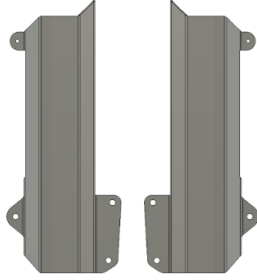
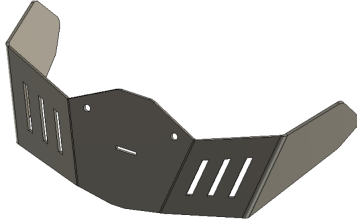
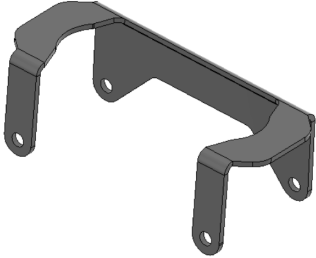
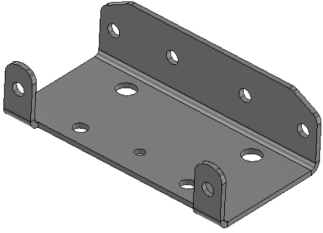



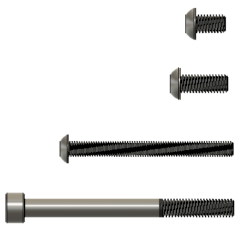


Triumph Tiger 900 High Fender Kit Instructions

This kit **CANNOT** be used with the OEM brake lines. Use of OEM brake lines can cause serious bodily harm. Prior to installing this kit, work with a local technician to install separate brake lines.

Tools required: 5mm + 4mm Allen Keys; 12mm + 10mm Wrench; 8mm Socket

Components		
<p>Left and Right Fork Guards</p> 	<p>Beak Delete Plate</p> 	<p>Upper Fender Mount Bracket</p> 
<p>Lower Fender Mount Bracket</p> 	<p>Horn Bracket</p> 	<p>Fender Spacer (x2)</p> 
<p>Beak Delete Spacer (x2)</p> 	<p>Hardware</p> 	
<p>6 - M6x10 Button Head Screw 4 - M6x16 Button Head Screw 2 - M5x55 Button Head Screw 2 - M6x70 Socket Head Screw 2 - M5 Washers 14 - M6 Washers 12 - M6 Lock Nuts 2 - Yellow Reflective Strips 2 - Rubber Bumpers</p>		

Continue to next page

****Prior to starting the installation steps below, your bike should already have aftermarket brake lines installed.****

This installation is possible without having to remove the front wheel or dropping the forks. While removing and installing components, be careful not to overexert force that could break something.

Use blue loctite (not provided) to ensure all bolts remain in place.

1) Remove the OEM lower fender

- a) Using a **5mm Allen key**, remove all 6 bolts on the lower fender
- b) Gently remove the fender, store fender and 6 bolts away. They will no longer be used.

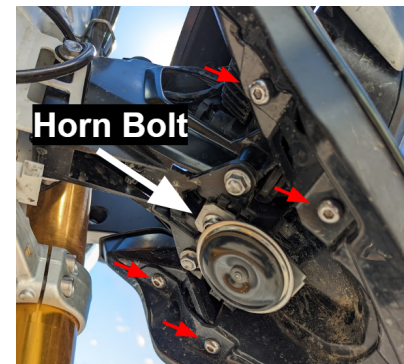
2) Install Left and Right Fork Guards

- a) Using the **6 M6x10 Button Head Screws** (the shortest ones), and a washer per screw, loosely insert each screw.
 - i) 5mm Allen key
 - ii) It is recommended to follow the order as shown in the photo.
- b) With each screw inserted, tighten down until fully seated
- c) Secure the brake line to the brake line mount (P-clip's work best, not included).
- d) If required by local laws or safety: Place the reflective yellow strips on each side of the fork guards
- e) Verify that the fork guards will not interfere with the travel of the fork
 - i) Note: If you damage the fork guards, be sure to check that they do not interfere with the fork travel prior to riding as this could cause significant damage.



3) Remove the OEM Beak and Horn Bracket

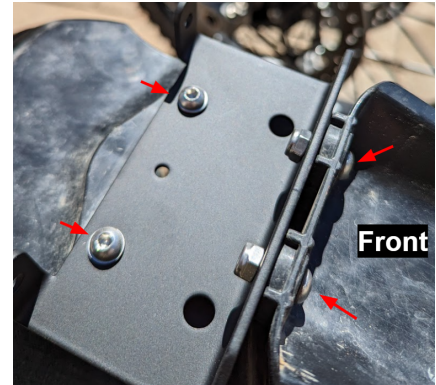
- a) Using a **5mm Allen key**, remove the 4 bolts under the beak (Red Arrows).
 - i) With the bolts removed, you can gently slide the beak off
 - ii) Remove the 4 retaining clips
 - iii) Store the beak, bolts, and clips. They will not be used.
- b) Unplug the horn
 - i) There are 2 black connectors on the horn, depress the clip and slide them off
- c) Using a **12mm wrench**, unscrew the horn bolt
 - i) Keep the bolt, we will reuse it
 - ii) Slide the horn and attached bracket out
- d) Using a **10mm wrench**, unscrew the horn from the bracket
 - i) Take note of how the components are assembled
(1) Nut>Washer>Rubber grommet with metal inserts>Washer>horn
- e) Transfer the horn and all components (3.d.i.(1)) onto the replacement bracket
 - i) Gently tighten the horn nut



- f) With the nut on top, replace the new horn bracket and secure it with the original 12mm bolt.
- g) With the connectors facing to the side, reconnect the horn wires
 - i) Test the horn - Warning, this can be loud.
- h) Tighten the horn nut, intermittently testing the horn.
 - i) If it is too tight, or assembled wrong, the horn might sound muted

4) Install the High Fender

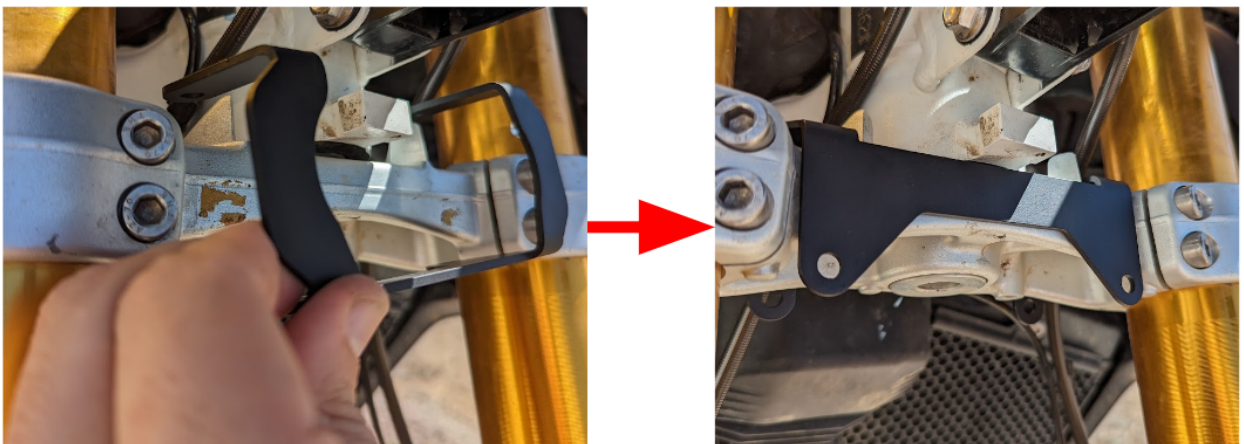
- a) Mount the lower fender bracket to the KTM 790/890 fender (not included) using 4 M6x16 bolts and a washer on each one. On the underside of the fender, use 4 lock nuts
 - i) You will be using a **4mm Allen Key** and **10mm wrench**



- b) Place the 2 rubber bumpers on the back-inside of the upper fender mount. See photo.

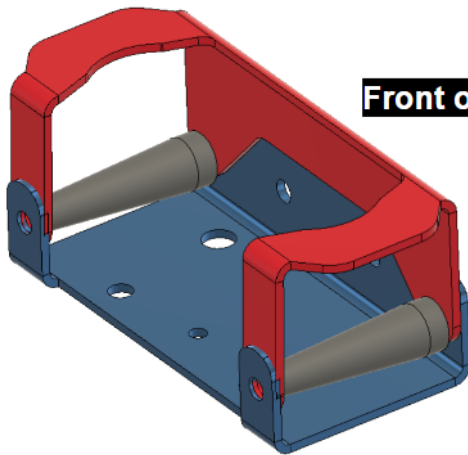


- c) Slip the upper fender bracket onto the top of the lower triple tree. See photo below.



- d) Place the fender - with the lower bracket - above the wheel. You will now combine the upper and lower fender brackets together. The upper bracket will be

INSIDE the lower bracket (See drawing reference below). The upper bracket is designed with a slight angle, so you might need to squeeze the back tabs just a little. This design helps hold the brackets together for installing the bolts.



Front of Bike

Colors added for clarity.

Top bracket (red) is squeezed in between the lower bracket (blue)

Also note that the thick end of the spacer is towards the front.



- e) With the brackets combined, secure them using:
 - i) The 2 M6x70 Socket Head Screws (longest ones left) (5mm Allen)
 - ii) 4 washers (1 on each bolt, 1 for each nut)
 - iii) 2 fork spacers
 - iv) 2 lock nuts (10mm wrench)
- f) The fork spacers should have the thickest end towards the front of the bike, see above drawing. These can seem tricky to install while also inserting bolts, but there is a trick to make it very easy.
 - i) **Using a thin allen key**, put the allen key through the frontside of the brackets. You can then slide the spacer onto the allen key and then maneuver into position. See photos below.
 - ii) When in position, slide the bolt through from the **REAR** of the brackets.
 - (1) Gently secure the washer and nut on both sides
 - (2) Once in place, tighten until fully seated
 - (a) Note, there is space between the brackets and the spacer. This is intentional, as the brackets will slightly bend inwards to have a firm fit.
- g) Using a zip tie (not included), secure the upper part of the brake lines to the fender bracket assembly. Ensure there is plenty of length left for full extension of the forks.



5) Install the Beak Delete Plate

- a) Remove the 2 lower bolts and washers holding the headlight in place. (8mm

Socket)

- i) Store these bolts, as we will not reuse them.
- b) Put the M5 washers (2) on each M5x55 bolts.
- c) Insert the bolts through the front of the plate.
- d) Slide on the Beak Delete Spacers, with the **SMALLER** end against the plate.
- e) Thread the bolts into the headlight threads, in which the 2 lower bolts were previously removed from.
 - i) As you tighten down the beak plate, the horn bracket will be inserted into the small rectangular hole.
 - ii) Tighten until seated.



Conduct a final check to make sure all parts are fastened securely and that nothing will interfere with the full travel of the forks (Brake line slack length and fork guard placement) or lockout of the handlebars in both directions.

**Thank you for your support.
For any questions or further support, contact us at
Support@asphalt-and-beyond.com**