



Accessory Fitting Instructions

Heated Grip Kit	
Kit Number	Models Affected
A9638124	Explorer XR, Explorer XC, Tiger 1200 XR
To be fitted with	
Auxiliary Switch Kit	
Kit Number	Models Affected
A9638173	Explorer XR, Explorer XC, Tiger 1200 XR

Note:

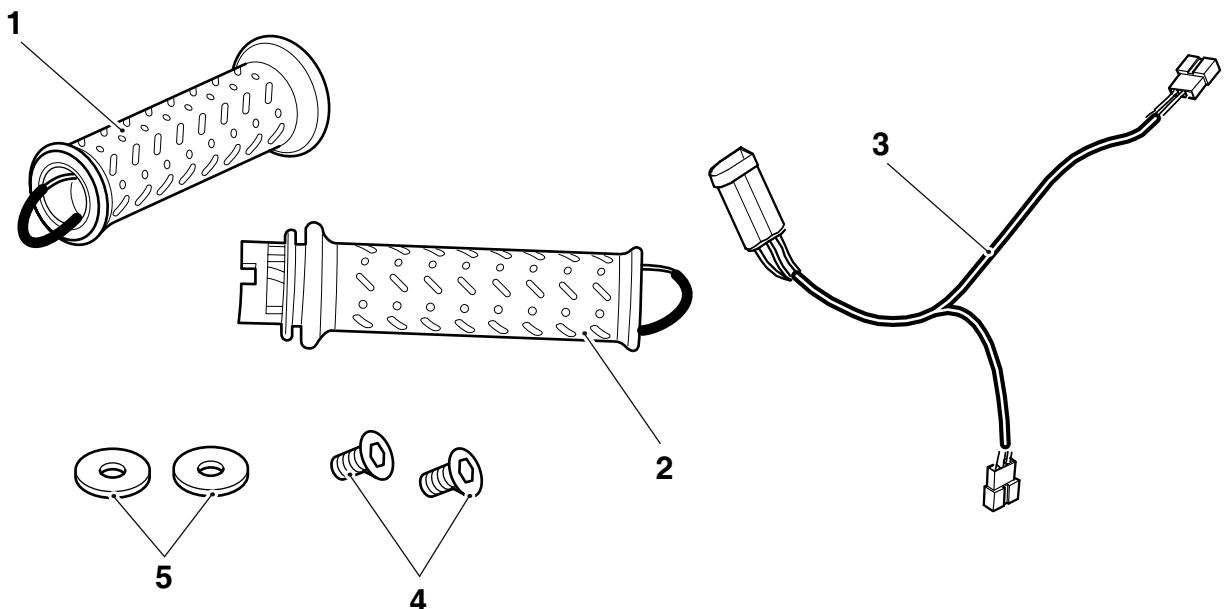
- The heated grip kit A9638124 can only be fitted to the motorcycle models listed when used together with the auxiliary switch kit A9638173.
- If accessory fog lights have previously been fitted to the motorcycle models listed, the auxiliary switch will already be installed.

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.

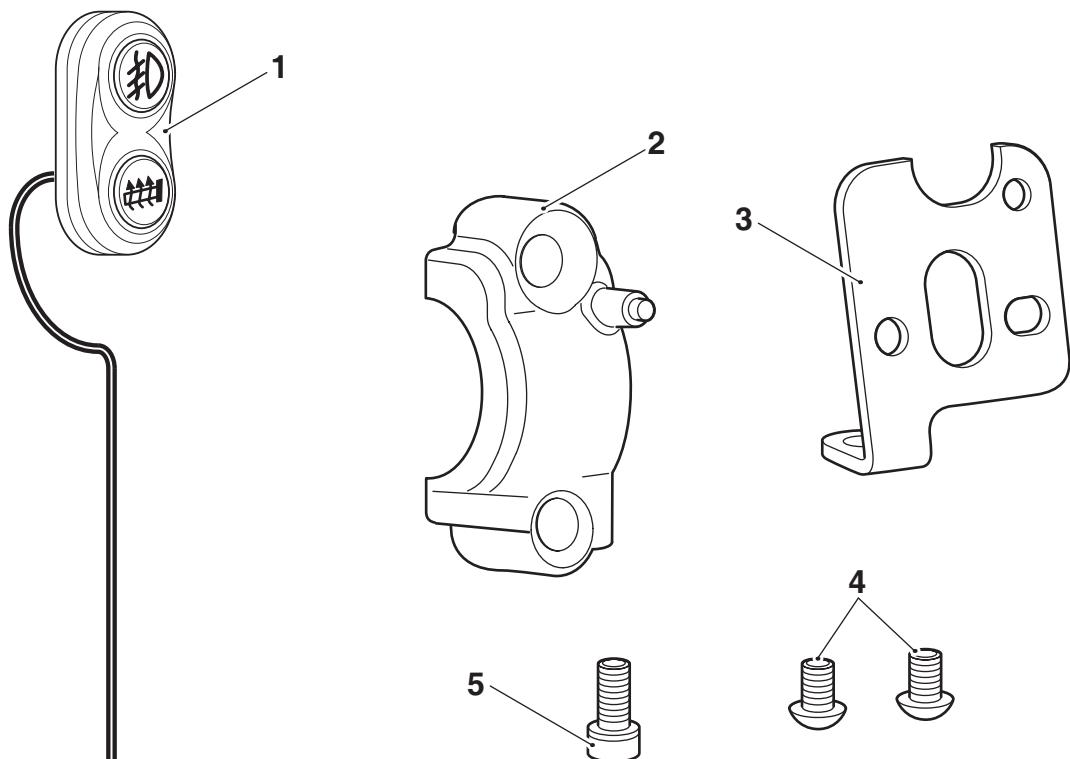
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Parts Supplied: A9638124



1. Heated grip, left hand	1 off	4. Screw M4 x 10 mm	2 off
2. Heated grip, right hand	1 off	5. Washer	2 off
3. Sub-harness	1 off		

Parts Supplied: A9638173



1. Auxiliary switch	1 off	4. Screw, M4 x 5 mm	2 off
2. Clamp, clutch lever	1 off	5. Screw, M4 x 8 mm	1 off
3. Auxiliary switch mount plate	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

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 which may result 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:

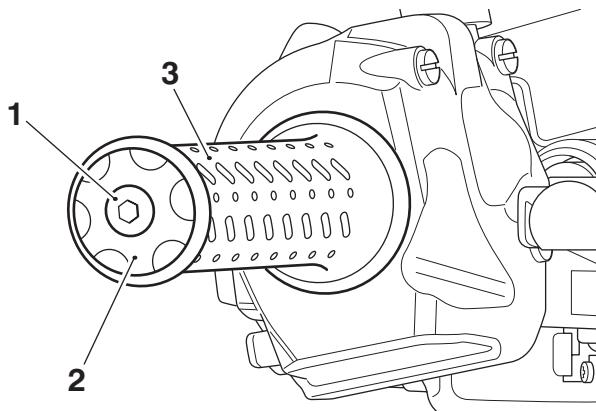
- Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories always refer to the instructions supplied with the respective accessory kit.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

Original Equipment Grip Removal

1. Remove the rider's seat, as described in the Service Manual.
2. Disconnect the battery, negative (black) lead first.

Note:

- If accessory handguards are fitted to the motorcycle the original bar end fixings must be discarded and new bar end fixings must be fitted. New fixings must be obtained from an authorised Triumph accessory dealer.
- 3. Undo and remove the left hand and right hand handlebar end weights and fixings. Retain the fixings for reuse.



1. Fixing

2. Handlebar end weight (right hand shown)

3. Handlebar grip

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.

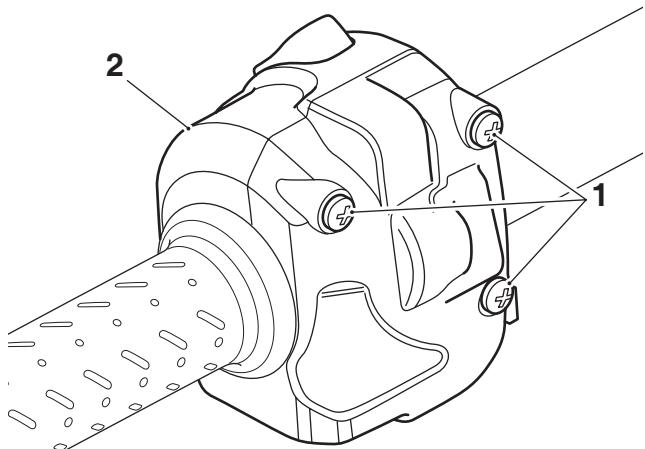


Warning

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 may result if this warning is ignored, which may result in loss of motorcycle control and an accident.

1. Release the three fixings and remove the rear of the right hand switch housing from the handlebar. Without disconnecting any wiring, position the switch housing aside.



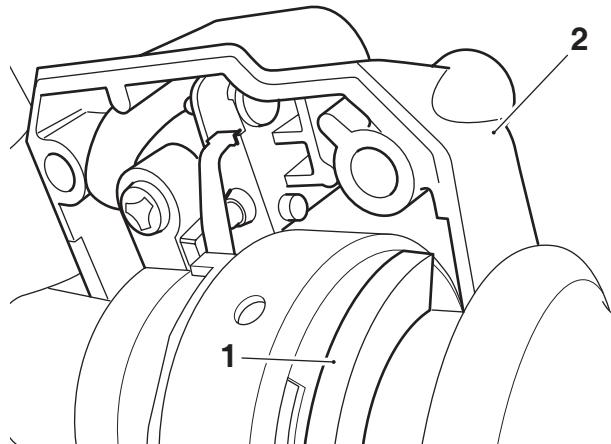
1. Fixings

2. Switch housing (right hand side front)

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 switch 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.

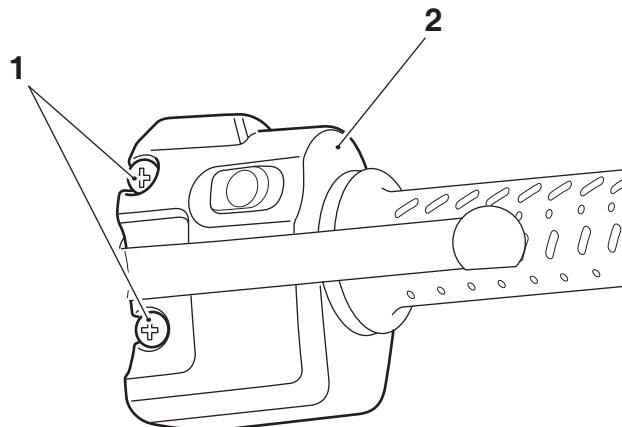


1. Guide, twist grip

2. Switch housing (right hand side rear)

Left Hand Side

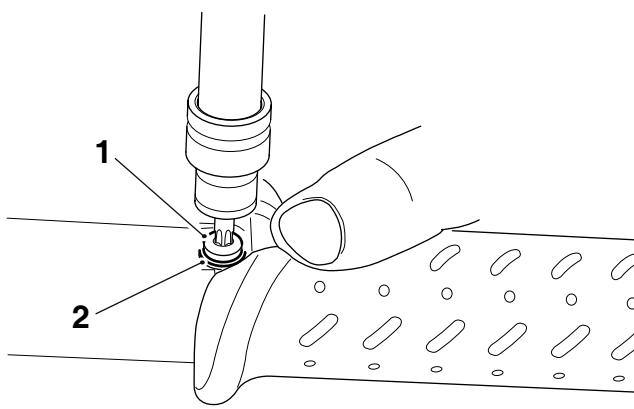
1. Release the two fixings and remove the left hand switch housing from the handlebar. Without disconnecting any wiring, position the switch housing aside.



1. Fixings

2. Switch housing (left hand side rear)

2. Release the two fixings securing the left handlebar grip to the handlebar. Discard the fixings and washers.



1. Fixing (one of two shown)
2. Washer (one of two shown)

3. Slide the left handlebar grip off the handlebar.

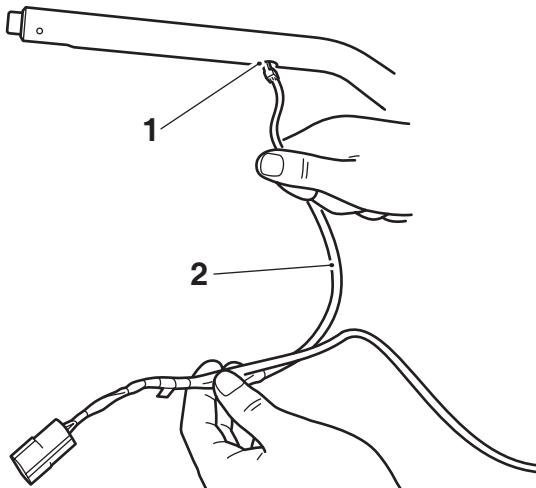
Heated Grip Installation

4. Collect the heated grip sub-harness from the kit. Remove the blanking plugs from the long and short heated grip cable electrical connectors.

Note:

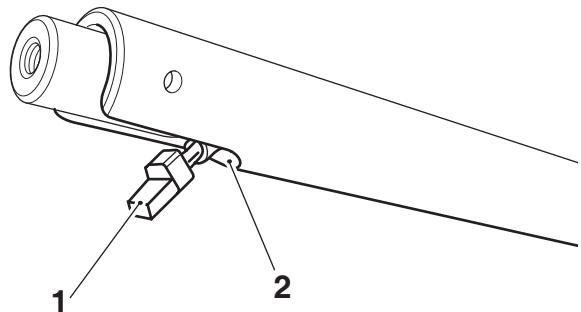
- The shorter heated grip sub-harness cable is routed to the left hand (clutch) side of the handlebar.
- The longer heated grip sub-harness cable is routed to the right hand (throttle) side of the handlebar.

5. Thread the shorter heated grip sub-harness cable into the large hole in the underside of the left hand side of the handlebar as shown below.



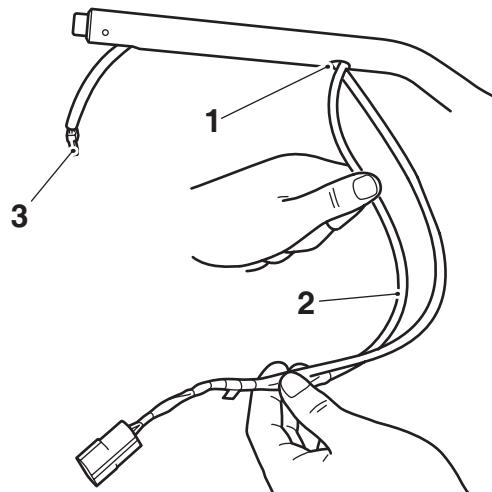
1. Hole, handlebar
2. Sub-harness, shorter cable

6. Feed the shorter sub-harness cable towards the left hand (clutch) side of the handlebar and out through the slot in the handlebar end weight mounting area of the handlebar.



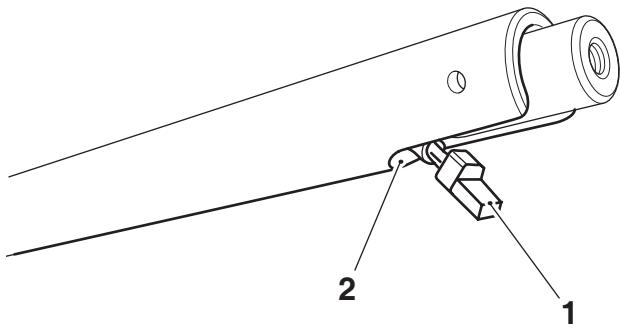
1. Sub-harness, shorter cable
2. Slot, handlebar

7. Thread the longer heated grip sub-harness cable into the large hole in the underside of the left hand side of the handlebar as shown below.



1. Hole, handlebar
2. Sub-harness, longer cable
3. Sub-harness, shorter cable

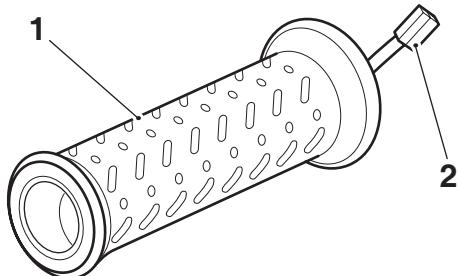
- Feed the longer sub-harness cable towards the right hand (throttle) side of the handlebar and out through the slot in the handlebar end weight mounting area of the handlebar.
- Connect the shorter sub-harness cable electrical connector to the left hand heated grip electrical connector.



- Sub-harness, longer cable
- Slot, handlebar

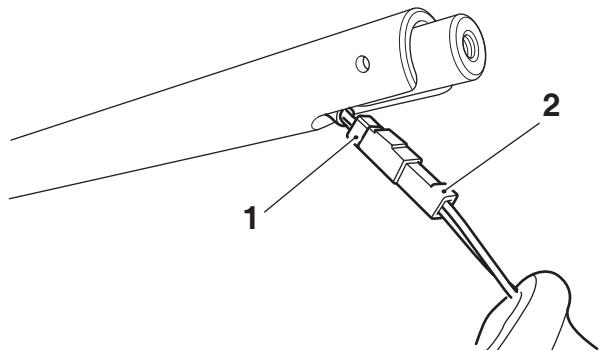
Left Hand Side

- Ensure the heated grip electrical connector is positioned out of the grip, as shown below.



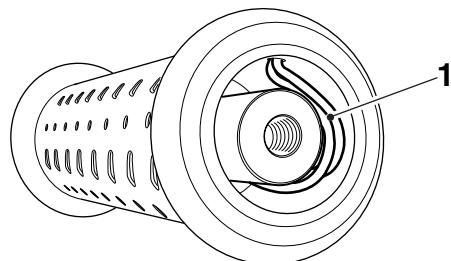
- Heat grip, left hand
- Heated grip electrical connector

- Connect the shorter sub-harness cable electrical connector to the left hand heated grip electrical connector.



- Sub-harness electrical connector
- Heated grip electrical connector

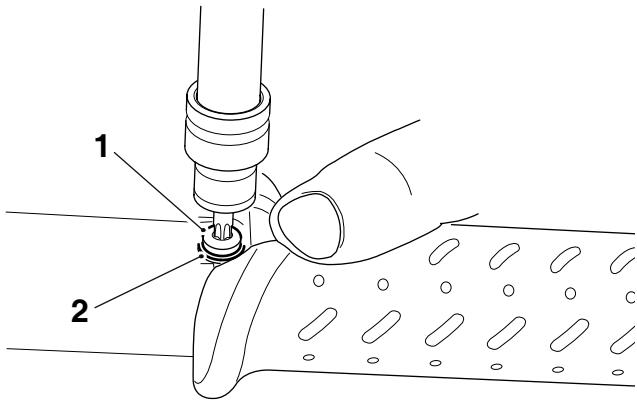
- Carefully fit the left hand heated grip with the wires facing upwards while pulling the harness out of the handlebar, as shown below.



- Harness position

12. Secure with the M4 x 10 mm fixings and washers provided in the kit. Tighten the fixings to **3 Nm**.

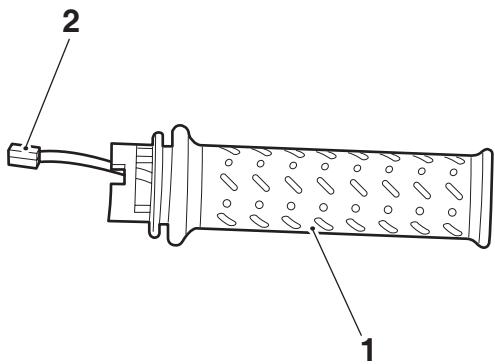
14. Connect the longer sub-harness cable electrical connector to the right hand heated grip (twist grip) electrical connector.



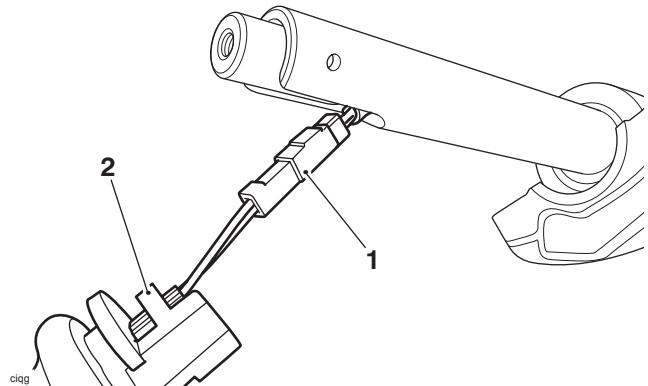
1. Fixing, M4 x 10 mm (one of two shown)
2. Washer (one of two shown)

Right Hand Side

13. Ensure the heated grip electrical connector is positioned out of the grip, as shown below.

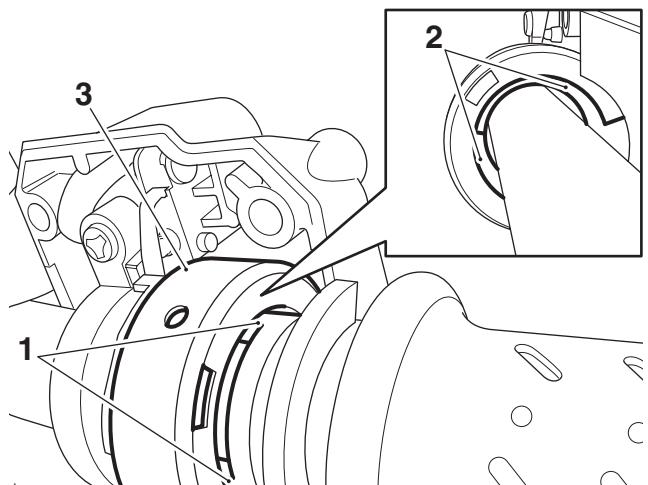


1. Heated grip, right hand
2. Heated grip electrical connector



1. Sub-harness electrical connector
2. Heated twist grip electrical connector

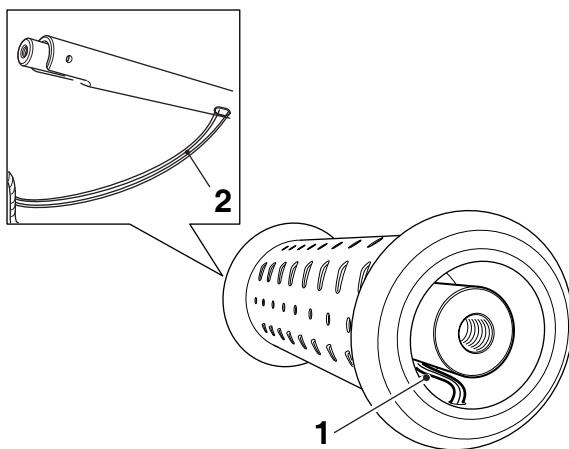
15. Partially engage the locating lugs on the heated grip into their slots in the spring housing.



1. Locating lugs
2. Slots
3. Spring housing

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

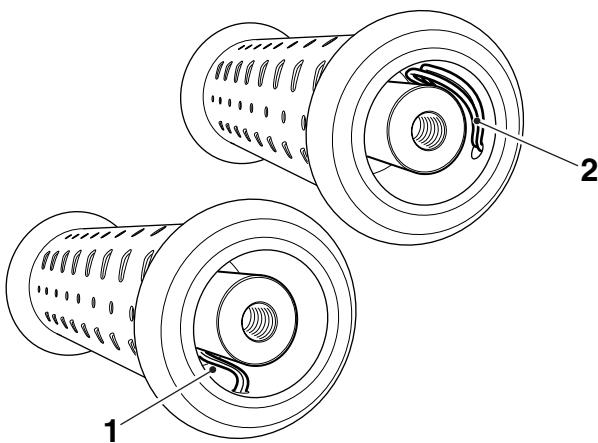
17. Carefully pull the cable back through the hole in the underside of the handlebar until the loop of the wires is just inside the end of the right hand grip, as shown below.



1. Wire position (throttle off)

2. Right hand cable

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



1. Wire position (throttle off)

2. Wire position (throttle on)

19. Fit the rear of the right hand switch housing and tighten its fixings to **2.5 Nm**.

20. Ensure the throttle is fully closed, and the electrical wires inside the twist grip have adequate slack to allow correct throttle operation.

21. Refit the left hand switch housing. Tighten the fixings to **2.5 Nm**.

Note:

- **If accessory handguards are fitted to the motorcycle new bar end fixings must be fitted. New fixings must be obtained from an authorised Triumph accessory dealer.**

22. Refit the left hand and right hand handlebar end weights. Ensure the heated grip wires are not trapped between the handlebar and handlebar end weight. Tighten the fixings to **5 Nm**.



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 may result in loss of motorcycle control and an accident.

23. 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.

24. If removed earlier, align the split line of the master cylinder/clamp with the alignment mark on the upper surface of the handlebar, then tighten the clamp fixings, upper first, to **12 Nm**.

25. Remove the left hand side and right hand side body panels, as described in the Service Manual.

26. Remove the headstock infill panel, as described in the Service Manual.

27. Remove the fuel tank as described in the Service Manual.

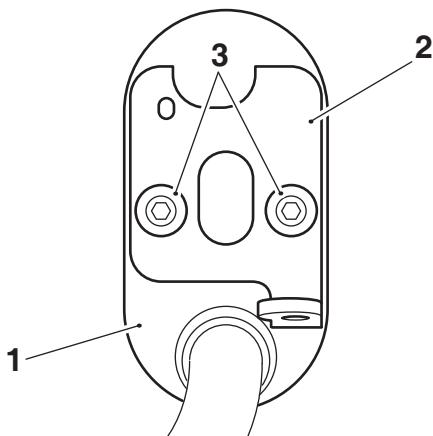
28. Remove the air box as described in the Service Manual.

Note:

- **If accessory fog lights are not fitted to the motorcycle, continue from step 29, Auxiliary Switch Fitment.**
- **If accessory fog lights are fitted to the motorcycle, continue from step 38.**

Auxiliary Switch Fitment

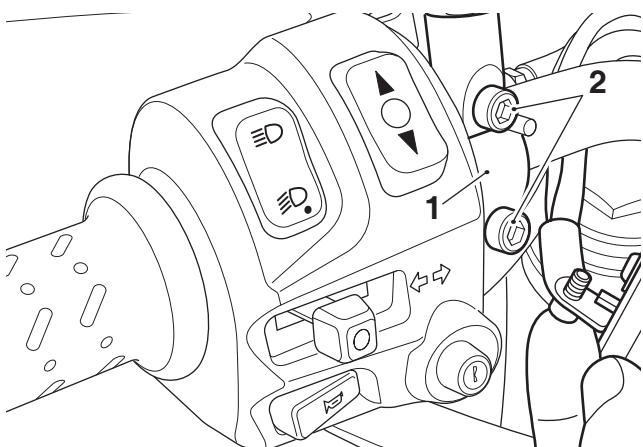
29. Align the auxiliary switch to the auxiliary switch mount plate, as shown and secure with the two M4 x 5 mm fixings. Tighten the fixings to **3 Nm**.



1. Auxiliary switch
2. Switch mount plate
3. M4 x 5 mm fixings

30. Support the clutch lever assembly and remove the two fixings. Retain the clamp if the motorcycle is to be returned to its original condition. Retain the two fixings for reuse.

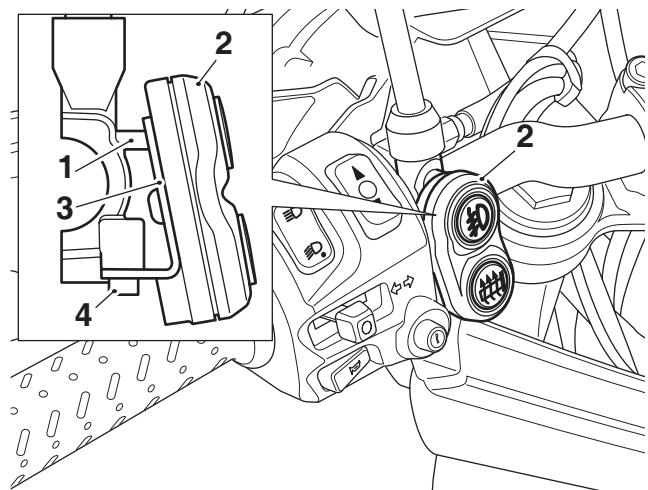
31. Fit the clutch lever clamp provided in the kit, in the orientation shown. Secure using the original fixings. Do not fully tighten the fixings at this stage.



1. Clutch lever clamp
2. Fixings

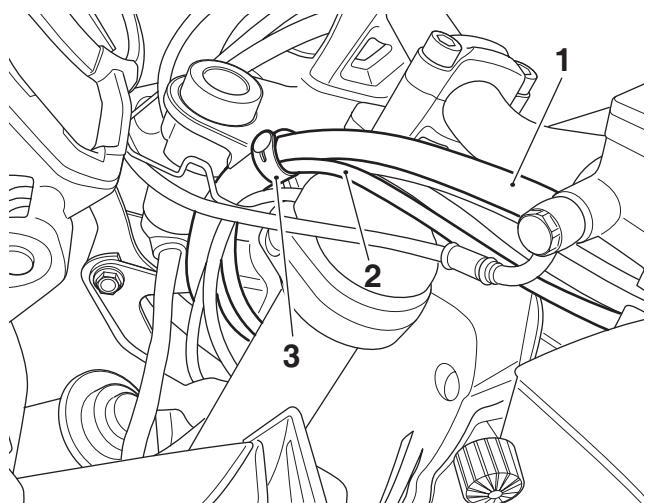
32. Align the split line of the master cylinder/clamp with the alignment mark on the upper surface of the handlebar, then tighten the clamp fixings, upper first, to **12 Nm**.

33. Position the auxiliary switch and auxiliary switch mount plate on the clutch lever clamp. Ensure the peg on the clutch lever clamp locates in the auxiliary switch mount plate, as shown. Secure the auxiliary switch mount plate to the underside of the clutch lever clamp with the M4 x 8 mm fixing from the kit. Tighten the fixing to **3 Nm**.



1. Peg, clutch lever clamp
2. Auxiliary switch
3. Auxiliary switch mount plate
4. Fixing, M4 x 8 mm

34. Following the route of the left hand switch harness, secure the auxiliary switch harness to the main harness using the original rubber strap, as shown.



1. Main harness
2. Auxiliary switch harness
3. Rubber strap

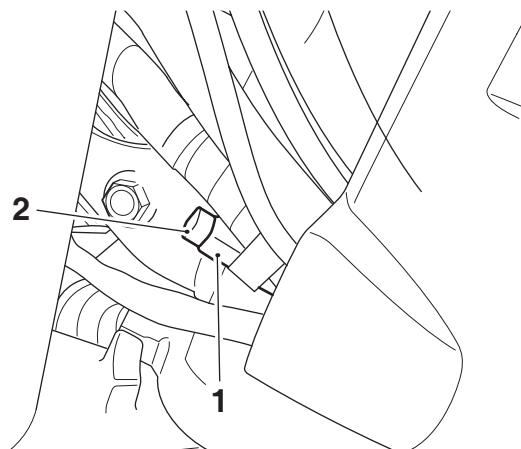
35. Route the auxiliary switch harness to the left hand side of the headstock.



Caution

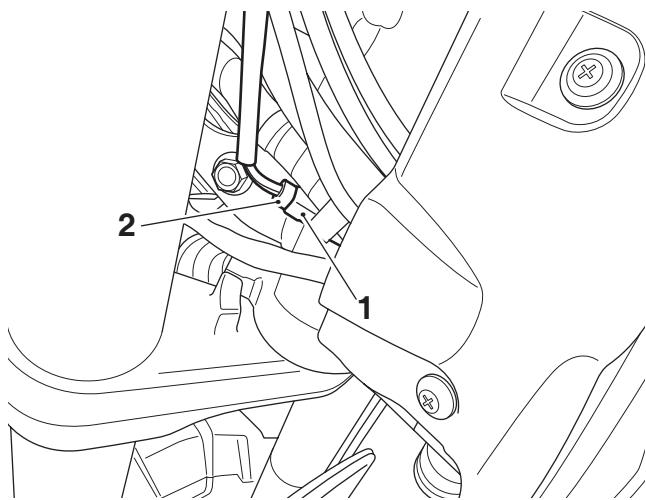
Blanking plugs are fitted to the harness connectors to prevent water ingress. If the blanking plugs are removed for any reason, they should always be refitted. The harness connectors should never be left exposed without the blanking plugs fitted as this may lead to a malfunction, or premature failure of components.

36. Identify the auxiliary switch harness electrical connector on the main wiring harness (located at the left hand side of the headstock) and remove the blanking plug. Retain the blanking plug for reuse if the motorcycle is to be returned to its original condition.



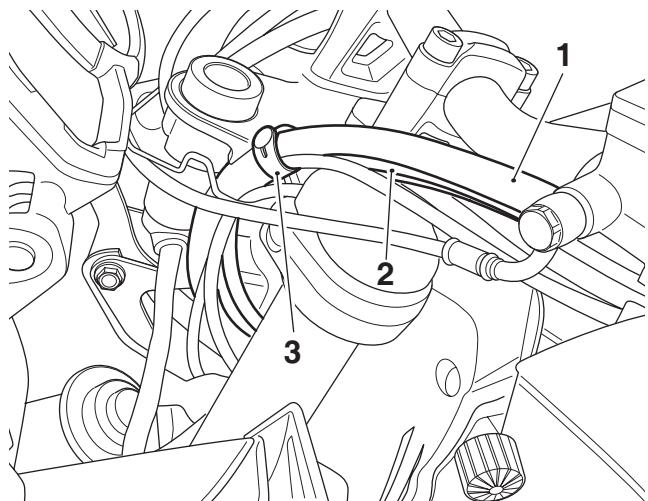
1. Auxiliary switch electrical connector (main harness)
2. Blanking plug

37. Connect the auxiliary switch harness electrical connector to the main wiring harness electrical connector.



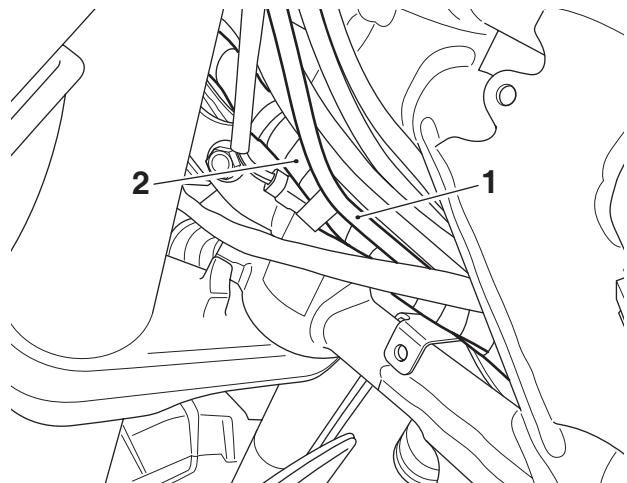
1. Auxiliary switch electrical connector (main harness)
2. Auxiliary switch electrical connector (auxiliary switch harness)

38. Following the route of the left hand switch harness, secure the heated grip sub-harness to the main harness using the original rubber strap, as shown.



1. Main harness
2. Heated grip sub-harness
3. Rubber strap

39. Route the heated grip sub-harness, following the routing of the main wiring harness, past the headstock on the left hand side of the motorcycle, through the frame to the area below the fuel tank.



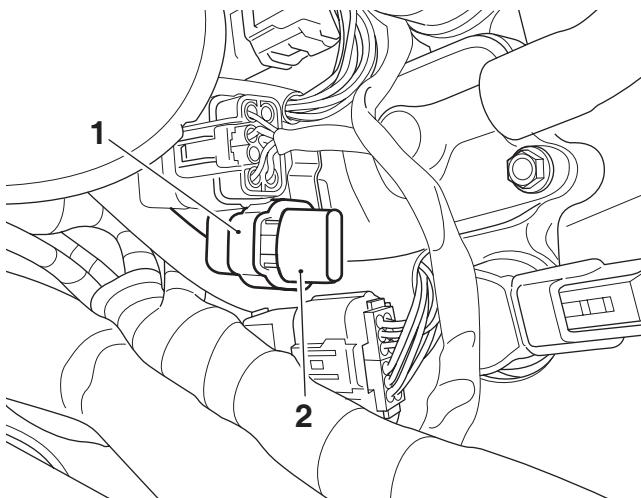
1. Heated grip sub-harness
2. Main wiring harness



Caution

Blanking plugs are fitted to the harness connectors to prevent water ingress. If the blanking plugs are removed for any reason, they should always be refitted. The harness connectors should never be left exposed without the blanking plugs fitted as this may lead to a malfunction, or premature failure of components.

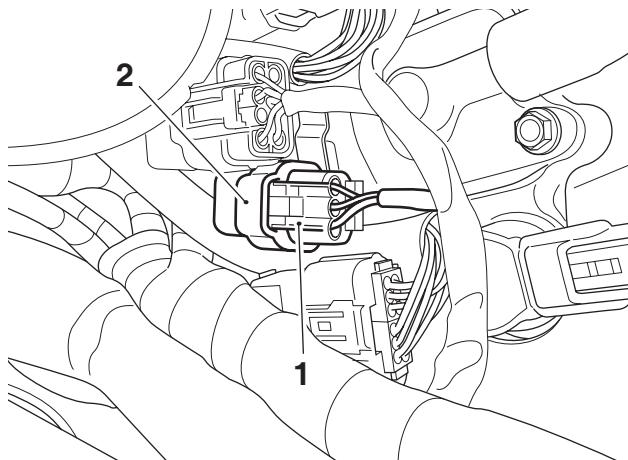
- Identify the heated grip electrical connector on the main wiring harness (located under the fuel tank on the left hand side) and remove the blanking plug. Retain the blanking plug if the motorcycle is to be returned to its original condition.



1. Heated grip electrical connector, main harness

2. Blanking plug

- Remove the blanking plug from the heated grip sub-harness electrical connector and connect the sub-harness electrical connector to the main wiring harness electrical connector. Retain the blanking plug if the motorcycle is to be returned to its original condition.



1. Heated grip sub-harness electrical connector

2. Main harness electrical connector



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 which may result in loss of motorcycle control and an accident.



Caution

A wiring harness which becomes trapped or kinked during installation, or general motorcycle operation, may result in wiring harness damage and electrical malfunctions

- Taking care not to trap the harness, refit the headstock infill panel, as described in the Service Manual.
- Refit the air box, as described in the Service Manual.
- Refit the fuel tank, as described in the Service Manual.
- Refit the left hand and right hand body panels, as described in the Service Manual.
- Reconnect the battery, positive (red) lead first and tighten the battery terminals to **4.5 Nm**.
- Refit the rider's seat, as described in the Service Manual.

Operation



Warning

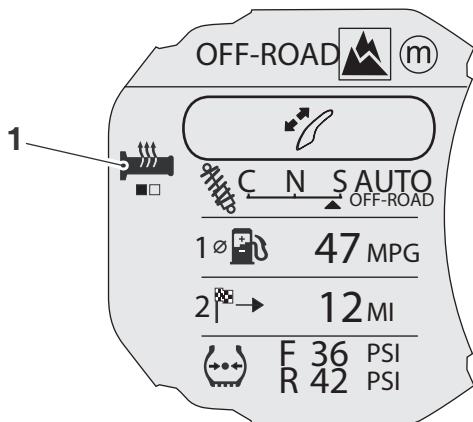
Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate the motorcycle in the open-air or in an area with adequate ventilation.

Note:

- **The heated grips will only heat when the engine is running.**
- **The heated grip switch will reset to OFF when the ignition is turned off, then on again.**

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

When the heated grips are switched ON, the heated grips symbol will appear in the multifunction display and the selected heat level will be shown.



1. Heated grip symbol (warm selected)

For maximum benefit in cold conditions, from the OFF position press the switch once for hot initially and then reduce the heat level by pressing the switch again for warm when the grips have warmed up.

To turn off the heated grips, press and release the switch until the status is indicated.

After a short delay, the heated grips symbol will disappear from the multifunction display.



Low Power Voltage Cut Off

If a low voltage is detected, the heated grips switch will power off. The heated grips will not function again until the voltage rises to a safe level.

The switch will not power back on automatically even if the voltage rises to the safe level. The user must manually press the switch again to activate the heated grips.

The heated grips are protected by a chassis ECM which will automatically cut power in the event of an overload.

Power can be restored to the heated grips by turning the ignition switch off, then on again, provided that the condition that caused the fault has been rectified.

In the event of a more serious overload, fuse number PS 4 protects the heated grips. Refer to the label in the fuse box lid for fuse amperage.

Heated Grip System Testing

Note:

- **The heated grips will only heat when the engine is running.**

1. Operate the switch at both positions and check that the heated grips warm up.



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 motorcycle control and 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 result in loss of motorcycle control and 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 may result in loss of motorcycle control and an accident.