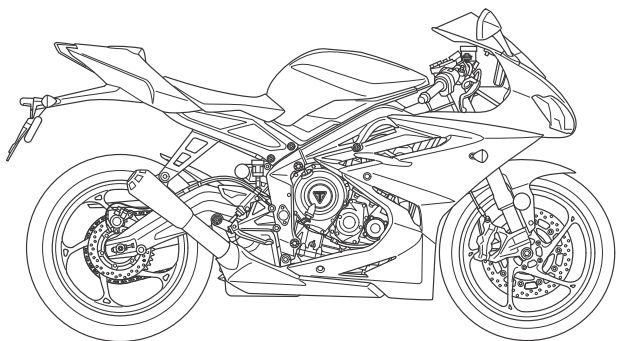




## Owner's Handbook

### Daytona Moto2™ 765



This handbook contains information on the Triumph Daytona Moto2™ 765 motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

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## Table of Contents

This 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

### Warnings, Cautions and Notes

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

#### **Warning**

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

#### **Caution**

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

#### **Note**

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

### Warning Labels



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

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

For the location of all labels showing this symbol, see the Warning Label Locations section of this Owner's Handbook. 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 authorised Triumph dealer, visit the Triumph web site at [www.triumph.co.uk](http://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:

# Foreword

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

Among those acts presumed to constitute tampering are the acts listed below:

- Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
- Removal of, or puncturing of any part of the intake system.
- Lack of proper maintenance.
- Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

## Owner's Handbook

### **Warning**

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

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

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

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

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

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

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

This Owner's Handbook is available from your local dealer in:

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

The languages available for this Owner's Handbook are dependent on the specific motorcycle model and country.

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

Your Triumph Team.

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## Safety First

### The Motorcycle

#### **Warning**

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

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

#### **Warning**

This motorcycle is not designed to tow a trailer or be 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.

The total weight of the rider, accessories and luggage must not exceed the maximum load limit stated in the Specifications section.

#### **Warning**

This motorcycle is fitted with a catalytic converter below the engine, which along with the exhaust system reaches a very high temperature during engine operation.

Flammable materials such as grass, hay/straw, leaves, clothing and luggage etc. could ignite if allowed to come into contact with any part of the exhaust system and catalytic converter.

Always make sure that flammable materials are not allowed to contact the exhaust system or catalytic converter.

# 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 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 the motorcycle in the open air or in an area with adequate ventilation.

## Helmet and Clothing



### **Warning**

When riding the motorcycle, both rider and passenger (on models where carrying a passenger is permitted) must always wear appropriate clothing including a motorcycle helmet, eye protection, gloves, boots, trousers (close fitting around the knee and ankle) and a brightly coloured jacket.

During off-road use (on models suitable for off-road use), the rider must always wear appropriate clothing including trousers and boots.

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.

## **Parking**

### **Warning**

Always switch off the engine and remove the ignition key before leaving the motorcycle unattended. By removing the key, the risk of use of the motorcycle by 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.

# Safety First

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## 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.

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.

## Maintenance and Equipment

### **Warning**

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

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

### **Warning**

Make sure all equipment that is required by law is installed and functioning correctly.

The removal or alteration of the motorcycle's lights, silencers, emission or noise control systems can violate the law.

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

### **Warning**

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

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

## Riding

### **Warning**

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

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

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

### **Warning**

All riders must be licenced to operate the motorcycle.

Operation of the motorcycle without a licence is illegal and could lead to prosecution.

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

### **Warning**

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

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

### **Warning**

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

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

Always reduce speed in potentially hazardous driving conditions such as bad weather or heavy traffic.

### **Warning**

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

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

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

# Safety First

## Handlebars and Footrests

### Warning

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

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

### Warning

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

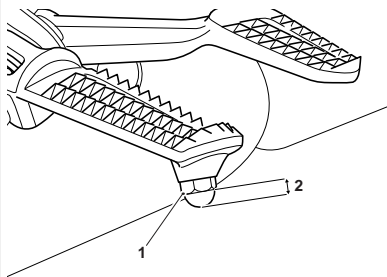
By using the footrests, the rider will reduce the risk of inadvertent contact with any motorcycle components and will also reduce the risk of injury from entrapment of clothing.

### Warning

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

A further increase of the banking angle is unsafe.

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



1. Bank angle indicator

2. Wear limit measurement

### Warning

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

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

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



### Warning

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

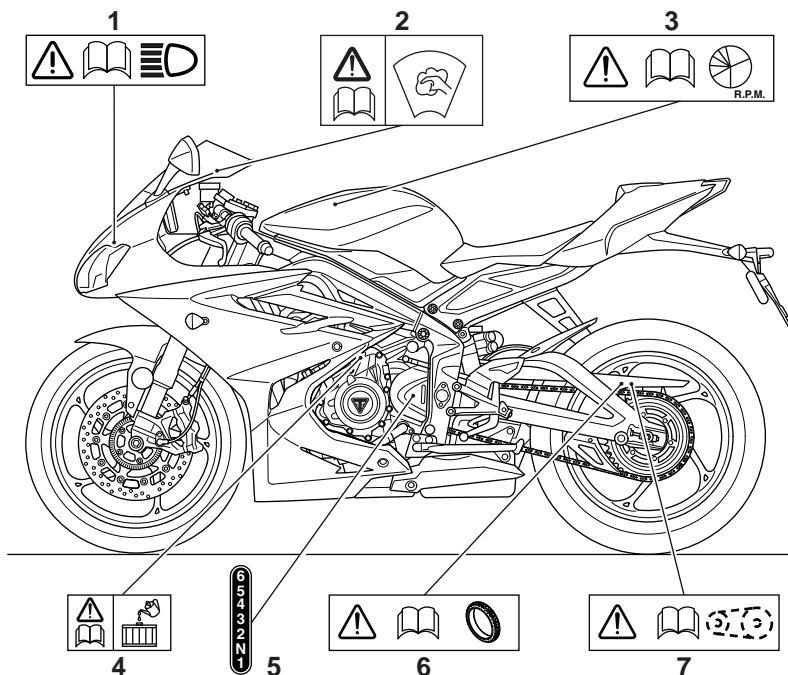
This depends on many various conditions including, but not limited to, road surface, tyre condition and weather. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

# Warning Labels

## Warning Labels

### Warning Label Locations

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



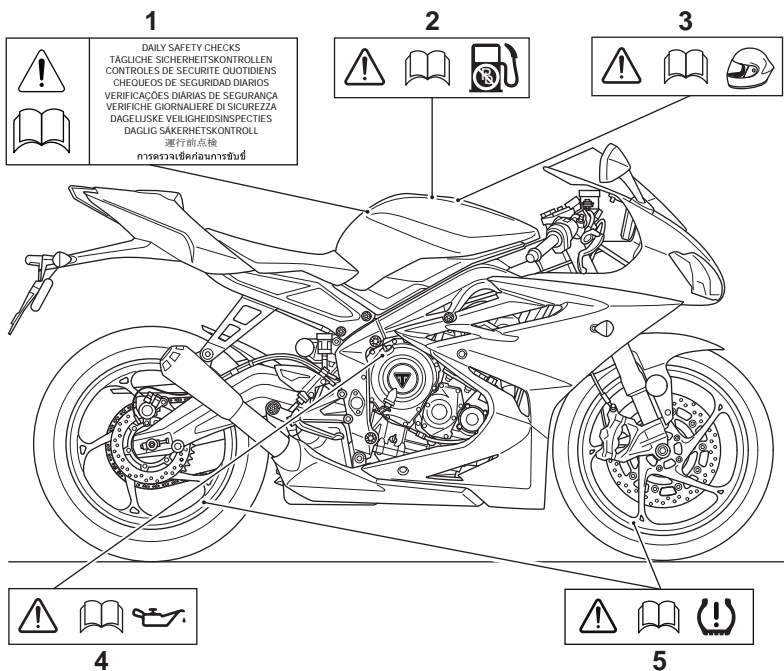
1. Headlights (page 134)
2. Windscreen (page 147)
3. Running-in (page 72)
4. Coolant (page 102)

5. Gears (page 79)
6. Tyres (page 123)
7. Drive Chain (page 107)

## Warning Label Locations (continued)

### **Caution**

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



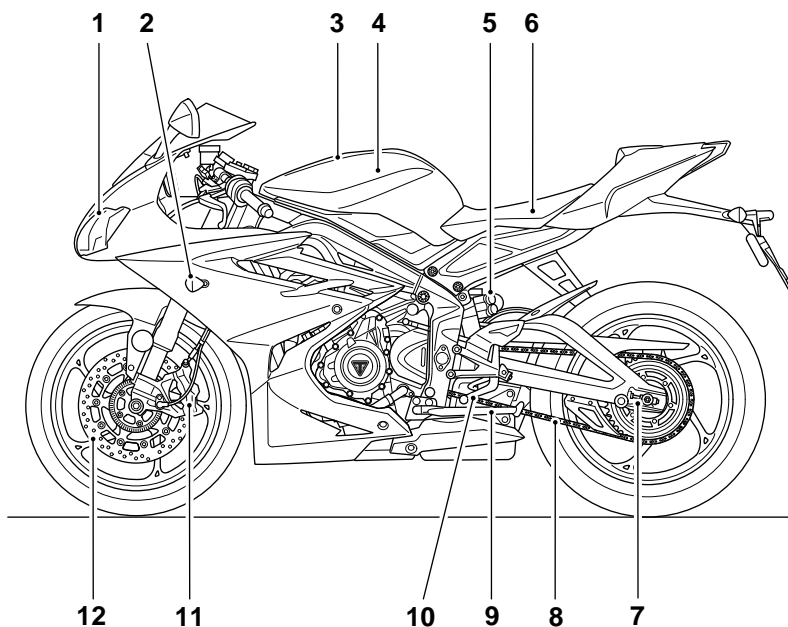
1. Daily Safety Checks (page 73)
2. Unleaded Fuel (page 59)
3. Helmet (page 8)

4. Engine Oil (page 99)
5. Tyre Pressure Monitoring System (TPMS) (if fitted) (page 125)

# Parts Identification

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## Parts Identification

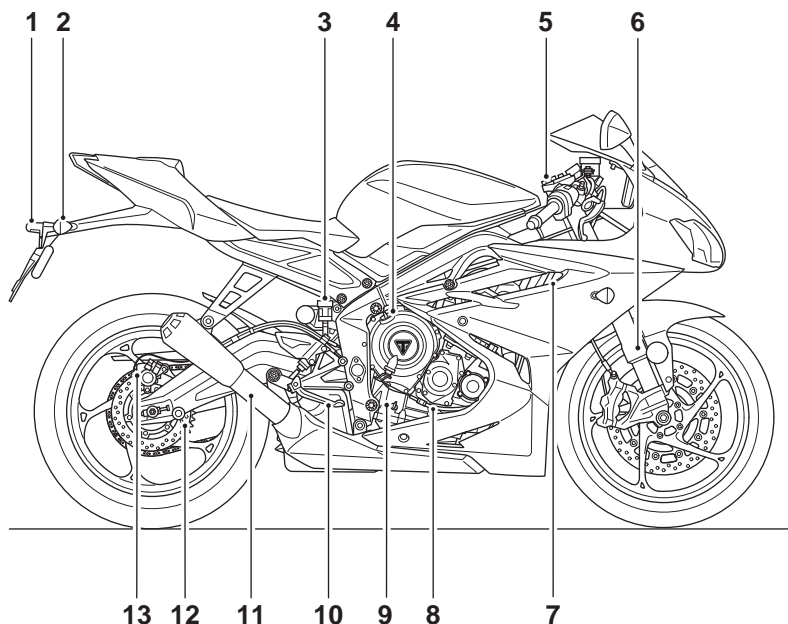


1. Headlight
2. Front direction indicator
3. Fuel filler cap
4. Fuel tank
5. Rear suspension unit
6. Battery (under seat)

7. Drive chain adjuster
8. Drive chain
9. Side stand
10. Gear change pedal
11. Front brake caliper
12. Front brake disc



## Parts Identification - Continued

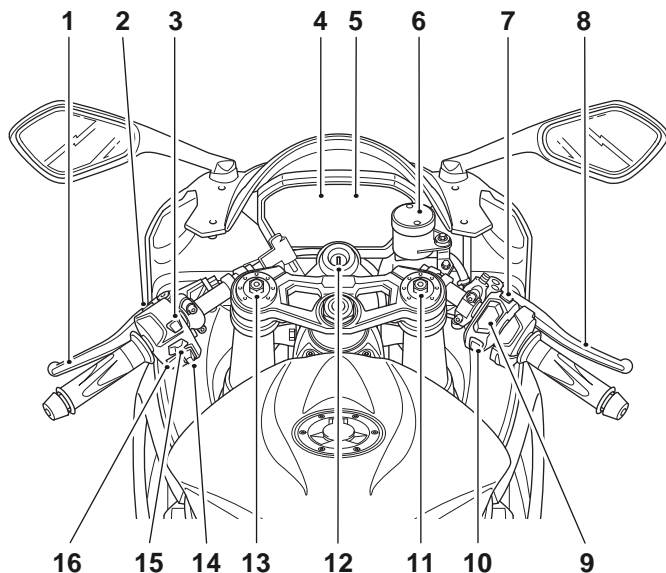


- |                               |                              |
|-------------------------------|------------------------------|
| 1. Licence plate light        | 8. Clutch cable              |
| 2. Rear direction indicator   | 9. Engine oil level dipstick |
| 3. Rear brake fluid reservoir | 10. Rear brake pedal         |
| 4. Oil filler cap             | 11. Silencer                 |
| 5. Front suspension adjusters | 12. Rear brake disc          |
| 6. Front fork                 | 13. Rear brake caliper       |
| 7. Coolant expansion tank     |                              |

# Parts Identification

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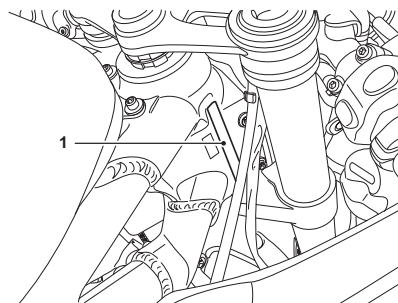
## Rider View Parts Identification



- |                                |                                |
|--------------------------------|--------------------------------|
| 1. Clutch lever                | 9. Engine start/stop switch    |
| 2. High beam/pass button       | 10. HOME button                |
| 3. MODE button                 | 11. Front suspension adjuster  |
| 4. Instrument display          | 12. Ignition switch            |
| 5. Speedometer/odometer        | 13. Front suspension adjuster  |
| 6. Front brake fluid reservoir | 14. Joystick                   |
| 7. Hazard warning light switch | 15. Direction indicator switch |
| 8. Front brake lever           | 16. Horn button                |

## Serial Numbers

### Vehicle Identification Number (VIN)



#### 1. Vehicle identification number

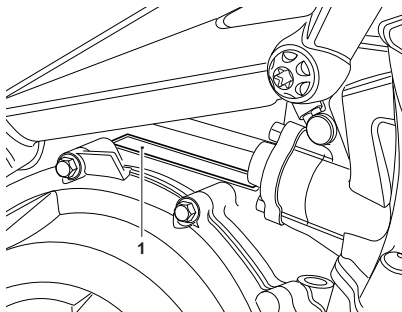
The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. It is also displayed on a label attached to the left hand side of the frame, adjacent to the radiator cowl.

Record the vehicle identification number in the space provided below.

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

Record the engine serial number in the space provided below.

### Engine Serial Number



#### 1. Engine serial number

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## General Information

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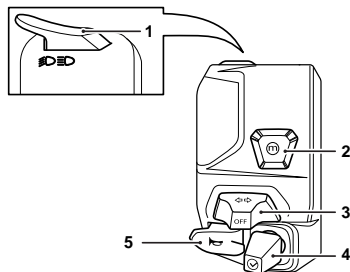
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## Hand Controls

### Left Handlebar Switches



1. High beam button
2. Mode button
3. Direction indicator switch
4. Joystick
5. Horn button

### High Beam Button

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

#### Note

A lighting on/off switch is not 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.

A Pass feature is not available on this model.

The headlight will function when the ignition switch is turned to the ON position. The headlight will go off while pressing the starter button until the engine starts.

### Mode Button

When the Mode button is pressed and released it will activate the Riding Mode Selection menu in the display screen. Further presses of the Mode button will scroll through the available riding modes (see page 42).

### Direction Indicator Switch

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

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

Automatic self cancelling indicators can be activated in the Bike Set Up menu, for more information see page 51.

There are two options available:

- Manual - The self-cancelling function is off. The direction indicators must be manually cancelled.
- Auto - The self-cancelling function is on. The indicators will activate for eight seconds plus an additional 65 meters.

#### Note

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

### Joystick Button

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

- Up - scroll the menu from the bottom of the list to the top

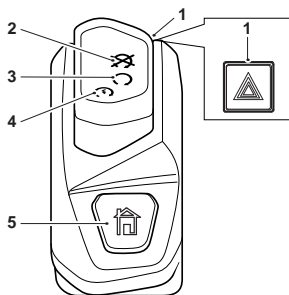
# General Information

- Down - scroll the menu from the top of the list to bottom
- Left - scroll the menu to the left
- Right - scroll the menu to the right
- Centre - press to confirm selection.

## Horn Button

When the horn button is pushed, with the ignition switch turned on, the horn will sound.

## Right Handlebar Switches



1. Hazard warning light switch
2. STOP position
3. RUN position
4. START position
5. Home button

## Hazard Warning Lights

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

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

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

## STOP Position

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



### Caution

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

### Note

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

## RUN Position

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

## START Position

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

### Note

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



## Home Button

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

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

## Brake Lever Adjusters

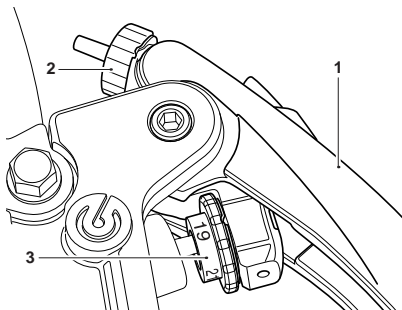
### Warning

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

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

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

There are two adjusters fitted to the brake lever; a span adjuster and a ratio adjuster.



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

## Span Adjuster

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

To adjust the brake lever span:

- Rotate the span adjuster anticlockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.
- The distance from the handlebar grip to the released brake lever is shortest when the span adjuster is rotated fully anticlockwise.

## Ratio Adjuster

The ratio adjuster moves the brake master cylinder push rod to the left or right in 1 mm increments from 19 mm to 21 mm.

To adjust the brake lever ratio:

- Rotate the ratio adjuster to the rider's preferred position. The ratio adjuster can be rotated both clockwise and anticlockwise to set the required preference.
- An audible click can be heard when the ratio adjuster is locked into position.
- The ratio adjuster has three lever positions:
  - 19 (19 mm) for a softer brake feel with a longer lever travel
  - 20 (20 mm) for a firmer brake feel and a medium lever travel
  - 21 (21 mm) for a firm brake feel and a shorter lever travel.

# General Information

## Clutch Lever

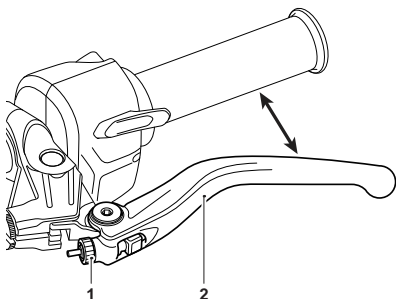
### **Warning**

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

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

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

A span adjuster is fitted to the clutch lever. The adjuster allows the distance from the handlebar to the clutch lever to be changed to suit the span of the rider's hand.



1. **Span adjuster**
2. **Clutch lever**

To adjust the clutch lever span:

- Rotate the span adjuster anticlockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.

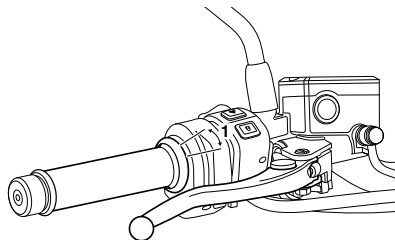
- The distance from the handlebar grip to the released clutch lever is shortest when the adjuster wheel is adjusted fully anticlockwise.

## Throttle Control

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

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

There are no user adjustments for the throttle control.



1. **Throttle closed position**

### **Warning**

Reduce speed and do not continue to ride for longer than is necessary with the Malfunction Indicator Light (MIL) illuminated.

The fault may adversely affect engine performance, exhaust emissions and fuel consumption.

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

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 longer than two seconds the throttles will close and the engine speed will reduce. To return to normal throttle operation, release the throttle control, release the brakes and then reopen the throttle.

### **Ignition Switch/Steering Lock**

#### **Warning**

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

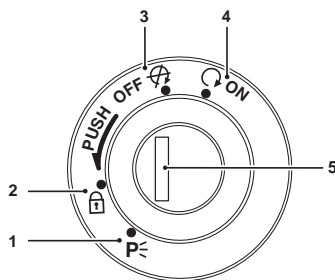
Any unauthorised use of the motorcycle may cause injury to the user, other road users and pedestrians and may also cause damage to the motorcycle.

# General Information

## Warning

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

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



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

## Switch Operation

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

**TO LOCK:** Turn the steering fully to the left, turn the key to the OFF position, push and fully release the key, then rotate it to the LOCK position.

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

## Note

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

## Ignition Key

## Warning

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

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

## Caution

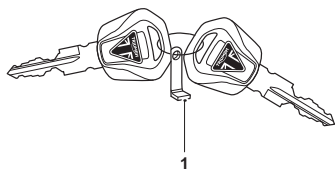
Additional keys, key rings/chains or items attached to the ignition key may cause damage to the motorcycle's painted or polished components.

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

### **Caution**

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

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



#### **1. Key number tag**

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

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

A transponder is fitted within the ignition keys to turn off the engine immobiliser. To make sure 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

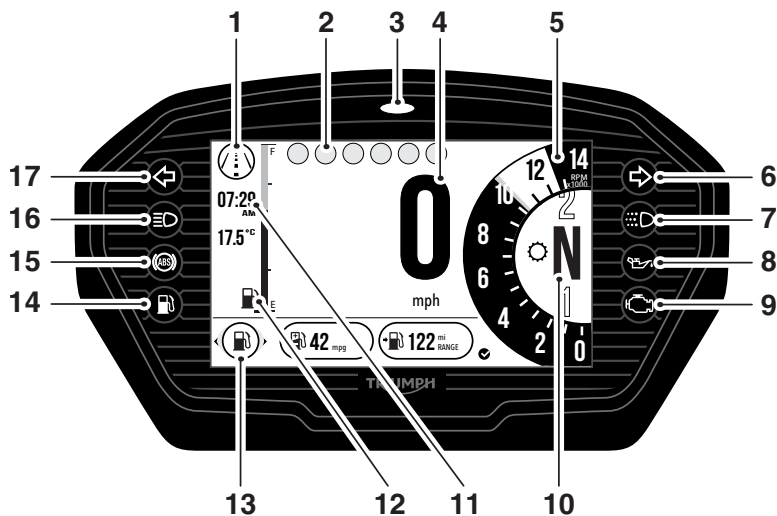
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## Instruments

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### Instrument Panel Layout



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

# General Information

## Warning Lights

### Note

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

For additional warning and information messages, see page 36.

## Engine Management System Malfunction Indicator Light (MIL)



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

If the engine is running and there is a fault with the engine management system the MIL will be illuminated and the general warning symbol will flash. In such circumstances, the engine management system may switch to 'limp-home' mode so that the journey may be completed, if the fault is not so severe that the engine will not run.



## Warning

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

Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident.

Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

### Note

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

## Low Oil Pressure Warning Light



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



## Caution

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

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



### Note

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

### Low Fuel Indicator Light



The low fuel indicator light will illuminate when there are approximately 3 litres of fuel remaining in the tank.

### Immobiliser/Alarm Indicator Light

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

#### Without Alarm Fitted

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

#### With Alarm Fitted

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

### Anti-lock Braking System (ABS) Warning Light



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

### Note

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

The warning light will not illuminate again until the engine is restarted unless there is a fault, or the ABS is disabled by the rider.

If the ABS is disabled by the rider the warning light will illuminate until the ABS is enabled again.

If there is a fault with the ABS system the warning light will be illuminated and the general warning symbol will flash.

## General Information

### 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 motorcycle control and an accident.

### Warning

If the traction control is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin.

Do not continue to ride for longer than is necessary with the engine management system Malfunction Indicator Light (MIL) and traction control warning lights illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked.

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

### Traction Control (TC) Indicator Light



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

If traction control is switched on:

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

If traction control is switched off:

- The TC indicator light will not illuminate. Instead the TC disabled warning light will be illuminated.

#### Note

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

### Traction Control (TC) Disabled Warning Light



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

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

### Tyre Pressure Warning Light (TPMS) (if fitted)

#### **Warning**

Stop the motorcycle if the tyre pressure warning light illuminates.

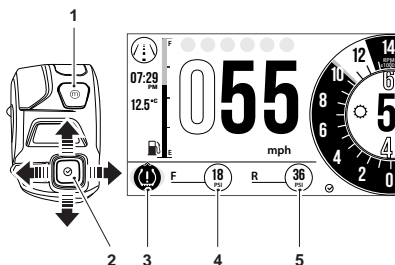
Do not ride the motorcycle until the tyres have been checked and the tyre pressures are at their recommended pressure when cold.



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System (TPMS) (if fitted).

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

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



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

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 124. 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.

### Hazard Warning Lights

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

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

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

# General Information

## High Beam Light



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

## Direction Indicators



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

## Daytime Running Lights (DRL) (if fitted)



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

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page 36.



## Warning

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

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

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

### Note

During daylight hours the Daytime Running Lights (DRL) improve the motorcycles visibility to other road users.

Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.










## Warning and Information Messages

### Note

It is possible for multiple warning and information messages to be displayed when a fault occurs. Where this is the case, warning messages will take priority over information messages and the warning symbol will be shown on the display.

The number of currently active warning messages is shown in the information tray.

The following warning and information messages may be shown if a fault is detected on the motorcycle.

	LOW OIL PRESSURE - CHECK MANUAL (red indicator)
	CHECK ENGINE (amber indicator)
	ABS SYSTEM DISABLED - CHECK MANUAL (amber indicator)
	BATTERY LOW - CHECK MANUAL (red indicator)
	SENSOR SIGNAL FRONT/REAR TYRE - CHECK MANUAL (red indicator)
	BATTERY LOW FRONT/REAR TYRE - CHECK MANUAL (amber indicator)
	TC-SYSTEM DISABLED - CHECK MANUAL (amber indicator)
	SERVICE OVERDUE - CONTACT DEALER (amber indicator)
	BULB FAULT LEFT/RIGHT FRONT/REAR INDICATOR - CHECK MANUAL (amber indicator)

If more than one message is shown, then the down arrow becomes active. Press the joystick down to show further messages.

Press the joystick centre to acknowledge and hide each message.

### BATTERY LOW

CHECK MANUAL



ACKNOWLEDGE

1/3warning

### Low Battery Warning Shown

Push the joystick left or right to review the warnings previously acknowledged.

All previously acknowledged warnings will be shown until they have been rectified. They can be reviewed in the information tray.

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

### Speedometer and Odometer

The speedometer indicates the road speed of the motorcycle.

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

### Tachometer



### Caution

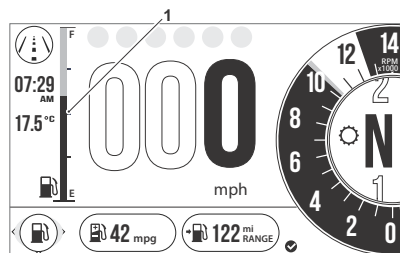
Never allow engine speed to enter the red zone as severe engine damage may result.

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

# General Information

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

## Fuel Gauge



### 1. Fuel gauge

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

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

### Note

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

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

The low fuel warning light will illuminate when approximately 3.0 litres of fuel is remaining in the tank and you should refuel at the earliest opportunity. The range to empty and instantaneous fuel consumption will be also displayed in the Information tray. Press the Joystick centre to acknowledge and hide the low fuel warning.

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.

## Service Interval Announcement (SIA)



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

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

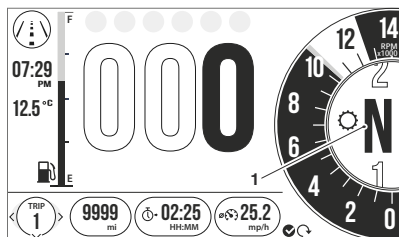
When the service has been carried out by your authorised Triumph dealer, the system will be reset.

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

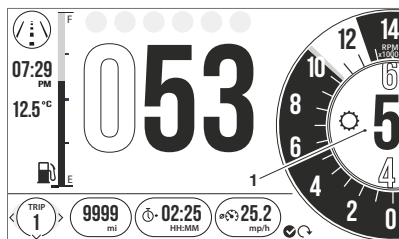
The service/maintenance indicator will also be displayed if a fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

## Gear Position Display

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



1. Gear position display (neutral position displayed)














1. Gear position display (fifth gear displayed)

## Display Navigation

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

## General Information

---

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

Styles can also be selected through the Style Options tray, see page 48.

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

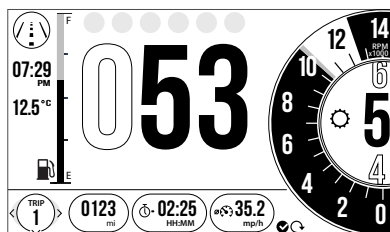
## Themes and Styles

To select a theme or style, see page 53.

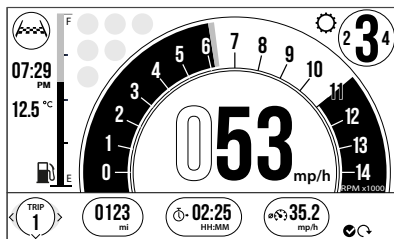
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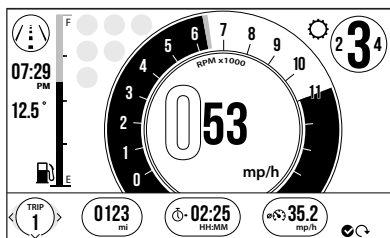
Theme 1



Theme 1 Style 1

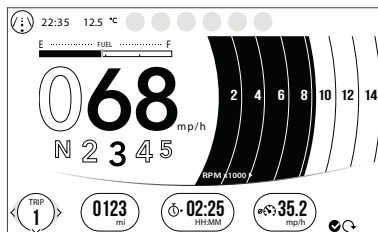


Theme 1 Style 2

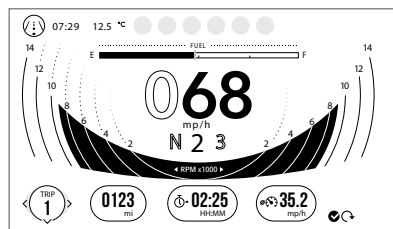


Theme 1 Style 3

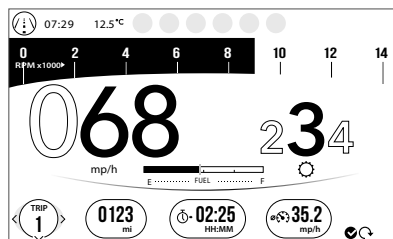
Theme 2



Theme 2 Style 1



Theme 2 Style 2



Theme 2 Style 3










# General Information

## Riding Modes

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

Riding modes can be selected using the MODE button located on the left hand switch housing, whilst the motorcycle is stationary or moving, see page 42.

Five riding modes are available. If a riding mode is edited, (other than the RIDER mode), the icon will change as shown below.

Default Icon	Rider Edited Icon	Description
		RAIN
		ROAD
		SPORT
		TRACK
	-	RIDER

Each riding mode is adjustable. For more information, see page 50.

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

## Riding Mode Selection

### Warning

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

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

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

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

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

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

### **Warning**

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

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

### **Warning**

If Traction Control (TC) has been disabled in the Main Menu as described on page 51 then all TC settings that were saved for all riding modes will be overridden.

TC will remain off regardless of the riding mode selection, until it has been re-enabled or the ignition has been switched off then on again.

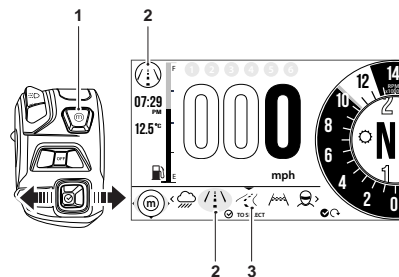
If the traction control is disabled, the motorcycle will handle as normal but without traction control. In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

### **Note**

The riding mode will default to ROAD when the ignition is switched ON, if the TRACK or RIDER Mode was active the last time the ignition was switched OFF with TC set to TRACK or OFF in the required mode.

Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON.

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



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

To select a riding mode:

- Press and release the MODE button on the left hand switch housing to activate the riding mode selection tray.
- The currently active riding mode icon is shown in the right hand side of the display.

# General Information

---

To change the selected riding mode:

- Press the joystick left or right, or repeatedly press the MODE button until the required riding mode is highlighted in the centre of the riding mode information tray.
- A brief press of the joystick centre will select the required riding mode, and the riding mode icon in the right hand side of the display will change.
- The selected mode is activated once the following conditions for switching modes have been met:

## Motorcycle Stationary - Engine Off

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

## Motorcycle Stationary - Engine Running

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

## Motorcycle in Motion

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

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

## Note

**It is not possible to select TRACK or RIDER modes whilst the motorcycle is in motion, if the TC settings are set to TRACK or OFF in either of those modes.**

**In this case, the motorcycle must be brought to a stop before the riding mode change can take place.**

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

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

## Information Tray



### Warning

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

- At low speed
- In traffic free areas
- On straight and level roads or surfaces
- In good road and weather conditions.

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

## Note

**To access the information tray, the warning messages must first be acknowledged, see page 45.**

To view the different information tray items, push the joystick left/right until the required information tray item is shown.

The information tray contains the following information tray items:

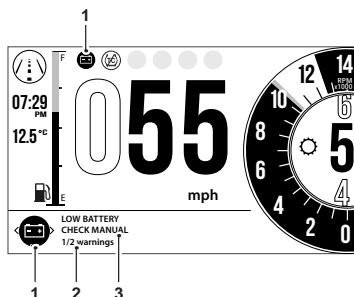
- Warnings and Information Messages, see page 45

- Trip Meter, see page 46
- Fuel Information, see page 46
- Tyre Pressure Monitoring System (TPMS) (if fitted), see page 47
- Odometer, see page 47
- Service Interval, see page 47
- Screen Contrast, see page 48
- Style Options, see page 48
- Lap Timer, see page 48
- Coolant Temperature, see page 45.

Different information tray items can be shown or hidden from the information tray. For further information, refer to page 54.

### Warning Review

Any warnings and information messages are shown in the Warning Review tray. An example is shown below.



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

To review any warnings:

- Push the joystick left/right to scroll through the options until the warning review is shown.

- Push the joystick down/up to review each warning (if more than one).
- Push the joystick left/right to return to the information tray.

### Coolant Temperature Gauge

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



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

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

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

# General Information

## Caution

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

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

## Trip Meter

There are two trip meters that can be accessed and reset in the information tray.



To view a specific trip meter:

- Push the joystick left/right until the required trip meter is shown.

### Note

**Trip 2 meter can be shown or hidden from the information tray. For more information, see page 53.**

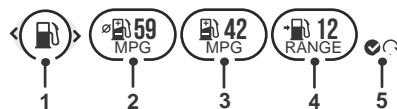
To reset a trip meter:

- Select the trip meter to be reset.
- Press and hold the joystick centre for more than one second.
- The trip meter will then be reset.

The trip meter can also be reset from the Main menu options, see page 52.

## Fuel Status Information

The Fuel Status information tray shows fuel consumption information.



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

To access the fuel status information, push the joystick left/right to scroll through the options until the fuel status information tray is shown.

### Fuel Information Light

This illuminates when the fuel level warning light is activated.

### Average Fuel Consumption

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

### Instantaneous Fuel Consumption

This is an indication of the fuel consumption at an instant in time. If the motorcycle is stationary, --.- will be shown in the display area.

### Range to Empty

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

### Reset

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

### Note

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.

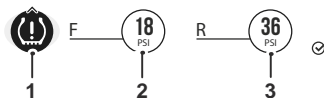
### Tyre Pressure Monitoring System (TPMS) (if fitted)

#### **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.

The Tyre Pressure Monitoring System (TPMS) information tray shows the front and rear tyre pressures.



1. Tyre pressure warning light
2. Front tyre pressure indicator
3. Rear tyre pressure indicator

### Tyre Pressure Warning Light

The tyre pressure 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.

### Front Tyre Pressure Indicator

This shows the current front tyre pressure.

### Rear Tyre Pressure Display

This shows the current rear tyre pressure.

For more information on TPMS and tyre pressures, see page 63.

### Odometer

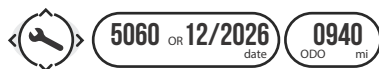
The odometer shows the total distance that the motorcycle has travelled.



### Odometer

### Service Interval Announcement (SIA)

The Service Interval Announcements (SIA) information tray shows the distance and days remaining before the next service is recommended.



### Service Interval Announcement

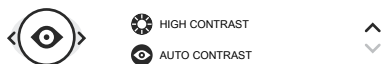
If the distance to the next service is 600 miles (1,000 km) or less, or the time is 30 days or less, then the service symbol and the distance/days remaining before the next service will be displayed for three seconds.

For information regarding the service interval announcement, see page 52.

# General Information

## Screen Contrast

The Screen Contrast information tray allows the display screen contrast to be adjusted.



There are two options available:

- **HIGH CONTRAST** - This option locks the display screen to the white background version of each display screen for maximum visibility during the day.
- **AUTO CONTRAST** - This option uses the instrument light sensor to adjust the contrast to the most suitable setting. In bright sunlight, low brightness settings will be overridden to make sure that the instruments can be viewed at all times.

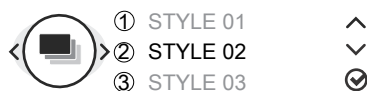
If the rider defined brightness setting is suitable this will be used, see page 54.

### Note

**Do not cover the light sensor on the display screen as this will stop the screen brightness and contrast from working correctly.**

## Style Options

The Style Options information tray allows a different style to be applied to the display screen.



**Style 2 Option Selected**

To select a different style:

- Push the joystick down/up to select the required style.
- Press the joystick centre to confirm.

## Lap Timer

The Lap Timer information tray allows a certain distance/lap to be timed and compared against a previously timed lap.



To start a lap (THIS LAP):

- Briefly press the joystick down/up or centre, the counter will start to count the first lap.
- Pressing joystick down/up or centre will start a new lap, and the previous lap's time and average speed will be shown in the tray (PREV.LAP) next to the new lap time.
- A long press (longer than two seconds) of the joystick down/up or centre will stop the lap timer, clear the stored data and start a new lap time.
- The stored lap data can be seen from the Main Menu. For more information, see page 57.

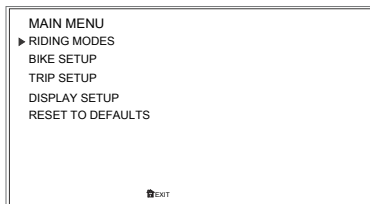
## Main Menu

To access the Main menu:

- The motorcycle must be stationary with the ignition switched on.
- Press the HOME button on the right handlebar switch housing.



- Push the joystick down/up to scroll the Main menu until the required option is selected. Press the joystick centre to confirm.



**Main Menu Screen**

The Main menu allows access to the following options:

### Riding Modes

This menu allows configuration of the riding modes. For more information, see page 49.

### Bike Set Up

This menu allows configuration of the different features of the motorcycle. For more information, see page 51.

### Trip Set Up

This menu allows configuration of Trip 1 and Trip 2. For more information, see page 52.

### Display Set Up

This menu allows configuration of the display options. For more information, see page 53.

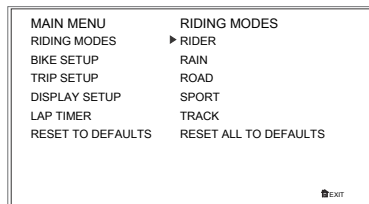
### Reset to Defaults

This menu allows all instrument settings to be returned to the default setting. For more information, see page 59.

## Riding Modes

To access the riding modes menu:

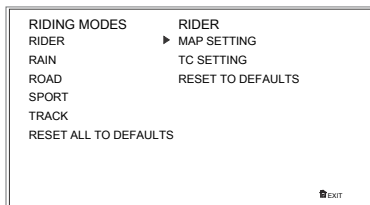
- From the MAIN MENU, push the joystick down and select RIDING MODES.
- Press the joystick centre to confirm.



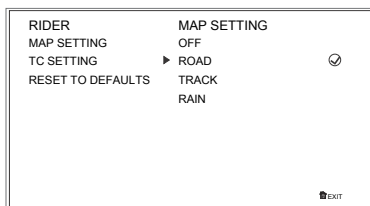
- Scroll down/up using the joystick to select the required riding mode. Press the joystick centre to confirm.

# General Information

- The relevant settings options for the selected riding mode are now shown.



- To change a setting, scroll down/up using the joystick until the required setting option is highlighted. Press the joystick centre to select.



**ROAD MAP Setting Shown**

## Riding Mode Configuration

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

Riding Modes					
	RAIN	ROAD	SPORT	TRACK	RIDER
Anti-lock Braking System (ABS)					
Road	●	●	●	○	●
Track	⊘	⊘	⊘	●	○
MAP (Throttle Response)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	●	○
Traction Control (TC)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	○	○
Track	⊘	⊘	⊘	●	○
Off	Via Menu	Via Menu	Via Menu	○	○
Key					
●	Standard (factory default setting)				
○	Selectable option				
⊘	Option not available				

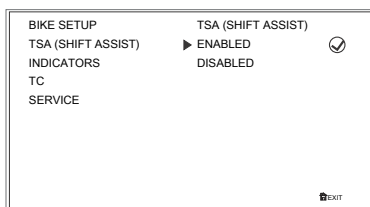
## Bike Set Up - TSA (Shift Assist)

Triumph Shift Assist (TSA) triggers a momentary engine torque change to allow gears to engage, without closure of the throttle or operation of the clutch. This feature works for both up-changes and down-changes of gear.

The clutch must be used for stopping and pulling away.

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

It is necessary to use a positive pedal force to make sure there is a smooth gear change.



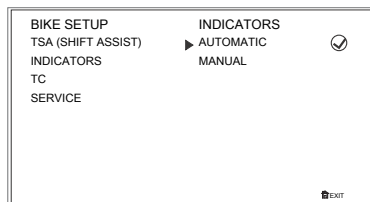
To enable or disable Triumph Shift Assist:

- From the BIKE SETUP menu, push the joystick down to select TSA (SHIFT ASSIST) and press the joystick to confirm.
- Push the joystick down/up to scroll between ENABLED and DISABLED.
- Press the joystick centre to confirm the required selection.
- The display will then return to the BIKE SET UP menu.

For more information on Triumph Shift Assist (TSA), see page 80.

## Bike Set Up - Direction Indicators

The direction indicators can be set to automatic or manual.



To select the required direction indicators mode:

- From the BIKE SET UP menu, push the joystick down to select INDICATORS and press the joystick centre to confirm.
- Push the joystick down/up to scroll between AUTOMATIC and MANUAL.
  - AUTOMATIC - The self-cancelling function is on. The indicators will activate for eight seconds plus an additional 65 meters.
  - MANUAL - The self-cancelling function is off. The direction indicators must be manually cancelled using the direction indicator switch.
- Press the joystick centre to confirm the required selection.
- The display will then return to the BIKE SET UP menu.

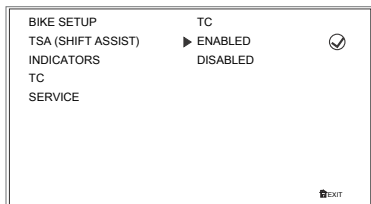
## Bike Set Up - Traction Control (TC)

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

# General Information

To disable or enable the TC system:

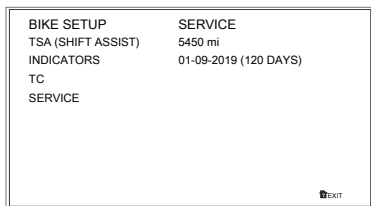
- From the BIKE SET UP menu, push the joystick down/up to select TC and press the joystick centre to confirm.



- Push the joystick down/up to scroll between ENABLED and DISABLED.
- Press the joystick centre to select the required option.
- Once selected the display will return to the BIKE SET UP display.

## Bike Set Up - Service

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



To review the service interval:

- From the BIKE SET UP menu, push the joystick down to select SERVICE.
- Press the joystick centre to display the SERVICE information.

## Trip Set Up

This menu allows the configuration of the trip meters.

There are three options available; TRIP 1 RESET, TRIP 2 RESET and TRIP 2 DISPLAY.

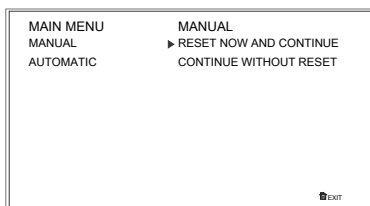
Each trip meter can be configured to be reset either manually or automatically. The set up procedure is the same for both trip meters.

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

## Trip Set Up - Manual Reset

To set the trip computer to reset manually:

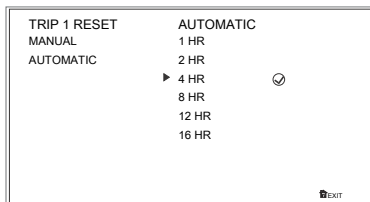
- From the TRIP SETUP menu, push the joystick down and then press the joystick centre to select TRIP 1 RESET or TRIP 2 RESET.
- Push the joystick centre to select MANUAL.



There are two options:

- RESET NOW AND CONTINUE - Resets all trip meter data in the relevant trip meter.
- CONTINUE WITHOUT RESET - Any trip meter data in the relevant trip meter will not be reset.

## Trip Set Up - Automatic Reset



To set the trip computer to automatically reset:

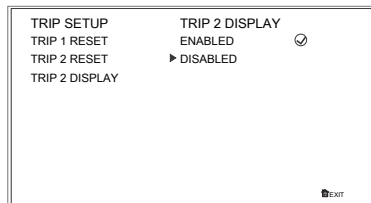
- From the TRIP SETUP menu, push the joystick down/up and then press the joystick centre to select TRIP 1 RESET or TRIP 2 RESET.
- Push the joystick down/up to select AUTOMATIC and then press the joystick centre to confirm.
- Using the joystick down/up, choose the timer setting and press the joystick centre to confirm the required time limit.
- The required time limit is then stored in the trip memory. A tick is shown to indicate the selected option.
- When the ignition is turned off, the trip meter is set to zero when the time period has elapsed.

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

Ignition Turned Off	Selected Time Delay	Trip Meter Resets to Zero
10:30 hrs	4 HR	14:30 hrs
18:00 hrs	16 HR	10:00 hrs (next day)

## Trip 2 Enable/Disable

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

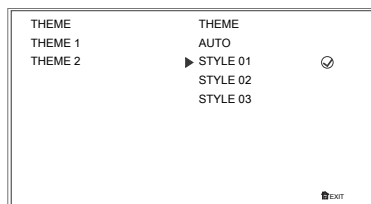


To enable or disable the Trip 2 meter:

- From the TRIP SETUP menu, push the joystick down/up to scroll to the TRIP 2 DISPLAY. Press the joystick centre to confirm.
- Push the joystick down/up to scroll between ENABLED and DISABLED.
- Press the joystick centre to confirm. A tick is shown to indicate the selected option.

## Display Set Up - Styles and Themes

Different themes and styles can be applied to the instrument panel display screen.

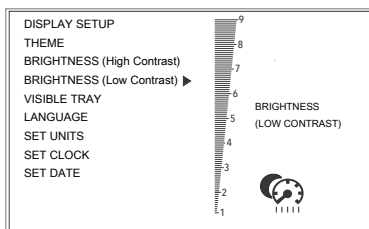


To select a style or theme:

- The motorcycle must be stationary with the ignition turned to the ON position.

# General Information

- Push the HOME button to display the MAIN MENU.
- Push the joystick down and then press the joystick centre to select DISPLAY SET UP.
- Push the joystick centre to display the STYLES or THEME menu.
- Push the joystick down/up to scroll between the THEMES.
- Press the joystick centre to select the required THEME.
- Push the joystick down/up to scroll between the STYLES.
- Press the joystick centre to select the required STYLE.
- The new style or theme will be saved. Press the HOME button to exit.
- Press the joystick centre to select the required menu.



## BRIGHTNESS (LOW CONTRAST) Shown

- Push the joystick down/up to adjust the brightness.
- Press the joystick centre to confirm the required level of brightness.
- Press the HOME button to return to the main display.

## Note

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

## Display Set Up - Brightness

There are two brightness options to choose:

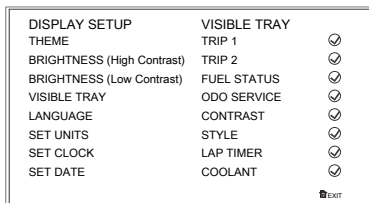
- High contrast - day time mode
- Low contrast - night time mode.

To adjust the brightness:

- From the DISPLAY SET UP menu, push the joystick down to select BRIGHTNESS (HIGH CONTRAST) or BRIGHTNESS (LOW CONTRAST) menu.

## Display Set Up - Visible Tray

The Visible Tray menu allows the selection of the items to be shown in the information tray.



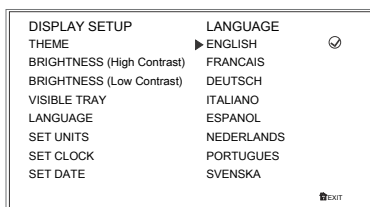
To select the Visible Tray menu:

- From the DISPLAY SET UP menu, push the joystick down to select the VISIBLE TRAY option.

- Press the joystick centre to show the available options.
- Scroll the menu by moving the joystick down/up until the required option is highlighted.
- Press the joystick centre to select/deselect the information trays.
- An information tray item with a tick next to it will be shown in the tray. An information tray item without a tick next to it will not be shown in the tray.

### Display Set Up - Language

The Language menu allows the preferred language to be used as the instrument display language.



To select the required language for the instrument display:

- From the DISPLAY SET UP menu, push the joystick down to select the LANGUAGES option.
- Press the joystick centre to confirm and display the available language options.
- Scroll the menu by pushing the joystick down/up until the required language option is highlighted.
- Press the joystick centre to select/deselect the correct LANGUAGE. A tick is shown to indicate the selected option.

- Press the joystick centre to confirm the language option.

### Display Set Up - Set Units

The Set Units menu allows the selection of a preferred unit of measurement.

To select the required units of measurement:

- From the DISPLAY SET UP menu, push the joystick down and select SET UNITS.
- Press the joystick centre to confirm.

To change the unit of measurement:

- Push the joystick down/up to highlight the required option (ECONOMY or PRESSURE).
- Press the joystick centre to select. A tick is shown to indicate the selected option.
- Push the joystick down/up to select the required unit of measurement.
- Press the joystick centre to confirm. A tick is shown to indicate the selected option.

The options available are:

Economy:

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

Pressure:

- PSI
- bar
- KPa

# General Information

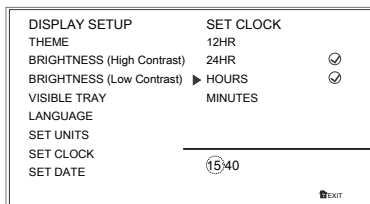
## Display Set Up - Set Clock

The Set Clock menu allows the adjustment of the clock to be set to the local time.

To set the clock:

- From the Display Set Up menu, push the joystick down to select SET CLOCK and press the joystick centre to confirm.
- Push the joystick down/up to select between either 12HR or 24HR clock and press the joystick centre to confirm selection. A tick is shown to indicate the selected option. The clock will display in either 12 or 24 hour format.
- Once the clock format is set, the display will return to the SET CLOCK menu.

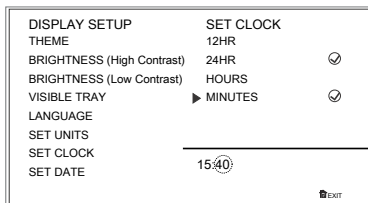
To set the time, push the joystick down/up to select HOURS or MINUTES.



To adjust the hour setting:

- Select HOURS on the display and press the joystick centre. A tick will appear next to HOURS and the hour display will flash.

- Push the joystick down/up to set the hour. Press the joystick centre to confirm.

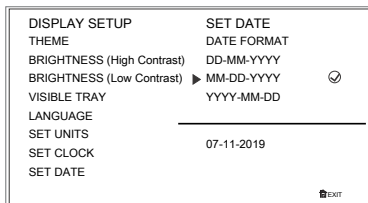


To adjust the minute setting:

- Select MINUTES on the display and press the joystick centre. A tick will appear next to MINUTES and the minute display will flash.
- Push the joystick down/up to set the minute. Press the joystick centre to confirm.

## Display Set Up - Set Date

This function allows the date and date format to be adjusted.

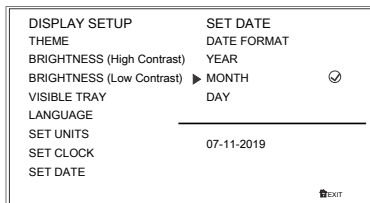


To set the date and date format:

- From the DISPLAY SET UP menu, push the joystick down to select DATE and press the joystick centre to confirm.
- Push the joystick down/up to select DATE FORMAT. Press the joystick centre to confirm.



- Push the joystick down/up to select any of the date format options and press the joystick centre to confirm selection. A tick is shown to indicate the selected option.
- Once the date format is set the display will return to the DATE menu.



To set the date:

- From the DISPLAY SET UP menu, push the joystick down to select DATE and press the joystick centre to confirm.
- Push the joystick down/up to select YEAR and press the joystick centre to confirm. The YEAR display will flash.
- Push the joystick down/up to set the current year and then press the joystick centre to confirm.
- To set the MONTH and DAY repeat the procedure used to set the year.

### Lap Timer

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

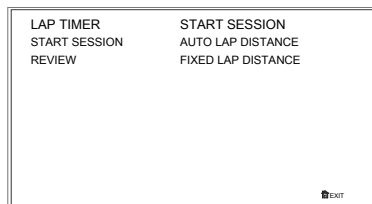
- Push the HOME button to show the MAIN MENU.
- Push the joystick down and then press the joystick centre to select LAP TIMER.

The options available are:

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

### Lap Timer - Start Session

This function allows the lap timer options to be set.



There are two options available:

- AUTO LAP DISTANCE - The motorcycle odometer is used to calculate the lap distance and average speed. The lap distance is accurate to +/-50 metres.
- FIXED LAP DISTANCE - Allows the exact lap distance in yards or metres to be set. The lap timer uses the set distance to calculate a more accurate average speed, compared to Auto Lap Distance.

### AUTO LAP DISTANCE

To set the auto lap distance:

- Push the joystick down/up to select AUTO LAP DISTANCE and press the joystick centre to start the lap timer session.

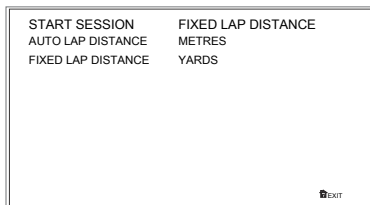
### FIXED LAP DISTANCE

# General Information

To set the fixed lap distance:

- Push the joystick down/up to select **FIXED LAP DISTANCE** and press the joystick centre. The **UNITS** and **SET DISTANCE** menus will be shown.

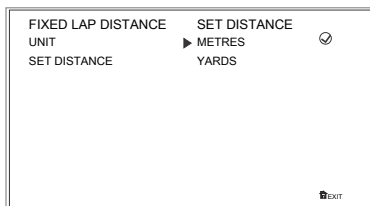
## UNITS



## SET DISTANCE

To manually input a measured distance:

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



To start the lap timer, see page 57.

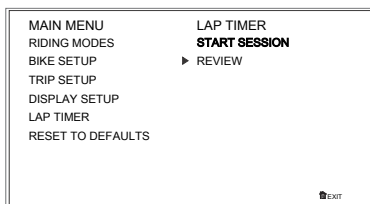
## Lap Timer - Review

This function allows any stored sessions to be reviewed.

To select the Lap Timer - Review menu, the motorcycle must be stationary with the ignition turned to the ON position.

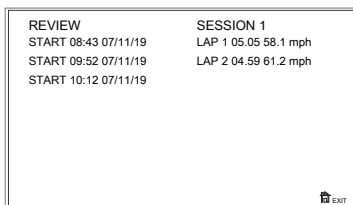
- From the **MAIN MENU**, push the joystick down to select **LAP TIMER**.

- Push the joystick down to select the **REVIEW** menu.



- Push the joystick centre to display the stored sessions.
- Push the joystick down/up to select the required session.
- Press joystick centre to select the desired session and review the stored lap times using joystick up/down.

Sessions are stored in time and date order.



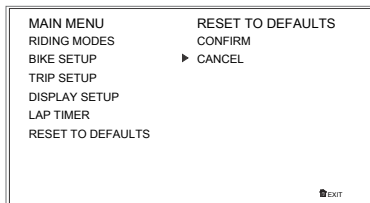
## Note

The lap timer will store up to five sessions and up to 24 laps per session. Once this limit is reached, earlier sessions will be overwritten.

To delete all stored lap timer sessions, see page 59.

### Reset to Defaults

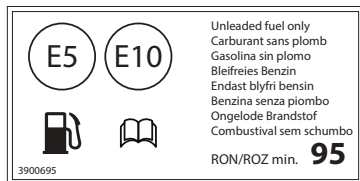
The Reset to Default option allows the Main Menu display items to be reset to the default setting.



To reset the Main Menu display items:

- From the Main Menu, push the joystick down and select RESET TO DEFAULTS.
- Push the joystick down/up to select CONFIRM or CANCEL. Press the joystick centre to confirm the selection.
- **Confirm** - The following main menu settings and data will be reset to the factory default values - Riding Modes, Indicator Set Up, Trip Computers, Visible Trays, Language, Traction Control, Style, Display Brightness, Lap Timer settings and data.
- **Cancel** - The main menu settings and data will remain unchanged and the display will return to the previous menu level.

### Fuel



### Fuel Grade

Triumph motorcycles are designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with a minimum octane rating of 95 RON.

### Ethanol

In Europe, Triumph motorcycles are compatible with Ethanol E5 and E10 (5% and 10% Ethanol) unleaded fuel.

In all other markets Ethanol up to E25 (25% Ethanol) may be used.

### Engine Calibration

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

## General Information

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### **Caution**

The motorcycle can be permanently damaged if it is allowed to operate with the incorrect grade of fuel or incorrect engine calibration.

Always make sure the fuel used is of the correct grade and quality.

Damage caused by using the incorrect fuel or engine calibration is not considered a manufacturing defect and will not be covered under warranty.

### **Caution**

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

Use of leaded fuel will damage the catalytic converter. In addition, the catalytic converter can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low.

Always make sure you have adequate fuel for your journey.

### **Note**

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

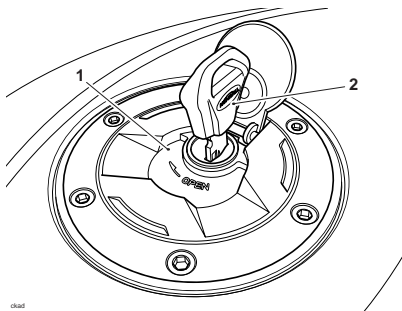
### Refuelling

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

## Fuel Tank Cap



1. Fuel tank cap  
2. Key

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

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

### **Caution**

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

## Filling the Fuel Tank

### **Warning**

Overfilling the tank can lead to fuel spillage.

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

Take care not to spill any fuel on the engine, exhaust pipes, 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 tyres' ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

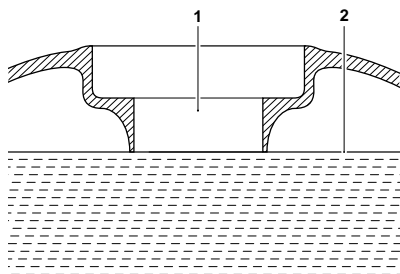
### **Caution**

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

Contaminated fuel may cause damage to fuel system components.

## General Information

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



1. Fuel filler neck
2. Maximum fuel level

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

## Traction Control (TC)

### Warning

Traction control is not a substitute for riding appropriately for the prevailing road and weather conditions.

The traction control cannot prevent loss of traction due to:

- Excessive speed when entering turns
- Accelerating at a sharp lean angle
- Braking
- Traction control cannot prevent the front wheel from slipping.

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

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

### Note

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

### Traction Control Settings

#### **Warning**

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

#### **Warning**

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

The traction control can be set as described on page 42.

If traction control is turned OFF, the TC disabled warning light will be illuminated.

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

### Tyre Pressure Monitoring System (TPMS) (if fitted)



#### **Note**

**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.**

#### **Warning**

The daily check of tyre pressures must not be excluded because of the fitment of the Tyre Pressure Monitoring System (TPMS).

Check the tyre pressure when the tyres are cold using an accurate tyre pressure gauge, see the Tyre section for more information.

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

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

## General Information

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

### Tyre Pressure Warning Light (TPMS) (if fitted)

#### **Warning**

Stop the motorcycle if the tyre pressure warning light illuminates.

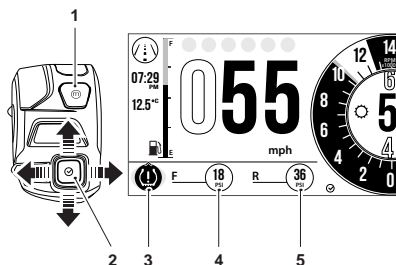
Do not ride the motorcycle until the tyres have been checked and the tyre pressures are at their recommended pressure when cold.



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System (TPMS) (if fitted).

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

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



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

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 124. 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.

### Tyre Pressure Sensor Serial Number

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



When the tyre pressure monitoring system is being fitted to the motorcycle, make sure that your authorised Triumph dealer records the serial numbers of the front and rear tyre pressure sensors in the spaces provided below.

### Front Tyre Pressure Sensor

--

### Rear Tyre Pressure Sensor

--

### Tyre Pressures

#### **Warning**

The Tyre Pressure Monitoring System (TPMS) is not to be used as a tyre pressure gauge when adjusting the tyre pressures.

For correct tyre pressures, always check the tyre pressures when the tyres are cold using an accurate tyre pressure gauge.

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

#### **Caution**

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

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

Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

The tyre pressures shown on the 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 pressure to increase. The cold inflation pressures specified by Triumph take account of this.

Only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge (see page 124), and do not use the tyre pressure display on the instruments.

### Replacement Tyres

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

# General Information

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## Sensor Batteries

When the battery voltage in a pressure sensor is low, a message will be shown in the instrument display and the TPMS symbol or message will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be shown in the instrument display, 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 64.

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

## Seats

### Seat Care

#### **Caution**

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

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

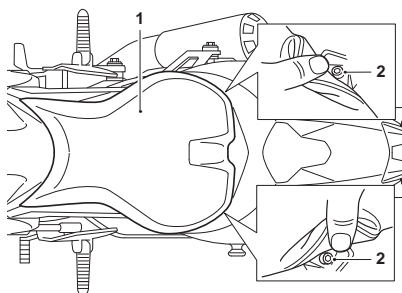
See page 146 for seat cleaning information.

## Rider's Seat

### **Warning**

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

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



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

To remove the rider's seat:

- Fold back the rear corners of the seat's padding to reveal the fixings.
- Remove the fixings.
- Slide the seat rearwards for complete removal from the motorcycle.

To refit the rider's seat:

- Fit the seat, engaging the seat's tongue under the fuel tank.
- Tighten the fixings to 9 Nm.

## Fairings

### **Caution**

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

Put the fairing on a clean, flat surface which is covered with a soft cloth.

Do not place any item on the fairing which may cause damage.

## Fairings - Removal

### **Note**

**Only the right hand fairing needs to be removed to adjust the coolant level.**

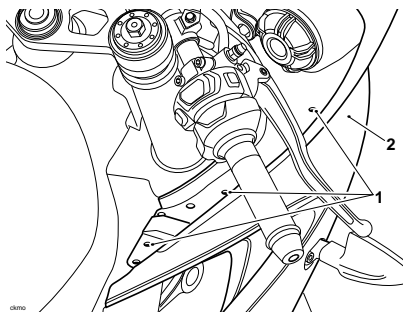
**The cockpit does NOT need to be removed when removing the fairings.**

To remove the right hand fairing:

- Remove the rider's seat, see page 67.
- Remove the battery strap.
- Disconnect the battery leads, negative (black) lead first, see page 129.
- Remove the cockpit infill panel, see page 69.

## General Information

- Noting the position, remove the three fixings securing the fairing to the cockpit.

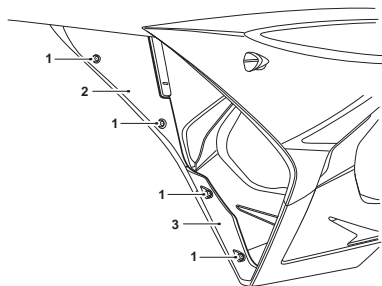


- Fixings
- Upper fairing

### Note

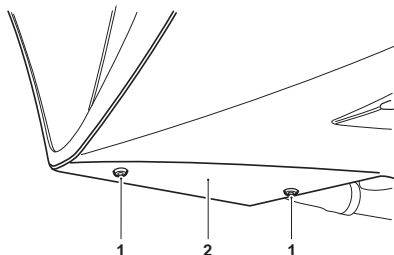
The radiator infill panels do **NOT** need to be removed in order to remove the fairings.

- Noting the position, remove the four scrivenets securing the fairing to the radiator infill panels.



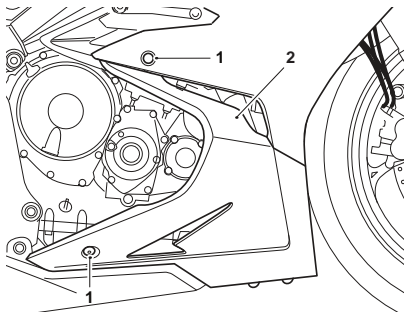
- Scrivenets
- Upper infill panel
- Lower infill panel

- Remove the two fixings that attach the right and left hand fairing together.



- Fixings
- Fairing

- Remove the two fixings securing the fairing to the frame.



- Fixings
- Fairing stud/grommet location (right hand location shown)

### Note

The upper and lower fairings are removed as a single unit.

- Detach the lower fairing stud from the frame grommet.

- The upper edge of the fairing is located into the cockpit with two hooks. The panel must be moved rearwards until the two hooks are clear of the slots.
- Disconnect the direction indicator electrical connectors.
- Remove the fairing.

### Fairings - Installation

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

- Refit the screws securing the fairing to the frame and tighten to 5 Nm.
- Refit the screws securing the fairing lower halves to each other and tighten to 3 Nm.
- Refit the screws securing the cockpit to the fairing and tighten to 3 Nm.
- Refit the right hand cockpit infill panel and tighten the screw to 3 Nm.
- Connect the battery leads, positive (red) lead first, see page 131.
- Refit the battery strap.
- Refit the rider's seat and tighten the screws to 9 Nm, see page 67.

### Cockpit Infill Panels

The cockpit infill panels need to be removed to gain access to the headlight unit to replace the bulbs.

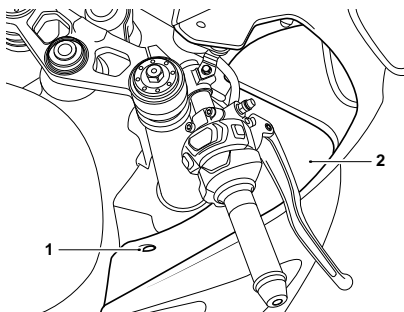
#### Note

**Follow the same procedure for both left and right hand sides.**

#### Removal

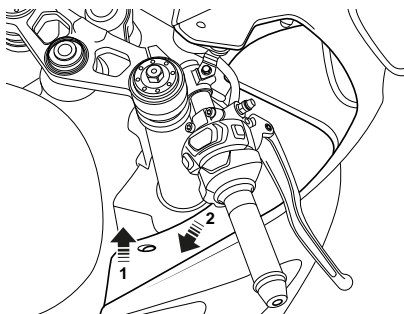
To remove the cockpit infill panels:

- Disconnect the battery, see page 129.



1. Fixing
2. Cockpit infill panel

- Remove the fixing securing the cockpit infill panel.



1. Lift rear of panel
2. Move the panel rearwards

# General Information

- Lift the rear of the panel up and pull rearwards to release its tangs from the grommets in the rear of the headlight.

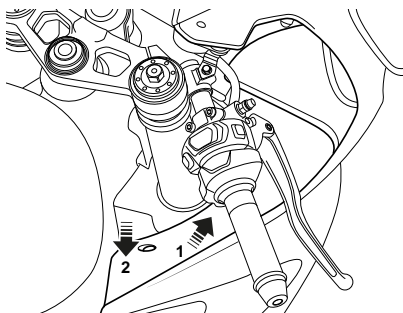
## Installation

### Note

**Make sure that the front locating lugs are fully engaged into their grommets in the rear of the headlight.**

To install the cockpit infill panels:

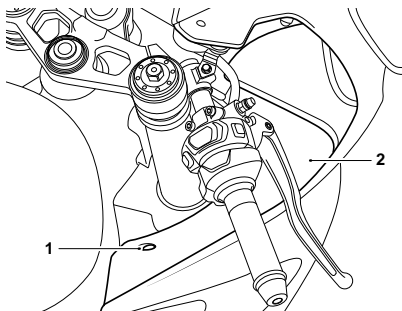
- Push the front of the panel downwards to secure its tangs into the grommets in the rear of the headlight.
- Lower the rear of the panel into position.



1. Move the panel forwards
2. Lower the rear of panel

- Install the fixing and secure the cockpit infill panel.

- Tighten the fixing to 3 Nm.



1. Fixing
2. Cockpit infill panel

- Reconnect the battery, see page 131.

### Side Stand

#### **Warning**

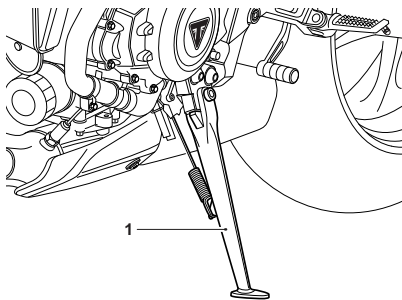
The motorcycle is fitted with an interlock system to prevent it from being ridden with the side stand in the down position.

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.

#### **Warning**

Do not lean, sit or climb on the motorcycle when it is supported on the side stand.

This may cause the motorcycle to fall over leading to motorcycle damage and an accident.



#### **1. Side stand**

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

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

Whenever the side stand is used, before riding, always make sure that the 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.

# General Information

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## 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 600 miles (1,000 km):

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

From 600 to 1,000 miles (1,000 to 1,500 km):

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

Both during and after running-in has been completed:

- Do not overrev 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.



## Daily Safety Checks



### Warning

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

Check 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.

Check the following:

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

**Engine Oil:** Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (page 99).

**Drive Chain:** Correct adjustment (page 108).

**Tyres/Wheels:** Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. (page 123).

**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 117).

**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 112).

**Front Brake Pads:** Check that the correct amount of friction material is remaining on all the brake pads (page 112).

**Brake Fluid Levels:** No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 114).

**Front Forks:** Smooth action. No leaks from fork seals (page 119).

**Throttle:** Make sure that the throttle grip returns to the idle position without sticking (page 26).

**Clutch:** Smooth operation and correct cable free play (page 106).

**Coolant:** No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 103).

**Electrical Equipment:** All lights and the horn function correctly (page 134).

**Engine Stop:** Stop switch turns the engine off (page 76).

**Stand:** Returns to the fully up position by spring tension. Return springs not weak or damaged (page 71).

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## How to Ride the Motorcycle

### Table of Contents

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Changing Gears.....	79
Triumph Shift Assist (TSA) (if fitted).....	80
Braking .....	81
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Considerations for High Speed Operation .....	86

# How to Ride the Motorcycle

## Stopping the Engine

### ⚠ 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.

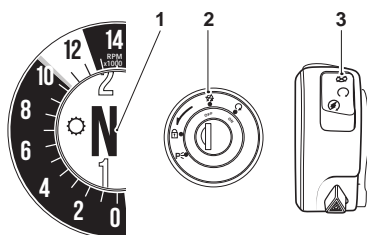
## Starting the Engine

### ⚠ 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 the motorcycle in the open air or in an area with adequate ventilation.



1. **Neutral indicator**
2. **OFF position on the ignition switch**
3. **STOP position on the engine start/stop switch**

To stop the engine:

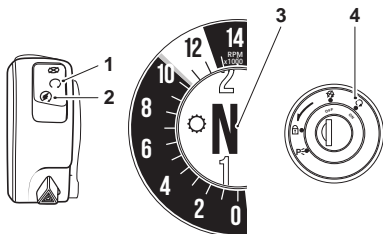
- Close the throttle completely.
- Select neutral.
- Turn the ignition switch to the OFF position.
- Select first gear.
- Support the motorcycle on a firm, level surface with the side stand.
- Lock the steering.

## **Caution**

Do not operate the starter continuously for more than five seconds as the starter motor will overheat and the battery will become discharged.

Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

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



1. **RUN** position on the engine start/stop switch
2. **START** position on the engine start/stop switch
3. **Neutral** indicator
4. **ON** position on the ignition switch

To start the engine:

- Check that the stop switch is in the RUN position.
- Make sure the transmission is in neutral.
- Pull the clutch lever fully into the handlebar.
- Turn the ignition switch to the ON position.

## **Note**

The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts, see page 32).

A transponder is fitted within the key to turn off the engine immobiliser. To make sure 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.

- Leaving the throttle fully closed, push the starter button until the engine starts.
- Slowly release the clutch lever.

## **Caution**

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

If the low oil pressure warning light stays on after starting the engine, stop the engine immediately and investigate the cause.

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

- The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when a gear is engaged with the side stand down.

# How to Ride the Motorcycle

---

- 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.

## Moving Off

To move the motorcycle:

- 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

### **Warning**

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

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

### **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.

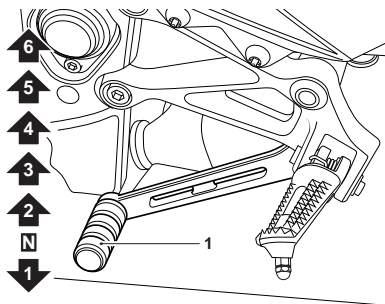
Changing down should be done such that low engine speeds will be ensured.

To change gear:

- 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.

### **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.**



1. Gear change pedal

# How to Ride the Motorcycle

---

## Triumph Shift Assist (TSA) (if fitted)

### **Caution**

In the event of a TSA system fault when riding, the TSA system will be disabled.

Use the clutch to change gears in the normal way otherwise damage to the engine or gear box may occur.

Contact a Triumph dealer as soon as possible to have the fault checked and rectified.

### **Caution**

Changing gears must be completed with a quick and forceful pedal movement, making sure that the pedal moves through its full range of travel.

Always take care when changing gears. After a gear change, the pedal must be fully released before another gear change can be made.

Incorrect gear changes can cause damage to the engine and transmission.

Triumph Shift Assist (TSA) adjusts the engine torque to allow gears to engage, without closure of the throttle twist grip or operation of the clutch.

TSA is not an automatic system for changing gears. Gears must be selected and changed in the normal way using the gear pedal as described on page 79.

TSA works for both up shifts and down shifts of gear. The clutch must be used for stopping and pulling away. The clutch must be used when selecting any gear from neutral, and also when selecting neutral from any other gear.

Triumph Shift Assist will not operate if:

- The clutch is applied.
- An up shift is attempted by mistake when in 6th gear.
- A down shift is attempted by mistake when in 1st gear.
- An up shift is attempted at very low engine speeds.
- A down shift is attempted at very high engine speeds.
- An up shift is attempted during overrun.
- The vehicle speed limiter is active.
- Cruise control is active.
- Traction control is operating.
- If the previous gear has not fully engaged.
- The throttle is changed during a shift.

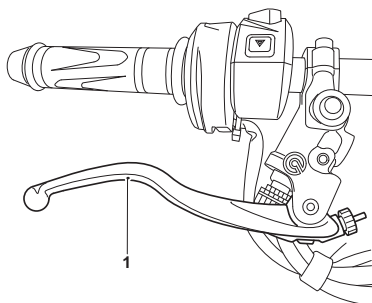
If TSA does not operate, the clutch can be used to change gears in the normal way.

For more information on enabling and disabling the TSA functionality, see page 51.

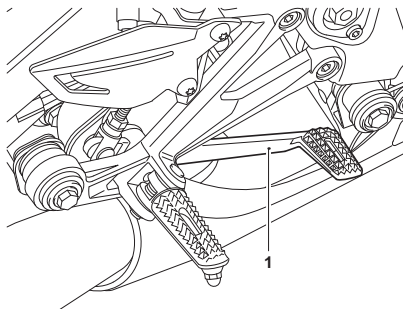


# How to Ride the Motorcycle

## Braking



1. Front brake lever



1. Rear brake pedal

### Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

- Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.
- Change down one gear at a time such that the transmission is in first gear when the motorcycle comes to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear.
- Change down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, as this may cause loss of control of the motorcycle and an accident.

### Warning

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

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

# How to Ride the Motorcycle

---

## **Warning**

For your safety, always exercise extreme caution when braking, accelerating or turning as any incautious action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (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 or mountain pass, make use of the engine's braking effect by down changing and use both front and rear brakes intermittently.

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

## **Warning**

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

It may also overheat the brake, reducing braking effectiveness leading to loss of motorcycle control and an accident.

## **Warning**

Do not coast with the engine switched off, and do not tow the motorcycle.

The transmission is pressure lubricated only when the engine is running.

Inadequate lubrication may cause damage or seizure of the transmission, which can lead to sudden loss of motorcycle control and an accident.

# How to Ride the Motorcycle

## ABS (Anti-Lock Brake System)

### **Warning**

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

Always ride within the legal speed limit.

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

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

Under some circumstances it is possible that a motorcycle equipped with ABS may require a longer stopping distance.

## ABS Warning Light



When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off.

If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because 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**

**The ABS operation may feel like a harder pedal pressure or a pulsation of the brake lever and pedal.**

**The ABS is not an integrated braking system and does not control both the front and rear brake at the same time so this pulsation may be felt in the lever, the pedal or both.**

**The ABS may be activated by sudden upward or downward changes in the road surface.**

### **Warning**

If the ABS is not functioning, the brake system will continue to function as a non-ABS equipped brake system.

In this situation, braking too hard will cause the wheels to lock resulting in loss of control and an accident.

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

# How to Ride the Motorcycle

---

## **Warning**

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

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

## **Warning**

The ABS system operates by comparing the relative speed of the front and rear wheels.

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

## **Parking**

### **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.

### **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.

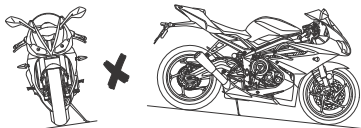
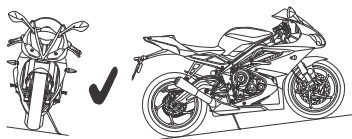
Failure to follow the above advice may cause a fire resulting in damage to property or personal injury.

# How to Ride the Motorcycle

## **Warning**

Do not park on a soft or steeply inclined surface.

Parking under these conditions may cause the motorcycle to fall over causing damage to property and personal injury.



- Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.
- Do not leave the switch in the P position for long periods of time as this will discharge the battery.

### **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).**

To park the motorcycle:

- Select neutral and turn the ignition switch to the OFF position.
- Select first gear.
- Lock the steering to help prevent theft.
- Always park on a firm, level surface to prevent the motorcycle from falling. This is particularly important when parking off-road.
- When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.
- On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.

# How to Ride the Motorcycle

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## 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 potentially hazardous driving conditions such as bad weather or heavy traffic.

### **Warning**

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks.

High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

### **Warning**

The handling characteristics of a motorcycle at high speed may vary from those you are familiar with at legal road speeds.

Do not attempt high speed operation unless you have received sufficient training and have the required skills as a serious accident may result from incorrect operation.

### **Warning**

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

## **General**

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

## **Brakes**

Check that the front and rear brakes are functioning correctly.

## **Coolant**

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

## **Electrical Equipment**

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

# How to Ride the Motorcycle

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## Engine Oil

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

## Drive Chain

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

## Fuel

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

## 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.



## Caution

In many countries, the exhaust system for this model is fitted with a catalytic converter to help reduce exhaust emission levels.

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

Always make sure you have adequate fuel for your journey.

## Luggage

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

## Miscellaneous

Visually check that all fixings are tight.

## Steering

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

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### Accessories and Loading

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 additional loads.

#### Accessories

##### **Warning**

Do not install accessories or carry luggage that impairs the control of the motorcycle.

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

##### **Warning**

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.

## Accessories and Loading

### **Warning**

Fit only genuine Triumph accessories to the correct Triumph motorcycle model.

Always check the Triumph Fitting Instruction associated with the genuine Triumph accessory. Make sure the Triumph motorcycle model that the Triumph accessory is to be fitted to, is listed as approved for the genuine Triumph accessory. For all Triumph Fitting Instructions, see [www.triumphinstructions.com](http://www.triumphinstructions.com).

Never fit genuine Triumph accessories to a Triumph motorcycle model that is not listed in the associated Triumph Fitting Instruction, as this may affect handling, stability or other aspects of the motorcycle operation that may result in an accident causing severe injuries or death.

### **Warning**

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

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

Failure to allow for changes in motorcycle stability may lead to loss of motorcycle control and an accident. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

- Incorrectly balanced loads on both sides of the motorcycle
- Incorrectly adjusted front and rear suspension settings
- Incorrectly adjusted tyre pressures
- Excessively or unevenly worn tyres
- Side winds and turbulence from other vehicles
- Loose clothing.

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.

### Loading

#### **Warning**

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

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

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

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

Never exceed the maximum vehicle loading weight as specified in the Specifications section.

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

For models that have adjustable suspension settings, make sure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle. Note the maximum permissible payload for the panniers is stated on a label inside the pannier.

#### **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**

The maximum safe load for each pannier is stated on a label inside the pannier.

Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle 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.

Operation of this motorcycle with a passenger is dangerous and could lead to loss of control and an accident.

#### **Warning**

Do not carry animals on your motorcycle.

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

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## Maintenance

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## Scheduled Maintenance

### **Warning**

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

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.

### **Warning**

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

Weather, terrain and geographical location affect maintenance. The maintenance schedule should be adjusted to match the particular environment in which the motorcycle 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.

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.

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.

# Maintenance

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

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

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

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

## Service Symbol/General Warning Symbol



The service symbol will illuminate for five seconds after the motorcycle start up sequence as a reminder that a service is due in approximately 60 miles (100 km). The service symbol will illuminate permanently when the mileage is reached, it will remain permanently illuminated until the service interval is reset using the Triumph Diagnostic tool.



The general warning symbol will flash if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.



## Scheduled Maintenance Table

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	600 (1000) 6 Months	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine oil – renew	-	*	*	*	*	*
Engine oil filter – renew	-	*	*	*	*	*
Engine and oil cooler – check for leaks	Day	*	*	*	*	*
Fuel System and Engine Management						
Fuel system – check for leaks, chafing etc.	Day	*	*	*	*	*
Throttle body plate (butterfly) – check/clean	-			*	*	*
Autoscan – carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)	-	*	*	*	*	*
Secondary air injection system – check/clean	-				*	*
Air cleaner – renew	-				*	*
Throttle bodies – balance	-			*	*	*
Ignition System						
Spark plugs – renew	-				*	*
Cooling System						
Cooling system – check for leaks	Day	*	*	*	*	*
Coolant level – check/adjust	Day	*	*	*	*	*
Coolant – renew	Every three years, regardless of mileage					
Engine						
Clutch cable – check/adjust	Day	*	*	*	*	*
Valve clearances – check/adjust	-				*	*
Camshaft timing – adjust	First 12,000 miles (20,000 km) service only					
Wheels and Tyres						
Wheels – inspect for damage	Day	*	*	*	*	*
Wheel bearings – check for wear/smooth operation	-	*	*	*	*	*
Tyre wear/tyre damage – check	Day	*	*	*	*	*
Tyre pressures – check/adjust	Day	*	*	*	*	*
Electrical						
Lights, instruments and electrical systems – check	Day	*	*	*	*	*
Steering and Suspension						
Steering – check for free operation	Day	*	*	*	*	*
Forks – check for leaks/smooth operation	Day	*	*	*	*	*
Fork oil – renew	-					*
Headstock bearings – check/adjust	-		*	*	*	*
Headstock bearings – lubricate	-				*	*
Rear suspension linkage – check/lubricate	-				*	*

# Maintenance

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	600 (1000) 6 Months	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Brakes						
Brake pads – check wear levels	Day	•	•	•	•	•
Brake master cylinders – check for fluid leaks	Day	•	•	•	•	•
Brake calipers – check for fluid leaks and seized pistons	Day	•	•	•	•	•
Brake fluid levels – check	Day	•	•	•	•	•
Brake fluid – renew	Every two years, regardless of mileage					
Drive Chain						
Drive chain slack – check/adjust	Day	•	•	•	•	•
Drive chain – wear check	Every 500 miles (800 km)					
Drive chain – lubricate	Every 200 miles (300 km)					
Drive chain rubbing strip – check	Day	•	•	•	•	•
General						
Fasteners – inspect visually for security	Day	•	•	•	•	•
Bank angle indicators – inspect visually for wear	Day	•	•	•	•	•
Side stand – check operation	Day	•	•	•	•	•
Carry out all outstanding Service Bulletin and warranty work	-	•	•	•	•	•
Carry out road test	-	•	•	•	•	•
Complete the service record book and reset the service indicator (if fitted)	-	•	•	•	•	•

## Engine Oil



### Warning

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

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

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

## Engine Oil Level Inspection

### 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 the motorcycle in the open air or in an area with adequate ventilation.

### Warning

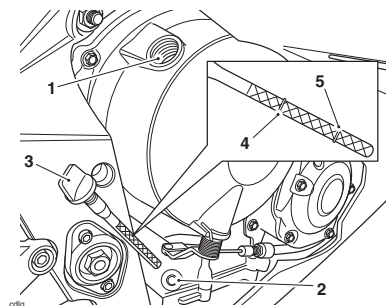
If the engine has recently been running, the exhaust system will be hot.

Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

### Caution

Running the engine with insufficient engine oil will cause engine damage.

If the low oil pressure indicator remains on, stop the engine immediately and investigate the situation.



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

To inspect the engine oil level:

- 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.

# Maintenance

- Remove the dipstick, wipe clean and screw fully closed in the crankcase.

## Note

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

**Do not add oil through the dipstick hole in the crankcase.**

- Remove the dipstick.
- The oil level is indicated by lines on the dipstick. When full, the indicated oil level must be level with the upper marking on the dipstick.
- If the oil level is below the lower marking, remove the filler plug and add oil a little at a time through the filler plug hole in the clutch cover until the correct level is reached.
- Once the correct level is reached, fit the dipstick and tighten the filler plug.

## Engine Oil and Filter Change

### Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis.

Used engine oil contains harmful contamination that can lead to skin cancer.

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

### Warning

The oil may be hot to the touch.

Avoid contact with the hot oil by wearing suitable protective clothing, gloves, eye protection, etc.

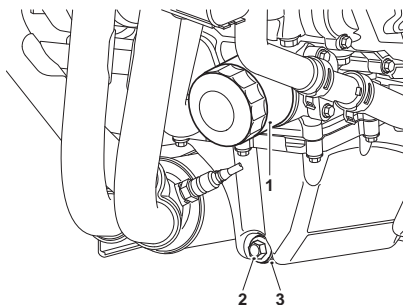
Contact with hot oil may cause the skin to be scalded or burned.

### Warning

If the engine has recently been running, the exhaust system will be hot.

Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

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



1. Oil filter
2. Oil drain plug
3. Sealing washer

To change the engine oil and engine oil filter:

- Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.
- Place an oil drain pan beneath the engine.
- Remove the oil drain plug and discard the sealing washer.
- Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old oil filter in an environmentally friendly way.
- Apply a thin smear of clean engine oil to the sealing ring of the new oil filter.
- Fit the oil filter and tighten to 10 Nm using Triumph service tool T3880313.
- After the oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the drain plug to 25 Nm.
- Fill the engine with a Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
- Start the engine and allow it to idle for a minimum of 30 seconds.

## **Caution**

Raising the engine speed above idle, before the engine 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 engine oil to circulate fully.

## **Caution**

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

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

- Make sure that the low oil pressure warning light remains off and the oil pressure message is not shown in the instrument display screen.
- Stop the engine and recheck the oil level. Adjust if necessary.

## **Disposal of Used Engine Oil and Oil Filters**

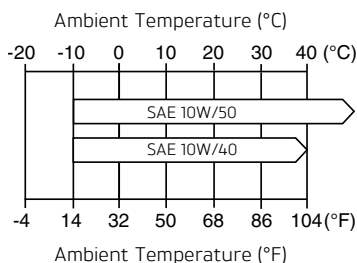
To protect the environment, do not pour oil on the ground, down sewers or drains, or into watercourses. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

# Maintenance

## Engine Oil Specification and Grade (10W/40 & 10W/50)

Triumph's high performance fuel injected engines are designed to use 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

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



### Oil Viscosity Temperature Range

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

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

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

## 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

#### Warning

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

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

## Note

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

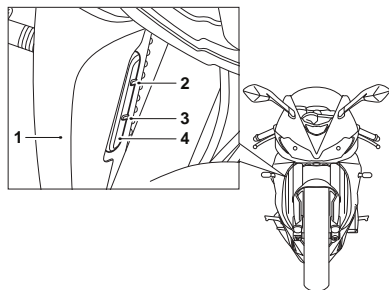
To protect the cooling system from corrosion, the use of corrosion inhibitor chemicals in the coolant is essential.

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

## Coolant Level Inspection

### Note

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



1. Right hand fairing
2. MAX mark
3. MIN mark
4. Expansion tank

To inspect the coolant level:

- Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed by looking between the front forks from the front 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.

## Coolant Level Adjustment

### Warning

Do not remove the expansion tank or radiator pressure cap when the engine is hot.

When the engine is hot, the coolant inside the radiator will be hot and also under pressure.

Contact with this hot, pressurised coolant will cause scalds and skin damage.

### Caution

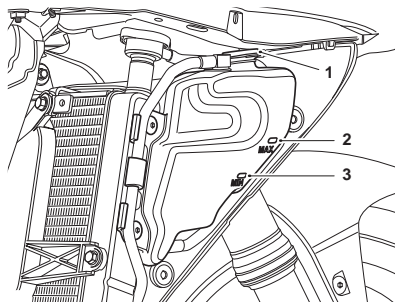
If hard water is used in the cooling system, it will cause scale accumulation in the engine and radiator and considerably reduce the efficiency of the cooling system.

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

The coolant expansion tank is mounted to the right hand side of the radiator and is covered by the right hand fairing.

# Maintenance

To add coolant to the expansion tank, the right hand fairing must first be removed.



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

To adjust the coolant level:

- Allow the engine to cool.
- Remove the right hand fairing.
- 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.
- Refit the right hand fairing.

## 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.**

## Coolant Change

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

## Radiator and Hoses

### Warning

The fan operates automatically when the engine is running.

Always keep hands and clothing away from the fan.

Contact with the rotating fan may cause an accident and/or personal 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.

Check the radiator hoses for cracks or deterioration, and tension 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.

### Throttle Control

#### **Warning**

Always be alert for changes in the 'feel' of the throttle control and have the throttle system checked by an authorised Triumph dealer if any changes are detected.

Changes can be due to wear in the mechanism, which could lead to a sticking throttle control.

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

#### **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.

To inspect the throttle:

- 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.

# Maintenance

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## Clutch

The motorcycle is equipped with a cable-operated clutch.

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

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

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

## Clutch Inspection

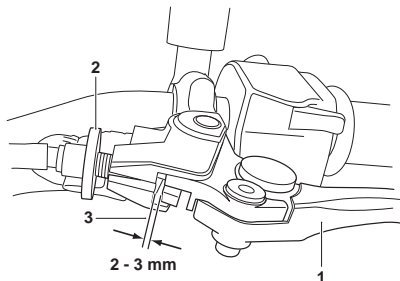
Check that there is 2 - 3 mm clutch lever free play at the lever.

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

## Clutch Adjustment

To adjust the clutch:

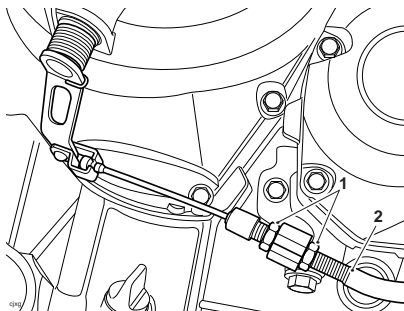
- Turn the adjuster sleeve until the correct amount of clutch lever free play is achieved.



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

- Check that there is 2 - 3 mm clutch lever free play at the lever.
- If there is an incorrect amount of free play, adjustments must be made.

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



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

- Loosen the adjuster locknut.
- Turn the outer cable adjuster to give 2 - 3 mm of free play at the clutch lever.
- Tighten the locknut to 3.5 Nm.

## Drive Chain



### **Warning**

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

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

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

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

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

## Drive Chain Lubrication

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

# Maintenance

To lubricate the drive chain:

- Use the special drive chain lubricant as recommended in the Specifications section.
- Apply lubricant to the sides of the rollers then allow the motorcycle to stand unused for at least eight hours (overnight is ideal). This will allow the lubricant to penetrate to the drive chain O-rings etc.
- Before riding, wipe off any excess lubricant.
- If the drive chain is especially dirty, clean first and then apply lubricant as mentioned above.

## ! Caution

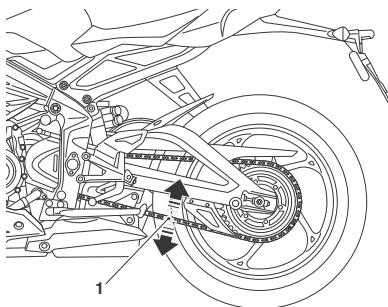
Do not use a pressure washer to clean the drive chain as this may cause damage to the drive chain components.

## Drive Chain Free Movement Inspection

### ! Warning

Before starting work, make sure the motorcycle is stabilised and adequately supported.

This will help prevent injury to the operator or damage to the motorcycle.



### 1. Maximum movement position

To inspect the drive chain free movement:

- Place the motorcycle on a level surface and hold it in an upright position with no weight on it.
- Rotate the rear wheel by pushing the motorcycle to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.
- The vertical movement of the drive chain must be in the range of 28 - 38 mm.

## Drive Chain Free Movement Adjustment

### **Warning**

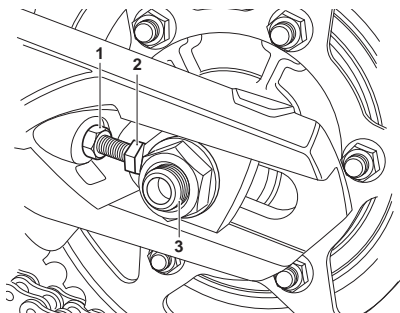
Before starting work, make sure the motorcycle is stabilised and adequately supported.

This will help prevent injury to the operator or damage to the motorcycle.

The vertical movement of the drive chain must be in the range of 28 - 38 mm. If the drive chain free movement is incorrect then it must be adjusted correctly.

To adjust the drive chain free movement:

- Loosen the wheel spindle nut.
- Loosen the lock nuts on both the left hand and right hand chain adjuster bolts.
- Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase drive chain free movement and anticlockwise to reduce drive chain free movement.



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

- When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters. Tighten both adjuster lock nuts to 20 Nm and the rear wheel spindle nut to 110 Nm.
- Repeat the drive chain adjustment check. Readjust if necessary.
- Check the rear brake effectiveness. Rectify if necessary.

### **Warning**

Operation of the motorcycle with insecure adjuster lock nuts or a loose wheel spindle may result in impaired stability and handling of the motorcycle.

This impaired stability and handling may lead to loss of control or an accident.

### **Warning**

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

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

# Maintenance

## Drive Chain and Sprocket Wear Inspection

### **Warning**

Before starting work, make sure the motorcycle is stabilised and adequately supported.

This will help prevent injury to the operator or damage to the motorcycle.

### **Warning**

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

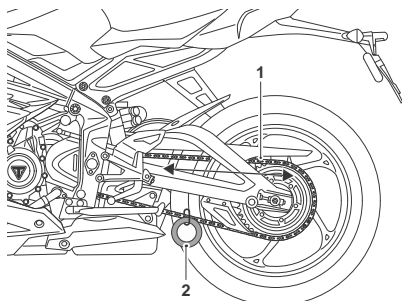
Use a genuine Triumph supplied drive chain as specified in the Triumph Parts Catalogue.

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

### **Caution**

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

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



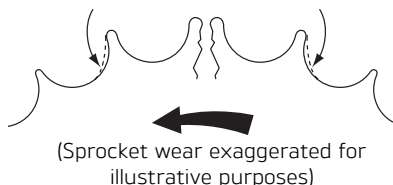
1. Measure across 20 links
2. Weight

To inspect the drive chain and sprocket wear:

- Remove the chain guard.
- Stretch the chain taut by hanging a 10 - 20 kg (20 - 40 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to the pin centre of the 21st pin. Since the chain may wear unevenly, take measurements in several places.
- If the length exceeds the maximum service limit of 319 mm, the chain must be replaced.
- Rotate the rear wheel and inspect the drive chain for damaged rollers, and loose pins and links.

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

Worn Tooth (Engine Sprocket)      Worn Tooth (Rear Sprocket)



cool

- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorised Triumph dealer.
- Refit the chain guard, tightening the fixings to 9 Nm.

## Brakes

### Breaking-in New Brake Pads and Discs

#### **Warning**

Brake pads must always be replaced as a wheel set. At the front, where two calipers are 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'.

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

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

# Maintenance

## Front Brake Wear Inspection

### **Warning**

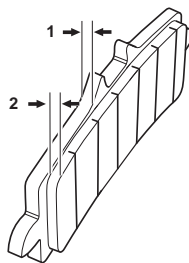
If fitting new proprietary brand brake pads, check that the brake backing plate of the brake pad is the specified thickness shown in the table.

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

Brake pads must be inspected in accordance with scheduled requirements and replaced if worn to, or beyond the minimum service thickness. The minimum thickness of the front brake pads friction material is indicated when it has worn to the bottom of the grooves.

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

As an additional indicator, an area of the brake backing plate is raised and will cause the front brake to squeal as a notification when the brake pad(s) are below the minimum thickness. Replace all the brake pads on that specific wheel.



chbx\_2

1. Carrier plate
2. Brake pad lining

## Rear Brake Wear Inspection

### **Warning**

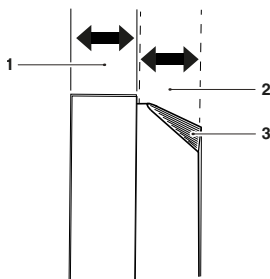
If fitting new proprietary brand brake pads, check that the brake backing plate of the brake pad is the specified thickness shown in the table.

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

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



In accordance with the Scheduled Maintenance chart, inspect the rear brake pads for wear. If the lining thickness of any rear brake pad including the brake backing plate is less than 4.5 mm then replace all the brake pads on the wheel.



1. Brake backing plate
2. Brake pad lining
3. Chamfer

## Note

An area of the friction material is chamfered. Once the chamfer is worn away, this indicates the minimum thickness has been reached, and all the brake pads on that wheel must be replaced.

## Disc Brake Fluid

### ! Warning

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

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

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

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

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake 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

## Warning

If the ABS is not functioning, the brake system will continue to function as a non-ABS equipped brake system.

In this situation, braking too hard will cause the wheels to lock resulting in loss of control and an accident.

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

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

### Note

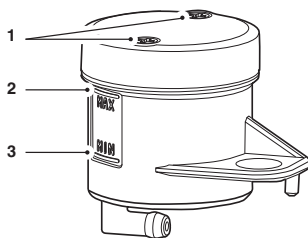
A special tool is required to bleed the ABS braking system. Contact your authorised Triumph dealer when the brake fluid needs renewing or the hydraulic system requires maintenance.

## Front Brake Fluid Level Inspection 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.



1. Reservoir cap retaining screws
2. MAX level line
3. MIN level line

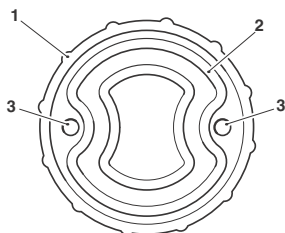
To inspect the front brake fluid level:

- Check the level of brake fluid visible in the MIN and MAX section of the reservoir.
- The brake fluid level in the reservoir must be kept between the MAX and MIN level lines (reservoir held horizontal).

To adjust the brake fluid level:

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

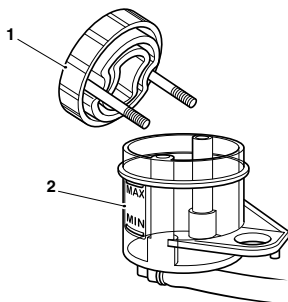
- Fill the reservoir to the MAX level line using new DOT 4 brake fluid from a sealed container.
- Fit the diaphragm seal into the cap and make sure that the holes for the fixings in the cap and the diaphragm seal are correctly aligned.



(085)

1. Reservoir cap
2. Diaphragm seal
3. Fixing holes

- Install the fixings into the cap and diaphragm seal assembly.
- Hold the assembly together and position the cap, diaphragm seal and fixings onto the reservoir.



(086)

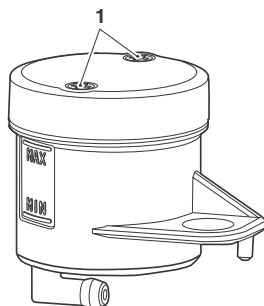
1. Reservoir cap, diaphragm seal and fixing assembly
2. Reservoir



### Warning

If the master cylinder reservoir cap screws are over tightened this can result in a brake fluid leak.

A dangerous riding condition leading to loss of motorcycle control and an accident could result if this warning is ignored.



1. Reservoir cap retaining screws
- Tighten the fixings to 0.7 Nm.

### Rear Brake Fluid Level Inspection and Adjustment



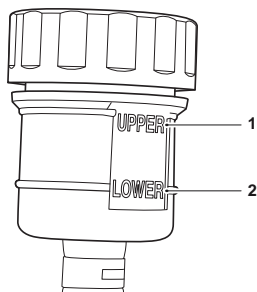
### Warning

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.

# Maintenance

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



1. Upper level line
2. Lower level line

To inspect the rear brake fluid level:

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

To adjust the rear brake fluid level:

- Release the reservoir cap and remove the diaphragm seal.
- Fill the reservoir to the upper level line using new DOT 4 brake fluid from a sealed container.
- Refit the reservoir cap making sure that the diaphragm seal is correctly fitted.

## Brake Light Switches

### Warning

Riding the motorcycle with defective brake lights is illegal and dangerous.

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

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

## Mirrors

### **Warning**

Operation of the motorcycle with incorrectly adjusted mirrors is dangerous.

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

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

### **Warning**

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

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

Only attempt to clean or adjust the mirrors while stationary.

## Steering

### **Caution**

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilised and secured on a suitable support.

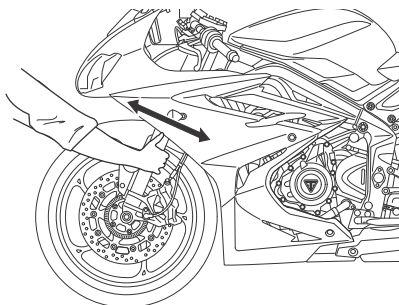
Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and cause injury by falling from its support.

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

## Steering Inspection

### **Warning**

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



**Inspecting the Steering for Free Play**

# Maintenance

To inspect the steering:

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel above the ground and support the motorcycle.
- Standing at the front of the motorcycle, hold the lower end of the front forks outer tube and try to move them forward and backward.
- If any free play can be detected in the steering (headstock) bearings, ask your authorised Triumph dealer to inspect and rectify any faults before riding.
- Remove the support and place the motorcycle on the side stand.

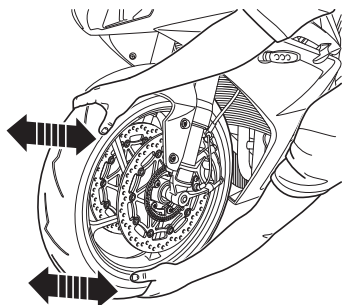
## Wheel Bearings Inspection

### **Warning**

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

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

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



### **Inspecting the Wheel Bearings**

To inspect the wheel bearings:

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel off the ground and support the motorcycle.
- Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.
- If any free play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.
- Reposition the lifting device and repeat the procedure for the rear wheel.
- Remove the support and place the motorcycle on the side stand.

### **Note**

**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.**

### Front Fork Inspection

#### **Warning**

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

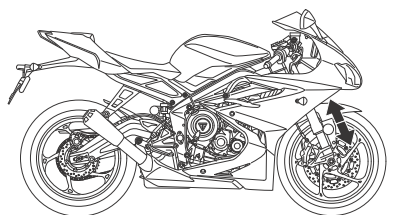
#### **Warning**

Never attempt to dismantle any part of the suspension units

All suspension units contain pressurised oil.

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

- 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.



### Inspecting the Front Forks

To inspect the front forks:

- 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.

# Maintenance

## Suspension

### Front Suspension

#### **Warning**

Make sure that the correct balance between front and rear suspension is maintained.

Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident.

Refer to the table for further information or consult your authorised Triumph dealer.

#### **Warning**

Make sure that the adjusters are set to the same setting on both front suspension units.

Settings that vary from left to right may affect handling and stability resulting in loss of motorcycle control and an accident.

### Front Suspension Settings

The motorcycle is delivered from the factory with all the suspension settings set at the Standard/Sport setting, as shown in the suspension settings table.

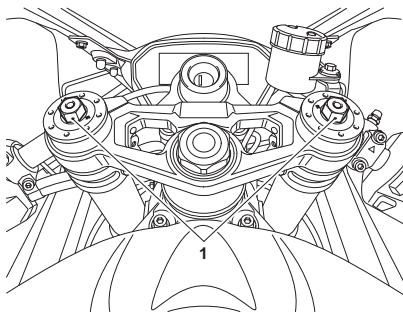
The Standard/Sport suspension settings provide a comfortable ride and good handling characteristics for general, solo riding.

The details shown in the table are only a guide. Setting requirements may vary for rider weight and personal preferences.

Front Suspension Settings			
Loading - Solo Riding	Spring Preload <sup>1</sup>	Rebound Damping <sup>2</sup>	Compression Damping <sup>2</sup>
Race Track	4	7	10
Standard/Sport	4	14	16
Comfort	4	20	20
<sup>1</sup> Number of adjuster turns clockwise from the fully anticlockwise position.			
<sup>2</sup> Number of adjuster clicks anticlockwise from the fully clockwise position noting that the first stop (click position) is counted as zero.			

### Front Suspension Spring Preload Adjustment

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



#### 1. Spring preload adjusters

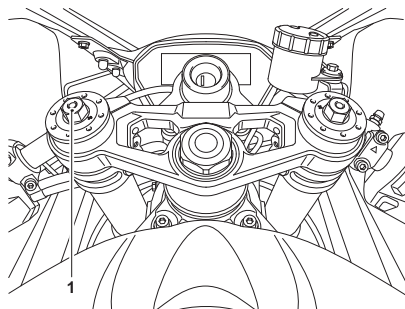
To change the spring preload:

- Rotate the adjuster screw clockwise to increase, or anticlockwise to decrease.
- Always count the number of clockwise turns from the fully anticlockwise position.



## Front Suspension Compression Damping Adjustment

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



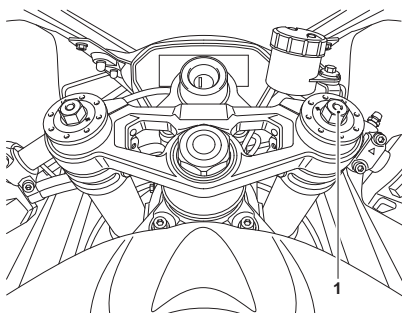
### 1. Compression damping adjuster

To change the compression damping setting:

- Rotate the adjuster clockwise to increase, or anticlockwise to decrease using a 3 mm Allen key.
- Always count the number of clicks from the fully clockwise position.

## Front Suspension Rebound Damping Adjustment

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



### 1. Rebound damping adjuster

To change the rebound damping setting:

- Rotate the adjuster clockwise to increase, or anticlockwise to decrease using a 3 mm Allen key.
- Always count the number of clicks from the fully clockwise position.

## Rear Suspension

### Warning

Make sure that the correct balance between front and rear suspension is maintained.

Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident.

Refer to the table for further information or consult your authorised Triumph dealer.

# Maintenance

## Rear Suspension Settings

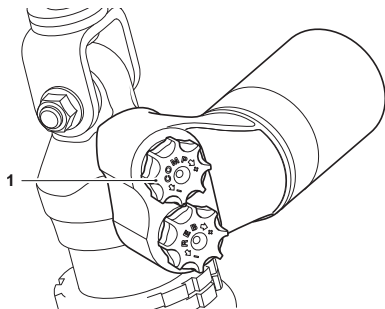
The motorcycle is delivered from the factory with all the suspension settings set at the Standard/Sport setting as shown in the suspension table.

The details shown in the table are only a guide. Setting requirements may vary for rider weight and personal preferences.

Rear Suspension Settings		
Loading - Solo Riding	Rebound Damping <sup>1</sup>	Compression Damping <sup>1</sup>
Race Track	10	9
Standard/Sport	16	16
Comfort	20	20
<sup>1</sup> Number of adjuster clicks when turning anticlockwise from the fully clockwise position, noting that the first stop (click position) is counted as zero.		

## Rear Suspension Compression Damping Adjustment

The compression damping adjuster is coloured gold and is situated at the top of the rear suspension unit.



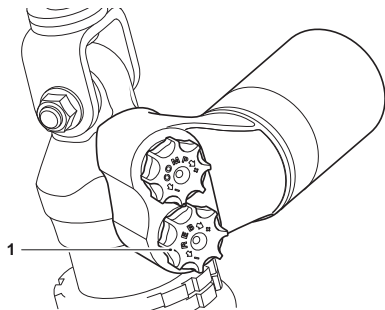
1. Compression damping adjuster

To change the compression damping setting:

- Rotate the slotted adjuster clockwise to increase compression damping, or anticlockwise to decrease.
- Always count the number of clicks anticlockwise from the fully clockwise position, noting that the first stop (click position) is counted as zero.

## Rear Suspension Rebound Damping Adjustment

The rebound damping adjuster is coloured black and is situated below the compression damping adjuster at the top of the rear suspension unit.



1. Rebound damping adjuster

To change the rebound damping setting:

- Rotate the slotted adjuster clockwise to increase rebound damping, or anticlockwise to decrease.
- Always count the number of clicks anticlockwise from the fully clockwise position, noting that the first stop (click position) is counted as zero.

## Bank Angle Indicators

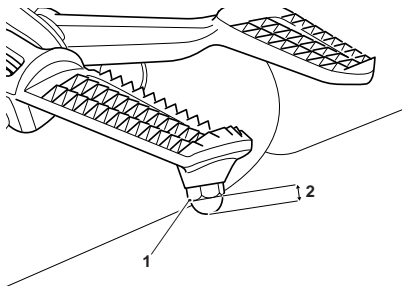
### **Warning**

Always replace the bank angle indicators before they are worn to their maximum limit.

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

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

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



1. Bank angle indicator
2. Wear limit measurement

Regularly inspect the bank angle indicators on the rider's footrests for wear. The bank angle indicators are worn out when 5 mm of the bank indicator remains.

## Tyres



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

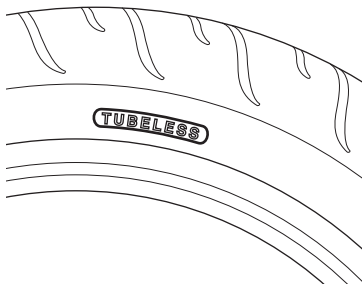
# Maintenance

## ! Warning

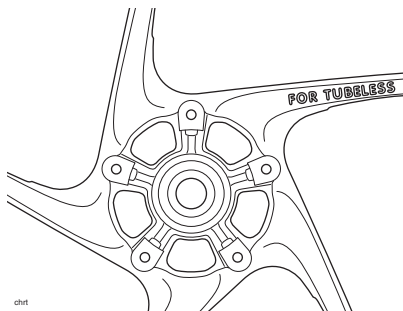
Do not install tube type tyres on tubeless rims.

The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation that may result in a loss of motorcycle control and an accident.

Never install an inner tube inside a tubeless tyre without the appropriate marking. 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 motorcycle control and an accident.



Typical Tyre Marking - Tubeless Tyre



Typical Wheel Marking - Tubeless Tyre

## Tyre Inflation Pressures

### ! Warning

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

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

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

### ! Warning

Tyre pressures which have been reduced for off-road riding will impair on-road stability.

Always make sure that the tyre pressures 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 and an accident.

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

### Tyre Pressure Monitoring System (TPMS) (if fitted)

#### **Caution**

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

Care must be taken when replacing the tyres to prevent any damage to the tyre pressure sensors.

Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

#### **Caution**

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

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

Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

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.

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

### Tyre Wear

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

# Maintenance

## Minimum Recommended Tread Depth

### **Warning**

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

When tubeless tyres, used without a tube, become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tyres will adversely affect motorcycle stability and handling which may lead to loss of control or an accident.

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

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

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

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

## Tyre Replacement

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

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

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

Initially, the new tyres and inner tubes will not produce the same handling characteristics as the worn tyres and inner tubes and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

24 hours after fitting, the tyre pressures must be checked and adjusted, and the tyres and inner tubes examined for correct seating. Rectification must be carried out as necessary. The same checks and adjustments must also be carried out when 100 miles (160 km) have been travelled after fitting.

### **Warning**

Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked 'TUBE TYPE'.

Some brands of approved tyres marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tyre wall will be marked with text permitting the fitment of an inner tube.

Use of an inner tube with a tyre marked 'TUBELESS', and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked 'SUITABLE FOR TUBELESS TYRES' will cause deflation of the tyre resulting in loss of motorcycle control and an accident.

### **Warning**

Do not install tube type tyres on tubeless rims.

The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation that may result in a loss of motorcycle control and an accident.

Never install an inner tube inside a tubeless tyre without the appropriate marking. 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 motorcycle control and an accident.

### **Warning**

If a tyre or inner tube sustains a puncture, the tyre and inner tube must be replaced.

Failure to replace a punctured tyre and inner tube, or operation with a repaired tyre or inner tube can lead to instability, loss of motorcycle control or an accident.

### **Warning**

If tyre damage is suspected, such as after striking the kerb, ask your authorised Triumph dealer to inspect the tyre both internally and externally.

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.

## Maintenance

---

### **Warning**

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

### **Warning**

The ABS system operates by comparing the relative speed of the front and rear wheels.

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

### **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 or inner tube replacement, see your authorised Triumph dealer.

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

### **Warning**

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



## Battery

### **Warning**

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**

Under certain circumstance the battery may release explosive gases. Make sure to keep all sparks, flames and cigarettes away from the battery.

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.

Make sure that there is adequate ventilation when charging or using the battery in an enclosed space.

### **Warning**

The battery contains harmful materials. Always keep children away from the battery at all times.

## Battery Removal

### **Warning**

Make sure that the battery terminals do not touch the motorcycle frame.

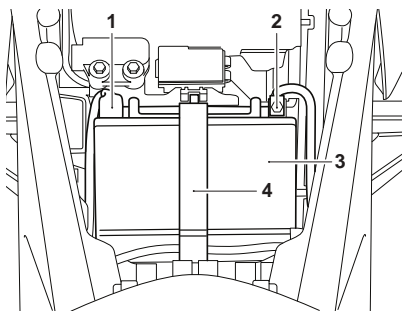
This may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury.

### **Warning**

Before disconnecting the battery or removing a fuse, note and record the rider mode settings.

Once the battery has been reconnected or the fuse refitted then the rider mode settings should be reset as noted.

Failure to reset the rider mode settings and the motorcycle subsequently being ridden may cause loss of motorcycle control and an accident.



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

# Maintenance

---

To remove the battery:

- Remove the rider seat, (see page 67).
- Disconnect the battery leads, negative (black) lead first and then the positive lead.
- Remove the battery strap.
- Remove the battery from the case.

## Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

## Battery Maintenance

### **Warning**

Battery acid is corrosive and poisonous and will cause damage to unprotected skin.

Never swallow battery acid or allow it to come into contact with the skin.

To prevent injury, always wear eye and skin protection when handling the battery.

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.

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

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

## Battery Discharge

### **Caution**

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

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

## Battery Discharge During Storage and Infrequent Use of the Motorcycle

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

Should the battery voltage fall below 12.7 Volts, the battery should be charged.

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

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

## Battery Charging

### **Warning**

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

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

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

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

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

**KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.**

### **Caution**

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

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

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle and follow the instructions supplied with the battery charger.

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

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

## Battery Installation

### **Warning**

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury.

# Maintenance

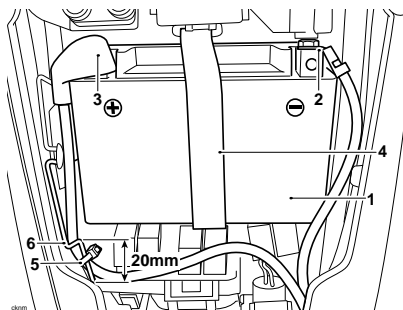
## **Warning**

Before disconnecting the battery or removing a fuse, note and record the rider mode settings.

Once the battery has been reconnected or the fuse refitted then the rider mode settings should be reset as noted.

Failure to reset the rider mode settings and the motorcycle subsequently being ridden may cause loss of motorcycle control and an accident.

- Cover the positive terminal with the protective cap.
- Refit the battery strap.
- Refit the rider seat.



1. **Positive (red) terminal**
2. **Negative (black) terminal**
3. **Battery**
4. **Battery strap**
5. **Cable tie**
6. **Evaporative hose guide**

To install the battery:

- Position the battery into its case.
- Reconnect the battery, positive (red) lead first and then the negative lead.
- Tighten the battery terminals to 4.5 Nm.
- Apply a light coat of grease to the terminals to prevent corrosion.

## Fuses

### **Warning**

Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover).

Never replace a blown fuse with a fuse of a different rating.

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

### **Warning**

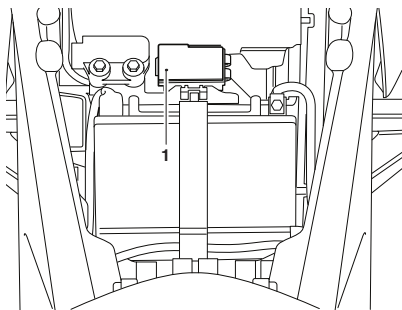
Before disconnecting the battery or removing a fuse, note and record the rider mode settings.

Once the battery has been reconnected or the fuse refitted then the rider mode settings should be reset as noted.

Failure to reset the rider mode settings and the motorcycle subsequently being ridden may cause loss of motorcycle control and an accident.

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

The fuse box is located beneath the rider's seat. To allow access to the fuse boxes, the rider's seat must be removed (see page 67).



1. Fuse box

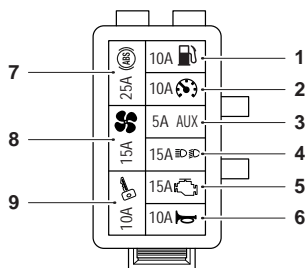
### **Note**

**The starter solenoid has an additional 30 Amp fuse attached directly to the solenoid, beneath the rider's seat.**

# Maintenance

## Fuse Identification

The fuse identification numbers listed in the table correspond with those printed on the fuse box cover, as shown below. Spare fuses are located in the fuse box cover.



Fuse Box

Position	Circuit Protected	Rating (Amps)
1	Fuel pump	10
2	Instruments	10
3	Auxiliary	5
4	Dip and high headlight beams	15
5	Engine management system	15
6	Horn	10
7	ABS modulator	25
8	Cooling fan	15
9	Ignition switch, starter circuit	10

## Headlights



### Warning

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

Make sure that the head light beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic.

An incorrectly adjusted headlight may impair visibility causing an accident.

### Warning

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

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

## **Caution**

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.

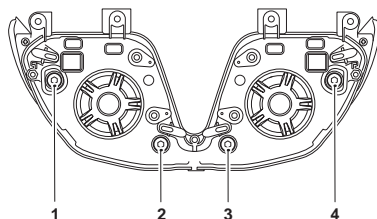
Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

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

### Note

Each headlight can be adjusted by means of vertical and horizontal adjustment screws located on the rear of each headlight.



1. Horizontal adjustment screw (left hand)
2. Vertical adjustment screw (left hand)
3. Vertical adjustment screw (right hand)
4. Horizontal adjustment screw (right hand)

To adjust the headlight:

- Switch the headlight dipped beam on.
- Turn the vertical adjustment screws on each headlight clockwise to lower the beam or anticlockwise to raise the beam.
- On the right hand headlight turn the horizontal adjustment screw clockwise to move the beam to the right or anticlockwise to move the beam to the left.
- On the left hand headlight turn the horizontal adjustment screw clockwise to move the beam to the left or anticlockwise to move the beam to the right.
- Switch the headlights off when both beam settings are satisfactorily set.

# Maintenance

## Headlight Bulb Replacement

### ! Caution

The use of non-approved bulbs may result in damage to lenses and other lighting unit components.

Use genuine Triumph supplied bulbs as specified in the Triumph Parts Catalogue.

Always have replacement bulbs installed by an authorised Triumph dealer.

### ! Warning

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

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

### ! Warning

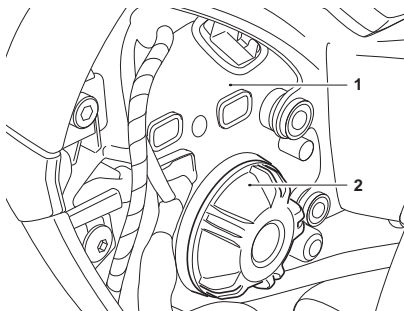
Do not reconnect the battery until the assembly process has been completed.

Premature battery reconnection could result in ignition of the battery gases causing risk of injury.

To replace the headlight bulb:

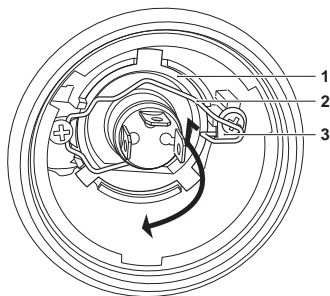
- Disconnect the battery, see page 129.

- Remove the cockpit infill panels, see page 69.



1. Headlight unit (left hand shown)
2. Bulb cover

- Turn the headlight bulb cover anticlockwise and remove it from the headlight.
- Disconnect the multiplug from the bulb.
- Noting its orientation, detach the bulb retainer from the hook on the headlight assembly and rotate it away from the bulb as shown.



1. Bulb
2. Bulb retainer
3. Bulb retainer hook

- Remove the bulb from the bulb retainer.



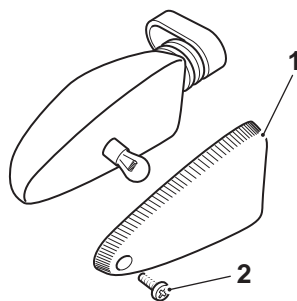
- Installation is the reverse of the removal procedure.
- Reconnect the battery, positive (red) lead first.
- Refit the cockpit infill panels and tighten the fixings to 3 Nm.

## Direction Indicator Lights

### Models fitted with LEDs

The LED direction indicator light units are sealed, maintenance free LED units. The direction indicator assembly must be replaced in the event of the failure of the direction indicator light.

### Models fitted with Bulbs



1. Lens
2. Indicator lens screw

To replace the direction indicator light bulb:

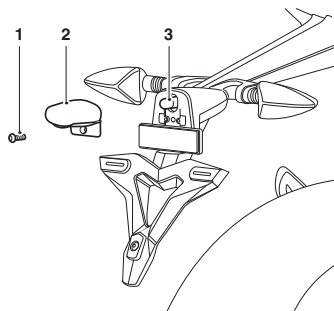
- The lens on each indicator light is held in place by a screw located in the body of the light.
- Release the indicator lens screw.
- Remove the lens to gain access to the bulb for replacement.
- Replace the bulb.
- Refit the lens making sure that the locating tang is correctly aligned to the indicator body.
- Tighten the indicator lens screw to 1 Nm.

## Rear Light

The LED rear light units are sealed, maintenance free LED units. The rear light assembly must be replaced in the event of the failure of the rear light.

## Licence Plate Light

### Bulb Replacement



1. Fixing
2. Lens
3. Bulb

To replace the licence plate light bulb:

- Release the fixing and remove the lens of the licence plate light.
- Replace the bulb.
- Refit the lens and tighten the fixing to 1 Nm.

## Cleaning and Storage

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# Cleaning and Storage

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## Cleaning

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

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

## Preparation for Washing

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

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

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

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

Remove any items of 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

#### **Caution**

Do not use high pressure spray washers or steam cleaners.

Use of high pressure spray washers and steam cleaners may damage seals, and cause water and steam to be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

#### **Caution**

Do not spray any water at all near the air intake duct.

The air intake duct is normally located under the rider's seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Do not get water near the following places:

- Air intake duct
- Any visible electrical components
- Brake cylinders and brake calipers
- Handlebar switch housings
- Headstock bearings
- Instruments
- Oil filler cap
- Rear bevel box breather (if fitted)
- Rear of headlights
- Seats
- Suspension seals and bearings
- Under the fuel tank
- Wheel bearings.

### Note

Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting.

**Always use a low alkaline soap to aid the cleaning process.**

# Cleaning and Storage

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## Washing

To wash the motorcycle, do the following:

- Make sure that the motorcycle engine is cold.
- Prepare a mixture of clean, cold water and mild automotive cleaner. Do not use a highly alkaline soap as commonly found at commercial car washes because it leaves a residue.
- Wash the motorcycle with a sponge or soft cloth. Do not use abrasive scouring pads or steel wool. They will damage the finish.
- Rinse the motorcycle thoroughly with clean, cold water.

## After Washing



### Warning

Never wax or lubricate the brake discs. Always clean the brake disc with a proprietary brand of oil-free brake disc cleaner.

Waxed or lubricated brake discs may cause loss of braking power and an accident.

After washing the motorcycle, do the following:

1. Remove the plastic bags and tape, and clear the air intakes.
2. Lubricate the pivots, bolts and nuts.
3. Test the brakes before motorcycle operation.
4. Use a dry cloth or chamois leather to absorb water residue. Do not allow water to stand on the motorcycle as this will lead to corrosion.
5. Start the engine and run it for 5 minutes. Make sure that there is adequate ventilation for the exhaust fumes.

### Care of Gloss Paintwork

Gloss paintwork should be washed and dried as described previously, then protected using a high quality automotive polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

### Care of Matt Paintwork

Matt paintwork requires no greater care than that already recommended for high gloss paintwork.

- Do not use any polish or wax on matt paintwork.
- Do not try and polish out scratches.

# Cleaning and Storage

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## Aluminium Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are aluminium parts not protected by paint or lacquer, and for guidance on how to clean those items.

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

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.

## Cleaning of Chrome and Stainless Steel Items

All chrome and stainless steel parts of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

### Washing

Wash as previously described.

### Drying

Dry the chrome and stainless steel parts as far as possible with a soft cloth or chamois leather.

### Protecting



### Caution

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

When the chrome and stainless steel is dry, apply a suitable proprietary chrome cleaner on to the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.



## Black Chrome

Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

## Cleaning of the Exhaust System

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fibre components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

### Note

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

### Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

### Drying

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

### Protecting



### Caution

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

## Cleaning and Storage

---

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

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

### Seat Care



#### Caution

Use of chemicals or high pressure spray washers is not recommended for cleaning the seat.

Using chemicals or high pressure spray washers may damage the seat cover.

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

### Windscreen Cleaning (if fitted)



#### **Warning**

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

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

#### **Caution**

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

#### **Caution**

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen.

Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and clean, cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

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

# Cleaning and Storage

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## Care of Leather Products

It is recommend that the leather products are periodically cleaned with a damp cloth and allowed to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of the product.

The Triumph leather product is a natural product and lack of care can result in damage and permanent wear.

Follow these simple instructions to prolong the life of the leather product:

- Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean the leather product.
  - Do not immerse the leather product in water.
  - Avoid direct heat from fires and radiators which can dry out and distort the leather.
  - Do not leave the leather product in direct sunlight for prolonged periods of time.
  - Do not dry the leather product by applying direct heat to it at any time.
  - If the leather product does get wet, absorb any excess water with a soft clean cloth then leave the leather product to dry naturally at room temperature.
  - Avoid exposure of the leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- If exposure to salt is unavoidable, clean the leather product immediately after each exposure using a damp cloth then leave the leather product to dry naturally at room temperature.
  - Gently clean any minor marks with a damp cloth then leave the leather product to dry naturally at room temperature.
  - Place the leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

### Storage

#### Preparation for Storage

To prepare the motorcycle for storage, do the following:

- 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 cc) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to 12 Nm.
- Change the engine oil and filter (see page 100).
- Check and if necessary correct the tyre pressures (see the relevant Specification section).
- 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 numerous products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- Lubricate and if necessary adjust the drive chain (see page 107).
- 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 102).
- 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 131).
- 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.

# Cleaning and Storage

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## Preparation after Storage

To prepare the motorcycle to be ridden after storage, do the following:

- Install the battery (if removed) (see page 131).
- If the motorcycle has been stored for more than four months, change the engine oil (see page 100).
- 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.
- Refit the spark plugs, tightening to 12 Nm, and start the engine.
- Check and if necessary correct the tyre pressures (see the relevant Specification section).
- Clean the entire vehicle thoroughly.
- Check the brakes for correct operation.
- Test ride the motorcycle at low speeds.

## Specifications

Dimensions, Weights and Performance	
A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at <a href="http://www.triumph.co.uk">www.triumph.co.uk</a> .	
Payload	Daytona Moto 2™ 765
Maximum Payload	124 kg (273 lbs)
Engine	Daytona Moto 2™ 765
Type	In-line 3 cylinder
Displacement	765 cc
Bore x Stroke	78 x 53.4 mm
Compression Ratio	12.9
Cylinder Numbering	Left to Right
Cylinder Sequence	1 at left
Firing Order	1-2-3
Lubrication	Daytona Moto 2™ 765
Lubrication System	Wet sump
Engine Oil Capacities:	
Dry Fill	3.50 litres
Oil/Filter Change	3.00 litres
Oil Change Only	2.80 litres
Cooling System	Daytona Moto 2™ 765
Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Antifreeze Ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	2.5 litres
Thermostat Opens (nominal)	71°C
Fuel System	Daytona Moto 2™ 765
Type	Electronic fuel injection
Injectors	Solenoid operated
Fuel Pump	Submerged electric
Fuel Pressure (nominal)	3.5 bar

# Specifications

<b>Fuel</b>	<b>Daytona Moto 2™ 765</b>
Type	95 RON unleaded
Tank Capacity (motorcycle upright)	17.4 litres

<b>Ignition</b>	<b>Daytona Moto 2™ 765</b>
Ignition System	Digital inductive
Electronic Rev Limiter	13,250 r/min
Spark Plug	NGK CR9EIA9
Spark Plug Gap	0.9 mm
Gap Tolerance	+0.00/-0.1 mm

<b>Transmission</b>	<b>Daytona Moto 2™ 765</b>
Transmission Type	6 speed, constant mesh
Clutch Type	Wet, multiplate
Final Drive Chain	RK XW-ring, 114 link
Primary Drive Ratio	1.85:1 (76/41)
Gear Ratios:	
Final Drive Ratio	3.13:1 (47/15)
1st	2.31:1 (37/16)
2nd	1.86:1 (39/21)
3rd	1.5:1 (36/24)
4th	1.29:1 (27/21)
5th	1.14:1 (25/22)
6th	1.04:1 (24/23)



## 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 Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at [www.triumph.co.uk](http://www.triumph.co.uk).



<b>Tyres</b>	<b>Daytona Moto 2™ 765</b>
Tyre Sizes:	
Front	120/70 ZR17 58W
Rear	180/55 ZR17 73W
Tyre Pressures (Cold):	
Front	2.35 bar (34 lb/in²)
Rear	2.5 bar (36 lb/in²)

<b>Electrical Equipment</b>	<b>Daytona Moto 2™ 765</b>
Battery Type	YTX-9BS
Battery Rating	12 Volt, 8 Ah
Alternator	14 Volt, 34 Amp at 5,000 rpm
Headlight	12 Volt, 55 Watt x 2
Front Position Light	12 Volt, 5 Watt
Tail/Brake Light	LED
Licence Plate Light	12 Volt, 5 Watt
Directional Indicator Lights	12 Volt, 10 Watt
Models with LED Directional Indicator Lights	LED

<b>Frame</b>	<b>Daytona Moto 2™ 765</b>
Rake	23.2°
Trail	90.8 mm

<b>Tightening Torques</b>	
Battery Terminals	4.5 Nm
Chain Adjuster Lock Nuts	20 Nm
Chain Guard	9 Nm
Clutch Lever Nut	3.5 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

## Specifications

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<b>Fluids and Lubricants</b>	
Bearings and Pivots	Grease to NLGI 2 specification
Brake Fluid	DOT 4 brake fluid
Coolant	Triumph HD4X Hybrid OAT coolant (pre-mixed)
Drive Chain	Chain spray suitable for XW-ring chains
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

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## Approval Information

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### Approval Information

This section contains approval information that is required to be included in this Owner's Handbook.

#### Radio Equipment Device EU Directive 2014/53

Triumph motorcycles are equipped with a range of radio equipment devices. These radio equipment devices must comply with the EU Radio Equipment Device Directive 2014/53/EU. The complete text of the EU declaration of conformity for each radio equipment device is available at the following address:

[www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals](http://www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals)

The table below shows the frequencies and power levels for the radio equipment devices in compliance with the EU Directive 2014/53/EU. The table shows all radio equipment devices used across the Triumph range of motorcycles. Only certain radio equipment devices in the table are applicable to specific motorcycles.



# Approval Information

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Chassis Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	287 nW ERP	Pektron Alfreton Road, Derby, DE21 4AP UK
Keyless Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	6.28 uW ERP	
Keyless Control Unit 2	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antennas	3.01 uW ERP	
Keyless System Key Fob	Receive Bands: 134.2 kHz Category-2 Receiver Transmit Bands: 433.92 MHz, 134.2 kHz Class: N/A Antenna Type Fixed Antenna (PCB)	0.019 mW ERP	

# Approval Information

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Immobiliser (Motorcycles with Key System)	Receive Bands: 433.92 MHz, 125 kHz Transmit Bands: 120.9 KHz to 131.3 KHz	5dBµA/m @ 10m	LDL Technology Parc Technologique Du Canal, 3 Rue Giotto, 31520 Ramonville Saint-Agne, France
Tyre Pressure Monitoring System (TPMS)	Receive Bands: None Transmit Bands: 433.97 MHz to 433.87 MHz	0.063 mW	
Triumph Accessory Alarm System ECU	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	Scorpion Automotive Ltd Drumhead Road, Chorley North Business Park, Chorley, PR6 7DE UK
Triumph Accessory Alarm System Remote/Key Fob	Receive Bands: None Transmit Bands: 433.92 MHz	10 mW ERP	
Accessory Alarm System ECU - Triumph Protect+	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	
Accessory Alarm System Remote/Key Fob - Triumph Protect+	Receive Bands: None Transmit Bands: 433.92 MHz	1 mW ERP	

## Representative within the European Union

### Address

Triumph Motocicletas Espana S.L.  
C/Cabo Rufino Lazaro  
14 - E  
28232 - Las Rozas De Madrid  
Spain

### Industry Canada Statement

Under Industry Canada regulations, this radio transmitter may only operate using an antenna of a type and maximum (or lesser) gain approved for the transmitter by Industry Canada.

To reduce potential radio interference to other users, the antenna type and its gain should be so chosen that the equivalent isotropically radiated power (e.i.r.p.) is not more than that necessary for successful communication.

This device complies with Industry Canada licence-exempt RSS standard(s).

Operation is subject to the following two conditions:

- (1) this device may not cause interference, and
- (2) this device must accept any interference, including interference that may cause undesired operation of the device.

### 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.