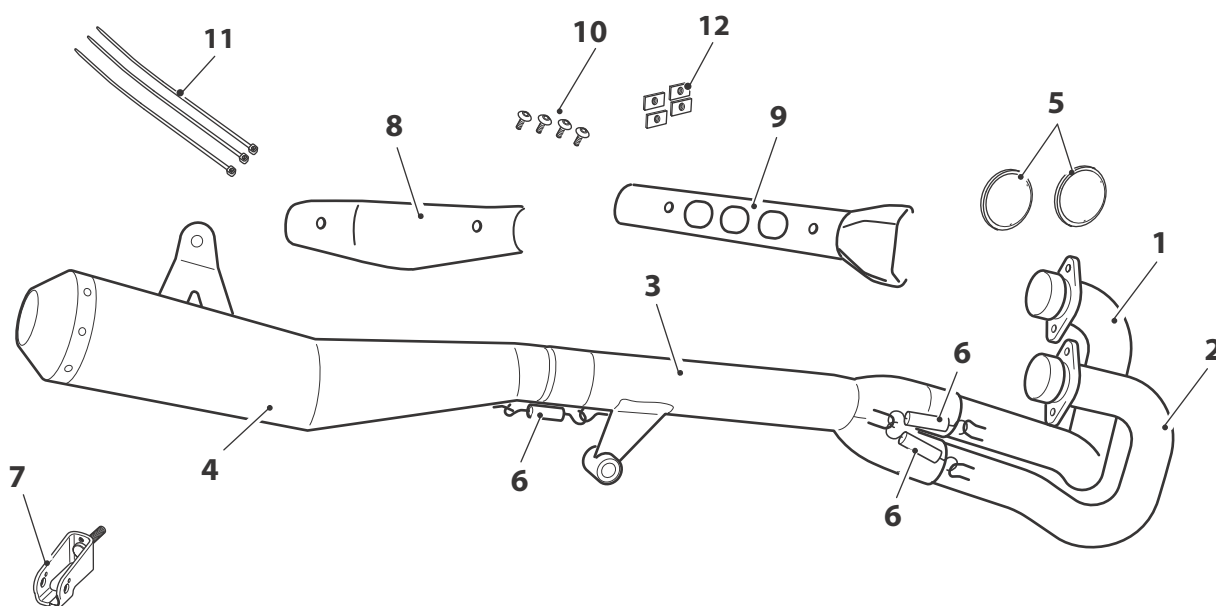


Fitting Instructions: Scrambler 900 A9600465 and A9600094

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:

1.	Left hand header pipe	1 off	7.	Footrest bracket	1 off
2.	Right hand header pipe	1 off	8.	Heat shield, silencer	1 off
3.	Intermediate pipe	1 off	9.	Heat shield, intermediate pipe	1 off
4.	Silencer	1 off	10.	Retaining screw, heat shields	4 off
5.	Gasket	2 off	11.	Cable tie	3 off
6.	Spring	3 off	12.	Captive nut	4 off

 **Warning**

This Arrow exhaust accessory kit is for racing only. It is for use solely during closed-course racing. This Arrow exhaust kit must not be used on public roads. It is illegal to use this exhaust accessory kit on the public roads. This exhaust accessory kit does not comply with local laws and regulations. If you use this exhaust accessory kit on public roads, you may be prosecuted.

 **Warning**

This accessory kit is designed for use on Triumph Scrambler 900 motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model, or to any other manufacturer's motorcycle will affect the performance, stability and handling of the motorcycle. This may affect the riders ability to control the motorcycle and could cause 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 motorcycles operation which may result in loss of motorcycle control and an accident.

 **Warning**

This racing exhaust system is covered by a twelve month manufacturers warranty. Triumph warranty standard terms and conditions are not affected by the fitment of the Scrambler 900 EFI Arrow exhaust system.

 **Warning**

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported on a paddock stand 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 result in loss of motorcycle control and an accident.

 **Warning**

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the system to cool, as touching any part of a hot exhaust could cause burn injuries.

Note:

- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the warnings contained in these instructions.**
 - **Ensure that the appropriate Triumph Service Manual is available for reference during the fitting of this accessory kit.**
1. Remove the fuel tank and seat as described in the service manual.
 2. Disconnect the battery, negative (black) lead first.
 3. Remove the original exhaust system as described in the service manual. Retain all exhaust fixings for reuse. Retain the original exhaust system if the motorcycle is to be returned to its original condition.
 4. Remove and discard the exhaust gaskets from the cylinder head.

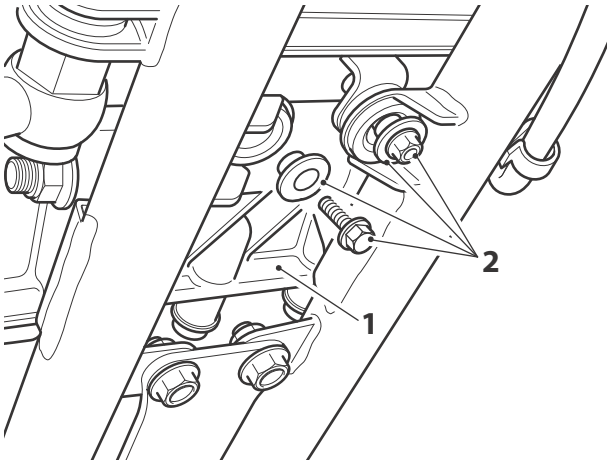
EFI models only:

5. Unscrew the oxygen sensors from the original exhaust header pipes. Retain the oxygen sensors for reuse.

Note:

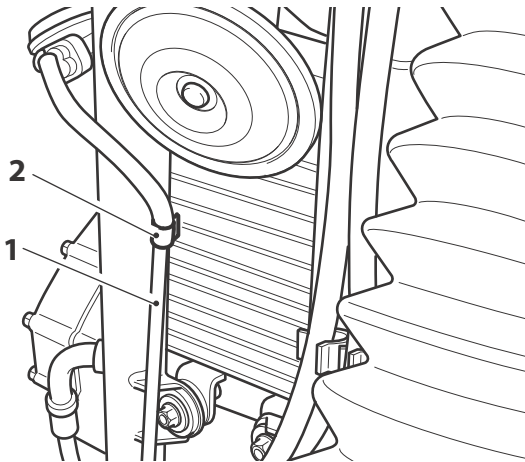
- **The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.**
- **The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.**
- **The oxygen sensors are NOT marked, always ensure the right hand oxygen sensor harness is connected the main harness connector identified with red tape.**

- Remove the oil cooler top and bottom fixings to allow clearance for the right hand oxygen sensor to be removed. Retain the fixings for reuse.



- Oil cooler**
- Fixings**

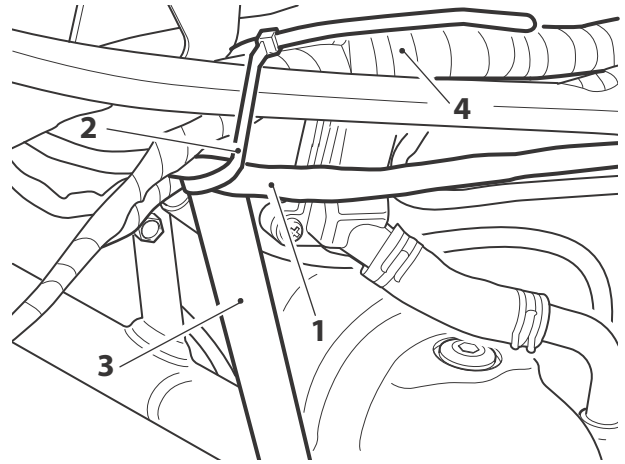
- Remove the cable clips retaining the right hand oxygen sensor cable to the frame. Retain the clips if the motorcycle is to be returned to its original condition.



- Oxygen sensor cable, right hand**
- Cable clip**

- Pull the right hand oxygen sensor cable through the frame, past the oil cooler, to the left hand side of the motorcycle.
- Refit the oil cooler fixings and tighten to **9 Nm**.

- Re-route the right hand oxygen sensor cable towards the rear of the motorcycle. Cable tie the cable to the main wiring harness, as shown below.



- Oxygen sensor cable, right hand**
- Cable tie**
- Motorcycle frame**
- Main wiring harness**

- Trim off the excess cable tie material.

Carburettor models only:

- Tighten the oxygen sensor boss blanking plugs, located on the new left hand and right hand header pipes, to **25 Nm**.

EFI models only:

- Remove the oxygen sensor blanking plugs, located on the new left hand and right hand header pipes and discard.

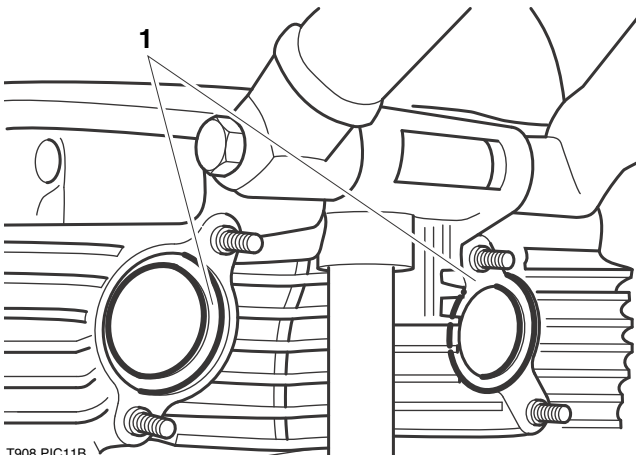


Warning

When securing electrical cables with cable ties ensure the cable ties are fully tight. Ensure there is slack in the cables.

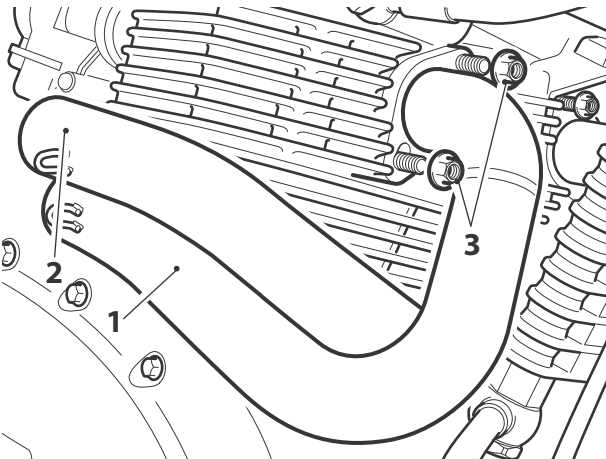
All models

14. Fit the new exhaust gaskets provided into the cylinder head.



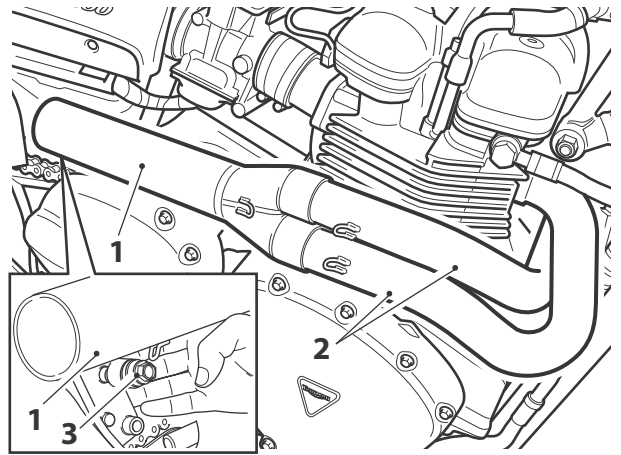
1. Exhaust gasket

15. Fit the new left hand exhaust header pipe first, then the new right hand header pipe. Retain both header pipes with the original fixings. Do not fully tighten the fixings at this stage.



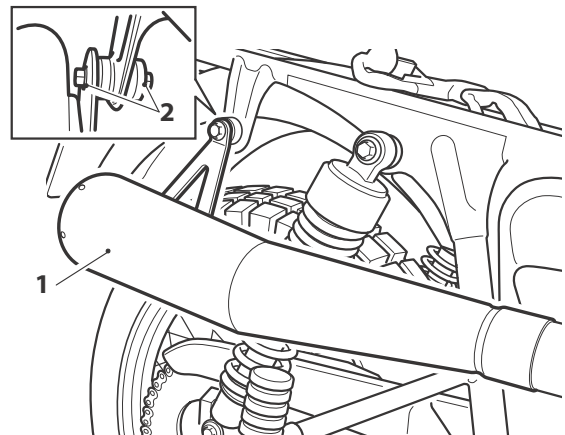
1. Header pipe, right hand
2. Header pipe, left hand
3. Fixings

16. Fit the new intermediate pipe onto the new header pipes. Secure the intermediate pipe to the motorcycle frame using the original exhaust fixings. Do not fully tighten the fixings at this stage.



1. Intermediate pipe
2. Header pipes
3. Fixings

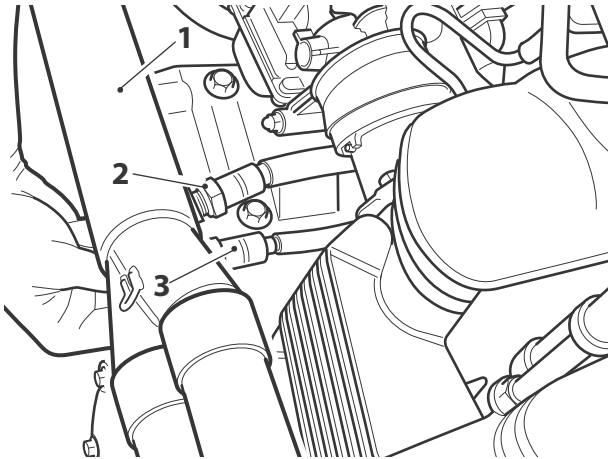
17. Fit the new silencer assembly onto the intermediate pipe. Align with the original mounting point on the motorcycle frame and secure with the original exhaust fixings.



1. Silencer
2. Fixings

EFI models only:

18. Recover the original oxygen sensors and screw into the ports provided in the intermediate pipe. Ensure the left hand oxygen sensor is fitted to the top port and the right hand oxygen sensor is fitted to the bottom port, as shown below. Tighten the sensors to **25 Nm**.



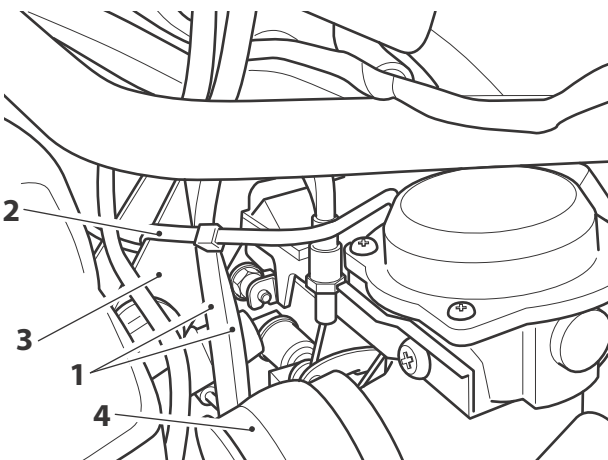
- 1. Intermediate pipe**
2. Oxygen sensor, left hand
3. Oxygen sensor, right hand

19. Feed both left hand and right hand oxygen sensor cables between the inlet manifolds, out to the left hand side of the motorcycle.

Warning

When securing electrical cables with cable ties ensure the cable ties are fully tight. Ensure there is slack in the cables.

20. Cable tie both oxygen sensor cables to the section of motorcycle frame next to the inlet manifolds. Ensure the cables are routed so that they do not obstruct the throttle cables in any way.



- 1. Oxygen sensor cables**
2. Cable tie
3. Motorcycle frame
4. Inlet manifolds

21. Check for smooth throttle operation.

Warning

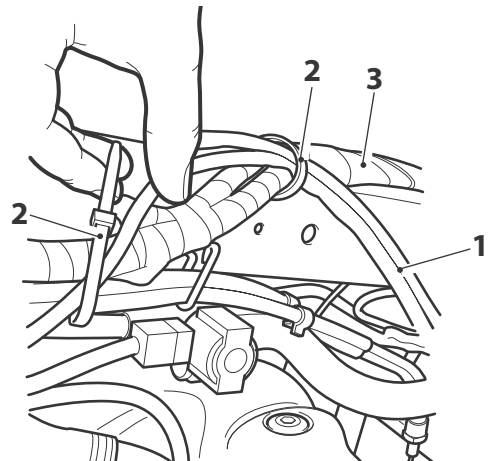
Use of the motorcycle with incorrectly adjusted, incorrectly routed, sticking or damaged throttle cables will interfere with the throttle function resulting in loss of motorcycle control and an accident.

22. Trim off the excess cable tie material.

Warning

When securing electrical cables with cable ties ensure the cable ties are fully tight. Ensure there is slack in the cables.

23. Cable tie both oxygen sensor cables to the main wiring harness, as shown below.



- 1. Sensor cables**
2. Wiring harness
3. Cable ties

24. Trim off the excess cable tie material.

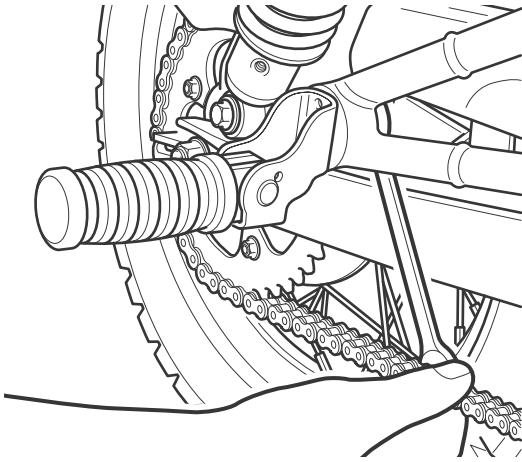
Note:

- **The oxygen sensor electrical connections must not be swapped between cylinders. If the connections are swapped over, engine malfunctions will occur.**
- **The right hand (cylinder 2) oxygen sensor connector on the main harness is marked with red tape.**
- **The oxygen sensors are NOT marked, always ensure the right hand oxygen sensor harness is connected to the main harness connector identified with red tape.**

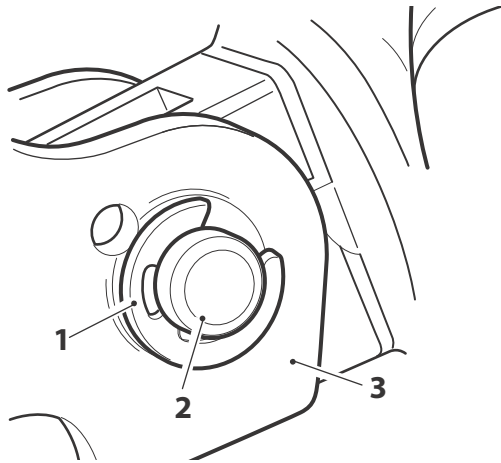
25. Connect the oxygen sensors to the motorcycle wiring harness.

All models

26. Remove the rear right hand footrest. Retain the fixings for reuse.



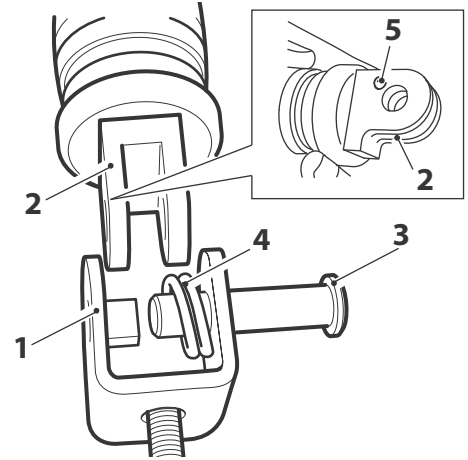
27. Remove the E-clip from the footrest retaining pin. Retain the E-clip for reuse.



1. E-clip
2. Footrest retaining pin
3. Mounting bracket

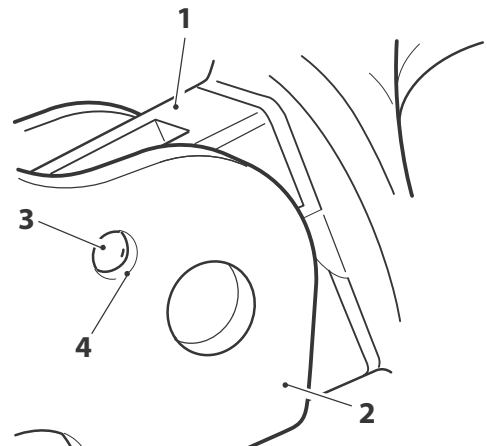
28. Carefully remove the footrest retaining pin and separate the footrest from the original mounting bracket. Collect the ball bearing as the footrest is removed. Note the position and orientation of the

spring for reassembly. Retain the pin and spring for reuse. Retain the original mounting bracket if the motorcycle is to be returned to its original condition.



1. Mounting bracket
2. Footrest
3. Retaining pin
4. Spring
5. Ball bearing

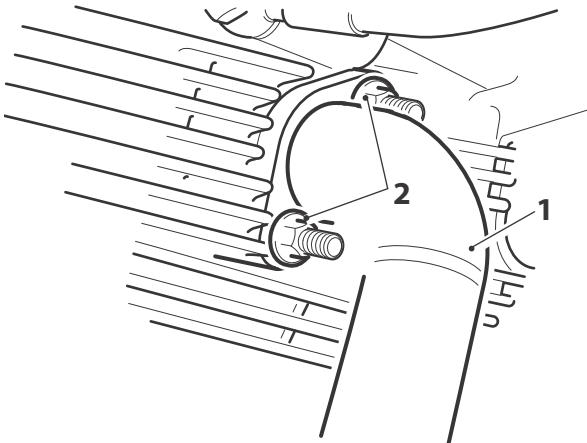
29. Assemble the footrest into the new mounting bracket provided. Ensure the ball bearing in the footrest locates correctly in the location hole in the mounting bracket.



1. Footrest
2. Mounting bracket
3. Ball bearing
4. Location hole

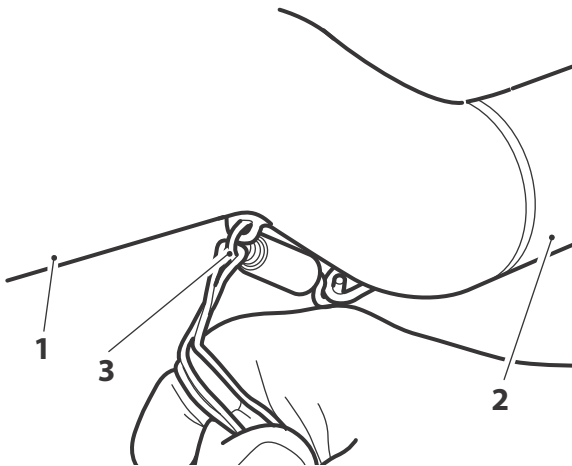
30. Secure the footrest to the mounting bracket with the original retaining pin, spring, ball bearing and E-clip. Ensure the position and orientation of the spring is correct, as noted on removal.
31. Refit the footrest assembly to the original mounting position on the motorcycle and retain with the original fixings. Tighten the fixings to **27 Nm**.

32. Tighten the left hand and right hand header pipe flange fixings, progressively and evenly, to **19 Nm**.



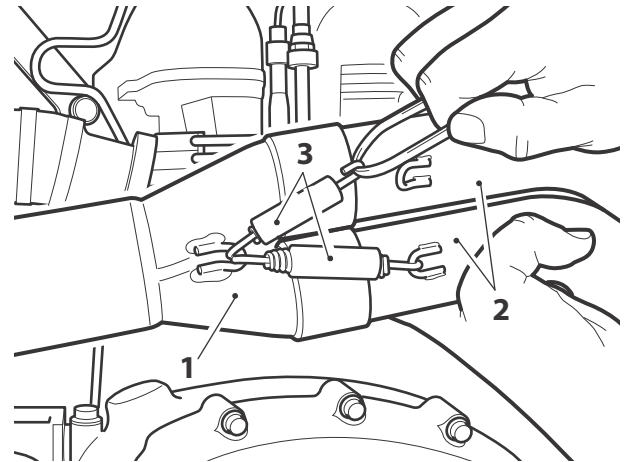
- 1. Header pipe flange, right hand shown**
2. Fixings

33. Check the exhaust system is correctly aligned. Tighten the silencer mounting fixings to **19 Nm**. Tighten the intermediate pipe fixing to **19 Nm**.
34. Fit one of the springs provided to secure the silencer to the intermediate pipe. A length of unused electrical cable, or string may assist fitment of the spring, as shown below.



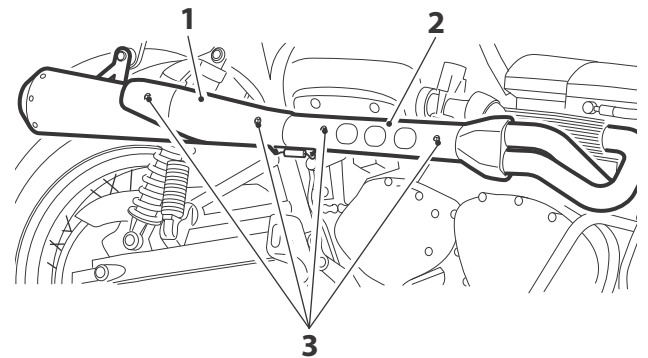
- 1. Silencer**
2. Intermediate pipe
3. Spring

35. Fit the two remaining springs from the kit to secure the intermediate pipe to the header pipes. Again a length of unused electrical cable, or string may assist fitment of the springs, as shown below.



- 1. Intermediate pipe**
2. Header pipes
3. Springs

36. Fit the four captive nuts provided, over the four heat shield mounting brackets on the silencer and intermediate pipe.
37. Locate the silencer and intermediate pipe heat shields in position, aligning with the captive nuts on the silencer and intermediate pipe. Retain with the screws provided. Tighten the screws to **6 Nm**.



- 1. Heat shield, silencer**
2. Heat shield, intermediate pipe
3. Screws

38. Refit the fuel tank as described in the service manual.
39. Reconnect the battery, positive (red) lead first.

EFI models only:

Note:

- **The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumphonline.net' dealer web site.**
40. Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumphonline.net' dealer web site.

All models

41. Refit the seat as described in the service manual.

Warning

After this Arrow exhaust accessory kit has been fitted by an authorised Triumph dealer, the performance of the motorcycle will be altered, if 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 control of the motorcycle leading to an accident.

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

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 will lead to loss of motorcycle control and an accident.