

# TRIUMPH

## 2009 Daytona 675 (VIN 381275>) Motorcycle Race Kit Manual



FOR CLOSED-CIRCUIT USE ONLY

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## Introduction

### 2009 Triumph Daytona 675

Triumph's award-winning Daytona 675 has been enhanced for the 2009 season with a host of modifications & racing products to improve the bike's already class-leading handling and performance.

Triumph's R&D department has taken an evolutionary approach with the new Daytona, using experience gained from the 2008 Supersport World & National Championships to develop the new machine and Race Kit parts for 2009. As a result, the standard bike now includes a higher ratio first gear, (previously only available as a Race Kit part) revised cylinder head, valves and a magnesium cam cover.

As could be expected from a bike with such sporting aspirations, the new Daytona chassis comes equipped with top of the line suspension and brakes. The fully-adjustable 41mm upside down forks and rear monoshock unit both benefit from highly sophisticated high and low speed damping control, allowing riders to set their Daytona up with maximum accuracy. New radial-mount Nissin monobloc calipers give even greater levels of stopping power and rider feedback, and new lightened wheels give significant savings in unsprung mass.

It's not just the standard parts which have been enhanced - the 2009 Daytona 675 has a full range of Race Kit products to allow riders to fully exploit the new bike for the 2009 season.

Notable additions include the new Triumph Race Calibration Software (TRACS), which allows adjustment of many parameters within the Race Kit ECU, new adjustable camshaft sprockets, manually adjustable cam chain tensioner & guide blade, racing oil pump gearing kit, 'plug and play' quick-shifter, lightweight racing harnesses, revised air funnel kit and the new Arrow full titanium racing exhaust system.

The Triumph Race Kit means the Daytona 675 will be competitive on the track at all levels, from club to world championship.

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## General Information

### Please note:

- The Race Kit parts detailed in this publication are made in accordance with FIM technical regulations and are NOT street legal.
- The Race Kit parts covered in this publication are intended for racing purposes only and any Triumph motorcycle fitted with such kits MUST NOT be used on public roads.
- The Race Kit parts detailed in this publication may only be used on a closed-circuit in the hands of experienced riders.
- Before fitting any Race Kit parts, customers should check the technical regulations of their race class to ensure conformity.
- The information provided in this publication should always be used together with the official Triumph Daytona 675 service manual.
- Completely read all the instructions before commencing the installation and set up of the Race Kit in order to become thoroughly familiar with the kit's features and the installation process.
- When removing components which incorporate a gasket ALWAYS ensure a new gasket is fitted on re-assembly. The standard engine side cover gaskets can be replaced with re-usable items as supplied in the Side Cover Gasket Kit A9618097 (see page 7).
- The Race Kit parts detailed in this publication are not covered by any warranty.
- Prices and specifications are subject to change without notice.
- The information contained in this publication is accurate at the time of final approval, however, Triumph Motorcycles reserves the right to amend the information at any time without notice.
- Whilst every effort is made to include the latest information in the service manual, this is not always possible. The latest information and technical changes are provided to authorised Triumph dealers via Technical News. It is recommended you contact an authorised Triumph dealer to request this information.

## Warnings, Cautions and Notes.

Throughout this publication particularly important information is presented in the following form:

 <b>Warning</b>
This warning symbol identifies special instructions or procedures, which if not correctly followed could result in personal injury, or loss of life.

 <b>Caution</b>
This caution symbol identifies special instructions or procedures, which if not strictly observed, could result in damage to, or destruction of, equipment.

### NOTE

- **This note symbol indicates points of particular interest for more efficient and convenient operation.**

 **Warning**

These accessory kits are for racing only. They are for use solely during closed-course racing. A motorcycle fitted with these kits must not be used on public roads. It is illegal to use a motorcycle fitted with these kits on public roads. A motorcycle fitted with these kits does not comply with local laws and regulations. If you use a motorcycle fitted with these kits on public roads, you may be prosecuted.

 **Warning**

These accessory kits are designed for use on Triumph Daytona 675 motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting these accessory kits 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**

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 affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

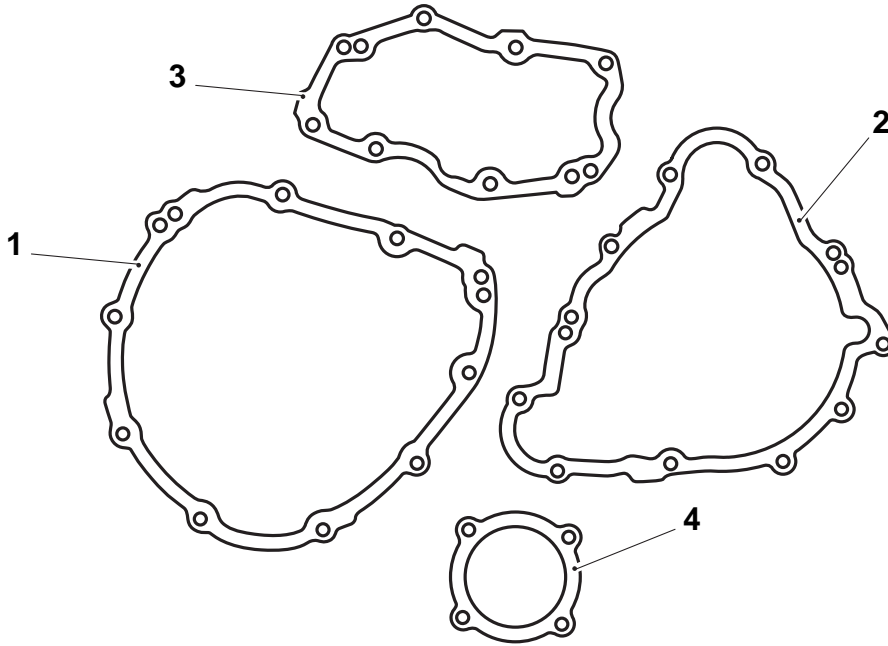
 **Warning**

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.

 **Caution**

The use of some of these kits will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.

### Side Cover Gasket Kit



#### Parts Supplied - A9618097

Item	Description	Qty
1	Gasket, clutch cover, race	1
2	Gasket, alternator cover, race	1
3	Gasket, crank cover, race	1
4	Gasket, balancer cover, race	1

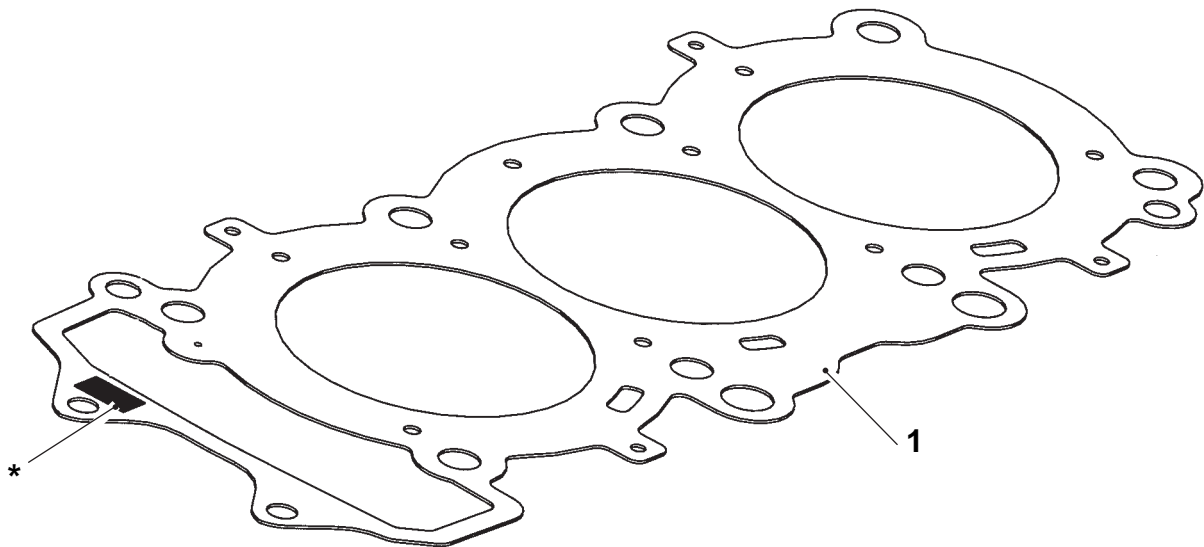
#### NOTE

- The gaskets contained in the kit are a direct replacement for the standard parts, but they have been designed to be reusable.
- Thoroughly clean all mating faces before fitting new gaskets.

## Cylinder Head Gasket

### ! Caution

The use of the following Race Kit cylinder head gaskets will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.



\* Thickness "t" marking location

**Parts Supplied - A9618112 (0.65 mm), A9618113 (0.60 mm),  
A9618114 (0.55 mm) or A9618115 (0.50 mm)**

Item	Description	Qty
1	Cylinder head gasket (t = 0.65 mm)	1
1	Cylinder head gasket (t = 0.60 mm)	1
1	Cylinder head gasket (t = 0.55 mm)	1
1	Cylinder head gasket (t = 0.50 mm)	1

- The thickness of the standard cylinder head gasket is 0.7 mm. The Race Kit gaskets are available in 0.60 mm, 0.65 mm, 0.55 mm and 0.50 mm thicknesses. The thickness (t) of the gasket is clearly marked on the gasket in the position (\*) shown above.

### NOTE

- Due to variation in production tolerances, the Race Kit cylinder head gaskets may not be suitable for all engines. Use the appropriate gasket to adjust the squish height (the squish height is the gap between the flat portion of the piston and the cylinder head). Always ensure that the chosen gasket provides a minimum squish height of 0.65 mm.



## Warning

Running the engine at less than the minimum recommended squish height can lead to the pistons contacting the cylinder head, causing major engine damage. This could cause loss of motorcycle control and an accident.

1. Remove the existing cylinder head gasket in line with the procedures detailed in the Daytona 675 service manual.
2. Position a piece of solder (with a diameter approximately 1.3 mm) on the four squish surfaces of each piston. Position the solder in line with the corresponding squish surfaces on the cylinder head and hold in place with a small amount of grease.
3. Refit the cylinder head with the head gasket.
4. Slowly turn the engine over, by hand, to compress the solder to the same height as the squish clearance.
5. Remove the cylinder head and head gasket.
6. Measure the compressed thickness of the solder. The squish clearance must be a minimum of 0.65 mm. If the thickness of the solder is less than 0.65 mm repeat steps 2 to 6 with a thicker head gasket until the squish clearance is at an acceptable level.

### NOTE

- **In some cases, it may be necessary to use a standard cylinder head gasket to achieve the correct squish clearance.**

7. Fit the chosen cylinder head gasket following the procedures detailed in the Daytona 675 service manual.

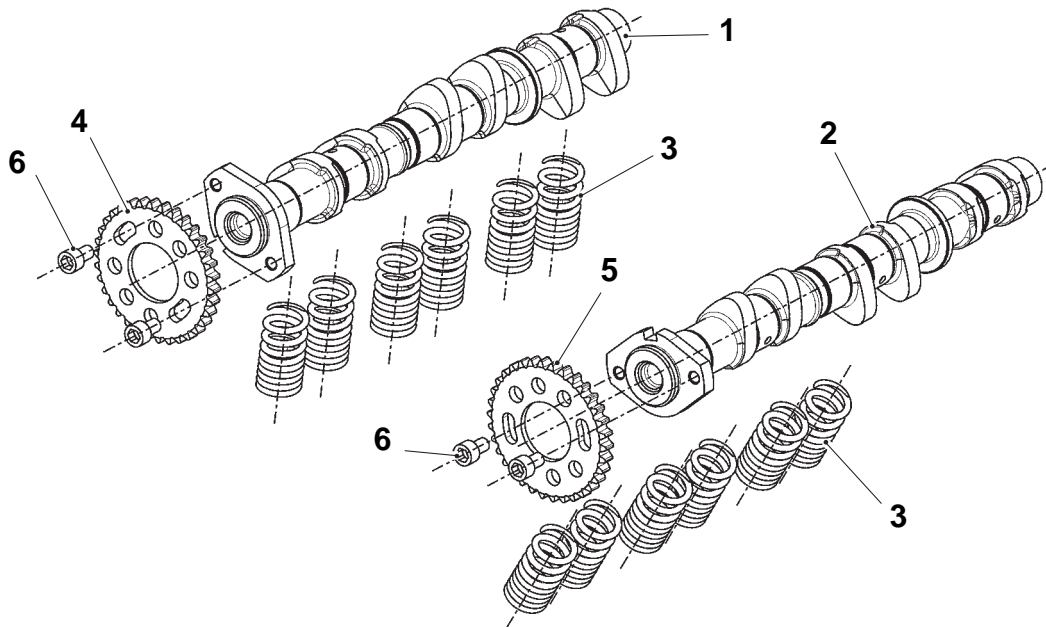
## Camshaft, Valve Spring & Camshaft Sprocket Kits

### Warning

The Race Kit camshaft, valve Spring and camshaft sprockets must be fitted as a complete set. If they are not fitted as a complete set a failure may result which could cause loss of motorcycle control and an accident.

### Caution

The use of The Race Kit camshaft, valve Spring and camshaft sprockets detailed below will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.



### Parts Supplied

#### Camshaft, Inlet - A9618055

Item	Description	Qty
1	Camshaft, inlet, race	1

#### Valve Spring Kit - A9618086

Item	Description	Qty
3	Valve spring, 14.4 id, race	12

#### Camshaft, Exhaust - A9618056

Item	Description	Qty
2	Camshaft, exhaust, race	1

#### Camshaft Sprocket Kit - A9618095

Item	Description	Qty
4	Sprocket, camshaft, inlet, 34T	1
5	Sprocket, camshaft, exhaust, 34T	1
6	Socket head cap screw, encapsulated, M6 x 10	4

## NOTE

- The standard inlet cam is 9.25 mm max lift and 258.50° duration. The Race Kit inlet cam is 9.25 mm max lift and 268.74° duration.
- The standard exhaust cam is 8.5 mm max lift and 246° duration. The Race Kit exhaust cam is 8.5 mm max lift and 262.21° duration.
- The Race Kit valve spring must be used in conjunction with the standard spring platforms and retainers. The fitted length of the race springs is the same as the standard spring.

1. The Race Kit valve springs should be assembled in the same manner as the standard valve springs. Follow the procedure detailed in section 3 of the Daytona 675 service manual. Ensure the springs are installed with the close wound, colour coded end of the springs facing downwards, towards the piston.
2. The Race Kit camshafts should be assembled in the same manner as the standard camshafts. Follow the procedure detailed in section 3 of the Daytona 675 service manual.
3. The Race Kit cam sprockets should be mounted and secured to the camshafts using the slotted holes in the sprocket. The slotted holes allow adjustment of the valve timing. The circular holes in the sprockets are for Triumph service tool T3880102 and should not be used to mount the sprockets to the camshafts.

## NOTE

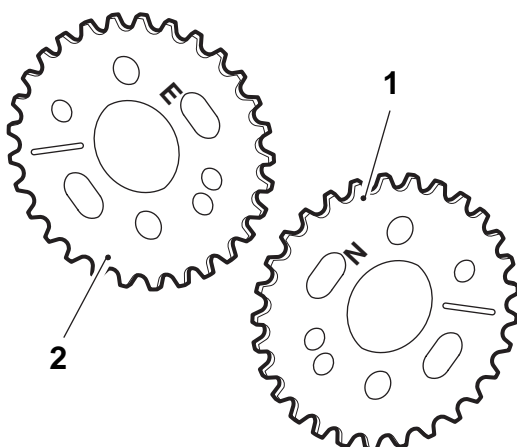
- **Timing marks are included on the race sprockets for guidance only. Race engines will typically have different depths skimmed off the cylinder head and, therefore require specific individual timing.**

**! Caution**

The Camshaft Sprocket Kit contains specific sprockets for the inlet and exhaust camshafts. It is important that the correct sprocket is used for the inlet and exhaust camshafts. If an exhaust sprocket is fitted to an inlet camshaft, or an inlet sprocket is fitted to an exhaust camshaft in error, it will result in severe engine damage.

## NOTE

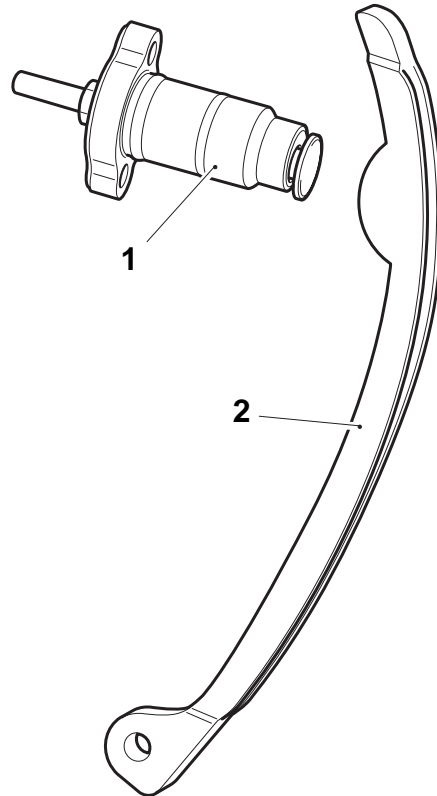
- **The inlet and exhaust sprockets are identified as shown below.**



1. Inlet sprocket, marked 'N'
2. Exhaust sprocket, marked 'E'

4. The camshafts should be timed using cam degreering equipment which typically consists of a degree wheel, pointer, dial indicator and piston stop. Optimum cam timing will depend on the exact specification of the engine, but a recommended starting point is 106° IMOP (Inlet Maximum Opening Point) and 106.5° EMOP (Exhaust Maximum Opening Point).
5. Always check the inlet and exhaust piston to valve clearance for the timing selected to use, before running the engine. You must ensure both clearances are adequate. As a guide, the standard nominal piston to valve clearance is 1.3 mm inlet & 1.5 mm exhaust.
6. When the desired timing has been set the new retaining screws provided should be tightened to **15 Nm**. Note, if the screws are released for any reason, apply ThreeBond 1305 to the threads before re-tightening.

## Manually Adjustable Camshaft Drive Chain Tensioner



### Parts supplied - A9618108

Item	Description	Qty
1	Manual camshaft drive chain tensioner assembly	1
2	Camshaft drive chain tensioner blade	1

1. Remove the standard tensioner following the procedure detailed in the Daytona 675 service manual. Discard the gasket, retain the fixings for reuse.



### Caution

Do not start the motorcycle engine with the tensioner removed. If the motorcycle engine is started with the tensioner removed it could result in engine damage.

- **Do not start the motorcycle engine with the tensioner removed.**

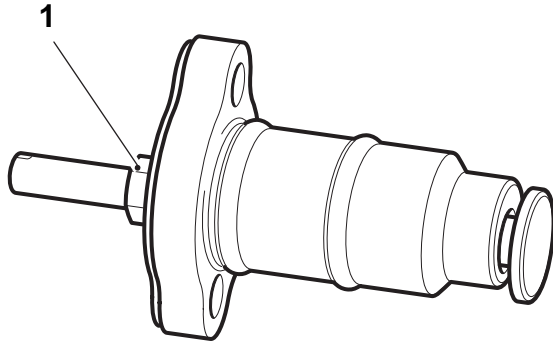
2. Remove the camshafts following the procedure detailed in the Daytona 675 service manual.

3. Remove the pin locating the tensioner blade to the crankcase, retain the pin for reuse. Remove the tensioner blade from the top of the camshaft drive chain chest.

4. Lower the new tensioner blade provided into the camshaft drive chain chest, from the top. Locate in position with the original pin.

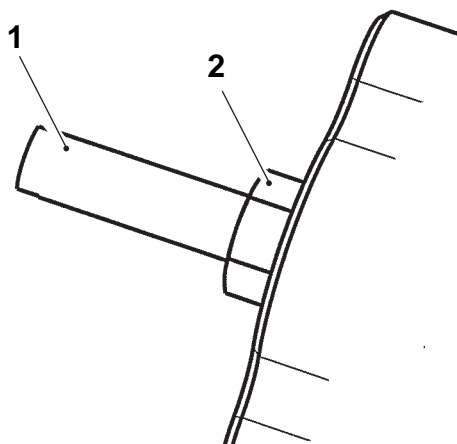
5. Refit the camshafts following the procedure detailed in the Daytona 675 service manual.

6. Thoroughly clean the tensioner mounting surface on the cylinder head.
7. Back off the plunger locknut on the new tensioner assembly before installation.



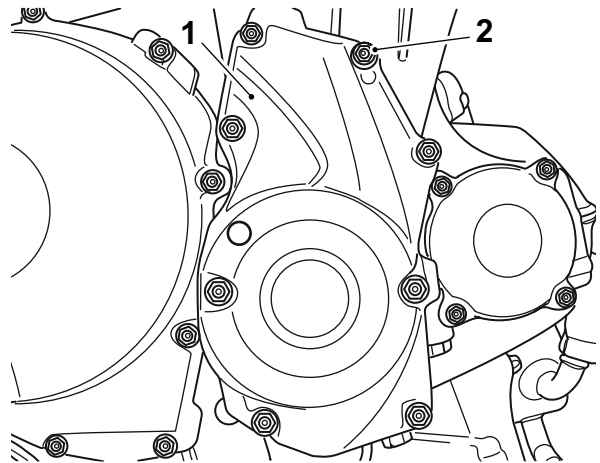
## 1. Plunger locknut

8. Lightly coat the two large O-rings with oil, and fit a new gasket.
9. Install the new tensioner assembly and secure with the original fixings.
10. Tighten the tensioner fixings to a torque value of **9 Nm**.
11. Finger tighten the plunger on the new tensioner while turning the crankshaft by hand. At certain points during engine rotation you will feel the plunger tighten as it takes up the slack in the camshaft drive chain. **DO NOT** force the plunger, continue steady finger tightening only to take up the slack in the chain as you rotate the crankshaft.



1. Plunger
2. Plunger locknut

12. When the slack in the camshaft drive chain has been completely taken up, back off the plunger by 1/4 turn.
13. While holding the plunger in position, tighten the plunger locknut to a torque value of **9 Nm**. Ensure the plunger is not allowed to turn while tightening the locknut.
14. Re-check the chain tension.
15. Fit a new gasket to the right hand crank cover.
16. Noting the position of the bolt fitted with the copper washer, refit the crank cover, tightening the fixings to **9 Nm**.



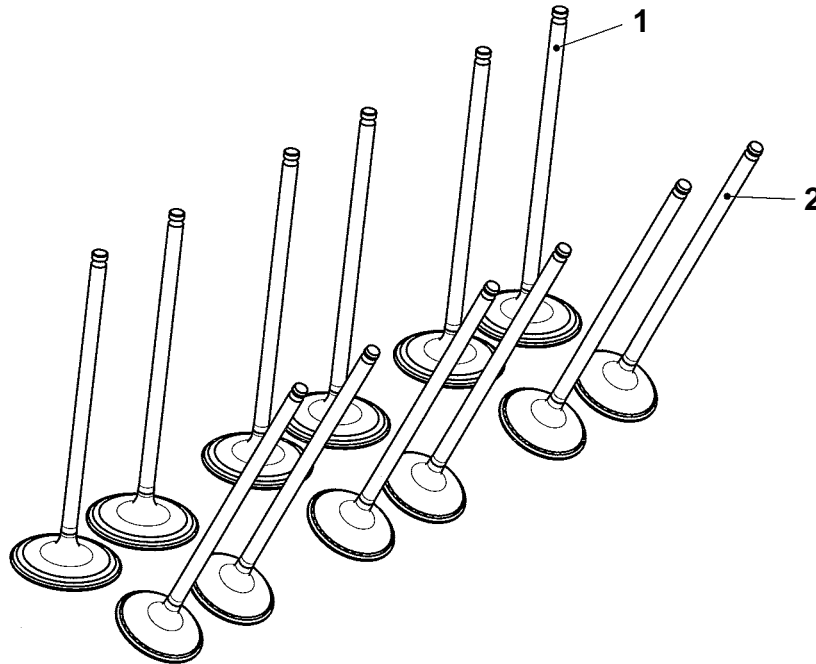
1. Right hand crank cover
2. Copper washer position

17. Following the procedure detailed in the Daytona 675 service manual, check the valve clearances and adjust as necessary.
18. Refit the camshaft cover, as described in the Daytona 675 service manual.

## Inlet & Exhaust Valve Kit

### ⚠ Caution

The use of the following Race Kit inlet & exhaust valves will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.



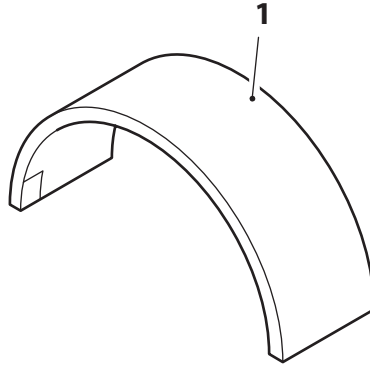
### Parts supplied - A9618061

Item	Description	Qty
1	Inlet valve, 29.65 dia	6
2	Exhaust valve, 24.85 dia	6

- **The valves supplied in the Race Kit are used to increase compression ratio, by having a flat face on the combustion chamber side. They are made from the same material and have the same mass as the standard valves.**

1. Remove the existing inlet and exhaust valves following the procedure detailed in section 3 of the Daytona 675 service manual.
2. The valve seat widths on the Race Kit valves are narrower than the standard valves, therefore the bottom angle (140° inlet / 160° exhaust) of the cylinder head valve seats must be modified to ensure the seat on the head matches the seat on the valve.
3. Check the head seat and valve seat are matched correctly by applying a small amount of engineer's blue to the valve seat, assembling the valve to the cylinder head, and rotating the valve through 360°.
4. When the correct match of head seat and valve seat have been confirmed assemble the race inlet and exhaust valves, following the procedure detailed in section 3 of the Daytona 675 service manual.

## Conrod Bearing Shell



### Parts supplied - A1110411

Item	Description	Thickness	Colour	Qty
1	Conrod bearing shell, race	1.476 mm to <1.482 mm	White	1

### Parts supplied - A1110412

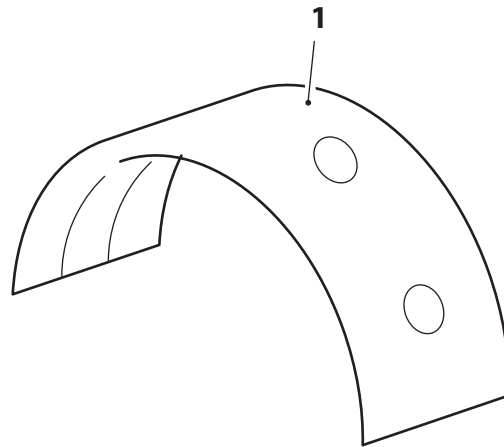
Item	Description	Thickness	Colour	Qty
1	Conrod bearing shell, race	1.482 mm to <1.488 mm	Red	1

### Warning

Connecting rod bolts **MUST** only be used once. If the bolts are removed or undone for any reason, new bolts **MUST** always be used. Re-using bolts can cause connecting rods and their caps to detach from the crankshaft causing severe engine damage, loss of motorcycle control and an accident.

- **The Race Kit conrod bearing shells are produced in a higher grade of alloy than the standard parts. This improves durability and reduces friction, improving engine performance and reliability under racing conditions.**
- **The Race Kit conrod bearing shells should be assembled in the same manner as the standard conrod bearing shells.**
- **Follow the procedure detailed in section 5 of the Daytona 675 service manual to remove the connecting rods, select the correct bearing shells for each connecting rod and refit the connecting rods.**

## Main Bearing Shell



### Parts supplied - A1161301

Item	Description	Thickness	Colour	Qty
1	Main bearing shell, race	1.491 mm to <1.495 mm	White	1

### Parts supplied - A1161302

Item	Description	Thickness	Colour	Qty
1	Main bearing shell, race	1.495 mm to <1.499 mm	Red	1

### Parts supplied - A1161303

Item	Description	Thickness	Colour	Qty
1	Main bearing shell, race	1.499 mm to <1.503 mm	Blue	1

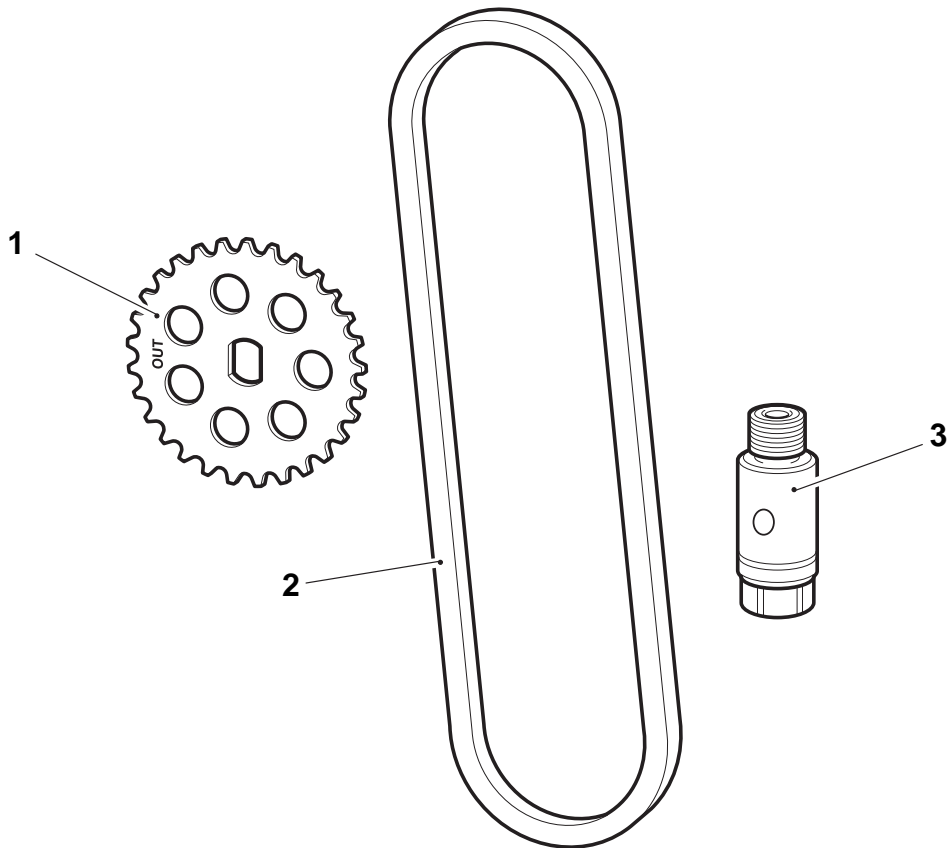
### Parts supplied - A1161304

Item	Description	Thickness	Colour	Qty
1	Main bearing shell, race	1.503 mm to <1.507 mm	Green	1

- The Race Kit main bearing shells are produced in a higher grade of alloy than the standard parts. This improves durability and reduces friction, improving engine performance and reliability under racing conditions
- The Race Kit main bearing shells should be assembled in the same manner as the standard main bearing shells.
- Follow the procedure detailed in section 5 of the Daytona 675 service manual to remove the standard bearing shells and select the correct bearing shells required.



## Oil Pump Gearing Kit



### Parts supplied - A9618096

Item	Description	Qty
1	Sprocket, oil/water pump	1
2	Chain, 76 link	1
3	Pressure release valve	1

#### NOTE

- Refer to the appropriate sections in the Daytona 675 service manual to carry out the procedures outlined in steps 1 to 13.

1. Remove the oil/water pump. Retain the fixings for reuse.
2. Remove the drive sprocket from the oil/water pump. Retain the fixings for reuse. Retain the sprocket if the motorcycle is to be returned to its original condition.

3. Fit the new sprocket, provided in the kit, to the oil/water pump. Apply ThreeBond 1374 thread locking compound to the fixing and tighten to 14 Nm.

#### NOTE

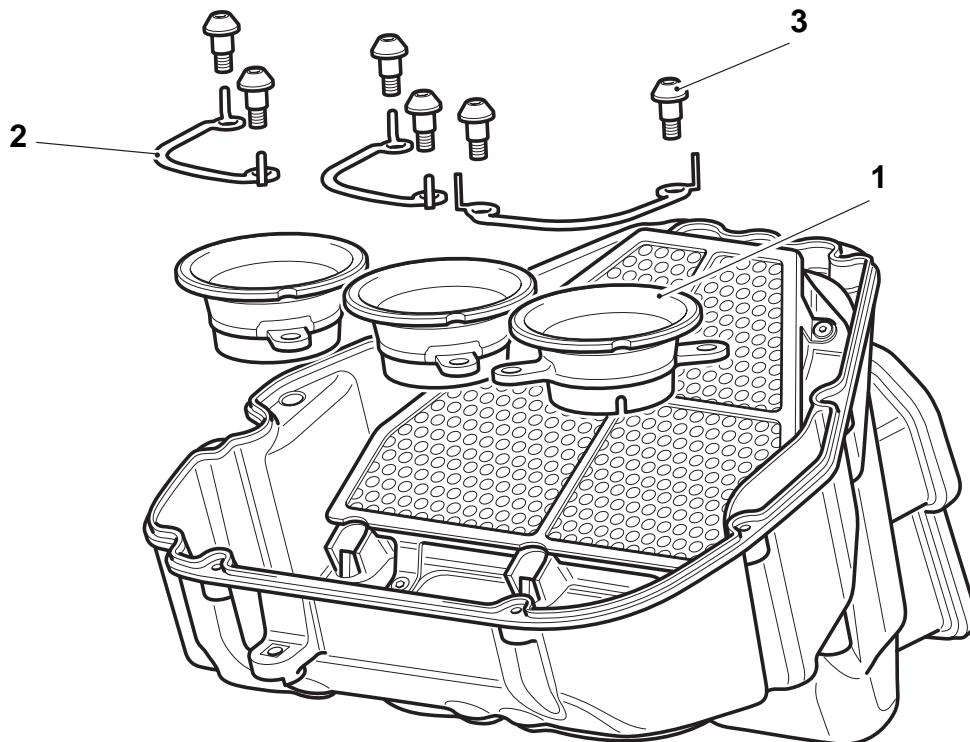
- To remove and fit a drive chain it is necessary to remove the clutch assembly.
4. Remove the clutch assembly as detailed in the Daytona 675 service manual.
  5. Remove the drive chain. Retain the drive chain if the motorcycle is to be returned to its original condition.

6. Fit the new drive chain. Ensure the chain runs clear within the chain guide/guard.
7. Refit the clutch assembly as detailed in the Daytona 675 service manual.
8. Refit the oil/water pump and secure with the original fixings.
9. Remove the original pressure release valve. Retain the valve if the motorcycle is to be returned to its original condition.
10. Apply ThreeBond TB1305 thread locking compound to the new pressure release valve bolt thread.
11. Fit the new pressure release valve. Tighten to **15 Nm**.
12. Refit the sump and secure with the original fixings.

## Air Funnel Kit

### ⚠ Caution

The use of the following Race Air Funnel Kit will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.



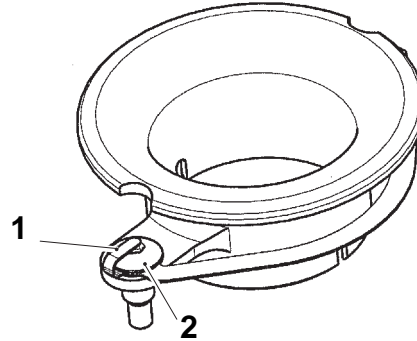
### Parts supplied - A9618090

Item	Description	Qty
1	Air funnel, race	3
2	Fixing retainer	3

#### NOTE

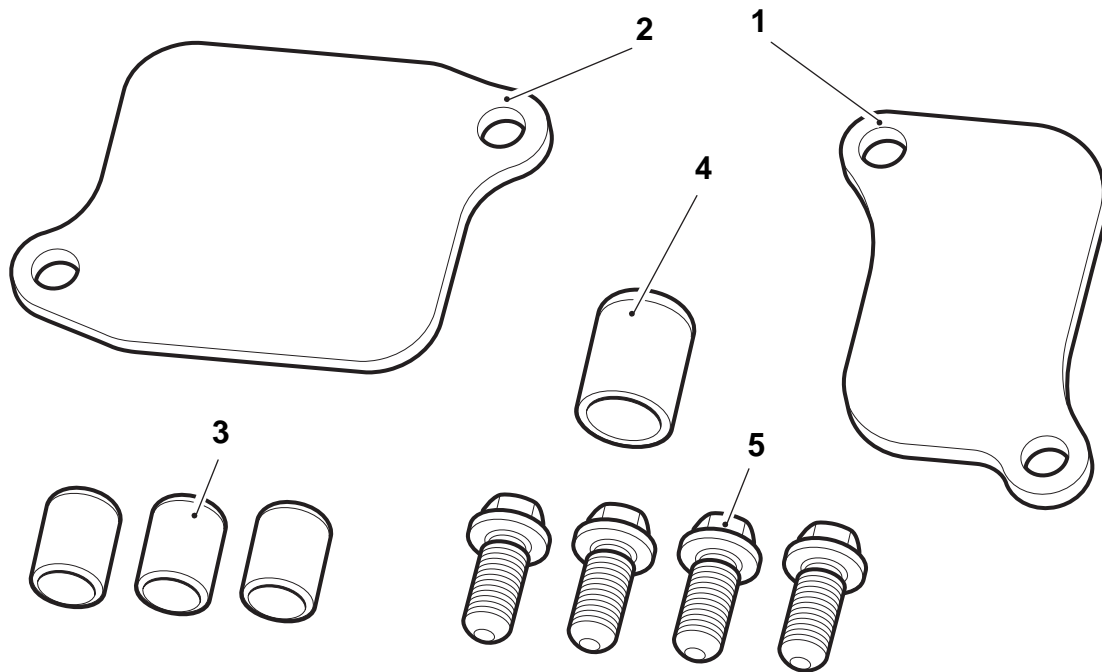
- It is essential that the Programmable Race ECU - A9618098 is used with the Race Air Funnel Kit to allow correct fuelling.
- The parts supplied in the Race Kit are designed to replace the standard intake air funnels located in the airbox.
- Item 3 (6 off) is the standard fixing supplied with the standard air funnel. It is not supplied in the Race Kit.

1. Remove the airbox lid.
2. Remove the standard intake air funnels. Retain the fixings (2 per air funnel) for reuse.
3. Fit the Race Kit air funnels.
4. Fit one of the fixing retainers provided to each air funnel and retain with the original fixings. Apply ThreeBond 1364 locking compound to the threads only and tighten the fixings to a torque value of **6 Nm**.
5. Fold the retention tabs, on the fixing retainers, over the 6 fixings as shown below.



1. Retention tab
2. Fixing

## Secondary Air Injection (SAI) Blanking Kit



### Parts supplied - A9618094

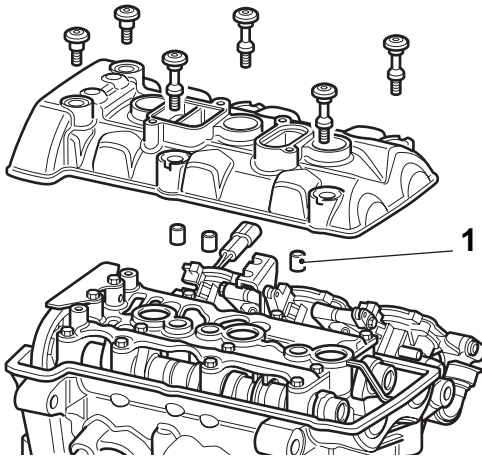
Item	Description	Qty
1	Reed valve cover, single	1
2	Reed valve cover, double	1
3	Dowel, solid	3
4	Sealing cap, airbox	1
5	Bolt, M6 x 16 mm	4

### NOTE

- This kit includes the necessary components to blank-off the secondary air injection channels in the cylinder head when the system is removed from the motorcycle.
- Refer to the appropriate sections in the Daytona 675 service manual to carry out the procedures outlined in steps 1 to 8.

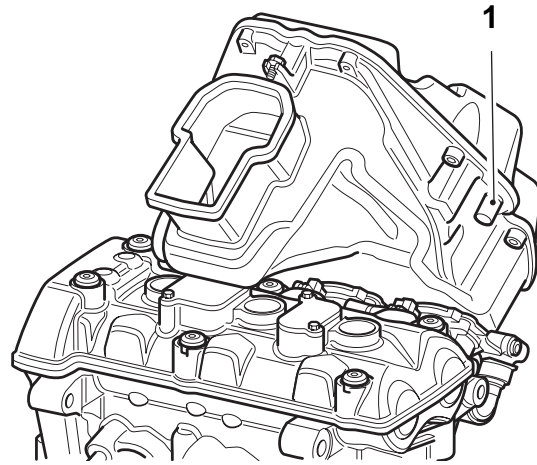
1. Remove the SAI solenoid valve.
2. Remove the SAI reed valves.
3. Remove the camshaft cover. retain the fixings for reuse.

4. Replace the standard hollow dowels with the solid dowels provided in the kit.
8. Fit the sealing cap provided over the airbox hose connection, as shown below.

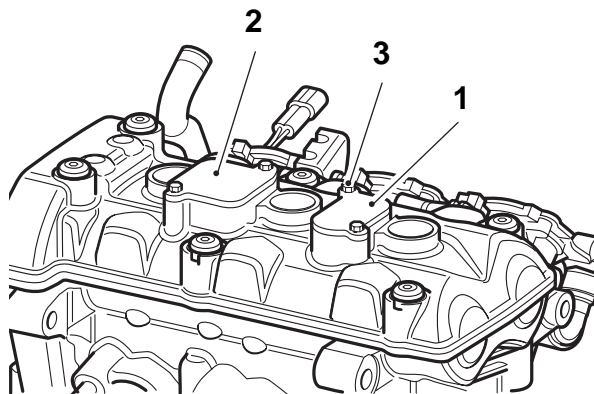


## 1. Dowels

5. Fit a new seal to the camshaft cover. Refit the camshaft cover and secure with the original fixings.
6. Fit the reed valve covers from the kit, as shown below. Secure with the M6 x 16 mm bolts provided. Tighten to **9 Nm**.



## 1. Sealing cap



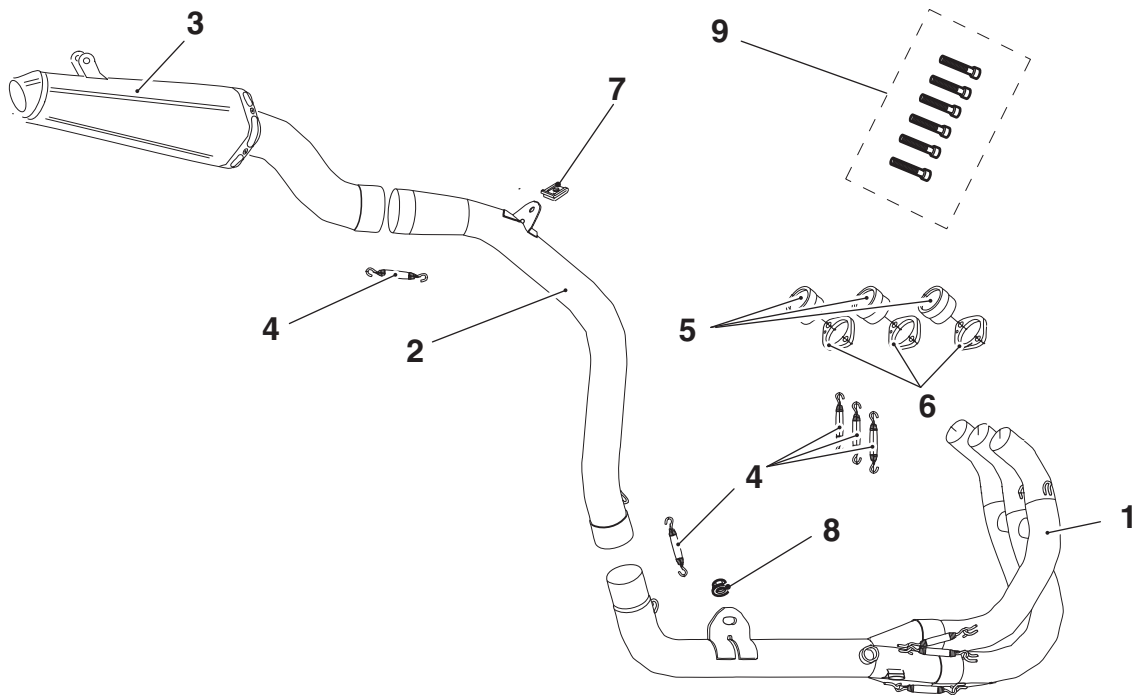
1. Reed valve cover, single
2. Reed valve cover, double
3. Bolt, M6 x 16 mm

7. Refit the airbox.

## Exhaust System, Race (Arrow)

### ⚠ Caution

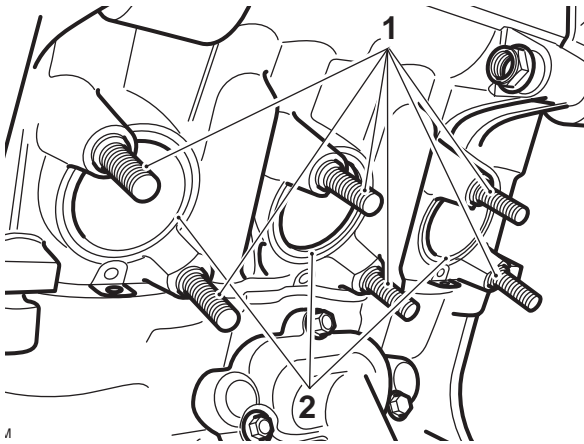
The use of the Arrow Race Exhaust System will require changes to the fuelling and ignition settings. To alter these settings, a Triumph Programmable Race ECU combined with Triumph TRACS Race Calibration Software will be required. Failure to correct the fuelling and ignition settings will result in poor engine performance and could result in engine damage.



### Parts supplied - A9600351

Item	Description	Qty
1	Downpipe collector assy	1
2	Intermediate pipe	1
3	Silencer	1
4	Spring	5
5	Primary header bushing	3
6	Primary header flange	3
7	Captive nut, M8	1
8	Locknut, M8	1
9	Capscrew, M8	6

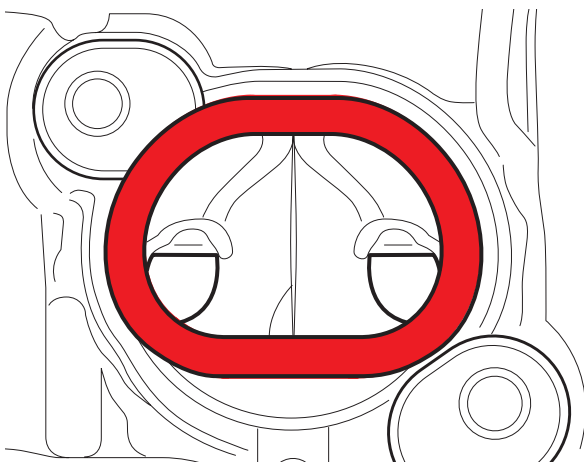
1. Remove the seat, battery, rear bodywork, lower fairings, radiator, radiator fan, rear light, pillion foot rest hangers and exhaust system following the procedures detailed in the Daytona 675 service manual.
2. Remove the exhaust valve actuator from its actuator cables.
3. Remove and discard the exhaust gaskets and M8 studs from the cylinder head.
4. Thoroughly clean the mating surface of the primary header bushes and exhaust ports.
5. Apply silicone sealant to the mating surface of the primary header bush which contacts the cylinder head, the recommended sealant is Dow Corning Firestop 700 white silicone.
6. Fit the three primary header bushes to the cylinder head and secure using the primary header flanges and M8 cap screws provided.



1. M8 Stud
2. Gasket

#### NOTE

- To obtain maximum performance the exhaust port should be machined, removing material from the area shown in red. The exhaust port shape should match the inside surface of the primary header bush.

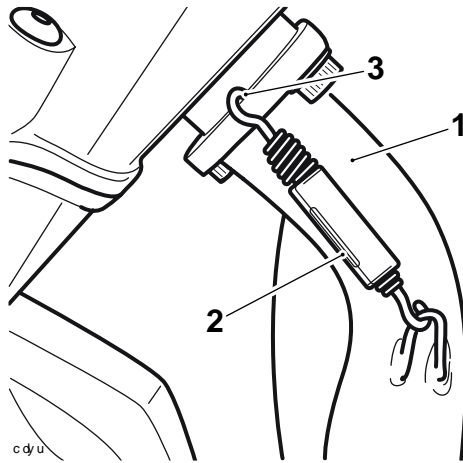


#### NOTE

- The primary header bush should be orientated such that none of the exhaust port is obscured by the primary header bush.

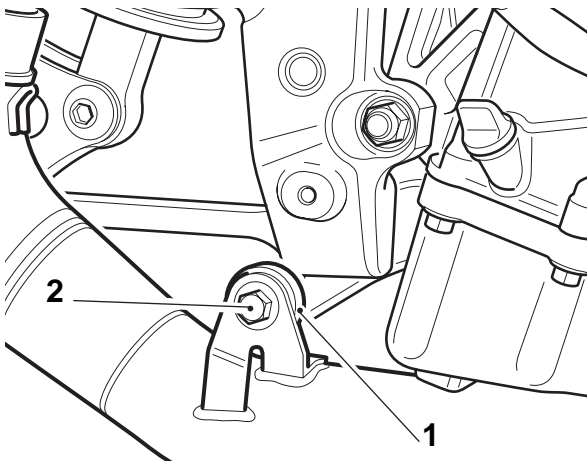


7. Position the downpipe collector assembly to the underside of the engine and insert the downpipe ends fully into the primary header bushes. Secure with the three springs provided. Ensure the spring mounting holes are positioned as shown below for all three flanges.



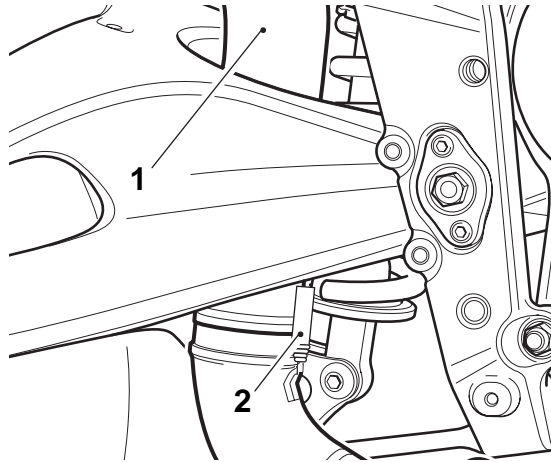
- 1. Downpipe
- 2. Spring
- 3. Spring mounting hole position

8. Loosely secure the assembly to the outside of the original exhaust mounting point using the original bolt and M8 locknut provided, as shown.



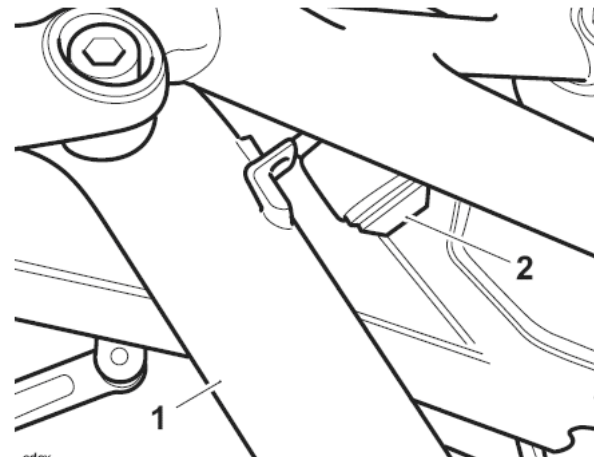
- 1. Exhaust mounting point
- 2. Original bolt

9. Insert the end of the intermediate pipe into the collector pipe. Secure with the spring provided.



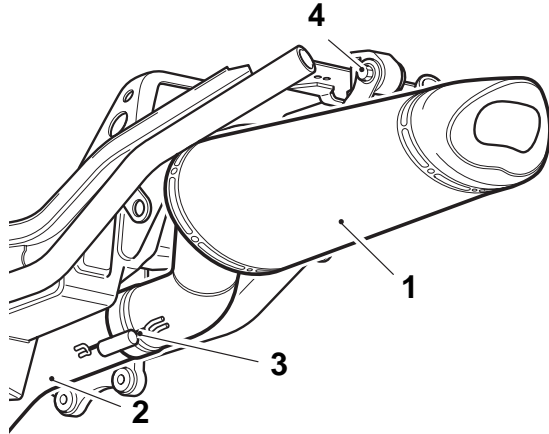
- 1. Intermediate pipe
- 2. Spring

10. Attach the M8 captive nut provided to the intermediate pipe fixing point. Loosely secure the intermediate pipe to the exhaust mounting point using the original bolt, as shown.



- 1. Intermediate pipe
- 2. Original bolt

11. Fit the silencer to the intermediate pipe and secure with the spring provided. Loosely secure the silencer bracket/clamp to the silencer mounting point using the original fixings.



1. Silencer
2. Intermediate pipe
3. Spring
4. Silencer mounting point

12. Check the exhaust system is correctly aligned with the rear frame and tighten the fixings to the following torque values:
  - Rear exhaust mounting point **27 Nm**.
  - Intermediate pipe mounting point fixing **22 Nm**.
  - Collector pipe front mounting point fixings **27 Nm**.
  - Primary header flanges, M8 cap screws **19 Nm**.

13. If fitting the oxygen sensor, remove the threaded blanking plug from the race exhaust. Fit the oxygen sensor and tighten to **25 Nm**.

14. Fit the correct specification spark plugs as recommended below.

#### NOTE

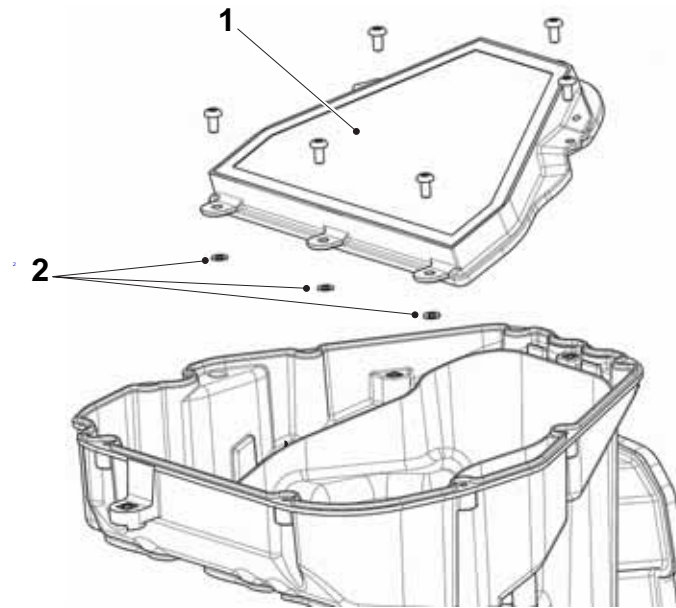
- Triumph recommends two options of spark plug. Choose the correct option depending on the engine compression ratio. For a standard compression ratio use NGK CR10EIX. For high compression ratio engines use NGK R0373A-10. Always ensure there is sufficient clearance between spark plug and piston, before attempting to start the engine.

15. Refit the radiator, rear bodywork, lower fairings, battery and seat as described in the Daytona 675 service manual.

#### NOTE

- The radiator fan, rear light and pillion footrest hangers are **NOT** refitted.

## Air Filter Kit



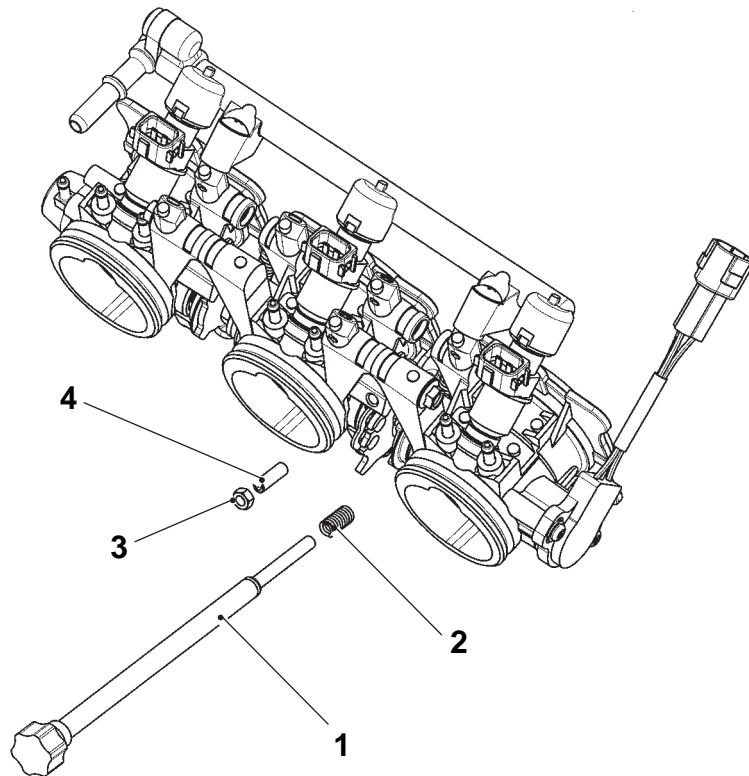
### Parts supplied - A9618075

Item	Description	Qty
1	Air filter	1
2	Retaining washer	3

### NOTE

- This kit is supplied by BMC Air Filters. For fitment details refer to the instruction contained in the kit.
- If you have any queries with regard to the air filter kit, in the first instance contact BMC. For contact details see; [www.bmcairfilters.com](http://www.bmcairfilters.com).
- Loctite or similar should NOT be applied to the fixings as described in the supplied instructions as this could strip the insert out of the plastic moulding when removing the filter. The kit is supplied with three plastic retaining washers to retain the fixings. The three plastic retaining washers should be fitted to the three rear fixings as shown above. Tighten the fixings to a torque value of 4 Nm.

## Manual Idle Speed Adjuster Kit



### Parts supplied - A9618076

Item	Description	Qty
1	Screw, manual adjuster	1
2	Spring, compression coil	1

1. Remove the throttle body assembly following the procedure detailed in the Daytona 675 service manual.
2. Remove item 3 (M5 nut) and item 4 (throttle stop screw) from the throttle body assembly.
3. Fit the manual adjuster screw and compression spring supplied (items 1 & 2).
4. Refit the throttle body assembly following the procedure detailed in the Daytona 675 service manual.
5. Adjust the idle speed using the manual adjuster screw (item 1) as required.



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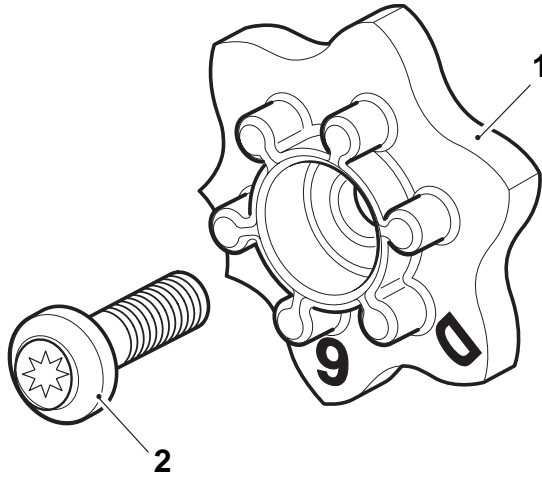
## **Slipper Clutch Kit - A9610014**

- The Slipper Clutch Kit is supplied by STM Trading s.r.l. For fitment details refer to the instruction contained in the kit.
- If you have any queries with regard to the slipper clutch kit, in the first instance contact STM. For contact details see [www.slipperclutch.com](http://www.slipperclutch.com).

## **Slipper Clutch Tool - A3880037**

- It is recommended to use the Slipper Clutch Tool when fitting the Slipper Clutch.

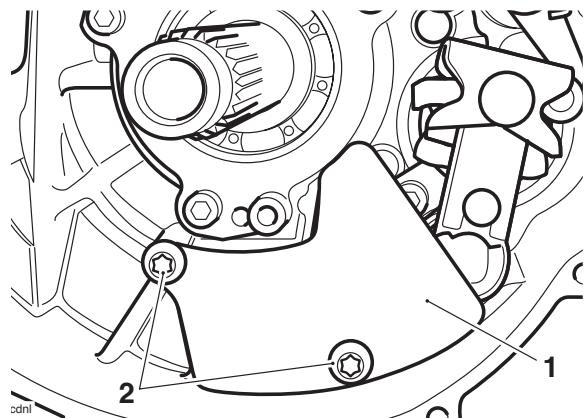
## Detent Wheel Kit



### Parts supplied - A9618068

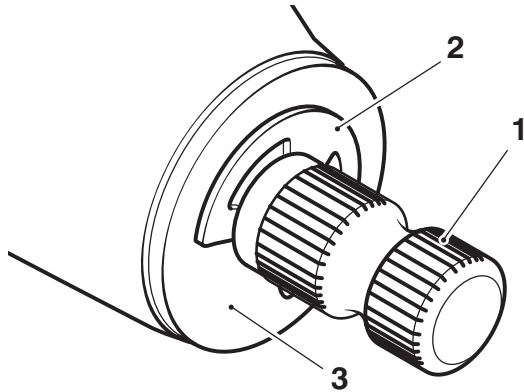
Item	Description	Qty
1	Detent wheel	1
2	Screw, Torx head, M6 x 20, black	1

1. Remove the clutch as described in section 5 of the Daytona 675 service manual.
2. Release the two fixings and remove the baffle plate from the crankcase breather. Discard the fixings.



1. Crankcase breather baffle plate
2. Fixings

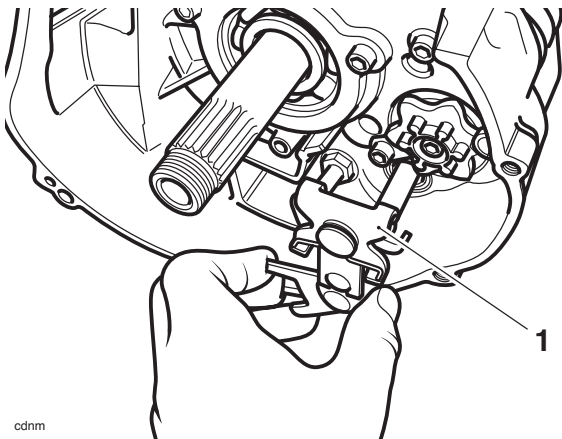
3. If not already removed, note the position and orientation of the gear pedal crank in relation to the shaft, then remove the crank.
4. Remove the E-clip and washer from the gear pedal end of the gear change shaft.



kakht

1. Gear change shaft
2. E clip
3. Washer

5. Withdraw the gear change shaft from the clutch end of the crankcase.



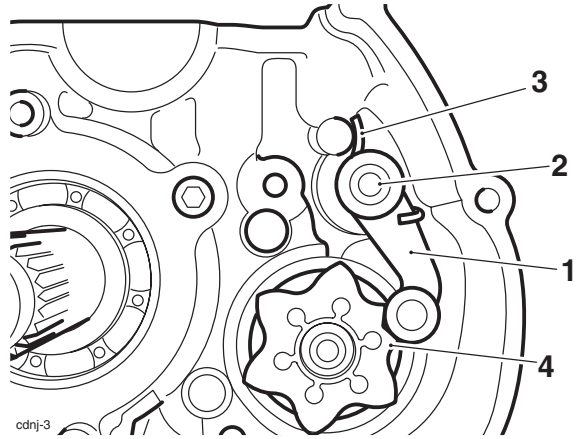
odnm

1. Gear change shaft

## NOTE

- The detent arm is held in position under spring pressure. Prior to removal, note the orientation of the detent arm, fixing and spring, relative to the selector drum detent wheel. The same orientation must be retained on assembly.

6. Release and remove the fixing securing the detent arm.
7. Withdraw the detent arm complete with its flanged sleeve, spring and washer.

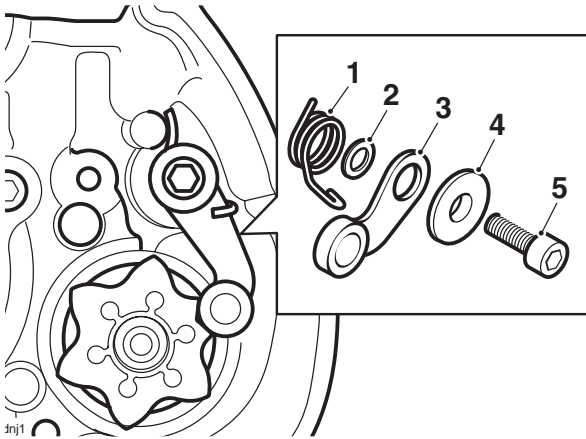


cdnj-3

1. Detent arm
2. Fixing
3. Spring
4. Detent wheel

8. Remove the existing detent wheel and fixing from the selector drum assembly, note how the detent wheel is timed relative to the selector drum by way of a dowel.
9. Assemble the Race Kit detent wheel to the selector drum assembly, ensuring it is timed to the drum in the same way as the original detent wheel.
10. Fit the M6 Torx head screw to the selector drum assembly and tighten to **12 Nm**. Ensure the detent wheel is fully inserted into the bearing, up to its shoulder.

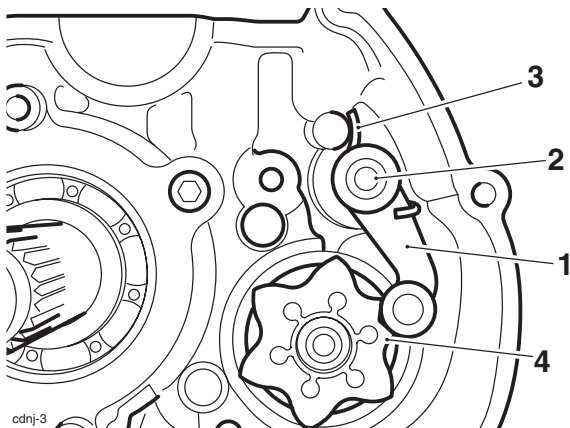
11. Assemble the detent arm as noted on removal and place up to the crankcase.



1. Spring
2. Washer
3. Detent arm
4. Flanged sleeve
5. Fixing

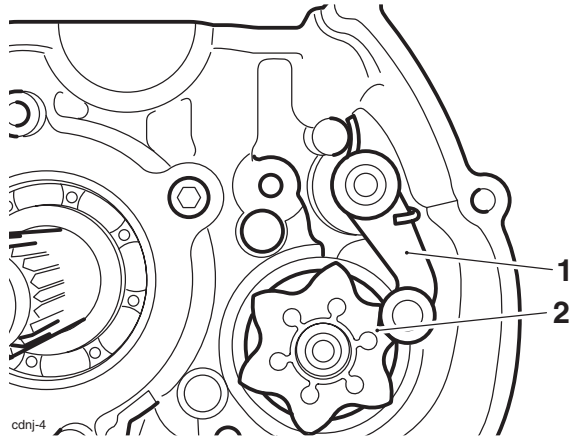
12. Hold the detent arm assembly in position and insert a new fixing. Start the thread and push the detent arm, using finger pressure only, to locate on the selector drum detent wheel.

13. Ensure the detent arm remains correctly located on the detent wheel and the spring is correctly seated in the recess in the crankcase. Ensure the shoulder of the flanged sleeve is located in the bore detent arm. Tighten the fixing to **12 Nm**.



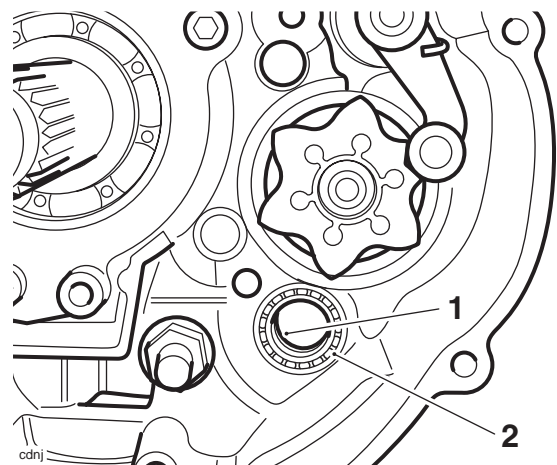
1. Detent arm
2. Fixing
3. Spring
4. Selector drum detent wheel

14. Rotate the selector drum to the neutral position. Ensure that the detent arm locates in the raised profile in the detent wheel (neutral position).



1. Detent arm
2. Neutral position

15. Using clean engine oil, lubricate the lip of the seal on the gear change shaft.



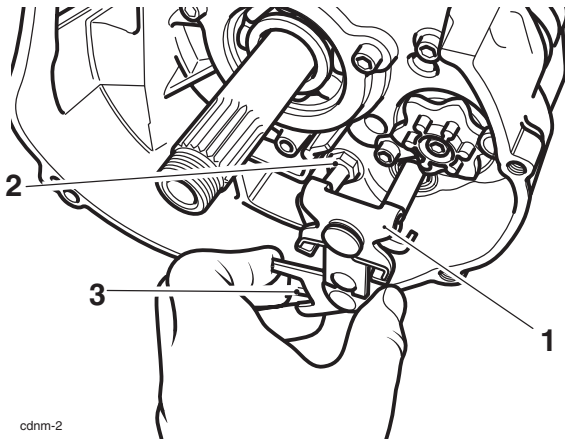
1. Gear change shaft seal
2. Gear change shaft bearing



**! Caution**

Take care to avoid damaging the lip of the seal when inserting the gear change shaft into the crankcase. A damaged seal will lead to oil loss and could result in engine damage.

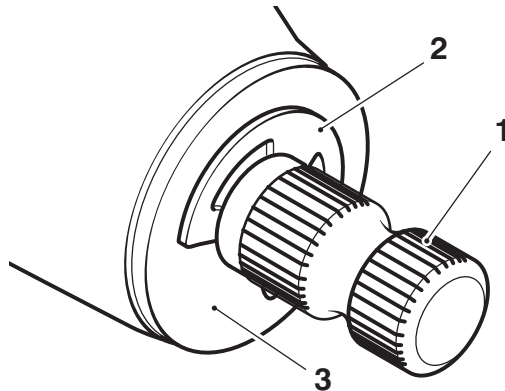
16. Insert the gear change shaft into the crankcase. Gently push the gear pedal end of the shaft through the bearing and lip seal at the clutch side of the crankcase, and the sealed bearing, located at the gear pedal side of the crankcase.



1. Gear change shaft
2. Abutment bolt
3. Spring

17. Ensure that the gear change shaft fingers locate in the detent wheel/arm and that the spring fits either side of the abutment bolt.

18. Fit the washer and E-clip to the gear pedal end of the gear change shaft.

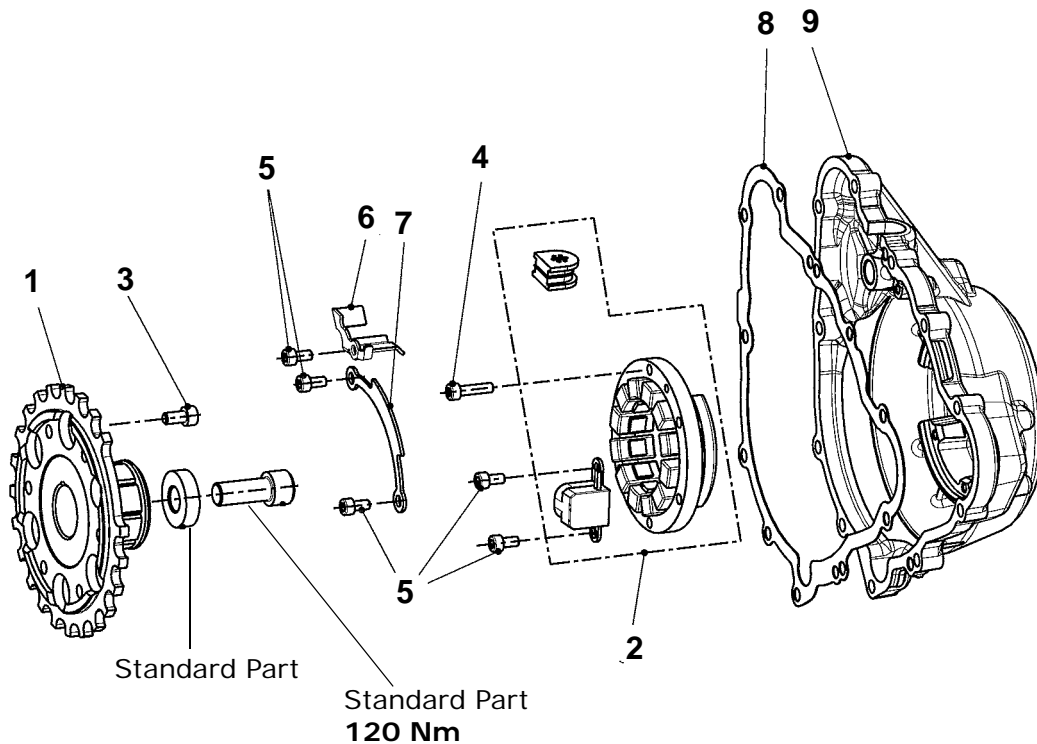


1. Gear change shaft
2. E clip
3. Washer

19. Fit the gear pedal crank to the shaft in the same orientation as noted prior to removal. Ensure the dot mark on the shaft aligns with the split line on the gear pedal crank. Tighten the fixing to **9 Nm**.
20. Incorporating new fixings, refit the baffle plate to the crankcase breather. Tighten the fixings to **9 Nm**.
21. Refit the clutch and clutch cover as detailed in section 5 of the Daytona 675 service manual.

## Electrical Parts

### Race Alternator Kit



#### Parts supplied - A9618069

Item	Description	Qty
1	Rotor, race ACG	1
2	Stator, race ACG (includes crank sensor)	1
3	Screw, caphead, M6 x 1 x 12, ENC (to retain sprag clutch housing)	6
4	Screw, skt hd cap, M5 x 0.8 x 20	6
5	Screw, skt hd cap, M5 x 0.8 x 10	5
6	Plate, wire retainer	1
7	Plate, wire retainer	1
8	Gasket, alternator cover (standard part)	1
9	Cover, alternator (unpainted sand casting)	1

#### Alternator Puller Tool - A3880206

Item	Description	Qty
1	Puller tool, alternator	1

1. Remove the alternator as described in section 17 of the service manual.
2. Remove the starter drive gear and sprag clutch from the alternator rotor as described in section 7 of the service manual. Discard the original fixings.
3. Using the M6 x 12 mm screws provided (3), fit the sprag clutch and starter drive gear to the race rotor (1) following the procedure detailed in section 7 of the service manual.
4. Remove all grease and oil from the taper surfaces on both the crankshaft and rotor before assembly.
5. Assemble the race rotor and sprag clutch assembly to the crankshaft following the procedure detailed in section 17 of the service manual.
6. Using the M6 x 20 mm screws provided (4), assemble the race stator (2) to the alternator cover provided (9). Tighten to **6 Nm**.
7. Apply silicone sealant to the cable grommet (ThreeBond 1215 is recommended), and align the cable to the exit slot.
8. Using two of the M5 x 10 mm screws provided (5), assemble the crankshaft sensor to the alternator cover. Tighten to **6 Nm**.
9. Fit the wire retaining plates (6 & 7) to the alternator cover and secure with the remaining M5 x 10 mm screws provided (5). Tighten to **6 Nm**.
10. Position the new gasket provided (8) to the crankshaft dowels, then fit the race alternator cover and stator assembly to the crankcase following the procedure detailed in the service manual.

## Rotor removal - Race ACG



### Caution

Do not use tools of any kind to tighten the service tool T3880375. Tighten the tool by hand only. Over-tightening of the service tool will lead to damage of the alternator rotor.

1. Clean the alternator rotor removing all traces of oil.
2. Fit the service tool T3880375 to the outside diameter of the rotor. Retain the tool to prevent the crankshaft from rotating and remove the centre bolt from the crankshaft.
3. With the crankshaft bolt removed, locate the spigot of the thrust pad supplied with service tool A3880206 into the end of the crankshaft.
4. Assemble the threaded portion of service tool A3880206 into the threaded portion of the rotor. Ensure the thrust pad does not fall out during assembly of the service tool.
5. Hold the service tool T3880375 to prevent rotation of the rotor, then tighten service tool A3880206 to release the taper seating of the rotor from the crankshaft.
6. Withdraw the rotor and service tools as an assembly and then separate the tools from the rotor. Collect the woodruff key and the service tool thrust pad from the crankshaft.

## Programmable Race ECU

### Warning

The Programmable Race ECU **MUST** be used with the following Race Kits; A9618055 Camshaft - Inlet, A9618056 Camshaft - Exhaust, A9618095 Camshaft Sprocket, A9618061 Inlet & Exhaust Valves, A9618086 Valve Spring Kit, A9600351 Arrow Race Exhaust System, A9618090 Air Funnel Kit and A9618100 Race Harness.

### Part supplied - A9618098

Item	Description	Qty
1	Programmable Race ECU	1

### NOTE

- The Programmable Race ECU will only work with the Race Harness A9618100.
- The Programmable Race ECU is pre-programmed for use with the following set of Race Kits: Inlet & Exhaust Camshafts, Camshaft Sprocket Kit, Inlet & Exhaust Valves, Air Filter Kit, Air Funnel Kit and Arrow Race Exhaust System. The tune has been developed to suit a compression ratio of 14:1 with enlarged and polished inlet ports and the exhaust ports modified as recommended on page 24. However, due to variation between race prepared engines fuelling adjustments will be required.
- The tune is for motorcycles fitted with a rubber fuel hose only, Triumph Part No. 1240177, it is NOT suitable for motorcycles fitted with a plastic fuel hose.
- The air/fuel ratio and ignition timing should be checked. Any adjustments to the fuelling or ignition settings should be made using the Triumph TRACS Race Calibration Software (see page 38).
- The rev limit on the race ECU has been increased from 13900 rpm to 14500 RPM.
- The indicated speed shown on the instruments is calibrated for the standard gearbox. If the final drive ratio is changed, the indicated speed will be incorrect.
- Idle speed should be set to between 1,500 and 1,800 RPM.

### ECU Malfunction indicator light

- This will flash a sequence of error codes if any faults are present.
- Flash codes have a long flash for the first digit and a short flash for the second digit. For example; fault code "32" would be: *long, long, long, short, short*.
- When a fault has been identified and rectified, the ECU can be cleared by the following sequence:  
full throttle, ignition ON; flick the engine stop switch off/on/off/on/off.

 **Caution**

No ECU faults should be present during motorcycle operation. If the motorcycle is used with ECU faults present it will be operating in default 'limp home' mode only which will produce inconsistent operation.

## Fault Code Table

Flash Code	Problem
02	Crank sensor
33	Number 1 injector
34	Number 2 injector
35	Number 3 injector
37	Number 1 ignition coil
38	Number 2 ignition coil
39	Number 3 ignition coil
06	Throttle position sensor
09	MAP sensor
68	MAP sensor pipe disconnected
12	Coolant sensor
13	Air temperature sensor
14	Atmospheric air pressure sensor
41	Fuel pump
65	EEPROM error
26	5v sensor supply problem
15	Roll over sensor
22	Gear position sensor
24	Ignition switch circuit problem
25	Battery voltage supply problem
43	Cooling fan relay
44	Airflap solenoid
66	Instrument communication error
70	Vehicle speed sensor
67	Main relay
Continuous Short Flash	Harness or instruments



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## Triumph Race Calibration Software (TRACS)

Parts supplied - A9610051

Item	Description	Qty
1	TRACS software CD	1
2	Diagnostic plug connector	1
3	USB lead	1

### NOTE

- **TRACS is a computer program which allows all Triumph Daytona 675 Programmable Race ECUs to be tuned using a laptop computer.**
- **The TRACS software is supplied with a diagnostic plug connector and a USB lead to allow connection to the ECU using the dedicated diagnostic plug on the motorcycle.**
- **Features include:**
  - Fully programmable fuel mapping.
  - Fully programmable ignition mapping.
  - Switchable wet and dry ignition maps.
  - Adjustable pit lane speed limiter and speedometer calibration.
  - Adjustable Quickshifter cut duration.
  - Adjustable rev-limiter up to 15,000 rpm.
  - Improved software strategies to improve throttle progression.
  - Optimised software, to cater for higher engine speeds involved in a race environment.
  - Unlimited ability to save multiple maps on a PC's hard drive.
- **TRACS is compatible with Windows XP (Service Pack 2 and above) and Vista operating systems only.**
- **Minimum system requirements: 200MHz or higher Pentium compatible CPU. 64 MB RAM, 300 MB hard drive space.**
- **TRACS software is suitable for use with Triumph Programmable Race ECU A9618098 (marked 'Part 1290676') and Triumph Programmable Race ECU A9618070 (marked 'Part 1290675').**
- **To gain use of the pit lane speed limiter and wet/dry ignition map functions, the motorcycle must be equipped with Race Harness Kit A9618100.**
- **Refer to the user instruction files on the software CD supplied.**



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**TRACS Management Kit  
(Programmable Race ECU and Race Calibration Software Bundle)**

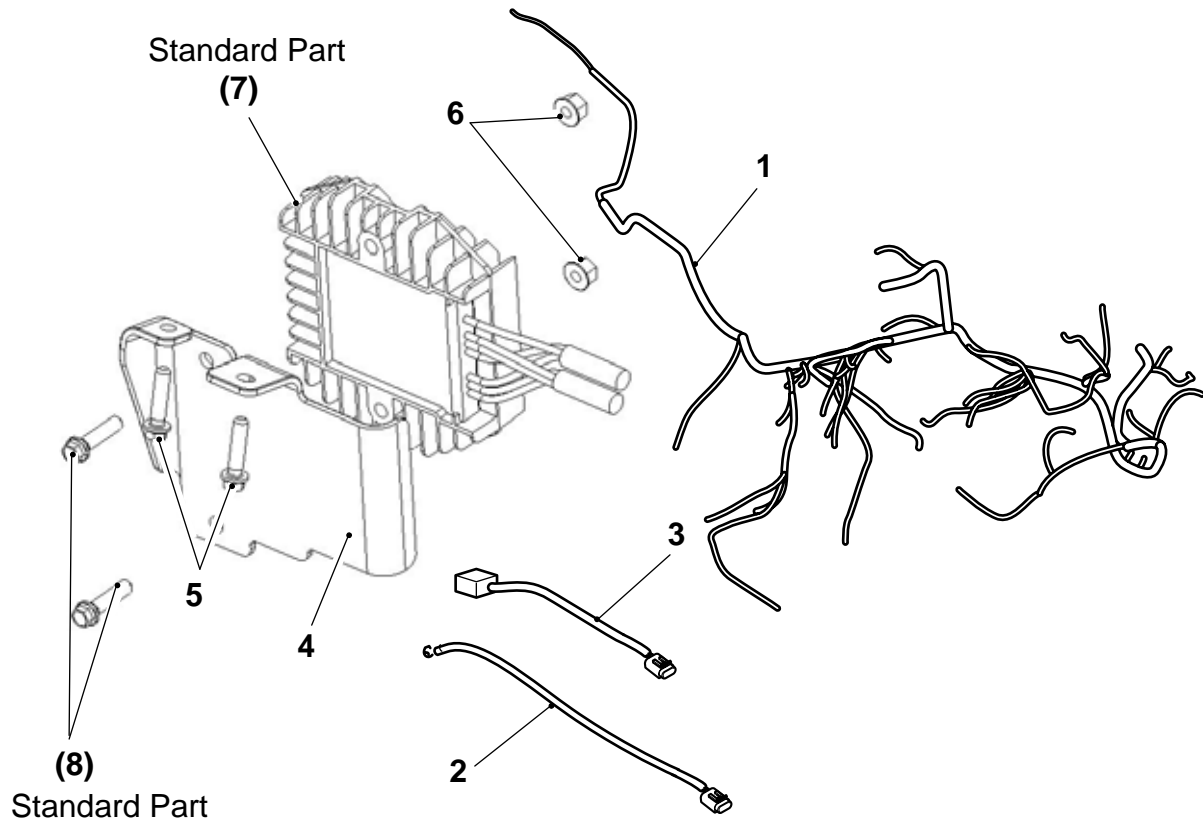
**Parts supplied - A9618099**

<b>Item</b>	<b>Description</b>	<b>Qty</b>
1	TRACS software CD	1
2	Diagnostic plug connector	1
3	USB lead	1
4	Programmable Race ECU	1

**NOTE**

- **Refer to the user instruction files on the software CD supplied.**

## Race Harness Kit



### Parts supplied - A9618100

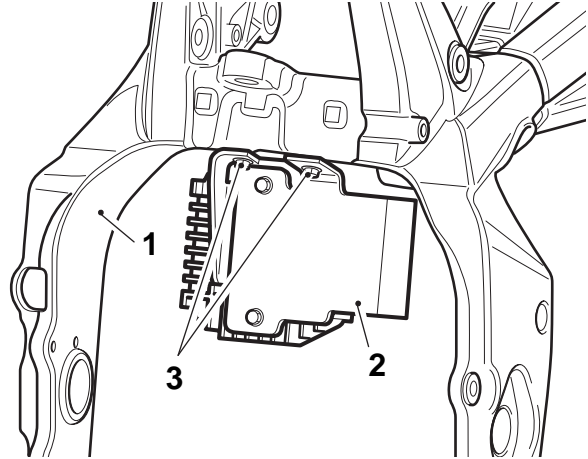
Item	Description	Qty
1	Main harness, race	1
2	Connector, custom quickshifter (2 wires)	1
3	Connector, pit lane speed limiter and wet/dry map (4 wires)	1
4	Regulator bracket	1
5	Bolt, M6 x 25 mm	2
6	Locknut, M6	2

### NOTE

- The Race Harness will not work without the Programmable Race ECU A9618098, or Race ECU A9618070 updated using the TRACS system.
- The regulator unit (item 7) must be relocated from its original position, within the fairing, to a new position on the frame adjacent to the swingarm pivot. This is to allow fitment of race bodywork. The original fixing bolts (item 8) should be retained for reuse.



1. Remove the regulator from the original bracket, retain the bolts for reuse. Discard the bracket and locknuts.
2. Secure the regulator unit (7) to the new regulator bracket provided (4), using the original bolts (8) and M6 locknuts provided (6). Tighten the fixings to **12 Nm**.
3. Secure the regulator bracket to the motorcycle frame using the M6 x 25 mm bolts provided. Tighten the fixings to **12 Nm**.



1. Frame
2. Regulator bracket
3. Bolts, M6 x 25 mm

## NOTE

- The alternator will now plug directly into the regulator.
- The relay and fuse box position has changed on the race harness for ease of access and maintenance. They are now located alongside the battery, under the seat. Ensure they are secured in position so they do not suffer from vibration problems.
- The Race Harness does not support all of the original equipment, therefore, the following components can be removed from the motorcycle; oxygen sensor, exhaust valve, idle speed control, secondary air injection (SAI), purge control valve and evaporative canister (California only), lights and air intake flap solenoid. The SAI ports must be blocked off with SAI Blanking Kit A9618094 if the system is removed. The throttle body purge ports must also be blocked off before use (California only).
- The Race Harness still supports the cooling fan and incorporates a relay for the fan. You may remove the cooling fan but must leave the relay in place.
- The Race Harness does not support the idle speed control motor and therefore, this may be removed from the throttle body. It is recommended to use the Manual Idle Speed Adjuster A9618076 to replace the throttle stop screw when using the Race Harness. Throttle body balance should be checked if the ISC cam is removed from the throttle body assembly.
- The Race Harness is suitable for use with both the standard and Race Kit alternator. It is recommended to always run an alternator, without it the battery will discharge in a very short period of time.

## QuickshifTERS

- The combination of the programmable race ECU and race harness allows the ability to have ignition cut for 'quick shift'. It is recommended to use the following kits; A9930224 - Quickshifter, Race, Standard Shift , or A9930225 - Quickshifter, Race, Reverse Shift. The default cut time is 40ms. By using the Triumph TRACS Race Calibration Software, the cut time for low, medium and high engine speeds can be individually adjusted.
- Alternatively, a custom quickshifter can be installed. To use this option, connect a suitable switch to the supplied connector (2). Mount the switch in a convenient position. The connector plugs into a 2-pin connector fitted with a blanking plug. The minimum rating for the switch is 2mA at 5V.

Custom Quickshifter (2 wire connection)			
Wire Colour	Polarity	Function	ID Tape
black/red	+	Custom quickshifter	None
black	-		

- If a quickshift function is not going to be used, leave the harness connector blanked off to prevent a possible short circuit.

## Wet/dry map and pit lane speed limiter

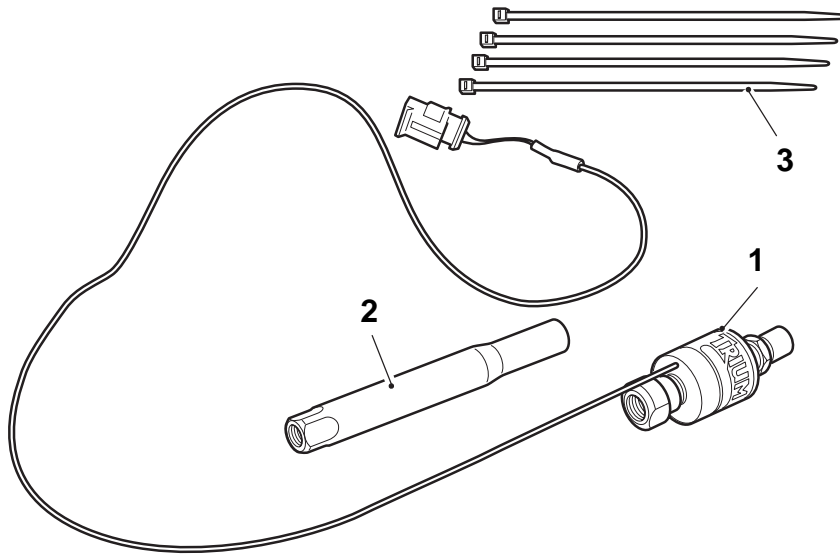
- The combination of race harness, programmable race ECU and Triumph TRACS Race Calibration Software provides the ability to select different engine maps for wet and dry conditions and also activate a pit lane speed limiter.
- To utilise the wet/dry map feature, connect a suitable 'on/off' switch to the supplied connector (3). The correct wires on the connector are identified by red ID tape (black wire and white/blue wire). The minimum rating for the switch is 110mA at 14V.
- To utilise the pit lane speed limiter feature, connect a suitable 'push to make' switch to the supplied connector (3). The correct wires on the race harness are identified by yellow ID tape (purple/black wire and pink/brown wire). The minimum rating for the switch is 0.5mA at 14V.

Wet/dry map and pit lane speed limiter (4 wire connector)			
Wire Colour	Polarity	Function	ID Tape
white/blue	+	Wet/dry map	Red
black	-		
pink/brown	+	Pit lane speed limiter	Yellow
purple/black	-		

- The wet/dry map and pit lane speed limiter connector plugs into the 4-pin connector fitted with a blanking plug.
- If either the wet/dry map only function, or pit lane speed limiter only function is to be used, the remaining unused wires on the connector must be insulated with tape in such a way that the wire ends are protected from each other, and any other motorcycle component to prevent a possible short circuit.
- If neither the wet/dry map or pit lane speed limiter functions are going to be used, leave the harness connector blanked off to prevent a possible short circuit.
- To avoid false triggering in wet conditions, all switches used should be of a sealed type.
- Do not connect the black wire to the pink/brown wire on the race harness in any circumstances as this will result in a short circuit.

## Chassis Parts

### Quickshifter, Race



#### Parts supplied

#### Standard Shift - A9930224

Item	Description	Qty
1	Quickshifter sensor	1
2	Gear selector rod	1
3	Cable tie	4

#### NOTE

- This part is suitable for fitment to Arrow Rearsets A9750539 only.
- For fitment, refer to the comprehensive fitting instructions supplied with the quickshifter.

#### Parts supplied

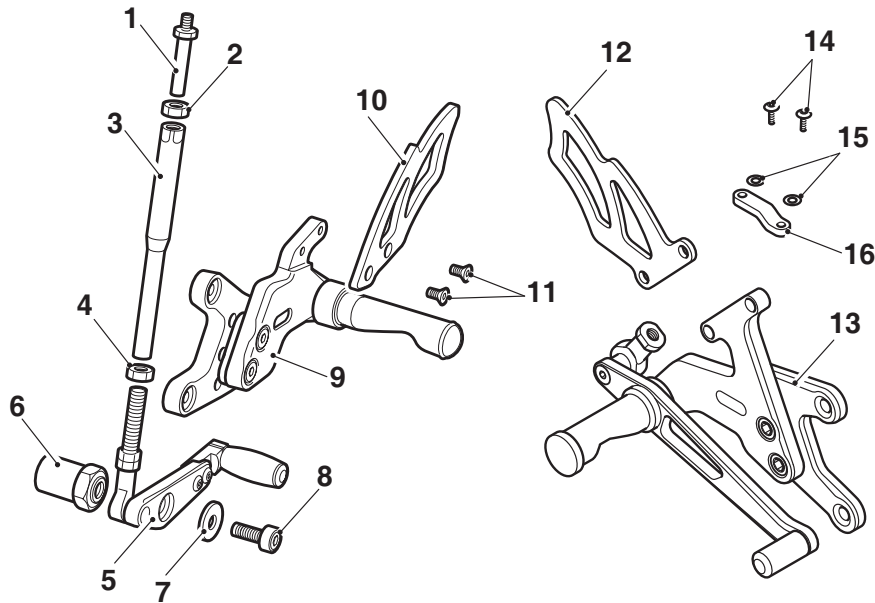
#### Reverse Shift - A9930225

Item	Description	Qty
1	Quickshifter sensor	1
2	Gear selector rod	1
3	Cable tie	4

#### NOTE

- This part is suitable for fitment to Arrow Rearsets A9750536 only.
- For fitment, refer to the comprehensive fitting instructions supplied with the quickshifter.

## Rearsets, Race, Reverse shift (Arrow)

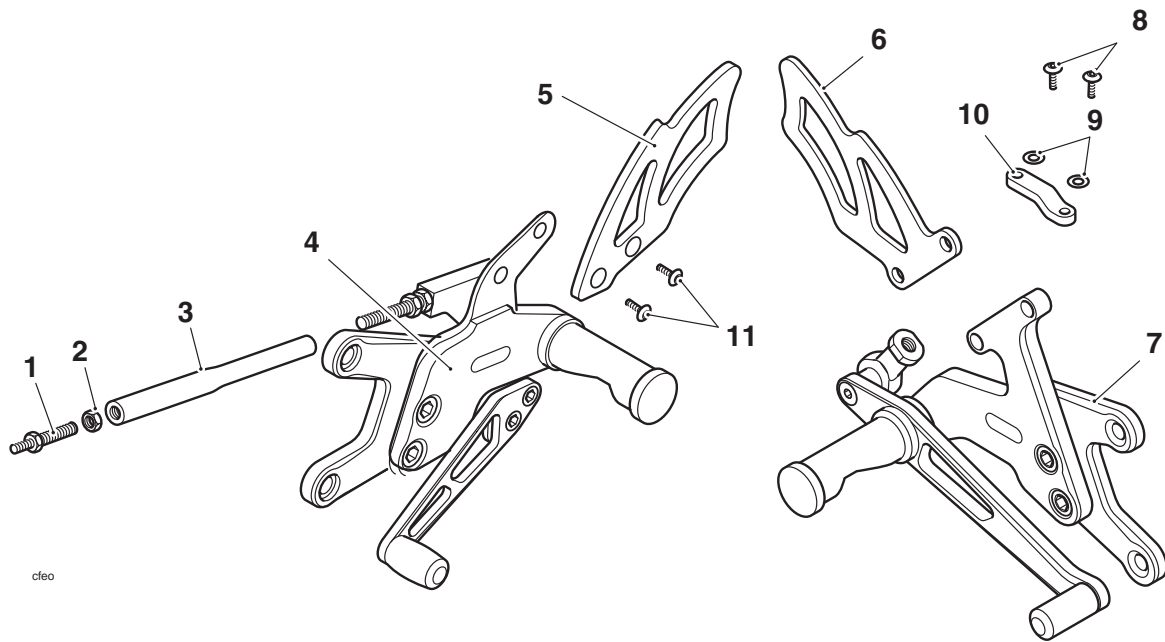


### Parts supplied - A9750536

Item	Description	Qty
1	Adaptor, M6 to M8 - left hand thread	1
2	Nut, M8 - left hand thread	1
3	Gear selector rod	1
4	Nut, M8 - right hand thread	1
5	Gear lever assembly	1
6	Mounting spacer	1
7	Bearing cap	1
8	Screw, M8	1
9	Footrest mounting assembly - left hand side	1
10	Heel guard, left hand side	1
11	Screw, M5	2
12	Heel guard, right hand side	1
13	Footrest mounting assembly, right hand side	1
14	Screw, M6	2
15	Washer, M6	2
16	Support, rear brake fluid reservoir	1

- For fitment, refer to the comprehensive fitting instructions supplied with the rearsset kit.

## Rearsets, Race, Standard Shift (Arrow)



### Parts supplied - A9750539

Item	Description	Qty
1	Adaptor, M6 to M8 - left hand thread	1
2	Nut, M8 - left hand thread	1
3	Gear selector rod	1
4	Footrest mounting assembly - left hand side	1
5	Heel guard, left hand side	1
6	Heel guard, right hand side	1
7	Footrest mounting assembly, right hand side	1
8	Screw, M6	2
9	Washer, M6	2
10	Support, rear brake fluid reservoir	1
11	Screw, M5	2

### NOTE

- For fitment, refer to the comprehensive fitting instructions supplied with the rearset kit.



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## Carbon Fibre Engine Cover Protectors

### Parts supplied

#### Clutch cover protector, carbon fibre - A9728028

Item	Description	Qty
1	Clutch cover protector, carbon fibre	1

#### Crank cover protector, carbon fibre - A9728029

Item	Description	Qty
1	Crank cover protector, carbon fibre	1

#### Standard alternator cover protector, carbon fibre - A9728031

Item	Description	Qty
1	Standard alternator cover protector, carbon fibre	1

#### Race Alternator cover protector, carbon fibre - A9728032

Item	Description	Qty
1	Race alternator cover protector, carbon fibre	1

### NOTE

- It is recommended that an RTV silicone adhesive is used. This is a high temperature, chemical and environmental resistant adhesive.
1. Apply a suitable adhesive to the mating surfaces of the carbon fibre cover and corresponding engine cover.

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