



Accessory Fitting Instructions

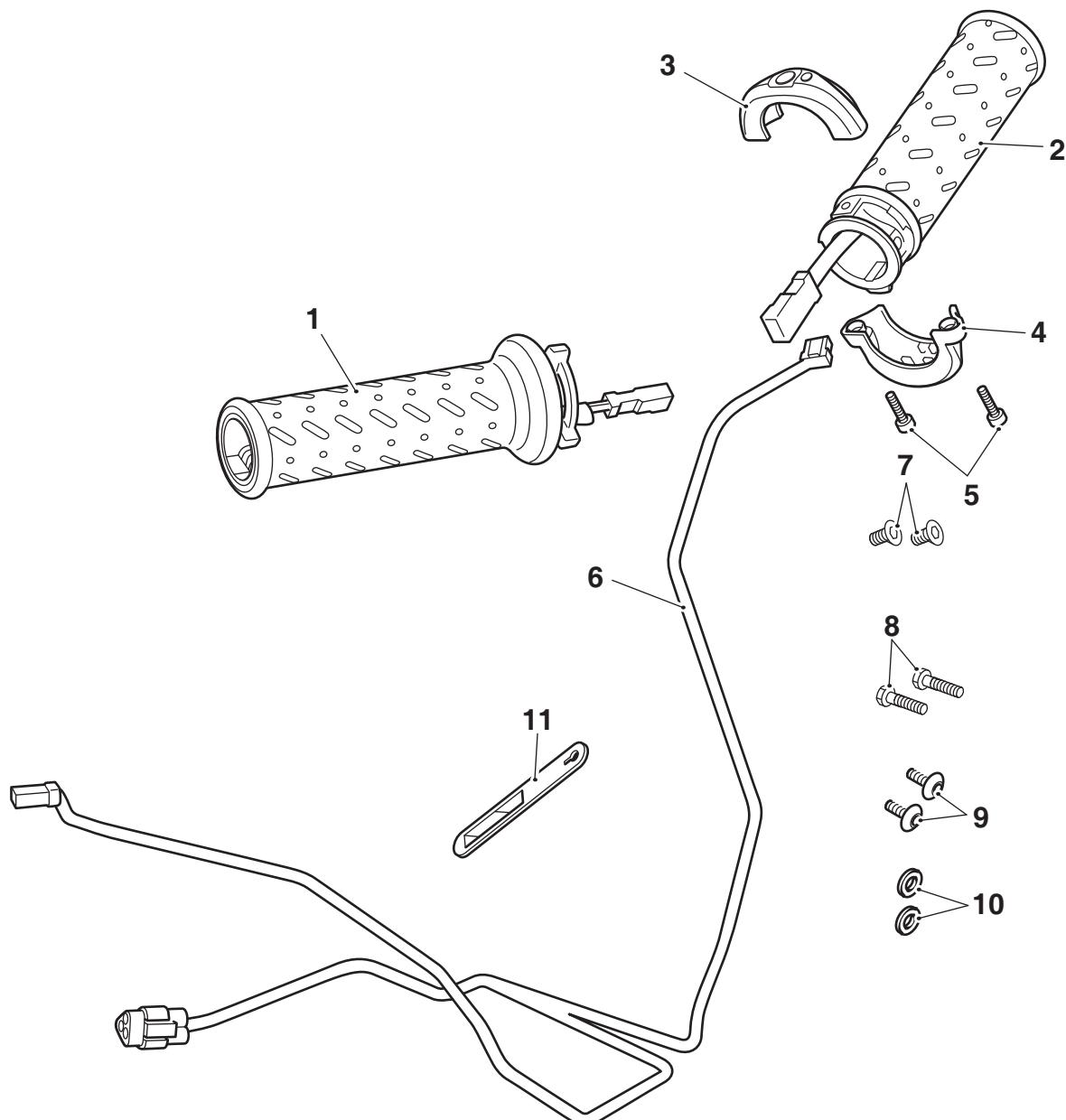
Heated Grip Kit	
Kit Number	Models Affected
A9638180	Street Triple R up to VIN 982751, Street Triple RS up to VIN BF0949

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, right hand	1 off	7. Screw, M6 x 16 mm countersunk head encapsulated	2 off
2. Heated grip, left hand	1 off	8. Bolt, M6 x 28 mm encapsulated	2 off
3. Upper switch housing	1 off	9. Screw, pan head self-tapping	2 off
4. Lower switch housing	1 off	10. Washer	2 off
5. Screw, Torx head self-tapping	2 off	11. Rubber strap	1 off
6. Sub-harness	1 off		



Warning

Fit only genuine Triumph accessories to those models approved by Triumph as listed in the associated Triumph fitting instructions. 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 never 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 result in an accident causing severe injuries or death.



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 will result in loss of motorcycle control and an accident.



Warning

Always make sure 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 make sure 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

Make sure the motorcycle is stabilised and adequately supported. Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame. A correctly supported motorcycle will help prevent it from falling. An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.



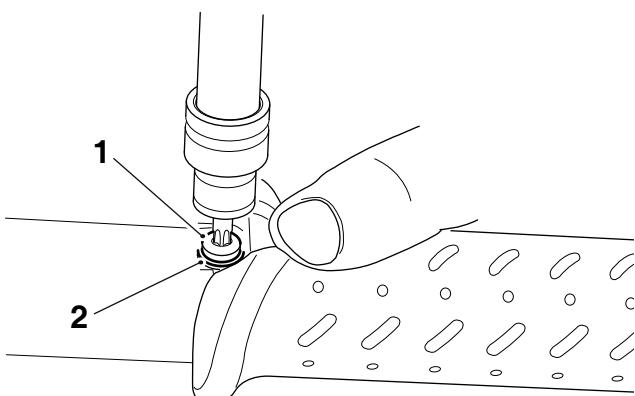
Warning

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 will result in loss of motorcycle control and an accident.

Note:

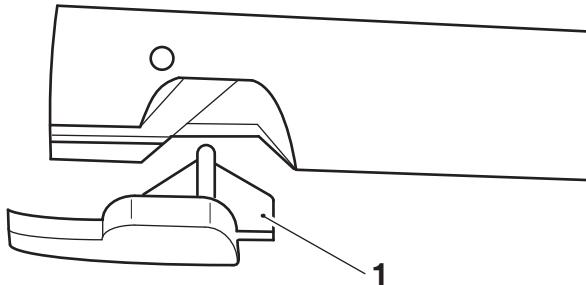
- **Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories always refer to the instructions supplied with the respective accessory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

1. Remove the seat, as described in the Service Manual.
2. Remove the fuel tank, as described in the Service Manual.
3. Disconnect the battery as described in the Service Manual.
4. Remove the left hand and right hand bar end finishers, as described in the Service Manual, retain the bar end finishers for reuse. Discard the fixings.
5. Remove the left hand handlebar grip as described in the Service Manual. Retain the grip for reuse if the motorcycle is to be returned to its original condition. Discard the fixings and washers.



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

6. If fitted, remove the plastic insert from the end of the left hand side of the handlebars, as shown. Retain the plastic insert for reuse if the motorcycle is to be returned to its original condition.



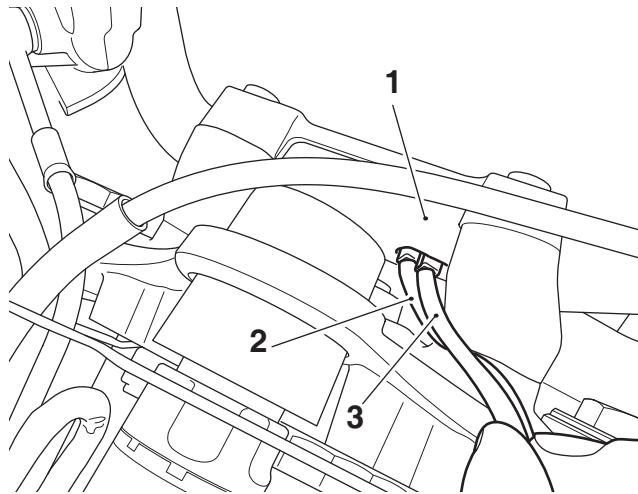
1. Plastic insert

7. Remove the twist grip from the right hand side of the handlebars, as described in the Service Manual. Retain the twist grip for reuse if the motorcycle is to be returned to its original condition.

Installation

Note:

- The sub-harness lead with the 2 pin connector is routed to the right hand (throttle) side of the handlebar.
- The sub-harness lead with the 3 pin connector is routed to the left hand (clutch) side of the handlebar.
- 8. Thread the heated grip switch cables into the large hole at the centre of the handlebar, on the underside as shown below.

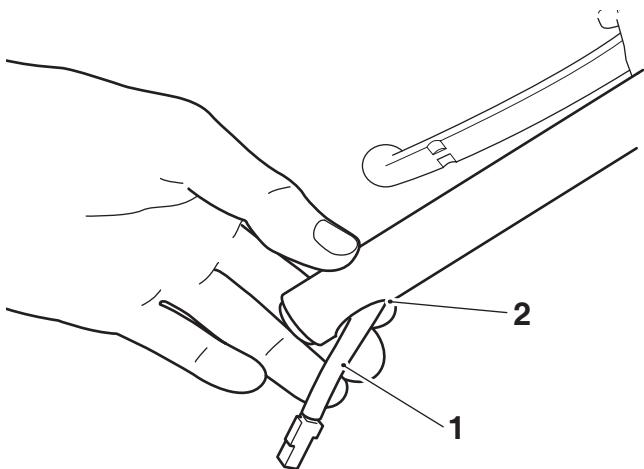


1. Handlebar

2. Heated grip switch cable - 2 pin connector

3. Heated grip switch cable - 3 pin connector

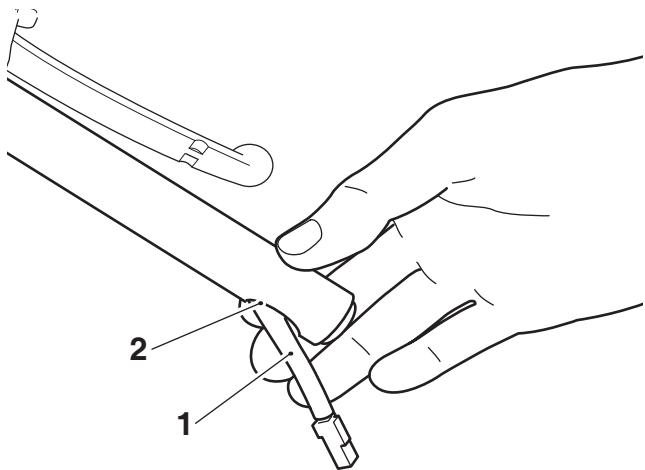
9. Feed the sub-harness lead with 3 pin connector towards the left hand side of the handlebar and out through the slot in the handlebar end weight mounting.



1. Sub-harness

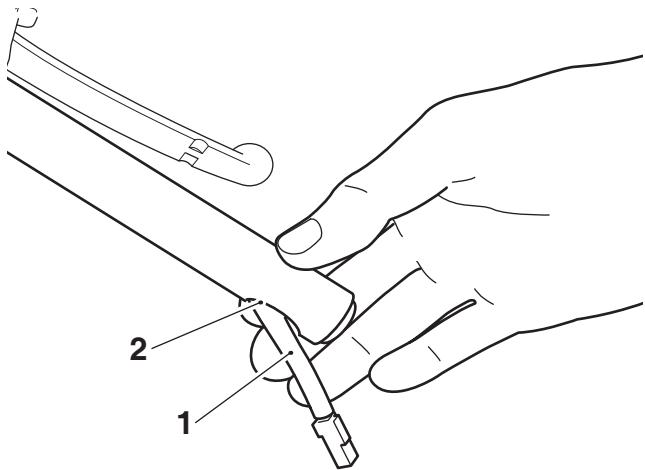
2. Slot, handlebar

10. Feed the sub-harness lead with the 2 pin connector towards the right hand side of the handlebar and out through the slot in the handlebar end weight mounting.



1. Sub-harness
2. Slot, handlebar

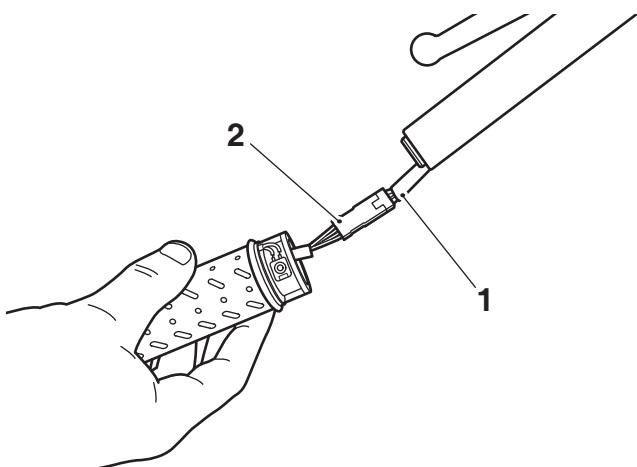
11. Locate the heated grip harness connectors in the end of the handlebars on the left hand and right hand side of the motorcycle. Carefully pull the heated grip harnesses out through the slots in the handlebar end weight mountings.



1. Heated grip harness connector (right hand side shown)
2. Slot, handlebar

Left Hand Side

12. Connect the heated grip harness connector to the left hand heated grip electrical connector.

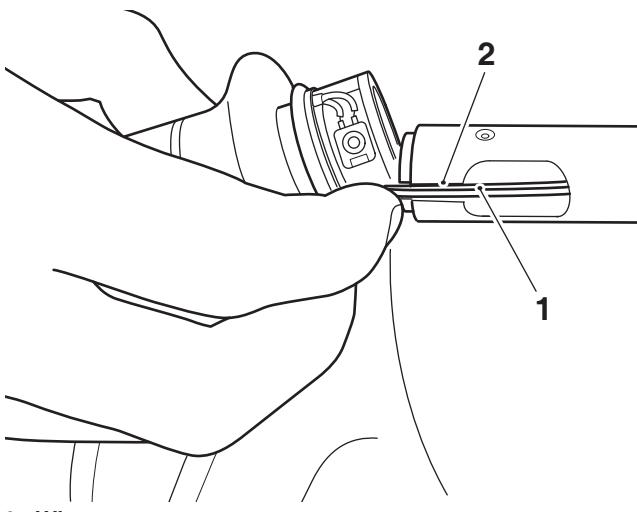


1. Heated grip harness connector
2. Heated grip connector

Caution

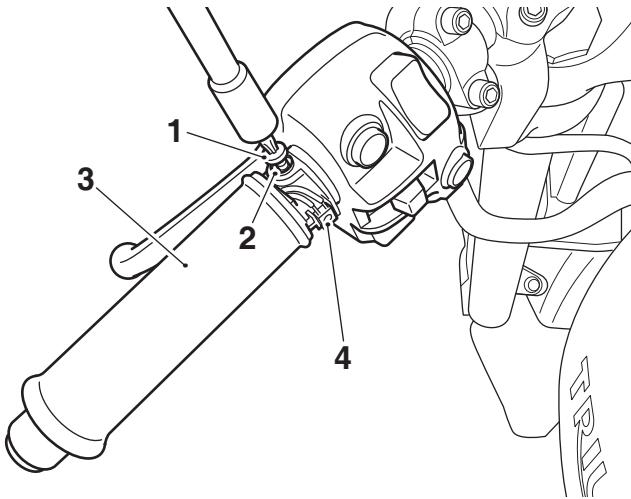
A wiring harness which becomes trapped or kinked during installation, or general motorcycle operation, may result in wiring harness damage and electrical malfunctions.

13. When fitting the grip onto the handlebar, carefully pull the harness back through the handlebar making sure the harness/heated grip connection is positioned into the handlebar and the wires remain in the slot in the bar end.



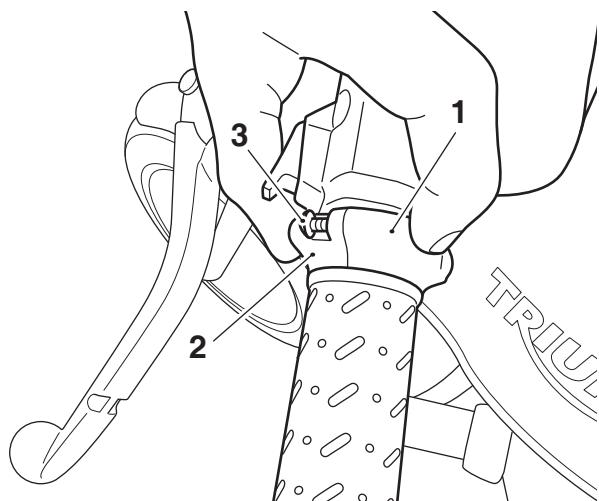
1. Wires
2. Slot, handlebar

14. Make sure the grip is in the orientation shown below with the switch contacts facing the rider. Secure the new grip with the pan head self-tapping screws and washers provided in the kit. Tighten the fixings to **2.5 Nm**.



1. Screw, pan head self-tapping (one of two shown)
2. Washer (one of two shown)
3. Heated grip
4. Switch contacts

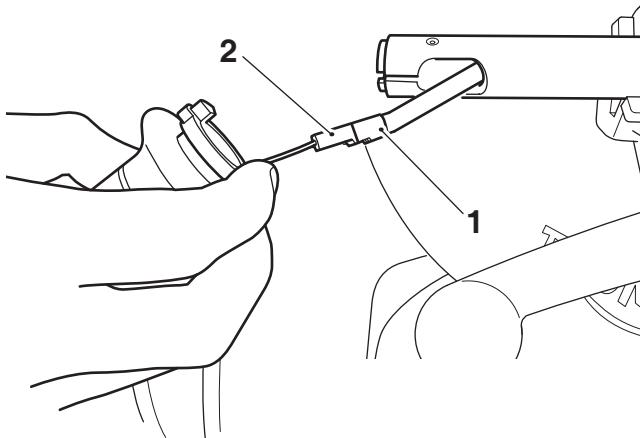
15. Fit the upper and lower switch housings on to the heated grip and retain with the Torx head self-tapping screws provided in the kit. Tighten the screws to **1 Nm**.



1. Upper switch housing
2. Lower switch housing
3. Screw, Torx head self-tapping (one of two shown)

Right Hand Side

16. Connect the heated grip harness connector to the right hand heated grip (twist grip) connector.



1. Heated grip harness connector
2. Heated twist grip connector

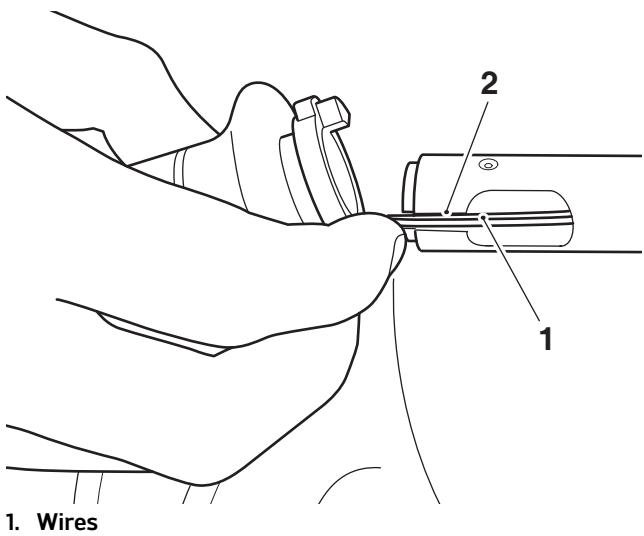


Caution

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

Note:

- The method of fitting the right hand heated grip (twist grip) to the twist grip position sensor and handlebars is the same as that for the original twist grip, as described in the Service Manual.
- 17. When fitting the grip onto the handlebar, carefully pull the harness back through the handlebar making sure harness/heated grip connection is positioned into the handlebar.



1. Wires
2. Slot, handlebar

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



Warning

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

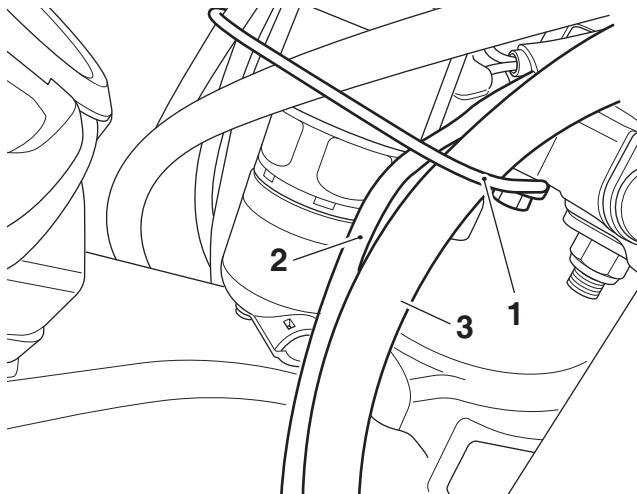
A tight or stuck twist grip may lead to loss of motorcycle control and an accident.

19. Refit the twist grip as described in the Service Manual.

20. 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.

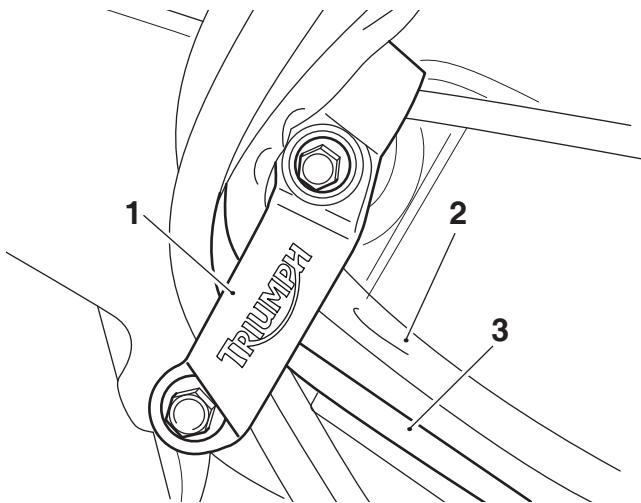
21. Make sure the throttle is fully closed, and the electrical cable inside the twist grip has adequate slack to allow correct throttle operation.

22. Route the heated grip switch harness through the cable guide on the headstock following the routing of the left hand switch cube harness, as shown below.



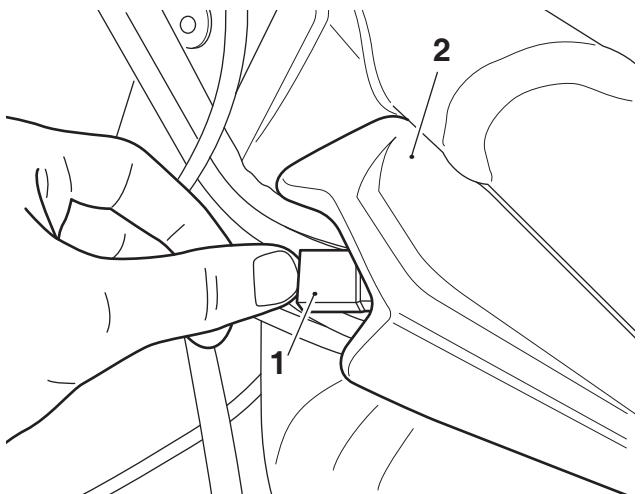
1. Cable guide
2. Heated grip switch harness
3. Switch cube harness, left hand

23. Remove the fixings securing the cable guide on the left hand side of the motorcycle. Route the heated grip switch harness following the route of the motorcycle wiring harness. Do not refit the cable guide at this stage. Discard the fixings.



1. Cable guide
2. Motorcycle harness
3. Heated grip switch harness

24. Route the heated switch harness behind the infill panel and through the motorcycle frame on the left hand side of the motorcycle.



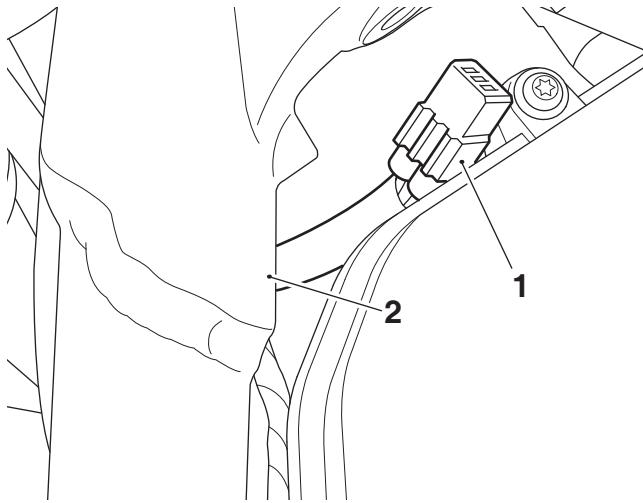
1. Heated grip switch harness
2. Infill panel



Warning

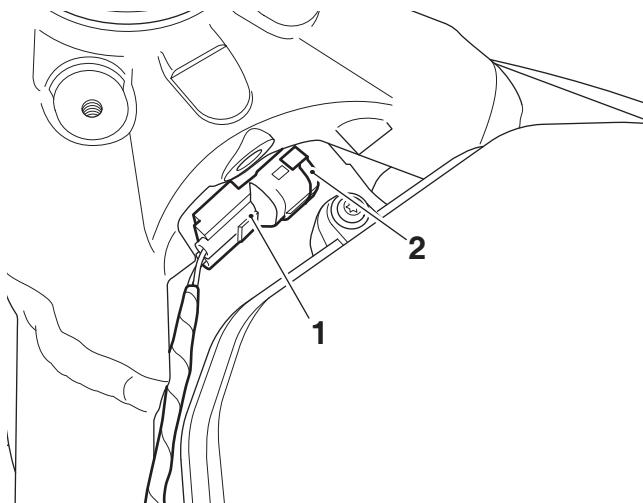
Move the handlebars to the left and right full lock while checking that the cables and harness do not bind. A cable or harness that binds will restrict the steering and may cause loss of motorcycle control and an accident.

25. Continue to route the heated grip harness to the area below the fuel tank, as shown.



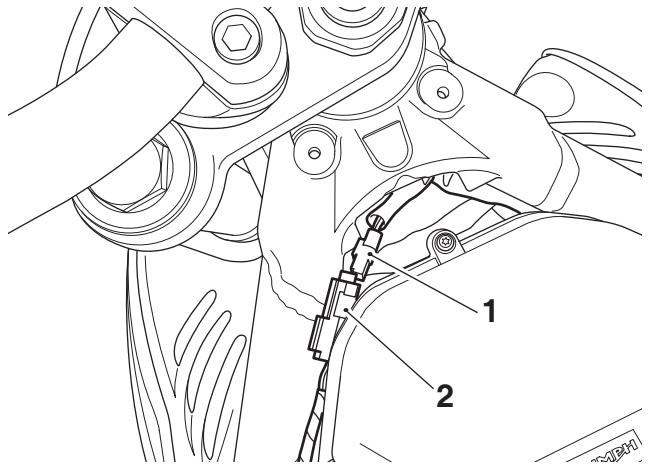
1. Heated grip switch harness
2. Motorcycle frame

26. Identify the main wiring harness connector on the main wiring harness (located in the area below the fuel tank) and remove the blanking plug. Retain the blanking plug if the motorcycle is to be returned to its original condition.



1. Main wiring harness connector
2. Blanking plug

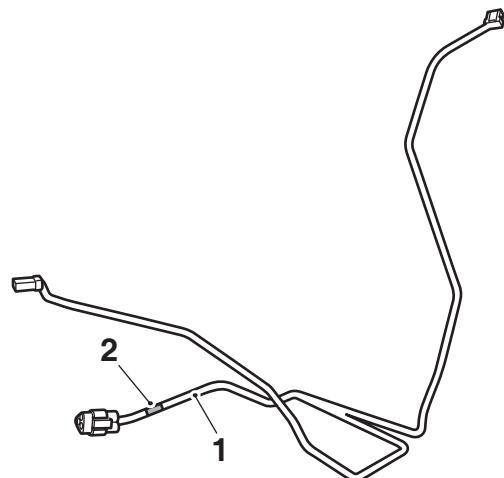
27. Connect the heated grip harness connector to the main harness connector.



1. Heated grip harness connector
2. Main harness connector

Note:

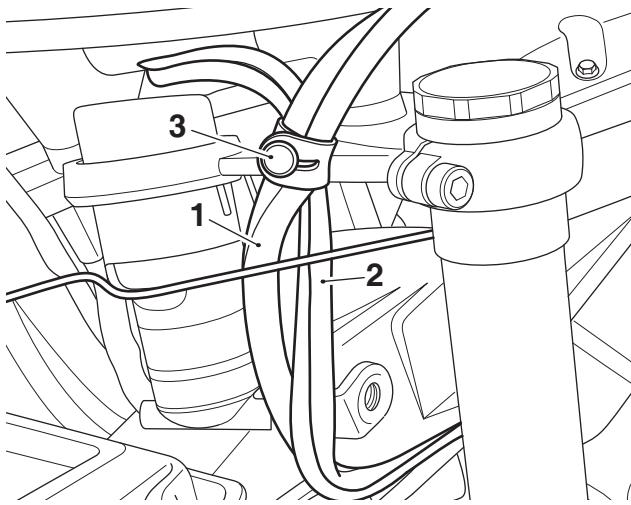
- There are two types of heated grip sub-harness available, one with red tape identification and one without red tape.
For a sub-harness with red tape follow steps 28 and 29, then continue from step 31.
For a sub-harness without red tape continue from step 30.



1. Heated grip sub-harness
2. Red tape

Heated Grip Sub-Harness with Red Tape

28. With the handlebars in the straight ahead position, use the rubber strap to secure the heated grip sub-harness to the left hand switch cube harness, as shown.

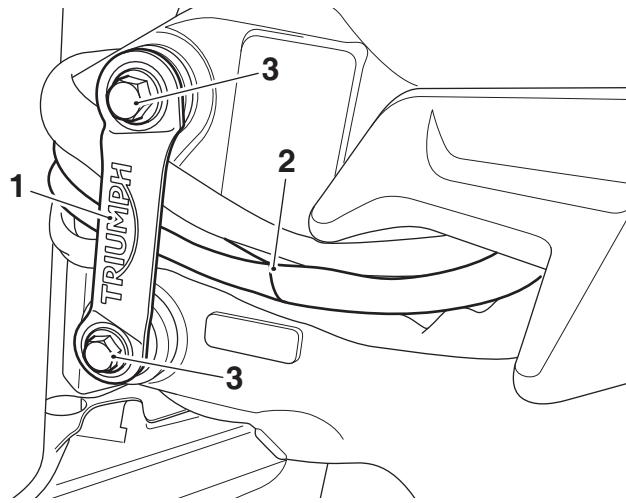


1. Switch cube harness, left hand

2. Heated grip sub-harness

3. Rubber strap

29. With the steering in full right hand lock, refit the cable guide with the heated grip sub-harness splice rearward of the cable guide, as shown. Fit the M6 x 28mm encapsulated fixings from the kit and tighten to **13 Nm**.



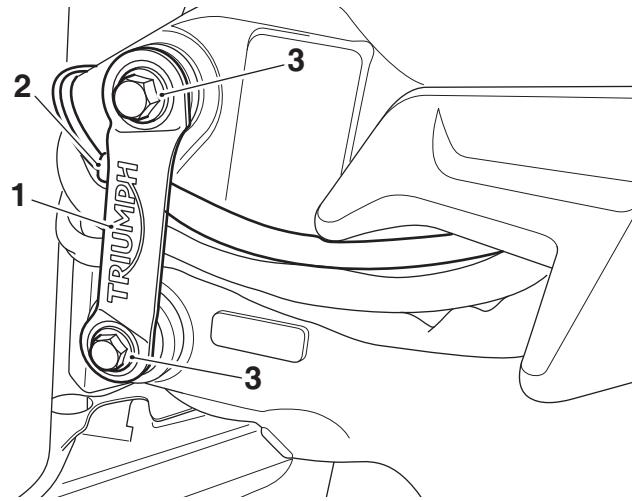
1. Cable guide

2. Heated grip sub-harness splice

3. Fixings, M6 x 28 mm (encapsulated)

Heated Grip Sub-Harness without Red Tape

30. With the steering in full right hand lock, secure the cable guide with the heated grip sub harness positioned forward of the cable guide, as shown. Fit the M6 x 28mm encapsulated fixings from the kit and tighten to **13 Nm**

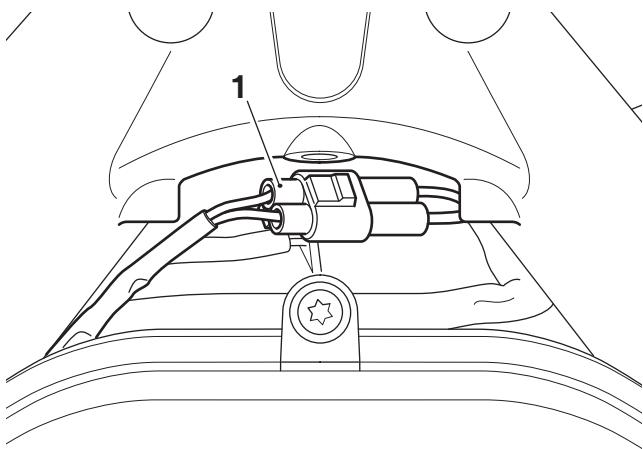


1. Cable guide

2. Heated grip sub-harness splice

3. Fixings, M6 x 28 mm (encapsulated)

31. Carefully collect the excess heated grip harness and position with the connector in area under the fuel tank as shown.



1. Heated grip harness

32. Refit the fuel tank, as described in the Service Manual.

33. Reconnect the battery, as described in the Service Manual.

34. Refit the seat, as described in the Service Manual.

35. Refit the left hand and right hand bar end finishers, using new M6 x 16 mm countersunk head encapsulated screws from the kit, as described in the Service Manual.

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.



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. Start the engine and allow to idle to avoid discharging the battery.
2. Check that the temperature of the heated grips increases.
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

The heated grips work when the ignition is switched on. However, it is recommended that they are only used when the engine is running to avoid draining the battery.

The heated grips have three operating modes, HIGH, MEDIUM and LOW. Press the heated grip button and the status will be shown on the display screen as a heated grip symbol in different colours, as described below:

- Press once - HIGH:
RED symbol with 3 dots.
- Press Twice - MEDIUM
ORANGE symbol with 2 dots.
- Press Three times - LOW
YELLOW symbol with 1 dot.

To switch OFF the heated grips, press and release the button until a GREY heated grip symbol is shown in the display screen. After three seconds, the heated grips symbol will disappear from the display screen. The heated grips are also switched off when the ignition is switched off.

For maximum benefit from cold conditions, use the heated grips in the HIGH status initially and when the grips have warmed up, change the status to LOW.

Automatic Shutdown

If heated grips are fitted and are on with the engine not running, over a period of time, the battery voltage may drop below 11.8 Volts and 'LoBatt' is then shown in the display screen for three seconds.

If the heated grips are on and 'LoBatt' is shown, then the heated grips are automatically switched off to prevent further discharge of the battery. It is not possible to resume heated grip operation until the engine has been running and the battery voltage has increased above 11.8 Volts.

In the event of a short circuit issue, 'HgrOFF' is shown in the display screen and the heated grips are automatically switched off. The heated grips can be switched back on after 25 seconds.



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 lead to 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 lead to loss of motorcycle control and an accident.