Fitting Instructions:
Sprint ST 1050 and Sprint 1050 GT
Heated Grips Kit - High Handlebars - A9638007

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.

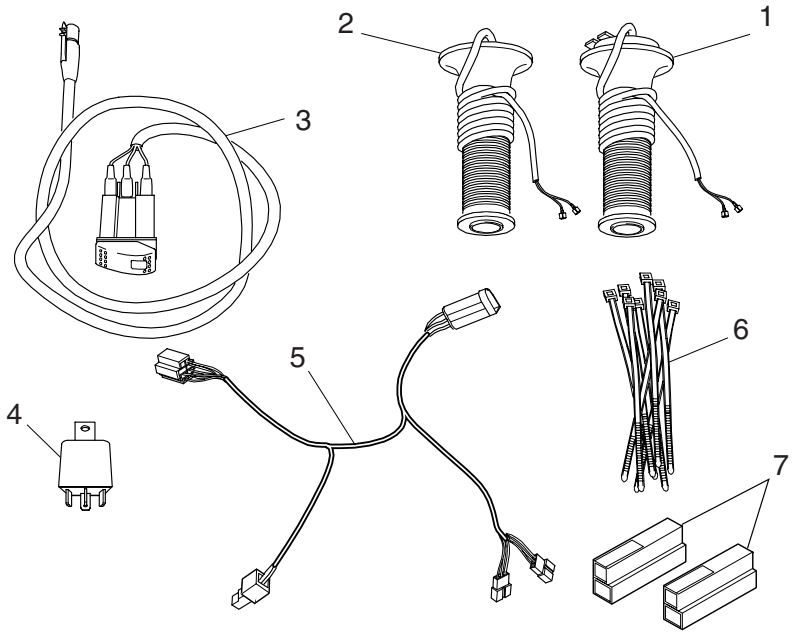
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory-equipped motorcycle is subsequently sold.

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

This accessory kit is designed for use on Triumph Sprint ST 1050 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, may interfere with the rider and could affect the stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.



Parts Supplied:

1. Grip, right hand . . . . . 1 off
2. Grip, left hand . . . . . 1 off
3. Switch and cable . . . . . 1 off
4. Relay . . . . . 1 off
5. Sub-harness . . . . . 1 off
6. Cable ties . . . . . 10 off
7. Connector block . . . . . 2 off

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Warning

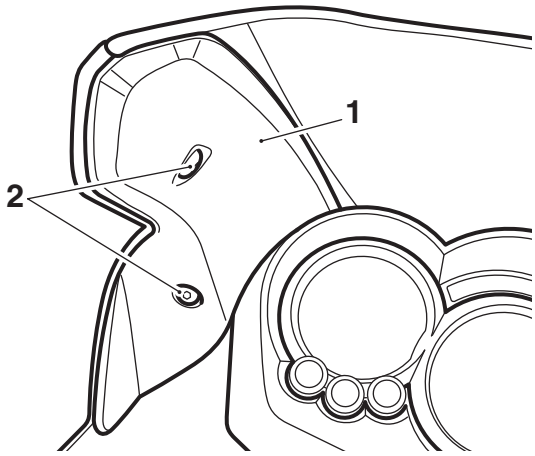
Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident. Always use a calibrated torque wrench.

Warning

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

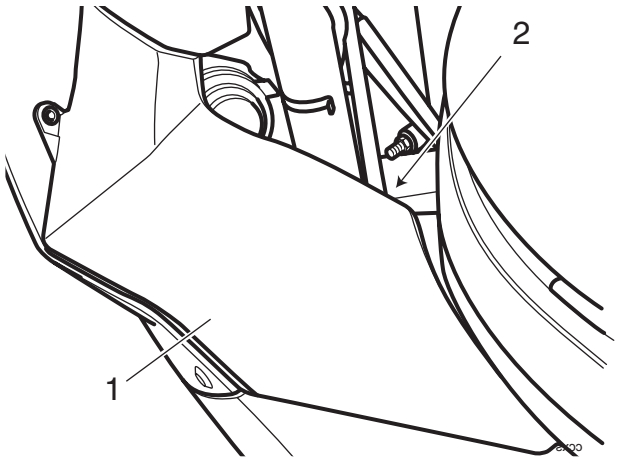
To Remove the Existing Grips:

1. Position the motorcycle on a paddock stand.
2. Remove the seat and disconnect the battery, negative (black) lead first.
3. Remove the handlebar end weights, and retain for re-use.
4. Remove the two screws securing the left hand facia infill panel. Note the length and position of the screws and retain for re-use.



1. Facia infill panel
2. Fixings

5. To remove the facia infill panel, ease the top towards the motorcycle centreline. This will allow the lip under the instruments to be withdrawn. Pull to the rear to extract the bayonet from the grommet in the cockpit infill panel.
6. Remove the fixing securing the left hand cockpit infill panel and remove the panel. Retain the fixings for re-use.



1. Left hand cockpit infill panel
2. Fixing location

7. At the left hand handlebar, remove the switch housing securing screws and support the housing away from the handlebars. Retain the screws for re-use.
8. Remove the handlebar grip. Retain the grip for use if the motorcycle is returned to original condition.
9. At the right hand handlebar, remove the switch housing securing screws and support the housing away from the handlebars. Retain the screws for re-use.

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.**

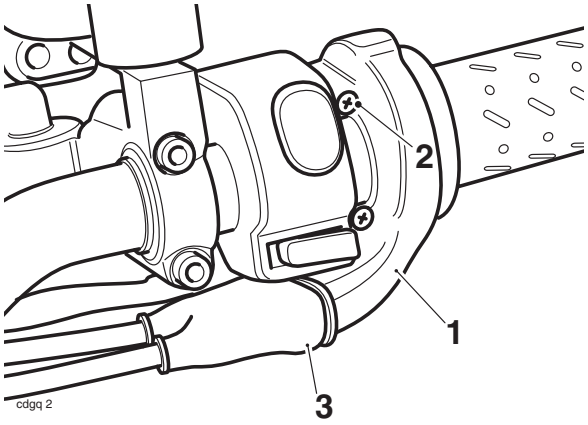
Warning

Do not allow the master cylinder to invert as this will introduce air into the braking system. A dangerous riding condition, leading to loss of motorcycle control and an accident, could occur if air is allowed to enter the braking system.

Caution

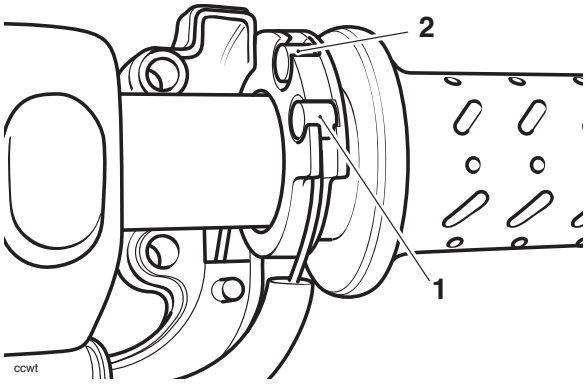
Do not allow the master cylinder to invert as this may cause brake fluid to leak resulting in damage to the bodywork.

10. Slide the rubber boot clear of the twist grip guide and release the two screws which secure the two halves of the twist grip guide to each other. Note the routing of the throttle cables.



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

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

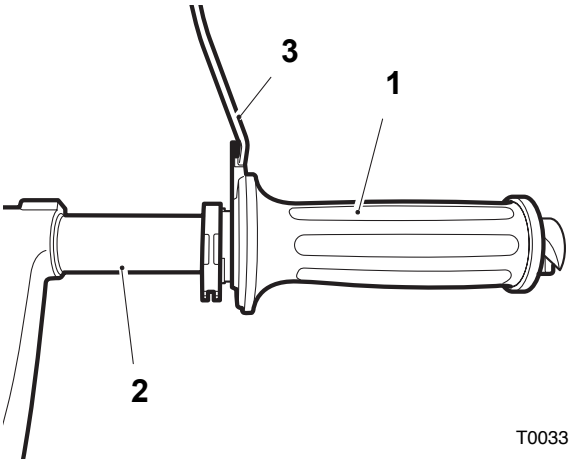


1. Opening cable
2. Closing cable

12. Remove the twist grip. Retain the twist grip for use if the motorcycle is returned to original condition.

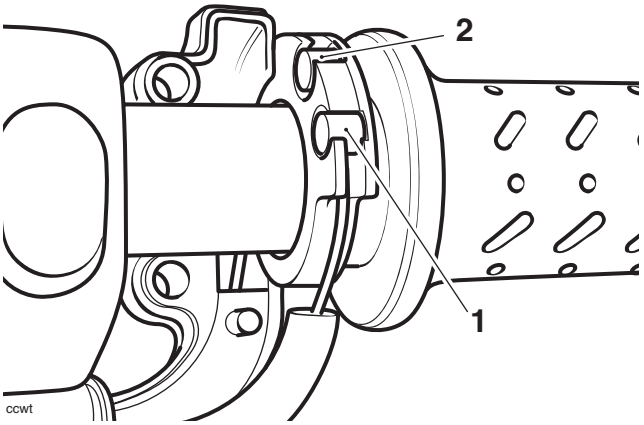
To Fit the Heated Grips:

13. Slide the right hand (throttle) heated grip onto the right hand handlebar, as shown below.



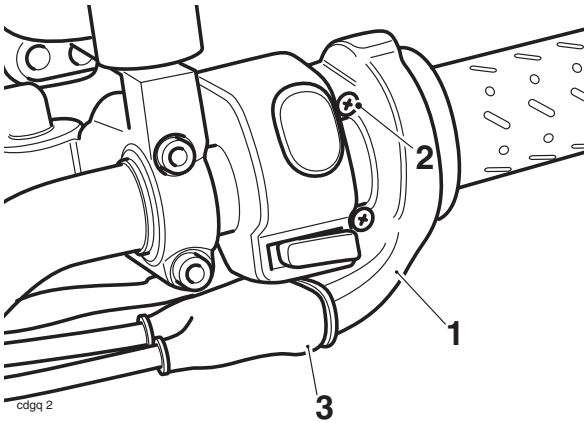
1. Heated grip (throttle)
2. Right hand handlebar
3. Heating element cable

14. Refit the right hand switch housing. Tighten the screws to **4 Nm**.
15. Engage the inner cable nipples to the new twist grip.



1. Opening cable
2. Closing cable

16. Assemble the two halves of the twist grip guide. Ensure 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 **6 Nm**.



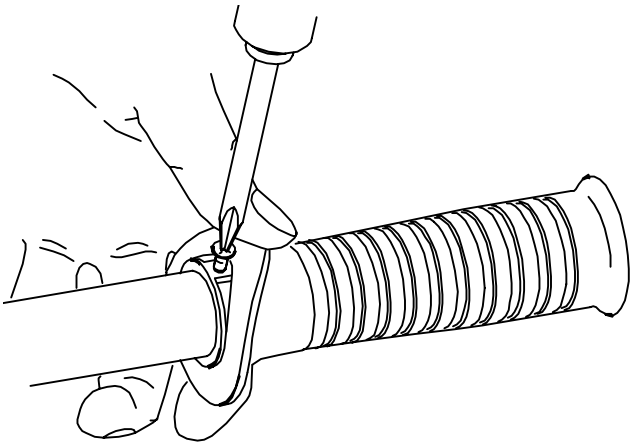
1. Twist grip guide
2. Screws
3. Rubber boot

17. Refit the rubber boot.
18. Check the operation of the throttle. Ensure that there is 2 to 3 mm of free play at the throttle twist grip. Adjust as 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 throttle itself. Any of these conditions could result in loss of motorcycle control and an accident.

19. If moved, secure the front brake lever/master cylinder by aligning the clamp split line with the dot mark on the handlebar and tightening the clamp bolts, upper first, to **15 Nm**.
20. Refit the right hand handlebar end weight. Tighten the end weight fixing to **3 Nm**.
21. Carefully slide the left hand heated grip onto the left hand handlebar, ensuring that the heating element cable is located in the groove in the underside of the handlebar.
22. Secure the left hand grip by aligning and tightening the two self-tapping screws, as shown below.



23. Refit the left hand switch housing. Tighten the screws to **4 Nm**.
24. Refit the left hand handlebar end weight. Tighten the end weight fixing to **3 Nm**.

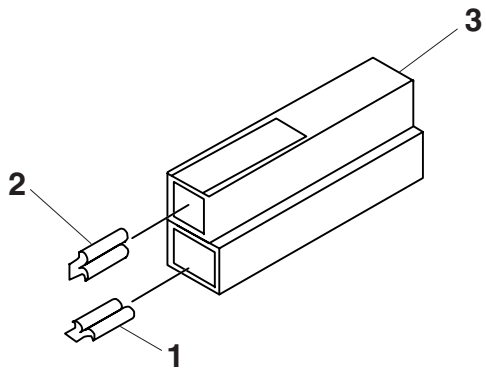
Heating Element Cable Routing:

Warning

When fitting and connecting the heating cable wiring and sub-harness, route the cables to follow existing harnesses where possible and ensure no cables can be trapped or stretched by the steering mechanism.

Failure to observe this warning may result in short circuits, burnt out wiring harnesses and the possibility of fire.

25. Attach the left hand heating cable wires to a terminal block as shown, ensuring the correct orientation of the terminals.

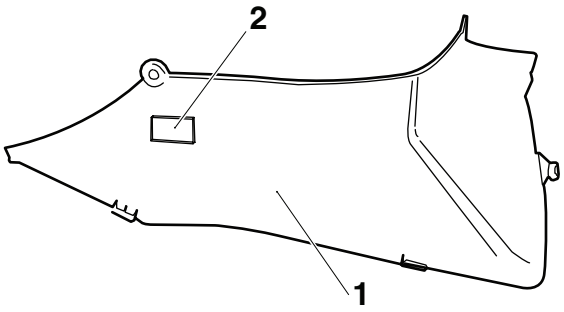


1. Black terminal
2. Brown terminal
3. Terminal block

26. Attach the right hand heating cable wires to the remaining terminal block in the same manner.
27. Route the right hand heating cable wires to the inside front of the cockpit following the route of the switch cube wiring. Secure the cable with cable ties to help prevent the wires becoming trapped or stretched by the steering mechanism.
28. Route the left hand heating cable wires in the same manner.

To Fit the Operating Switch:

29. Locate the left hand infill panel removed in step 6.
30. Carefully cut out the hole for the operating switch using the guide lines moulded into the rear of the panel.

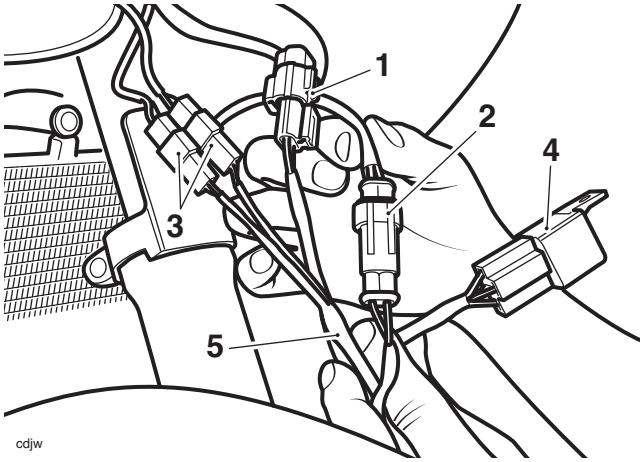


1. Panel
2. Guide lines

31. Feed the switch cable through the cut-out from above and secure the switch (push fit), ensuring that when the panel is refitted, the switch symbol will be towards the front of the motorcycle.
32. Route the switch cable to the inside front of the cockpit. Secure the cable with cable ties to help prevent the wires becoming trapped or stretched by the steering mechanism.
33. Refit the left hand infill panel and facia infill, tightening the fixings to **5 Nm**.

Electrical Connections:

34. Locate the relay and sub-harness from the kit. Connect the relay to the sub-harness.
35. The main harness 3-way power connector is located towards the inside front of the cockpit area. Remove the blanking plug and connect the sub-harness to this connector.



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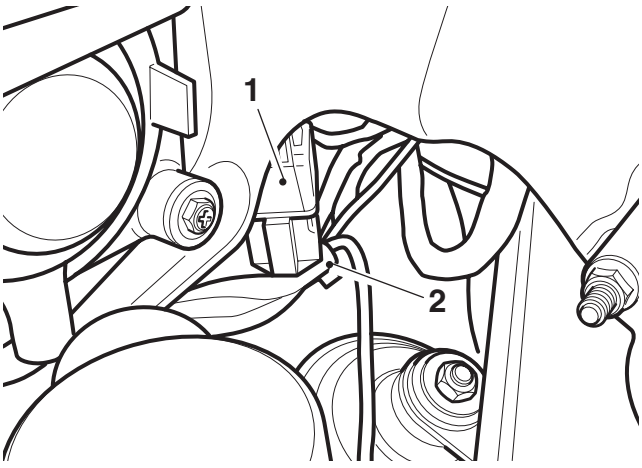
1. **Main harness connector**
2. **Operating switch connector**
3. **Heating cable connectors**
4. **Relay**
5. **Sub-harness**

36. Connect the operating switch connector and the two heating cable connectors to the corresponding connectors on the sub-harness. Ensure the orientation of the heating cable connectors are correct (brown to brown, black to black).
37. Secure the relay to the main harness with one of the cable ties provided. Ensure that it is positioned vertically with the electrical connector pins facing downwards, as shown below.



1. **Relay**
2. **Cable tie**

38. Secure the heated grip harness with the cable ties provided.

Warning

Ensure that steering movement is not restricted by turning the handlebars through their full range of movement while checking that they move freely from left to right.

39. Check that the steering mechanism is not hampered and that the cables cannot be trapped or stretched.

Note:

- **The operating switch cable has been supplied to a specific length, the resistance within the wires being critical to the correct operation of the heated grips circuit. This cable must not be shortened.**

40. Reconnect the battery, positive (red) lead first.
41. Refit the seat and remove the paddock stand.

To Test Heated Grip System:

42. Run the engine to avoid draining the battery.

Warning

Before running the engine, ensure the working area is adequately ventilated to avoid the risk of asphyxiation from the inhalation of exhaust fumes.

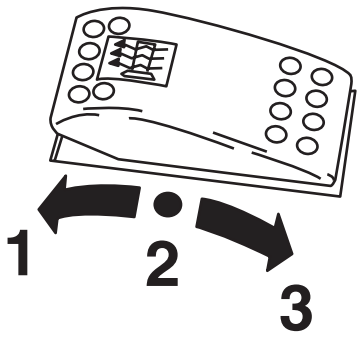
43. Operate the switch in both positions and check for heating.

Note:

- **The heated handlebar grip system is fused through the 10 amp AUX fuse.**

Heated Grip Operation:

44. The three position switch is connected into the ignition circuit. The handlebar grips will only heat when the ignition is switched on.
45. The system is designed to offer two levels of heat at the grips, 'HOT' or 'WARM'.



1. **Hot (use only until grips are warm)**
2. **Off**
3. **Warm**

46. For maximum benefit in cold conditions, position the switch to the 'HOT' position initially and then to the 'WARM' position when the grips have warmed up.