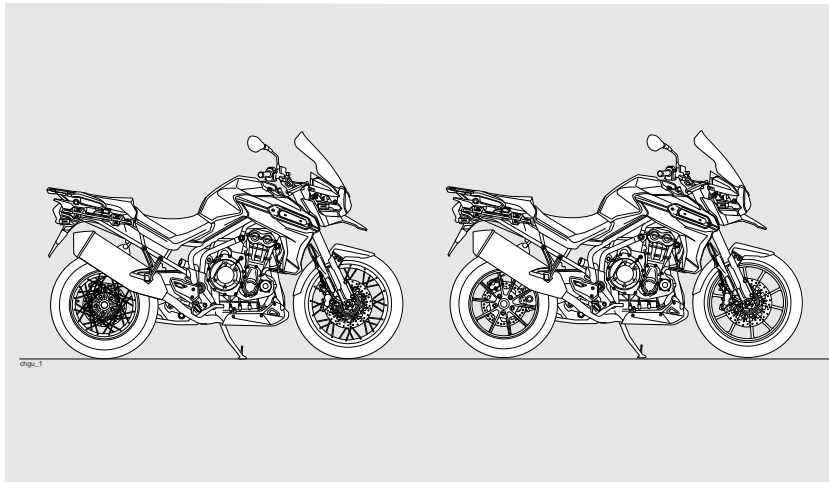



FOREWORD


This handbook contains information on the Triumph Tiger Explorer motorcycle. Always store this owner's handbook with the motorcycle and refer to it for information whenever necessary.



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.

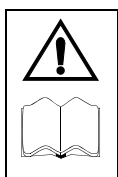
 Caution
This caution symbol identifies special instructions or procedures, which, if not strictly observed, could result in damage to, or destruction of, equipment.

Note:

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

Foreword

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

Maintenance

To ensure a long, safe and trouble free life for your motorcycle, maintenance should only be carried out by an authorised Triumph dealer. Only an authorised Triumph dealer will have the necessary knowledge, equipment and skills to maintain your Triumph motorcycle correctly.

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

Noise Control System

Tampering with the Noise Control System is Prohibited.

Owners are warned that the law may prohibit:

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

Off-road Use

The Tiger Explorer is designed for on-road and light off-road use.

Immobiliser and Tyre Pressure Monitoring System

This device complies with part 15 of the FCC Rules.

Operation is subject to the following two conditions:

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

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

Tyres

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

Owner's Handbook

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

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

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

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

This handbook is also available from your local dealer in:

- Brazilian Portuguese;
- Dutch;
- French;
- German;
- Italian;
- Japanese;
- Spanish;
- Swedish.

Warning

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

All riders must read this owner's handbook and all other instructions which are supplied with your motorcycle, before riding, in order to become thoroughly familiar with the correct operation of your motorcycle's controls, its features, capabilities and limitations. Do not lend your motorcycle to others as riding when not familiar with your motorcycle's controls, features, capabilities and limitations can lead to an accident.

Talk to Triumph

Our relationship with you does not end with the purchase of your Triumph. Your feedback on the buying and ownership experience is very important in helping us develop our products and services for you. Please help us by ensuring your dealership has your E-mail address and registers this with us. You will then receive an online customer satisfaction survey invitation to your E-mail address where you can give us this feedback.

Your Triumph Team.

Foreword

Information

The information contained in this publication is based on the latest information available at the time of printing. Triumph reserves the right to make changes at any time without prior notice, or obligation.

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

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FOREWORD - SAFETY FIRST

The Motorcycle

 **Warning**

The Tiger Explorer is designed for on-road use and light off road use. Extreme off-road use could lead to loss of motorcycle control and an accident.

 **Warning**

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

 **Warning**

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

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 212 kg (467 lbs).

 **Warning**

This motorcycle is fitted with a catalytic converter below the engine, which along with the exhaust system reaches 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.

Foreword - Safety First

Fuel and Exhaust Fumes

Warning

PETROL IS HIGHLY FLAMMABLE:

Always turn off the engine when refuelling. Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.

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

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

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

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

Warning

Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Helmet and Clothing

Warning

When riding the motorcycle, both rider and passenger must always wear a motorcycle helmet, boots, eye protection, gloves, boots, trousers (close fitting around the knee and ankle) and a brightly coloured jacket. Brightly coloured clothing will considerably increase a rider's (or passenger's) visibility to other operators of road vehicles. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

Warning

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

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

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



Foreword - Safety First

Parking

Warning

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

When parking the motorcycle, always remember the following:

Engage first gear to help prevent the motorcycle from rolling off the stand.

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

Do not park on soft ground or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over.

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

Parts and Accessories

Warning

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

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

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

Foreword - Safety First

Maintenance/Equipment

Warning

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

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

Warning

Ensure all equipment that is required by law is installed and functioning correctly. The removal or alteration of the motorcycle's lights, silencers, emission or noise control systems can violate the law. Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation, which may result in an accident causing injury or death.

Warning

If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorised Triumph dealer for inspection and repair. Any accident can cause damage to the motorcycle that, if not correctly repaired, may cause a second accident that may result in injury or death.

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

Warning

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

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

Warning

Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword. Remember, in an accident, a motorcycle does not give the same impact protection as a car.

Foreword - Safety First

Warning

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

Warning

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

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

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

Warning

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

Handlebars and Footrests

Warning

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

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

Warning

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

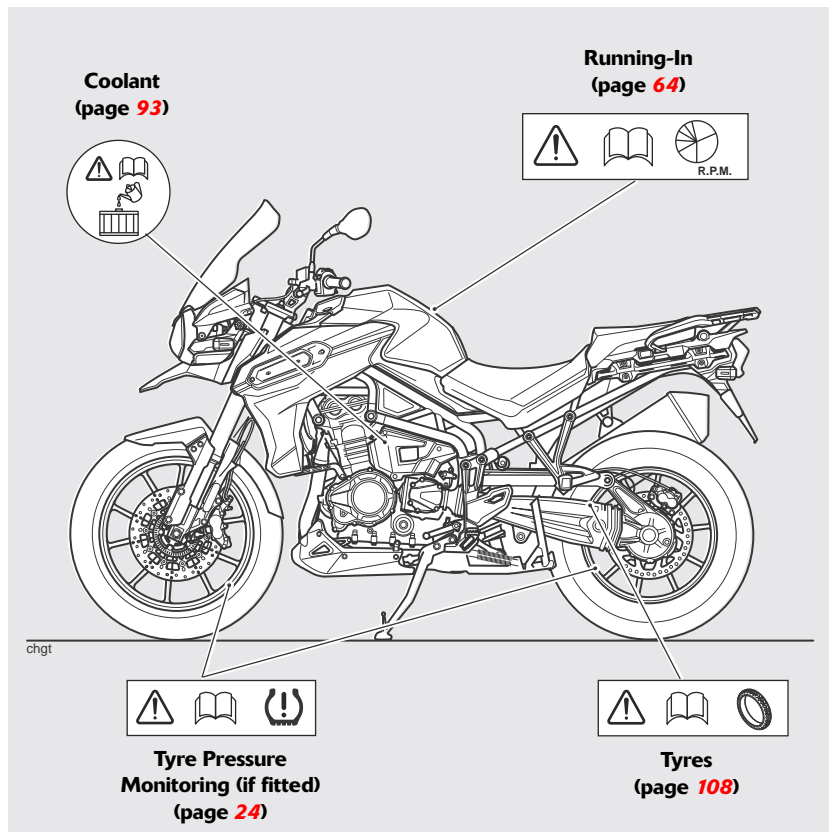
By using the footrests, both rider and passenger will reduce the risk of inadvertent contact with any motorcycle components and will also reduce the risk of injury from entrapment of clothing.

Warning Labels

WARNING LABELS

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.

Warning Label Locations - Tiger Explorer

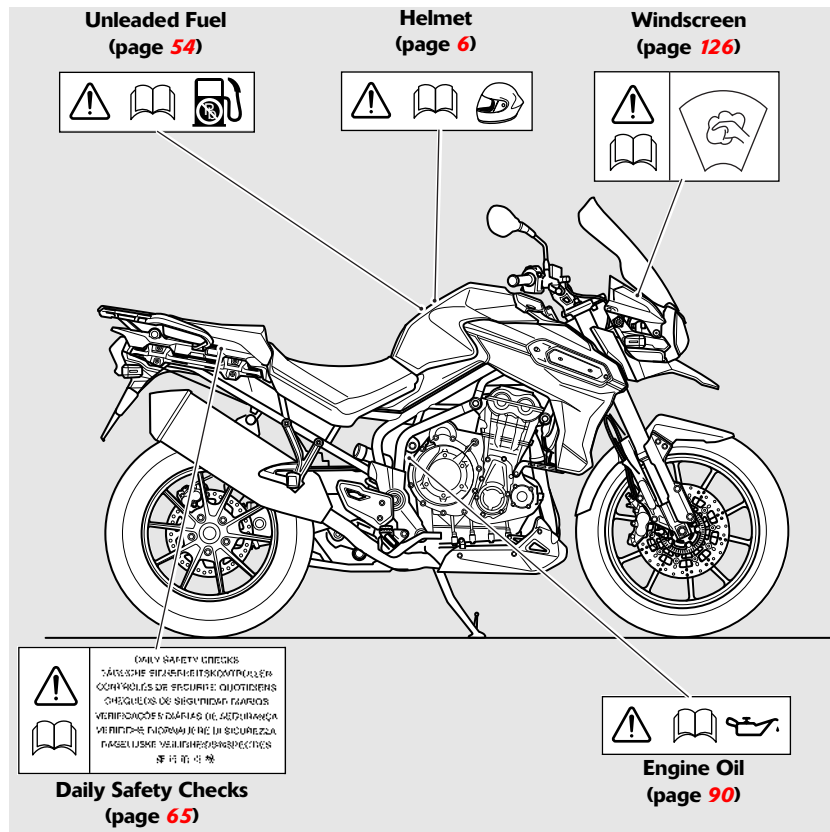


Warning Labels

Warning Label Locations - Tiger Explorer (continued)

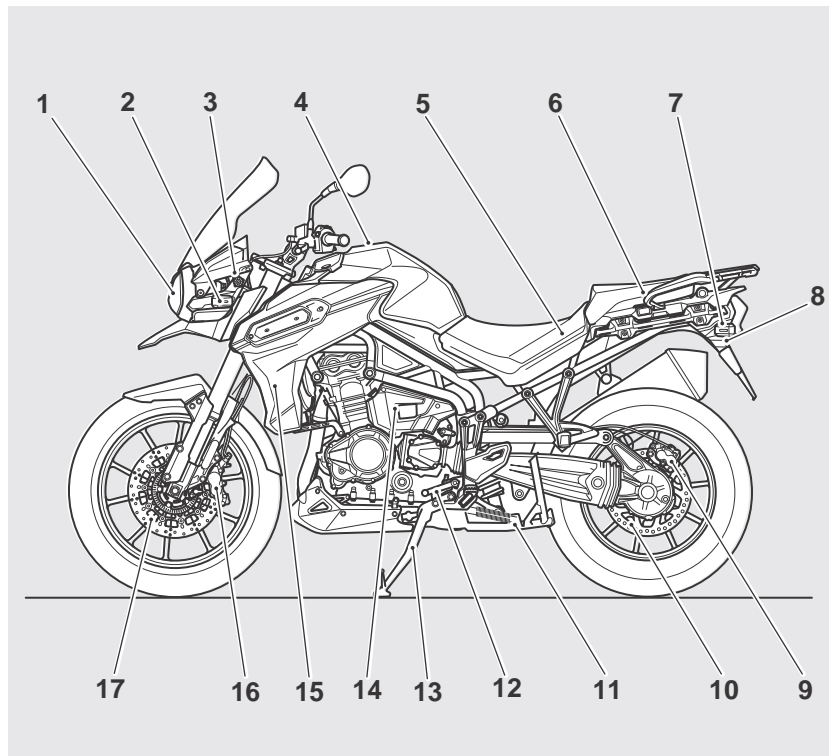
Caution

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



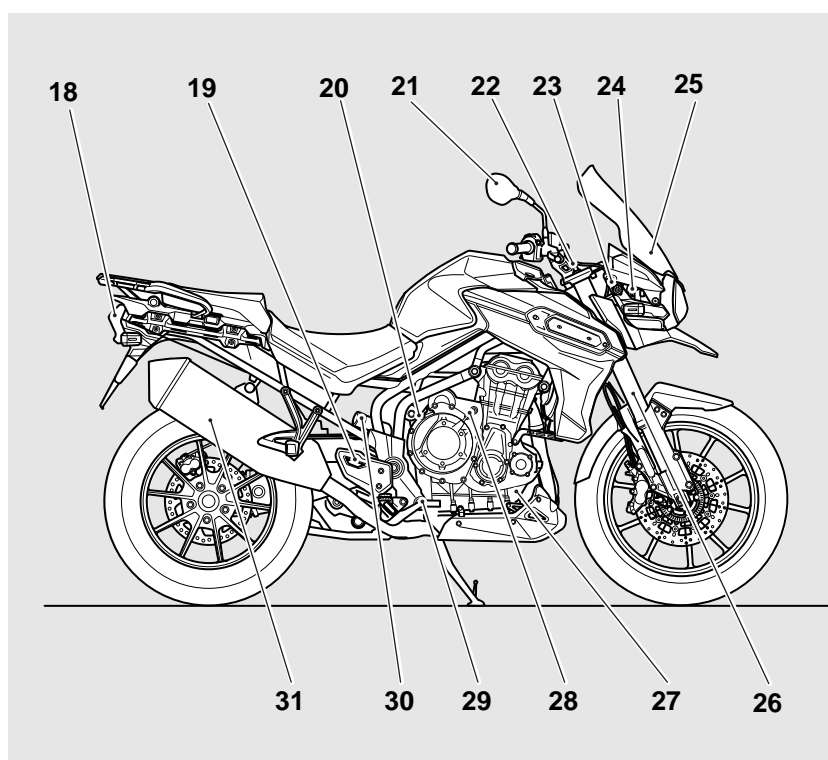
Parts Identification

PARTS IDENTIFICATION



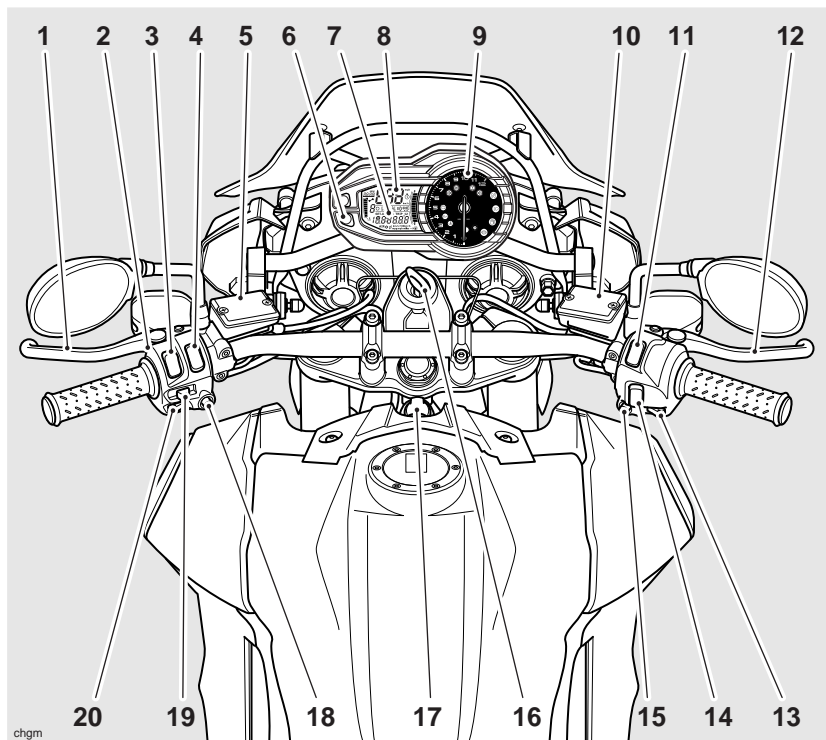
- | | |
|---|----------------------------|
| 1. Headlight | 9. Rear brake caliper |
| 2. Front indicator | 10. Rear brake disc |
| 3. Windscreen adjuster, left hand side | 11. Centre stand |
| 4. Fuel tank and fuel filler cap | 12. Gear-change pedal |
| 5. Battery and fuse boxes | 13. Side stand |
| 6. Tool kit/Accessory U-lock storage location | 14. Coolant expansion tank |
| 7. Rear indicator | 15. Radiator cowl |
| 8. Seat lock | 16. Front brake caliper |
| | 17. Front brake disc |

Parts Identification



- | | |
|--|--|
| 18. Rear light | 26. Front fork |
| 19. Rear brake fluid reservoir | 27. Engine oil level sight glass |
| 20. Oil filler cap | 28. Clutch line |
| 21. Mirror | 29. Rear brake pedal |
| 22. Front fork adjuster | 30. Rear suspension spring pre-load adjuster |
| 23. Windscreen adjuster, right hand side | 31. Silencer |
| 24. Headlight adjuster | |
| 25. Screen | |

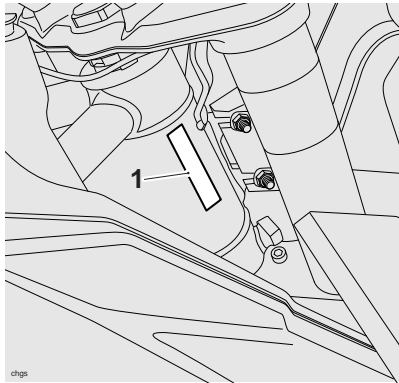
Parts Identification



- | | |
|---------------------------------|----------------------------------|
| 1. Clutch lever | 11. Engine stop switch |
| 2. Passing button | 12. Front brake lever |
| 3. Headlight dip switch | 13. Starter button |
| 4. Instrument's scroll button | 14. Cruise control adjust button |
| 5. Clutch fluid reservoir | 15. Cruise control ON/OFF button |
| 6. Hazard warning light button | 16. Ignition switch |
| 7. Trip computer display | 17. Electrical accessory socket |
| 8. Speedometer | 18. Instrument's set button |
| 9. Tachometer | 19. Direction indicator switch |
| 10. Front brake fluid reservoir | 20. Horn button |

SERIAL NUMBERS

Vehicle Identification Number (VIN)

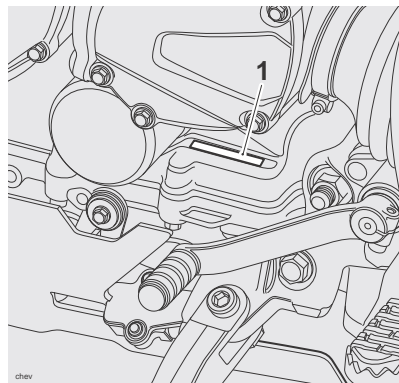


1. VIN number

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. It is also displayed on a plate, riveted to the left hand side of the frame, beneath the seat.

Record the vehicle identification number in the space provided below.

Engine Serial Number



1. Engine serial number

The engine serial number is stamped on the engine crankcase, immediately below the gearbox.

Record the engine serial number in the space provided below.

Serial Numbers

This page intentionally left blank

GENERAL INFORMATION

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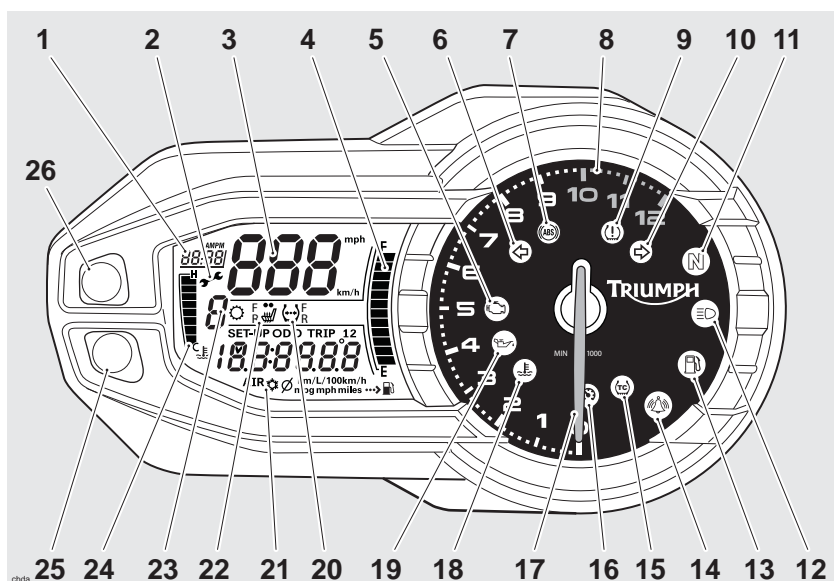
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General Information

Instrument Panel Layout



- | | |
|--|---|
| 1. Clock | 15. Traction control light (if traction control is fitted) |
| 2. Service interval indicator | 16. Cruise control light |
| 3. Speedometer | 17. Tachometer |
| 4. Fuel gauge | 18. High coolant temperature warning light |
| 5. Engine management malfunction indicator light | 19. Low oil pressure warning light |
| 6. Left hand direction indicator light | 20. Tyre pressure display (if Tyre Pressure Monitoring System (TPMS) is fitted) |
| 7. ABS warning light | 21. Frost symbol |
| 8. Tachometer 'red zone' | 22. Heated seat symbol (if heated seats are fitted) |
| 9. Tyre pressure warning light (if Tyre Pressure Monitoring System (TPMS) is fitted) | 23. Selected gear |
| 10. Right hand direction indicator light | 24. Coolant temperature gauge |
| 11. Neutral indicator light | 25. Hazard warning lights button |
| 12. High beam indicator light | 26. Home button |
| 13. Low fuel level indicator light | |
| 14. Alarm/immobiliser status indicator light (alarm is an accessory fit) | |

General Information

Speedometer and Odometer

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

The electronic odometer and two trip meters are in the display screen. For details of the operation of the odometer and trip meters, please refer to the following pages.

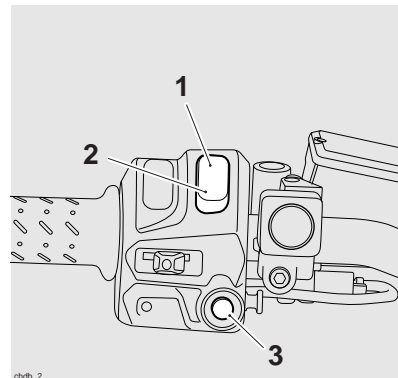
Tachometer

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

Caution

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

Trip Computer



1. **Scroll button, up**
2. **Scroll button, down**
3. **Set button**

To access the trip computer information, press and release the set button on the left hand switch cube until the desired display is visible. The display will cycle through in the following order:

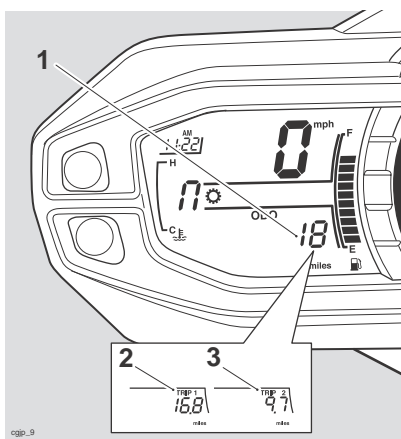
- Trip Meter 1;
- Trip Meter 2;
- Air temperature;
- Tyre Pressure Monitoring system - if fitted;
- Set up.

Note:

- **The tyre pressure monitoring system (TPMS) is an accessory which must be fitted by your authorised Triumph dealer. The TPMS display will then be activated by your authorised Triumph dealer.**

General Information

Odometer/Trip Meter



1. Odometer/Trip meter display
2. Trip meter 1 display
3. Trip meter 2 display

Trip Meter

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

To access the trip meter information, turn the ignition to the ON position. Press and release the set button on the left hand switch cube until the desired trip meter is visible in the display screen.

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

- Odometer;
- Cruise control;
- Average speed;
- Instantaneous fuel consumption;
- Average fuel consumption;
- Journey time;
- Range to empty;
- Journey distance.

Each display provides the following information:

Odometer

Shows the total distance that the motorcycle has travelled.

General Information

Cruise Control

If the cruise control is activated, this display will show the road speed set for cruise control. If the cruise control is not activated, two dashes will be visible in the display area.

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.

Instantaneous Fuel Consumption

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

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.

Journey Time

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

Range to Empty

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

Journey Distance

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

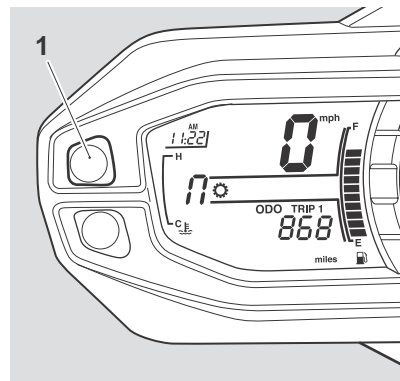
Trip Meter Reset

To reset either of the trip meters, select and display the trip meter to be zeroed then press the set button for 2 seconds. After 2 seconds, the trip meter on display will reset to zero.

Note:

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

To exit the trip meter, press and release home button and the odometer in the trip 1 menu will be visible in the display screen.



1. Home button

General Information

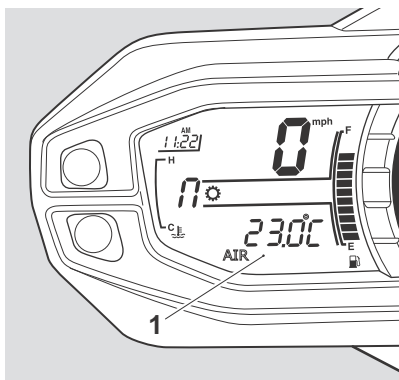
Air Temperature

The air temperature, when selected, will display the ambient air temperature in °C or °F.

To access the air temperature display, turn the ignition to the ON position.

Press and release the set button on the left hand switch cube until AIR is visible in the display screen.

To exit the air temperature display, press and release the home button and the odometer in the trip 1 menu will be visible in the display screen.



1. Air temperature shown in °C

To change the temperature from °C or °F, refer to Changing Units on page 28.

Tyre Pressure Monitoring System (TPMS) - If Fitted



Warning

The daily check of tyre pressures must not be excluded because of the fitment of the TPMS. Check the tyre pressure when the tyres are cold and using an accurate tyre pressure gauge (see page 109).

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

Function

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

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

For motorcycles without the tyre pressure monitoring system fitted: The tyre pressure monitoring system (TPMS) is an accessory fitted item and must be fitted by your authorised Triumph dealer. The TPMS display on the instruments will only be activated when the system has been fitted.

General Information

TPMS Sensor ID Number

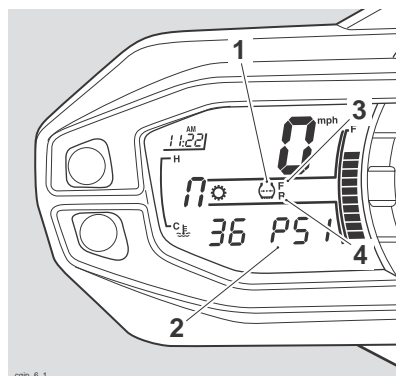
An ID number for each tyre pressure sensor is printed on a label which is on the sensor. This number may be required by the dealer for service or diagnostics.

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

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

Front Sensor	Rear Sensor

System Display



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

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

Press and release the set button on the left hand switch cube until 'PSI' or 'bAr' is visible in the display screen.

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

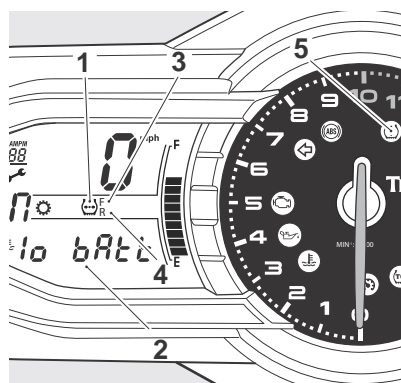
When the tyre pressure monitoring system has been selected, — — 'PSI' or 'bAr' will be visible in the display screen until the motorcycle is travelling at a speed greater than 12 mph (20 km) and the tyre pressure signal is received.

To exit the tyre pressure display, press and release the home button and the odometer in trip 1 menu will be displayed.

General Information

Sensor Batteries

When the battery voltage in a pressure sensor is low, 'lo bAtt' will be displayed for eight seconds and the TPMS symbol will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be visible in the display screen, the red TPMS warning light will be on and the TPMS symbol will flash continuously. Contact your authorised Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided on page 25.



1. TPMS symbol
2. Display screen
3. Front tyre, identified
4. Rear tyre, identified
5. TPMS warning light

TPMS symbol

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

Tyre Pressures

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

Owners must only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge (see page 109), and must not use the tyre pressure display on the instruments.

Warning

The tyre pressure monitoring system is not to be used as a tyre pressure gauge when adjusting the tyre pressures. For correct tyre pressures, always check the tyre pressures when the tyres are cold and using an accurate tyre pressure gauge (see page 109).

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

Replacement Tyres

When replacing tyres, always have an authorised Triumph dealer fit your tyres and ensure they are aware that tyre pressure sensors are fitted to the wheels (see page 111).

General Information

Set Up Menu

To access the set up menu; with the motorcycle stationary and in neutral, press and release the set button on the left hand switch cube until 'SEtUP' is visible in the 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 up on the scroll button (it will scroll through in the reverse order if down on the button is pressed):

- Service;
- Auto - self cancelling indicators;
- Units - change units (Imperial, US or Metric);
- t-set - clock adjustment;
- ttc - Triumph traction control (if fitted);
- ABS.

Each display provides the following information:

Service

Shows the total distance that the motorcycle has remaining before a service is required (see page 33).

Auto - Self Cancelling Indicators

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

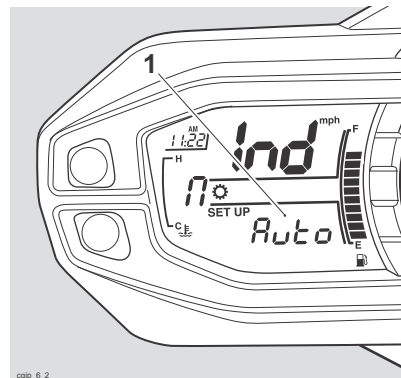
To disable or enable the self cancelling indicators; with the motorcycle stationary and in neutral, press and release the set button on the left hand switch cube until 'SEtUP' is visible in the display screen.

Press and release the scroll button until 'Auto' or 'MAnUAL' is visible in the display screen.

Press and release the set button and Auto or MAnUAL will flash on and off.

Press and release the scroll button to select Auto or MAnUAL then press the set button.

- Auto - Indicator self cancelling is on (see page 47).
- MAnUAL - auto self cancelling is off. The indicators will need to be manually turned off (see page 47).



1. Auto selected

To exit the auto menu, press and release the home button and the odometer in the trip 1 menu will be visible in the display screen.

General Information

Changing Units (Imperial, US or Metric)

Units has four selectable display modes as described below:

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

Each display provides the following information:

mpg (Imperial gallons)

The speedometer and odometer 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 kilometres. The fuel consumption will be measured in litres of fuel per 100 km.

km/L (Metric)

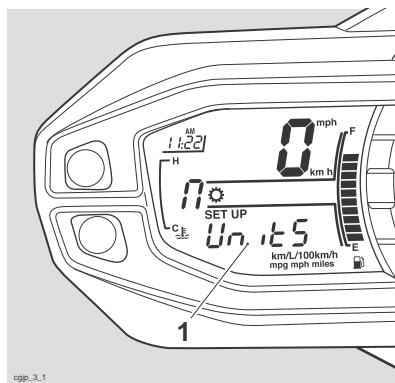
The speedometer and odometer will read in kilometres. The fuel consumption will be measured in kilometers per litre of fuel.

All Models

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

Press and release the set button on the left hand switch cube until 'SETUP' is visible in the display screen.

Press and release scroll button until UnitS is visible then press the set button.



1. 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 the up part of the scroll button (it will scroll through in the reverse order if down on the button is pressed):

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

General Information

Models with TPMS

Press the set button and do not touch the scroll or set buttons again until PSI or bAr is displayed. Press and release the scroll button until the desired tyre pressure units are visible.

All Models

Press the set button and wait until °C or °F is visible. Press and release the scroll button until the desired temperature unit is displayed. Then press the set button and wait until UnitS is displayed, then press the home button and the odometer in the trip 1 menu will be visible in the display screen.

Clock Adjustment

To reset the clock; with the motorcycle stationary and in neutral turn the ignition to the ON position. Press and release the set button on the left hand switch cube until 'SETUP' is visible in the display screen. Press and release the scroll button until t-SEt is visible.

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 visible in the display screen.

Note:

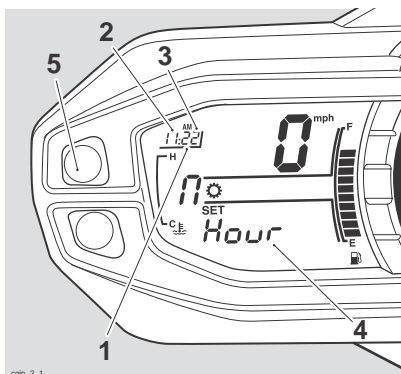
- **The hour/minute display will increase when pressing the up part of the scroll button or decrease when pressing the down part of the button.**

To reset the hour display, ensure that the hour display is still flashing and the word Hour is visible. 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.

General Information

When the correct hour display is shown, press the set button. The minutes display will begin to flash and the word Min is visible 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 visible in the display screen. Press the home button and the odometer in the trip 1 menu will be visible in the display screen.



1. Clock display
2. Hours read-out
3. Minutes read-out
4. Display screen (Hour selected for adjustment)
5. Home button

Triumph Traction Control - If Fitted

Warning

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

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

Traction control can not prevent the front wheel from slipping.

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

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

Note:

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

General Information

Triumph Traction Control Settings

Warning

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

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

- '01' - the traction control will engage at a low level of rear wheel slip.
The warning light will be off but will flash on and off when the traction control is working to limit the rear wheel slipping;
- '02' - suitable for advanced riders. The traction control will engage at a higher level of rear wheel slip.
The warning lamp will constantly flash on and off slowly but will flash at a faster rate when the traction control is working to limit rear wheel slip;
- 'oFF' - traction control is disabled and the warning light is constantly on.

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 access the traction control settings; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

Press and release the set button on the left hand switch cube until 'SEtUP' is visible in the display screen.

Press and release the scroll button until 'ttc' is visible.

Press the set button and '01', '02' or 'oFF' will be displayed.

Press and release the scroll button until the desired setting is visible in the display screen. Press the set button and do not touch the scroll or set buttons again until the desired setting has stopped flashing.

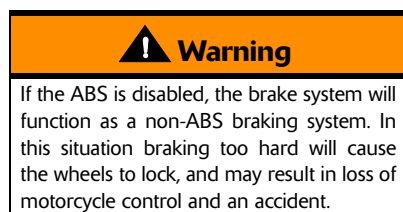
Press the home button and the odometer in the trip 1 menu will be visible in the display screen.

The Triumph traction control setting will reset to '01' when the ignition is turned off then on.

General Information

ABS Disable

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



To Disable the ABS

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

Press and release the set button on the left hand switch cube until 'SEtUP' is visible in the display screen.

Press and release the scroll button until AbS is visible.

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 ABS system; the message ABS OFF will be displayed for 2 seconds, and the ABS warning light will be illuminated.

Note:

- **With the ABS disabled, the traction control will still function.**

To Enable the ABS

To enable the ABS system again, repeat the ABS disable procedure and select 'on'.

Press the home button and the odometer in the trip 1 menu will be visible in the display screen.

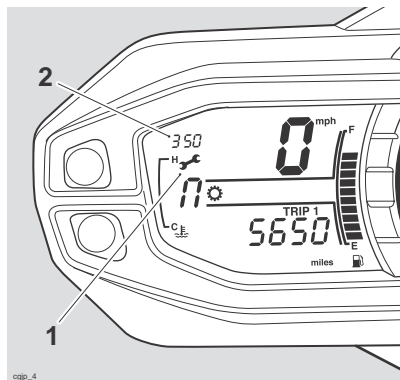
An alternative way to enable the ABS is to turn the ignition off and on.

Return

When return is displayed and the set button is pressed, trip 1 menu will be visible in the display screen.

General Information

Service Interval Indicator



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 3 seconds and the clock will show the distance remaining before the next service.

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

Low Battery Warning

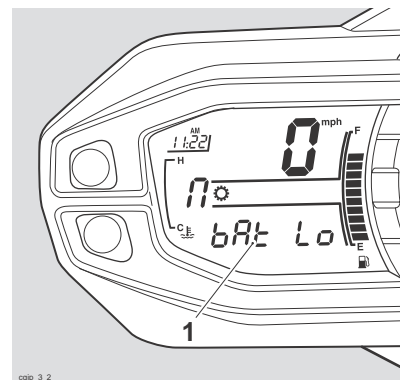
If accessory items such as heated seats, heated grips and fog lights are fitted and are on with the engine at idle, over a period of time, the battery voltage may drop below a predetermined voltage and cause the 'bAt Lo' to be visible in the display screen.

If 'bAt Lo' is visible and the heated grips and heated seats are on, they will be automatically switched off to allow the charging system to charge the battery. The engine idle speed may also be increased.

If necessary have the battery and charging system checked by your authorised Triumph dealer.

The display will remain on until one of the following conditions is met:

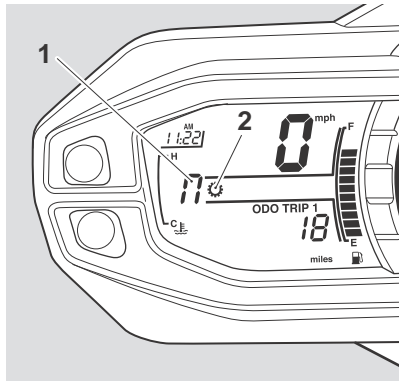
- The charging system has charged the battery;
- Either the scroll or set buttons on the left hand switch cube has been pressed;
- The ignition switch has been turned to the OFF position.



1. Display screen

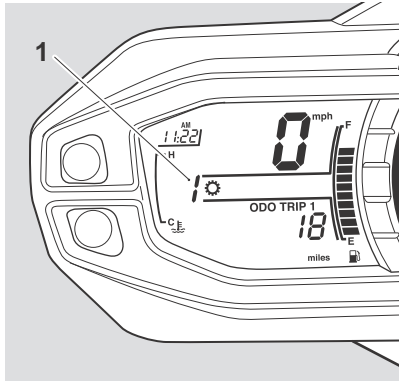
General Information

Gear Position Display



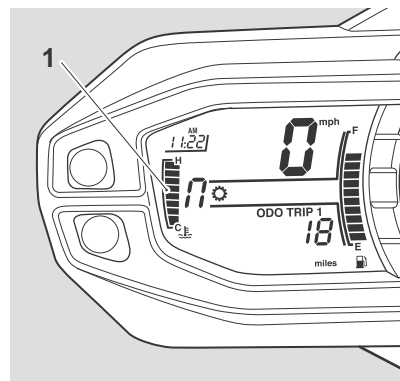
1. Gear position display (neutral position displayed)
2. Gear position symbol

The gear position display indicates which gear (1 to 6) has been engaged. When the transmission is in neutral (no gear selected), the display will show 'n'.



1. Gear position display (first gear shown)

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 8 bars of the display will be shown. When the engine is started from cold the display will show 1 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 4 and 6 bars.

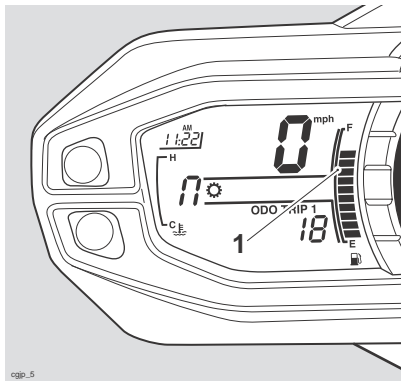
If the coolant temperature becomes too high the display will show 8 bars and will start to flash. The high coolant temperature light in the tachometer will also be illuminated.

Caution

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

General Information

Fuel Gauge



1. Fuel gauge

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

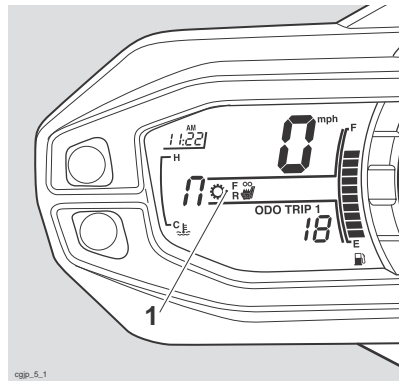
With the ignition switched on, the number of bars shown in the display indicates the level of fuel.

When the fuel tank is full all 12 bars are displayed and when empty, no bars are displayed. Other gauge markings indicate intermediate fuel levels between full and empty.

When 2 bars are displayed the low fuel warning light will illuminate, 5 seconds later the display screen will switch to 'Range' display (see page 23). This indicates there are approximately 4.5 litres of fuel remaining in the tank and you should refuel at the earliest opportunity.

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





Heated Seats - If Fitted



1. Heated seats symbol

Heated seats are an accessory fitted item. Both the rider's and pillion's heated seat has OFF, LOW and HIGH settings. The heated seats symbol in the instruments will show which seats are on but will only display the heat setting selected for the rider's seat.

When the heated seats are on, the symbol in the instrument's will illuminate as shown below.

- 
 Front seat only, low heat.
- 
 Front seat only, high heat.
- 
 Rear seat only, low or high heat.
- 
 Front and rear seat with the front seat on high. If the front seat is on low, only the left hand dot will be illuminated.


General Information

Warning Lights


Note:

- **When the ignition is switched on, the instrument warning lights will illuminate for 2 seconds and will then go off (except those which remain on until the engine starts, as described in the following pages).**


Direction Indicators

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

High Beam

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


Low Fuel

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

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.

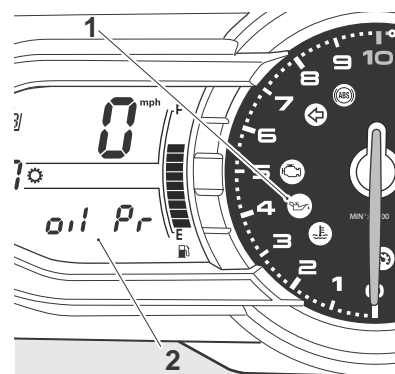
Low Oil Pressure Warning Light

 With the engine running, if the engine oil pressure becomes dangerously low, the low oil pressure warning light in the tachometer will illuminate and 'oil Pr' will also be visible in the display screen.

Caution

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

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



1. Oil pressure warning light
2. Display area, oil pressure shown

General Information

High Coolant Temperature Warning Light



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

Caution

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

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

Engine Management System Malfunction Indicator Light



The malfunction indicator light for the engine management system illuminates briefly when the ignition is switched on (to indicate that it is working), but should not become illuminated when the engine is running.

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

Warning

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

Note:

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

General Information

Alarm/Immobiliser Indicator Light



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

With Alarm Fitted

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

Without Alarm Fitted

When the ignition switch turned to the OFF position, the alarm/immobiliser light will flash on and off for 24 hours to show that the engine immobiliser is on. When the ignition switch is turned to the ON position the immobiliser and the indicator light will be off. If the indicator light remains on it indicates that the immobiliser has a malfunction that requires investigation. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

ABS (Anti-Lock Brake System) Indicator light



Note:

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

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

Unless the ABS system is disabled (see page 32), or there is a fault, it should not illuminate again until the engine is restarted.

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

Warning

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

See also Braking on page 71.

General Information

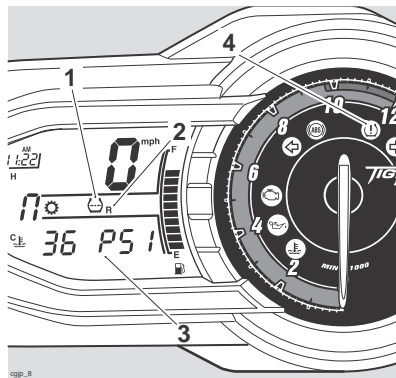
Tyre Pressure Warning Light



The tyre pressure warning light works in conjunction with the tyre pressure monitoring system (see page 24).

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

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



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

The tyre pressure at which the warning light illuminates is temperature compensated to 20°C but the numeric pressure display associated with it is not (see page 109). Even if the numeric display seems at or close to the standard tyre pressure when the warning light is on, a low tyre pressure is indicated and a puncture is the most likely cause.

Warning

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

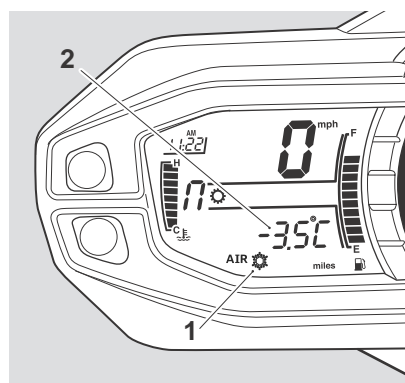
General Information

Frost Symbol



The frost symbol will illuminate when the ignition is turned ON and the ambient air temperature is 4°C (39°F) or lower. After 4 seconds the temperature will turn off and the previous screen will be displayed with the frost symbol illuminated until the temperature rises to 6°C (42°F).

It is also possible to turn off the temperature display by pressing either the set or scroll buttons, on the left hand switch cube. The previous screen will be displayed with the frost symbol illuminated until the temperature rises to 6°C (42°F).



1. Frost symbol
2. Ambient air temperature

Traction Control Warning Light - If Traction Control is Fitted



Depending on what setting has been selected for the traction control system (see page 30), the warning light will illuminate as follows:

- '01' - the light is OFF but it will flash on and off when the traction control is working to limit rear wheel spin;
- '02' - the light will flash on and off slowly but will flash on and off at a faster rate when the traction control is working to limit rear wheel spin;
- 'oFF' - the light is constantly on.

If the traction control light and the malfunction indicator light (MIL) become illuminated at the same time, there is a malfunction with the traction control which requires investigation by your local Triumph dealer.

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 MIL and traction control lights illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked.

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

General Information

Cruise Control Light



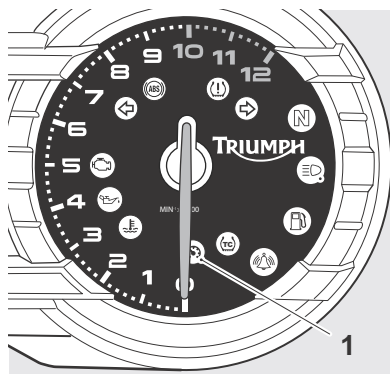
The cruise control can only be activated when the motorcycle is travelling at a speed between 30 to 100 mph (48 to 160 km/h) and is in 4th gear or higher. When activated, the cruise control light in the instrument's will be illuminated (see page 50).

Warning

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

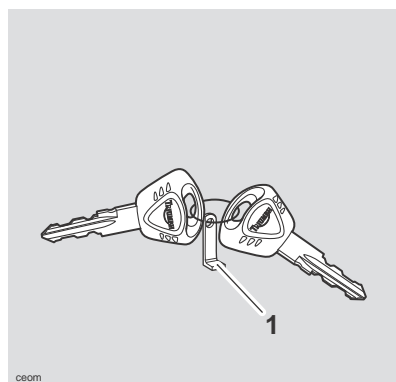
Cruise control should not be used when riding in heavy traffic, on roads with sharp/blind bends or when they are slippery.

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



1. Cruise control light

Ignition Key



1. Key number tag

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

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

A transponder is fitted within the key to turn off the engine immobiliser. To ensure the immobiliser 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 immobiliser. In this situation the engine immobiliser will remain active until one of the ignition keys is removed.

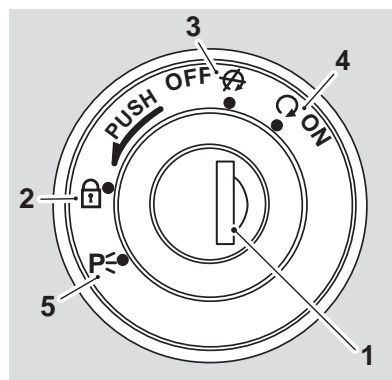
General Information

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

Caution

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

Ignition Switch/Steering Lock



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

Engine immobiliser

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

When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobiliser is on (see page 38). The engine immobiliser is turned off when the ignition key is in the ignition switch and it is turned to the ON position.

General Information

Ignition Switch Positions

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

TO LOCK: Turn the handlebar 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, and the position lights will be switched on.

Note:

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

Warning

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.

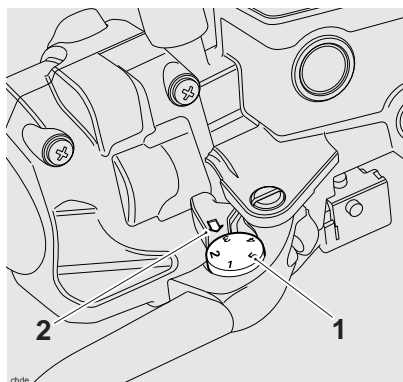
Warning

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

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

General Information

Brake and Clutch Lever Adjusters



1. Adjuster wheel, brake lever shown
2. Arrow mark

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

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

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

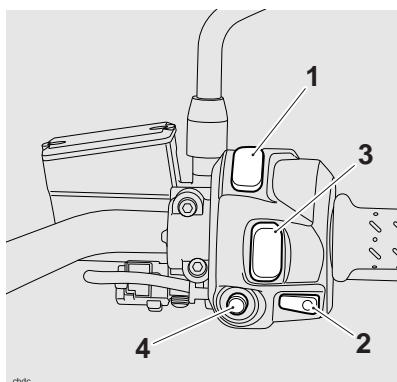
Warning

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

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

General Information

Right Handlebar Switches



1. Engine stop switch
2. Starter button
3. Cruise control adjust button
4. Cruise control ON/OFF button

Engine Stop Switch

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

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

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.**

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.

Starter Button

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

Note:

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

Cruise Control ON/OFF button

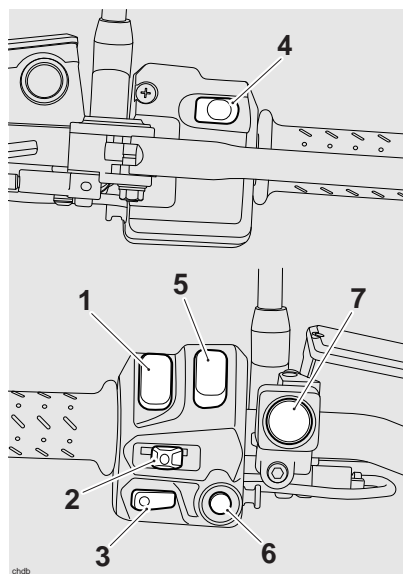
When the cruise control button is pressed in, the cruise control is on (see page 50). The button will remain in until it is pressed again to turn off the cruise control.

Cruise Control Adjust Button

The cruise control adjust button is a two way switch with the top marked RES/+ and the bottom marked Set/- (see page 50).

General Information

Left Handlebar Switches



1. Headlight dip switch
2. Direction indicator switch
3. Horn button
4. Pass button
5. Instrument's scroll button
6. Instrument's set button
7. Front fog lights switch, if fitted

Headlight Dip Switch

High or low beam can be selected with the headlight dip switch. To select high beam, push the switch forward. To select low beam, push the switch rearwards. When the high beam is turned on, the high beam indicator light will illuminate.

Note:

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

An alternate way to turn on the headlight, without the engine running, is to pull in the clutch lever then turn the ignition to the ON position. The headlight will be on and remain on when the clutch lever is released.

The headlight will go off while pressing the starter button until the engine starts.

General Information

Direction Indicator Switch

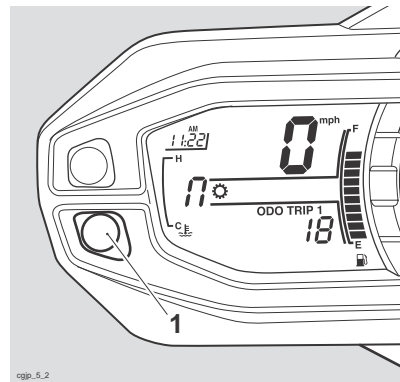
When the indicator switch is pushed to the left or right and released, the corresponding direction indicators will flash on and off.

The indicator self cancel system becomes active eight seconds after operating a direction indicator. Eight seconds after turning the direction indicator on and after riding a further 65 metres, the indicator self cancel system will automatically turn off the indicators. The indicators can be cancelled manually. To manually turn off the indicators, press and release the indicator switch in the central position.

To disable the indicator self cancel system see page 27. To manually turn off the indicators, press and release the indicator switch in the central position.

Hazard Warning Lights

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



1. Hazard warning light switch

Horn Button

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

General Information

Pass Button

Note:

- **The pass button will only operate when the engine is running.**

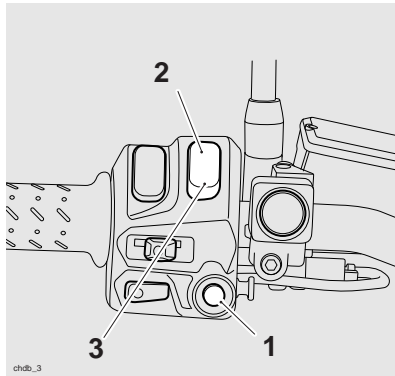
When the pass button is pressed, the headlight main beam will be switched on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Instrument Scroll Button

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

Instrument Set Button

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



1. **Set button**
2. **Scroll button, up**
3. **Scroll button, down**

Front Fog Lights Switch, if fitted

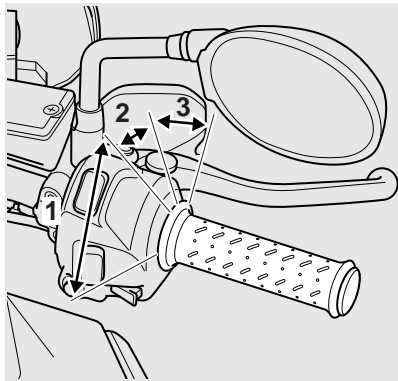
Note:

- **The front fog lights switch will only operate when the headlights are on.**

When the front fog light button is pressed, with the engine running, the front fog lights will illuminate. To turn off the front fog lights, press the switch.

General Information

Throttle Control



1. Throttle open position
2. Throttle closed position
3. Cruise control cancel position

This Triumph model has an electronic throttle twist grip to open and close the throttles via the engine control unit. There are no direct-acting cables in the system.

The throttle grip has a resistance 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.

From the closed position, the throttle twist grip can be rolled forward 3 - 4 mm to deactivate the cruise control (see page 53).

There are no user adjustments for the throttle control.

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 authorised 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 2 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 re-open the throttle.

Warning

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

General Information

Cruise Control

Warning

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

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

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

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's behaviour in all conditions.

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

Note:

- **Cruise control will not function if there is a malfunction with the ABS system and the ABS warning light is illuminated.**
- **If the ABS system is disabled (see page 32), the ABS warning light will be illuminated and cruise control WILL function.**

The cruise control buttons are located on the right hand switch cube and can be operated with minimum movement by the rider.

Cruise control can be switched on or off at any time but it can not be activated until all the conditions described on page 51 have been met.

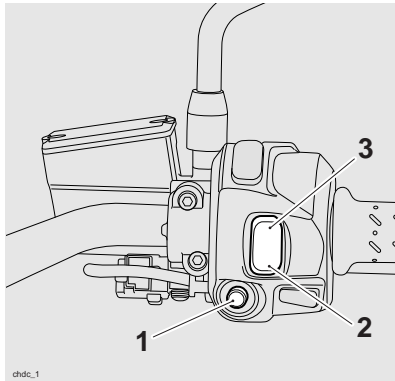
General Information

Activating Cruise Control

Note:

- **The cruise control indicator light will not illuminate until cruise control has been activated by pressing SET/- on the adjust button.**

To turn on the cruise control, press in the on/off button.

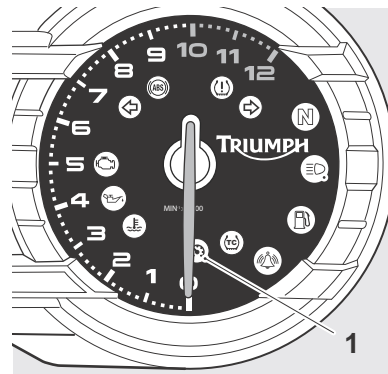


1. Cruise control ON/OFF button
2. Cruise control adjust button, SET/-
3. Cruise control adjust button, RES/+

To activate cruise control, the following conditions have to be met:

- The motorcycle is travelling at a speed between 30 to 100 mph (48 to 160 km/h);
- The motorcycle is in 4th gear or higher;
- The SET/- on the adjust button is pressed.

The cruise control lamp will illuminate indicating that cruise control is active and set.



1. Cruise control lamp

General Information

Resuming the Cruise Control Set Speed

Warning

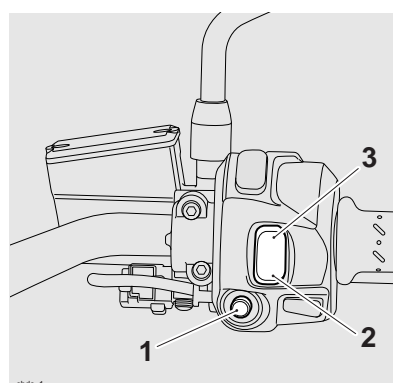
When resuming cruise control, always ensure that the traffic conditions are suitable for the set speed.

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

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

- Roll the throttle twist grip fully forward;
- Press and release the on/off button on the right hand switch cube;
- Pull the clutch lever;
- Operate the front or rear brake;
- Increase speed by using the throttle grip for more than 60 seconds.

The set speed can be resumed by pressing and releasing the RES/+ end of the adjust button provided the conditions described on page 51 have been met.



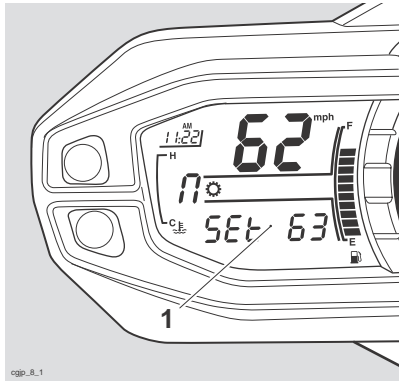
- 1. Cruise control ON/OFF button**
- 2. Cruise control adjust button, SET/-**
- 3. Cruise control adjust button, RES/+**

The set speed will remain in the cruise control memory until the ignition switch has been turned to the OFF position.

General Information

Increasing Speed while in Cruise Control

To increase the speed, press and release the RES/+ end of the adjust button. Each press of the button will increase the speed by 1 mph or 1 km/h. If the button is held, the speed continuously increases in single digit increments. When the desired speed is shown in the display, stop pressing the adjust button.



1. Display screen

While increasing the speed, the display screen in the instruments will change to 'SET', and will show the new set speed and will flash until the motorcycle has achieved the speed.

After 4 seconds the display screen will change to the previous display.

Note:

- **If riding up a steep incline and cruise control is unable to maintain the set speed, the instruments will change to 'SET', show the set speed and will flash until the motorcycle has regained the speed.**

An alternative way to increase the speed in cruise control is to accelerate to the desired speed using the throttle grip and then press the SET/- end of the adjust button.

Decreasing Speed while in Cruise Control

To decrease speed, press and release the SET/- end of the adjust button. Each press of the button will decrease the speed by 1 mph or 1 km/h. If the button is held, the speed will continuously decrease in single digit increments.

While decreasing the speed, the display screen in the instruments will change to SET and will show the set speed decreased.

When the desired speed has been achieved, stop pressing the adjust button. After 4 seconds the display screen will change to the previous display.

Deactivating Cruise Control

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

- Roll the throttle fully forward;
- Pull the clutch lever;
- Operate the front or rear brake;
- Increase speed by using the throttle for more than 60 seconds;
- Press and release the on/off button on the right hand switch cube.

Provided the cruise control has not been deactivated by turning the ignition switch to the OFF position, the previous set speed can be resumed by pressing and releasing the RES/+ end of the adjust button. The motorcycle speed has to be between 30 to 100 mph (48 to 160 km/h) and in 4th gear or higher.

General Information

Fuel Requirement/Refuelling

Fuel Grade



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

Caution

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

Caution

The use of leaded fuel is illegal in most countries, states or territories. Use of leaded fuel will damage the catalytic converter.

Warning

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

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

Do not smoke.

Do not use a mobile telephone.

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

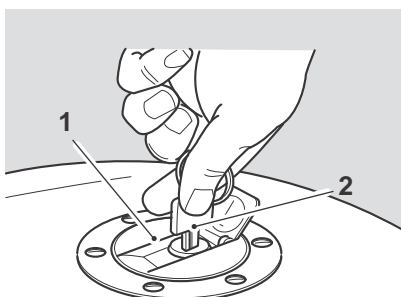
Never fill the tank until the fuel level rises into the filler neck. Heat from sunlight or other sources may cause the fuel to expand and overflow creating a fire hazard.

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

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

General Information

Fuel Tank Cap



cbmm1

1. Fuel tank cap
2. Key

To open the fuel tank cap, lift up the flap covering the lock itself. Insert the key into the lock and turn the key clockwise.

To close and lock the cap, push the cap down into place with the key inserted, until the lock 'clicks' into place. Withdraw the key and close the key cover.

Caution

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

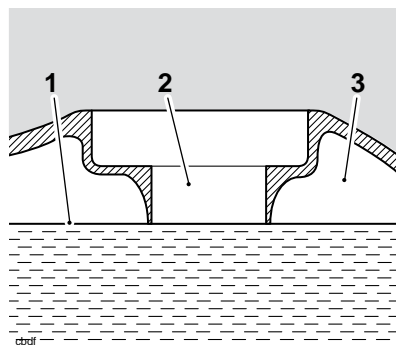
Filling the Fuel Tank

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

Caution

Contaminated fuel may cause damage to fuel system components.

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



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

General Information

Warning

Overfilling the tank can lead to fuel spillage.

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

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

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

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

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

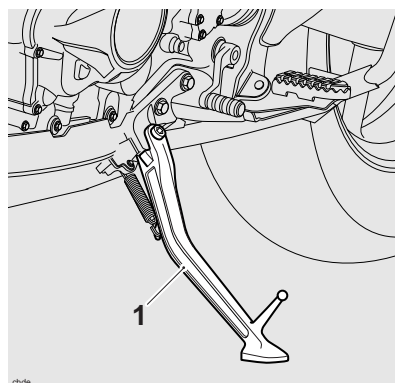
Tool Kit, Handbook and the Triumph Accessory D-Lock

The tool kit and handbook are located beneath the pillion's seat.

If equipped, the D-lock is located beneath the pillion's seat (see page 67).

Stands

Side Stand



1. Side stand

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

Warning

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

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

Note:

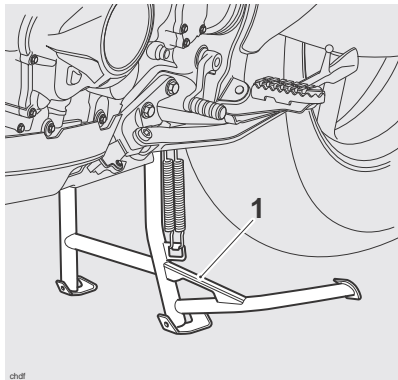
- **When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.**

General Information

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.

Centre Stand



1. Centre stand

To set the motorcycle on the centre stand, step down firmly on the foot finder part of the stand, then lift the motorcycle up and to the rear using the rear rack as a handhold.

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

Caution

Do not use body panels or the seat as a hand-hold when placing the motorcycle on the centre stand as this will cause damage.

Seats

Seat Care

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

See page 126 for seat cleaning information.

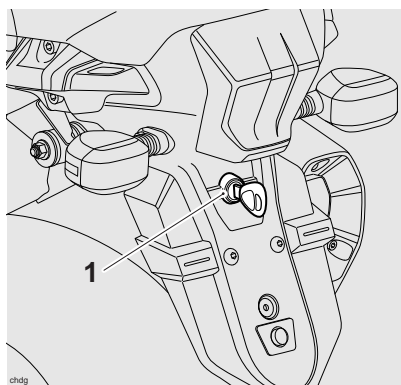
Caution

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.

General Information

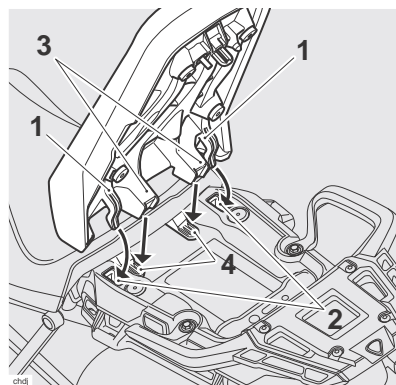
Rear Seat



1. Seat lock

The seat lock is located on the rear mudguard, below the rear light unit. To remove the seat, insert the ignition key into the seat lock and turn it anti-clockwise while pressing down on the rear of the seat. This will release the seat from its lock and allow it to be slid rearwards for complete removal from the motorcycle.

To refit the seat, engage the seat's two outer brackets under the loops on the subframe and the two inner brackets to brackets on the rider's seat. Gently push the seat forwards and press down at the rear to engage in the seat lock.



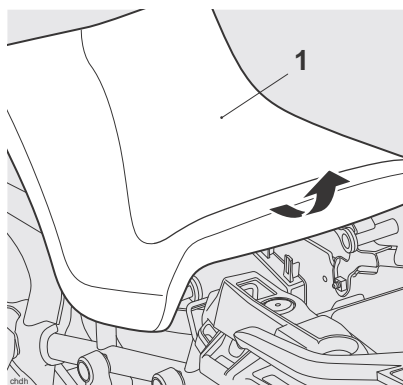
1. Rear seat outer brackets
2. Subframe loops
3. Rear seat inner brackets
4. Rider seat brackets

Warning

To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards. If the seat is not correctly secured, it will detach from the lock. A loose or detached seat could cause loss of motorcycle control and an accident.

General Information

Rider's Seat



1. Rider's seat

To remove the rider's seat, remove the rear seat (see page 58).

Grasp the rider's seat on either side, and slide it rearwards and upwards for complete removal from the motorcycle.

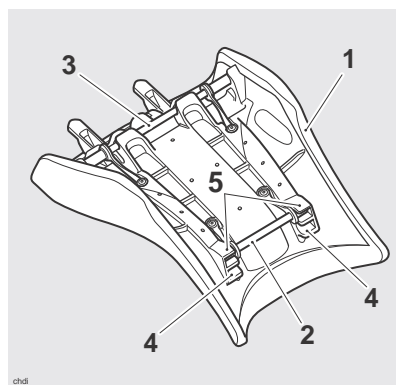
To refit the seat, engage the seat's front rail into the bracket at the rear of the fuel tank and lower the rear rail in to the rear brackets. Push down firmly on the rear of the seat. Refit the rear seat (see page 58).

Warning

The rider's seat is only correctly retained and supported once the rear seat is correctly fitted. Never ride the motorcycle with the rear seat detached or removed, as the front seat will not be secured and may move.

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

Rider's Seat Height Adjustment



1. Rider's seat
2. Front height adjuster
3. Rear height adjuster
4. Low seat height position (front shown)
5. High seat height position (front shown)

The rider's seat is adjustable for height by approximately 20 mm.

To adjust the rider's seat:

Remove the rider's seat (see page 59).

Reposition both seat height adjusters to the higher or lower position as required. Ensure both adjuster rails are fully engaged in their brackets on the seat.

Refit the rider's seat (see page 59).

General Information

Warning

Always adjust both seat height adjusters. Adjusting only one height adjuster may prevent correct fitment of the seat.

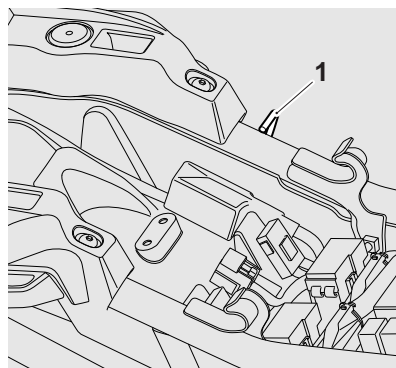
Riding the motorcycle with an incorrectly fitted seat may cause loss of control or an accident.

Warning

After adjusting the seat, operate the motorcycle in an area free from traffic to gain familiarity with the new seat position. Riding the motorcycle with the seat in an unfamiliar position may cause loss of control or an accident.

Helmet Hook

A helmet can be secured to the motorcycle using the helmet hook located on the left hand side of the motorcycle, beneath the rider's seat.



1. Helmet hook

To attach a helmet to the motorcycle, remove the rider's seat (see page 59) and loop the helmet chin strap over the hook.

To secure the helmet, re-fit the seat and lock into position (see page 59).

Warning

Never ride the motorcycle with helmet(s) secured to the helmet hook. Riding the motorcycle with helmet(s) secured to the helmet hook may cause the motorcycle to become unstable leading to loss of control and an accident.

General Information

Triumph Accessory D-lock Storage

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

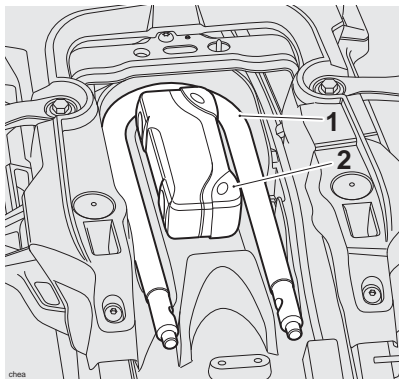
Secure the lock as follows:

Remove the rear seat (see page 58).

Release the strap and remove the handbook and tool kit.

Position the U-section of the lock to the rear mudguard tray support features, ensuring the open end faces towards the front of the motorcycle.

Position the lock body into the rear mudguard tray as shown below.

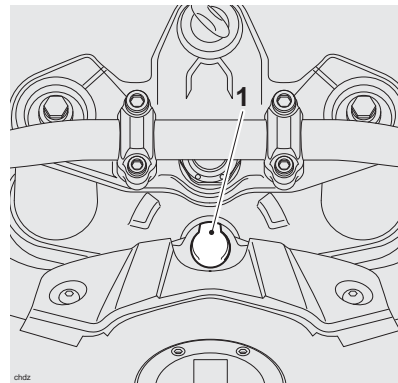


1. Lock U-section
2. Lock body

Fit the tool kit and handbook above the D-lock and secure using the tool kit strap.

Refit the rear seat (see page 58).

Electrical Accessory Socket



1. Electrical accessory socket

An electrical accessory socket is provided on the motorcycle, located in front of the fuel tank.

The socket will provide a 12 Volt electrical supply. It is protected by a 10 Amp fuse, therefore items with a current draw greater than 10 Amps must not be plugged into the socket.

A plug, suitable for use with the accessory socket, is available from your authorised Triumph dealer.

General Information

Handlebar Adjustment

The handlebars are adjustable for reach by approximately 20 mm.

Warning

It is recommended to have handlebar adjustments carried out by a trained technician of an authorised Triumph dealer. Handlebar adjustments carried out by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

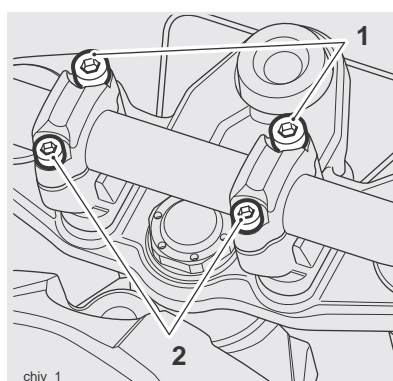
Warning

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

Note:

- **This procedure assumes the handlebars are in the standard position, as delivered from the factory. If the handlebars have already been adjusted as described below, the bolt positions will be reversed.**

To adjust the handlebars, loosen and remove the handlebar rear (8 mm threaded) clamp bolts, and then the front (10 mm threaded) clamp and riser bolts.



1. 10 mm bolts
2. 8 mm bolts

Lift the handlebars out of the handlebar risers and support with the aid of an assistant.

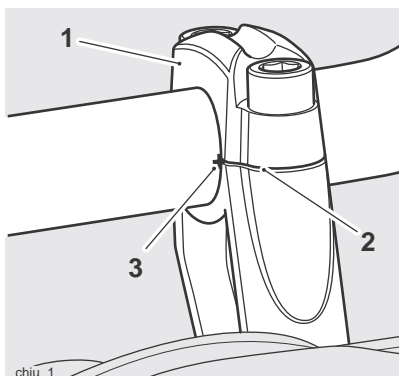
Rotate both risers through 180° and align the bolt holes.

Reposition the handlebars to the risers.

Refit the upper clamps, and secure with the two 10 mm threaded bolts in the rear bolt positions. Do not fully tighten the bolts at this stage.

General Information

Rotate the handlebar so that the etched + marking on the handlebar aligns with the front left hand split line of the clamp riser.



1. Upper clamp, left hand
2. Clamp split line, front
3. Handlebar + mark

Tighten the 10 mm bolts to **35 Nm**.

Refit the 8 mm bolts to the front positions and tighten to **20 Nm**.

Windscreen

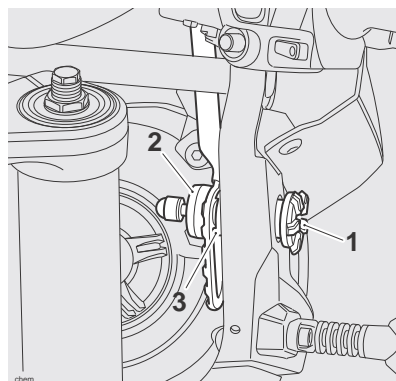
Note:

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

To Adjust the Windscreen

Warning

Never attempt to clean or adjust the windscreen while riding the motorcycle. Removal of the rider's hands from the handlebars while riding the motorcycle will diminish the ability of the rider to maintain the control of the motorcycle. Attempting to clean or adjust the windscreen while riding the motorcycle may result in loss of motorcycle control and an accident.



1. Adjuster knob, right hand side shown
2. Adjustment block
3. Adjustment plate

General Information

To adjust the windscreen, loosen left and right hand adjuster knobs sufficiently to allow the adjustment blocks to slide over the adjustment plates.

Position the windscreen to the desired height, ensuring both adjustment plates are set to the same position.

Tighten the adjuster knobs to secure the windscreen in position.

Warning

Always ensure that the windscreen adjusters are adjusted to the same position. Riding the motorcycle with an incorrectly adjusted windscreen could cause loss of motorcycle control and an accident.

Warning

Always ensure both windscreen adjusters are tightened before riding the motorcycle. Riding the motorcycle with a loose windscreen or windscreen adjuster could cause loss of motorcycle control and an accident.

See page [126](#) for windscreen cleaning information.

Running-In



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

In particular, internal friction in the engine 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 running-in will ensure lower exhaust emissions, and will optimise performance, fuel economy and longevity of the engine and other motorcycle components.

During the first 500 miles (800 kilometres):

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

General Information

From 500 to 1000 miles (800 to 1500 kilometres):

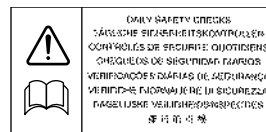
- Engine speed can gradually be increased to the rev limit for short periods.

Both during and after running-in has been completed:

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

Safe Operation

Daily Safety Checks



cbob

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 authorised Triumph dealer for the action required to return the motorcycle to a safe operating condition.

Warning

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

General Information

Check:

Fuel: Adequate supply in tank, no fuel leaks (page 54).

Engine Oil: Correct level visible at sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler (page 90).

Final Drive: No oil leaks (page 98).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. (page 108).

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

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (page 102).

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 99).

ABS: Ensure that the ABS warning light does not remain illuminated at speeds above 6 mph (10 km/h) when moving off (page 38).

Brake Pads: There should be more than 1.5 mm of friction material remaining on all the pads (page 99).

Brake Fluid Levels: No brake and clutch fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 101).

Front Forks: Smooth action. No leaks from fork seals (page 104).

Throttle: Throttle grip free play 2 - 3 mm. Ensure that the throttle grip returns to the idle position without sticking (page 49).

Clutch Fluid Level: No brake and clutch fluid leakage. The clutch fluid level must be between the MAX and MIN marks on the reservoir (page 97).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 93).

Electrical Equipment: All lights and the horn function correctly (page 41).

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

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (page 56).

How to Ride the Motorcycle

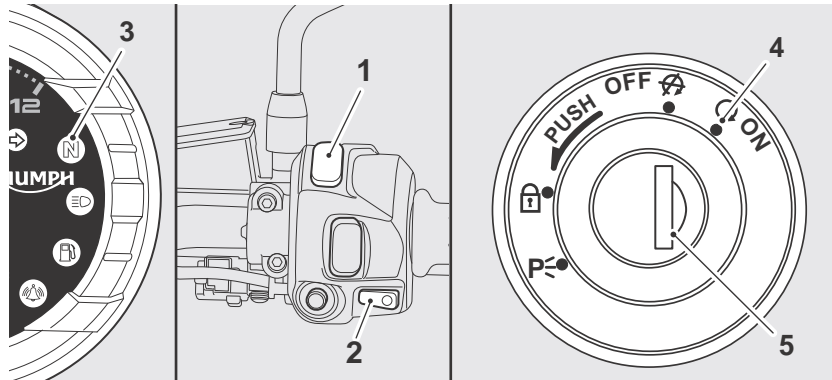
HOW TO RIDE THE MOTORCYCLE

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How to Ride the Motorcycle

To Stop the Engine



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

Close the throttle completely.

Select neutral.

Turn the ignition switch off.

Select first gear.

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

Lock the steering.

Caution

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

To Start the Engine

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

Ensure the transmission is in neutral.

Turn the ignition switch on.

Note:

- When the ignition is switched on, the tachometer needle will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts - see 'Warning Lights' on page 36). It is not necessary to wait for the needle to return to zero before starting the engine.

How to Ride the Motorcycle

- **A transponder is fitted within the key to turn off the engine immobiliser. To ensure the immobiliser 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 immobiliser. In this situation the engine immobiliser will remain active until one of the ignition keys is removed.**

Pull the clutch lever fully into the handlebar.

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

Warning

Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Caution

Do not operate the starter continuously for more than 5 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 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.

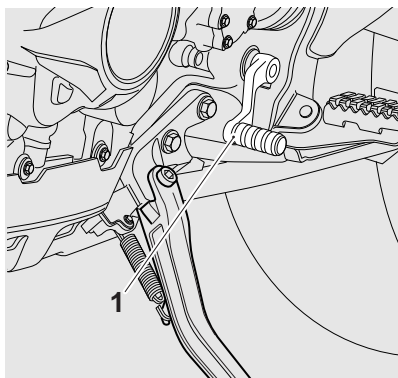
- The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.
- If the side stand is extended whilst the engine is running, and the transmission is not in neutral then the engine will stop regardless of clutch position.

How to Ride the Motorcycle

Moving Off

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

Changing Gears



1. Gear-change pedal



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

Warning

With the traction control enabled, it will limit the amount of front wheel lift and rear wheel slip.

If the traction control is not functioning or disabled (see page 30), avoid opening the throttle too far or too fast in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a 'wheelie') and to the rear tyre breaking traction (wheel spin).

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

Note:

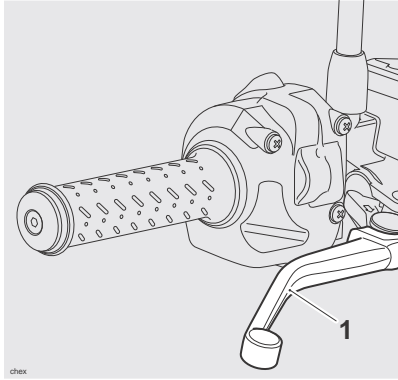
- **The gear change mechanism is the 'positive stop' type. This means that, for each movement of the gear change pedal, you can only select each gear, one after the other, in ascending or descending order.**

Warning

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

How to Ride the Motorcycle

Braking



1. Front brake lever

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

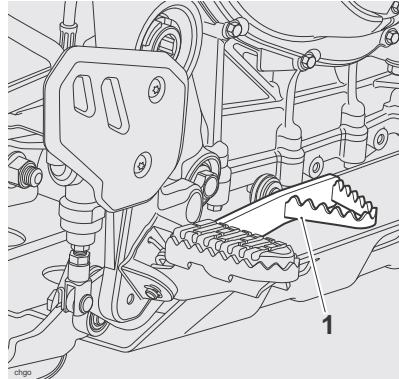
Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

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

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

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

If the ABS is not functioning or has been disabled (see page 32), never lock the brakes, as this may cause loss of control of the motorcycle and an accident.



1. Rear brake pedal

How to Ride the Motorcycle

Warning

For emergency braking, disregard down changing, and concentrate on applying the front and rear brakes as hard as possible without skidding. Riders should practice emergency braking in a traffic-free area (see ABS warnings below/over).

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

Warning

For your safety, always exercise extreme caution when braking (whether or not ABS is fitted), accelerating or turning as any incautious action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (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 manoeuvre and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control and an accident.

Warning

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

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

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

Warning

When using the motorcycle on loose, wet, or muddy roads, braking effectiveness will be reduced by dust, mud or moisture collecting on the brakes. Always brake earlier in these conditions to ensure brake surfaces are cleaned by the braking action. Riding the motorcycle with brakes contaminated with dust, mud or moisture may cause loss of control and an accident.

How to Ride the Motorcycle

ABS (Anti-Lock Brake System)



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

Always ride within the legal speed limit.

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

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

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

ABS Warning Light



When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off (see page 38). 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 32);
- 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.**

How to Ride the Motorcycle

Warning

If the ABS is not functioning, has been disabled by the rider (see page 32), the brake system will continue to function as a non-ABS braking system. Do not continue to ride for longer than is necessary with the indicator light illuminated. In the event of a fault, contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified. In this situation, braking too hard will cause the wheels to lock resulting in loss of control and an accident.

Warning

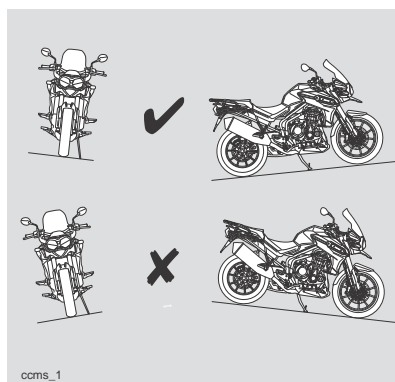
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

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

Warning

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

Parking



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

Lock the steering to help prevent theft.

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

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

Note:

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

How to Ride the Motorcycle

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

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

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

Warning

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

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

Considerations for High-Speed Operation

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

How to Ride the Motorcycle

Warning

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

Warning

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

General

Ensure 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. Ensure that the control cables do not restrict the steering in any way.

Luggage

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

Brakes

Check that the front and rear brakes are functioning properly.

Tyres

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

Fuel

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

Caution

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

Engine Oil

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

How to Ride the Motorcycle

Final Drive Oil

Make certain that the final drive oil level is correct. Ensure that the correct grade and type of oil is used when topping up.

Coolant

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

Electrical Equipment

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

Miscellaneous

Visually check that all fixings are tight.

How to Ride the Motorcycle

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Accessories, Loading and Passengers

ACCESSORIES, LOADING AND PASSENGERS

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

Adjust the headlight aim to compensate for additional loads, see page 121.

Warning

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

Always ensure any loads carried are evenly distributed on both sides of the motorcycle.

Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

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

Never exceed the maximum vehicle loading weight of 212 kg (467 lb).

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

Warning

The maximum safe load for each pannier is 5 kg (11 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.

Warning

The maximum safe load for the top box is 10 kg (22 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.

Warning

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

Accessories, Loading and Passengers

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

Warning

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

The rider should instruct the passenger as follows:

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

Accessories, Loading and Passengers

Warning

Do not carry animals on your motorcycle. An animal could make sudden and unpredictable movements that could lead to loss of motorcycle control and an accident.

Warning

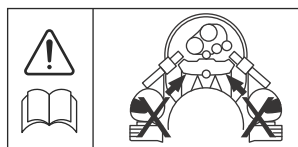
The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. The rider must make allowances for these changes when operating the motorcycle with a passenger and should not attempt such operation unless trained to do so and without becoming familiar and comfortable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

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

Warning

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

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



Warning

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

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

Accessories, Loading and Passengers

Warning

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

The presence of accessories and/or payload will cause changes in the stability and handling of the motorcycle.

Failure to allow for changes in motorcycle stability may lead to loss of control or an accident.

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

Warning

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

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

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

Maintenance and Adjustment

MAINTENANCE AND ADJUSTMENT

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Maintenance and Adjustment

Scheduled Maintenance

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

Warning

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

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

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

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

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

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

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

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

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Kms) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage based service		
	Every	500 (800) 1 month	year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Engine - check for leaks	Day	•	•	•	•	•
Engine oil - renew	-	•	•	•	•	•
Engine oil filter - renew	-	•	•	•	•	•
Valve clearances - check/adjust	-				•	•
Camshaft timing - adjust - only first 20,000 mile (32,000 km) service					•	
Air cleaner - renew	-			•	•	•
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool	-	•	•	•	•	•
ABS and Immobiliser ECMS - check for stored DTCs	-	•	•	•	•	•
Spark plugs - check	-			•		
Spark plugs - renew	-				•	•
Throttle bodies - balance	-			•	•	•
Throttle body plate (butterfly) - check/clean				•	•	•
Cooling system - check for leaks	Day	•	•	•	•	•
Coolant level - check/adjust	Day	•	•	•	•	•
Coolant - renew	Every 3 years, regardless of mileage					
Fuel system - check for leaks, chafing etc.	Day	•	•	•	•	•
Lights, instruments and electrical systems - check	Day	•	•	•	•	•
Steering - check for free operation	Day	•	•	•	•	•
Headstock bearings - check/adjust	-	•	•	•	•	•
Headstock bearings - lubricate	-				•	•

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Kms) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage based service		
	Every	500 (800) 1 month	year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Forks - check for leaks/smooth operation	Day	•	•	•	•	•
Fork oil - renew	-					•
Brake fluid levels - check	Day	•	•	•	•	•
Brake fluid - renew	Every 2 years, regardless of mileage					
Brake pads - check wear levels	Day	•	•	•	•	•
Brake master cylinders - check for fluid leaks	Day	•	•	•	•	•
Brake calipers - check for fluid leaks and seized pistons	Day	•	•	•	•	•
Rear suspension linkage - check/lubricate	-				•	•
Fasteners - inspect visually for security	Day	•	•	•	•	•
Wheels - inspect for damage	Day	•	•	•	•	•
Wheels - check wheels for broken or damaged spokes and check spoke tightness (models with spoked wheels only)		•	•	•	•	•
Wheel bearings - check for wear/smooth operation	-	•	•	•	•	•
Tyre wear/tyre damage - check	Day	•	•	•	•	•
Tyre pressures - check/adjust	Day	•	•	•	•	•
Clutch - check operation	Day	•	•	•	•	•
Clutch master cylinder - check for leaks		•	•	•	•	•
Clutch fluid levels - check	Day	•	•	•	•	•
Clutch fluid - renew	Every 2 years, regardless of mileage					
Final drive - check for oil leaks	Day	•	•	•	•	•
Final drive oil - renew - only first service	-	•				
Final drive oil - check			•	•	•	•
Stand - check operation	Day	•	•	•	•	•

Maintenance and Adjustment

Operation Description	Odometer Reading in Miles (Kms) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage based service		
	Every	500 (800) 1 month	year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Exhaust clamp bolts - check/adjust	-	•	•	•	•	•
Accessory rack sliding carriage - check for correct operation‡	-		•	•	•	•
Accessory pannier link bar - check for correct operation and adjustment‡	-	•	•	•	•	•
Secondary air injection system - check	-				•	•
Fuel and evaporative loss* hoses - renew	-	Every 4 years, regardless of mileage				

*Evaporative system fitted to models for certain markets only.

‡Only if fitted.

Maintenance and Adjustment

Engine Oil

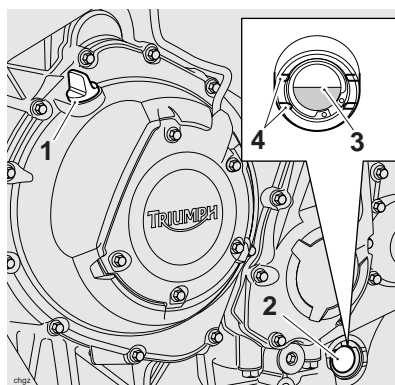


In order for the engine, transmission, and clutch to function correctly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with scheduled maintenance requirements.

Warning

Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to sudden loss of control and an accident.

Oil Level Inspection



1. Filler plug
2. Sight glass
3. Oil level (correct level shown)
4. Crankcase oil level lines

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 warning light remains on, stop the engine immediately and investigate the cause.

Maintenance and Adjustment

With the motorcycle upright and off the side stand, check to see if oil is visible in the sight-glass at a point mid-way between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.

If it is necessary to top up the oil level, remove the filler plug and add oil, a little at a time, until the level registered in the sight glass is correct. Refit and tighten the filler plug.

Note:

- **An accurate indication of the level of oil in the engine is only shown when the engine is at normal operating temperature and the motorcycle is upright (not on the side/centre stand).**

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.

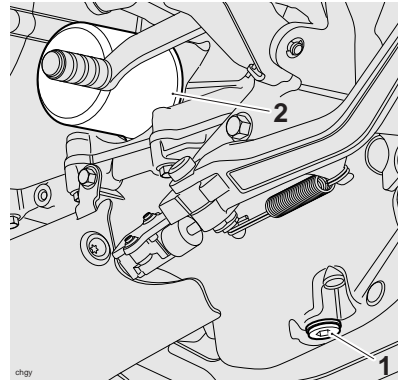
Note the oil level visible in the sight glass.

When correct, oil should be visible in the sight-glass at a point mid-way between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.

If necessary, top up the oil level as described earlier.

Once the correct level is reached, fit 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.

Remove the oil drain plug.

Maintenance and Adjustment

Warning

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

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

Apply a thin smear of clean engine oil to the sealing ring of the new oil filter. Fit the oil filter and tighten to **10 Nm**.

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

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

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

Caution

Raising the engine speed above idle before the oil reaches all parts of the engine can cause engine damage or seizure. Only raise engine speed after running the engine for 30 seconds to allow the oil to circulate fully.

Caution

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

Ensure that the low oil pressure warning light remains off after starting and the 'oil Pr' is not visible in the instrument's display screen.

Stop the engine and re-check 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 watercourses. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

Maintenance and Adjustment

Oil Specification and Grade

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

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

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

Cooling System



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

Note:

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

Corrosion Inhibitors

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

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

Maintenance and Adjustment

Warning

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

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

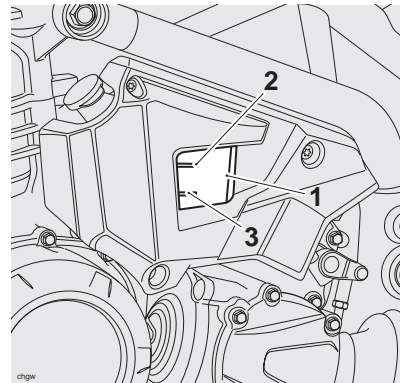
Note:

- **HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and does not need to be diluted prior to filling or topping up 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. MAX mark**
- 3. 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.

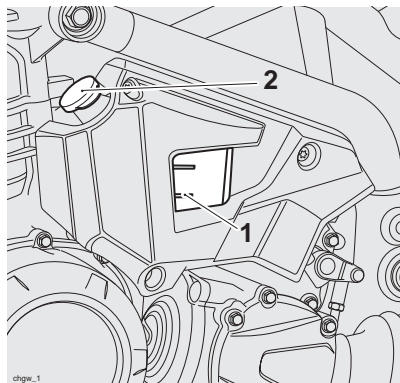
Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Maintenance and Adjustment

Coolant Level Adjustment

Warning

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



1. Expansion tank
2. Expansion tank cap

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. Refit the cap.

Note:

- If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top up if necessary.
- In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.

Caution

If hard water is used in the cooling system, it will cause scale accumulation in the engine and radiator and considerably reduce the efficiency of the cooling system. Reduced cooling system efficiency may cause the engine to overheat and suffer severe damage.

Coolant Change

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

Maintenance and Adjustment

Radiator and Hoses

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

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

Warning

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

Caution

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

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

Warning

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

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

Inspection

Warning

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

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

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

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

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

Maintenance and Adjustment

Clutch

The motorcycle is equipped with a hydraulically operated clutch that does not require adjustment.

Clutch Fluid Level Inspection and Adjustment

Warning

Use only DOT 4 specification brake and clutch fluid as listed in the specification section of this handbook. The use of brake and clutch fluids other than those DOT 4 fluids listed in the specification section may reduce the efficiency of the clutch system leading to an accident.

Failure to change the brake and clutch fluid at the interval specified in the scheduled maintenance chart may reduce clutch efficiency resulting in an accident.

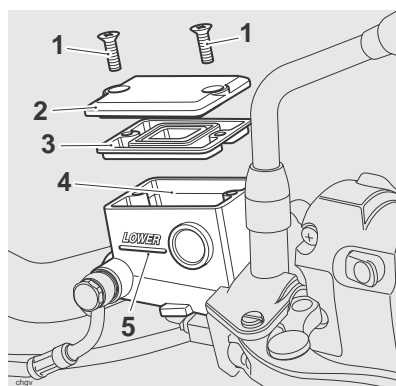
Inspect the level of brake and clutch fluid in the reservoir and change the fluid in accordance with the scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the specification section. The brake and clutch fluid must also be changed if it becomes, or is suspected of having become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

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

Release the fixings securing the clutch reservoir cover, then remove the cover noting the position of the diaphragm seal.

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

Refit the reservoir cover ensuring that the diaphragm seal is correctly fitted. Tighten the fixings to **1 Nm**.



1. Fixings
2. Cover
3. Diaphragm seal
4. Upper level line
5. Lower level line

Maintenance and Adjustment

Final Drive Unit

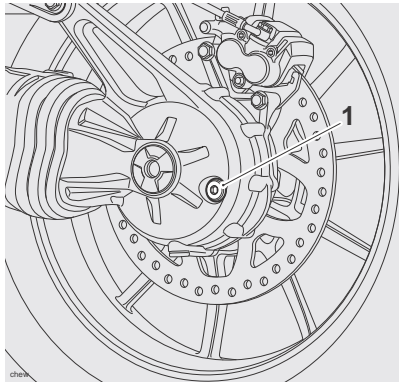
Other than checking the final drive oil level, the unit contains no user serviceable parts. If a fault occurs with the final drive unit, your Triumph dealer must replace the complete assembly.

Check the final drive unit for oil leaks in accordance with the scheduled maintenance chart.

Warning

Under no circumstances should the final drive unit be disassembled. Failure to observe the above warning could lead to a malfunction of the final drive unit causing lock-up of the rear wheel leading to loss of motorcycle control and an accident.

Final Drive Oil Level Adjustment



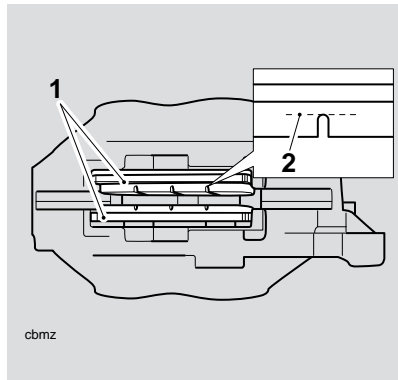
1. Filler level plug

To check the oil level in the final drive unit, remove the filler level plug. Fill with 75W/90 fully synthetic hypoid oil that meets specification API Service Level GL5, such as Castrol SAF-XO fully synthetic hypoid oil, until the level of oil inside the unit is level with the bottom of the filler. Refit the plug and tighten to **25 Nm**.

Maintenance and Adjustment

Brakes

Brake Wear Inspection



1. Brake pads
2. Minimum thickness line

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

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

Breaking-in New Brake Pads and Discs

After replacement brake discs and/or pads have been fitted to the motorcycle, we recommend a period of careful breaking-in that will optimise the performance and longevity of the discs and pads. The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

After fitting new brake discs and/or pads avoid extreme braking, ride with caution and allow for greater braking distances during the breaking-in period.

Warning

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

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

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

Warning

Brake pad wear will be increased if the motorcycle is used frequently off-road. Always inspect the brake pads more frequently if the motorcycle is used off-road, and replace the brake pads before they become worn to, or beyond the minimum service thickness.

Riding with worn brake pads may reduce braking efficiency, leading to loss of motorcycle control and an accident.

Maintenance and Adjustment

Brake Pad Wear Compensation

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

Warning

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

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

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

Disc Brake Fluid

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

Warning

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

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

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

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

Do not mix different brands or grades of brake fluid.

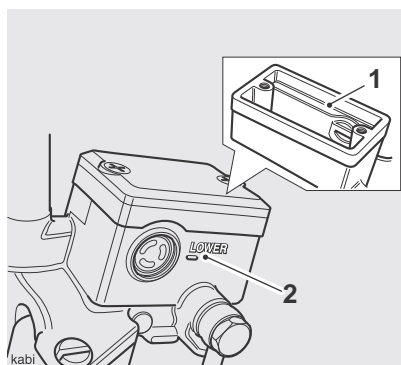
Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

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

Maintenance and Adjustment

Front Brake Fluid Level Inspection and Adjustment



1. Upper level line
2. Lower level line

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

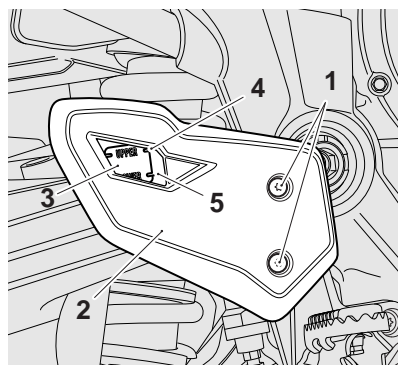
To inspect the fluid level, check the level of fluid visible in the window at the front of the reservoir body.

To adjust the fluid level, release the cap screws and detach the cover noting the position of the sealing diaphragm.

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

Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws to **1.5 Nm**.

Rear Brake Fluid Inspection and Adjustment



1. Screws
2. Heel guard
3. Rear brake fluid reservoir
4. Upper level line
5. Lower level line

To inspect the fluid level:

The reservoir is visible from the right hand side of the motorcycle, through a viewing window in the riders heel guard.

To adjust the fluid level release the screws and remove the heel guard.

Release the cap screws and detach the cover noting the position of the sealing diaphragm.

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

Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws to **1.5 Nm**.

Refit the heel guard and tighten its fixings to **7 Nm**.

Maintenance and Adjustment

Warning

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

Brake Light Switches

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

Warning

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

Steering/Wheel Bearings

Caution

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

Steering Inspection

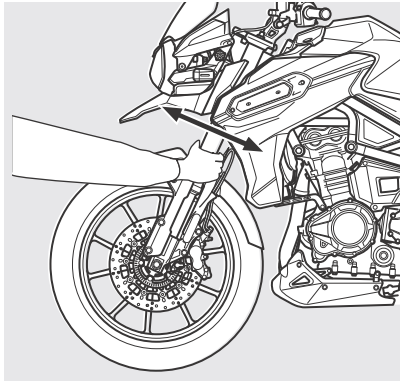
Lubricate and inspect the condition of the steering (headstock) bearings in accordance with scheduled maintenance requirements.

Note:

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

Maintenance and Adjustment

Inspecting the Steering (Headstock) 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 outer tube of the front forks as illustrated above and 'rock' with a front-to-rear motion.

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

Warning

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

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

Wheel Bearings Inspection

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

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

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

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

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

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

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

Warning

Operation with worn or damaged front or rear wheel bearings is dangerous and may cause impaired handling and instability leading to an accident. If in doubt, have the motorcycle inspected by an authorised Triumph dealer before riding.

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

Maintenance and Adjustment

Front Suspension

Front Fork Inspection

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

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

To check that the forks operate smoothly:

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

Warning

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

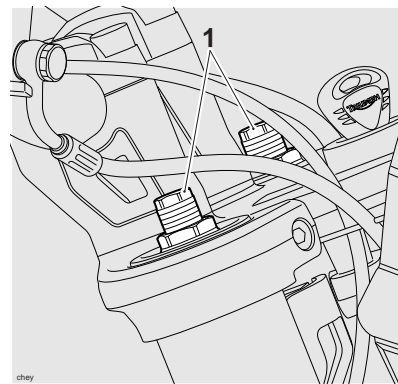
Warning

Never attempt to dismantle any part of the suspension units, as all units contain pressurised oil. Skin and eye damage can result from contact with the pressurised oil.

Front Suspension Settings

The front forks have spring pre-load adjustment only.

Spring Pre-Load Adjustment



1. Spring pre-load adjuster

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

To change the spring pre-load, rotate the adjuster clockwise to increase pre-load, or anti-clockwise to decrease pre-load. Always count the number of anti-clockwise turns from the fully clockwise position and set both forks to the same setting.

Note:

- **The motorcycle is delivered from the factory with the spring pre-load set at 8 anti-clockwise turns from the fully clockwise position.**

Maintenance and Adjustment

Front Suspension Setting Chart

Loading	Spring Pre-Load ¹
Solo Riding - Standard	8
Solo Riding - Comfort	8
Rider and Luggage	8
Rider and Passenger	8
Rider, Passenger and Luggage	8
¹ Number of turns anti-clockwise from the fully clockwise position.	

The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the front suspension.

Rear Suspension

Rear Suspension Setting Chart

Loading	Spring Pre-Load ²	Rebound damping ²
Solo Riding - Standard	20	12
Solo Riding - Comfort	20	18
Rider and luggage	10	12
Rider and Passenger	0	12
Rider, Passenger and Luggage	0	10
² Number of clicks anti-clockwise from the fully clockwise position noting that the first stop (click) is counted as 1.		

The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the rear suspension.

An increase in spring pre-load requires firmer damping, a reduction in spring pre-load requires softer damping.

The damping must be adjusted to the road conditions and the spring pre-load.

Maintenance and Adjustment

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 charts for further information or consult your dealer.

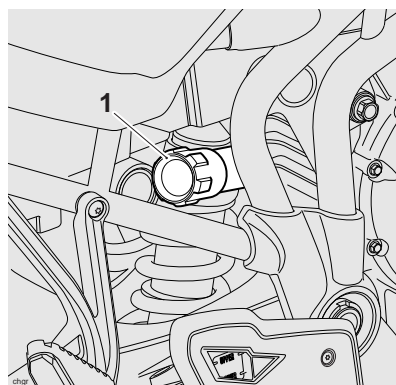
Note:

- The motorcycle is delivered from the factory with the rear suspension set at the standard settings, as shown in the relevant suspension chart (see page 105).
- These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.

Rear Suspension Adjustment

The rear suspension unit on this motorcycle is adjustable for spring pre-load and rebound damping.

Spring Pre-Load Adjustment



1. Spring pre-load adjuster

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

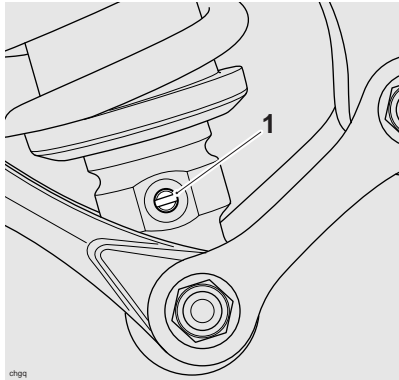
To adjust the spring pre-load setting rotate the adjuster clockwise to increase, or anti-clockwise to decrease.

Note:

- The setting is measured as the number of adjuster 'clicks' anti-clockwise from the fully clockwise (hardest) position.
- The motorcycle is delivered from the factory with the spring pre-load set 20 clicks anti-clockwise from the fully clockwise position.

Maintenance and Adjustment

Rebound Damping Adjustment



1. Rebound damping adjuster

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

To adjust the rebound damping setting, rotate the slotted adjuster clockwise to increase, and anti-clockwise to decrease.

Note:

- The setting is measured as the number of adjuster clicks anti-clockwise from the fully clockwise (hardest) position.
- The motorcycle is delivered from the factory with the rebound adjuster set to 12 clicks anti-clockwise from the fully clockwise position.

Maintenance and Adjustment

Tyres



cb00a

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

Warning

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



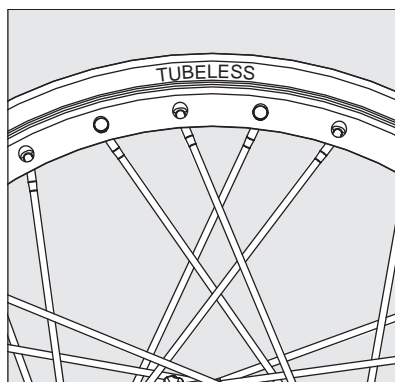
chb

**Typical Tyre Marking -
Tubeless Tyre**



chez

**Tubeless Wheel Marking - Cast
Wheel**



**Tubeless Wheel Marking -
Spoked Wheel**

Maintenance and Adjustment

Tyre Inflation Pressures

Correct tyre inflation pressures will provide maximum stability, rider comfort and tyre life. Always check tyre pressures before riding when the tyres are cold. Check tyre pressures daily and adjust if necessary (see Specification section for correct inflation pressures). Alternatively, ask your authorised Triumph dealer to inspect your wheels and tyres.

Tyre Pressure Monitoring System (if fitted)

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

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

Warning

Tyre pressures which have been reduced for off-road riding will impair on-road stability. Always ensure the tyre pressure are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may cause loss of motorcycle control leading to an accident.

Warning

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

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

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

Maintenance and Adjustment

Tyre Wear



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

Minimum Recommended Tread Depth

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

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

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions. High-speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.

Warning

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

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

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

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

Maintenance and Adjustment

Tyre Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tyre combinations are approved for use on this model. It is essential that approved tyres, fitted in approved combinations, are used when purchasing replacement tyres. The use of non-approved tyres, or approved tyres in non-approved combinations, may lead to motorcycle instability and an accident. On models fitted with ABS, different wheel speeds, caused by non-approved tyres can affect the function of the ABS computer.

See the Specification section for details of approved tyre combinations. Always have tyres fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure safe, effective fitment.

Tyre Pressure Monitoring System (Only on models fitted with TPMS)

Caution

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

Warning

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

Warning

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

Warning

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

Maintenance and Adjustment

Warning

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

Warning

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

Warning

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

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

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

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

The same checks and adjustments must also be carried out when 100 miles have been travelled after fitting.

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

Maintenance and Adjustment

Warning

Tyres that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres must be replaced after such use as continued use of a damaged may lead to instability, loss of motorcycle control and an accident.

Warning

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

Warning

Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability leading to loss of control and an accident.

When wheel balancing is required, such as after tyre replacement, see your authorised Triumph dealer.

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

Battery

Warning

Under some circumstances, the battery can give off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

If battery acid gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

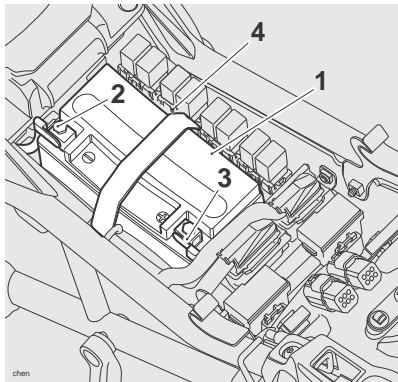
Warning

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

Do not attach jump leads to the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gases causing a risk of personal injury.

Maintenance and Adjustment

Battery Removal



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

Remove the rider's seat.

Remove the battery strap.

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

Take the battery out of the case.

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 ensure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

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

Warning


The battery acid is corrosive and poisonous and will cause damage to unprotected skin. Never swallow battery acid or allow it to come into contact with the skin. To prevent injury, always wear eye and skin protection when handling the battery.

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

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

Maintenance and Adjustment

Battery Discharge

 Caution
The charge level in the battery must be maintained to maximise battery life. Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge; the clock, engine control module (ECM) memory, high ambient temperatures, or the addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

Battery Maintenance During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery Voltage weekly using a digital multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery Voltage fall below 12.7 Volts, the battery should be charged (see page *116*).

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 crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

Keeping the battery fully charged reduces the likelihood of it freezing in cold conditions. Allowing a battery to freeze will cause serious internal damage to the battery.

Maintenance and Adjustment

Battery Charging

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

Warning

The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

If battery acid gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Caution

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

Should the battery Voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always follow the instructions supplied with the battery charger.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Battery Installation

Warning

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.

Place the battery in the battery case.

Reconnect the battery, positive (red) lead first.

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

Cover the positive terminal with the protective cap.

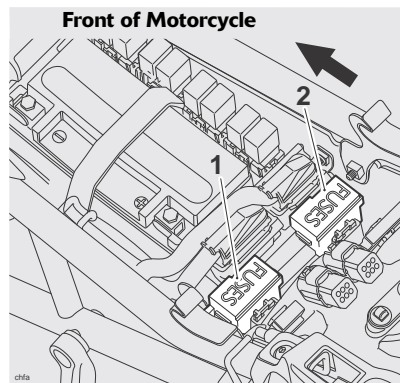
Refit the battery strap.

Refit the rider's seat.

Maintenance and Adjustment

Fuse Boxes

Main Fuse Boxes

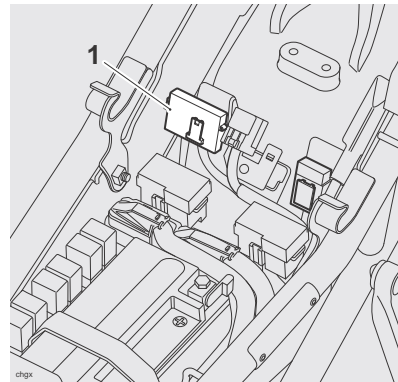


1. Left hand fuse box
2. Right hand fuse box

The fuse boxes are located beneath the rider's seat.

To allow access to the fuse boxes, the rider's seat must be removed.

ABS Fuse Box



1. ABS fuse box

The ABS fuse box is located beneath the rider's seat and behind the right hand main fuse box.

To allow access to the ABS fuse box the rider's seat must be removed.

Warning

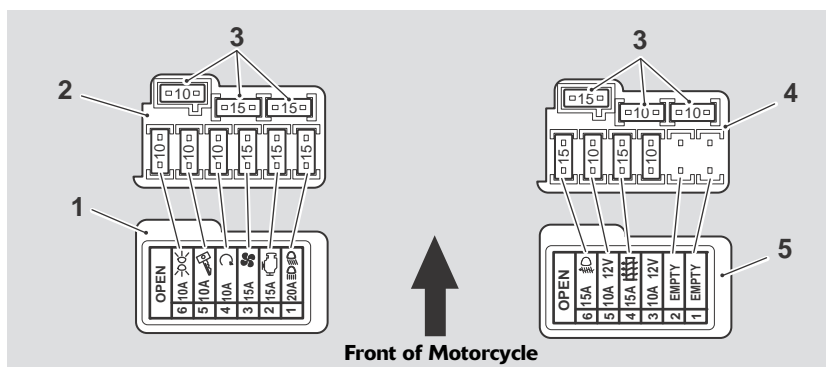
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating. Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Maintenance and Adjustment

Fuse Identification

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown.

The fuse identification numbers listed in the tables correspond with those printed on the fuse box covers, as shown below. Spare fuses are located at right angles to the main fuses and should be replaced if used.



1. Left hand fuse box cover
2. Left hand fuse box
3. Spare fuses

4. Right hand fuse box
5. Right hand fuse box cover

Left hand fuse box

Circuit Protected	Position	Rating (Amps)
Headlight	1	20
Engine management	2	15
Cooling fan	3	15
Fuel pump	4	10
Ignition, instruments	5	10
Tail light, brake light, horn	6	10

Right hand fuse box

Circuit Protected	Position	Rating (Amps)
Empty	1	-
Empty	2	-
Rider auxiliary socket	3	10
Heated grips, heated seats and pillion auxiliary socket	4	15
Top box auxiliary socket	5	10
Fog lights	6	15

Maintenance and Adjustment

ABS fuse box

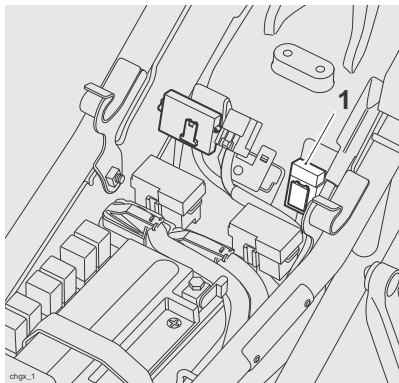
Circuit Protected	Position	Rating (Amps)
ABS	1	20
ABS	2	20

To allow access to the ABS fuse box the rider's seat must be removed.

Main fuse

The 40 Amp main fuse is located beneath the rider's seat and behind the left hand main fuse box.

To allow access to the main fuse the rider's seat must be removed.



1. Main fuse

Headlights

Headlights

Warning

Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Ensure that the beams are adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

Warning

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

Any attempt to adjust a headlight beam when the motorcycle is in motion may result in loss of control and an accident.

Maintenance and Adjustment

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.

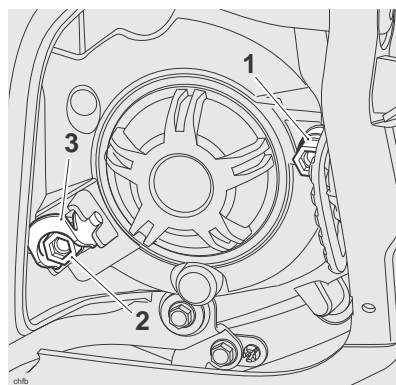
Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

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

Each headlight can be adjusted by means of vertical and horizontal adjustment screws located on the rear of each headlight. In addition, the headlight is equipped with an easily accessible adjuster to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.



- 1. Horizontal adjustment screw**
- 2. Vertical adjustment screw**
- 3. Headlight adjuster lever for loaded conditions**

Switch the headlight dipped beam on.

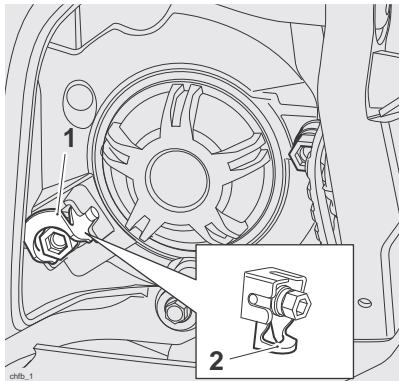
Turn the vertical adjustment screw on the headlight clockwise to raise the beam or anti-clockwise to lower the beam.

Turn the horizontal adjustment screw clockwise to move the beam to the right or anti-clockwise to move the beam to the left.

Switch the headlights off when the beam settings are satisfactory.

Maintenance and Adjustment

Headlight Adjustment Lever for Loaded Conditions



1. **Headlight adjuster lever (unloaded position)**
2. **Headlight adjuster lever (loaded position)**

For normal (unloaded) conditions the headlight adjuster lever should be set in the horizontal position (1).

For loaded conditions rotate the headlight adjuster downwards until it stops (2). This will lower the headlight beams by approximately 2°.

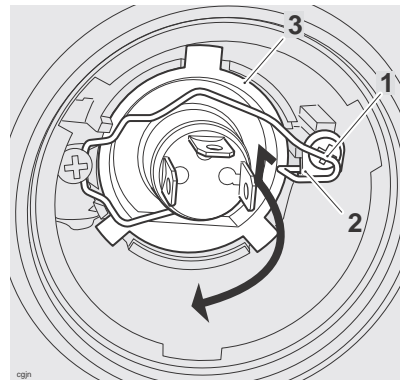
Headlight Bulb Replacement

! 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 Catalogue.

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

It is not necessary to remove the headlight when bulb replacement becomes necessary.



1. **Bulb retainer (right hand shown)**
2. **Bulb retainer hook**
3. **Bulb**

! Warning

The bulbs become hot during use. Always allow sufficient time for the bulb to cool before handling. Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

Maintenance and Adjustment

To replace a bulb:

Remove the rider's seat.

Disconnect the battery, negative (black) lead first.

Remove the bulb cover from the bulb to be replaced by rotating it anti-clockwise.

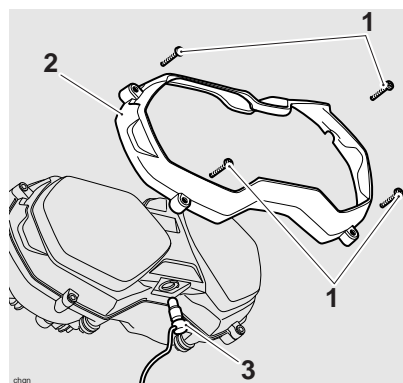
Disconnect the multi-plug from the bulb.

Detach the bulb retainer from the hook on the headlight assembly and rotate it away from the bulb as shown.

Remove the bulb from the bulb retainer.

Installation is the reverse of the removal procedure.

Position Lamp Bulb Replacement



1. Fixings
2. Headlight surround
3. Position lamp bulb

The position lamp is fitted to the centre of the headlight. To replace the bulb, remove the four fixings and remove the headlight surround, detach the rubber retainer from the headlight and pull out the bulb.

Installation is the reverse of the removal procedure.

Front Fog Lights - If Fitted

Front Fog Light Bulb Replacement

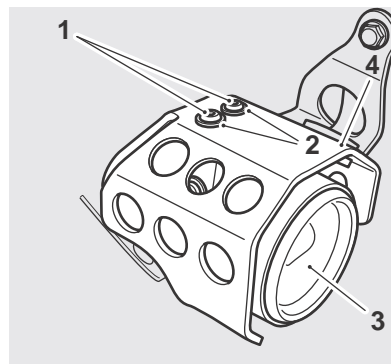
Warning

The bulbs become hot during use. Always allow sufficient time for the bulb to cool before handling. Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

Caution

Do not allow the fog lamp to hang unsupported from the harness during bulb replacement. Allowing the fog lamp to hang from the harness will cause damage to the fog lamp.

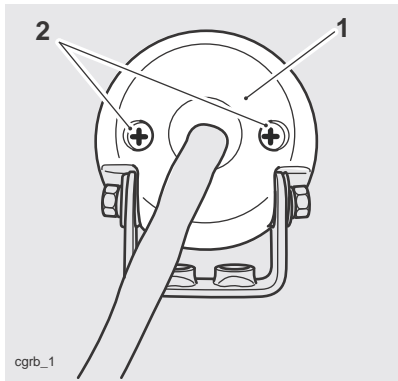
Release the fixings and washers then detach the fog lamp from its shroud.



1. Fixings
2. Washers
3. Fog lamp
4. Shroud

Maintenance and Adjustment

Remove the two fixings from the rear of the lamp unit.

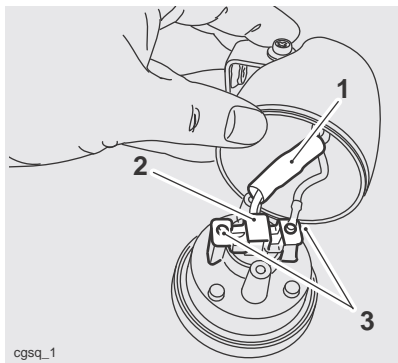


1. Fog lamp
2. Fixings

Pull the lens out of the case.

Disconnect the bullet connector inside the lamp unit.

Remove the two fixings securing the bulb retainer and remove the bulb.



1. Connector
2. Bulb retainer
3. Fixings

Installation is the reverse of the removal process.

Caution

Use a genuine Triumph supplied bulb as specified in the Triumph Parts Catalogue. Always have replacement bulbs installed by an authorised Triumph dealer.

Rear Light/Licence Plate Light

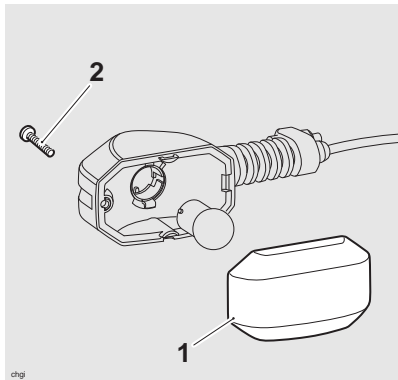
Rear Light/Licence Plate Light Replacement

The rear light unit is a sealed, maintenance free LED unit. The licence plate light is integral to the rear light unit.

Maintenance and Adjustment

Direction Indicator Lights

Bulb Replacement



1. Indicator lens
2. Securing screw

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

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

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.

Maintenance and Adjustment

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole with tape.

Remove any items of jewellery such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as wheels and under mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

Avoid spraying water with any great force near the following places:

- Instruments;
- Brake cylinders and brake calipers;
- Under the fuel tank;
- Headstock bearings.

 **Caution**

Any water sprayed around the air intake duct could enter the airbox and engine, causing damage to both items.

 **Caution**

Use of high-pressure spray washers is not recommended. When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Note:

- **Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting. Always use a low alkaline soap to aid the cleaning process.**

Maintenance and Adjustment

After Washing

Remove the plastic bags and tape, and clear the air intakes.

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

Start the engine and run it for 5 minutes. Ensure adequate ventilation for the exhaust fumes.

Use a dry cloth to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

Warning

Never wax or lubricate the brake discs. Loss of braking power and an accident could result. Clean the disc with a proprietary brand of oil-free brake disc cleaner.

Seat Care

Caution

Use of chemicals or high-pressure spray washers is not recommended for cleaning the seat. Using chemicals or pressure washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Unpainted Aluminium Items

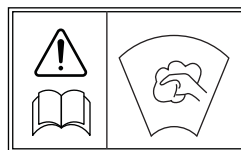
Items such as brake and clutch levers, wheels, engine covers, top and bottom yokes on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are unpainted aluminium parts.

Use a proprietary brand of aluminium cleaner.

Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.

Warranty claims due to inadequate maintenance will not be allowed.

Windscreen Cleaning



Clean the windscreen with a solution of mild soap or detergent and lukewarm water. After cleaning, rinse well and then dry with a soft, lint free cloth.

Caution

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen. Never allow these products to contact the screen.

Maintenance and Adjustment

If the transparency of the windscreen is reduced by scratches or oxidation which cannot be removed, the windscreen must be replaced.

Warning

Never attempt to clean the windscreen while the motorcycle is in motion as releasing the handlebars may cause loss of vehicle control and an accident.

Operation of the motorcycle with a damaged or scratched windscreen will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to an accident causing injury or death.

Caution

Corrosive chemicals such as battery acid will damage the windscreen. Never allow corrosive chemicals to contact the windscreen.

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.

Note:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

Prepare a mixture of cold water and mild automotive cleaner. Do not use a highly alkaline soap as commonly found at commercial car washes because it leaves a residue.

Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.

Rinse the exhaust system thoroughly.

Ensure no soap or water enters the mufflers.

Maintenance and Adjustment

Drying

Dry the exhaust system as far as possible with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

When the exhaust system is dry, rub "Motorex 645 Clean and Protect" into the surface.



The use of abrasive cleaners and polishes will damage the system and must not be used.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

STORAGE

Preparation for Storage

Clean and dry the entire vehicle thoroughly.

Fill the fuel tank with the correct grade of unleaded fuel and add a fuel stabiliser (if available), following the fuel stabiliser manufacturer's instructions.

 **Warning**

Petrol is extremely flammable and can be explosive under certain conditions. Turn the ignition switch off. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Remove the spark plug from each cylinder and put several drops (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to **12 Nm**.

Change the engine oil and filter (see page [97](#)).

Check and if necessary correct the tyre pressures (see page [135](#)).

Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)

Spray rust inhibiting oil (there are a host of products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.

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 [93](#)).

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 [113](#)).

Store the motorcycle in a cool, dry area, away from sunlight, and with a minimum daily temperature variation.

Put a suitable porous cover over the motorcycle to keep dust and dirt from collecting on it. Avoid using plastic or similar non-breathable, coated materials that restrict air flow and allow heat and moisture to accumulate.

Storage

Preparation after Storage

Install the battery (if removed) (see page [116](#)).

If the motorcycle has been stored for more than four months, change the engine oil (see page [97](#)).

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

Before starting the engine, remove the spark plugs from each cylinder.

Put the side stand down.

Crank the engine on the starter motor several times until the oil pressure light goes out.

Refit the spark plugs, tightening to **12 Nm**, and start the engine.

Check and if necessary correct the tyre pressures (see page [135](#)).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

Specifications

SPECIFICATIONS

Dimensions

Overall Length	2248 mm (88.5 in)
Overall Width	885 mm (34.8 in)
Overall Height.....	1410 mm (55.5 in)
Wheelbase.....	1530 mm (60.2 in)
Seat Height	837 mm (32.9 in)

Weights

Wet Weight	259 kg (571 lb)
Maximum Payload	212 kg (467 lb)

Engine

Type.....	In-line 3 cylinder
Displacement.....	1215 cc
Bore x Stroke	85 x 71.4 mm
Compression Ratio	11:1
Cylinder Numbering.....	Left to Right
Cylinder Sequence	1 at left
Firing Order	1-2-3
Starting System.....	Electric Starter

Specifications

Performance

Maximum Power (95/1/EC)	100.74 kW (137 PS/135 bhp) at 9,000 rpm
Maximum Torque	121 Nm (89 lb-ft) at 6,400 rpm

Lubrication

Lubrication	Pressure Lubrication (wetsump)
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Engine Oil Capacities

Dry Fill	4.5 litres
Oil/Filter Change	4.0 litres
Oil Change Only	3.85 litres

Cooling

Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Anti-freeze ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	2.8 litres
Thermostat Opens (nominal)	88°C (nominal)

Specifications

Fuel System

Type	Electronic Fuel Injection
Injectors	Solenoid Operated
Fuel Pump	Submerged Electric
Fuel Pressure (nominal)	3.5 bar

Fuel

Type	91 RON unleaded
Tank Capacity	20.0 litres
(motorcycle upright)	

Ignition

Ignition System	Digital Inductive
Electronic Rev Limiter	9,500 r/min
Spark Plug	NGK CR8EK
Spark Plug Gap	0.7 mm
Gap Tolerance	+0.05/-0.1 mm

Specifications

Transmission

Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Final Drive Ratio	2.557:1
Gear Ratios:	
Front Bevel Box	1.042:1 (24/25)
Rear Bevel Box	2.455:1 (11/27)
1 st	2.846:1 (13/37)
2 nd	2.056:1 (18/37)
3 rd	1.583:1 (24/38)
4 th	1.2916:1 (24/31)
5 th	1.138:1 (29/33)
6 th	1.037:1 (27/28)

Specifications

Tyres

Tyre Sizes:

Front Size 110/80 R19

Rear Size 150/70 R17

Tyre Pressures (Cold):

Front 2.48 bar (36 lb/in²)

Rear 2.90 bar (42 lb/in²)

Warning

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

Approved Road Tyres:

Option 1, Front Metzeler Tourance EXP

Option 1, Rear Metzeler Tourance EXP - M specification

Option 2, Front Pirelli Scorpion Trail

Option 2, Rear Pirelli Scorpion Trail

Option 3, Front Bridgestone BW501

Option 3, Rear Bridgestone BW502

Note:

- For all tyres without a letter specification (such as option 1, rear above), use the standard specification tyre from the manufacturer.

Specifications

Electrical Equipment

Battery Type	YTX20L-BS
Battery Rating	12 Volt, 18 Ah
Alternator	12 Volt, 70 Amp at 4,000 rpm
Headlight	2 x 12 Volt, 55/60 watt, H4 Halogen
Tail/Brake Light	LED
Parking light	12 Volt, 5 watt
Fog light	H3 Halogen 12 Volt, 55 watt
Directional Indicator Lights	12 Volt, 10 watt, amber

Frame

Rake	23.9°
Trail	105.5 mm

Specifications

Tightening Torques

Oil Filter.....	10 Nm
Oil Drain Plug.....	25 Nm
Spark Plug.....	12 Nm
Rear Wheel Nuts.....	70 Nm

Fluids and Lubricants

Engine Oil.....	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic)
Brake and Clutch Fluid.....	DOT 4 Brake and Clutch Fluid
Coolant.....	Triumph HD4X Hybrid OAT coolant
Bearings and Pivots.....	Grease to NLGI 2 specification
Final Drive Unit.....	Castrol SAF-XO (fully synthetic hypoid oil)

Specifications

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