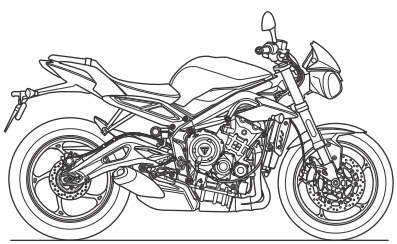
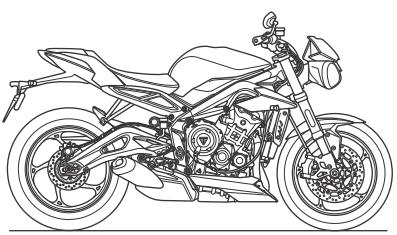
Owner's Handbook

Street Triple S, Street Triple S 660 cc, Street Triple R, Street Triple R - LRH (Low Ride Height), Street Triple RS





This handbook contains information on the Triumph Street Triple S, Street Triple S 660 cc, Street Triple R, Street Triple R - LRH (Low Ride Height), Street Triple RS 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.

Publication part number 3855572-US issue 1

TABLE OF CONTENTS

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

FOREWORD

Warnings, Cautions and Notes

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

Warning

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

Caution

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

Note:

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

Warning Labels

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

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

See page **14** for the location of all labels bearing this symbol. Where necessary, this symbol will also appear on the pages containing the relevant information.

Street Triple R - LRH (Low Ride Height) Models

Unless stated otherwise, the information, instructions, and specifications for the Street Triple R - LRH (Low Ride Height) model is identical to those detailed in this Owner's Handbook for the Street Triple R standard ride height model.

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:

1. 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,
2. the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

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 mounted on this motorcycle meet the requirements of IS 15627: 2005 and comply with the requirements under Central Motor Vehicle Rules (CMVR), 1989.

Owner's Handbook

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.

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 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.

This handbook is available from your local dealer in:

- English
- US English
- French
- German
- Italian
- Dutch
- Spanish
- Portuguese
- Swedish
- Japanese
- Thai.

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 authorized Triumph dealership has your email address and registers this with us. You will then receive an online customer satisfaction survey invitation to your email address where you can give us this feedback.

Your Triumph Team.

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

Street Triple - LRH Models

The Street Triple R - LRH (Low Ride Height) motorcycles is equipped with lowered suspension and has reduced ground clearance.

As a result, the cornering banking angles that can be achieved by the Street Triple R - LRH (Low Ride Height) are reduced, when compared with the standard ride height Street Triple R model.

When riding, bear in mind that your motorcycle's ground clearance is limited. Operate your motorcycle in an area free from traffic to gain familiarity with the motorcycle's ground clearance and bank angle limitations.

Banking to an unsafe angle or unexpected contact with the ground may cause instability, loss of motorcycle control and an accident.

Warning

This motorcycle is not designed to tow a trailer or be mounted with a sidecar. Installing 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 (subject to a passenger seat and footrests being installed).

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

Street Triple S - 430 lb (195 kg)

Street Triple S 660cc - 430 lb (195 kg)

Street Triple R - 430 lb (195 kg)

Street Triple R - LRH (Low Ride Height) - 374.8 lb (170 kg)

Street Triple RS - 430 lb (195 kg)

Warning

This motorcycle is equipped with a catalytic converter below the engine, which along with the exhaust system reaches a very high temperature during engine operation. Flammable materials such as grass, hay/straw, leaves, clothing and luggage etc. could ignite if allowed to come into contact with any part of the exhaust system and catalytic converter; always ensure flammable materials are not allowed to contact the exhaust system or catalytic converter.

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.

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.

Parking

Warning

Always switch 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 fitting 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 fitting 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

Ensure 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.

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 their hands from the handlebars, resulting in loss of motorcycle control and an accident.

Warning

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

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

Warning

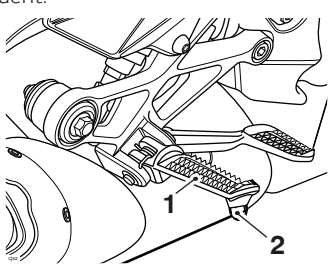
Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle. Therefore, always replace the bank angle indicator pegs before they are worn to their maximum limit. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident. Details of the bank angle wear limits can be found in the Maintenance and Adjustment section on **page 165**.

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

When banking and the bank angle indicator, attached to the rider's footrest, makes contact with the ground, the motorcycle is nearing its bank angle limit. A further increase of the banking angle is unsafe. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.



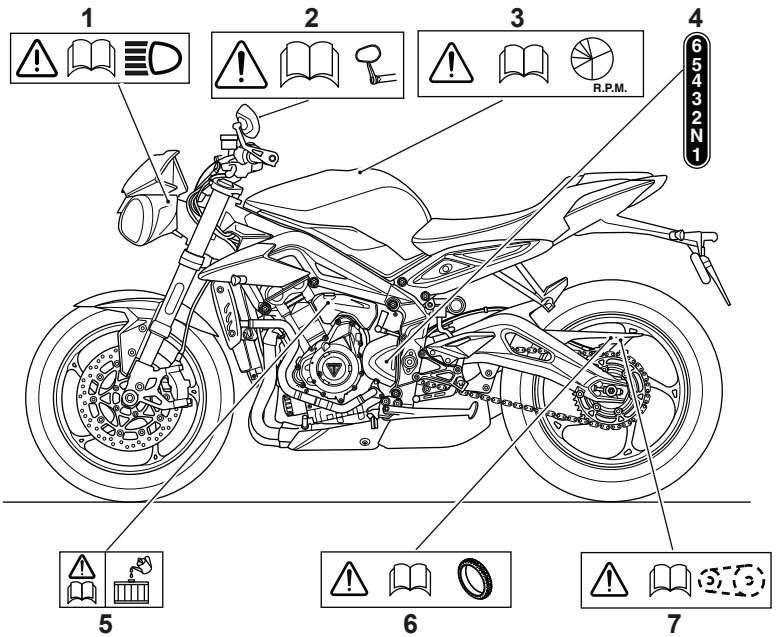
1. **Footrest**
2. **Bank angle indicator**

This page intentionally left blank

WARNING LABELS

Warning Label Locations

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

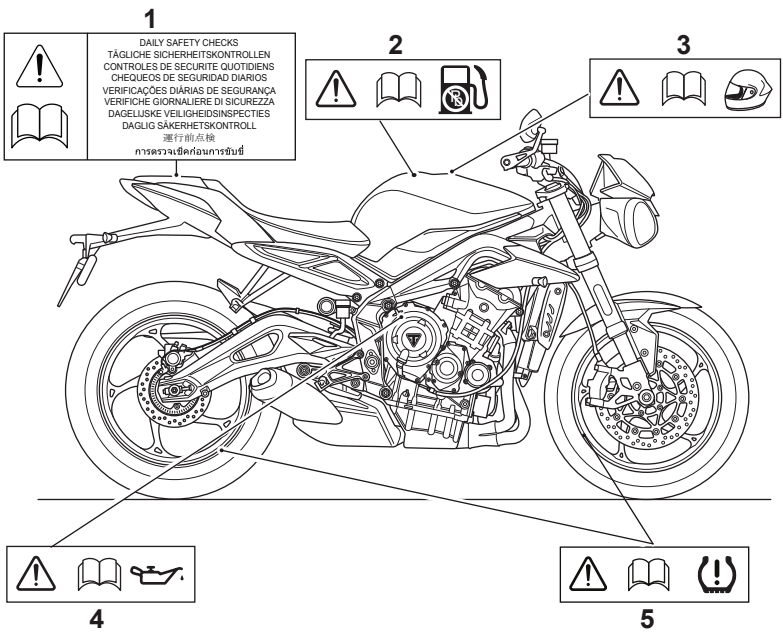


1. Headlights (page 176)
2. Mirrors (page 150)
3. Breaking-In (page 107)
4. Gears (page 113)
5. Coolant (page 135)
6. Tires (page 166)
7. Drive Chain (page)

Warning Label Locations (continued)

Caution

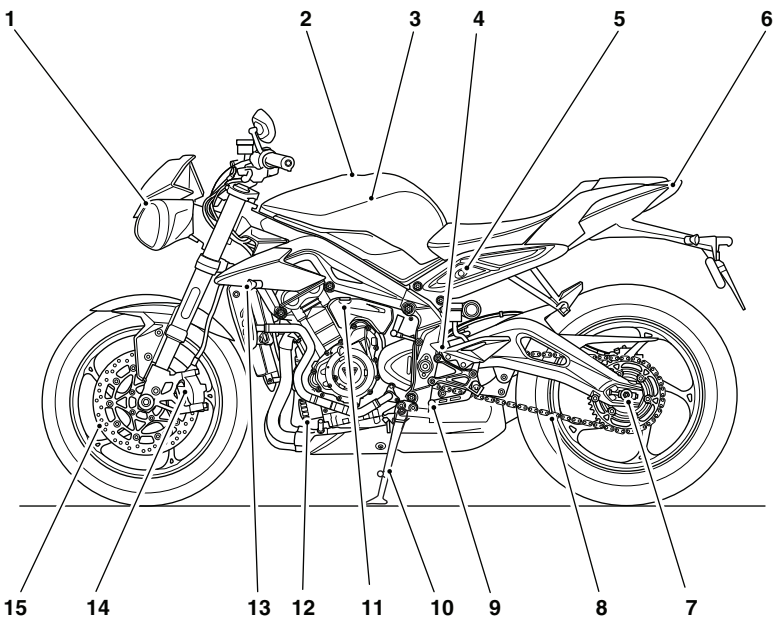
All warning labels and decals, with the exception of the Breaking-in label, are mounted on the motorcycle using a strong adhesive. In some cases, labels are installed prior to an application of paint lacquer. Therefore, any attempt to remove the warning labels will cause damage to the paintwork or bodywork.



1. Daily Safety checks (page 108)
2. Unleaded Fuel (page 94)
3. Helmet (page 8)
4. Engine Oil (page 132)
5. Tire Pressure Monitoring System (if equipped) (page 167)

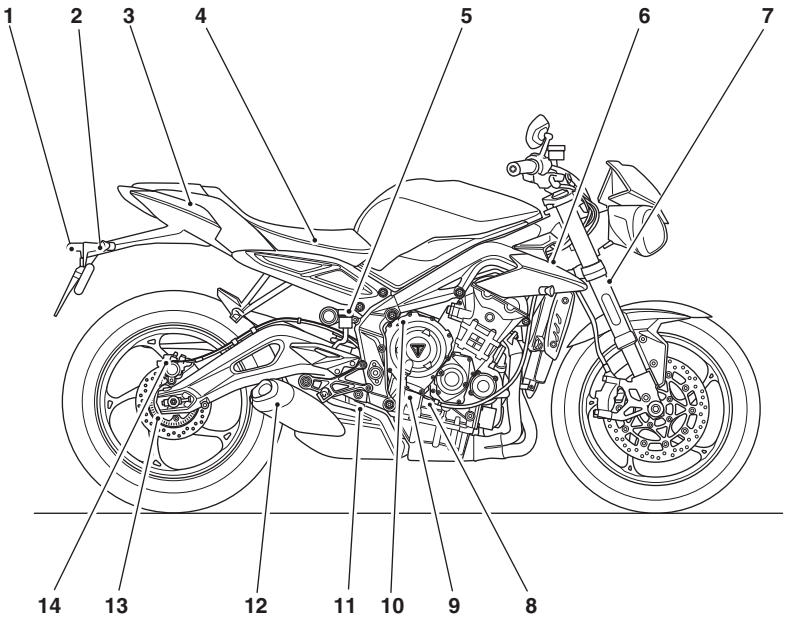
PARTS IDENTIFICATION

Parts Identification



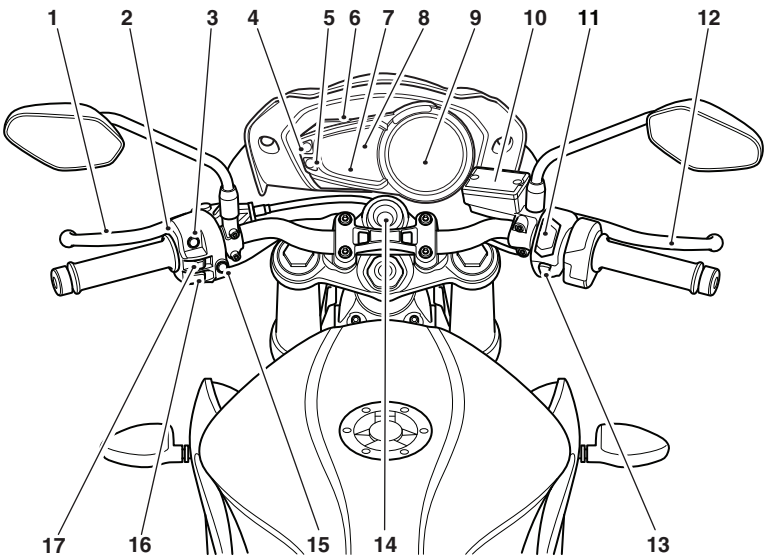
1. Headlight
2. Fuel filler cap
3. Fuel tank
4. Rear suspension unit
5. Seat lock
6. Brake/tail light
7. Drive chain adjuster
8. Drive chain
9. Gear shift pedal
10. Side stand
11. Coolant expansion tank
12. Oil filter
13. Front turn signal
14. Front brake caliper
15. Front brake disc

Parts Identification - Continued



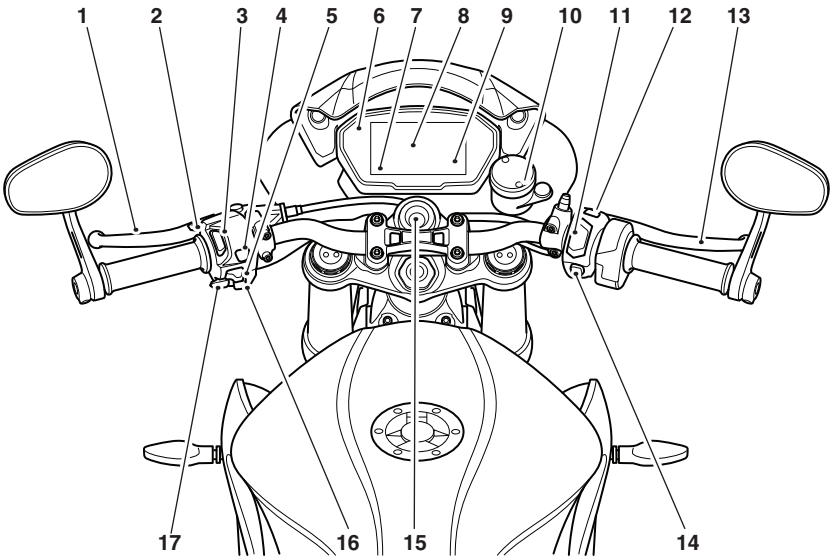
1. License plate light
2. Rear turn signal
3. Tool kit (under seat)
4. Battery (under seat)
5. Rear brake fluid reservoir
6. Radiator/Coolant pressure cap
7. Front fork
8. Clutch cable
9. Engine oil level dipstick
10. Oil filler cap
11. Rear brake pedal
12. Muffler
13. Rear brake disc
14. Rear brake caliper

Street Triple S, Street Triple S 660cc



1. Clutch lever
2. High beam button
3. Instrument TRIP button
4. SCROLL button
5. SET button
6. Instrument assembly (LCD)
7. Trip computer display
8. Speedometer
9. Tachometer
10. Front brake fluid reservoir
11. Engine stop/start switch
12. Front brake lever
13. Hazard warning light switch
14. Ignition switch
15. Mode button
16. Horn button
17. Turn signal switch

Street Triple R, Street Triple R Low Ride Height (LRH), Street Triple RS



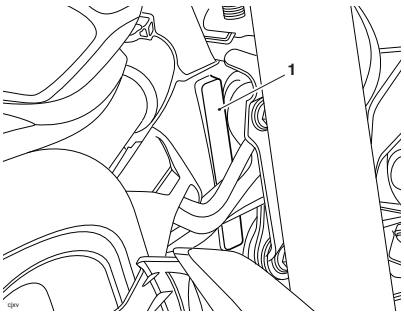
cjwr

1. Clutch lever
2. High beam/pass button
3. Daytime Running lights (DRL) switch if equipped
4. MODE button
5. Turn signal switch
6. Instrument assembly (TFT)
7. Information tray/Mode display
8. Speedometer
9. Tachometer

10. Front brake fluid reservoir
11. Engine start/stop switch
12. Hazard warning light switch
13. Front brake lever
14. HOME button
15. Ignition switch
16. Joystick selection button
17. Horn button

SERIAL NUMBERS

Vehicle Identification Number (VIN)

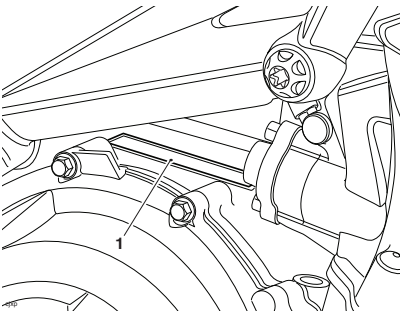


1. VIN number

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. It is also displayed on a label attached to the left hand side of the frame, adjacent to the radiator cowl.

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, directly above the clutch cover.

Record the engine serial number in the space provided below.

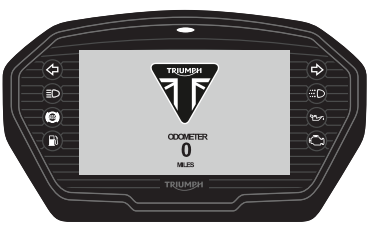
INSTRUMENTS

Instruments Description

Street Triple R, Street Triple R - LRH (Low Ride Height) and Street Triple RS models are equipped with a full color TFT (Thin Film Transistor) digital display.

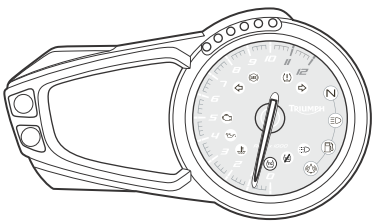
Street Triple S and Street Triple S 660cc models are equipped with a LCD (Liquid Crystal Display) instrument assembly.

For TFT digital display operating instructions, see page **22**.



Thin Film Transistor display (TFT)

For LCD instrument operating instructions, see page **58**.



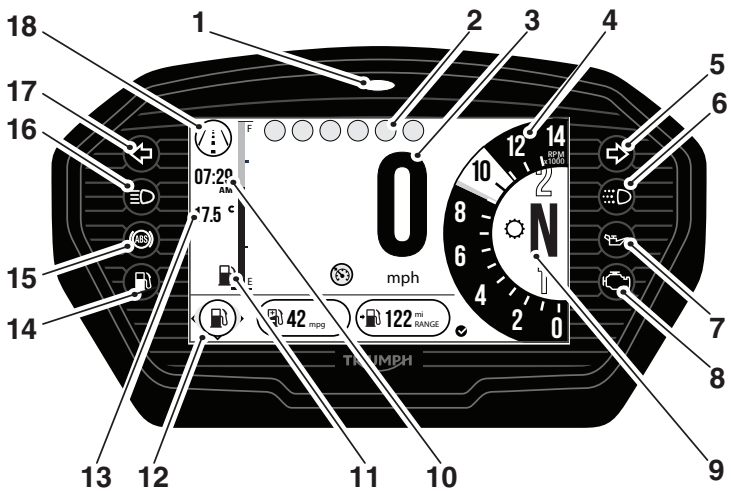
Liquid Crystal Display (LCD)

Instruments

TFT Digital Display

Table of Contents

Instrument Panel Layout



1. Alarm/immobilizer status indicator light (alarm is an accessory kit)
2. Warning lights
3. Speedometer
4. Tachometer red zone
5. Right hand turn signal and hazard warning light
6. Daytime Running Light (DRL) (if equipped)
7. Oil pressure warning light
8. Engine management malfunction indicator light (MIL)
9. Gear position symbol
10. Clock
11. Fuel gauge
12. Information tray
13. Ambient air temperature
14. Fuel level low warning light
15. ABS warning light
16. High beam warning light
17. Left hand turn signal and hazard warning light
18. Current riding mode

Warning Lights

Note:

- **When the ignition is switched on, the instrument warning lights will illuminate for 1.5 seconds and will then go off (except those which remain on until the engine starts, as described in the following pages).**

For additional Warning and Information messages see page **28**.

Engine Management System Malfunction Indicator Light (MIL)

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

Warning

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

Warning Continued

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 MIL 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 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.

Note:

- **The low oil pressure warning light will illuminate if the ignition is switched ON without running the engine.**

Immobilizer/Alarm Indicator Light

This Triumph motorcycle is equipped with an engine immobilizer which is activated when the ignition switch is turned to the OFF position.

Without Alarm Equipped

When the ignition switch is turned to the OFF position, the 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.

If the indicator light remains on it indicates that the immobilizer has a malfunction that requires investigation. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

With Alarm Equipped

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

ABS (Anti-Lock Brake System) Warning 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.

Note:

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

The warning light should not illuminate again until the engine is restarted unless there is a fault, or the ABS is switched off - the warning light will remain illuminated.

If the warning 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 equipped brake system. Do not continue to ride for longer than is necessary with the warning 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 motorcycle control and an accident.

For details on how to select different ABS settings see Riding Modes, page **34**.

See also page **115**.

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.

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.

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.**

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 system has a malfunction that requires investigation.

Turn Signals

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

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.

The hazard warning lights will remain on if the ignition is switched OFF, until the hazard warning light switch is pressed again.

High Beam Switch

When the ignition is switched ON and the headlight dimmer switch is set to HIGH BEAM, the high beam warning light will illuminate.

Daytime Running Lights (DRL)

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.

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page **90**.

Warning

Do not ride for longer than necessary in poor ambient light conditions with the Daytime Running Lights (DRL) in use.

Riding with the Daytime Running Lights when dark, in tunnels or where poor ambient light is apparent may reduce the riders vision or dazzle other road users.

Blinding other road users or reduced vision in low ambient light levels may result in loss of motorcycle control and an accident.

Note:

- **During daylight hours the Daytime Running Lights improve the motorcycles visibility to other road users.**
- **Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.**

Low Fuel Light

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

Tire Pressure Warning Light (TPMS) (if equipped)

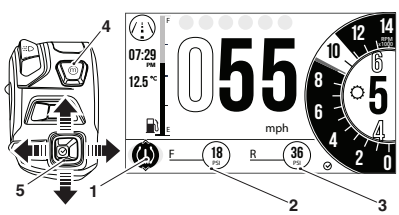
Note:

- **TPMS is available as an accessory option on all models.**

The tire pressure warning light works in conjunction with the tire pressure monitoring system see page **104**.

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 visible in the display area.



cjww

1. TPMS symbol
2. Front tire indicator
3. Rear tire indicator
4. Mode button
5. Joystick control

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 **167**. 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.

Warning and Information Messages

Note:

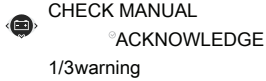
- **It is possible for multiple warning and information messages to be displayed when a fault occurs. Where this is the case, warning messages will take priority over information messages and the warning symbol will be displayed on the display.**
- **The number of currently active warning messages is displayed in the information tray.**

The following Warning and Information messages may be displayed if a fault is detected on the motorcycle.

	LOW OIL PRESSURE - CHECK MANUAL (red indicator)
	CHECK ENGINE (amber indicator)
	ABS SYSTEM DISABLED - CHECK MANUAL (amber indicator)
	BATTERY LOW - CHECK MANUAL (red indicator)
	SENSOR SIGNAL FRONT/REAR TIRE - CHECK MANUAL (red indicator)
	BATTERY LOW FRONT/REAR TIRE - CHECK MANUAL (amber indicator)
	TC-SYSTEM DISABLED - CHECK MANUAL (amber indicator)
	SERVICE OVERDUE - CONTACT DEALER (amber indicator)
	BULB FAULT LEFT/RIGHT FRONT/REAR TURN SIGNAL - CHECK MANUAL (amber indicator)
	CAUTION: LOW AIR TEMPERATURE - RISK OF SURFACE ICE

If more than one message is displayed the down arrow becomes active, using joystick down will display further messages.

Press joystick center to acknowledge and hide each message.



Low Battery Warning shown

Joystick left or right allows the rider to review the warnings previously acknowledged by the rider.

Previously acknowledged warnings will be displayed until they have been rectified.

Previously acknowledged warnings can be reviewed in the information tray, see page **37**.

When a warning or information message is activated, the message will be accompanied by the relevant warning or information symbol in the information tray.

Speedometer and Odometer

The speedometer indicates the road speed of the motorcycle.

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

Tachometer

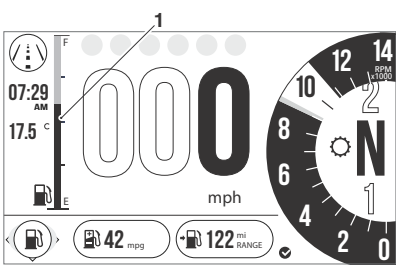
Caution

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

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

Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

Fuel Gauge



1. **Fuel gauge**

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

With the ignition switched on, a black line indicates the fuel remaining in the fuel tank.

Note:

- **The fuel gauge colors described below may vary by Theme and Style.**

When the fuel tank is full, a black line is displayed and when empty, a grey line is displayed. Other gauge markings indicate intermediate fuel levels between full and empty.

The low fuel warning light will illuminate when approximately 4.5 liters of fuel is remaining in the tank and you should refuel at the earliest opportunity. The range to empty and instantaneous fuel consumption will be also displayed in the Information tray. Press JOYSTICK CENTER to acknowledge and hide the low fuel warning.

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.

Ambient Air Temperature

The ambient air temperature is displayed as either °C or °F.

When the motorcycle is stationary the heat of the engine may affect the accuracy of the ambient temperature display.

Once the motorcycle starts moving the display will return to normal after a short time.

To change the temperature from °C or °F see page **52**.

Frost Symbol

The frost symbol will illuminate if the ambient air temperature is 39°F (4°C) or lower.

The frost symbol will remain illuminated until the temperature rises to 42°F (6°C).

An alert will also be displayed in the information tray.

Warning

Black ice (sometimes called clear ice) can form at temperatures several degrees above freezing (32°F (0°C)), especially on bridges and in shaded areas.

Always take extra care when the temperatures are low and reduce speed in potentially hazardous driving conditions such as bad weather.

Excess speed, hard acceleration, heavy braking or hard cornering when roads are slippery may result in loss of motorcycle control and an accident.

Service Interval Announcement (SIA)

The Service Interval Announcement (SIA) shows the total distance that the motorcycle has remaining before a service is required. When the remaining distance is 0 miles (0 km), or the remaining time is 0 days, the service symbol will remain on until the service has been carried out and the system has been reset by your authorized Triumph dealer.

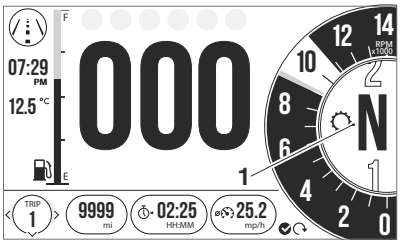
If the service is overdue then OVERDUE will be displayed and the service/maintenance indicator will be displayed in the information tray.

When the service has been carried out by your authorized Triumph dealer, the system will be reset.

The distance to next service or OVERDUE message will also be displayed on the instrument start up screen when the ignition is turned on.

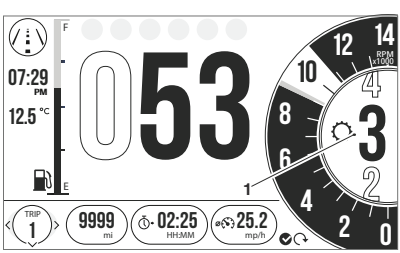
The service/maintenance indicator will also be displayed if a fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Gear Position Display



1. **Gear position display (neutral position displayed)**

The gear position display indicates which gear (one to six) has been engaged. When the transmission is in neutral (no gear selected), the display will show N.



1. **Gear position display (third gear displayed)**

TFT Display Navigation

The table below describes the instrument icons and buttons used to navigate through the instrument menus described in this handbook.

	Home button (right hand switch housing).
	Mode button (left hand switch housing).
	Joystick left/right or up/down.
	Joystick Centre (press).
▶	Selection arrow (right shown).
	Information Tray - left/right scroll via joystick.
	Information Tray - up/down scroll via joystick.
	Option available within the Information Tray - scroll via joystick up/down.
	Short press (press and release) via joystick center.
	Long press (press and hold) via joystick center.
	Reset current feature, (only available with joystick long press).

TFT Themes and Styles

Street Triple R and Street Triple R - LRH (Low Ride Height) have one theme (Theme 1) with three styles.

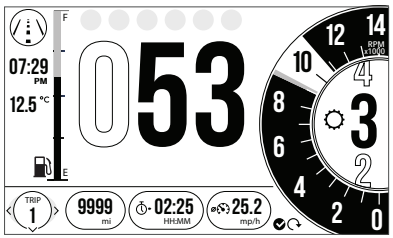
Street Triple RS has two themes (Theme 1 and Theme 2) with three styles in each theme.

To select a theme (Street Triple RS) or style, see page **49**.

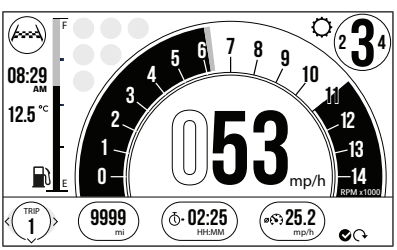
Styles can also be selected through the Style Options tray, see page **42**.

Theme 1, Style 1 is used for visual recognition throughout this handbook.

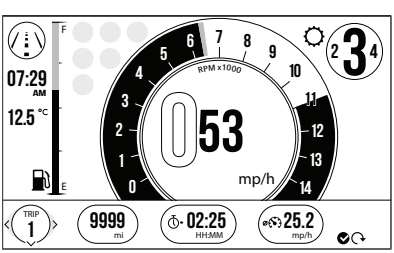
Theme 1



Theme 1 Style 1



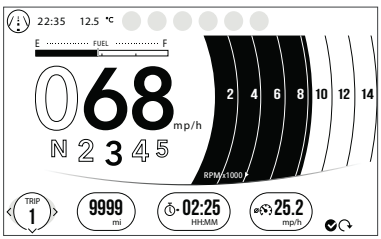
Theme 1 Style 2



Theme 1 Style 3

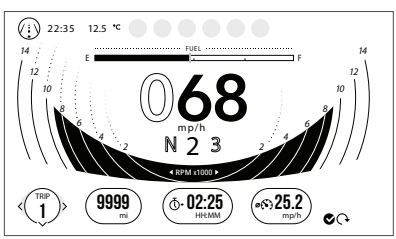
Theme 2

Street Triple RS only



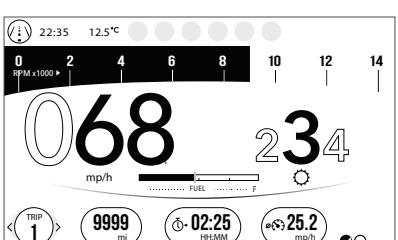
cjwz

Theme 2 Style 1



cjxa

Theme 2 Style 2



cjxb

Theme 2 Style 3

Riding Modes

The riding modes allow adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Traction Control (TC) settings to suit differing road conditions and rider preferences.

Riding modes can be conveniently selected using the MODE button located on the left hand switch housing, while the motorcycle is stationary or moving, see page **35**.

Up to five riding modes are available depending on your model's specification. If the rider edits a riding mode (other than the RIDER mode), the icon will change as shown below.

Default Icon	Rider Edited Icon	Description
		RAIN
		ROAD
		SPORT
		TRACK (Street Triple RS only)
	-	RIDER

Each riding mode is adjustable - See page **45**.

Availability of the ABS, MAP and TC setting options vary between models.

Riding Mode Selection

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) 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 may lead to loss of motorcycle control and an accident.

Warning

If ABS and/or traction control (TC) has been disabled in the Main Menu as described on, page **46** for ABS and/or page **46** for TC settings saved for all riding modes will be overridden.

ABS and/or TC will remain off regardless of your riding mode selection, until they have been re-enabled or, the ignition has been switched off then on again.

If the ABS is disabled, the brake system will function as a non-ABS equipped 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.

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.

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.

Note:

- **The riding mode will default to ROAD when the ignition is switched ON, if the TRACK or RIDER Mode was active the last time the ignition was switched OFF with ABS or TC set to TRACK or OFF in either of those modes.**
- **Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON.**
- **If the mode icons are not visible when the ignition switch is in the ON position, ensure the engine stop switch is in the RUN position.**

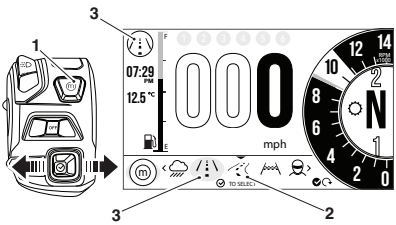
The current riding mode is displayed in the upper left of the display screen.

To select a riding mode, press and release the MODE button on the left hand switch housing to activate the riding mode selection tray at the bottom of the display screen.

The currently active riding mode icon is highlighted with a blue background.

To change the selected riding mode, either press the joystick left or right, or repeatedly press the MODE button until the required mode is in the center of the display screen, highlighted with an arrow above it.

A brief press of the joystick center will select the desired riding mode, and the icon in the upper left of the display screen will change.



cjww

1. **Mode button**
2. **New riding mode**
3. **Current riding mode**

Further left/right presses of the joystick or MODE button will scroll through the riding modes in the following order:

- RAIN
- ROAD
- SPORT
- TRACK (Street Triple RS only)
- RIDER

The selected mode is activated once the following conditions for switching modes have been met:

Motorcycle Stationary - Engine Off

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

Motorcycle Stationary - Engine Running

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

Motorcycle in Motion

Within 30 seconds of selecting a riding mode the rider must carry out the following simultaneously:

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

Note:

- **It is not possible to select TRACK or RIDER modes while the motorcycle is in motion, if the ABS or TC settings are set to RIDER or OFF in either of those modes.**
- **In this case, the motorcycle must be brought to a stop before the riding mode change can take place.**

If a riding mode change is not completed, the icon will alternate between the previous riding mode and the newly selected riding mode until the change is complete or it is canceled.

The riding mode selection is now complete and normal riding can be resumed.

Information Tray

Overview

Warning

When the motorcycle is in motion, only attempt to switch between the information tray modes or reset the fuel information under the following conditions:

At low speed

In traffic free areas

On straight and level roads or surfaces

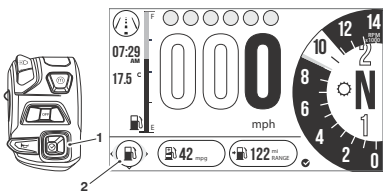
In good road and weather conditions.

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

To view the items listed, switch the ignition to the on position and scroll through the options using the joystick left/right until the desired information is displayed. For further information refer to page **51**.

Note:

- **To access the visible tray the warning messages must first be acknowledged, see page 28.**

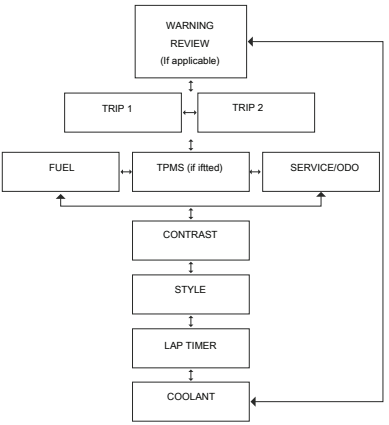


1. **Joystick control**
2. **Information tray**

Contained within the tray are:

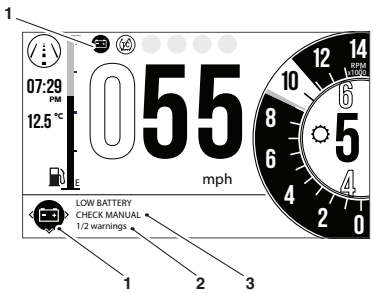
- Warnings and Information Messages, see page **28**
- Trip meter, see page **40**).
- Fuel Information, see page **40**
- Tire Pressure monitoring (if equipped), see page **104**
- Odometer, see page **41**
- Service interval, see page **41**
- Screen contrast, see page **42**
- Style options, see page **42**
- Lap timer, (Street Triple RS only), see page **42**
- Coolant Temperature, see page **39**.

The Information tray will scroll through in the following order:



Warning Review

To review the warnings, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the warning review is displayed.



1. **Low battery warning**
2. **Warning counter**
3. **Warning description**

Review each warning (if more than one) using the joystick up/down.

Use joystick left/right to return to the information tray, see page **37**.

Coolant Temperature Gauge

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

When the engine is started from cold the display will show grey bars. As the temperature increases more bars in the display will be shown illuminated. When the engine is started from hot the display will show the relevant number of illuminated bars, dependant on engine temperature.

The normal temperature range is between the C (Cold) and H (Hot) on the display.

To access the coolant temperature gauge, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the coolant temperature gauge is displayed.

With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light on the display will be illuminated and the gauge will display in the information tray.

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.

Trip Meter

To access the trip meter, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the trip computer is displayed.

Note:

- **Trip meter 2 can be displayed or hidden by pressing the Mode button, Main Menu -Trip Setup, (see page 49).**

Select TRIP 1 or TRIP 2 using the joystick up/down.

To reset the trip meter:

- Select the trip to be reset;
- Press and hold joystick center for more than 1 second;
- The trip meter will reset.

The trip meter can also be reset from the Main menu, see page **48**.

Fuel Information

To access the fuel information, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the fuel information tray is displayed.

1. **Fuel information light**
2. **Average fuel consumption**
3. **Instantaneous fuel consumption**
4. **Range to empty**
5. **Reset**

Fuel information light

Illuminates when the fuel level warning light is activated.

Average fuel consumption

This is 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. If the motorcycle is stationary, --.- will be visible in the display area.

Range to Empty

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

Reset

To reset the average fuel consumption, press and hold the joystick center.

Note:

- **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 (if equipped)

To access the tire pressure information, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the tire pressure monitor tray is displayed.

1. **Tire Pressure warning light**
2. **Front tire pressure display**
3. **Rear tire pressure display**

Tire Pressure warning light

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, see page **28** and page **104**.

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.

Front tire pressure display

Displays the current front tire pressure.

Rear tire pressure display

Displays the current rear tire pressure.

Odometer

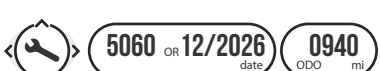
The odometer shows the total distance that the motorcycle has traveled.

Odometer

Service Interval Announcement (SIA)

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, or the time is 30 days or less, the service symbol and the distance/days remaining before the next service will be displayed for three seconds.

To access the service interval announcement, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the service interval announcement is displayed.

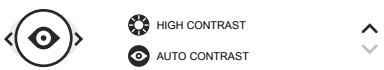


Service Interval Announcement

For information regarding the service interval announcement see page **31**.

Screen Contrast

To view the screen contrast, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the contrast icon is displayed.



Using joystick up/down, select either the High or Auto contrast options and press joystick center to confirm.

High contrast will lock the display screen to the white background version of each display screen style for maximum visibility.

Auto contrast uses the instrument light sensor to adjust the contrast to the most suitable setting. In bright sunlight, low brightness settings will be overridden to ensure the instruments can be viewed at all times.

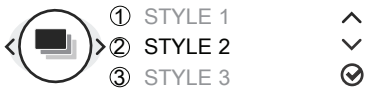
If the rider defined brightness setting is suitable this will be used, see page **50**.

Note:

- **Do not cover the TFT Digital Display. Covering the instrument light sensor will stop the screen contrast from working correctly.**

Style Options

To access the Style Options, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the available styles are displayed.



Style 2 shown selected

Use joystick up/down to select the desired style and then press joystick center to confirm selection.

Lap Timer

Street Triple RS only

To access the Lap Timer, switch the ignition to the ON position and scroll through the options using the joystick left/right control until the lap timer is displayed.

To start a lap (THIS LAP) briefly press the joystick up/down or center, the counter will start to count the first lap. Pressing joystick up/down or center will start a new lap, and the previous lap's time and average speed will be shown in the tray (PREV.LAP) next to the new lap time.

A long press (longer than 2 seconds) of the joystick up/down or center will stop the session, clear the stored data and start a new one.

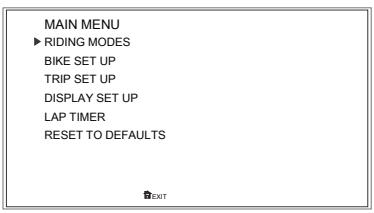
The stored lap data is viewable via the MAIN MENU, see page page **55**.

Main Menu

Overview

The main menu is accessed by pressing the HOME button located on the right hand switch housing.

- Switch on the ignition
- Press the HOME button
- Scroll the main menu by moving the joystick up/down until the desired option is highlighted and then press joystick center to select the desired option.



Main Menu

The Main Menu allows access to the following options:

Riding Modes

This menu allows configuration of the Riding Modes.

See page **45**.

- Rider
- Rain
- Road
- Sport
- Track (Street Triple RS only)
- Reset To Defaults.

Bike Set Up

This menu allows configuration of the Turn Signals and Service Indicator Announcement (SIA).

Turn signals - see page **45**.

Service Indicator Announcement - see page **47**.

ABS disable - see page **46**.

TC disable - see page **46**.

Trip Set Up

This menu allows configuration of Trip 1 and Trip 2.

See page **48**.

- Trip 1 Reset
- Trip 2 Reset
- Trip 2 Display.

Display Set Up

This menu allows configuration of the Display options.

- Themes and Styles - see page **49**
- Brightness - see page **50**
- Visible Tray - see page **51**
- Language - see page **51**
- Set Units - see page **52**
- Set Clock - see page **52**
- Set Date - see page **53**.

Lap Timer (Street Triple RS only)

This menu allows configuration of the Lap Timer and the viewing of Lap Timer data.

Start session - see page **54**.

Review (Only visible when lap data is stored) - see page **55**.

Reset to Defaults

This menu allows all instrument settings to be returned to the default setting.

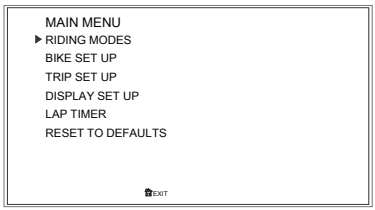
Confirm - see page **56**.

Cancel - see page **56**.

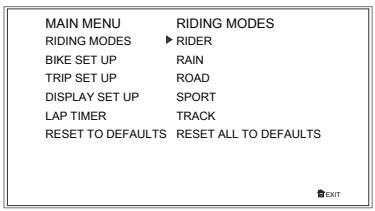
Riding Modes

To access the riding modes menu:

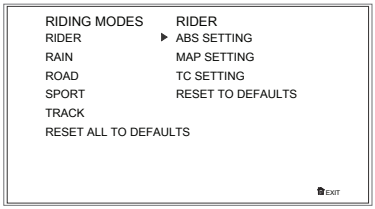
- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select RIDING MODES.



To select a specific riding mode, scroll up/down using the joystick and confirm the selection by pushing the joystick center.



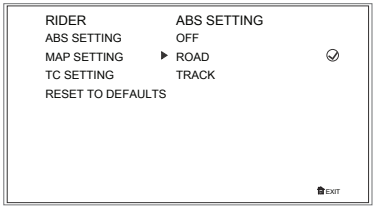
Scroll the sub-menu by moving the joystick up/down until the desired option is highlighted and press the joystick center to select.



Note:

- **A tick is displayed to show the selected option.**

To change the setting, scroll the sub-menu by moving the joystick up/down until the desired option is highlighted and press the joystick center to select.



ROAD ABS setting shown

Riding Mode Configuration

Refer to the following table for the ABS, MAP and TC options available for each riding mode.

Riding Mode					
	RAIN	ROAD	SPORT	TRACK	RIDER
	ABS (Antilock Braking System)				
Road	●	●	●	○	●
Track[1]	⊘	⊘	⊘	●	○
Off	Via Menu	Via Menu	Via Menu	○	○
MAP (Throttle Response)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	○	○
Track[1]	⊘	⊘	⊘	●	○
TC (Traction Control)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	○	○
Track[1]	⊘	⊘	⊘	●	○
Off	Via Menu	Via Menu	Via Menu	○	○
[1] Street Triple RS only					
Key					
●	Standard (Factory Default Setting)				
○	Selectable option				
⊘	Option not available				

Bike Set Up - Turn Signals

The self-canceling turn signal can be set to Automatic or Manual.

Manual

The self-canceling function is off. The turn signals must be manually canceled using the turn signal switch.

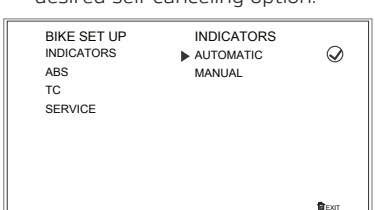
Automatic

The self-canceling function is on.

The turn signals will activate for eight seconds plus an additional 213 ft (65 meters).

To choose the desired preference:

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select BIKE SET UP.
- Push joystick center to select INDICATORS.
- Push joystick down/up to scroll between AUTOMATIC and MANUAL.
- Press joystick center to select the desired self canceling option.



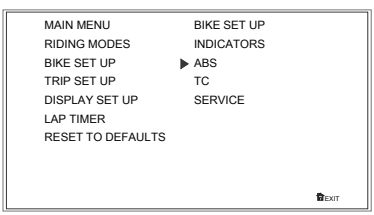
Once selected the display will return to the BIKE SET UP display.

Bike Set Up - ABS

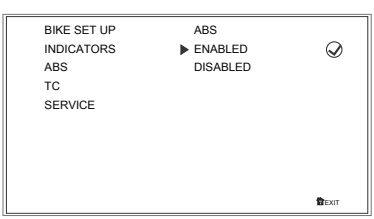
It is possible to temporarily disable the ABS. The ABS cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

To choose the desired preference:

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select BIKE SET UP.
- Push joystick center to select ABS.



- Push joystick down/up to scroll between ENABLED and DISABLED.



- Press joystick center to select the desired option.

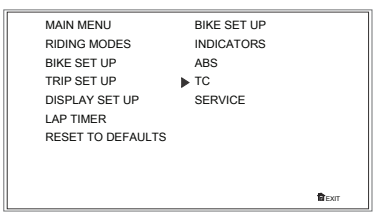
Once selected the display will return to the BIKE SET UP display.

Bike Set Up - Traction Control (TC)

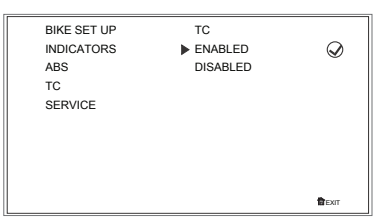
It is possible to temporarily disable the traction control system. The traction control cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

To choose the desired preference:

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select BIKE SET UP.
- Push joystick center to select TC.



- Push joystick down/up to scroll between ENABLED and DISABLED.



- Press joystick center to select the desired option.

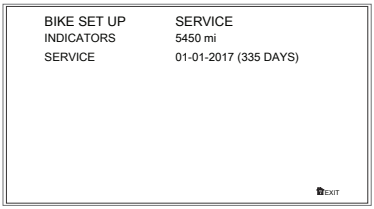
Once selected the display will return to the BIKE SET UP display.

Bike Set Up - Service

The service interval is set to a distance and/or time period.

To review the service interval:

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select BIKE SET UP.
- Push joystick down to select SERVICE.
- Push joystick center to display the SERVICE information.



Trip Setup

This menu allows configuration of the Trip Meters.

Three options are available:

- TRIP 1 RESET
- TRIP 2 RESET
- TRIP 2 DISPLAY

Each Trip Meter can be configured to be reset either manually or automatically.

The setup procedure is the same for both trips.

Trip 2 can be enabled or disabled. If trip 2 is disabled it will no longer be visible in the information tray.

Manual reset will only reset the selected trip meter when the rider chooses to do so. To reset the trip see page **40**.

Automatic reset will reset each trip meter after the ignition has been switched off for a set time.

To set the trip meters to reset manually, see page **48**.

To set the trip meters to reset automatically, see page **48**.

To enable or disable trip 2 see page **49**.

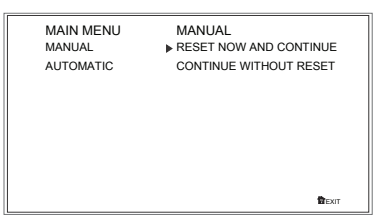
Trip Setup - Manual Reset

To set the trip computer to reset manually:

To select the TRIP SETUP menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select TRIP SETUP.
- Push joystick down and then press joystick center to select TRIP 1 RESET or TRIP 2 RESET.
- Push joystick center to select MANUAL.

  There are two options:
  - RESET NOW AND CONTINUE
  - CONTINUE WITHOUT RESET.



RESET NOW AND CONTINUE will reset all trip meter data in the relevant trip meter, and the trip meter will only reset when manually done so by the rider.

CONTINUE WITHOUT RESET will not reset any trip meter data in the relevant trip meter, and the trip meter will only reset when manually done so by the rider.

To change the setting, scroll the sub-menu by moving the joystick up/down until the desired option is highlighted and press joystick center to select. The menu will return to the previous menu.

Note:

- **A tick is displayed to show the selected option.**

Trip Setup - Automatic Reset

To select the TRIP SETUP menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select TRIP SETUP.
- Push joystick up/down and then press joystick center to select TRIP 1 RESET or TRIP 2 RESET.
- Push joystick down/up and select AUTOMATIC and then joystick center.

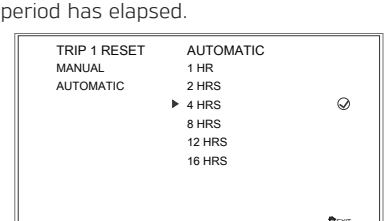
Using joystick up/down, choose the timer setting and press joystick center to confirm the desired time limit.

The desired time limit is then stored in the trip memory.

Note:

- **A tick is displayed to show the selected option.**

When the ignition is turned off, the trip meter is set to zero when the time period has elapsed.



The following table shows two examples of the automatic trip reset functionality.

Ignition turned off	Selected time delay	Trip meter resets to zero
10:30 hrs	4 HRS	14:30 hrs
18:00hrs	16 HRS	10:00 hrs (next day)

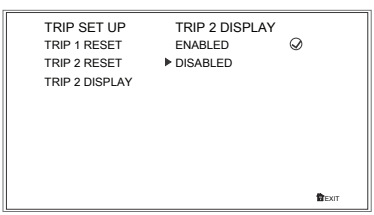
Trip 2 Enable/Disable

To select the TRIP menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down to select TRIP SET UP.
- Push joystick center to display the TRIP SET UP menu.
- Push joystick down/up to scroll to the TRIP 2 DISPLAY and press joystick center.
- Push joystick down/up to scroll between ENABLED and DISABLED and press joystick center.

Note:

- **A tick is displayed to show the selected option.**



Display Set Up - Styles and Themes

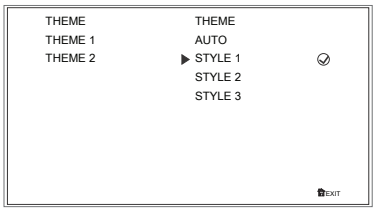
Note:

- **Themes are available on Street Triple RS models only.**

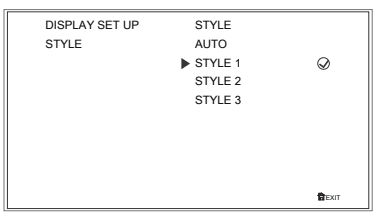
To select a style or theme the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select DISPLAY SET UP.
- Push joystick center to display the STYLES or THEME (if equipped) menu.
- **Street Triple RS**: Push joystick down/up to scroll between the THEMES.
- Press joystick center to select the desired THEME.
- **All models**: Push joystick down/up to scroll between the STYLES.

- Press joystick center to select the desired STYLE.



Theme and Style menu (Street Triple RS)



Style menu (Street Triple R and Street Triple R (LRH))

Note:

- **A tick is displayed to show the selected option.**

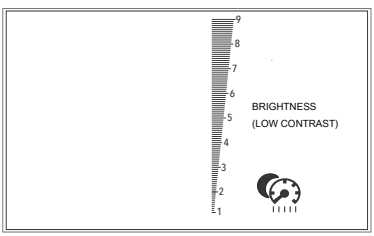
The new style or theme will be saved. Press the HOME button to exit.

Display Set Up - Brightness

There are two brightness options to choose:

- High contrast (day time mode)
- Low contrast (night time mode)

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select DISPLAY SET UP.
- Push joystick down to select BRIGHTNESS (High Contrast) or BRIGHTNESS (Low contrast) menu.
- Push the joystick center to select the desired menu.



Brightness (LOW CONTRAST) shown

Use the joystick up/down to adjust the brightness.

To confirm the desired level of brightness, press joystick center.

Press the HOME button to return to the main display.

Note:

- **In bright sunlight, low brightness settings will be overridden to ensure the instruments can be viewed at all times.**

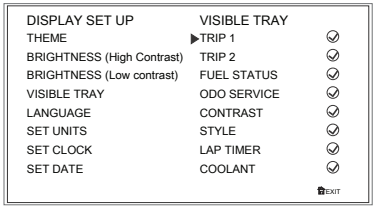
Display Set Up - Visible Tray

The visible tray feature allows the rider to choose which options are displayed in the information tray.

To select the visible tray menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select DISPLAY SET UP.
- Push joystick down to select the VISIBLE TRAY.
- Push joystick center to display the available options.
- Scroll the menu by moving the joystick up/down until the desired option is highlighted.
- Press joystick center to select/ deselect the information trays.

  An information tray item with a tick next to it will be visible in the tray. An information tray item without a tick next to it will not be visible in the tray.



Display Set Up - Language

This function allows the rider to select a preferred language.

To select the language menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select DISPLAY SET UP.
- Push joystick down to select the LANGUAGES menu.
- Push joystick center to display the available options.
- Scroll the menu by moving the joystick up/down until the desired option is highlighted.
- Press joystick center to select/ deselect the desired LANGUAGE.

Press joystick center to confirm the desired selection.

Note:

- **A tick is displayed to show the selected option.**

Display Set Up - Set Units

This function allows the rider to select the preferred unit of measurement.

To select the units of measurement the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select the DISPLAY SET UP.
- Push joystick down and then press joystick center to select SELECT UNITS.

To change the unit of measurement use joystick up/down to highlight the preferred option (Economy, Temperature or Pressure) and then press joystick center to select. Push joystick up/down to select the preferred unit of measurement and then press joystick center to confirm.

Note:

- **A tick is displayed to show the selected option.**

The options available are:

Economy:

- MPG (UK)
- MPG (US)
- L/100KM
- KM/L

Temperature:

- °C
- °F

Pressure:

- PSI
- bar
- KPa

Display Set Up - Set Clock

This function allows the rider to set the clock to the local time.

To set the clock the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select the DISPLAY SET UP.
- Push joystick down to select the SET CLOCK menu.
- Push joystick center to display the available options.

Using joystick up/down select between either 12 HR or 24 HR clock and press joystick center to confirm selection. The clock will display in either 12 or 24 hour format. Once the clock format is set the display will return to the SET CLOCK menu.

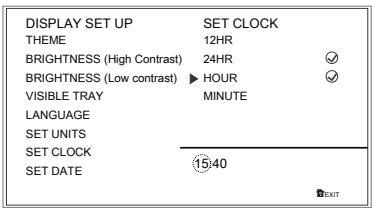
Note:

- **A tick is displayed to show the selected option.**

To set the time use joystick up/down to select HOUR or MINUTE.

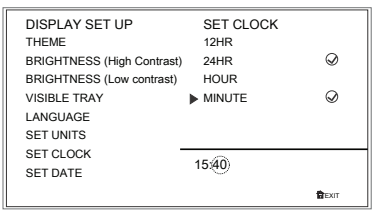
To adjust the Hour setting

- Highlight HOUR on the display and press joystick center, a tick will appear next to HOUR and the hour display will flash as shown below.
- Using joystick up/down, set the hour and press joystick center to confirm.



To adjust the Minute setting

- Highlight the MINUTE on the display and press joystick center, a tick will appear next to MINUTE and the minute display will flash as shown below.
- Using joystick up/down, set the minute and press joystick center to confirm.



Display Set Up - Set Date

This function allows the rider to adjust the date and date format.

To set the date and date format the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select DISPLAY SET UP.
- Push joystick down and then press joystick center to select SET DATE.
- Push joystick center to display DATE FORMAT.

Using joystick up/down select either of the DD-MM-YYYY, MM-DD-YYYY or YYYY-MM-DD formats and press joystick center to confirm selection. Once the date format is set the display will return to the SET DATE menu.

Note:

- **A tick is displayed to show the selected option.**

To set the date, use joystick up/down to select the DAY, MONTH and YEAR.

- Highlight YEAR on the display and then press joystick center, a tick will appear next to the YEAR and the YEAR display will flash.
- Using joystick up/down, set the current year and then press joystick center to confirm.

To set the MONTH and DAY repeat the procedure used to set the year.

Lap Timer - Street Triple RS only

To set the lap timer option the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select LAP TIMER.

The options available are:

- START SESSION
- REVIEW (Review is available only if lap timer data is stored).

Lap Timer - Start Session

This function allows the rider to set the lap timer options.

The options available are AUTO LAP DISTANCE and FIXED LAP DISTANCE.

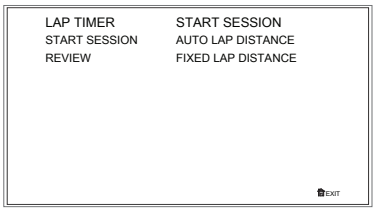
Auto Lap Distance uses the motorcycle odometer to calculate the lap distance and average speed. The lap distance is accurate to +/-50 meters.

Fixed Lap Distance allows the rider to set the exact lap distance in yards or meters. The lap timer uses the set distance to calculate a more accurate average speed, compared to Auto Lap Distance.

The fixed lap distance setting is used to calculate the average speed for each lap. The lap timer will compare the set distance to the actual distance traveled at the end of each lap and use the most accurate distance to calculate the lap time and average speed.

AUTO LAP DISTANCE

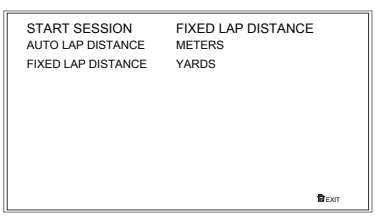
Use the joystick down/up to select AUTO LAP DISTANCE and press joystick center to start the lap timer session.



FIXED LAP DISTANCE

Use the joystick down/up to select FIXED LAP DISTANCE, and press joystick center. The UNIT and SET DISTANCE menus will be displayed.

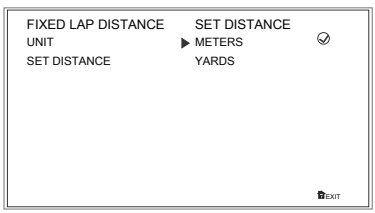
UNITS



SET DISTANCE

The rider is able to manually input a measured distance.

- Using the joystick left/right, up/down, input the measured distance in meters or yards.
- Press joystick center to confirm selection.



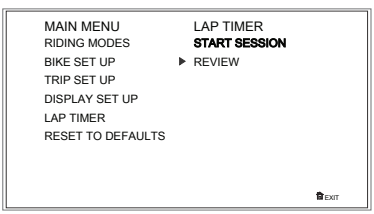
To start the lap timer see page **42**.

Lap Timer - Review

This function allows the rider to review any stored sessions, see page **54**.

To select the LAP TIMER - REVIEW menu the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select LAP TIMER.
- Push joystick down to select the REVIEW menu.

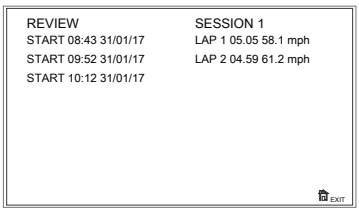


Lap Timer Review

- Push joystick center to display the stored sessions.
- Scroll the menu by moving the joystick up/down until the desired session is highlighted.

- Press joystick center to select the desired session and review the stored lap times using joystick up/ down.

  Sessions are stored in time and date order.



Review Stored Sessions

Note:

- **The lap timer will store up to five sessions and up to 24 laps per session. Once this limit is reached, earlier sessions will be overwritten.**
- **To delete all stored lap timer sessions, see page 56.**

Reset to Defaults

This function allows the rider to reset the main menu display items to the default setting.

To set the Main Menu display the motorcycle must be stationary with the ignition turned to the ON position.

- Push the HOME button to display the MAIN MENU.
- Push joystick down and then press joystick center to select RESET TO DEFAULTS.

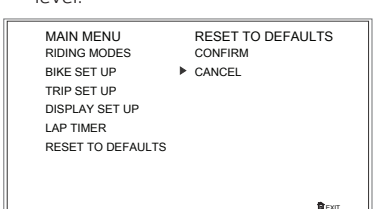
The options are:

Confirm

- The following main menu settings and data will be reset to the factory default values - Riding Modes, Indicator Set Up, Trip Computers, Visible Trays, Language, ABS, Traction Control, Style, Display Brightness, Lap Timer settings and data.

Cancel

- The main menu settings and data will remain unchanged and the display will return to the previous level.



Instrument Panel Position Adjustment

Warning

Operation of the motorcycle with an incorrectly adjusted instrument panel is dangerous.

An incorrectly adjusted instrument panel will result in loss of instrument vision when riding and may cause a distraction leading to loss of control of the motorcycle and an accident.

Always adjust the instrument panel to provide sufficient vision of the instruments before riding the motorcycle.

Warning

Never attempt to clean or adjust the instrument panel 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 the instrument panel while riding the motorcycle may result in loss of control of the motorcycle and an accident.

Only attempt to clean or adjust the instrument panel while stationary.

Caution

Do not press directly onto the instrument panel display screen.

Only adjust the position of the instrument panel using the adjustment handle.

Pressing directly on the instrument panel display screen may damage the instrument panel.

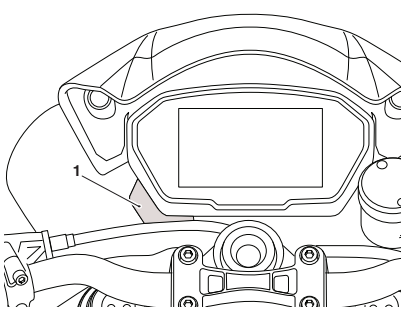
The instrument panel can be adjusted to allow for improved visibility of the display screen.

To adjust the instrument panel:

Note:

- **Moderate force using the thumb and finger is required to adjust the position of the instrument panel.**

Position the instrument panel to allow an unobstructed view of the display screen using the adjustment handle.

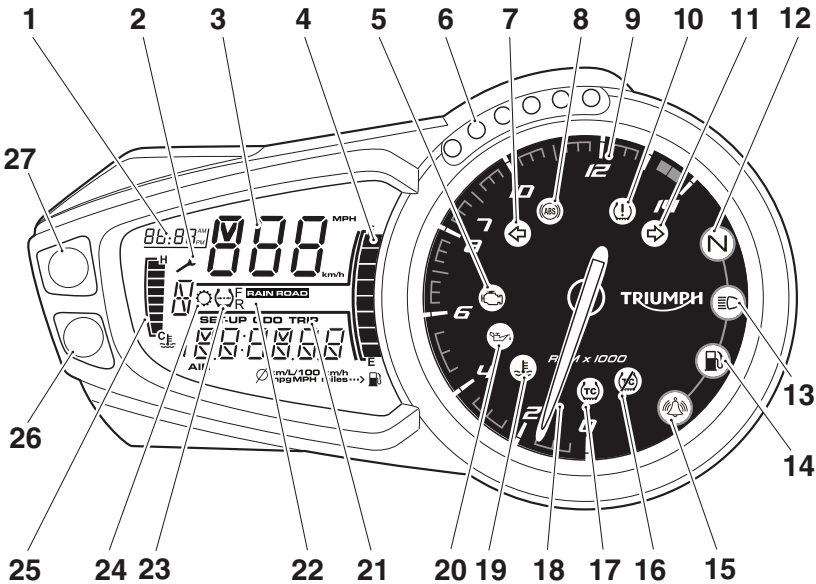


1. **Adjustment handle**

LCD (Liquid Crystal Display) Instruments

Table of Contents

Instrument Panel Layout



1. Clock
2. Service interval indicator
3. Speedometer
4. Fuel gauge
5. Engine management malfunction indicator light (MIL)
6. Gear shift lights
7. Left hand turn signal light
8. ABS warning light
9. Tachometer red zone
10. Tire pressure warning light (if Tire Pressure Monitoring System (TPMS) is equipped)
11. Right hand turn signal light
12. Neutral indicator light
13. High beam indicator light
14. Low fuel level indicator light
15. Alarm/immobilizer status indicator light (alarm is an accessory kit)
16. Traction control (TC) disabled warning light
17. Traction control (TC) indicator light
18. Tachometer
19. High coolant temperature warning light
20. Low oil pressure warning light
21. Trip meter indicator
22. Riding modes indicator light
23. Tire pressure display (if Tire Pressure Monitoring System (TPMS) is equipped)
24. Gear position symbol
25. Coolant temperature display
26. SET Button
27. SCROLL Button

Warning Lights

Engine Management System Malfunction Indicator Light (MIL)

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

Warning

Reduce speed and do not continue to ride for longer than is necessary with the MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Note:

- **If the MIL flashes when the ignition is switched ON contact an 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 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.

Note:

- **The low oil pressure warning light 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 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.

Immobilizer/Alarm Indicator Light

This Triumph motorcycle is equipped with an engine immobilizer which is activated when the ignition switch is turned to the OFF position.

Without Alarm Equipped

When the ignition switch is turned to the OFF position, the immobilizer/alarm 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.

If the indicator light remains on it indicates that the immobilizer has a malfunction that requires investigation. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

With Alarm Equipped

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

ABS (Anti-Lock Brake System) Warning 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.

Note:

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

The warning light should not illuminate again until the engine is restarted unless there is a fault.

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

Warning

If the ABS is not functioning, the brake system will continue to function as a non-ABS equipped brake system. Do not continue to ride for longer than is necessary with the warning 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 motorcycle control and an accident.

See also page **115**.

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.

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.

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 **63**).

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.**

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 system has a malfunction that requires investigation.

Turn Signals

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

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.

The hazard warning lights will remain on if the ignition is switched to the PARK position, until the hazard warning light switch is pressed again.

High Beam Switch

When the ignition is switched ON and the headlight dimmer switch is set to HIGH BEAM, the high beam warning light will illuminate.

Low Fuel Light

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

Neutral

N

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 Warning Light (TPMS) (If equipped)

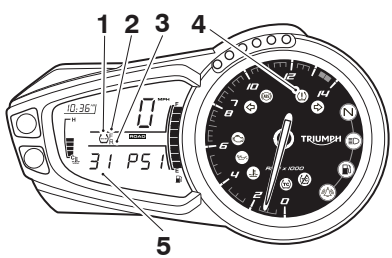
Note:

- **TPMS is available as an accessory option on all models.**

The tire pressure warning light works in conjunction with the tire pressure monitoring system see page **104**.

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 visible in the display area.



1. **TPMS symbol**
2. **Front tire indicator**
3. **Rear tire indicator**
4. **Tire pressure warning light**
5. **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 **166**). 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 speedometer indicates the road speed of the motorcycle.

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

Tachometer

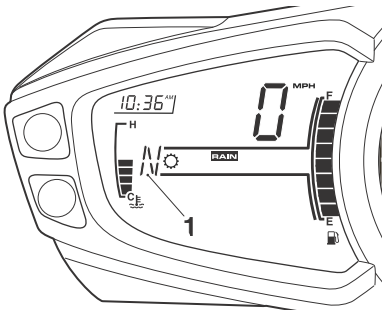
Caution

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

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

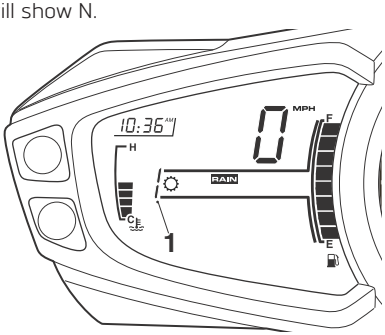
Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

Gear Position Display



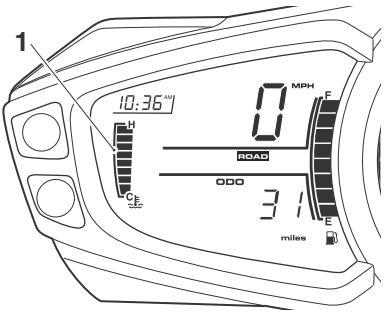
1. **Gear position display (neutral position displayed)**

The gear position display indicates which gear (one to six) has been engaged. When the transmission is in neutral (no gear selected), the display will show N.



1. **Gear position display (first gear displayed)**

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 in the display will be shown. When the engine is started from hot the display will show the relevant number of bars, dependant on engine temperature.

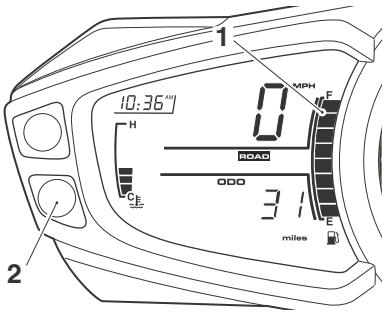
The normal temperature range is between three and five bars.

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

Caution

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

Fuel Gauge



1. **Fuel gauge**
2. **SET Button**

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 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 set SET button 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.

Instrument SCROLL/SET Buttons

SCROLL button

When the SCROLL button is pressed and released it will scroll through the menu visible in the instrument's display screen.

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

- Set Up (SEtUP)
  - Traction Control (ttc), see page **67**
  - Clock Adjustment (t-SEt), see page **68**
  - Service Interval Announcement (SIA), see page **69**
  - Gear Shift Lights (SHIFt), see page **70**
  - Units (UnitS), see page **72**.
- Return (REtURn)

SET Button

When the SET button is pressed it will select the menu visible in the instrument's display screen.

Traction Control (TC) Disable

It is possible to temporarily disable the Traction Control (TC) system. The TC system cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

⚠ Warning

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

To Disable Traction Control

To access the TC disable function; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

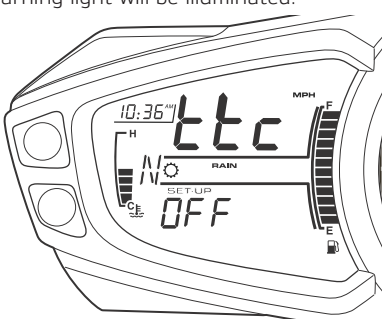
Press and release the SCROLL button until SEtUP is shown in the display screen then press the SET button.

The display screen will show ttc.

Press the set button and ON or OFF will be displayed.

Press and release the scroll button until OFF is visible in the display screen.

Pressing the set button will disable the TC system; the message TTC OFF will be displayed for 2 seconds, and the TC warning light will be illuminated.



Traction Control Off Shown

To Enable Traction Control

To enable the TC system again, repeat the TC disable procedure and select ON. An alternative way to enable the TC is to turn the ignition off and on.

Clock Adjustment – t-SEt

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.

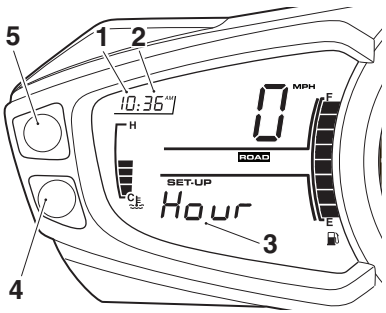
To reset the clock, with the motorcycle stationary and in neutral turn the ignition to the ON position. Press and release the SCROLL button until SEtUP is shown in the display screen. Press the SET button until t-SEt is shown.

Press the SET button again and either 24 Hr or 12 Hr clock will be shown. Press the SCROLL button to select the desired clock display and then press the SET button. 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 the SCROLL button 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 the SET button. 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 the SET button to confirm and t-SEt will be shown in the display screen. Press and release the SCROLL button until REtURn is shown then press the SET button.

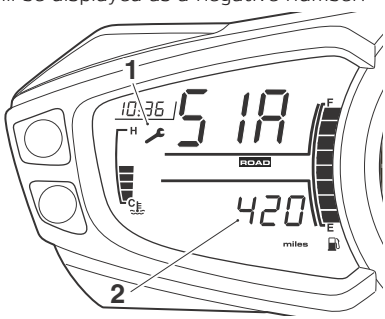


1. **Hours read-out**
2. **Minutes read-out**
3. **Display screen (Hour selected for adjustment)**
4. **SET button**
5. **SCROLL button**

Service Interval Announcement (SIA)

The Service Interval Announcement (SIA) shows the total distance that the motorcycle has remaining before a service is required. 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.

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.

Setting the Gear Shift Lights

Note:

- **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 the SCROLL button until SEtUP is shown in the display screen then press the SET button.

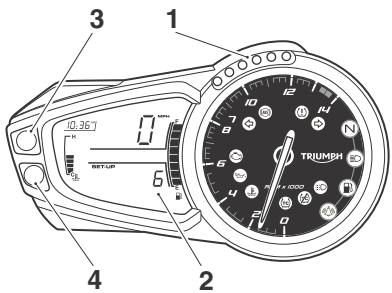
Press and release the SCROLL button until SHIFt is shown then press the SET button. The current mode will be displayed and the corresponding gear shift lights will illuminate.

Press and release the SCROLL button until the desired gear shift light mode is shown then press the SET button. 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).

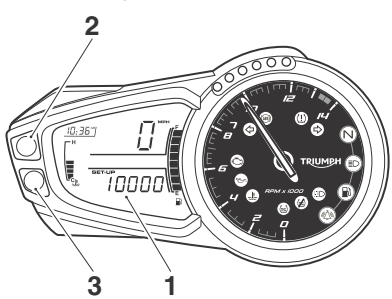
Note:

- **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. **SCROLL Button**
4. **SET Button**

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



1. **Current set units**
2. **SCROLL button**
3. **SET button**

Changing the Set Engine Speed

To change the engine speed setting, press the scroll button. Each individual press of the SCROLL button will 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.

When the correct setting is shown:

Press the SET button to confirm the setting, SHIFt will be shown in the display screen and all the gear shift lights will flash.

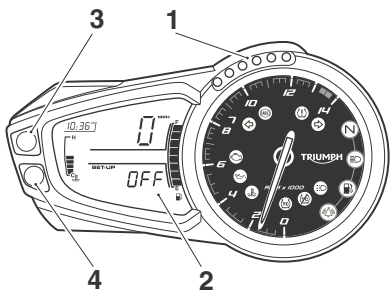
Press and release the SCROLL button until REtURn is shown in the display screen then press the SET button.

Setting the Gear Shift Lights to Off

To turn the gear shift lights the OFF, press and release the SELECT button until OFF is shown then press the SET button.

Press the SET button and SHIFt will be shown in the display screen.

Press and release the SCROLL button until REtURn is shown in the display screen then press the SET button.



1. **Gear shift lights**
2. **Display screen (OFF mode shown)**
3. **SCROLL Button**
4. **SET Button**

Changing Units – UnitS (Imperial, US or Metric)

Units 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.

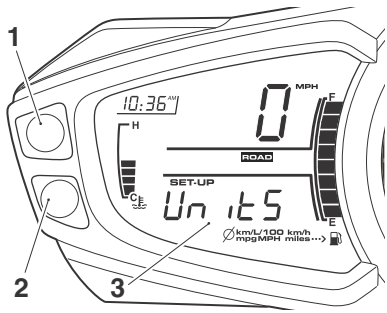
Warning

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 the SCROLL button until SEtUP is shown in the display screen then press the SET button.

Press and release the SCROLL button until UnitS is shown then press the SET button.

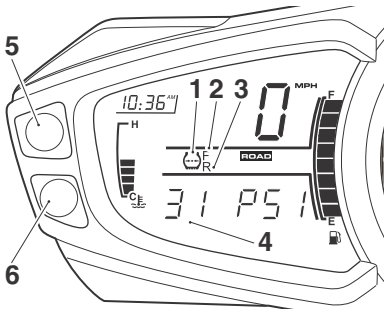


1. **SCROLL button**
2. **SET button**
3. **Display screen**

Press and release the SCROLL button until the desired display is visible. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

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

Tire Pressure Units - only if TPMS is equipped



1. **TPMS symbol**
2. **Front tire indicator**
3. **Rear tire indicator**
4. **Tire pressure display**
5. **Scroll button**
6. **Set button**

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

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

Press and release the SET button.

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

Press and release the SET button to select the pressure display.

Press and release the SCROLL button to scroll between BAR or PSI.

Press and release the SET button to select either BAR or PSI.

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.

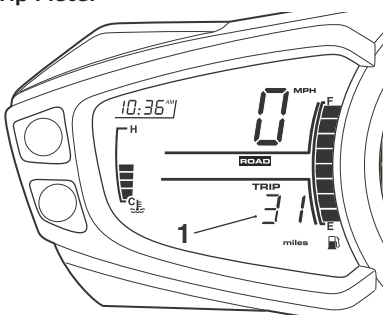
To exit the tire pressure display, press and release the SCROLL button until REtURn is displayed.

Press and release the SET button to return to the TRIP screen

Return

Select REtURn to return to the main display.

Trip Meter

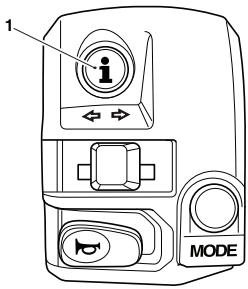


1. **Trip meter display**

Warning

Do not attempt to switch between 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.

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



cjxy

1. TRIP button

The display will scroll through in the following order:

- Trip time
- Average fuel consumption
- Instantaneous fuel consumption
- Average speed
- Odometer
- Front Tire Pressure Display (if TPMS is equipped)
- Rear Tire Pressure Display (if TPMS is equipped)
- Trip distance
- Range to empty.

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.

Front Tire Pressure Display

Displays the current front tire pressure.

Rear Tire Pressure Display

Displays the current rear tire pressure.

Trip Distance

The total trip distance traveled.

Range to Empty

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

Trip Meter Reset

To reset the trip meter, select and display the trip meter then press the TRIP 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.**

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

There is a one second delay after 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 delay has elapsed, and the conditions for switching modes have been met.

Note:

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

RAIN Mode

The RAIN mode is predetermined and provides optimal MAP, ABS and TC 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.
TC	**Rain** – Optimal TC setting for road use in rain conditions, allows minimal rear wheel slip.

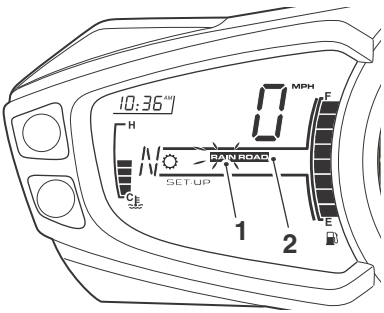
ROAD Mode

The ROAD mode is predetermined and provides optimal MAP, ABS and TC settings for normal road use.

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

Selecting a Riding Mode – Motorcycle Stationary

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:**

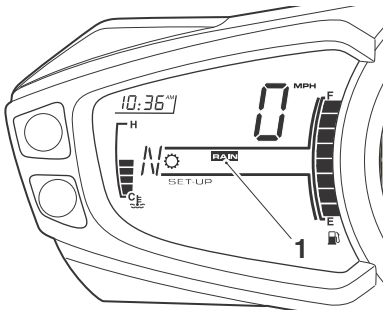
With the Engine Off

- 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 – Motorcycle Moving

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

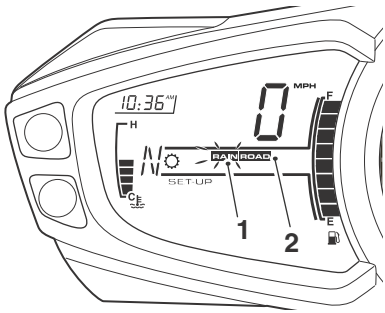
On steeply inclined roads or surfaces

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.

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

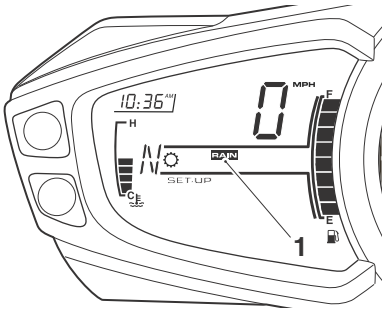


1. **Selected riding mode (flashing)**
2. **Current (active) riding mode**

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

- Throttle closed
- Clutch pulled in
- brakes not applied (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.

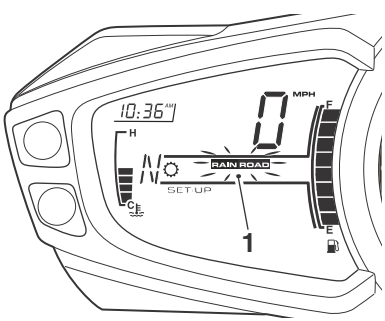


1. **Selected riding mode**

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
- 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.

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.**

GENERAL INFORMATION

Table of Contents

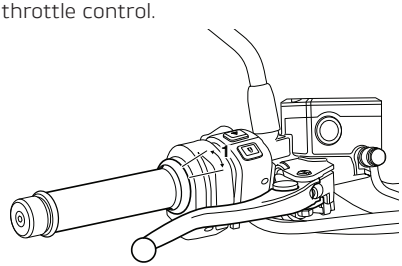
Hand Controls

Throttle Control

An electronic throttle twist grip controls the opening and closing of the throttles via the engine's electronic control module. There are no direct-acting cables in the system.

The throttle grip has a resistive feel to it as it is rolled rearwards to open the throttles. When the grip is released it will return to the throttle closed position by its internal return spring and the throttles will close.

There are no user adjustments for the throttle control.



cph

1. **Throttle closed position**

Warning

Reduce speed and do not continue to ride for longer than is necessary with the MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

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 RPM 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 above conditions contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Brake Use

At low throttle opening (approximately 20°), the brakes and throttle can be used together.

At high throttle opening (greater than 20°), if the brakes are applied for greater than two seconds the throttles will close and the engine speed will reduce. To return to normal throttle operation, release the throttle control, release the brakes and then reopen the throttle.

Ignition Switch/Steering Lock

Warning

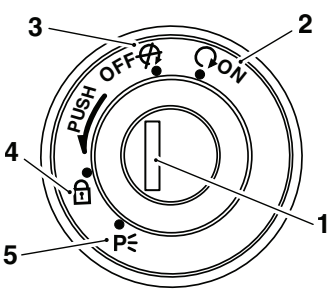
For reasons of security and safety, always turn the ignition to the OFF or PARK position and remove the key when leaving the motorcycle unattended.

Any unauthorized use of the motorcycle may cause injury to the user, 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.



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

Switch Operation

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.**

Ignition Key

Warning

Additional keys, key rings/chains or items attached to the ignition key may interfere with the steering, leading to loss of motorcycle control and an accident.

Remove all additional keys, key rings/chains and items from the ignition key before riding the motorcycle.

Caution

Additional keys, key rings/chains or items attached to the ignition key may cause damage to the motorcycle's painted or polished components.

Remove all additional keys, key rings/chains and items from the ignition key before riding the motorcycle.

Caution

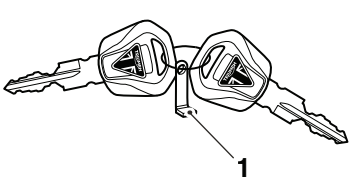
Do not store the spare key with the motorcycle as this will reduce all aspects of security.

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

When the motorcycle is delivered from the factory, two ignition 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 ignition keys to turn off the engine immobilizer. To make sure 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 signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain active 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.



cixj

1. **Key number tag**

Brake and Clutch Lever Adjusters

Street Triple RS

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.

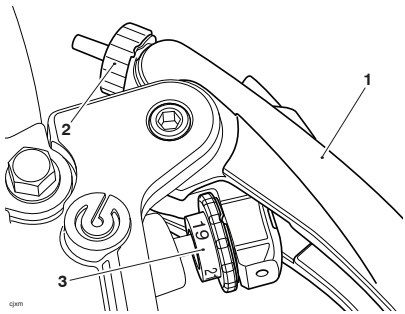
After adjusting the levers, operate the motorcycle in an area free from traffic to gain familiarity with the new lever setting. Do not loan your motorcycle to anyone as they may change the lever setting from the one you are familiar with causing loss of control or an accident.

A span 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.

The front brake lever is equipped with a ratio adjuster which allows the rider to adjust the brake from a firmer feel with less lever travel to a softer feel with more lever travel, to suit personal preferences and road and weather conditions.

Front Brake Lever

Two adjusters are installed to the brake lever:



1. **Brake lever**
2. **Span adjuster wheel**
3. **Ratio adjuster**

The span adjuster wheel allows the distance from the handlebar to the lever to be changed to suit the span of the operator's hands.

To adjust the front brake lever, rotate the span adjuster wheel counter-clockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.

The distance from the handlebar grip to the released lever is shortest when the span adjuster wheel is adjusted fully counterclockwise.

The ratio adjuster moves the brake master cylinder push rod to the left or right in 0.04 in (1 mm) increments from 19 mm to 21 mm (0.75 in to 0.83 in). 19 mm (0.75 in) provides the rider with a longer/softer braking action while 21 mm (0.83 in) provides a shorter/firmer lever action.

To adjust the front brake lever turn the ratio adjuster to the rider's preferred position. The rotary wheel will rotate and click into position

The ratio adjuster has three lever positions:

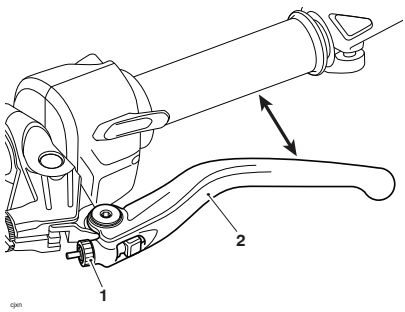
- 19 (19 mm - 0.75 in) for a softer brake feel with a longer lever travel
- 20 (20 mm - 0.79 in) for a firmer brake feel and a medium lever travel
- 21 (21 mm - 0.83 in) for a firm brake feel and a shorter lever travel.

Note:

- **An audible click can be heard when the ratio wheel is locked into position.**
- **Four marks are visible on the wheel, 19 - 20 - 21 - 20.**
- **The ratio wheel can be turned both clockwise and counterclockwise to set the desired preference.**

Clutch Lever

A span adjuster is installed to the clutch lever. The adjuster allows the distance from the handlebar to the lever to be changed to suit the span of the operator's hands.



1. Span adjuster wheel
2. Clutch lever

To adjust the lever, rotate the span adjuster wheel counterclockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.

The distance from the handlebar grip to the released lever is shortest when the adjuster wheel is adjusted fully counterclockwise.

Brake and Clutch Lever Adjusters

Street Triple R, Street Triple R - LRH (Low Ride Height)

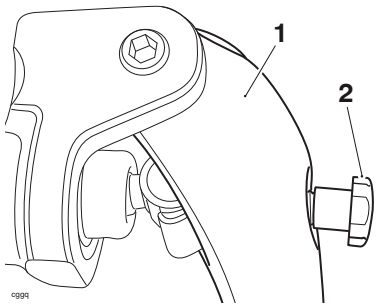
Warning

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.

A span 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.

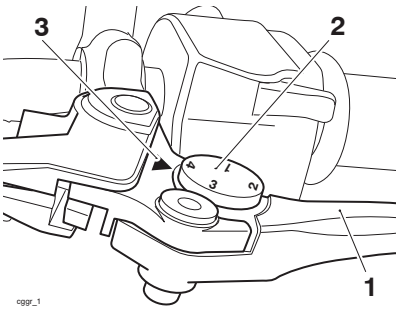
Front Brake Lever



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.

Clutch Lever



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

To adjust the 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.

Note:

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

Brake and Clutch Lever Adjusters

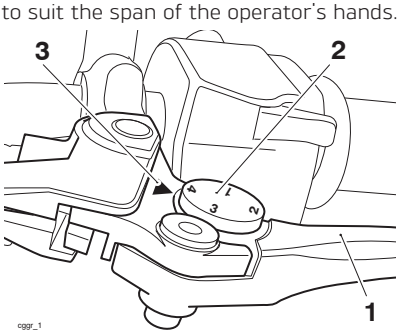
Street Triple S, Street Triple S 660cc

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.

A span 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.



1. Lever (clutch shown)
2. Adjuster wheel
3. Triangular mark

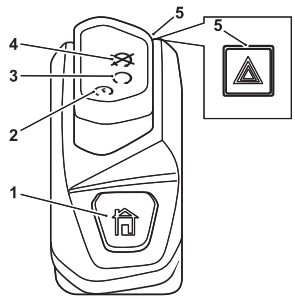
To adjust the levers, push the lever forward and turn the adjuster wheel to align one of the numbered positions with the triangular mark on the lever holder.

Note:

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

Right Handlebar Switches

Street Triple R, Street Triple R - LRH (Low Ride Height), Street Triple RS



1. **Home button**
2. **Engine start/stop switch**
3. **STOP position**
4. **RUN 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.

Caution

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

Note:

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

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.

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.

The hazard warning lights will remain on if the ignition is switched OFF, until the hazard warning light switch is pressed again.

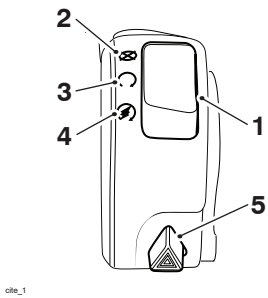
Home Button

The HOME button is used to access the main menu on the instrument display.

Press and release the HOME button to select between the main menu and instrument display.

Right Handlebar Switches

Street Triple S, Street Triple S 660cc



cite_1

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.

Caution

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

Note:

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

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.

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

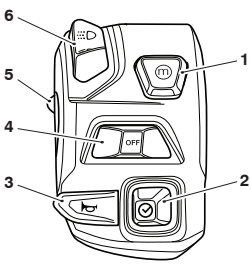
To turn the hazard warning lights on or off, press and release the hazard warning light switch.

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

The hazard warning lights will remain on if the ignition is switched to the PARK position, until the hazard warning light switch is pressed again.

Left Handlebar Switches - All Markets except Canada, Japan and USA

Street Triple R, Street Triple R - LRH (Low Ride Height), Street Triple RS



1. **Mode button**
2. **Joystick**
3. **Horn button**
4. **Turn signal switch**
5. **High beam button**
6. **Dipped beam/Daytime Running Lights (DRL) switch (if equipped)**

Mode Button

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the multifunction display screen. Further presses of the mode button will scroll through the available riding modes (see page **35**).

Joystick Button

The JOYSTICK is used to operate the following functions of the instruments:

- Up - scroll the menu bottom to top
- Down - scroll the menu top to bottom
- Left - scroll the menu to the left
- Right - scroll the menu to the right
- Centre - press to confirm selection

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 signal, press and release the turn signal switch in the central position.

Automatic self-canceling turn signals can be activated in the Bike Set Up function on the display, refer to page **45**.

Two options are available:

Manual

The self-canceling function is off. The turn signals must be manually canceled.

Auto

The self-canceling function is on.

The turn signals will activate for eight seconds plus an additional 213 ft (65 meters).

Note:

- **If the motorcycle stops for any reason the indicators will flash for the remainder of the time and distance unless manually canceled by the rider.**

Daytime Running Lights (DRL)

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.

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page **90**.

Warning

Do not ride for longer than necessary in poor ambient light conditions with the Daytime Running Lights (DRL) in use.

Riding with the Daytime Running Lights when dark, in tunnels or where poor ambient light is apparent may reduce the riders vision or dazzle other road users.

Blinding other road users or reduced vision in low ambient light levels may result in loss of motorcycle control and an accident.

Note:

- **During daylight hours the Daytime Running Lights improve the motorcycles visibility to other road users.**
- **Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.**

High Beam Button

If the DAYTIME RUNNING LIGHT (DRL) switch is in the dip beam position, when the HIGH BEAM button is operated the high beam will be switched on. Each press of the button will swap between dip and high beam.

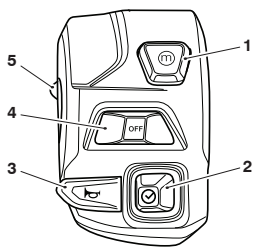
If the DRL switch is in the daytime running lights position, then pressing and holding the HIGH BEAM button to turn the high beam on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Note:

- **A lighting on/off switch is not installed on 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.**

Left Handlebar Switches - Canada, Japan and USA only

Street Triple R, Street Triple R - LRH (Low Ride Height), Street Triple RS



1. **Mode button**
2. **Joystick**
3. **Horn button**
4. **Turn signal switch**
5. **High beam button**

Mode Button

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the multifunction display screen. Further presses of the mode button will scroll through the available riding modes (see page **35**).

Joystick Button

The JOYSTICK is used to operate the following functions of the instruments:

- Up - scroll the menu bottom to top
- Down - scroll the menu top to bottom
- Left - scroll the menu to the left
- Right - scroll the menu to the right
- Centre - press to confirm selection

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 signal, press and release the turn signal switch in the central position.

Automatic self-canceling turn signals can be activated in the Bike Set Up function on the display, refer to page **45**.

Two options are available:

Manual

The self-canceling function is off. The turn signals must be manually canceled.

Auto

The self-canceling function is on.

The turn signals will activate for eight seconds plus an additional 213 ft (65 meters).

Note:

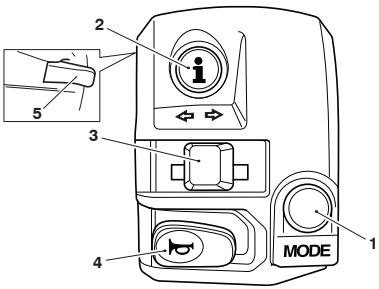
- **If the motorcycle stops for any reason the indicators will flash for the remainder of the time and distance unless manually canceled by the rider.**

High Beam Switch

When the ignition is switched ON and the headlight dimmer switch is set to HIGH BEAM, the high beam warning light will illuminate.

Left Handlebar Switches

Street Triple S, Street Triple S 660cc



qxy

1. **MODE button**
2. **TRIP button**
3. **Turn signal switch**
4. **Horn button**
5. **High beam button**

Mode Button

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the multifunction display screen. Further presses of the mode button will scroll through the available riding modes, see page **75**.

Trip Button

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

- Trip meter
- Odometer
- Tire Pressure Monitoring System (if equipped).

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

Horn Button

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

High Beam Button

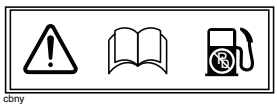
When the high beam button is pressed the high beam will be switched on. Each press of the button will swap between dip and high beam.

Note:

- **A lighting on/off switch is not installed on this model. The position light, brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.**
- **A Pass feature is not available on this model**
- **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

Fuel Requirement/Refueling



Fuel Grade

These Triumph motorcycles are designed to run on unleaded gasoline with a CLC or AKI octane rating (R+M)/2 of 87 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).

In certain circumstances engine calibration may be required. Always refer to your authorized Triumph dealer.

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.

Refueling

Warning

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

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

Do not smoke.

Do not use a mobile telephone.

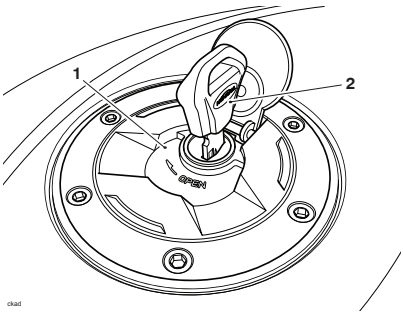
Make sure the refueling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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

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. 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

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.

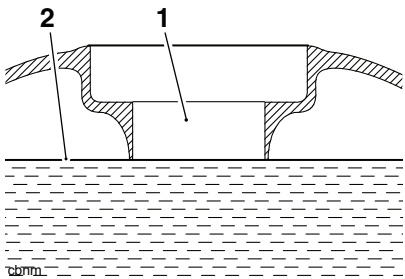
Fuel spilled near to, or onto the tires will reduce the tires' ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

Caution

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

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 make sure there is enough air space to allow for fuel expansion if the fuel inside the tank expands through absorption of heat from the engine or from direct sunlight.

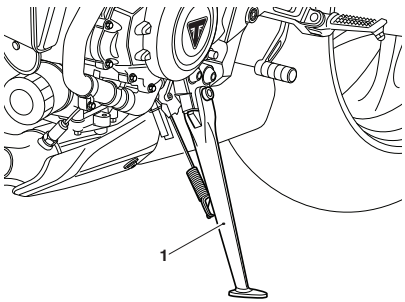


1. **Fuel filler neck**
2. **Maximum fuel level**

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

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 ensure that the side stand is fully up after first sitting on the motorcycle.

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

Seats

Seat Care

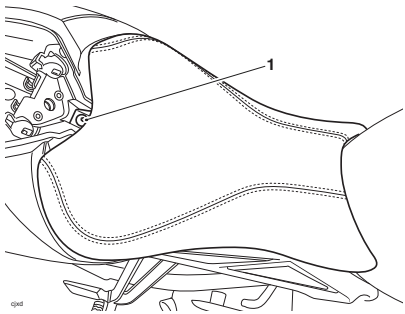
Caution

To prevent damage to the seat or seat cover, care must be taken not to drop the seat. Do not lean the seat against the motorcycle or any surface which may damage the seat or seat cover. Instead, place the seat, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.

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

See page **186** for seat cleaning information.

Rider's Seat



1. Rider's seat fastener

To remove the rider's seat, remove the passenger seat or seat cowl (see page **99**).

Remove the fastener located to the rear of the padding. This will allow the rider's seat to slide up and rearwards for complete removal from the motorcycle.

To re-install the seat, engage the seat's tongue under the fuel tank, install and tighten the fastener to **80 lbf in (9 Nm)**. Re-install the passenger seat or seat cowl (see page **99**).

Warning

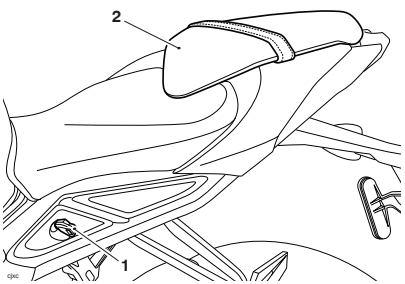
The rider's seat is only correctly retained and supported once the fastener is correctly tightened. Never ride the motorcycle with the fastener loose or removed, as the rider's seat will not be secure and may move.

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

Passenger Seat and Seat Cowl

Note:

- **This section applies to both the passenger seat and the seat cowl. The seat cowl is installed to certain models only, or is available as an accessory.**



1. **Seat lock**
2. **Passenger seat**

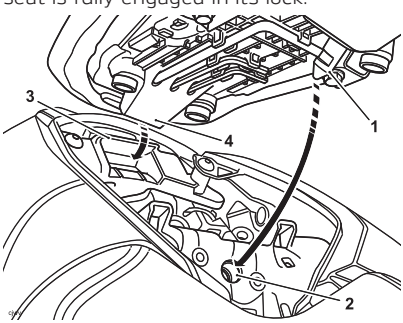
The passenger seat lock is located on the left hand side of the rear bodywork, in line with the footrest mounting rail. To remove the passenger seat, insert the ignition key into the seat lock and turn it counterclockwise while pressing down on the front of the seat. This will release the passenger seat from its lock and allow it to be slid forwards for complete removal from the motorcycle.

Warning

Never ride the motorcycle with the passenger seat detached or removed.

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, it will detach from the lock. A loose or detached seat could cause loss of motorcycle control and an accident.

To re-install the passenger seat, engage the seat's tongue under the bracket, align the locating peg to the lock and press down engaging the seat lock. An audible click can be heard when the seat is fully engaged in its lock.



1. **Locating peg**
2. **Lock**
3. **Bracket**
4. **Tongue**

Handbook and Tool Kit

The Handbook is accessed by removing the passenger seat.

The tool kit is located on the underside of the passenger seat.

The tool kit includes a:

Street Triple S and Street Triple S 660cc

- Screwdriver
- Rear suspension unit spring preload adjustment tool (not stored in tool kit)
- Extension handle (not stored in tool kit)
- 0.16 in (4 mm) Allen key
- 0.2 in (5 mm) Allen key.

Street Triple R - LRH (Low Ride Height)

- Screwdriver
- Rear suspension unit spring preload adjustment tool (not stored in tool kit)
- Extension handle (not stored in tool kit)
- 0.16 in (4 mm) Allen key
- 0.2 in (5 mm) Allen key
- Front fork adjuster tool

Street Triple R

- Screwdriver
- 0.16 in (4 mm) Allen key
- 0.2 in (5 mm) Allen key
- Front fork adjuster tool.

Street Triple RS

- Screwdriver
- 0.12 in (3 mm) Allen key
- 0.16 in (4 mm) Allen key
- 0.2 in (5 mm) Allen key
- Front fork adjuster tool.

Universal Serial Bus (USB) Socket

Warning

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

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

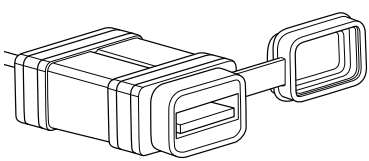
Caution

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

Caution

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

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



:jao

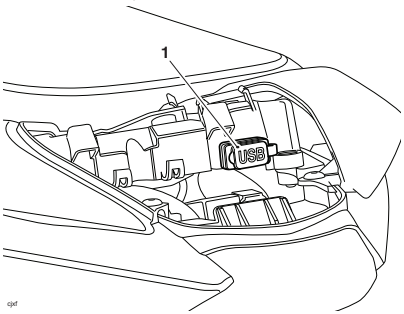
USB Port Socket

The Universal Serial Bus (USB) socket allows a 5 Volt USB connection for charging electronic devices such as mobile phones, cameras and GPS devices.

Loads up to a maximum of two Amps can be connected to the USB socket.

To access the USB socket, remove the rear seat or seat cowl, see page **99**.

The USB socket is located on the right hand side, adjacent to the seat lock.



USB Port Socket

Remove the cap.

Plug the relevant USB adaptor cable into the socket.

Note:

- **Adaptor cables are not supplied with the motorcycle.**

Triumph Accessory Disc Lock Storage

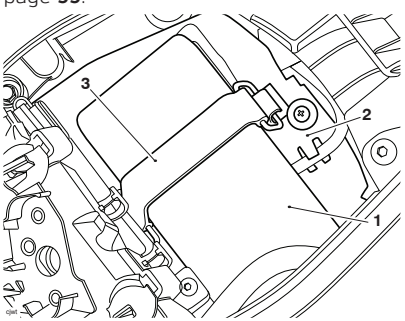
Space is provided under the passenger seat to store a Triumph accessory disc lock (available from your Triumph dealer).

Secure the lock as follows:

Place the lock into it's storage container, position the storage container on to the rear fender.

Secure the lock using the hook and loop strap.

Re-install the passenger seat, see page **99**.



1. **Disc lock**
2. **Rear fender tray**
3. **Strap**

Traction Control (TC)

Warning

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

Excessive speed when entering turns;

Accelerating at a sharp lean angle;

Braking;

Traction control cannot prevent the front wheel from slipping;

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

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

Note:

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

Traction Control Settings

Warning

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

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.

The traction control can be set as described on page **34** for Street Triple R, Street Triple R - LRH (Low Ride Height) and Street Triple RS models, or on page **67** for Street Triple S and Street Triple S 660cc models.

Note:

- **If traction control is turned OFF. The TC disabled warning light will be illuminated (see page 28 or page 26).**

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

Tire Pressure Monitoring System (TPMS) (if equipped)

Note:

- **TPMS is available as an accessory option on all models.**

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 **167**.

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 equipped 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/h). Two dashes will be visible in the display area until the tire pressure signal is received.

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

For motorcycles without the tire pressure monitoring system equipped: The Tire Pressure Monitoring System (TPMS) is an accessory equipped item and must be installed by your authorized Triumph dealer. The TPMS display on the instruments will only be activated when the system has been installed.

Tire Pressure Warning Light (TPMS) (If equipped)

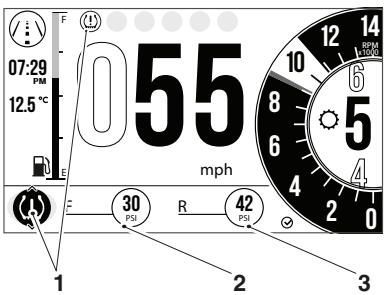
Note:

- **TPMS is available as an accessory option on all models.**

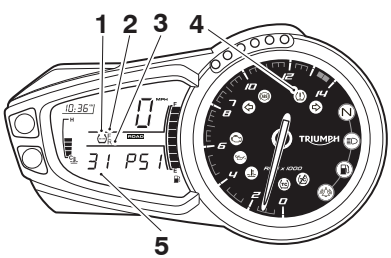
The tire pressure warning light works in conjunction with the tire pressure monitoring system see page **104**.

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 visible in the display area.



1. **Warning light**
2. **Front tire pressure indicator**
3. **Rear tire pressure indicator**



1. **TPMS symbol**
2. **Front tire indicator**
3. **Rear tire indicator**
4. **Tire pressure warning light**
5. **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 **166**). 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.

Tire Pressure Sensor Serial Number

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

When the tire pressure monitoring system is being installed to the motorcycle, make sure that your authorized Triumph 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

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 **167**), 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 **167**).

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 mounted by your authorized Triumph dealer and inform them that tire pressure sensors installed on the wheel.

Replacement Tires

When replacing tires, always have an authorized Triumph dealer mount your tires and make sure they are aware that tire pressure sensors are installed to the wheels.

Sensor Batteries

When the battery voltage in a pressure sensor is low, LO bAt (LCD instruments) or BATTERY LOW FRONT/REAR TIRE (TFT instruments) will be displayed and the TPMS symbol or message 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 **105**.

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

Breaking-In

cboa

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 km):

- 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 speed.

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

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

Both during and after breaking-in has been completed:

- Do not overrev 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 (page **94**).

Engine Oil: Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (page **132**).

Drive Chain: Correct adjustment (page **141**).

Tires/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, punctures etc. (page **166**).

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 (page **153**).

Brakes: Pull the brake lever and push the brake pedal to check for correct resistance. Investigate any lever/pedal where the travel is excessive before meeting resistance, or if either control feels spongy in operation (page **144**).

Front Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (page **144**).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page **147**).

Front Forks: Smooth action. No leaks from fork seals (page **153**).

Throttle: Ensure that the throttle grip returns to the idle position without sticking (page **80**).

Clutch: Smooth operation and correct cable free play (page **139**).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page **136**).

Electrical Equipment: All lights and the horn function correctly (page **176**).

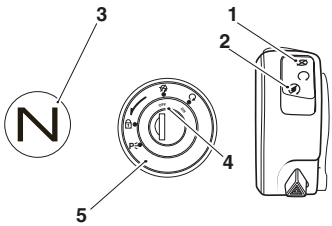
Engine Stop: Stop switch turns the engine off (page **111**).

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (page **97**).

HOW TO RIDE THE MOTORCYCLE

Table of Contents

To Stop the Engine



1. **Engine stop switch (Street Triple S shown)**
2. **Start position (Street Triple S shown)**
3. **Neutral indicator light (instrument display)**
4. **OFF position**
5. **Ignition switch**

Close the throttle completely.

Select neutral.

Turn the ignition switch to the OFF position.

Select first gear.

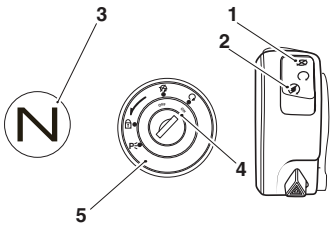
Support the motorcycle on a firm, level surface with the side stand.

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



1. **Engine stop switch (Street Triple S shown)**
2. **Start position (Street Triple S shown)**
3. **Neutral indicator light (instrument display)**
4. **ON position**
5. **Ignition switch**

Check that the 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 to the ON position.

Note:

- **When the ignition is switched on, the tachometer needle will quickly sweep from zero to maximum and then return to zero (LCD instruments only). The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts – see page 24 for TFT instruments and page 60 for LCD instruments). It is not necessary to wait for the needle to return to zero (LCD instruments only) before starting the engine.**
- **A transponder is installed 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 signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.**

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

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

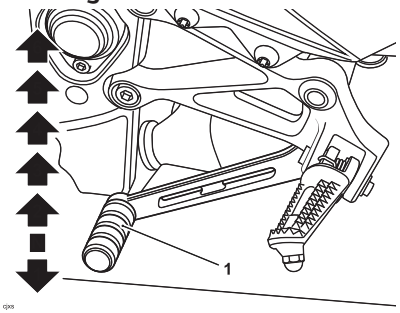
The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.

If the side stand is extended 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

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.

Note:

- **For models equipped with a quickshifter refer to page 114.**

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.

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.**

Warning

Do not change to a lower gear at speeds that will cause excessive engine rpm (r/min). This can lock the rear wheel causing loss of motorcycle control and an accident. Engine damage may also be caused. Shifting down should be done such that low engine speeds will be ensured.

Quickshifter

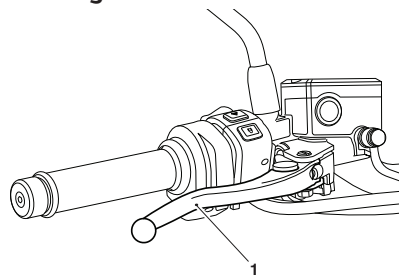
Street Triple RS

This model is equipped with a race-style quickshifter which 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-changes 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.

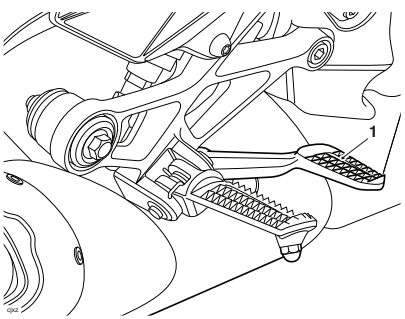
The quickshifter will not operate if the clutch is applied or if an up-shift is attempted by mistake when in 6th gear. It is necessary to use a positive pedal force to ensure a smooth gear shift.

Braking



cjxh

1. **Front brake lever**



cjxi

1. **Rear brake pedal**

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

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

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.

Warning

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

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

Warning

For your safety, always exercise extreme caution when braking, 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 warnings below).

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 or mountain pass, make use of the engine's braking effect by down shifting and use both front and rear brakes intermittently. Continuous brake application or use of the rear brake only can overheat the brakes and reduce their effectiveness leading to loss of motorcycle control and an accident.

Warning

Riding with your foot on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other road users. It may also overheat the brake, reducing braking effectiveness leading to loss of motorcycle control and an accident.

Warning

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

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.

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** for Street Triple R, Street Triple R - LRH (Low Ride Height) and Street Triple RS models or page **62** for Street Triple Sand Street Triple S 660cc models. 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, see page **35** Street Triple R, Street Triple R - LRH (Low Ride Height) and Street Triple RS models.
- 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 equipped braking system. Do not continue to ride for longer than is necessary with the indicator light illuminated. In the event of a fault, 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

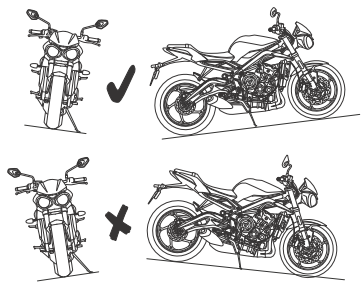
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

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

Warning

The ABS system 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.

Select first gear.

Lock the steering to help prevent theft.

Always park on a firm, level surface to prevent the motorcycle from falling. This is particularly important when parking off-road.

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 below 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 that 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 sure that any luggage containers are closed, locked and securely installed on the motorcycle.

Brakes

Check that the front and rear brakes are functioning correctly.

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 fit 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 many countries, the exhaust system for this model is equipped 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 trip.

Engine Oil

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

Drive Chain

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

Coolant

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

Electrical Equipment

Make sure that all electrical equipment such as the headlight, rear/brake light, turn signals and horn all work correctly.

Miscellaneous

Visually check that all fasteners are tight.

ACCESSORIES, PASSENGERS AND LOADING

Accessories and Loading

The addition of accessories and carrying 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 so that it will not move around while the motorcycle is in motion.

Evenly distribute the load within each pannier (if equipped). Pack heavy items at the bottom and on the inboard side of the pannier.

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.

⚠ Warning Continued

Never exceed the maximum vehicle loading weight of:

Street Triple S - 430 lb (195 kg)

Street Triple R - 430 lb (195 kg)

Street Triple S 660cc - 430 lb (195 kg)

Street Triple R - LRH (Low Ride Height) - 374.8 lb (170 kg)

Street Triple RS - 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.

For models that have adjustable suspension settings, make sure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see the suspension adjustment section).

⚠ Warning

Do not install accessories or carry luggage that impairs the control of the motorcycle. Make sure that you have not adversely affected 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 motorcycle control and an accident. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

Incorrectly balanced loads on both sides of the motorcycle

Incorrectly adjusted front and rear suspension settings

Incorrectly adjusted tire pressures

Excessively or unevenly worn tires

Side winds and turbulence from other vehicles

Loose clothing.

Remember that the 80 mph (130 km/h) absolute limit will be reduced by the installation of non-approved accessories, incorrect loading, worn tires, overall motorcycle condition and poor road or weather conditions.

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 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

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

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

Warning

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

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

Warning

Do not carry animals on your motorcycle.

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

Warning

If the passenger seat or luggage (if equipped) is used to carry small objects, they must not exceed a total maximum weight of 463 lb (3 kg).

This total weight (combined on the seat and luggage), 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 the above weights, 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).

MAINTENANCE

Table of Contents

Scheduled Maintenance

Warning

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

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.

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 affect 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.

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.

Scheduled maintenance may be carried out by your authorized Triumph 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.

Scheduled Maintenance Table

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine oil – replace	-	•	•	•	•	•
Engine oil filter – replace	-	•	•	•	•	•
Engine and oil cooler – check for leaks	Day	•	•	•	•	•
Fuel System and Engine Management						
Fuel system – check for leaks, chafing etc.	Day	•	•	•	•	•
Throttle body plate (butterfly) – check/clean	-			•	•	•
Autoscan – carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)	-	•	•	•	•	•
ABS modulator – check for stored DTCs	-	•	•	•	•	•
Secondary air injection system – check/clean	-				•	•
Air cleaner – replace	-				•	•
Throttle bodies – balance	-			•	•	•
Fuel hoses – replace	Every four years, regardless of mileage					
Evaporative loss hoses – replace	Every four years, regardless of mileage					
Ignition System						
Spark plugs – check	-			•		
Spark plugs – replace	-				•	•
Cooling System						
Cooling system – check for leaks	Day	•	•	•	•	•
Coolant level – check/adjust	Day	•	•	•	•	•
Coolant – replace	Every three years, regardless of mileage					
Engine						
Clutch cable – check/adjust	Day	•	•	•	•	•
Valve clearances – check/adjust	-				•	•
Camshaft timing – adjust	First 12,000 miles (20,000 km) service only					
Wheels and Tires						
Wheels – inspect for damage	Day	•	•	•	•	•
Wheel bearings – check for wear/smooth operation	-	•	•	•	•	•
Tire wear/tire damage – check	Day	•	•	•	•	•
Tire pressures – check/adjust	Day	•	•	•	•	•

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Electrical						
Lights, instruments and electrical systems – check	Day	•	•	•	•	•
Steering and suspension						
Steering – check for free operation	Day	•	•	•	•	•
Forks – check for leaks/smooth operation	Day	•	•	•	•	•
Fork oil – replace	-					•
Steering head bearings – check/adjust	-		•	•	•	•
Steering head bearings – lubricate	-				•	•
Rear suspension linkage – check/lubricate	-				•	•
Brakes						
Brake pads – check wear levels	Day	•	•	•	•	•
Brake master cylinders – check for fluid leaks	Day	•	•	•	•	•
Brake calipers – check for fluid leaks and seized pistons	Day	•	•	•	•	•
Brake fluid levels – check	Day	•	•	•	•	•
Brake fluid – replace	Every two years, regardless of mileage					
Drive Chain						
Drive chain slack – check/adjust	Day	•	•	•	•	•
Drive chain – wear check	Every 500 miles (800 km)					
Drive chain – lubricate	Every 200 miles (300 km)					
Drive chain rubbing strip – check	Day	•	•	•	•	•
General						
Fasteners – inspect visually for security	Day	•	•	•	•	•
Bank angle indicators – inspect visually for wear	Day	•	•	•	•	•
Side stand – check operation	Day	•	•	•	•	•

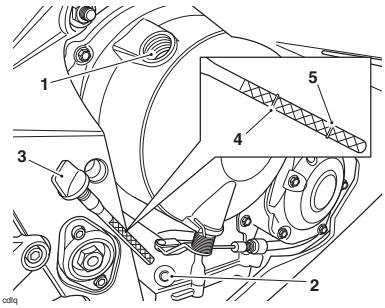
Engine Oil

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.

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.

Oil Level Inspection



1. **Filler**
2. **Dipstick location in crankcase**
3. **Dipstick**
4. **Upper marking**
5. **Lower marking**

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, then wait for at least three minutes for the oil to settle.

Note:

- **An accurate indication of the level of oil in the engine is only shown when the engine is at normal operating temperature, the motorcycle is upright (not on the side stand) and when the dipstick has been screwed fully home.**
- **Do not add oil through the dipstick hole in the crankcase.**

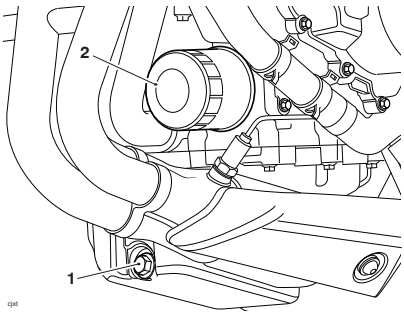
Remove the dipstick.

The oil level is indicated by lines on the 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, remove the filler plug and add oil a little at a time through the filler plug hole in the clutch cover until the correct level is reached.

Once the correct level is reached, install and tighten the filler plug.

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.

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.

Remove the oil drain plug.

Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old oil 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)**.

After the oil has completely drained out, install a new sealing washer to the drain plug. Install and tighten the drain plug to **18 lbf ft (25 Nm)**.

Fill the engine with a 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.

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.

Ensure that the low oil pressure warning light remains off and the oil pressure message is not visible in the instrument display screen.

Stop the engine and recheck the oil level. Adjust if necessary.

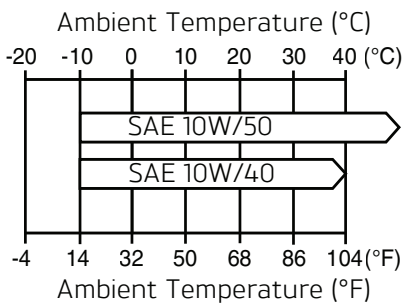
Disposal of Used Engine Oil and Oil Filters

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's high performance fuel injected engines are designed to use 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.

Refer to the chart below for the correct oil viscosity (10W/40 or 10W/50) to be used in your riding area.



Oil Viscosity Temperature Range

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.

Make sure that no foreign matter enters the crankcase during an engine oil change or top off.

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

Warning

HD4X Hybrid OAT coolant contains corrosion inhibitors and antifreeze 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 antifreeze or any of the motorcycle coolant.

Note:

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

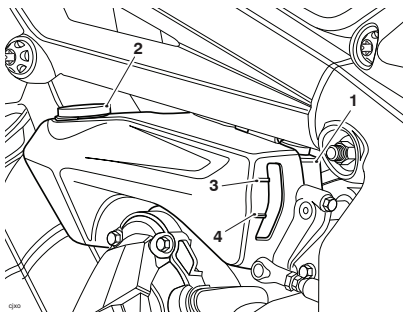
To protect the cooling system from corrosion, the use of corrosion inhibitor chemicals in the coolant is essential.

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.

Coolant Level Inspection

Note:

- **The coolant level should be checked when the engine is cold (at room or ambient temperature).**



1. **Expansion tank**
2. **Filler cap**
3. **MAX mark**
4. **MIN mark**

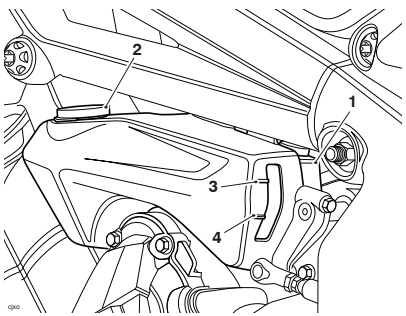
Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the left hand side of the motorcycle, below and towards the front of the fuel tank.

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

Coolant Level Adjustment

Warning

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



1. **Expansion tank**
2. **Filler cap**
3. **MAX mark**
4. **MIN mark**

Allow the engine to cool.

The expansion tank cap can be removed from the left hand side of the motorcycle.

Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the MAX mark. Re-install the cap.

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

It is recommended that the coolant is changed by an authorized Triumph dealer in accordance with scheduled maintenance requirements.

Radiator and Hoses

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.

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

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.

Throttle Inspection

Warning

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

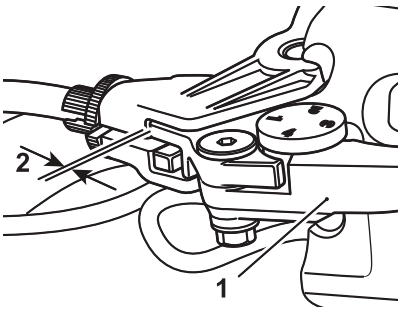
To avoid continued use of a sticking or damaged throttle control, always have it checked by your authorized Triumph dealer.

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

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

Clutch



1. **Clutch lever**
2. **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.

Clutch Inspection

Check that there is 0.08 - 0.12 in (2 - 3 mm) clutch lever free play at the lever.

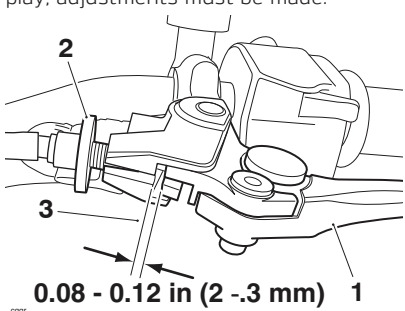
If there is an incorrect amount of free play, adjustments must be made.

Clutch Adjustment

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

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.



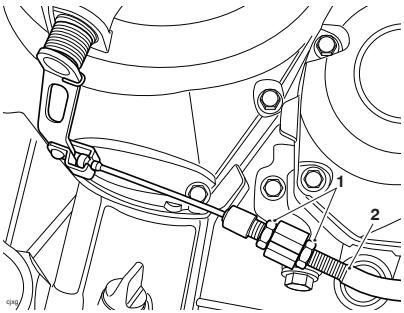
1. **Clutch lever**
2. **Adjuster sleeve (locknut fully released)**
3. **Correct clearance 0.08 - 0.12 in (2 - 3 mm)**

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

Loosen the adjuster lock nut.

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

Tighten the lock nut to **31 lbf in (3.5 Nm)**.



1. **Adjuster nuts**
2. **Clutch outer cable**

Drive Chain

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.

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

Drive Chain Lubrication

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

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

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

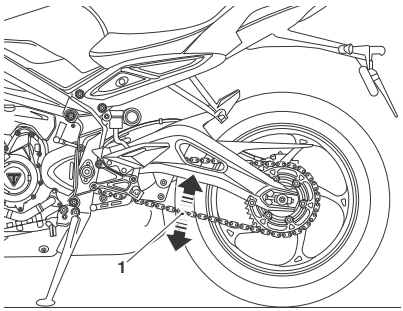
Before riding, wipe off any excess oil.

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.

Drive Chain Free-Movement Inspection



1. Maximum movement position

Warning

Before starting work, ensure 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 of 0.79 to 1.18 in (20 - 30 mm).

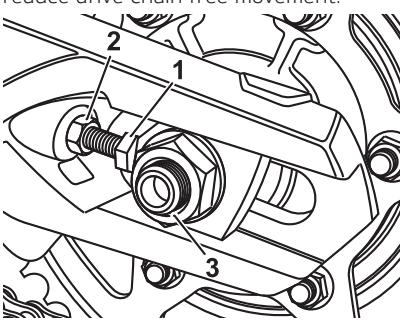
Drive Chain Free-Movement Adjustment

If the drive chain free movement is incorrect, adjustment must be made as follows

Loosen the wheel spindle nut.

Loosen the lock nuts on both the left hand and right hand chain adjuster bolts.

Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase drive chain free movement and counterclockwise to reduce drive chain free movement.



1. **Adjuster bolt**
2. **Adjuster bolt lock nut**
3. **Rear wheel spindle nut**

When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters. Tighten both adjuster lock nuts to **15 lbf ft (20 Nm)** and the rear wheel spindle nut to **81 lbf ft (110 Nm)**.

Repeat the drive chain adjustment check. Readjust if necessary.

Warning

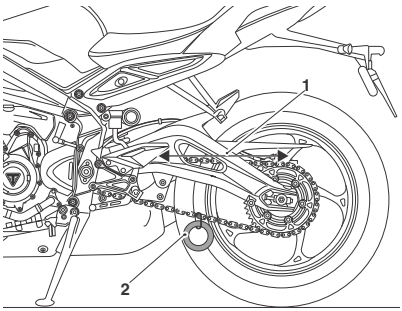
Operation of the motorcycle with insecure adjuster lock nuts or a loose wheel spindle may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

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 motorcycle control and an accident.

Drive Chain and Sprocket Wear Inspection



1. **Measure across 20 links**
2. **Weight**

Remove the chain guard.

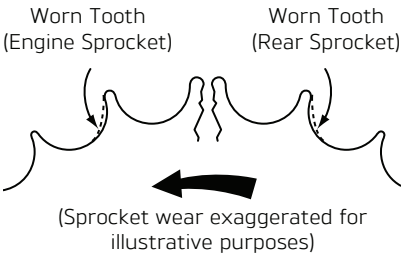
Stretch the chain taut by hanging a 20 - 40 lb (10 - 20 kg) weight on the chain.

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 12.56 in (319 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.

Re-install the chain guard, tightening the fasteners to **35 lbf in (4 Nm)**.

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

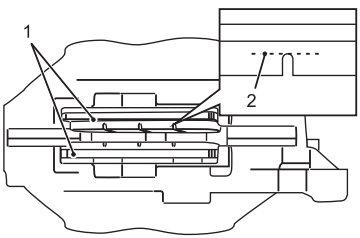
If the sprockets are found to be worn, always replace the sprockets and drive chain together.

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

Brakes

Front Brake Wear inspection

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



cbmz_1

1. **Carrier plate**
2. **Brake pad**

Model	Carrier plate minimum thickness	Minimum lining thickness	Minimum service thickness (lining and carrier plate)
Street Triple S and Street Triple S 660cc	0.16 in (4.0 mm)	0.06 in (1.5 mm)	0.21 in (5.5 mm)
Street Triple R and Street Triple R - LRH (Low Ride Height)	0.16 in (4.0 mm)	0.06 in (1.5 mm)	0.21 in (5.5 mm)
Street Triple RS	0.19 in (4.8 mm)	0.04 in (1.0 mm)	0.23 in (5.8 mm)

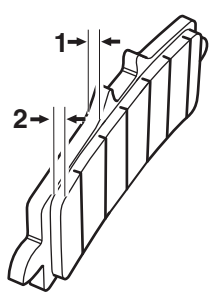
If the lining thickness of any pad is less than that specified in the table, replace all the pads on the wheel.

Warning

If installing new proprietary brand brake pads, check that the carrier plate of the brake pad is the specified thickness shown in the table.

Installing brake pads with the carrier plate less than the specified thickness 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 the recommended thickness. Always have replacement brake pads supplied and installed by your Triumph dealer.



chbe_1

1. **Carrier plate**
2. **Brake pad lining**

Rear Brake Wear inspection

If the lining thickness of any pad is less than that specified in the table, replace all the pads on the wheel.

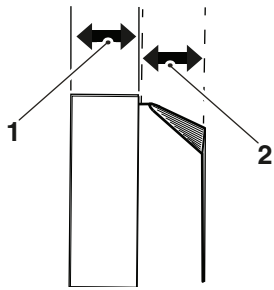
Warning

If installing new proprietary brand brake pads, check that the carrier plate of the brake pad is the specified thickness shown in the table.

Installing brake pads with the carrier plate less than the specified thickness may result in brake failure due to the possible loss of the brake pad as it wears.

Model	Carrier plate minimum thickness	Minimum lining thickness	Minimum service thickness (lining and carrier plate)
All models	0.12 in (3.0 mm)	0.06 in (1.5 mm)	0.18 in (4.5 mm)

Brake pads supplied by Triumph will have the carrier plate at the recommended thickness. Always have replacement brake pads supplied and installed by your Triumph dealer.



1. **Carrier plate**
2. **Brake pad lining**

Breaking-in New Brake Pads and Discs

Warning

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

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.

Disc Brake Fluid

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 installed, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

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

Warning

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

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

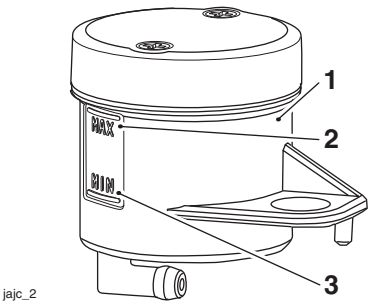
Inspect the level of brake fluid in both reservoirs and change the brake fluid in accordance with scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the Specification section. The brake fluid must also be changed if it becomes, or is suspected of having become contaminated with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

Note:

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

Front Brake Fluid Level Inspection and Adjustment

Street Triple R, Street Triple R - LRH (Low Ride Height) and Street Triple RS



jajc_2

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 upper and lower level lines (reservoir held horizontal).

To adjust the brake fluid level, release the cap screws and remove the reservoir cap and the diaphragm seal.

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

Re-install the reservoir cap making sure that the diaphragm seal is correctly positioned between the cap and the reservoir body.

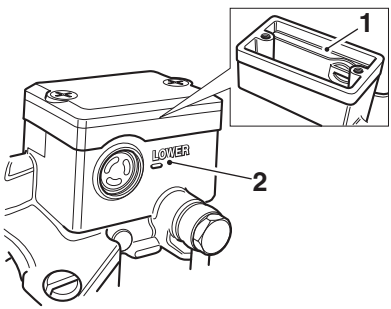
Tighten the cap retaining screws to **6 lbf in (0.7 Nm)**.

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.

Front Brake Fluid Level Inspection and Adjustment

Street Triple S and Street Triple S 660cc



1. **Front brake fluid reservoir, upper level line**
2. **Lower level line**

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

To adjust the brake fluid level, release the cap screws and remove the reservoir cap and the diaphragm seal.

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

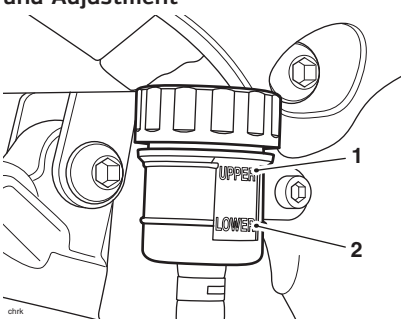
Re-install the reservoir cap making sure that the diaphragm seal is correctly positioned between the cap and the reservoir body.

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.

Rear Brake Fluid Level Inspection and Adjustment



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

The reservoir is visible from the right hand side of the motorcycle, forward of the muffler, below the rider's seat.

To inspect the fluid level, check the level of fluid visible in the reservoir. The fluid level must be kept between the upper and lower level lines (reservoir held horizontal).

To adjust the fluid level, Release the reservoir cap and remove the diaphragm seal.

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

Re-install the reservoir cap ensuring that the diaphragm seal is correctly installed.

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.

Brake Light Switches

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.

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.

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 contact the fuel tank, brake or clutch levers or other parts of the motorcycle.

This will restrict brake or clutch lever operation or restrict steering movement, resulting in loss of motorcycle control and an accident.

Adjust the mirrors as required to make sure 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.

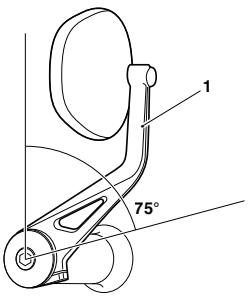
Caution

Incorrect adjustment of the bar end mirrors may cause the mirror arm to contact 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 make sure 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 authorized Triumph 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

Suspension and Steering Inspection

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 motorcycle.

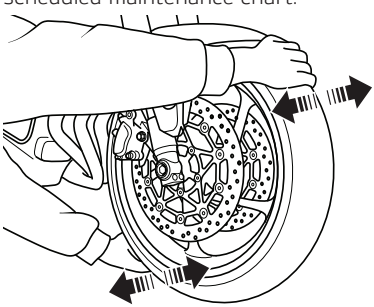
Wheel Bearings Inspection

Warning

Riding 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.

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.



Inspecting the Wheel Bearings

To inspect the wheel bearings:

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

Raise the front wheel off 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.

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

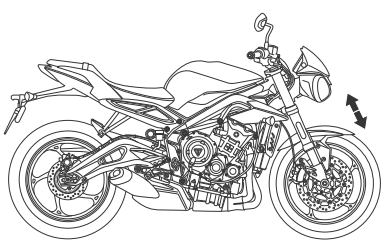
Front Suspension - Front Fork Inspection

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.



Street Triple S shown

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.

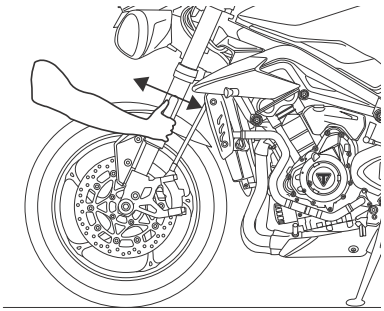
Steering Inspection

Lubricate and inspect the condition of the steering (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

Inspection

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 outer tube and try to move them forward and backward.

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 (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.

Suspension Adjustment

Front Suspension Settings

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 table(s) for further information or consult your authorized Triumph dealer.

The standard suspension setting provides a comfortable ride and good handling characteristics for general, solo riding. The chart(s) shows suggested settings for the front suspension.

Note:

- **The motorcycle is delivered from the factory with the suspension set at the standard Road (solo) settings, as shown in the relevant suspension chart.**

Front Suspension Setting Chart

Street Triple RS

Front				
Loading		Spring Pre-Load[1]	Rebound Damping[2]	Compression Damping[2]
Solo Riding	Track	3.5	2	1
	Sport	3.5	2	2
	Road	3.5	4	5
	Comfort	3.5	5.5	7
Rider and Passenger		3.5	4	5

[1] Number of adjuster turns clockwise from the fully counterclockwise position.

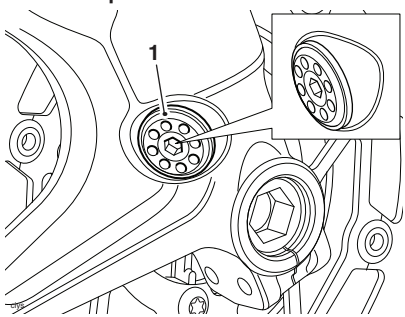
[2] Number of adjuster turns counterclockwise from the fully clockwise position.

Note:

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

Front Suspension Preload Adjustment

Street Triple RS



1. Front suspension preload adjuster (right hand shown)

The preload adjuster is located at the bottom of both front forks.

To change the preload, rotate the adjuster clockwise to increase, or counterclockwise to decrease using the Allen key attached to the passenger seat.

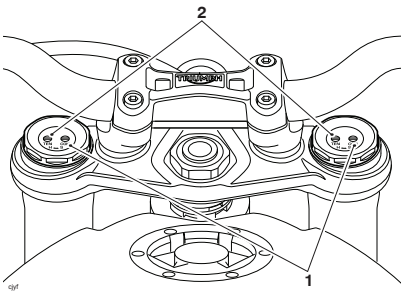
Always count the number of clockwise turns from the fully counterclockwise position.

Note:

- **The motorcycle is delivered from the factory with the preload adjusters set at Road, as shown in the relevant suspension chart, see page 155.**

Front Suspension Rebound and Compression Damping Adjustment

Street Triple RS



1. **Compression damping adjusters**
2. **Rebound damping adjusters**

The rebound and compression damping adjusters are located at the top of each fork.

To change the rebound damping setting, rotate the TEN slotted adjuster clockwise to increase, or counter-clockwise to decrease.

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

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

Note:

- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 155.**

Front Suspension Setting Chart

Street Triple R

Front				
Loading		Spring Pre-Load[1]	Rebound Damping[2]	Compression Damping[2]
Solo Riding	Track	5	1	1.5
	Sport	5	1	2
	Road	5	2.5	5
	Comfort	5	5.5	7
Rider and Passenger		5	2.5	5
[1] Number of adjuster turns clockwise from the fully counterclockwise position.				
[2] Number of adjuster turns counterclockwise from the fully clockwise position.				

Note:

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

Front Suspension Setting Chart

Street Triple R - LRH (Low Ride Height)

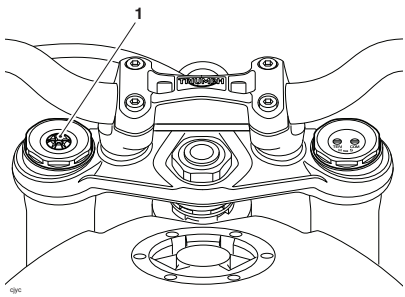
Front				
Loading		Spring Pre-Load[1]	Rebound Damping[2]	Compression Damping[2]
Solo Riding	Track	5	1	1
	Sport	5	2	2
	Road	5	2.5	5
	Comfort	5	5.5	7
Rider and Passenger		5	2.5	5
[1] Number of adjuster turns clockwise from the fully counterclockwise position.				
[2] Number of adjuster turns counterclockwise from the fully clockwise position.				

Note:

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

Front Suspension Preload Adjustment

Street Triple R, Street Triple R - LRH (Low Ride Height)



1. Adjuster screw

To change the preload, rotate the adjuster screw clockwise to increase, or counterclockwise to decrease.

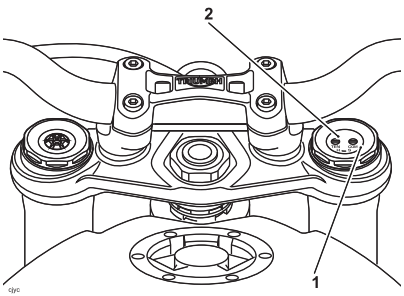
Always count the number of clockwise turns from the fully counterclockwise position.

Note:

- **The motorcycle is delivered from the factory with the preload adjusters set at Road, as shown in the relevant suspension chart, see page 156 for Street Triple R or page 157 for Street Triple R - LRH (Low Ride Height).**

Front Suspension Rebound and Compression Damping Adjustment

Street Triple R, Street Triple R - LRH (Low Ride Height)



1. **Compression damping adjuster (COM)**
2. **Rebound damping adjuster (TEN)**

The rebound and compression damping adjusters are located at the top of the right hand fork.

To change the rebound damping setting, rotate the TEN slotted adjuster clockwise to increase, or counter-clockwise to decrease.

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

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

Note:

- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at the Road settings, as shown in the relevant suspension chart, see page 156 for Street Triple R or page 157 for Street Triple R - LRH (Low Ride Height).**

Rear Suspension settings

Warning

Ensure 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 front and rear suspension setting chart(s) for further information or consult your dealer.

The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The chart(s) show suggested settings for the rear suspension.

Note:

- **The motorcycle is delivered from the factory with the suspension set at the standard Road (solo) settings, as shown in the relevant suspension chart.**

Rear Suspension Setting Chart

Street Triple RS

Warning

The rear suspension unit spring preload is not rider adjustable.

Any attempt to adjust the spring preload could result in a dangerous riding condition leading to loss of motorcycle control, and an accident.

Rear			
Loading		Rebound Damping[1]	Compression Damping[1]
Solo Riding	Track	8	7
	Sport	10	10
	Road	14	20
	Comfort	20	20
Rider and Passenger		9	9

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

Note:

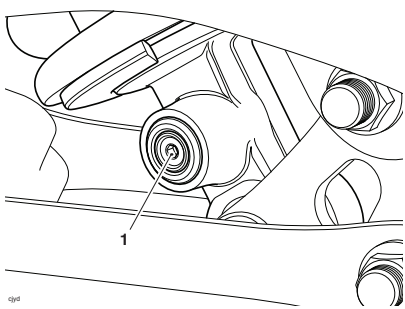
- **This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

Rear Suspension Unit Rebound Adjustment

Street Triple RS

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 screw clockwise to increase rebound damping and counter-clockwise to decrease.



1. **Adjuster screw**

Note:

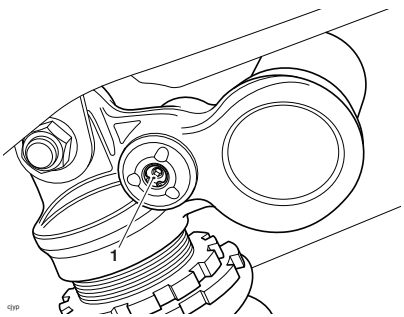
- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 159.**

Rear Suspension Unit Compression Adjustment

Street Triple RS

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

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



1. **Adjuster screw**

Note:

- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 159.**

Rear Suspension Setting Chart

Street Triple R

Warning

The rear suspension unit spring preload is not rider adjustable.

Any attempt to adjust the spring preload could result in a dangerous riding condition leading to loss of motorcycle control, and an accident.

Rear			
Loading		Rebound Damping[1]	Compression Damping[1]
Solo Riding	Track	1.25	1.5
	Sport	1.5	2
	Road	2.5	2
	Comfort	3	2.75
Rider and Passenger		1.5	1.5

[1] Number of adjuster turns counterclockwise from the fully clockwise position.

Note:

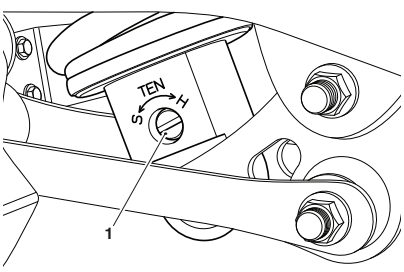
- **This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

Rear Suspension Unit Rebound Adjustment

Street Triple R

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 slotted adjuster clockwise to increase rebound damping and counter-clockwise to decrease.



1. Slotted adjuster

Note:

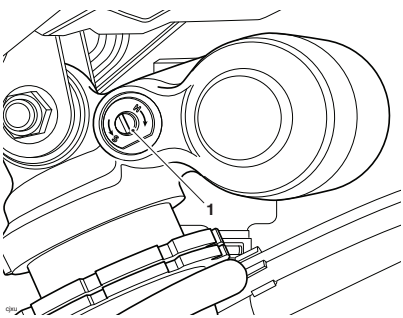
- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 160.**

Rear Suspension Unit Compression Adjustment

Street Triple R

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

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



1. Slotted adjuster

Note:

- **The motorcycle is delivered from the factory with the rebound and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 160.**

Rear Suspension Setting Chart

Street Triple R - LRH (Low Ride Height)

Rear			
Loading		Spring Pre-Load	Compression Damping[1]
Solo Riding	Track	Min	0.25
	Sport	Min	0.75
	Road	Min	2
	Comfort	Min	2.75
Rider and Passenger		Max	0.25
[1] Number of adjuster turns counterclockwise from the fully clockwise position.			

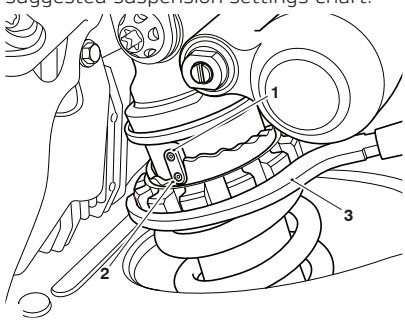
Note:

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

Rear Suspension Unit Preload Adjustment

Street Triple R - LRH (Low Ride Height)

To change the rear suspension spring preload setting, insert the adjustment tool supplied in the tool kit in the slot in the adjuster ring. Turn the adjuster ring counterclockwise to increase spring preload, and clockwise to decrease spring preload. When delivered from the factory, the preload adjuster will be set to the Road position as shown in the suggested suspension settings chart.



1. **Peg**
2. **Position 1 (minimum adjustment)**
3. **Adjustment tool**

Adjuster settings are counted from position one with position one being with the adjuster turned fully clockwise. Position one gives the minimum amount of spring preload.

Note:

- **The motorcycle is delivered from the factory with the preload and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 162.**

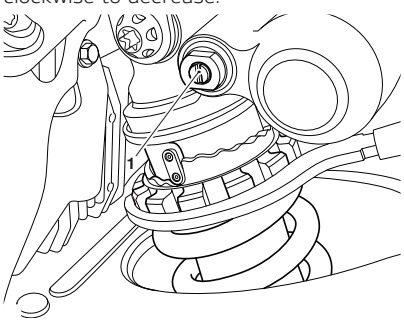
Rear Suspension Unit Compression Adjustment

Street Triple R - LRH (Low Ride Height)

The rear suspension is adjustable for compression damping.

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

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



1. **Slotted adjuster**

Note:

- **The motorcycle is delivered from the factory with the preload and compression damping adjusters set at Road, as shown in the relevant suspension chart, see page 162.**

Rear Suspension Setting Chart

Street Triple S and Street Triple S 660cc

Rear	
Loading	Spring Pre-Load
Solo Riding	Min
Rider and Passenger	Max

Note:

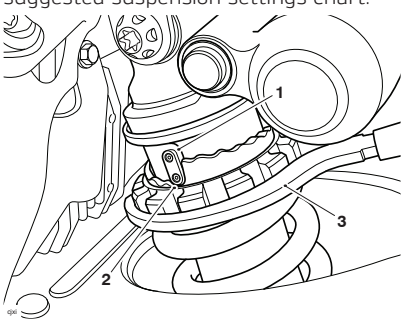
- **This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

Rear Suspension Unit Preload Adjustment

Street Triple S and Street Triple S 660cc

The rear suspension unit is adjustable for preload.

To change the preload setting, insert the adjustment tool supplied in the tool kit into the slot in the adjuster ring. Turn the adjuster ring counterclockwise to increase spring preload, and clockwise to decrease spring preload. When delivered from the factory, the preload adjuster will be set to the Solo Riding position as shown in the suggested suspension settings chart.



1. **Peg**
2. **Position 1 (minimum adjustment)**
3. **Adjustment tool**

Adjuster settings are counted from position one with position one being with the adjuster turned fully clockwise. Position one gives the minimum amount of spring preload.

Note:

- **The motorcycle is delivered from the factory with the preload adjuster set at minimum, as shown in the relevant suspension chart, see page 163.**

Bank Angle Indicators

Warning

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

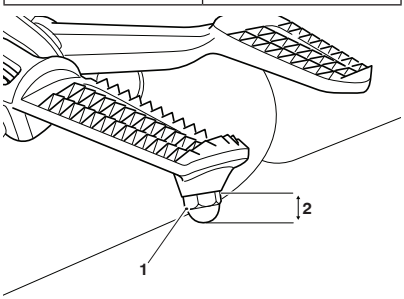
Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Bank angle indicators are located on the riders footrests.

Regularly check the bank angle indicators for wear.

The bank angle indicators have reached the maximum wear limit and should be replaced when they have worn down to a length of:

Model	Bank Angle Indicator Wear Limit
Street Triple S, Street Triple S 660cc, Street Triple R - LRH (Low Ride Height)	0.6 in (15 mm)
Street Triple R, Street Triple RS	0.2 in (5 mm)



1. **Bank angle indicator**
2. **Wear limit measurement**

Tires

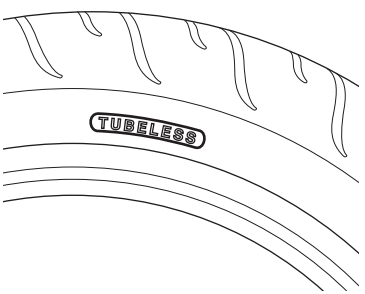
Tire Type


cboa

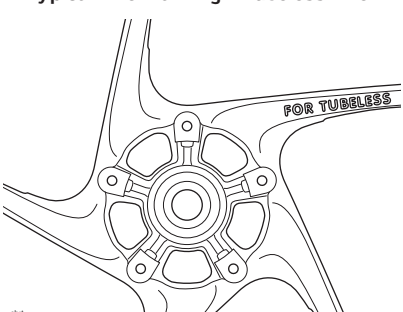
This model is equipped with tubeless tires, valves and wheel rims. Use only tires marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TIRES'.

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 without the appropriate marking. 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.



Typical Tire Marking - Tubeless Tire



chrt

Typical Wheel Marking - Tubeless Tire

Tire Inflation Pressures

Warning

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

Underinflation may result in the tire slipping on, or coming off the rim. Overinflation will cause instability and accelerated tread wear.

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

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 instruments 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.

Only adjust tire pressures when the tires are cold using an accurate pressure gauge. Do not use the tire pressure display on the instruments.

Tire Wear

As the tire tread wears down, the tire becomes more susceptible to punctures and failure. It is estimated that 90% of all tire problems occur during the last 10% of tread life (90% worn). It is recommended that tires are changed before they are worn to their minimum tread depth.

Minimum Recommended Tread Depth

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.

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)	Front 0.08 in (2 mm) Rear 0.12 in (3 mm)

Warning

This Triumph 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.

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 each model. It is essential that approved tires mounted in approved combinations, are used when purchasing replacement items. The use of non-approved tires, or approved tires in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tires specific to your motorcycle are available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk. Always have tires mounted and balanced by your authorized Triumph dealer who has the necessary training and skills to ensure safe, effective mounting.

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

Warning

The ABS 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 motorcycle 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 without the appropriate marking. 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

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 motorcycle 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 or tire resulting in tire deflation, loss of motorcycle 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 mounted 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 instability, loss of motorcycle control and 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 (160 km)) to become accustomed to the new handling characteristics.

24 hours after mounting, 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 (160 km) have been traveled after mounting.

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 motorcycle control and an accident.

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

Caution

An adhesive label is installed 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 mounted by your authorized Triumph dealer and inform them that tire pressure sensors are installed on the wheels.

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 mounted by your authorized Triumph dealer and inform them that tire pressure sensors are installed on the wheels.

Electrical System

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.

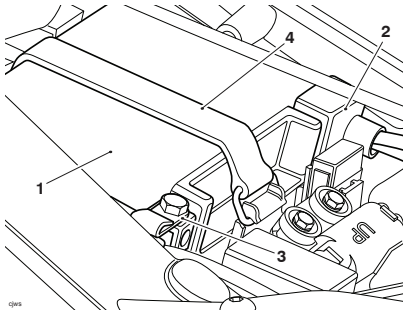
KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

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



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

Remove the passenger and rider's seats, (see page **98**).

Remove the battery strap.

Disconnect the battery leads, negative (black) lead first.

Remove the battery from its housing.

Warning

Ensure 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

Warning

Battery acid is corrosive and poisonous and will cause damage to unprotected skin. Never swallow battery acid or allow it to come into contact with the skin. To prevent injury, always wear eye and skin protection when handling the battery.

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

The battery is a sealed type and does not require any maintenance other than checking the voltage and routine recharging when required, such as during storage (see the following paragraphs).

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.

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

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.

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

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle and 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.

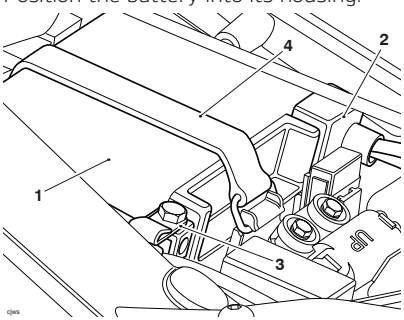
Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Battery Installation

Warning

Ensure 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.

Position the battery into its housing.



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

Reconnect the battery, positive (red) lead first and tighten the battery terminals to **40 lbf in (4.5 Nm)**.

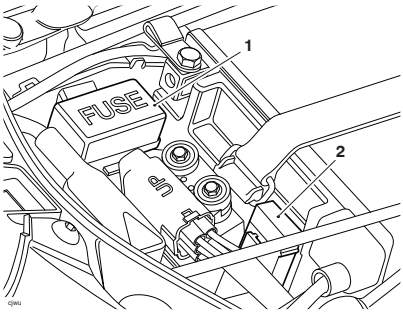
Apply a light coat of grease to the terminals to prevent corrosion.

Cover the positive terminal with the protective cap.

Re-install the battery strap.

Re-install the rider's and passenger's seat.

Fuse Box



1. **Fuse box**
2. **Main fuse (30 Amp)**

The fuse boxes are located underneath the rider's seat.

To allow access to the fuse boxes, remove the rider's seat, see page **98**.

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

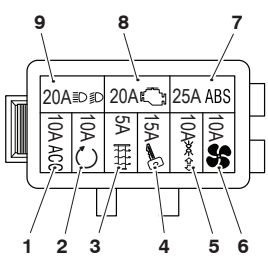
A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown.

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.

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.



oltn_HD_TFT

Fuse Box

Position	Circuit Protected	Rating (Amps)
1	Accessory socket	10
2	Fuel pump	10
3	Heated handlebar grips	5
4	Ignition switch, starter circuit	15
5	Auxiliary lights, Instruments	10
6	Cooling fan	10
7	ABS	25
8	Engine management system	20
9	Dip and high headlight beams	20

Headlights

Warning

Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Make sure that the head light beam is 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 headlight beam when the motorcycle is in motion.

Any attempt to adjust a headlight beam when the motorcycle is in motion may result in loss of control and an accident.

Caution

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

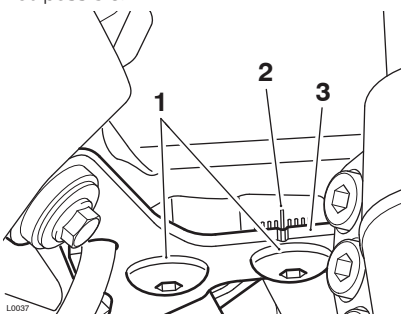
Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

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 taping of the headlight lens required during closed-course conditions - the headlight must be disconnected.

Headlight Adjustment

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



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

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 upwards. Moving the bracket rearwards moves the headlights downwards.

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

The headlight bulbs can be replaced as follows:

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.

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

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

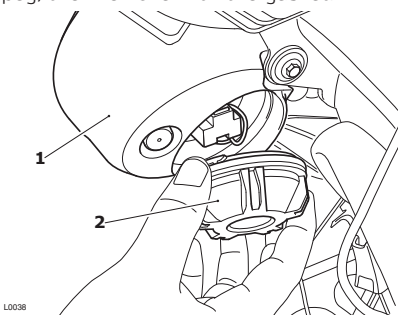
Use a genuine Triumph supplied headlight bulb as specified in the Triumph Parts Catalog.

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

Remove the rider's seat.

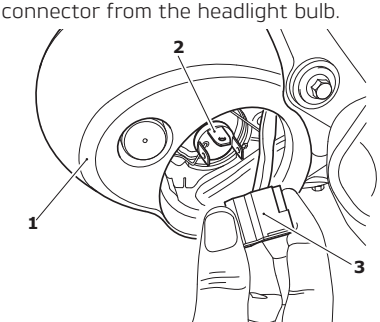
Disconnect the battery, negative (black) lead first.

Unscrew the headlight bulb cover from the rear of the headlight assembly noting the orientation of the locating peg, then remove with the gasket.



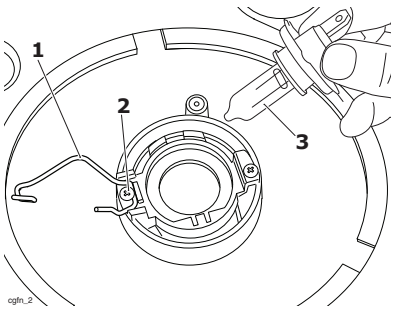
1. **Headlight assembly**
2. **Headlight bulb cover**

Disconnect the multi-pin electrical 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 noting its orientation, remove the bulb from the light unit.



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

Installation is the reverse of the removal procedure, ensuring the locating peg on the bulb is aligned with the slots on the headlight assembly.

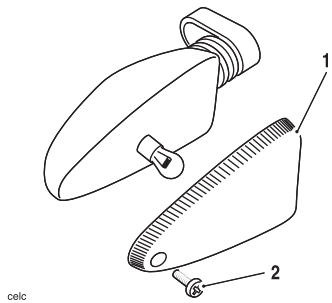
Reconnect the battery positive (red) lead first and tighten the terminals to **40 lbf in (4.5 Nm)**.

Daytime Running Lights (DRLs) and LED Position Lights

This model is equipped with either daytime running lights (DRL) or LED position lights. The DRL or LED position light are situated within the headlight assembly and are sealed, maintenance free LED units. The headlight unit must be replaced in the event of the failure of the DRLs or LED position lights.

Turn Signal Lights - Bulb Replacement

Models equipped with Bulbs



1. **Lens**
2. **Turn signal lens screw**

The lens on each indicator light is held in place by a screw located in the body of the light.

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

Caution

When installing the lens, make sure that the locating tang is correctly aligned to the indicator body.

Replace the bulb, re-install the lens and tighten the fastener to **9 lbf in (1 Nm)**.

Models equipped with LEDs

The LED turn signal light units are sealed, maintenance free LED units. The indicator assembly must be replaced in the event of the failure of the turn signal light.

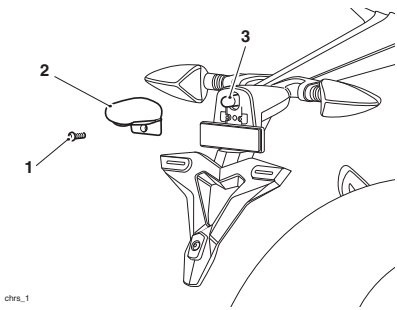
Brake/Tail Light

The LED brake/tail light units are sealed, maintenance free LED units. The brake/tail light assembly must be replaced in the event of the failure of the brake/tail light.

License Plate Light

Bulb Replacement

Release the fastener and remove the lens of the license plate light.



1. **Fastener**
2. **Lens**
3. **Bulb**

Replace the bulb, re-install the lens and tighten the fastener to **9 lbf in (1 Nm)**.

CLEANING AND STORAGE

Table of Contents

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 handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole with tape.

Remove any items of jewelry 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

Caution

Do not spray any water at all near the air intake duct. The air intake duct is normally located under the rider's seat, under the fuel tank or near the steering head. Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Caution

Use of high pressure spray washers is not recommended. When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Avoid spraying water with any great force near the following places:

- Instruments;
- Brake cylinders and brake calipers;
- Under the fuel tank;
- Air intake duct;
- Steering head bearings;
- Wheel bearings.

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.**

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 motorcycle with a sponge or soft cloth. Do not use abrasive scouring pads or steel wool. They will damage the finish.

Rinse the motorcycle thoroughly with cold water.

After Washing

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.

Remove the plastic bags and tape, and clear the air intakes.

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

Use a dry cloth or chamois leather to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

Start the engine and run it for 5 minutes. Make sure that there is adequate ventilation for the exhaust fumes.

Care of Gloss Paintwork

Gloss paintwork should be washed and dried as described above, then protected using a high quality automotive polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

Care of Matt Paintwork

Matt paintwork requires no greater care than that already recommended for high gloss paintwork.

- Do not use any polish or wax on matt paintwork.
- Do not try and polish out scratches.

Aluminum Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies 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 aluminum parts not protected by paint or lacquer, and for guidance on how to clean those items.

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 Chrome and Stainless Steel Items

All chrome and stainless steel parts of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Washing

Wash as previously described.

Drying

Dry the chrome and stainless steel parts as far as possible with a soft cloth or chamois leather.

Protecting

Caution

The use of products containing silicone will cause discoloration of the chrome and stainless steel parts and must not be used. Similarly, the use of abrasive cleaners will damage the finish and must not be used.

When the chrome and stainless steel is dry, apply a suitable proprietary chrome cleaner on to the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.

Black Chrome

Items such as headlight bowls and mirrors 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 black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

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; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

Note:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

Drying

Dry the exhaust system as far as possible with a soft cloth or chamois leather. Do not run the engine to dry the system or spotting will occur.

Protecting

Caution

The use of products containing silicone will cause discoloration of the chrome and must not be used. Similarly, the use of abrasive cleaners will damage the system and must not be used.

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Seat Care

Caution

Use of chemicals or high pressure spray washers is not recommended for cleaning the seat.

Using chemicals or high pressure spray washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Windshield Cleaning (if equipped)

Warning

Never attempt to clean the windshield while the motorcycle is in motion as releasing the handlebars may cause loss of motorcycle control and an accident.

Operation of the motorcycle with a damaged or scratched windshield will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to loss of motorcycle control and an accident.

Caution

Corrosive chemicals such as battery acid will damage the windshield. Never allow corrosive chemicals to contact the windshield.

Caution

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, gasoline or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windshield.

Never allow these products to contact the windshield.

Clean the windshield with a solution of mild soap or detergent and cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

If the transparency of the windshield is reduced by scratches or oxidation which cannot be removed, the windshield must be replaced.

Care of Leather Products

We recommend that you periodically clean your leather products with a damp cloth and allow them to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of your product.

Your Triumph leather product is a natural product and lack of care can result in damage and permanent wear. Follow these simple instructions and give your leather product the respect it deserves:

- Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean your leather product.
- Do not immerse your leather product in water.
- Avoid direct heat from fires and radiators which can dry out and distort the leather.
- Do not leave your leather product in direct sunlight for prolonged periods of time.
- Do not dry your leather product by applying direct heat to it at any time.
- If your leather product does get wet, absorb any excess water with a soft clean cloth then leave the product to dry naturally at room temperature.
- Avoid exposure of your leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- If exposure to salt is unavoidable, clean your leather product immediately after each exposure using a damp cloth then leave the product to dry naturally at room temperature.
- Gently clean any minor marks with a damp cloth then leave the product to dry naturally at room temperature.
- Place your leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

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 (0.17 fl oz - 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 **133**).

Check and if necessary correct the tire pressures (see page **190**).

Set the motorcycle on a stand so that both wheels are raized 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 numerous 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 **140**).

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 **135**).

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 **173**).

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.

Preparation after Storage

Install the battery (if removed) (see page **174**).

If the motorcycle has been stored for more than four months, change the engine oil (see page **133**).

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

Before starting the engine, remove the spark plugs from each cylinder.

Put the side stand down.

Crank the engine on the starter motor several times.

Re-install the spark plugs, tightening to **9 lbf ft (12 Nm)**, and start the engine.

Check and if necessary correct the tire pressures (see page **190**).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

Street Triple S and Street Triple R - LRH (Low Ride Height)

Dimensions, Weights and Performance

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

Payload	Street Triple S	Street Triple R - LRH (Low Ride Height)
Maximum Payload	430 lb (195 kg)	374.8 lb (170 kg)
Engine		
Type	In-line 3 cylinder	In-line 3 cylinder
Displacement	73.2 cu in (765 cc)	73.2 cu in (765 cc)
Bore x Stroke	3.84 in x 3.15 in (79.994 x 53.58 mm)	3.84 in x 3.15 in (79.994 x 53.38mm)
Compression Ratio	12.66:1	12.66:1
Cylinder Numbering	Left to Right	Left to Right
Cylinder Sequence	1 at left	1 at left
Firing Order	1-2-3	1-2-3
Lubrication		
Lubrication	Pressure Lubrication (wet sump)	Pressure Lubrication (wet sump)
Engine Oil Capacities		
Dry Fill	1.00 US gallons (3.48 liters)	1.00 US gallons (3.48 liters)
Oil/Filter Change	0.81 US gallons (3.08 liters)	0.81 US gallons (3.08 liters)
Oil Change Only	0.76 US gallons (2.88 liters)	0.76 US gallons (2.88 liters)
Cooling		
Coolant Type	Triumph HD4X Hybrid OAT coolant	Triumph HD4X Hybrid OAT coolant
Water/Antifreeze Ratio	50/50 (premixed as supplied by Triumph)	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.56 US gallons (2.13 liters)	0.56 US gallons (2.13 liters)
Thermostat Opens (nominal)	160°F (71°C)	160°F (71°C)

Fuel System	Street Triple S	Street Triple R - LRH (Low Ride Height)
Type	Electronic Fuel Injection	Electronic Fuel Injection
Injectors	Solenoid Operated	Solenoid Operated
Fuel Pump	Submerged Electric	Submerged Electric
Fuel Pressure (nominal)	51 lbs/in² (3.5 bar)	51 lbs/in² (3.5 bar)
Fuel		
Type	AKI octane rating (R+M)/2 of 87 unleaded	AKI octane rating (R+M)/2 of 87 unleaded
Tank Capacity (motorcycle upright)	17.4 liters	17.4 liters
Ignition		
Ignition System	Digital Inductive	Digital Inductive
Electronic Rev Limiter	12,650 r/min	12,650 r/min
Spark Plug	NGK CR9EIA9	NGK CR9EIA9
Spark Plug Gap	0.03 in (0.9 mm)	0.03 in (0.9 mm)
Gap Tolerance	+0.00/-0.003 in (+0.00/-0.1 mm)	+0.00/-0.003 in (+0.00/-0.1 mm)

Transmission	Street Triple S	Street Triple R - LRH (Low Ride Height)
Transmission Type	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Final Drive Chain	RK XW-ring, 118 link	RK XW-ring, 118 link
Primary Drive Ratio	1.85:1 (85/46)	1.85:1 (85/46)
Gear Ratios:		
Final Drive Ratio	2.88:1 (46/16)	2.88:1 (46/16)
1st	2.62:1 (34/13)	2.62:1 (34/13)
2nd	1.95:1 (37/19)	1.95:1 (37/19)
3rd	1.57:1 (36/23)	1.57:1 (36/23)
4th	1.35:1 (27/20)	1.35:1 (27/20)
5th	1.24:1 (26/21)	1.24:1 (26/21)
6th	1.14:1 (25/22)	1.14:1 (25/22)

Specifications

Tires	Street Triple S	Street Triple R - LRH (Low Ride Height)
Triumph Recommended Tire Sizes:		
Front Size	120/70ZR17 58W	120/70ZR17 58W
Rear Size	180/55ZR17 73W	180/55ZR17 73W
Tire Pressures (Cold):		
Front	34 lb/in² (2.34 bar)	34 lb/in² (2.34 bar)
Rear	42 lb/in² (2.90 bar)	42 lb/in² (2.90 bar)

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.

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.

Electrical Equipment	Street Triple S	Street Triple R - LRH (Low Ride Height)
Battery Type	YTX-9BS	YTX-9BS
Battery Rating	12 Volt, 8 Ah	12 Volt, 8 Ah
Alternator	14 Volt, 34 Amp at 5,000 rpm	14 Volt, 34 Amp at 5,000 rpm
Front Position Light	LED	LED
Headlight	2 x 12 Volt, 55/60 Watt, H4 Halogen, Type 2	2 x 12 Volt, 55/60 Watt, H4 Halogen Type 2
Tail/Brake Light	LED	LED
License plate light	12 Volt, 5 Watt	12 Volt, 5 Watt
Turn Signal Lights	12 Volt, 10 Watt	12 Volt, 10 Watt
Models with LED Directional Indicator Lights	-	LED

Frame	Street Triple S	Street Triple R - LRH (Low Ride Height)
Rake	24.7°	24.9°
Trail	4.10 in (104.2 mm)	4.16 in (105.6 mm)

Tightening Torques	All Models
Oil Filter	89 lbf in (10 Nm)
Oil Drain Plug	18 lbf ft (25 Nm)
Spark Plug	9 lbf ft (12 Nm)
Rear Wheel Spindle	81 lbf ft (110 Nm)
Chain Adjuster Lock Nut	15 lbf ft (20 Nm)

Fluids and Lubricants	
Bearings and Pivots	Grease to NLGI 2 specification
Brake Fluid	DOT 4 brake fluid
Coolant	Triumph HD4X Hybrid OAT coolant (pre-mixed)
Drive Chain	Chain spray suitable for XW-ring chains
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

SPECIFICATIONS

Street Triple S 660cc

Dimensions, Weights and Performance

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

Payload	**Street Triple S 660cc**
Maximum Payload	430 lb (195 kg)

Engine	**Street Triple S 660cc**
Type	In-line 3 cylinder
Displacement	40.3 cu in (660cc)
Bore x Stroke	3.84 in x 3.15 in (75 x 48.48 mm)
Compression Ratio	12.47:1
Cylinder Numbering	Left to Right
Cylinder Sequence	1 at left
Firing Order	1-2-3

Lubrication	**Street Triple S 660cc**
Lubrication	Pressure Lubrication (wet sump)
Engine Oil Capacities	
Dry Fill	1.00 US gallons (3.48 liters)
Oil/Filter Change	0.81 US gallons (3.08 liters)
Oil Change Only	0.76 US gallons (2.88 liters)
Cooling	
Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Antifreeze Ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.56 US gallons (2.13 liters)
Thermostat Opens (nominal)	160°F (71°C)

Fuel System	**Street Triple S 660cc**
Type	Electronic Fuel Injection
Injectors	Solenoid Operated
Fuel Pump	Submerged Electric
Fuel Pressure (nominal)	51 lbs/in² (3.5 bar)
Fuel	
Type	AKI octane rating (R+M)/2 of 87 unleaded
Tank Capacity (motorcycle upright)	17.4 liters
Ignition	
Ignition System	Digital Inductive
Electronic Rev Limiter	12,650 r/min
Spark Plug	NGK CR9EIA9
Spark Plug Gap	0.03 in (0.9 mm)
Gap Tolerance	+0.00/-0.003 in (+0.00/-0.1 mm)

Transmission	**Street Triple S 660cc**
Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Final Drive Chain	RK XW-ring, 118 link
Primary Drive Ratio	1.85:1 (85/46)
Gear Ratios:	
Final Drive Ratio	2.88:1 (46/16)
1st	2.62:1 (34/13)
2nd	1.95:1 (37/19)
3rd	1.57:1 (36/23)
4th	1.35:1 (27/20)
5th	1.24:1 (26/21)
6th	1.14:1 (25/22)

Tires	Street Triple S 660cc
Triumph Recommended Tire Sizes:	
Front Size	120/70ZR17 58W
Rear Size	180/55ZR17 73W
Tire Pressures (Cold):	
Front	34 lb/in² (2.34 bar)
Rear	42 lb/in² (2.90 bar)

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.

Approvedz 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.

Electrical Equipment	Street Triple S 660cc
Battery Type	YTX-9BS
Battery Rating	12 Volt, 8 Ah
Alternator	14 Volt, 34 Amp at 5,000 rpm
Headlight	2 x 12 Volt, 55/60 Watt, H4 Halogen, Type 2
Front Position Light	LED
Tail/Brake Light	LED
License plate light	12 Volt, 5 Watt
Turn Signal Lights	12 Volt, 10 Watt

Frame	Street Triple S 660cc
Rake	24.7°
Trail	4.10 in (104.2 mm)

Tightening Torques	Street Triple 660cc
Oil Filter	89 lbf in (10 Nm)
Oil Drain Plug	18 lbf ft (25 Nm)
Spark Plug	9 lbf ft (12 Nm)
Rear Wheel Spindle	81 lbf ft (110 Nm)
Chain Adjuster Lock Nut	15 lbf ft (20 Nm)

Fluids and Lubricants	
Bearings and Pivots	Grease to NLGI 2 specification
Brake Fluid	DOT 4 brake fluid
Coolant	Triumph HD4X Hybrid OAT coolant (pre-mixed)
Drive Chain	Chain spray suitable for XW-ring chains
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

SPECIFICATIONS

Street Triple R and Street Triple RS

Dimensions, Weights and Performance

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

Payload	**Street Triple R**	**Street Triple RS**
Maximum Payload	430 lb (195 kg)	430 lb (195 kg)

Engine	**Street Triple R**	**Street Triple RS**
Type	In-line 3 cylinder	In-line 3 cylinder
Displacement	73.2 cu in (765 cc)	73.2 cu in (765 cc)
Bore x Stroke	3.84 in x 3.15 in (79.994 x 53.58 mm)	3.84 in x 3.15 in (79.994 x 53.38 mm)
Compression Ratio	12.665:1	12.665:1
Cylinder Numbering	Left to Right	Left to Right
Cylinder Sequence	1 at left	1 at left
Firing Order	1-2-3	1-2-3

Lubrication	**Street Triple R**	**Street Triple RS**
Lubrication	Pressure Lubrication (wet sump)	Pressure Lubrication (wet sump)
Engine Oil Capacities		
Dry Fill	1.00 US gallons (3.48 liters)	1.00 US gallons (3.48 liters)
Oil/Filter Change	0.81 US gallons (3.08 liters)	0.81 US gallons (3.08 liters)
Oil Change Only	0.76 US gallons (2.88 liters)	0.76 US gallons (2.88 liters)
Cooling		
Coolant Type	Triumph HD4X Hybrid OAT coolant	Triumph HD4X Hybrid OAT coolant
Water/Antifreeze Ratio	50/50 (premixed as supplied by Triumph)	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.56 US gallons (2.13 liters)	0.56 US gallons (2.13 liters)
Thermostat Opens (nominal)	160°F (71°C)	160°F (71°C)

Fuel System	**Street Triple R**	**Street Triple RS**
Type	Electronic Fuel Injection	Electronic Fuel Injection
Injectors	Solenoid Operated	Solenoid Operated
Fuel Pump	Submerged Electric	Submerged Electric
Fuel Pressure (nominal)	51 lbs/in² (3.5 bar)	51 lbs/in² (3.5 bar)
Fuel		
Type	AKI octane rating (R+M)/2 of 87 unleaded	AKI octane rating (R+M)/2 of 87 unleaded
Tank Capacity (motorcycle upright)	17.4 liters	17.4 liters
Ignition		
Ignition System	Digital Inductive	Digital Inductive
Electronic Rev Limiter	12,650r/min	12,650r/min
Spark Plug	NGK CR9EIA9	NGK CR9EIA9
Spark Plug Gap	0.03 in (0.9 mm)	0.03 in (0.9 mm)
Gap Tolerance	+0.00/-0.003 in (+0.00/-0.1 mm)	+0.00/-0.003 in (+0.00/-0.1 mm)

Transmission	**Street Triple R**	**Street Triple RS**
Transmission Type	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Final Drive Chain	RK XW-ring, 118 link	RK XW-ring, 118 link
Primary Drive Ratio	1.85:1 (85/46)	1.85:1 (85/46)
Gear Ratios:		
Final Drive Ratio	2.88:1 (46/16)	2.88:1 (46/16)
1st	2.62:1 (34/13)	2.62:1 (34/13)
2nd	1.95:1 (37/19)	1.95:1 (37/19)
3rd	1.57:1 (36/23)	1.57:1 (36/23)
4th	1.35:1 (27/20)	1.35:1 (27/20)
5th	1.24:1 (26/21)	1.24:1 (26/21)
6th	1.14:1 (25/22)	1.14:1 (25/22)

Specifications

Tires	Street Triple R	Street Triple RS
Triumph Recommended Tire Sizes:		
Front Size	120/70 ZR17 M/C (58W)	120/70 ZR17 M/C (58W)
Rear Size	180/55 ZR17M/C (73W)	180/55 ZR17M/C (73W)
Tire Pressures (Cold):		
Front	34 lb/in² (2.35 bar)	34 lb/in² (2.35 bar)
Rear	42 lb/in² (2.9 bar)	42 lb/in² (2.9 bar)

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.

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.

Electrical Equipment	Street Triple R	Street Triple RS
Battery Type	YTX-9BS	YTX-9BS
Battery Rating	12 Volt, 8 Ah	12 Volt, 8 Ah
Alternator	14 Volt, 34 Amp at 5,000 rpm	14 Volt, 34 Amp at 5,000 rpm
Headlight	2 x 12 Volt, 55/60 Watt, H4 Halogen, Type 2	2 x 12 Volt, 55/60 Watt, H4 Halogen Type 2
Front Position Light	LED	LED
Tail/Brake Light	LED	LED
License plate light	12 Volt, 5 Watt	12 Volt, 5 Watt
Turn Signal Lights	12 Volt, 10 Watt	12 Volt, 10 Watt
Models with LED Directional Indicator Lights	LED	LED

Frame	Street Triple R	Street Triple RS
Rake	23.8°	23.9°
Trail	3.9 in (99 mm)	3.97 in (100.8 mm)

Tightening Torques	All Models
Oil Filter	89 lbf in (10 Nm)
Oil Drain Plug	18 lbf ft (25 Nm)
Spark Plug	9 lbf ft (12 Nm)
Rear Wheel Spindle	81 lbf ft (110 Nm)
Chain Adjuster Lock Nut	15 lbf ft (20 Nm)

Fluids and Lubricants	
Bearings and Pivots	Grease to NLGI 2 specification
Brake Fluid	DOT 4 brake fluid
Coolant	Triumph HD4X Hybrid OAT coolant (pre-mixed)
Drive Chain	Chain spray suitable for XW-ring chains
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

INDEX

Index

U

W

This page intentionally left blank