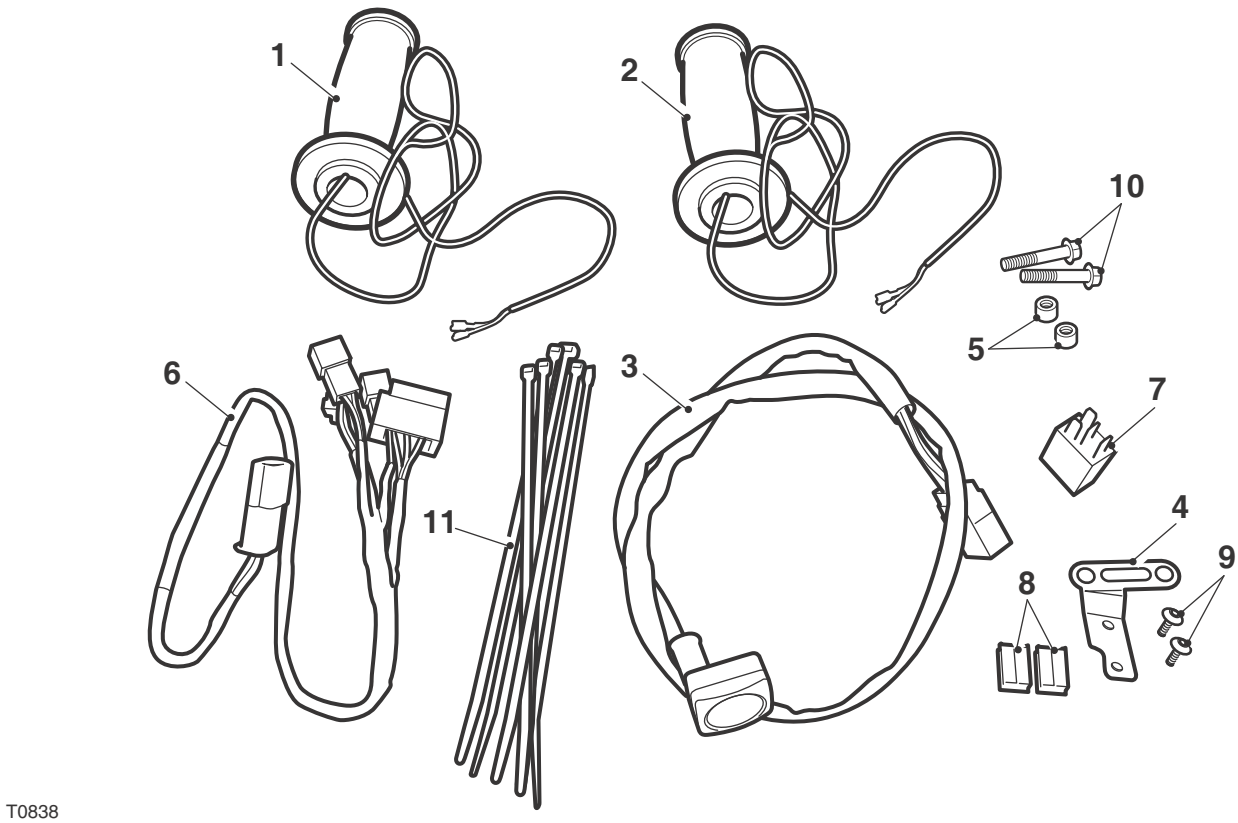
English

Fitting Instructions:
Tiger 800 and Tiger 800XC
A9638120, A9638126

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.



T0838

Parts Supplied:

1. Heated grip, left-hand	1 off	7. Relay	1 off
2. Heated grip, right-hand	1 off	8. Connector	2 off
3. Switch, heated grips	1 off	9. Screw, M4 x 5 mm	2 off
4. Bracket, switch	1 off	10. Bolt, M6 x 35 mm	2 off
5. Spacer	2 off	11. Cable tie	8 off
6. Sub-harness, heated grips	1 off		

Publication part number A9900681 issue 2, ADC 12925

Warning

This accessory kit is designed for use on Triumph Tiger 800 and Tiger 800XC motorcycles only and should not be fitted to any other Triumph model or any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model or 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 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 motorcycle's operation which may result in loss of motorcycle control and an accident.

Warning

Always ensure that the newly installed wiring does not chafe against other parts of the motorcycle such that it may be rubbed through and cause an electrical problem. In addition, always ensure that the newly installed wiring will not restrict steering movement. Both conditions are hazardous and could give rise to a dangerous riding condition resulting in a fire, 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.

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.**

Heated Grip Installation

1. Remove the rider's seat and disconnect the battery, negative (black) lead first.
2. Remove the fuel tank as described in the service manual.
3. Remove the handlebar end weights.
4. Remove the left-hand switch housing screws and allow the switch housing to hang free of the handlebar.
5. Remove the handlebar grip.
6. Remove the right-hand switch housing screws and allow the switch housing to hang free of the handlebar.

Note:

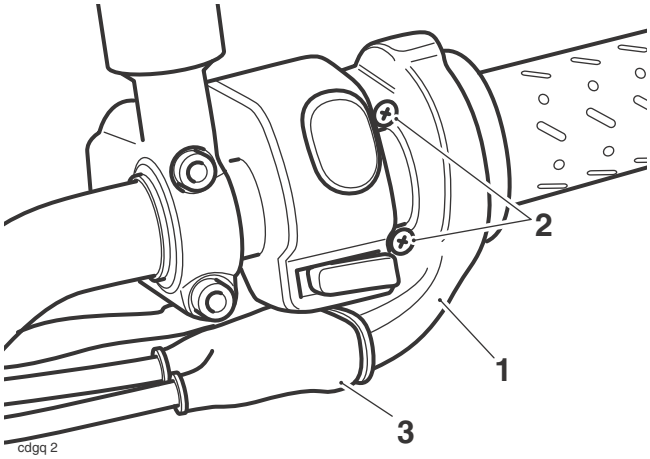
- **To gain access to the switch housing screws it may be necessary to slacken the front brake/ master cylinder clamp screws and rotate the assembly out of the way.**

Warning

Do not allow the master cylinder to invert as this will introduce air into the brake system and may also cause brake fluid to leak resulting in damage to bodywork.

A dangerous riding condition, leading to loss of motorcycle control and an accident could result if this warning is ignored.

7. At the twist grip, slide off the rubber boot and release the screws which secure the two halves of the twist grip guide to each other.

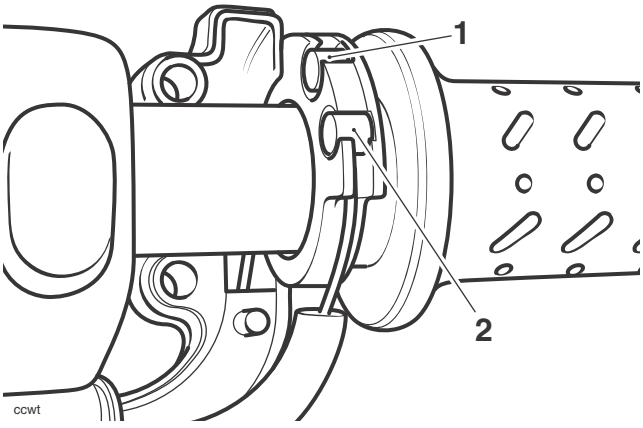


1. Twist grip guide
2. Screws
3. Rubber boot

Note:

- **Prior to detaching the throttle cables from the twist grip, clearly identify the opening and closing cables so that they may be refitted in the correct positions.**

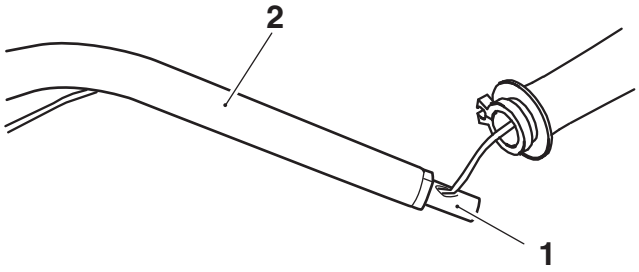
8. Separate the two halves of the guide then release the inner cables from the twist grip.



1. Opening cable
2. Closing cable

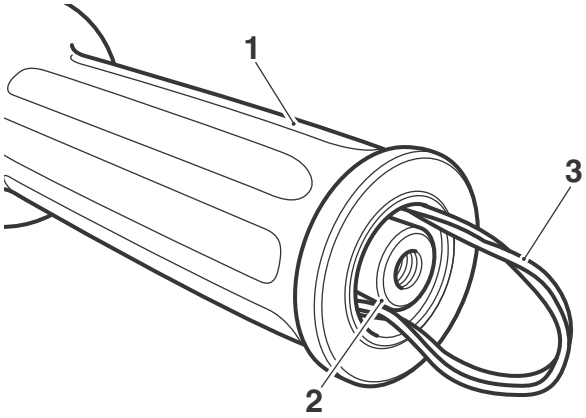
9. Remove the handlebar grip.

10. Thread the right-hand (throttle) heated grip cable into the large hole in the handlebar end weight mounting and out through the hole in the underside of the handlebar, as shown.



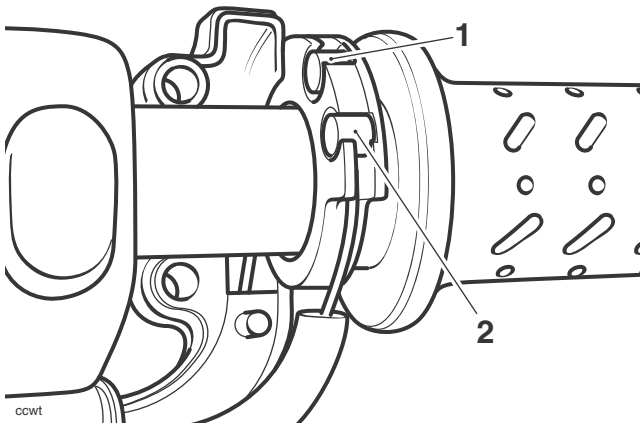
1. End weight mounting
2. Handlebar

11. Carefully fit the grip to the handlebar until the end of the grip is flush with the handlebar. Ensure that the cables do not become trapped and that there is enough cable slack to form a loop outside the grip, as shown below.



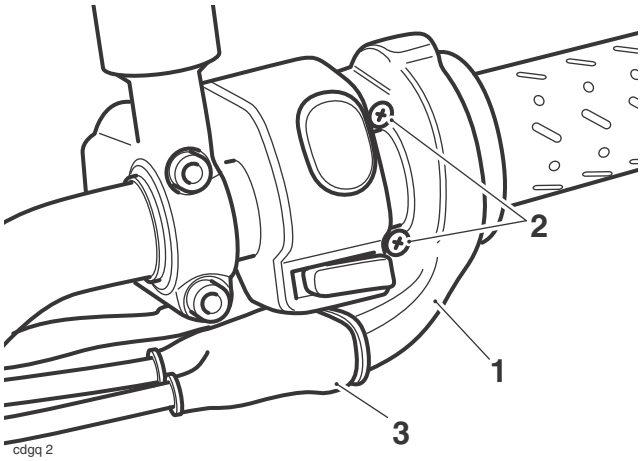
1. Grip
2. Handlebar
3. Cables loop

12. Ensure that the grip is flush with the handlebar and reconnect the throttle cables as noted before detaching them.



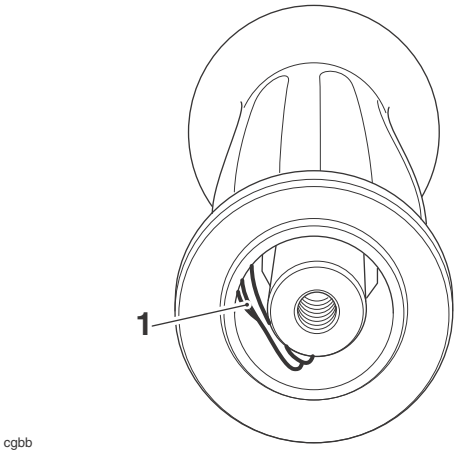
1. Opening cable
2. Closing cable

13. Assemble the two halves of the twist grip guide ensuring that the outer cables are correctly located in the guide and the guide is positioned on the handlebars as prior to removal. Tighten the screws to **3 Nm**. Refit the rubber boot.



1. Twist grip guide
2. Screws
3. Rubber boot

14. Carefully pull the cable back through the hole in the underside of the handlebar until the loop of the cables is just inside the end of the grip, as shown below.



1. Cables loop

15. Ensure there is enough slack in the cables for the twist grip to rotate and the cables not to become trapped.
16. 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.
17. Refit the right-hand switch housing ensuring that the boss locates in the dowel hole. Tighten the securing screws to **3 Nm**.

Caution

When securing electrical cable ties ensure that there is enough slack in the cables to allow for cable movement. Over-tightening of the cables may result in wiring harness damage and electrical malfunctions.

18. Ensuring the throttle is fully closed, and the cable inside the twist grip has adequate slack to allow correct throttle operation, secure the right-hand heated grip cable to the right-hand switch cube cable, approximately 40 mm from cable exit hole on the handlebar with a cable tie from the kit.
19. Check that there is 2 - 3 mm of free play at the throttle twist grip. Adjust if necessary.

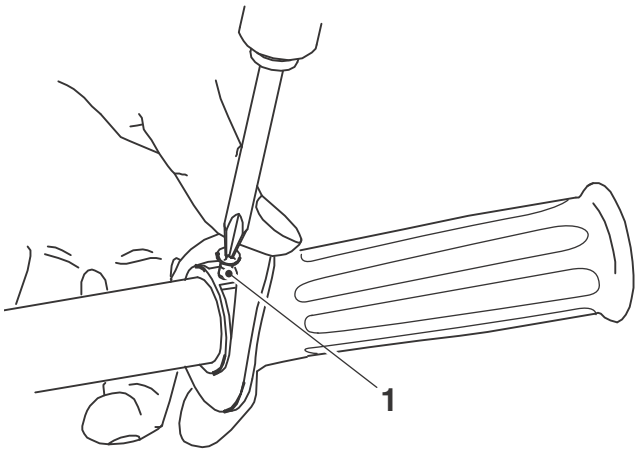
Warning

Operation of the motorcycle with an incorrectly adjusted, incorrectly routed or damaged throttle cable could interfere with the operation of the brakes, clutch or the throttle itself. Any of these conditions could result in loss of motorcycle control and an accident.

Warning

Move the handlebars to the left and right full lock while checking that the cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of control and an accident.

20. Re-secure the front brake lever/master cylinder by aligning the clamp split line with the '**+**' mark on the handlebar and tightening the clamp bolts, upper first, to **12 Nm**.
21. Refit the right-hand handlebar end weight. Tighten the end weight fixing to **5 Nm**.
22. Fit the left-hand heated grip in the same way as for the right, again ensuring that the cable is located correctly and cannot be trapped. Secure the left-hand grip by aligning and tightening the two self-tapping screws, as shown below.

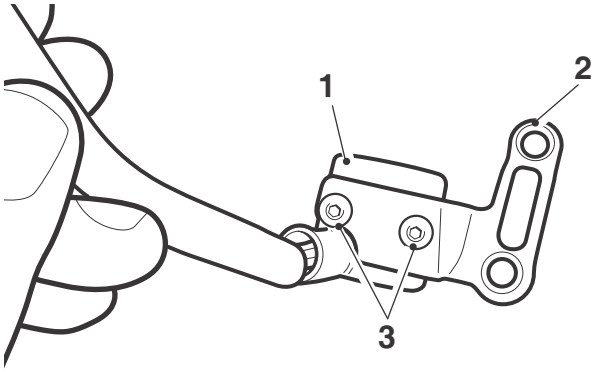


1. Self-tapping screw, 1 of 2 shown

23. Refit the left-hand switch housing. Tighten the screws to **3 Nm**.
24. Refit the left-hand handlebar end weight. Tighten the end weight fixing to **5 Nm**.

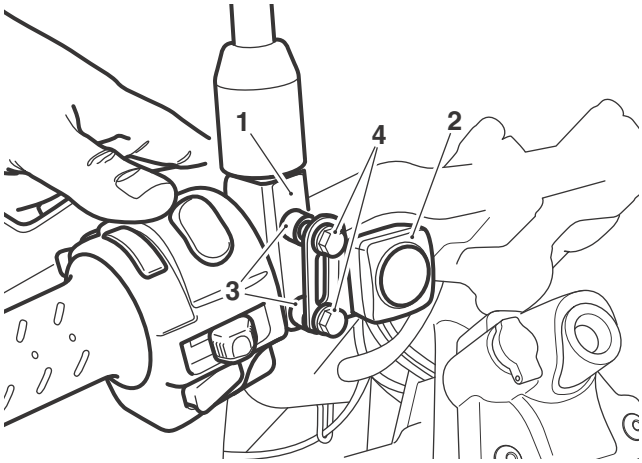
Switch Fitment

1. Align the heated grip switch to the switch bracket and secure with the two M4 x 5 mm screws. Tighten to **3 Nm**.



1. Switch
2. Switch bracket
3. M4 x 5 mm screws

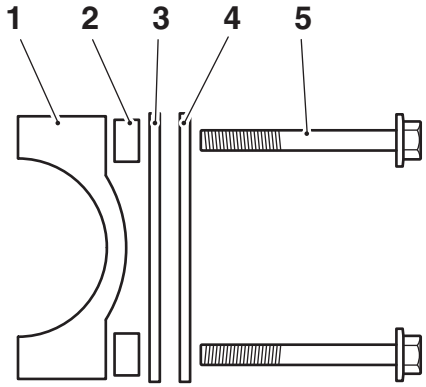
2. Support the clutch lever assembly and remove the two bolts.
   Retain the two bolts if the motorcycle is to be returned to its original condition.
   Retain the clamp for re-use.
3. Refit the clutch lever clamp (UP arrow pointing upwards), and install the two spacers and switch bracket. Secure with M6 x 35 mm bolts from the kit.



1. Clutch lever clamp
2. Heated grip bracket and switch
3. Spacers
4. M6 x 35 mm bolts

Note:

- **If the Triumph fog lamp kit is fitted with the heated grip kit, the fog lamp switch bracket must be fitted before the heated grip switch bracket to ensure correct switch positioning.**



1. **Clutch lever clamp**
2. **Spacer**
3. **Fog lamp bracket**
4. **Heated grip bracket**
5. **Bolt**

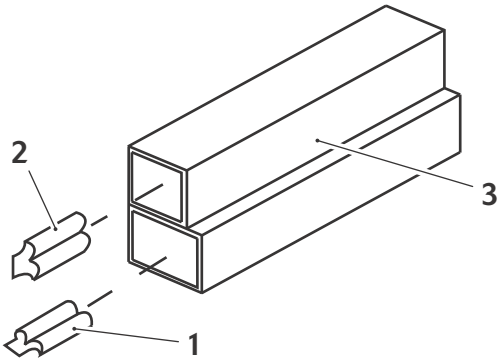
4. Align the split line of the clutch lever with the '+' mark on the upper surface of the handlebar, then tighten the clamp bolts, upper first, to **12 Nm**.
5. Following the left-hand switch cube wiring, route the switch harness and left-hand heated grip cable through to the left-hand radiator cowling.
6. Following the right-hand switch cube wiring, route the right-hand heated grip cable through to the left-hand radiator cowling.
7. Secure the harness and cables with cable ties to help prevent them becoming trapped or stretched by the steering mechanism.

Warning

Move the handlebars to the left and right full lock while checking that the cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of control and an accident.

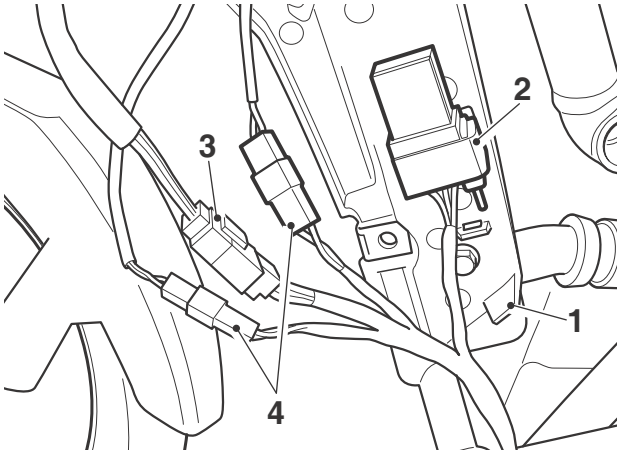
Sub-Harness Fitment

1. Attach the supplied terminal blocks to the heated grip cables ensuring the correct orientation of the terminals.



1. **Black terminal**
2. **Brown terminal**
3. **Connector block**

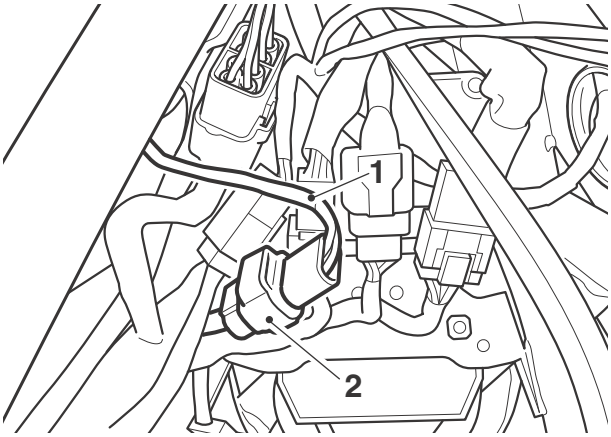
2. Recover the sub-harness and relay from the kit and connect the relay to the connector on the sub-harness.
3. Attach the relay mounting to the tang on the left-hand radiator infill moulding.
4. Connect the switch harness to the corresponding connector on the sub-harness.
5. Connect the heated grip cables to the two connectors on the sub-harness.



1. **Radiator infill moulding**
2. **Sub-harness and relay**
3. **Switch harness**
4. **Heated grip connectors**

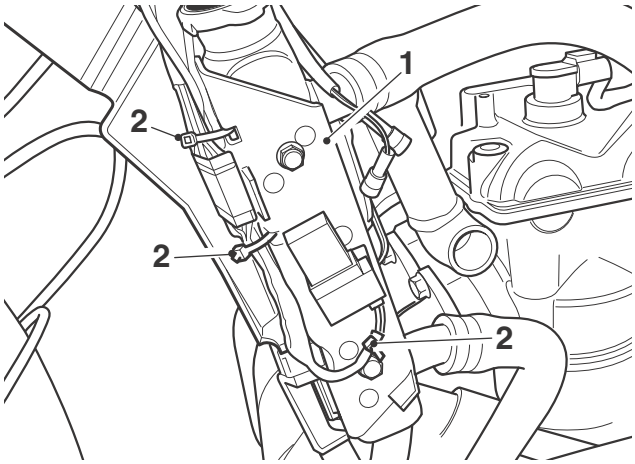
6. Route the sub-harness main connector through the hole in the frame to the area behind the headstock.

7. Identify the 3-way connector on the main wiring harness (located under the fuel tank in the headstock area) and remove the blanking plug.
   Retain the blanking plug if the motorcycle is to be returned to its original condition.
8. Connect the sub-harness connector to the main harness connector.



1. Sub-harness
2. Main harness connector

9. Secure the sub-harness and all loose cables to the left-hand radiator infill moulding using three of the cable ties supplied. Ensure the connector is fitted between the two cable ties, and orientated as shown below, to allow correct fitment of the radiator lower moulding.



1. Radiator infill moulding
2. Cable tie positions

10. Refit the fuel tank as described in the service manual.
11. Reconnect the battery, positive (red) lead first and refit the seats.

Heated Grip System Testing

1. Run the engine to avoid draining the battery.
2. Operate the switch at both positions and check that the heated grips warm up.
3. Fuse number 2 protects the heated grip circuit, refer to the label in the fuse box lid for fuse amperage.

Operation

1. The heated grip switch has three operating modes and will change colour as described below:
   - OFF - white;
   - HOT - red;
   - WARM - green or amber.

The system is designed to offer a variable level of heat at the grips from warm to hot.

For maximum benefit in cold conditions, from the off position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (green or amber) when the grips have warmed up. To turn off the heated grips, press and release the switch until the colour of the switch is white.

Automatic Shutdown

If the heated grips are switched on and a low battery voltage situation is detected continuously for five minutes the illuminated switch will flash five times. When the illuminated switch stops flashing the power to the heated grips and LED warning light will be switched off.

To switch the heated grips on again, press the switch until the desired heat level is reached, however if the low voltage condition is still apparent the heated grips will operate for a further five minutes and then turn off.

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 control of the motorcycle leading to 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 lead to loss of control or 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 competitions 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.