



Accessory Fitting Instructions

Alarm/Immobiliser Kit	
Kit Number	Models Affected
A9808110	Street Twin up to VIN AE3381 with Euro 4 engine ECM (see below), Street Cup, Street Scrambler up to VIN AE9847 with Euro 4 engine ECM (see below), Bonneville T100 from VIN 759204 up to VIN AD4189 with Euro 4 engine ECM (see below) , Bonneville T120 up to VIN AE2212 with Euro 4 engine ECM (see below), Bonneville T120 Black up to VIN AE3661 with Euro 4 engine ECM (see below)

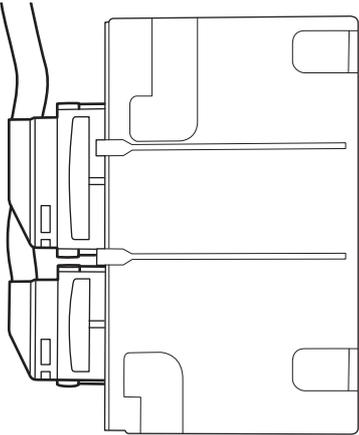
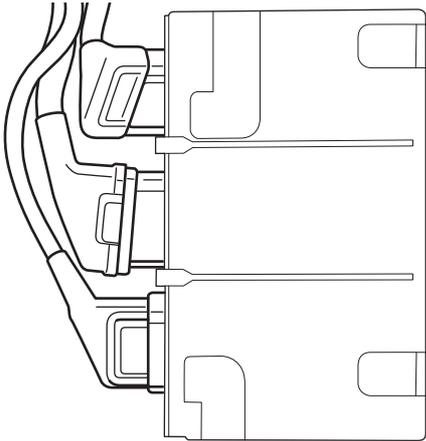
Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

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.

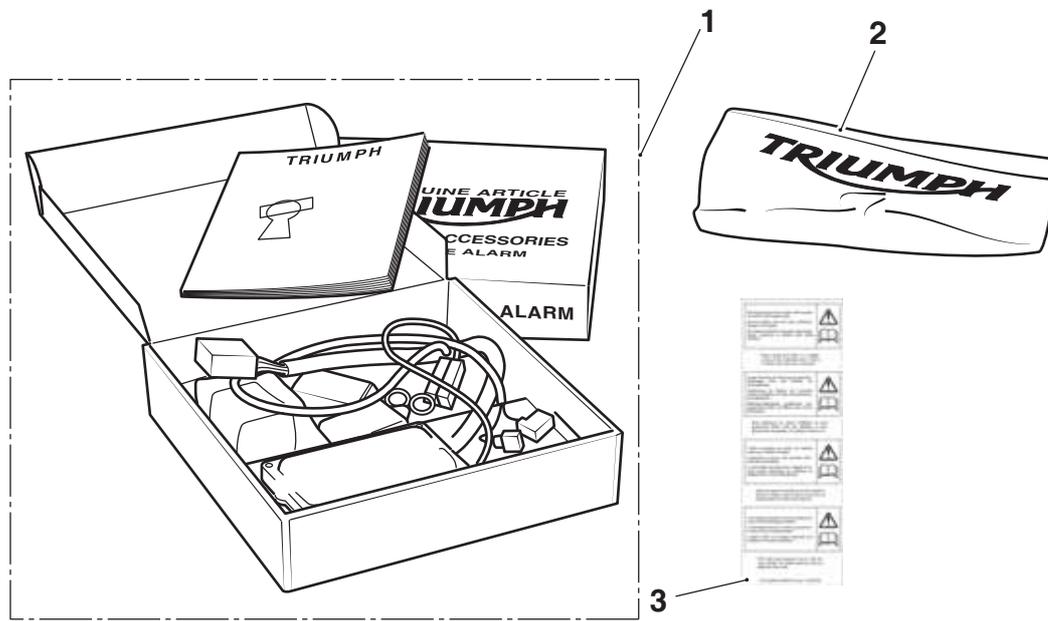
These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory-equipped motorcycle is subsequently sold.

Note:

- The engine ECM is located under the seat.

Engine ECM Identification	
Euro 4 ECM	Euro 5 ECM
	
Two connectors	Three connectors

Parts Supplied



1. Alarm/immobiliser kit	1 off	3. Battery drainage label	1 off
2. Fitting kit	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 or contact your authorised Triumph dealer.**

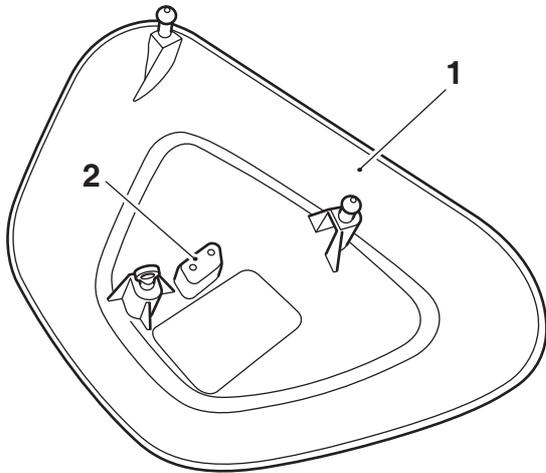
Note:

- **Power supply voltage range - 12 volt DC negative earth.**
- **System current consumption <2.5 mA in armed condition.**
- **Once the Alarm/Immobiliser 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.**
- **A suitable heat gun is required to fit this kit.**
- **Prior to installation, record the serial number from the underside of the alarm unit on the alarm installation certificate.**

1. Remove the seat, as described in the Service Manual.
2. Disconnect the battery, negative (black) lead first.
3. Remove the battery, as described in the Service Manual.
4. Remove the engine ECM fixings, as described in the Service Manual and place the engine ECM aside.
5. Remove the left hand side panel.

Reed-Switch Magnet Fitment

- Place the left hand side panel on a clean non-abrasive surface and locate the reed-switch magnet mounting platform on the underside of the panel.



- Left hand side panel
- Mounting platform, reed-switch magnet



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 or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

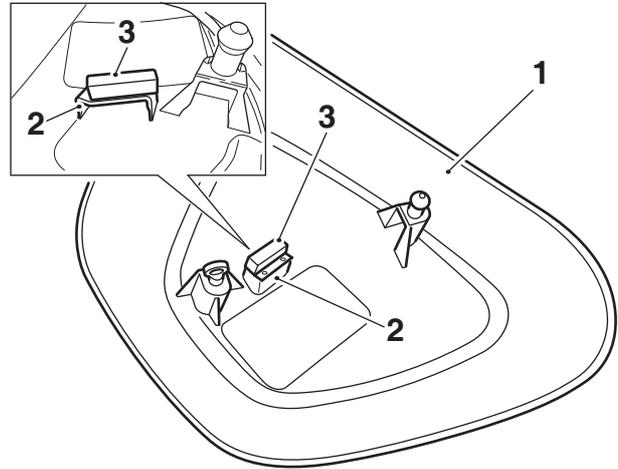
Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surface to which the reed-switch 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.
- Peel off the backing strip from the adhesive pad on the reed-switch magnet.

Note:

- When fitting the reed-switch magnet to the left hand side panel the fixing holes in the reed-switch magnet and side panel mounting platform should not be used for alignment. Reed-switch fixings are not required for this application.

- Position the reed-switch magnet on to the mounting platform on the underside of the left hand side panel ensuring the rear of the magnet is aligned with the edge of the mounting platform as shown. Apply firm and even pressure to the magnet to ensure a good bond is achieved.



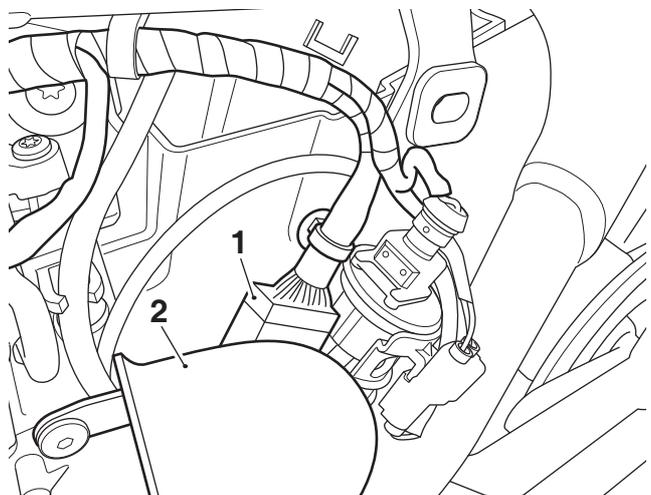
- Left hand side panel
- Mounting platform, reed-switch magnet
- Reed-switch magnet

Alarm/immobiliser Unit Fitment

- Locate the twelve way alarm connector on the main wiring harness located behind the air duct in the area under the left hand side panel.

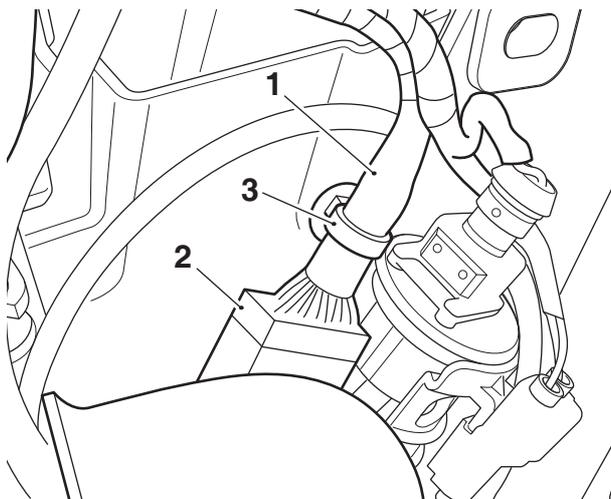
Note:

- The twelve way 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.



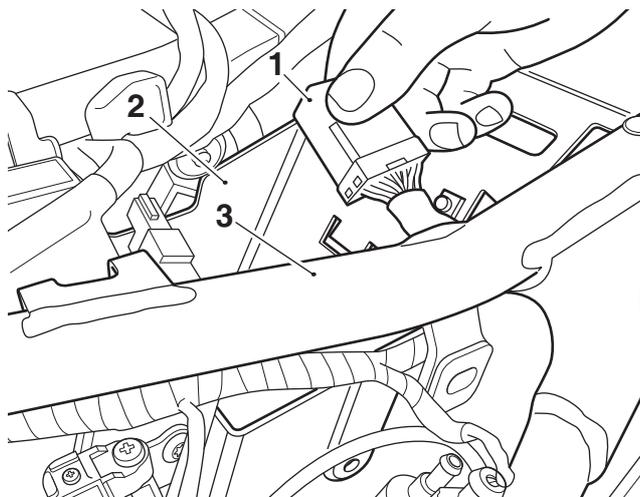
- Twelve way alarm connector
- Air duct

10. Remove the fir tree clip which retains the main wiring harness and twelve way alarm connector. Discard the fir-tree clip.



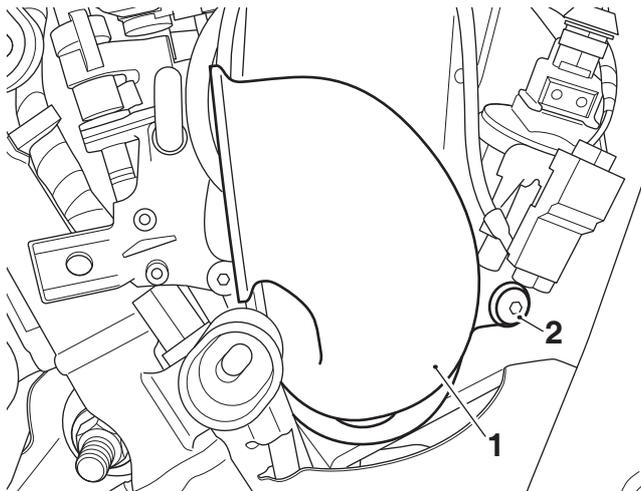
- 1. Main wiring harness
- 2. Twelve way alarm connector
- 3. Fir tree clip

11. Route the twelve way alarm connector and main wiring harness through the motorcycle frame to the under seat area of the battery tray.



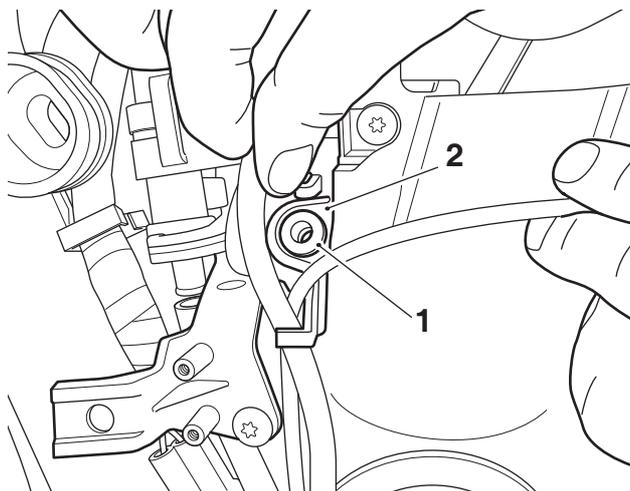
- 1. Twelve way alarm connector
- 2. Battery tray
- 3. Motorcycle frame

12. Remove the air duct and fixing. Retain the air duct and fixing for reuse.



- 1. Air duct
- 2. Fixing

13. Fit a Well Nut provided into the hole in the side panel front mounting bracket, as shown.



- 1. Well Nut
- 2. Side panel front mounting bracket

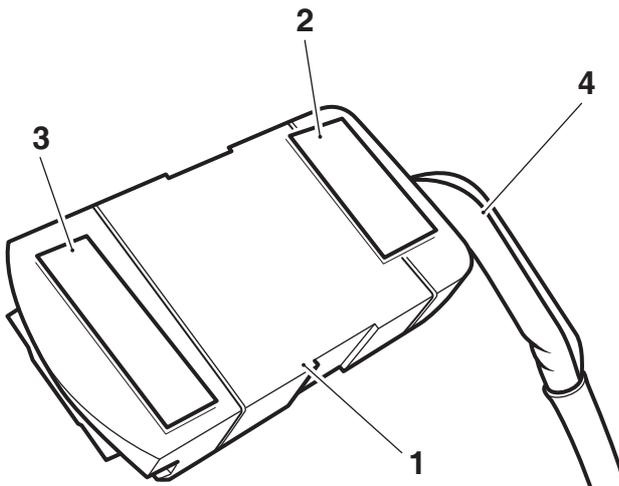


Caution

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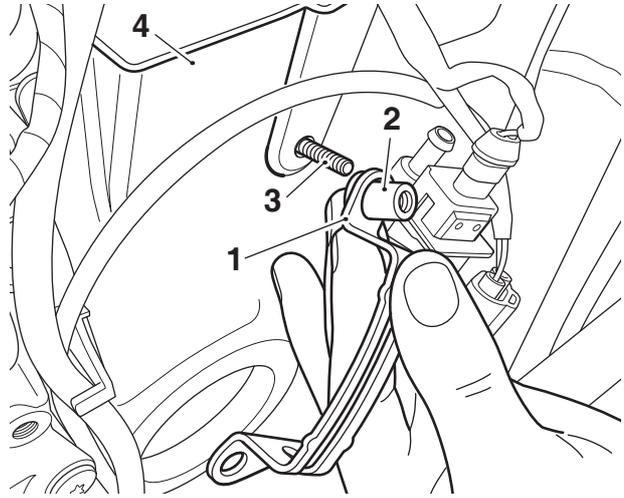
Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surface to which the adhesive foam pads 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.
14. Collect the 53 mm long and 36 mm long adhesive pads from the fitting kit. Fix the adhesive foam pads to the base of the alarm/immobiliser unit with the 36 mm long pad positioned at the wiring harness end of the unit as shown.



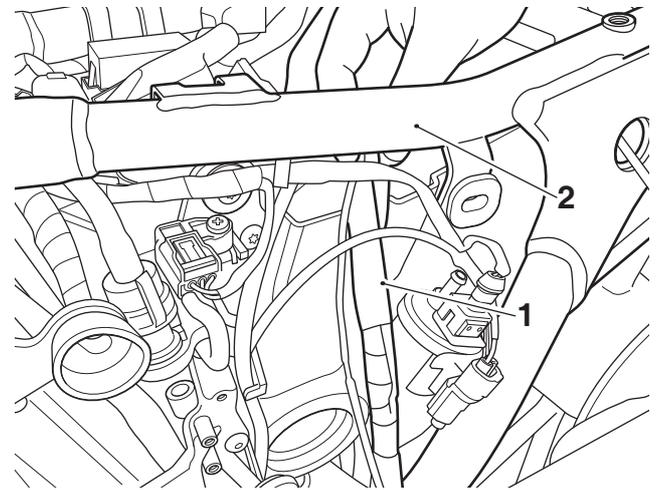
1. Alarm/immobiliser unit
2. Adhesive foam pad, 36 mm long
3. Adhesive foam pad, 53 mm long
4. Wiring harness

15. Fit a Well Nut into the alarm bracket. Attach the alarm bracket loosely onto the battery tray moulding with the M5 x 20 mm screw from the kit. The M5 x 20 mm screw should be inserted from inside the battery tray moulding, through the hole where the fir-tree clip has been removed.



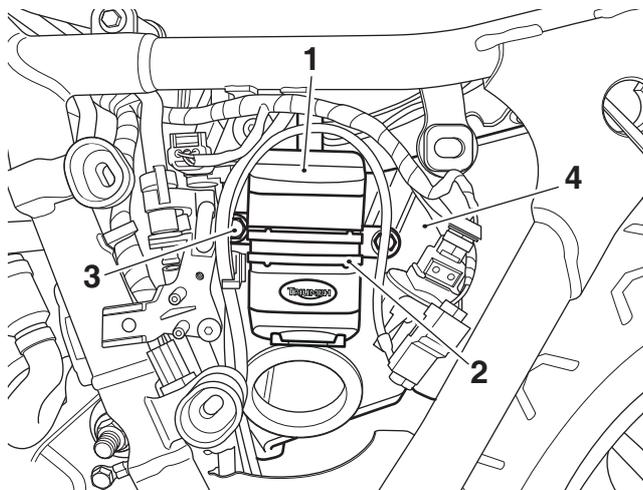
1. Alarm bracket
2. Well Nut
3. Screw, M5 x 20 mm
4. Battery tray moulding

16. Route the alarm/immobiliser wiring harness through the frame into the under seat area of the battery tray, as shown.



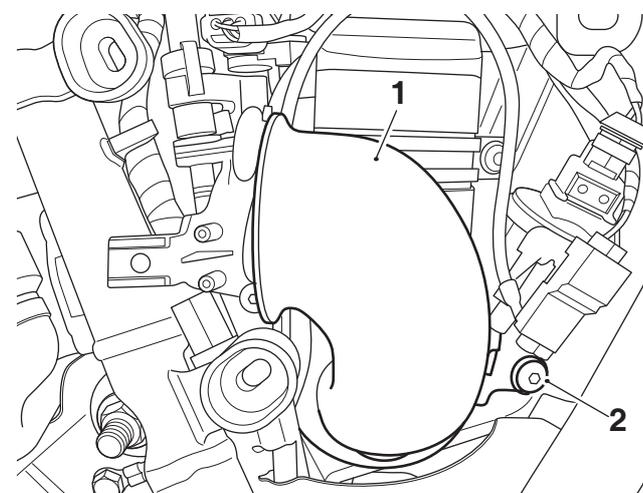
1. Alarm/immobiliser wiring harness
2. Motorcycle frame

17. Fit the alarm/immobiliser onto the battery tray moulding in the orientation shown below. Fit the alarm bracket over the alarm/immobiliser and fit the M5 x 16 mm screw provided to the bracket front fixing position.



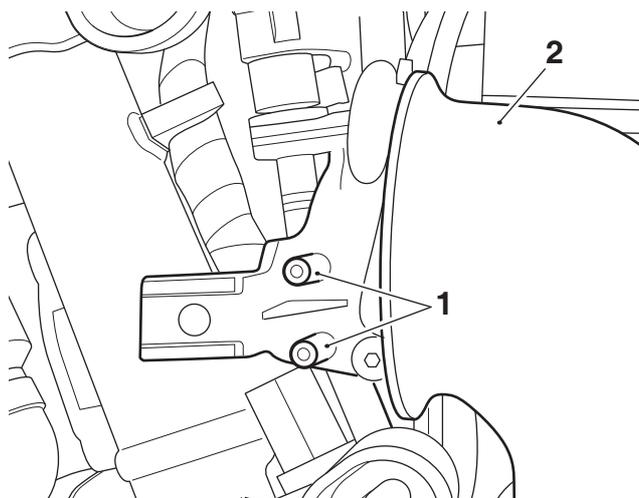
1. Alarm unit
2. Alarm bracket
3. Screw, M5 x 16 mm
4. Battery tray moulding

18. Tighten both alarm bracket fixings to **1.5 Nm**.
 19. Refit the air duct and fixing. Tighten the fixing to **1.5 Nm**.



1. Air duct
2. Fixing

20. Locate the reed-switch mounting, to the left of the air duct, as shown.

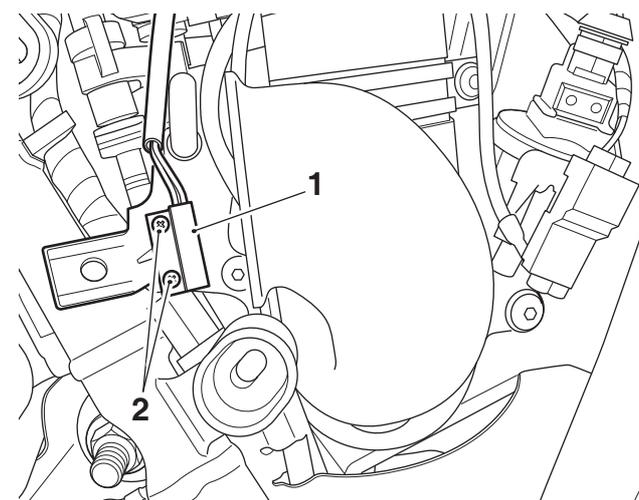


1. Mounting area, reed-switch
2. Air duct

Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
- The surface to which the adhesive foam pads 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.

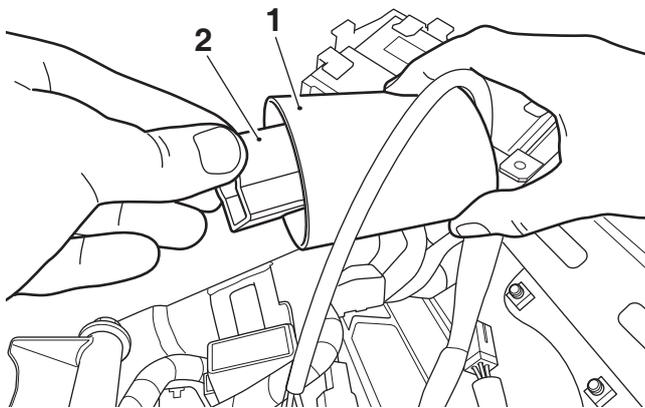
21. Peel off the backing strip from the adhesive pad on the reed-switch. Align the reed-switch to the fixing holes, in the orientation shown. Apply firm and even pressure to the reed-switch to ensure a good bond is achieved. Secure using the self-tapping screws provided.



1. Reed-switch
2. Self-tapping screw

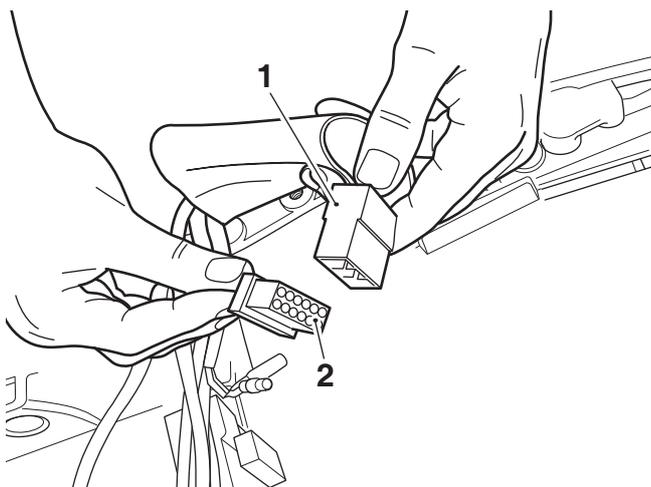
22. Route the reed-switch wiring harness through the motorcycle frame into the under seat area of the battery tray.

23. Slide the heat shrink sleeve on to the alarm wiring harness, far enough to still allow access to the twelve way alarm connector.



1. Heat shrink sleeve
2. Twelve way alarm connector

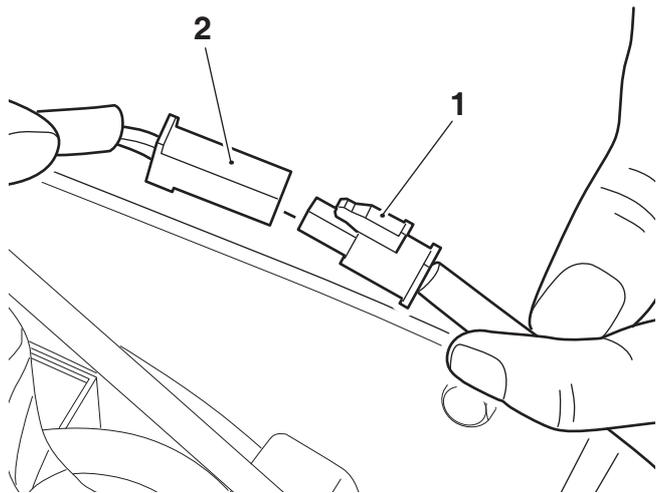
24. Connect the alarm/immobiliser wiring to the main wiring harness twelve way alarm connector.



1. Alarm/immobiliser wiring
2. Twelve way alarm connector

25. Slide the heat shrink sleeve over the alarm/main harness connection. Do not apply any heat to the heat shrink at this stage.

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



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

27. Refit the battery and secure with the battery strap.
28. Reconnect the battery, positive (red) lead first.
29. Replace the left hand side panel 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 heat shrink sleeve.**

Warning

To prevent the risk of damage to the battery and any subsequent damage to electrical components, ensure that the battery is removed from the motorcycle prior to the use of the heat gun.

Failure to observe the above warnings may lead to electrical damage and a fire hazard which could cause personal injury.

30. Disconnect the battery, negative (black) lead first.
31. Remove the battery.

Warning

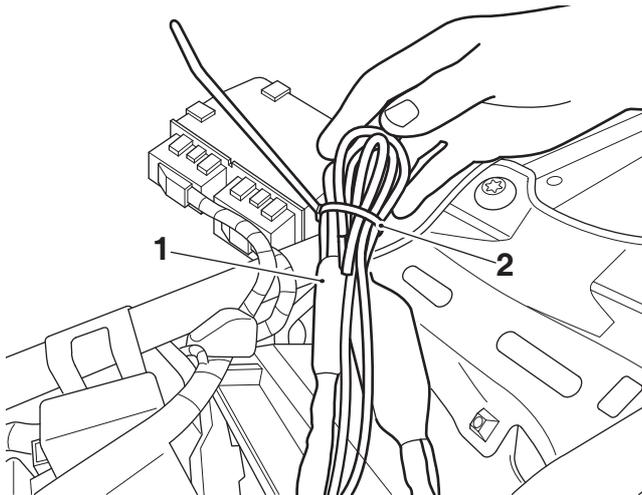
The air from a heat gun, and the heat gun itself, are very hot. Wear suitable protective gloves and do not point the heat gun at any part of your body as serious burns may result.



Caution

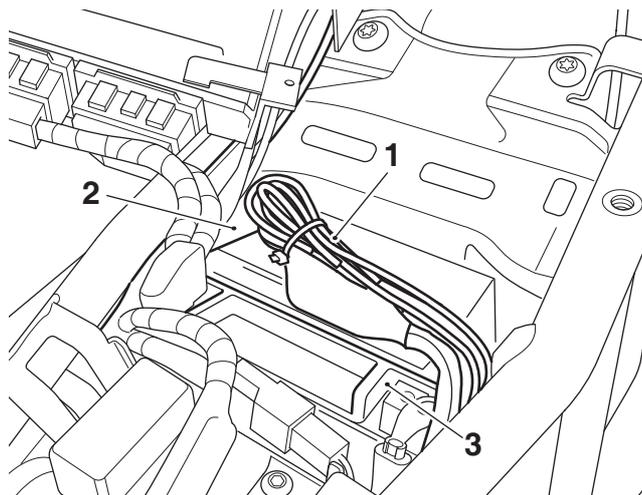
When fitting the heat shrink sleeve, take care not to burn any part of the wiring harness or serious damage will result to the cable. Excessive heat will also cause the sleeve to become brittle, rendering it useless.

32. Using a heat gun, shrink the heat shrink sleeve to insulate the twelve way connection.
33. Ensure all alarm/immobiliser wiring is secured tidily with the cable ties provided.



1. Alarm/immobiliser wiring
2. Cable tie

34. Trim off any excess cable tie material.
35. Fit the alarm/immobiliser wiring into the battery tray moulding area behind the battery, as shown below.



1. Alarm/immobiliser wiring
2. Battery tray moulding
3. Battery

36. Refit the ECM as described in the Service Manual.
37. Refit the battery.
38. Reconnect the battery, positive (red) lead first

Note:

- **The latest instrument calibration must be downloaded to the instrument assembly using the Triumph Diagnostic Tool. The latest version of the Triumph Diagnostic Tool software can be found on the 'Triumph On line' dealer website.**
39. Connect the Triumph diagnostic tool and download the latest instrument calibration to the instrument assembly following the procedure listed on the 'Triumph On Line' dealer website.
 40. Refit the seat, as described in the Service Manual.
 41. 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 1 (10 Amp.) in the motorcycle fuse box.**

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 Personal Identification Number is required to make adjustments to the alarm software. Refer to the operating instructions provided to set a PIN. Inform the customer of any PIN 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.	11.5 mm self-tapping screw	4 off
4.	Adhesive foam pad, 53 mm x 19 mm	1 off
5.	Adhesive foam pad, 36 mm x 19 mm	1 off
6.	Cable ties	3 off
7.	M5 x 16 mm button head screw	1 off
8.	M5 x 20 mm button head screw	1 off
9.	M5 Well Nut	2 off
10.	Heat shrink tubing	1 off
11.	Bracket	1 off
12.	Isopropanol wipe	1 off
13.	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
A9808110	Street Twin up to VIN AE3381, Street Cup, Street Scrambler up to VIN AE9847 Bonneville T100 from VIN 759204 up to VIN AD4189, Bonneville T120 up to VIN AE2212, Bonneville T120 Black up to VIN AE3661,	TMC1-314/0609



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 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

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



Warning

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