

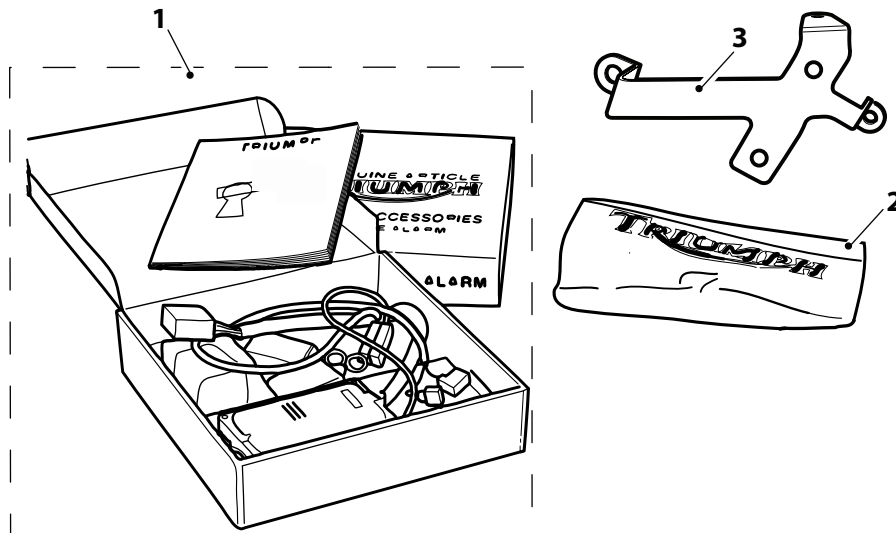
English

Fitting Instructions: Speedmaster and America - Carburettor and Electronic Fuel Injection (EFI) models A9808085

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	1 off	3.	Bracket	1 off
2.	Fixing kit	1 off			



Warning

This accessory kit is designed for use on Triumph America and Speedmaster 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

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

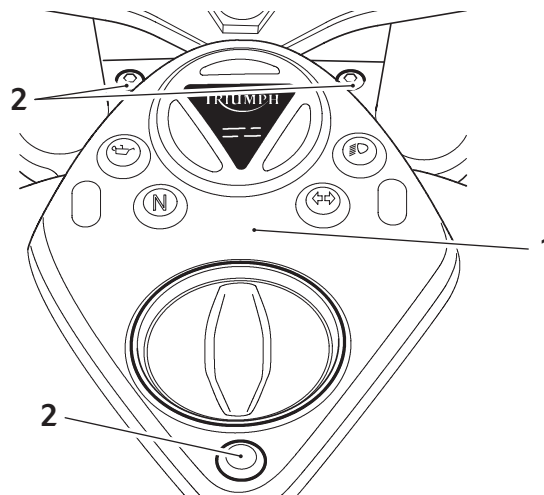
A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident.

Note:

- **Record the serial number and tag number from the underside of the alarm unit on to the alarm installation certificate.**
- **System current consumption <2.5 mA in armed condition.**

Installation

1. Remove the seat as described in the service manual.
2. Disconnect the battery, negative (black) lead first.
3. Release the screws securing the warning light console to the fuel tank. Retain the screws for reuse.



1. Warning light console

2. Screw locations

4. Remove the console from the fuel tank and disconnect the sub-harness.



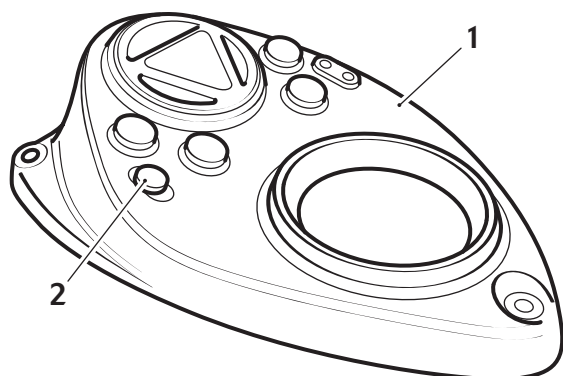
Warning

Observe the warning advice given in the service manual on the safe handling of fuel and fuel containers.

A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled and stored in the correct manner.

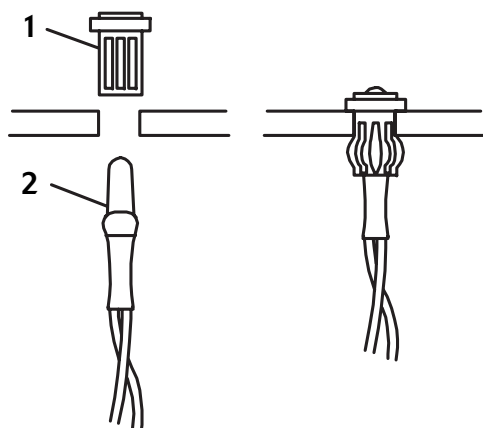
5. Remove the fuel tank as described in the service manual.
6. If the motorcycle's speedometer has the alarm status indicator in it, the LED light in the kit does not need to be fitted.
If the speedometer does not have the alarm status indicator in it, continue from step 7.
If the speedometer has the alarm status indicator in it, continue from step 10.

7. Push the circular blanking plug from the warning light console.



1. Warning light console
2. Blanking plug

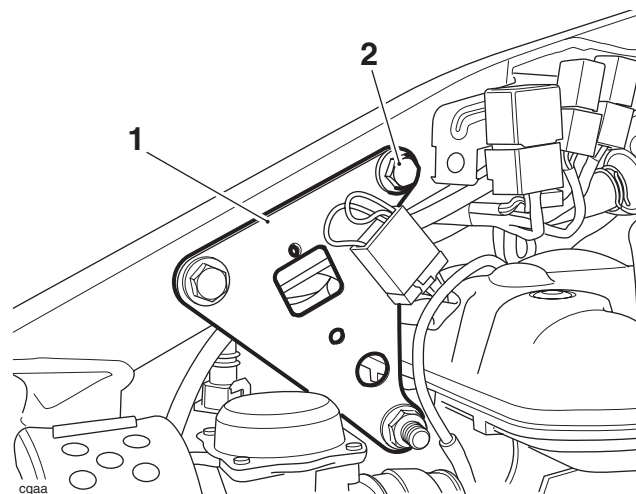
8. Fit the LED from the kit through the hole left by the blanking plug and secure it with the supplied shroud.



1. Shroud
2. LED

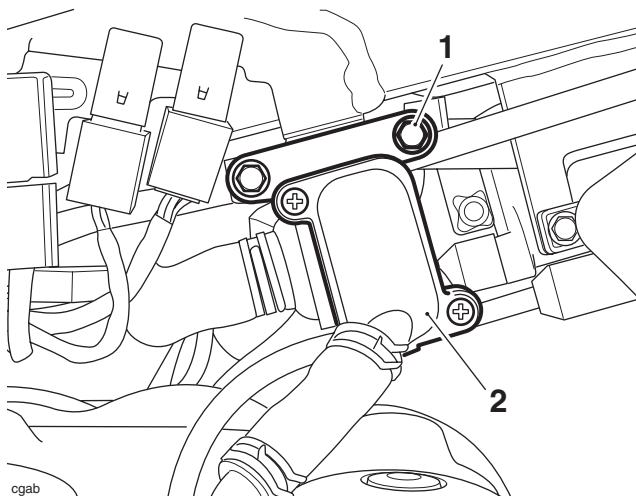
9. Connect the LED wiring to the spare connector in the warning light console.
10. Support the engine.

11. Remove the front bolt (EFI models) or bolt and nut (carburettor models) securing the engine rear mounting to the frame. Retain the bolt, and if fitted the nut, for re-use.



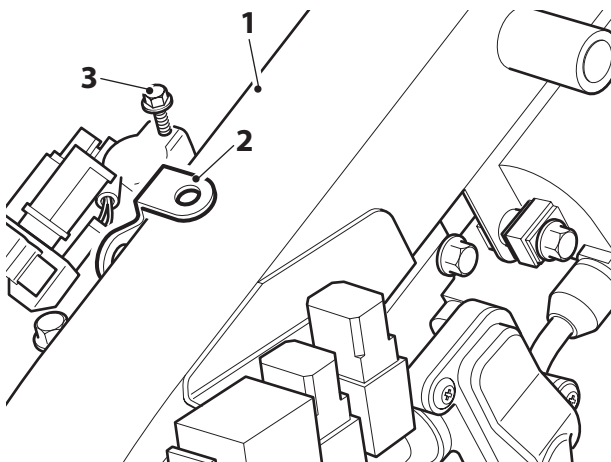
1. Engine rear mounting (EFI model shown)
2. Bolt

12. Remove the front bolt securing the secondary air injection system control valve to the frame. Retain the bolt if the motorcycle is to be returned to its original condition.



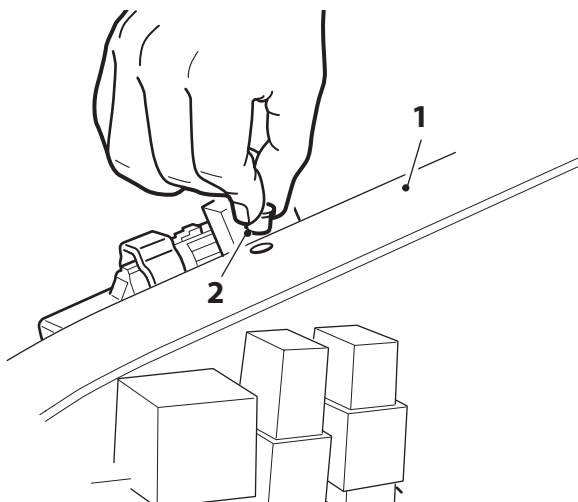
1. Bolt
2. Secondary air injection system control valve

13. **For carburettor models only:** Remove the screw retaining the igniter bracket to the top frame rail. Retain the screw if the motorcycle is to be returned to its original condition.



1. Frame rail
2. Igniter bracket, carburettor models
3. Screw

14. **For EFI models only:** Fit one of the Well nuts provided into the vacant hole in the top frame rail as shown.

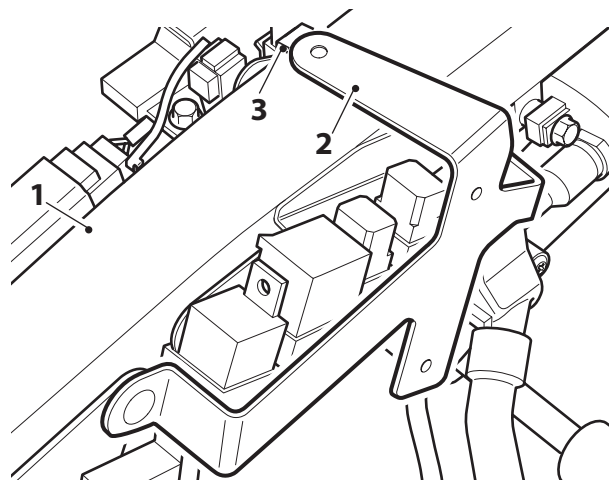


1. Frame rail
2. Well nut

15. Locate the alarm mounting bracket into position on the frame.

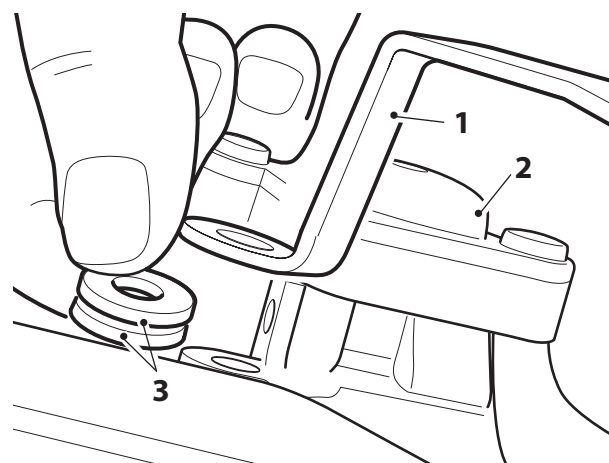
Note:

- **For carburettor models the alarm mounting bracket should be positioned over the existing bracket on the top of the frame rail.**



1. Frame rail
2. Alarm bracket
3. Bracket, carburettor models only

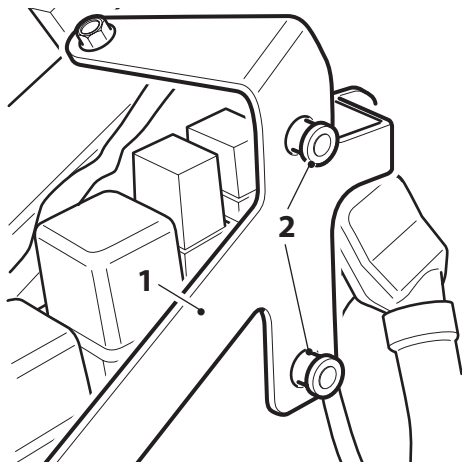
16. Secure the alarm bracket with the original engine mounting bolt (EFI models), or mounting bolt and nut (carburettor models).
17. Position the M6 washers between the secondary air injection system control valve and mounting bracket as shown. Secure with a new M6 x 20 mm bolt.



1. Bracket
2. Secondary air injection system control valve
3. Washers

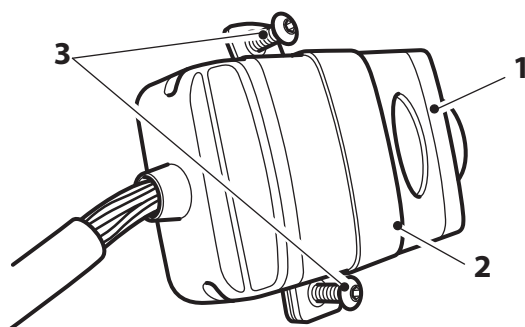
18. Tighten the engine mounting fixing/s to **80 Nm**. Tighten the secondary air injection system control valve bolt to **8 Nm**.
19. **For carburettor models only:** Fit a new M6 x 20 mm screw to secure the top leg of the alarm bracket to the frame rail. Tighten the screw to **8 Nm**.

20. **For EFI models only:** Secure the top leg of the alarm bracket to the Well nut in the frame rail with an M5 x 17 mm screw. Tighten the screw to **3 Nm**.
21. Insert the Well nuts supplied into the holes in the alarm mounting bracket.



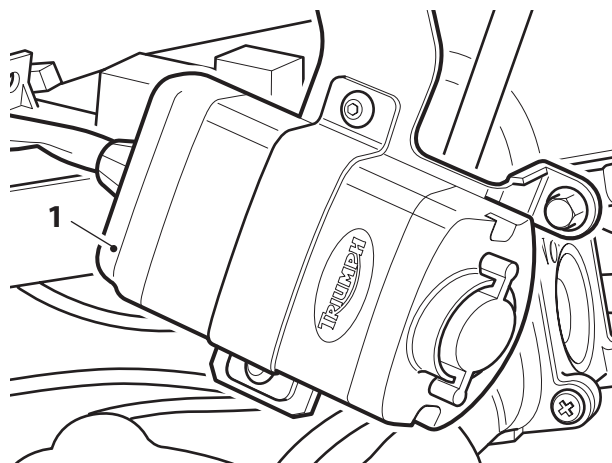
1. Alarm mounting bracket
2. Well nuts

22. Insert the alarm/immobiliser into its mounting cradle then insert the M5 x 20 mm screws into the holes in the cradle.



1. Alarm/immobiliser
2. Mounting cradle
3. Screws, M5 x 20 mm

23. Secure the alarm/immobiliser assembly to the mounting bracket as shown. Tighten the screws to **3 Nm**.

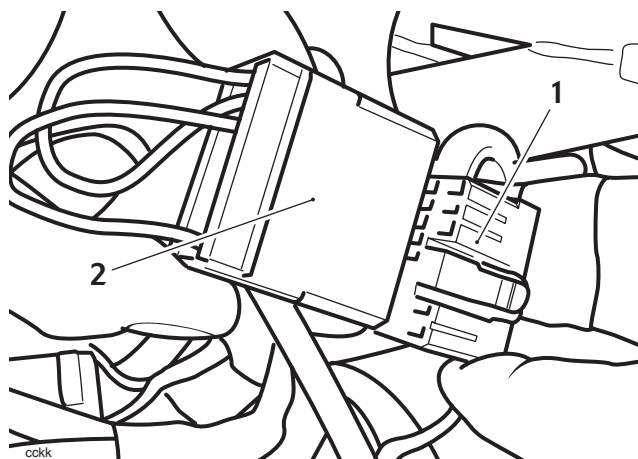


1. Alarm/immobiliser in position

24. Locate the black coloured, twelve pin alarm connector and remove the connector shorting plug.

Note:

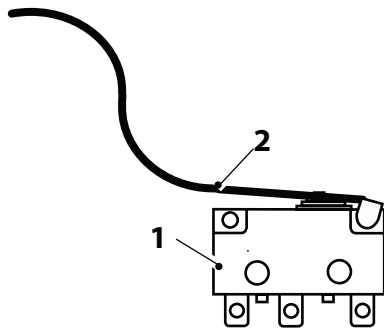
- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
- The alarm connector is an unused black coloured terminal block. The shorting plug is the cover for this terminal block which is fitted with a double hoop of black cable.
- The shorting plug must be returned to DATATOOL with the registration documentation.



1. Black, twelve pin alarm connector
2. Shorting plug

25. Connect the alarm/immobiliser unit wiring to the twelve pin alarm connector.

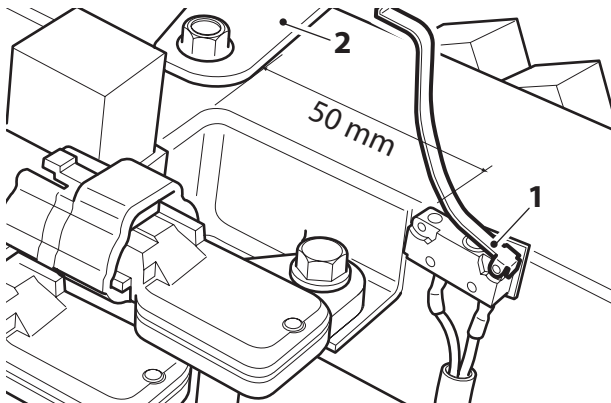
26. Recover the microswitch from the kit and bend its lever into the shape shown below.



1. Microswitch
2. Microswitch lever

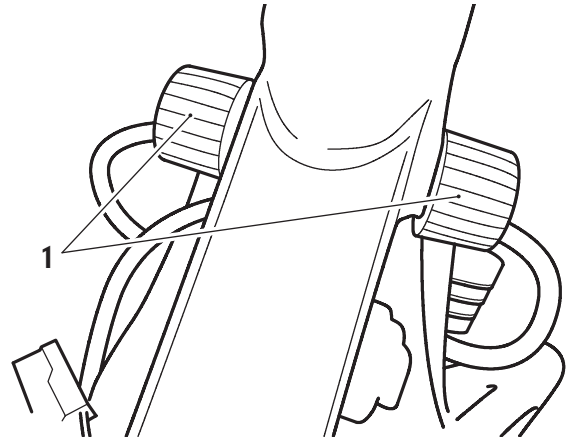
Note:

- **The surface to which the microswitch 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.**
27. Peel off the protective film from the microswitch and affix to the frame, 50 mm from the alarm mounting bracket as shown.



1. Microswitch
2. Alarm mounting bracket

28. Ensure the front and rear fuel tank mounting rubbers are correctly positioned.



1. Fuel tank front mounting rubbers

29. Manoeuvre the fuel tank into position, engaging it with the front mounting rubbers.
30. Check the operation of the microswitch.

Note:

- **When working correctly a slight click will be heard as the lever is pressed by the fuel tank.**
 - **When the fuel tank is lowered into position, it should deflect the microswitch lever just enough to operate the switch. The fuel tank should not contact the microswitch.**
31. Raise the rear of the fuel tank and adjust the shape of the microswitch lever as necessary.
32. Connect the microswitch wiring to the alarm/immobiliser wiring harness.
33. Reconnect the battery, positive (red) lead first.
34. Check all the functions of the alarm/immobiliser as detailed in the user manual.
35. Disconnect the battery, negative (black) lead first.
36. Lift the rear of the fuel tank and slide it backwards to free it from the frame. Take care not to lose the front mounting rubbers and the rear mounting rubbers and collars.
37. Ensure the twelve pin wiring connector is securely joined then fit the tamper proof plug shroud.
38. Route the wiring tidily and secure as necessary using the cable ties provided.
39. Refit the fuel tank as described in the service manual.
40. Align the warning light console to the fuel tank and reconnect the sub-harness.
41. Secure the warning light console to the fuel tank with the original screws. Tighten the screws to **5 Nm**.
42. Reconnect the battery, positive (red) lead first.
43. Refit the seat as described in the service manual.
44. For carburettor models only, turn the fuel tap ON and check for fuel leaks.

Note:

- The alarm is protected by fuse number 4 in the motorcycle fuse box.

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 List

1.	S4 alarm bracket	1 off
2.	Microswitch	1 off
3.	Cable ties	5 off
4.	Isopropanol wipe	1 off
5.	12 pin plug shroud	1 off
6.	Screw, M5 x 20 mm	2 off
7.	Screw, M6 x 20 mm	2 off
8.	Washer, M6	2 off
9.	Screw, M5 x 17 mm	1 off
10.	Well nut, M5	3 off
11.	Lanyard	1 off
12.	LED	1 off
13.	LED shroud	1 off
14.	Set of key blade conversion fillets	2 off

Note:

- It is a Thatcham requirement that the MIRRC evaluation number is also shown on the certificate of 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 installation, next to the alarm serial number.

Triumph kit part number	Model	MIRRC evaluation number
A9808085	America/ Speedmaster	TMC1 - 266 / 0306