

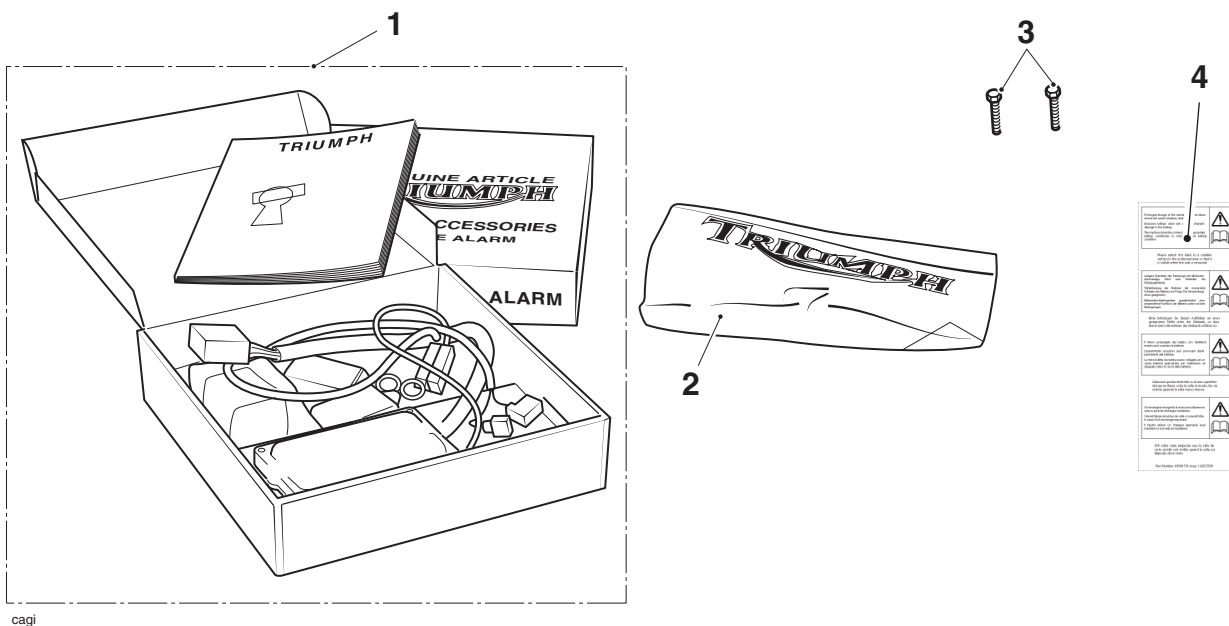
Fitting Instructions:

Tiger XR, Tiger XR_T, Tiger XR_x, Tiger XC, Tiger XCA, Tiger XC_x, Tiger 800, Tiger 800XC, Tiger 800 XC_x, Tiger 800 XCA, Tiger 800 XR, Tiger 800 XR_x, Tiger 800 XR_x LRH, Tiger 800 XR_T A9808091

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.	Screw, M4 x 25 mm	2 off
2.	Fitting kit	1 off	4.	Battery drainage label	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

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 may affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.



Warning

Always ensure that newly installed wiring does not chafe against other parts of the motorcycle such that they may be rubbed through and cause an electrical problem. This condition is hazardous and could give rise to a dangerous riding condition resulting in a fire, loss of motorcycle control and/or an accident.



Warning

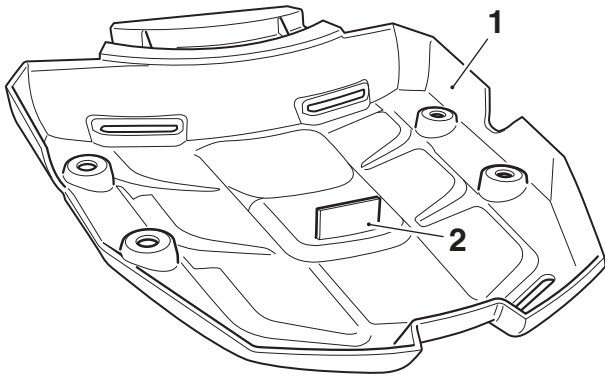
Prolonged storage of the machine with the alarm armed will result in battery drain. Excessive battery drain will cause permanent damage to the battery. The machine should be connected to an appropriate battery conditioner to maintain good battery condition.

Note:

- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the warnings contained in these instructions.**
- **Ensure that the Triumph Tiger XR, Tiger XRr, Tiger XRx, Tiger XC, Tiger XCA, Tiger XCx, Tiger 800, Tiger 800XC, Tiger 800 XCx, Tiger 800 XCA, Tiger 800 XR, Tiger 800 XRx, Tiger 800 XRx LRH, Tiger 800 XRr Service Manual is available for reference during the fitting of this accessory kit.**
- **Once the alarm/immobiliser has been fitted, it will become an integral part of the motorcycle and cannot be removed.**
- **A suitable hand-held power drill fitted with a 2 mm diameter drill bit is required to fit this kit.**
- **Power supply voltage range - 12 Volt DC negative earth.**
- **System current consumption <2.5 mA in armed condition.**
- **Prior to installation, log the Datatool serial number printed on the back of the alarm body.**

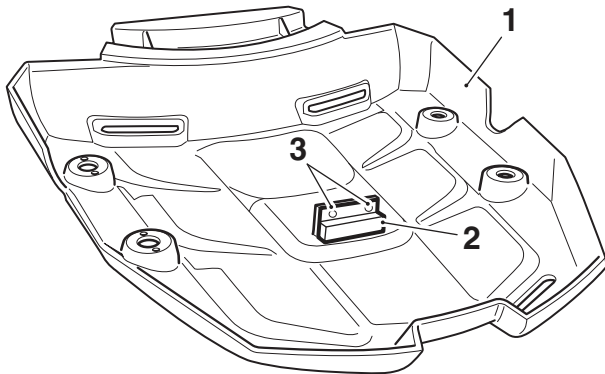
Reed-Switch Fitment

1. Position the motorcycle on a paddock stand.
2. Remove the seats as described in the Owner's Handbook.
3. Disconnect the battery, negative (black) lead first.
4. Remove the rear rack as described in the Service Manual.
5. Invert the rear rack and place on a clean non-abrasive surface. Locate the position of the reed-switch magnet fixing tang on the underside of the moulding, as shown below.



1. Rear rack
2. Reed-switch magnet tang

6. Position the reed-switch magnet to the rear rack aligning its edge with the edge of the fixing tang, in the orientation shown below.



1. Rear rack
2. Reed-switch magnet
3. Fixing hole positions

7. Mark the position of the reed-switch magnet fixing holes, remove the reed-switch magnet and carefully drill a hole in each marked position using a 2 mm diameter drill.

Caution

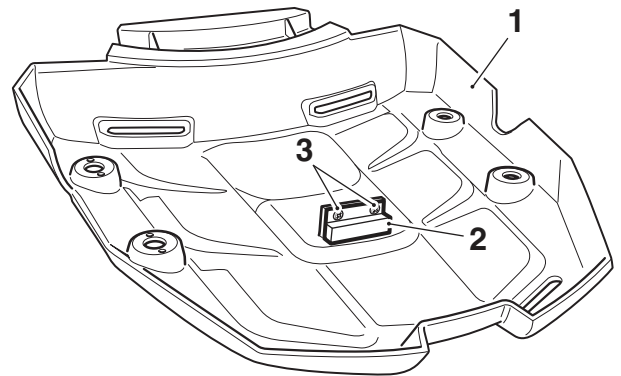
When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal and re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after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

Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surfaces to which the reed-switch and reed-switch magnet are 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.
8. Remove the protective strip from the adhesive pad on the base of the reed-switch magnet. Align its edge with the edge of the tang on the rear rack, in the orientation shown, and secure with the two screws supplied.

Note:

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



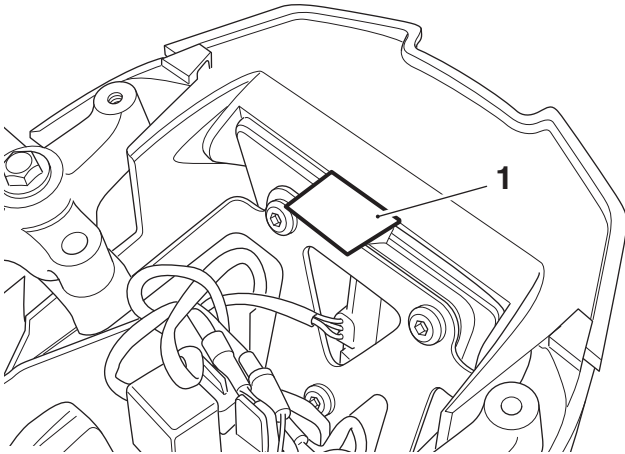
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1. Rear rack
2. Reed-switch magnet
3. Screws

Caution

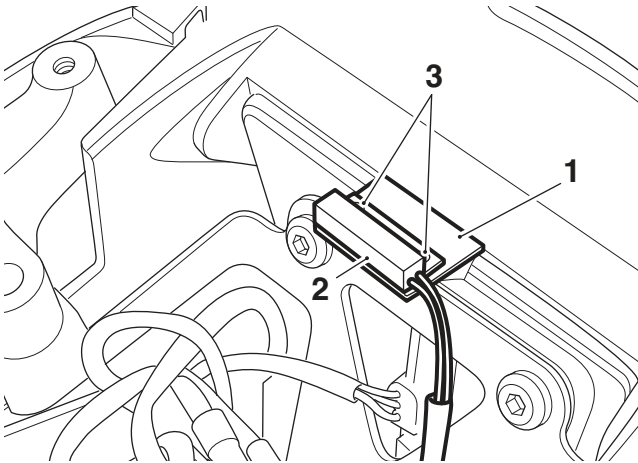
Only drill through the plastic tang. Take care not to drill into any part of the rear rack surface. This would result in irreparable damage to the rear rack.

9. Locate the position of the reed-switch fixing tang on the rear mudguard, as shown below.



1. Reed-switch fixing tang

10. Position the reed-switch to the rear mudguard and align its edge with the edge of the fixing tang, in the orientation shown below.



- 1. Reed-switch fixing tang**
2. Reed-switch
3. Fixing hole positions

! Caution

Only drill through the plastic tang. Take care not to drill into any part of the rear light unit or seat lock cable. This would result in irreparable damage to the rear light unit or seat lock cable.

11. Mark the position of the reed-switch fixing holes, remove the reed-switch and drill a hole in each marked position using a 2 mm diameter drill.

! Caution

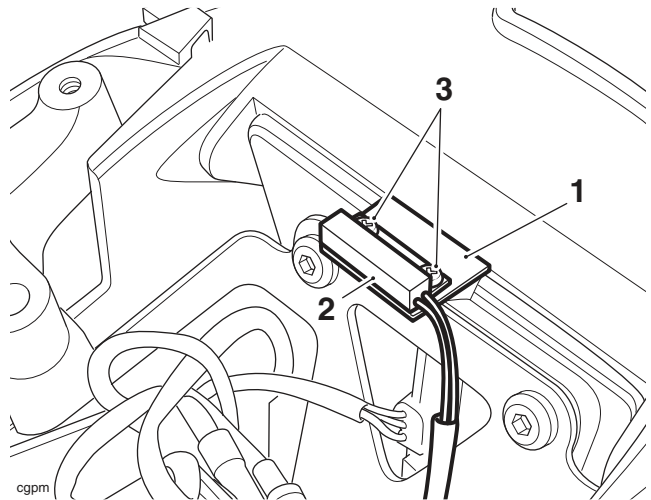
When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal and re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after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

Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surfaces to which the reed-switch and reed-switch magnet are 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.
12. Remove the protective strip from the adhesive pad on the base of the reed-switch. Align its edge with the edge of the tang on the rear mudguard, in the orientation shown, and secure with the two screws supplied.

Note:

- Ensure that the reed-switch is fitted in the orientation shown below.

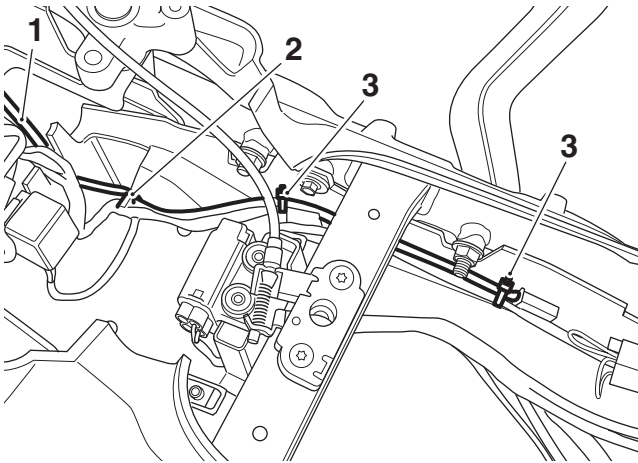


- 1. Reed-switch fixing tang**
2. Reed-switch
3. Screws

! Warning

When securing electrical cables with cable ties, ensure they are fully tight. Ensure there is some free movement in the cables. Failure to do so may result in damage to the electrical cables which may lead to loss of motorcycle control and an accident.

13. Feed the reed-switch wiring along the left hand side of the battery tray, following the routing of the rear light harness. Secure the wiring to the rear light harness clip, and in the two positions shown using the cable ties provided. Ensure the wiring is not located such that it may be damaged during fitment of the accessory D-lock.



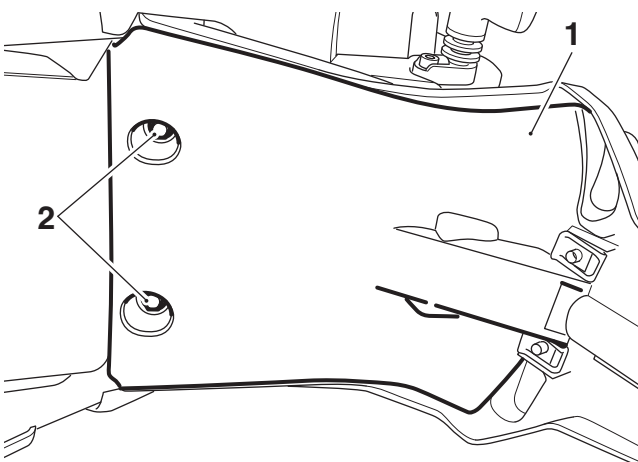
1. Reed-switch harness
2. Rear light harness locating clip
3. Cable-tie locations

Installation of the Alarm Unit:

Note:

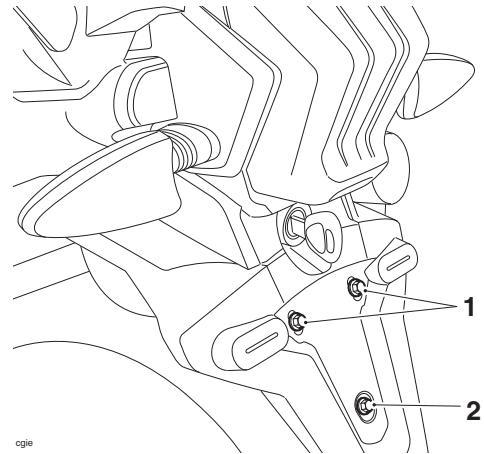
- The rear mudguard extension is installed instead of the splash guard in certain markets as standard, or is available as an accessory from your Triumph dealer. The mudguard extension uses the same fixings as the splash guard shown below, with the addition of a third fixing behind the licence plate.

1. Remove the two lower splash guard or mudguard extension fixings located under the rear mudguard.



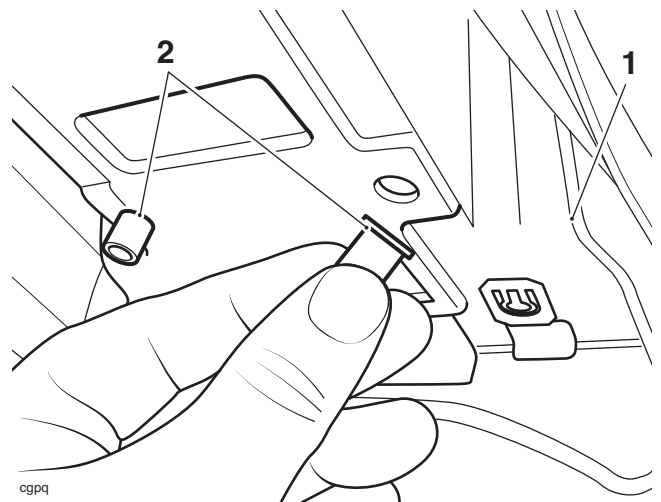
1. Splash guard (mudguard extension is similar)
2. Fixings

2. **For models fitted with a mudguard extension:** Remove the lower fixing located behind the licence plate.
3. **All models:** Remove the two upper fixings located behind the licence plate.
4. Remove the splash guard or mudguard extension.



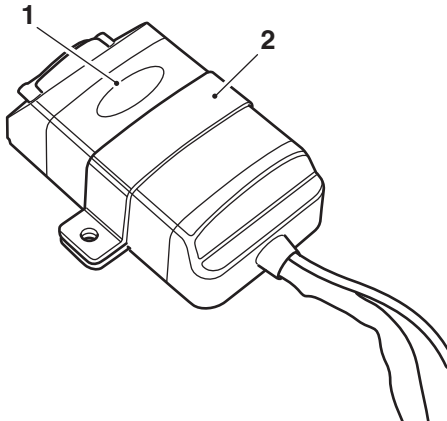
1. Fixings
2. Mudguard extension fixing (only if fitted)

5. Remove the two fixings and detach the fall detection switch and position aside. It is not necessary to disconnect the fall detection switch. Retain the washers for reuse and discard the fixings.
6. Locate the two alarm unit holes in the battery tray and insert the well nuts from underneath as shown below.



1. Battery tray
2. Well nuts

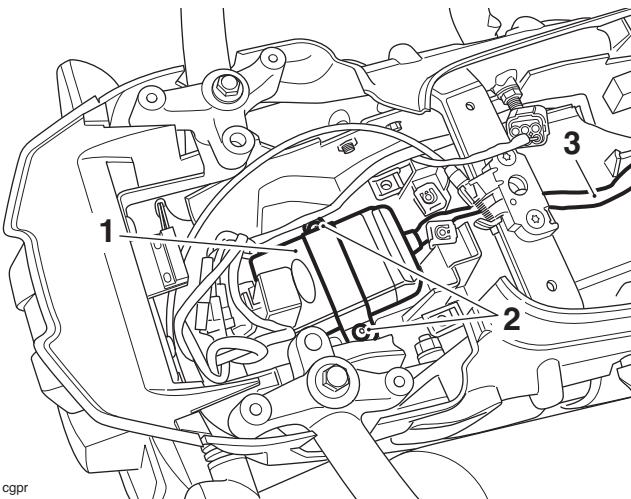
- Fit the bracket from the fixing kit to the alarm unit as shown below.



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- Alarm unit**
- Bracket**

- Position the alarm unit and bracket to the recess in the battery tray and secure with the two M5 x 16 mm screws from the fixing kit. Route the harness forwards through the cut out in the battery tray.

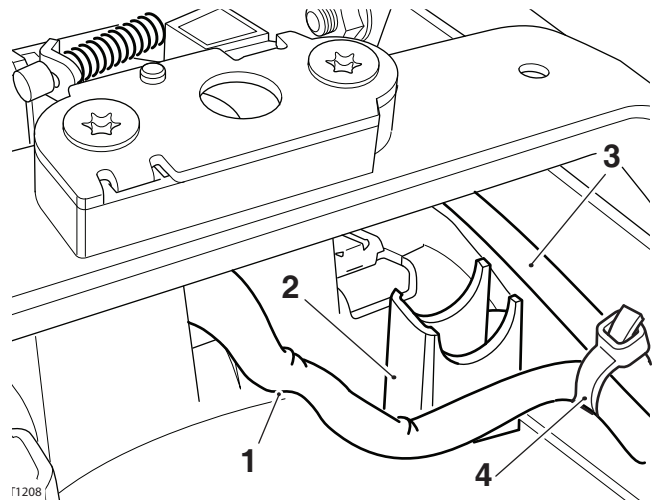


cgpr

- Alarm unit**
- Fixings**
- Harness**

- Carefully route the alarm harness in front of the D-lock mounting, keeping the alarm harness close to the D-lock mounting and alongside the rear light harness.

- Secure the alarm harness to the rear light harness using a cable tie provided.



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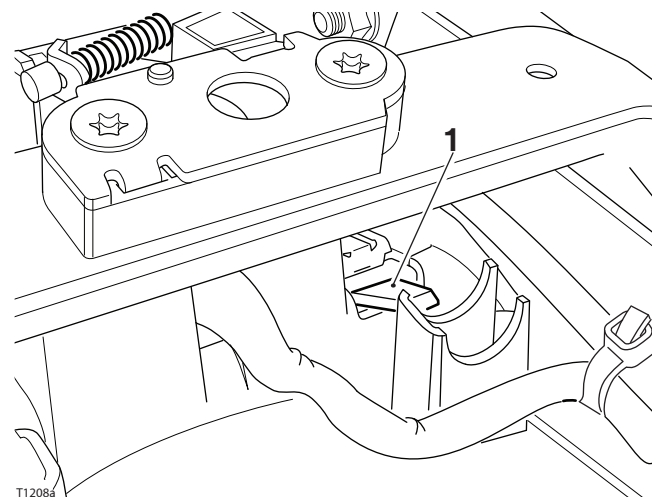
- Alarm harness**
- D-lock mounting**
- Rear light harness**
- Cable tie**



Warning

When cutting cable ties, always use the correct tools and personal protection equipment. Failure to use these may result in personal injury.

- Trim off any excess cable tie material.
- Refit the splash guard or mudguard extension. Secure the splash guard or mudguard extension with the four screws and tighten to **3 Nm**.



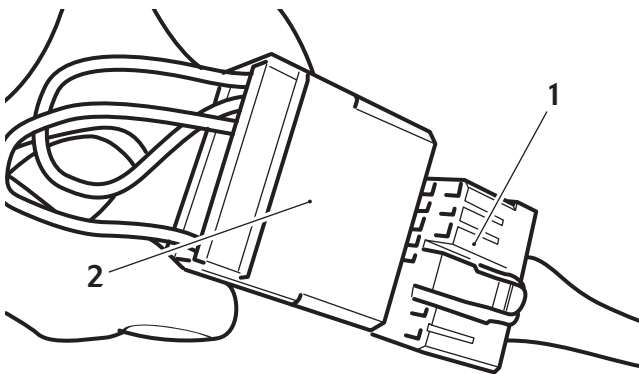
T1208a

- Splash guard locating tang**

- For models fitted with a mudguard extension:** Install the lower fixing and tighten to **5 Nm**.
- Using the new fixings supplied in the kit and the original washers, refit the fall detection switch, tightening the fixings to **3 Nm**.

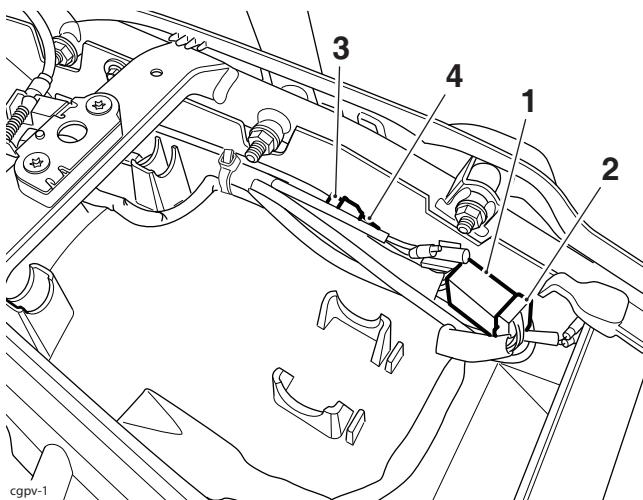
Note:

- **The alarm connector is an unused black coloured terminal block and is located on the left hand side of the motorcycle opposite the diagnostic connector. 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.**
15. Locate the black, twelve-pin alarm connector on the main wiring harness and remove the shorting plug.



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

16. Connect the alarm/immobiliser wiring to the main wiring harness connector.
17. Connect the reed-switch connector to the alarm/immobiliser harness.



1. **Alarm/immobiliser connector**
2. **Main wiring harness connector**
3. **Reed-switch connector**
4. **Alarm reed-switch harness connector**

18. Refit the rear rack as described in the Service Manual.

19. Reconnect the battery, positive (red) lead first.
20. Check all the functions of the alarm as detailed in the user guide.

Note:

- **When satisfied that the alarm is functioning correctly, the connection between the alarm unit and the main harness must be made secure and tamper proof with the plug shroud provided.**
21. Disconnect the battery, negative (black) lead first.
 22. Fit the tamper proof plug shroud to the twelve-pin alarm connector.
 23. Secure the wiring to the rear light harness using the cable ties provided.



Warning

When cutting cable ties, always use the correct tools and personal protection equipment. Failure to use these may result in personal injury.

24. Trim off any excess cable tie material.
25. Reconnect the battery, Positive (red) lead first.
26. Refit the seats, as described in the Owner's Handbook.
27. Remove the paddock stand.
28. Place the motorcycle on its side stand.
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.

Alarm Kit Contents

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

Fitting Kit Contents List

Well nut, M5 2 off
 Button head screw, M6 x 16 mm 2 off
 Alarm bracket..... 1 off
 Cleaning wipe 1 off
 Reed-switch kit..... 1 off
 Plug shroud 1 off
 Cable ties 5 off
 Triumph/Datatool lanyard 1 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
A9808091	Tiger XR, Tiger XR _T , Tiger XR _x , Tier XC, Tiger XCA, Tiger XC _x , Tiger 800, Tiger 800XC, Tiger 800 XC _x , Tiger 800 XCA, Tiger 800 XR, Tiger 800 XR _x , Tiger 800 XR _x LRH, Tiger 800 XR _T	TMC1-314/ 0609

 **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 control of the motorcycle leading to an accident.

 **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 competitions 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.