

## Accessory Fitting Instructions

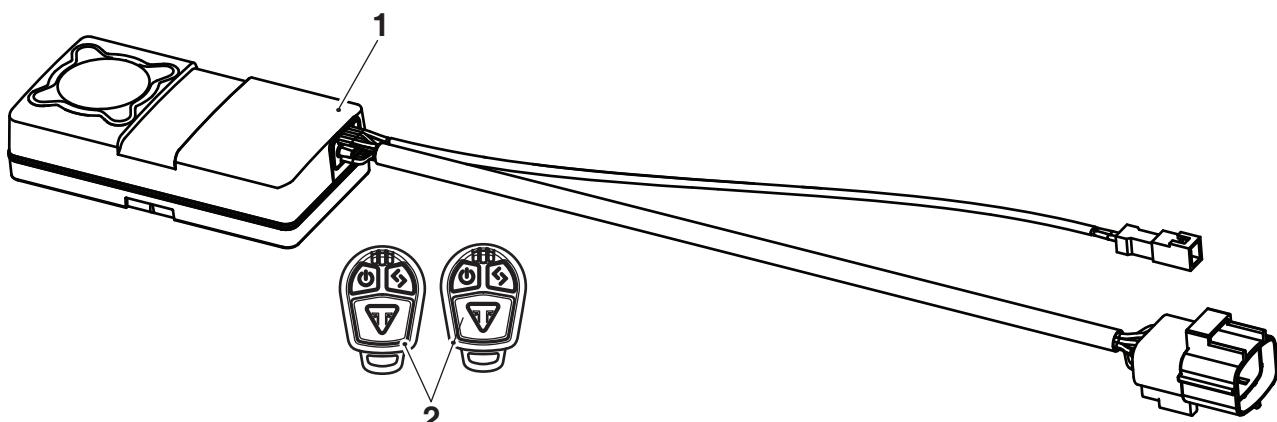
Alarm Kit	
Kit Number	Models Affected
A9800100	Speed Triple 1200 RS, Speed Triple 1200 RR
<b>To be used with the alarm fitting kit listed below.</b>	
Alarm Fitting Kit	
Kit Number	Models Affected
A9800113	Speed Triple 1200 RS, Speed Triple 1200 RR

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.

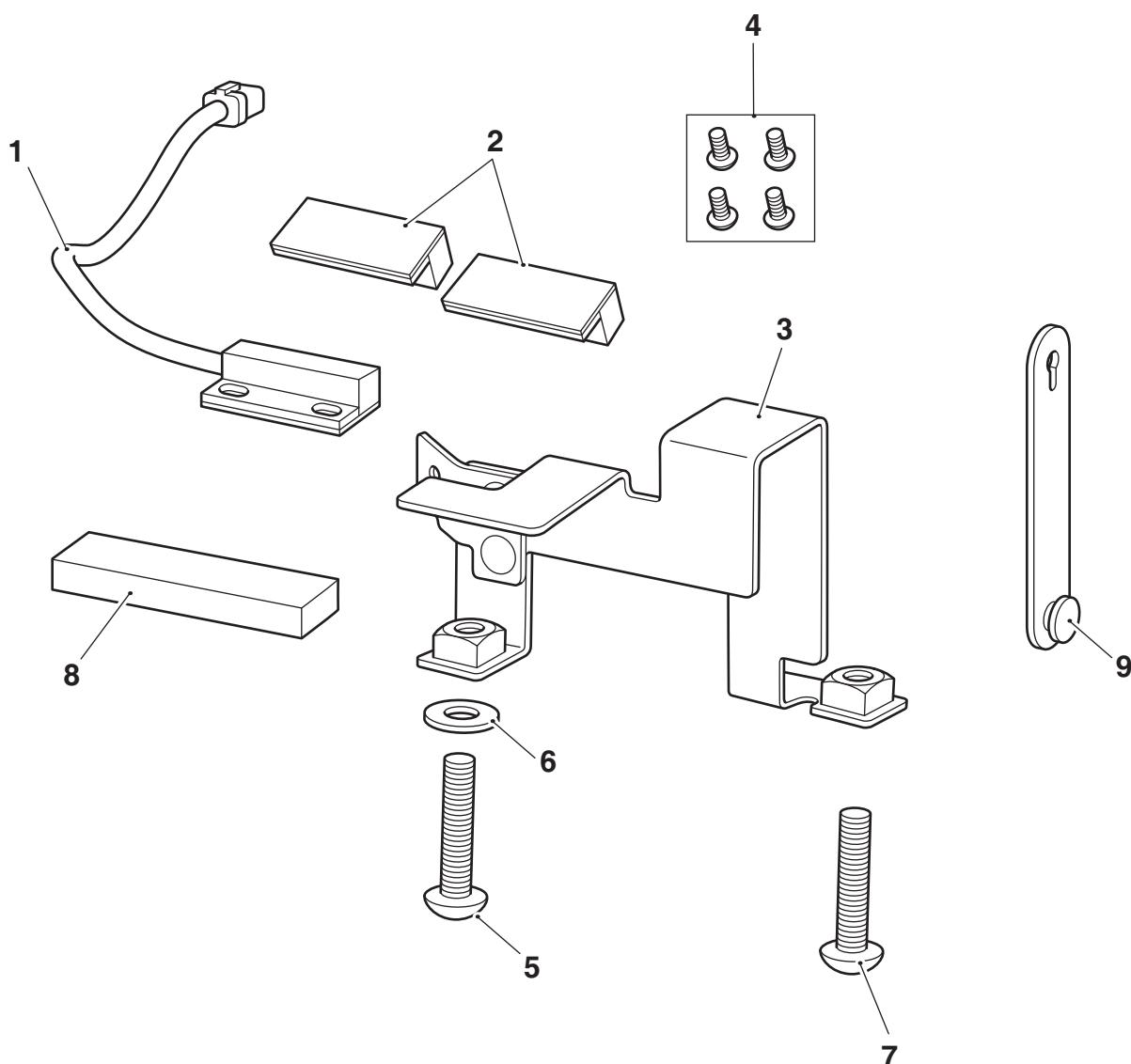
### Parts Supplied: A9800100



1. Alarm unit	1 off	3. Quick reference guide (not shown)	1 off
2. Key fob	2 off		

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Parts Supplied: A9800113



1. Reed-switch	1 off	6. Washer	1 off
2. Reed-switch magnet	2 off	7. Fixing M6 x 20 mm	1 off
3. Bracket	1 off	8. Foam pad	1 off
4. Self-tapping screw, 8 mm	4 off	9. Rubber strap	1 off
5. Fixing M6 x 25 mm	1 off	10. Cleaning wipe (not shown)	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 may result in loss of motorcycle control and an accident.



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



## Warning

Make sure the motorcycle is supported. 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

Prolonged storage of the machine with the alarm armed will result in battery drain. Excessive battery drain will cause permanent damage to the battery. The machine should be connected to an appropriate battery conditioner to maintain good battery condition.

### 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](http://www.triumphinstructions.com) or contact your authorised Triumph dealer.

### Note:

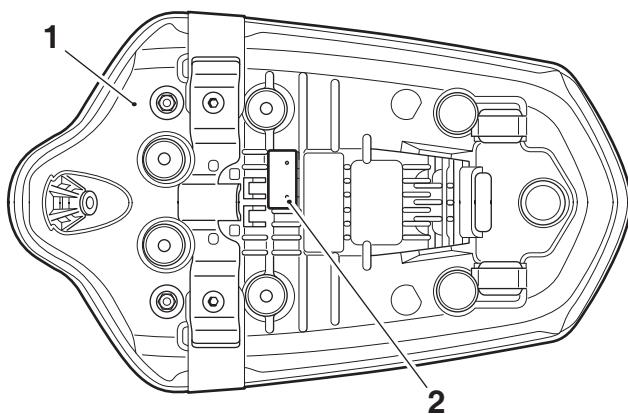
- Power supply voltage range - 12 volt DC negative earth.
- System current consumption <2.5 mA in armed condition.
- Once the alarm unit has been fitted, it will become an integral part of the motorcycle and cannot be removed.
- Completely read all of the instructions before commencing the installation and set up of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.
- Prior to installation, record the serial number from the underside of the alarm unit on the alarm installation certificate.

1. Remove the rider and passenger seats, or where applicable the seat cowl, as described in the Service Manual.
2. Disconnect the battery as described in the Service Manual.
3. Remove the licence plate hanger, as described in the Service Manual.
4. Remove the left hand rear side panel, as described in the Service Manual.

## Reed-Switch Magnet Fitment

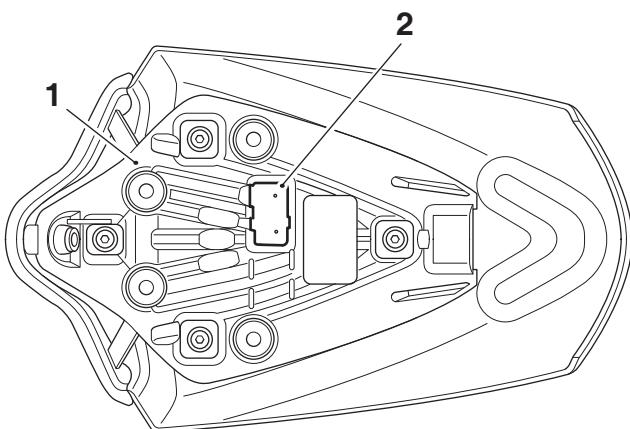
5. Place the passenger seat and seat cowl on a clean non-abrasive surface and locate the reed-switch magnet mounting areas on the underside of the seat and seat cowl as shown below. Note the pre-drilled reed-switch magnet fixing holes.

**Passenger Seat**



1. Seat base
2. Mounting area, reed-switch magnet

**Seat Cowl**



1. Seat cowl
2. Mounting area, reed-switch magnet

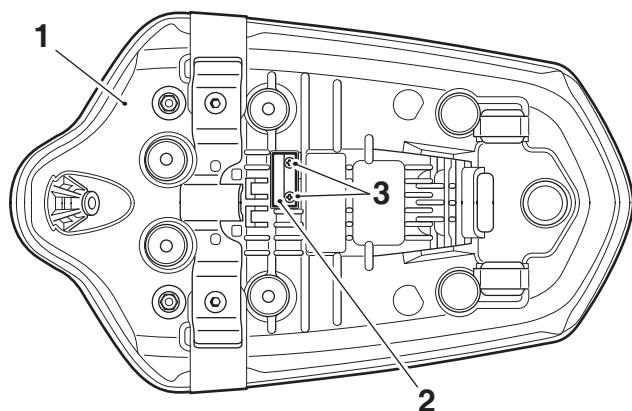


### Caution

When fitting self-adhesive parts, care must be taken to make sure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

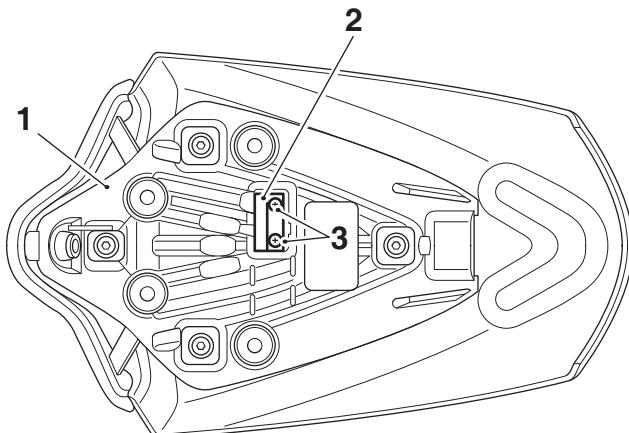
6. Peel off the backing strip from the adhesive pad on the reed-switch magnets.
7. Align the reed-switch magnets to the fixing holes on the underside of the seat and seat cowl, in the orientation shown. Apply firm and even pressure to the magnets to make sure a good bond is achieved. Secure using the self-tapping screws provided, tighten to **1 Nm**.

**Passenger Seat**



1. Seat base
2. Reed-switch magnet
3. Self-tapping screws

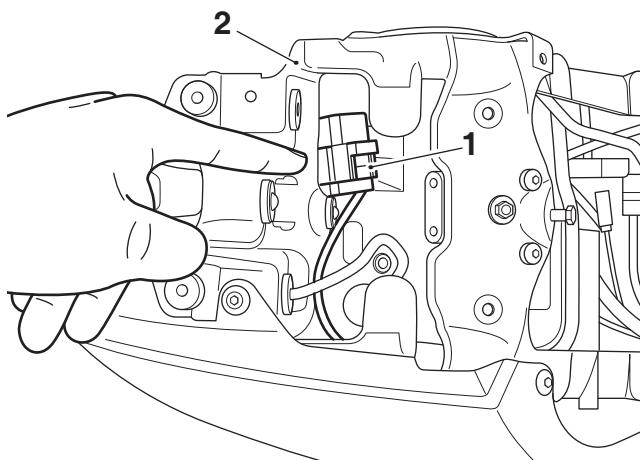
**Seat Cowl**



1. Seat cowl
2. Reed-switch magnet
3. Self-tapping screws

## Alarm Unit Fitment

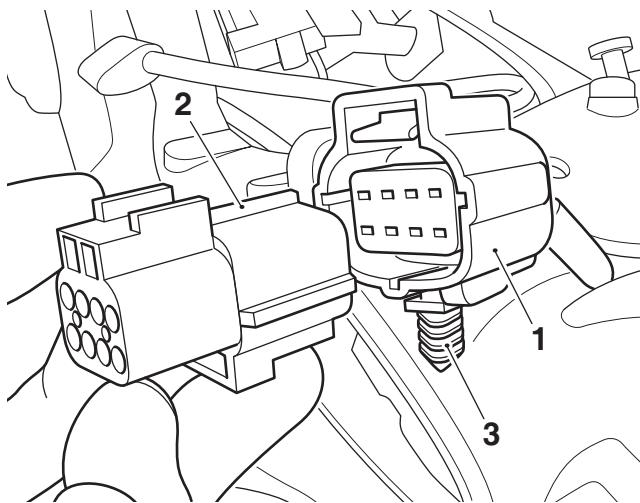
- Locate the main wiring harness alarm connector below the passenger seat or seat cowl, as shown, and pull to unplug from the rear subframe.



1. Alarm connector, main wiring harness

2. Rear subframe

- Remove the blanking plug and fir tree from the alarm connector. Retain the blanking plug and fir tree for reuse if the motorcycle is to be returned to its original condition.



1. Alarm connector

2. Fir tree

3. Blanking plug

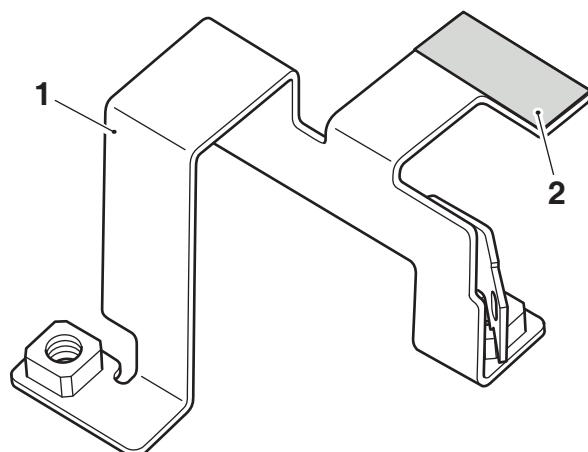
## Caution

When fitting self-adhesive parts care must be taken to make sure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal and re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

### Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.

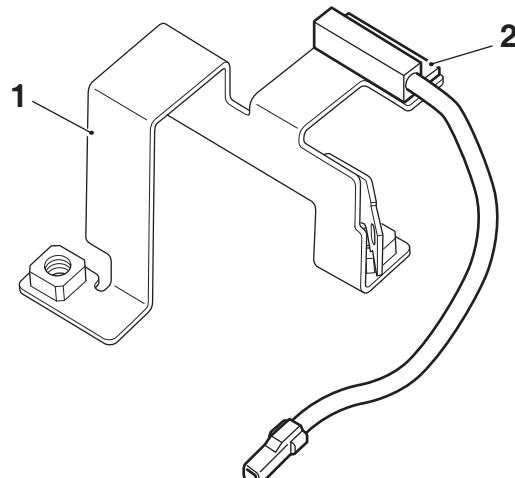
- Using the cleaning wipe clean the top surface of the mounting bracket, as shown below.



1. Mounting bracket

2. Cleaning area

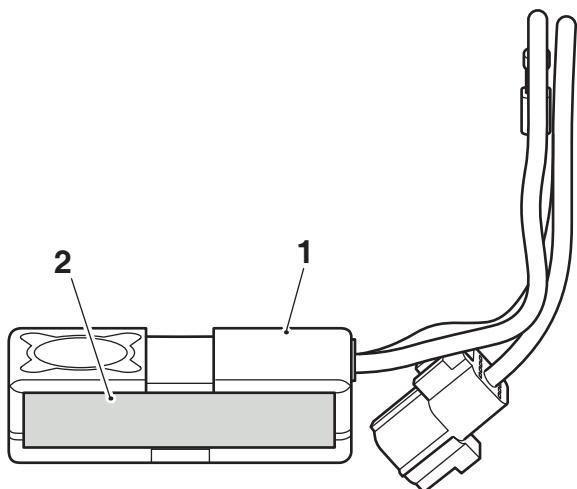
- Peel off the backing strip from the adhesive pad on the reed-switch.
- Attach the reed-switch to the mounting bracket in the position and orientation shown. Apply firm and even pressure to the reed-switch to make sure a good bond is achieved.



1. Mounting bracket

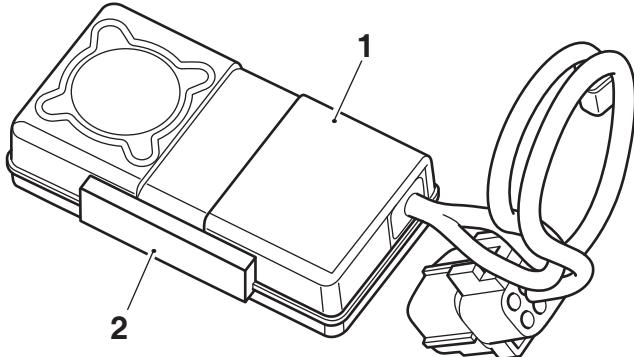
2. Reed-switch

13. Using the cleaning wipe from the alarm fitting kit, clean the underside of the alarm unit in the area shown below.



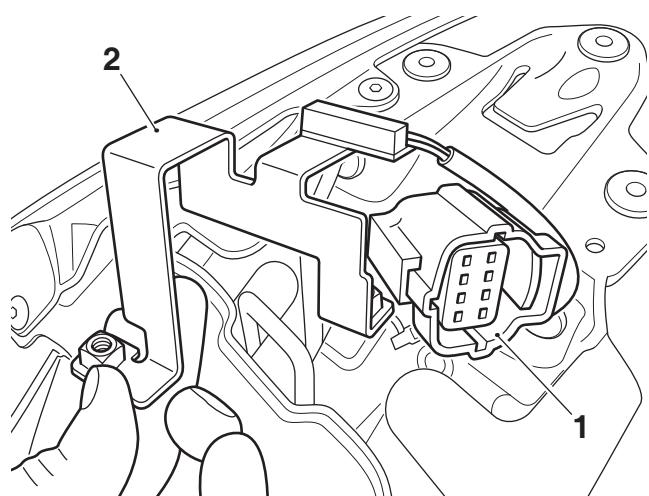
**1. Alarm unit**  
**2. Cleaning area**

14. Collect the foam pad from the fitting kit.  
15. Peel off the backing strip from the foam pad and attach the foam pad to the cleaned area on the underside of the alarm unit in a central position, as shown.



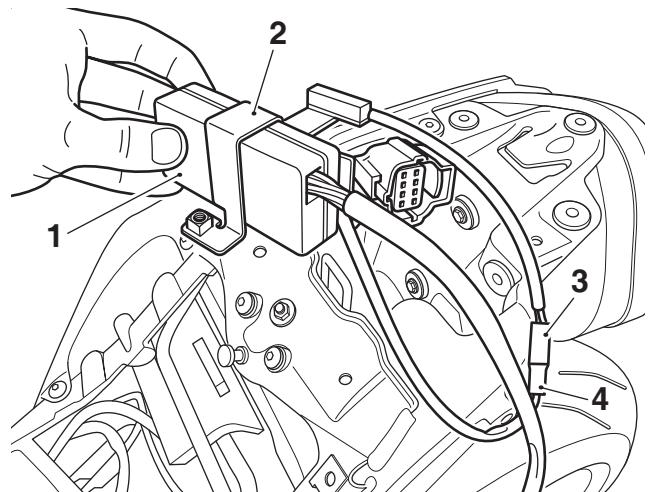
**1. Alarm unit**  
**2. Foam pad**

16. Fit the main harness alarm connector on to the tab on the mounting bracket, in the orientation shown.



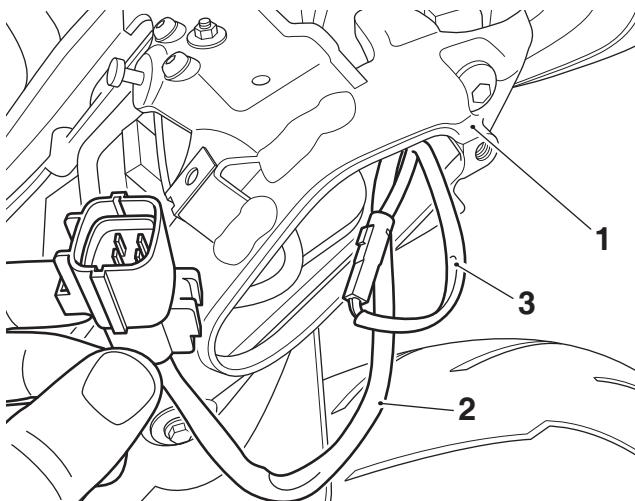
**1. Main harness alarm connector**  
**2. Mounting bracket**

17. Fit the alarm unit into the mounting bracket in the orientation shown. Connect the reed-switch wiring to the alarm unit wiring harness.



**1. Alarm unit**  
**2. Mounting bracket**  
**3. Reed-switch wiring connector**  
**4. Alarm unit wiring connector**

18. Feed the alarm harness connector and reed-switch harness loop into the rear subframe and through the opening in the subframe on the left hand side of the motorcycle, as shown.



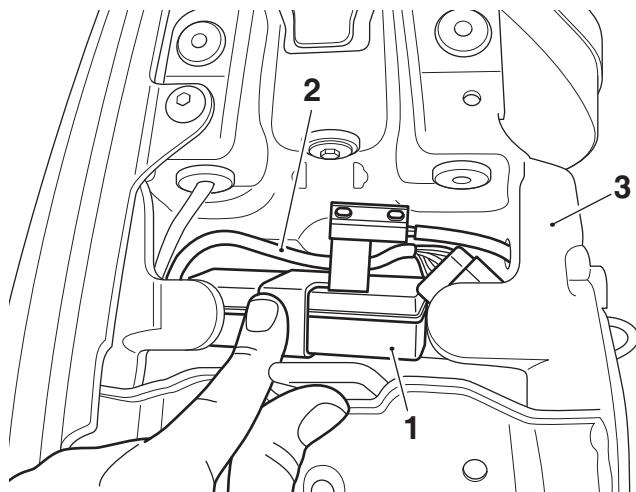
1. Rear subframe  
2. Alarm harness connector  
3. Reed-switch harness loop



### Caution

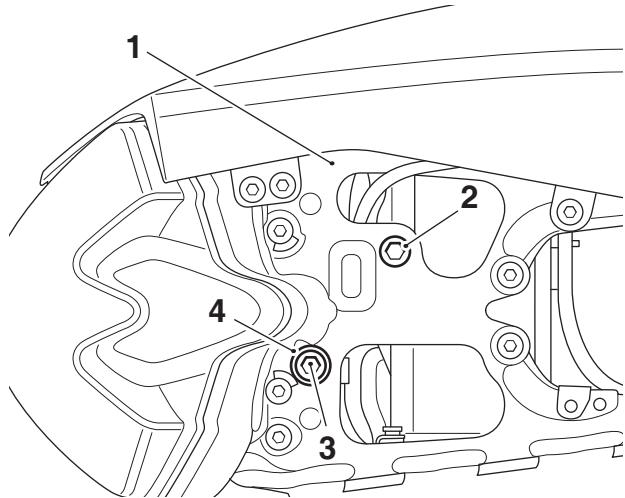
A wiring harness which becomes trapped or kinked during installation, or general motorcycle operation, may result in wiring harness damage and electrical malfunctions.

19. With the alarm unit positioned downwards towards the left hand side of the motorcycle, fit the alarm unit and mounting bracket assembly into the rear subframe as shown. Manoeuvre the assembly past the lugs on the rear subframe in to position with the foam pad against the subframe. Make sure the alarm main wiring harness is routed behind the alarm unit, as shown.



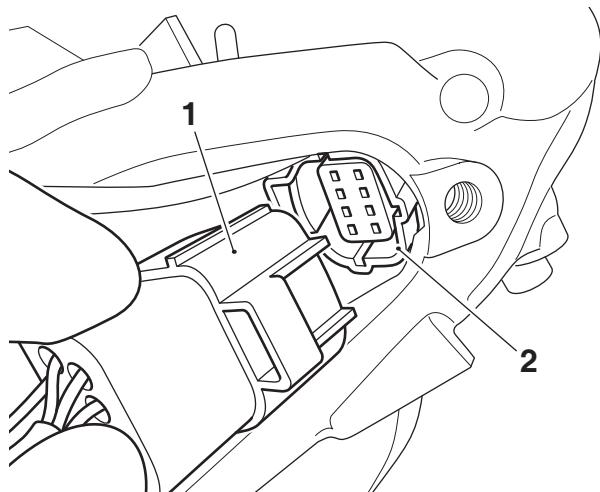
1. Alarm unit and mounting bracket  
2. Alarm main wiring harness  
3. Rear subframe

20. Align the weld nuts on the alarm mounting bracket with the mounting holes in the rear subframe. From the underside, fit the M6 x 25 mm fixing and M6 washer to the rear fixing position and the M6 x 20 mm fixing to the front fixing position. Tighten the fixings to **8 Nm**.



1. Rear subframe  
2. Fixing, M6 x 20 mm  
3. Fixing, M6 x 25 mm  
4. M6 washer

21. Connect the alarm unit wiring to the main wiring harness alarm connector inside the opening on the left hand side of the rear subframe.



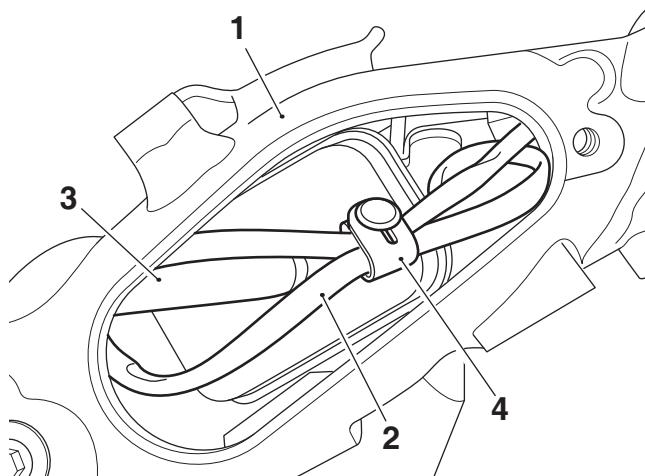
1. Alarm unit wiring connector  
2. Main wiring harness alarm connector



## Caution

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

22. Fit the rubber strap from the fitting kit around the alarm and reed-switch harnesses and position the harnesses inside the rear subframe opening. Make sure the evaporative canister hose is not compressed or deformed.



1. Rear subframe
2. Alarm and reed-switch harnesses
3. Evaporative canister hose
4. Rubber strap

23. Refit the left hand rear side panel, as described in the Service Manual.
24. Refit the licence plate hanger, as described in the Service Manual.
25. Reconnect the battery, as described in the Service Manual.
26. Refit the rider and passenger seats, or where applicable the seat cowl, as described in the Service Manual.

### Note:

- The alarm unit is protected by fuse number 1 (10 Amp.) in the motorcycle fuse box.

## Post Installation Checks

Check all the functions of the alarm, as described in the User Guide.

The checks and adjustments will reduce the possibility of false alarm activation.

## Installation Certificate

The installation certificate is issued by the Triumph dealer and can be used as certification for UK insurance policies. Dealer to visit the English language website: [www.TriumphProtectPlus.com](http://www.TriumphProtectPlus.com)

The dealer should click the link to 'Apply for Dealer Access' the first time visiting the website.

The installation certificate will be emailed to the customer. The certificate must be retained by the customer as proof of alarm fitment.



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