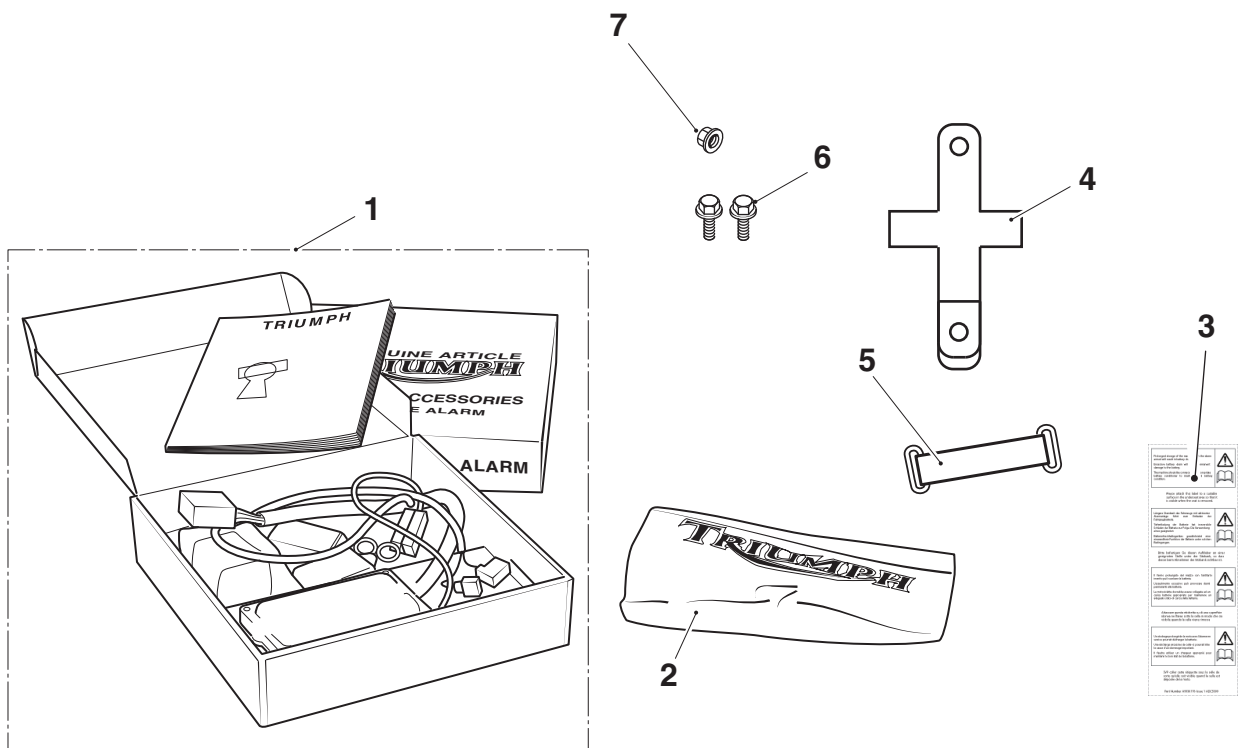


Fitting Instructions: Tiger Sport A9808118

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	5.	Retaining strap	1 off
2.	Fitting kit	1 off	6.	Screw, M5 x 12 mm	2 off
3.	Battery drainage label	1 off	7.	Lock nut, M5 flanged	1 off
4.	Alarm bracket	1 off			



Warning

This accessory kit is designed for use on Triumph Tiger Sport 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 handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle 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 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

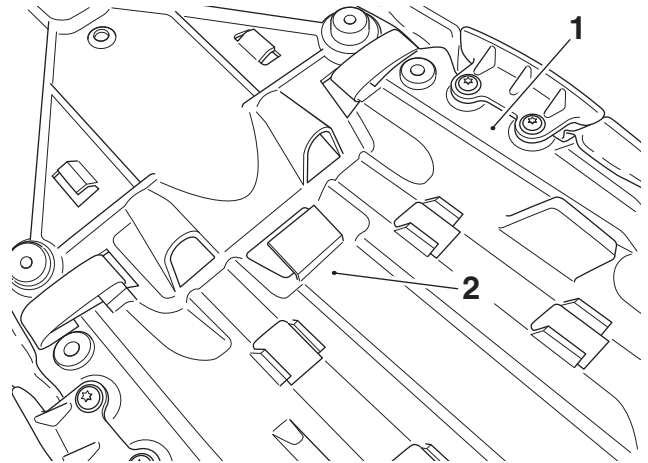
Prolonged storage of the machine with the alarm armed will result in battery drain. Excessive battery drain will cause permanent damage to the battery. The machine should be connected to an appropriate battery conditioner to maintain good battery condition.

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 Tiger Sport 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 <math><2.5\text{ mA}</math> in armed condition.
- Prior to installation, log the Datatool serial number printed on the back of the alarm body.

Reed-Switch Magnet Fitment

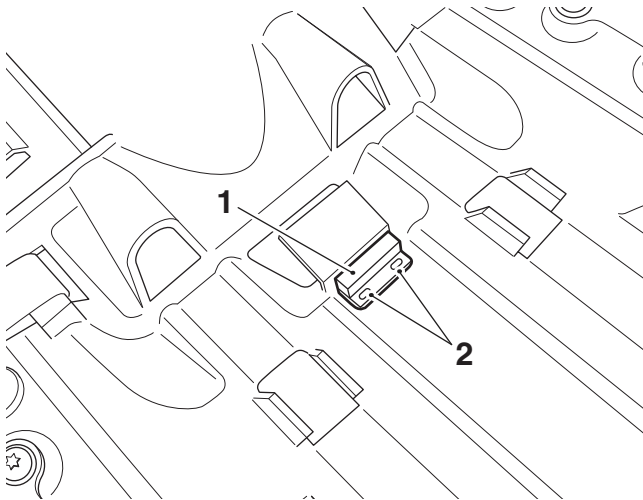
1. Position the motorcycle on a paddock stand.
2. Remove the seat as described in the owner's handbook.
3. Disconnect the battery, negative (black) lead first.
4. Invert the seat and place on a clean non-abrasive surface. Locate the reed-switch magnet mounting area on the underside of the seat.



1. Seat base

2. Reed-switch magnet mounting area

- Place the reed-switch magnet into position on the seat base, in the orientation shown, and mark the two fixing points.



- Reed-switch magnet
- Fixing points

Caution

Only drill through the plastic seat base. Take care not to drill into any other part of the seat. This would result in irreparable damage to the seat.

- Carefully drill a hole into each marked position using a 2 mm diameter drill.

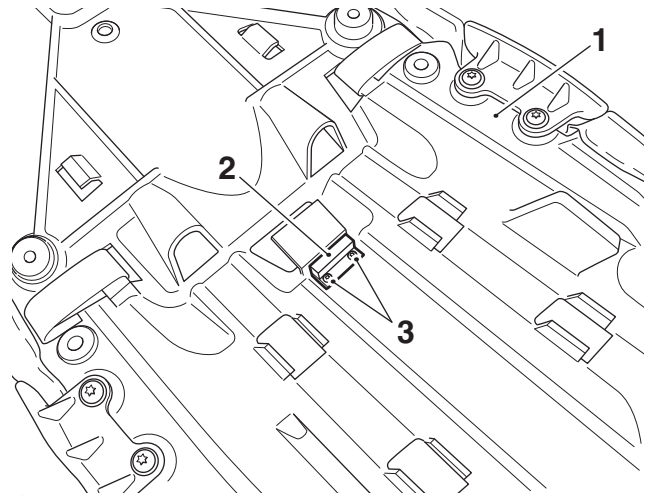
Caution

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.

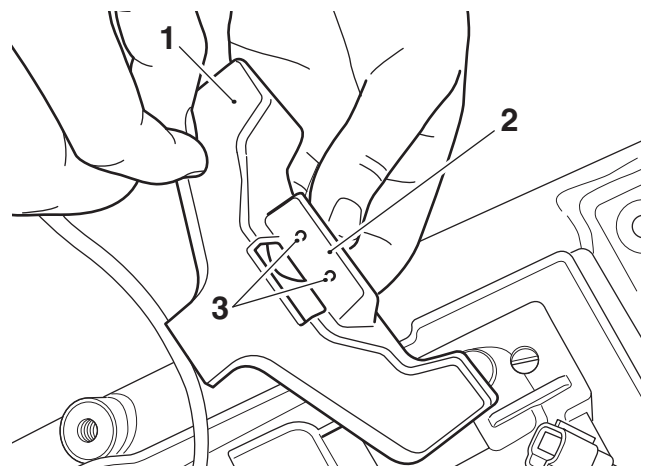
- Remove the protective strip from the adhesive pad on the base of the reed-switch magnet. Align the reed-switch magnet with the holes drilled in the seat base, in the orientation shown, and secure with two of the self-tapping screws provided.



- Seat base
- Reed-switch magnet
- Self-tapping screw

Reed-Switch Fitment

- Locate the position of the reed-switch mounting area on the battery clamp moulding, as shown below. Note, the screw fixing positions are pre-marked for drilling.



- Battery clamp moulding
- Reed-switch mounting area
- Drilling points, pre-marked

Caution

Take care not to drill into any other part of the battery clamp moulding. This would result in irreparable damage to the battery clamp moulding.

- At the pre-marked reed-switch fixing positions on the battery clamp moulding, drill a hole in each marked position using a 2 mm diameter drill.

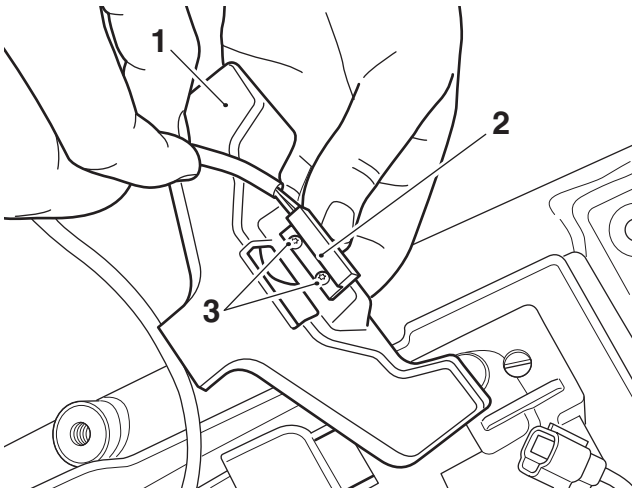


Caution

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:

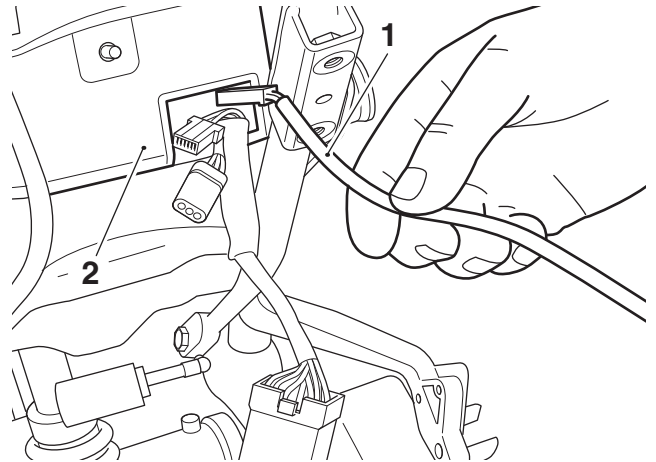
- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surfaces to which the reed-switch and reed-switch magnet are affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.
- Remove the protective strip from the adhesive pad on the base of the reed-switch. Align the reed-switch with the holes drilled in the battery clamp moulding, in the orientation shown, and secure with two of the self-tapping screws provided.



- Battery clamp moulding
- Reed-switch
- Self-tapping screw

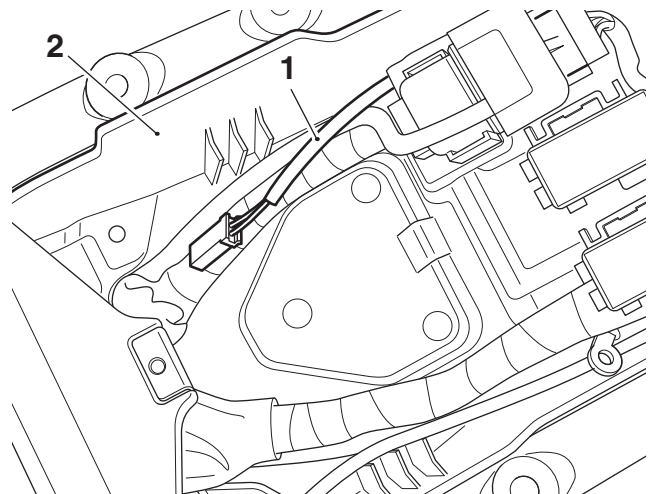
Installation of the Alarm/Immobiliser Unit

- Remove the rear grab handles, as described in the service manual.
- Remove the rear bodywork panels, as described in the service manual.
- Remove the rear undertray, as described in the service manual.
- Feed the alarm harness reed-switch wiring through the underside of the battery tray.



- Reed-switch harness
- Battery tray

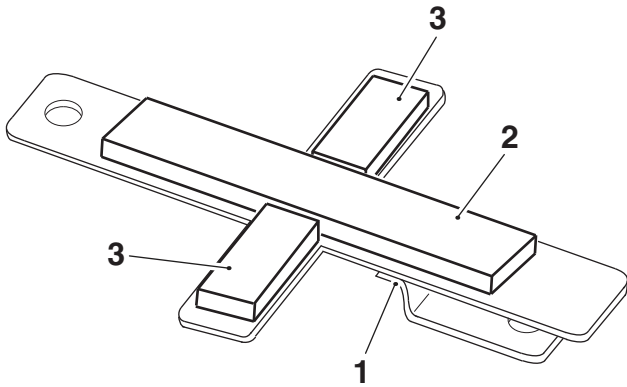
- Route the alarm harness reed-switch wiring around the right hand side of the battery tray, past the relay block to lay along side the battery location area.



- Reed-switch harness
- Battery tray

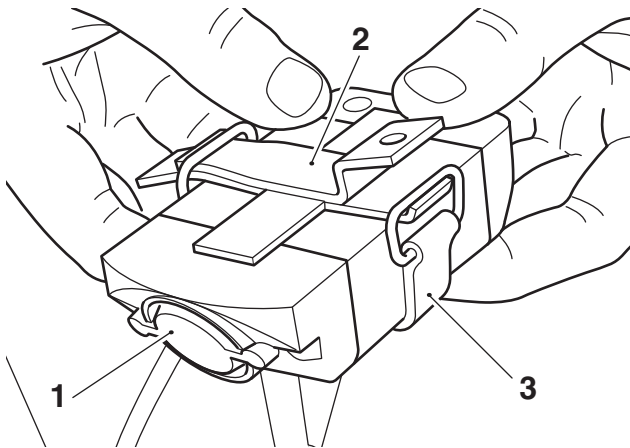
- Cut the adhesive foam strip from the kit into one 80 mm length and two 15 mm lengths.

17. Peel the backing tape from the foam strips and stick them to the alarm/immobiliser mounting bracket, as shown below, to provide a cushion between the alarm/immobiliser and the mounting bracket.



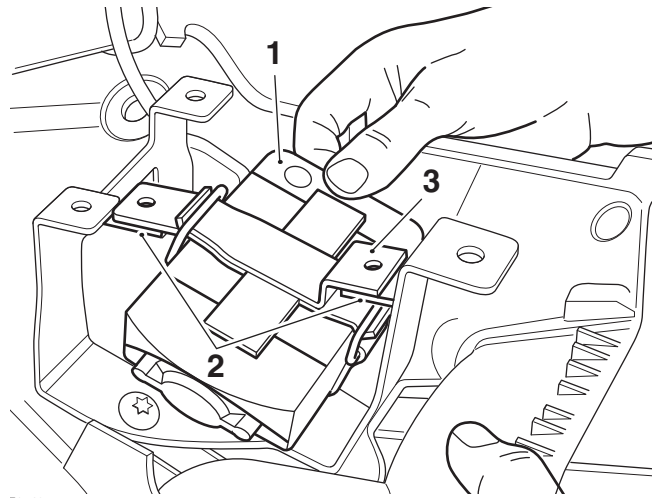
1. Alarm/immobiliser mounting bracket
 2. Self-adhesive foam strip, 80 mm
 3. Self-adhesive foam strip, 15 mm

18. Fit the alarm/immobiliser mounting bracket to the alarm/immobiliser unit and retain with the retaining strap from the kit, in the orientation shown below.



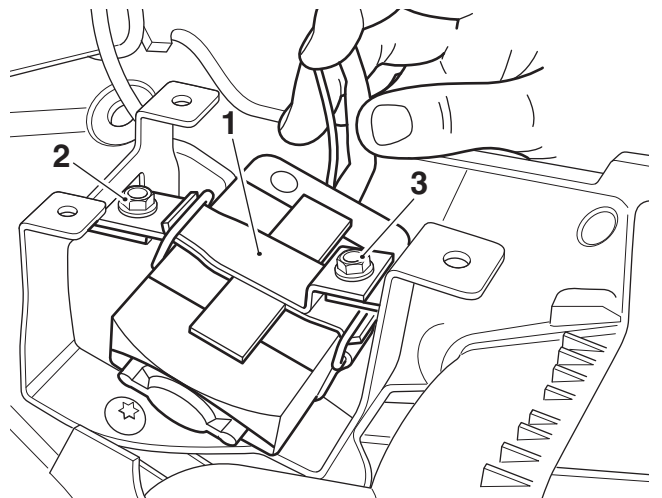
1. Alarm/immobiliser unit
 2. Alarm/immobiliser mounting bracket
 3. Retaining strap

19. Position the alarm/immobiliser unit into the recess in the undertray, in the orientation shown. Ensure the alarm/immobiliser mounting bracket is positioned correctly on the undertray fixing locations.



1. Alarm/immobiliser unit
 2. Undertray, bracket fixing location
 3. Alarm/immobiliser mounting bracket

20. Secure the alarm/immobiliser mounting bracket with an M5 x 12 mm screw and lock nut at the front fixing position and an M5 x 12 mm screw at the rear fixing position. Tighten both fixings to **7 Nm**.

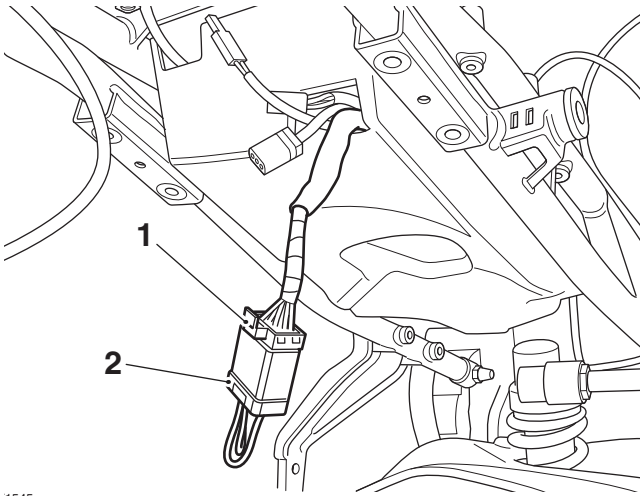


1. Alarm/immobiliser mounting bracket
 2. Screw, M5 x 12 mm (lock nut not shown)
 3. Screw, M5 x 12 mm

Note:

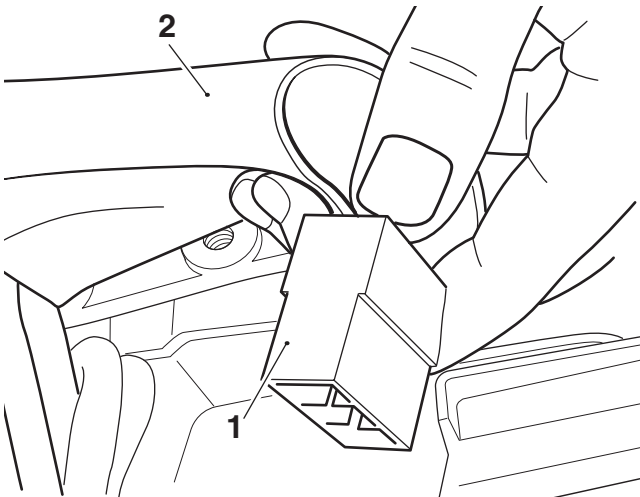
- The twelve way alarm connector is an unused black coloured terminal block. The shorting plug is the cover for this terminal block which is fitted with a double hoop of black cable.
- The shorting plug must be returned to DATATOOL along with the registration documentation.

21. Locate the black, twelve way alarm connector on the main wiring harness and remove the shorting plug.



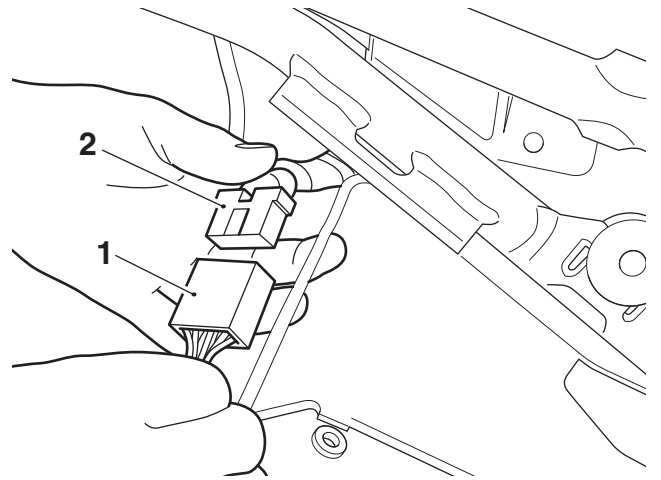
1. Twelve way alarm connector
2. Shorting plug

22. Slide the supplied heat shrink tubing over the alarm/immobiliser twelve way connector. Do not shrink the tubing at this time.



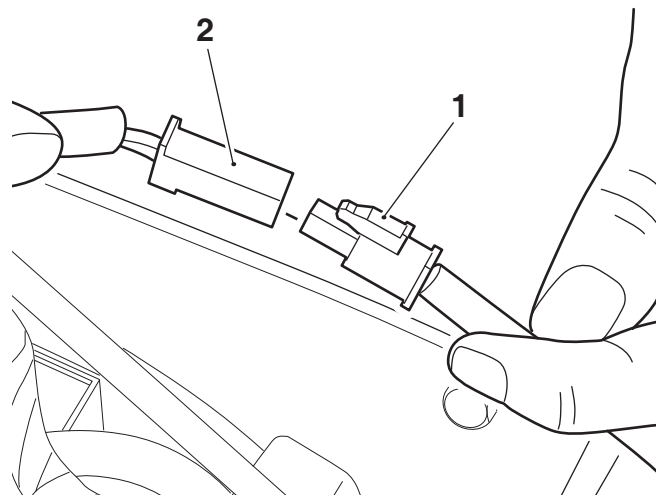
1. Alarm/immobiliser connector
2. Heat shrink tubing

23. Connect the alarm/immobiliser wiring to the main wiring harness connector.



1. Alarm/immobiliser connector
2. Main wiring harness connector

24. Connect the reed-switch connector to the alarm/immobiliser harness. Do not place the reed-switch connector into the heat shrink tubing.



1. Reed-switch connector
2. Alarm reed-switch harness connector

25. Reconnect the battery, positive (red) lead first.
26. Refit the seat, as described in the owner's handbook.
27. 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 heat shrink tubing provided.**
28. Remove the seat, as described in the owner's handbook.
29. Disconnect the battery, negative (black) lead first.



Caution

When fitting the heat shrink tubing, 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 tubing to become brittle rendering it useless.

30. Position the heat shrink tubing to cover the alarm and main wiring harness twelve way connection. Using a heat gun, shrink the heat shrink tubing to secure the connection.



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.

31. Ensure all alarm/immobiliser wiring is secured tidily to the rear undertray, 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.

32. Trim off any excess cable tie material.



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.

33. Refit the undertray, as described in the service manual. Ensure no wiring is trapped when re-fitting the undertray.
34. Refit the rear bodywork panels, as described in the service manual.
35. Refit the grab handles, as described in the service manual.
36. Reconnect the battery, positive (red) lead first.
37. Refit the seat, as described in the owner's handbook.
38. Remove the paddock stand.
39. Place the motorcycle on its side stand.
40. 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.

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. Self-tapping screw	4 off
4. Cable ties	5 off
5. Adhesive backed foam strip	1 off
6. Heat shrink tubing	1 off
7. Isopropanol wipe	1 off
8. Lanyard	1 off
9. Key conversion fillet set	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
A9808118	Tiger Sport	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 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.