

Fitting Instructions: Rocket III / Classic / Roadster A9638014 and A9638053 - Heated Grips Kit

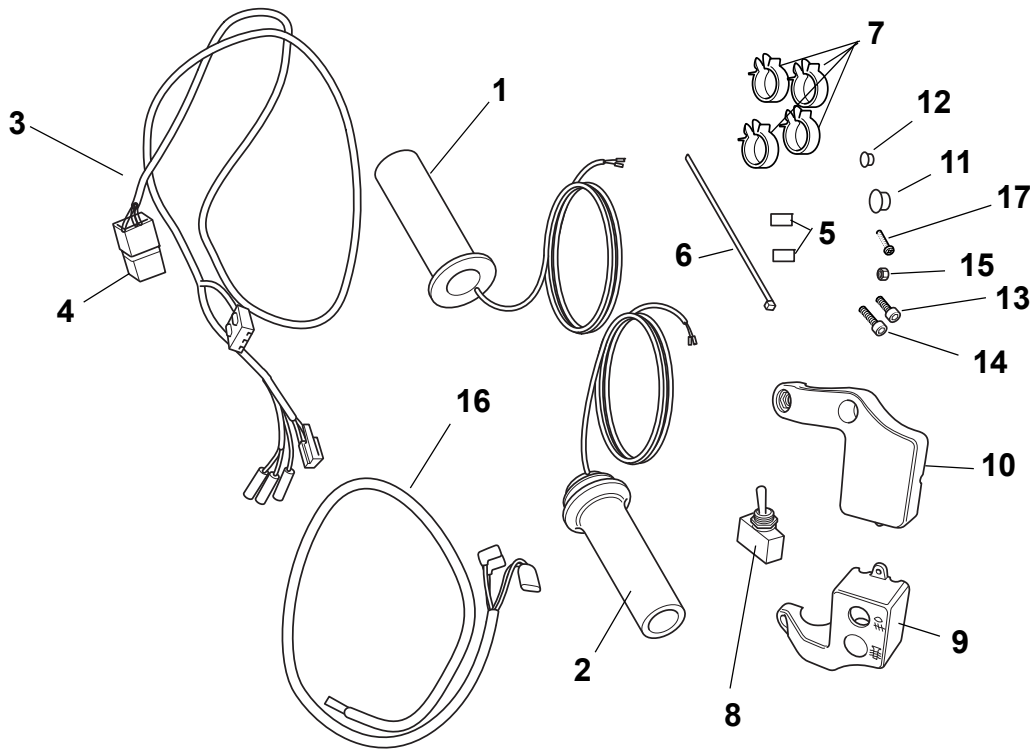


Warning

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 motorcycles operation which may result in an accident causing injury or death.

Warning

This Heated Grips kit is designed for use on Triumph Rocket III, Rocket III Classic and Rocket III Roadster motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this Heated Grips kit to any other Triumph model or to any other manufacturer's motorcycle may interfere with the rider and could affect the stability and handling of the motorcycle leading to an accident causing injury or death.



Parts Supplied:

1. Grip, LH	1 off	10. Switch housing, rear	1 off
2. Grip, RH	1 off	11. Blanking plug, large	1 off
3. Sub-harness, Main	1 off	12. Blanking plug, small	1 off
4. Relay	1 off	13. Screw, M5 x 16 mm	1 off
5. Connector block	2 off	14. Screw, M5 x 12 mm	1 off
6. Cable tie	5 off	15. Nut, M5	1 off
7. Cable clips	4 off	16. Sub-harness, switch	1 off
8. Switch	1 off	17. Screw, self tap	1 off
9. Switch housing, front	1 off		

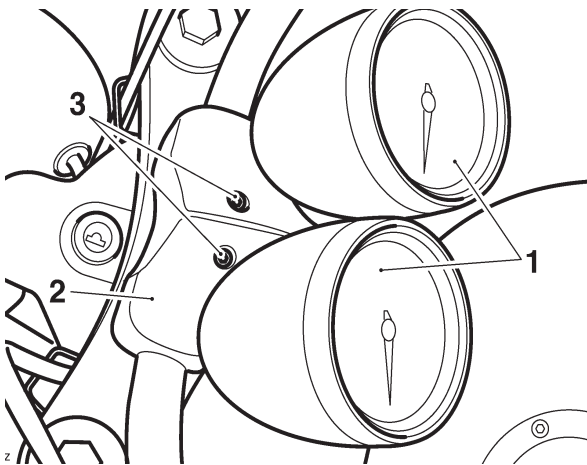
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Warning

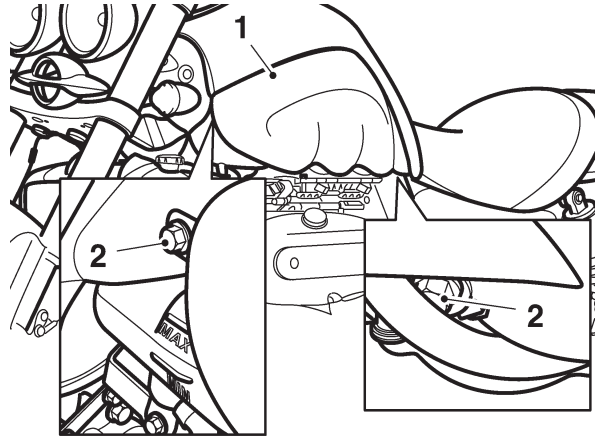
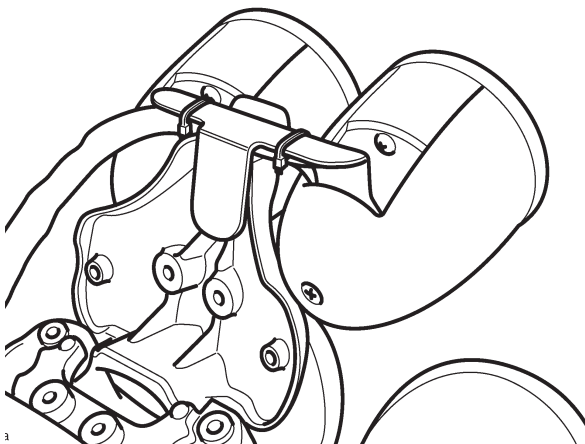
Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent the risk of injury from the motorcycle falling.

1. Position the motorcycle on a paddock stand.
2. Remove the seat and disconnect the battery, negative (black) lead first.
3. Release the two fixings securing the instrument pack to the handlebar clamp cover.
5. Release the two screws from the front and rear edges of the intake cover before sliding it downwards to release it from the two centre support studs.



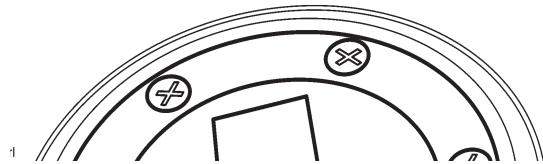
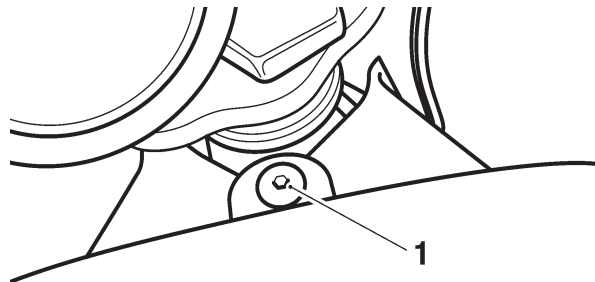
1. Instrument pack.
2. Handlebar clamp cover.
3. Fixings.

4. Tilt the instruments forward.



1. Intake cover.
2. Intake cover screws.

6. Release the single fixing from the front of the fuel tank.

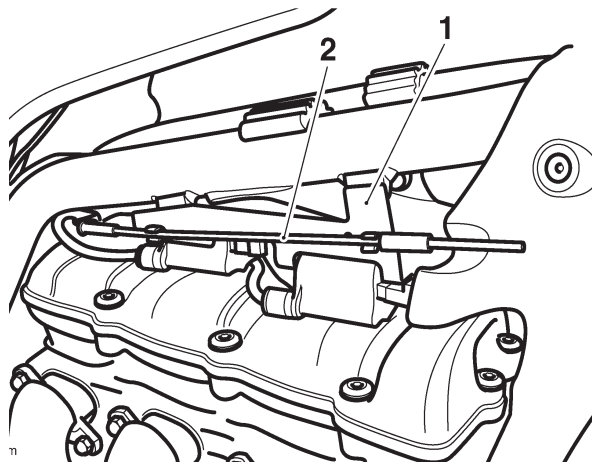


1. Fixing.

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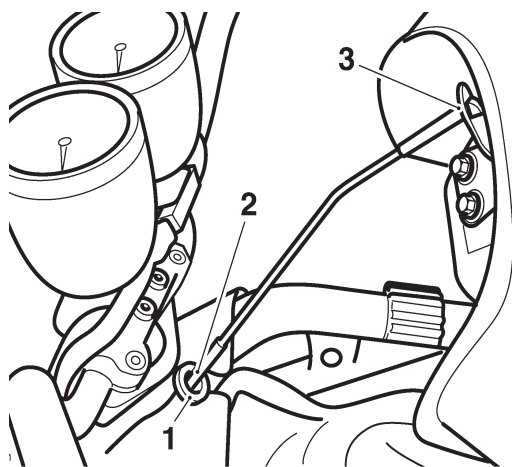


7. Pivot the fuel tank upwards at the front. Support the tank while detaching the fuel tank prop from the two clips on the outside of the coil bracket.



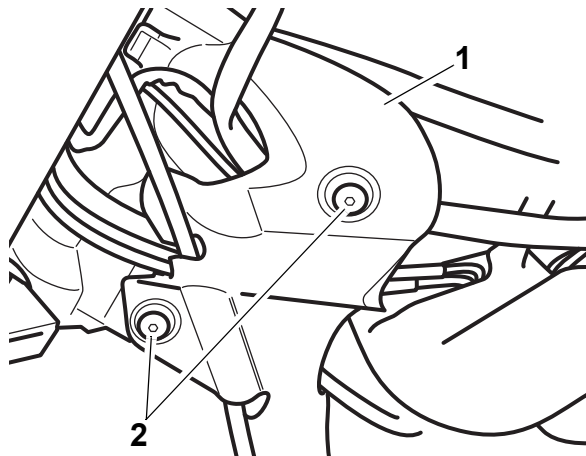
1. Coil bracket.
2. Fuel tank prop.

8. Locate the plain end of the prop in the fuel tank fixing hole and the spherical end in the fixing bracket on the tank.



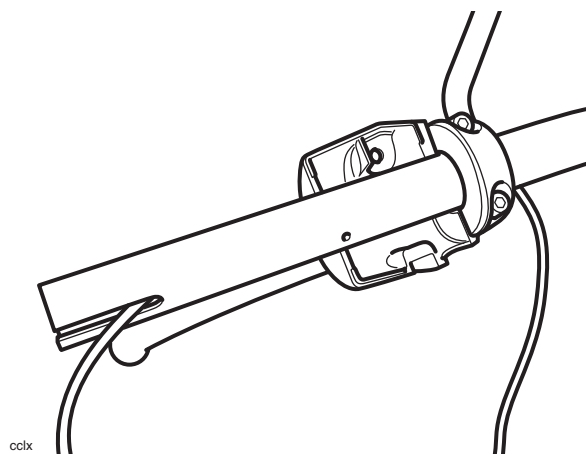
1. Fuel tank fixing hole.
2. Prop - plain end.
3. Prop - spherical end.

9. Remove the left hand infill panel.



1. Left hand infill panel.
2. Fixings.

10. Release the two screws securing the left hand switch housing and allow the switch housing to hang free.
11. Slacken the bolt securing the left hand handlebar end weight and remove the end weight from the handlebar.
12. Carefully cut off the left hand handlebar grip.
13. Locate the left hand heated grip from the kit and thread the wiring into the handlebar end and out through the hole located just after the clutch lever mounting.

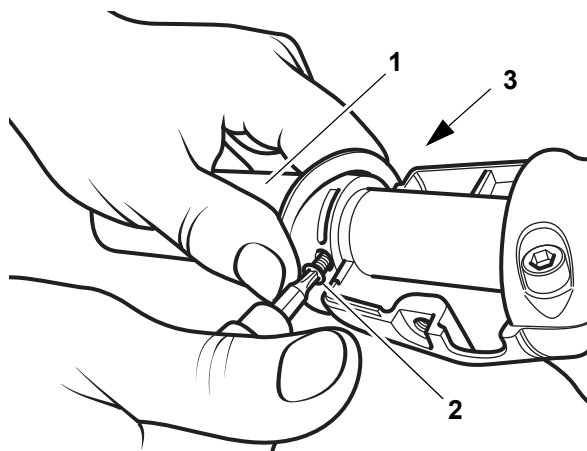


14. Slide the left hand heated grip onto the left hand handlebar ensuring that the heating element cable is located in the cut out on the handlebar end and cannot be trapped. Push the grip on until it is flush with the end of the handlebar.

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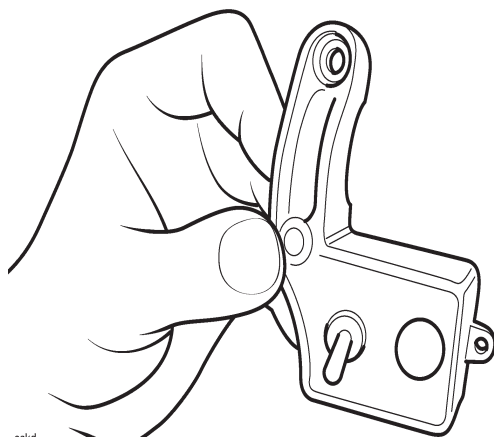


15. Align the two screws with the marks on the handlebar and tighten to secure the grip to the handlebar.



- 1. Heated grip.
- 2. Lower screw.
- 3. Upper screw location.

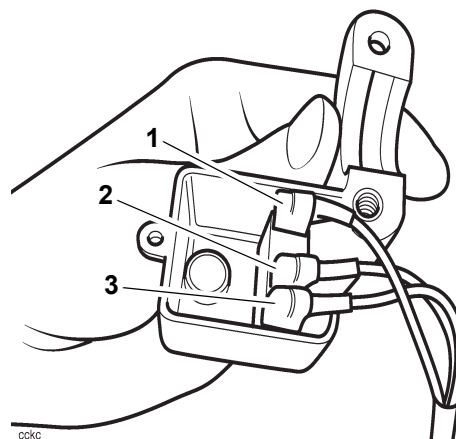
16. Refit the left hand switch housing. Tighten the screws to **3 Nm**.
17. Take the front half of the switch housing and push the large blanking plug into the hole marked with the fog light symbol (ignore this instruction if fog lights are to be fitted).
18. Collect the switch from the kit and with the knurled nut removed, position it to the hole in the switch housing marked with the heated grip symbol. Position the slot in the threaded surface uppermost (i.e. away from the graphics on the housing).



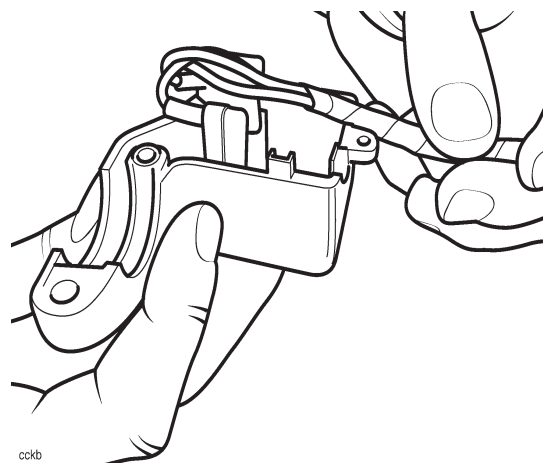
19. Secure the switch with the knurled nut and hand tighten.

20. Note the numbers of each terminal on the rear of the switch, then attach the switch sub-harness to the switch terminals following the colour codings below:

- **Pink wire to terminal 1**
- **Purple/Red wire to terminal 2**
- **Red wire to terminal 3**




21. Position the front housing to the left side of the handlebar, in a position that affords easy access to the switch, without restricting access to other handlebar controls. Place the small blanking plug into the smaller hole in the switch housing.
22. Route the switch sub-harness through the remaining hole in the housing.



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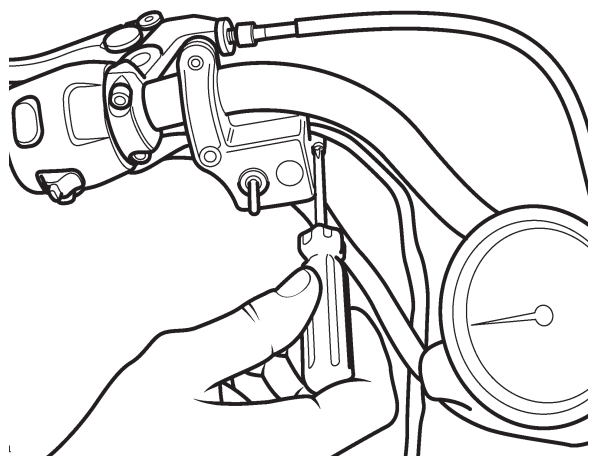


23. Attach the rear half of the housing, ensuring the small blanking plug does not become dislodged. Secure the front half to the rear with an M5 x 16 screw from the kit. Tighten the screw to **3 Nm** ensuring the wiring does not become trapped between the two halves of the housing.
24. Align the split line of the switch housing with the corresponding split line on the clutch lever. Position the switch housing as close to the clutch as possible.

 **Warning**

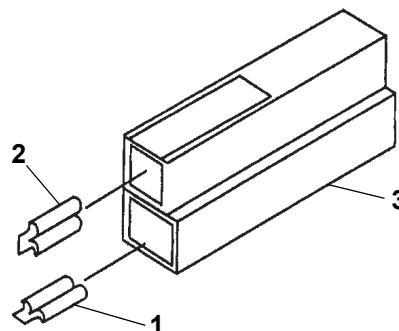
Ensure that access to existing handlebar controls is not restricted by the switch position chosen. Restricted access to controls could lead to loss of motorcycle control and an accident.

25. Insert the M5 nut from the kit into the recess in the upper part of the rear housing. Secure the two halves with an M5 x 12 screw from the kit. Tighten the screw to **3 Nm**.



26. Using the self-tapping screw, secure the front and rear housings together at the final fixing point.
27. Route the switch sub-harness together with the left hand heated grip wiring into the area under the fuel tank following the routing of the left hand switch housing wiring.

28. Attach a connector block from the kit to the left hand heated grip wiring as shown below, ensuring the correct orientation of the terminals.



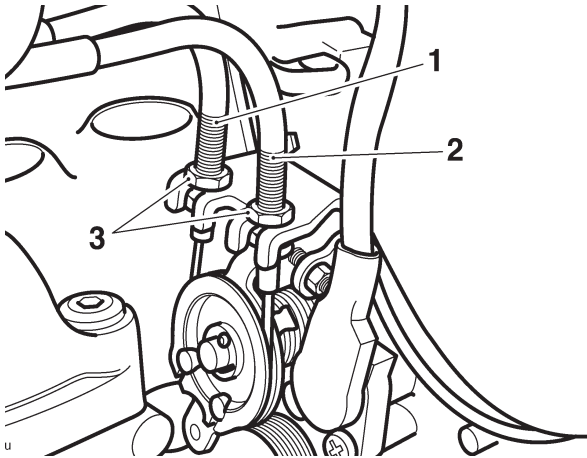
1. **Black terminal.**
2. **Brown terminal.**
3. **Connector block.**

29. Secure the wiring from the left hand switch housing, the heated grip switch and the heated grip to the handlebar using new cable clips supplied with the kit.
30. Release the two screws securing the right hand switch housing and allow the switch housing to hang free.
31. Slacken the bolt securing the right hand handlebar end weight and remove the end weight from the handlebar.
32. Remove the two bolts securing the coolant expansion tank to the frame and carefully position to allow access to the throttle cable adjuster nuts.

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33. Slacken the adjuster lock nuts at the throttle body such that they will allow the outer cables to be detached from the cable brackets.

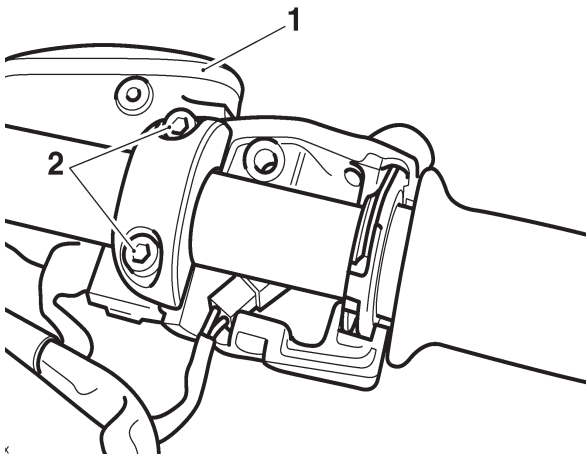


1. Opening cable adjuster.
2. Closing cable adjuster.
3. Lock nuts.

34. Remove the two screws securing the master cylinder and clamp to the handlebar.

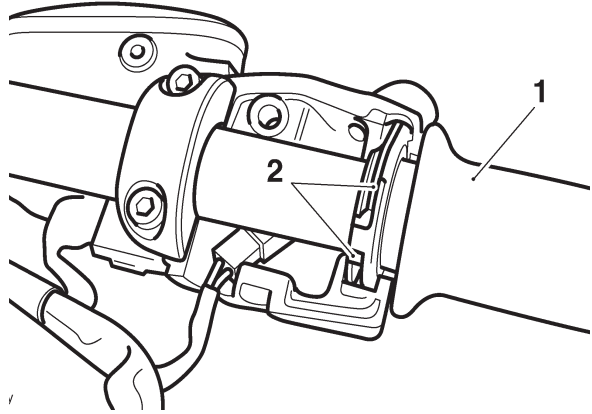
 **Warning**

Ensure the front brake master cylinder is kept in an upright position. Never allow the master cylinder to become inverted as air could enter the braking system resulting in an unsafe riding condition and an accident.



1. Master cylinder.
2. Screws.

35. Ease the master cylinder away from the handlebar to allow space for the throttle cables to be detached from the twist grip. Detach the cables from the twist grip.



1. Twist grip.
2. Throttle cables.

36. Slide the twist grip off the handlebar.

37. Locate the right hand heated grip from the kit and thread the wiring into the handlebar end and out through the hole located just after the front brake master cylinder mounting point.

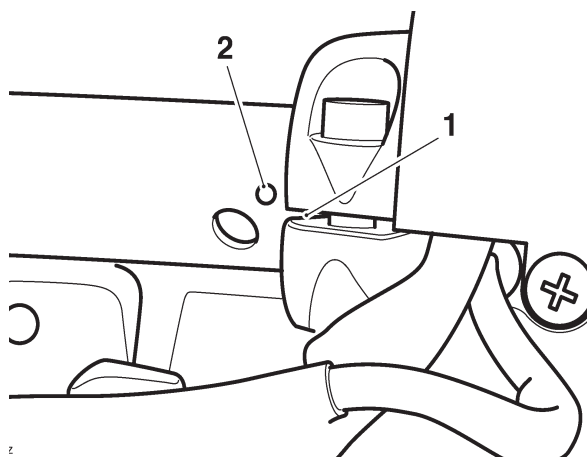
38. Slide the right hand heated twist grip onto the right hand handlebar ensuring that the heating element cable is located in the cut out on the handlebar end and cannot be trapped. Push the grip on until it is flush with the end of the handlebar.

39. Engage the nipples of the throttle cable to the twist grip and locate the master cylinder to the handlebar.

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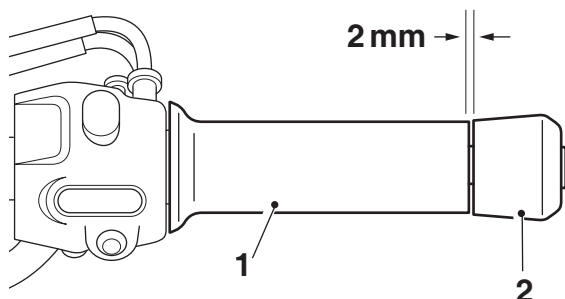


40. Refit the master cylinder clamp and align the split line with the dot marking on the underside of the handlebar.



1. Split line.
2. Dot marking.

41. Tighten the master cylinder clamp bolts, do not fully tighten the bolts at this stage.
42. Assemble the switch housing to the master cylinder, do not fully tighten the bolts at this stage.
43. Refit both handlebar end weights and tighten the fixings to **8 Nm**.
44. Adjust the position of the throttle grip to ensure a minimum of 2 mm clearance between the handlebar end weight and throttle grip is achieved, as shown.

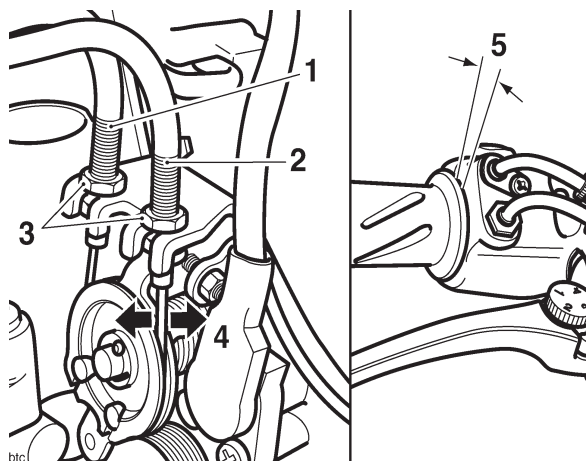


1. Throttle grip
2. End weight

45. Tighten the master cylinder clamp bolts, upper first and then the lower to **15 Nm**.

46. Assemble the switch housing to the master cylinder, tightening the two screws to **4 Nm**.

47. Refit the outer throttle cables to the cable bracket and adjust the throttle cable as follows:



1. Opening cable adjuster.
 2. Closing cable adjuster.
 3. Lock nuts.
 4. Closing cable - free play measurement point.
 5. Opening cable - free play measurement point.
- Rotate the opening cable adjuster at the twist grip end such that it has an equal amount of adjustment in each direction.
 - Rotate the opening cable adjuster at the throttle body end of the cable to give 2-3 mm of play at the twist grip. Tighten the lock nut.
 - Make any minor adjustments as necessary to give 2-3 mm of play using the adjuster near the twist grip end of the cable. Tighten the lock nut.
 - With the throttle fully closed, ensure that there is 2-3 mm of free play in the closing cable at the throttle cam attached to the throttle bodies. If necessary adjust in the same way as the opening cable until 2-3 mm of play is present.

Warning

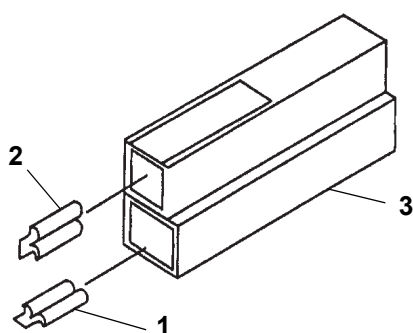
Ensure that all the adjuster lock nuts of both cables are tightened, as a loose lock nut could result in a sticking throttle.

An incorrectly adjusted, sticking or stuck throttle can lead to loss of motorcycle control and an accident.

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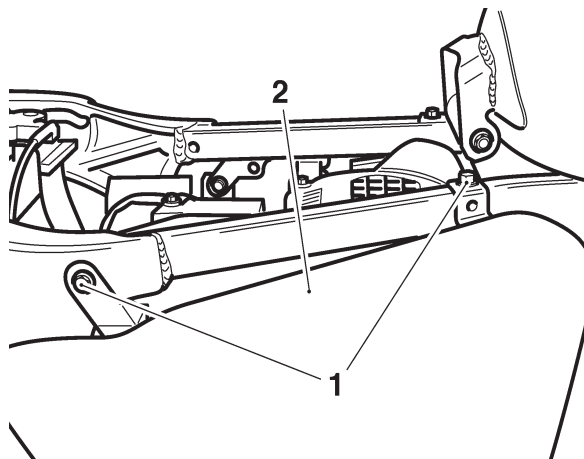
48. Secure the coolant expansion tank to the frame tightening both bolts to **4 Nm**.
49. Route the heated twist grip wiring past the headstock and into the area underneath the fuel tank following the same routing as the right hand switch housing wiring.
50. Attach a connector block from the kit to the right hand heated grip wiring as shown below, ensuring the correct orientation of the terminals.



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

51. Secure the wiring from the right hand switch housing and the heated grip to the handlebar using new cable clips supplied with the kit.
52. Release the two screws securing the right hand engine infill panel to the frame and remove the panel.
53. Raise the tool kit.

54. Release the two screws securing each side cover to the frame.



1. **Screws.**
2. **Side cover.**

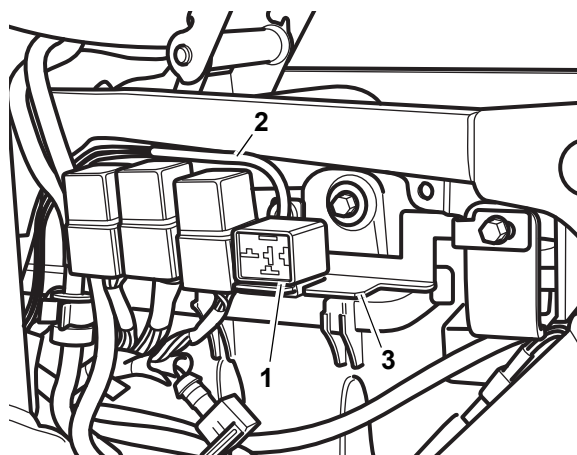
NOTE

- **During removal of the right hand side cover, disengage the seat lock from the rear of the cover.**

55. Raise each side cover until clear of the mounting posts. The covers may then be removed from the motorcycle.
56. Remove the sub harness from the kit. Mount the heated grip relay connector block to the relay bracket and route the sub harness to the rear of the bracket.

NOTE

- **If a fog light kit has already been fitted, use the spare tab next to the fog light relay.**

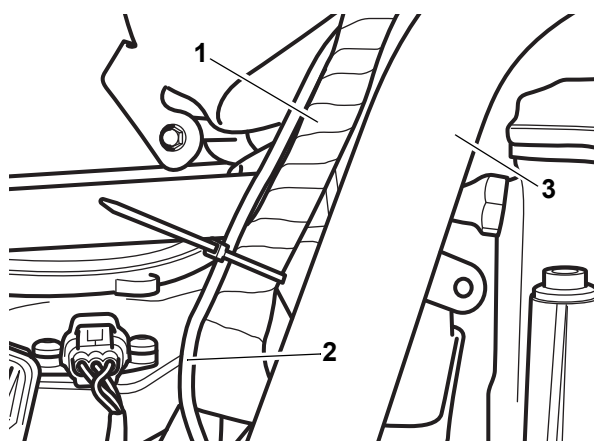


1. **Heated grip relay connector block.**
2. **Sub harness.**
3. **Spare tab.**

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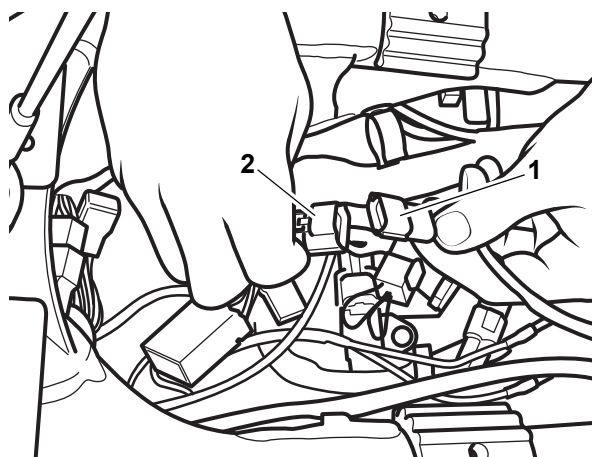


57. Route the sub harness alongside the main wiring harness from the relay connector and through to the right hand side of the motorcycle.
58. Secure the sub harness to the main harness using the cable ties supplied with the kit.
59. Continue to route the sub harness following the path of the main harness alongside the frame and up into the area underneath the fuel tank.



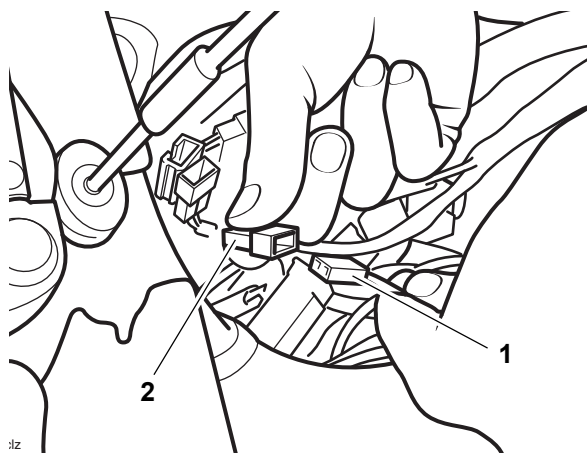
1. Main wiring harness.
2. Sub harness.
3. Right hand frame.

60. Connect the sub harness connector to the corresponding connector on the switch sub harness.



1. Sub harness connector.
2. Switch sub harness connector.

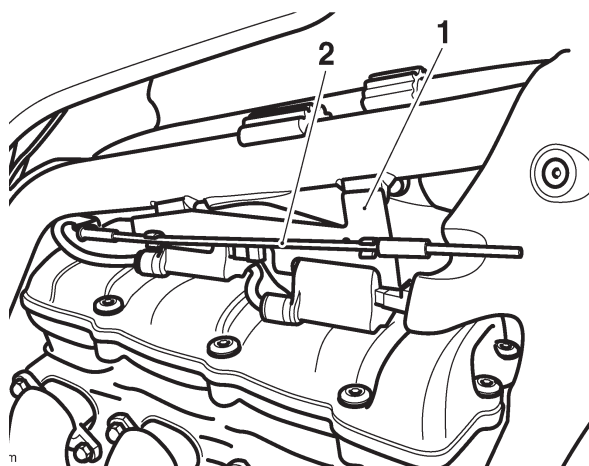
61. Connect both heated grip wiring connectors to the corresponding 2-pin connectors on the sub-harness.



1. Heated grip wiring connector.
2. Sub-harness 2-pin connector.

62. Refit the left hand infill panel and tighten the fixings to **3 Nm**.
63. Refit the right hand engine infill panel and tighten the fixings to **4 Nm**.
64. Ensure that the mounting post grommets are correctly installed in both side cover bases.
65. Install both covers to their mounting posts ensuring the grommets are not displaced. Ensure that the right hand cover engages correctly over the seat lock.
66. Fit and tighten the cover screws to **9 Nm**.
67. Pivot the tool kit in place.
68. Support the fuel tank and remove the tank prop.

69. Continue to support the tank while refitting the prop to the two clips on the outside of the coil bracket.



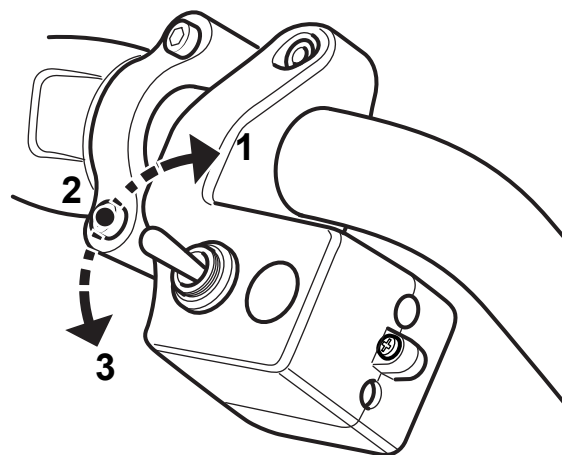
- 1. Coil bracket.**
2. Fuel tank prop.

70. Lower the tank into position and secure with the forward fixing. Tighten the fixing to **9 Nm**.
71. Align the intake cover to the centre studs and ease into place. Fit and tighten the two screws to **9 Nm**.
72. Pivot the instruments into place. Fit the two screws and tighten to **3 Nm**.
73. Reconnect the battery, positive (red) lead first.
74. Refit the seat and remove the motorcycle from the paddock stand.

Heated grip operation

The three position switch is connected into the ignition circuit. The handlebar grips will only heat when the ignition is switched on.

The system is designed to offer two levels of heat at the grips, 'hot' or 'warm'.



- ^{1b}
- 1. Hot (use only until grips are warm).**
2. Off.
3. Warm.

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.

 **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 control of the motorcycle and an accident.

 **Warning**

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

 **Warning**

When fitting or connecting electrical wiring, ensure the cables follow the routes of existing harnesses where possible. Ensure no cables can be trapped or stretched by the steering mechanism. Failure to observe this warning may result in short circuits and burnt out wiring harnesses, and the possibility of a fire.

 **Warning**

Do not coil excess cable. Coiling excess cable could cause restriction of the steering and entrapment of the wires leading to a dangerous riding condition, loss of motorcycle control and an accident.

 **Warning**

If, after fitment of the heated grips kit, there is any doubt as to any aspect of the performance 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 causing injury or death.