

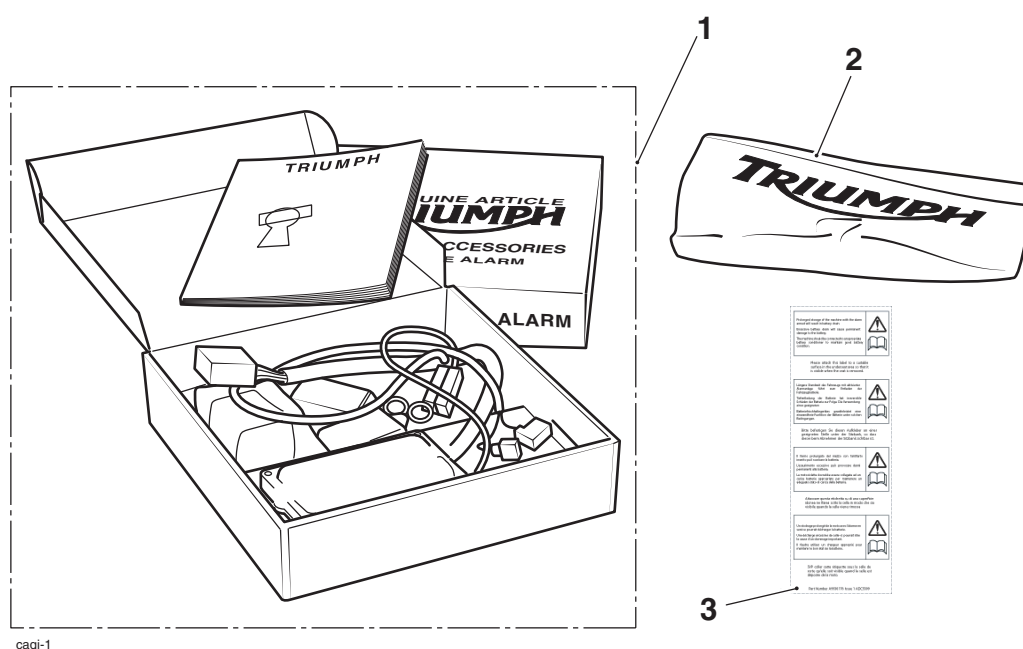
English

Fitting Instructions: Trophy and Trophy SE A9808012

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. Alarm/Immobiliser kit	1 off	3. Battery drainage label	1 off
2. Fitting kit	1 off		

Warning

This accessory kit is designed for use on Triumph Trophy and Trophy SE motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this accessory 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 loss of control and 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 motorcycles 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

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

Warning

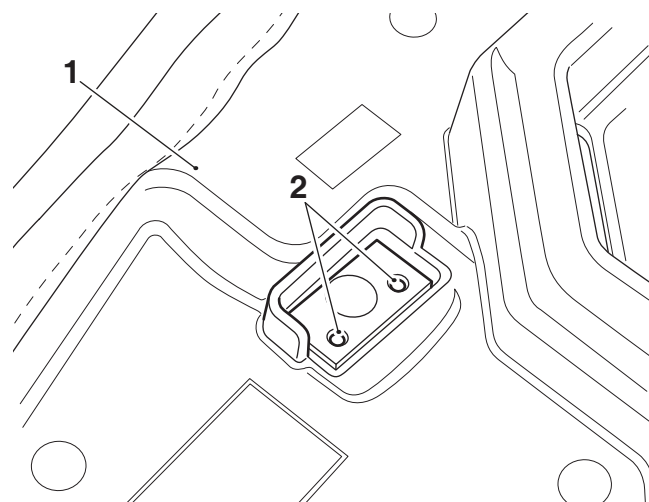
Prolonged storage of the machine with the alarm armed will result in battery drain. Excessive battery drain will cause permanent damage to the battery. The machine should be connected to an appropriate battery conditioner to maintain good battery condition.

Note:

- **Power supply voltage range - 12 volt DC negative earth.**
- **System current consumption <2.5 mA in armed condition.**
- **Once the alarm/immobiliser has been fitted, it will become an integral part of the motorcycle and cannot be removed.**
- **Completely read all 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, log the Datatool serial number printed on the back of the alarm body.**

Reed-Switch Magnet Fitment

1. Remove the pillion seat, as described in the Owner's Handbook.
2. Disconnect the battery, negative (black) lead first.
3. Place the seat on a clean non-abrasive surface and note the two reed-switch fixing hole positions shown.



1. Seat base
2. Fixing hole position

Caution

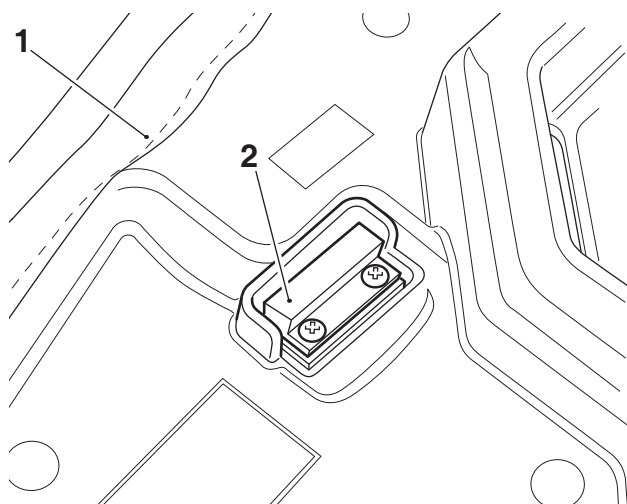
When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal and re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after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

Note:

- The fixing holes are pre-marked and do not require drilling.
 - Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surface to which the reed-switch magnet is affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.
4. Align the reed-switch magnet to the fixing holes on the underside of the seat. Apply firm and even pressure to the magnet to ensure a good bond is achieved. Secure using the self-tapping screws supplied.

Note:

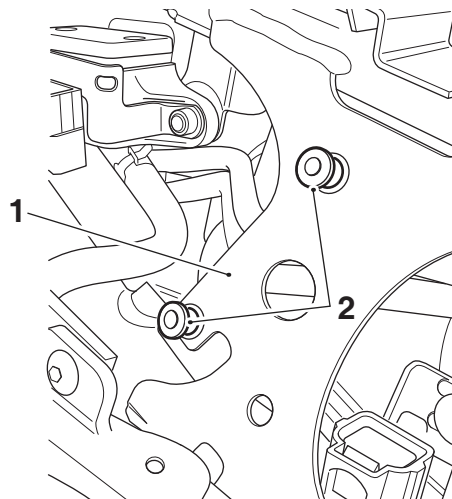
- Ensure that the magnet is fitted in the orientation shown below.



1. Seat base
2. Reed-switch magnet

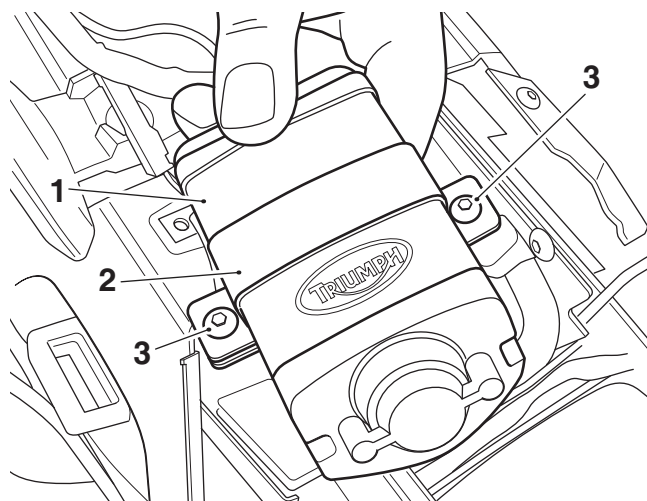
Alarm/Immobiliser Unit Fitment

5. Remove the right hand side panel, as described in the Service Manual.
6. Fit the two well nuts, provided in the fitting kit, to the right hand side subframe bracket.



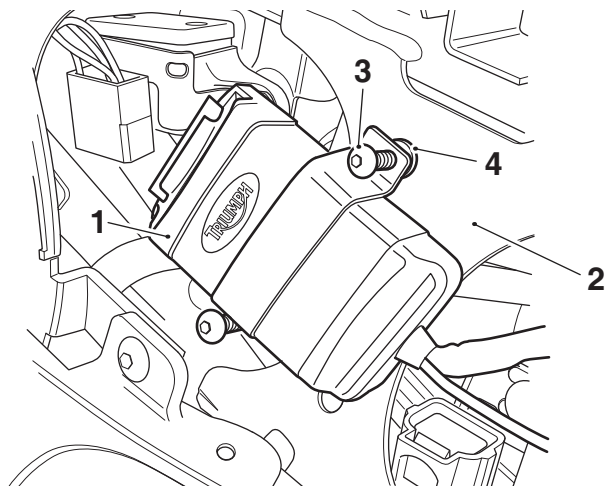
1. Subframe bracket - right hand side
2. Well nut

7. Fit the plastic mounting bracket and M5 fixing screws to the alarm/immobiliser unit.



1. Alarm/Immobiliser unit
2. Mounting bracket
3. M5 screw

8. Mount the alarm/immobiliser unit to the right hand subframe bracket, ensuring the module is orientated such that the wiring harness exits the module on the right hand side. Secure the alarm/immobiliser unit, using the M5 screws, to the well nuts in the subframe bracket. Tighten the screws to **3 Nm**.



1. Alarm/Immobiliser unit
2. Subframe bracket
3. M5 screw
4. Well nut

Reed-Switch Fitment

9. Remove the grab rack and, if fitted, the sliding carriage, as described in the Service Manual.



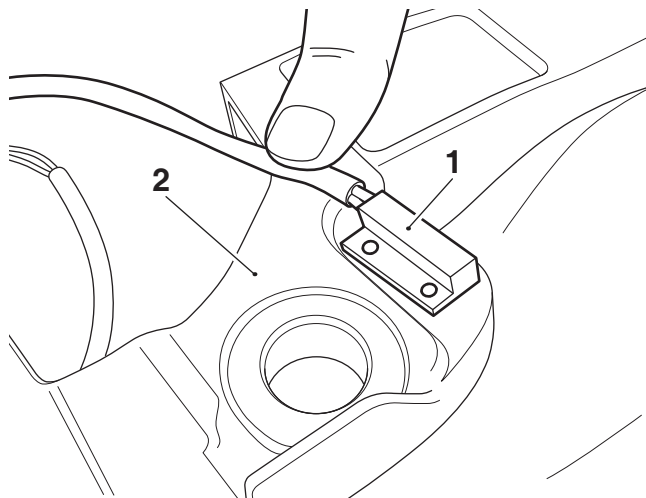
Caution

When fitting self-adhesive parts care must be taken to ensure 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:

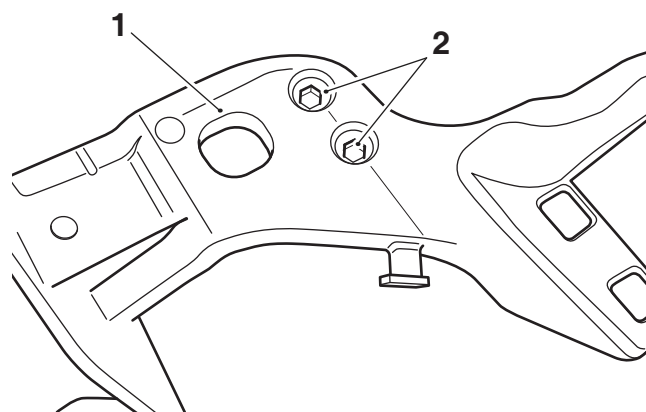
- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
- The surface to which the reed-switch is affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.

10. Align the reed-switch with the fixing holes in the grab rack. Apply firm and even pressure to the reed-switch to ensure a good bond is achieved.



1. Reed-switch
2. Grab rack

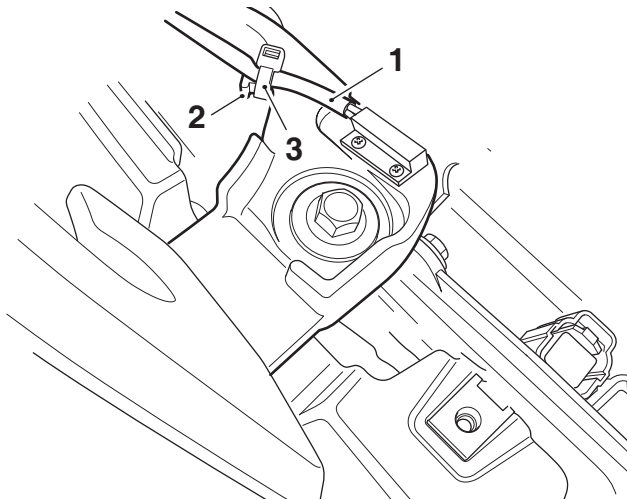
11. There are two recesses with a hexagon form on the underside of the grab rack. Ensure when fitted the reed-switch retaining nuts locate correctly.



1. Grab rack
2. Hexagon recess

12. Secure the reed-switch using the M3 x 12 mm screws and M3 nuts from the kit.

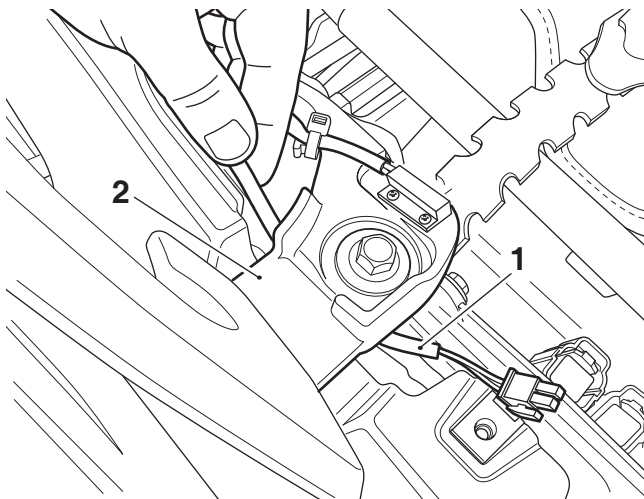
13. Secure the reed-switch harness to the lug on the grab rack with a cable tie. Trim off excess cable tie material.



1. Reed-switch harness
2. Lug, grab rack
3. Cable tie

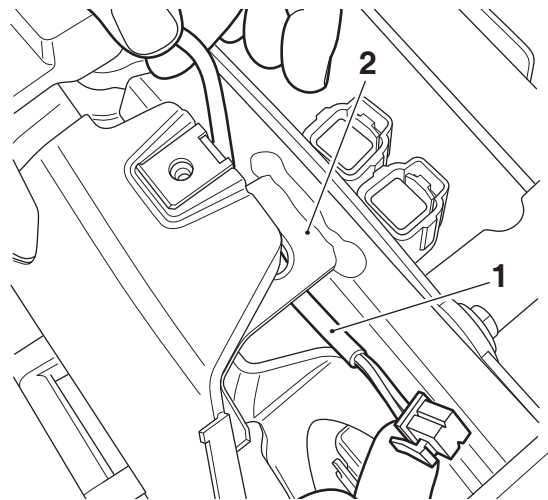
Note:

- **When refitting the grab rack to the motorcycle, ensure the reed-switch wiring harness is not trapped in any way.**
14. Refit the grab rack and, if fitted, sliding carriage, as described in the Service Manual.
15. Route the reed-switch harness towards the front of the motorcycle, along the frame under the grab rack.



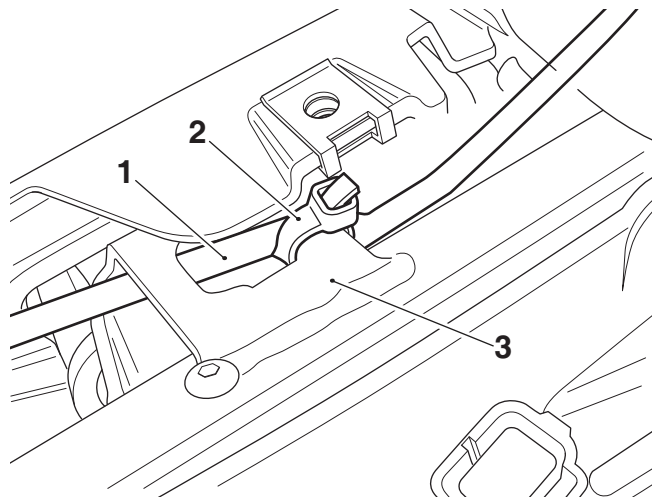
1. Reed-switch harness
2. Grab rack

16. Continue to route the reed-switch harness, passing through the motorcycle frame to lay alongside the alarm/immobiliser unit.



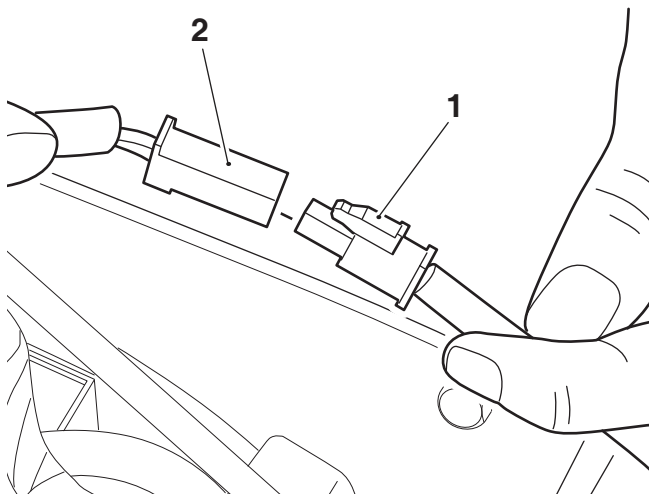
1. Reed-switch harness
2. Motorcycle frame

17. Secure the reed-switch harness to the motorcycle frame with cable ties. Trim off any excess cable tie material.



1. Reed-switch harness
2. Cable tie
3. Motorcycle frame

18. Connect the reed-switch wiring to the alarm/immobiliser wiring harness.

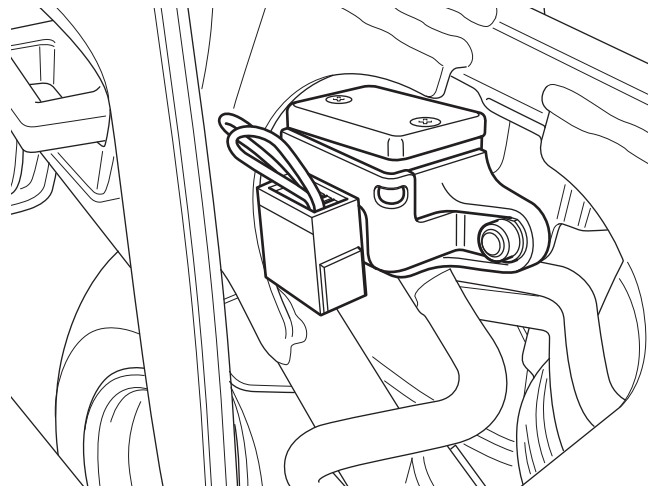


1. Reed-switch wiring connector
2. Alarm/Immobiliser wiring connector

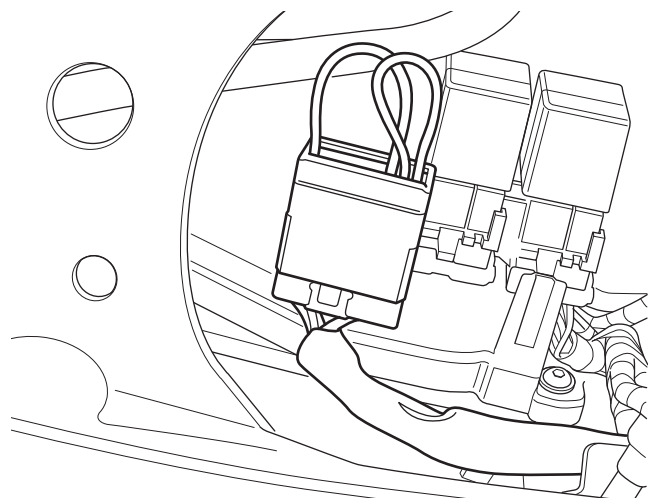
19. Locate the twelve-pin alarm connector on the main wiring harness.

Note:

- The twelve-pin alarm connector is an unused black coloured terminal block. The shorting plug is the cover for this terminal block which is fitted with a double hoop of black cable.
- The shorting plug must be returned to DATATOOL along with the registration documentation.

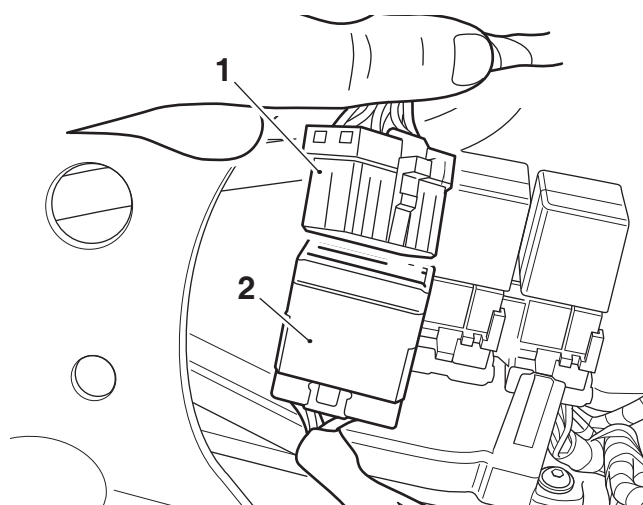


**12 Pin Alarm Connector Location -
Trophy Models**



**12 Pin Alarm Connector Location -
Trophy SE Models**

20. Connect the alarm/immobiliser wiring to the main wiring harness twelve-pin connector.



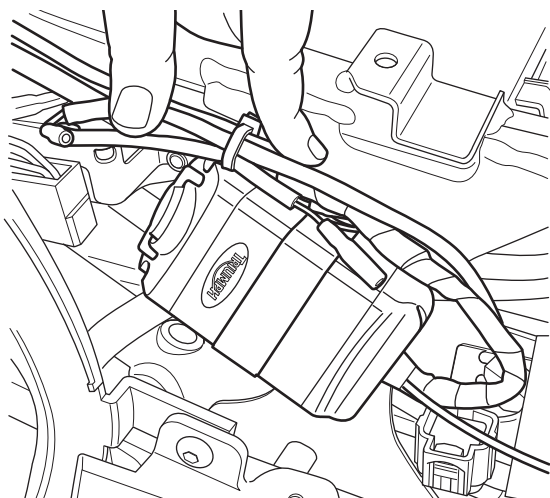
1. Alarm/Immobiliser wiring

2. Twelve-pin connector (Trophy SE location shown)

21. Reconnect the battery, positive (red) lead first.
22. Replace the seat and check all the functions of the alarm as detailed in the user guide.

Note:

- **When satisfied that the alarm/immobiliser is functioning correctly, the connection between the alarm/immobiliser unit and the main wiring harness must be made secure and tamper proof with the twelve-pin plug shroud provided in the kit.**
23. Remove the seat, as described in the Owner's Handbook.
24. Disconnect the battery, negative (black) lead first.
25. Fit the twelve-pin plug shroud provided in the kit. Ensure that all remaining cables are secured tidily with the cable ties provided.



26. Reconnect the battery, positive (red) lead first.
27. Refit the right hand side panel, as described in the Service Manual.
28. Refit the motorcycle pillion seat, as described in the Owner's Handbook.
29. Complete the certificate supplied with the alarm kit and return to the customer. The certificate of installation must be retained by the customer as proof of alarm fitment.

Note:

- **The alarm/immobiliser is protected by fuse number 5 (15 amp.) in the motorcycle fuse box number 1.**

Post Installation Checks

- The alarm is supplied to the dealer set in winter mode. Turn ON the ignition to activate the alarm system. As the alarm activates it will emit a series of beeps before triggering.
- Turn OFF the ignition and disarm the alarm with one of the remote transmitters.
- Check both alarm transmitters supplied for correct operation by arming and disarming the alarm a few times.
- Check that the motorcycle electrical components (lights, horn etc.) function correctly.
- The alarm must be tested for correct operation and functionality. Any necessary adjustments can be carried out via the alarm software switches. A P.I.N. is required to make adjustments to the alarm software. Refer to the operating instructions provided to set a P.I.N. Inform the customer of any P.I.N. set.
- Check the operation of the movement sensor. Adjust if necessary at software switch 4.
- Check the operation of the nudge sensor. Adjust if necessary at software switch 5.
- Check the operation of the proactive trigger switch.
- Check the operation of the alarm LED.

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

Alarm Contents List

1.	Alarm unit	1 off
2.	Transmitter	2 off
3.	S4 user guide	1 off
4.	Quick reference guide	1 off
5.	Certificate of installation	1 off

Fitting Kit Contents

1.	Adhesive backed reed-switch	1 off
2.	Adhesive backed magnet	1 off
3.	3 mm self-tapping screws	2 off
4.	Alarm bracket	1 off
5.	Cable ties	6 off
6.	M5 x 20 mm button head screw	2 off
7.	12 pin shroud kit	1 off
8.	Screw M3 x 12 mm	2 off
9.	Nut M3	2 off
10.	M5 well nut	2 off
11.	Isopropanol wipe	1 off
12.	Lanyard	1 off

Note:

- **It is a Thatcham requirement that the MIRRC evaluation number is also shown on the certificate of the installation supplied to the customer. This evaluation number varies from Triumph model to model, dependent upon the fitting kit used.**
- **Write the relevant MIRRC evaluation number as indicated below onto the certificate of the installation, next to the alarm serial number.**

Triumph Kit Part Number	Model	MIRRC Evaluation Number
A9808012	Trophy and Trophy SE	TMC 1 - 314/0609



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

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.



Warning

The motorcycle must not be operated above the legal road speed limit except in closed-course conditions.