

Fitting Instructions:

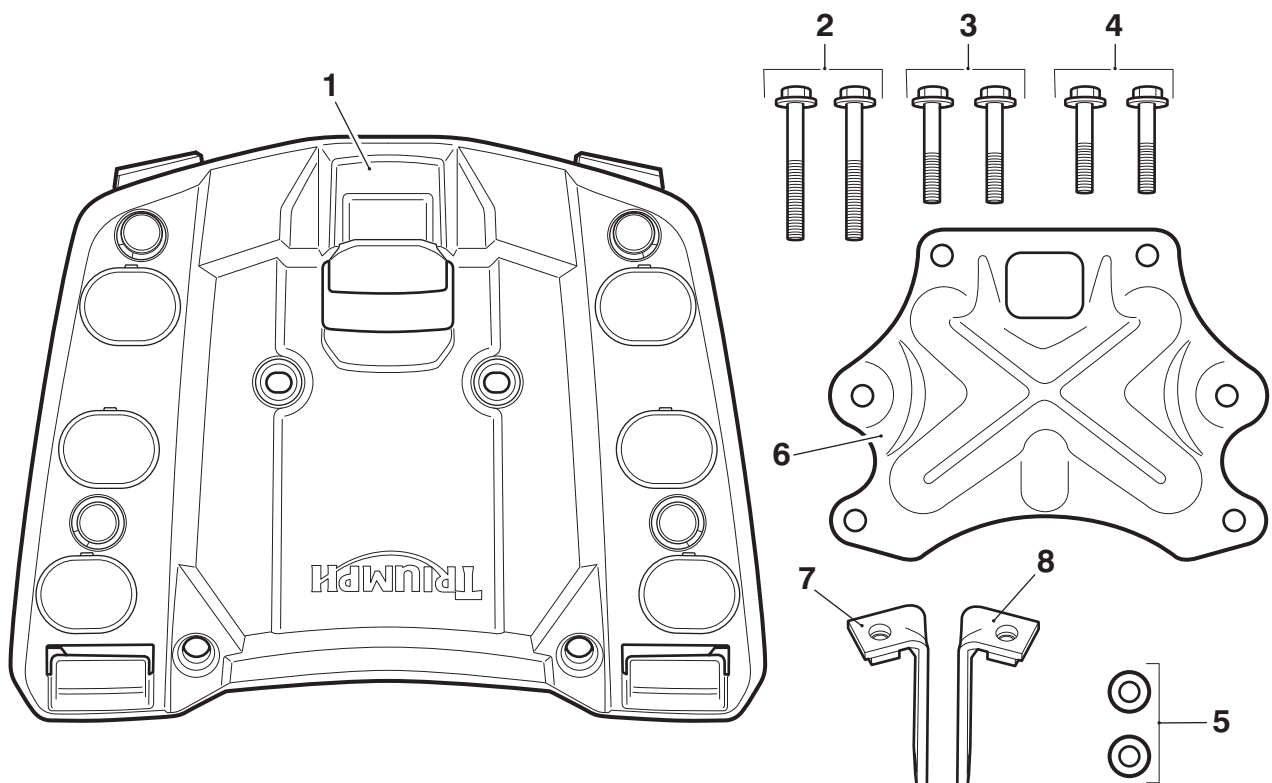
**Tiger XR, Tiger XR_T, Tiger XR_x, Tiger XC, Tiger XC_A, Tiger XC_x,
Tiger 800, Tiger 800XC, Tiger 800 XR, Tiger 800 XR_x, Tiger 800 XC_x,
Tiger 800 XR_T, Tiger 800 XC_A, Tiger 800 XR_x LRH
A9501275, A9508148, A9508201, T2350294, T2353172, T2351090, T2351055,
T2351047 and T2356829**

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.

A9508148



Parts Supplied:

1. Sliding carriage	1 off	5. Spacer	2 off
2. Bolt, M8 x 65 mm	2 off	6. Carriage plate	1 off
3. Bolt, M8 x 45 mm	2 off	7. Carriage plate mounting bracket LH	1 off
4. Bolt, M8 x 40 mm	2 off	8. Carriage plate mounting bracket RH	1 off

A9501275, T2350294, A9508201, T2353172, T2351090, T2351055, T2351047 and T2356829



T1008

Part Supplied:

- 1. Top box 1 off



Warning

The accessory kits covered in this instruction are designed for use on specific models of Triumph motorcycle. The accessory kits and the models applicable are listed at the start of the instruction. They should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting an accessory kit to a Triumph model not listed, 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

When fitting this accessory kit, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

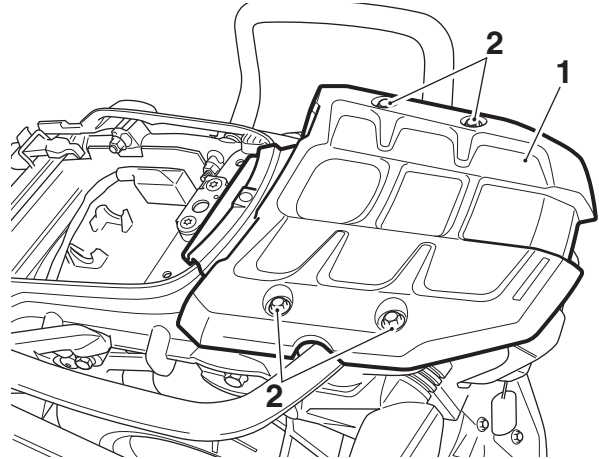


Warning

Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident. Always use a calibrated torque wrench.

Sliding Carriage - A9508148

1. Position the motorcycle on a paddock stand.
2. Remove the rider's seat as described in the owner's handbook.
3. Remove the four fixings, retain for re-use and remove the rear rack moulding.



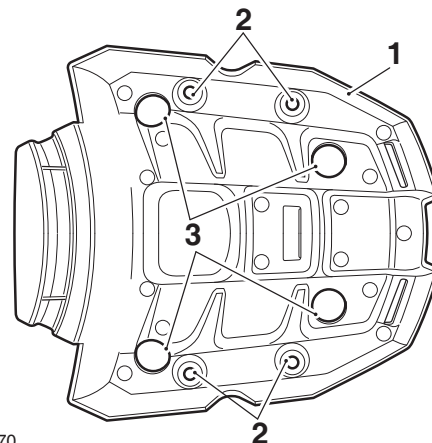
1. Rack moulding
2. Screws



Caution

Care must be taken when working on the rear rack moulding. Damage to the moulding may result from inadequate care while drilling the holes.

4. Using the locating marks on the underside of the rear rack moulding, drill four 25 mm diameter holes, removing any burrs left from the drilling.



T0970

1. Rack moulding
2. Original screw holes
3. Drilled holes, 25 mm diameter

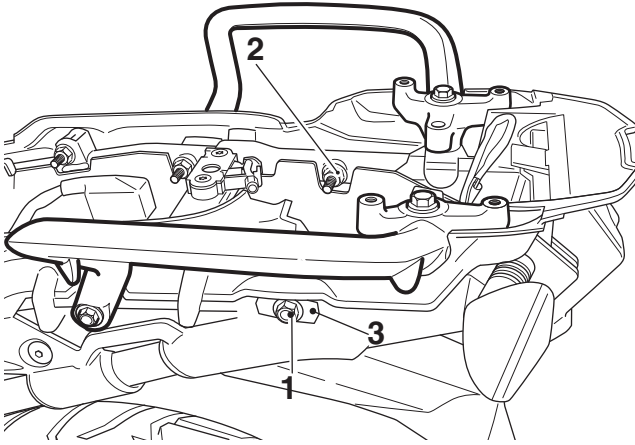


Caution

To ensure the security of the seat release mechanism, if the motorcycle is reverted to its standard condition, a new rear rack moulding must be fitted.

Motorcycles Without Panniers

5. Remove the two nuts and bolts and remove the two rear pannier mount plates. Retain the nuts and pannier mount plates for re-use. Retain the bolts for re-use if the motorcycle is to be returned to its original condition.



1. Left hand bolt
2. Right hand nut
3. Pannier mount plate (left hand shown)

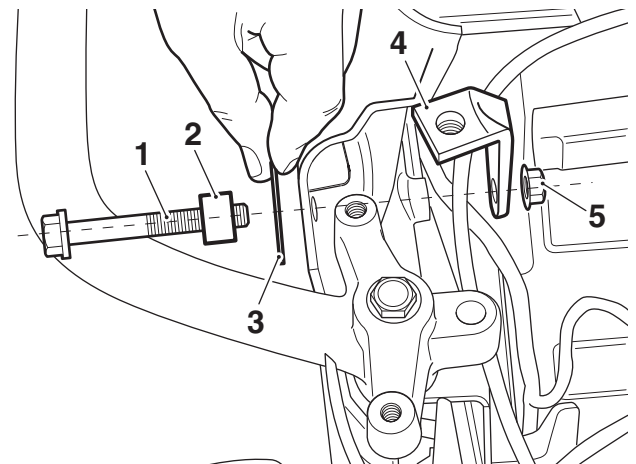


Caution

Failure to fit the spacers will prevent correct fitment of the Triumph accessory D-lock.

Note:

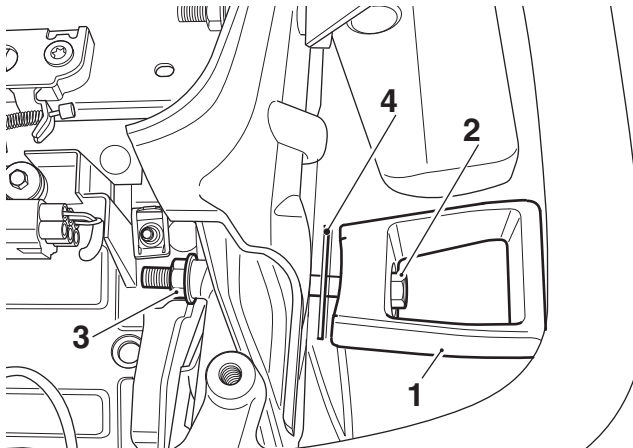
- Lock nuts can be re-used providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
Always use the correct replacement lock nut as recommended in the Triumph parts catalogue.
6. Using the carriage plate mounting brackets, M8 x 65 mm bolts and the spacers from the kit with the pannier mount plates and the nuts removed earlier, fit the carriage plate mounting brackets loosely to the inner side of the subframe as shown below. Do not tighten fully at this stage.



1. Bolt, M8 x 65 mm
2. Spacer
3. Pannier mount plate
4. Carriage plate mounting bracket (left hand shown)
5. Nut

Motorcycles With Panniers

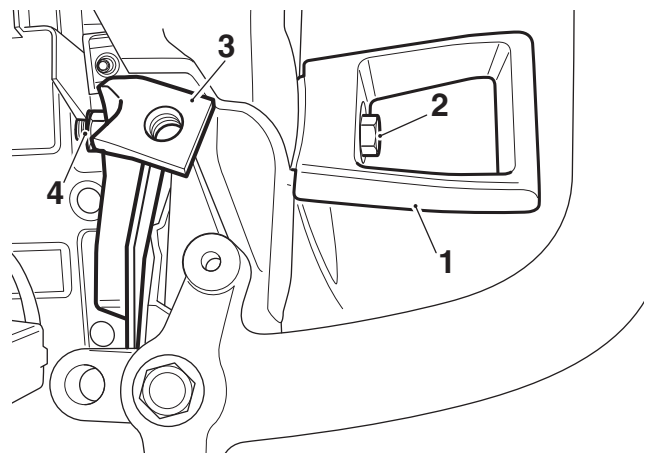
7. Remove the panniers as described in the relevant accessory fitting instructions.
8. Remove the nuts, bolts, rear panner mounting hooks and the rear panner mounting plates, from the left and right hand sides, noting the orientation of the hooks. Retain all of the parts for re-use.



1. Rear pannier mounting hook (right hand side shown)
2. Bolt
3. Nut
4. Panner mount plate

Note:

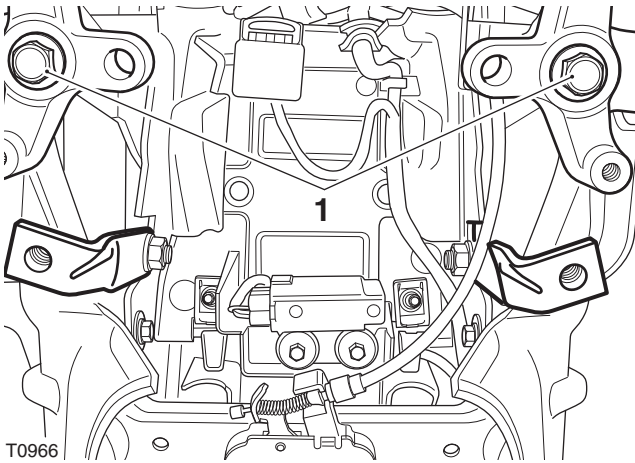
- Lock nuts can be re-used providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.
Always use the correct replacement lock nut as recommended in the Triumph parts catalogue.
9. Using the carriage plate mounting brackets from the kit with the pannier mounting hooks, pannier mount plates, bolts and the nuts removed earlier, fit the carriage plate mounting brackets loosely to the inner side of the subframe as shown below. Do not tighten fully at this stage.



1. Rear pannier mounting hook
2. Bolt, M8 x 65 mm
3. Carriage plate mounting bracket (right hand shown)
4. Nut

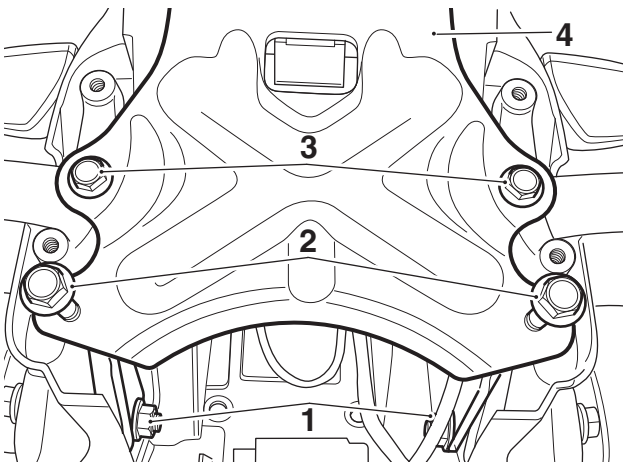
All Motorcycles

10. Remove the rear grab handle bolts and retain for re-use.



1. Rear grab handle bolts

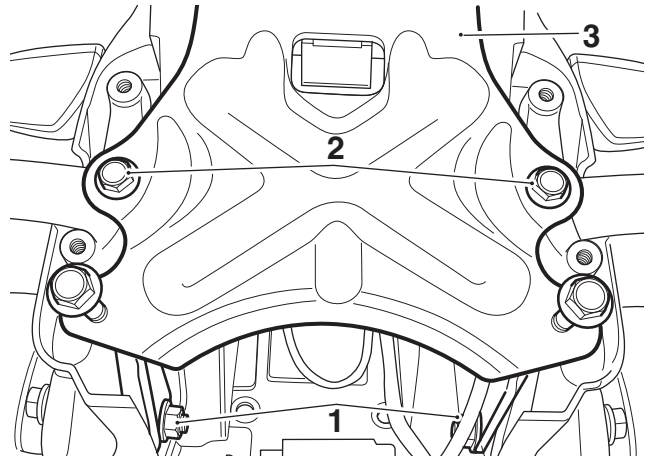
11. Ensuring the carriage plate mounting brackets are aligned with the front holes, fit the carriage mounting plate to the grab handles. Loosely install the bolts removed from the grab handle earlier.
12. Fit the two M8 x 45 mm bolts from the kit through the front holes of the carriage plate and into the carriage plate mounting brackets. Do not fully tighten at this stage.



1. Nut
2. Bolt, M8 x 45 mm
3. Grab handle bolts
4. Carriage plate

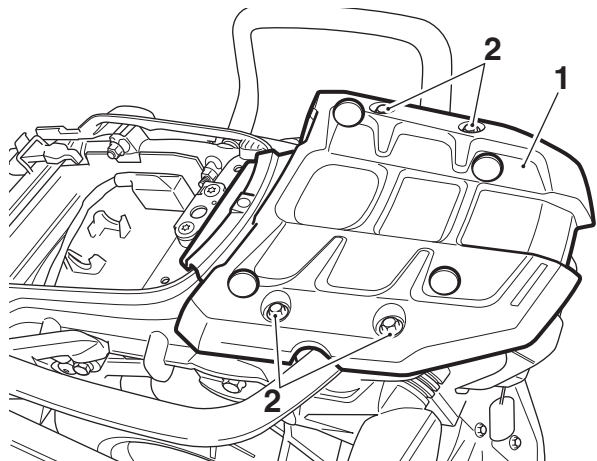
13. Tighten the carriage mounting bracket nuts to 20 Nm.

14. Tighten the rear grab handle bolts to 20 Nm.



1. Nuts
2. Rear grab handle bolts
3. Carriage plate

15. Remove the two M8 x 45 mm bolts, retaining them for re-use.
16. Fit the rear rack moulding to the sliding carriage plate and tighten the screws to 3 Nm.

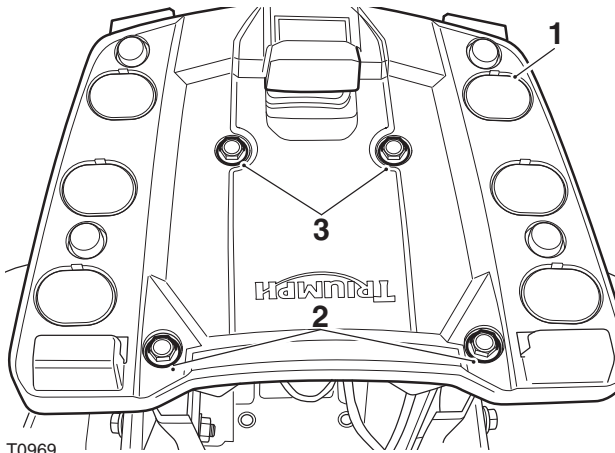


1. Rack moulding
2. Screws

Caution

Ensure that the mounting bolts for the sliding carriage are fitted correctly with the shorter bolts to the rear. Fitting the longer bolts to the rear will cause damage to the rear light assembly.

- Fit the sliding carriage to the carriage plate using the two M8 x 45 mm bolts to the front and the two M8 x 40 mm bolts to the rear. Tighten to 20 Nm.



- Sliding carriage
- Bolt, M8 x 45 mm
- Bolt, M8 x 40 mm

Warning

The sliding carriage must be allowed to move from side to side on the slide plate. If the sliding carriage is not free to move from side to side when the top box is fitted, the stability and handling characteristics of the motorcycle may be affected leading to the loss of control and an accident.

Warning

If load is carried on the rear of the motorcycle with the sliding carriage fitted but without utilising the top box it must be securely attached to the sliding carriage only and not any other part of the rear rack. The sliding carriage must be allowed to move from side to side on the slide plate. If the load is not solely secured to the sliding carriage or if the sliding carriage is not free to move from side to side when the top box is fitted, the stability and handling characteristics of the motorcycle may be affected leading to the loss of control and an accident.

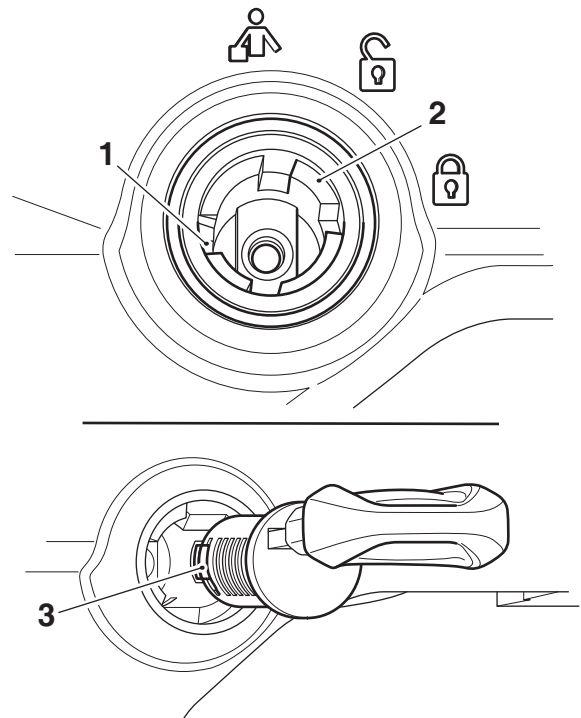
- Check the sliding carriage moves freely from side to side on the sliding carriage plate.
- Refit the rider's seat as described in the owner's handbook.
- Remove the motorcycle from the paddock stand.
- If removed at step 7, refit the panniers.

Fitting the Lock Barrel to Top Box - A9501275, A9508201, T2350294, T2353172, T2351090, T2351055, T2351047 and T2356829

- Fit the ignition key into the lock barrel lock supplied by the customer (from the initial motorcycle hand over to the customer).

Note:

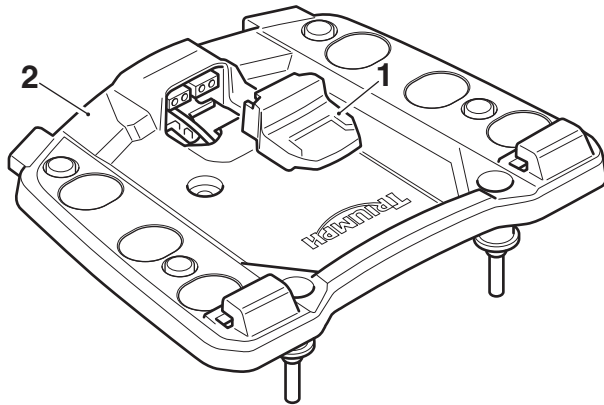
- The lock barrel will only fit one way.
- Align the locking device on the lock barrel to the slot in the lock housing in the top box, as indicated in the illustration below. Push the lock barrel in until it clicks into place.



- Slot
- Housing
- Locking device

Mounting the Top Box - A9501275, A9508201, T2350294, T2353172, T2351090, T2351055, T2351047 and T2356829

- Remove the rubber cover from the sliding carriage and retain for re-use if the top box is removed for any reason.

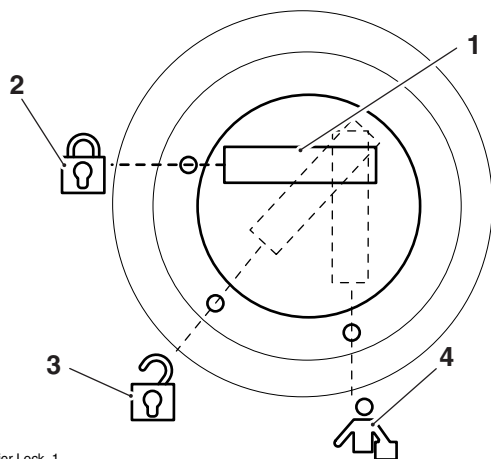


T0991

- Rubber cover
- Sliding carriage

Note:

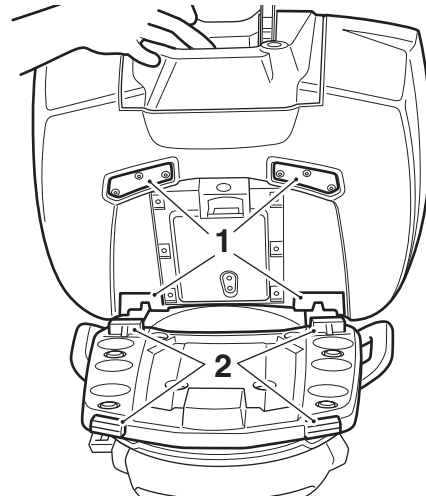
- To lock, open or release the top box, the key slot must align with the corresponding symbols around the barrel as shown.
- Insert the key into the lock. Turn the key to the RELEASED position and lift the carrying handle to its fully raised position.



Pannier Lock_1

- Key slot (shown in LOCK position)
- Lock position symbol
- Unlock position symbol
- Release position symbol

- Position the top box such that the mounting slots on the bottom of the top box locate with the mounting hooks on the sliding carriage.

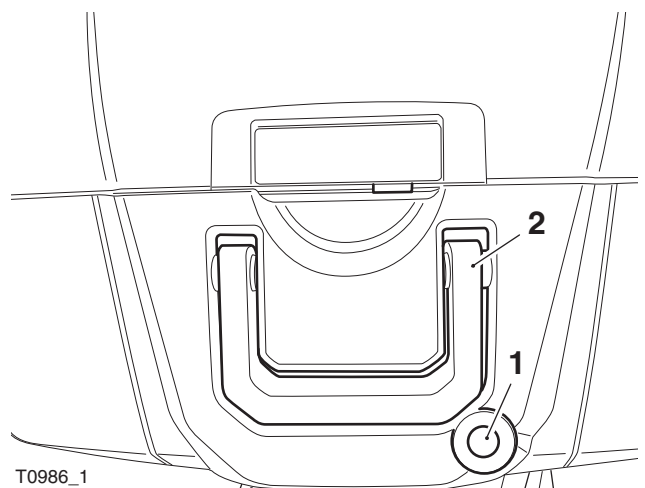


T0985

- Mounting slots
- Mounting hooks

- Lower the top box until it sits flat on the sliding carriage then push forwards to fully engage its mountings.
- Lock the top box to the sliding carriage by turning the key to the RELEASE position, put the carrying handle to the fully closed position then turn the key to the LOCK position. An audible click can be heard when the carrying handle is put into the fully closed position and the top box is correctly latched to the sliding carriage.

If an audible click cannot be heard when the carrying handle is put into the fully closed position, the top box may not be correctly latched to the sliding carriage.



T0986_1

- Lock
- Carrying handle in the fully closed position



Warning

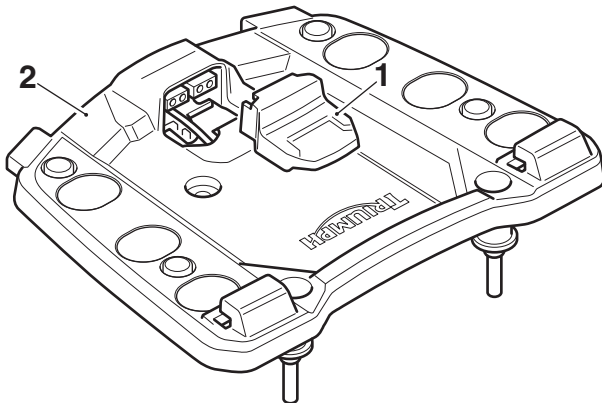
To prevent detachment of the top box while riding, after fitting always grasp the top box and pull firmly upwards and to the rear. If the top box is not correctly secured, it will detach from the sliding carriage. A loose or detached top box could cause loss of motorcycle control and an accident.

Note:

- It is recommended to have the top box in the locked condition while riding the motorcycle.
8. Check that the top box is securely locked to the sliding carriage.

Removing the Top Box

1. Insert the key and turn it to the RELEASE position.
2. Lift the carrying handle to the fully raised position, pull the top box rearwards and remove it from the sliding carriage.
3. Refit the rubber cover.

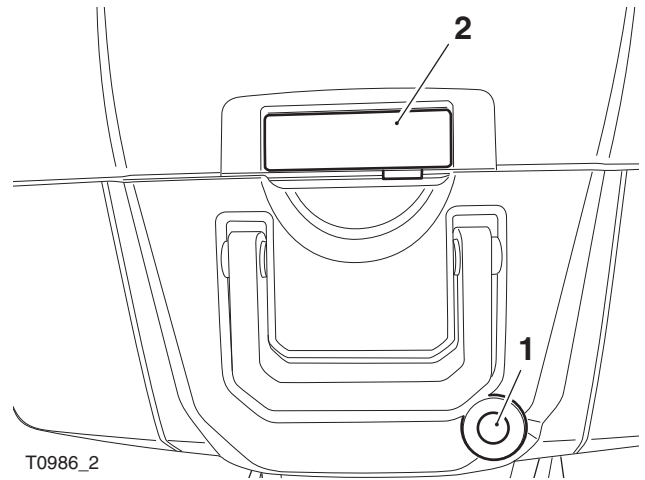


T0991

1. Rubber cover
2. Sliding carriage

Top Box Operation

1. To unlock the lid of the top box, insert the key. Turn the key to the UNLOCK position, then operate the lid latch handle and lift to open the lid.



T0986_2

1. Lock
 2. Lid latch handle
2. To lock the lid of the top box, fully close the lid, turn the key to the LOCK position and remove the key.



Warning

The maximum safe load for the top box, when fitted to the motorcycle is 10 kg (22 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.



Warning

Always ensure that any load carried in the top box is correctly secured such that it will not move around while the motorcycle is in motion.

Never exceed the maximum vehicle loading weight which is described in the owner's handbook.

Incorrect loading may result in an unsafe riding condition which could lead to loss of motorcycle control and an accident.



Warning

To maintain the handling characteristics of the motorcycle when riding with luggage or with a passenger and luggage, refer to the owner's handbook for the correct suspension settings.

Incorrect suspension settings could significantly change the handling characteristics of the motorcycle leading to loss of motorcycle 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 characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.



Warning

If, after fitment of 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 competition or on closed-course race tracks. 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.