

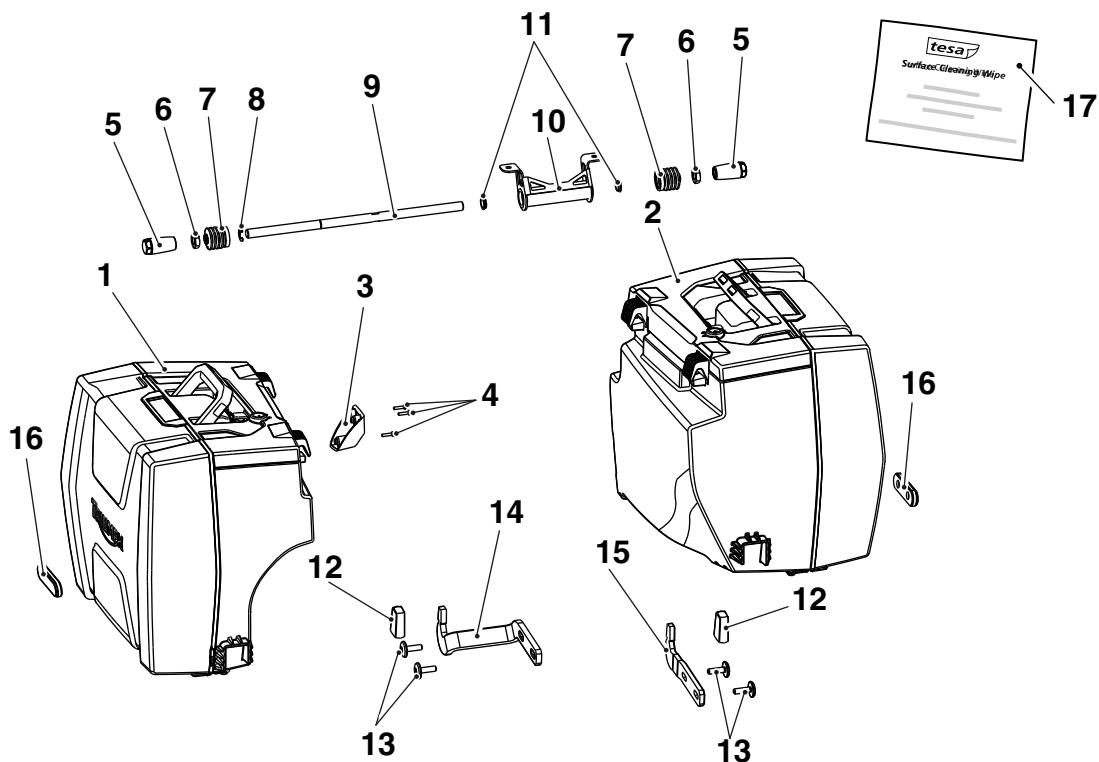
English

## Fitting Instructions: Tiger Explorer and Tiger Explorer XC A9508119, A9508120 and A9508175

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. Pannier assembly, right hand	1 off	10. Bracket, link bar	1 off
2. Pannier assembly, left hand	1 off	11. Split bush, 12 x 2 mm	2 off
3. Adapter moulding	1 off	12. Rubber boot	2 off
4. Screw, self-tapping M4 x 18 mm	3 off	13. Screw, M6 x 20 mm	4 off
5. End cap	2 off	14. Pannier third mount, right hand	1 off
6. Nut, M12	2 off	15. Pannier third mount, left hand	1 off
7. Gaiter	2 off	16. Reflector, red (A9508120, A9508175)	2 off
8. Circlip	1 off	17. Cleaning swab (A9508120, A9508175)	1 off
9. Link bar	1 off		



## Warning

This accessory kit is designed for use on Triumph Tiger Explorer and Tiger Explorer XC 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 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

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

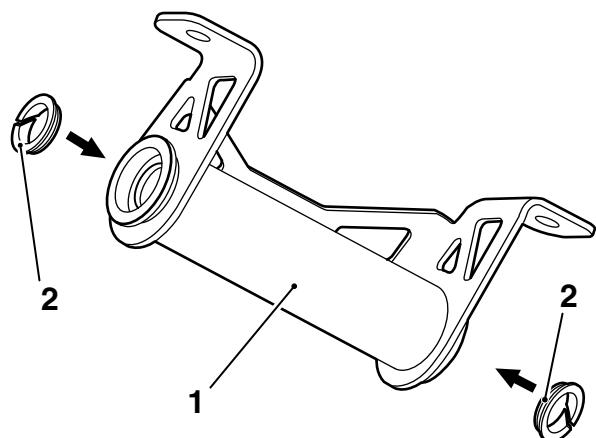


## Warning

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.

## Installation of the Mounting Bracket

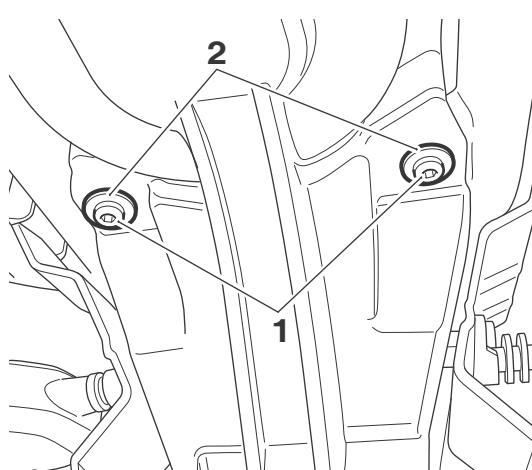
1. Position the motorcycle on its centre stand.
2. Install the two split bushes to the link bar bracket as shown below.



**1. Bracket**

**2. Split bush**

3. Remove the two screws and washers from the underside of the mudguard. Retain the washers for re-use if the motorcycle is to be returned to its original condition. Retain the screws for re-use.

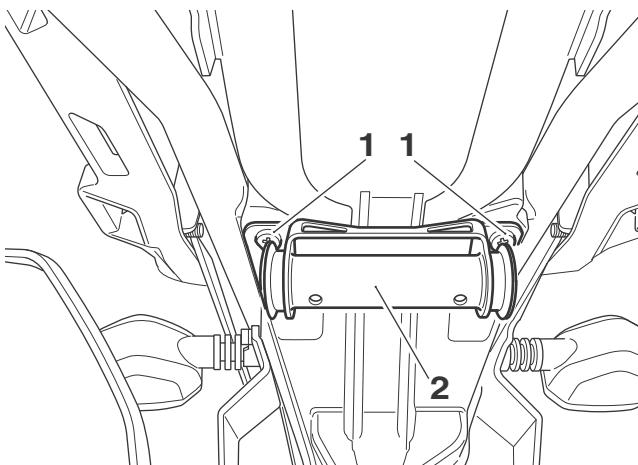


**1. Screw**

**2. Washer**

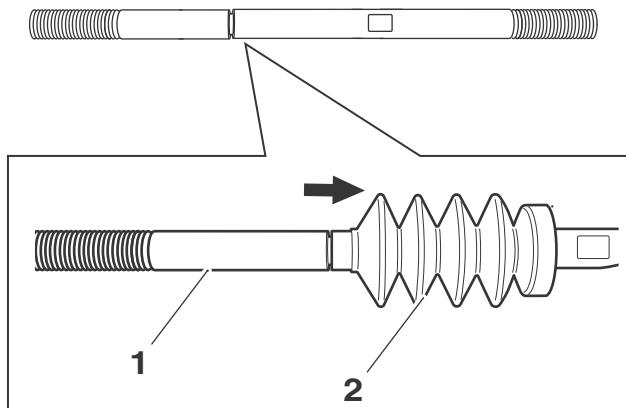
**Note:**

- **The bracket is fastened to the rear bodywork with the screws only. The washers removed previously must not be used with the bracket.**
- 4. Fit the bracket, with the brace bar facing toward the front of the motorcycle and secure using the screws removed previously. Tighten the screws to **8 Nm**.



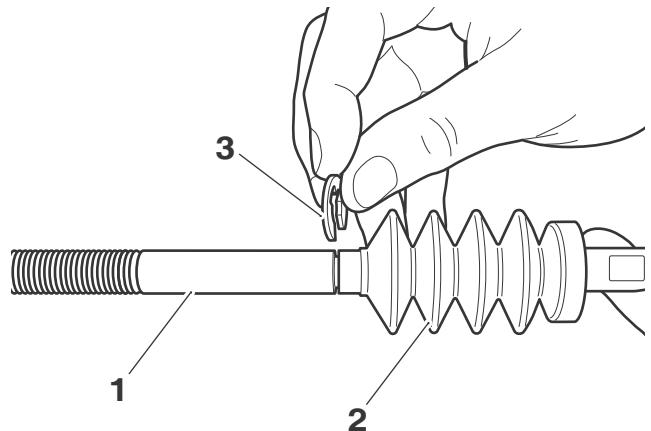
1. Screws  
2. Bracket

- 5. Fit a garter from the kit to the long side of the link bar and position as shown below.



T1058  
1. Link bar  
2. Garter

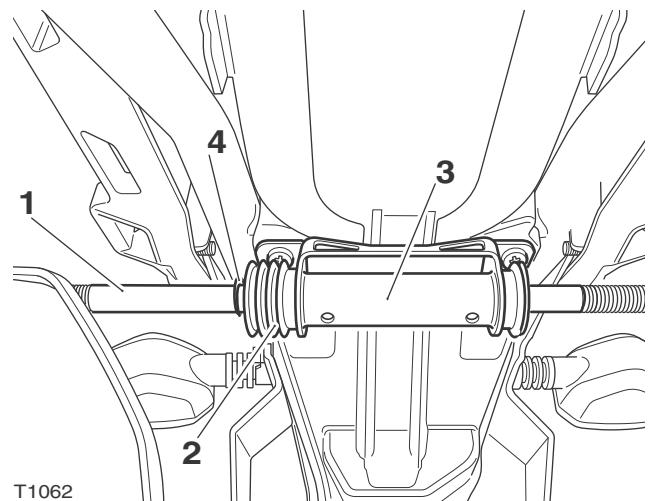
- 6. Take the circlip from the kit and place on the link bar as shown below.



T1058  
1. Link bar  
2. Garter  
3. Circlip

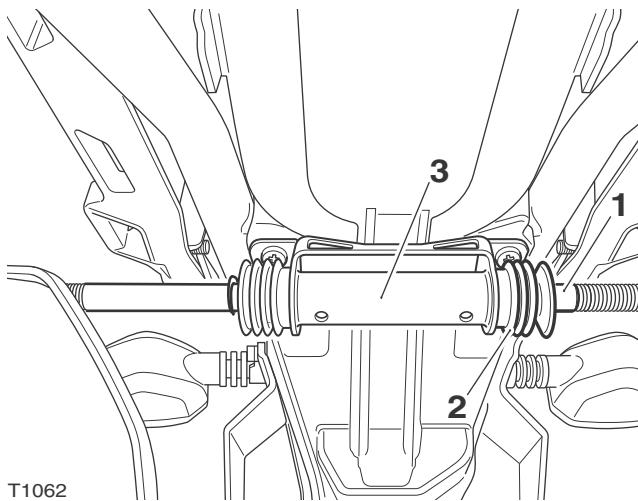
**Note:**

- **When fitting the link bar, the circlip must be located to the right hand side of the motorcycle.**
- 7. Insert the link bar from the right hand side. Attach the garter to the recess in the bracket.



T1062  
1. Link bar  
2. Garter  
3. Bracket  
4. Circlip

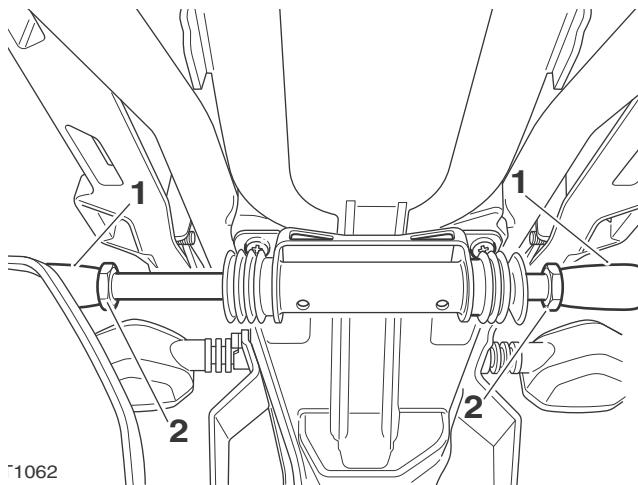
8. Take the remaining gaiter from the kit, slide it over the link bar. Attach to the recess in the bracket as shown below.



T1062

1. Link bar  
2. Gaiter  
3. Bracket

9. Screw a M12 nut and end cap from the kit to each end of the link bar. Do not fully tighten the lock nut at this stage.



T1062

1. Link bar end cap  
2. Nut

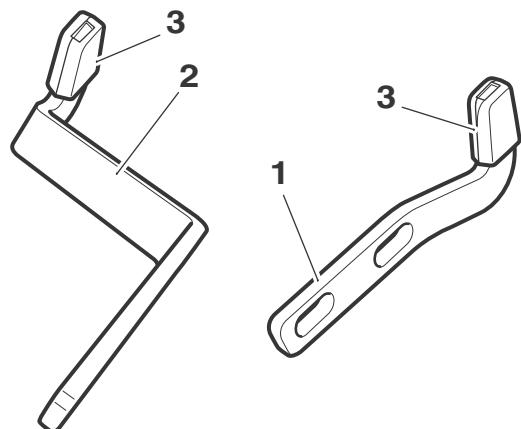
## Installation of the Pannier Third Mount

10. Locate the left and right third mounts and the rubber boots from the kit.

### Note:

- The tapered edge of the rubber boot must face to the front of the motorcycle.**

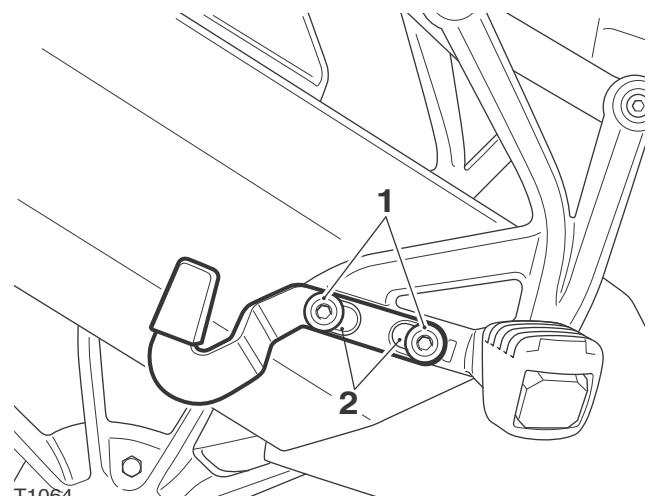
11. Fit the rubber boots to the mounts.



T1063.1

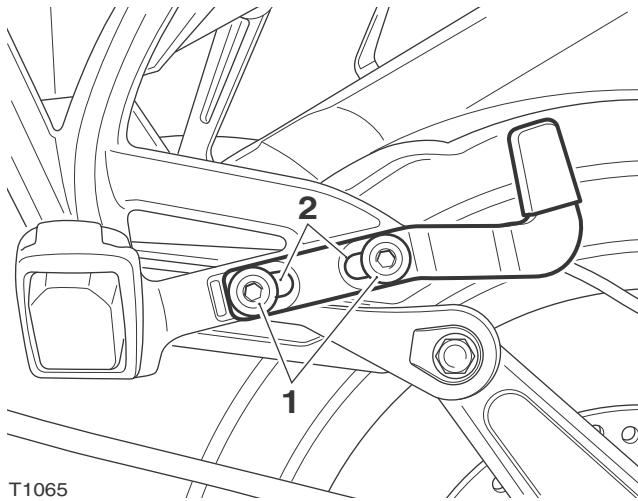
1. Third mount (left hand side)  
2. Third mount (right hand side)  
3. Rubber boot

12. Remove the screws and infill panels from the rear footrest brackets and retain them for re-use if the motorcycle is to be returned to its original condition.  
13. Locate the M6 x 20 mm third mount fixing screws from the kit.  
14. Fit the right hand third mount to the footrest bracket as shown below. Do not tighten the screws at this stage.



T1064  
1. Screw, M6 x 20 mm  
2. Adjuster slot

15. Fit the left hand third mount to the footrest bracket as shown below. Do not tighten the screws at this stage.

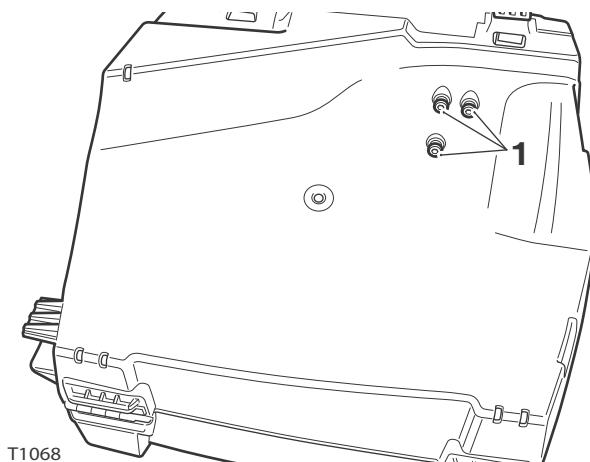


T1065

1. Screw, M6 x 20 mm

2. Adjuster slot

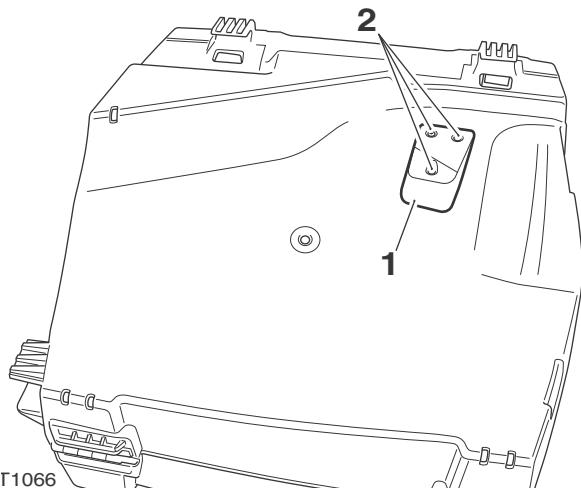
16. On the right hand pannier, locate the pre-drilled holes for the adapter moulding.



T1068

1. Pre-drilled holes

17. Fit the adapter moulding using the three self-tapping screws from the kit as shown below. Tighten the screws to **1.5 Nm**.



T1066

1. Adapter moulding

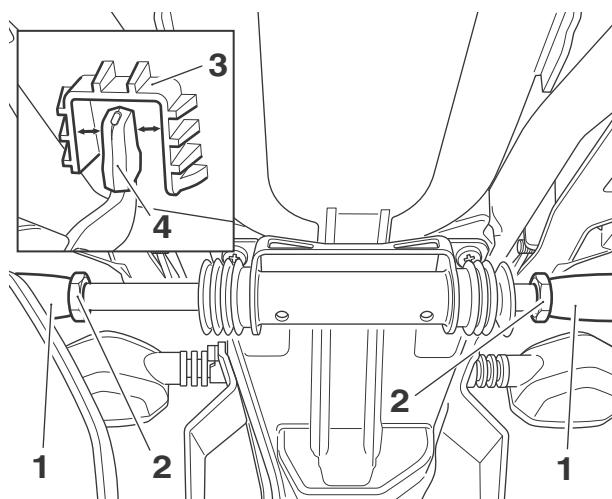
2. Screw, M4 x 18 mm

## Pannier Link Bar Adjustment

1. Check that the motorcycle is in an upright position on the centre stand.
2. Mount the panniers as described on page 8.

### Note:

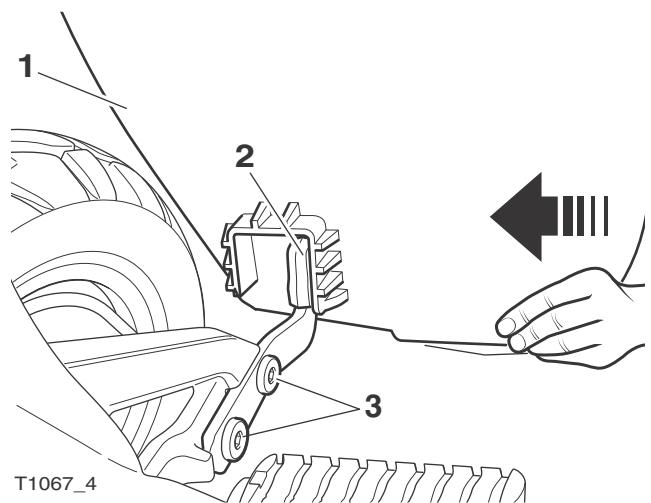
- **When the panniers are correctly aligned to the third mounts, the visible thread on the left and right hand side of the link bar are an equal length.**
- 3. Undo the left and right link bar end caps equally on both sides until the third mount rubber boots are located in the centre of the locating cup, as shown below.



1. End cap
2. Lock nut
3. Locating cup
4. Third mount rubber boot

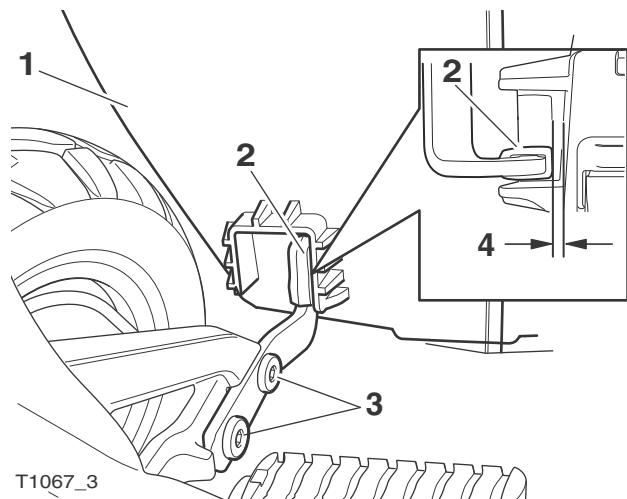
4. Hold the link bar end caps and tighten the lock nuts to **8 Nm**.

5. Push the pannier towards the centre of the motorcycle until the outer edge of the locating cup comes into contact with the third mount rubber boot.



1. Pannier
2. Third mount rubber boot
3. Screws, M6 x 20 mm

6. Adjust the third mounts horizontally forwards and rearwards until there is a small visible gap between the rear of the rubber boot and the pannier. Also adjust the third mounts vertically up or down until the top of the rubber boot rests against the top of the pannier locating cup.

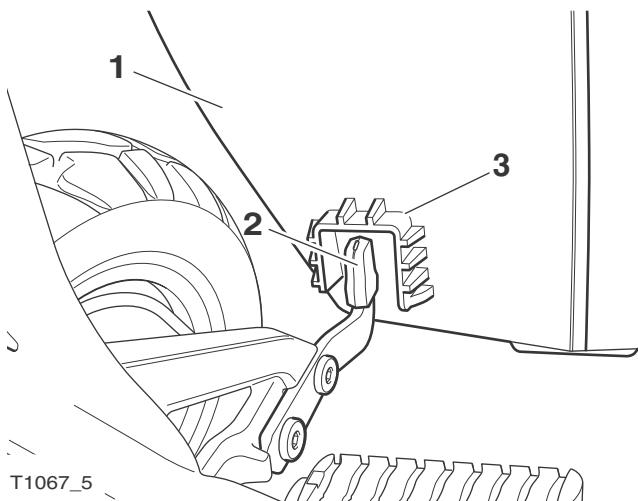


### Inset View from Below Pannier

1. Pannier
2. Third mount rubber boot
3. Screws, M6 x 20 mm
4. Visible gap

7. Tighten the left and right hand third mount fixing screws to **8 Nm**.

8. Allow the panniers to rest in their adjusted position as shown below.



1. Pannier  
2. Third mount rubber boot  
3. Locating cup

9. Check that the link bar is free to move smoothly and is unobstructed. Rectify if necessary.



### Warning

Do not ride the motorcycle with the third mounts removed or incorrectly adjusted.

Riding the motorcycle with the third mounts removed or incorrectly adjusted may cause the motorcycle to become unstable leading to loss of control and an accident.

10. Remove the motorcycle from the centre stand.

**Note:**

- **Re-check the link bar adjustment and operation at each service as recommended in the 'Maintenance and Adjustment' section of the owner's handbook.**

### Reflector Fitment - United States, Canada and Singapore Only

#### Notice

Failure to fit a reflector to each pannier as shown contravenes federal law and renders the motorcycle illegal for road use in the United States, Canada and Singapore. Always fit the reflectors as shown.



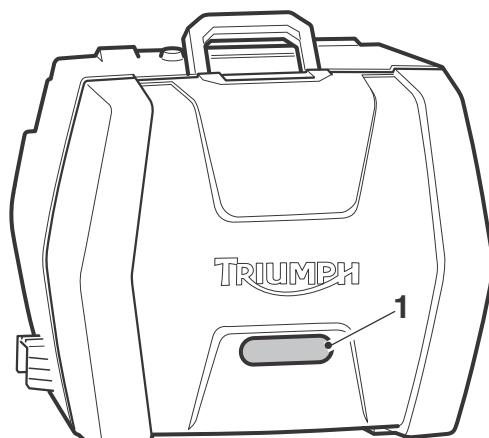
#### Caution

When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal and re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

**Note:**

- **Read the warning notices printed on the cleaning wipe packet in the fitting kit.**
- **The surfaces to which the reflectors are affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.**

1. Peel the protective film from the back of each reflector.
2. Fit one reflector to each pannier, in the position shown, ensuring the surface of the pannier is clean and free from grease.



1. Reflector

## Mounting the Panniers



### Warning

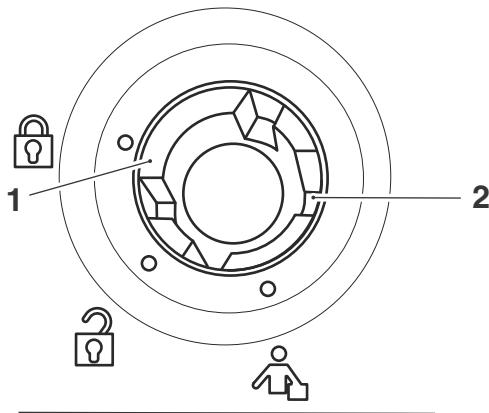
The two panniers fitted to this motorcycle are designed to be fitted as a pair. Never ride the motorcycle with only one pannier installed. Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of control and an accident.

## Lock Barrel Fitment

1. Fit the ignition key into the lock barrel lock supplied with the motorcycle when new.

### Note:

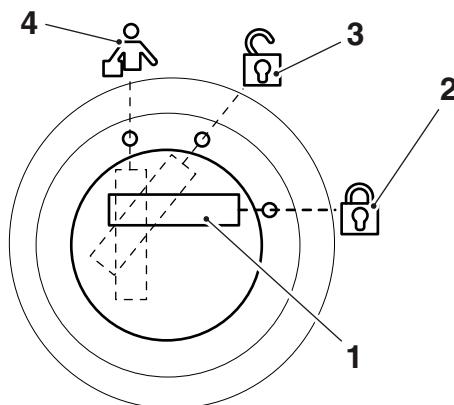
- **The lock barrel will only fit one way.**
- 2. Align the locking device on the lock barrel to the slot in the lock housing in the top box, as indicated in the illustration below.



## To install each pannier:

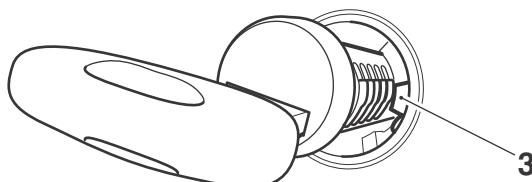
### Note:

- The same procedure can be followed to remove and mount the left hand or the right hand panniers.
- The pannier is marked in three positions around the lock barrel. To lock, open or release the panniers, the key slot must align with the corresponding symbols around the barrel as shown.



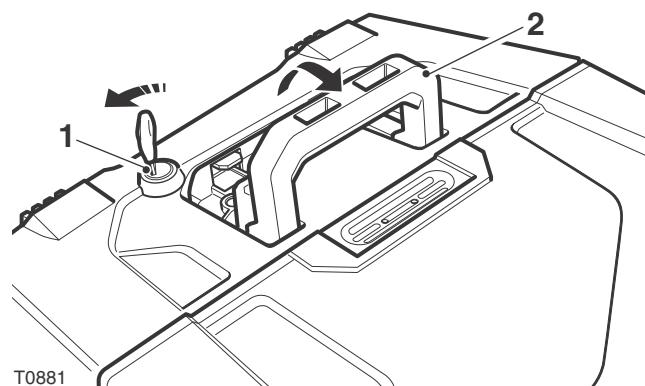
1. Key slot (shown in the LOCK position)
2. Lock position symbol
3. Unlock position symbol
4. Release position symbol

1. Insert the key into the lock. Turn the key to the RELEASE position and lift the carrying handle to its fully raised position.



1. Slot
2. Housing
3. Locking device

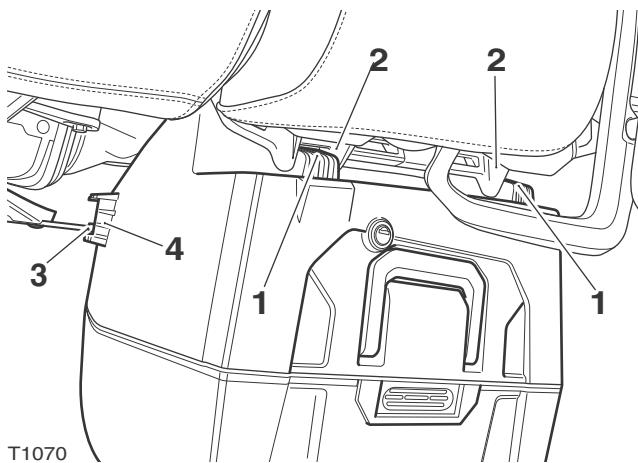
3. Push the barrel into position in the top box until it clicks into place.
4. Check the operation of the barrel.



1. Lock
2. Carrying handle

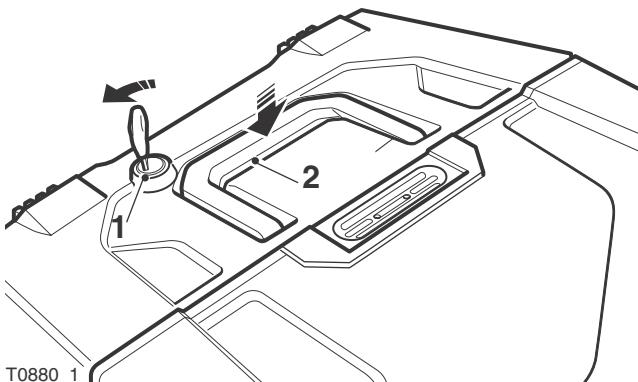
2. Position the pannier to the motorcycle and engage the fixed hooks of the pannier with the pannier mounting points.

3. Ensure that the third mount rubber boots locate into the cups moulded into the front of the pannier.



**1. Pannier fixed hooks**  
**2. Pannier mountings**  
**3. Third mount rubber boot**  
**4. Locating cup**

4. Turn the key to the RELEASE position, press down the carrying handle to its fully closed position. Release the key and confirm the carrying handle remains locked in its aperture as shown below.



**1. Key**  
**2. Carrying handle (locked position)**

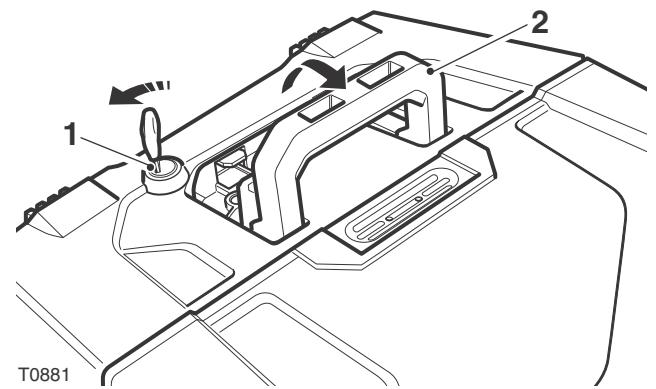
5. Turn the key to the LOCK position and remove it.

### To remove each pannier:

#### Note:

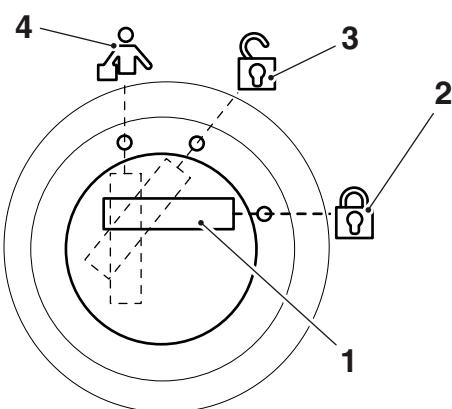
- The same procedure can be followed to remove and mount the left hand or the right hand panniers.

1. To unlock and remove the pannier, turn the key to the RELEASE position and lift the carrying handle to its fully raised position. Lift the pannier free from its mountings.



**1. Lock**  
**2. Carrying handle**

## Pannier Operation



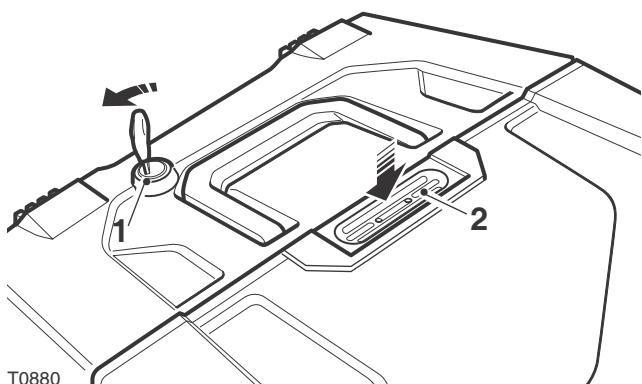
**1. Key slot (shown in the LOCK position)**

**2. Lock position symbol**

**3. Unlock position symbol**

**4. Release position symbol**

1. To unlock and open the pannier, insert the key and turn it to the UNLOCK position, then press down on the latch plate. The lid can then be opened.



**1. Lock**

**2. Latch plate**



### Caution

The pannier lid has two latch positions; the first latch position acts as a safety catch. Always ensure the pannier lid is fully closed onto the second latch position, as the pannier will not fully seal on the first latch position. Riding the motorcycle with the pannier lid in this position may allow water or dust ingress into the pannier, causing damage to the pannier contents.

### Note:

- **Due to the effective nature of the pannier lid seal, reasonable force may be required to close the lid to the second latch position.**
- 2. To close and lock the pannier, close the lid until the second 'click' is heard. Turn the key to the LOCK position and remove it.



### Warning

The maximum safe load for each pannier is 5 kg (11 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.



### Warning

The two panniers fitted to this motorcycle are linked by a link bar to enhance stability. This link bar allows a small amount of sideways pannier movement, independently of the motorcycle.

Do not remove or adjust the link bar (except as described on page 6 of this instruction) as motorcycle stability will be affected. Riding the motorcycle with the link bar removed or incorrectly adjusted may cause the motorcycle to become unstable leading to loss of control and an accident.



### Warning

In all cases, loads must be evenly distributed on both sides of the motorcycle. Uneven loading may cause instability, loss of control and 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 handling characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.



## Warning

Never ride an accessory-equipped motorcycle (including those fitted with Triumph approved windscreens and luggage systems) at speeds above 80 mph (130 km/h).

The presence of accessories such as windscreens and luggage systems 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

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.



## Warning

This motorcycle must not be operated above the legal road speed limit except in authorised closed-course conditions.