

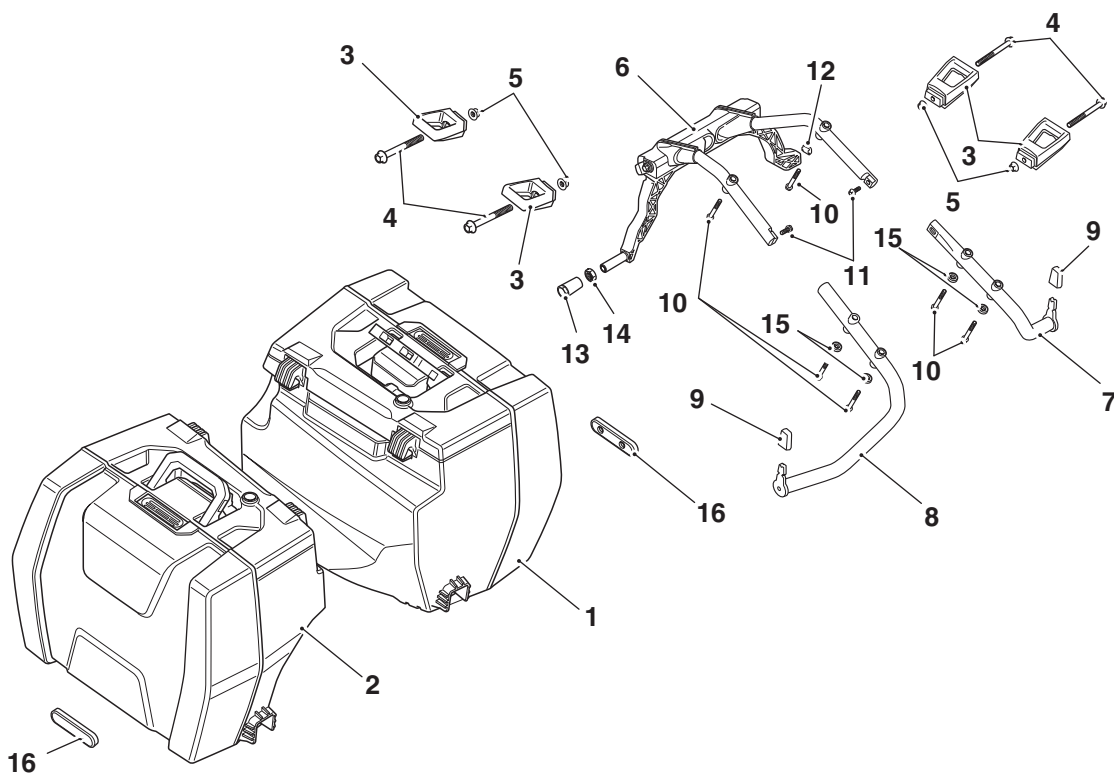
English

Fitting Instructions: Tiger 800 and Tiger 800XC A9508142 or A9508143

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.



T0868-3

Parts Supplied:

1. Pannier assembly, left hand	1 off	9. Third mount rubber	2 off
2. Pannier assembly, right hand	1 off	10. Bolt, M6 x 50 mm	6 off
3. Pannier mount hook, forged	4 off	11. Bolt M6 x 10 mm	2 off
4. Bolt, M8 x 80 mm	4 off	12. Link bar end cap	1 off
5. Nut, M8	4 off	13. Link bar pad	1 off
6. Pannier link bar assembly	1 off	14. Thin nut M12	1 off
7. Pannier third mount, left hand	1 off	15. Washer, M6	4 off
8. Pannier third mount, right hand	1 off	16. Reflector, red (where required)	2 off



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 manufacturer's motorcycle. Fitting this accessory kit 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.

Lock Barrel Fitment

1. Take a lock barrel and key (supplied with the motorcycle), insert the key into the barrel and push the barrel into position in the pannier until it clicks into place.

Note:

- **The lock barrel will only fit one way.**
2. Check the operation of the lock barrel.
 3. Turn the key to the locked position and remove the key.
 4. Fit a lock barrel to the remaining pannier in the same manner.

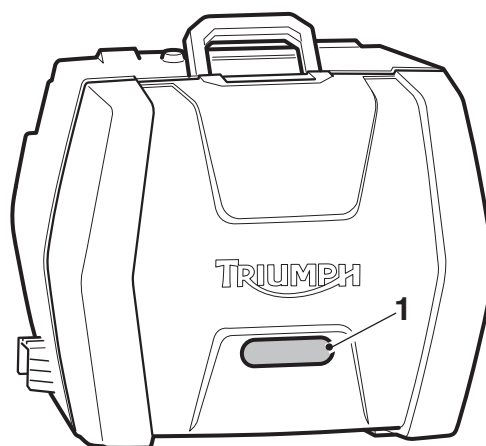
Reflector Fitment - United States, Canada and Singapore Only

1. Peel the protective film from the back of each reflector.

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.

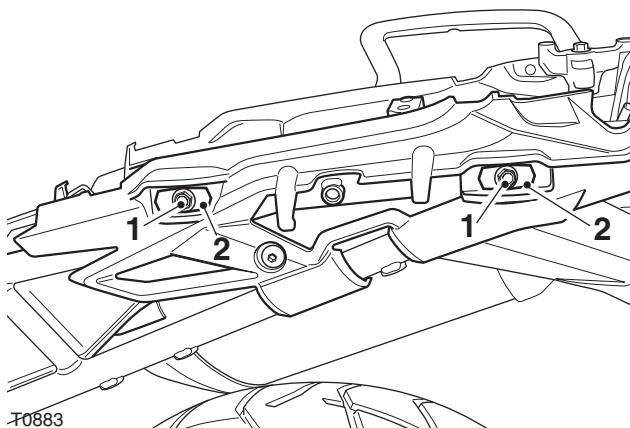
2. Fit one reflector to each pannier, in the position shown, ensuring the surface of the pannier is clean and free from grease.



1. Reflector

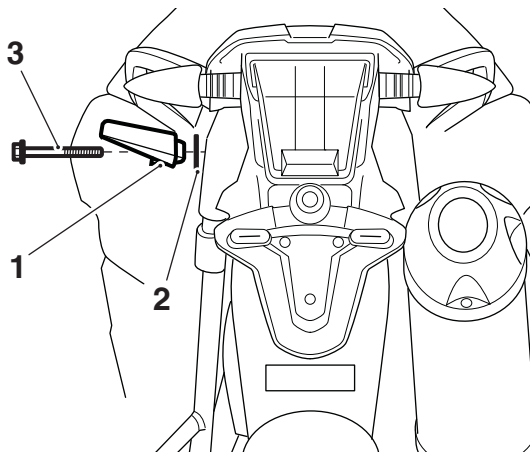
Installation of the Upper Mounts

1. Position the motorcycle on a paddock stand.
2. Remove the rider's seat as described in the service manual.
3. Remove the two nuts and bolts and remove the two left hand pannier mounting plates.
 - Retain the plates for re-use.
 - Retain the bolts for re-use if the motorcycle is to be returned to its original condition.
 - Discard the nuts.



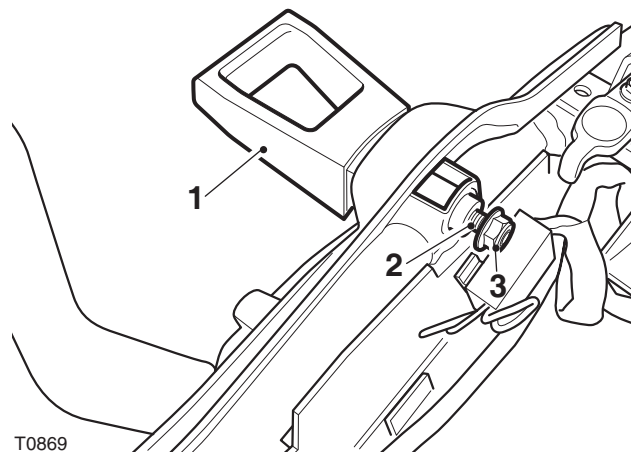
1. Bolts/nuts (nuts not shown)
2. Pannier mounting plates

4. Install two pannier mounting hooks and pannier mounting plates, in the orientation shown below, to the side panel and secure each hook with a M8 x 80 mm bolt.



1. Pannier mounting hook
2. Pannier mounting plates
3. Bolt

5. Fit and tighten new nuts to **20 Nm**.



1. Pannier mounting hook
2. Bolt
3. Nut

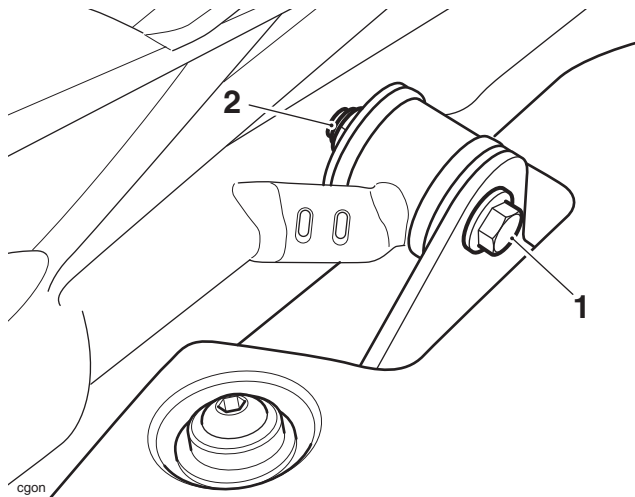
6. Repeat steps 2 to 4 for the right hand pannier mounting hooks.

Installation of the Pannier Third Mount and Link Bar Mechanism

Note:

- Lock nuts can be re-used, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
- Always use the correct replacement lock nut as recommended in the Triumph catalogue.

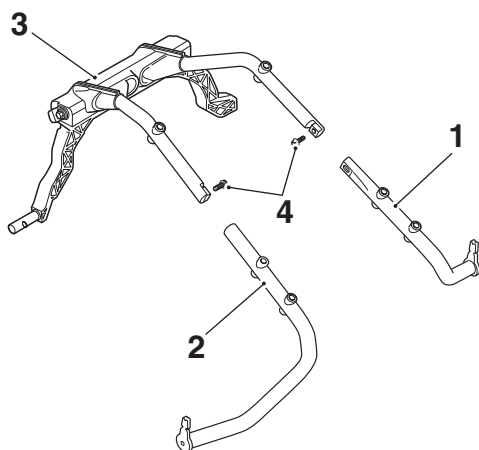
1. Support the silencer and loosen its fixing. Raise the silencer up and tighten its fixing to **15 Nm**.



1. Silencer mounting bracket fixing

2. Nut

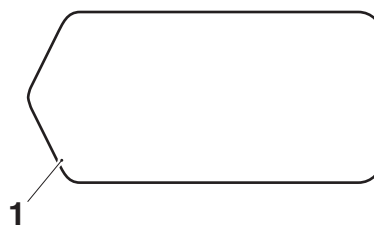
2. Fit the left hand and right hand pannier third mounts in to the link bar assembly and secure using the M6 x 10 mm bolts.
Do not tighten the bolts at this stage.



T0869-4

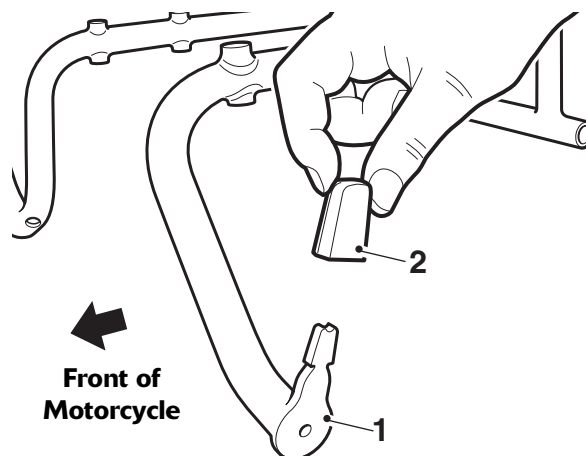
- 1. Left hand third mount**
- 2. Right hand third mount**
- 3. Link bar assembly**
- 4. Bolts**

3. Fit the two rubber boots to the brackets on the third mounts. Fit the rubber boot with the tapered edge facing the front of the motorcycle.



Front of Motorcycle

1. Rubber boot orientation

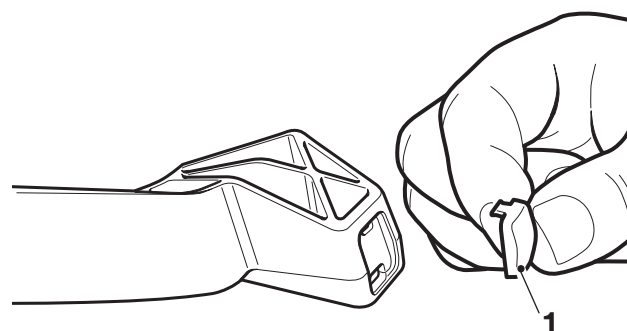


Front of Motorcycle

1. Third mount bracket (left hand shown)

2. Rubber boot

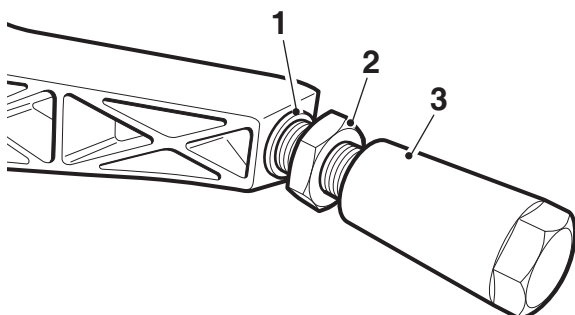
4. Fit the link bar end cap to the left hand side of the link bar.



T0874

1. Link bar end cap

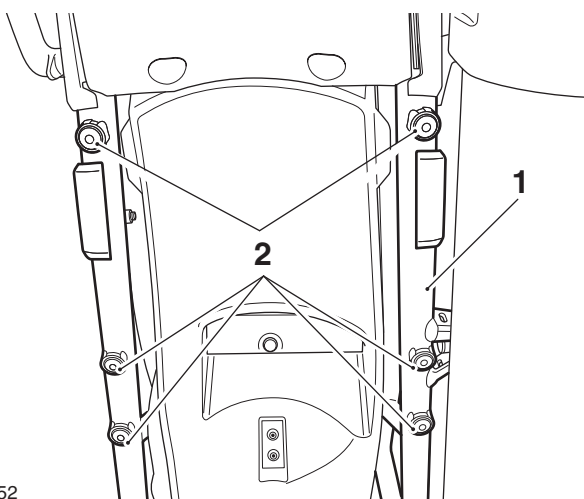
5. Loosely attach the thin M12 nut and the link bar pad to the threaded (right hand) end of the link bar. Screw the nut and pad fully on to the link bar but do not tighten at this stage.



T0875

1. Link bar thread
2. M12 thin nut
3. Link bar pad

6. Remove the six blanking plugs from the underside of the rear subframe. Retain the plugs if the motorcycle is to be returned to its original condition.



T0952

1. Rear subframe
2. Blanking plugs

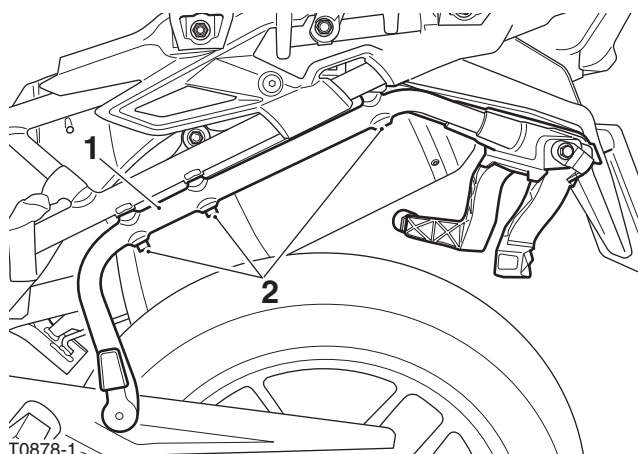
7. Fit M6 washers to four of the six M6 x 50 mm bolts.
8. Fit the pannier third mount assembly to the frame using six M6 x 50 mm bolts, installing the four bolts with washers at the front four bolt positions.



Warning

The pannier link bar allows a small amount of sideways pannier movement, independently of the motorcycle. Ensure the pannier link bar is free to move smoothly and is unobstructed. Riding the motorcycle with the link bar which is not free to move may cause the motorcycle to become unstable leading to loss of control and an accident.

9. Check that the pannier link bar is free to move smoothly and is unobstructed. Rectify if necessary.
10. Tighten the six bolts to **12 Nm**.



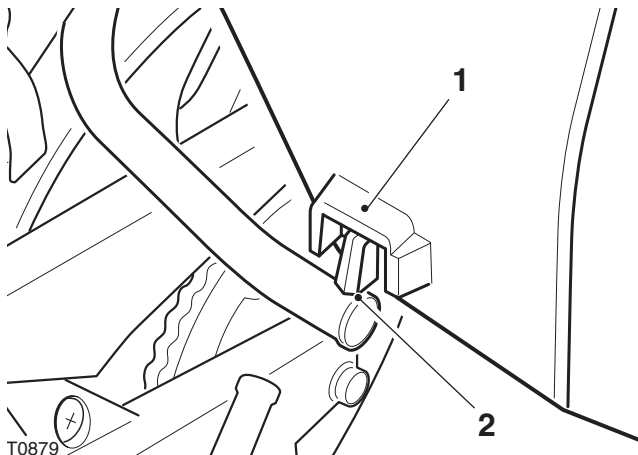
T0878-1

1. Pannier third mount assembly
2. Bolts

11. Tighten the two M6 x 10 mm link bar assembly to third mount bolts to **6 Nm**.
12. Refit the rider's seat as described in the service manual.

Pannier Link Bar Adjustment

1. Check that the motorcycle is in an upright position on a paddock stand or the centre stand (if fitted).
2. Mount the panniers as described on page 6.
3. Adjust the link bar pad until the third mount rubber boots are positioned centrally in the locating cups on each pannier.



1. Pannier locator cup
2. Third mount

4. Tighten the thin M12 nut to **8 Nm**.



Warning

Do not ride the motorcycle with the pannier link bar removed or incorrectly adjusted.

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.

5. Remove the motorcycle from the paddock stand or centre stand (if fitted).

Note:

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

Mounting the Panniers



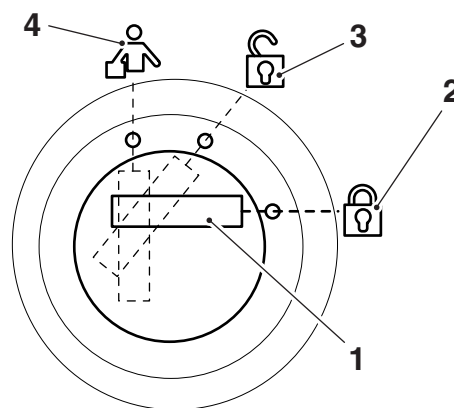
Warning

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.

To install each pannier:

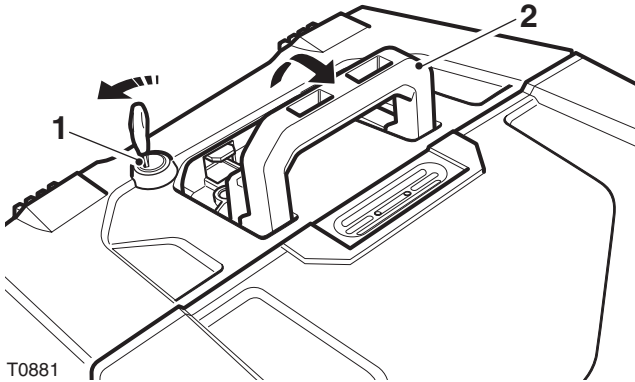
Note:

- 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.



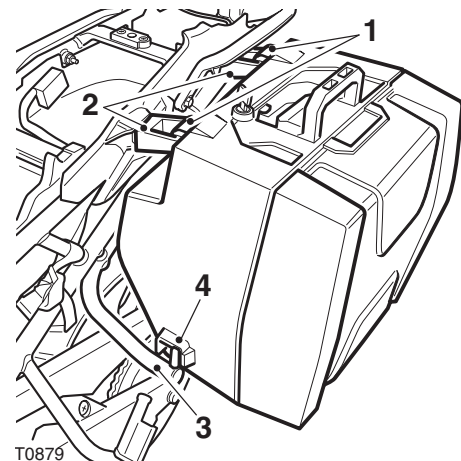
1. Key slot (shown in the **LOCK** position)
2. Lock position symbol
3. Unlock position symbol
4. Release position symbol

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. 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 mounting bracket fits into the locating cup moulded into the front of the pannier.



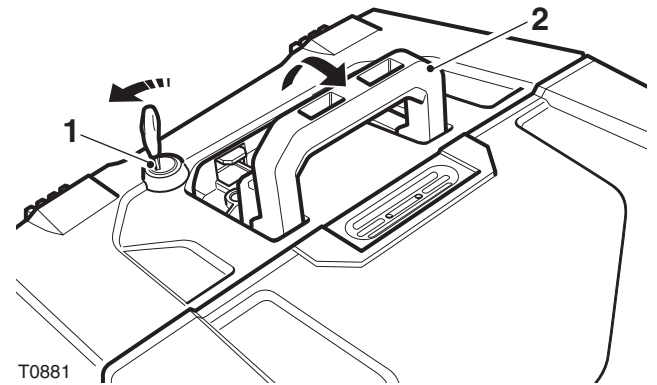
1. Pannier fixed hooks
2. Pannier mountings
3. Third mounting bracket
4. Locating cup

4. Lock the pannier to the rail by pressing the carrying handle to the fully closed position whilst turning the key to the LOCK position. Remove the key.

To remove each pannier:

Note:

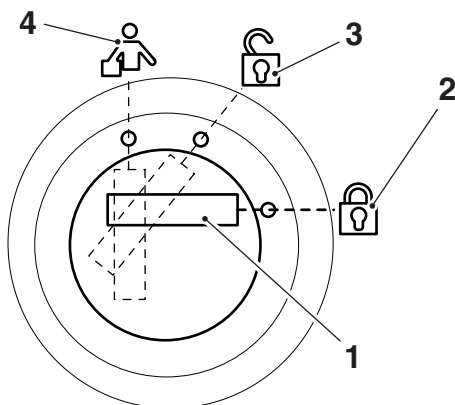
- The same procedure can be followed to remove and mount the left hand or the right hand panniers.



1. Lock
2. Carrying handle

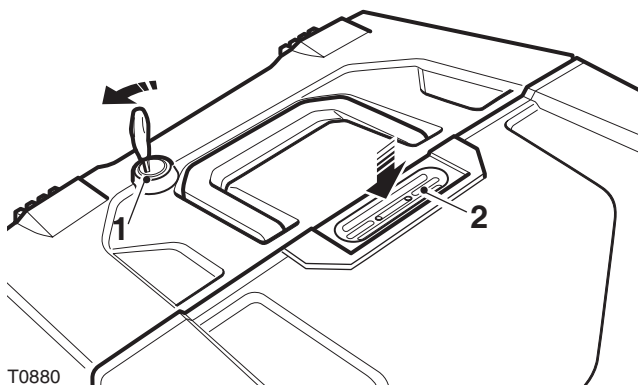
1. To unlock and remove the pannier from the pannier mountings, turn the key to the RELEASE position and lift the carrying handle to its fully raised position. Lift the pannier free from the pannier mountings.

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 on to 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

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