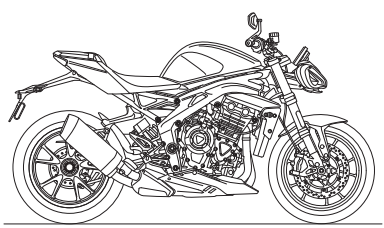
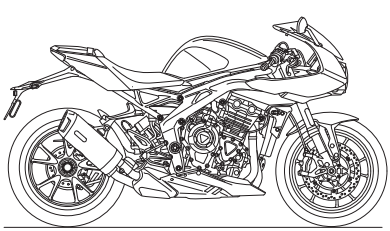
Speed Triple 1200 RR and Speed Triple 1200 RS





This handbook contains information on the Triumph Speed Triple 1200 RR and Speed Triple 1200 RS motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

Publication part number 3850194-EN issue 1

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.

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 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:

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
- Arabic
- Chinese
- Dutch
- French
- German
- Italian
- Japanese
- Portuguese
- Spanish
- Swedish
- Thai
- Finnish (available online from www.triumphmotorcycles.com).

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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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 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.

⚠ 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.

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.

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.

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.

Wobble/Weave

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

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

Handlebars and Footrests

⚠ Warning

The rider must maintain control of the 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 and passenger (if applicable) must always use the footrests provided, during operation of the motorcycle.

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

⚠ Warning

Always make sure that the passenger footrests are fully extended when carrying a passenger.

Never carry a passenger without him or her using the fully extended passenger footrests.

Incorrect foot placement anywhere on the motorcycle instead of using the footrests may cause:

- the passenger's feet or clothing to become entrapped

- the passenger to be in contact with hot exhaust pipes.

Incorrect foot placement anywhere on the motorcycle instead of using the footrests will cause:

- severe personal injuries to the passenger

- instability of the motorcycle that may cause an accident

- damage to the motorcycle

- damage to clothing.

⚠ Warning

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

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

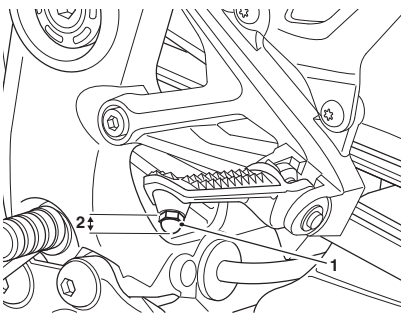
Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

⚠ 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.

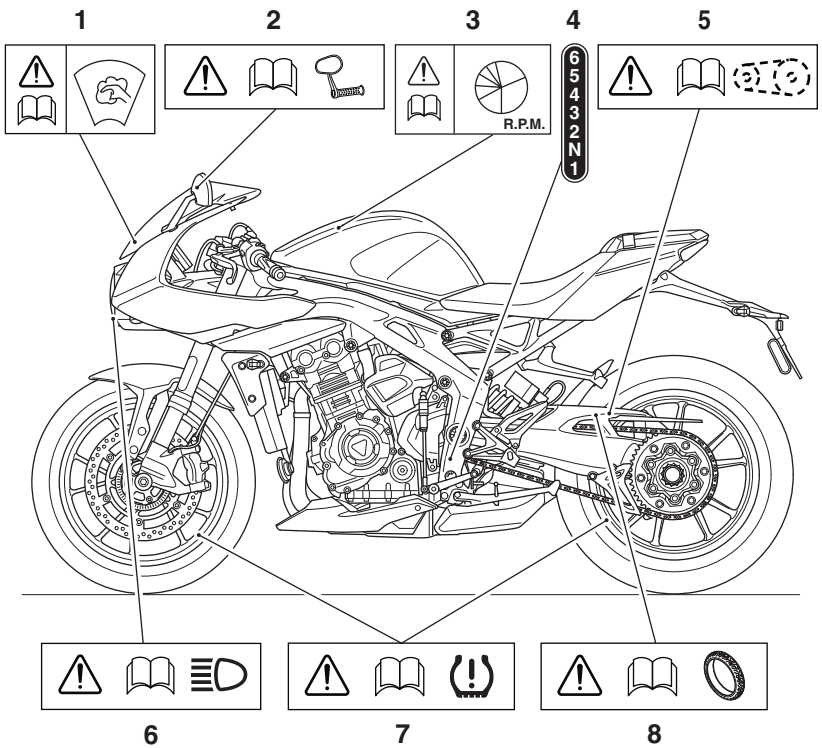


1. **Bank angle indicator**
2. **5 mm wear limit**

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. For illustration purposes, Speed Triple 1200 RR is shown.

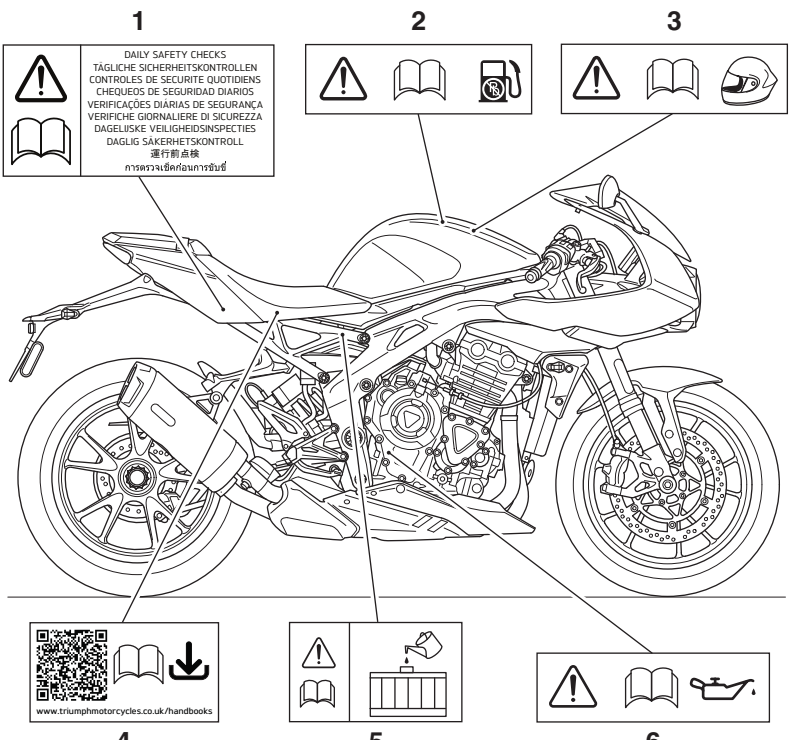


1. **Windscreen (if fitted) (page 86)**
2. **Mirrors (page 133)**
3. **Running-In (page 87)**
4. **Gears (page 92)**
5. **Drive Chain (page 124)**
6. **Headlight (page 165)**
7. **Tyre Pressure Monitoring System (TPMS) (if fitted) (page 74)**
8. **Tyres (page 146)**

Warning Label Locations (continued)

⚠ Caution

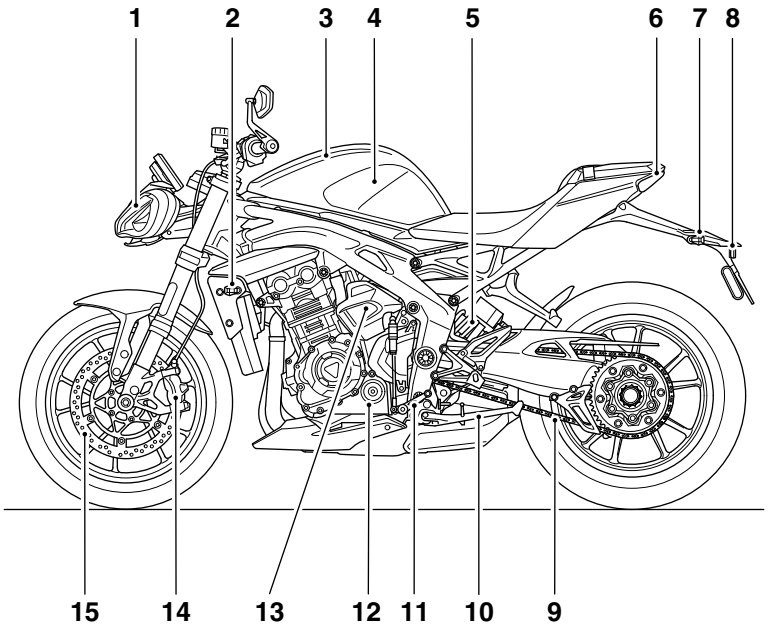
All warning labels and decals, with the exception of the Running-in label, are fitted to the motorcycle using a strong adhesive. In some cases, labels are installed prior to an application of paint lacquer. Therefore, any attempt to remove the warning labels will cause damage to the paintwork or bodywork.



1. Daily Safety Checks (page 88)
2. Fuel (page 77)
3. Helmet (page 08)
4. Owner's Handbook Download Details (under seat)
5. Coolant (page 118)
6. Engine Oil (page 113)

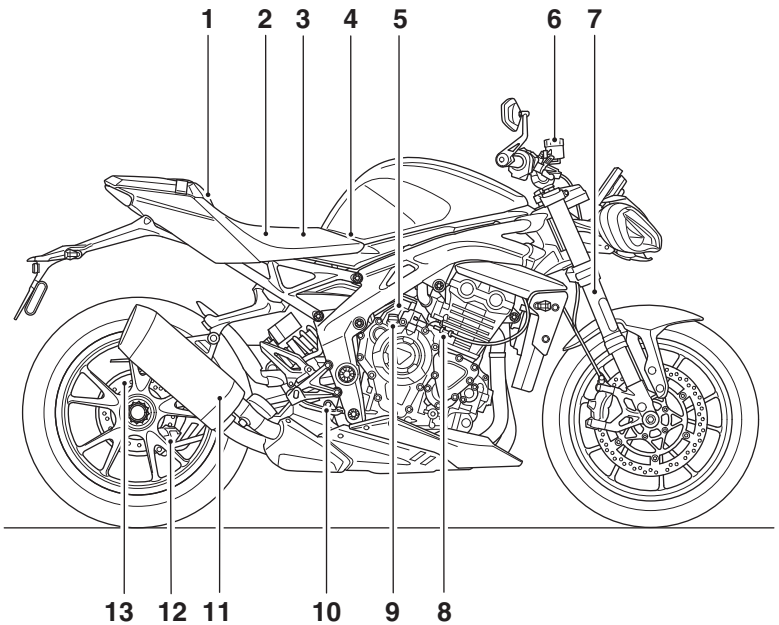
PARTS IDENTIFICATION

For illustration purposes, Speed Triple 1200 RS is shown.



1. Headlight
2. Front indicator
3. Fuel filler cap
4. Fuel tank
5. Rear suspension unit
6. Rear light
7. Rear indicator
8. License plate light
9. Drive chain
10. Side stand
11. Gear change pedal
12. Oil filter
13. Coolant expansion tank (tools attached to cover)
14. Front brake caliper
15. Front brake disc

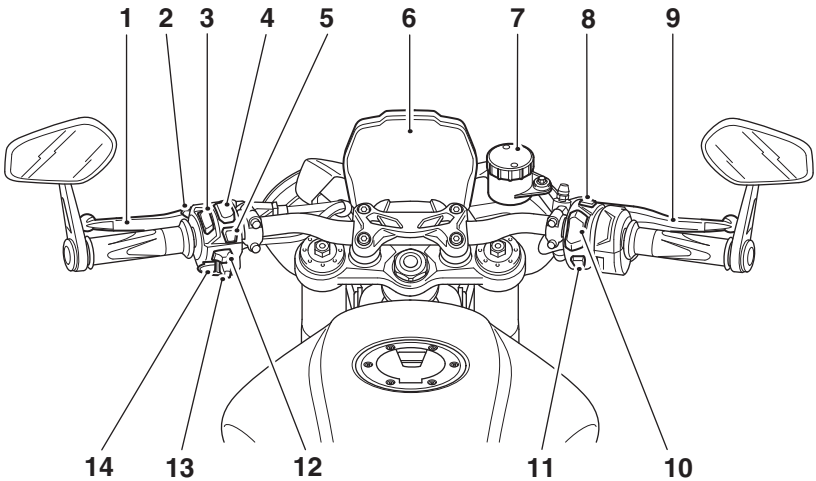
Parts Identification - Continued



1. Rear seat/seat cowl fixing
2. Battery (under seat)
3. Main and rear fuse boxes (under seat)
4. Front fuse box (under fuel tank)
5. Accessory socket
6. Front brake fluid reservoir
7. Front fork
8. Clutch cable
9. Oil filler cap
10. Rear brake pedal
11. Silencer
12. Rear brake caliper
13. Rear brake disc

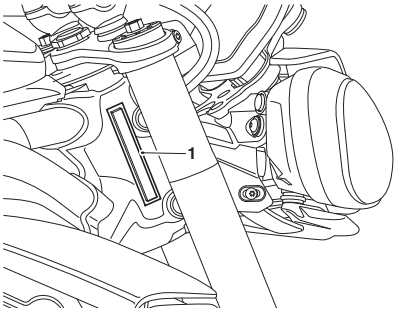
RIDER VIEW PARTS IDENTIFICATION

For illustration purposes, Speed Triple 1200 RS is shown.



1. Clutch lever
2. High beam/pass button
3. Daytime Running Lights (DRL) switch
4. Cruise control adjust button
5. Mode button
6. Instruments
7. Front brake fluid reservoir
8. Hazard warning lights switch
9. Front brake lever
10. Engine start/stop switch
11. Home button
12. Direction indicator switch
13. Joystick
14. Horn button

Vehicle Identification Number (VIN)

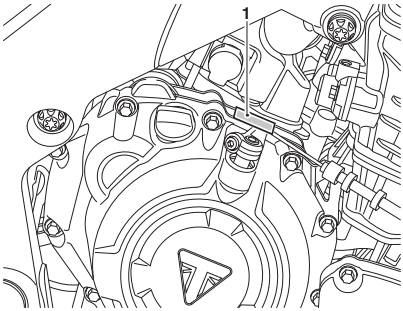


1. Vehicle identification number

The Vehicle Identification Number (VIN) is stamped into the right hand side of the steering head area of the frame.

Record the vehicle identification number in the space provided below.

Engine Serial Number



1. Engine serial number

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

Record the engine serial number in the space provided below.

SERIAL NUMBERS

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Keys

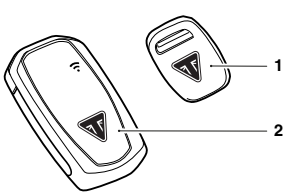
Caution

All keys supplied with the motorcycle are specific to the individual motorcycle. They cannot be used on another motorcycle.

If all keys are lost, misplaced or damaged, then the chassis control unit on the motorcycle will need to be replaced.

To avoid unnecessary cost and time, make sure that all spare keys are kept in a secure location.

There are two keys supplied with the motorcycle; one smart key and one passive key.



1. **Passive key**
2. **Smart key**

Smart Key

Caution

Key functions including locking and unlocking, may be disrupted by electronic devices, environmental electrical noise sources and metal objects.

Avoid storing and using the key near the following:

- Electrical service masts, radio masts and power distribution infrastructure
- Garage door opener devices
- Radio-Frequency IDentification (RFID) access cards or fobs
- Metal, metallic card holders and aluminium items
- Other vehicle electronic keys
- In panniers or top boxes
- Wireless communication devices such as mobile phones, tablets, laptops, portable game systems, audio players, radios and chargers.

If the smart key is still not working after moving it away from all electronic devices and metal objects, check and change (if required) the smart key battery. If the smart key is still not working then contact your local Triumph dealer.

The smart key operates the keyless ignition system. An additional smart key can be purchased from your Triumph dealer. However, only three keys can be programmed to the motorcycle. This can be a combination of smart keys and passive keys.

If there is a fault with the smart key or the smart key battery is flat then take the smart key to the nearest Triumph dealer to rectify.

For security reasons, the smart key should be switched off every time it is removed from the motorcycle.

Smart Key Battery Replacement

Warning

There is a risk of explosion if an incorrect battery is used.

Always make sure that the correct battery size and type is used.

Warning

Batteries contain harmful materials.

Always keep batteries out of the reach of infants and young children to prevent them being swallowed.

If swallowed, consult a doctor immediately.

Caution

Do not touch the contact sides of the battery with your skin. Only touch the edges of the battery when you hold it.

The natural materials in your skin can cause corrosion and shorten the life of the battery.

To replace the smart key battery:

- Make sure that the smart key is in passive mode (red LED).
- Remove the battery cover fixing using a 1.5 mm AF Allen key.
- Remove the battery cover.
- Remove the battery, noting its orientation.
- Insert a new 3 Volt CR2032 Lithium battery.
- Replace the battery cover making sure that it aligns correctly.
- Refit the battery cover fixing and tighten to 0.3 Nm.

Battery Disposal

The used 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.

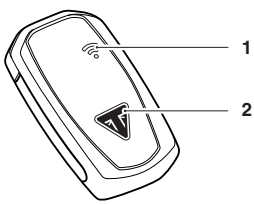
Keyless Ignition

The keyless ignition system allows the motorcycle to be started without the use of a mechanical key.

Smart Key Operation

To turn the motorcycle on with the keyless ignition:

- The smart key must be within close proximity (one metre/three feet) of a system sensor. There is a system sensor located on the right hand side of the motorcycle, and another system sensor located at the front of the motorcycle. If the smart key is out of range of a system sensor then it will be unresponsive and the keyless ignition cannot be activated.



1. **Status symbol light**
2. **ON/OFF button**

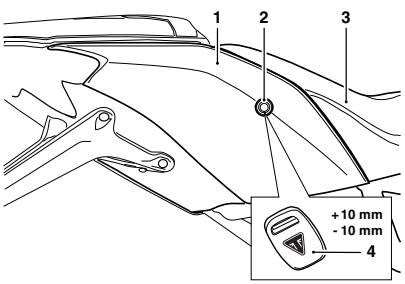
- Press the ON/OFF button on the smart key to turn the key on. The status symbol light shows green briefly to indicate that the smart key is on.
- A short press on the ON/OFF button shows the status of the smart key; red is OFF and green is ON.
- A long press of the ON/OFF button will change the status to OFF or ON after briefly showing the original status colour first.
- If the smart key battery is flat, then use the smart key in the passive key operation method.

For more information on starting the engine with keyless ignition, see page 90.

Passive Key Operation

To turn the motorcycle on with the passive key (or the smart key if the battery is discharged):

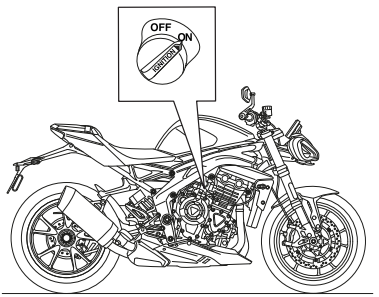
- Hold the key on the system sensor located on the right hand side of the motorcycle.
- The key needs to be held within +/-10 mm of the system sensor. Take care not to damage the motorcycle paint work.



1. **Right hand rear panel**
2. **System sensor**
3. **Rider's seat**
4. **Passive key shown**

- The smart key must be held against the system sensor while pressing the Engine Start/Stop switch in either the QUICK START or Power ON/OFF position (see page 63).

Master Ignition Switch (if fitted)



Master Ignition Switch

The master ignition switch is only fitted to motorcycles in the United States and Canada. The master ignition switch is located on the right hand side of the motorcycle.

To operate the motorcycle with the keyless ignition, the master ignition switch must be in the ON position.

If the master ignition switch is in the OFF position then the keyless ignition cannot be used and the motorcycle can not be started.

Instruments

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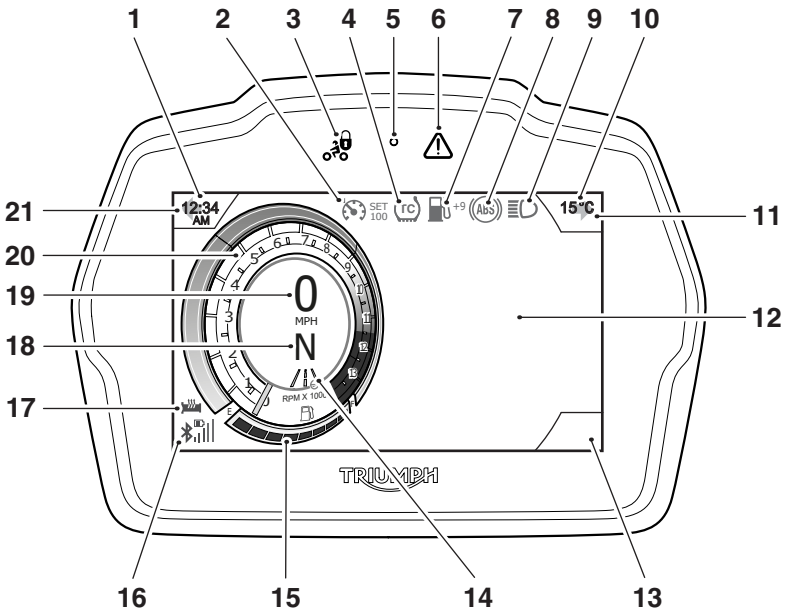
Instrument Panel Layout

The motorcycle is fitted with a full colour Thin Film Transistor (TFT) instrument display with a 5 inch (12.7 cm) screen. Some items and symbols may move location depending on the screen layout for different scenarios.



1. Clock
2. Cruise control status light
3. Alarm/immobiliser status indicator light (alarm is an accessory kit)
4. Warning symbol location
5. Instrument panel sensor light
6. Warning light
7. Warning symbol location
8. ABS warning light
9. High beam/DRL warning light
10. Ambient temperature
11. Right hand indicator and hazard warning light
12. Menu area
13. Menu symbol location
14. Current riding mode
15. Fuel gauge
16. Bluetooth functionality symbols (if connected)
17. Heated grips
18. Gear position
19. Speedometer
20. Tachometer
21. Left hand indicator and hazard warning light

Warning Lights

⚠ Caution

If a red warning light is shown then the motorcycle must be stopped immediately. Read any warning messages and rectify the issue.

If an amber warning light is shown then the motorcycle does not need to be stopped immediately. Read any warning messages and rectify the issue.

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 35.

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. 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.

⚠ 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.

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

⚠ Caution

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

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

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 is switched on, 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.

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.

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

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

If the indicator light becomes illuminated while riding, it indicates that the ABS has a malfunction that requires investigation.

Optimised Cornering ABS (OCABS) (if fitted)

The warning light will flash slowly if Optimised Cornering ABS (OCABS) is switched off by the OFF-ROAD or OFF-ROAD PRO riding modes. A warning message will be shown in the instrument display.

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

Warning

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

Do not continue to ride for longer than is necessary with the warning light illuminated.

Contact an 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.

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. 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.

⚠ 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.

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.

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 while riding, it indicates that the traction control system has a malfunction that requires investigation.

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.

Hazard Warning Lights

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

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

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

High Beam Light

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.

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

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

A lighting on/off switch is not fitted to this model. The rear light and licence plate light all function automatically when the ignition is on.

The headlight will function when the ignition is on. The headlight will go off while pressing the starter button until the engine starts.

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. During daylight hours, the Daytime Running Lights (DRL) improve the visibility of the motorcycle 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.

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page 33.

⚠ 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.

Low Fuel Warning Light

The low fuel warning light will illuminate when there are approximately 3.5 litres of fuel remaining in the tank.

Tyre Pressure Warning Light (if TPMS is 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.

Note

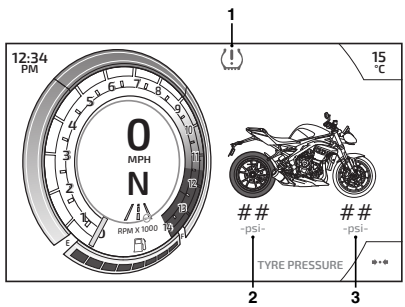
The Tyre Pressure Monitoring System (TPMS) is available as an accessory.

The tyre pressure warning light works with the Tyre Pressure Monitoring System (TPMS), see page 74.

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

The warning light will also illuminate amber if there is a low battery in the TPMS sensor.

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. **Tyre pressure warning light**
2. **Rear tyre indicator**
3. **Front 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 146. 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.

The tyre pressure warning light also illuminates to indicate a low sensor battery or loss of signal.

Warning and Information Messages

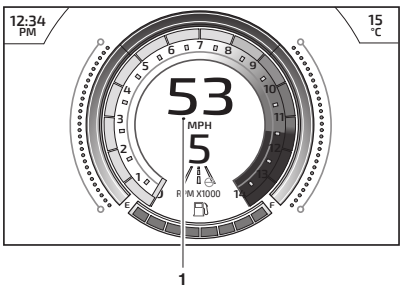
It is possible for multiple warning and information messages to be shown when a fault occurs. Where this is the case, warning messages will take priority over information messages and the warning symbol will be shown in the display. The number of currently active warning messages is also shown in the display. For more information on warnings and messages, see page 54.

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

Symbol	Warning Message
	LOW OIL PRESSURE - CHECK MANUAL (red indicator)
	STARTER MOTOR DISABLED - CONTACT DEALER (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)
	CAUTION: LOW AIR TEMPERATURE - RISK OF SURFACE ICE (blue or white indicator)

Odometer and Speedometer

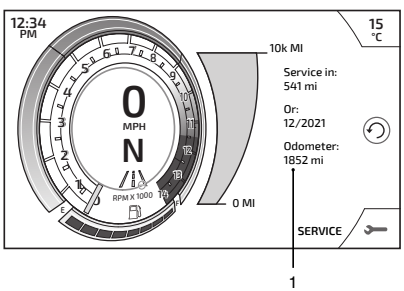
The speedometer indicates the road speed of the motorcycle.



1. **Speedometer**

To access the speedometer display, press the Home button for a long press.

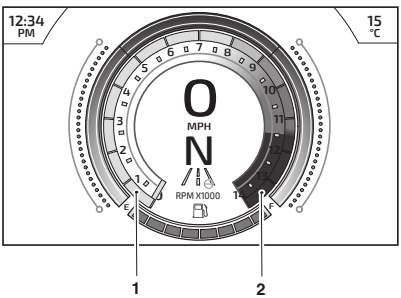
The odometer shows the total distance that the motorcycle has travelled. The odometer is only shown in the Service information tray.



1. **Odometer**

Tachometer

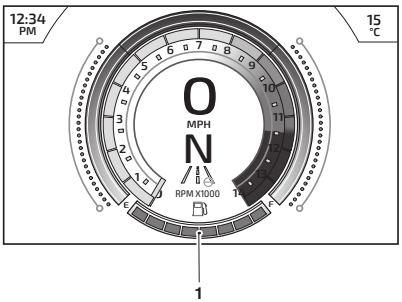
The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the red zone. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.



1. **Engine speed (rpm) shown in the display**
2. **Red zone**

Fuel Gauge

The fuel gauge indicates the amount of fuel in the tank from E (empty tank) to F (full tank).



1. Fuel gauge

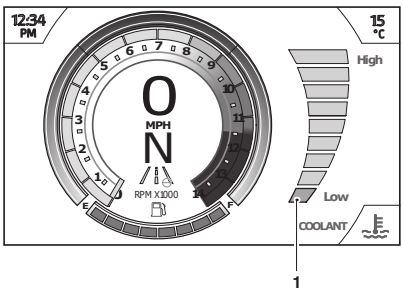
With the ignition switched on, the fuel remaining in the fuel tank is indicated by the amount of gauge segments that are shown full.

When the fuel tank is full, all gauge segments are shown full. When the fuel tank is empty, all gauge segments are shown empty. Other gauge markings indicate intermediate fuel levels between full and empty.

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. For more information on the fuel status information, see page 62.

Coolant Temperature Gauge

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



1. Coolant temperature gauge

When the engine is started from cold, the coolant temperature gauge will show empty gauge segments. As the temperature increases more gauge segments will be shown full. When the engine is started from hot, the coolant temperature gauge will show the relevant number of full gauge segments, dependant on engine temperature.

The normal temperature range is between the Low and High on the coolant temperature gauge.

With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light will illuminate in the warning light location and a warning message will be shown.

⚠ Caution

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

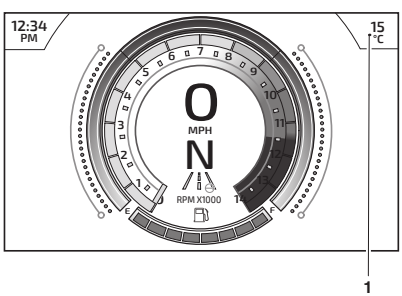
Severe engine damage will result from running the engine when the high coolant temperature warning light is illuminated.

Ambient Air Temperature

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

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

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



1. Ambient air temperature

To change the temperature from °C or °F, see page 49.

Frost Symbol

⚠ Warning

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

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

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

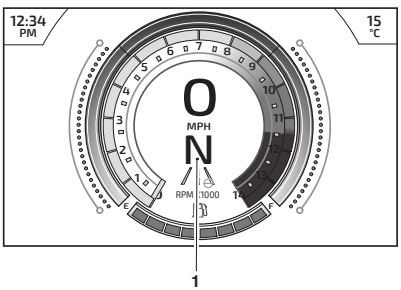
The frost symbol will illuminate if the ambient air temperature is 4°C (39°F) or lower.

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

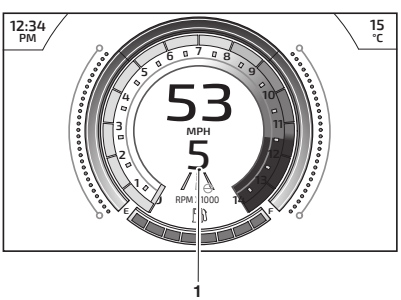
A message will also be shown in the information tray.

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.

Symbol	Description and Operation
	Home button (right hand switch housing).
ⓜ	Mode button (left hand switch housing).
▶	Selection arrow (right shown).
‹ ›	Left/right scroll using the joystick.
^ v	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).

Riding Modes

The riding modes allow adjustment of the throttle response (MAP), Anti-lock Braking System (ABS), Traction Control (TC) and suspension (Speed Triple 1200 RR only) settings to suit differing road conditions and rider preferences.

Riding modes can be conveniently selected using the MODE button and joystick located on the left hand switch housing, whilst the motorcycle is stationary or moving, see page 40.

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

Description	Default Icon	Rider Edited Icon
RAIN		
ROAD		
SPORT		
TRACK		
RIDER (ON ROAD)		-
RIDER (TRACK)		-

Each riding mode is adjustable. For more information, see page 43.

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

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 52 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.

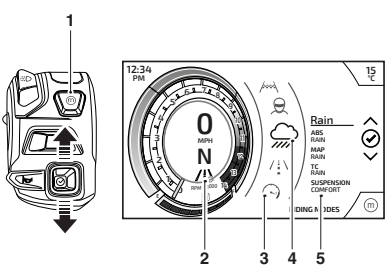
Note

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

A warning message is shown stating that the riding mode has changed. It also briefly allows the riding mode to be changed back to the original riding 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. **Riding mode selection tray**
4. **Current riding mode selected**
5. **Current riding mode selected settings**

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 highlighted.

To change the selected riding mode:

- Press the joystick down or up, or repeatedly press the MODE button until the required riding mode is highlighted in the centre of the riding mode selection 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 RIDER modes whilst the motorcycle is in motion, if the TC settings are set to OFF.

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.

Riding Mode Configuration

Riding Mode Configuration Options						
	RAIN 	ROAD 	SPORT 	TRACK 	RIDER  ON ROAD	RIDER  TRACK
Anti-lock Braking System (ABS)						
Road	●	●	●	○	●	○
Track	⊘	⊘	⊘	●	⊘	●
MAP (Throttle Response)						
Rain	●	○	⊘	○	○	○
Road	○	●	○	○	●	○
Sport	⊘	○	●	●	○	●
Traction Control (TC)						
Rain	●	○	⊘	○	○	○
Road	○	●	○	○	●	○
Sport	⊘	○	●	○	○	○
Track	⊘	⊘	⊘	●	○	●
Off	■	■	■	○	○	○
Suspension (Speed Triple 1200 RR Only)						
Comfort	●	●	○	○	●	○
Normal	○	○	●	○	○	○
Dynamic	⊘	⊘	⊘	●	⊘	●
Fixed 1[1]	○	○	○	○	○	○
Fixed 2[1]	○	○	○	○	○	○
Fixed 3[1]	○	○	○	○	○	○

Key	
● = Standard (Factory Default Setting)	⊘ = Option Not Available
○ = Selectable Option	■ = Option Via Menu
[1] = Requires 'Advanced' Suspension to be Enabled (refer to page 56)	

ABS Settings

⚠ Warning

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

ABS Settings Descriptions	
ROAD	Optimal ABS setting for road use. Optimised Cornering ABS function is active in this mode. Linked brake function is active in this mode. 'Anti-stoppie' function is enabled for all types of brake application.
TRACK	Optimal ABS setting for track use. Optimised Cornering ABS function is disabled in this mode. Linked brake function is not active in this mode. 'Anti-stoppie' function enabled in panic brake applications. 'Anti-stoppie' function is disabled in progressive brake applications. FRONT WHEEL - The ABS allows more front wheel slip compared to the ROAD setting. REAR WHEEL - Use of the rear brake only causes the ABS to operate as per the ROAD setting. Use of both the front and rear brake simultaneously causes the ABS to allow more rear wheel slip when compared to the ROAD setting.

MAP Settings

MAP Settings Descriptions	
ROAD	Standard throttle response.
RAIN	Reduced throttle response when compared to the ROAD setting. For use in wet or slippery conditions.
SPORT	Increased throttle response when compared to the ROAD setting.

Traction Control Settings

⚠ 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 which may result in loss of motorcycle control and an accident.

Traction Control Settings Descriptions	
ROAD	Optimal traction control setting for road use.
RAIN	Optimal traction control setting for road use in slippery conditions. Allows minimum rear wheel slip.
SPORT	Allows increased rear wheel slip when compared with the ROAD setting.
TRACK	Traction control is set up for track use. Allows increased rear wheel slip when compared to the ROAD setting.

Suspension Settings

Speed Triple 1200 RR Only

⚠ Warning

After selecting and/or adjusting a suspension mode, operate the motorcycle in an area free from traffic to gain familiarity with the new settings.

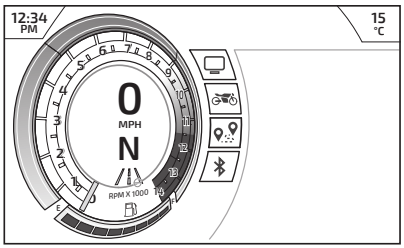
Do not loan your motorcycle to anyone as they may change the suspension settings from the one you are familiar with, causing loss of motorcycle control and an accident.

Suspension Settings Descriptions	
COMFORT	Optimised for comfort. (Adaptive)
NORMAL	Optimised for both normal and sporty riding. (Adaptive)
DYNAMIC	Optimised for track use and fast sport riding. (Adaptive)
FIXED 3	Optimised for comfort. (Fixed)
FIXED 2	Optimised for both normal and sporty riding. (Fixed)
FIXED 1	Optimised for track use and fast sport riding. (Fixed)

Main Menu

To access the Main menu:

- Press the HOME button on the right handlebar switch housing.
- Scroll the Main menu by pushing the joystick down/up until the required symbol is selected and the corresponding list of options is shown.

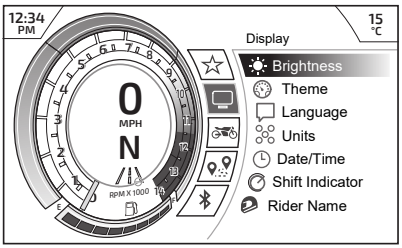


The Main menu allows access to the following options:

Symbol	Description
	Display This menu allows configuration of the display options. For more information, see page 47.
	Bike This menu allows configuration of the different features of the motorcycle. For more information, see page 51.
	Journey This menu allows configuration and display options of Trip 1 and Trip 2. For more information, see page 59.
	Bluetooth® (if fitted) This menu allows configuration of the Bluetooth® connectivity. For more information, see the My Triumph Connectivity Handbook. The My Triumph Connectivity Handbook is also available on the internet at: https://www.triumphinstructions.com/ Enter the part number 'A9820200' into the search field to access the handbook.

Display Menu

The Display menu allows configuration of the different display screen options.

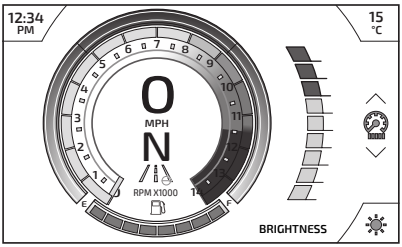


To access the Display menu:

- From the Main menu, push the joystick down and select Display.
- Press the joystick centre to confirm.
- Select the required option from the list to access the relevant information.

Display - Brightness

The Brightness menu allows the brightness of the display screen to be adjusted.



To adjust the brightness of the display screen:

- Push the joystick down/up to decrease/increase the level of brightness.
- When the brightness level is set to the required level, push the joystick left to return to the Display menu.

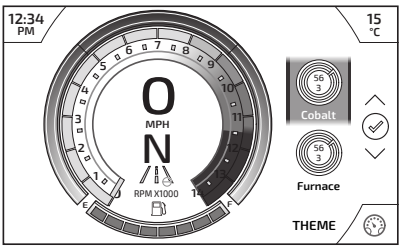
Note

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

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

Display - Theme

The Theme menu allows a different theme to be applied to the display screen.

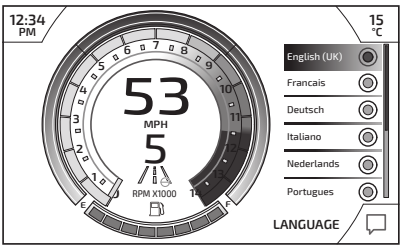


To change the theme:

- Push the joystick down/up to select the required theme.
- Press the joystick centre to confirm.
- Push the joystick left to return to the Display menu.

Display - Language

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

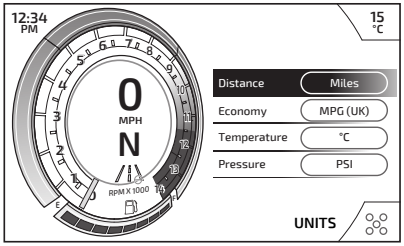


To select the required language for the instrument display:

- Scroll the list by pushing the joystick down/up until the required language option is highlighted.
- Press the joystick centre to select the correct language.
- Push the joystick left to return to the Display menu.

Display - Units

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



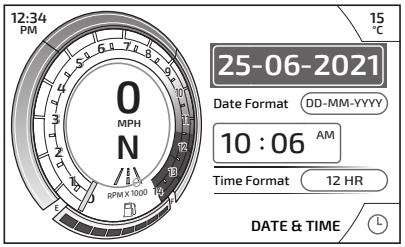
To change the units of measurement:

- Push the joystick down/up to highlight the required option (Distance, Economy, Temperature or Pressure).
- Press the joystick centre to select.
- Push the joystick down/up to select the required unit of measurement from the drop down menu.
- Press the joystick centre to confirm.
- Push the joystick left to return to the Display menu.

Units of Measurement Options	
Distance	Miles
	KM
Economy	MPG (UK)
	MPG (US)
	L/100KM
	KM/L
Temperature	°C
	°F
Pressure	PSI
	bar
	KPa.

Display - Date and Time

The Date and Time option allows the date and time to be adjusted.

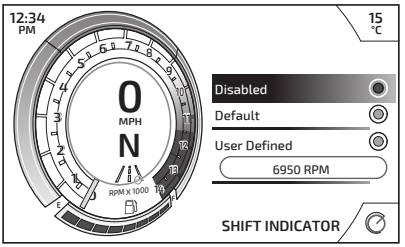


To set the date and time format:

- Navigate through the date and time options using the joystick.
- Press the joystick centre to confirm the option that needs to be changed.
- Push the joystick left/right to move to the next time segment to amend.
- Push the joystick down/up to select the required number.
- Press the joystick centre to confirm.
- Follow the same procedure to change any other date and time options.

Display - Shift Indicator

The Shift Indicator menu allows the adjustment of the gear shift indicator.



The engine speed threshold can be defined and the gear shift indicator can be disabled. Once the engine has been run in (at 1,000 miles), the Running In option is replaced with a Default option.

To disable the gear shift indicator:

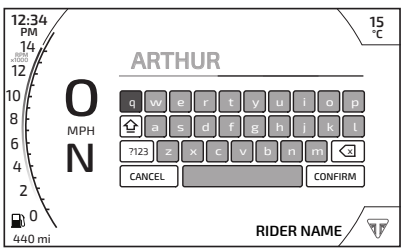
- Push the joystick down/up to select the Disabled option.
- Press the joystick centre to confirm.
- Press the joystick left to return to the Display menu.

To adjust the engine speed threshold (RPM) for the gear shift indicator:

- Push the joystick down/up to select the User Defined option. and press the joystick centre to confirm.
- Press the joystick centre to confirm.
- Push the joystick down/up to select from the preset RPM figures shown.
- Press the joystick centre to confirm the required selection.
- Push the joystick left to return to the Display menu.

Display - Rider Name

The Rider Name display allows the rider name to be entered in to the instrument panel system and shown in the welcome/start up display screen.

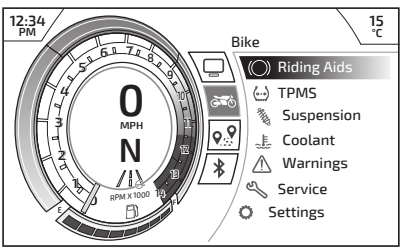


To enter a rider's name:

- Navigate the keyboard using the joystick and select the first letter of the rider's name.
- Press the joystick button to confirm. The letter appears at the top of the keyboard.
- Repeat the procedure until the whole rider name has been selected. There is a limit of 13 characters.
- Selecting ?123 shows a new keyboard of symbols and numbers to select from.
- Select CONFIRM and click on the joystick button to confirm the rider's name.
- The rider's name will now appear on the welcome screen.
- Select CANCEL to return to the Display menu without making any changes.

Bike Menu

The Bike menu allows configuration of the different features of the motorcycle.



To access the Bike menu:

- From the Main menu, push the joystick down and select the Bike option.
- Press the joystick centre to confirm.
- Select the required option from the list to access the relevant information.

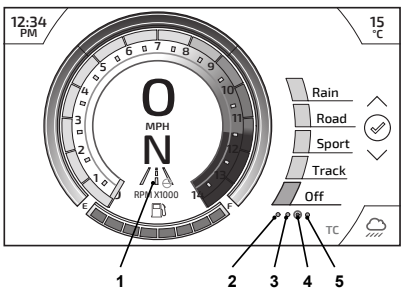
The following options are available:

- Riding Aids
- TPMS (if fitted)
- Suspension (Speed Triple 1200 RR only)
- Coolant
- Warnings
- Service
- Settings.

Bike - Riding Aids

The Riding Aids menu allows the configuration of the current riding mode whilst the motorcycle is in motion.

For information on the available options for each riding mode, see page 43.



1. **Current riding mode**
2. **ABS option**
3. **MAP option**
4. **TC option**
5. **Suspension option**

To change a riding mode setting:

- From the Bike menu, push the joystick down/up to select the Riding Aids option.
- Push the joystick left/right to scroll through ABS, MAP and TC options.
- When in the correct menu, push the joystick down/up to select and highlight the required setting.
- Press the joystick centre to confirm the selection.
- Push the joystick left to return to the previous menu.

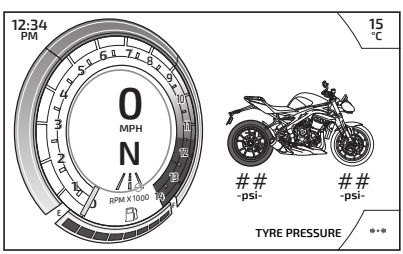
Bike - TPMS (if fitted)

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) menu shows the front and rear tyre pressures.



The front or rear tyre will be highlighted on the motorcycle image to indicate that the tyre pressure is below the recommended pressure.

For more information on TPMS and tyre pressures, see page 147.

Bike - Suspension

The Suspension menu option is only available on the Speed Triple 1200 RR motorcycle.

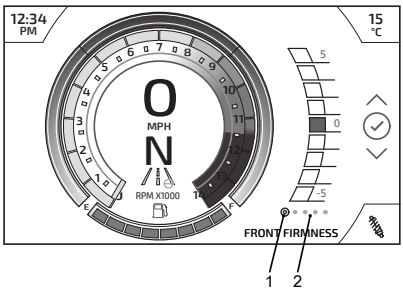
For more information on the Speed Triple 1200 RR suspension, see page 137.

The Suspension menu allows configuration of specific suspension settings.

Setting	Suspension Parameters
Adaptive	
Comfort	Front Firmness Rear Firmness Brake Support
Normal	
Dynamic	Front Firmness Rear Firmness Brake Support Acceleration Support Cornering Support
Fixed	
Fixed 3	Front Compression Front Rebound Rear Compression Rear Rebound
Fixed 2	
Fixed 1	

Adaptive Settings

The following screen is shown if an adaptive suspension setting is selected; Comfort, Normal or Dynamic.



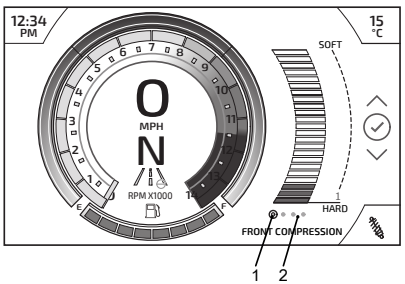
1. **Current suspension parameter**
2. **Available suspension parameters**

To set a suspension parameter:

- Push the joystick left/right to scroll through the suspension parameters.
- When the required suspension parameter is shown, push the joystick down/up to decrease/increase the suspension parameter in increments of 1, between the limits of -5 and 5.
- Press the joystick centre to confirm.

Fixed Settings

The following screen is shown if a fixed suspension setting is selected; Fixed 1, Fixed 2 or Fixed 3.



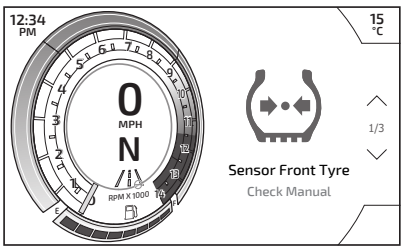
1. **Current suspension parameter**
2. **Available suspension parameters**

To set a suspension parameter:

- Push the joystick left/right to scroll through the suspension parameters.
- When the required suspension parameter is shown, push the joystick down/up to decrease/ increase the suspension. There are 23 adjustment steps.
- Press the joystick centre to confirm.

Bike - Warnings

Any warnings and information messages are shown in the main display. An example is shown below.



To view the warnings:

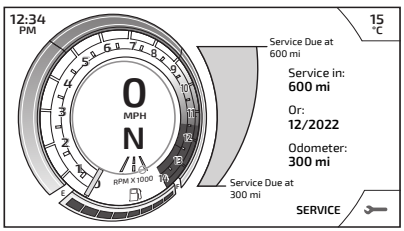
- Push the joystick down/up to review each warning (if more than one).
- The warning counter will show the amount of warnings that are present.
- Push the joystick left to return to the Bike menu.

Low Battery Warning

If items such as heated grips are fitted and are on with the engine at idle, over a period of time, the battery voltage may drop below a predetermined voltage and a warning message will be shown.

Bike - Service

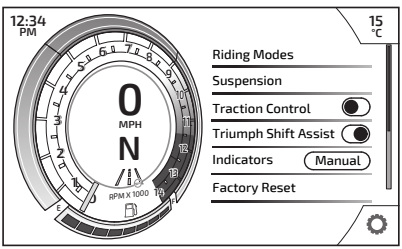
The Service menu shows the service interval and the odometer.



The service interval shows the distance and date that the service is required to be completed by.

Bike - Settings

The Settings menu allows configuration of several motorcycle settings.



The Settings options include:

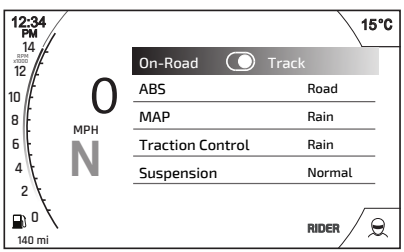
- Riding Modes
- Suspension (Speed Triple 1200 RR only)
- Traction Control
- Triumph Shift Assist
- Indicators
- Factory Reset.

Settings - Riding Modes

The Riding Modes screen allows the adjustment of the current riding mode to suit differing road conditions and rider preferences.

This menu option only allows the adjustment of the riding mode that is currently active and in use.

For more information on riding mode configurations, see page 40.



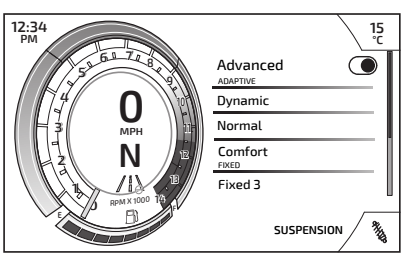
To adjust the riding mode settings:

- Only in Rider mode, select between On-Road and Track by enabling the required option. All other riding modes will automatically show a list of specified riding mode settings to select from.
- Scroll down/up the specific riding mode settings using the joystick to highlight the required setting.
- Press the joystick centre to confirm. The relevant setting menu is now shown.
- Once the setting has been adjusted accordingly, press the joystick centre to confirm and return to the main Riding Modes.
- Repeat the procedure to adjust any other riding mode settings.
- Push the joystick left to return to the previous menu.

Settings - Suspension

The suspension settings option is only available on Speed Triple 1200 RR.

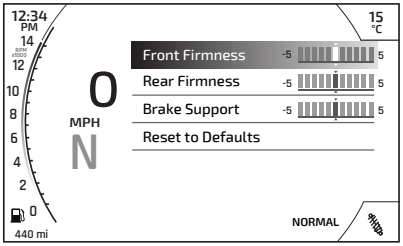
The suspension settings option allows the adjustment of suspension parameters to suit rider preferences and riding conditions.



To select a suspension parameter to adjust:

- Select and enable the Advanced option to view all adaptive and fixed suspension settings. If the Advanced option is not enabled then only the adaptive settings are shown.
- Scroll down/up the suspension settings using the joystick to highlight the required suspension setting to adjust.

- Press the joystick centre to confirm. The specific suspension parameters for the selected suspension setting are then shown.



The following suspension parameters are available depending on the suspension setting currently selected.

Setting	Suspension Parameters
Comfort	Front Firmness Rear Firmness Brake Support
Normal	
Dynamic	Front Firmness Rear Firmness Brake Support Acceleration Support Cornering Support
Fixed 3	Front Compression Front Rebound Rear Compression Rear Rebound
Fixed 2	
Fixed 1	

To set a suspension parameter:

- Scroll down/up the suspension parameters using the joystick to highlight the required suspension parameter.
- Press the joystick centre to confirm.
- Push the joystick left/right to decrease/increase the relevant suspension parameter in increments of 1, between the limits of -5 and 5.
- Once the suspension parameter has been set accordingly, press the joystick centre to confirm.
- Repeat the procedure to set any other suspension parameters.
- Push the joystick left to return to the previous menu.

Settings - Traction Control

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

To enable/disable the traction control:

- From the Settings menu, push the joystick down/up to select the Traction Control option.
- Push the joystick right to move the slider dot to the right to enable traction control.
- Push the joystick left to move the slider dot to the left to disable traction control.

For more information on traction control, see page 73.

Settings - Triumph 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.

Triumph Shift Assist 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/disable Triumph Shift Assist:

- From the Settings menu, push the joystick down/up to select the Triumph Shift Assist option.
- Push the joystick right to move the slider dot to the right to enable Triumph Shift Assist.
- Push the joystick left to move the slider dot to the left to disable Triumph Shift Assist.

For more information on Triumph Shift Assist, see page 93.

Settings - Indicators

The direction indicators setting can be changed.

To change the direction indicators setting:

- From the Settings menu, push the joystick down/up to select the Indicators option.
- Press the joystick centre to confirm.
- Push the joystick down/up to select the required Indicator option. Press the joystick centre to confirm.

Indicator Settings Options	
Manual	The self-cancelling function is off. The direction indicators must be manually cancelled using the direction indicator switch.
Self Cancel	The self-cancelling function is on. A short press on the direction indicator switch activates the direction indicators for three flashes. A longer press on the direction indicator switch activates the direction indicators for eight seconds and an additional 65 metres.

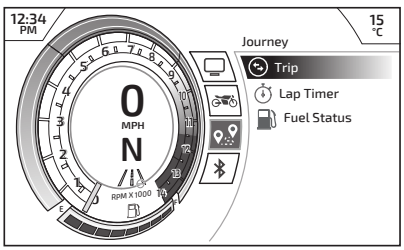
For more information on direction indicators, see page 66.

Settings - Factory Reset

The Factory Reset option allows the Settings options to be reset to the default setting.

Journey Menu

The Journey menu allows configuration of the motorcycle journey information.

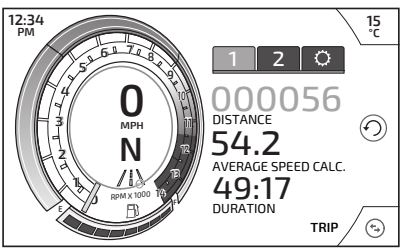


To access the Journey menu:

- From the Main menu, push the joystick down and select the Journey option.
- Press the joystick centre to confirm.
- Select the required option from the list to access the relevant information.

Journey - Trip Meter

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



To view a specific trip meter:

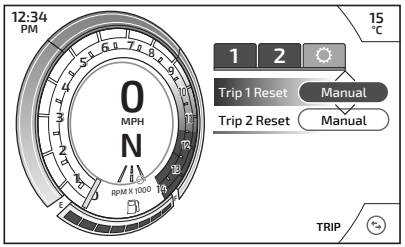
- Push the joystick left or right to select 1 or 2 from the tabs.
- The relevant trip meter information is then shown.

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.

Journey - Trip Settings

The Trip Settings menu allows the trip meters to be reset manually or automatically.



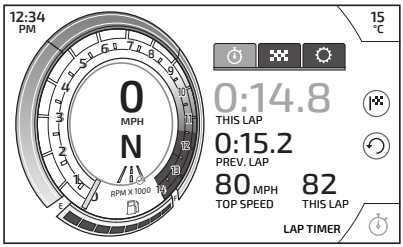
To reset the trip meters:

- Push the joystick left/right to select the Trip Settings tab.
- Push the joystick down/up to select the required trip meter. Press the joystick centre to confirm.
- Push the joystick down/up to select the required reset option and press the joystick centre to confirm.

Trip Settings Options	
Auto	This option reset each trip meter after the ignition has been switched off for the selected set time; 1, 2, 4, 8, 12 or 16 hours.
Manual	This option only resets the selected trip meter when the rider manually resets the selected trip meter.

Journey - Lap Timer

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



To start a lap:

- A short press on the joystick centre starts a new lap. The lap counter will start to count the first lap. This is shown as THIS LAP.
- A long press (longer than two seconds) on the joystick centre will stop the lap timer, clear the stored data and start a new lap time.
- Another short press on the joystick centre will start a new lap, and the previous lap's time and top speed will be shown in the display as PREV. LAP.
- The stored lap timer data is shown in the Lap Timer Review tab. For more information, see page 61.

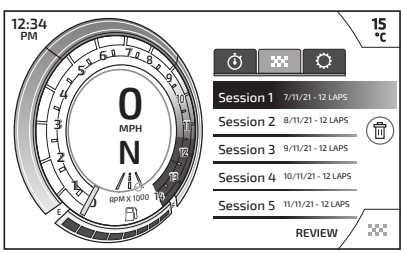
Journey - Lap Timer Review

The Lap Timer Review menu shows any stored sessions and lap times.

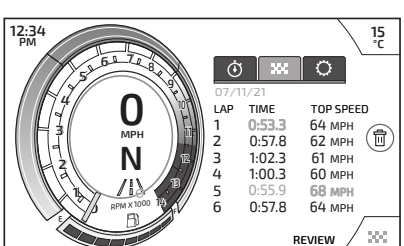
Up to ten sessions and up to 24 laps per session can be stored. Once this limit is reached, earlier sessions will need to be deleted before more can be stored.

To review the sessions and lap times:

- Push the joystick left/right to select the Trip Review tab.
- A list of all the recorded sessions is shown. Sessions are shown in time and date order.



- Push the joystick down/up to select the required session.
- A long press on the joystick centre deletes the selected session.
- A short press on the joystick opens the list of lap times for the selected session.



All lap times for the selected session are shown in the order they were recorded.

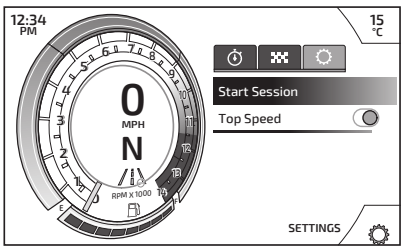
The top speed information is only shown if the top speed setting has been selected, see page 61.

The time and top speed data highlighted in green indicates the fastest time and highest speed recorded.

- Push the joystick down/up to select a required lap.
- A long press on the joystick centre deletes the selected lap from the session.
- Push the joystick left to return to the Journey menu.

Journey - Lap Timer Settings

The Lap Timer Settings menu allows certain details to be displayed in the Lap Timer screens.



To show the top speed information in the Lap Timer screens:

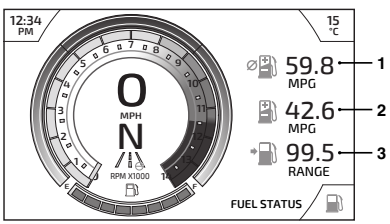
- Push the joystick left/right to select the Lap Timer Settings tab.
- Push the joystick down/up to select the Top Speed option.
- Push the joystick right to move the slider dot to the right to enable the Top Speed option. The top speed information will now be shown in the Lap Timer screens.
- Push the joystick left to move the slider dot to the left to disable the Top Speed option. The top speed information is then no longer shown in the Lap Timer screens.

For more information on the top speed information displayed, see page 61.

Journey - Fuel Status

The Fuel Status menu shows fuel consumption information.

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.



1. **Average fuel consumption**
2. **Instantaneous fuel consumption**
3. **Range to empty**

Average Fuel Consumption

This is an indication of the average fuel consumption.

A long press on the joystick centre will reset the average fuel consumption data. After being reset, **--.-** is shown 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, **--.-** is shown.

Range to Empty

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

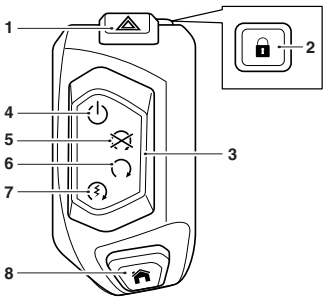
Bluetooth® Menu

For more information on *Bluetooth*® features, see the My Triumph Connectivity Handbook.

The My Triumph Connectivity Handbook is also available on the internet at: https://www.triumphinstructions.com/

Enter the part number 'A9820200' into the search field to access the handbook.

Right Handlebar Switches



1. **Hazard warning lights switch**
2. **Steering lock button**
3. **Engine start/stop switch**
4. **Power ON/OFF position**
5. **STOP position**
6. **RUN position**
7. **QUICK START position**
8. **HOME button**

The following sections describe the handlebar buttons and switches functions.

Hazard Warning Lights Button

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

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

Steering Lock Button

Warning

For reasons of security and safety, always make sure the steering lock is on when leaving the motorcycle unattended.

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

To lock the motorcycle, turn the handlebar fully to the left and press the steering lock button.

Power ON/OFF Position

The Power ON/OFF position switches the electrical circuits and the instrument display between on or off. This allows access to the instrument display without starting the engine.

Caution

Do not leave the switch in the Power ON position for a long period of time as this may cause damage to electrical components and will discharge the battery.

STOP Position

The STOP position stops the engine.

Note

Although the engine stop position stops the engine, it does not turn off all the electrical circuits and may cause difficulty in restarting the engine due to a discharged battery.

RUN 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 allowing for a quicker engine start.

From the ignition off, press and hold the engine start/stop switch in the START position with all the correct conditions met, to start the motorcycle.

For more information, see the Starting the Engine section.

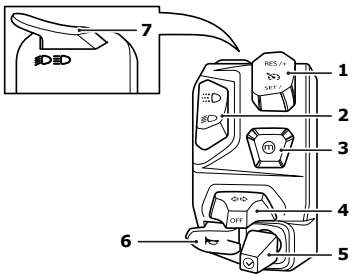
HOME Button

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.

All messages that appear in the instrument display must be acknowledged by pressing the Joystick centre before the HOME button can be operated.

Left Handlebar Switches



1. **Cruise control adjust switch**
2. **Daytime Running Lights (DRL) switch (if fitted)**
3. **MODE button**
4. **Direction indicator switch**
5. **Joystick button**
6. **Horn button**
7. **High beam button**

The following sections describe the handlebar buttons and switches functions.

Cruise Control Adjust Button

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

For more information on cruise control operation, see page 70.

Daytime Running Lights (DRL) Switch (if fitted)

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

The daytime running lights and low beam headlights are operated manually using the DRL switch. Push the switch forward to the top for DRL mode, and push the switch rearward to the bottom for low beam headlight mode.

⚠ 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 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.

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 Riding Mode Selection on page 40.

Press and hold the MODE button to activate the ROAD mode, and enable ABS and traction control, if disabled.

For more information on riding mode selection and configuration, see page 52.

Direction Indicator Switch

When the indicator switch is pushed to the left or right and released, the corresponding direction indicators will flash on and off. To turn off the indicators, push and release the switch in the central position.

Models Equipped with Automatic Self-Cancelling Indicators

A short press and release of the indicator switch to the left or right will cause the corresponding direction indicators to flash on and off three times, then turn off.

A longer press and release of the indicator switch to the left or right will cause the corresponding direction indicators to flash on and off.

The indicators are automatically turned off after eight seconds and after riding a further 65 metres.

To disable the indicator self-cancel system refer to the Bike menu section on page 58 .

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

Joystick Button

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

- Up - scroll the menu from the bottom to the top
- Down - scroll the menu from the top to the 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.

High Beam Button

The high beam button has a different function depending on whether Daytime Running Lights (DRL) are fitted or not. When the high beam is turned on, the high beam indicator light will illuminate in the display.

Models with Daytime Running Lights (DRL)

If the DRL switch is in the Daytime Running Lights (DRL) position, then press and hold the high beam button to turn the high beam on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

If the DRL switch is in the dip beam position, press the high beam button to switch the high beam on. Each press of the button will swap between dip and high beam.

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

Models without Daytime Running Lights (DRL)

Press the high beam button to switch the high beam on. Each press of the button will swap between dip and high beam.

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 on. The headlight will function when the ignition is turned on and the engine is running.

Brake and Clutch 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.

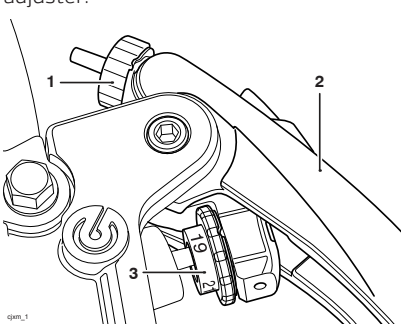
After adjusting the levers, operate the motorcycle in an area free from traffic to gain familiarity with the new lever setting.

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.

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

Front Brake Lever

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



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

Span Adjuster

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

To adjust the front brake lever:

- Rotate the span adjuster wheel 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 wheel is adjusted 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. 19 mm provides the rider with a longer/softer braking action whilst 21 mm provides a shorter/firmer lever action.

To adjust the front brake lever:

- Turn the ratio adjuster to the rider's preferred position.
- The rotary wheel will rotate and click into position.

The ratio adjuster has three lever positions:

- 19 (19 mm) 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.

Note

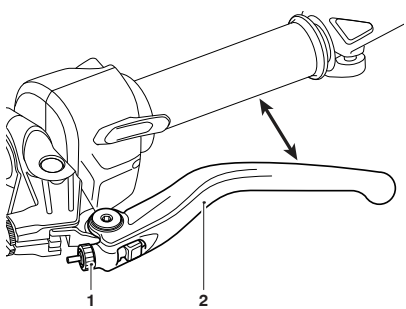
An audible click can be heard when the ratio wheel is locked into position.

Four marks are visible on the wheel, 19 - 20 - 21 - 20.

The ratio wheel can be turned both clockwise and anticlockwise to set the required preference.

Clutch Lever

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



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 lever is shortest when the adjuster wheel is adjusted fully anticlockwise.

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.

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

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

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 conditions mentioned 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 more 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 re-open the throttle.

Cruise Control

Warning

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

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

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

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.

Warning Continued

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

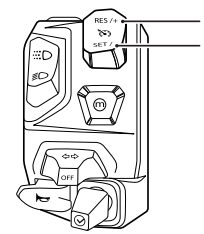
Note

Cruise control may not function if there is a malfunction with the ABS and the ABS warning light is illuminated.

Cruise control will continue to function if a riding mode is selected with ABS set to Off-Road or Off.

Cruise control will continue to function if the ABS has been disabled.

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



1. **Cruise control RES/+ button**
2. **Cruise control SET/- button**

Cruise control can be switched on or off at any time but it cannot be activated until all the conditions described on page 71 have been met.

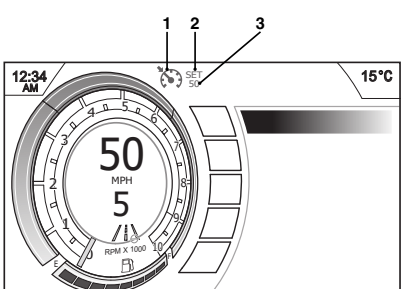
Activating Cruise Control

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

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

- The motorcycle must be travelling at a speed between 29 to 100 mph (46 to 160 km/h).
- The motorcycle must be in 3 rd gear or higher.
- Once these conditions have been met, press the SET/- button to activate cruise control. The cruise control symbol will be shown in a green light in the TFT display to indicate that cruise control is now active.

The word SET will be shown next to the cruise control symbol. The cruise control set speed will be shown and the cruise control light will illuminate in the tachometer indicating that cruise control is active.



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

The cruise control system will maintain the set speed until:

- The set speed is adjusted as described on page 71.
- Cruise control is deactivated as described on page 72.

Adjusting the Set Speed While in Cruise Control

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

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

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

Stop pressing the adjust button when the desired speed is shown in the display.

Note

The cruise control set speed display will flash until the new set speed has been achieved.

If riding up a steep incline and cruise control is unable to maintain the set speed, the cruise control set speed display will flash until the motorcycle has regained the set speed.

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

Deactivating Cruise Control

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

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

Upon deactivation, the cruise control light will go out in the tachometer but the SET indicator and set speed will still be shown in the display screen, indicating that the cruise control set speed has been stored.

The cruise control set speed can be resumed as described on page 72, provided the cruise control has not been deactivated by turning the ignition switch to the OFF position.

Resuming the Cruise Control Set Speed

⚠ Warning

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

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

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

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

The cruise control set speed can be resumed by pressing and releasing the RES/+ button provided a set speed has been stored.

The motorcycle must be travelling at a speed between 29 to 100 mph (46 to 160 km/h) and be in 3 rd gear or higher.

A stored set speed is indicated by the word SET next to the cruise control symbol in the display screen.

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

Note

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

Traction Control (TC)

Warning

The traction control and optimised cornering traction control systems are not a substitute for riding appropriately for the prevailing surface and weather conditions. The systems cannot prevent loss of traction due to; excessive speed when entering turns, accelerating at a sharp lean angle and braking.

Traction control or optimised cornering 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.

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.

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 57.

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)

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.

Note

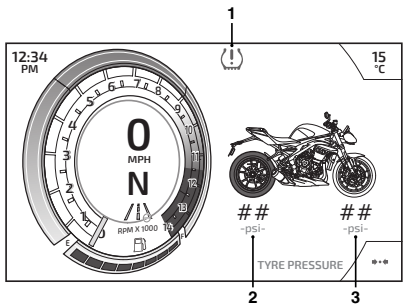
The Tyre Pressure Monitoring System (TPMS) is available as an accessory kit. It must be fitted by your authorised Triumph dealer.

The TPMS display on the instruments will only be activated when the system has been fitted.

Tyre pressure sensors are fitted to the front and rear wheels. These sensors measure the air pressure inside the tyre and transmit pressure data to the instruments. These sensors will not transmit the data until the motorcycle is travelling at a speed greater than 12 mph (20 km). Two dashes will be shown in the display screen until the tyre pressure signal is received. The sensors in each wheel work independent of each other. Therefore the sensors can automatically switch on and update at different times.

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

The TPMS display screen on the instruments will only be activated when the system has been fitted.



1. **TPMS warning light**
2. **Rear tyre pressure indicator**
3. **Front tyre pressure indicator**

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.

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.

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.

The tyre pressures must only be adjusted when the tyres are cold and using an accurate tyre pressure gauge. The tyre pressure display on the instruments must not be used when adjusting the tyre pressure. For the recommended tyre pressures, see the Specification section.

Tyre Pressure 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 in the Sensor Serial Number section.

With the ignition turned ON, 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.

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.

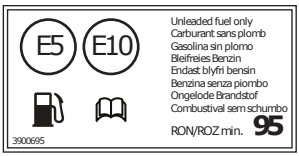
Front Tyre Pressure Sensor

Rear Tyre Pressure Sensor

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.

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.

⚠ 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

This motorcycle is fitted with a keyless fuel tank cap. This allows the fuel tank cap to be opened without inserting a physical key.

To open the fuel tank cap:

- Make sure the ignition is on and the engine is not running.
- Lift up the small flap.
- The fuel tank cap is hinged to the motorcycle. Open the fuel tank cap.

To close and lock the fuel tank cap:

- The fuel tank cap can be closed with or without the ignition on.
- Push the fuel tank cap down into place until the lock 'clicks' into place.

When the motorcycle ignition is switched off, there is a time period of one minute when the fuel tank cap may be opened. After this minute, the fuel tank cap will lock and the motorcycle ignition must be switched on to allow access again.

If the fuel tank cap still doesn't open, take your motorcycle to the nearest Triumph dealer. If this is not possible then follow the emergency access procedure.

Emergency Access

Warning

Make sure the motorcycle is stabilised and adequately supported.

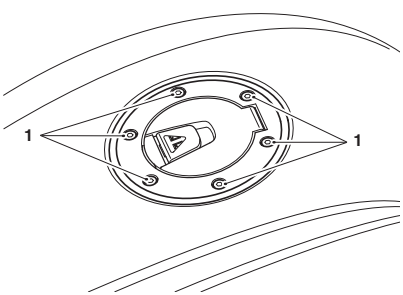
A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

The emergency access Allen key is attached to the rear of the expansion tank cover, see page 86.

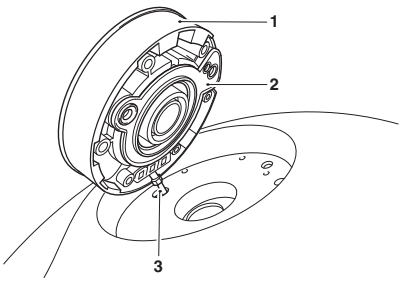
To access the fuel tank cap to refuel in an emergency:

- Using the emergency access Allen key, remove the fuel tank cap fixings.



1. **Fuel tank cap fixings**

- There is a cable attached to the fuel tank cap. Carefully remove the fuel tank cap and seal, tilting the whole component towards the front of the motorcycle.



1. **Seal**
2. **Rubber gasket**
3. **Cable**

- Keep the fuel tank cap and seal close to the motorcycle. Do not stretch the cable. Take care not to damage the fuel tank paintwork.
- When removing the fuel tank cap and seal, the rubber gasket may become loose. Note the orientation and position for refitting.
- Slowly refuel the fuel tank, see page 80.

Warning

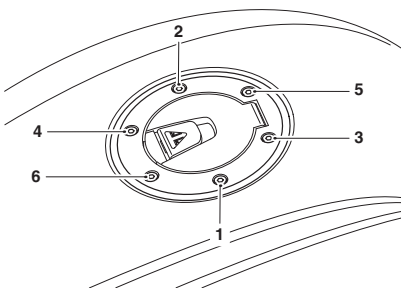
Overfilling the tank can lead to fuel spillage.

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

Take care not to spill any fuel near the cable or the cable hole, 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.

- Make sure that the seal and rubber gasket are attached to the fuel tank cap in the correct position.
- Carefully refit the fuel tank cap, seal and gasket taking care not to stretch or trap the cable.
- Refit the fuel tank cap fixings and tighten in the sequence shown below to 2.5 Nm.



Tightening Sequence

- Take the motorcycle to the nearest Triumph dealer to check and rectify.

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.

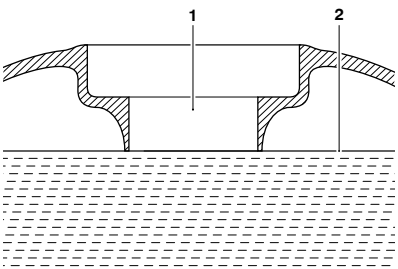
Fuel spilled near to, or onto the tyres will reduce the tyres' ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

⚠ 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.

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.

Seats

Warning

Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

Caution

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

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

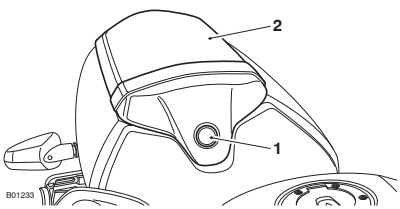
Do not place any item on the seats which may cause damage or staining to the seat covers.

For seat cleaning information, see page 175.

Passenger Seat/Seat Cowl Removal

To remove the passenger seat or seat cowl (referred to as passenger seat for this procedure):

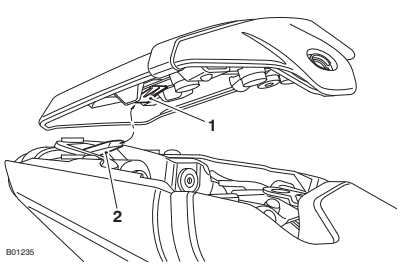
- Release the passenger seat cap.
- Remove the passenger seat cap fixing.



1. **Passenger seat cap (passenger seat fixing underneath)**
2. **Passenger seat**

Note

Do not pull the passenger seat upwards during removal.



1. **Slot (seat)**
2. **Tongue (subframe casing)**

- Release the passenger seat's slot from the tongue and slide forwards for complete removal from the motorcycle.

Passenger Seat/Seat Cowl Installation

Warning

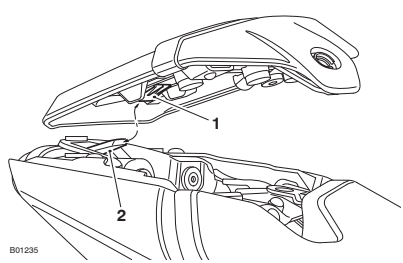
Never ride the motorcycle with the seat fixings loose or removed, as both seats will not be secure and may move.

The rider's and passenger seats are only correctly retained and supported once the seat fixings are correctly tightened.

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

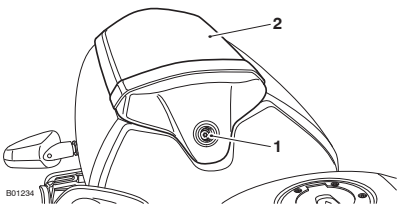
To install the passenger seat or seat cowl:

- Make sure that the rider's seat is correctly installed, see page 84.
- Slide the passenger seat rearwards onto the tongue of the subframe casings.



1. **Slot (seat)**
2. **Tongue (subframe casing)**

- Fit and tighten the passenger seat fixing to 5 Nm.



1. **Passenger seat fixing (passenger seat cap fits on top)**
2. **Passenger seat**

- Refit the passenger seat cap onto the passenger seat fixing.
- Grasp the seat and make sure that it is securely retained.

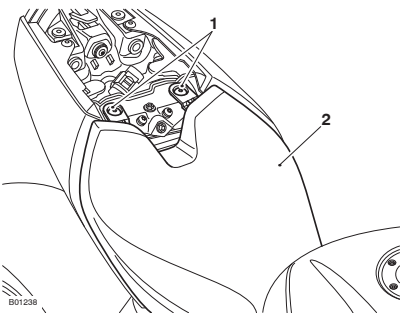
Rider's Seat Removal

Note

The passenger seat or the seat cowl must be removed prior to removing the rider's seat.

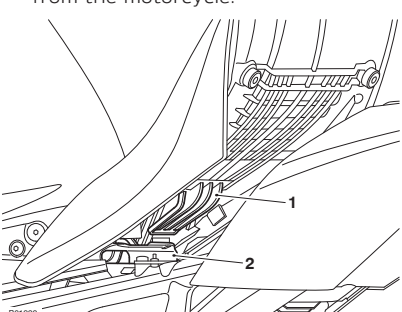
To remove the rider's seat:

- Remove the passenger seat or seat cowl, see page 82.
- Remove the two rider's seat fixings at the rear of the seat.



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

- Lift the seat up from the back and slide rearwards for complete removal from the motorcycle.



1. **Tongue (rider's seat)**
2. **Fuel tank bracket**

Rider's Seat Installation

Warning

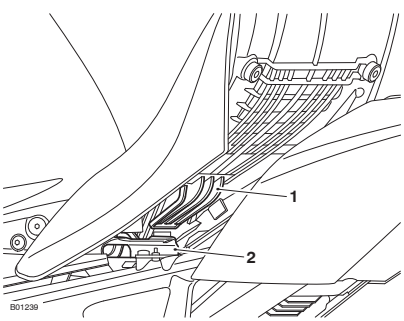
Never ride the motorcycle with the seat fixings loose or removed, as both seats will not be secure and may move.

The rider's and passenger seats are only correctly retained and supported once the seat fixings are correctly tightened.

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

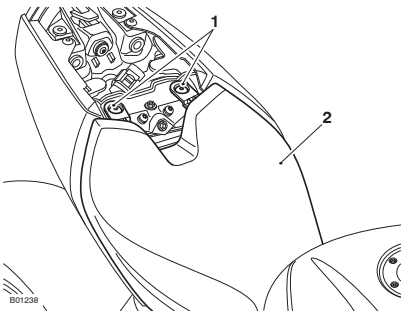
To install the rider's seat:

- Engage the seat's tongue under the fuel tank bracket.



1. **Tongue (rider's seat)**
2. **Fuel tank bracket**

- Lower the rear of the seat until it aligns with the holes on the rear subframe.
- Fit the two rider's seat fixings to the rear of the seat and tighten to 5 Nm.



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

- Grasp the seat and pull firmly upwards to make sure that it is securely retained.
- Refit the passenger seat or seat cowl, see page 82.

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.

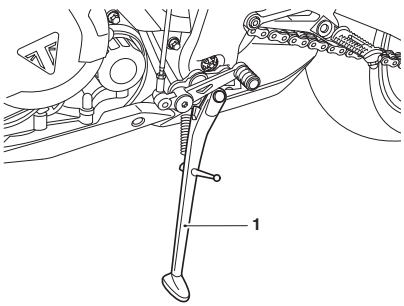
Never attempt to ride with the side stand down or interfere with the interlock mechanism as this will cause a dangerous riding condition leading to loss of motorcycle control and an accident.

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.

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



1. Side stand

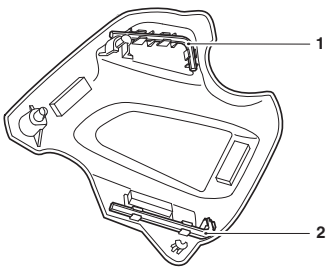
When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.

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.

Tool Kit

The tool kit includes a C-spanner and two adjustment tools. The two adjustment tools are located on the underside of the coolant expansion tank cover. For information on removing the coolant expansion tank cover, see page 121.



1. **4mm Allen key**
2. **Torx T30 adjustment tool**

The 4mm Allen key is for emergency access to remove the fuel tank cap.

The Torx T30 adjustment tool is to remove the seats/seat cowl and adjust the headlight.

Windscreen (if fitted)

⚠ Warning

Never attempt to clean the windscreen while riding the motorcycle.

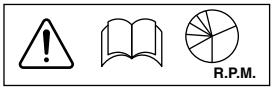
Removal of the rider's hands from the handlebars while riding the motorcycle will diminish the ability of the rider to maintain the control of the motorcycle.

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

For windscreen cleaning information, see page 86.

The windscreen is not adjustable.

Running-In



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

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

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

During the first 500 miles (800 km):

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

From 500 to 1,000 miles (800 to 1,600 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 77).

Engine Oil: Correct oil level in sight glass. Add correct specification oil as required. No leaks from the engine (page 113).

Drive Chain: Correct adjustment (page 126).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. (page 146).

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 135).

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 128).

Front Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (page 128).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 130).

Front Forks: Smooth action. No leaks from fork seals (page 137).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (page 69).

Clutch: Smooth operation and correct cable free play (page 122).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 120).

Electrical Equipment: All lights and the horn function correctly (page 165).

Engine Stop: Stop switch turns the engine off (page 90).

Stand: Returns to the fully up position by spring tension. Return springs not weak or damaged (page 85).

Table of Contents

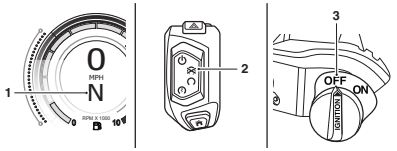
Stopping the Engine

⚠ 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.



1. **Neutral indicator light**
2. **Engine stop switch - STOP position**
3. **Master ignition switch - OFF position (if fitted)**

To stop the engine:

- Close the throttle completely.
- Select neutral.
- Place the engine stop switch in the STOP position.
- Turn the master ignition switch to the OFF position (if fitted).
- Select first gear.
- Support the motorcycle on a firm, level surface with the side stand.
- Lock the steering.

⚠ Caution

Do not leave the ignition switched on with the engine stopped. This will cause electrical damage.

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.

⚠ Caution

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

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

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

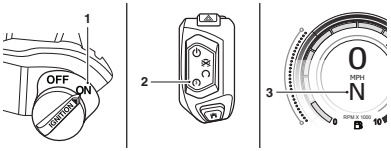
⚠ Caution

If the engine fails to start, wait at least five seconds before attempting to start the engine again.

If the engine fails to start after three attempts, the starter system will be disabled for two minutes to protect the battery and starter system.

If the engine fails to start after a further six attempts, do not continue any further attempts. Consult your authorised Triumph dealer.

Continued attempts at starting the engine will cause serious damage to the battery or starting system.



1. **Master ignition switch (if fitted)**
2. **Engine start/stop switch - QUICK START position**
3. **Neutral indicator light**

To start the engine:

- Make sure that the master ignition switch (if fitted) is turned to the ON position, see page 26.
- Pull the clutch lever fully into the handlebar.
- Press and hold the QUICK START position on the engine start/stop switch until the engine starts.
- Make sure the transmission is in neutral.

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

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

A transponder is fitted within the key to turn off the engine immobiliser. Only have one of the ignition keys near the motorcycle. Having two ignition keys near the motorcycle 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.

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).

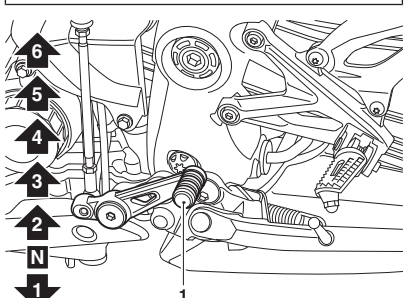
Always open the throttle cautiously, particularly if you are unfamiliar with the motorcycle, as a 'wheelie' or loss of traction will cause loss of motorcycle control and an accident.

⚠ 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.



1. **Gear change pedal**

To change gears:

- 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.

Triumph Shift Assist (TSA) (if fitted)

Caution

Triumph Shift Assist (TSA) is optimised for on-road use.

It must not be used during off-road riding.

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 92.

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.

Braking

All motorcycle models are equipped with a partially integrated braking system, combined with the Anti-lock Braking System (ABS).

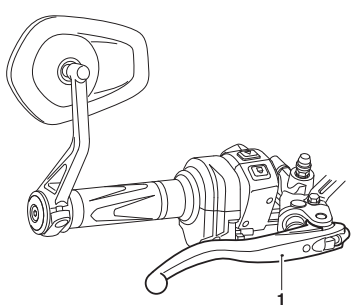
This partially integrated braking system is designed to increase the braking efficiency of the rider.

When the rider applies the front brake, a small amount of rear brake is also applied, allowing for balancing braking.

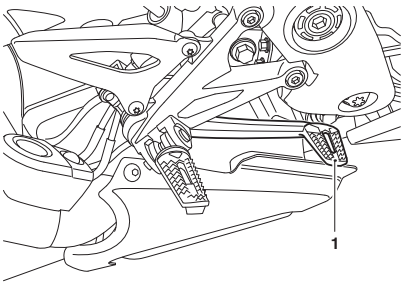
The amount of rear brake application is related to the level of braking force applied by the rider through the front brake lever.

Use of the rear brake pedal alone will only apply the rear brake.

For full brake effectiveness, always operate the front brake lever and rear brake pedal together.



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.

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).

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.

⚠ Warning

When using the motorcycle on loose, wet, or muddy roads, braking effectiveness will be reduced by dust, mud or moisture collecting on the brakes.

Always brake earlier in these conditions to make sure that brake surfaces are cleaned by the braking action.

Riding the motorcycle with brakes contaminated with dust, mud or moisture may cause loss of motorcycle control and an accident.

Anti-lock Braking System (ABS)

Warning

The ABS function attempts to maximise the chances of keeping the motorcycle under control when braking. 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.

For information on the ABS function and operation, see page 43.

ABS Warning Light

When the ignition switch is turned on, it is normal for the ABS warning light to flash on and off (see page 31). If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because:

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

If the warning 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 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.

Do not continue to ride for longer than is necessary with the warning 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

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

ABS 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 not to operate, potentially leading to loss of control and an accident in conditions where the ABS would normally function.

Optimised Cornering ABS

The optimised cornering ABS is a system designed to provide increased control should the ABS be activated whilst the motorcycle is leaning in a corner.

A sensor constantly monitors the lean angle of the motorcycle. If the motorcycle is leaning in a corner and the ABS is activated, the system will use the lean angle measurement to apply the ABS in a manner most suitable to assist the rider maintain motorcycle control.

For more information on function availability, see page 43.

Warning

The optimised cornering ABS is a system designed to help the rider in emergency braking situations.

The system is designed to give the rider increased control should the ABS be activated whilst the motorcycle is leaning in a corner.

The potential increased control that the optimised cornering braking system allows under certain conditions is not a substitute for good riding practice.

⚠ Warning

Always ride within the legal speed limit. Never ride without due care and attention and always reduce speed in consideration of weather, surface and traffic conditions. Take care when cornering.

If the motorcycle is leaning in a corner and the ABS is activated, the optimised cornering ABS will use the lean angle measurement from a sensor to apply the ABS to assist the rider to maintain motorcycle control. The optimised cornering ABS will not however be able to fully counteract the weight and momentum of the motorcycle and braking too hard whilst cornering may result in loss of motorcycle control and an accident.

Under some circumstances it is possible that a motorcycle equipped with optimised cornering ABS may require a longer stopping distance than an equivalent motorcycle without ABS, or an equivalent motorcycle equipped with ABS but not equipped with optimised cornering ABS.

⚠ Warning

If the optimised cornering ABS is not functioning, the ABS warning light will illuminate and a warning message is shown in the display.

In this situation, the ABS will continue to operate but without the optimised cornering function, provided that:

- There are no other ABS faults.

- The ABS has not been disabled by the rider.

Do not continue to ride for longer than is necessary with the warning light illuminated. In the event of a fault, contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

In this situation, braking too hard during cornering may result in loss of motorcycle control and an accident.

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.

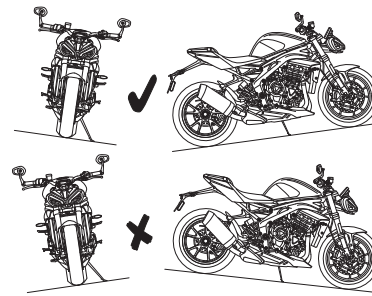
If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks. This includes any appliance with a pilot light.

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

⚠ 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.



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.
- 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.

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.

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.

⚠ 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.

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.

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

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.

⚠ 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.

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

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, passenger, 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.

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

Warning

Never attempt to store any items between the frame and the fuel tank.

This can restrict the steering and will cause loss of control leading to an accident.

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

Warning

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.

Speed Triple 1200 RS **Only**

Warning

If the passenger seat is used to carry small objects, they must not exceed 3 kg (6.5 lbs) in weight, must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

Carrying objects in excess of 3 kg (6.5 lbs) in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control and an accident.

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

Speed Triple 1200 RR **Only**

⚠ Warning

Do not use the passenger seat to carry any objects.

Carrying objects on the passenger seat may lead to loss of motorcycle control and an accident.

Passengers

⚠ Warning

The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger.

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

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

⚠ Warning

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

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

⚠ Warning

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

The rider should instruct the passenger as follows:

- It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.

- To keep his or her feet on the passenger footrests and to firmly hold onto the seat strap or the rider's waist or hips.

- Advise the passenger to lean with the rider when travelling around corners and not to lean unless the rider does so.

⚠ Warning

Do not carry animals on your motorcycle.

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

Table of Contents

Scheduled Maintenance

Warning

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

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.

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 10,000 miles (16,000 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 10,000 miles (16,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.
3. Motorcycles travelling more than 10,000 miles (16,000 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.

Note

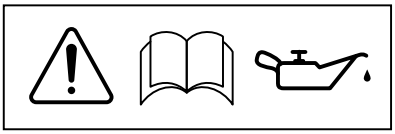
Items marked * in the following table are subject to additional labour charge, above the cost and time allowance for the basic service, which includes time to check only.

Scheduled Maintenance Table

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile (1,000 Km) or 6 Month Service	Year	10,000 and 30,000 Mile (16,000 and 48,000 Km) Service	20,000 Mile (32,000 Km) Service	40,000 Mile (64,000 Km) Service
Lubrication						
Engine and oil cooler - check for leaks	•	•	•	•	•	•
Engine oil - renew		•	•	•	•	•
Engine oil filter - renew		•	•	•	•	•
Fuel System and Engine Management						
Fuel system - check for leaks	•	•	•	•	•	•
Exhaust butterfly valve cables - check cable for chafing, cracks or damage/adjust		•	•	•	•	•
Air filter - renew (replace more often if consistently riding in wet or dusty conditions)					•	•
Spark plugs - renew					•	•
Cooling System						
Cooling system - check for leaks	•	•	•	•	•	•
Coolant level - check/adjust	•	•	•	•	•	•
Cooling system - check coolant hoses for chafing, cracks or damage. Replace if necessary		•	•	•	•	•
Coolant - renew - every 4 years, regardless of mileage*	Every four years, regardless of mileage					
Engine						
Clutch - check operation	•	•	•	•	•	•
Clutch cable - check function and adjust as necessary (models fitted with a cable clutch only)	•	•	•	•	•	•
Clutch lever pivot - clean/grease		•	•	•	•	•
Valve clearances - check/adjust*					•	•
Camshaft timing - check/adjust*					•	•
Wheels and Tyres						
Wheels - inspect for damage	•	•	•	•	•	•
Tyre wear/tyre damage - check	•	•	•	•	•	•
Tyre pressures - check/adjust	•	•	•	•	•	•
Wheel bearings - check for wear/smooth operation					•	•
Rear wheel bearings - lubricate (single-sided swinging arm models only)					•	•
Eccentric rear hub - lubricate					•	•
Cush drive rubbers - renew					•	•

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile (1,000 Km) or 6 Month Service	Year	10,000 and 30,000 Mile (16,000 and 48,000 Km) Service	20,000 Mile (32,000 Km) Service	40,000 Mile (64,000 Km) Service
Steering and Suspension						
Steering - check for free operation	•	•	•	•	•	•
Front and rear suspension - check for damage/ leaks/smooth operation	•	•	•	•	•	•
Headstock bearings - check/adjust					•	•
Swinging arm spindle - lubricate					•	•
Rear suspension unit and linkage - lubricate (single rear suspension unit models only)					•	•
Fork oil - renew						•
Brakes						
Brake system - check operation	•	•	•	•	•	•
Brake pads - check wear levels*	•	•	•	•	•	•
Brake fluid levels - check	•	•	•	•	•	•
Brake fluid - renew - every 2 years, regardless of mileage*	Every two years, regardless of mileage					
Final Drive						
Drive chain slack - check/adjust	•	•	•	•	•	•
Drive chain - wear check*		•	•	•	•	•
Drive chain - lubricate		•	•	•	•	•
Drive chain rubbing strip - check for wear, cracks or damage*		•	•	•	•	•
Electrical						
Lights, instruments and electrical systems - check/ adjust	•	•	•	•	•	•
General						
Bank angle indicators - check for wear*	•	•	•	•	•	•
Centre and/or side stand - check for wear/smooth operation	•	•	•	•	•	•
Instruments, chassis ECM, keyless ECM and engine ECM - check for latest calibration download using the Triumph diagnostic tool		•	•	•	•	•
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)		•	•	•	•	•
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)		•	•	•	•	•
Smart key battery - renew			•	•	•	•

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 components may be hot to the touch.

Contact with the hot components may cause damage to exposed skin.

To avoid skin damage, always allow the hot parts to cool before touching the exhaust system.

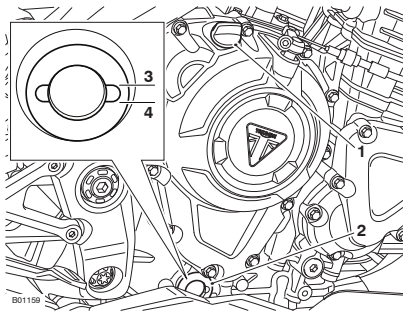
Caution

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.

Note

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



1. **Oil filler plug**
2. **Sight glass**
3. **Upper level (maximum)**
4. **Lower level (minimum)**

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 five minutes to allow the oil to settle.
- Note the oil level visible in the sight glass.
- When correct, oil should be visible at a point between the upper level and the lower level on the sight glass.
- If it is necessary to top up the oil level, remove the oil filler plug and using a suitable funnel, add oil, a little at a time, until the level registered in the sight glass is correct.
- Once the correct level is reached, fit and tighten the oil 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 engine oil.

⚠ Warning

The engine oil may be hot.

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

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

⚠ Warning

If the engine has recently been running, the exhaust components may be hot to the touch.

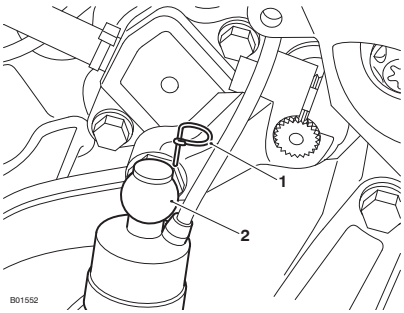
Contact with the hot components may cause damage to exposed skin.

To avoid skin damage, always allow the hot parts to cool before touching the exhaust system.

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

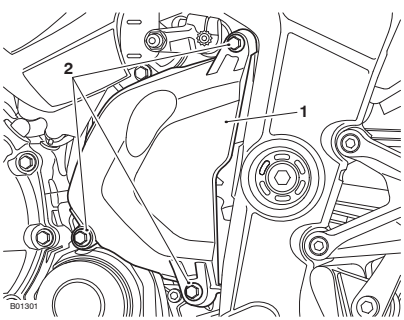
- Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.

- Remove the wire clip and detach the TSA shift force sensor from the gear change knuckle.



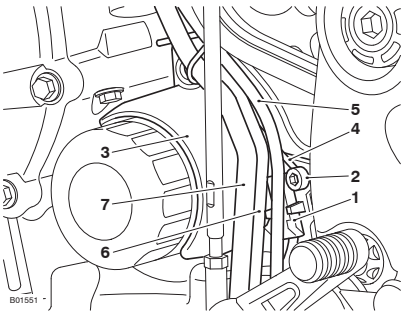
1. **Wire clip**
2. **TSA shift force sensor**

- Release the fixings and remove the front sprocket outer cover.



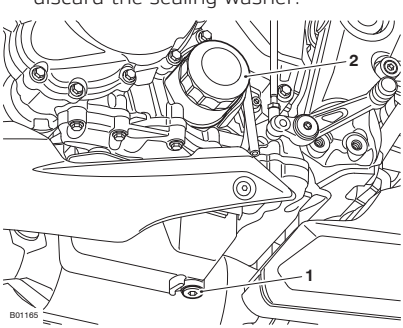
1. **Sprocket cover**
2. **Fixings**

- Note the orientation of the wire guide and the routing of the harness and hoses through the wire guide for installation.
- Detach the side stand switch connector from the oil filter cover.
- Release the fixing and remove the engine oil filter cover and wire guide.



1. **Side stand switch connector**
2. **Fixing**
3. **Cover**
4. **Wire guide**
5. **Engine subharness**
6. **Fuel tank drain hose**
7. **Coolant expansion tank drain hose**

- Place an oil drain pan beneath the engine.
- Remove the engine oil drain plug and discard the sealing washer.



1. **Engine oil drain plug**
2. **Engine oil filter**

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

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

⚠ Caution

Always fill the engine with clean engine oil prior to fitting the new engine oil filter.

Fitting the new engine oil filter before filling the engine will create an air lock in the oil gallery and engine oil starvation.

Engine oil starvation will cause premature engine damage leading to engine failure.

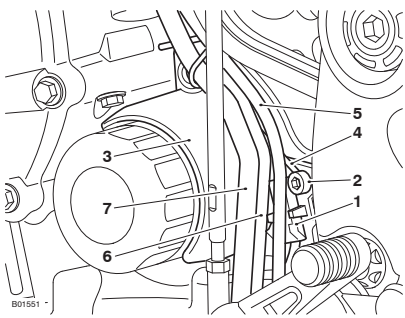
- Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

⚠ Caution

A new engine oil filter must be fitted each time the engine oil is replaced.

If the engine oil filter is not changed, it will create an airlock and prevent engine oil pressure from being achieved and the engine oil pressure warning light will remain on.

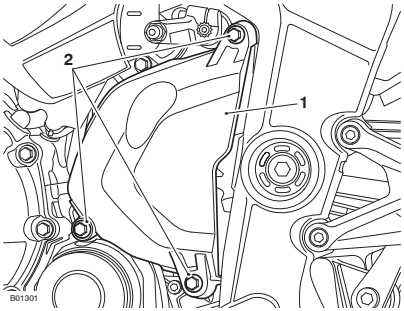
- Apply a thin smear of clean engine oil to the sealing ring of the new engine oil filter.
- Fit the new engine oil filter and tighten to 10 Nm using Triumph service tool T3880313.
- Fit the engine oil filter cover with the wire guide in the same orientation noted for removal. Tighten the fixing to 3 Nm.
- Attach the side stand switch connector to the engine oil filter cover.
- Route the harnesses and hoses through the wire guide as noted for removal.



1. **Side stand switch connector**
2. **Fixing**
3. **Cover**
4. **Wire guide**
5. **Engine subharness**
6. **Fuel tank drain hose**
7. **Coolant expansion tank drain hose**

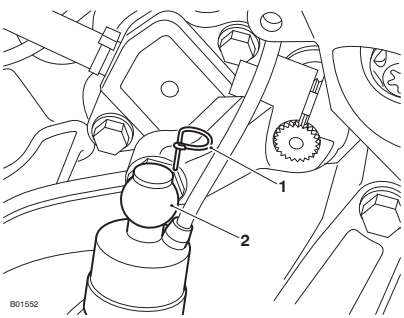
- Position the sprocket cover to the crankcase with the coolant expansion tank hose, fuel tank vent hoses and the oxygen sensor harness positioned as noted for removal.
- Note the lower left hand fixing also secures the oil filter cover between the sprocket cover and crankcase.

- Fit and tighten the fixings to 10 Nm.



1. **Sprocket cover**
2. **Fixings**

- Fit the TSA shift force sensor upper ball socket to the gear change knuckle ball joint and secure with the wire clip.



1. **Wire clip**
2. **TSA shift force sensor**

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

⚠ Caution

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

Only raise engine speed after running the engine for 60 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 engine oil level. Adjust if necessary.

Disposal of Used Engine Oil and Oil Filters

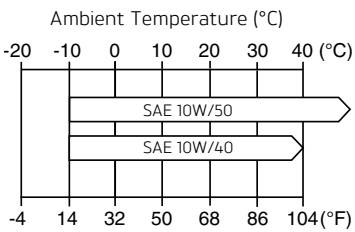
To protect the environment, do not pour oil on the ground, down sewers or drains, or into watercourses.

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

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

The motorcycle is fitted with D2053 coolant, a year round, Organic Additive Technology (known as OAT) coolant when it leaves the factory. It is coloured orange, and contains a 50% solution of monoethylene glycol based antifreeze.

D2053 coolant, as supplied by Triumph, provides freeze protection to -40°C (-40°F).

Corrosion Inhibitors

Warning

D2053 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 contains toxic chemicals that are harmful to the human body.

Contact with skin or eyes may cause severe irritation. Wear protective gloves, clothing and eye protection when handling coolant.

If coolant is inhaled, remove the person to fresh air and keep comfortable for breathing. In case of doubt or persistent symptoms, seek medical attention.

If coolant gets on your skin, flush with water immediately. Remove contaminated clothing.

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

If coolant is swallowed, rinse the mouth with water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP COOLANT OUT OF THE REACH OF CHILDREN.

Note

D2053 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.

Coolants of different types must not be mixed. Mixing coolants of different types will reduce the performance of the coolant and reduce its life. When replacing coolant, it is recommended to thoroughly flush the cooling system with clean water.

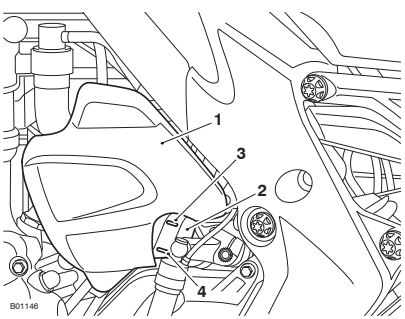
Coolant Level Inspection

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

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.



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

To inspect the coolant level:

- Position the motorcycle on level ground and in an upright position.
- Make sure that the engine is cold (at room or ambient temperature).
- 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.

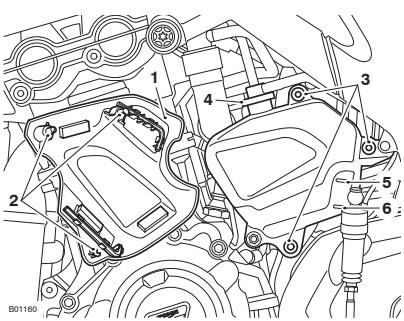
When the engine is hot, the coolant inside the radiator will be hot and also under pressure.

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.



1. **Expansion tank cover**
2. **Spigots**
3. **Grommets**
4. **Expansion tank cap**
5. **MAX mark**
6. **MIN mark**

To adjust the coolant level:

- Allow the engine to cool for a minimum of 30 minutes.
- Position the motorcycle on level ground and in an upright position.
- Grasp the coolant expansion tank cover firmly in both hands and gently pull the top edge of the panel away from the motorcycle until the spigots are away from the retaining grommets (leaving the grommets in place).
- The coolant level must be between the MAX (upper line) and MIN (lower line) marks in the expansion tank.
- Remove the coolant expansion tank cap from the coolant expansion tank.
- Add coolant mixture through the filler opening until the level reaches the MAX mark.
- Refit the coolant expansion tank cap.
- Position the spigots on the expansion tank cover to the grommets.
- Press firmly to secure the cover.
- Grasp the cover and make sure that it is fully retained.

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.

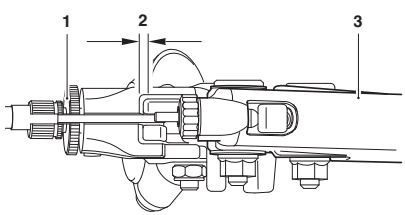
Clutch

The motorcycle is equipped with a cable-operated clutch.

Clutch Lever Adjustment

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.



1. **Adjuster**
2. **Correct setting 2 - 3 mm**
3. **Clutch lever**

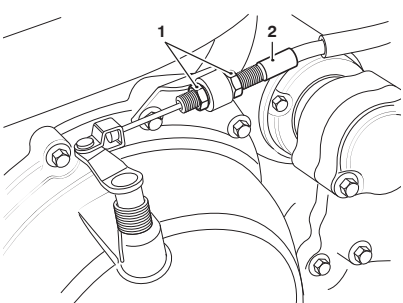
To adjust the clutch lever:

- Turn the adjuster until the correct amount of clutch lever free play is achieved.
- 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 clutch lever adjuster, use the clutch cable adjuster at the lower end of the cable.

Clutch Cable Adjustment

Before adjusting the clutch cable, do the following:

- Check the action of the clutch by pulling the clutch lever towards the handlebar grip in order to disengage the clutch.
- Check that the clutch lever returns to the fully forward position when released (allowing for the specified free-play).
- Check that the clutch cable is correctly routed and free from sharp bends or twists along its length.
- Check the operation of the clutch lever span adjuster.
- If correct adjustment cannot be made using the clutch lever adjuster, use the clutch cable adjuster at the lower end of the cable.

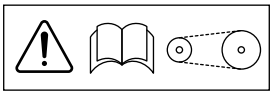


1. **Adjuster lock nuts**
2. **Outer clutch cable**

To adjust the clutch cable:

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

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.

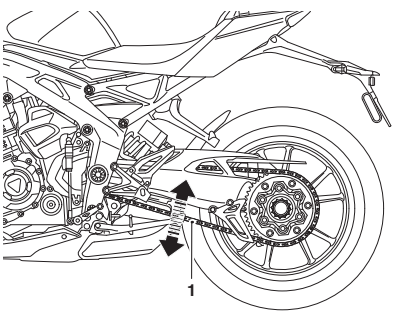
Drive Chain Free Movement Inspection

Warning

Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

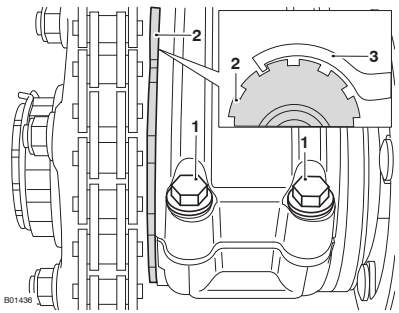


1. **Maximum vertical movement position**

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 drive chain is tightest, and measure the vertical movement of the drive chain midway between the sprockets.
- The vertical movement of the drive chain must be in the range 32 - 42 mm.

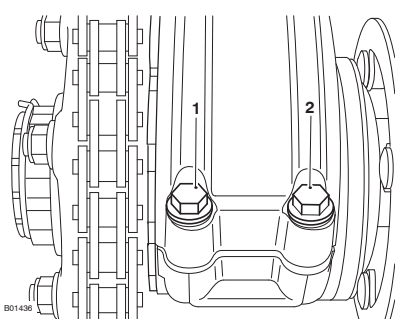
Drive Chain Free Movement Adjustment



1. **Eccentric adjuster pinch bolts**
2. **Eccentric adjuster**
3. **C-spanner**

To change the drive chain free movement:

- Loosen the adjuster pinch bolts.
- Using the C-spanner, turn the eccentric adjuster clockwise to increase vertical movement, anticlockwise to decrease vertical movement.



Tightening Sequence

Once the correct chain setting has been achieved, tighten the eccentric adjuster pinch bolts in the following sequence:

- Pinch bolt one to 28 Nm.
- Pinch bolt two to 28 Nm.
- Retighten pinch bolt one to 28 Nm.
- Retighten pinch bolt two to 28 Nm.

Warning

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

- Check the rear brake effectiveness. Rectify if necessary.
- Repeat the drive chain adjustment check. Readjust if necessary.

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 control or an accident.

Drive Chain and Sprocket Wear Inspection

Warning

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

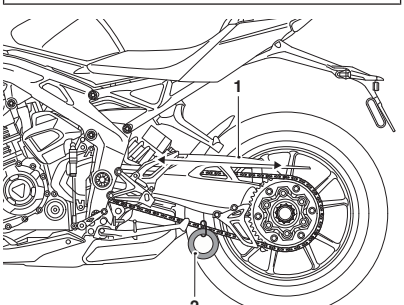
Use a genuine Triumph supplied drive chain as specified in the Triumph Parts Catalogue.

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.

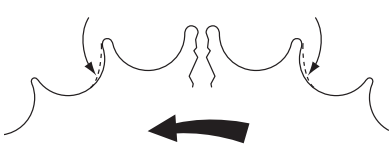


1. **Measure across 20 links**
2. **Weight**

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)



(Sprocket wear exaggerated for illustrative purposes)

ccol

- 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 6 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.

Brake Wear Inspection

Warning

If fitting new proprietary brand brake pads, check that the carrier plate of the brake pad is at least 4.5 mm thick.

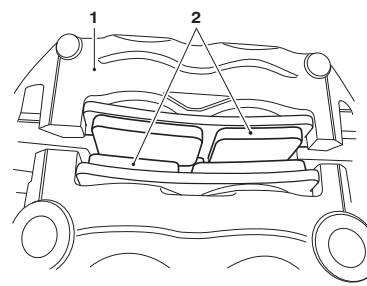
Fitting brake pads with the carrier plate less than 4.5 mm thick may result in brake failure due to the possible loss of the brake pad as it wears.

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

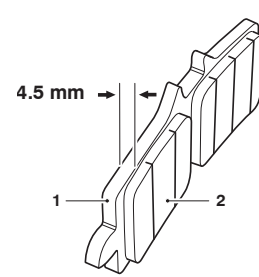
If the lining thickness of any front brake pad is **less than** 1.5 mm (0.06 in) replace all the pads on the wheel.

If the lining thickness of any rear brake pad is **less than** 1.5 mm (0.06 in) replace all the pads on the wheel.

Brake pads for this model supplied by Triumph will have the carrier plate at least 4.5 mm thick.



1. **Brake caliper**
2. **Brake pads**



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

Brake Pad Wear Compensation

Warning

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

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

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

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

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.

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

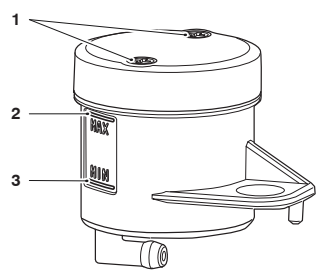
A special tool is required to bleed the ABS braking system. Contact your authorised Triumph dealer when the brake fluid needs renewing or the hydraulic system requires maintenance.

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.



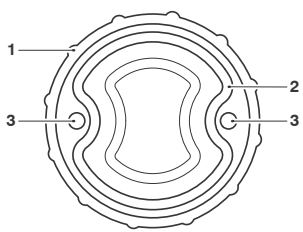
1. **Reservoir cap retaining screws**
2. **MAX level line**
3. **MIN level line**

To inspect the front brake fluid level:

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

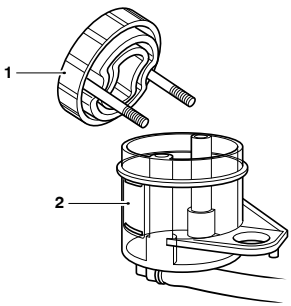
To adjust the front brake fluid level:

- 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 reservoir cap and make sure that the holes for the fixings in the reservoir cap and the diaphragm seal are correctly aligned.



1. **Reservoir cap**
2. **Diaphragm seal**
3. **Reservoir cap retaining screw holes**

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



1. **Reservoir cap, diaphragm seal and reservoir cap retaining screws assembly**
2. **Reservoir**

- Tighten the reservoir cap retaining screws to 1 Nm.

⚠ Warning

If the reservoir cap retaining 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.

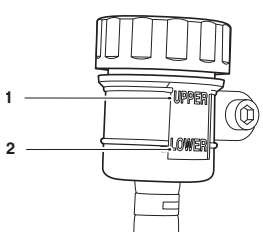
Rear Brake Fluid Level Inspection and Adjustment

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.

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.

Warning

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

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

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

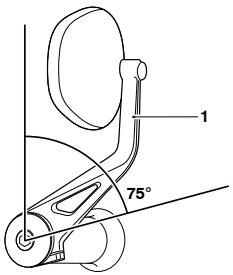
Caution

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

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

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

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



1. **Mirror arm vertical section**

Steering/Wheel Bearings

⚠ 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.

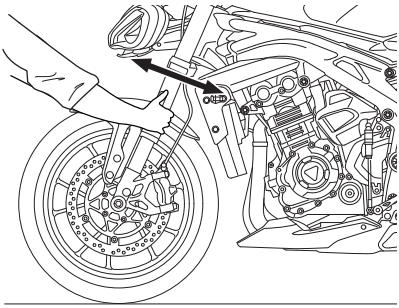
Steering Inspection

⚠ Warning

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

Note

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



Inspecting the Steering for Free Play

To inspect the steering:

- Lubricate and inspect the condition of the steering (headstock) bearings in accordance with scheduled maintenance requirements.
- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel above the ground and support the motorcycle.
- Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forwards and backwards.
- If any free play can be detected in the steering (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

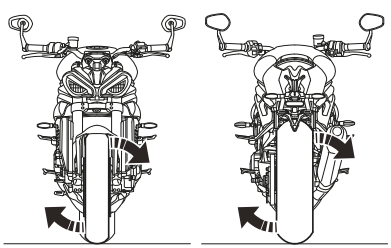
Warning

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.

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

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

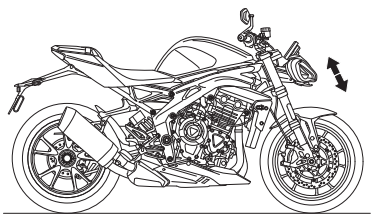


Inspecting the Wheel Bearings

To inspect the wheel bearings:

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

Front Fork Inspection



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.
- 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.

Speed Triple 1200 RR Suspension

Warning

After selecting and/or adjusting a suspension 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 suspension settings from the one you are familiar with, causing loss of motorcycle control and an accident.

The Speed Triple 1200 RR is fitted with Öhlins Smart EC 2.0 semi-active suspension. This system features a total of six settings: three adaptive and three fixed settings.

The adaptive settings continuously and automatically adjust the suspension compression and rebound damping. This is based on the dynamic condition of the motorcycle in accordance with the setting as preselected by the rider. This optimises suspension damping while riding.

The fixed settings operate like conventional, manually adjustable suspension. The level of compression and rebound damping can be set by the rider and this preset level is maintained until the rider changes it. Fixed settings are not continuously and automatically adjusted.

Spring preload adjustment is manually adjustable only. For more information, see page 140.

Adaptive Settings

Within the adaptive settings, there are different options that can be adjusted in the Suspension section of the instruments. For more information, see page 51 and page 53.

This allows the suspension to be adapted to the rider's preference. Each option has an adjustment range of -5 to +5, with the default position at 0. Negative values will reduce (soften) damping forces and positive values will increase (stiffen) damping forces.

Adaptive Settings			
Suspension Setting	**Description**	**Options**	**Default Value**
Dynamic	Optimised for track use and fast sport riding.	Front Firmness	0
		Rear Firmness	0
		Brake Support	0
		Acceleration Support	0
		Corner Support	0
Normal	Optimised for both normal and sporty riding.	Front Firmness	0
		Rear Firmness	0
		Brake Support	0
Comfort	Optimised for comfort.	Front Firmness	0
		Rear Firmness	0
		Brake Support	0

Suspension Setting Options Descriptions	
FRONT FIRMNESS	Allows adjustment of the overall firmness (compression and rebound damping levels) of the front fork.
REAR FIRMNESS	Allows adjustment of the overall firmness (compression and rebound damping levels) of the rear shock absorber.
BRAKE SUPPORT	Allows adjustment of the amount of support provided by the front fork during braking. More/less brake support will result in slower/faster brake dive.
ACCELERATION SUPPORT (Dynamic setting only)	Allows adjustment of the amount of support provided during acceleration. More acceleration support will result in slower rear shock movement under acceleration, while less acceleration support will increase the rear shock's capacity for bump absorption.

Suspension Setting Options Descriptions	
CORNER SUPPORT (Dynamic setting only)	Allows adjustment of the amount of support provided by the front and rear suspension during cornering. Increased corner support values will result in less chassis movement during cornering, while less corner support will increase the capacity for bump absorption.

Fixed Settings

Fixed settings are only available after selecting the Advanced suspension option, refer to page 56.

The three fixed settings can be adjusted as required. The damping adjustment is similar to the manual suspension 'clicks' where 1 represents maximum damping and 23 minimum damping. Adjustment is the same as preset manual suspension; front fork compression and rebound, and rear shock compression and rebound.

The default options for the three fixed settings have been developed to give a similar feeling to each of the 3 adaptive settings, with Fixed 3 being the firmest and Fixed 1 being the softest. These are default options. The damping options in each fixed setting can be adjusted as required within the range of 1 to 23.

Fixed Setting Options			
Suspension Setting	**Description**	**Options**	**Default Value**
Fixed 3	Optimised for track use and fast sport riding.	Front Compression	8
		Front Rebound	8
		Rear Compression	11
		Rear Rebound	8
Fixed 2	Optimised for both normal and sporty riding.	Front Compression	11
		Front Rebound	11
		Rear Compression	16
		Rear Rebound	11
Fixed 1	Optimised for comfort.	Front Compression	15
		Front Rebound	15
		Rear Compression	23
		Rear Rebound	19

Spring Preload Settings

Warning

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

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

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

Speed Triple 1200 RR is delivered from the factory with the front suspension set at the Solo (normal) riding setting, as shown in the relevant front suspension setting chart. The Solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding.

The suspension settings charts show suggested settings for the front suspension and are only a guide. Setting requirements may vary for rider weight and personal preferences.

Speed Triple 1200 RR Front Suspension Settings	
Loading	**Spring Preload**[1]
Solo Riding - Normal	7
Solo Riding - Comfort	7
Solo Riding - Sport	7
Solo Riding - Track	7
Rider and Passenger	7

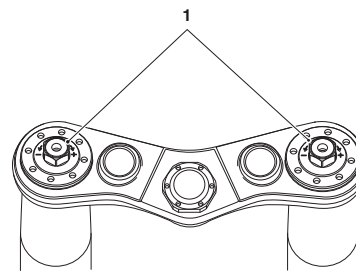
[1] Number of adjuster turns clockwise from the fully anticlockwise position.

Spring Preload Adjustment

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

Additional procedures are required before the spring preload can be adjusted on the Speed Triple 1200 RR. Refer to the service manual for the detailed procedures.

Once the additional procedures have been completed, then follow the spring preload adjustment procedure below.



1. **Spring preload adjusters**

To change the spring preload:

- Rotate the spring preload adjuster clockwise to increase preload, or anticlockwise to decrease preload.
- Always count the number of clockwise turns from the fully anticlockwise position and set both forks to the same settings.

Speed Triple 1200 RS Suspension

Warning

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

The Speed Triple 1200 RS front and rear suspension is manually adjustable for spring preload, rebound and compression damping.

Front Suspension Settings

Warning

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

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

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

Speed Triple 1200 RS is delivered from the factory with the front suspension set at the Solo (normal) riding setting, as shown in the relevant front suspension setting chart. The Solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding.

The suspension settings charts show suggested settings for the front suspension and are only a guide. Setting requirements may vary for rider weight and personal preferences.

Speed Triple 1200 RS Front Suspension Settings	
Loading	**Spring Preload**[1]
Solo Riding - Normal	4
Solo Riding - Comfort	4
Solo Riding - Sport	4
Solo Riding - Track	4
Rider and Passenger	4

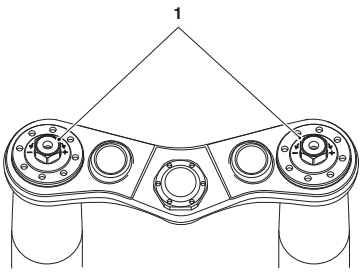
[1] Number of adjuster turns clockwise from the fully anticlockwise position.

Speed Triple 1200 RS Front Suspension Settings		
Loading	**Rebound Damping**[1]	**Compression Damping**[1]
Solo Riding - Comfort (Softer)	20	20
Solo Riding - Normal	15	15
Solo Riding - Sport (Firmer)	12	12
Solo Riding - Track	10	10
Rider and Passenger	15	15

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

Spring Preload Adjustment

The Speed Triple 1200 RS spring preload adjusters are located at the top of each fork.



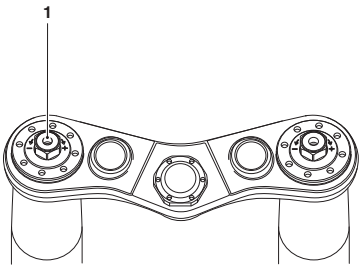
1. Spring preload adjusters

To change the spring preload:

- Rotate the spring preload adjuster clockwise to increase preload, or anticlockwise to decrease preload.
- Always count the number of clockwise turns from the fully anticlockwise position and set both forks to the same settings.

Compression Damping Adjustment

The Speed Triple 1200 RS compression damping adjuster is located at the top of the left hand fork.



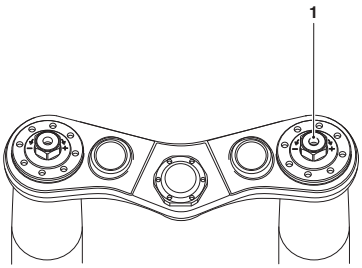
1. Compression damping adjuster

To change the compression damping force:

- Using a 3 mm Allen key, rotate the adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks from the fully clockwise position noting that the first stop (click position) is counted as 1.

Rebound Damping Adjustment

The Speed Triple 1200 RS rebound damping adjuster is located at the top of the right hand fork.



1. Rebound damping adjuster

To change the rebound damping force:

- Using a 3 mm Allen key, rotate the adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks from the fully clockwise position noting that the first stop (click position) is counted as 1.

Rear Suspension Settings

Warning

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

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

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

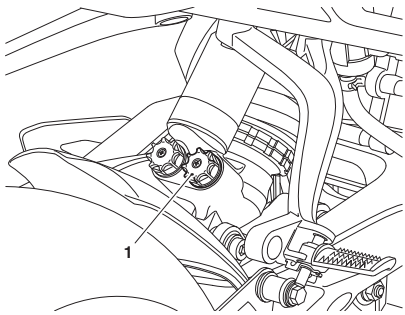
The Speed Triple 1200 RS is delivered from the factory with the rear suspension set at the Solo (normal) riding settings, as shown in the relevant suspension chart. The Solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding.

The suspension settings charts show suggested settings for the rear suspension and are only a guide. Setting requirements may vary for rider weight and personal preferences.

Speed Triple 1200 RS Rear Suspension Settings		
Loading	**Rebound Damping[1]**	**Compression Damping[1]**
Solo Riding - Comfort (Softer)	20	MIN
Solo Riding - Normal	16	20
Solo Riding - Sport (Firmer)	13	17
Solo Riding - Track	10	13
Rider and Passenger	10	10
[1] Number of clicks anticlockwise from the fully clockwise position, noting that the first stop (click) is counted as 1.		

Compression Damping Adjustment

The Speed Triple 1200 RS compression damping adjuster is accessible from the rear of the motorcycle. It is situated close to the rear suspension reservoir.



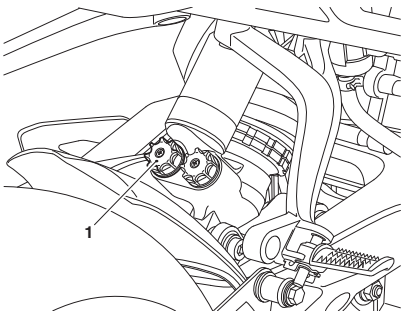
1. Compression damping adjuster

To change the compression damping setting:

- Rotate the adjuster clockwise to increase compression damping and 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 1.

Rebound Damping Adjustment

The Speed Triple 1200 RS rebound damping adjuster is accessible from the rear of the motorcycle. It is situated close to the rear suspension reservoir.



1. Rebound damping adjuster

To change the rebound damping setting:

- Rotate the adjuster clockwise to increase rebound damping and 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 1.

Bank Angle Indicators

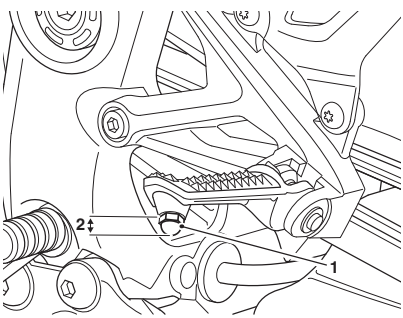
⚠ Warning

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.

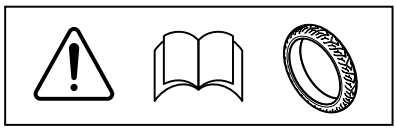


1. Bank angle indicator
2. Maximum wear limit

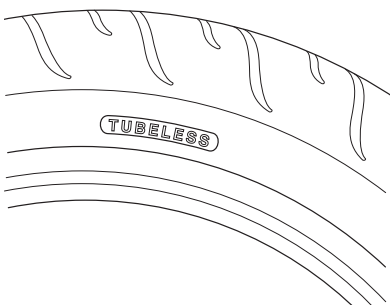
Bank angle indicators must be replaced when they have worn down to the maximum wear limit of 5 mm in length remaining.

Regularly check the bank angle indicators for wear.

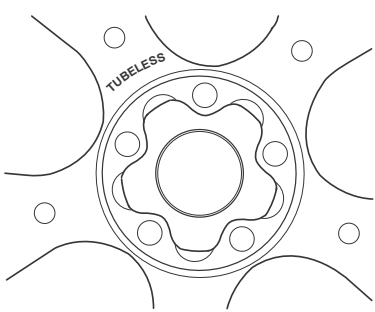
Tyres



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



Typical Tyre Marking



Wheel Marking

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 the tyres fitted by an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

⚠ 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 the tyres fitted by an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

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.

Minimum Recommended Tread Depth

Warning

Riding 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. Riding 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. Riding with damaged or defective wheels or tyres is dangerous and may lead to loss of control and an accident.

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)

Mud and Snow/Dual Purpose Tyres (if fitted)

The use of mud and snow/dual purpose tyres may result in reduced motorcycle stability. If the stability or handling characteristics of the motorcycle (with the mud and snow/dual purpose tyres fitted) begins to change adversely, then check the tyre tread depth. It is recommended that mud and snow/dual purpose tyres are replaced earlier than normal tyres and before they are worn near to the minimum allowable tread depth, see https://www.triumphmotorcycles.co.uk/owners/your-triumph#tyres.

Tyre Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to make sure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyres 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. 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.

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

ABS 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

This motorcycle contains a $LiFePO_4$ lithium-ion battery.

⚠ Warning

The lithium-ion battery contains harmful materials.

Always keep children and pets away from the lithium-ion battery at all times.

⚠ Warning

Never attempt to open, disassemble, or pierce a lithium-ion battery.

Never strike, throw, or subject the battery to severe physical shock.

These actions may cause a lithium-ion battery to vent gas at a very high temperature.

A lithium-ion battery will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and or serious personal injury or death.

⚠ Warning

Do not immerse the battery in water. Do not use or store the battery near sources of fire or heat.

Exposure to water, heat or fire will cause irreparable damage to the battery and or serious personal injury or death

⚠ Warning

If the battery is in use or being recharged and it gives off an odour, generates heat, becomes deformed, discoloured or appears abnormal in any way, immediately switch off the motorcycle or disconnect the battery charger and discontinue use.

If safe to do so move the motorcycle or battery outside to a safe location.

Continued use may result in irreparable damage to the battery, motorcycle and or serious personal injury or death.

Battery Removal

⚠ Warning

Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

⚠ 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.

⚠ Warning

Make sure the battery busbar, positive and negative terminals do not come into contact with each other.

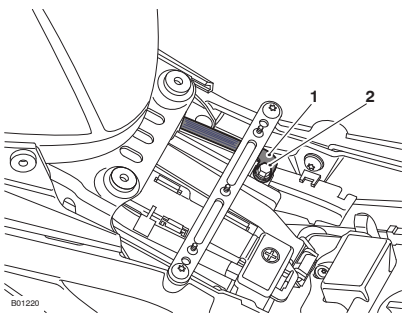
Do not reverse the positive (+) or negative (-) terminals.

Shorting the positive and negative terminals, may cause the battery to vent gas at a very high temperature.

Venting high temperature gas will cause irreparable damage to the motorcycle and or serious personal injury or death.

To remove the battery:

- Remove the seat, see page 83.
- Turn the ignition to the OFF position and wait at least 2 minutes for the engine ECM to complete its power down sequence.
- Disconnect the negative (black) battery lead.



1. **Negative (black) battery lead**
2. **Fixing**

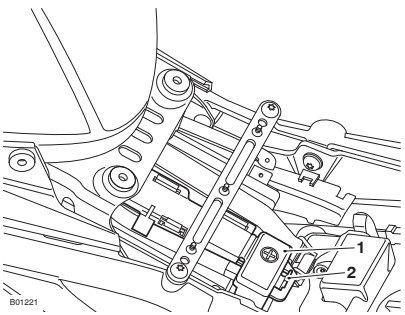
⚠ Caution

The battery busbar is an extension of the battery positive terminal.

Allowing the busbar to come into contact with the battery negative terminal or any part of the motorcycle will short circuit the battery.

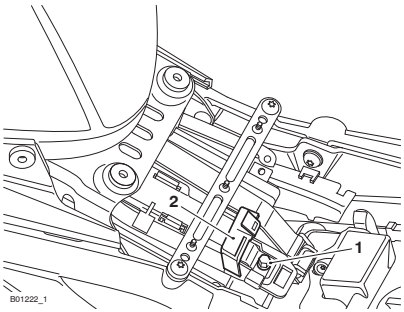
A battery short circuit will cause irreparable damage to the battery and or motorcycle.

- Release the positive (red) lead busbar cover cap clip and open the cap.



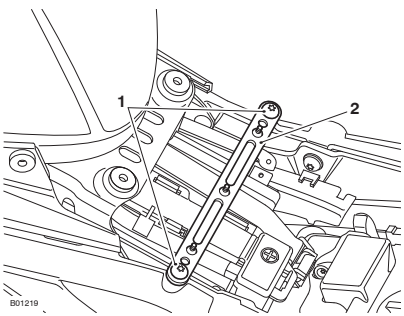
1. **Battery positive lead busbar cover cap**
2. **Battery positive lead cover clip**

- Disconnect the positive (red) battery lead and position away from the terminal.



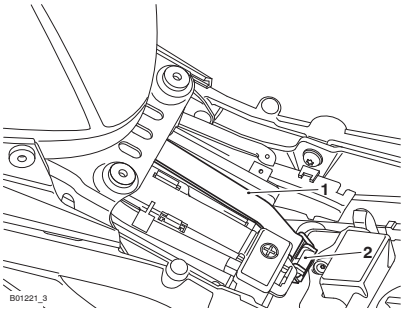
1. **Battery positive (red) terminal**
2. **Battery positive (red) lead busbar cover**

- Close the battery positive (red) lead busbar cover cap.
- Remove the two fixings and remove the front brace.



1. **Fixings**
2. **Front brace**

- Release the battery strap from the hook and carefully remove the battery.



1. **Battery strap**
2. **Hook**

Battery Charging

⚠ Caution

Over charging and severe discharging will damage the lithium-ion battery.

Do not allow the voltage at rest to fall below 12.4 Volts.

Always check that the charging voltage is limited to the voltage shown in the Maximum Charge Rate table.

⚠ Caution

Only charge the battery using a Triumph recommended battery charger specifically designed for lithium batteries.

Always refer to the instructions supplied with the battery charger.

Do not use a lead-acid battery charger, as this may seriously damage or destroy the battery.

Do not use a battery charger that has an automatic 'de-sulphation' or 'conditioning' mode as this will seriously damage or destroy the battery.

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

Lithium-ion batteries are pre-charged to 75% of capacity prior to shipping by rail, road or sea and 30% capacity for air freight.

As the lithium technology has a lower self-discharge rate than lead acid battery types, this lithium-ion battery can be stored for longer before recharging is required. However, as with all batteries, the cranking performance will be affected when ambient temperatures fall below -5°.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged and monitored using an approved battery charger. This prevents the battery from becoming fully discharged.

To charge the lithium-ion battery, do the following:

- Always remove the battery from the motorcycle before charging separately, see page 151.
- Follow the instructions supplied with the approved battery charger.
- Charge the battery with a lower current than the MAX Charging Current found on the charging label.
- If the battery becomes hot to the touch, stop charging and allow the battery to cool before resuming.
- After charging, leave the battery for 1 to 2 hours before checking the voltage. If the voltage is less than 12.4 Volts, additional charging is necessary.

The lithium-ion battery can be quickly charged as long as the charge voltage remains below 14.7 Volts. A recommended charging current within the range of 0.5A – 8A (where A is the capacity of the battery).

A battery charger will limit the voltage between 14.0-14.7 Volts when charging. The battery cannot be fully charged if the charging voltage is less than 14.0 Volts. The battery can be damaged if the charging voltage above 14.7 Volts.

Maximum Charge Rates	
Battery Label	**Charge Rate**
CCA (-10°C) : 165A	User Charging: max - 14.7 Volts
8.0Ah (20HR)	User Charging: max - 8 Amp

Battery Maintenance

The lithium-ion battery is a sealed battery.

To help maintain the lithium-ion battery, do the following:

- Disconnect the battery cables, - negative (black lead) first, if the motorcycle is in storage or used infrequently. Or use the recommended lithium-ion battery charger to maintain the battery.
- If the battery is left for a period of time, check the voltage. If it is lower than 12.4 Volts, recharge the battery as described on page 154.
- Clean the battery using a clean, dry cloth.
- Make sure the battery terminals are clean and securely fastened.
- Regularly check the battery terminals for any residue. Make sure they are clean and free from moisture as this will ensure that the transfer of energy from the battery is consistent.

Battery Storage

To store a lithium-ion battery correctly, do the following:

- Always store the battery at approximately 100% state of charge.
- Always make sure that the charge state of the battery is monitored continuously if left for long periods of time, so it does not fully discharge.
- Always store the battery in a clean, dry and ventilated area.
- Always store the battery away from heat and fire.
- Never allow the battery to come into contact with any corrosive substance.

Battery Disposal

A lithium-ion battery, no matter how well maintained will reach a point where it needs to be replaced. If so, fully discharge the battery before disposing of the battery in the correct procedure.

⚠ Warning

Lithium-ion batteries are regarded as Class 9 hazardous products.

DO NOT incinerate a lithium-ion battery.

DO NOT crush a lithium-ion battery.

DO NOT break open a lithium-ion battery.

DO NOT dispose of a lithium-ion battery in usual household waste.

DO NOT bury a lithium-ion battery in the ground.

DO NOT send a damaged lithium-ion battery by post or carrier.

Failure to do so may lead to a serious environmental issue, personal injury or death.

⚠ Warning

Lithium-ion batteries are regarded as Class 9 hazardous products and must be treated as such.

If a lithium-ion battery becomes damaged, including a bulging or broken casing and stripped out terminals, you MUST take it to a Hazardous Waste collection point.

Always check with your local authority if a lithium-ion battery can be put into the general waste collection as they are regarded as hazardous waste.

⚠ Warning

Never attempt to open, disassemble, or pierce a lithium-ion battery.

Never strike, throw, or subject the battery to severe physical shock.

These actions may cause a lithium-ion battery to vent gas at a very high temperature.

A lithium-ion battery will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and or serious personal injury or death.

Battery Installation

Warning

Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

Warning

Make sure the battery busbar, positive and negative terminals do not come into contact with each other.

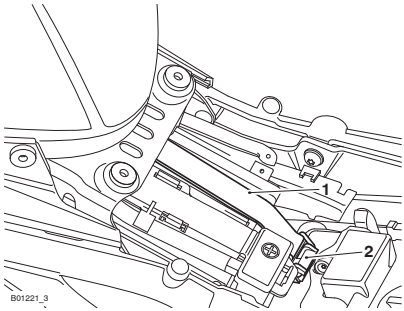
Do not reverse the positive (+) or negative (-) terminals.

Shorting the positive and negative terminals, may cause the battery to vent gas at a very high temperature.

Venting high temperature gas will cause irreparable damage to the motorcycle and or serious personal injury or death.

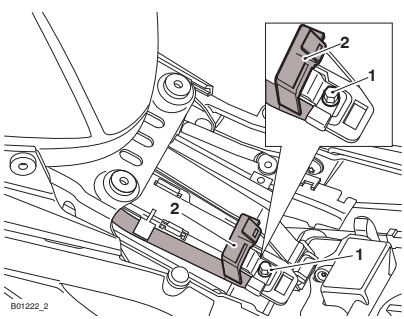
To install the battery:

- Fit the battery into the battery case.
- Refit the battery strap.



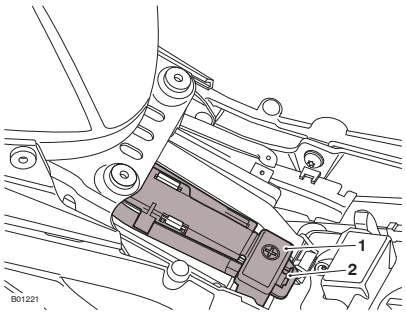
1. **Battery strap**
2. **Hook**

- Reconnect the battery, positive (red) lead. Tighten the terminal to 4.5 Nm.
- Apply a light coat of grease to the terminal to prevent corrosion.



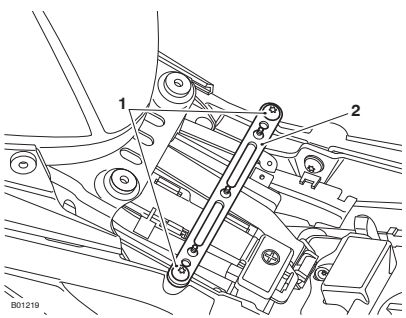
1. **Battery positive lead cover clip**
2. **Battery positive lead busbar cover cap**

- Cover the positive terminal with the busbar cover cap.



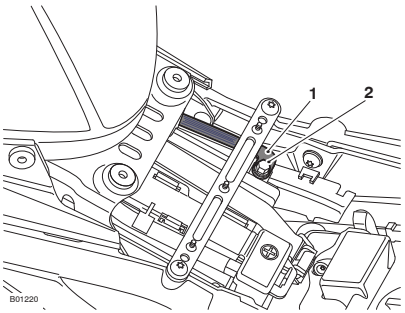
1. **Battery positive lead busbar cover cap**
2. **Battery positive lead cover clip**

- Fit the front brace, secure with the two fixings and tighten to 8 Nm.



1. **Fixings**
2. **Front brace**

- Reconnect the battery, negative (black) lead. Tighten the fixing to 4.5 Nm.
- Apply a light coat of grease to the terminal to prevent corrosion.



1. **Fixing**
2. **Negative (black) battery lead**

Fuel Tank

The fuel tank must be carefully raised to access the front fuse box. Complete the following procedures for raising and refitting the fuel tank safely.

Raising the Fuel Tank

Warning

Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

Warning

Never drain fuel from the fuel tank using non-approved, non-professional standard fuel handling equipment.

A fire causing destruction of property and injury to persons may result from use of non-approved fuel handling equipment.

Always use approved, professional fuel handling equipment.

Warning

Draining or extraction of fuel from a fuel tank must be carried out in a well ventilated area.

The receptacle used to contain the fuel must be more than adequate for the full amount of fuel to be extracted or drained. The receptacle should be clearly marked with its contents, and placed in a safe storage area which meets the requirements of local authority regulations.

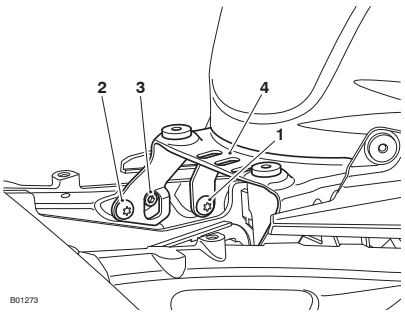
When fuel has been extracted or drained from a fuel tank, the precautions governing naked lights and ignition sources should be maintained.

Failure to observe any of the above warnings could bring about a safety hazard leading to a risk of personal injury.

To raise the fuel tank:

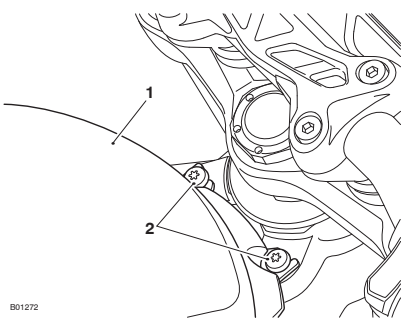
- Remove the passenger seat/seat cowl, see page 82.
- Remove the rider seat, see page 83.
- Remove the battery, see page 151.
- Using proprietary professional automotive workshop equipment approved for fuel handling, drain the fuel from the fuel tank.
- Remove the front fixings from both sides of the rear bracket.

▼ Loosen but do not fully remove the rear fixings from both sides of the rear bracket.



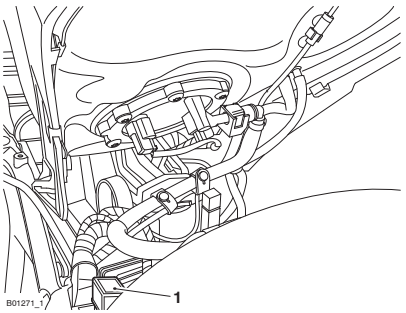
1. **Rear bracket front fixing (left hand shown)**
2. **Rear bracket rear fixing (left hand shown)**
3. **Stop screw (left hand shown)**
4. **Rear bracket**

▼ Remove the fixings from the front bracket.



1. **Fuel tank**
2. **Fixings**

▼ With the aid of an assistant, tilt the fuel tank rearward to gain access to the underside and the front fuse box.



1. **Front fuse box location**

Refitting the Fuel Tank

Warning

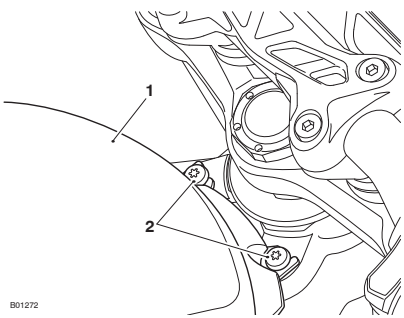
Make sure the motorcycle is stabilised and adequately supported.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

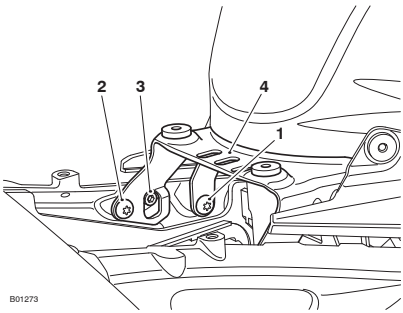
To refit the fuel tank:

- Lower the front of the fuel tank.
- Fit the fuel tank bracket fixings to the frame and tighten to 10 Nm.



1. **Fuel tank**
2. **Fixings**

- Fit the front fixings to both sides of the rear bracket.
- Tighten the rear bracket front and rear fixings to 9 Nm.



1. **Rear bracket front fixing (left hand shown)**
2. **Rear bracket rear fixing (left hand shown)**
3. **Stop screw (left hand shown)**
4. **Rear bracket**

⚠ 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.

- Using proprietary professional automotive workshop equipment approved for fuel handling, refill the fuel tank with the fuel previously removed.
- Refit the battery leads, see page 157.
- Start the engine and check carefully for fuel leaks. Rectify as necessary.
- Refit the rider seat, see page 84.
- Refit the passenger seat/seat cowl, see page 82.

Fuse Boxes

⚠ 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.

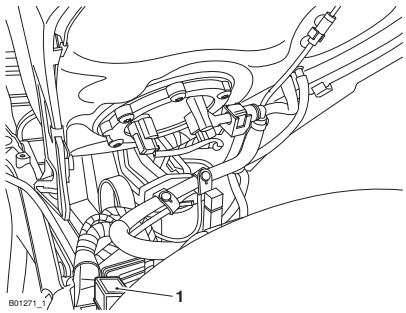
Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown. The fuse identification numbers listed in the tables correspond with those printed on the fuse box cover.

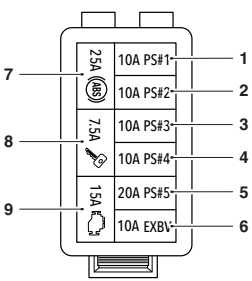
The front fuse box is located under the fuel tank. The rear fuse box and 40 Amp main fuse are located under the rider's seat.

Front Fuse Box

The front fuse box is located under the fuel tank.



1. **Front fuse box**

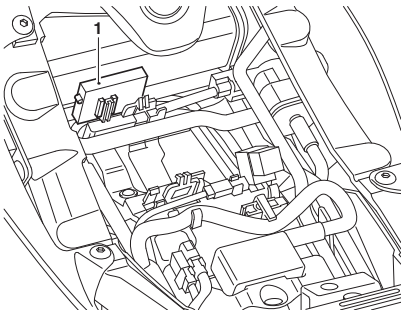


Front Fuse Box

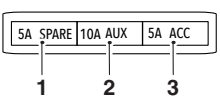
Position	Circuits Protected	Rating (Amps)
1	Chassis ECM, Horn, License Plate Light	10
2	Chassis ECM, Rear Light, Front Position Light DRL Control Logic, Instrument Wake, Front Indicators, Heated Grips	10
3	Chassis ECM, Dip Beam Headlight, Main Beam Headlight, Rear Indicators, Front Position Light DRL Control Power	10
4	Chassis ECM	10
5	Chassis ECM, Cooling Fan, Starter Motor Solenoid, Fuel Pump	20
6	Exhaust Butterfly Valve (EXBV)	10
7	Anti lock Braking System (ABS)	25
8	Ignition	7.5
9	Engine ECM	15

Rear Fuse Box

The rear fuse box is located under the rider's seat.



1. **Rear fuse box**

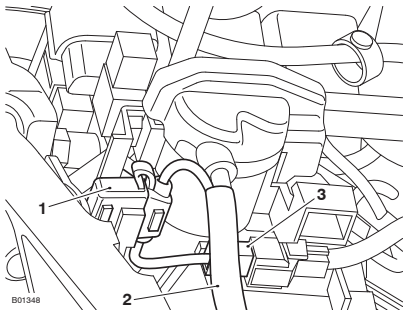


Rear Fuse Box Cover

Position	Circuits Protected	Rating (Amps)
1	Spare	5
2	Auxiliary	10
3	Accessories	5

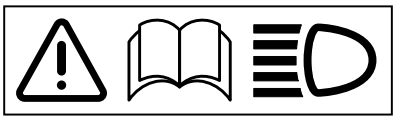
Main Fuse Box

The 40 Amp main fuse is located under the rider's seat.



1. **Main fuse**
2. **Battery lead**
3. **Main fuse electrical connector**

Headlights



Warning

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

Make sure that the headlight 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.

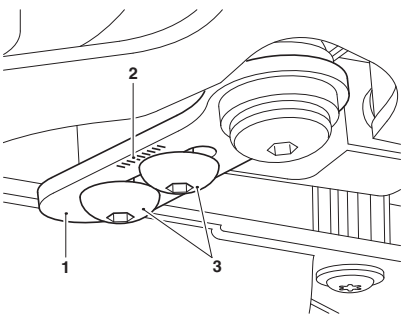
If the headlight must be covered during use - such as taping of the headlight lens required during closed-course conditions - the headlight must be disconnected.

Headlight Adjustment

Speed Triple 1200 RR Only

The headlight unit can only be adjusted vertically. Before adjusting the headlight, check and correct the tyre pressures.

The headlight adjuster is located directly under the headlight unit.



1. **Headlight bracket**
2. **Headlight bracket alignment marks**
3. **Fixings**

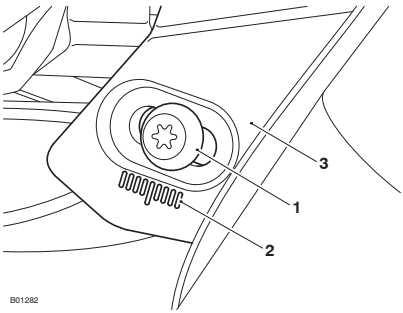
To vertically adjust the headlight:

- Switch the ignition on. The engine does not need to be running.
- Switch the headlight dipped beam on.
- Loosen the two fixings securing the headlight bracket to the intake duct sufficiently to allow restricted movement of the headlight.
- Using the marks on the headlight bracket, adjust the position of the headlight to give the required beam setting. Each mark on the headlight bracket represents 1°. Moving the headlight bracket forwards will move the headlight upwards. Moving the headlight bracket rearwards will move the headlight downwards.
- Tighten the headlight bracket fixings to 4 Nm.
- Recheck the headlight beam settings.
- Switch the headlights off when the beam settings are satisfactorily set.

Headlight Adjustment

Speed Triple 1200 RS Only

The headlight unit can only be adjusted vertically. The vertical beams of the left hand and right hand headlights can only be adjusted together. Independent adjustment is not possible. Before adjusting the headlight, check and correct the tyre pressures.



1. **Fixings**
2. **Front subframe alignment marks**
3. **Front subframe**

To vertically adjust the headlight:

- Switch the ignition on. The engine does not need to be running.
- Switch the headlight dipped beam on.
- Loosen the two fixings securing the headlight bracket to the front subframe sufficiently to allow restricted movement of the headlight.
- Moving the bracket forwards will move the headlight upwards. Moving the bracket rearwards will move the headlight downwards.
- Tighten the headlight bracket fixings to 6 Nm.
- Recheck the headlight beam settings.
- Switch the headlights off when the beam settings are satisfactorily set.

Headlight Replacement

The headlight units are sealed, maintenance free LED units. The headlight units must be replaced in the event of the failure of the headlight.

Rear Light

The rear light unit is a sealed, maintenance free LED unit. The rear light unit must be replaced in the event of the failure of the rear light.

Direction Indicator Lights

The direction indicator light units are sealed, maintenance free LED units. A direction indicator light unit must be replaced in the event of the failure of the direction indicator light.

License Plate Light

The license plate light unit is a sealed, maintenance free LED unit. The license plate light unit must be replaced in the event of the failure of the license plate light.

Table of Contents

CLEANING AND STORAGE

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 (if applicable) 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 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 and any 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.

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 or low alkaline soap.
- Do not use a highly alkaline soap as commonly found at commercial car washes because it will leave a residue on painted surfaces and may also cause water spotting.
- 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:

- Remove the plastic bags and tape, and clear the air intakes.
- Lubricate the pivots, bolts and nuts.
- Test the brakes before motorcycle operation.
- Use a dry cloth or chamois leather to absorb water residue. Do not allow water to stand on the motorcycle as this will lead to corrosion.
- Start the engine and run it for 5 minutes. Make sure that there is adequate ventilation for the exhaust fumes.

Gloss Paintwork Care

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.

Matt Paintwork Care

Matt paintwork requires no greater care than that already recommended for gloss paintwork.

- Do not use any polish or wax on matt paintwork.
- Do not try and polish out scratches.

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.

Chrome and Stainless Steel Care

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 Care

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.

Exhaust System Care

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.

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.

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

Do not use chemicals or high pressure spray washers to clean 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.

Pannier Care (if fitted)

Caution

Use of chemicals or high pressure spray washers is not recommended for cleaning the panniers.

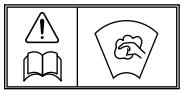
Using chemicals or high pressure spray washers may damage the panniers.

Frequent, regular cleaning is an essential part of the maintenance of panniers. If regularly cleaned, the appearance will be preserved for many years.

To clean the panniers correctly, do the following:

- Clean the panniers with cold water and a sponge.
- Do not use hot water or household detergent, as the use of such products will lead to premature deterioration.
- Make sure that the panniers are cleaned after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.
- Regularly clean the zip track, zip lock and pannier lock with a brush to remove road dirt and grit to maintain trouble free operation.
- Do not dry the panniers by applying direct heat to them at any time.
- If the panniers do get wet, absorb any excess water with a soft, clean cloth then leave the panniers to dry naturally at room temperature.

Windscreen Care (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.

Leather Products Care

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 114).
- 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 124).
- 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 118).
- 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 154).
- Store the motorcycle in a cool, dry area, away from sunlight, and with a minimum daily temperature variation.
- Put a suitable porous cover over the motorcycle to keep dust and dirt from collecting on it. Avoid using plastic or similar non-breathable, coated materials that restrict air flow and allow heat and moisture to accumulate.

Preparation after Storage

To prepare the motorcycle to be ridden after storage, do the following:

- Install the battery (if removed) (see page 157).
- If the motorcycle has been stored for more than four months, change the engine oil (see page 114).
- 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.

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Table of Contents

Triumph Warranty Terms and Conditions - All except Canada

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.

This section of the Owner's Handbook includes details of the warranty and other useful information concerning your motorcycle.

Make sure that all your owner information is entered in the Triumph Motorcycle Service Handbook that is provided with the motorcycle.

Maintain maximum protection under warranty by making sure that your motorcycle is serviced in accordance with the recommendations of the scheduled maintenance chart in this Owner's Handbook.

If you should sell your motorcycle, make sure this Owner's Handbook together with all other relevant documents are passed to the new owner. Please advise the new owner that he or she can notify Triumph of the change of ownership by completing the form found on the Triumph web site at www.triumphmotorcycles.com.

All new Triumph motorcycles are covered by a 24 (Twenty-four) month unlimited mileage warranty, commencing from the date of first registration or the date of sale if the motorcycle remains unregistered.

Within the warranty period, TRIUMPH MOTORCYCLES LIMITED warrant the new Triumph motorcycle detailed in the Motorcycle Service Handbook to be free from any defect in materials used in the manufacture, and/or workmanship at the time of its manufacture.

Any part found to be defective during this period will be repaired or replaced at the discretion of TRIUMPH MOTORCYCLES LIMITED by an authorised Triumph dealer.

Any part replaced under the warranty will be covered for the remaining period of the warranty.

Any parts replaced under warranty must be returned to TRIUMPH MOTORCYCLES LIMITED by the dealer/ distributor and will become the property of Triumph Motorcycles Ltd.

Triumph may, at its discretion make any repairs or replacement of defective parts falling outside the warranty, but such work shall not be deemed to be any admission of liability.

Triumph will bear labour charges for work carried out under the warranty.

The warranty may be transferred to subsequent owners for the balance of the remaining warranty period.

Australia Only

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if goods fail to be of acceptable quality and the failure does not amount to a major failure.

Triumph Warranty Terms and Conditions - Canada Only

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.

This section of the Owner's Handbook includes details of the warranty and other useful information concerning your motorcycle.

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All new Triumph motorcycles are covered by a 24 (Twenty-four) month unlimited mileage warranty, commencing from the date of first registration or the date of sale if the motorcycle remains unregistered.

Within the warranty period, TRIUMPH MOTORCYCLES AMERICA LIMITED warrant the new Triumph motorcycle detailed in the Motorcycle Service Handbook to be free from any defect in materials used in the manufacture, and/or workmanship at the time of its manufacture.

Any part found to be defective during this period will be repaired or replaced at the discretion of TRIUMPH MOTORCYCLES AMERICA LIMITED by an authorized Triumph dealer.

Any part replaced under the warranty will be covered for the remaining period of the warranty.

Any parts replaced under warranty must be returned to TRIUMPH MOTORCYCLES AMERICA LIMITED and will become the property of TRIUMPH MOTORCYCLES AMERICA LIMITED.

TRIUMPH MOTORCYCLES AMERICA LIMITED may, at its discretion make any repairs or replacement of defective parts falling outside the warranty, but such work shall not be deemed to be any admission of liability.

TRIUMPH MOTORCYCLES AMERICA LIMITED will bear labor charges for work carried out under the warranty.

The warranty may be transferred to subsequent owners for the balance of the remaining warranty period.

Conditions and Exclusions - All except Canada

1. The motorcycle must not have been used for competition, misused[1], inadequately or incorrectly serviced or maintained.
2. The motorcycle must not have been subject to any modification, repair or replacement other than as authorised by TRIUMPH MOTORCYCLES LIMITED.
3. The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Triumph Owner's Handbook and the service log completed accordingly.
4. The motorcycle's exhaust silencers are warranted for 12 (twelve) months from the commencement of the general motorcycle warranty. During this 12 (twelve) month warranty period, internal corrosion or deformation of internal baffles are excluded from the warranty. After this 12 (twelve) month period, the motorcycle silencers are excluded from the terms of this warranty.
5. The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running. If the motorcycle is placed in to storage, 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) approximately once every two weeks.

[1] Misuse includes any use not in accordance with the recommendations made in the 'how to ride the motorcycle' section of the Owner's Handbook and any use contrary to the warnings given in that same handbook. In addition, misuse will include, but not be limited to any use of the motorcycle which does not constitute normal road use.

The warranty does not cover:

- Defects caused by faulty adjustment, or repairs and alterations performed by a NON-AUTHORISED Triumph dealer are not covered by this warranty.
- Defects caused by the use of parts and accessories not authorised by TRIUMPH MOTORCYCLES LIMITED are not covered by this warranty.
- The cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by TRIUMPH MOTORCYCLES LIMITED.
- The cost of transportation of the motorcycle to or from the authorised Triumph dealer, or expenses incurred while the motorcycle is off the road for warranty repairs.
- Normal servicing and normal service items, such as spark plugs, oil and air filters are not covered by this warranty. Similarly items which are expected to wear as part of their normal function such as tyres, bulbs, chains, brake pads and clutch plates are also excluded, unless there is a manufacturing defect.
- Defects to the front fork oil seals as they are subject to wear and tear, including but not limited to damage caused by stone chips to the inner fork tubes.
- Seats, luggage, paint, chrome, polished aluminium items, or trim deterioration caused by normal wear and tear, exposure or lack of correct maintenance.
- Motorcycles used on a commercial basis.
- Defects which have not been reported to an authorised dealer within ten days of discovery of the defect.
- Motorcycles which have been inadequately lubricated, or for which the wrong fuel or lubricant has been used.

Should a warranty claim become necessary, Triumph Motorcycles and its authorised dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.

This warranty shall be interpreted in accordance with English law and any question arising from this warranty shall be subject to the jurisdiction of the English courts.

Any statement, condition, representation, description or warranty otherwise contained in any catalogue, advertisement or other publication shall not be construed as enlarging, varying or overriding anything contained herein.

Triumph Motorcycles reserve the right to make alterations or improvements without notification to any model or motorcycle without obligation to do so to motorcycles already sold.

This warranty does not affect your statutory rights.

Conditions and Exclusions - Canada Only

1. The motorcycle must not have been used for competition, misused[2], inadequately or incorrectly serviced or maintained.
2. The motorcycle must not have been subject to any modification, repair or replacement other than as authorised by TRIUMPH MOTORCYCLES AMERICA LIMITED.
3. The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running. If the motorcycle is placed in to storage, 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) approximately once every two weeks.

The warranty does not cover:

- The cost of transportation of the motorcycle to or from the authorised Triumph dealer, or expenses incurred while the motorcycle is off the road for warranty repairs.
- Defects caused by the use of parts and accessories not authorised by TRIUMPH MOTORCYCLES AMERICA LIMITED.
- Defects caused by faulty adjustment, or repairs and alterations performed by a NON-AUTHORISED Triumph dealer.
- The cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by TRIUMPH MOTORCYCLES AMERICA LIMITED.
- Normal servicing and normal service items, such as spark plugs, oil and air filters are not covered by this warranty. Similarly items which are expected to wear as part of their normal function such as tyres, bulbs, chains, brake pads and clutch plates are also excluded, unless there is a manufacturing defect.
- Defects to the front fork oil seals as they are subject to wear and tear, including but not limited to damage caused by stone chips to the inner fork tubes.

[2] Misuse includes any use not in accordance with the recommendations made in the 'how to ride the motorcycle' section of the Owner's Handbook and any use contrary to the warnings given in that same handbook. In addition, misuse will include, but not be limited to any use of the motorcycle which does not constitute normal road use.

- Seats, luggage, paint, chrome, polished aluminium items, or trim deterioration caused by normal wear and tear, exposure or lack of correct maintenance.
- Motorcycles used on a commercial basis.
- Defects which have not been reported to an authorised dealer within ten days of discovery of the defect.
- Motorcycles which have been inadequately lubricated, or for which the wrong fuel or lubricant has been used.

Should a warranty claim become necessary, TRIUMPH MOTORCYCLES AMERICA LIMITED and its authorised dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.

Any statement, condition, representation, description or warranty otherwise contained in any catalog, advertisement or other publication shall not be construed as enlarging, varying or overriding anything contained herein.

TRIUMPH MOTORCYCLES AMERICA LIMITED reserve the right to make alterations or improvements without notification to any model or motorcycle without obligation to do so to motorcycles already sold.

This warranty does not affect your statutory rights.

Noise Control System Warranty

Warning

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use, otherwise the owner may become subject to penalties under state and local ordinances.

The following warranty applies to the noise control system and is in addition to the general Triumph warranty and the emission control warranty.

Per 40 C.F.R. § 205.173-1, Triumph Motorcycles America Limited, warrants that this exhaust system, at the time of sale, meets all applicable U.S E.P.A. federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to an authorised Triumph Motorcycles America dealer.

Triumph Motorcycles America Limited warrants to the first, and each subsequent owner, that the vehicle was designed and built so as to conform, at the time of sale, with the regulations of Environment Canada (as tested following F-76 Drive-By test procedure) and, at the time of manufacture, was free from defects in materials and workmanship which would cause the motorcycle not to meet the Environment Canada Standards. This noise control system warranty extends for a period of 1 calendar year or 6,000 kms whichever occurs first from the date on which the motorcycle was delivered to the first retail purchaser or, in the case of a demonstration motorcycle or company motorcycle, the date on which the company placed the motorcycle in service prior to retail sale.

Tampering With The Noise Control System Prohibited

Owners are warned that the law prohibits:

(a) 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

(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Acts which are likely to constitute tampering include the following:

1. Removal or tampering with the mufflers, baffles or header pipes or any other component which conducts exhaust gases.
2. Removal of or puncturing of any part of the air intake system.
3. Failure to carry out maintenance as prescribed in the owner's manual.
4. Replacement of any parts of the exhaust or air intake system with parts other than those specified by Triumph Motorcycles America Limited.

The following items are not covered by the noise control system warranty:

1. Failures which arise through misuse, alterations or accident damage.
2. Replacing, removing, or modifications of any part of the noise control system (consisting of the exhaust system and air intake system) with parts not certified to be noise legal for street use.
3. Triumph Motorcycles America Limited and its authorized dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.
4. Any motorcycle which has had the odometer recorded mileage changed so that the correct mileage of the motorcycle cannot be accurately determined.

Emission Control System Warranty

The following warranty applies to the emission control system and is in addition to the general Triumph warranty and the noise control system warranty.

Triumph Motorcycles America Limited warrants to the first, and each subsequent owner, that the vehicle was designed and built so as to conform, at the time of sale, with the regulations of Environment Canada and, at the time of manufacture, was free from defects in materials and workmanship which would cause the motorcycle not to meet Environment Canada Standards. This emission control system warranty extends for a period of 5 calendar years or 30,000 kms whichever occurs first, from the date on which the motorcycle was delivered to the first retail purchaser or, in the case of a demonstration motorcycle or company motorcycle, the date on which the company placed the motorcycle in service prior to retail sale.

The following are not covered by the Emission Control System warranty:

1. Failures which arise through misuse, alterations, accident damage or failure to carry out maintenance as described in the owner's manual.
2. The replacement of any parts required in the maintenance of the emission control system.
3. Triumph Motorcycles America Limited and its authorized dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.
4. Any motorcycle which has had the odometer recorded mileage changed so that the correct mileage of the motorcycle cannot be accurately determined.

This warranty period starts the date the motorcycle is delivered to the first retail purchaser or, if the motorcycle is placed in service as a demonstrator or company motorcycle prior to sale at retail, the date it is first placed in service.

The emission control system of each new Triumph motorcycle was designed, built and tested using only genuine Triumph motorcycle parts and with these parts the motorcycle is certified as being in conformity with Environment Canada emission control regulations.

WE RECOMMEND THAT ONLY GENUINE TRIUMPH MOTORCYCLE PARTS BE USED FOR MAINTENANCE REPAIR OR REPLACEMENT OF THE EMISSION CONTROL SYSTEM.

Caring for your Motorcycle

Triumph Motorcycles have taken great care in the selection of materials, plating and painting techniques so as to provide its customers with a quality cosmetic appearance allied to durability. However, motorcycles are often used in hostile environmental conditions and in these circumstances it is essential that the motorcycle is washed, dried and lost lubricity replaced to prevent discolouration particularly of plated and unplated metallic surfaces. Your dealer can provide further information and advice if required. Ultimately the appearance of your motorcycle will very much depend on the care it receives.

For further information in regards to caring for your motorcycle, refer to the Cleaning and Storage section of this Owner's Handbook.

Triumph Overseas

If you are travelling abroad and require assistance or advice from a Triumph dealer, contact the subsidiary or importer for the country which you are visiting.

Subsidiary offices are listed below.

For an up to date list of authorised Triumph dealers and importers, visit www.triumphmotorcycles.co.uk.

Subsidiary Offices

Benelux

Triumph Netherlands

Tel: +31 725 41 0311

Email: Benelux@Triumph.co.uk

Brazil

Triumph Motorcycles Brazil Ltda

Tel: +55 11 3010 1010

Email: sac.triumph@europ-assistance.com.br

China

British Triumph (Shanghai) Trading Co., Ltd.

Room 302, Tower 11,

1250, Xinzha Road, Jingan District, Shanghai, PRC

200041

Tel: +86 21 6140 9180

Email: aftersales.china@triumphmotorcycles.com

Denmark/Finland/Norway/Sweden

Triumph Motorcycles AB

Tel: +46 8 680 68 00

Fax: +46 8 680 07 85

France

Triumph S.A.

Tel: +33 1 64 62 3838

Fax: +33 1 64 80 5828

Germany

Triumph Motorrad Deutschland GmbH

Tel: +49 6003 829090

Fax: +49 6003 8290927

India

Triumph Motorcycles (India) Private Limited

Tel: 1 800 3000 0051 (toll free)

Email: customer.care@triumphmotorcycles.in

Italy

Triumph Motorcycles srl

Tel: +39 02 93 454525

Fax: +39 02 93 582575

Japan

Triumph Motorcycles Japan K.K.

Tel: +81 3 6453 9810

Fax: +81 3 6453 9811

Spain/Portugal
Triumph Motocicletas España, S.L
Tel: +34 91 637 7475
Fax: +34 91 636 1134

Thailand
Triumph Thailand
Tel: +66(0)20170333
Fax: +66(0)20170330

United Kingdom/Eire
Triumph Motorcycles Ltd
Tel: +44 1455 45 5012
Fax: +44 1455 45 2211

USA
Triumph Motorcycles (America) Ltd
Tel: +1 678 854 2010
Fax: +1 678 854 8740

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 www.triumph.co.uk.

Payload	Speed Triple 1200 RR	Speed Triple 1200 RS
Maximum Payload	195 kg (430 lb)	195 kg (430 lb)

Engine	Speed Triple 1200 RR	Speed Triple 1200 RS
Type	In-line 3 cylinder, 12 valve	In-line 3 cylinder, 12 valve
Displacement	1160 cc	1160 cc
Bore x Stroke	90 x 60.7 mm	90 x 60.7 mm
Compression Ratio	13.2:1	13.2:1
Cylinder Numbering	Left to Right	Left to Right
Cylinder Sequence	1 at left	1 at left
Firing Order	1-2-3	1-2-3

Lubrication	Speed Triple 1200 RR	Speed Triple 1200 RS
Lubrication System	Pressure lubrication, wet sump	Pressure lubrication, wet sump
Engine Oil Capacities:		
Dry Fill	3.35 litres	3.35 litres
Oil/Filter Change	3.30 litres	3.30 litres
Oil Change Only	2.90 litres	2.90 litres

SPECIFICATIONS

Cooling System	Speed Triple 1200 RR	Speed Triple 1200 RS
Coolant Type	Triumph D2053 OAT coolant (premixed)	Triumph D2053 OAT coolant (premixed)
Water/Antifreeze Ratio	50/50 (premixed as supplied by Triumph)	50/50 (premixed as supplied by Triumph)
Coolant Capacity	2.4 litres	2.4 litres
Thermostat Opens (nominal)	71°C	71°C

Fuel System	Speed Triple 1200 RR	Speed Triple 1200 RS
Type	Electronic fuel injection	Electronic fuel injection
Injectors	Solenoid operated	Solenoid operated
Fuel Pump	Submerged electric	Submerged electric
Fuel Pressure (nominal)	3.5 bar	3.5 bar

Fuel	Speed Triple 1200 RR	Speed Triple 1200 RS
Type	95 RON unleaded	95 RON unleaded
Tank Capacity (motorcycle upright)	15.5 litres	15.5 litres

Ignition	Speed Triple 1200 RR	Speed Triple 1200 RS
Ignition System	Digital inductive	Digital inductive
Electronic Rev Limiter	11,400 r/min	11,400 r/min
Spark Plug	NGK LMAR9E-J	NGK LMAR9E-J
Spark Plug Gap	0.7 mm	0.7 mm
Gap Tolerance	+0.00/-0.1 mm	+0.00/-0.1 mm

Transmission	Speed Triple 1200 RR	Speed Triple 1200 RS
Transmission Type	6 speed, constant mesh	6 speed, constant mesh
Clutch Type	Wet, multiplate	Wet, multiplate
Final Drive Chain	RK 525, 118 link	RK 525, 118 link
Primary Drive Ratio	1.85:1 (76/41)	1.85:1 (76/41)
Gear Ratios:		
Final Drive Ratio	2.588:1 (17/44)	2.588:1 (17/44)
1st	2.412 (17/41)	2.412 (17/41)
2nd	1.955 (22/43)	1.955 (22/43)
3rd	1.636 (22/36)	1.636 (22/36)
4th	1.417 (24/34)	1.417 (24/34)
5th	1.280 (25/32)	1.280 (25/32)
6th	1.192 (26/31)	1.192 (26/31)

⚠ 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.

Tyres	Speed Triple 1200 RR	Speed Triple 1200 RS
Tyre Sizes:		
Front	120/70 R17	120/70 R17
Rear	190/55 R17	190/55 R17
Tyre Pressures (Cold):		
Front	2.34 bar (34 lb/in²)	2.34 bar (34 lb/in²)
Rear	2.90 bar (42 lb/in²)	2.90 bar (42 lb/in²)

SPECIFICATIONS

Electrical Equipment	Speed Triple 1200 RR	Speed Triple 1200 RS
Battery Type	HJTZ14S-FPZ	HJTZ14S-FPZ
Battery Rating	12V 8Ah	12V 8Ah
Alternator	34A	34A
Front Position Light	LED	LED
Headlight	LED	LED
Tail/Brake Light	LED	LED
Licence Plate Light	LED	LED
Direction Indicator Lights	LED	LED

Frame	Speed Triple 1200 RR	Speed Triple 1200 RS
Rake	23.6°	23.6°
Trail	102.4 mm	102.4 mm

Tightening Torques	Speed Triple 1200 RR	Speed Triple 1200 RS
Battery Terminals	4.5 Nm	4.5 Nm
Eccentric Adjuster Pinch Bolts	28 Nm	28 Nm
Chain Guard	6 Nm	6 Nm
Clutch Lever Nut	3.5 Nm	3.5 Nm
Headlight Bracket Fixing	4 Nm	6 Nm
Oil Filter	10 Nm	10 Nm
Passenger Seat/Seat Cowl Fixing	5 Nm	5 Nm
Spark Plug	12 Nm	12 Nm
Sump Plug	25 Nm	25 Nm
Rear Wheel Spindle Nut	230 Nm	230 Nm

Fluids and Lubricants	Speed Triple 1200 RR and Speed Triple 1200 RS
Bearings and Pivots	Grease to NLGI 2 specification
Brake Fluid	DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
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

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

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.

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	

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	
Instrument Panel	Receive and Transmit Bands: 2402 MHz to 2483.5 MHz	7.4 dBm	MTA SpA Viale dell'Industria, 12 26845 Codogno (LO) Italy
My Triumph Connectivity Unit	Receive and Transmit Bands: 2402 MHz to 2480 MHz	100 mW	C.O.B.O. S.p.A. via Tito Speri 10 25024 Leno (BS) Italy
Blind Spot Radar	Receive and Transmit Bands: 24.05 to 24.25 GHz	100mW (20 dBm) peak EIRP	ADC Automotive Distance Control Systems GmbH Peter-Dornier-Strasse 10, 88131 Lindau, Germany

APPROVAL INFORMATION

Representative within the European Union

Address

Triumph Motocicletas Espana S.L.
C/Cabo Rufino Lazaro
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28232 - Las Rozas De Madrid
Spain

Canadian Approval

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s).

Operation is subject to the following two conditions:

1. This device may not cause interference.

2. This device must accept any interference, including interference that may cause undesired operation of the device.

Radio frequency radiation exposure information:

This equipment complies with radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

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.

Smart Keyless System Approval Addendum

Smart Keyless System Approval

The Smart Keyless system complies with IC-RSS-210 Industry Canada. Operation is subject to the following conditions:

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

Canada IC: 10176A-008

Model No. A-0794G01

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 (EIRP) is not more than that necessary for successful communication.