

**Thanks for Ordering
Triumph TriLower Adjustable
Lowering Kit from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains instructions for installing the Scootworks TriLower adjustable lowering kit on Triumph motorcycles. If you have any questions concerning installation of your new Scootworks accessory, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Instructions for Installing the Scootworks adjustable lowering kit on Triumph Motorcycles

The installation of the Scootworks Trilower adjustable lowering kit is very straightforward, requiring minimal mechanical skills. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction booklet as a result. If there are any steps you feel need improvement in instructions, please email support@scootworks.com and specify the area you are having trouble with. We'd love to hear your input!

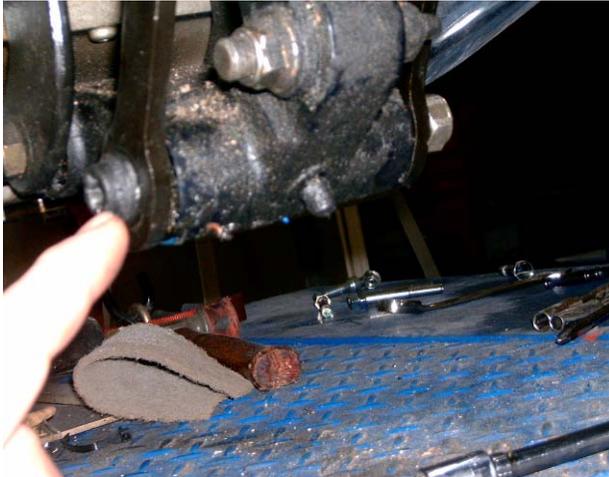
Unpacking!

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks TriLower adjustable lowering kit consists of two black powder coated lowering assemblies and these instructions.

1. Raise the motorcycle so that the rear tire is off of the ground and spinning freely. Do not raise the rear of the motorcycle by lifting against the swing arm, but rather raise it so the rear of the lower frame section is supporting the weight.
2. Remove the two black plastic plugs covering the Torx Head bolts holding the factory shock links to the swingarm. Use a flat blade screwdriver to pry the caps out. The bottom link bolt is not covered.



3. Loosen the three bolts using a T55 torx socket bit and a 19mm wrench. Remove the bottom bolt, and the nuts from the upper bolts.



4. Slide the factory shock links off the upper bolts.
5. Install the new TriLower links on the upper bolts. Install the factory locking nuts on the bolts and just hand tighten them down for now.
6. Lift the rear wheel up to line up the bottom bolt in the hole in the TriLower link you need to lower the bike the amount you desire. Keep in mind the bolt hole furthest away from the single hole end is to lower the bike the most. The hole closest to the single hole end lowers the bike the least.



Position 1



Position 2



Position 3

7. Tighten all bolts and reassemble the bike in reverse order. Remove from lift.
8. **Carefully** test the motorcycle for conflicts between the rear wheel and fender, wiring, saddlebag supports, and other components associated with the rear suspension. Lowering any motorcycle should be done with caution, and higher or highest rear shock preload (stiffness) is recommended. Have a heavy rider hold the bike upright and bounce on the saddle **_HARD_**, while inspecting for adequate clearance around the tire and rear suspension/accessories.
9. On some models you will need to remove the chain guard or trim a small section off the front edge to clear the inner fender mud flap. Be sure to paint this edge to prevent rust from forming.



10. Any questions or problems? Don't hesitate to email support@scootworks.com for prompt attention!
11. **CONGRATULAIONS!** You now have one of the lowest Triumph on the planet. Be sure so send us a picture of your completed project to photos@scootworks.com, and please give us your comments on this product.