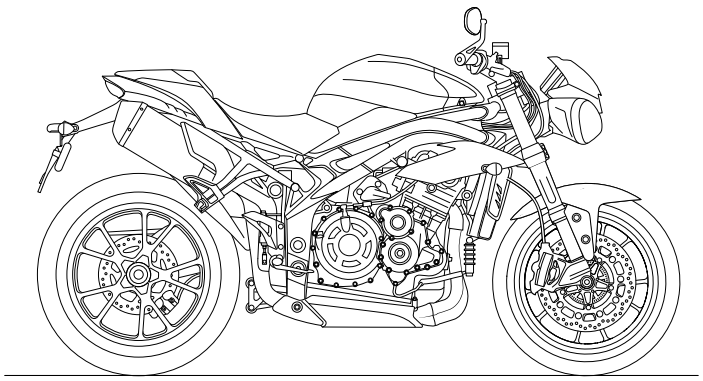
Owner's Handbook

Speed Triple S and Speed Triple R



This Owner's Handbook contains information on the Triumph Speed Triple S and Speed Triple R 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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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.

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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 a safety course approved by the Motorcycle Safety Foundation to ensure safe operation of this motorcycle. Information about the nearest Motorcycle Safety Foundation course to you can be obtained by calling the following nationwide toll free number: 800-447-4700, or by writing to the Motorcycle Safety Foundation at: 2, Jenner Street, Irvine, California 92718. To ensure a long and trouble free life for your motorcycle, maintenance should be carried out as described in this manual by an authorized Triumph dealer.

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 also available in the following languages:

- Brazilian
- Dutch
- English
- French
- German
- Italian
- Japanese
- 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.

Foreword

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.

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.

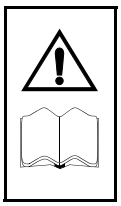
Caution

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 Owner's Handbook.

See pages 12 and 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 authorized Triumph dealer.

Only an authorized 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 website at www.triumph.co.uk or telephone Triumph Motorcycles America Limited on (678) 854 2010.

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.

Immobilizer and Tire 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.

Tires

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

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 be used with a sidecar. Installation of 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 436.5 lb (198 kg.)

Fuel and Exhaust Fumes

Warning

GASOLINE IS HIGHLY FLAMMABLE:

Always turn off the engine when refueling.

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 gasoline on the engine, exhaust pipes or mufflers when refueling.

If gasoline 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 gasoline should immediately be removed.

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

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.

Helmet and Clothing

Warning

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

cbma

When choosing a helmet, always look for a DOT (Department of Transport) sticker indicating that the helmet has DOT approval. Do not buy a helmet without DOT approval.

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 licensed to operate the motorcycle. Operation of the motorcycle without a license is illegal and could lead to prosecution.

Operation of the motorcycle without formal training in the correct riding techniques that are necessary to become licensed 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 traveled. 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.

Warning

Ensure that you know and respect the rules of the road. Read and observe publications such as 'MOTORCYCLE SAFETY', 'YOU AND YOUR MOTORCYCLE, RIDING TIPS' and also read and become familiar with the contents of the MOTORCYCLE HANDBOOK for your state.

Caution

This Triumph motorcycle is not equipped with spark arresters. Operation in forests, brush or grass areas may violate state and local laws and regulations.

Wobble/Weave

A weave is a relatively slow oscillation of the rear of the motorcycle, while a wobble is a rapid, possibly strong shaking of the handlebar. These are related but distinct stability problems usually caused by excessive weight in the wrong place, or by a mechanical problem such as worn or loose bearings or under-inflated or unevenly worn tires.

Your solution to both situations is the same. Keep a firm hold on the handlebars without locking arms or fighting the steering. Smoothly ease off the throttle to slow gradually. Do not apply the brakes, and do not accelerate to try to stop the wobble or weave. In some cases, it helps to shift your body weight forward by leaning over the tank.

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

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

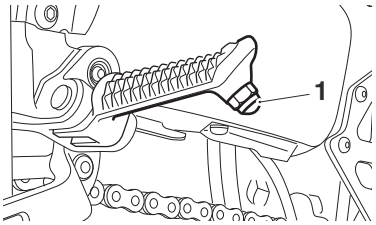
This depends on many various conditions including, but not limited to, road surface, tire condition and weather.

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

Warning

Use of a motorcycle with the bank angle indicator worn beyond the maximum limit (when 0.2 in (5 mm) of the bank indicator remains) 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.



1. **Bank angle indicator**

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 unauthorized 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 installed to the motorcycle by an authorized dealer.

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

The installation of any non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspect 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 installation of non-approved parts, accessories or conversions or the installation of any approved parts, accessories or conversions by non-approved personnel.

Maintenance/Equipment

Warning

Consult your authorized 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, mufflers, 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

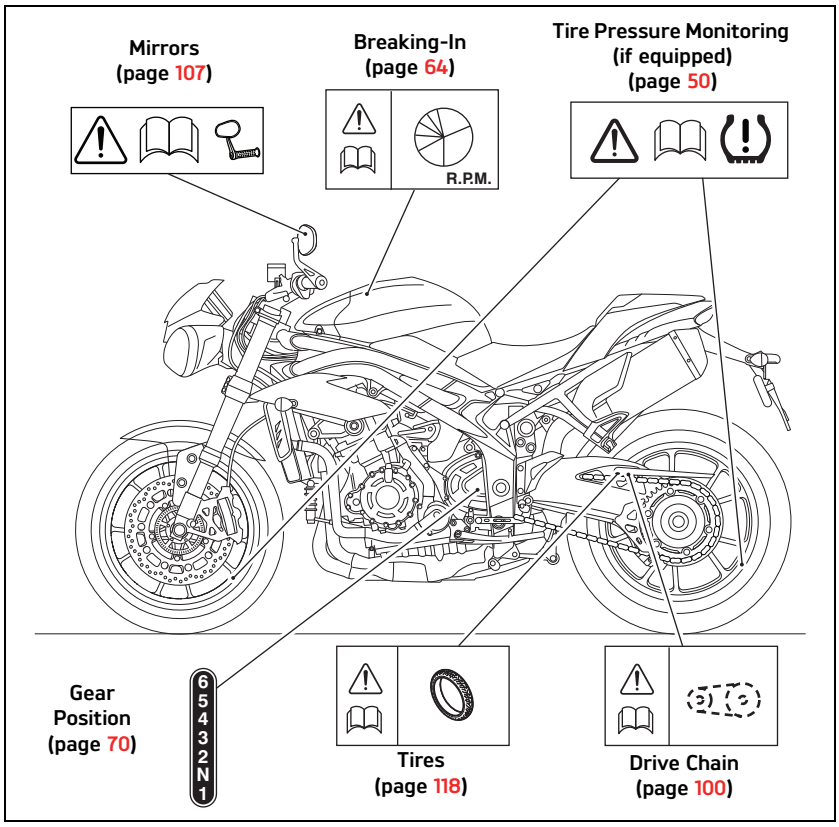
If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorized Triumph dealer for inspection and repair.

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

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

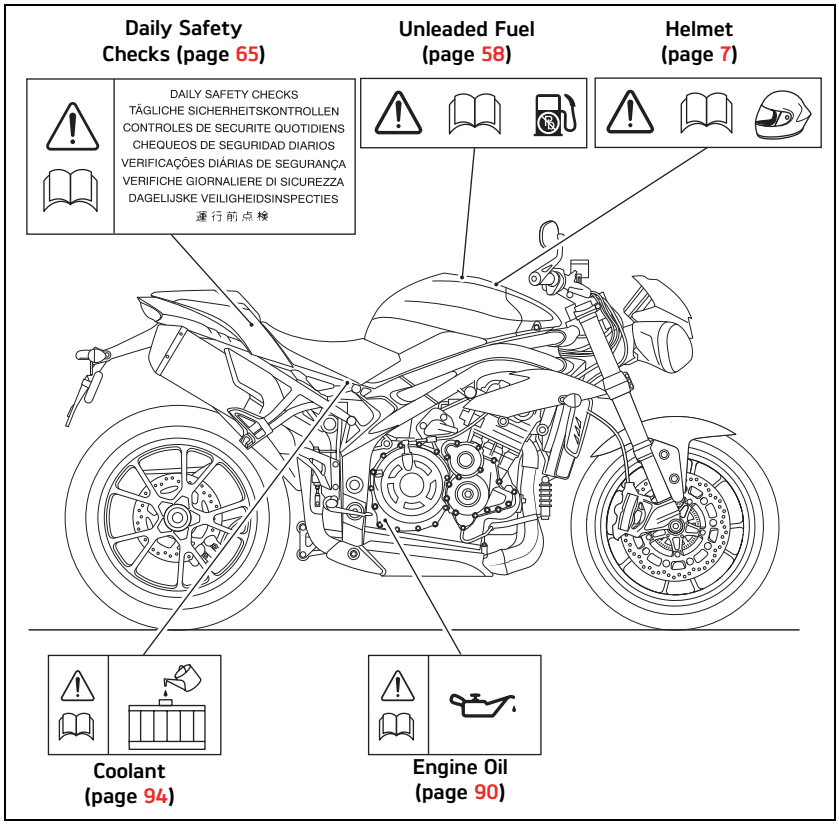
Warning Label Locations



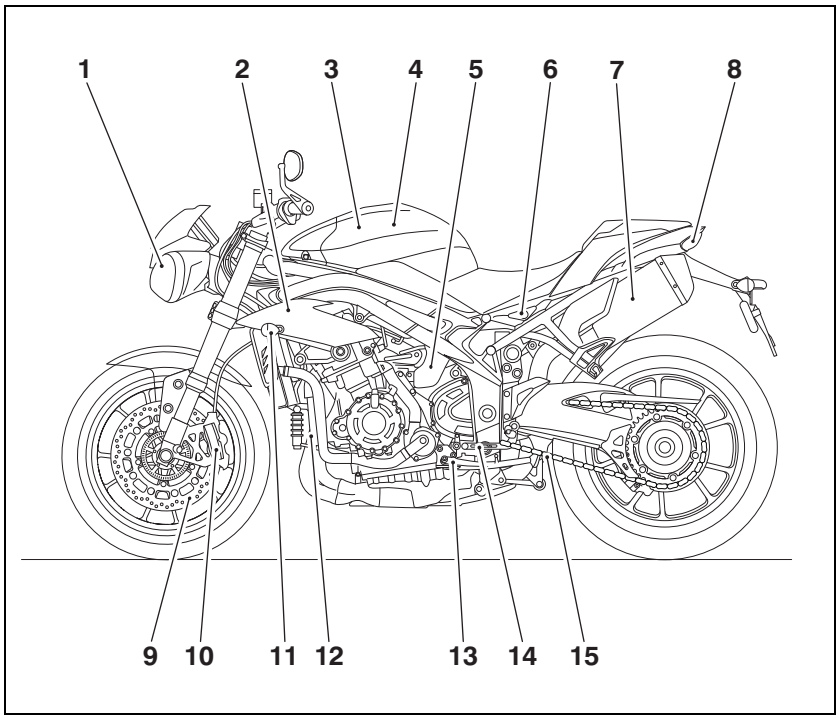
Warning Label Locations (continued)

Caution

All warning labels and decals, with the exception of the Breaking-in label, are mounted 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.

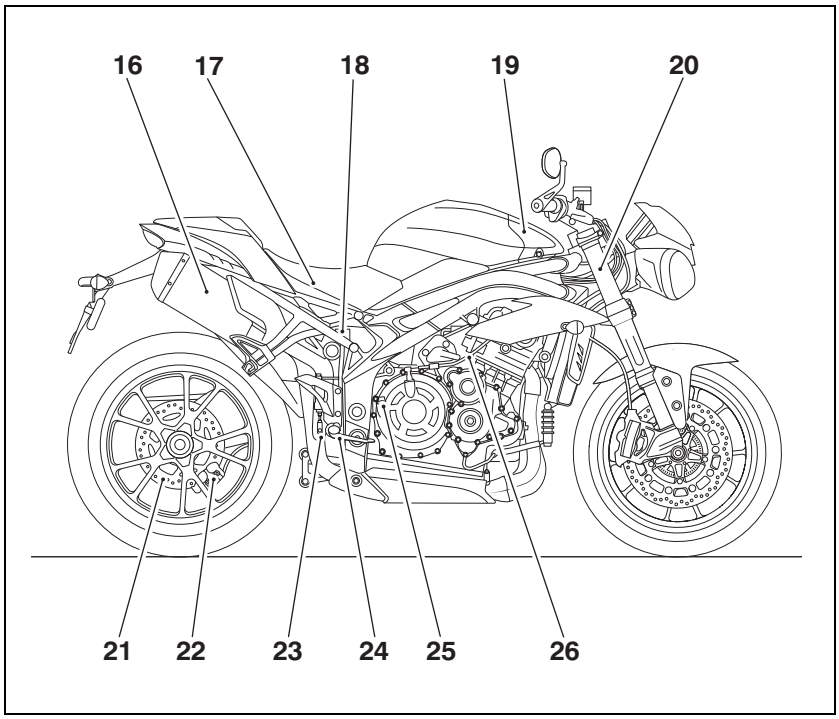


PARTS IDENTIFICATION



1. Headlight
2. Radiator/Coolant pressure cap
3. Fuel filler cap
4. Fuel tank
5. Coolant expansion tank
6. Seat lock
7. Muffler
8. Brake/tail light
9. Front brake disc
10. Front brake caliper
11. Front turn signal
12. Oil cooler
13. Side stand
14. Gear shift pedal
15. Drive chain

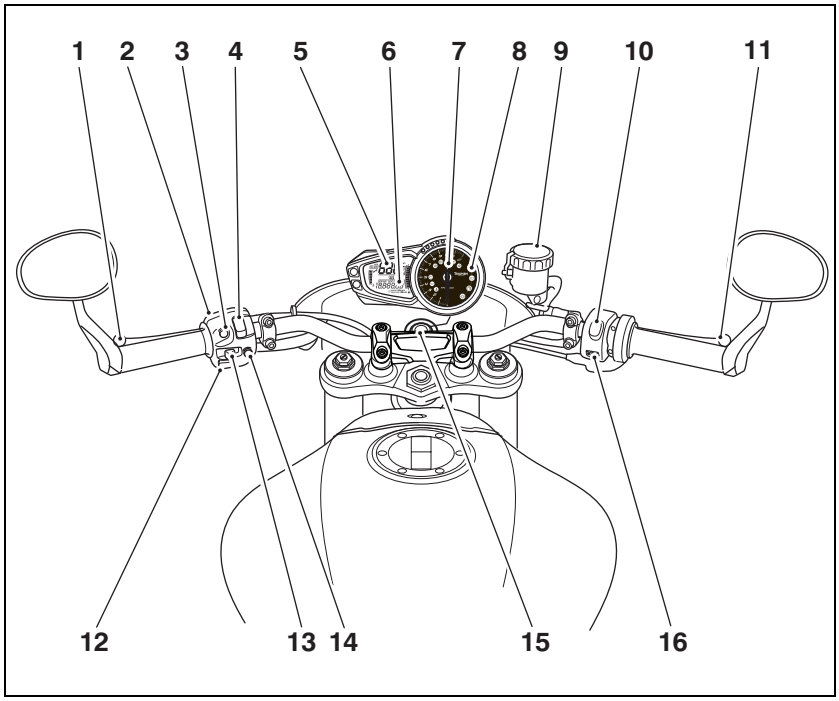
PARTS IDENTIFICATION



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

Parts Identification

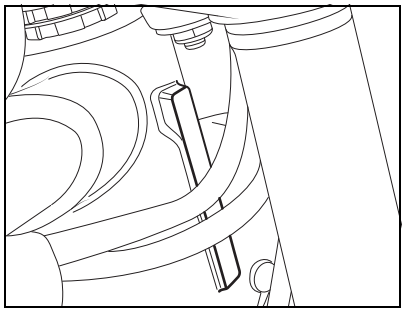
Parts Identification (continued)



1. Clutch lever
2. High beam button
3. SCROLL button
4. Daytime Running Lights (DRL) switch (if equipped)
5. Speedometer
6. Trip computer display
7. Tachometer
8. Warning lights
9. Front brake fluid reservoir
10. Engine start/stop switch
11. Front brake lever
12. Horn button
13. Turn signal switch
14. MODE button
15. Ignition switch
16. Hazard button

SERIAL NUMBERS

Vehicle Identification Number (VIN)



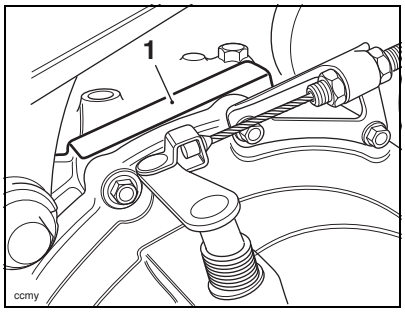
1. VIN number

The vehicle identification number is stamped into the right hand side of the steering head area of the frame.

In addition, it is displayed on a label which is mounted on the left hand side the steering head.

Record the vehicle identification number 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.

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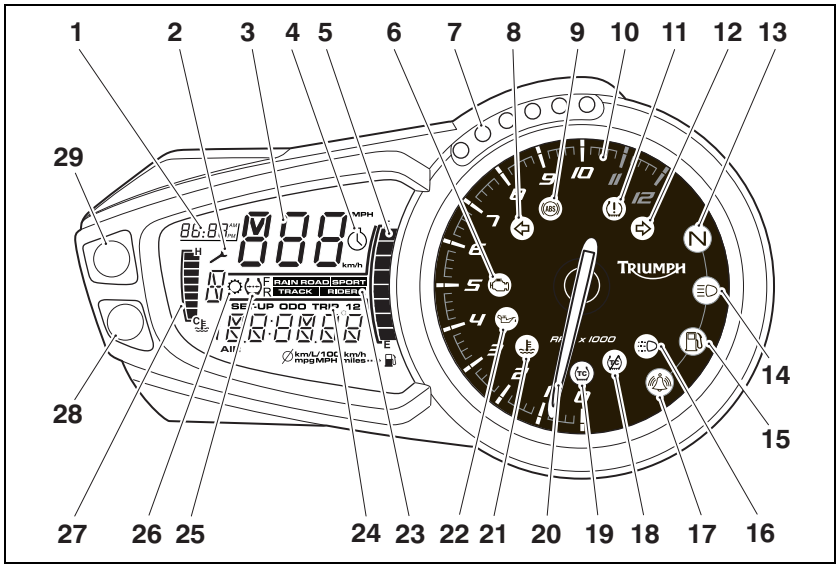
General Information

Instrument Panel Layout



1. Clock
2. Service interval indicator
3. Speedometer
4. Stop watch icon
5. Fuel gauge
6. Engine management Malfunction Indicator Light (MIL)
7. Gear shift lights
8. Left hand turn signal light
9. ABS warning light
10. Tachometer 'red zone'
11. Tire pressure warning light (if equipped with Tire Pressure Monitoring System (TPMS))
12. Right hand turn signal light
13. Neutral indicator light
14. High beam indicator light
15. Low fuel level indicator light
16. Daytime Running Lights (DRL) (if installed)
17. Alarm/Immobilizer status indicator light (alarm is an accessory install)
18. Traction Control (TC) disabled warning light
19. Traction Control (TC) indicator light
20. Tachometer
21. High coolant temperature warning light
22. Low oil pressure warning light
23. Rider mode indicator light
24. Trip meter indicator
25. Tire pressure display (if equipped)
26. Gear position symbol
27. Coolant temperature display
28. Button B
29. Button A

Warning Lights

Engine Management System Malfunction Indicator Light

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

If the malfunction indicator light 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 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 authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Note:

- **If the malfunction indicator light flashes when the ignition is switched on, contact an authorized Triumph dealer as soon as possible to have the situation rectified. In these circumstances the engine will not start.**

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

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.

The low oil pressure warning light in the tachometer will illuminate if the ignition is switched on without running the engine.

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.

The high coolant temperature warning light in the tachometer will illuminate if the ignition is switched on without running the engine.

Alarm/Immobilizer Indicator Light

This Triumph model is equipped with an engine immobilizer which is activated when the ignition switch is turned to the OFF position. If the motorcycle is equipped with the accessory alarm, the immobilizer will operate as normal but the alarm/immobilizer light will operate as described below.

Equipped With Alarm

The alarm/immobilizer light will only illuminate when the conditions described in the accessory alarm instructions are met.

Not Equipped With Alarm

When the ignition switch is turned to the OFF position, the alarm/immobilizer light will flash on and off for 24 hours to show that the engine immobilizer is on. When the ignition switch is turned to the ON position the immobilizer and the indicator light will be 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 will continue to flash after engine start-up until the motorcycle first reaches a speed exceeding 6 mph (10 km/h) when it will go off.

Unless the ABS system is disabled, or 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.

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 authorized 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 71.

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 will be 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 will be 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 authorized 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.

Turn Signals

When the turn signal switch is pushed to the left or right, the turn signal light will flash on and off at the same speed as the turn signals.

High Beam

When the ignition is switched on and the high beam button is pressed, the high beam warning light will illuminate.

Daytime Running Lights (if equipped)

When the ignition is switched ON and the daytime running lights switch is set to 'daytime running lights', the daytime running lights warning light will illuminate.

Low Fuel

The low fuel indicator will illuminate when there are approximately 0.9 US gallons (3.5 liters) of fuel remaining in the tank.

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.

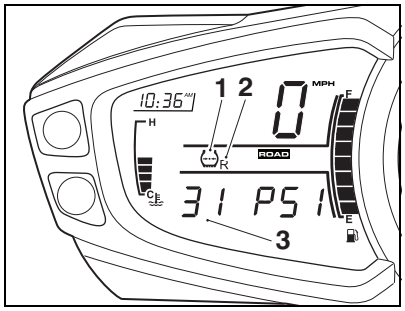
Tire Pressure Monitoring System (TPMS) Warning Light

(Only on models equipped with TPMS)

The tire pressure warning light works in conjunction with the tire pressure monitoring system (see page 50).

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

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



1. **TPMS symbol**
2. **Rear tire, identified**
3. **Tire pressure**

The tire pressure at which the warning light illuminates is temperature compensated to 68°F (20°C) but the numeric pressure display associated with it is not (see page 52). Even if the numeric display seems at or close to the standard tire pressure when the warning light is on, a low tire pressure is indicated and a puncture is the most likely cause.

Warning

Stop the motorcycle if the tire pressure warning light illuminates. Do not ride the motorcycle until the tires have been checked and the tire pressures are at their recommended pressure when cold.

Speedometer and Odometer

The digital speedometer indicates the road speed of the motorcycle. The read-out displays the motorcycle road speed in increments of one kilometer (or mile) per hour.

The odometer shows the total distance that the motorcycle has traveled. The electronic odometer and trip meter are in the display screen.

Tachometer

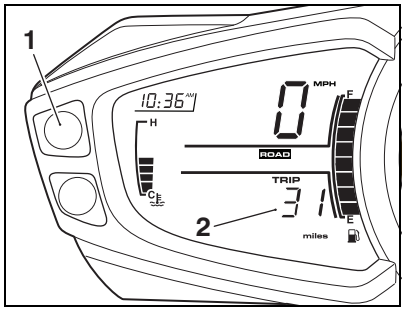
The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the 'red zone'.

Engine rpm (r/min) in the red zone is above maximum recommended engine speed and is also above the range for best performance.

Caution

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

Trip Meter



1. **Button A**
2. **Display screen**

To access the trip meter information press and release the SCROLL button on the left handlebar switch housing until the desired display is shown.

The display will scroll through in the following order:

- Trip time
- Average fuel consumption
- Instantaneous fuel consumption
- Average speed
- Odometer
- Lap timer
- Trip distance
- Range to empty.

Note:

- **The lap timer will only be displayed if it is turned on in setup (see page 47).**

Each display provides the following information all calculated since the trip meter was last reset to zero:

Trip Time

The total time elapsed.

Average Fuel Consumption

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

Instantaneous Fuel Consumption

An indication of the fuel consumption at an instant in time.

Average Speed

The average speed is calculated from when the trip computer was last reset. After being reset the display will show dashes until 1 mile/km has been covered.

Odometer

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

Lap Timer

The lap timer shows the lap time, number of laps, average speed, maximum speed and distance traveled, depending if in recording or reviewing mode.

Trip Distance

The total trip distance traveled.

Range to Empty

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

Warning

Do not attempt to switch between odometer and trip meter display modes or reset the trip meter with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

Trip Meter Reset

To reset the trip meter, select and display the trip meter then press the SCROLL button for one second. After one second, the trip meter will reset to zero.

Note:

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

To exit the trip meter, press and release the SCROLL button until the desired display is shown.

Clock Adjustment

Warning

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

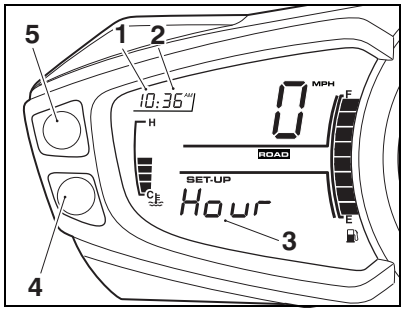
To reset the clock, with the motorcycle stationary and in neutral turn the ignition to the ON position. Press and release button 'A' until SEtUP is shown in the display screen. Press button 'B' until t-SEt will be shown.

Press button 'B' again and either 24 Hr or 12 Hr clock will be shown. Press button 'A' to select the desired clock display and then press button 'B'. The hour display will start to flash and the word Hour is shown in the display screen.

To reset the hour display, make sure that the hour display is still flashing and the word Hour is shown. Press button 'A' to change the setting. Each individual button press will change the setting by one digit. If the button is held, the display will continuously scroll through in single digit increments.

When the correct hour display is shown, press button 'B'. The minutes display will begin to flash and the word Min is shown in the display screen. The minutes display is adjusted in the same way as for the hours.

Once both hours and minutes are correctly set, press button 'B' to confirm and t-SEt will be shown in the display screen. Press and release button 'A' until REtURn is shown then press button 'B'.



1. **Hours read-out**
2. **Minutes read-out**
3. **Display screen (Hour selected for adjustment)**
4. **Button B**
5. **Button A**

Changing Units (Imperial, US or Metric)

Unit has four selectable display modes.

Each display provides the following information:

mpg (Imperial gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in imperial gallons.

mpg US (US gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in US gallons.

L/100 km (Metric)

The speedometer and odometer will read in kilometers. The fuel consumption will be measured in liters of fuel per 100 km.

km/L (Metric)

The speedometer and odometer will read in kilometers. The fuel consumption will be measured in kilometers per liter of fuel.

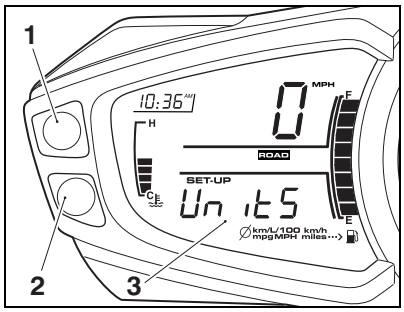
Warning

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

To access the units display, with the motorcycle stationary and in neutral turn the ignition to the ON position.

Press and release button 'A' until SEtUP is shown in the display screen then press button 'B'.

Press and release button 'A' until UnitS is shown then press button 'B'.



1. **Button A**
2. **Button B**
3. **Display screen**

Press and release button 'A' until the desired display is shown. The display will scroll through in the following order:

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

Models without TPMS: Press button 'B' and do not touch buttons 'A' or 'B' again until UnitS is shown in the display screen. When UnitS is shown in the display screen, press and release button 'A' until REtURn is shown then press button 'B'. Trip will be shown in the display screen.

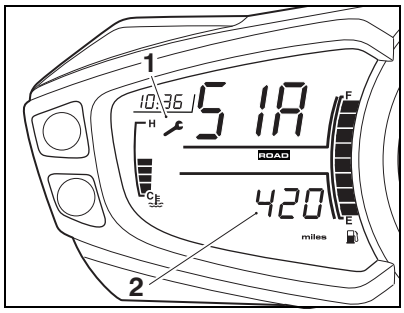
Models with TPMS: Press button 'B' and do not touch buttons 'A' or 'B' again until PSI or bAr is displayed. Press and release button 'A' until the desired tire pressure units are shown.
Press button 'B' and wait until UnitS is displayed, then press button 'A' and when REtURn is displayed press button 'B'. Trip will be shown in the display screen.

Return

Select REtURn to return to the main display.

Service Interval Announcement (SIA)

The Service Interval Announcement (SIA) shows the total distance that the motorcycle has remaining before a service is required. If the service is overdue, the distance will be displayed as a negative number.



1. **Service indicator**
2. **Remaining distance**

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, the service symbol will be displayed for three seconds and the clock will show the distance remaining before the next service.

When the remaining distance is 0 miles (0 km) the service symbol will remain on until the service has been carried out and the system has been reset by your authorized Triumph dealer.

To access the SIA display, with the motorcycle stationary and in neutral, turn the ignition to the ON position.

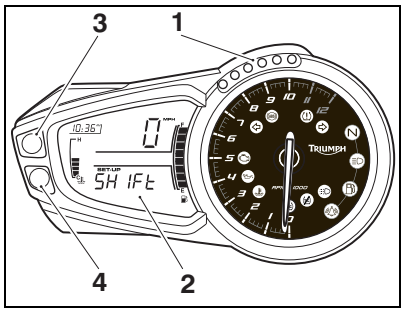
Press and release button 'A' until SEtUP is shown in the display screen then press button 'B'.

Press and release button 'A' until SIA is shown.

To exit the SIA display, press and release button 'A' until REtURn is shown in the display screen, then press button B.

Gear Shift Lights

The gear shift lights provide a visual indication of when to shift gear. The gear shift lights are all colored blue.



1. **Gear shift lights**
2. **Display screen**
3. **Button A**
4. **Button B**

Gear Shift Light Modes

The gear shift lights have four programmable operating modes as described below:

- 3 LED mode: The first three lights illuminate when the set limit is reached, and remain illuminated until the engine speed drops below the set limit.
- 6 LED mode: All six lights illuminate when the set limit is reached, and remain illuminated until the engine speed drops below the set limit.
- SE mode: The lights will progressively illuminate in 250 rpm increments until the set limit is reached. At the set limit all six lights will be illuminated.
- OFF mode: The gear shift lights are turned OFF.

Setting Gear Shift Light Limits

The gear shift lights will not operate below 3,500 rpm to avoid the lights operating at idle.

To change the gear shift light modes, with the motorcycle stationary and in neutral turn the ignition to the ON position.

Press and release button 'A' until SEtUP is shown in the display screen then press button 'B'.

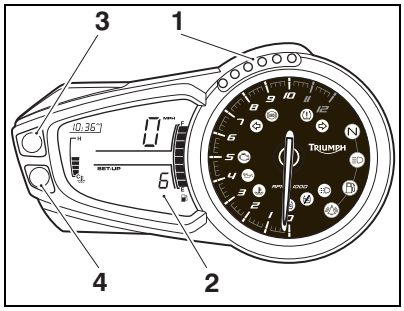
Press and release button 'A' until SHIFt is shown then press button 'B'. The current mode will be displayed and the corresponding gear shift lights will illuminate.

Press and release button 'A' until the desired gear shift light mode is shown then press button 'B'. The display will scroll through in the following order:

- 6 (6 LED mode);
- 3 (3 LED mode);
- SE (Sequential mode);
- OFF (Gear shift lights off).

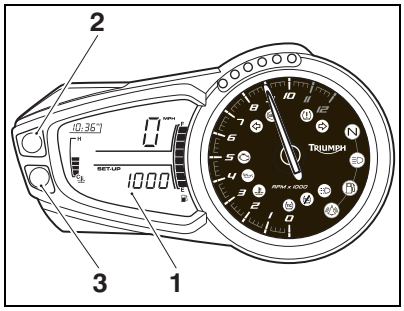
Note:

- **The motorcycle is delivered from the factory with the gear shift light set to the 6 LED mode at 3,500 rpm.**



1. **Gear shift lights**
2. **Display screen (6 mode shown)**
3. **Button A**
4. **Button B**

When the gear shift light mode has been selected, the tachometer needle will move round to the last set position. The rpm will be shown in the display screen with the 1,000 units flashing.



1. **RPM 1,000 units**
2. **Button A**
3. **Button B**

Changing the Set Speed

To change the setting in increments of 500 rpm, press button 'A'. Each individual press of button 'A' will then increase the setting in increments of 500 rpm, up to the maximum rpm limit. When the maximum rpm limit is reached, the setting will return to 3,500 rpm.

Note:

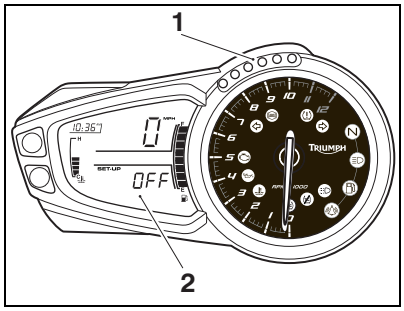
- **If the rpm 1,000 units is set to the maximum rpm limit, SHIFt will be shown.**

When the correct setting is shown, pressing button 'B' will confirm the setting, SHIFt will be shown in the display screen and all the gear shift lights will flash. Press and release button 'A' until REtURn is shown in the display screen then press button 'B'.

Setting Gear Shift Lights to Off

To select the OFF mode, make sure OFF is shown in the display screen.

Press button 'B' and SHIFt will be shown in the display screen. Press and release button 'A' until REtURn is shown in the display screen then press button 'B'.

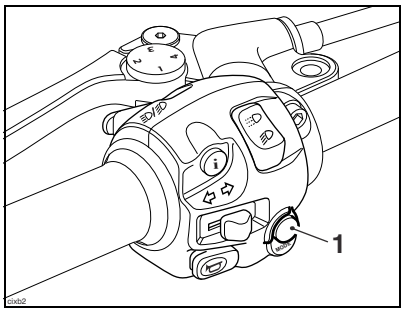


1. **Gear shift lights**
2. **Display screen (OFF mode shown)**

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 left handlebar switch housing, while the motorcycle is stationary or moving.



1. **MODE button**

Press and release the MODE button to select one of the following riding modes (see page 38).

- RAIN mode – non-adjustable
- ROAD mode – non-adjustable
- SPORT mode – non-adjustable
- TRACK mode – non-adjustable
- RIDER mode – adjustable.

Press and hold the MODE button shows the RIDER mode SEtUP menu (see page 43).

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.

TRACK Mode

The TRACK mode provides optimal MAP, ABS and TTC settings for light track riding.

System Settings	
MAP	**Sport** – Optimal throttle response setting for off-road use.
ABS	**Track** – Optimal ABS setting for track use. **Front Wheel** – The ABS system allows increased front wheel slip when compared to the Road setting. **Rear Wheel** – The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 25).
TTC	**Track** – TTC is set up for track use, allowing increased rear wheel slip when compared to the Road setting.

Warning

The TRACK mode is not intended for normal, on-road riding.

Riding on-road with the TRACK mode activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

RIDER Mode

The RIDER mode is fully adjustable and allows the rider to select MAP, ABS and TTC options to suit road conditions or personal preferences.

The MAP, ABS and TTC options available for selection are as follows:

MAP Options	
Rain	Reduced throttle response when compared to the Road setting, for wet or slippery conditions.
Road	Standard throttle response.
Sport	Increased throttle response when compared to the Road setting.

Warning

The TRACK ABS and TTC options are not intended for normal, on-road riding.

Riding on-road with the TRACK ABS and TTC options activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

ABS Options	
Road	Optimal ABS setting for road use.
Track	Optimal ABS setting for track use: **Front Wheel** – The ABS system allows increased front wheel slip when compared to the Road setting. **Rear Wheel** – The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 25).
Off	ABS is turned off. The ABS warning light will be illuminated (see page 25).

TTC Options	
Road	Optimal TTC setting for road use, allows minimal rear wheel slip.
Track	TTC is set up for track use, allowing increased rear wheel slip when compared to the Road setting.
Off	TTC is turned off. The TTC disabled warning light will be illuminated (see page 26).

See page 43 for details on setting the RIDER Mode options.

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.

When the MODE button is pressed the riding modes are displayed in the following sequence:

- RAIN mode
- ROAD mode
- SPORT mode
- TRACK mode
- RIDER mode.

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:

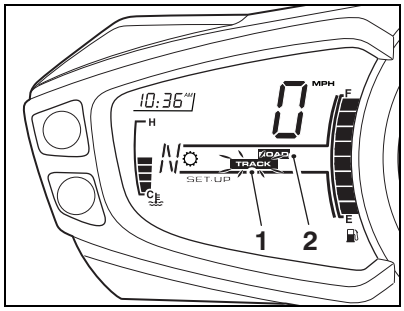
- **The riding mode will default to ROAD when the ignition is switched ON if:**
  The TRACK mode was active the last time the ignition was switched OFF; or
  The RIDER mode was active the last time the ignition was switched off with ABS and/or TTC set to TRACK or Off.
- **Otherwise, the last selected riding mode will be 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.**

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



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

Note:

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

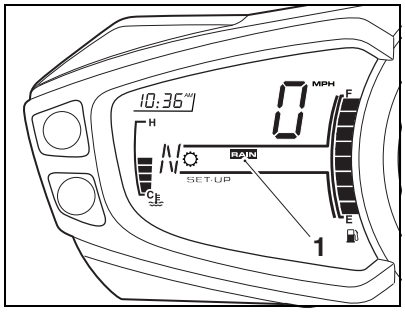
With the Engine Off

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

With the Engine Running

- Neutral gear is selected or the clutch is pulled in.

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



1. **Selected riding mode**

Selecting a Riding Mode – when Riding the Motorcycle

Warning

The selection of riding modes while 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 while 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 while the motorcycle is in motion MUST NOT be attempted:

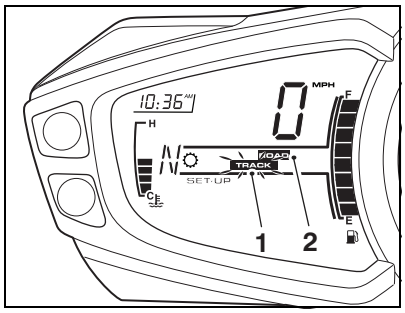
- At high speeds
- While riding in traffic
- During cornering or on winding roads or surfaces
- On steeply inclined roads or surfaces
- In poor road/weather conditions
- Where it is unsafe to allow the motorcycle to coast.

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

Note:

- **It is not possible to select the RIDER mode while the motorcycle is in motion if ABS and/or TTC are set to Off when setting the RIDER mode options (see page 43).**

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

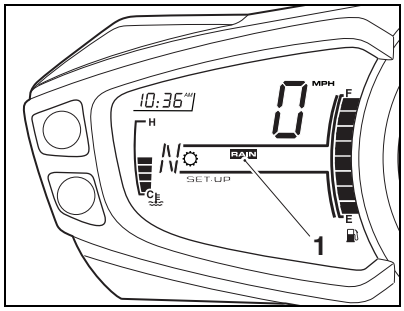


1. **Selected riding mode (flashing)**
2. **Current (active) riding mode**

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 will be displayed and the previous mode will no longer be shown.

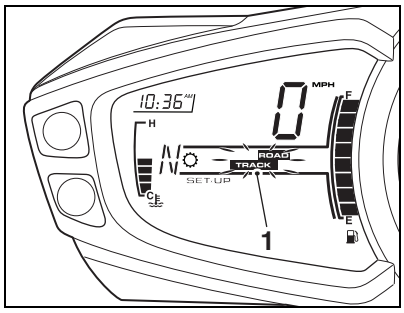


1. **Selected riding mode**

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)**

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 gear
- 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 while 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 while the motorcycle is moving can lock the rear wheel causing loss of motorcycle control and an accident.

Caution

The engine should not be stopped by turning the ignition switch to the OFF position when the motorcycle is moving. The engine stop switch is for emergency use only.

Stopping the engine when 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 that the engine stop switch is in the RUN position.**

Setting the RIDER Mode Options

Note:

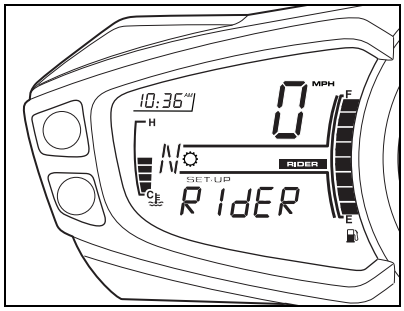
- **During setup, ABS and TTC can be activated or de-activated in the RIDER mode.**
- **If the RIDER mode is currently selected, changes to the MAP, ABS and TTC systems will become immediately active.**
- **If the ROAD or TRACK modes are selected the RIDER settings will not become active until the RIDER mode is selected (see page 38).**

To set the RIDER mode options, with the motorcycle stationary and in neutral, turn the ignition to the ON position.

- Press and release the MODE button on the left handlebar switch housing until RIDER mode is selected.
- Press and hold the MODE button until MAP is shown in the display screen.

or alternatively:

- Press and release button 'A' until SEtUP is shown in the display screen. Press button 'B' to confirm.
- Press and release button 'A' until RIdER is displayed in the lower instrument display, then press button 'B' to confirm.

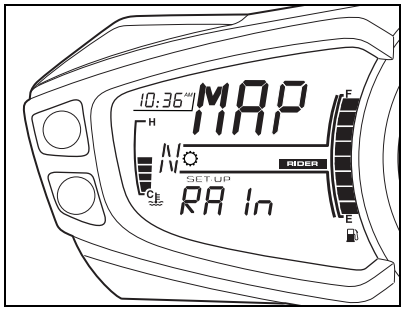


RIdER Displayed

MAP Options

Press button 'A' and choose one of the available MAP options:

- Rain
- Road
- Sport.



Rain Option Shown

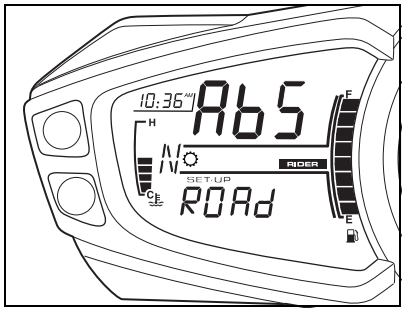
Press button 'B' to confirm the selection.

ABS is now shown in the display screen.

ABS Options

Press button 'A' and choose one of the available ABS options:

- Road
- Track
- Off.



Road Option Shown

Warning

If the ABS is disabled, the brake system will function as a non-ABS braking system. In this situation braking too hard will cause the wheels to lock, and may result in loss of motorcycle control and an accident.

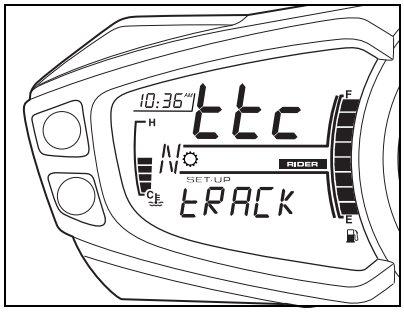
Press button 'B' to confirm the selection.

TTC is now shown in the display screen.

TTC Options

Press button 'A' and choose one of the available TTC options:

- Rain
- Road
- Track
- Off.

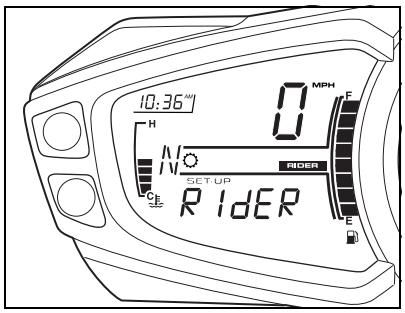


Track Option Shown

Warning

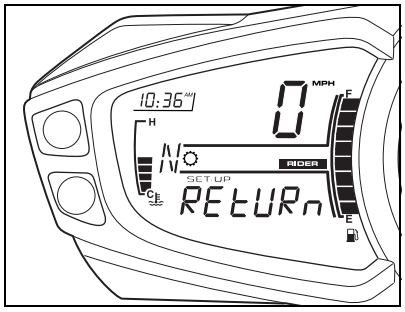
If the traction control is disabled, the motorcycle will handle as normal but without traction control. In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

Press button 'B' to confirm the selection.
RIdER is now shown in the display.



RIdER Displayed

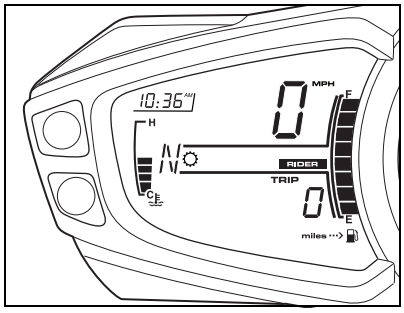
Press button 'B' and the REtURn screen is displayed.



REtURn Displayed

Press button 'B' to confirm.

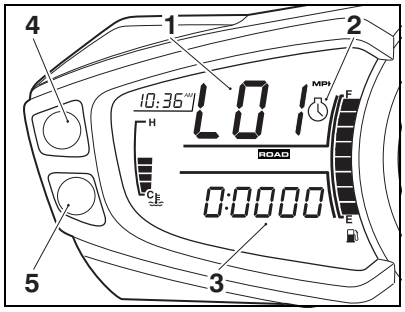
The trip screen and the current riding mode is displayed.



Current riding mode

To select a riding mode see page 38.

Lap Timer



1. **Lap number**
2. **Stopwatch icon**
3. **Lap timer information**
4. **Button A**
5. **Button B**

To access the lap timer information, with the motorcycle stationary and in neutral turn the ignition to the ON position.

Press and release button 'A' until SEtUP is shown in the display screen. Press button 'B' to confirm.

Press and release button 'B' to view the different lap timer information in the following sequence:

- Lap time
- Maximum speed
- Average speed
- Distance traveled.

Warning

Do not attempt to switch between lap timer display modes with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

Lap Time

The elapsed time of the lap (the lap number will be shown in the speedometer display). Information is recorded for each lap since the last reset.

Note:

- **The lap timer will reset to zero after 100 minutes.**

Maximum Speed

The maximum speed achieved per lap and the lap number.

Average Speed

The average speed per lap and the lap number.

Distance Traveled

The distance traveled per lap and the lap number.

Number of Laps

The number of recorded laps since the last reset is shown at the top of the display. A maximum of 50 laps can be stored by the lap timer.

Note:

- **The speed and distance will be shown in kilometers or miles, according to the units displayed by the speedometer.**

Turning the Lap Timer On or Off

To switch the lap timer on or off, with the motorcycle stationary and in neutral turn the ignition to the ON position.

Press button 'A' on the left handlebar switch housing until LAP is shown.

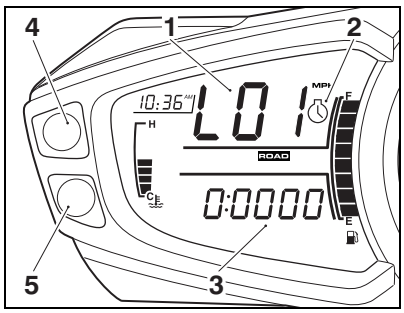
Press and release button 'A' until SEtUP is shown in the display screen. Then press button 'B'.

Press and release button 'A' until LAP is shown then press button 'B'. ON or OFF will flash in the display screen.

Press button 'A' to select either ON or OFF then press button 'B'. Do not touch buttons 'A' or 'B' until LAP is shown in the display. Then press and release button 'A' until REtURn is shown then press button 'B'.

SEtUP is shown in the display screen. Press button 'A' until REtURn is shown and then press button 'B'.

Data Recording Mode



1. **Lap number**
2. **Stop watch icon**
3. **Lap timer**
4. **Button A**
5. **Button B**

Note:

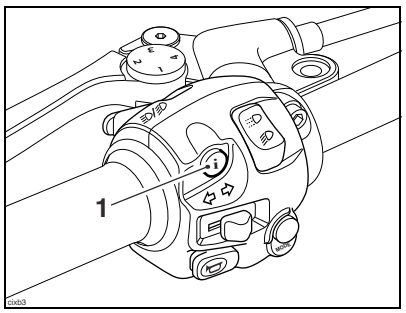
- **The data recording mode and the data retrieval mode will only operate when the lap timer (LAP) is turned on.**

To select the data recording mode, turn the ignition to the ON position.

Press and release the SCROLL button until LAP is shown in the screen then press the SCROLL button for more than one second. L01 and a stopwatch icon will be shown in the speedometer display, and the lap timer will be shown in the display screen.

Pressing the SCROLL button (with the engine running only) will start the lap timer. The display will show the lap time in minutes, seconds and hundredths of a second, and the stopwatch icon is on.

New Lap Recording



1. SCROLL button

At the end of the lap, pressing the SCROLL button again will register the start of a new lap. The display will show the last lap time for five seconds, then the new lap number for five seconds.

After this time, the speedometer display will show the current lap number and the display screen will show the current lap time.

Data Retrieval Mode

The data retrieval mode can be accessed in one of two ways:

- With the ignition in the ON position, from the lap timer display, press button 'B'.
- From the Data Recording Mode, with the engine running and the motorcycle stationary, press the SCROLL button for two seconds. This will return the display to the LAP display. Then press button 'B'.

Note:

- **The data retrieval mode cannot be accessed while the motorcycle is in motion.**

When the data retrieval mode is accessed, the lap time for the first lap will be displayed. The lap number will be displayed in the speedometer display position.

Press and release button 'A' until the desired lap (up to a maximum of 50 laps) is displayed.

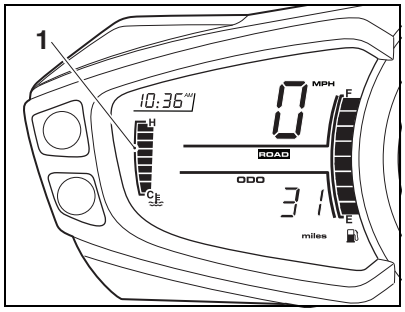
Press and release button 'B' to scroll through the lap data.

Lap Timer Reset and Exit

To reset the lap timer and exit lap timer, press button 'B' for two seconds. After two seconds, the lap timer will reset and LAP will be shown in the display screen. This will delete the stored data for all stored laps.

To exit the data retrieval mode without resetting the lap timer, press button 'A' for two second, LAP will be shown in the display screen. Press and release button 'A' to the desired display.

Coolant Temperature Gauge



1. Coolant temperature gauge

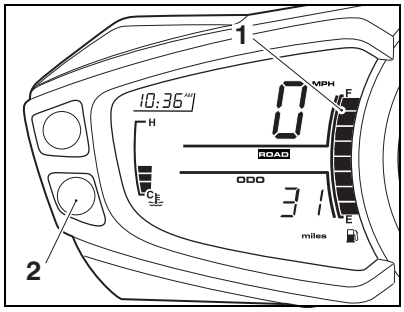
The coolant temperature gauge indicates the temperature of the engine coolant.

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

The normal temperature range is between three and five bars.

If the coolant temperature becomes too high the display will show eight bars and will start to flash. The high coolant temperature warning light in the tachometer will also be illuminated.

Fuel Gauge



1. Fuel gauge
2. Button B

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

With the ignition 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 displayed and when empty, no bars are displayed. Other gauge markings indicate intermediate fuel levels between full and empty.

When two bars are displayed the low fuel warning light will illuminate. This indicates there are approximately 1.2 US gallons (4.5 liters) of fuel remaining in the tank and you should refuel at the earliest opportunity. If a trip meter display is shown, the range to empty display can be selected by pressing and releasing button 'B' until it is shown.

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

Tire Pressure Monitoring System (TPMS)

(Only on models equipped with TPMS)

Warning

The daily check of tire pressures must not be excluded because of the installation of the TPMS. Check the tire pressure when the tires are cold and using an accurate tire pressure gauge (see page 118).

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

Function

Tire pressure sensors are installed to the front and rear wheels. These sensors measure the air pressure inside the tire and transmit pressure data to the instruments. These sensors will not transmit the data until the motorcycle is traveling at a speed greater than 12 mph (20 km). Two dashes will be shown in the display area until the tire pressure signal is received.

The Tire Pressure Monitoring System (TPMS) is an accessory installed item and must be installed by your authorized Triumph dealer.

The TPMS display on the instrument pack will only be activated when the system has been installed.

An adhesive label will be mounted to the wheel rim to indicate the position of the tire pressure sensor which is near the valve.

Tire Pressure Sensor Serial Number

The serial number for each tire pressure sensor is printed on a label attached to the sensor. This number may be required by the dealer for service or diagnostics.

If the TPMS has been installed at the factory, labels identifying the front and rear sensor serial numbers will be affixed to the spaces below.

If the TPMS is being installed to the motorcycle as an accessory, make sure that the dealer records the serial numbers of the front and rear tire pressure sensors in the spaces provided below.

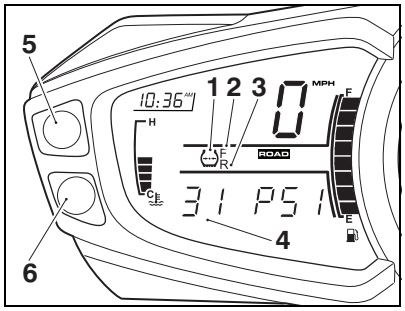
Front Tire Pressure Sensor

Rear Tire Pressure Sensor

System Display

Warning

Do not attempt to switch between front and rear tire display modes with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.



1. **TPMS symbol**
2. **Front tire, identified**
3. **Rear tire, identified**
4. **Tire pressure display**
5. **Button A**
6. **Button B**

To access the tire pressure display, turn the ignition to the ON position.

Press and release button 'A' until PSI or bAR is shown in the display screen.

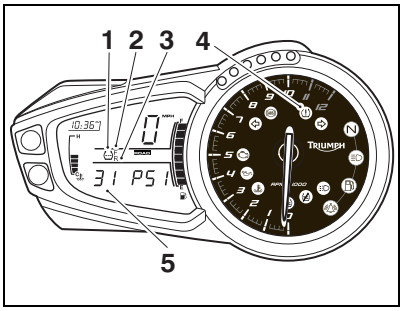
Press and release button 'B' to select the front or rear tire pressure.

When the tire pressure monitoring system has been selected, –– PSI or bAR will be shown in the display screen until the motorcycle is traveling at a speed greater than 12 mph (20 km) and the tire pressure signal is received.

To exit the tire pressure display, press and release button 'A' to the desired display.

Sensor Batteries

When the battery voltage in a pressure sensor is low, LO bAt will be displayed and the TPMS symbol will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be shown in the display screen, the red TPMS warning light will be on and the TPMS symbol will flash continuously. Contact your authorized Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided on page 50.



1. **TPMS symbol**
2. **Front tire, identified**
3. **Rear tire, identified**
4. **TPMS warning light**
5. **Tire pressure display**

With the ignition switch turned to the ON position, if the TPMS symbol flashes continuously and the TPMS warning light remains on there is a fault with the TPMS system. Contact your authorized Triumph dealer to have the fault rectified.

Tire Pressures

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

Owners must only adjust tire pressures when the tires are cold using an accurate tire pressure gauge (see page 118), and must not use the tire pressure display on the instruments.

Warning

The tire pressure monitoring system is not to be used as a tire pressure gauge when adjusting the tire pressures. For correct tire pressures, always check the tire pressures when the tires are cold and using an accurate tire pressure gauge (see page 118).

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

Caution

Do not use anti puncture fluid or any other item likely to obstruct air flow to the TPMS sensor's orifices. Any blockage to the air pressure orifice of the TPMS sensor during operation will cause the sensor to become blocked, causing irreparable damage to the TPMS sensor assembly.

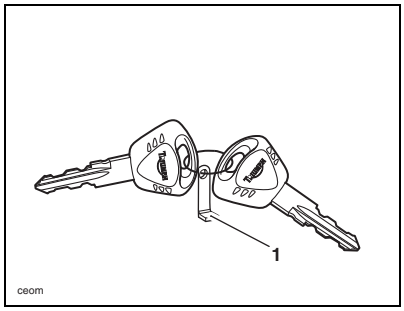
Damage caused by the use of anti puncture fluid or incorrect maintenance is not considered a manufacturing defect and will not be covered under warranty.

Always have your tires installed by your authorized Triumph dealer and inform them that tire pressure sensors are mounted to the wheel.

Replacement Tires

When replacing tires, make sure they are aware that tire pressure sensors are mounted to the wheels and always have an authorized Triumph dealer install your tires (see page 120).

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.

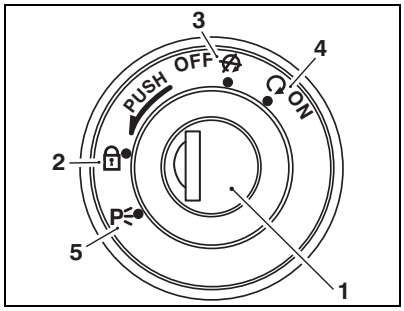
There is a transponder within the key to turn off the engine immobilizer. To ensure the immobilizer functions correctly, always have only one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the enable signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain on until one of the ignition keys is removed.

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

Caution

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

Ignition Switch/Steering Lock



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

Engine Immobilizer

The ignition barrel housing acts as the antenna for the engine immobilizer.

When the ignition switch is turned to the OFF position and the ignition key removed, the engine immobilizer is on (see page 24). The engine immobilizer is turned off when the ignition key is in the ignition switch and it is turned to the ON 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 steering fully to the left, turn the key to the OFF position, push and fully release the key, then rotate it to the LOCK position.

PARKING: Turn the key from the LOCK position to the P position. The steering will remain locked.

Note:

- **Do not leave the steering lock in the P position for long periods of time as this will cause 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 unauthorized use of the motorcycle may cause injury to the rider, other road users and pedestrians and may also cause damage to the motorcycle.

Warning

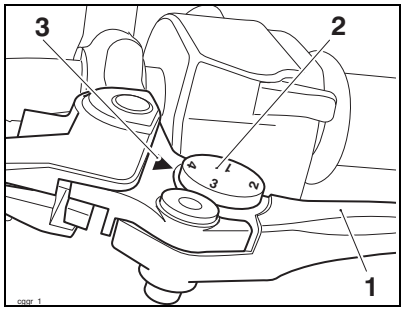
With the key in the LOCK or P position the steering will become locked.

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.

Brake and Clutch Lever Adjusters

An adjuster is installed to both the front brake and clutch levers. The adjusters allow the distance from the handlebar to the levers to be changed to suit the span of the operator's hands.

Clutch Lever

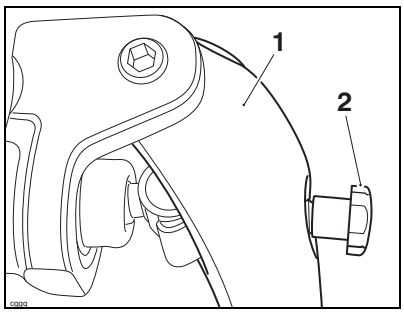


1. **Clutch lever**
2. **Adjuster wheel**
3. **Triangular mark**

To adjust the clutch lever, push the lever forward and turn the adjuster wheel to align one of the numbered positions with the triangular mark on the lever holder.

The distance from the handlebar grip to the released lever is shortest when set to number four and longest when set to number one.

Brake Lever



1. **Brake lever**
2. **Adjusting screw**

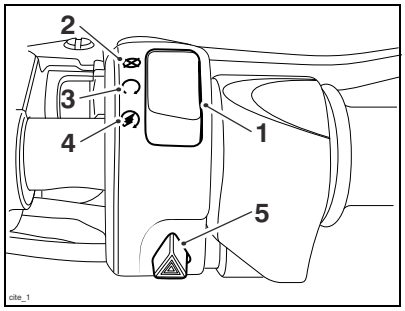
To adjust the brake lever, push the lever forward and turn the adjusting screw in to increase the distance or out to shorten the distance from the handlebar.

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.

Right Handlebar Switches



1. **Engine start/stop switch**
2. **STOP position**
3. **RUN position**
4. **START position**
5. **Hazard warning light switch**

STOP Position

The STOP position is for emergency use. If an emergency arises which requires the engine to be stopped, move the engine start/stop switch to the STOP position.

Note:

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

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.

RUN Position

In addition to the ignition switch being turned to the ON position, the engine start/stop switch must be in the RUN position for the motorcycle to operate.

START Position

The START position operates the electric starter. For the starter to operate, the clutch lever must be pulled to the handlebar and the engine start/stop switch in the START position.

Note:

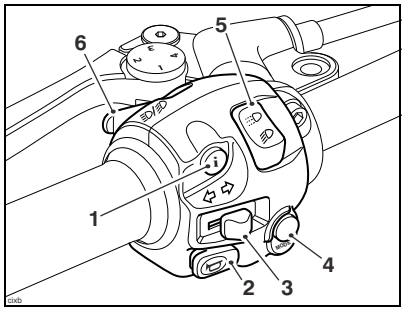
- **Even if the clutch lever is pulled to the handlebar, the starter will not operate if the side stand is down and a gear is engaged.**

Hazard Warning Lights

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

The ignition must be switched ON for the hazard warning lights to function.

Left Handlebar Switches



1. **SCROLL button**
2. **Horn button**
3. **Turn signal switch**
4. **MODE button**
5. **Daytime Running Lights (DRL) switch (if equipped)**
6. **High beam button**

SCROLL Button

The SCROLL button is used to operate the following functions of the instruments:

- Trip meter functions (see page 29)
- Odometer functions (see page 28)
- Lap timer functions (if switched on) (see page 46).

Horn Button

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

Turn Signal Switch

When the turn signal switch is pushed to the left or right, the corresponding turn signals will flash on and off.

The turn signals can be canceled manually. To manually turn off the turn signals, press and release the turn signal switch in the central position.

MODE Button

The MODE button is used to select different 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.

Press and release the MODE button to select one of the different riding modes available (see page 35 for more information).

Daytime Running Lights (DRL) Switch (if equipped)

Note:

- **The daytime running lights are manually operated. They are not automatic.**

The daytime running lights or dip beam can be selected with the Daytime Running Light (DRL) switch.

To select the daytime running lights, push the DRL switch forward.

To select dip beam, push the DRL switch rearwards.

When the daytime running lights are turned on, the daytime running lights indicator light will illuminate in the instrument panel.

High Beam Button

When the high beam button is pressed the high beam will be switched on. Each press of the button will swap between dip and high beam.

Note:

- **If daytime running lights are mounted to the motorcycle, the high beam button has additional functionality.**

If the DRL switch is in the daytime running lights position, then press and hold the high beam button to turn the high beam on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Note:

- **A lighting on/off switch is not installed to this model. The position light, brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.**
- **The headlight will function when the ignition switch is turned to the ON position.**
- **The headlight will go off while pressing the starter button until the engine starts.**

Fuel Requirement/Refueling

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 AKI octane rating (R+M)/2 of 89 or higher. Federal regulations require that pumps delivering unleaded gasoline are marked 'UNLEADED' and that the Cost of Living Council (CLC) or Anti-Knock Index (AKI) octane rating is also displayed. These ratings are an average of the Research Octane Number (RON) and the Motor Octane Number (MON).

Caution

The use of leaded gasoline is illegal in some countries, states or territories. Check local regulations before using leaded gasoline.

Note:

- **If 'knocking' or 'pinging' occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline which has a higher octane rating.**

Oxygenated Gasoline

To help in meeting clean air standards, some areas of the U.S. use oxygenated gasoline to help reduce harmful emissions. These gasolines are a blend of conventional gasoline and another compound such as alcohol. This Triumph motorcycle will give its best performance when using unleaded gasoline. However, the following should be used as a guide if you use any oxygenated fuels.

Ethanol

Ethanol fuel is a mixture of 10% Ethanol and 90% gasoline and is often described under the names 'gasohol', 'Ethanol enhanced', or 'contains Ethanol'. This fuel may be used in your Triumph motorcycle.

MTBE (Methyl Tertiary Butyl Ether)

The use of gasolines containing up to 15% MTBE (Methyl Tertiary Butyl Ether) is permitted in this Triumph motorcycle.

Methanol

Caution

Fuels containing methanol should not be used as damage to components in the fuel system can be caused by contact with methanol.

Caution

Because of the generally higher volatility of oxygenated fuels, starting, engine response and fuel consumption may be adversely affected by their use. Should any of these difficulties be experienced, run the motorcycle on normal unleaded gasoline.

Warning

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

Gasoline (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.

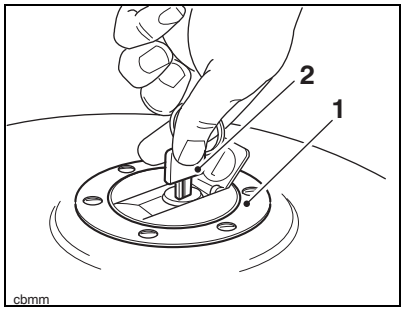
Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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 gasoline (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.

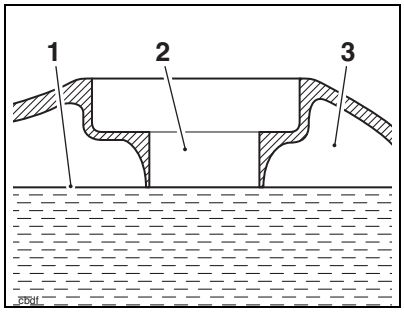
Filling the Fuel Tank

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

Caution

Contaminated fuel may cause damage to fuel system components.

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 ensure 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**

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, tires or any other part of the motorcycle.

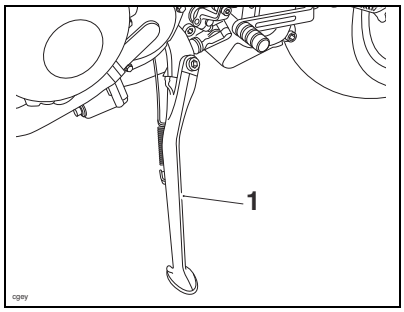
Because fuel is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above may lead to a fire hazard, which could cause damage to property and injury or death to persons.

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

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

Stand

Side Stand



1. Side stand

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

Warning

The motorcycle is equipped 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.

Tool Kit and Owner's Handbook

The tool kit and Owner's Handbook are located under the rider's seat.

Seats

Caution

To prevent damage to the seat or 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 cover. Instead, place the seat, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.

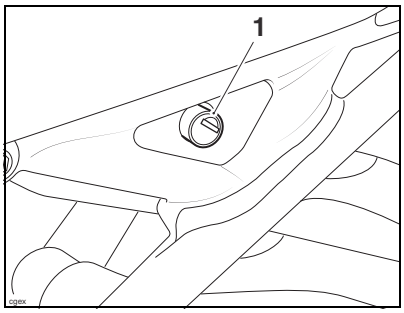
Do not place any item on the seat which may cause damage or staining to the seat cover.

Note:

- **The passenger seat must be removed to access the rider's seat for removal.**

Seat Lock

The seat lock is located on the left hand side of the motorcycle, on the frame below the seat.



1. Seat lock

Passenger Seat Removal

To remove the passenger seat, insert the ignition key into the seat lock and turn it counterclockwise while pressing down on the front part of the passenger seat. This will release the seat from its lock.

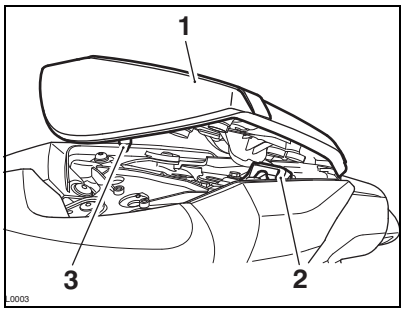
Lift the front of the seat and slide forwards for complete removal from the motorcycle.

Passenger Seat Installation

Note:

- **The rider's seat must be correctly installed before attempting to install the passenger seat.**

To install the passenger seat, position the rear of the passenger seat to the rear locator in the rear subframe.



1. **Passenger seat**
2. **Rear locator**
3. **Seat lock hook**

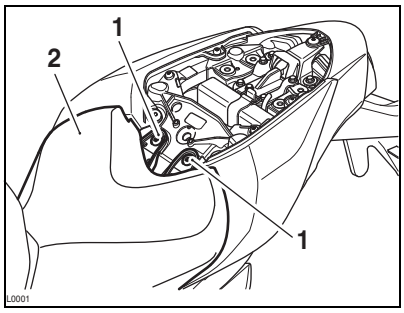
Locate the seat lock hook into the lock plate assembly and press down to engage it in the lock. An audible click can be heard when the seat is correctly engaged in the lock.

Warning

To prevent detachment of the seat during riding, after installation 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.

Rider's Seat Removal

Remove the passenger seat as described on page 63. A tool is located at the front of the passenger seat. Using the tool, remove the two fasteners securing the rider's seat to the lock plate.

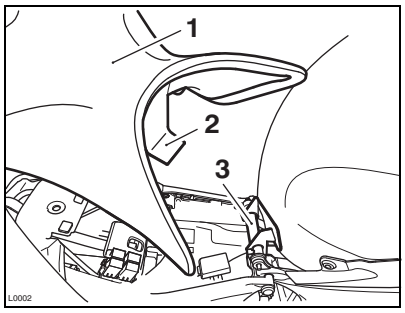


1. **Fasteners**
2. **Rider's seat**

To detach the rider's seat, slide the seat rearwards and lift the rear of the seat. Disengage the locators from the frame, and the front bracket from below the fuel tank hinge.

Rider's Seat Installation

To install the rider's seat, position the seat's front bracket under the fuel tank hinge and the rear location into position in the rear subframe.



1. **Rider's seat**
2. **Front bracket**
3. **Fuel tank hinge**

Secure the rider's seat to the seat lock plate with the two fasteners.
Tighten to **80 lbf in (9 Nm)**.

Note:

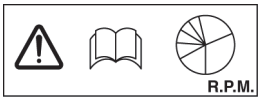
- **The fuel tank support is located on the underside of the rider's seat, see page 97.**

Seat Care

To prevent damage to the seat or seat cover, care must be taken not to drop or lean the seat against any surface which may damage the seat or its cover.

See page 134 for seat cleaning information.

Breaking-In



Breaking-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 will be higher when components are new. Later on, when continued operation of the engine has ensured that the components have 'bedded in', this internal friction will be greatly reduced.

A period of careful breaking-in will ensure lower exhaust emissions, and will optimize performance, fuel economy and longevity of the engine and other motorcycle components.

During the first 500 miles (800 kilometers):

- 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 1000 miles (800 to 1500 kilometers):

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

Both during and after breaking-in has been completed:

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

Safe Operation

Daily Safety Checks

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

If any irregularities are found during these checks, refer to the Maintenance and Adjustment section or see your authorized 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 (see page 58).

Engine Oil: Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (see page 91).

Drive Chain: Correct adjustment (see page 100).

Tires/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, punctures etc. (see page 118).

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 fasteners.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (see page 109).

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 (see page 104).

Brake Pads: There should be more than 0.04 in (1.0 mm) of friction material remaining on the front brake pads and more than 0.06 in (1.5 mm) for the rear (see page 104).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 105).

Front Forks: Smooth action. No leaks from fork seals (see page 110).

Throttle: Throttle grip free play 0.08 - 0.12 in (2 - 3 mm) at all steering angles. Make sure that the throttle grip returns to the idle position without sticking (see page 98).

Clutch: Smooth operation and correct cable free play (see page 99) at all steering angles.

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 94).

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

Engine Stop: Stop switch turns the engine off (see page 68).

Stand: Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 61).

HOW TO RIDE THE MOTORCYCLE

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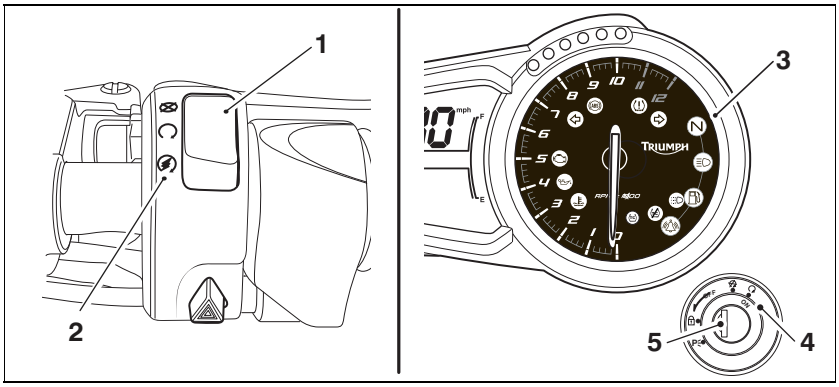
To Stop the Engine



1. **Engine stop switch**
2. **START position**
3. **Neutral indicator light**
4. **ON position**
5. **Ignition switch**

Close the throttle completely.

Select neutral.

Turn the ignition switch off.

Select first gear.

Support the motorcycle on a firm, level surface with 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.

To Start the Engine

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

Make sure the transmission is in neutral.

Pull the clutch lever fully into the handlebar.

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.**

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

Slowly release the clutch lever.

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.

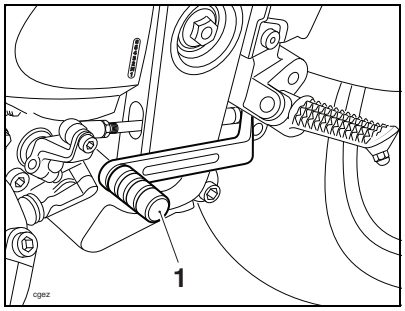
If the throttle is open then the bike will not start.

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

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.

Shifting Gears



1. Gear shift pedal

6 5 4 3 2 N 1

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

Warning

Do not shift 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. Shifting down should be done such that low engine speeds will be ensured.

Note:

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

Quickshifter (if fitted)

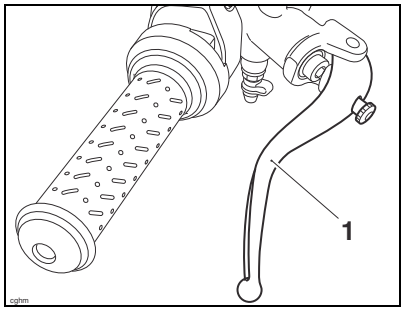
A race-style quickshifter is available as an accessory on this model. The quickshifter will trigger a momentary engine cut to allow gears to engage, without closure of the throttle or operation of the clutch.

The quickshifter will only operate for up-shifts and only then if the engine speed is greater than 2,500 rpm. The clutch must be used for all other gear shifts including stopping and pulling away.

The quickshifter will not operate if the clutch is applied or if an up-shift is attempted by mistake when in 6th gear.

It is necessary to use a positive pedal force to ensure a smooth gear shift.

Braking



1. **Front brake lever**

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

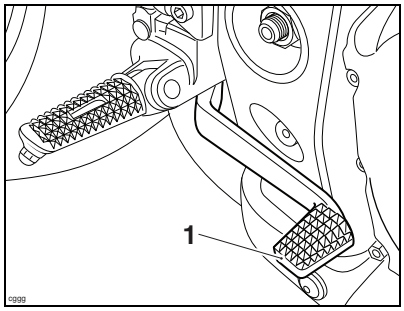
Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

Shift 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.

Shift 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.



1. **Rear brake pedal**

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. (See ABS warnings.)

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.

Warning

For your safety, always exercise extreme caution when braking, (whether or not ABS is installed), accelerating or turning as any improper 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 (see ABS warning).

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 maneuver 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

When descending a long, steep gradient, use engine braking by down changing and use the brakes intermittently. Continuous brake application can overheat the brakes and reduce their effectiveness.

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.

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.

ABS (Anti-Lock Brake System)

Warning

ABS prevents the wheels from locking, therefore maximizing 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 and always reduce speed in consideration of weather, road and traffic conditions.

Take care when cornering. If the brakes are applied in a corner, 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

When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off (see page 25). If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because:

- the ABS has been disabled by the rider;
- the ABS has a malfunction that requires investigation.

If the indicator light becomes illuminated 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 and 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.**
- **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 authorized 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.

Warning

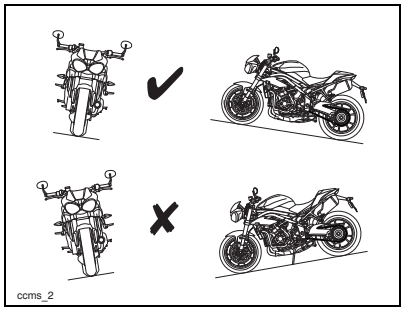
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

When the ignition is switched off and the motorcycle is re-started, 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 tires 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, license 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.

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

Gasoline 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 traveled. 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.

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

Make certain that any luggage containers are closed, locked and securely mounted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tires

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

Fuel

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

Caution

In all countries except Australia and New Zealand the exhaust system is installed 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.

Engine Oil

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

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 certain that the headlight, rear/brake light, turn signals, horn, etc. all work properly.

Miscellaneous

Visually check that all fasteners are tight.

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ACCESSORIES, LOADING AND PASSENGERS

The addition of accessories and carrying 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 that 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 430 lb (195 kg.)

This maximum loading weight is made up from the combined weight of the rider, passenger, any accessories installed 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 installation of non-approved accessories, incorrect loading, worn tires, overall motorcycle condition and poor road or weather conditions.

Warning

This motorcycle must not be operated above the legal road speed limit except in authorized 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 firmly hold onto the seat strap or the rider's waist or hips.
- Advise the passenger to lean with the rider when traveling 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.

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

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 6.6 lb (3 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.

Carrying objects in excess of 6.6 lb (3 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).

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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 authorized Triumph dealer will have this knowledge and equipment.

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorized 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 traveling less 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 traveling 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 traveling 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 authorized 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 carried out by the owner.

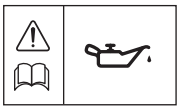
Operation Description		Odometer Reading in Miles (Km) or Time Period, whichever comes first				
		First Service	A Service	B Service	C Service	D Service
	Every	500 (800) 1 month	6,000 (10,000) 1 year	12,000 (20,000) 2 years	18,000 (30,000) 3 years	24,000 (40,000) 4 years
Lubrication						
Engine oil cooler - check for leaks	-	•	•	•	•	•
Engine oil - replace	-	•	•	•	•	•
Engine oil filter - replace	-	•	•	•	•	•
Fuel System and Engine Management						
Air cleaner - replace	-			•		•
Autoscan - carry out a full Autoscan using the Triumph Diagnostic tool	-	•	•	•	•	•
Throttle bodies - balance	-		•	•	•	•
Fuel system - check for leaks	Day	•	•	•	•	•
Fuel and evaporative loss* hoses - replace	-					•
Secondary air injection system - check	-			•		•
Exhaust clamp bolts - check/adjust	-	•	•	•	•	•
Ignition System						
Spark plugs - check	-		•		•	
Spark plugs - replace	-			•		•
Cooling System						
Cooling system - check for leaks	Day	•	•	•	•	•
Coolant level - check/adjust	Day	•	•		•	
Coolant - replace	-			•		•
Engine						
Clutch cable - check/adjust	Day	•	•	•	•	•
Valve clearances - check	-			•		•

Operation Description		Odometer Reading in Miles (Km) or Time Period, whichever comes first				
		First Service	A Service	B Service	C Service	D Service
	Every	500 (800) 1 month	6,000 (10,000) 1 year	12,000 (20,000) 2 years	18,000 (30,000) 3 years	24,000 (40,000) 4 years
Wheels and Tires						
Wheels - inspect for damage	Day	•	•	•	•	•
Rear wheel needle roller bearing - lubricate	-			•		•
Wheel bearings - check for wear/smooth operation	-	•	•	•	•	•
Tire wear/tire damage - check	Day	•	•	•	•	•
Tire pressures - check/adjust	Day	•	•	•	•	•
Electrical						
All lights, instruments and electrical systems - check	Day	•	•	•	•	•
Steering and Suspension						
Steering - check for free operation	Day	•	•	•	•	•
Steering Head bearings - check/adjust	-		•	•	•	•
Steering Head bearings - lubricate	-			•		•
Forks - check for leaks/smooth operation	Day	•	•	•	•	•
Fork oil - replace	-					•
Rear suspension linkage - check/lubricate	-			•		•
Brakes						
Brake fluid levels - check	Day	•	•	•	•	•
Brake fluid - replace	-			•		•
Brake pad wear - check	Day	•	•	•	•	•
Brake master cylinders – check for oil leaks	-	•	•	•	•	•
Brake calipers - check for leaks and seized pistons	-	•	•	•	•	•
ABS ECM - check for stored DTCs		•	•	•	•	•

Operation Description		Odometer Reading in Miles (Km) or Time Period, whichever comes first				
		First Service	A Service	B Service	C Service	D Service
	Every	500 (800) 1 month	6,000 (10,000) 1 year	12,000 (20,000) 2 years	18,000 (30,000) 3 years	24,000 (40,000) 4 years
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 rubbing strip - check	-		•	•	•	•
General						
Fasteners - inspect visually for security	Day	•	•	•	•	•
Stand - check operation	Day	•	•	•	•	•

* Evaporative system installed to models for certain markets only.

Engine Oil



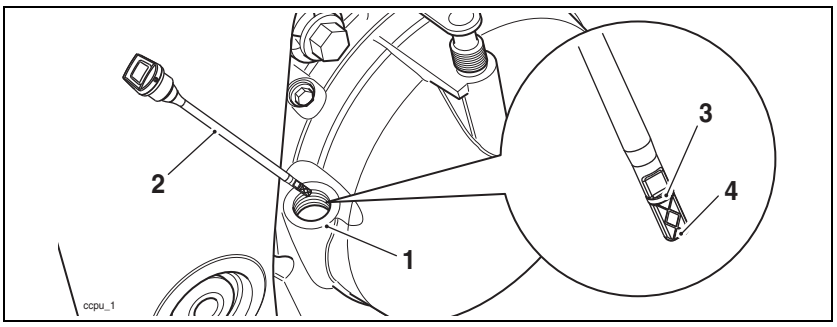
In order for the engine, transmission, and clutch to function correctly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with scheduled maintenance requirements.

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 home.**

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

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.

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.

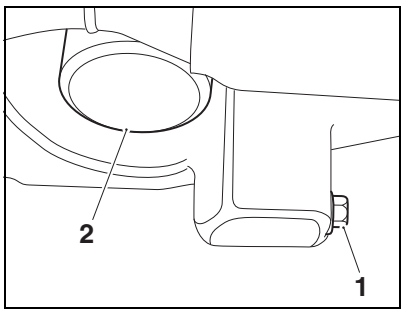
With the motorcycle upright, remove the filler plug/dipstick, wipe the blade clean and fully tighten.

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, re-install 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 contamination that can lead to skin cancer. Always wear suitable protective clothing and avoid skin contact with used oil.

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.

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. Install the oil filter and tighten to **89 lbf in (10 Nm)**.

Incorporating a new washer, reinstall the oil drain plug and tighten to **18 lbf ft (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 off to between the minimum and maximum level lines on the dipstick.

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 groundwater sources. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

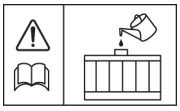
Oil Specification and Grade

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 off 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 colored green, contains a 50% solution of ethylene glycol based antifreeze, and has a freezing point of -31°F (-35°C).**

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

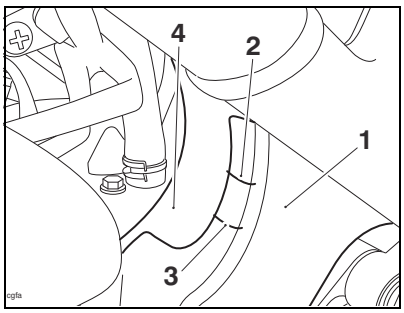
HD4X Hybrid OAT coolant contains corrosion inhibitors and anti-freeze suitable for aluminum engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

Coolant that contains anti-freeze and corrosion inhibitors contains toxic chemicals that are harmful to the human body. Never swallow anti-freeze 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 off the cooling system.**

Coolant Level Inspection



1. **Expansion tank cover**
2. **MAX mark**
3. **MIN mark**
4. **Expansion tank**

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

The coolant level within the expansion tank can be inspected on the left hand side of the motorcycle without removing any covers.

Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN level marks moulded into the expansion tank cover. If the coolant is below the minimum level, the coolant level must be adjusted.

Coolant Level Adjustment

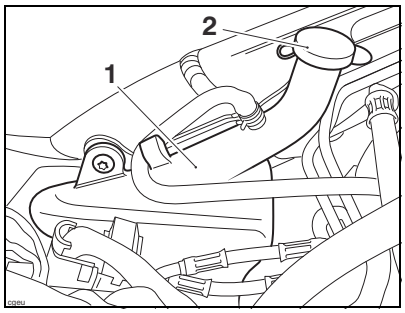
Warning

Do not remove the 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, pressurized coolant will cause scalds and skin damage.

Allow the engine to cool.

To access the expansion tank, raise and support the fuel tank (see page 97).

Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the MAX mark on the expansion tank cover.



1. **Expansion tank**
2. **Tank cap**

Reinstall the cap.

Lower and secure the fuel tank (see page 98).

Note:

- **If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top off 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 reduce 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 authorized Triumph dealer in accordance with scheduled maintenance requirements.

Radiator and Hoses

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

Check the radiator 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 unauthorized 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.

Fuel Tank

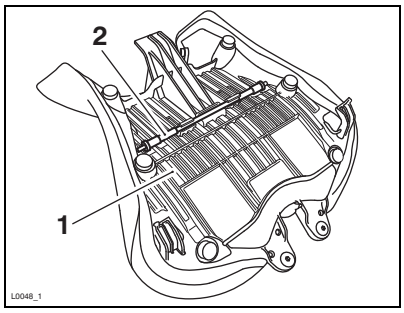
Note:

- **The fuel tank may be raised without being removed completely, for access to the battery and the coolant expansion tank for filling up.**

Raising

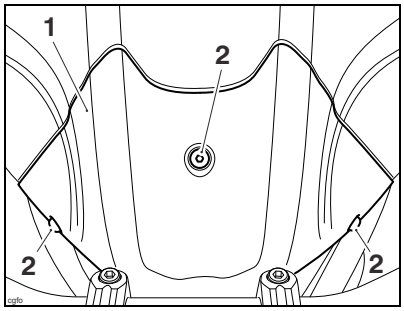
Remove the seats (see page 62) and remove the fuel tank support from its location on the rider's seat base.

Store the seat as described on page 64.



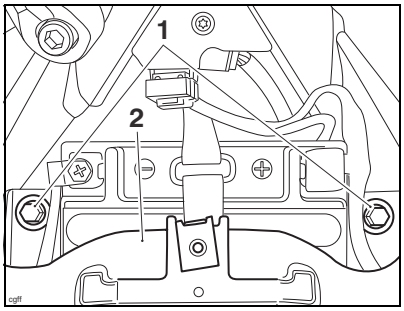
1. **Rider's seat**
2. **Fuel tank support**

Release the three fasteners and remove the front panel from the fuel tank.



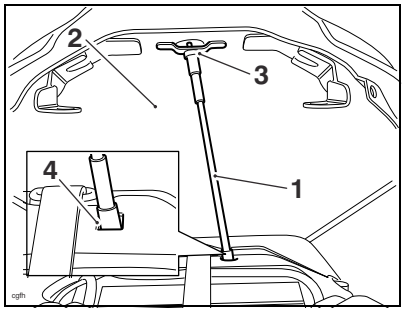
1. **Front panel**
2. **Fasteners**

Remove the front fasteners for the fuel tank.



1. **Fasteners**
2. **Fuel tank**

Pivot the fuel tank upwards at the front. While holding the fuel tank in the raised position, locate the fuel tank support into the support points on the air box and the fuel tank.



1. **Fuel tank support**
2. **Fuel tank**
3. **Supporting point, fuel tank**
4. **Supporting point, air box**

Lowering

While holding the fuel tank, remove the fuel tank support and lower the fuel tank. Reinstall the front fasteners and tighten to **35 lbf in (4 Nm)**.

Reinstall the front panel and tighten the fasteners to **18 lbf in (2 Nm)**.

Securely install the fuel tank support to its location on the seat.

Reinstall the seat (see page 62).

Throttle Control

Warning

Always be alert for changes in the 'feel' of the throttle control and have the throttle system checked by an authorized 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.

The motorcycle has an electronic throttle twist grip to open and close the throttles. There are no direct-acting cables in the system and no adjustments can be made.

Check that the throttle opens smoothly, without undue force and that it closes without sticking.

Check that there is 0.04 - 0.08 in (1 - 2 mm) of throttle grip free play when lightly turning the throttle grip back and forth.

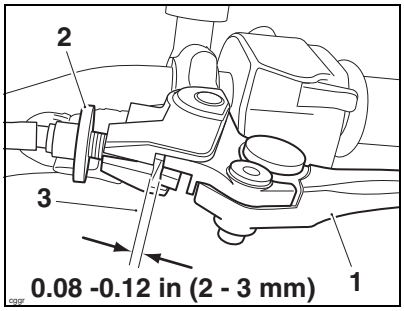
If there are any changes or an incorrect amount of free play, then have your authorized Triumph dealer check the throttle system.

If there is a malfunction with the throttle control the Malfunction Indicator Light (MIL) becomes illuminated and one of the following engine conditions may occur:

- MIL illuminated, restricted engine and throttle movement
- MIL illuminated, limp-home mode with the engine at a fast idle condition only
- MIL illuminated, engine will not start.

For all of the conditions mentioned contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Clutch



1. **Clutch lever**
2. **Adjuster**
3. **Correct setting 0.08 - 0.12 in (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 shifting 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 0.08 - 0.12 in (2 - 3 mm) clutch lever free play at the lever.

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

Adjustment

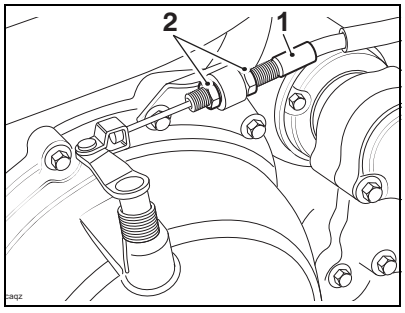
Turn the adjuster on the clutch lever until the correct amount of clutch lever free play is achieved at all steering angles.

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

Loosen the adjuster locknut.

Turn the outer cable adjuster to give 0.08 - 0.12 in (2 - 3 mm) of free play at the clutch lever.

Tighten the locknut.



1. **Clutch cable**
2. **Adjuster**

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 authorized 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 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 Specification section.

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

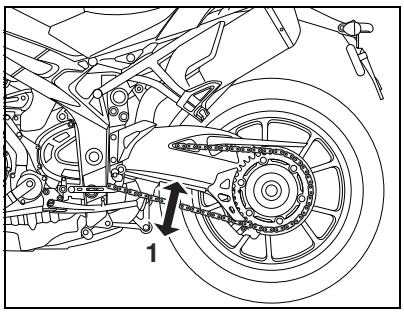
Before riding, wipe off any excess oil.

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

Caution

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

Chain Free-Movement Inspection



1. Maximum movement position

Warning

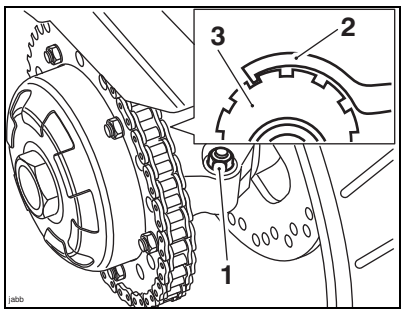
Before starting work, make sure that the motorcycle is stabilized and adequately supported. This will help prevent injury to the operator or damage to the motorcycle.

Place the motorcycle on a level surface and hold it in an upright position with no weight on it.

Rotate the rear wheel by pushing the motorcycle to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.

The vertical movement of the drive chain must be in the range 0.8 - 1.2 in (21 - 30 mm).

Chain Free-Movement Adjustment



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

Loosen the adjuster clamp bolt.

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

Tighten the clamp bolt to **41 lbf ft (55 Nm)**.

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

Warning

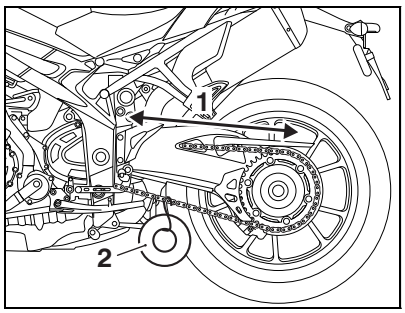
Operation of the motorcycle with an insecure rear hub/eccentric adjuster clamp bolt may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

Check the rear brake effectiveness. Rectify if necessary.

Warning

It is dangerous to operate the motorcycle with defective brakes; you must have your authorized 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**

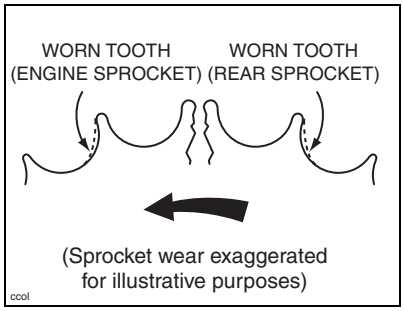
Stretch the chain taut by hanging a 20 - 40 lb (10 - 20 kg) weight on the chain.

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

If the length exceeds the maximum service limit of 12.6 in (320 mm), the chain must be replaced.

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

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 authorized Triumph dealer.

Warning

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

Use a genuine Triumph supplied chain as specified in the Triumph parts catalog.

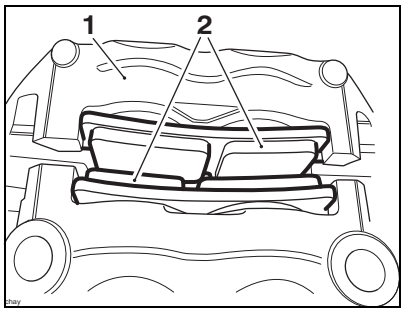
The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets leading to loss of motorcycle control or an accident.

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



1. Brake caliper, Speed Triple S shown
2. Brake pads

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

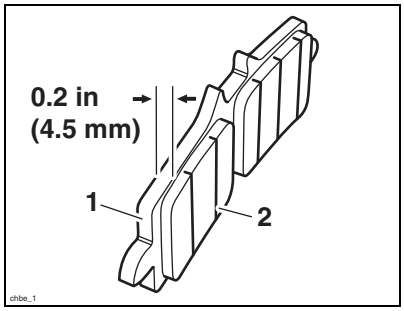
If the lining thickness of any pad is less than, 0.04 in (1.0 mm) (front) or 0.06 in (1.5 mm) (rear), replace all the pads on the wheel.

Warning

If installing new proprietary brand brake pads, check that the carrier plate of the brake pad is at least 0.2 in (4.5 mm) thick.

Installing brake pads with the carrier plate less than 0.2 in (4.5 mm) thick may result in brake failure due to the possible loss of the brake pad as it wears.

Brake pads for this model supplied by Triumph will have the carrier plate at least 0.2 in (4.5 mm) thick. Always have replacement brake pads supplied and installed by your Triumph dealer.



1. Carrier plate, Speed Triple S shown
2. Brake pad

Breaking-in New Brake Pads and Discs

New brake discs and pads require a period of careful breaking-in that will optimize 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.

Warning

Brake pads must always be replaced as a wheel set. At the front, where two calipers are mounted 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 mounted, ride with extreme caution until the new pads have 'broken in'.

Brake Pad Wear Compensation

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.

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 lines and hoses or the brakes may be defective.

It is dangerous to operate the motorcycle under such conditions and your authorized Triumph dealer must rectify the fault before riding.

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

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.

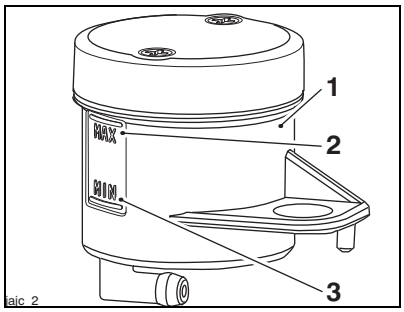
Do not mix different brands or grades of brake fluid.

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.

Brake Fluid Level Inspection and Adjustment



1. **Front brake fluid reservoir**
2. **MAX level line**
3. **MIN level line**

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

Remove the reservoir cover.

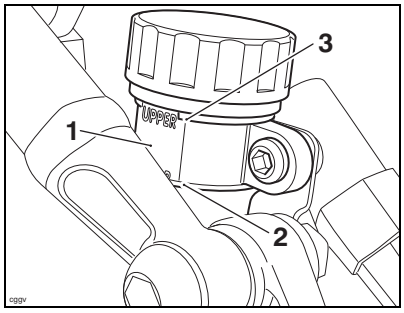
Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Re-install the reservoir cover ensuring that the diaphragm seal is correctly installed. Tighten the cap retaining screws to **9 lbf in (1 Nm)**.

Warning

If there has been an appreciable drop in the level of the fluid in either fluid reservoir, consult your authorized 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.



1. **Rear brake fluid reservoir**
2. **Lower level line**
3. **Upper level line**

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 authorized 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.

Mirrors

Warning

Operation of the motorcycle with incorrectly adjusted mirrors is dangerous.

Operation of the motorcycle with incorrectly adjusted mirrors will result in loss of vision to the rear of the motorcycle. It is dangerous to ride a motorcycle without sufficient rearward vision.

Always adjust the mirrors to provide sufficient rearward vision before riding the motorcycle.

Warning

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

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

Only attempt to clean or adjust the mirrors while stationary.

Warning

Incorrect adjustment of the bar end mirrors may cause the mirror arm to make contact with the fuel tank, brake or clutch levers or other parts of the motorcycle.

This will result in damage to the fuel tank, screen or other parts of the motorcycle, or restrict steering movement resulting in loss of motorcycle control and an accident.

Adjust the mirrors as required to ensure they do not contact any part of the motorcycle. After adjustment, move the handlebar to the left and right full lock while checking that the mirrors do not contact the fuel tank, brake or clutch levers or other parts of the motorcycle.

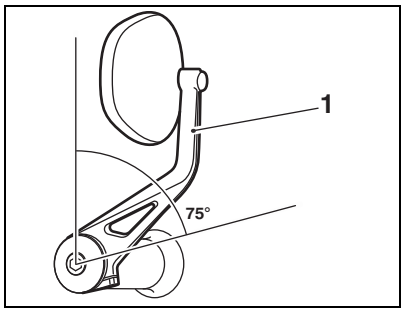
Caution

Incorrect adjustment of the bar end mirrors may cause the mirror arm to make contact with the fuel tank, brake or clutch levers or other parts of the motorcycle.

This will result in damage to the fuel tank, brake or clutch levers or other parts of the motorcycle.

Adjust the mirrors as required to ensure they do not contact any part of the motorcycle. After adjustment, move the handlebar to the left and right full lock while checking that the mirrors do not contact the fuel tank, brake or clutch levers or other parts of the motorcycle.

The bar end mirrors will be set by your dealer and will not normally require any adjustment. Should adjustment be necessary, do not rotate the mirror beyond 75°, measured from the vertical section of the mirror arm.



1. Mirror arm vertical section

Steering/Wheel Bearings

Warning

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilized 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.

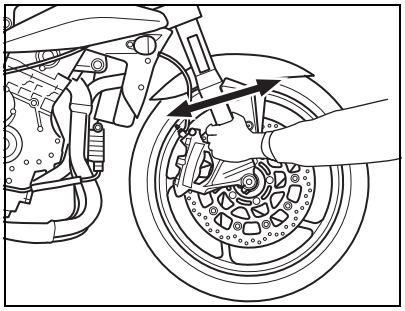
Steering Inspection

Lubricate and inspect the condition of the steering head bearings in accordance with scheduled maintenance requirements.

Note:

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

Inspecting the Steering Head Bearings for Free Play



Inspecting 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 lower end of the front forks and try to move them forwards and backwards.

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

Warning

Riding the motorcycle with incorrectly adjusted or defective steering head 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 authorized Triumph dealer inspect the wheel bearings.

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

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 authorized 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 authorized Triumph dealer before riding.

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

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 authorized 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 authorized Triumph dealer.

Note:

- **The suspension movement will be 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 pressurized oil. Skin and eye damage can result from contact with the pressurized oil.

Suspension Setting Chart - Speed Triple S

LOADING		FRONT			REAR	
		Spring Preload[1]	Rebound Damping[1]	Compression Damping[1]	Rebound Damping[1]	Compression Damping[1]
Solo Riding	Road	7.5	2.5	2	2.5	2
	Comfort	7.5	2.75[2]	3[2]	2.75[2]	3[2]
	Track	7.5	1	0.5	0.75	0.5
	Sport	7.5	1.5	1.5	1.5	1.5
Rider and Passenger		7.5	1.5	1.5	1	1

[1] Number of adjuster turns counterclockwise from the fully clockwise position.
[2] Number of maximum adjuster turns unless already fully screwed out.

Suspension Setting Chart - Speed Triple R

LOADING		FRONT			REAR	
		Spring Preload[1]	Rebound Damping[2]	Compression Damping[2]	Rebound Damping[2]	Compression Damping[2]
Solo Riding	Road	8.5	16	19	16	19
	Comfort	8.5	16	26	16	fully counter-clockwise
	Track	8.5	9	9	7	7
	Sport	8.5	11	16	11	18
Rider and Passenger		8.5	10	12	8	15

[1] Number of adjuster turns clockwise from the fully counterclockwise position.
[2] Number of clicks counterclockwise from the fully clockwise position noting that the first stop (click) is counted as one.

Note:

- **Both the Speed Triple S and Speed Triple R motorcycles are delivered from the factory with the suspension set at the Road riding settings, as shown in the relevant suspension chart.**
- **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 standard 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.

Warning

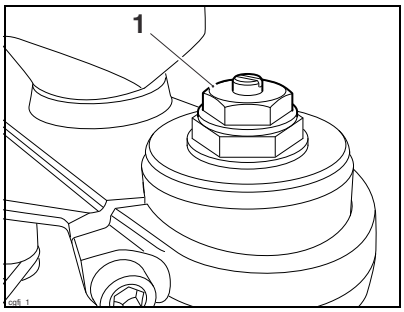
Make sure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the chart on page 111 for further information or consult your dealer.

Warning

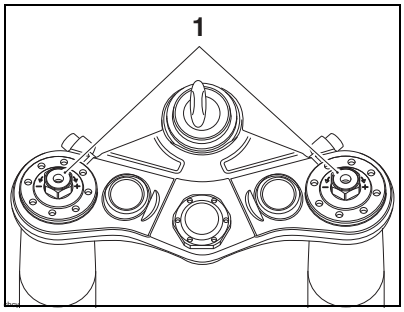
Make sure that the adjusters are set to the same setting on both forks. Settings which vary from left to right could significantly change handling characteristics leading to loss of control and an accident.

Front Suspension Adjustment

Spring Preload Adjustment



1. Speed Triple S spring preload adjuster



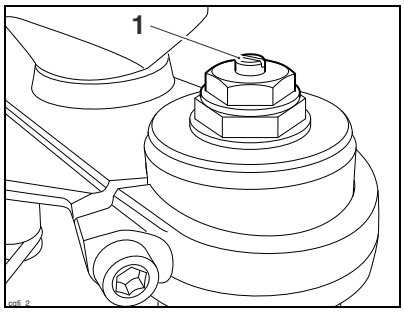
1. Speed Triple R spring preload adjuster

The spring preload adjusters are located at the top of each fork.

To change the spring preload, rotate the adjuster clockwise to increase preload, or counterclockwise to decrease preload. Always count the number of clockwise turns from the fully counterclockwise position and set both forks to the same settings.

- **The Speed Triple S is delivered from the factory with the spring preload set at 7.5 clockwise turns from the fully counterclockwise position.**
- **The Speed Triple R is delivered from the factory with the spring preload set at 8.5 clockwise turns from the fully counterclockwise position.**

Rebound Damping Adjustment - Speed Triple S



1. Rebound damping adjuster

The rebound damping adjuster is located at the top of each fork

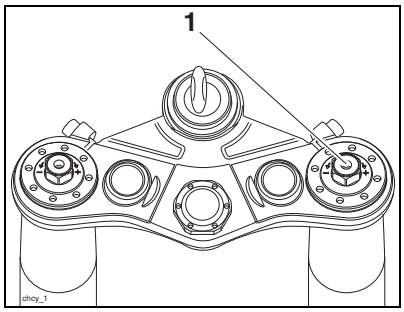
To change the rebound damping force, rotate the slotted adjuster clockwise to increase, or counterclockwise to decrease.

Always count the number of counterclockwise turns from the fully clockwise position and set both forks to the same settings.

Note:

- **The motorcycle is delivered from the factory with the rebound set at 2.5 counterclockwise turns from the fully clockwise position.**

Rebound Damping Adjustment - Speed Triple R



1. Rebound damping adjuster

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

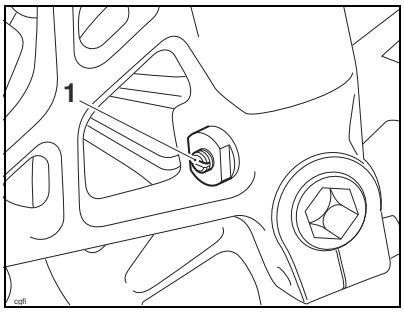
To change the rebound damping force, rotate the adjuster clockwise to increase, or counterclockwise to decrease using a 0.12 in (3 mm) Allen key.

Always count the number of clicks from the fully clockwise position noting that the first stop (click position) is counted as zero.

Note:

- **The motorcycle is delivered from the factory with the rebound set at 16 clicks from the fully clockwise position.**

Compression Damping Adjustment - Speed Triple S



1. Compression damping adjuster

The compression damping adjuster is located near the bottom of both forks, adjacent to the wheel spindle.

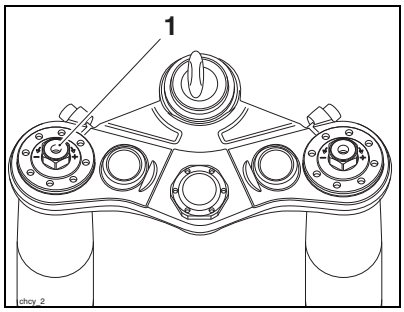
To change the compression damping force, rotate the slotted adjuster clockwise to increase, or counter-clockwise to decrease.

Always count the number of counterclockwise turns from the fully clockwise position and set both forks to the same settings.

Note:

- **The motorcycle is delivered from the factory with the compression damping set at 2 counterclockwise turns from the fully clockwise position.**

Compression Damping Adjustment - Speed Triple R



1. Compression damping adjuster

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

To change the compression damping force, rotate the adjuster clockwise to increase, or counterclockwise to decrease using a 0.12 in (3 mm) Allen key.

Always count the number of clicks from the fully clockwise position noting that the first stop (click position) is counted as zero.

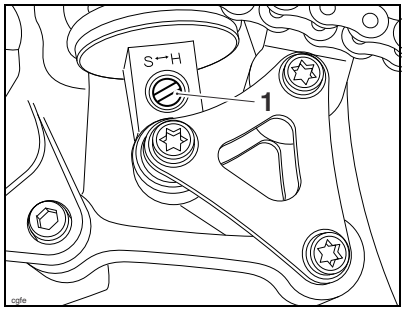
Note:

- **The motorcycle is delivered from the factory with the compression damping set at 19 clicks from the fully clockwise position.**

Rear Suspension Adjustment

The rear suspension unit is adjustable for both rebound and compression damping.

Rebound Damping Adjustment - Speed Triple S



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.

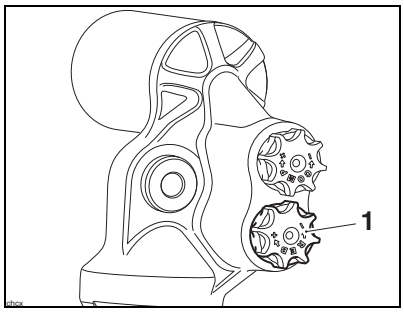
To adjust the rebound damping setting, rotate the adjuster clockwise to increase rebound damping and counterclockwise to decrease.

Always count the number of counterclockwise turns from the fully clockwise position.

Note:

- **The motorcycle is delivered from the factory with the rebound adjuster set at 2.5 counterclockwise turns from the fully clockwise position.**

Rebound Damping Adjustment - Speed Triple R



1. Rebound damping adjuster

The rebound damping adjuster is accessible from the left hand side of the motorcycle. It is colored black and is situated close to the rear suspension reservoir.

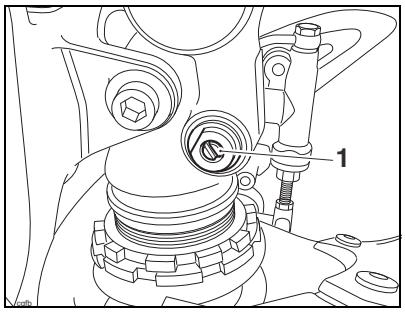
To adjust the rebound damping setting, rotate the adjuster clockwise to increase rebound damping and counterclockwise to decrease.

Always count the number of clicks counterclockwise from the fully clockwise position noting that the first stop (click position) is counted as zero.

Note:

- **The motorcycle is delivered from the factory with the rebound adjuster set at 16 clicks from the fully clockwise position.**

Compression Damping Adjustment - Speed Triple S



1. Compression damping adjuster

The compression damping adjuster is situated below the rear suspension unit reservoir.

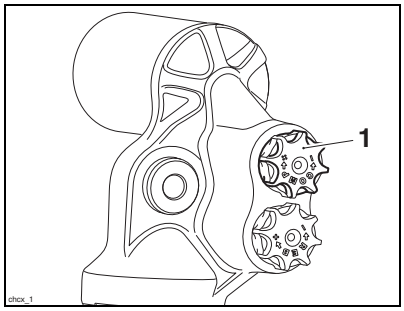
To adjust the compression damping setting, rotate the slotted adjuster clockwise to increase, or counter-clockwise to decrease.

Always count the number of counterclockwise turns from the fully clockwise position.

Note:

- **The motorcycle is delivered from the factory with the compression damping set at 2 counterclockwise turns from the fully clockwise position.**

Compression Damping Adjustment - Speed Triple R



1. Compression damping adjuster

The compression damping adjuster is accessible from the left hand side of the motorcycle. It is colored gold and is situated close to the rear suspension reservoir.

To adjust the rebound damping setting, rotate the adjuster clockwise to increase rebound damping and counterclockwise to decrease.

Always count the number of clicks counterclockwise from the fully clockwise position noting that the first stop (click position) is counted as zero.

Note:

- **The motorcycle is delivered from the factory with the rebound adjuster set at 19 clicks from the fully clockwise position.**

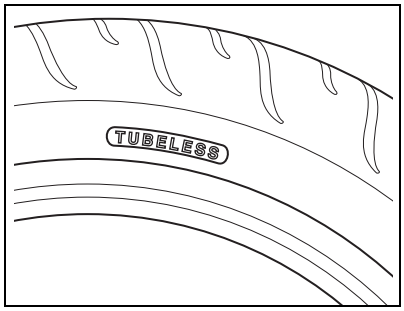
All Models

Warning

The rear suspension unit spring pre-load is not rider adjustable.

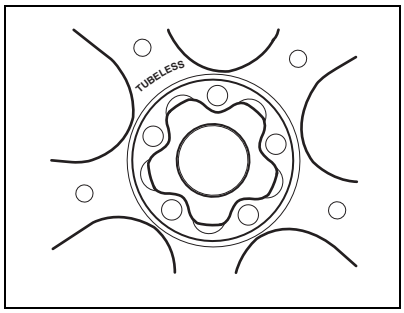
Any attempt to adjust the spring pre-load could result in a dangerous riding condition leading to loss of control and an accident.

Tires



Typical Tire Marking

This motorcycle is equipped with tubeless tires, valves and wheel rims. Use only tires marked 'TUBELESS' and tubeless valves on rims marked 'TUBELESS'.



Wheel Marking

Tire Inflation Pressures

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

Tire Pressure Monitoring System (if equipped)

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

Owners must only adjust tire pressures when the tires are cold using an accurate pressure gauge, and must not use the tire pressure display on the instruments.

Warning

Incorrect tire 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 tire 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.

Tire Wear

As the tire tread wears down, the tire becomes more susceptible to punctures and failure. It is therefore not recommended to use tires 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 tire that has worn to, or beyond the minimum allowable tread depth specified in the table below:

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

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

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

Warning

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

When tubeless tires become punctured, leakage is often very slow. Always inspect tires very closely for punctures. Check the tires for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tires 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 tires is dangerous and loss of motorcycle control or an accident could result.

Always consult your authorized Triumph dealer for tire replacement, or for a safety inspection of the tires.

Tire Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tire combinations are approved for use on this model. It is essential that approved tires, installed in approved combinations, are used when purchasing replacement tires.

The use of non-approved tires, or approved tires in non-approved combinations, may lead to motorcycle instability and an accident. On models equipped with ABS, different wheel speeds, caused by non-approved tires can affect the function of the ABS computer.

See the Specification section for details of approved tire combinations. Always have tires installed and balanced by your authorized Triumph dealer who has the necessary training and skills to ensure safe, effective installation.

Tire Pressure Monitoring System (Only on models equipped with TPMS)

Caution

An adhesive label is mounted to the wheel rim to indicate the position of the tire pressure sensor. Care must be taken when replacing the tires to prevent any damage to the tire pressure sensors. Always have your tires installed by your authorized Triumph dealer and inform them that tire pressure sensors are mounted to the wheels.

Warning

Use of non-recommended tires can affect wheel speed and cause the Triumph traction control function not to operate, potentially leading to loss of control and an accident in conditions where the Triumph traction control would normally function.

Warning

On models equipped with ABS, the ABS computer operates by comparing the relative speed of the front and rear wheels. Use of non-recommended tires 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.

Warning

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

Warning

Do not install tube-type tires on tubeless rims. The bead will not seat and the tires could slip on the rims, causing rapid tire deflation that may result in a loss of vehicle control and an accident. Never install an inner tube inside a tubeless tire. This will cause friction inside the tire and the resulting heat build-up may cause the tube to burst resulting in rapid tire deflation, loss of vehicle control and an accident.

Warning

If tire damage is suspected, such as after striking the curb, ask your authorized Triumph dealer to inspect the tire both internally and externally. Remember, tire damage may not always be visible from the outside. Operation of the motorcycle with damaged tires could lead to loss of control and an accident.

Warning

When replacement tires are required, consult your authorized Triumph dealer who will arrange for the tires to be selected, in a correct combination, from the approved list and installed according to the tire manufacturer's instructions.

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

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

24 hours after installation, the tire pressures must be checked and adjusted, and the tires 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 traveled after installation.

Warning

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

Warning

Tires 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 tire. Tires must be replaced after such use as continued use of a damaged tire 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 tire replacement, see your authorized Triumph dealer.

Only use self-adhesive weights. Clip-on weights may damage the wheel and tire resulting in tire deflation, loss of control and an accident.

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 sulfuric 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.

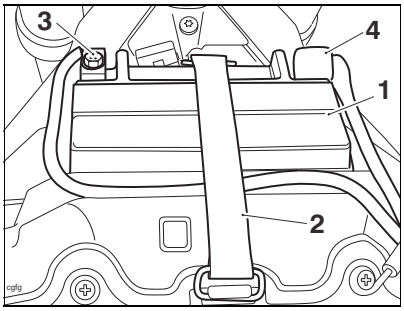
Warning

The battery contains harmful materials. Always keep children away from the battery whether or not it is installed 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

Raise and support the fuel tank (see page 97).



1. **Battery**
2. **Battery strap**
3. **Negative (black) terminal**
4. **Positive (red) terminal**

Remove the battery strap.

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.

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

Clean the battery using a clean, dry cloth. Be sure that the cable connections are clean.

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.

The battery is a sealed type and does not require any maintenance other than checking the Voltage and routine recharging when required, 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 maximize 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.

Battery Discharge 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 125).

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 part of the chemical reaction inside the battery, however over time the sulphate can crystallize 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

For help with selecting a battery charger, checking the battery Voltage or battery charging, contact your local authorized Triumph dealer.

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 sulfuric 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.

Caution

Do not use an automotive quick charger as it may overcharge and damage the battery.

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.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged 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.

Place the battery in the battery case.

Reconnect the battery, positive (red) lead first.

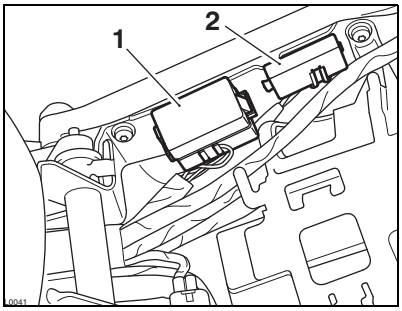
Apply a light coat of grease to the terminals to prevent corrosion.

Cover the positive terminal with the protective cap.

Re-install the battery strap.

Lower and secure the fuel tank (see page 98).

Fuse Boxes



1. **Front fuse box**
2. **Rear fuse box**

The two fuse boxes are located under the seat.

Warning

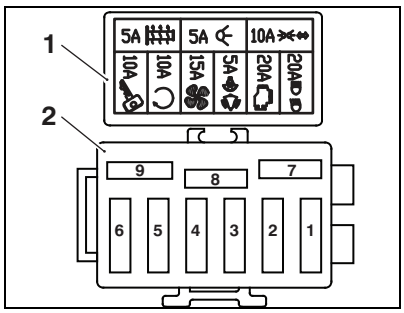
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating. Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

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 cover, as shown. Spare fuses are located at right angles to the main fuses and should be replaced if used.

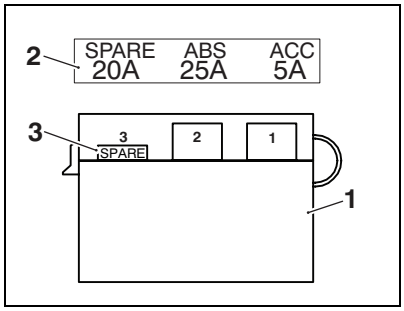
Front Fuse Box



1. **Fuse box**
2. **Fuse box cover**

Position	Circuits Protected	Rating (Amps)
1	Dipped and high beam headlights	20
2	Engine ECM	20
3	Alarm, instrument lights	5
4	Cooling fan	15
5	Fuel pump	10
6	Ignition switch	10
7	Horn, turn signals, Daytime Running Lights (DRL) if fitted	10
8	Brake/tail light, license plate light	5
9	Heated grips (if equipped)	5

Rear Fuse Box

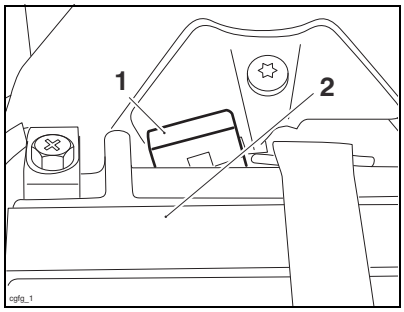


1. **Fuse box**
2. **Fuse box cover**
3. **Spare fuse**

Position	Circuits Protected	Rating (Amps)
1	Accessories	5
2	ABS	25
3	Spare	20

Main Fuse

The 30 Amp main fuse is located in front of the battery. To allow access to this fuse, the front panel on the fuel tank must be removed.



1. **Main fuse**
2. **Battery**

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 blinding oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

Warning

Never attempt to adjust a headlamp beam when the motorcycle is in motion.

Any attempt to adjust a headlamp 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

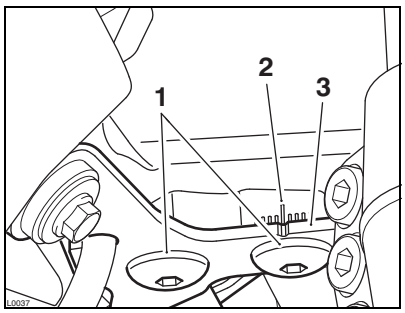
Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

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.

Headlight Adjustment - Vertical



1. **Bolts**
2. **Front subframe alignment marks**
3. **Headlight bracket**

The vertical beams of the left and right hand headlights can only be adjusted together. Independent adjustment is not possible.

Switch the headlight dipped beam on.

Loosen the two bolts securing the headlight bracket to the front subframe sufficiently to allow restricted movement of the headlights.

Using the headlight bracket mark and the alignment markings on the front subframe, adjust the position of the headlights to give the required beam setting. Each mark on the subframe represents 1°.

Moving the bracket forwards moves the headlight downwards. Moving the bracket rearwards moves the headlights upwards.

Tighten the headlight bracket bolts to **62 lbf in (7 Nm)**.

Recheck the headlight beam settings.

Switch the headlights off when the beam settings are satisfactorily set.

Headlight Bulb Replacement

Warning

The bulbs become hot during use. Always allow sufficient time for the bulbs to cool before handling.

Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before re-use.

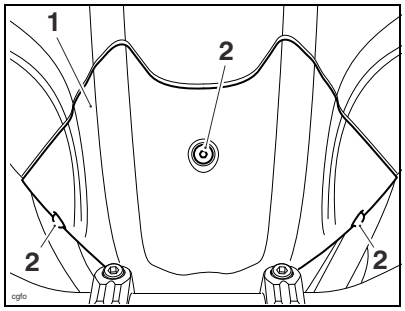
Caution

The use of non-approved headlight bulbs may result in damage to the headlight lens.

Use a genuine Triumph supplied headlight bulb as specified in the Triumph Parts Catalog.

Always have replacement headlight bulbs installed by an authorized Triumph dealer.

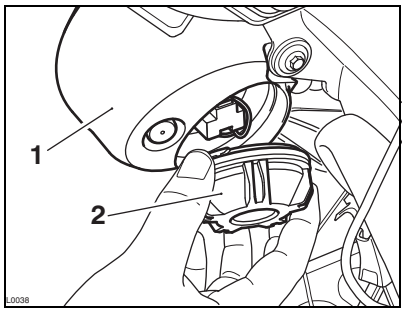
Loosen the three fasteners and remove the front panel from the fuel tank.



1. **Front panel**
2. **Fasteners**

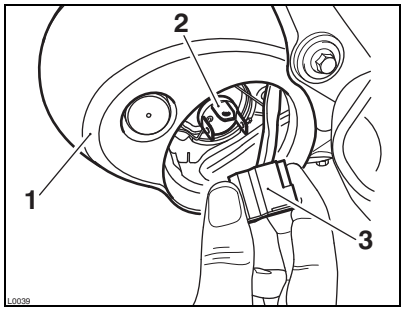
Disconnect the battery, negative (black) lead first.

Unscrew the headlight bulb cover from the rear of the headlight assembly and remove with the gasket.



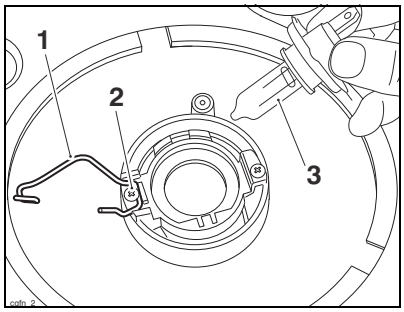
1. **Headlight assembly**
2. **Headlight bulb cover**

Disconnect the multi-pin connector from the headlight bulb.



1. **Headlight assembly**
2. **Headlight bulb**
3. **Multi-pin connector**

Detach the wire retainer from its clip (do not remove the screw) then remove the bulb from the light unit.



1. **Wire retainer**
2. **Screw**
3. **Headlight bulb**

Installation is the reverse of the removal procedure.

Warning

Do not reconnect the battery until the assembly process has been completed. Premature battery reconnection could result in ignition of the battery gases causing risk of injury.

Caution

When reconnecting the battery, connect the positive (red) lead first.

Reconnect the battery, positive (red) lead first.

Re-install the front panel and tighten the fasteners to **18 lbf in (2 Nm)**.

Daytime Running Lights (DRL) (if installed)

The daytime running lights are situated within the headlight assembly and are sealed, maintenance free LED units.

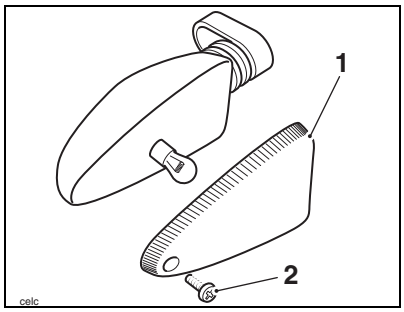
Brake/Tail Light

Brake/Tail Light Replacement

The brake/tail light unit is a sealed, maintenance free LED unit.

Direction Turn Signal Lights

Bulb Replacement



1. **Turn Signal lens**
2. **Securing screw**

The lens on each turn signal light is held in place by a securing screw located in the lens of the light.

Release the screw and remove the lens to gain access to the bulb for replacement.

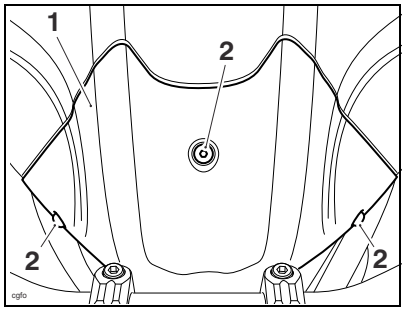
LED Direction Turn Signal Lights (if installed)

The LED direction turn signal light units are sealed, maintenance free LED units.

License Plate Light

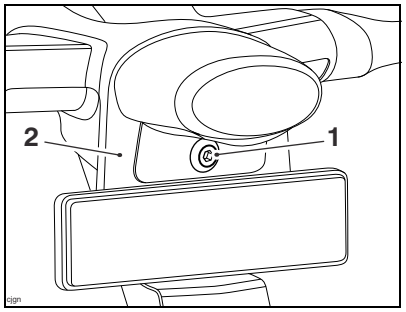
Bulb Replacement

Release the three fasteners and remove the front panel from the fuel tank.



1. **Front panel**
2. **Fasteners**

Disconnect the battery, negative (black) lead first.



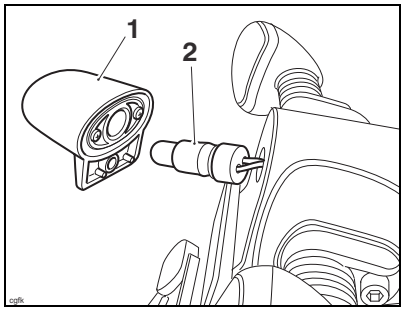
1. **Fastener**
2. **License plate bracket**

Release the fastening and detach the light from the license plate bracket. It is not necessary to disconnect the license plate electrical connectors.

Caution

To avoid cable damage, do not pull the bulb holder using the cables. Pull only on the bulb holder.

Carefully remove the bulb holder from the back of the license plate light unit. Remove the bulb.



1. **License plate light**
2. **Bulb holder**

Installation is the reverse of the removal procedure, noting the following:

Tighten the lamp fastening to **18 lbf in (2 Nm)**.

Reconnect the battery, positive (red) lead first.

Re-install the front panel and tighten the side fasteners to **18 lbf in (2 Nm)**.

Cleaning

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be 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.

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 handlebars:
  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 wheels and under fenders) 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;
- Steering Head bearings;
- Air intake ducts.

⚠ Caution

Do not spray any water at all under the fuel tank. Any water sprayed around the air intake ducts 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.**

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.

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.

Unpainted Aluminum 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 aluminum parts.

Use a proprietary brand of aluminum cleaner which does not contain abrasive or caustic elements.

Clean aluminum 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.

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 fiber 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 mufflers.

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 discoloration of any 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.

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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 stabilizer (if available), following the fuel stabilizer manufacturer's instructions.

Warning

Gasoline 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 (0.3 cu in (5 cc)) 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 **9 lbf ft (12 Nm)**.

Change the engine oil and filter (see page 92).

Check and if necessary correct the tire pressures (see page 118).

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 tires.)

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 101).

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 94).

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 122).

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 92).

Check all the points listed in the Daily Safety Checks section.

Before starting the engine, remove the spark plugs from each cylinder. Refer to the Service Manual for detailed procedures or consult your dealer.

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 **9 lbf ft (12 Nm)**, and start the engine.

Check and if necessary correct the tire pressures (see page 118).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Maximum Payload	436.5 lb (198 kg)

Engine

Type	In-line 3 cylinder
Displacement	64 cu in (1,050 cc)
Bore x Stroke	3.1 x 2.1 in (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

Lubrication

Lubrication	Forced Lubrication (wet sump)
Engine Oil Capacities	
Dry Fill	0.9 US gallons (3.5 liters)
Oil/Filter Change	0.85 US gallons (3.2 liters)
Oil Change Only	0.8 US gallons (3.0 liters)

Specifications

Cooling	
Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Anti-freeze ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.6 US gallons (2.4 liters)
Thermostat Opens (nominal)	185°F (85°C)
Fuel System	
Type	Electronic Fuel Injection
Injectors	Solenoid Operated
Fuel Pump	Submerged Electric
Fuel Pressure (nominal)	50.8 lb/in^2 (3.5 bar)
Fuel	
Type	AKI octane rating (R+M)/2 of 87 unleaded
Tank Capacity	4.1 US gallons (15.5 liters)
Ignition	
Ignition System	Digital Inductive
Electronic Rev Limiter (r/min)	9,500 (r/min)
Spark Plug	NGK CR8EK
Spark Plug Gap	Gap 0.03 in (0.7 mm)
Gap Tolerance	+0.002/-0.04 in (+0.05/-0.1 mm)

Transmission

Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Final Drive Chain	RK X-Ring
Primary Drive Ratio	1.75:1 (60/105)
Gear Ratios:	
Final Drive Ratio	2.389:1 (18/43)
1st	2.733:1 (15/41)
2nd	1.947:1 (19/37)
3rd	1.545:1 (22/34)
4th	1.292:1 (24/31)
5th	1.154:1 (26/30)
6th	1.037:1 (27/28)

Specifications

Tires

Tire Pressures (Cold):

Front	34 lb/in^2 (2.35 bar)
Rear	42 lb/in^2 (2.90 bar)

Tire Sizes:

Front Size	120/70 ZR17
Rear Size	190/55 ZR17

Approved Tires

A list of approved tires specific to these models is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Warning

Use the recommended tires ONLY in the combinations given. Do not mix tires from different manufacturers or mix different specification tires from the same manufacturers as this may result in loss of motorcycle control and an accident.

Electrical Equipment

Battery	12 Volt, 12 Ah
Alternator	12 Volt, 35 Amp
Headlight	2 x 12 Volt, 60/55 Watt H4 Halogen
Tail/Brake Light	LED
Turn Signal Lights	12 Volt, 10 Watt

Frame

Rake	23.0°
Trail	3.6 in (91 mm)

Tightening Torques

Oil Filter	89 lbf in (10 Nm)
Oil Drain Plug	18 lbf ft (25 Nm)
Spark Plug	9 lbf ft (12 Nm)
Rear Wheel Eccentric Clamp Bolt	41 lbf ft (55 Nm)

Fluids and Lubricants

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.
Brake Fluid	DOT 4 brake and clutch fluid
Coolant	Triumph HD4X Hybrid OAT coolant
Bearings and Pivots	Grease to NLGI 2 specification
Drive Chain	Chain spray suitable for O-ring chains

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