



Accessory Fitting Instructions

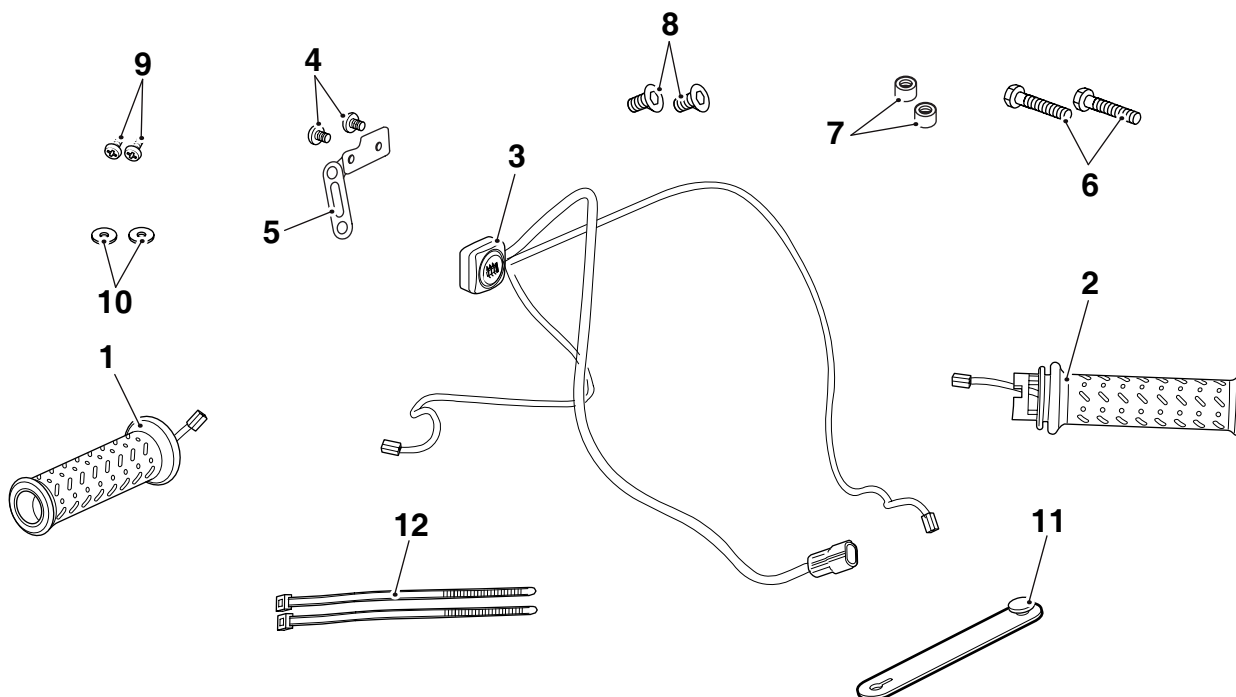
Heated Grip Kit	
Kit number	Models Affected
A9638095	Speed Triple S and Speed Triple R

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. Heated grip, left hand	1 off	7. Spacer	2 off
2. Heated grip, right hand	1 off	8. Screw, M6 x 20 mm	2 off
3. Switch harness, heated grips	1 off	9. Screw, M4 x 10 mm	2 off
4. Screw, M4 x 5 mm	2 off	10. Washer	2 off
5. Bracket, switch	1 off	11. Rubber strap	1 off
6. Bolt, M6 x 35 mm	2 off	12. Cable tie	2 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

Always ensure that the newly installed wiring does not chafe against other parts of the motorcycle such that it may be rubbed through and cause an electrical problem. In addition, always ensure that the newly installed wiring will not restrict steering movement. Both conditions are hazardous and could give rise to a dangerous riding condition resulting in a fire, 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.



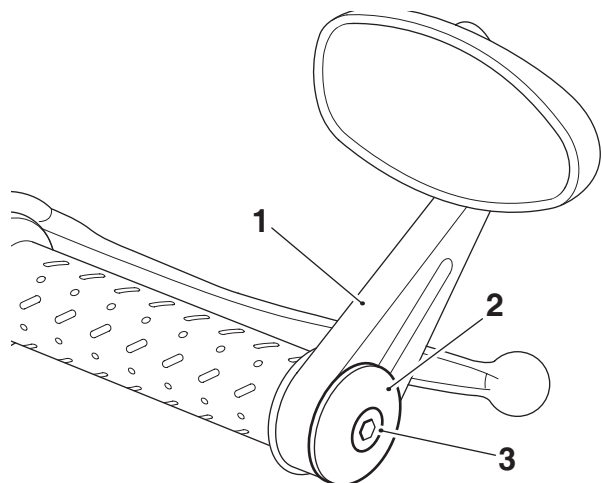
Warning

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.

Note:

- Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories always refer to the instructions supplied with the respective accessory kit. To obtain additional copies of any Triumph accessory instructions, visit www.triumphinstructions.com or contact your authorised Triumph dealer.

- Remove the infill panel and fuel tank cover panel, as described in the Service Manual. Retain the infill panel, fuel tank cover panel and all fixings for reuse.
- Disconnect the battery, negative (black) lead first.
- Remove the left hand and right hand mirrors and bar end finishers, as described in the Service Manual, retain the mirrors and finishers for reuse. Discard the finisher fixings.



1. Mirror (right hand shown)
2. Bar end finisher
3. Fixing

Right Hand Side

Note:

- To gain access to the switch housing fixings it may be necessary to loosen the front brake master cylinder clamp fixings and rotate the assembly out of the way.

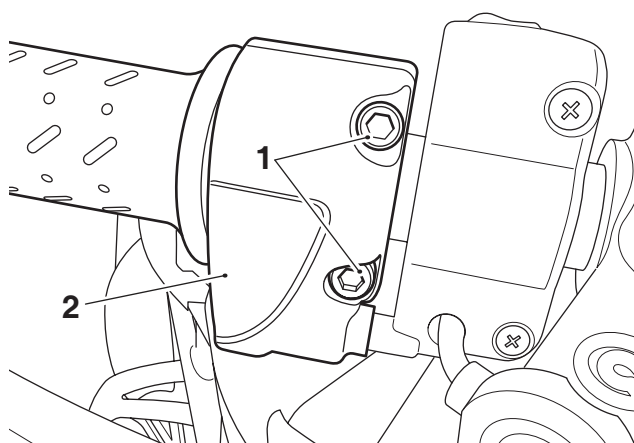


Warning

Do not allow the master cylinder to invert as this will introduce air into the brake system and may also cause brake fluid to leak resulting in damage to bodywork.

A dangerous riding condition, leading to loss of motorcycle control and an accident could result if this warning is ignored.

1. Release the two fixings and free the rear of the twist grip housing from the handlebar. Without disconnecting any wiring, lay the switch housing aside.

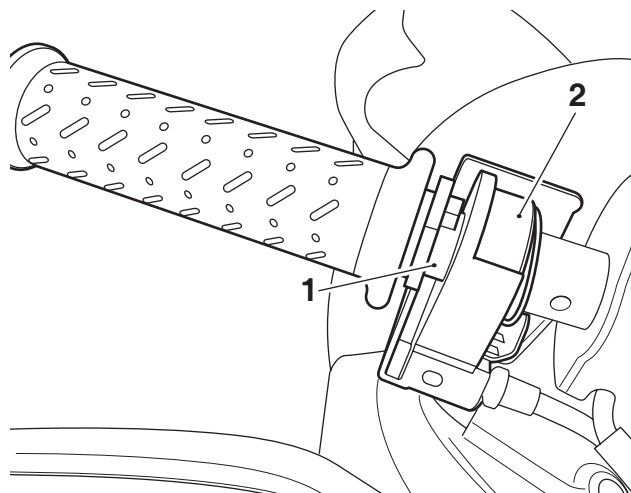


1. Fixings
2. Rear of twist grip housing

Note:

- Note the position and orientation of the twist grip to the switch housing for installation.

2. Slightly roll the twist grip rearwards until its guide is clear of the twist grip housing. Slide the twist grip off the handlebar. Retain the twist grip for reuse if the motorcycle is to be returned to its original condition.



1. Guide, twist grip
2. Twist grip housing

Left Hand Side

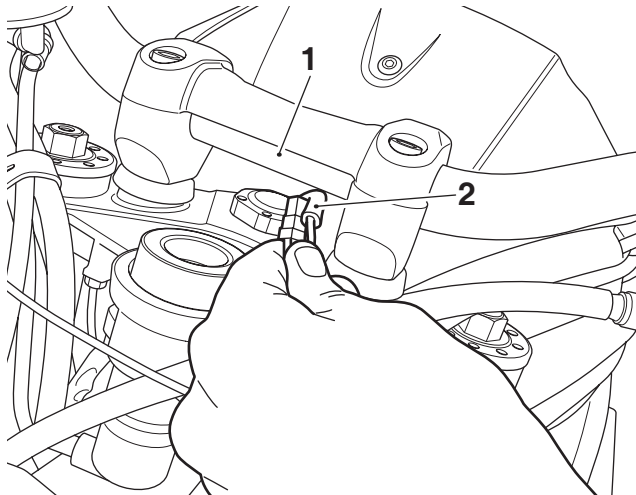
1. Slide the left hand grip off the handlebar. Retain the grip for reuse if the motorcycle is to be returned to its original condition.

Installation

Note:

- The longer heated grip cable is routed to the right hand (throttle) side of the handlebar.
- The shorter heated grip cable is routed to the left hand (clutch) side of the handlebar.

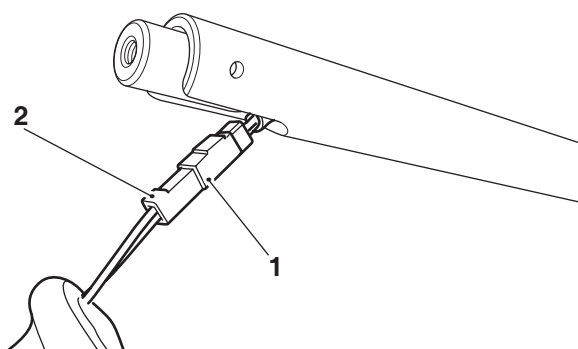
1. Thread the heated grip switch cables into the large hole at the centre of the handlebar, on the underside as shown below, and out through the holes in the end weight mounting.



1. Handlebar

2. Heated grip switch cable

2. Connect the electrical connector of the shorter cable to the left hand heated grip electrical connector.

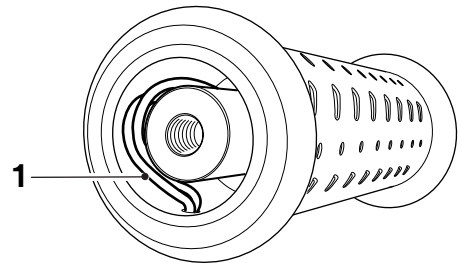


1. Electrical connector

2. Heated grip connector

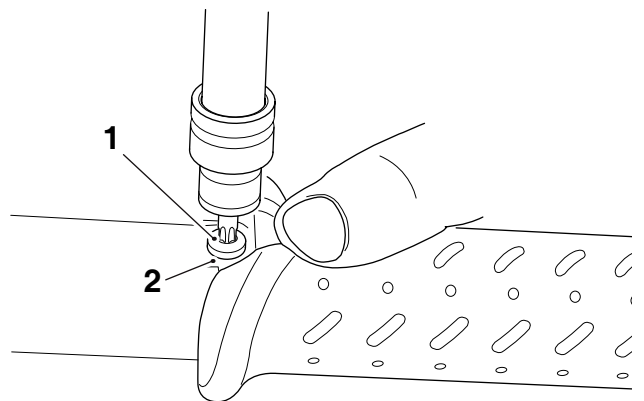
Left Hand Side

3. Carefully fit the left hand heated grip with the cables facing downwards as shown below, while pulling the harness out of the handlebar.



1. Harness position

4. Secure the new grip with the two M4 x 10 mm screws and washers from the kit. Tighten the fixings to **3 Nm**.

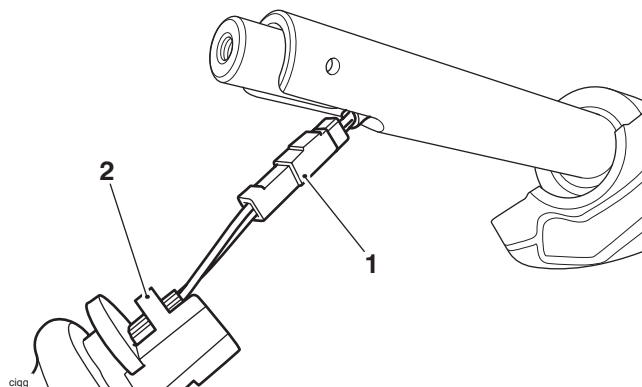


1. Screw, M4 x 10 mm (one of two shown)

2. Washer (one of two shown)

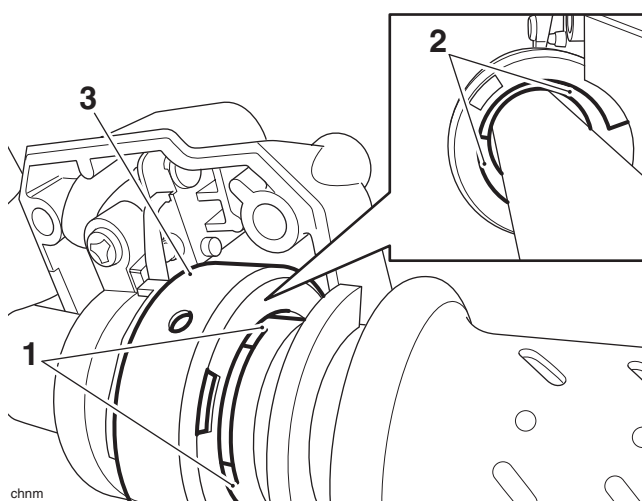
Right Hand Side

5. Connect the electrical connector of the longer cable to the right hand heated grip (twist grip) electrical connector.



1. Electrical connector
2. Heated twist grip

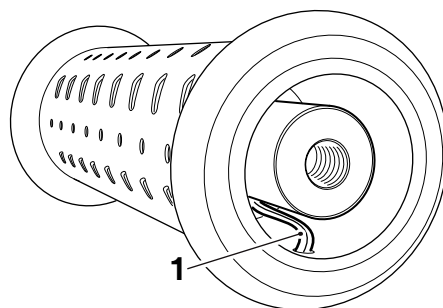
6. When fitting the grip onto the handlebar, pull the cable back through the hole at the centre of the handlebar.
7. Partially engage the locating lugs on the heated grip into their slots in the spring housing.



1. Locating lugs
2. Slots
3. Spring housing

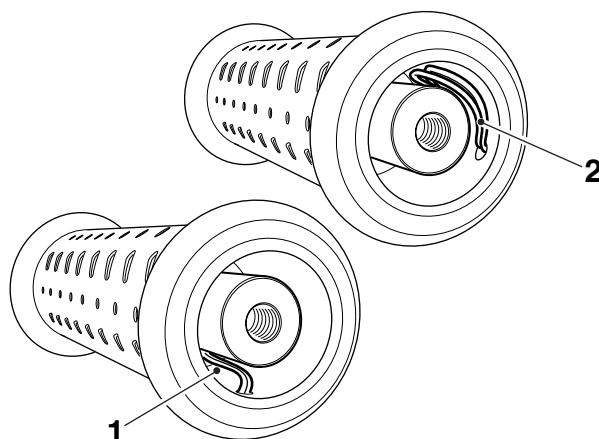
8. To fully engage the heated grip, rotate it rearwards and gently push fully in.

9. Carefully pull the cable back through the hole in the underside of the handlebar until the loop of the cables is just inside the end of the right hand grip, as shown below.



1. Cable position (throttle off)

10. Ensure there is enough slack in the cables for the twist grip to rotate and the cables not to become trapped.



1. Cable position (throttle off)

2. Cable position (throttle on)



Warning

Check the operation of the right hand heated grip (twist grip). Ensure that the rearward and forward movement of the grip is smooth, without tightness and will return to the throttle closed position when released.

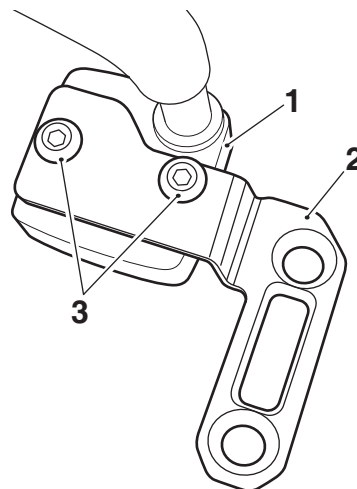
A tight or stuck twist grip can lead to loss of motorcycle control and an accident.

11. Carefully check that the twist grip rotates smoothly through its full range of movement, and is not restricted in any way. If any tightness or resistance is felt, check and rectify the cause before riding the motorcycle.

12. Fit the rear of the throttle cable housing and tighten its fixings to **2.5 Nm**.
13. Ensure the throttle is fully closed, and the electrical cable inside the twist grip has adequate slack to allow correct throttle operation.
14. Using a new M6 x 20 mm screw from the kit, refit the right hand handlebar end weight. Tighten the fixing to **3 Nm**.
15. Refit the right hand switch housing. Tighten the fixings to **2.5 Nm**.
16. Align the split line of the brake lever with the alignment mark on the upper surface of the handlebar, then tighten the clamp fixings, upper first, to **12 Nm**.

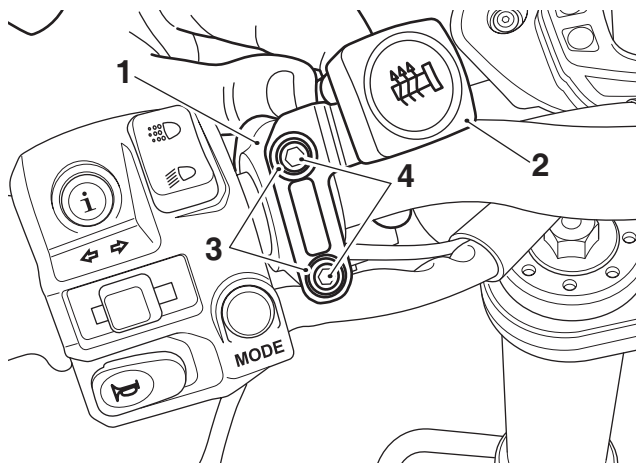
Switch Fitment

1. Align the switch to the bracket, secure with the two M4 x 5 mm screws from the kit and tighten to **3 Nm**.



1. Switch
2. Switch bracket
3. Screw, M4 x 5 mm

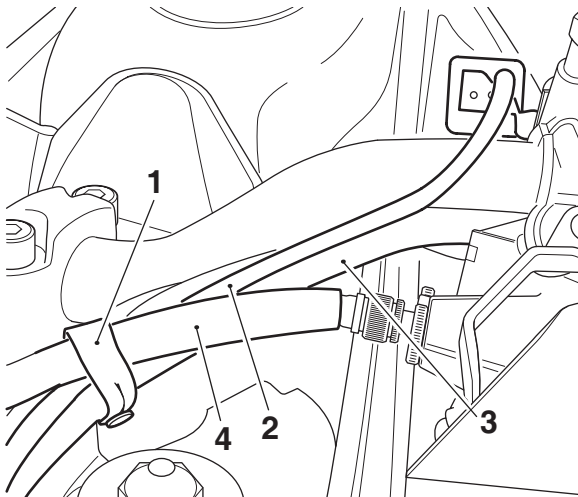
2. Support the clutch lever assembly and remove the two fixings securing the clutch lever clamp. Retain the fixings if the motorcycle is to be returned to its original condition.
3. Fit the two spacers and heated grip switch bracket to the clutch lever clamp, secure using the M6 x 35 mm bolts as shown below. Do not fully tighten the bolts at this stage.



1. Clutch lever clamp
2. Switch
3. Spacers
4. Bolt, M6 x 35 mm

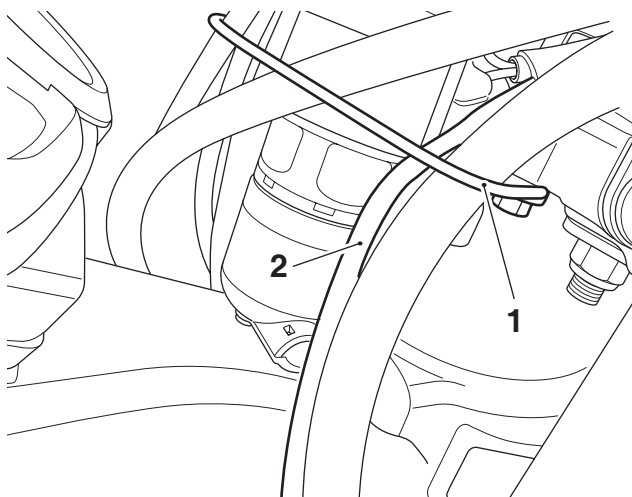
4. Align the split line of the clutch lever with the alignment mark on the upper surface of the handlebar, then tighten the clamp bolts, upper first, to **12 Nm**, as described in the Service Manual.

5. Remove the right hand radiator cowl panel, as described in the Service Manual. Retain the radiator cowl and fixings for reuse.
6. Following the route of the left hand switch harness, secure the heated grip switch harness to the clutch cable with the new rubber strap provided, as shown below.



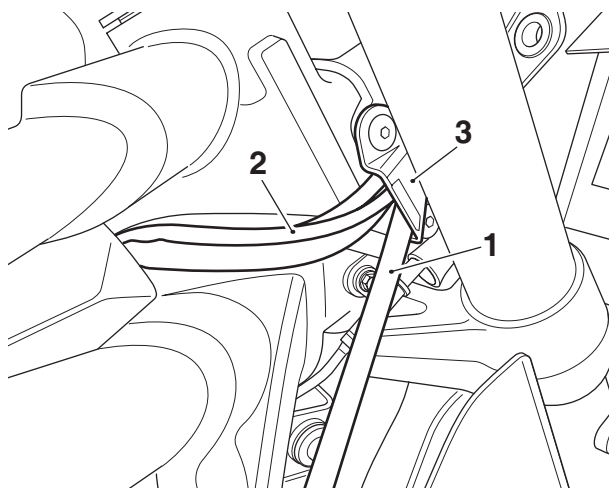
1. Rubber strap
2. Heated grip switch harness
3. Left hand switch harness
4. Clutch cable

7. Following the route of the left hand switch harness, pass the heated grip switch harness through the cable guide on the headstock, as shown below.



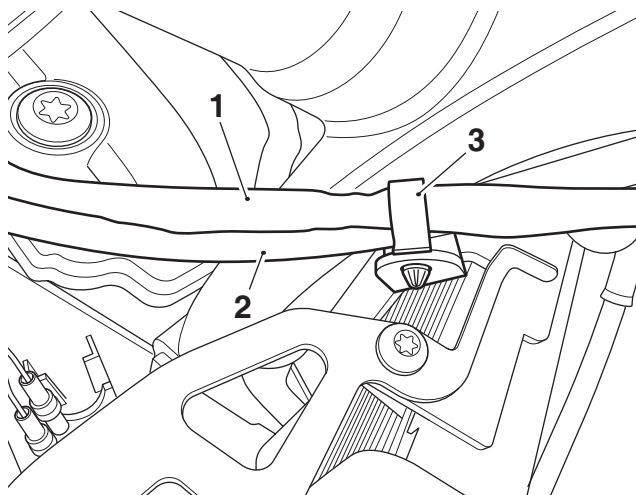
1. Cable guide
2. Heated grip switch harness

8. Route the heated grip switch harness through the plastic bracket which secures the right hand switch harness to the headstock.



1. Heated grip switch harness
2. Right hand switch harness
3. Plastic bracket

9. Route the heated grip switch harness through the clutch cable retaining clip, as shown.



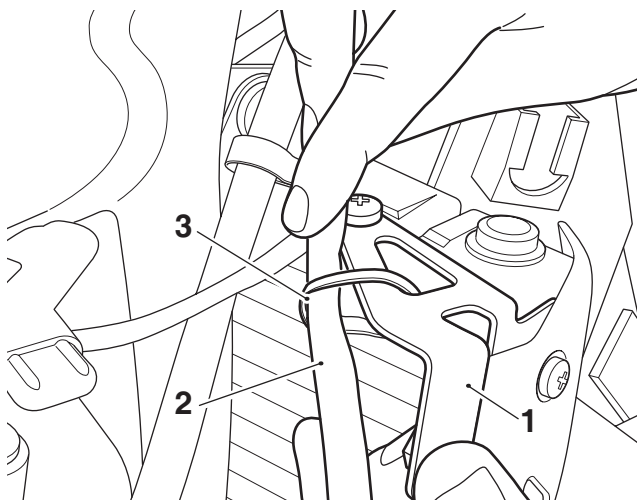
1. Heated grip harness
2. Clutch cable
3. Retaining clip



Warning

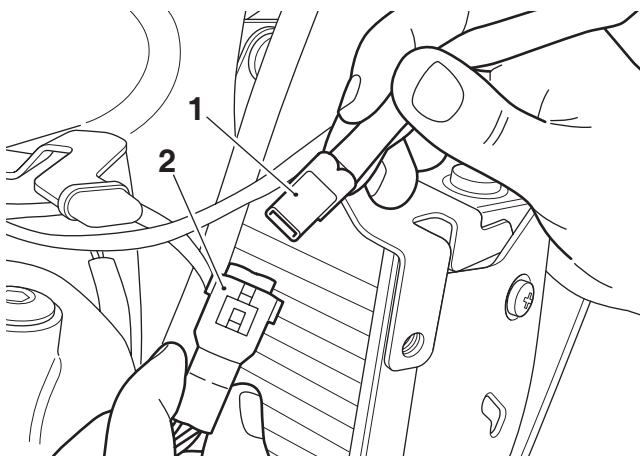
Move the handlebars to the left and right full lock while checking that the cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of motorcycle control and an accident.

10. Collect the cable tie from the kit and secure the heated grip switch harness to the radiator mounting bracket.



1. Radiator mounting bracket
2. Heated grip switch harness
3. Cable tie

11. Identify the main wiring harness connector on the main wiring harness (located on the right hand radiator bracket) and remove the blanking plug. Retain the blanking plug if the motorcycle is to be returned to its original condition.
12. Connect the heated grip harness connector to the main harness connector.



1. Heated grip harness connector
2. Main harness connector

13. Refit the right hand radiator cowl panel, as described in the Service Manual.
14. Reconnect the battery, positive (red) lead first and tighten the battery terminals to **4.5 Nm**.
15. Refit the fuel tank cover panel and infill panel, as described in the Service Manual.
16. Refit the left hand and right hand mirrors and bar end finishers, using new M6 x 20 mm screws from the kit, as described in the Service Manual. Tighten the finisher screws to **3 Nm**.

Heated Grip System Testing

Note:

- During the initial engine start up phase the engine control module will run a self check of the heated grip circuit. During this time the switch will glow red and amber and then return to the OFF position.



Warning

Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate the motorcycle in the open-air or in an area with adequate ventilation.

1. Run the engine to avoid draining the battery.
2. Operate the switch at both positions and check that the heated grips warm up.
3. Fuse number 4 of the front fuse box protects the heated grip circuit. Refer to the label in the fuse box lid for fuse amperage.

Operation

1. The heated grip switch has three operating modes and will change colour as described below:
 - OFF - white;
 - HOT - red;
 - WARM - green or amber.

The system is designed to offer a variable level of heat at the grips from warm to hot.

2. For maximum benefit in cold conditions, from the off position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (green or amber) when the grips have warmed up. To turn off the heated grips, press and release the switch until the colour of the switch is white

Automatic Shutdown

If the heated grips are switched on and a low battery voltage situation is detected continuously for five minutes the illuminated switch will flash five times. When the illuminated switch stops flashing the power to the heated grips and LED warning light will be switched off.

To switch the heated grips on again, press the switch until the desired heat level is reached, however if the low voltage condition is still apparent the heated grips will operate for a further five minutes and then turn off.



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 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.