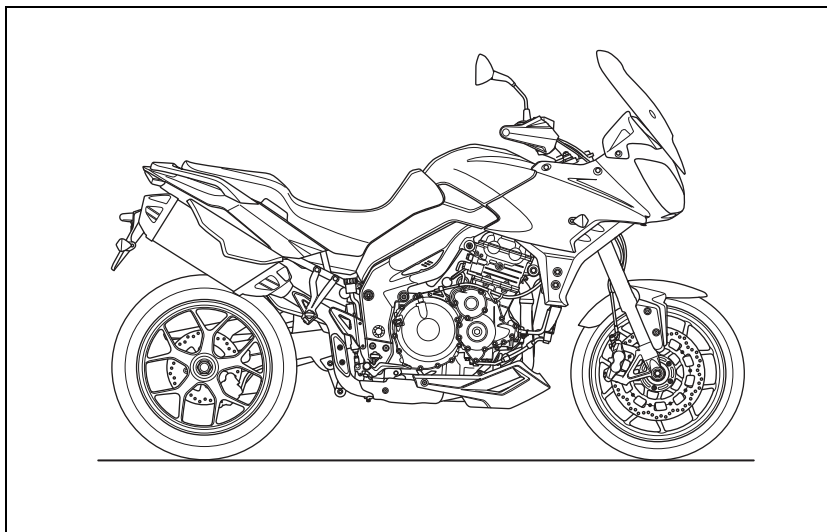




Owner's Handbook

Tiger Sport



This Owner's Handbook contains information on the Triumph Tiger Sport motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary. The information contained in this publication is based on the latest information available at the time of printing. Triumph reserves the right to make changes at any time without prior notice, or obligation.

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Table of Contents


This Owner's Handbook contains a number of different sections. The table of contents below will help you find the beginning of each section where, in the case of the major sections, a further table of contents will help you find the specific subject required.


Foreword	3
Warning Labels	12
Parts Identification	14
Serial Numbers	17
General Information	19
How to Ride the Motorcycle	69
Accessories, Loading and Passengers	81
Maintenance and Adjustment	85
Storage.....	135
Specifications	137

FOREWORD

Warnings, Cautions and Notes

Throughout this Owner's Handbook, particularly important information is presented in the following form:

 Warning
This warning symbol identifies special instructions or procedures, which if not correctly followed could result in personal injury, or loss of life.

 Caution
This caution symbol identifies special instructions or procedures, which, if not strictly observed, could result in damage to, or destruction of, equipment.

Note:

- **This note symbol indicates points of particular interest for more efficient and convenient operation.**

Warning Labels



At certain areas of the motorcycle, the symbol (left) can be seen. The symbol means 'CAUTION: REFER TO THE HANDBOOK' and will be followed by a pictorial representation of the subject concerned.

Never attempt to ride the motorcycle or make any adjustments without reference to the relevant instructions contained in this handbook.

See pages 12 to 13 for the location of all labels bearing this symbol. Where necessary, this symbol will also appear on the pages containing the relevant information.

Maintenance

To ensure a long, safe and trouble-free life for your motorcycle, maintenance should only be carried out by an authorised Triumph dealer.

Only an authorised Triumph dealer will have the necessary knowledge, equipment and skills to maintain your Triumph motorcycle correctly.

To locate your nearest Triumph dealer, visit the Triumph web site at www.triumph.co.uk or telephone the authorised distributor in your country. Their address is given in the service record book that accompanies this handbook.

Foreword

Noise Control System

Tampering with the noise control system is prohibited.

Owners are warned that the law may prohibit:

- the removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use and,
- the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Immobiliser and Tyre Pressure Monitoring System

This device complies with part 15 of the FCC Rules.

Operation is subject to the following two conditions:

- This device may not cause harmful interference.
- This device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications to the device could void the user's authority to operate the equipment.

Tyres

With reference to the Pneumatic Tyres and Tubes for Automotive Vehicles (Quality Control) Order, 2009, Cl. No. 3 (c), it is declared by M/s. Triumph Motorcycles Ltd. that the tyres fitted on this motorcycle meet the requirements of IS 15627: 2005 and comply with the requirements under Central Motor Vehicle Rules (CMVR), 1989.

Foreword

Owner's Handbook

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

Please read this Owner's Handbook before riding in order to become thoroughly familiar with the correct operation of your motorcycle's controls, its features, capabilities and limitations.

This Owner's Handbook includes safe riding tips, but does not contain all the techniques and skills necessary to ride a motorcycle safely.

Triumph strongly recommends that all riders undertake the necessary training to make sure safe operation of this motorcycle.

An electronic version of this Owner's Handbook is available to download on the internet at www.triumph.co.uk.

This Owner's Handbook is available in the following languages:

- English
- Brazilian
- Dutch
- French
- German
- Italian
- Spanish
- Swedish.

Warning

This Owner's Handbook and all other instructions that are supplied with your motorcycle, should be considered a permanent part of your motorcycle and should remain with it even if your motorcycle is subsequently sold.

All riders must read this Owner's Handbook and all other instructions which are supplied with your motorcycle, before riding, in order to become thoroughly familiar with the correct operation of your motorcycle's controls, its features, capabilities and limitations.

Do not lend your motorcycle to others as riding when not familiar with your motorcycle's controls, features, capabilities and limitations can lead to an accident.

Talk to Triumph

Our relationship with you does not end with the purchase of your Triumph. Your feedback on the buying and ownership experience is very important in helping us develop our products and services for you.

Please help us by ensuring your dealership has your E-mail address and registers this with us. You will then receive an online customer satisfaction survey invitation to your E-mail address where you can give us this feedback.

Your Triumph Team.

Foreword - Safety First

FOREWORD - SAFETY FIRST

The Motorcycle

 **Warning**

This motorcycle is designed for on-road use only. It is not suitable for off-road use.

Off-road operation could lead to loss of control of the motorcycle resulting in an accident causing injury or loss of life.

 **Warning**

This motorcycle is not designed to tow a trailer or to be fitted with a sidecar. Fitting a sidecar and/or a trailer may result in loss of control and an accident.

 **Warning**

This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his/her own, or a rider and one passenger.

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 216 kg.

Fuel and Exhaust Fumes

 **Warning**

PETROL IS HIGHLY FLAMMABLE:

Always turn off the engine when refuelling.

Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.

Take care not to spill any petrol on the engine, exhaust pipes or silencers when refuelling.

If petrol is swallowed, inhaled or allowed to get into the eyes, seek immediate medical attention.

Spillage on the skin should be immediately washed off with soap and water and clothing contaminated with petrol should immediately be removed.

Burns and other serious skin conditions may result from contact with petrol.

 **Warning**

Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time.

Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Foreword - Safety First

Helmet and Clothing

Warning

When riding the motorcycle, both rider and passenger must always wear a motorcycle helmet, boots, eye protection, gloves, trousers (close fitting around the knee and ankle) and a brightly coloured jacket.

Brightly coloured clothing will considerably increase a rider's (or passenger's) visibility to other operators of road vehicles. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

Warning

A helmet is one of the most important pieces of riding gear as it offers protection against head injuries. You and your passenger's helmet should be carefully chosen and should fit you or your passenger's head comfortably and securely. A brightly coloured helmet will increase a rider's (or passenger's) visibility to other operators of road vehicles.

An open face helmet offers some protection in an accident though a full face helmet will offer more.

Always wear a visor or approved goggles to help vision and to protect your eyes.



Foreword - Safety First

Riding

Warning

Never ride the motorcycle when fatigued or under the influence of alcohol or other drugs.

Riding when under the influence of alcohol or other drugs is illegal.

Riding when fatigued or under the influence of alcohol or other drugs reduces the rider's ability to maintain control of the motorcycle and may lead to loss of control and an accident.

Warning

All riders must be licenced to operate the motorcycle. Operation of the motorcycle without a licence is illegal and could lead to prosecution.

Operation of the motorcycle without formal training in the correct riding techniques that are necessary to become licenced is dangerous and may lead to loss of motorcycle control and an accident.

Warning

Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword.

Remember, in an accident, a motorcycle does not give the same impact protection as a car.

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in potentially hazardous driving conditions such as bad weather or heavy traffic.

Warning

Continually observe and react to changes in road surface, traffic and wind conditions. All two-wheeled vehicles are subject to external forces which may cause an accident. These forces include but are not limited to:

- Wind draft from passing vehicles
- Potholes, uneven or damaged road surfaces
- Bad weather
- Rider error.

Always operate the motorcycle at moderate speed and away from heavy traffic until you have become thoroughly familiar with its handling and operating characteristics. Never exceed the legal speed limit.

Foreword - Safety First

Handlebars and Footrests

Warning

The rider must maintain control of the vehicle by keeping hands on the handlebars at all times.

The handling and stability of a motorcycle will be adversely affected if the rider removes his hands from the handlebars, resulting in loss of motorcycle control and an accident.

Warning

The rider and passenger must always use the footrests provided, during operation of the vehicle.

By using the footrests, both rider and passenger will reduce the risk of inadvertent contact with any motorcycle components and will also reduce the risk of injury from entrapment of clothing.

Warning

Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle. Therefore, always replace the bank angle indicator pegs before they are worn to the limit.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Details of the bank angle wear limits can be found in the Maintenance and Adjustment section on page 113.

Warning

The bank angle indicators must not be used as a guide to how far the motorcycle may be safely banked.

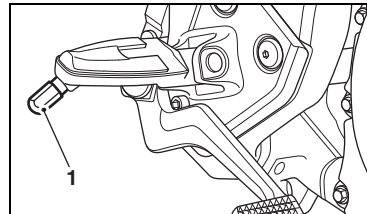
This depends on many various conditions including, but not limited to, road surface, tyre condition and weather.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Warning

When banking and the bank angle indicator attached to the rider's footrest makes contact with the ground, the motorcycle is nearing its bank angle limit.

A further increase of the banking angle is unsafe. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.



1. Bank angle indicator

Foreword - Safety First

Parking

Warning

Always turn off the engine and remove the ignition key before leaving the motorcycle unattended. By removing the key, the risk of use of the motorcycle by unauthorised or untrained persons is reduced.

When parking the motorcycle, always remember the following:

- Engage first gear to help prevent the motorcycle from rolling off the stand.
- The engine and exhaust system will be hot after riding. DO NOT park where pedestrians, animals and/or children are likely to touch the motorcycle.
- Do not park on soft ground or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over.

For further details, please refer to the 'How to Ride the Motorcycle' section of this Owner's Handbook.

Parts and Accessories

Warning

Owners should be aware that the only approved parts, accessories and conversions for any Triumph motorcycle are those which carry official Triumph approval and are fitted to the motorcycle by an authorised dealer.

In particular, it is extremely hazardous to fit or replace parts or accessories whose fitting requires the dismantling of, or addition to, either the electrical or fuel systems and any such modification could cause a safety hazard.

The fitting of any non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspects of the motorcycle operation that may result in an accident causing injury or death.

Triumph does not accept any liability whatsoever for defects caused by the fitting of non-approved parts, accessories or conversions or the fitting of any approved parts, accessories or conversions by non-approved personnel.

Foreword - Safety First

Maintenance/Equipment

Warning

Consult your authorised Triumph dealer whenever there is doubt as to the correct or safe operation of this Triumph motorcycle.

Remember that continued operation of an incorrectly performing motorcycle may aggravate a fault and may also compromise safety.

Warning

Make sure all equipment that is required by law is installed and functioning correctly. The removal or alteration of the motorcycle's lights, silencers, emission or noise control systems can violate the law.

Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation, which may result in an accident causing injury or death.

Warning

If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorised Triumph dealer for inspection and repair.

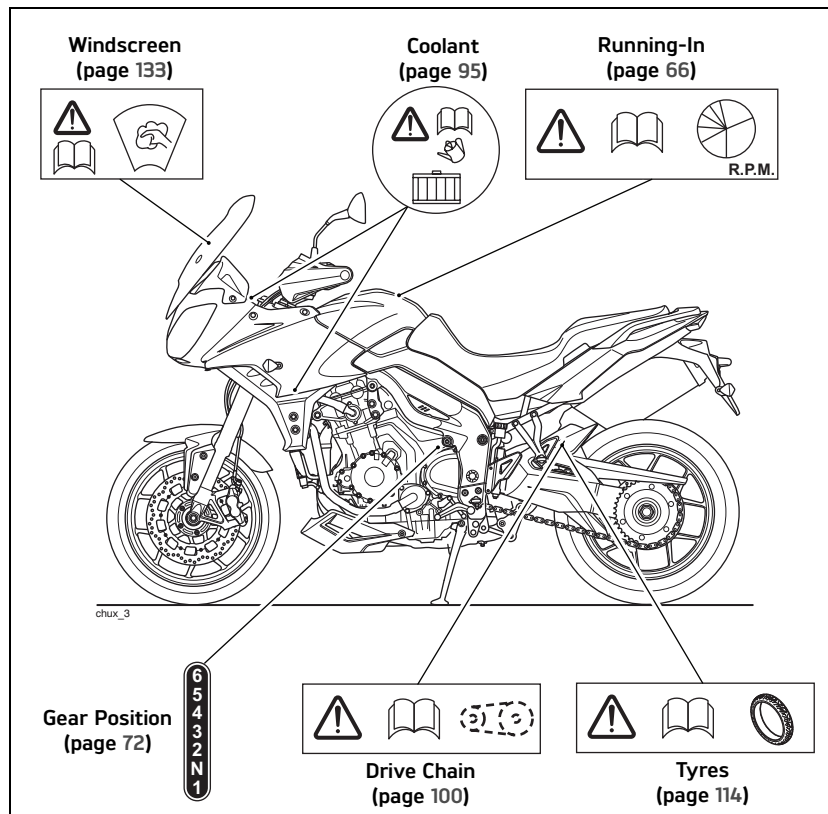
Any accident can cause damage to the motorcycle that, if not correctly repaired, may cause a second accident that may result in injury or death.

Warning Labels

WARNING LABELS

The labels detailed on this and the following pages draw your attention to important safety information in this handbook. Before riding, make sure that all riders have understood and complied with all the information to which these labels relate.

Warning Label Locations

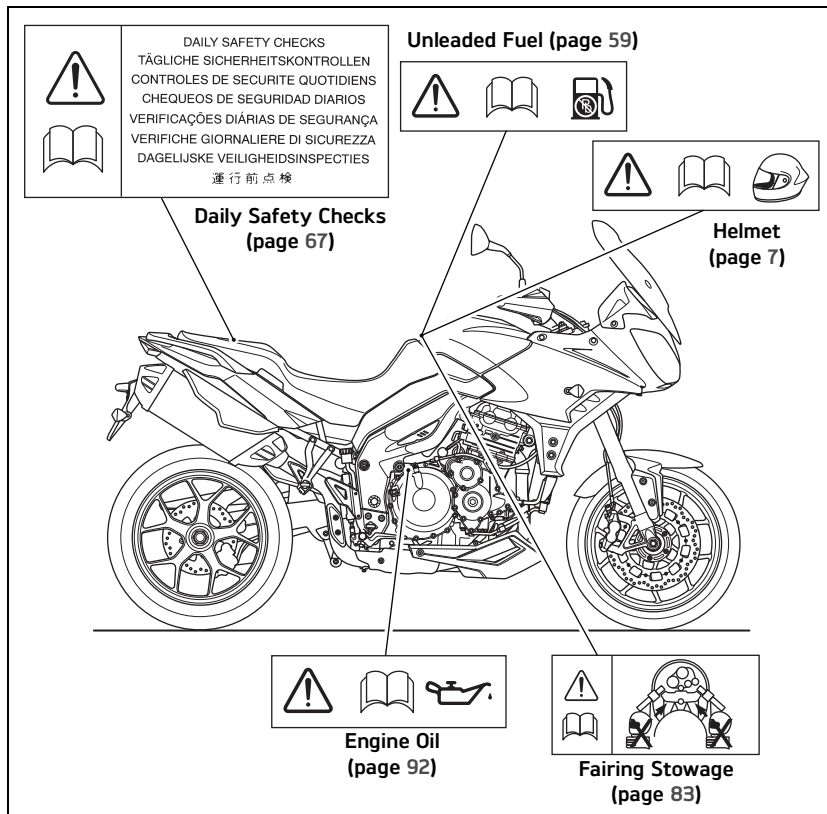


Warning Labels

Warning Label Locations (continued)

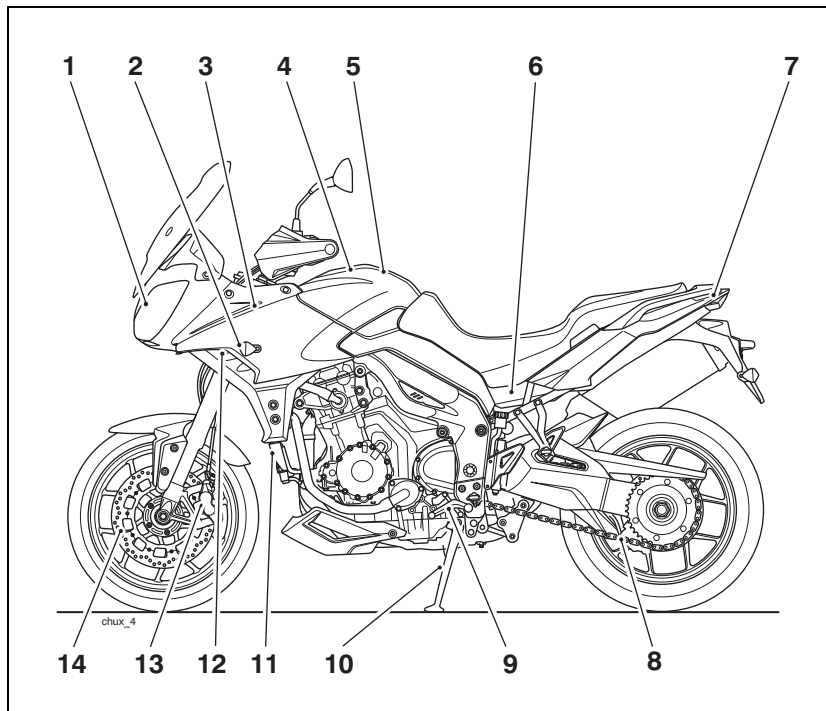
Caution

All warning labels and decals, with the exception of the Running-in label, are fitted to the motorcycle using a strong adhesive. In some cases, labels are installed prior to an application of paint lacquer. Therefore, any attempt to remove the warning labels will cause damage to the paintwork or bodywork.



Parts Identification

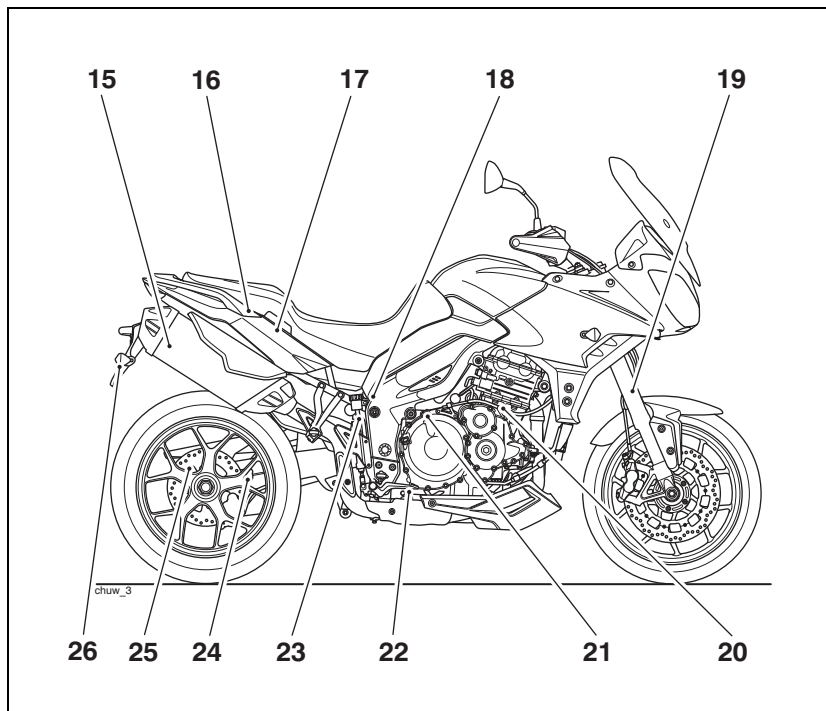
PARTS IDENTIFICATION



- | | |
|---------------------------|-----------------------------------|
| 1. Headlight | 8. Drive chain |
| 2. Front indicator | 9. Gear change pedal |
| 3. Coolant expansion tank | 10. Side stand |
| 4. Fuel filler cap | 11. Oil cooler |
| 5. Fuel tank | 12. Radiator/Coolant pressure cap |
| 6. Seat lock | 13. Front brake caliper |
| 7. Rear light | 14. Front brake discs |

Parts Identification

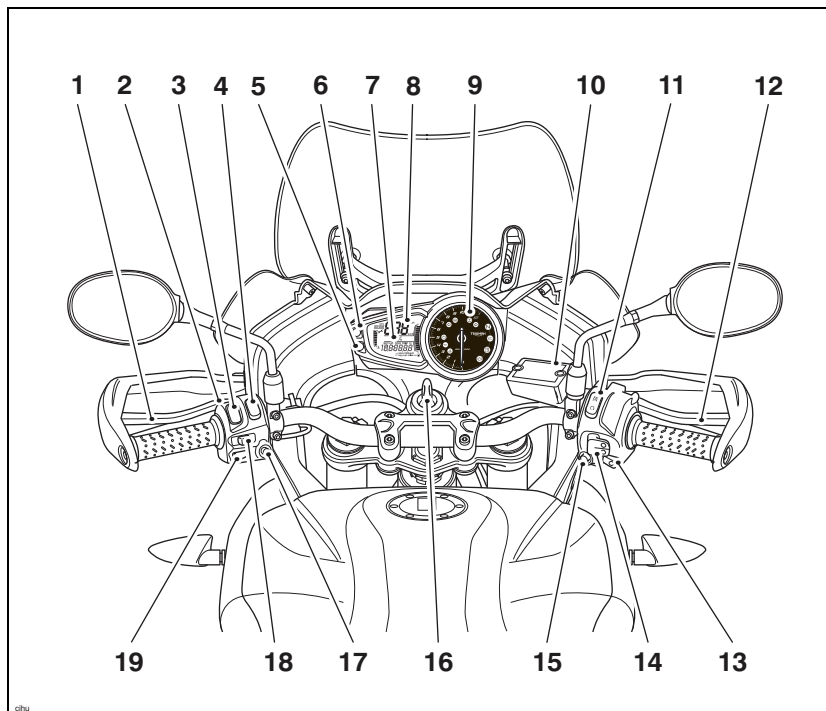
Parts Identification (continued)



- | | |
|--------------------------------|-----------------------------|
| 15. Silencer | 21. Oil filler cap/Dipstick |
| 16. Tool kit | 22. Rear brake pedal |
| 17. Battery | 23. Rear suspension unit |
| 18. Rear brake fluid reservoir | 24. Rear brake caliper |
| 19. Front fork | 25. Rear brake disc |
| 20. Clutch cable | 26. Rear indicator |

Parts Identification

Parts Identification (continued)

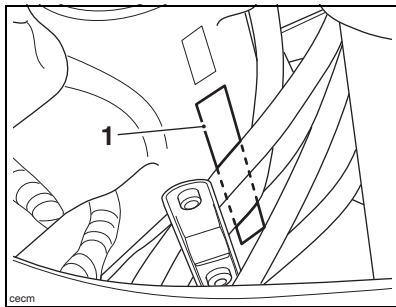


- | | |
|---------------------------------|----------------------------------|
| 1. Clutch lever | 11. Engine stop switch |
| 2. PASS button | 12. Front brake lever |
| 3. Headlight dip switch | 13. Starter button |
| 4. SCROLL button | 14. Cruise control adjust button |
| 5. MODE button | 15. Hazard button |
| 6. HOME button | 16. Ignition switch |
| 7. Motorcycle status display | 17. SET button |
| 8. Speedometer | 18. Direction indicator switch |
| 9. Tachometer | 19. Horn button |
| 10. Front brake fluid reservoir | |

Serial Numbers

SERIAL NUMBERS

Vehicle Identification Number (VIN)

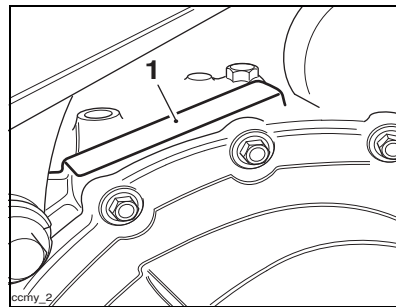


1. VIN

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. It is also shown on a label, located on the right hand side of the frame.

Record the VIN in the space provided below.

Engine Serial Number



1. Engine serial number

The engine serial number is stamped on the engine crankcase, immediately above the clutch cover.

Record the engine serial number in the space provided below.

Serial Numbers

This page intentionally left blank

GENERAL INFORMATION

Table of Contents

Instrument Panel Layout	22
Warning Lights	23
Engine Management System Malfunction Indicator Light (MIL)	23
High Coolant Temperature Warning Light	24
Low Oil Pressure Warning Light	24
Alarm/Immobiliser Indicator Light	25
Traction Control (TC) Indicator Light	26
Traction Control (TC) Disabled Warning Light	26
Cruise Control Indicator Light	27
Neutral	27
High Beam	27
Low Fuel	27
Direction Indicators	27
Tyre Pressure Warning Light (if fitted)	28
Speedometer and Odometer	29
Tachometer	29
Trip Computer	29
Trip Meter	30
Trip Meter Reset	31
Riding Modes	31
RAIN Mode	32
ROAD Mode	32
SPORT Mode	32
Riding Mode Selection	33
Selecting a Riding Mode – with the Motorcycle Stationary	33
Selecting a Riding Mode – when Riding the Motorcycle	34
Set Up Menu	37
Triumph Traction Control (TTC)	37
Traction Control Settings	38
Traction Control Disable	38
T-set - Clock Adjustment	39
Ind - Self Cancelling Indicators	40
Service Interval Announcement (SIA)	41
Changing Units (Imperial, US or Metric)	41

General Information

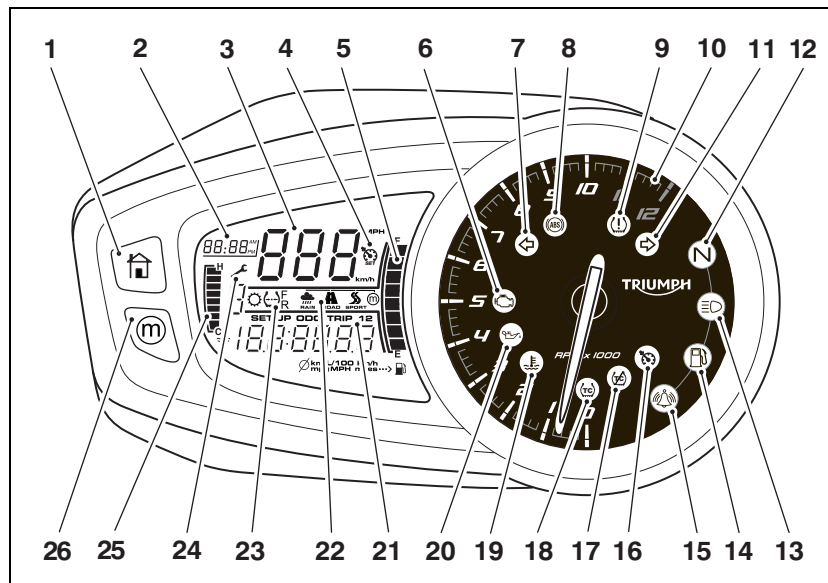
Information Menu	42
Cruise Control Set Speed	43
Range to Empty	43
Odometer	43
Front and Rear Tyre Pressure (if TPMS is fitted)	44
Instantaneous Fuel Consumption	44
Tyre Pressure Monitoring System (TPMS) (if fitted)	44
Function	44
TPMS Sensor ID Number	45
System Display	45
Tyre Pressures	46
Replacement Tyres	46
Sensor Batteries	46
TPMS Symbol	46
Coolant Temperature Gauge	47
Fuel Gauge	47
Ignition Key	48
Ignition Switch/Steering Lock	49
Ignition Switch Positions	49
Brake and Clutch Lever Adjusters	50
Right Handlebar Switches	51
Engine Stop Switch	51
Cruise Control Adjust Button	51
Starter Button	52
Hazard Warning Lights	52
Left Handlebar Switches	53
Headlight Dip Switch	53
Direction Indicator Switch	54
Horn Button	54
SCROLL Button	54
SET Button	55
PASS Button	55
Cruise Control	56
Activating Cruise Control	57
Adjusting the Set Speed While in Cruise Control	58
Deactivating Cruise Control	58
Resuming the Cruise Control Set Speed	59

General Information

Fuel Requirement/Refuelling	59
Fuel Grade.....	59
Fuel Tank Cap	60
Filling the Fuel Tank.....	61
Side Stand	62
Seat Lock	62
Tool Kit and Handbook.....	62
Seat Care	63
Triumph Accessory D-lock Storage	63
Windscreen	64
Universal Serial Bus (USB) Socket	65
Running-In.....	66
Safe Operation.....	67
Daily Safety Checks.....	67

General Information

Instrument Panel Layout



1. HOME button
2. Clock
3. Speedometer
4. Cruise control SET symbol
5. Fuel gauge
6. Engine management Malfunction Indicator Light (MIL)
7. Left hand direction indicator light
8. ABS warning light
9. Tyre pressure warning light (if Tyre Pressure Monitoring System (TPMS) is fitted)
10. Tachometer 'red zone'
11. Right hand direction indicator light
12. Neutral indicator light
13. High beam indicator light
14. Low fuel level indicator light
15. Alarm/immobiliser status indicator light (alarm is an accessory fit)
16. Cruise control indicator light
17. Traction Control (TC) disabled warning light
18. Traction Control (TC) indicator light
19. High coolant temperature warning light
20. Low oil pressure warning light
21. Trip computer
22. Riding modes display
23. Tyre pressure display (if Tyre Pressure Monitoring System (TPMS) is fitted)
24. Service interval indicator
25. Coolant temperature gauge
26. MODE button

General Information

Warning Lights

Note:

- **When the ignition is switched on, the instrument warning lights illuminate for two seconds and then go off (except those which remain on until the engine starts, as described in the following pages).**

Engine Management System Malfunction Indicator Light (MIL)



The Malfunction Indicator Light (MIL) for the engine management system illuminates briefly when the ignition is switched on (to indicate that it is working), but is not illuminated when the engine is running.

If the MIL becomes illuminated when the engine is running, this indicates that a fault has occurred in one or more of the systems controlled by the engine management system. In such circumstances, the engine management system will switch to 'limp-home' mode so that the journey may be completed, if the fault is not so severe that the engine will not run.

Warning

Reduce speed and do not continue to ride for longer than is necessary with the Malfunction Indicator Light (MIL) illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption.

Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

Note:

- **If the MIL flashes when the ignition is switched ON, contact an authorised Triumph dealer as soon as possible to have the situation rectified. In these circumstances the engine will not start.**

General Information

High Coolant Temperature Warning Light



With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light in the tachometer will illuminate.

Caution

Stop the engine immediately if the high coolant temperature warning light illuminates. Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when the high coolant temperature warning light is illuminated.

Low Oil Pressure Warning Light



With the engine running, if the engine oil pressure becomes dangerously low, the low oil pressure warning light in the tachometer will illuminate.

Caution

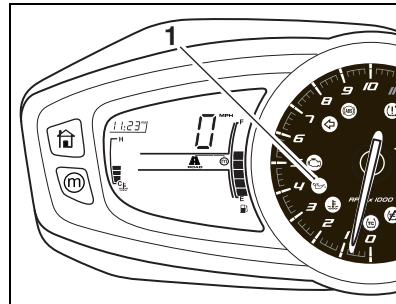
Running the engine with insufficient oil will cause engine damage.

Investigate the cause before attempting to start the engine.

Caution

Stop the engine immediately if the low oil pressure warning light illuminates. Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when the low oil pressure warning light is illuminated.



1. Oil pressure warning light

General Information

Alarm/Immobiliser Indicator Light



This Triumph model is fitted with an engine immobiliser which is activated when the ignition switch is turned to the OFF position. If the motorcycle is fitted with a genuine Triumph accessory alarm, the immobiliser operates as normal but the alarm/immobiliser light operates as described below.

With Alarm Fitted

The alarm/immobiliser light only illuminates when the conditions described in the genuine Triumph accessory alarm instructions are met.

Without Alarm Fitted

With the ignition switch turned to the OFF position, the alarm/immobiliser light will flash on and off for 24 hours to show that the engine immobiliser is on. When the ignition switch is turned to the ON position the immobiliser and the indicator light is then off.

ABS (Anti-Lock Brake System) Indicator Light



When the ignition switch is turned to the ON position, it is normal that the ABS warning light will flash on and off. The light continues to flash after engine start-up until the motorcycle first reaches a speed exceeding 6 mph (10 km/h) when it goes off.

Unless there is a fault, it should not illuminate again until the engine is restarted.

If the warning light becomes illuminated at any time while riding it indicates that the ABS has a malfunction that requires investigation.

Warning

If the ABS is not functioning, the brake system will continue to function as a non ABS braking system. Do not continue to ride for longer than is necessary with the indicator light illuminated.

Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified. In this situation braking too hard will cause the wheels to lock resulting in loss of control and an accident.

See also Braking on page 103.

General Information

Traction Control (TC) Indicator Light



The TC indicator light is used to indicate that the traction control system is active and is working to limit rear wheel slip during periods of hard acceleration or under wet or slippery road conditions.

TC Indicator Light Operation

TC Switched On:

Under normal riding conditions the indicator light will remain off.

The indicator light will flash rapidly when the traction control system is working to limit rear wheel slip during periods of hard acceleration or under wet or slippery road conditions.

TC Switched Off:

The indicator light will not illuminate. Instead the TC disabled warning light is illuminated (see page 26).

Note:

- **Traction control will not function if there is a malfunction with the ABS system. The warning lights for the ABS, traction control and the MIL are illuminated.**

Warning

If the traction control is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin. Do not continue to ride for longer than is necessary with the engine management system Malfunction Indicator Light (MIL) and traction control warning lights illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked.

Hard acceleration and cornering in this situation may cause the rear wheel to spin resulting in loss of motorcycle control and an accident.

Traction Control (TC) Disabled Warning Light



The TC disabled warning light should not illuminate unless traction control is switched off or there is a malfunction.

If the warning light becomes illuminated at any other time while riding, it indicates that the traction control has a malfunction that requires investigation.

General Information

Cruise Control Indicator Light



Cruise control can only be activated when the motorcycle is travelling at a speed between 19 to 100 mph (30 to 160 km/h) and is in 3rd gear or higher. When activated, the cruise control light in the instrument panel is illuminated.

Warning

Cruise control must only be used where you can ride safely at a steady speed.

Cruise control should not be used when riding in heavy traffic, on roads with sharp/blind bends or when they are slippery.

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

Neutral



The neutral warning light indicates when the transmission is in neutral (no gear selected). The warning light will illuminate when the transmission is in neutral with the ignition switch in the ON position.

High Beam



When the ignition is switched on and the headlight dip switch is set to high beam, the high beam warning light will illuminate.

Low Fuel



The low fuel indicator will illuminate when there are approximately 4.5 litres of fuel remaining in the tank.

Direction Indicators



When the direction indicator switch is pushed to the left or right, the corresponding direction indicator light will flash on and off at the same speed as the direction indicator.

Both direction indicator lights will flash simultaneously when the hazard warning lights are activated.

General Information

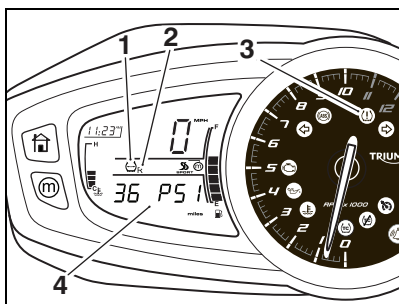
Tyre Pressure Warning Light (if fitted)



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System (TPMS), see page 44.

The warning light will only illuminate when the front or rear tyre pressure is below the recommended pressure. It will not illuminate if the tyre is over inflated.

When the warning light is illuminated, the TPMS symbol indicating which is the deflated tyre and its pressure will automatically be shown in the display area.



1. TPMS symbol
2. Rear tyre, identified
3. Tyre pressure warning light
4. Tyre pressure

The tyre pressure at which the warning light illuminates is temperature compensated to 20°C but the numeric pressure display associated with it is not (see page 115). Even if the numeric display seems at or close to the standard tyre pressure when the warning light is on, a low tyre pressure is indicated and a puncture is the most likely cause.

Warning

Stop the motorcycle if the tyre pressure warning light illuminates.

Do not ride the motorcycle until the tyres have been checked and the tyre pressures are at their recommended pressure when cold.

General Information

Speedometer and Odometer

The digital speedometer indicates the road speed of the motorcycle. The display shows the motorcycle road speed in increments of one mile (or kilometre) per hour.

The electronic odometer and two trip meters are in the display screen.

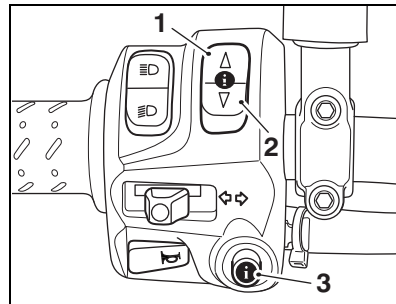
Tachometer

The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the 'red zone'. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

Caution

Never allow engine speed to enter the 'red zone' as severe engine damage may result.

Trip Computer



1. **SCROLL button, up**
2. **SCROLL button, down**
3. **SET button**

To access the trip computer information: Make sure the motorcycle is stationary.

Turn the ignition switch to the ON position.

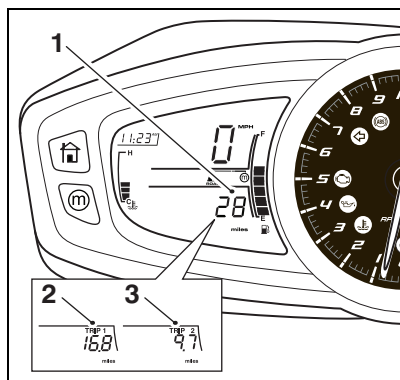
Press and release the SET button on the left handlebar switch housing until the desired display is shown.

The display will scroll through in the following order:

- Trip Meter 1
- Trip Meter 2
- InFo menu
- Set up menu.

General Information

Trip Meter



1. Trip information
2. Trip meter 1 display
3. Trip meter 2 display

Either trip meter shows the distance that the motorcycle has travelled, journey time, average fuel consumption and average speed, all since the trip meter on display was last reset to zero.

To access the trip meter information:

Turn the ignition to the ON position.

Press and release the SET button on the left handlebar switch housing until the desired trip meter is shown in the display screen.

Press and release the SCROLL button on the left handlebar switch housing until the desired display is shown.

The trip meter display will scroll through in the following order when pressing up on the SCROLL button (it will scroll through in the reverse order if pressing down on the SCROLL button):

- Journey distance
- Average speed
- Average fuel consumption
- Journey time.

Each display provides the following information:

Journey Distance

The total journey distance travelled since the trip meter was last set to zero.

Average Speed

The average speed is calculated from when the trip computer was last reset. After being reset the display will show dashes until one mile/km has been covered.

Average Fuel Consumption

An indication of the average fuel consumption. After being reset the display will show dashes until 0.1 mile/km has been covered.

Journey Time

The total time elapsed since the trip meter was last set to zero.

General Information

Trip Meter Reset

To reset either of the trip meters:

Select the required trip meter.

Press the SET button for two seconds.

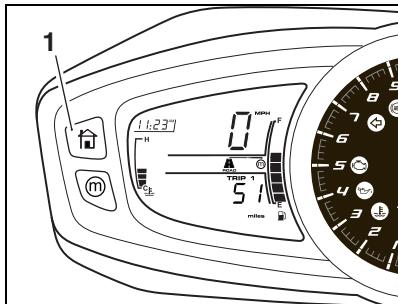
After two seconds, the trip meter in the display will be reset to zero.

Note:

- **When a trip meter is reset to zero, the journey time, average fuel consumption and average speed will also be set to zero for that trip meter.**

To exit the trip meter:

Press and release the HOME button and the journey distance in the trip 1 menu is shown in the display screen.

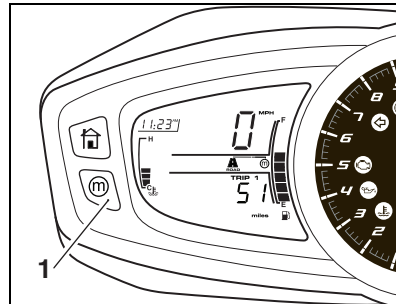


1. HOME button

Riding Modes

The riding mode system allows adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Triumph Traction Control (TTC) settings to suit differing road conditions and rider preferences.

Riding modes can be conveniently selected using the MODE button on the instrument housing, whilst the motorcycle is stationary or moving.



1. MODE button

Press and release the MODE button to select one of the following riding modes.

- RAIN mode
- ROAD mode
- SPORT mode.

To select a riding mode, see page 33.

General Information

RAIN Mode

The RAIN mode provides optimal MAP, ABS and TTC settings for normal road use in rain conditions.

System Settings	
MAP	Rain – Reduced throttle response when compared to the Road setting, for wet or slippery conditions.
ABS	Road – Optimal ABS setting for road use.
TTC	Rain – Optimal TTC setting for road use in rain conditions, allows minimal rear wheel slip.

ROAD Mode

The ROAD mode provides optimal MAP, ABS and TTC settings for normal road use.

System Settings	
MAP	Road – Standard throttle response.
ABS	Road – Optimal ABS setting for road use.
TTC	Road – Optimal TTC setting for road use.

SPORT Mode

The SPORT mode provides optimal MAP, ABS and TTC settings for normal sport use.

System Settings	
MAP	Sport – Increased throttle response when compared to the Road setting.
ABS	Road – Optimal ABS setting for road use.
TTC	Road – Optimal TTC setting for road use, allows minimal rear wheel slip.

General Information

Riding Mode Selection

Warning

After selecting a riding mode, operate the motorcycle in an area free from traffic to gain familiarity with the new settings.

Do not loan your motorcycle to anyone as they may change the riding mode settings from the one you are familiar with, causing loss of motorcycle control and an accident.

Riding modes may be selected when the motorcycle is stationary or moving.

There is a one second time-out when pressing the MODE button between each of the modes to allow for further scrolling to take place.

The selected mode is automatically activated once the one second time-out has elapsed, and the conditions for switching modes have been met.

Note:

- **The last selected riding mode is remembered and activated when the ignition is switched ON.**

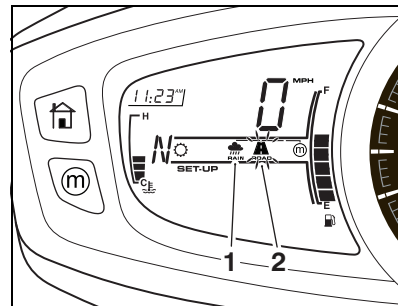
Selecting a Riding Mode – with the Motorcycle Stationary

Note:

- **If the ignition is switched on and the engine not started, the instruments will display the odometer for five seconds.**

To select a riding mode:

Press and release the MODE button on the instrument housing until the desired riding mode is flashing in the display.



1. **Current (active) riding mode**
2. **Selected riding mode (flashing)**

The selected riding mode is automatically activated one second after the MODE button is pressed, if the following conditions are met:

With the Engine Off

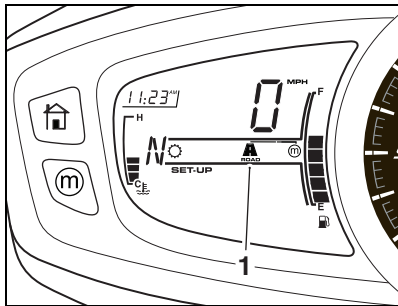
- The ignition is switched ON.
- The engine stop switch is in the RUN position.

With the Engine Running

- Neutral is selected or the clutch is pulled in.

General Information

Once the MAP, ABS and TTC settings have changed, the selected riding mode is shown and the previous mode is no longer shown.



1. Selected riding mode

Selecting a Riding Mode – when Riding the Motorcycle

Warning

The selection of riding modes whilst the motorcycle is in motion requires the rider to allow the motorcycle to coast (motorcycle moving, engine running, throttle closed, clutch lever pulled in and no brakes applied) for a brief period of time.

Riding mode selection whilst the motorcycle is in motion should only be attempted:

- At low speed
- In traffic-free areas
- On straight and level roads or surfaces
- In good road and weather conditions
- Where it is safe to allow the motorcycle to briefly coast.

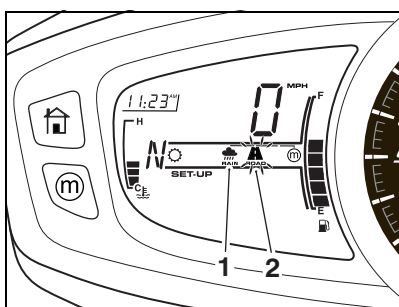
Riding mode selection whilst the motorcycle is in motion **MUST NOT** be attempted:

- At high speeds
- Whilst riding in traffic
- During cornering or on winding roads or surfaces
- On steeply inclined roads or surfaces
- In poor road/weather conditions
- Where it is unsafe to allow the motorcycle to coast.

Failure to observe this important warning will lead to loss of motorcycle control and an accident.

General Information

Press and release the MODE button on the instrument housing until the desired riding mode is flashing in the display.

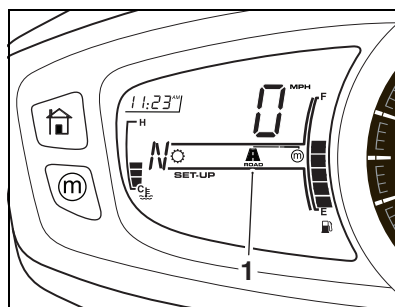


1. Current (active) riding mode
2. Selected riding mode (flashing)

The selected riding mode is automatically activated if within 30 seconds of pressing the MODE button the following has been carried out simultaneously:

- Close the throttle.
- Pull the clutch in.
- Make sure that the brakes are not engaged (allow the motorcycle to coast).

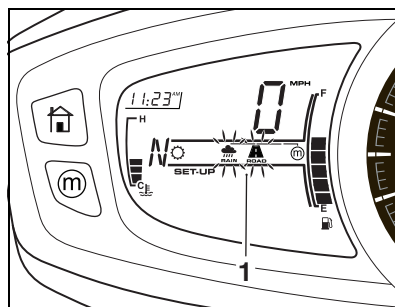
Once the MAP, ABS and TTC settings have changed, the selected riding mode is shown and the previous mode is no longer shown.



1. Selected riding mode
- Resume riding as normal.

Note:

- If any one of the systems (MAP, ABS or TTC) fails to change to the settings specified by the selected riding mode, both the previous and the selected riding mode icons will flash.



1. Incomplete mode change (flashing)

General Information

The flashing of two riding mode icons together indicates that MAP, ABS or TTC settings specified by the selected riding mode have not been correctly selected.

In this case the MIL, ABS or TTC warning light(s) may be illuminated depending on the current state of each system.

In the event of an incomplete riding mode change:

- Safely bring the motorcycle to a stop.
- Select neutral.
- Turn the ignition OFF and then back ON again.
- Select the desired riding mode.
- Restart the engine and continue riding.

Warning

Do not stop the engine using the ignition switch or engine stop switch whilst the motorcycle is moving.

Always bring the motorcycle to a stop safely and engage neutral gear prior to stopping the engine.

Stopping the engine by turning off the ignition or engine stop switch whilst the motorcycle is moving can lock the rear wheel causing loss of motorcycle control and an accident.

Caution

Do not stop the engine using the ignition switch or engine stop switch whilst the motorcycle is moving.

Stopping the engine by turning off the ignition or engine stop switch whilst the motorcycle is moving may cause damage to motorcycle components leading to loss of motorcycle control and an accident.

Note:

- **If the mode icons are not shown when the ignition switch is in the ON position, make sure the engine stop switch is in the RUN position.**

General Information

Set Up Menu

To access the set up menu:

Make sure the motorcycle is stationary.
Turn the ignition switch to the ON position.

Press and release the SET button on the left handlebar switch housing until 'SEtUP' is shown in the display screen.

Press and release the SCROLL button until the desired display is shown.

The display scrolls through in the following order when pressing down on the SCROLL button (it scrolls through in the reverse order if up is pressed on the SCROLL button):

- Triumph Traction Control (TTC)
- T-set (clock adjustment)
- Ind - self-cancelling indicators
- Service Interval Announcement (SIA)
- Units - change units (Imperial, US or Metric).

Each display provides the following information.

Triumph Traction Control (TTC)

Warning

Traction control is not a substitute for riding appropriately for the prevailing road and weather conditions. The traction control cannot prevent loss of traction due to:

- excessive speed when entering turns,
- accelerating at a sharp lean angle,
- braking.

Traction control can not prevent the front wheel from slipping.

Failure to observe any of the above may result in loss of motorcycle control and an accident.

Traction control helps to maintain traction when accelerating on wet/slippery road surfaces. If sensors detect that the rear wheel is losing traction (slipping), the traction control system will engage and alter the engine power until traction to the rear wheel has been restored. The traction control warning light will flash while it is engaged and the rider may notice a change to the sound of the engine.

Note:

- **Traction control will not function if there is a malfunction with the ABS system. The warning lights for the ABS, traction control and the MIL will be illuminated.**

General Information

Traction Control Settings

Warning

Do not attempt to adjust the traction control settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

The traction control can be set to one of the following conditions:

On	Optimal traction control setting for road use, allows minimal rear wheel slip.
Off	Traction control is turned off. The TC disabled warning light is illuminated (see page 26).

Traction control defaults to ON after the ignition has been switched OFF and then switched ON again.

Warning

If the traction control is disabled, the motorcycle will handle as normal but without traction control. In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

Traction Control Disable

To disable the traction control setting; Make sure the motorcycle is stationary. Turn the ignition switch to the ON position, and put the engine start/stop switch in the RUN position.

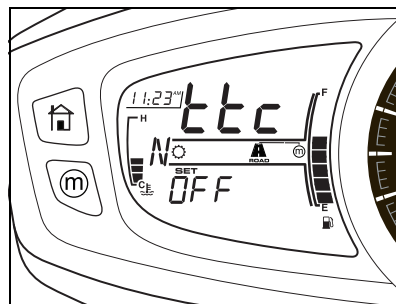
Press and release the SET button on the left handlebar switch housing until 'SETUP' is shown in the display screen.

Press and release the SCROLL button on the left handlebar switch housing until 'ttc' is shown in the display screen.

Press the SET button. ON or OFF is shown flashing in the bottom section of the display screen.

Press the SCROLL button to display OFF. Press the SET button to select. There is a one second delay until the setting is shown.

Press the HOME button to return to the trip 1 screen.



Traction Control Off Display

General Information

Ind - Self Cancelling Indicators

This Triumph motorcycle has a self-cancelling indicator function that can be disabled or enabled.

To disable or enable the self-cancelling indicators:

Make sure the motorcycle is stationary. Turn the ignition switch to the ON position.

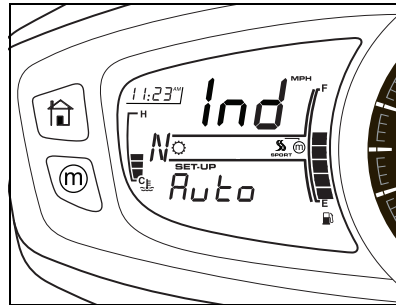
Press and release the SET button on the left handlebar switch housing until 'SETUP' is shown in the display screen.

Press and release the SCROLL button until 'Ind' and 'Auto' or 'MANUAL' is shown in the display screen.

Press and release the SET button and 'Auto' or 'MANUAL' will flash on and off.

Press and release the SCROLL button to select 'Auto' or 'MANUAL' then press the SET button.

- Auto - Indicator self-cancelling is on (see page 54).
- MANUAL - Auto self-cancelling is off. The indicators will need to be manually turned off (see page 54).



Auto Selected

To exit the menu, press and release the HOME button and the journey distance in the trip 1 menu is shown in the display screen.

General Information

Service Interval Announcement (SIA)

The SIA display shows the total distance that the motorcycle has remaining before a service is required.

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, the service symbol is shown for three seconds and the distance remaining before the next service is also shown.

When the remaining distance is 0 miles (0 km) the service symbol remains on until the service has been carried out and the system has been reset by your authorised Triumph dealer. If the service is overdue, the distance is shown as a negative number.

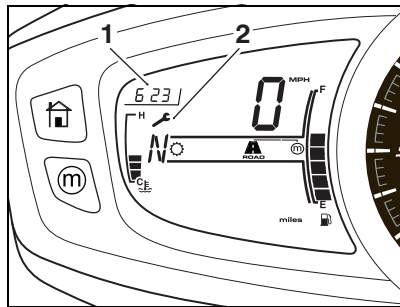
To access the SIA display:

Make sure the motorcycle is stationary.

Turn the ignition switch to the ON position.

Press and release the SET button on the left handlebar switch housing until 'SETUP' is shown in the display screen.

Press and release the SCROLL button until 'SIA' is shown in the display screen.



1. Remaining distance
2. Service interval indicator

Changing Units (Imperial, US or Metric)

Units has four selectable display modes as described below. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up is pressed on the SCROLL button):

- mpg - Imperial gallons
- mpg US - US gallons
- L/100 km - Metric
- km/L - Metric.

Each display provides the following information:

mpg (Imperial gallons)

The speedometer and odometer is shown in miles. The fuel consumption is measured in imperial gallons.

mpg US (US gallons)

The speedometer and odometer is shown in miles. The fuel consumption is measured in US gallons.

L/100 km (Metric)

The speedometer and odometer is shown in kilometres. The fuel consumption is measured in litres of fuel per 100 km.

km/L (Metric)

The speedometer and odometer is shown in kilometres. The fuel consumption is measured in kilometers per litre of fuel.

General Information

To access the units display:

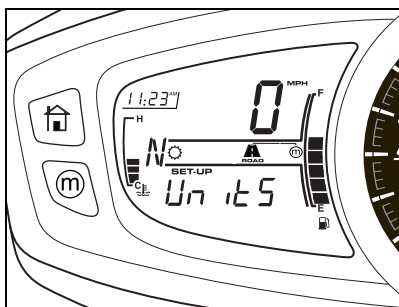
Make sure the motorcycle is stationary.

Turn the ignition switch to the ON position.

Press and release the SET button on the left handlebar switch housing until 'SEtUP' is shown in the display screen.

Press and release the SCROLL button until 'UnitS' is shown then press the SET button. The units that are currently active will flash.

Press and release the SCROLL button until the required units are shown. Press the SET button to confirm the units.



Units Display

Models with TPMS only:

Press the SET button and do not touch the SCROLL or SET buttons again until 'PSI' or 'bAr' is shown.

Press and release the SCROLL button until the desired tyre pressure units are shown.

All Models:

Press the SET button and wait until 'UnitS' is shown, then press the HOME button and the journey distance in the trip1 menu is shown in the display screen.

Information Menu

To access the information menu:

Make sure the motorcycle is stationary.

Turn the ignition switch to the ON position.

Press and release the SET button on the left handlebar switch housing until 'InFo' is shown in the display screen.

Note:

- **InFo is shown in the display screen for 0.5 seconds to indicate that the information menu has been selected. The display screen then changes to display one of the items listed below.**

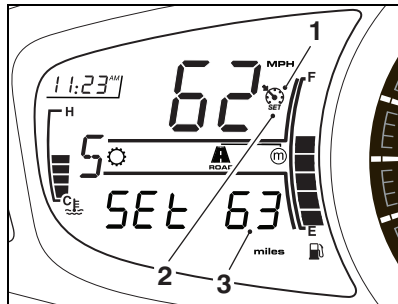
Press and release the SCROLL button on the left handlebar switch housing. The display scrolls through the information menu in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

- Cruise control set speed
- Range to empty
- Odometer
- Front tyre pressure (if TPMS is fitted and activated)
- Rear tyre pressure (if TPMS is fitted and activated)
- Instantaneous fuel consumption.

Each display provides the following information.

General Information

Cruise Control Set Speed



1. Cruise control symbol
2. Cruise control set indicator
3. Cruise control set speed

When cruise control is switched on, the cruise control symbol is shown in the display screen.

The cruise control set speed is shown as '--' until a speed has been set.

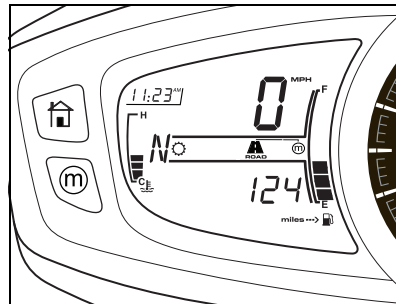
After setting a speed, the word SET is shown below the cruise control symbol. The set speed is shown and the cruise control light in the tachometer is illuminated.

When cruise control is deactivated, the cruise control light in the tachometer will go out but the set speed is still shown in the display screen.

For more information see Cruise Control on page 56.

Range to Empty

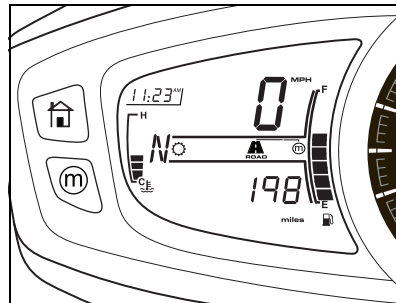
This is an indication of the probable distance that can be travelled on the remaining fuel in the tank.



Range to Empty

Odometer

The odometer shows the total distance that the motorcycle has travelled.

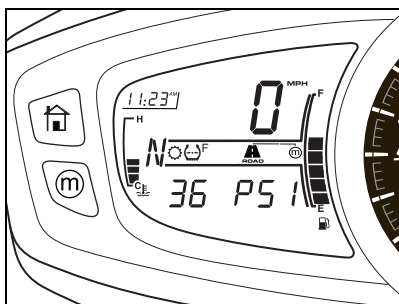


Odometer

General Information

Front and Rear Tyre Pressure (if TPMS is fitted)

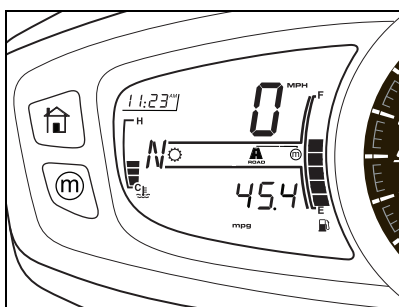
The front and rear tyre pressures are displayed, if TPMS is fitted and activated.



Front Tyre Pressure Shown

Instantaneous Fuel Consumption

An indication of the fuel consumption at an instant in time. If the motorcycle is stationary, then '---' is shown in the display screen.



Instantaneous Fuel Consumption

Tyre Pressure Monitoring System (TPMS) (if fitted)



Warning

The daily check of tyre pressures must not be excluded because of the fitment of the TPMS. Check the tyre pressure when the tyres are cold and using an accurate tyre pressure gauge (see page 140). Use of the TPMS system to set inflation pressures may lead to incorrect tyre pressures leading to loss of motorcycle control and an accident.

Function

Tyre pressure sensors are fitted to the front and rear wheels. These sensors measure the air pressure inside the tyre and transmit pressure data to the instruments. These sensors will not transmit the data until the motorcycle is travelling at a speed greater than 12 mph (20 km/h). Two dashes are shown in the display area until the tyre pressure signal is received.

An adhesive label is fitted to the wheel rim to indicate the position of the tyre pressure sensor, which is near the valve.

Note:

- The TPMS is an accessory fitted item and must be fitted by your authorised Triumph dealer. The TPMS display on the instruments is only activated when the system has been fitted.

General Information

TPMS Sensor ID Number

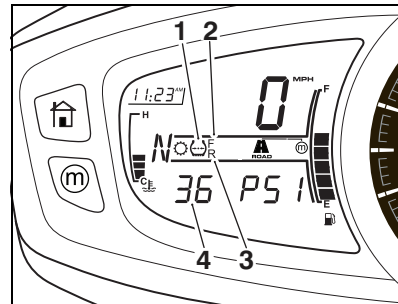
An ID number for each tyre pressure sensor is printed on a label which is on the sensor. This number may be required by the dealer for service or diagnostics.

If the TPMS has been fitted at the factory, labels identifying the front and rear TPMS sensor ID numbers is affixed to the spaces below.

If the TPMS is being fitted to the motorcycle as an accessory, make sure that the dealer records the front and rear TPMS sensor ID numbers in the spaces provided below.

Front Sensor	Rear Sensor

System Display



1. TPMS symbol
2. Front tyre, identified
3. Rear tyre, identified
4. Tyre pressure display

To access the tyre pressure display:

Make sure the motorcycle is stationary.

Turn the ignition switch to the ON position.

Press and release the SET button on the left handlebar switch housing until 'InFo' is shown.

Press and release the SCROLL button to select the front or rear tyre pressure.

When the TPMS has been selected, '--' 'PSI' or 'bAr' is shown in the display screen until the motorcycle is travelling at a speed greater than 12 mph (20 km/h) and the tyre pressure signal is received.

To exit the tyre pressure display:

Press and release the HOME button until the journey distance in trip 1 menu is shown.

General Information

Tyre Pressures

The tyre pressures shown on your instrument panel indicate the actual tyre pressure at the time of selecting the display. This may differ from the inflation pressure set when the tyres are cold because tyres become warmer during riding, causing the air in the tyre to expand and the inflation pressure to increase. The cold inflation pressures specified by Triumph take account of this.

Only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge (see page 114). Do not use the tyre pressure display on the instruments.

Warning

The Tyre Pressure Monitoring System (TPMS) is not to be used as a tyre pressure gauge when adjusting the tyre pressures. For correct tyre pressures, always check the tyre pressures when the tyres are cold and using an accurate tyre pressure gauge (see page 140).

Use of the TPMS system to set inflation pressures may lead to incorrect tyre pressures leading to loss of motorcycle control and an accident.

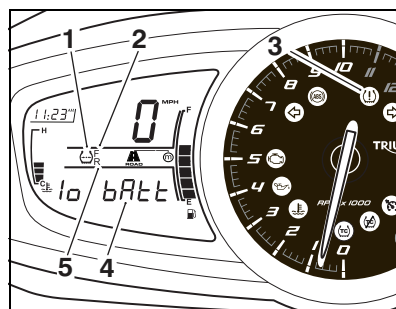
Replacement Tyres

When replacing tyres, always have an authorised Triumph dealer fit your tyres and make sure they are aware that tyre pressure sensors are fitted to the wheels (see page 115).

Sensor Batteries

When the battery voltage in a pressure sensor is low, 'lo bAtt' is shown for eight seconds and the TPMS symbol indicates which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes are shown in the display screen, the red TPMS warning light is on and the TPMS symbol will flash continuously.

Contact your authorised Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided on page 45.



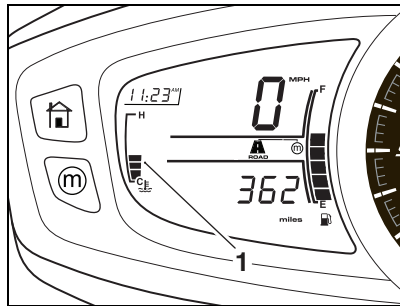
1. TPMS symbol
2. Front tyre identified
3. TPMS warning light
4. Low battery message
5. Rear tyre identified

TPMS Symbol

With the ignition switch turned to the ON position, if the TPMS symbol flashes for 10 seconds and then remains on, there is a fault with the TPMS system. Contact your authorised Triumph dealer to have the fault rectified.

General Information

Coolant Temperature Gauge



1. Coolant temperature gauge

The coolant temperature gauge indicates the temperature of the engine coolant.

When the ignition is switched on, all eight bars of the display are shown. When the engine is started from cold the display shows one bar. As the temperature increases more bars in the display are shown. When the engine is started from hot the display shows the relevant number of bars, dependent on engine temperature.

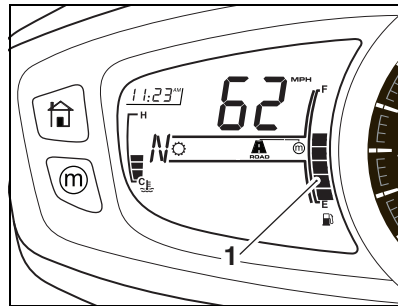
The normal temperature range is between four and six bars.

If the coolant temperature becomes too high the display shows eight bars and starts to flash. The high coolant temperature light in the tachometer is then illuminated.

Caution

Do not continue to run the engine if either of the high temperature warnings are shown as severe engine damage may result.

Fuel Gauge



1. Fuel gauge

The fuel gauge indicates the amount of fuel in the tank.

When the ignition is switched on, the number of bars shown in the display indicates the level of fuel.

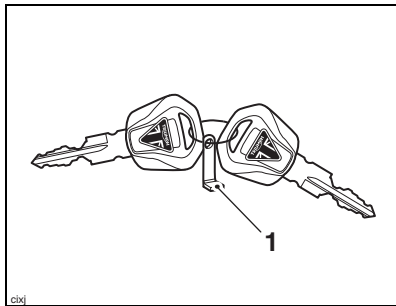
When the fuel tank is full all eight bars are shown and when empty, no bars are shown. Other gauge markings indicate intermediate fuel levels between full and empty.

When two bars are shown the low fuel warning light illuminates, five seconds later the display screen switches to the 'Range to Empty' display (see page 43). This indicates there are approximately 4.5 litres of fuel remaining in the tank and you should refuel at the earliest opportunity.

After refuelling, the fuel gauge and range to empty information are only updated while riding the motorcycle. Depending on the riding style, updating could take up to five minutes.

General Information

Ignition Key



1. Key number tag

In addition to operating the steering lock/ignition switch, the ignition key is required to operate the seat lock and fuel tank cap.

When the motorcycle is delivered from the factory, two keys are supplied together with a small tag bearing the key number. Make a note of the key number and store the spare key and key number tag in a safe place away from the motorcycle.

A transponder is fitted within the key to turn off the engine immobiliser. To make sure the immobiliser functions correctly, only have one of the ignition keys near the ignition switch. Two ignition keys near the switch may interrupt the signal between the transponder and the engine immobiliser. In this situation the engine immobiliser remains active until one of the ignition keys is removed.

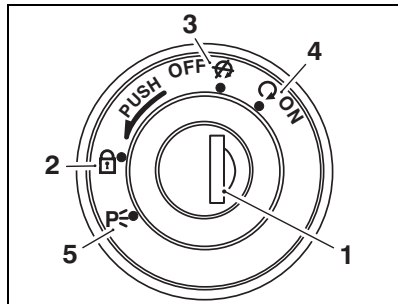
Always get replacement keys from your authorised Triumph dealer. Replacement keys must be 'paired' with the motorcycle's immobiliser by your authorised Triumph dealer.

Caution

Do not store the spare key with the motorcycle as this will reduce all aspects of security.

General Information

Ignition Switch/Steering Lock



1. Ignition switch/Steering lock
2. LOCK position
3. OFF position
4. ON position
5. PARK position

Ignition Switch Positions

This is a four position, key operated switch. The key can be removed from the switch only when it is in the OFF, LOCK or P (PARK) position.

To LOCK: Turn the key to the OFF position, push and fully release the key, then rotate it to the LOCK position.

To PARK: Turn the key from the LOCK position to the P position. The steering remains locked. The front position lights, rear light and licence plate light will illuminate.

Note:

- Do not leave the steering lock in the P position for long periods of time as this causes the battery to discharge.

Warning

For reasons of security and safety, always move the ignition switch to the OFF position and remove the key, when leaving the motorcycle unattended.

Any unauthorised use of the motorcycle may cause injury to the rider, other road users and pedestrians and may also cause damage to the motorcycle.

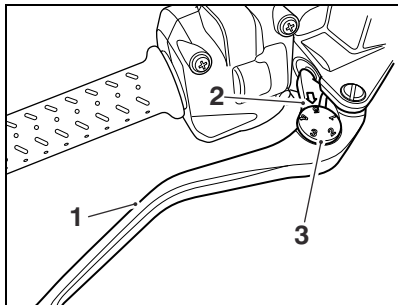
Warning

With the key in the LOCK or P position the steering will become locked.

Never turn the key to the LOCK or P positions while the motorcycle is moving as this will cause the steering to lock. Locked steering will cause loss of motorcycle control and an accident.

General Information

Brake and Clutch Lever Adjusters



1. Clutch lever shown
2. Marker
3. Adjuster wheel

An adjuster is fitted to the front brake and clutch levers. The adjusters allow the distance from the handlebar to the levers to be changed to one of four or five positions, to suit the span of the operator's hands.

To adjust the levers:

Push each lever forward and turn the adjuster wheel to align one of the numbered positions with the marker on the lever holder.

The distance from the handlebar grip to the released lever is the longest when set to number one, and the shortest when set to number four on the clutch lever or number five on the brake lever.

Warning

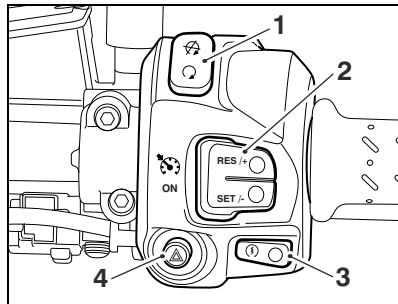
Do not attempt to adjust the levers with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

After adjusting the levers, operate the motorcycle in an area free from traffic to gain familiarity with the new lever setting.

Do not loan your motorcycle to anyone as they may change the lever setting from the one you are familiar with causing loss of control or an accident.

General Information

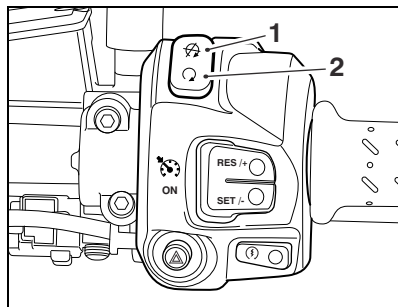
Right Handlebar Switches



1. Engine stop switch
2. Cruise control adjust button
3. Starter button
4. Hazard warning lights button

Engine Stop Switch

In addition to the ignition switch being turned to the ON position, the engine stop switch must be in the RUN position for the motorcycle to operate. The engine stop switch is for emergency use. If an emergency arises which requires the engine to be stopped, move the engine stop switch to the STOP position.



1. Engine stop switch, STOP position
2. Engine stop switch, RUN position

⚠ Caution

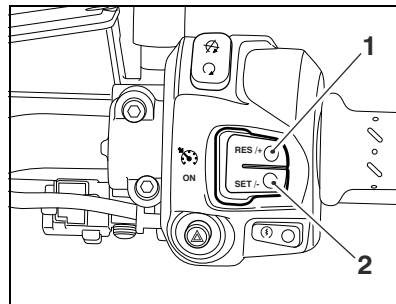
Do not leave the ignition switch in the ON position unless the engine is running as this may cause damage to electrical components and will discharge the battery.

Note:

- Although the engine stop switch stops the engine, it does not turn off all the electrical circuits and this may cause difficulty in restarting the engine due to a discharged battery. Ordinarily, only the ignition switch should be used to stop the engine.

Cruise Control Adjust Button

The cruise control adjust button is a two way switch with the top marked RES/+ and the bottom marked SET/- (see page 58).



1. Cruise control adjust button, RES/+
2. Cruise control adjust button, SET/-

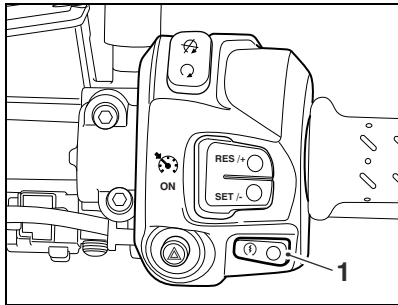
General Information

Starter Button

The starter button operates the electric starter. For the starter to operate, the clutch lever must be pulled to the handlebar.

Note:

- **Even if the clutch lever is pulled to the handlebar, the starter will not operate if the side stand is down and a gear is engaged.**

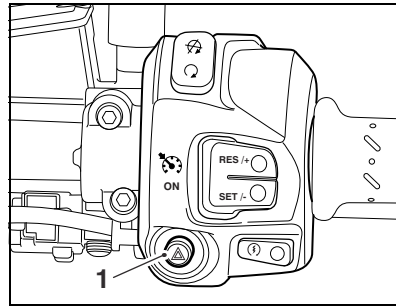


1. Starter button

Hazard Warning Lights

To turn the hazard warning lights on or off, press and release the hazard warning light button.

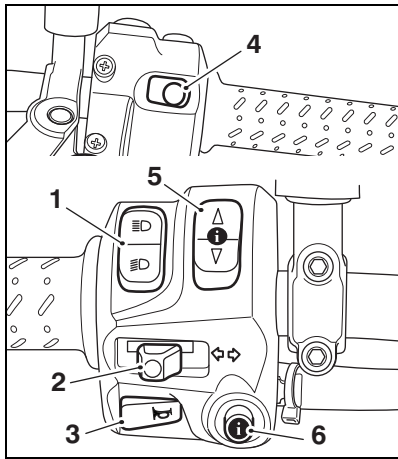
The ignition must be switched on for the hazard warnings lights to function, but the hazard lights remain on if the ignition is switched off until the hazard warning light button is pressed again.



1. Hazard warning button

General Information

Left Handlebar Switches



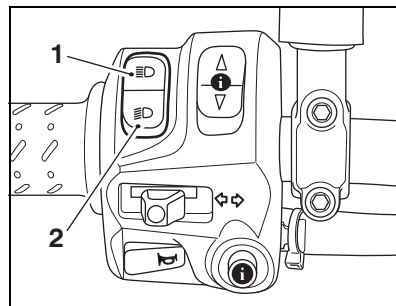
1. Headlight dip switch
2. Direction indicator switch
3. Horn button
4. PASS button
5. SCROLL button
6. SET button

Headlight Dip Switch

High or low beam can be selected with the headlight dip switch.

To select high beam: Push the switch up. When the high beam is turned on, the high beam indicator light will illuminate.

To select low beam: Push the switch down.



1. Headlight dip switch, high beam
2. Headlight dip switch, low beam

Note:

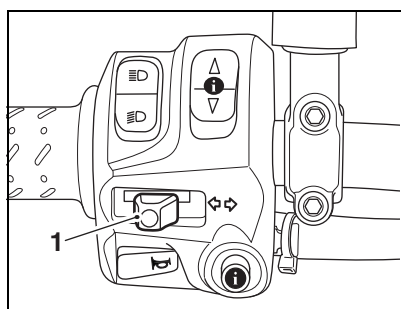
- A lighting on/off switch is not fitted to this model. The position light, rear light and licence plate light all function automatically when the ignition is turned to the ON position.
- The headlight will only function when the ignition switch is turned to the ON position and the engine is running.

An alternate way to turn on the headlight, without the engine running, is to pull in the clutch lever then turn the ignition to the ON position. The headlight is on and remains on when the clutch lever is released. The headlight will go off while pressing the starter button until the engine starts.

General Information

Direction Indicator Switch

When the indicator switch is pushed to the left or right and released, the corresponding direction indicators will flash on and off.



1. Direction indicator switch

The indicator self-cancel system becomes active after operating a direction indicator.

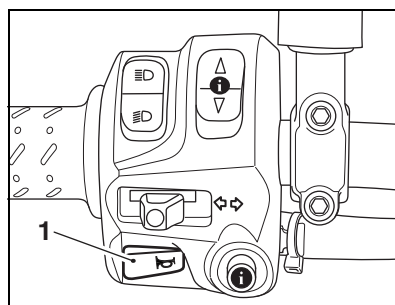
Eight seconds after turning the direction indicator on and after riding a further 65 metres, the indicator self-cancel system automatically turns off the indicators.

The indicators can be cancelled manually. To manually turn off the indicators, press and release the indicator switch in the central position.

To disable the indicator self-cancel system see page 40.

Horn Button

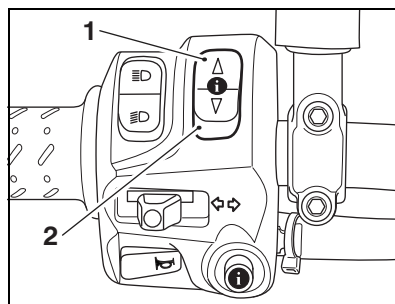
When the horn button is pushed, with the ignition switch turned to the ON position, the horn will sound.



1. Horn button

SCROLL Button

When the SCROLL button is pressed and released, it scrolls through the menu shown in the display screen.

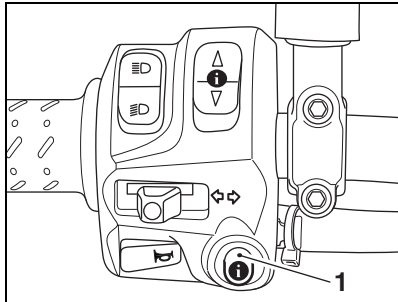


1. SCROLL button, up
2. SCROLL button, down

General Information

SET Button

When the SET button is pressed, it selects the menu shown in the display screen.

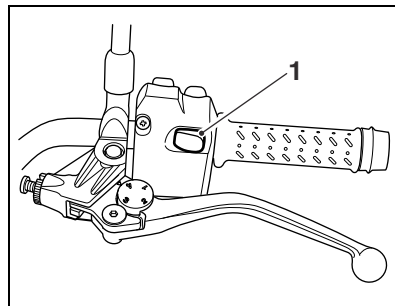


1. SET button

PASS Button

Note:

- The PASS button only operates when the engine is running.



1. PASS button

When the PASS button is pressed, the headlight main beam is switched on. It remains on as long as the button is held in and turns off as soon as the button is released.

Caution

The PASS button is intended for intermittent use only. Use of the PASS button for extended periods of time may cause the fuse to fail resulting in loss of headlamp operation.

General Information

Cruise Control

Warning

Cruise control must only be used where you can drive safely at a steady speed.

Cruise control should not be used when riding in heavy traffic, on roads with sharp/blind bends or when they are slippery.

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled.

Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as speed increases.

Always reduce speed in consideration of weather and traffic 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 then be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's behaviour in all conditions.

High-speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.

Note:

- **Cruise control will not function if there is a malfunction with the ABS system and the ABS warning light is illuminated.**

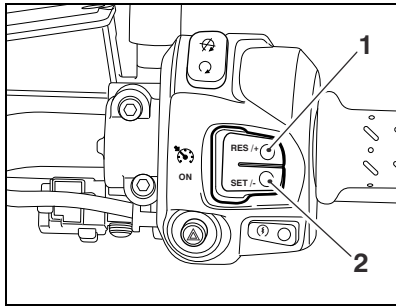
The cruise control buttons are located on the right hand switch housing and can be operated with minimum movement when riding.

Cruise control can be switched on at any time but it can not be activated until all the conditions described on page 57 have been met.

General Information

Activating Cruise Control

To turn on the cruise control system, press the SET/- button. The cruise control symbol is shown in the display screen. The cruise control set speed is shown as 'SET' indicating that a speed has not yet been set.



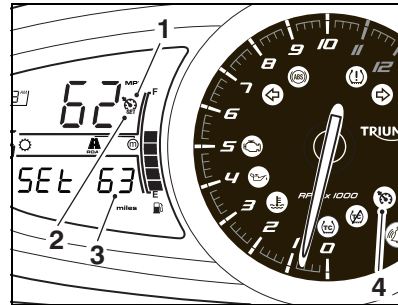
1. Cruise control adjust button, RES/+
2. Cruise control adjust button, SET/-

To activate cruise control, the following conditions must be met:

- The motorcycle is travelling at a speed between 19 to 100 mph (30 to 160 km/h).
- The motorcycle is in 3rd gear or higher.

Once these conditions have been met, press the SET/- button to activate cruise control.

The word SET is shown below the cruise control symbol, the cruise control set speed is shown and the cruise control light illuminates in the tachometer indicating that cruise control is active.



1. Cruise control symbol
2. Cruise control set indicator
3. Cruise control set speed
4. Cruise control light

The cruise control system maintains the set speed until;

- the set speed is adjusted as described on page 58, or
- cruise control is deactivated as described on page 58.

General Information

Adjusting the Set Speed While in Cruise Control

To adjust the set speed while in cruise control, press and release the:

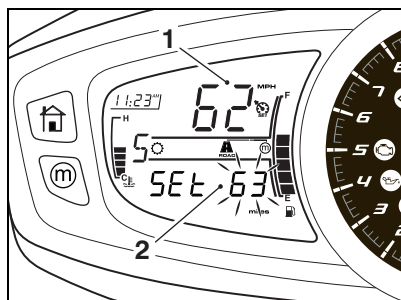
- RES/+ button to increase the speed
- SET/- button to decrease the speed.

Each press of the buttons adjusts the speed by 1 mph or 1 km/h. If the buttons are held, the speed continuously increases or decreases in single digit increments.

Stop pressing the RES/+ or SET/- buttons when the desired speed is shown in the display.

Note:

- **The cruise control set speed display flashes until the new set speed has been achieved.**
- **If riding up a steep incline and cruise control is unable to maintain the set speed, the cruise control set speed display flashes until the motorcycle has regained the set speed.**



1. Current road speed
2. Cruise control set speed (flashing)

Another way to increase the speed in cruise control is to accelerate to the desired speed using the throttle grip and then press the SET/- button.

Deactivating Cruise Control

The cruise control can be deactivated by one of the following methods:

- Roll the throttle twist grip fully forward.
- Pull the clutch lever.
- Operate the front or rear brake.
- Increase speed by using the throttle for more than 60 seconds.

Upon deactivation, the cruise control light is no longer shown in the tachometer but the SET indicator and set speed are still shown in the display screen, indicating that the cruise control set speed has been stored.

The cruise control set speed can be resumed as described on page 59, provided the cruise control has not been deactivated by turning the ignition switch to the OFF position.

General Information

Resuming the Cruise Control Set Speed

Warning

When resuming cruise control, always make sure that the traffic conditions are suitable for the set speed. Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

Cruise control is deactivated if one of the following actions has been taken:

- Roll the throttle twist grip fully forward.
- Pull the clutch lever.
- Operate the front or rear brake.
- Increase speed by using the throttle grip for more than 60 seconds.

The cruise control set speed is resumed by pressing and releasing the RES/+ end of the adjust button provided a set speed has been stored.

The motorcycle must be travelling at a speed between 19 to 100 mph (30 to 160 km/h) and be in 3rd gear or higher.



A stored set speed is indicated by the word SET, below the cruise control symbol in the display screen. The stored set speed remains in the cruise control memory until the ignition switch has been turned to the OFF position.

Note:

- **The cruise control set speed display will flash until the resumed set speed has been achieved.**

Fuel Requirement/Refuelling

Fuel Grade



Your Triumph engine is designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with an octane rating of 91 RON or higher.

Caution

The exhaust system is fitted with a catalytic converter to help reduce exhaust emission levels.

The catalytic converter can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low.

Always make sure you have adequate fuel for your journey.

Caution

The use of leaded fuel is illegal in most countries, states or territories.

Use of leaded fuel will damage the catalytic converter.

General Information

Warning

To help reduce hazards associated with refuelling, always observe the following fuel safety instructions:

Petrol (fuel) is highly flammable and can be explosive under certain conditions. When refuelling, turn the ignition switch to the OFF position.

Do not smoke.

Do not use a mobile telephone.

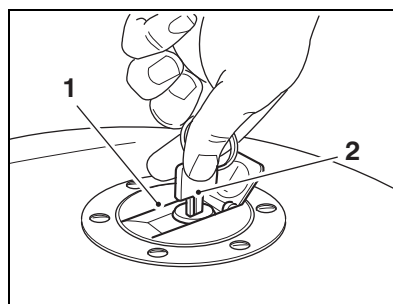
Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

Never fill the tank until the fuel level rises into the filler neck. Heat from sunlight or other sources may cause the fuel to expand and overflow creating a fire hazard.

After refuelling always check that the fuel filler cap is correctly closed and locked.

Because petrol (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard, which could cause damage to property, injury to persons or death.

Fuel Tank Cap



1. Fuel tank cap
2. Key

To open the fuel tank cap:

Lift up the flap covering the lock itself.

Insert the key into the lock and turn the key clockwise.

To close and lock the cap:

Push the cap down into place with the key inserted, until the lock 'clicks' into place.

Withdraw the key and close the key cover.

Caution

Closing the cap without the key inserted will damage the cap, tank and lock mechanism.

General Information

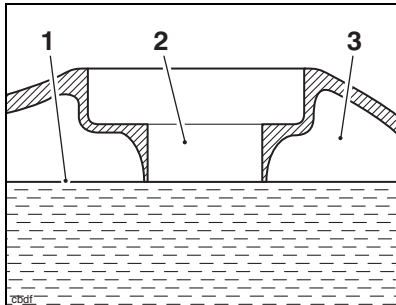
Filling the Fuel Tank

Caution

Contaminated fuel may cause damage to fuel system components.

Avoid filling the tank in rainy or dusty conditions where airborne material can contaminate the fuel.

Fill the fuel tank slowly to help prevent spillage. Do not fill the tank to a level above the bottom of the filler neck. This will make sure there is enough air space to allow for fuel expansion if the fuel inside the tank expands through absorption of heat from the engine or from direct sunlight.



1. Maximum fuel level
2. Fuel filler neck
3. Air space

After refuelling always check that the fuel filler cap is correctly closed and locked.

Warning

Overfilling the tank can lead to fuel spillage.

If fuel is spilled, thoroughly clean up the spillage immediately and dispose of the materials used safely.

Take care not to spill any fuel on the engine, exhaust pipes, tyres or any other part of the motorcycle.

Because fuel is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above may lead to a fire hazard, which could cause damage to property and injury or death to persons.

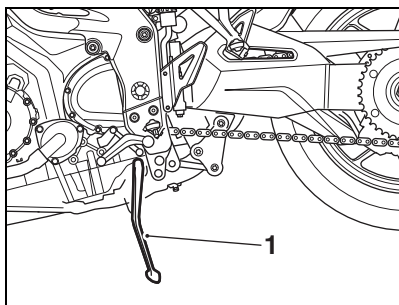
Fuel spilled near to, or onto the tyres will reduce the tyre's ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

After refuelling, the fuel gauge and range to empty information is only updated while riding the motorcycle.

Depending on the riding style, this could take approximately five minutes.

General Information

Side Stand



1. Side stand

The motorcycle is equipped with a side stand on which the motorcycle can be parked.

Warning

The motorcycle is fitted with an interlock system to prevent it from being ridden with the side stand in the down position.

Never attempt to ride with the side stand down or interfere with the interlock mechanism as this will cause a dangerous riding condition leading to loss of motorcycle control and an accident.

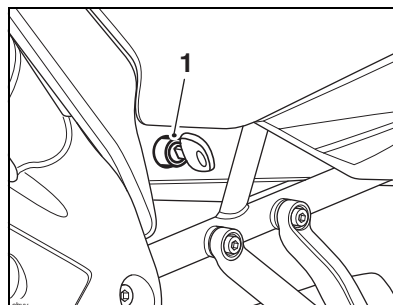
Note:

- **When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.**

Whenever the side stand is used before riding, always make sure that the stand is fully up after first sitting on the motorcycle.

For instructions on safe parking, refer to the 'How to Ride the Motorcycle' section.

Seat Lock



1. Seat lock

The seat lock is located on the left hand side of the battery tray, in line with the pillion footrest mounting.

To remove the seat:

Insert the ignition key into the seat lock.

Turn the key anti-clockwise while pressing down on the rear of the seat. This releases the seat from its lock and allows it to be slid down and rearwards for complete removal from the motorcycle.

Tool Kit and Handbook

The tool kit is attached by a strap to the underside of the seat. The Owner's Handbook is stored in the seat.

Remove the seat to gain access to either the tool kit or the Owner's Handbook.

General Information

Seat Care

Caution

To prevent damage to the seat or seat cover, care must be taken not to drop the seat.

Do not lean the seat against the motorcycle or any surface which may damage the seat or seat cover. Instead, place the seat, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.

Do not place any item on the seat which may cause damage or staining to the seat cover.

To refit the seat:

Engage the slot on the front of the seat to the bracket at the rear of the fuel tank.

Press down at the rear of the seat to engage in the seat lock.

Warning

To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards.

If the seat is not correctly secured in the lock, it will detach from the lock.

A loose or detached seat could cause loss of motorcycle control and an accident.

Triumph Accessory D-lock Storage

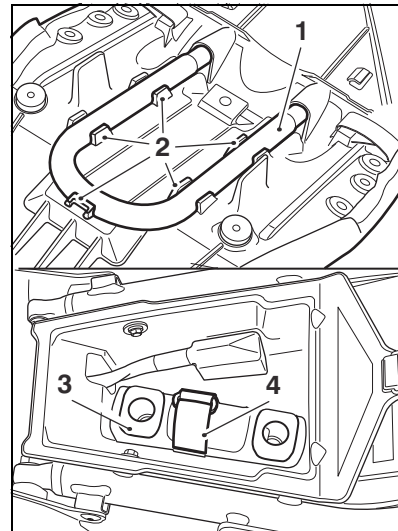
Space is provided under the seat to store a Triumph accessory D-lock (available from your Triumph dealer).

To secure the lock:

Remove the seat (see page 62).

Position the U-section of the lock to the seat support features on the underside of the seat. Make sure that the open end faces towards the rear of the seat.

Position the lock body into the storage tray and secure using the strap as shown below.



1. Lock U-section
2. Support features
3. Lock body
4. Strap

Refit the seat.

General Information

Windscreen

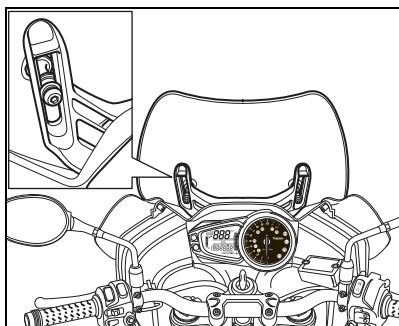
Note:

- **The windscreen fitted to this motorcycle can be adjusted without the use of tools.**

! Warning

Never attempt to clean or adjust the windscreen while riding the motorcycle. Removal of the rider's hands from the handlebars while riding the motorcycle will reduce the ability of the rider to maintain control of the motorcycle.

Attempting to clean or adjust the windscreen while riding the motorcycle may result in loss of motorcycle control and an accident.



Adjusting the Windscreen

To adjust the windscreen height:

Stand in front of the motorcycle.

Firmly grip both sides of the top of windscreen.

Pull the windscreen forwards slightly to release the tension in the mountings.

Slide the windscreen up or down to the desired height.

Release the windscreen.

! Warning

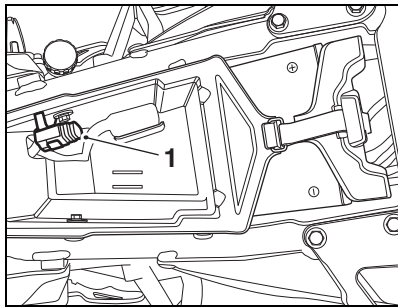
Make sure that the windscreen is adjusted to the same position on both sides.

Riding the motorcycle with an incorrectly adjusted windscreen could cause loss of motorcycle control and an accident.

See page 133 for windscreen cleaning information.

General Information

Universal Serial Bus (USB) Socket



1. USB socket

A USB socket is located under the seat. The connector provides a 5 Volt, 2 amp power supply which is suitable for charging electronic devices such as mobile phones, cameras and GPS devices.

The device must:

- have a compatible USB socket or USB cable,
- be stowable in the space available under the seat, and
- be able to withstand the vibrations arising from normal motorcycle usage.

To charge a device:

Make sure the ignition is switched off.

Remove the seat (see page 62).

Remove the cover from the USB socket.

Connect the device using a suitable USB cable.

Warning

The USB socket is not waterproof unless the waterproof cap is installed. Do not connect electronic devices whilst it is raining.

Water in the USB socket could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Caution

Make sure that all electronic devices and cables are safely secured under the seat when riding.

Make sure there is sufficient space surrounding any electronic devices for the seat to close without causing any damage to the electronic device or the motorcycle.

Fit the seat, making sure that the device or USB cable are not trapped.

Turn the ignition ON and start the engine.

Caution

Do not leave the ignition switch in the ON position unless the engine is running as this will discharge the battery.

When the device has finished charging, switch off the ignition and remove the seat.

Disconnect the device and USB cable and refit the USB socket cover.

Refit the seat (see page 62).

General Information

Running-In



Running-in is the name given to the process that occurs during the first hours of a new vehicle's operation.

In particular, internal friction in the engine is higher when components are new. Later on, when continued operation of the engine has made sure that the components have 'bedded in', this internal friction is greatly reduced.

A period of careful running-in ensures lower exhaust emissions, and optimises performance, fuel economy and longevity of the engine and other motorcycle components.

During the first 500 miles (800 kilometres):

- Do not use full throttle.
- Avoid high engine speeds at all times.
- Avoid riding at one constant engine speed, whether fast or slow, for a long period of time.
- Avoid aggressive starts, stops, and rapid accelerations, except in an emergency.
- Do not ride at speeds greater than 3/4 of maximum engine speed.

From 500 to 1,000 miles (800 to 1,500 kilometres):

- Engine speed can gradually be increased to the rev limit for short periods.

Both during and after running-in has been completed:

- Do not over-rev the engine when cold.
- Do not let the engine labour. Always downshift before the engine begins to 'struggle'.
- Do not ride with engine speeds unnecessarily high. Changing up a gear helps reduce fuel consumption, reduces noise and helps to protect the environment.

General Information

Safe Operation

Daily Safety Checks



Check the following items every day before you ride. The time required is minimal, and these checks ensure a safe, reliable ride.

If any irregularities are found during these checks, refer to the Maintenance and Adjustment section or see your authorised Triumph dealer for the action required to return the motorcycle to a safe operating condition.

Warning

Failure to perform these checks every day before you ride may result in serious motorcycle damage or an accident causing serious injury or death.

Check:

Fuel: Adequate supply in tank, no fuel leaks (page 59).

Engine Oil: Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (page 92).

Drive Chain: Correct adjustment (page 100).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. (page 114).

Nuts, Bolts, Fasteners: Visually check that steering and suspension components, axles, and all controls are properly tightened or fastened. Inspect all areas for loose/damaged fixings.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (page 107).

Brakes: Pull the brake lever and push the brake pedal to check for correct resistance.

Investigate any lever/pedal where the travel is excessive before meeting resistance, or if either control feels spongy in operation (page 103).

Brake Pads: There should be more than 1.5 mm of friction material remaining on all the pads (page 103).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 106).

Front Forks: Smooth action. No leaks from fork seals (page 109).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (page 98).

Clutch: Smooth operation and correct cable free play (page 99).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 95).

Electrical Equipment: All lights and horn function correctly (page 53).

Engine Stop: Stop switch turns the engine off (page 70).

Stand: Returns to the fully up position by spring tension. Return springs not weak or damaged (page 62).

General Information

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How to Ride the Motorcycle

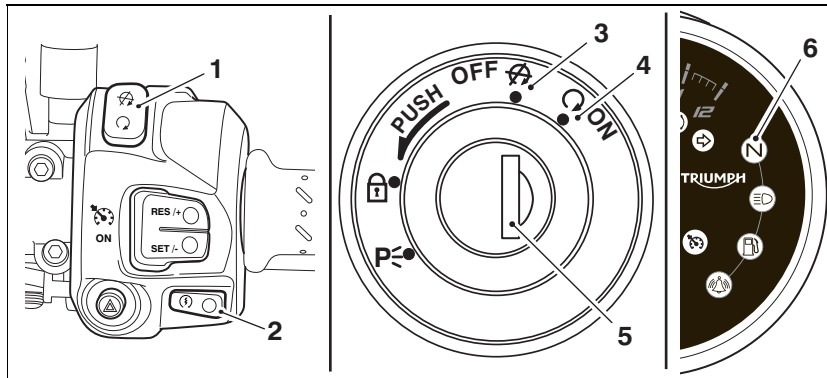
HOW TO RIDE THE MOTORCYCLE

Table of Contents

To Stop the Engine	70
To Start the Engine	71
Moving Off	72
Changing Gears.....	72
Braking	73
ABS (Anti-lock Brake System)	75
Parking	76
Considerations for High-Speed Operation	77
General	78
Steering.....	78
Luggage (if fitted)	78
Brakes	78
Tyres	78
Fuel	78
Engine Oil	79
Drive Chain	79
Coolant.....	79
Electrical Equipment	79
Miscellaneous	79

How to Ride the Motorcycle

To Stop the Engine



1. Engine stop switch
2. Starter button
3. OFF position
4. ON position
5. Ignition switch
6. Neutral indicator light

To stop the engine:
Close the throttle completely.
Select neutral.
Turn the ignition switch OFF.
Position the motorcycle on a firm, level surface and park it on the side stand.
Lock the steering.

Caution

The engine should normally be stopped by turning the ignition switch to the OFF position. The engine stop switch is for emergency use only.
Do not leave the ignition switched on with the engine stopped. Electrical damage may result.

How to Ride the Motorcycle

To Start the Engine

Check that the engine stop switch is in the RUN position.

Make sure the transmission is in neutral.

Turn the ignition switch ON.

Note:

- **When the ignition is switched ON, the tachometer needle will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts - see page 23). It is not necessary to wait for the needle to return to zero before starting the engine.**

Pull the clutch lever fully into the handlebar.

Leaving the throttle fully closed, push the starter button until the engine starts.

Warning

Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time.

Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Caution

Do not operate the starter continuously for more than five seconds as the starter motor will overheat and the battery will become discharged. Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

Do not let the engine idle for long periods as this may lead to overheating which will cause damage to the engine.

Caution

The low oil pressure warning light should go out shortly after the engine starts.

If the low oil pressure warning light stays on after starting the engine, stop the engine immediately and investigate the cause. Running the engine with low oil pressure will cause severe engine damage.

The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.

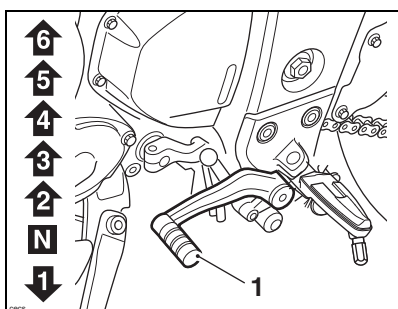
If the side stand is extended whilst the engine is running, and the transmission is not in neutral then the engine will stop regardless of clutch position.

How to Ride the Motorcycle

Moving Off

Pull in the clutch lever and select first gear. Open the throttle a little and let out the clutch lever slowly. As the clutch starts to engage, open the throttle a little more, allowing enough engine speed to avoid stalling.

Changing Gears



1. Gear change pedal

Close the throttle while pulling in the clutch lever. Change into the next higher or lower gear. Open the throttle part way, while releasing the clutch lever. Always use the clutch when changing gear.

Warning

Take care to avoid opening the throttle too far or too fast in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a 'wheelie') and to the rear tyre breaking traction (wheel spin).

Always open the throttle cautiously, particularly if you are unfamiliar with the motorcycle, as a 'wheelie' or loss of traction will cause loss of motorcycle control and an accident.

Note:

- The gear change mechanism is the 'positive stop' type. This means that, for each movement of the gear change pedal, you can only select each gear, one after the other, in ascending or descending order.

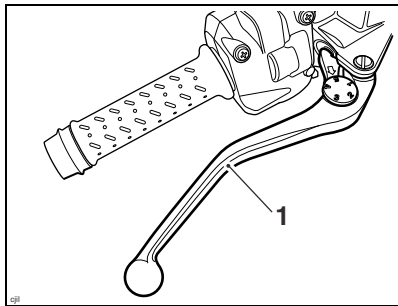
Warning

Do not change to a lower gear at speeds that will cause excessive engine rpm (r/min). This can lock the rear wheel causing loss of control and an accident.

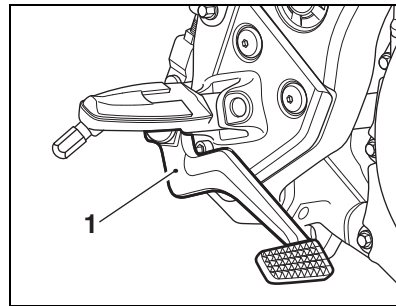
Engine damage may also be caused. Changing down should be done such that low engine speeds will be ensured.

How to Ride the Motorcycle

Braking



1. Front brake lever



1. Rear brake pedal

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

Change down one gear at a time such that the transmission is in first gear when the motorcycle comes to a complete stop.

When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear.

Change down or fully disengage the clutch as necessary to keep the engine from stalling.

Never lock the brakes, as this may cause loss of control of the motorcycle and an accident.

Warning

For emergency braking, disregard down-changing, and concentrate on applying the front and rear brakes as hard as possible without skidding. Riders should practice emergency braking in a traffic-free area.

Triumph strongly recommends that all riders take a course of instruction, which includes advice on safe brake operation. Incorrect brake technique could result in loss of control and an accident.

How to Ride the Motorcycle

Warning

For your safety, always exercise extreme caution when braking, accelerating or turning as any incautious action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident.

When possible, reduce speed or brake before entering a turn as closing the throttle or braking in mid-turn may cause wheel slip leading to loss of control and an accident.

When riding in wet or rainy conditions, or on loose surfaces, the ability to manoeuvre and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control and an accident.

Warning

Riding with your foot on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other road users. It may also overheat the brake, reducing braking effectiveness.

Warning

Do not coast with the engine switched off, and do not tow the motorcycle. The transmission is pressure-lubricated only when the engine is running. Inadequate lubrication may cause damage or seizure of the transmission, which can lead to sudden loss of motorcycle control and an accident.

Warning

When descending a long, steep gradient or mountain pass, make use of the engine's braking effect by down changing and using both front and rear brakes intermittently.

Continuous brake application or use of the rear brake only can overheat the brakes and reduce their effectiveness leading to loss of motorcycle control and an accident.

How to Ride the Motorcycle

ABS (Anti-lock Brake System)

Warning

ABS prevents the wheels from locking, therefore maximising the effectiveness of the braking system in emergencies and when riding on slippery surfaces. The potentially shorter braking distances ABS allows under certain conditions are not a substitute for good riding practice.

Always ride within the legal speed limit.

Never ride without due care and attention. Always reduce speed in consideration of weather, road and traffic conditions.

Take care when cornering. If the brakes are applied in a corner, the ABS will not be able to counteract the weight and momentum of the motorcycle. This can result in loss of control and an accident.

Under some circumstances it is possible that a motorcycle equipped with ABS may require a longer stopping distance than an equivalent motorcycle without ABS.

ABS Warning Light

The ABS indicator light illuminates to show that the ABS function is not available. Illumination is normal after engine start-up, and until the motorcycle first reaches a speed exceeding 6 mph (10 km/h). Unless there is a fault, it should not illuminate again until the engine is restarted.

If the indicator light becomes illuminated at any other time while riding it indicates that the ABS has a malfunction that requires investigation.

Note:

- **Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. As the ABS is not an integrated braking system, it does not control both the front and rear brake at the same time. This pulsation may be felt in the lever, the pedal or both.**
- **During braking, the ABS may be activated by sudden upward or downward changes in the road surface.**

Warning

If the ABS is not functioning, the brake system will continue to function as a non-ABS braking system. Do not continue to ride for longer than is necessary with the indicator light illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified. In this situation braking too hard will cause the wheels to lock resulting in loss of control and an accident.

How to Ride the Motorcycle

Warning

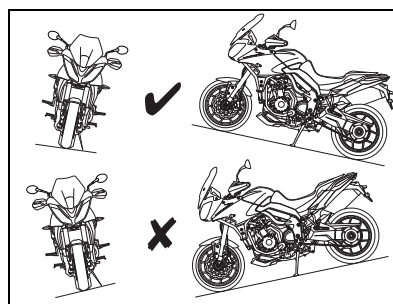
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

When the ignition is switched off and the motorcycle is restarted the warning light will illuminate until the motorcycle reaches a speed exceeding 19 mph (30 km/h).

Warning

The ABS computer operates by comparing the relative speed of the front and rear wheels. Use of non-recommended tyres can affect wheel speed and cause the ABS function not to operate, potentially leading to loss of control and an accident in conditions where the ABS would normally function.

Parking



Select neutral and turn the ignition switch to the OFF position.

Lock the steering to help prevent theft.

Always park on a firm, level surface to prevent the motorcycle from falling.

When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.

On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.

Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.

Note:

- **When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the tail, licence plate and position lights on by turning the ignition switch to P (Park).**

Do not leave the switch in the P position for long periods of time as this will discharge the battery.

How to Ride the Motorcycle

Warning

Do not park on a soft or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over causing damage to property and personal injury.

Warning

Petrol is extremely flammable and can be explosive under certain conditions. If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks. This includes any appliance with a pilot light.

Failure to follow the above advice may cause a fire resulting in damage to property or personal injury.

Warning

The engine and exhaust system will be hot after riding. DO NOT park where pedestrians and children are likely to touch the motorcycle.

Touching any part of the engine or exhaust system when hot may cause unprotected skin to become burnt.

Considerations for High-Speed Operation

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in consideration of weather and traffic 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 then 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.

How to Ride the Motorcycle

Warning

The handling characteristics of a motorcycle at high speed may vary from those you are familiar with at legal road speeds. Do not attempt high-speed operation unless you have received sufficient training and have the required skills as a serious accident may result from incorrect operation.

Warning

The items listed are extremely important and must never be neglected. A problem, which may not be noticed at normal operating speeds, may be greatly exaggerated at high speeds.

General

Make sure the motorcycle has been maintained according to the scheduled maintenance chart.

Steering

Check that the handlebar turns smoothly without excessive free play or tight spots. Make sure that the control cables do not restrict the steering in any way.

Luggage (if fitted)

Make sure that any luggage containers are closed, locked and securely fitted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly. Check that the system is functioning by ensuring that the ABS indicator light does not remain illuminated at speeds above 6 mph (10 km/h).

Tyres

High-speed operation is hard on tyres, and tyres that are in good condition are crucial to riding safely. Examine their overall condition, inflate to the correct pressure (when the tyres are cold), and check the wheel balance. Securely fit the valve caps after checking tyre pressures. Observe the information given in the Maintenance and Specification sections on tyre checking and tyre safety.

Fuel

Have sufficient fuel for the increased fuel consumption that will result from high-speed operation.

Caution

The exhaust system is fitted with a catalytic converter to help reduce exhaust emission levels. The catalytic converter can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low. Always make sure you have adequate fuel for your journey.

How to Ride the Motorcycle

Engine Oil

Make sure that the engine oil level is correct. Check that the correct grade and type of oil is used when topping up.

Drive Chain

Make sure that the drive chain is correctly adjusted and lubricated. Inspect the chain for wear and damage.

Coolant

Check that the coolant level is at the upper level line in the expansion tank. Always check the level with the engine cold.

Electrical Equipment

Make sure that the headlight, rear/brake light, direction indicators, horn, etc. all work properly.

Miscellaneous

Visually check that all fixings are tight.

How to Ride the Motorcycle

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Accessories, Loading and Passengers

ACCESSORIES, LOADING AND PASSENGERS

The addition of accessories and carriage of additional weight can affect the motorcycle's handling characteristics, causing changes in stability and necessitating a reduction in speed. The following information has been prepared as a guide to the potential hazards of adding accessories to a motorcycle and carrying passengers and additional loads.

Warning

Incorrect loading may result in an unsafe riding condition leading to an accident.

Always make sure any loads carried are evenly distributed on both sides of the motorcycle. Make sure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

Always check the load security regularly (though not while the motorcycle is in motion) and make sure that the load does not extend beyond the rear of the motorcycle.

Never exceed the maximum vehicle loading weight of 216 kg.

This maximum loading weight is made up from the combined weight of the rider, passenger, any accessories fitted and any load carried.

Warning

Do not install accessories or carry luggage that impairs the control of the motorcycle. Make sure that you have not adversely affected the visibility of any lighting component, road clearance, banking capability (i.e. lean angle), control operation, wheel travel, front fork movement, visibility in any direction, or any other aspect of the motorcycle's operation.

Warning

Never ride an accessory-equipped motorcycle, or a motorcycle carrying a payload of any kind, at speeds above 80 mph (130 km/h). In either/both of these conditions, speeds in excess of 80 mph (130 km/h) should not be attempted even where the legal speed limit permits this.

The presence of accessories and/or payload 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) absolute limit will reduce by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

Accessories, Loading and Passengers

Warning

This motorcycle must not be operated above the legal road speed limit except in authorised 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 then 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

Your passenger should be instructed that he or she can cause loss of motorcycle control by making sudden movements or by adopting an incorrect seated position.

The rider should instruct the passenger as follows:

- It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.
- To keep his or her feet on the passenger footrests and to hold onto the seat strap or the rider's waist or hips firmly.
- Advise the passenger to lean with the rider when travelling around corners and not to lean unless the rider does so.

Warning

Do not carry animals on your motorcycle.

An animal could make sudden and unpredictable movements that could lead to loss of motorcycle control and an accident.

Accessories, Loading and Passengers

Warning

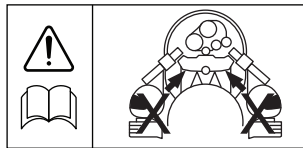
The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. The rider must make allowances for these changes when operating the motorcycle with a passenger and should not attempt such operation unless trained to do so and without becoming familiar and comfortable with the changes in motorcycle operating characteristics that this brings about.

Motorcycle operation without making allowances for the presence of a passenger could lead to loss of motorcycle control and an accident.

Warning

Never attempt to store any items between the frame and the fuel tank. This can restrict the steering and will cause loss of control leading to an accident.

Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in loss of steering control leading to an accident.



Warning

Do not carry a passenger unless he or she is tall enough to reach the footrests provided.

A passenger who is not tall enough to reach the footrests will be unable to sit securely on the motorcycle and may cause instability leading to loss of control and an accident.

Warning

If the passenger seat is used to carry small objects, they must not exceed 5 kg in weight, must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

Carriage of objects in excess of 5 kg in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control and an accident.

Even if small objects are correctly loaded onto the rear seat, the maximum speed of the motorcycle must be reduced to 80 mph (130 km/h).

Accessories, Loading and Passengers

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Maintenance and Adjustment

MAINTENANCE AND ADJUSTMENT

Table of Contents

Scheduled Maintenance	88
Engine Oil	92
Oil Level Inspection	92
Oil and Oil Filter Change	93
Disposal of Used Engine Oil and Oil Filters	95
Oil Specification and Grade	95
Cooling System	95
Corrosion Inhibitors	96
Coolant Level Inspection	96
Coolant Level Adjustment	97
Coolant Change	97
Radiator and Hoses	98
Throttle Control	98
Inspection	98
Clutch	99
Inspection	99
Adjustment	99
Drive Chain	100
Chain Lubrication	100
Chain Free - Movement Inspection	101
Chain Free - Movement Adjustment	101
Chain and Sprocket Wear Inspection	102
Brakes	103
Brake Wear Inspection	103
Breaking-in New Brake Pads and Discs	104
Brake Pad Wear Compensation	104
Disc Brake Fluid	105
Front Brake Fluid Level Inspection and Adjustment	106
Rear Brake Fluid Level Inspection and Adjustment	106
Brake Light Switches	107
Steering/Wheel Bearings	107
Steering Inspection	107
Inspecting the Steering (Headstock) Bearings for Free Play	108
Wheel Bearings Inspection	108

Maintenance and Adjustment

Front Suspension	109
Front Fork Inspection	109
Suspension Setting Chart	110
Front Suspension Settings	111
Spring Pre-load Adjustment	111
Rebound Damping Adjustment	111
Compression Damping Adjustment	112
Rear Suspension Adjustment	112
Rebound Damping Adjustment	112
Spring Pre-load Adjustment	113
Bank Angle Indicators	113
Tyres	114
Tyre Inflation Pressures	114
Tyre Pressure Monitoring System (if fitted)	115
Tyre Wear	115
Minimum Recommended Tread Depth	115
Tyre Replacement	116
Tyre Replacement if TPMS is fitted	118
Battery	119
Battery Removal	119
Battery Disposal	120
Battery Maintenance	120
Battery Discharge	120
Battery Maintenance During Storage and Infrequent Use of the Motorcycle	121
Battery Charging	121
Battery Installation	122
Fuse Box	122
Main Fuse Boxes	122
Fuse Identification	123
Headlights	124
Headlight Adjustment	125
Headlight Bulb Replacement	126
Main Beam Replacement	126
Position Light Bulb Replacement	127
Rear Light	127
Rear Light Replacement	127
Direction Indicator Lights	127
Bulb Replacement	127

Maintenance and Adjustment

Licence Plate Light	128
Bulb Replacement	128
Cleaning	129
Care of Matt Paintwork.....	129
Preparation for Washing	130
Where to be Careful	130
After Washing	131
Unpainted Aluminium Items.....	131
Cleaning of the Exhaust System.....	132
Washing.....	132
Drying	132
Protecting.....	132
Seat Care.....	132
Windscreen Cleaning.....	133

Maintenance and Adjustment

Scheduled Maintenance

To maintain the motorcycle in a safe and reliable condition, the maintenance and adjustments outlined in this section must be carried out as specified in the schedule of daily checks, and also in line with the scheduled maintenance chart. The information that follows describes the procedures to follow when carrying out the daily checks and some simple maintenance and adjustment items.

Warning

All maintenance is vitally important and must not be neglected. Incorrect maintenance or adjustment may cause one or more parts of the motorcycle to malfunction. A malfunctioning motorcycle may lead to loss of control and an accident.

Weather, terrain and geographical location affects maintenance. The maintenance schedule should be adjusted to match the particular environment in which the vehicle is used and the demands of the individual owner.

Special tools, knowledge and training are required in order to correctly carry out the maintenance items listed in the scheduled maintenance chart. Only an authorised Triumph dealer will have this knowledge and equipment.

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorised Triumph dealer carry out the scheduled maintenance of this motorcycle.

Scheduled maintenance may be carried out by your dealer in three ways; annual maintenance, mileage-based maintenance or a combination of both, depending on the mileage the motorcycle travels each year.

1. Motorcycles travelling fewer than 6,000 miles (10,000 km) per year must be maintained annually. In addition to this, mileage-based items require maintenance at their specified intervals, as the motorcycle reaches this mileage.
2. Motorcycles travelling approximately 6,000 miles (10,000 km) per year must have the annual maintenance and the specified mileage-based items carried out together.
3. Motorcycles travelling more than 6,000 miles (10,000 km) per year must have the mileage-based items maintained as the motorcycle reaches the specified mileage. In addition to this, annual-based items will require maintenance at their specified annual intervals.

In all cases maintenance must be carried out at or before the specified maintenance intervals shown. Consult an authorised Triumph dealer for advice on which maintenance schedule is most suitable for your motorcycle.

Triumph Motorcycles cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment.

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage-Based Service		
	Every	500 (800) 1 month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine and oil cooler - check for leaks	Day	*	*	*	*	*
Engine oil - renew	-	*	*	*	*	*
Engine oil filter - renew	-	*	*	*	*	*
Fuel System and Engine Management						
Fuel system - check for leaks, chafing etc.	Day	*	*	*	*	*
Throttle bodies - balance	-			*	*	*
Throttle body plate (butterfly) - check/clean	-			*	*	*
Autoscan - carry out a full Autoscan using the Triumph Diagnostic Tool (print a customer copy)	-	*	*	*	*	*
Air cleaner - renew	-				*	*
Secondary air injection system - check/clean	-				*	*
Exhaust clamp bolts - check/adjust	-	*	*	*	*	*
Fuel and evaporative loss hoses - renew*	-	Every 4 years, regardless of mileage				
Ignition System						
Spark plugs - check	-			*		
Spark plugs - renew	-				*	*
Cooling System						
Cooling system - check for leaks	Day	*	*	*	*	*
Coolant level - check/adjust	Day	*	*	*	*	*
Coolant - renew		Every 3 years, regardless of mileage				

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage-Based Service		
	Every	500 (800) 1 month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Engine						
Clutch cable - check/adjust	Day	*	*	*	*	*
Valve clearances - check/adjust	-				*	*
Wheels and Tyres						
Wheels - inspect for damage	Day	*	*	*	*	*
Wheel bearings - check for wear/smooth operation	-	*	*	*	*	*
Tyre wear/tyre damage - check	Day	*	*	*	*	*
Tyre pressures - check/adjust	Day	*	*	*	*	*
Electrical						
All lights, instruments and electrical systems - check	Day	*	*	*	*	*
Steering and Suspension						
Steering - check for free operation	Day	*	*	*	*	*
Headstock bearings - check/adjust	-		*	*	*	*
Headstock bearings - lubricate	-				*	*
Forks - check for leaks/smooth operation	Day	*	*	*	*	*
Fork oil - renew	-					*
Rear suspension linkage - check/lubricate	-				*	*
Brakes						
ABS and immobiliser ECMS - check for stored DTCs	-	*	*	*	*	*
Brake fluid levels - check	Day	*	*	*	*	*
Brake fluid - renew	Every 2 years, regardless of mileage					
Brake pads - check wear levels	Day	*	*	*	*	*
Brake master cylinders - check for fluid leaks	Day	*	*	*	*	*
Brake calipers - check for fluid leaks and seized pistons	Day	*	*	*	*	*

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage-Based Service		
	Every	500 (800) 1 month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Drive Chain						
Drive chain - lubricate	Every 200 miles (300 kms)					
Drive chain - wear check	Every 500 miles (800 kms)					
Drive chain slack - check/adjust	Day	•	•	•	•	•
Drive chain rubbing strip - check	-	•	•	•	•	•
General						
Fasteners - inspect visually for security	Day	•	•	•	•	•
Stand - check operation	Day	•	•	•	•	•
Luggage rack sliding carriage - check for correct operation†	-		•	•	•	•
Pannier link mechanism - check for correct operation and adjustment	-	•	•	•	•	•
* Evaporative system fitted to models for certain markets only. † Only if fitted.						

Triumph Motorcycles cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment carried out by the owner.

Maintenance and Adjustment

Engine Oil



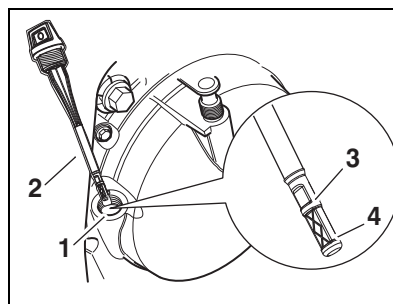
In order for the engine, transmission, and clutch to function correctly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with scheduled maintenance requirements.

Warning

Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure.

Seizure of the engine or transmission may lead to sudden loss of control and an accident.

Oil Level Inspection



1. Filler
2. Filler plug/dipstick
3. Upper marking
4. Lower marking

Note:

- An accurate indication of the level of oil in the engine is only shown when the engine oil is at normal operating temperature, the motorcycle is upright (not on the side stand) and the filler plug/dipstick has been fully screwed in.

Warning

Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time.

Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Maintenance and Adjustment

Caution

Running the engine with insufficient oil will cause engine damage. If the low oil pressure indicator remains on, stop the engine immediately and investigate the cause.

To inspect the oil level:

Start the engine and run at idle for approximately five minutes.

Stop the engine and wait for three minutes to allow the oil to settle.

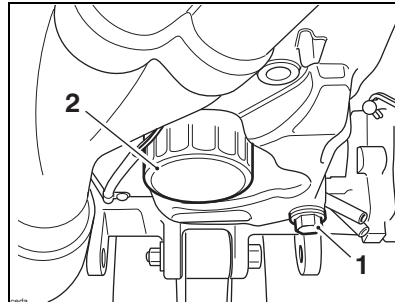
With the motorcycle upright, remove the filler plug/dipstick, wipe the blade clean and screw it fully in.

Remove the filler plug/dipstick.

The oil level is indicated by lines on the filler plug/dipstick. When full, the indicated oil level must be level with the upper marking on the dipstick.

If the oil level is below the lower marking, add oil a little at a time until the correct level is reached. Once the correct level is reached, refit the filler plug/dipstick.

Oil and Oil Filter Change



1. Oil drain plug
2. Oil filter

The engine oil and filter must be replaced in accordance with scheduled maintenance requirements.

Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains harmful contaminants that can lead to skin cancer.

Always wear suitable protective clothing and avoid skin contact with used oil.

To change the oil and oil filter:

Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.

Place an oil drain pan beneath the engine.

Remove the oil drain plug. Discard the sealing washer.

Maintenance and Adjustment

Warning

The oil may be hot to the touch. Avoid contact with the hot oil by wearing suitable protective clothing, gloves, eye protection, etc. Contact with hot oil may cause the skin to be scalded or burned.

Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old filter in an environmentally friendly way.

Apply a thin smear of clean engine oil to the sealing ring of the new oil filter.

Fit the oil filter and tighten to **10 Nm**.

After the oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the plug to **25 Nm**.

Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

Start the engine and allow it to idle for a minimum of 30 seconds.

Caution

Raising the engine speed above idle, before the oil reaches all parts of the engine can cause engine damage or seizure.

Only raise engine speed after running the engine for 30 seconds to allow the oil to circulate fully.

Caution

If the engine oil pressure is too low, the low oil pressure warning light will illuminate. If this light stays on when the engine is running, stop the engine immediately and investigate the cause.

Running the engine with low oil pressure will cause engine damage.

Make sure that the low oil pressure warning light extinguishes shortly after starting.

Turn off the ignition, check the oil level using the method previously described, and top up to between the minimum and maximum level lines on the dipstick.

Maintenance and Adjustment

Disposal of Used Engine Oil and Oil Filters

To protect the environment, do not pour oil on the ground, down sewers or drains, or into watercourses. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

Oil Specification and Grade

Triumph high performance fuel injected engines are designed to use 10W/40 or 15W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

Do not add any chemical additives to the engine oil. The engine oil also lubricates the clutch and any additives could cause the clutch to slip.

Do not use mineral, vegetable, non-detergent oil, castor based oils or any oil not conforming to the required specification. The use of these oils may cause instant, severe engine damage.

Cooling System



To ensure efficient engine cooling, check the coolant level each day before riding the motorcycle, and top up the coolant if the level is low.

Note:

- **A year-round, Hybrid Organic Acid Technology (known as Hybrid OAT or HOAT) coolant is installed in the cooling system when the motorcycle leaves the factory. It is coloured green, contains a 50% solution of ethylene glycol based antifreeze, and has a freezing point of -35°C (-31°F).**

Maintenance and Adjustment

Corrosion Inhibitors

To protect the cooling system from corrosion, the use of corrosion inhibitor chemicals in the coolant is essential.

If coolant containing a corrosion inhibitor is not used, the cooling system will accumulate rust and scale in the water jacket and radiator. This will block the coolant passages, and considerably reduce the efficiency of the cooling system.

Warning

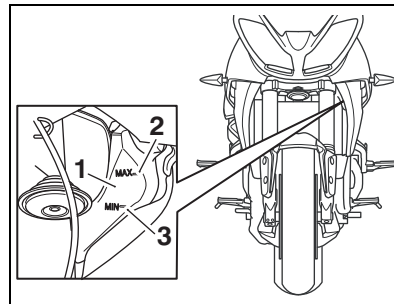
HD4X Hybrid OAT coolant contains corrosion inhibitors and antifreeze suitable for aluminium engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

Coolant that contains antifreeze and corrosion inhibitors also contains toxic chemicals that are harmful to the human body. Never swallow antifreeze or any of the motorcycle coolant.

Note:

- **HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and does not need to be diluted prior to filling or topping up the cooling system.**

Coolant Level Inspection



1. Expansion tank
2. MAX mark
3. MIN mark

To inspect the coolant level:

Position the motorcycle on level ground and in an upright position.

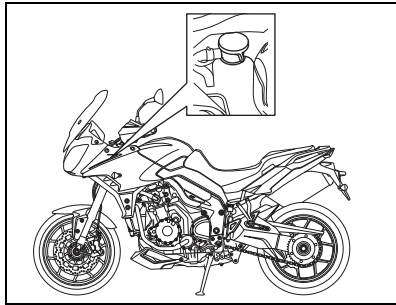
Check the coolant level in the expansion tank by looking up, through the centre opening of the front fairing.

The coolant level should be between the MAX and MIN marks.

If the coolant is below the minimum level, the coolant level must be adjusted.

Maintenance and Adjustment

Coolant Level Adjustment



Coolant Expansion Tank Cap

Warning

Do not remove the expansion tank or radiator pressure cap when the engine is hot. When the engine is hot, the coolant inside the radiator will be hot and also under pressure. Contact with this hot, pressurised coolant will cause scalds and skin damage.

To adjust the coolant level:

Allow the engine to cool.

Remove the cap from the expansion tank, located below the left hand cockpit infill panel.

Add coolant mixture through the filler opening until the level reaches the MAX mark.

Refit the cap.

Note:

- It is not necessary to remove the left hand cockpit infill panel in order to remove the coolant expansion tank cap.
- If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top up if necessary.
- In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.

Caution

If hard water is used in the cooling system, it will cause scale accumulation in the engine and radiator and considerably reduces the efficiency of the cooling system.

Reduced cooling system efficiency may cause the engine to overheat and suffer severe damage.

Coolant Change

Have the coolant changed by an authorised Triumph dealer in accordance with scheduled maintenance requirements.

Maintenance and Adjustment

Radiator and Hoses

Check the radiator hoses for cracks or deterioration, and hose clips for damage in accordance with scheduled maintenance requirements. Have your authorised Triumph dealer replace any defective items.

Check the radiator grille and fins for obstructions by insects, leaves or mud. Clean off any obstructions with a stream of low-pressure water.

Warning

The fan operates automatically when the engine is running. Always keep hands and clothing away from the fan as contact with the rotating fan can cause injury.

Caution

Using high-pressure water sprays, such as from a car wash facility or household pressure washer, can damage the radiator fins, cause leaks and impair the radiator's efficiency.

Do not obstruct or deflect airflow through the radiator by installing unauthorised accessories, either in front of the radiator or behind the cooling fan. Interference with the radiator airflow can cause overheating, potentially resulting in engine damage.

Throttle Control

Warning

Always be alert for changes in the 'feel' of the throttle control and have the throttle system checked by an authorised Triumph dealer if any changes are detected. Changes can be due to wear in the mechanism, which could lead to a sticking throttle control.

A sticking or stuck throttle control will lead to loss of motorcycle control and an accident.

Inspection

Warning

Use of the motorcycle with a sticking or damaged throttle control will interfere with the throttle function resulting in loss of motorcycle control and an accident.

To avoid continued use of a sticking or damaged throttle control, always have it checked by your authorised Triumph dealer.

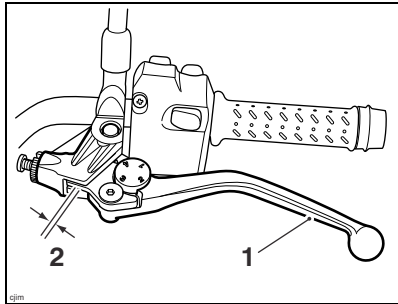
Check that the throttle opens smoothly, without undue force and that it closes without sticking. Have your authorised Triumph dealer check the throttle system if a problem is detected or any doubt exists.

Check that there is 1 - 2 mm of throttle grip free play when lightly turning the throttle grip back and forth.

If there is an incorrect amount of free play, Triumph recommends that you have your authorised Triumph dealer investigate.

Maintenance and Adjustment

Clutch



1. Clutch lever
2. 2 - 3 mm

The motorcycle is equipped with a cable-operated clutch.

If the clutch lever has excessive free play, the clutch may not disengage fully. This will cause difficulty in changing gear and selecting neutral. This may cause the engine to stall and make the motorcycle difficult to control.

Conversely, if the clutch lever has insufficient free play the clutch may not engage fully, causing the clutch to slip, which will reduce performance and cause premature clutch wear.

Clutch lever free play must be checked in accordance with scheduled maintenance requirements.

Inspection

Check that there is 2 - 3 mm clutch lever free play at the lever.

If there is an incorrect amount of free play, adjustments must be made.

Adjustment

To adjust the clutch:

Loosen the lock nut.

Turn the cable adjuster until the correct amount of clutch lever free play is achieved.

If correct adjustment cannot be made using the lever adjuster, use the cable adjuster at the lower end of the cable.

Loosen the adjuster lock nut.

Turn the other nut to give 2 - 3 mm of free play at the clutch lever.

Tighten the lock nut to **3.5 Nm**.

Maintenance and Adjustment

Drive Chain



For safety and to prevent excessive wear the drive chain must be checked, adjusted and lubricated in accordance with scheduled maintenance requirements. Checking, adjustment and lubrication must be carried out more frequently for extreme conditions such as salty or heavily gritted roads.

If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break. Therefore, always replace worn or damaged chains using genuine Triumph parts supplied by an authorised Triumph dealer.

Warning

A loose or worn chain, or a chain that breaks or jumps off the sprockets could catch on the engine sprocket or lock the rear wheel.

A chain that snags on the engine sprocket will injure the rider and lead to loss of motorcycle control and an accident.

Similarly, locking the rear wheel will lead to loss of motorcycle control and an accident.

Chain Lubrication

Lubrication is necessary every 200 miles (300 km) and also after riding in wet weather, on wet roads, or any time that the chain appears dry.

Use the special chain lubricant as recommended in the Specifications section.

Apply lubricant to the sides of the rollers then allow the motorcycle to stand unused for at least 8 hours (overnight is ideal). This will allow the oil to penetrate to the chain O-rings.

Before riding, wipe off any excess oil.

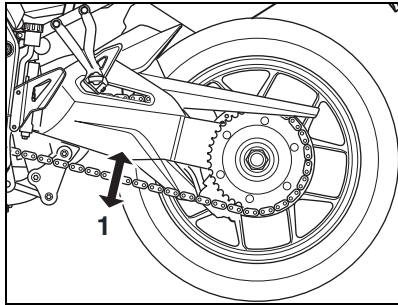
If the chain is especially dirty, clean first and then apply oil as mentioned above.

Caution

Do not use a pressure wash to clean the chain as this may cause damage to the chain components.

Maintenance and Adjustment

Chain Free - Movement Inspection



1. Maximum movement position

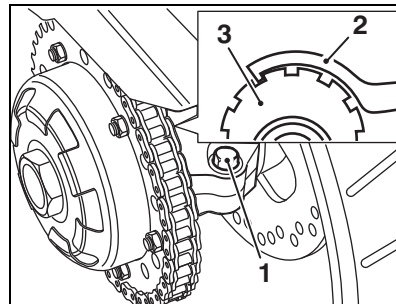
Warning

Before starting work, make sure the motorcycle is stabilised and adequately supported. This will help prevent injury to the operator or damage to the motorcycle.

To inspect the chain free movement:
Park the motorcycle on the side stand.
Rotate the rear wheel to find the position where the chain is tightest.
Measure the vertical movement of the chain midway between the sprockets.

Chain Free - Movement Adjustment

The vertical movement of the drive chain must be in the range 29 - 40 mm.



1. Adjuster clamp bolt
2. C-spanner
3. Eccentric adjuster

To adjust the chain free movement:

Loosen the adjuster clamp bolt.

Using the C-spanner supplied in the tool kit, turn the rear hub/eccentric adjuster (clockwise to loosen, anti-clockwise to tighten) until the drive chain is correctly adjusted.

Tighten the clamp bolt to **55 Nm**.

Repeat the chain adjustment check.
Re-adjust if necessary.

Check the rear brake effectiveness.
Rectify if necessary.

Maintenance and Adjustment

Warning

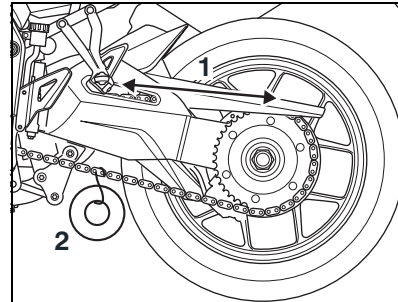
Operation of the motorcycle with an insecure rear hub/eccentric adjuster clamp bolt may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

Warning

It is dangerous to operate the motorcycle with defective brakes and you must have your authorised Triumph dealer take remedial action before you attempt to ride the motorcycle again.

Failure to take remedial action may reduce braking efficiency leading to loss of control or an accident.

Chain and Sprocket Wear Inspection



1. Measure across 20 links
2. Weight

To inspect the chain and sprocket wear: Remove the chain guards.

Stretch the chain taut by hanging a 10 - 20 kg weight on the chain.

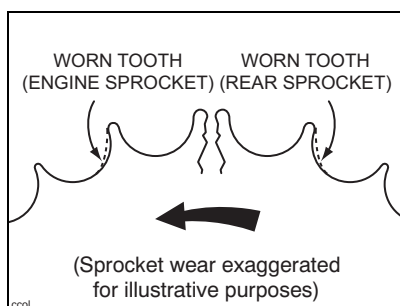
Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to the pin centre of the 21st pin. Since the chain may wear unevenly, take measurements in several places.

If the length exceeds the maximum service limit of 319 mm, the chain must be replaced.

Rotate the rear wheel and inspect the drive chain for damaged rollers, and loose pins and links.

Maintenance and Adjustment

Also inspect the sprockets for unevenly or excessively worn or damaged teeth.



If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorised Triumph dealer.

Refit the chain guards. Tighten the bolts to **7 Nm**.

Warning

The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets.

Use a genuine Triumph supplied chain as specified in the Triumph Parts Catalogue.

Never neglect chain maintenance and always have chains installed by an authorised Triumph dealer.

Caution

If the sprockets are found to be worn, always replace the sprockets and drive chain together.

Replacing worn sprockets without also replacing the chain will lead to premature wear of the new sprockets.

Brakes

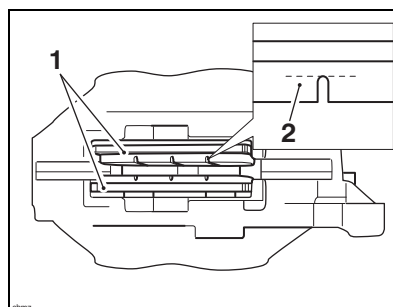
Brake Wear Inspection

Warning

Brake pads must always be replaced as a wheel set. At the front, where two calipers are fitted on the same wheel, replace all the brake pads in both calipers.

Replacing individual pads will reduce braking efficiency and may cause an accident.

After replacement brake pads have been fitted, ride with extreme caution until the new pads have 'broken in'.



1. Brake pads
2. Minimum thickness line

Brake pads must be inspected in accordance with scheduled requirements and replaced if worn to, or beyond the minimum service thickness.

If the lining thickness of any pad (front or rear brakes) is less than 1.5 mm (0.06 in), that is, if the pad has worn down to the bottom of the grooves, replace all the pads on the wheel.

Maintenance and Adjustment

Breaking-in New Brake Pads and Discs

New brake discs and pads require a period of careful breaking-in that will optimise the performance and longevity of the discs and pads. The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

During this period, avoid extreme braking, ride with caution and allow for greater braking distances.

Brake Pad Wear Compensation

Warning

If the brake lever or pedal feels soft when it is applied, or if the lever/pedal travel becomes excessive, there may be air in the brake pipes and hoses or the brakes may be defective.

It is dangerous to operate the motorcycle under these conditions; your authorised Triumph dealer must rectify the fault before riding.

Riding with defective brakes may lead to loss of motorcycle control and an accident.

Disc and brake pad wear is automatically compensated for and has no effect on the brake lever or pedal action. There are no parts that require adjustment on the front and rear brakes.

Maintenance and Adjustment

Disc Brake Fluid

Inspect the level of brake fluid in both reservoirs and change the brake fluid in accordance with scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the Specification section. The brake fluid must also be changed if it becomes, or is suspected of having become, contaminated with moisture or any other contaminants.

Warning

Brake fluid is hygroscopic which means it will absorb moisture from the air.

Any absorbed moisture will greatly reduce the boiling point of the brake fluid causing a reduction in braking efficiency.

Because of this, always replace brake fluid in accordance with scheduled maintenance requirements.

Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened.

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

Failure to observe and act upon any of these items may cause a dangerous riding condition leading to loss of control and an accident.

Warning

If the ABS is not functioning, the brake system will continue to function as a non ABS braking system. In this situation braking too hard will cause the wheels to lock resulting in loss of control and an accident.

Reduce speed and do not continue to ride for longer than is necessary with the indicator light illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

Warning

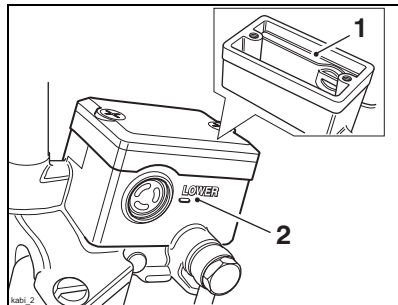
Failure to observe and act upon any of these items may cause a dangerous riding condition leading to loss of control and an accident.

Note:

- **A special tool is required to bleed the ABS braking system. Contact your authorised Triumph dealer when the brake fluid needs renewing or the hydraulic system requires maintenance.**

Maintenance and Adjustment

Front Brake Fluid Level Inspection and Adjustment



1. Upper level line
2. Lower level line

The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal).

To inspect the brake fluid level:

Check the level of fluid visible in the window at the front of the reservoir body.

To adjust the brake fluid level:

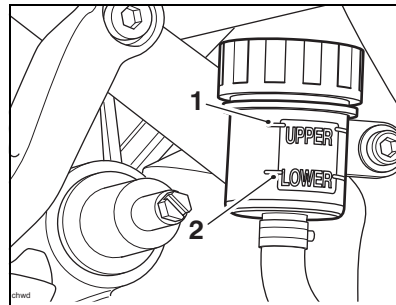
Release the cap screws and remove the reservoir cap and the diaphragm seal.

Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Refit the reservoir cap, ensuring that the diaphragm seal is correctly positioned between the cap and the reservoir body.

Tighten the cap retaining screws to **1.5 Nm**.

Rear Brake Fluid Level Inspection and Adjustment



1. Upper level line
2. Lower level line

The brake fluid level in the reservoir must be kept between the upper and lower level lines (reservoir held horizontal).

To adjust the brake fluid level:

Remove the reservoir cap and diaphragm seal. Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Refit the reservoir cap ensuring that the diaphragm seal is correctly positioned between the cap and the reservoir body.

Warning

If there has been an appreciable drop in the level of the fluid in either fluid reservoir, consult your authorised Triumph dealer for advice before riding. Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance potentially leading to loss of motorcycle control and an accident.

Maintenance and Adjustment

Brake Light Switches

The brake light is activated independently by either the front or rear brake. If, with the ignition in the ON position, the brake light does not work when the front brake lever is pulled or the rear brake pedal is pressed, have your authorised Triumph dealer investigate and rectify the fault.

Warning

Riding the motorcycle with defective brake lights is illegal and dangerous. An accident causing injury to the rider and other road users may result from use of a motorcycle with defective brake lights.

Steering/Wheel Bearings

Warning

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilised and secured on a suitable support. Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and cause injury by falling from its support.

Make sure that the position of the support block will not cause damage to the sump.

Steering Inspection

Warning

Riding the motorcycle with incorrectly adjusted or defective steering (headstock) bearings is dangerous and may cause loss of motorcycle control and an accident.

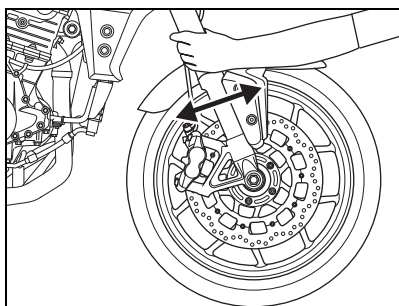
Note:

- **Always inspect the wheel bearings at the same time as the steering bearings.**

Lubricate and inspect the condition of the steering (headstock) bearings in accordance with scheduled maintenance requirements.

Maintenance and Adjustment

Inspecting the Steering (Headstock) Bearings for Free Play



Inspecting the Steering for Free Play

To inspect the steering for free play:

Position the motorcycle on level ground, in an upright position.

Raise the front wheel above the ground and support the motorcycle.

Standing at the front of the motorcycle, hold the upper end of the front forks and try to move them forward and backward.

If any free play can be detected in the steering (headstock) bearings, ask your authorised Triumph dealer to inspect and rectify any faults before riding.

Warning

Riding the motorcycle with incorrectly adjusted or defective steering (headstock) bearings is dangerous and may cause loss of motorcycle control and an accident.

Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

If the wheel bearings in the front or rear wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, have your authorised Triumph dealer inspect the wheel bearings.

The wheel bearings must be inspected at the intervals specified in the scheduled maintenance chart.

To inspect the wheel bearings:

Position the motorcycle on level ground, in an upright position.

Raise the front wheel above the ground and support the motorcycle.

Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.

If any free play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.

Reposition the lifting device and repeat the procedure for the rear wheel.

Warning

Operation with worn or damaged front or rear wheel bearings is dangerous and may cause impaired handling and instability leading to an accident.

If in doubt, have the motorcycle inspected by an authorised Triumph dealer before riding.

Remove the support and place the motorcycle on the side stand.

Maintenance and Adjustment

Front Suspension

Front Fork Inspection

Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.

If any damage or leakage is found, consult an authorised Triumph dealer.

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.
- The suspension movement is affected by adjustment settings.

Warning

Riding the motorcycle with defective or damaged suspension is dangerous and may lead to loss of control and an accident.

Warning

Never attempt to dismantle any part of the suspension units, as all units contain pressurised oil.

Skin and eye damage can result from contact with the pressurised oil.

Maintenance and Adjustment

Suspension Setting Chart

LOADING	FRONT			REAR	
	Spring Pre-load ¹	Rebound Damping ¹	Compression Damping ¹	Spring Pre-load ²	Rebound Damping ¹
Solo Riding	11	1.5	1.5	28	2
Solo - with loaded top-box and/or soft luggage	11	1.5	1.5	28	2
Solo - with loaded panniers and/or soft luggage	11	1.5	1.5	28	2
Solo - with loaded panniers and top-box (and loaded soft luggage if applicable)	11	1	1	1	0.5
Solo and Passenger - with any loaded luggage items where applicable	11	1	1	1	0.5

¹ Number of adjuster turns anti-clockwise from the fully clockwise position.

² Number of clicks anti-clockwise from the fully clockwise position - the first stop (click) is counted as 1.

Note:

- **These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

The solo riding suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The chart shows suggested settings for the front and rear suspension under other operating conditions.

Warning

Make sure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the chart above for further information or consult your dealer.

Maintenance and Adjustment

Front Suspension Settings

Spring Pre-load Adjustment

The spring pre-load adjusters are located at the top of each fork.

To change the spring pre-load:

Rotate the adjuster clockwise to increase pre-load, or anti-clockwise to decrease pre-load.

Always set the pre-load adjusters so that there are an equal number of graduation lines visible on both forks.

Note:

- The motorcycle is delivered from the factory with the spring pre-load set at 11 turns anti-clockwise from the maximum position.
- The left hand fork is fitted with a rebound damping adjuster.
- The right hand fork has a compression damping adjuster.

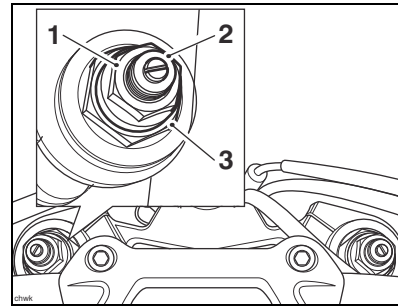
Rebound Damping Adjustment

The rebound damping adjuster is located at the top of the left hand fork only.

To change the rebound damping force:

Rotate the slotted adjuster clockwise to increase, or anti-clockwise to decrease.

Always count the number of turns back from the fully clockwise (maximum) position.



1. Spring pre-load adjuster
2. Rebound damping adjuster
3. Fork top cap

Note:

- The motorcycle is delivered from the factory with the rebound set at 1.5 turns anti-clockwise from the maximum position.

Maintenance and Adjustment

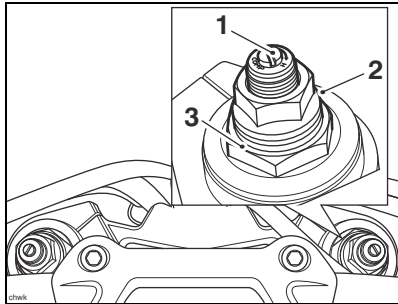
Compression Damping Adjustment

The compression damping adjuster is located at the top of the right hand fork only.

To change the compression damping force:

Rotate the slotted adjuster clockwise to increase, or anti-clockwise to decrease.

Always count the number of turns back from the fully clockwise (maximum) position.



1. Compression damping adjuster
2. Spring pre-load adjuster
3. Fork top cap

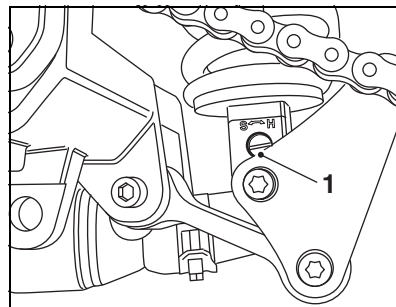
Note:

- The motorcycle is delivered from the factory with the compression damping set at 1.5 turns anti-clockwise from the maximum position.

Rear Suspension Adjustment

The rear suspension unit is adjustable for both rebound and spring pre-load.

Rebound Damping Adjustment



1. Rebound damping adjuster

The rebound damping adjuster is located at the bottom of the rear suspension unit on the left hand side of the motorcycle.

To adjust the rebound damping setting:

Rotate the adjuster clockwise to increase rebound damping and anti-clockwise to decrease.

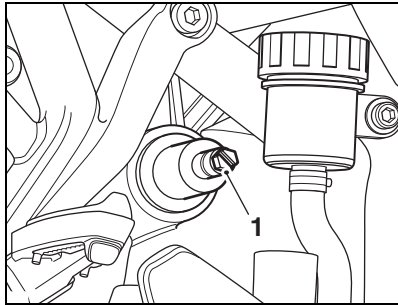
Always count the number of turns back from the fully clockwise (maximum) position.

Note:

- The motorcycle is delivered from the factory with the rebound adjuster set at two turns anti-clockwise from the maximum position.

Maintenance and Adjustment

Spring Pre-load Adjustment



1. Spring pre-load adjuster

The spring pre-load adjuster is situated on the right hand side of the motorcycle, at the top of the rear suspension unit.

To adjust the spring pre-load setting:

Rotate the slotted adjuster clockwise to increase, or anti-clockwise to decrease.

Note:

- The settings are measured by the number of adjuster 'clicks' out from the fully screwed in position.
- The motorcycle is delivered from the factory with the spring pre-load set to 28 'clicks' back from the fully screwed in position.

Bank Angle Indicators

Warning

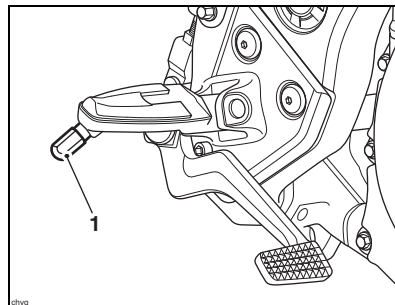
Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Bank angle indicators are located on the rider's footrests.

Regularly check the bank angle indicators for wear.

The bank angle indicators must be replaced when they have reached the maximum wear limit of 10 mm in length.



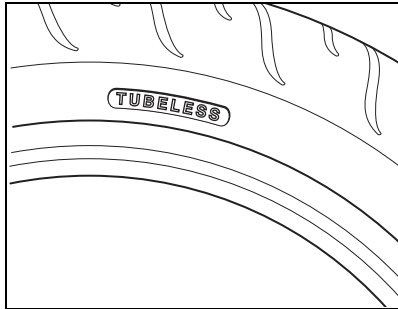
1. Bank angle indicator

Maintenance and Adjustment

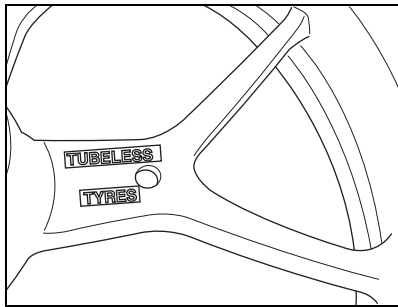
Tyres



This motorcycle is equipped with tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.



Typical Tyre Marking



Wheel Marking

Tyre Inflation Pressures

Correct inflation pressure will provide maximum stability, rider comfort and tyre life. Always check tyre pressures before riding when the tyres are cold. Check tyre pressures daily and adjust if necessary. See the Specification section for details of the correct inflation pressures.

Warning

Incorrect tyre inflation will cause abnormal tread wear and instability problems that may lead to loss of control and an accident.

Under-inflation may result in the tyre slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

Maintenance and Adjustment

Tyre Pressure Monitoring System (if fitted)

The tyre pressures shown on the instruments indicate the actual tyre pressure at the time of selecting the display. This may differ from the inflation pressure set when the tyres are cold because tyres become warmer during riding, causing the air in the tyre to expand and increase the inflation pressure. The cold inflation pressures specified by Triumph take account of this.

Only adjust tyre pressures when the tyres are cold using an accurate pressure gauge, and don't use the tyre pressure display on the instruments.

Tyre Wear

As the tyre tread wears down, the tyre becomes more susceptible to punctures and failure. It is estimated that 90% of all tyre problems occur during the last 10% of tread life (90% worn). It is therefore not recommended to use tyres until they are worn to their minimum.

Minimum Recommended Tread Depth

In accordance with the periodic maintenance chart, measure the depth of the tread with a depth gauge, and replace any tyre that has worn to, or beyond the minimum allowable tread depth specified in the table below:

Under 80 mph (130 km/h)	2 mm (0.08 in)
Over 80 mph (130 km/h)	Rear 3 mm (0.12 in) Front 2 mm (0.08 in)

Warning

This Triumph motorcycle must not be operated above the legal road speed limit except in authorised 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 then 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.

Maintenance and Adjustment

Warning

Operation with excessively worn tyres is hazardous and will adversely affect traction, stability and handling which may lead to loss of control and an accident.

When tubeless tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tyres will adversely affect motorcycle stability and handling which may lead to loss of control or an accident.

Check the rims for dents or deformation. Operation with damaged or defective wheels or tyres is dangerous and loss of motorcycle control or an accident could result.

Always consult your authorised Triumph dealer for tyre replacement, or for a safety inspection of the tyres.

Tyre Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to make sure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyres, fitted in approved combinations, are used when purchasing replacement tyres. The use of non-approved tyres, or approved tyres in non-approved combinations, may lead to motorcycle instability and an accident.

A list of approved tyres and inner tubes specific to your Triumph motorcycle are available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk. Always have tyres fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure safe, effective fitment.

Different wheel speeds, caused by non-approved tyres, can affect the function of the ABS computer.

Warning

The ABS system operates by comparing the relative speed of the front and rear wheels. Use of non-recommended tyres can affect wheel speed and cause the ABS function not to operate, potentially leading to loss of control and an accident in conditions where the ABS would normally function.

Maintenance and Adjustment

Warning

If a tyre sustains a puncture, the tyre must be replaced. Failure to replace a punctured tyre, or operation with a repaired tyre can lead to instability, loss of control or an accident.

Warning

Use of a motorcycle with incorrectly seated tyres, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of control and an accident.

Warning

Do not install tube-type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation that may result in a loss of vehicle control and an accident.

Never install an inner tube inside a tubeless tyre. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation, loss of vehicle control and an accident.

Warning

When replacement tyres are required, consult your authorised Triumph dealer who will arrange for the tyres to be selected, in a correct combination, from the approved list and fitted according to the tyre manufacturer's instructions.

When tyres are replaced, allow time for the tyres to seat to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tyre could cause loss of control or an accident.

Warning

If tyre damage is suspected, such as after striking the kerb, ask your authorised Triumph dealer to inspect the tyre both internally and externally. Remember, tyre damage may not always be visible from the outside.

Operation of the motorcycle with damaged tyres could lead to loss of control and an accident.

Initially, the new tyres will not produce the same handling characteristics as the worn tyres and the rider must allow adequate riding distance (approximately 100 miles) to become accustomed to the new handling characteristics.

24 hours after fitting, the tyre pressures must be checked and adjusted, and the tyres examined for correct seating. Rectification must be carried out as necessary.

The same checks and adjustments must also be carried out when 100 miles have been travelled after fitting.

Maintenance and Adjustment

Warning

Tyres that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres must be replaced after such use as continued use of a damaged tyre may lead to instability, loss of control and an accident.

Warning

Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability leading to loss of control and an accident.

When wheel balancing is required, such as after tyre replacement, see your authorised Triumph dealer.

Only use self-adhesive weights. Clip on weights may damage the wheel and tyre resulting in tyre deflation, loss of control and an accident.

Tyre Replacement if TPMS is fitted

Caution

An adhesive label is fitted to the wheel rim to indicate the position of the tyre pressure sensor. Care must be taken when replacing the tyres to prevent any damage to the tyre pressure sensors.

Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

Caution

Do not use anti-puncture fluid or any other item likely to obstruct air flow to the TPMS sensor's valve. Any blockage to the air pressure valve of the TPMS sensor during operation will cause the sensor to become blocked, causing irreparable damage to the TPMS sensor assembly.

Damage caused by the use of anti-puncture fluid or incorrect maintenance is not considered a manufacturing defect and is not covered under warranty.

Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressures sensors are fitted to the wheels.

Maintenance and Adjustment

Battery

Warning

Under some circumstances, the battery can give off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

If battery acid gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

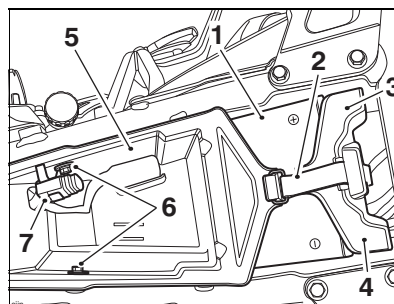
KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Warning

The battery contains harmful materials. Always keep children away from the battery whether or not it is fitted in the motorcycle.

Do not attach jump leads to the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gases causing a risk of personal injury.

Battery Removal



1. Battery
2. Battery strap
3. Positive (red) terminal
4. Negative (black) terminal
5. Storage compartment tray
6. Fixings
7. USB socket

To remove the battery:

Remove the seat (see page 62).

Release the battery strap.

Remove the USB socket from the bracket.

Release the two fixings and discard.

Remove the storage compartment tray, taking care not to damage any cables.

Disconnect the battery leads, negative (black) lead first.

Take the battery out of the case.

Warning

Make sure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

Maintenance and Adjustment

Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

Warning

The battery acid is corrosive and poisonous and will cause damage to unprotected skin. Never swallow battery acid or allow it to come into contact with the skin. To prevent injury, always wear eye and skin protection when handling the battery.

Clean the battery using a clean, dry cloth. Make sure that the cable connections are clean.

The battery is a sealed type and does not require any maintenance other than checking the Voltage and routine recharging, such as during storage.

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

Battery Discharge

Caution

The charge level in the battery must be maintained to maximise battery life. Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge. The clock, Engine Control Module (ECM) memory, high ambient temperatures, or the addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

Maintenance and Adjustment

Battery Maintenance During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery Voltage weekly using a digital multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery Voltage fall below 12.7 Volts, the battery should be charged (see page 121).

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal chemical reaction inside the battery, however over time the sulphate can crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

Keeping the battery fully charged reduces the likelihood of it freezing in cold conditions. Allowing a battery to freeze will cause serious internal damage to the battery.

Battery Charging

Warning

The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulphuric acid (battery acid). Contact with the skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

If battery acid gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Caution

Do not use an automotive quick charger as it may overcharge and damage the battery.

For help with selecting a battery charger, checking the battery Voltage or battery charging, contact your local authorised Triumph dealer.

Should the battery Voltage fall below 12.7 Volts the battery should be charged using a Triumph approved battery charger. Always follow the instructions supplied with the battery charger.

Maintenance and Adjustment

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept topped up using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Battery Installation

Warning

Make sure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

To install the battery:

Place the battery in the battery case.

Reconnect the battery leads, positive (red) lead first.

Tighten the battery terminals to **4.5 Nm**.

Apply a light coat of grease to the terminals to prevent corrosion.

Cover the positive terminal with the protective cap.

Refit the storage compartment tray and secure using new fixings. Take care not to damage any cables.

Tighten the fixings to **7 Nm**.

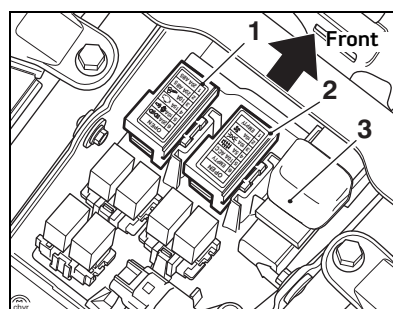
Refit the USB socket to the bracket.

Refit the battery strap.

Refit the seat (see page 63).

Fuse Box

Main Fuse Boxes



1. Left hand fuse box
2. Right hand fuse box
3. Starter solenoid fuse location

The fuse boxes are located beneath the seat.

To gain access to the fuse boxes, the seat must be removed.

Warning

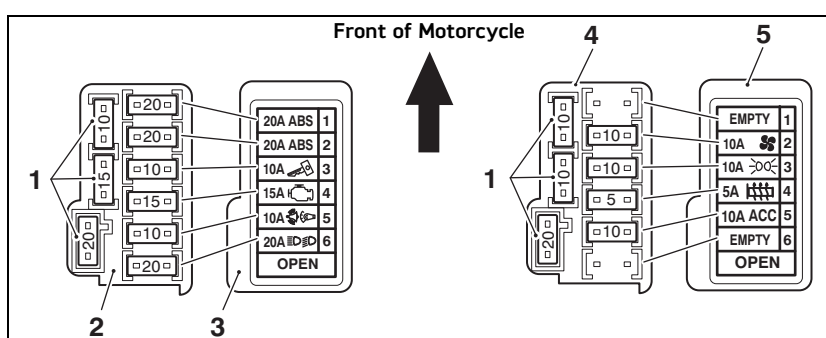
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating.

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Maintenance and Adjustment

Fuse Identification

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown. The fuse identification numbers listed in the tables correspond with those printed on the fuse box covers, as shown in the following diagram. Spare fuses are located at right angles to the main fuses and should be replaced if used.



1. Spare fuses
2. Left hand fuse box
3. Left hand fuse box cover

4. Right hand fuse box
5. Right hand fuse box cover

Left Hand Fuse Box

Circuit Protected	Position	Rating (Amps)
ABS	1	20
ABS	2	20
Ignition	3	10
Engine management	4	15
Alarm, Instrument lights	5	10
Headlight	6	20

Right Hand Fuse Box

Circuit Protected	Position	Rating (Amps)
Empty	1	-
Cooling fan	2	10
Horn, USB connector, tail light, brake light	3	10
Heated grips	4	5
Accessory	5	10
Empty	6	-

Note:

- The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid, beneath the seat.

Maintenance and Adjustment

Headlights

Warning

Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Make sure that the beams are adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

Warning

Never attempt to adjust a headlight beam when the motorcycle is in motion.

Any attempt to adjust a headlight beam when the motorcycle is in motion may result in loss of control and an accident.

Caution

If the motorcycle is to be used under closed-course conditions, you may be asked to tape the visible outer surface of the headlight.

When taped, the headlight will overheat and distort the outer surface. Therefore, to avoid headlight distortion, always disconnect the headlights when they are taped for use under closed course conditions.

Caution

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

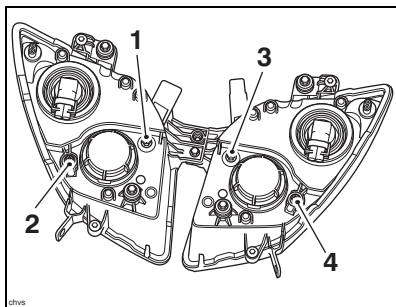
Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

If the headlight must be covered during use, such as the taping of the headlight lens required during closed-course conditions, the headlight must be disconnected.

Maintenance and Adjustment

Headlight Adjustment

Each headlight can be adjusted by means of vertical and horizontal adjustment screws located on the rear of each headlight.



1. **Horizontal adjustment screw (left hand)**
2. **Vertical adjustment screw (left hand)**
3. **Horizontal adjustment screw (right hand)**
4. **Vertical adjustment screw (right hand)**

Caution

Do not adjust the pivot screws as this may cause the headlight reflector to become detached from the pivot screw, leading to irreparable damage to the headlight.

To adjust the headlights:

Switch on the headlights to be adjusted.

Turn the vertical adjustment screws on each headlight clockwise to lower the beam or anti-clockwise to raise the beam.

On the right hand headlight:

Turn the horizontal adjustment screw clockwise to move the beam to the right or anti-clockwise to move the beam to the left.

On the left hand headlight:

Turn the horizontal adjustment screw clockwise to move the beam to the right or anti-clockwise to move the beam to the left.

Switch the headlights off when the beam settings are satisfactory.

Maintenance and Adjustment

Headlight Bulb Replacement

It is not necessary to remove the headlight when bulb replacement becomes necessary.

Warning

The bulbs become hot during use. Always allow sufficient time for the bulb to cool before handling. Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

Main Beam Replacement

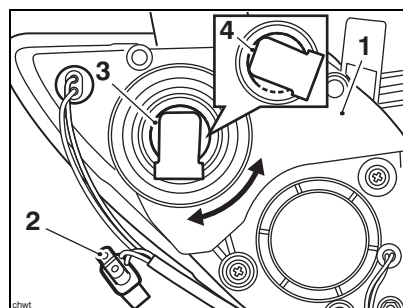
The main beam bulbs are fitted to the left and right headlights.

To replace a main beam bulb:

Remove the seat (see page 62).

Disconnect the battery, negative (black) lead first.

Remove the cockpit infill panel for the bulb to be replaced.



1. Headlight assembly
2. Multi-plug
3. Bulb and retainer (locked position)
4. Bulb and retainer (unlocked position)

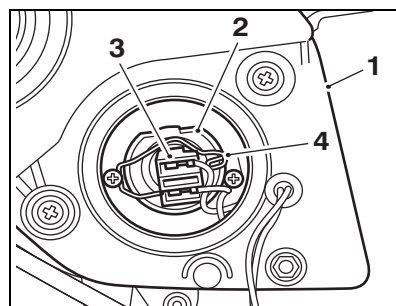
Disconnect the multi-plug from the bulb. Rotate the retainer anti-clockwise and remove the bulb.

Note:

- The bulb is an integral part of the retainer and cannot be replaced separately.

Installation is the reverse of the removal procedure.

Dipped Beam



1. Headlight assembly
2. Bulb
3. Multi-plug
4. Wire retainer

To replace a dipped beam bulb:

Remove the seat (see page 62).

Disconnect the battery, negative (black) lead first.

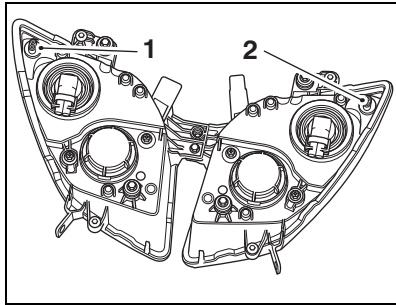
Disconnect the multi-plug from the bulb.

Detach the wire retainer from its clip (do not remove the screw) then remove the bulb from the headlight unit.

Installation is the reverse of the removal procedure.

Maintenance and Adjustment

Position Light Bulb Replacement



1. Position light bulb (left hand)
2. Position light bulb (right hand)

The position lights are fitted to the left and right of each headlight.

To replace a position light bulb:

Remove the seat (see page 62).

Disconnect the battery, negative (black) lead first.

Remove the cockpit infill panel for the bulb to be replaced, detach the rubber retainer from the headlight and pull out the bulb.

Installation is the reverse of the removal procedure.

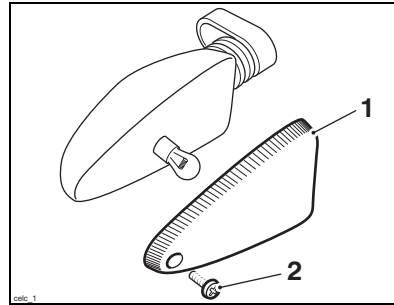
Rear Light

Rear Light Replacement

The rear light unit is a sealed, maintenance-free LED unit.

Direction Indicator Lights

Bulb Replacement



1. Indicator lens
2. Securing screw

The lens on each indicator light is held in place by a securing screw located in the body of the light.

To replace a direction indicator bulb:

Remove the seat (see page 62).

Disconnect the battery, negative (black) lead first.

Release the screw and remove the lens to gain access to the bulb for replacement.

Maintenance and Adjustment

Licence Plate Light

Bulb Replacement

To replace the licence plate bulb:

Remove the seat (see page 62).

Disconnect the battery, negative (black) lead first.

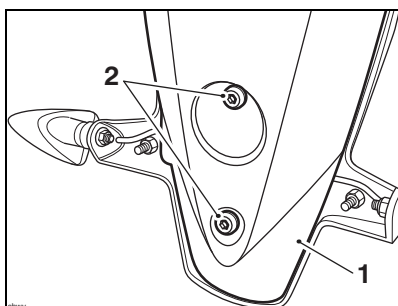
Remove the licence plate.

Caution

Do not pull the rear mudguard more than is necessary to access the licence plate light's inside fixing nut.

Damage to the rear mudguard will result from bending the mudguard too far.

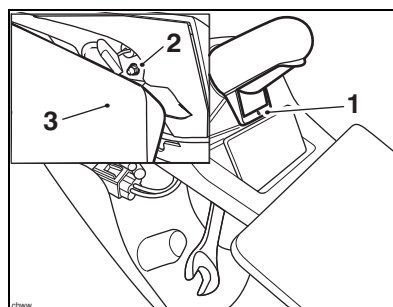
Remove the two lower rear mudguard fixings.



1. Rear mudguard
2. Fixings

Gently pull the mudguard rearwards to allow access to the licence plate light retaining nut.

Counter hold the nut to prevent it from turning and remove the licence plate light fixing screw. Collect the nut from the mudguard.



1. Screw
2. Licence plate light fixing nut
3. Rear mudguard

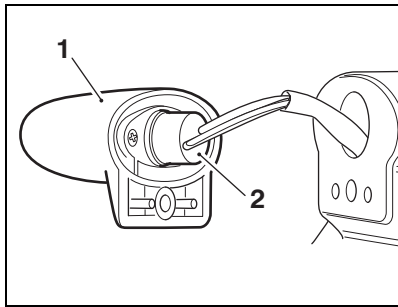
Detach the licence plate light from the rear mudguard.

Caution

To avoid cable damage, do not pull the bulb holder using the cables. Pull only on the bulb holder.

Maintenance and Adjustment

Carefully remove the bulb holder from the back of the licence plate light and remove the bulb.



1. Licence plate light
2. Bulb holder

Installation is the reverse of the removal procedure, noting the following:

Tighten the licence plate lamp fixing to **2 Nm**.

Tighten the lower rear mudguard fixings to **3 Nm**.

Reconnect the battery, positive (red) lead first.

Refit the seat.

Cleaning

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance is preserved for many years. Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow. Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Care of Matt Paintwork

Matt paintwork requires no greater care than that already recommended for high gloss paintwork.

- Do not use any polish or wax on components.
- Do not try and polish out scratches.

Maintenance and Adjustment

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places:

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole with tape.

Remove any items of jewellery such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

Avoid spraying water with any great force near the following places:

- Instruments
- Brake cylinders and brake calipers
- Under the fuel tank
- Air intake duct
- Headstock bearings
- Wheel bearings.

Caution

Do not spray any water at all under the fuel tank. The engine's air intake duct is located under the fuel tank, and any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Caution

Use of high-pressure spray washers is not recommended. When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Note:

- **Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting. Always use a low alkaline soap to aid the cleaning process.**

Maintenance and Adjustment

After Washing

Remove the plastic bags and tape, and clear the air intakes.

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

Start the engine and run it for five minutes. Make sure there is adequate ventilation for the exhaust fumes.

Use a dry cloth to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

 **Warning**

Never wax or lubricate the brake discs. Loss of braking power and an accident could result. Clean the disc with a proprietary brand of oil-free brake disc cleaner.

Unpainted Aluminium Items

Items such as brake and clutch levers, wheels, engine covers, top and bottom yokes on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are unpainted aluminium parts.

Use a proprietary brand of aluminium cleaner.

Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.

Warranty claims due to inadequate maintenance will not be allowed.

Maintenance and Adjustment

Cleaning of the Exhaust System

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fibre components alike.

Note:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

Prepare a mixture of cold water and mild automotive cleaner. Do not use a highly alkaline soap as commonly found at commercial car washes because it leaves a residue.

Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.

Rinse the exhaust system thoroughly.

Make sure no soap or water enters the exhausts.

Drying

Dry the exhaust system as far as possible with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

When the exhaust system is dry, rub 'Motorex 645 Clean and Protect' into the surface.

Caution

The use of products containing silicone will cause discolouration of the chrome and must not be used. Similarly, the use of abrasive cleaners and polishes will damage the system and must not be used.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Seat Care

Caution

Use of chemicals or high-pressure spray washers is not recommended for cleaning the seat. Using chemicals or pressure washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Maintenance and Adjustment

Windscreen Cleaning



Warning

Never attempt to clean the windscreen while the motorcycle is in motion as releasing the handlebars may cause loss of vehicle control and an accident.

Operation of the motorcycle with a damaged or scratched windscreen will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to an accident causing injury or death.

Warning

Corrosive chemicals such as battery acid will damage the windscreen. Never allow corrosive chemicals to contact the windscreen.

Caution

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen. Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and lukewarm water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

If the transparency of the windscreen is reduced by scratches or oxidation which cannot be removed, the windscreen must be replaced.

Maintenance and Adjustment

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STORAGE

Preparation for Storage

Clean and dry the entire vehicle thoroughly.

Fill the fuel tank with the correct grade of unleaded fuel and add a fuel stabiliser (if available), following the fuel stabiliser manufacturer's instructions.

 **Warning**

Petrol is extremely flammable and can be explosive under certain conditions. Turn the ignition switch off. Do not smoke.

Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Remove the spark plug from each cylinder and put several drops (5 ml) of engine oil into each cylinder.

Cover the spark plug holes with a piece of cloth or rag.

With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil.

Install the spark plugs, tightening to **12 Nm**.

Change the engine oil and filter (see page 93).

Check and if necessary correct the tyre pressures (see page 140).

Set the motorcycle on a stand so that both wheels are raised off the ground.

(If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)

Spray rust-inhibiting oil (there are a host of products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.

Lubricate and if necessary adjust the drive chain (see page 100).

Make sure the cooling system is filled with a 50% mixture of coolant (noting that HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution (see page 97).

Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one Ampere or less) about once every two weeks (see page 119).

Store the motorcycle in a cool, dry area, away from sunlight, and with a minimum daily temperature variation.

Put a suitable porous cover over the motorcycle to keep dust and dirt from collecting on it. Avoid using plastic or similar non-breathable, coated materials that restrict air flow and allow heat and moisture to accumulate.

Storage

Preparation after Storage

Install the battery (if removed) (see page 122).

If the motorcycle has been stored for more than four months, change the engine oil (see page 93).

Check all the points listed in the Daily Safety Checks section.

Before starting the engine, remove the spark plugs from each cylinder.

Put the side stand down.

Crank the engine on the starter motor several times until the oil pressure light goes out.

Replace the spark plugs, tightening to **12 Nm**, and start the engine.

Check and if necessary correct the tyre pressures (see page 140).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

Specifications

SPECIFICATIONS

Dimensions

A list of model specific dimensions, weights and performance is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Maximum Payload 222 kg (425 lb)

Engine

Type In-line 3 Cylinder

Displacement 1,050 cc

Bore x Stroke 79 x 71.4 mm

Compression Ratio 12.25:1

Cylinder Numbering Left to Right

Cylinder Sequence Number 1 at Left

Firing Order 1-2-3

Starting System Electric Starter

Specifications

Lubrication

Lubrication Forced Lubrication (wet sump)

Engine Oil Capacities

Dry Fill 3.6 litres

Oil/Filter Change 3.3 litres

Oil Change Only 3.1 litres

Cooling

Coolant Type Triumph HD4X Hybrid OAT Coolant

Water/Antifreeze ratio 50/50 (premixed as supplied by Triumph)

Coolant Capacity 2.0 litres

Thermostat Opens (nominal) 88°C

Fuel System

Type Electronic Fuel Injection

Injectors Solenoid Operated

Fuel Pump Submerged Electric

Fuel Pressure (nominal) 3 bar

Fuel

Type 91 RON Unleaded

Tank Capacity 20 litres

Specifications

Ignition

Ignition System	Digital Inductive
Electronic Rev Limiter.	9,500 rpm (r/min)
Spark Plug	NGK CR8EK
Spark Plug Gap	0.7 mm
Gap Tolerance	+0.05/-0.1 mm

Transmission

Transmission Type.	6 Speed, Constant Mesh
Clutch Type.	Wet, Multi-Plate
Final Drive Chain	RK 530 FXW
Primary Drive Ratio.	1.75:1 (60/105)
Gear Ratios:	
Final Drive Ratio	2.500:1 (18/45)
1 st	2.733:1 (15/41)
2 nd	1.947:1 (19/37)
3 rd	1.545:1 (22/34)
4 th	1.292:1 (24/31)
5 th	1.154:1 (26/30)
6 th	1.037:1 (27/28)

Specifications

Tyres

Tyre Pressures (Cold):

Front 2.34 bar (34 lb/in²)

Rear 2.90 bar (42 lb/in²)

Tyre Sizes

Front 120/70 ZR17 M/C 58W

Rear 180/55 ZR17 M/C 73W

Approved Tyres:

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Warning

Use the recommended tyres ONLY in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Specifications

Electrical Equipment

Battery	12 Volt, 12 Ah
Alternator	12 Volt, 50 Amp
Headlight (Dip Beam)	2 x 12 Volt, 55 Watt H7 Halogen
Headlight (Main Beam)	2 x 12 Volt, 55 Watt H11 Halogen
Tail/Brake Light	LED
Position Light	2 x 12 Volt, 5 Watt
Licence Plate Light	12 Volt, 5 Watt
Directional Indicator Lights	12 Volt, 10 Watt, Amber

Frame

Rake	22.8°
Trail	88.7 mm

Tightening Torques

Battery Terminals	4.5 Nm
Chain Adjuster Clamp Bolt	55 Nm
Chain Guard	7 Nm
Clutch Lever Nut	3.5 Nm
Front Brake Fluid Reservoir Cap Screws	1.5 Nm
Oil Drain Plug	25 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Rear Wheel Nut	146 Nm

Specifications

Fluids and Lubricants

Bearings and Pivots	Grease to NLGI 2 Specification
Brake and Clutch Fluid	DOT 4 Brake and Clutch Fluid
Coolant	Triumph HD4X Hybrid OAT Coolant
Drive Chain	Chain Spray suitable for O-ring Chains
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

INDEX

A

Accessories 81
 Anti-lock Brake System (ABS) 75
 Indicator Light 25

B

Bank Angle Indicators 113
 Battery 119
 Discharge 120
 Disposal 120
 Installation 122
 Maintenance 120
 Removal 119
 Brakes 78, 103
 Breaking-in New Brake Pads
 and Discs 104
 Disc Brake Fluid 105
 Front Brake Fluid Level 106
 Light Switches 107
 Pad Wear Compensation 104
 Rear Brake Fluid Level 106
 Wear Inspection 103

C

Cleaning 129
 After Washing 131
 Drying 132
 Exhaust System 132
 Preparation 130
 Protecting 132
 Unpainted Aluminium Items 131
 Washing 132
 Where to be Careful 130
 Clutch 99
 Adjustment 99
 Inspection 99
 Coolant 79
 Cooling System 95, 138
 Coolant Change 97
 Coolant Temperature Gauge 47
 Corrosion Inhibitors 96
 Level Adjustment 97

Level Inspection 96
 Radiator and Hoses 98
 Cruise Control 56
 Activating 57
 Adjusting 58
 Deactivating 58
 Resuming 59
 Set Speed 43

D

Dimensions 137
 Direction Indicator Lights 127
 Drive Chain 79, 100
 Lubrication 100
 Movement Adjustment 101
 Movement Inspection 101
 Wear Inspection 102

E

Electrical Equipment 79, 141
 Engine
 Specifications 137
 To Start the Engine 71
 To Stop the Engine 70
 Engine Oil 79, 92
 Capacities 138
 Disposal of Oil and Filters 95
 Oil and Filter Change 93
 Oil Level Inspection 92
 Specification and Grade 95

F

Fluids and Lubricants 142
 Foreword 3
 Frame 141
 Front Suspension 109
 Compression Damping
 Adjustment 112
 Fork Inspection 109
 Rebound Damping Adjustment 111
 Spring Pre-load Adjustment 111

Index

Fuel	78, 138	Speedometer	29
Filling the Fuel Tank	61	Tachometer	29
Gauge	47	Traction Control Disabled	
Grade	59	Indicator Light	26
Instantaneous Fuel		Traction Control Indicator Light	26
Consumption	44	Trip Computer	29
Requirement	59	Tyre Pressure Monitoring	
Specifications	138	System	44
Tank Cap	60	Tyre Pressure Warning Light	28
Fuse Box	122		
Fuse Identification	123	L	
G		Left Handlebar Switches	53
Gears		Direction Indicator Switch	54
Changing	72	Headlight Dip Switch	53
H		Horn Button	54
Headlights	124	PASS Button	55
Adjustment	125	SCROLL Button	54
Bulb Replacement	126	SET Button	55
Dipped Beam	126	Licence Place Light	128
Main Beam	126	Lubrication	138
Position Light	127	Luggage	78
High Speed Operation	77	O	
I		Odometer	43
Ignition	139	P	
Key	48	Parking	76
Switch/Steering Lock	49	Parts Identification	14
Instrument Panel		R	
Alarm/Immobiliser Indicator		Range to Empty	43
Light	25	Rear Light	127
Cruise Control Indicator Light	27	Rear Suspension	
Direction Indicators	27	Rebound Damping Adjustment	112
Engine Management System		Spring Pre-Load Adjustment	113
Malfunction Indicator Light	23	Riding Modes	31
High Beam Warning Light	27	RAIN Mode	32
High Coolant Temperature		Riding Mode Selection	33
Warning Light	24	ROAD Mode	32
Instrument Panel Layout	22	Selecting a Riding Mode –	
Low Fuel Warning Light	27	When Riding the Motorcycle	34
Low Oil Pressure Warning Light	24	Selecting a Riding Mode –	
Neutral Light	27	With the Motorcycle Stationary	33
Self Cancelling Indicators	40	SPORT Mode	32

Index

-
- Right Handlebar Switches **51**
 Cruise Control Adjust Button **51**
 Engine Stop Switch **51**
 Hazard Warning Lights Button **52**
 Starter Button **52**
Running-In **66**
- S**
- Safety **6**
 Daily Checks **67**
 Fuel and Exhaust Fumes **6**
 Handlebars and Footrests **9**
 Helmet and Clothing **7**
 Maintenance/Equipment **11**
 Motorcycle **6**
 Parking **10**
 Parts and Accessories **10**
 Riding **8**
- Seat
 Care **63**
 Lock **62**
- Serial Numbers
 Engine **17**
 Vehicle Identification Number **17**
- Set Up Menu **37**
 Auto Self Cancelling Indicators **40**
 Changing Units **41**
 Clock Adjustment **39**
 Service Interval Announcement **41**
- Stand **62**
- Steering/Wheel Bearings **78, 107**
 Bearings Inspection **108**
 Steering Inspection **108**
- Storage
 Preparation after Storage **136**
 Preparation for Storage **135**
- Suspension Setting Chart **110**
- T**
- Throttle Control **98**
 Inspection **98**
- Tightening Torques **141**
- Tool Kit **62**
- Transmission **139**
- Trip Meter **30**
 Reset **31**
- Triumph Accessory D-Lock **63**
- Triumph Traction Control (TTC) **37**
 Disable **38**
 Settings **38**
- Tyres **4, 78, 114**
 Front and Rear Tyre Pressure **44**
 Inflation Pressures **114**
 Minimum Tread Depth **115**
 Pressures **140**
 Replacement **116**
 Tyre Pressure Monitoring System **115**
- U**
- Universal Serial Bus (USB) Socket **65**
- W**
- Warning Lights **23**
- Warnings
 Warning Label Locations **12**
 Warning Labels **3, 12**
 Warnings, Cautions and Notes **3**
- Windscreen
 Adjustment **64**
 Cleaning **133**
-

Index

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