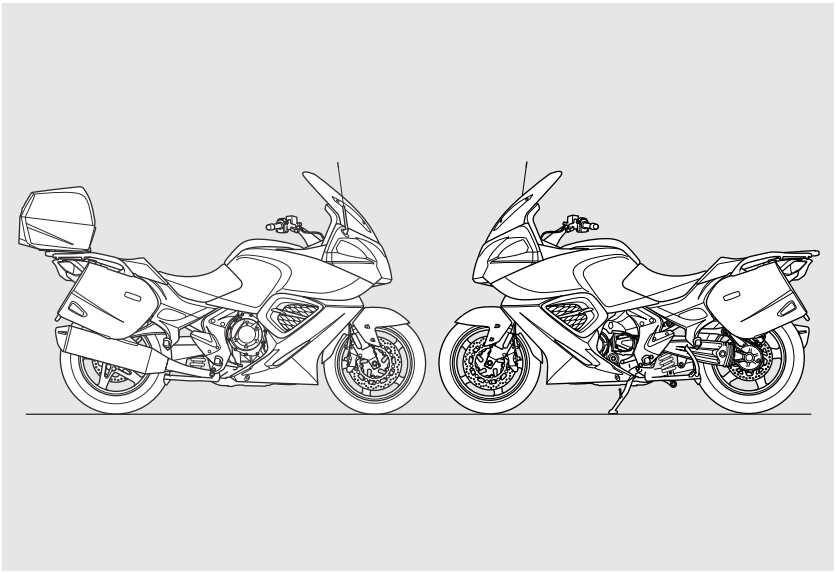
FOREWORD

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



Warnings, Cautions and Notes

Throughout this owner's handbook particularly important information is presented in the following form:

⚠ Warning

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

⚠ Caution

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

Note:

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

Foreword

Warning Labels



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

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

See page *12* for the location of all labels bearing this symbol. Where necessary, this symbol will also appear on the pages containing the relevant information.

Maintenance

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

To locate your nearest Triumph dealer, visit the Triumph web-site at www.triumph.co.uk or telephone Triumph Motorcycles America Limited on (678) 854 2010.

Noise Control System

Tampering with the Noise Control System is Prohibited.

Owners are warned that the law may prohibit:

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

Immobilizer and Tire Pressure Monitoring System

This device complies with part 15 of the FCC Rules.

Operation is subject to the following two conditions:

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

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

Owner's Handbook

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

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

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

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

This handbook is also available from your local dealer in:

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

⚠ Warning

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

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

Talk to Triumph

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

Your Triumph Team.

Foreword

Information

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

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

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FOREWORD - SAFETY FIRST

The Motorcycle

Warning

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 installed with a sidecar. Installing a sidecar and/or a trailer may result in loss of control and an accident.

Warning

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

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 526 lbs (239 kg).

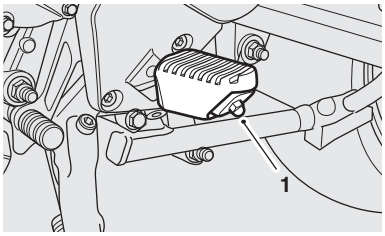
Warning

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

Warning

Use of a motorcycle with the bank angle indicator worn beyond the maximum limit (when 0.2 in (5 mm) of the bank angle indicator remains) will allow the motorcycle to be banked to an unsafe angle.

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



1. Bank angle indicator

Fuel and Exhaust Fumes

Warning

GASOLINE 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 gasoline on the engine, exhaust pipes or mufflers when refuelling.

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

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

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

Warning

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

Safety Helmet and Clothing

Warning

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

Warning

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

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

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


cbma

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

Parking

Warning

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

When parking the motorcycle, always remember the following:

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

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

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

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

Parts and Accessories

Warning

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

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

The installation of any non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspect of the motorcycle operation that may result in an accident causing injury or death.

Triumph does not accept any liability whatsoever for defects caused by the installation of non-approved parts, accessories or conversions or the installation of any approved parts, accessories or conversions by non-approved personnel.

Maintenance/Equipment

Warning

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

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

Warning

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

Warning

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

Riding

Warning

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

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

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

Warning

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

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

Warning

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

Warning

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

Warning

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

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

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

Warning

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

Warning

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

Caution

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

Wobble/Weave

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

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

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Handlebars and Footrests

⚠ Warning

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

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

⚠ Warning

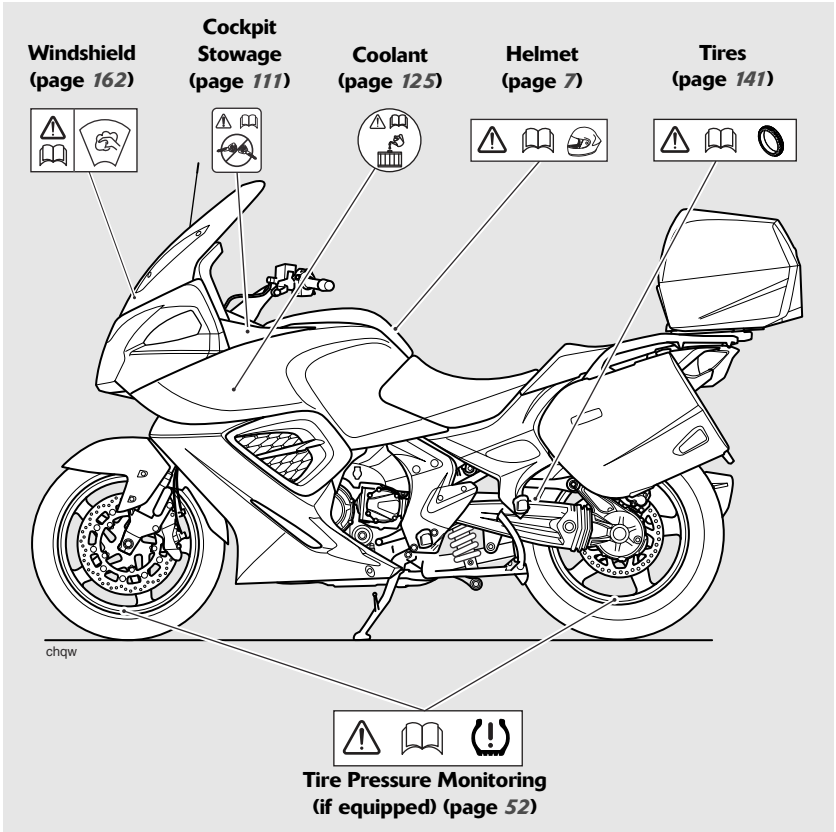
The rider and passenger must always use the footrests provided, during operation of the vehicle.

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

WARNING LABELS

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

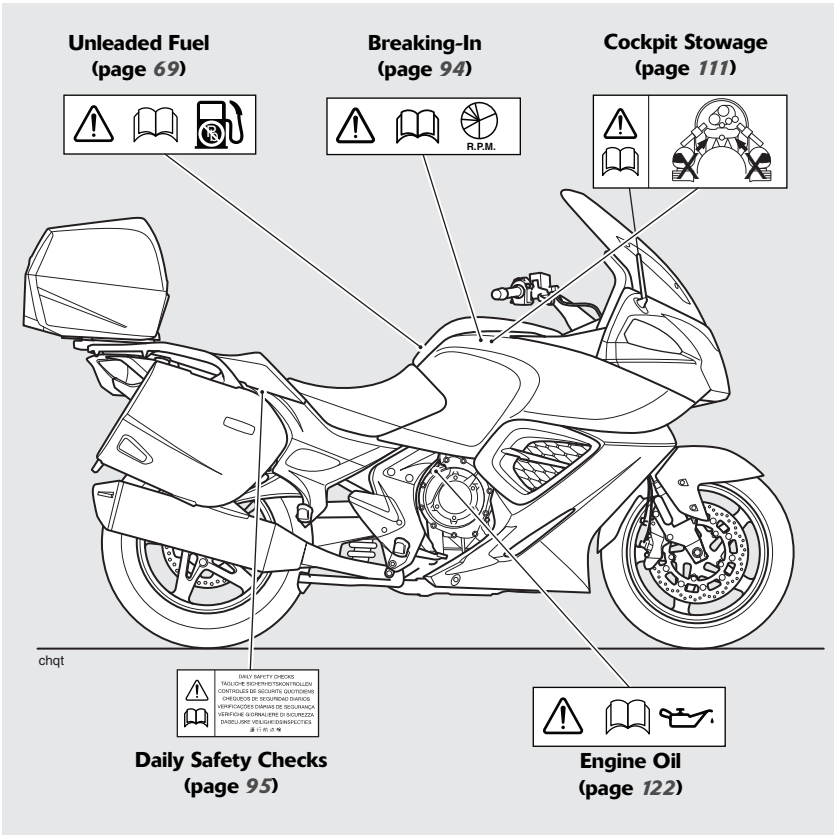
Warning Label Locations - Trophy and Trophy SE



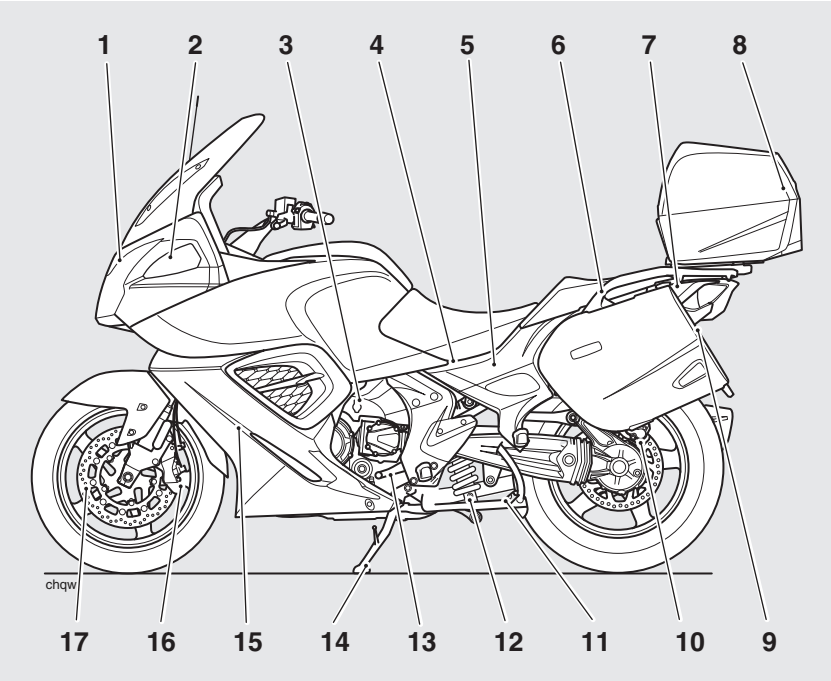
Warning Label Locations - Trophy and Trophy SE (continued)

⚠ Caution

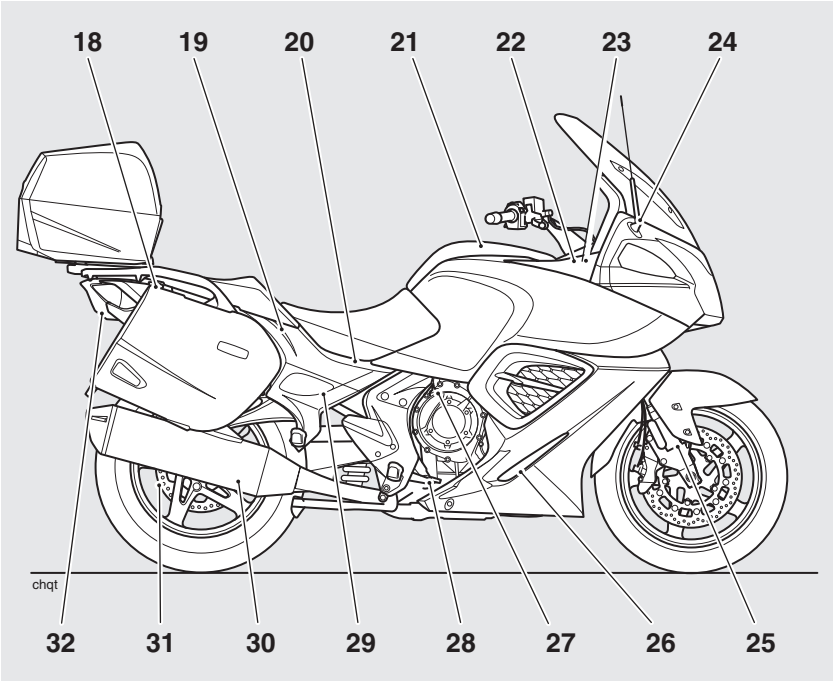
All warning labels and decals, with the exception of the Breaking-in label, are mounted to the motorcycle using a strong adhesive. In some cases, labels are installed prior to an application of paint lacquer. Therefore, any attempt to remove the warning labels will cause damage to the paintwork or bodywork.



PARTS IDENTIFICATION

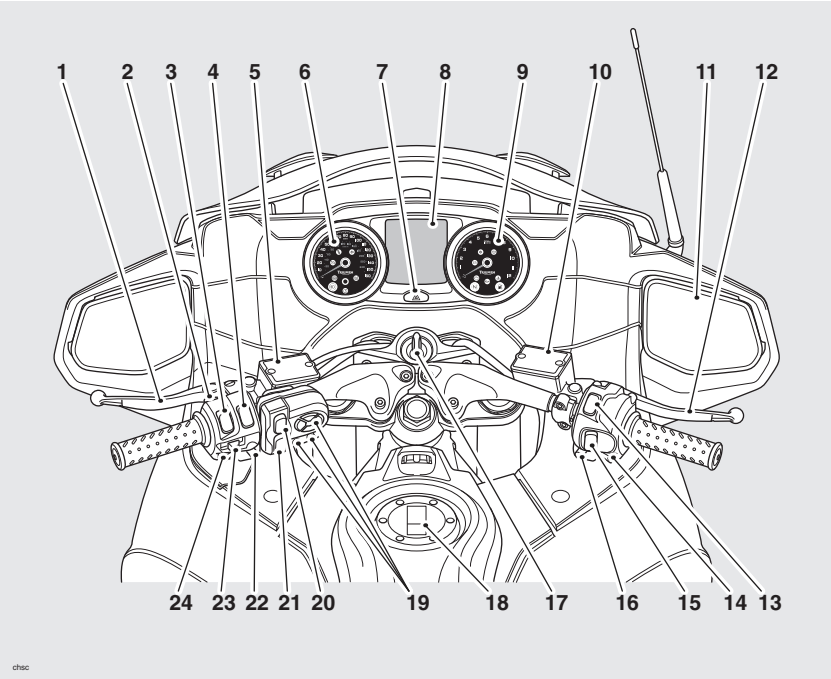


1. Headlight
2. Front turn signal
3. Accessory socket
4. Front heated seat switch (if equipped)
5. Fuse boxes
6. Tool kit/Accessory U-lock storage location
7. Accessory socket (if equipped)
8. Accessory socket (if top box equipped)
9. Seat lock
10. Rear brake caliper
11. Center stand
12. Rear suspension spring rebound damping adjuster (models without Triumph Electronic Suspension (TES))
13. Gear-change pedal
14. Side stand
15. Coolant expansion tank
16. Front brake caliper
17. Front brake disc



18. Rear heated seat switch (if equipped)
19. Rear brake fluid reservoir
20. Relays (both sides)
21. Fuel tank and fuel filler cap
22. Front fork rebound damping adjuster (models without Triumph Electronic Suspension (TES))
23. Battery and main fuse
24. Radio antenna (models fitted with audio system)
25. Front fork
26. Engine oil level sight glass
27. Oil filler cap
28. Rear brake pedal
29. Rear suspension spring pre-load adjuster (models without Triumph Electronic Suspension (TES))
30. Muffler
31. Rear brake disc
32. Rear turn signal/brake/tail light assembly

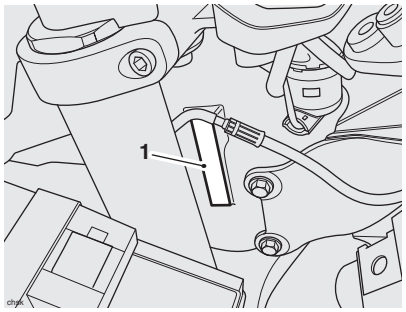
Parts Identification (continued)



1. Clutch lever
2. Passing button
3. Headlight dimmer switch
4. Instrument's scroll button
5. Clutch fluid reservoir
6. Speedometer
7. Hazard warning light button
8. Multi-function display screen
9. Tachometer
10. Front brake fluid reservoir
11. Rear view mirror
12. Front brake lever
13. Engine stop switch
14. Starter button
15. Cruise control adjust button
16. Cruise control ON/OFF button
17. Ignition switch
18. Fuel filler cap
19. Audio controls (models fitted with audio system)
20. Windshield adjustment switch
21. Heated grip switch
22. Instrument's select button
23. Direction turn signal switch
24. Horn button

SERIAL NUMBERS

Vehicle Identification Number (VIN)

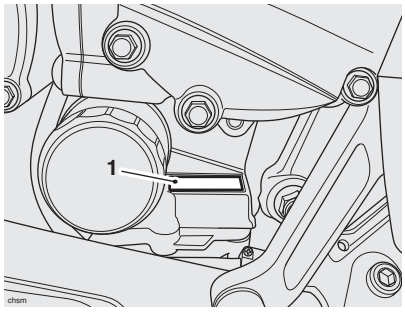


1. VIN number

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. In addition, it is displayed on a label which is also adjacent to the steering head.

Record the vehicle identification number in the space provided below.

Engine Serial Number



1. Engine serial number

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

Record the engine serial number in the space provided below.

This page intentionally left blank

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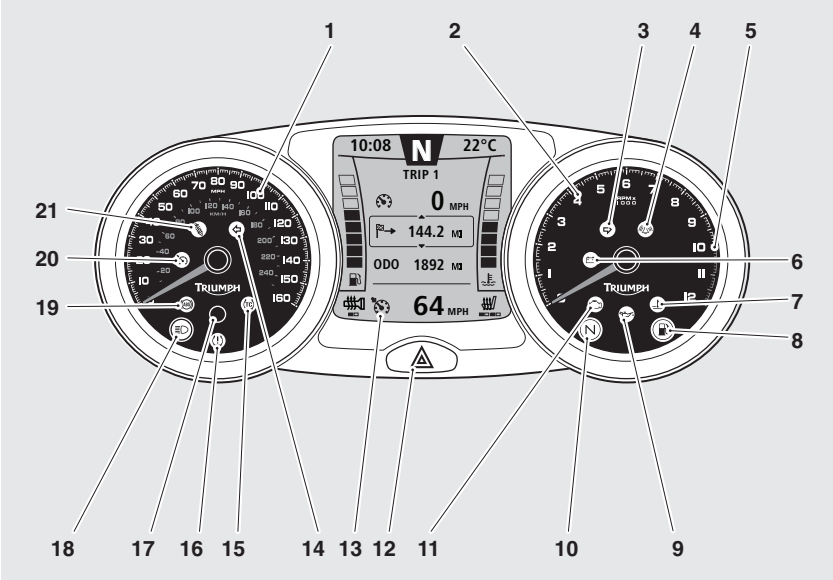
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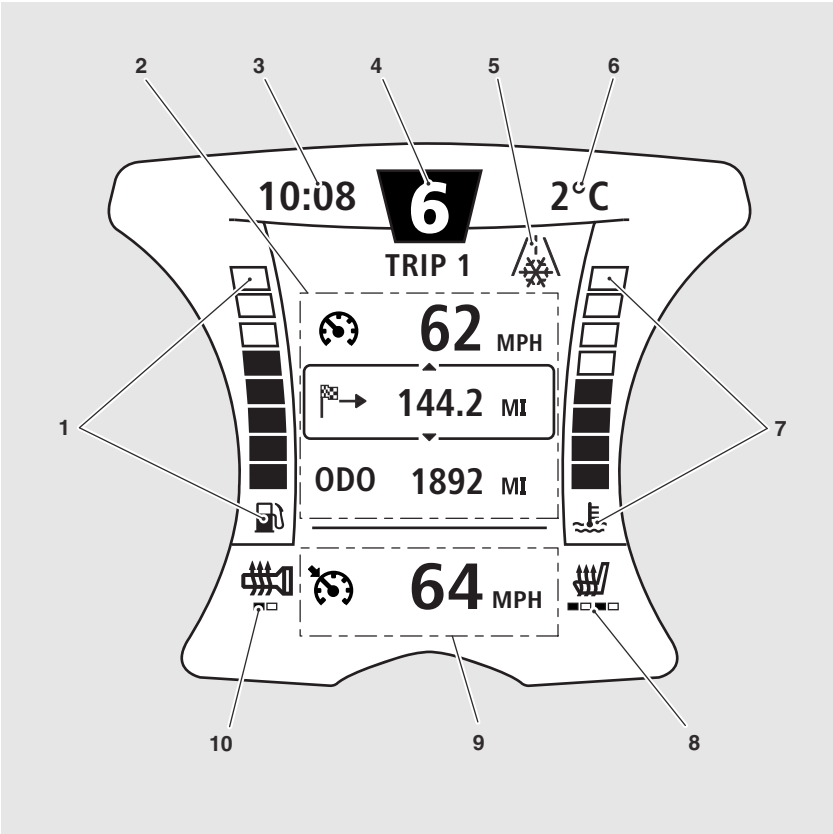
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Instrument Panel Layout



1. **Speedometer**
2. **Tachometer**
3. **Right hand direction turn signal light**
4. **Alarm/immobilizer status indicator light (alarm is an accessory fit)**
5. **Tachometer 'red zone'**
6. **Battery warning light**
7. **High coolant temperature warning light**
8. **Low fuel level indicator light**
9. **Low oil pressure warning light**
10. **Neutral indicator light**
11. **Engine management malfunction indicator light**
12. **Hazard warning lights button**
13. **Multi-function display screen** *(See next page)*
14. **Left hand direction turn signal light**
15. **Triumph Traction Control (TTC) light**
16. **Tire pressure warning light (if Tire Pressure Monitoring System (TPMS) is fitted)**
17. **Ambient light sensor**
18. **High beam indicator light**
19. **ABS warning light**
20. **Cruise control light**
21. **Triumph Electronic Suspension (TES) warning light (if electronic suspension is fitted)**

Multi-function Display Screen Layout



1. Fuel gauge
2. Central information display area
3. Clock
4. Selected gear
5. Frost symbol
6. Ambient air temperature display
7. Coolant temperature gauge
8. Heated seat indicator (if equipped)
9. Lower message display area
10. Heated grip indicator (if equipped)

Speedometer

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

Tachometer

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

⚠ Caution

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

Multi-function Display Screen

The multi-function display screen gives information, messages and warnings about various motorcycle functions. This information is displayed in three ways - permanently, automatically as required, or selected by the rider.

Permanent messages include:

- clock;
- selected gear;
- ambient air temperature;
- coolant temperature;
- front and rear heated seat status (if equipped and turned on);
- heated grip status (if equipped and turned on);
- fuel gauge.

Automatic messages include:

- information messages;
- warning messages.

Automatic messages may be accompanied by a warning light.

Messages which can be selected by the rider include:

- trip computer 1;
- trip computer 2;
- settings menu (if the motorcycle is stationary);
- adjustment menu (if the motorcycle is moving).

At low temperatures, some functions of the instrument's multi-function display screen will become disabled.

This condition is intentional and should not be considered to be a fault with the instruments.

Full details of the multi-function display screen features and operation are described starting on page *34*.

Warning Lights

Note:

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

Direction Turn Signals

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

High Beam

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

Low Fuel

The low fuel indicator will illuminate when there are approximately 1.9 US gallons (4.5 liters) of fuel remaining in the tank.

Neutral

N The neutral warning light indicates when the transmission is in neutral (no gear selected). The warning light will illuminate when the transmission is in neutral with the ignition switch in the ON position.

Low Oil Pressure

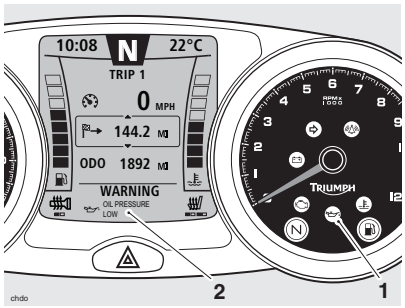
When the ignition is switched on, the low oil pressure warning light will illuminate. The low oil pressure warning light will go off after 1.5 seconds.

With the engine running, if the engine oil pressure becomes dangerously low, the low oil pressure warning light in the tachometer will illuminate and OIL PRESSURE LOW will also be visible in the lower message screen.

⚠ Caution

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

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



1. **Low oil pressure warning light**
2. **Instrument message**

High Coolant Temperature Warning Light

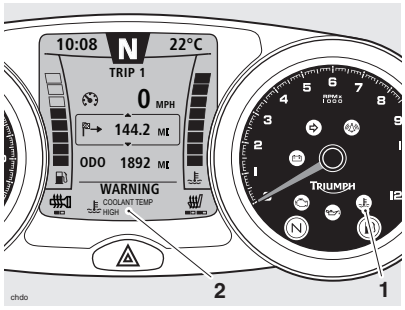


With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light in the tachometer will illuminate and COOLANT TEMP HIGH will be visible in the lower message screen.

⚠ 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.



1. **High coolant temperature warning light**
2. **Instrument message**

Engine Management System Malfunction Indicator Light



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

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

⚠ Warning

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

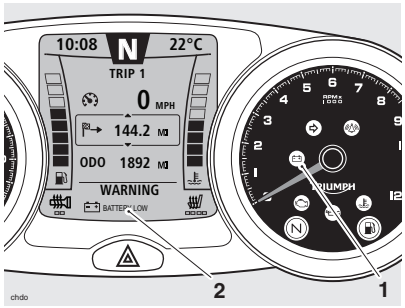
Note:

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

Battery Warning Light

When the ignition is switched on, the battery warning light will only illuminate if a fault is recognised with the battery.

With the engine running, if the battery voltage becomes low, the battery warning light in the tachometer will illuminate and BATTERY LOW will also be visible in the lower message screen.



1. **Battery low warning light**
2. **Instrument message**

Once the battery is fully charged the warning light and message displayed in the message screen will go out.

If the battery warning light remains on it indicates that there is a malfunction that requires investigation. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Alarm/Immobilizer Indicator Light

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

With Alarm Fitted

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

Without Alarm Fitted

When the ignition switch is turned to the OFF position, the alarm/immobilizer light will flash on and off for 24 hours to show that the engine immobilizer is on. When the ignition switch is turned to the ON position the immobilizer and the indicator light will be off.

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

ABS (Anti-Lock Brake System) Indicator Light

Note:

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

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

Unless the ABS system has a fault, it should not illuminate again until the engine is restarted.

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

Warning

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

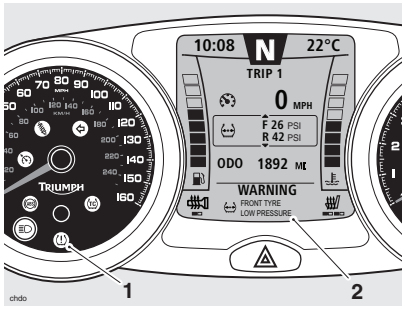
See also Braking on page *101*.

Tire Pressure Warning Light (if TPMS is fitted)

The tire pressure warning light works in conjunction with the tire pressure monitoring system (see page *52*).

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

When the warning light is illuminated, the TPMS symbol indicating which is the deflated tire will automatically be visible in the lower message screen.



1. **Tire pressure warning light**
2. **Instrument message**

The tire pressure at which the warning light illuminates is temperature compensated to 68°F (20°C) but the numeric pressure display associated with it is not (see page *142*). Even if the numeric display seems at or close to the standard tire pressure when the warning light is on, a low tire pressure is indicated and a puncture is the most likely cause.

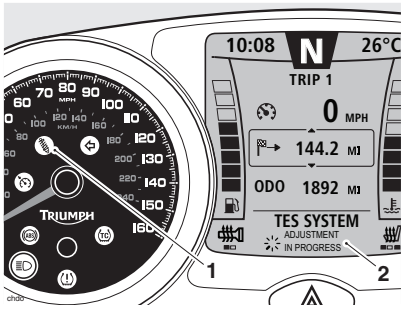
Warning

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

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

Triumph Electronic Suspension (TES) Warning Light (if electronic suspension is fitted)

Triumph Electronic Suspension is fitted to Trophy SE models only. When the ignition is switched on the warning light will illuminate for 1.5 seconds and then go out.



1. **TES warning light**
2. **Instrument message**

The warning light has three modes:

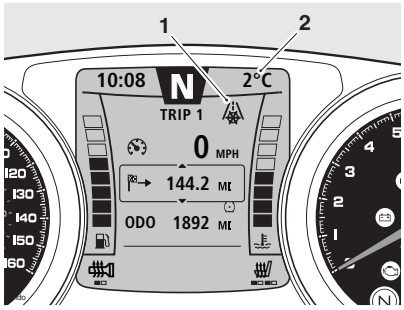
- **Adjustment** (see page *58*) - the warning light will flash once per second, and the lower message screen will display the alternating messages PLEASE WAIT and ADJUSTMENT IN PROGRESS. Once adjustment is complete the message ADJUSTMENT COMPLETE will be displayed for a short time.
- **Calibration** (see page *57*) - the warning light will flash twice every second during system recalibration, and the lower message screen will display the alternating messages PLEASE WAIT and RECALIBRATION IN PROGRESS.
  During recalibration the motorcycle must remain stationary. Riding the motorcycle will cause the recalibration to be halted and the warning light to remain lit.
- **Fault** - If the warning light illuminates continuously or at any other time it indicates a fault with the system that requires investigation.

Full details of the Triumph Electronic Suspension (TES) system are described starting on page *58*.

Frost Symbol



The frost symbol will illuminate when the ignition is turned ON and the ambient air temperature is 39ºF (4ºC) or lower. The frost symbol will remain illuminated until the temperature rises to 42ºF (6ºC).



1. **Frost symbol**
2. **Ambient air temperature**

Warning

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

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

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

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.

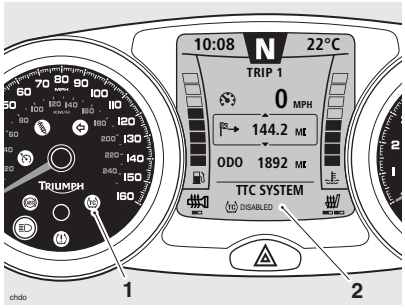
If the effect of the engine's heat becomes excessive, — — temporarily appears on the display.

Traction Control Warning Light

Depending on what setting has been selected for the traction control system (see page *55*), the warning light will illuminate as follows:

- TRACTION CONTROL ON - the light is OFF but it will flash on and off when the traction control is working to limit rear wheel spin;
- TRACTION CONTROL OFF - the light is constantly on.
  Traction control will be enabled again when the ignition is turned off and then on.

When the traction control system is turned off, the message TTC SYSTEM DISABLED will be displayed in the lower message screen for a short time.



1. Traction control warning light
2. Instrument message

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

Warning

If the traction control is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin. Do not continue to ride for longer than is necessary with the MIL and traction control lights illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked.

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

Cruise Control Light



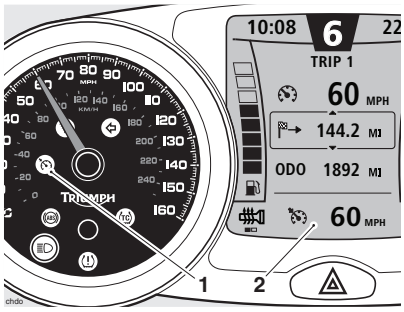
Cruise control (see page *58*) can only be activated when the motorcycle is travelling at a speed between 30 to 100 mph (48 to 160 km/h) and is in 4th gear or higher. When activated, the cruise control light in the instruments will be illuminated, and the set speed will be displayed in the lower message area.

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 roads are slippery.

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



1. **Cruise control light**
2. **Instrument message**

Multi-function Display Screen

Clock

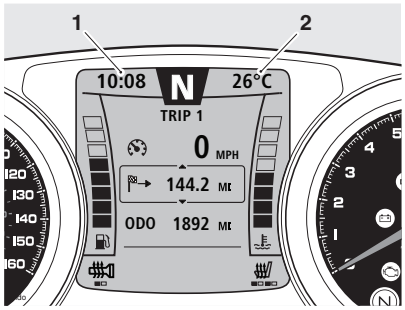
The clock will display the time in 12 or 24 hour formats.

To change the display format from 12 to 24 hour, and set the time, see SETTINGS on page *43*.

Ambient Air Temperature

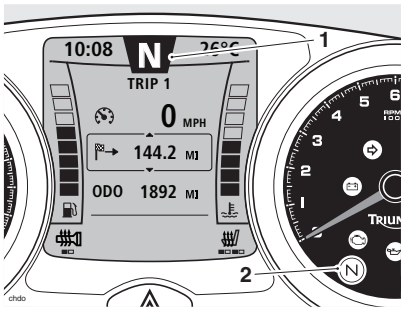
The instruments will display the ambient air temperature in °C or °F.

To change the temperature from °C or °F, refer to Changing Units on page *49*.



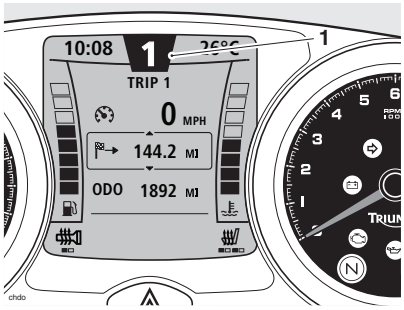
1. **Clock**
2. **Temperature display**

Gear Position Display



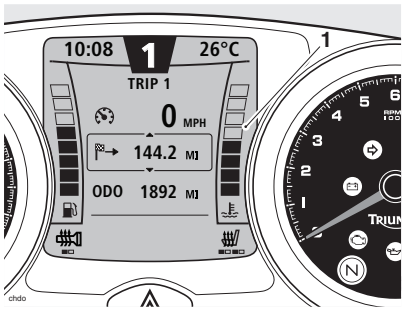
1. **Gear position display (neutral position shown)**
2. **Neutral light**

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



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

Coolant Temperature Gauge



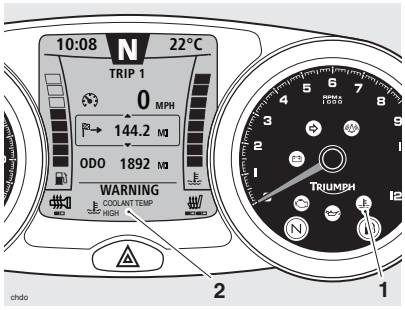
1. Coolant temperature gauge

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

When the ignition is switched on, all eight bars of the display will be shown. When the engine is started from cold the display will show no bars. As the temperature increases more bars in the display will be shown. When the engine is started from hot the display will show the relevant number of bars, dependant on engine temperature.

The normal temperature range is between four and five bars.

If the coolant temperature becomes too high the display will show eight bars and will start to flash. The high coolant temperature light in the tachometer will also be illuminated and COOLANT TEMP HIGH will be visible in the lower message screen.



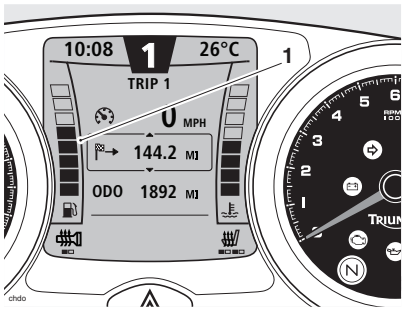
1. High coolant temperature warning light

2. Instrument message

⚠ Caution

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

Fuel Gauge



1. Fuel gauge

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

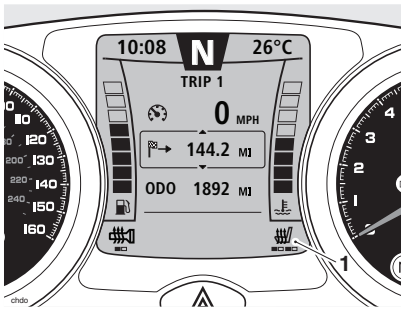
With the ignition switched on, the number of bars shown in the display indicates the level of fuel.

When the fuel tank is full all 8 bars are displayed and when empty, no bars are displayed. Other gauge markings indicate intermediate fuel levels between full and empty.

When 1.9 US gallons (4.5 liters) of fuel remain the low fuel warning light will illuminate (see page *26*), a few seconds later the display screen will switch to 'Range' display (see page *41*). This indicates there are approximately 1.9 US gallons (4.5 liters) of fuel remaining in the tank and you should refuel at the earliest opportunity.

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

Heated Seats (if equipped)



1. Heated seats symbol

Heated seats are available as a Triumph accessory on Trophy models. Both the rider's and pillion's heated seat has OFF, LOW and HIGH settings. The heated seats symbol in the instruments will show which seats are on and the heat setting selected for each seat.

When the heated seats are switched on, the symbol in the instruments will illuminate as shown below.



Both seats off.



Both seats low.



Both seats high.



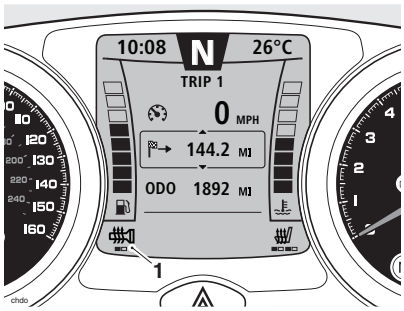
Front seat on high, rear seat on low.



Front seat on low, rear seat on high.

Heated seat switch operation is described on page *78*.

Heated Grips (if equipped)



1. Heated grips symbol

When the heated grips are on, the symbol in the instruments will illuminate as shown below.



Both grips off.



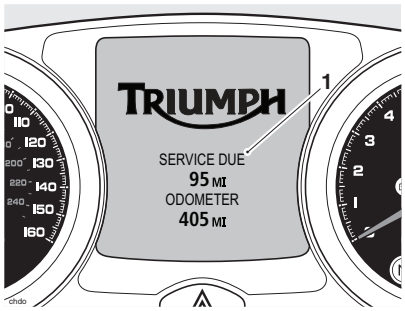
Both grips low.



Both grips high.

Heated grip switch operation is described on page *79*.

Service Interval Indicator

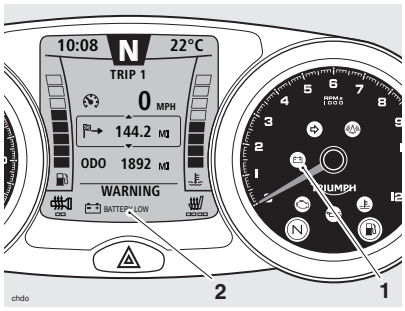


1. Service indicator

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, the display will briefly show the distance remaining before the next service. If the service is overdue, the distance will be displayed as a negative number.

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

Low Battery Warning



1. Battery low warning light
2. Instrument message

If accessory items such as heated seats, heated grips and accessory sockets are fitted and are switched on with the engine at idle, over a period of time, or if there is a battery or charging system fault, the battery voltage may drop below a predetermined voltage and cause the text BATTERY LOW to be visible in the display screen.

If BATTERY LOW is visible and the heated seats and heated grips are switched on, they will be automatically switched off, along with the accessory sockets and audio system (if equipped), to allow the charging system to charge the battery. The engine idle speed may also be increased.

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

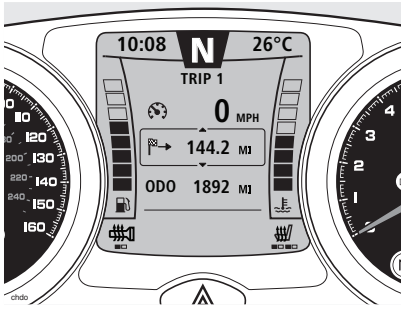
The display will remain on until one of the following conditions is met:

- The charging system has charged the battery;
- The SELECT button on the left hand switch cube has been pressed;
- The ignition switch has been turned to the OFF position.

Central Display Area

The central display area is used to display the two Trip Computers, the Settings Menu (if vehicle is stationary) and the Adjustment Menu (if vehicle is moving or not in neutral).

By default the last selected Trip Computer (TRIP 1 or TRIP 2) will be displayed when the ignition is turned on.



Trip Computer 1

Pressing the SELECT button briefly will toggle between the two trip computers.

See page *40* for full details of trip computer operation.

Pressing the SELECT button for two seconds or longer will access the SETTINGS menu (if the motorcycle is stationary) (see page *43* for full details of the SETTINGS menu) or the ADJUSTMENT menu (if vehicle is moving or not in neutral) (see page *48* for full details of the ADJUSTMENT menu).

Note that the ADJUSTMENT menu can also be accessed when the motorcycle is stationary from the SETTINGS menu.

Trip Computer 1 and 2

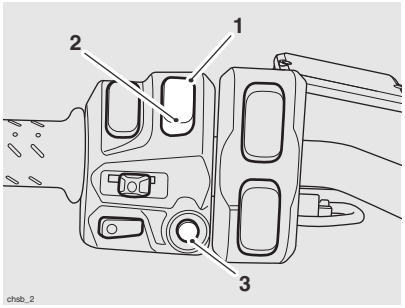
There are two sets of trip computer data, shown as TRIP 1 and TRIP 2.

Each trip displays the same sets of data independently of the other trip. It is possible to:

- Reset each set of trip data independently. Trip 2 can also be set to reset automatically, after an adjustable time delay of between 1 and 8 hours;
- Select which three trip data items are shown on each trip display screen.

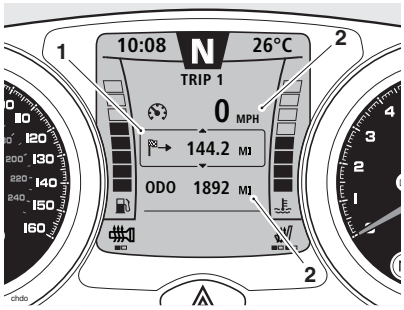
The top and bottom lines of each trip display are selected from the SETTINGS menu and are then permanently displayed, when that trip screen is being displayed. When that trip screen is displayed it is then possible to scroll through the list of remaining trip items to change what is shown on the center line.

If a trip item is permanently displayed on the top or bottom line it will not be displayed again on the center line.



1. **SCROLL button, up**
2. **SCROLL button, down**
3. **SELECT button**

Press and release the SCROLL button on the left hand switch cube until the desired display is highlighted.



1. **Trip computer center line**
2. **Trip computer fixed lines**

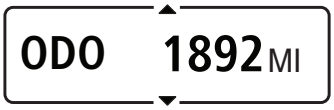
The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed):

- Trip distance;
- Trip time;
- Average speed;
- Instantaneous fuel consumption;
- Average fuel consumption;
- Fuel used;
- Range to empty;
- Odometer;
- Digital speedometer (upper display line only);
- Tire pressures - if Tire Pressure Monitoring System (TPMS) is fitted (center display line only);
- Triumph Electronic Suspension (TES) Settings - Trophy SE (center display line only).

Each display provides the following information:

Odometer

Shows the total distance that the motorcycle has travelled.



Average Speed

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



Instantaneous Fuel Consumption

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



Average Fuel Consumption

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



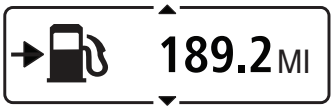
Trip Time

The total time elapsed since the trip meter was last set to zero. The counter will increment while the engine is running.



Range to Empty

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



Trip Distance

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



Fuel Used

The fuel used is calculated from the time when the trip computer was last reset.



Tire Pressures - if Tire Pressure Monitoring System (TPMS) is Fitted

Tire pressure information is displayed for each tire (see page *52*). The letter F or R identifies the front or rear tire.



Digital Speed Display

The digital speedometer displays the current speed in the selected units (mph or km/h). At low temperatures, this function will become disabled and "- - -" will be shown on the display.

The units are set independently of the units set in the Bike Setup menu.



TES Settings (Trophy SE only)

The display will show the current settings for the TES system; the upper line will show the TES Mode (see page *58*) and the lower line will show the TES Loading (see page *58*).



Trip Computer Reset

To reset either of the trip computers, select and display the trip meter to be zeroed then press and hold the SCROLL button, in either direction, for 2 seconds. After 2 seconds, the trip meter on display will reset to zero.

The following trip items will be reset:

- trip time;
- trip distance;
- average fuel consumption;
- fuel used;
- average speed.

Trip 2 can also be set to reset automatically after an adjustable time delay of between 1 and 8 hours (see page *47*).

Settings Menu

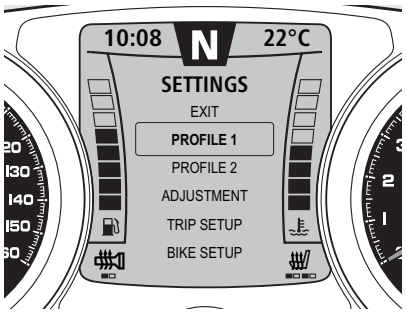
To access the settings menu; with the motorcycle stationary and in neutral, press and hold the SELECT button on the left hand switch cube until SETTINGS is highlighted in the display screen.

Press and release the SCROLL button until the desired display is highlighted. Press the SELECT button to enter the item.

The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed).

The settings menu display provides the following information:

- EXIT;
- PROFILE 1 and 2 (see page *46*);
- ADJUSTMENT (see page *48*);
- TRIP SETUP (see page *46*);
- BIKE SETUP (see page *48*).



Settings Menu

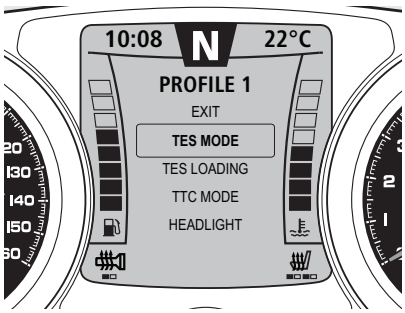
Selecting EXIT will return to the previously selected trip screen.

Profile 1 and 2

It is possible to create two user profiles, which will store personal settings for:

- Triumph Electronic Suspension (TES) MODE (damping) settings - Trophy SE models only.
  See page *58* for a full description of TES MODE.
- Triumph Electronic Suspension (TES) LOADING (rear pre-load) settings - Trophy SE models only.
  See page *58* for a full description of TES MODE.
- Triumph Traction Control (TTC) MODE setting.
  See page *55* for a full description of TTC MODE.
- HEADLIGHT setting.
  See page *45* for a full description of HEADLIGHT.

Profiles can be used to store settings for different riders' individual preferences, different riding styles or different loading conditions.



Profile Menu

After entering either profile, press and release the SCROLL button until the desired display is highlighted. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed):

- LOAD - pressing the SELECT button will load the selected profile and exit.
- EDIT - pressing the SELECT button allows the current profile to be edited. The profile is not loaded automatically after it has been edited. It must be loaded (see above) after it has been saved.
  The profile will be saved automatically after editing.
- CANCEL - exits without loading or editing the current profile.

Adjustment Menu

Warning

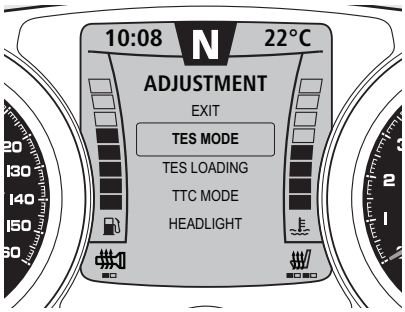
Any adjustments made to the motorcycle when it is moving must be carried out only when it is safe to do so.

After making adjustments it is recommended to operate the motorcycle in a safe area free from traffic to gain familiarity with any new handling characteristics.

Making adjustments to motorcycle settings while travelling at high speed, during cornering or braking, or in heavy traffic or poor visibility, may result in loss of motorcycle control and an accident.

Note:

- **The ADJUSTMENT screen can be accessed when the motorcycle is stationary or moving, however for motorcycles fitted with TES it is only possible to adjust TES Loading when stationary.**



Adjustment Menu

After entering the ADJUSTMENT screen, press and release the SCROLL button until the desired display is highlighted. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed):

- TES Mode (Trophy SE models only) - press the SCROLL button to select either SPORT, NORMAL or COMFORT modes. Press the SELECT button to save the selection and exit.
  See page *58* for a full description of TES

Mode.



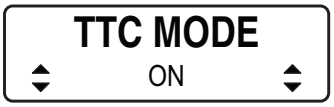
TES Mode Adjustment - Comfort Shown

- TES LOADING (Trophy SE models only) - press the SCROLL button to select either 1 UP, 1 UP + LUGGAGE or 2 UP modes. Press the SELECT button to save the selection and exit.
  See page *58* for a full description of TES LOADING.



TES LOADING Adjustment - 1 UP + LUGGAGE Shown

- TTC MODE - press the SCROLL button to select either ON or OFF. Press the SELECT button to save the selection and exit.
  See page *55* for a full description of TTC MODE.



TTC Mode Adjustment - On Shown

Warning

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

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

- HEADLIGHT - press the SCROLL button to adjust the headlight using the adjustment slider between levels 1 (lowest) to 10 (highest). Press the SELECT button to save the selection and exit.



Headlight Adjust

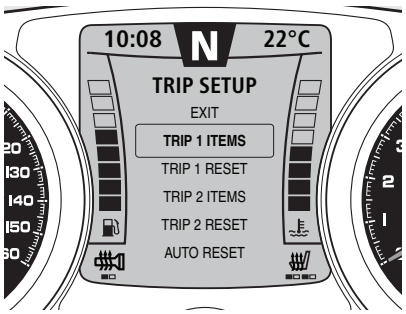
Changes made to the TES MODE, TES LOADING, TTC or HEADLIGHT settings via the ADJUSTMENT screen are stored in a 'current' profile, separately from the two saved profiles.

This allows temporary changes to be made to a profile without editing a saved profile, however these changes will be lost when a saved profile is loaded.

To load a saved profile see page *46*.

Trip Setup

After entering the TRIP SETUP screen, press and release the SCROLL button until the desired display is highlighted.



Trip Setup Screen

The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed):

- TRIP 1 ITEMS - pressing the SELECT button enters the TRIP 1 setup screen and prompts for the item to be set on the upper display line (ITEM 1). Use the SCROLL button to select an option (see page *40*) and press SELECT.



Trip 1 Items - Upper Display Line

- The instruments will now prompt for the item to be set on the lower display line (ITEM 2). Use the SCROLL button to select an option (see page *40*) and press SELECT to exit.

Note:

- **The same trip item cannot be displayed in the UPPER and LOWER position at the same time.**



Trip 1 Items - Lower Display Line

- TRIP 1 RESET - pressing SELECT resets TRIP 1 data immediately.
- TRIP 2 ITEMS - pressing the SELECT button enters the TRIP 2 setup screen and prompts for the item to be set on the upper display line (UPPER). Use the SCROLL button to select an option (see page *40*) and press SELECT.
  The instruments will now prompt for the item to be set on the lower display line (LOWER). Use the SCROLL button to select an option (see page *40*) and press SELECT to exit.

Note:

- **The same trip item cannot be displayed in the UPPER and LOWER position at the same time.**
- TRIP 2 RESET - pressing SELECT resets the TRIP 2 data immediately.

Note:

- **The AUTO RESET function applies to TRIP 2 only. TRIP 1 must be reset manually using the TRIP 1 RESET opposite, or the method described on page *42*.**
- AUTO RESET - pressing the SELECT button enters the AUTO RESET setup screen.



Auto Reset

- Press the SCROLL button to select either OFF, 1 HR, 2 HRS, 4 HRS and 8 HRs. Press the SELECT button to save the selection and exit.

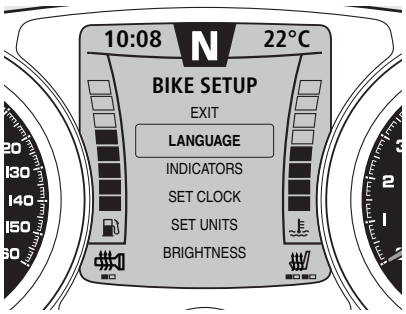
After the set time has elapsed, Trip 2 will be reset to zero.

The following trip items will be reset:

- trip time;
- trip distance;
- average fuel consumption;
- fuel used;
- average speed.

Bike Setup

After entering the BIKE SETUP screen, press and release the SCROLL button until the desired display is highlighted.



Trip Setup Screen

The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order if up on the button is pressed):

- LANGUAGE - pressing the SELECT button enters the LANGUAGE setup screen.



Language Select

- Press the SCROLL button to select either ENGLISH, FRENCH, ITALIAN, GERMAN, SPANISH, SWEDISH, DUTCH OR PORTUGUESE. Press the SELECT button to save the selection and exit.
- INDICATORS - pressing the SELECT button enters the Indicators setup screen (see page *52*).



Indicator Self Cancelling Select

- Press the SCROLL button to select either AUTO or MANUAL. Press the SELECT button to save the selection and exit.
- CLOCK - pressing the SELECT button enters the SET CLOCK setup screen and prompts for 12HR or 24HR.



Clock Set - 24 hour Shown

- Press the SCROLL button to select the desired clock display and press SELECT.
  The instruments will now prompt SET HOUR. Use the SCROLL button to select the desired clock display and press SELECT.
  The instruments will now prompt SET MINUTE. Use the SCROLL button to select the desired clock display and press SELECT to save and exit.

- UNITS - pressing the SELECT button enters the UNITS setup screen and prompts for MILE or KM.



Units Select

- Press the SCROLL button to select the desired unit and press SELECT.
  The instruments will now prompt ECONOMY. If MILE is selected the options available will be MPG (UK) or MPG (US). If KM is selected the options available will be KM/L or L/100 KM. Use the SCROLL button to select the desired unit and press SELECT.

Note:

- **If MILE is selected above, the instruments will now prompt TEMP (temperature). If KM is selected, °C will be set by default.**
- Use the SCROLL button to select either °F or °C and press SELECT.
- If TPMS is fitted, the instruments will now prompt PRESSURE. Use the SCROLL button to select either PSI or BAR and press SELECT to save and exit.
- BRIGHTNESS - press the SCROLL button to adjust the instrument brightness using the adjustment slider between levels 1 (lowest) to 10 (highest). Press the SELECT button to save the selection and exit.



Brightness Adjust

The instruments are also fitted with an ambient light sensor which adjusts the instrument brightness to an optimal level for all riding conditions. This allows the rider's preferred setting to be adjusted automatically to suit riding in daylight, dusk and night-time conditions.

Note:

- **Setting the brightness under artificial lighting (in a garage for example) may produce unpredictable results. Always adjust the brightness setting under natural light.**

Lower Message Area

This area displays warning and information messages, using different layouts depending upon the message type.



Warning Messages

The following Warning messages may be displayed if a fault is detected:

- COOLANT TEMP HIGH (see page *27*);
- OIL PRESSURE LOW (see page *27*);
- BATTERY LOW (see page *27*);
- ABS SYSTEM DISABLED (see page *29*);
- CHECK MANUAL - TES SYSTEM (see page *58*);
- TTC SYSTEM DISABLED (see page *55*);
- FRONT/REAR TIRE PRESSURE LOW (see page *52*).



Information Messages

The following information messages may be displayed:

- PLEASE WAIT - TES SYSTEM CALIBRATING (accompanied by a 'wait' icon) (see page *58*);
- PLEASE WAIT - TES SYSTEM ADJUSTMENT IN PROGRESS (accompanied by a 'wait' icon) (see page *58*);
- TES SYSTEM ADJUSTMENT COMPLETE (see page *58*);
- TPMS - BATTERY LOW FRONT/REAR TIRE (see page *52*);
- CHECK MANUAL - TPMS SYSTEM FAULT - SENSOR SIGNAL (see page *52*);
- CHECK MANUAL - CRUISE CONTROL DISABLED (see page *58*);
- AUDIO OFF - LOW VOLTAGE (refer to the Audio System Handbook);
- AUDIO NOT FOUND (refer to the Audio System Handbook).



TPMS Information (see page *52*)

If TPMS is fitted this area will display front and rear tire pressure information.



Cruise Control Status

When cruise control is set, the set speed will be displayed.

Audio Information (Trophy SE models only)

When turned on, information on the current audio source is displayed on screen. The audio system is described in detail in the Audio System Handbook supplied with the motorcycle.

Automatic Self-Cancelling Turn Signals

This Triumph model has an automatic self-cancelling turn signal function that can be disabled or enabled.

The available options are:

- AUTO - Turn signal self cancelling is on. In this mode the turn signals will self-cancel after 213 ft (65 meters) have been travelled and 8 seconds have elapsed. If the motorcycle is stationary the turn signal will remain on.
- MANUAL - auto self cancelling is off. The turn signals will need to be manually turned off (see page *66*).

To disable or enable the self cancelling turn signals, see Bike Setup on page *48*.

Units of Measure (Imperial, US or Metric)

UNITS has two selectable display modes, MILE and KM. If mile is selected it is possible to customize the display to show units in:

- MPG (UK) - the fuel consumption will be measured in imperial gallons;
- MPG (US) - the fuel consumption will be measured in US gallons;
- temperature - °C or °F;
- pressure - PSI or BAR.

If km is selected it is possible to customize the display to show units in:

- L/100 KM - the fuel consumption will be measured in liters of fuel per 100 km (62 miles);
- KM/L - the fuel consumption will be measured in kilometers per liter of fuel;
- temperature - the default temperature for metric units is °C;
- pressure - PSI or BAR.

To access the units display; see BIKE SETUP on page *48*.

Tire Pressure Monitoring System (TPMS) (if equipped)



Warning

The daily check of tire pressures must not be excluded because of the mounting of the TPMS. Check the tire pressure when the tires are cold and using an accurate tire pressure gauge (see page *142*).

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

Note:

- **The Tire Pressure Monitoring System (TPMS) is standard equipment on Trophy SE models, and available as an accessory on Trophy models. On Trophy models TPMS must only be fitted by your authorized Triumph dealer. The TPMS display will then be activated by your authorized Triumph dealer.**

Function

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

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

TPMS Sensor ID Number

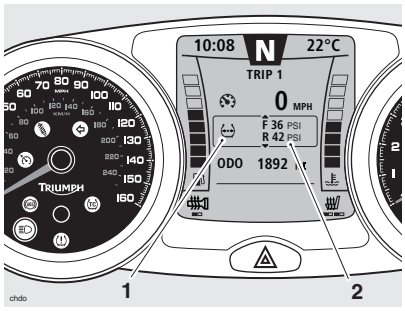
An ID number for each tire pressure sensor is printed on a label which is attached to the sensor. This number may be required by the dealer for service or diagnostics.

If the TPMS has been fitted at the factory, labels identifying the front and rear TPMS sensor ID numbers will be affixed to the spaces on page *53*.

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

Front Sensor	Rear Sensor

System Display



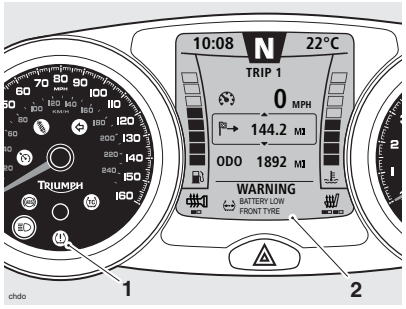
1. **TPMS symbol**
2. **Tire pressure display**

The tire pressure display can be accessed through Trip 1 or Trip 2 (see page *40*).

When the tire pressure monitoring system has been selected, — — PSI or BAR (information on how to set the desired display units can found on page *48*) will be visible, for each tire, in the display screen until the motorcycle is travelling at a speed greater than 12 mph (20 km/h) and the tire pressure signal is received.

Sensor Batteries

When the battery voltage in a pressure sensor is low, TPMS - BATTERY LOW FRONT/REAR TIRE will be displayed for eight seconds. If the batteries are completely flat, only dashes will be visible in the display screen, the red TPMS warning light will be on and the TPMS symbol will flash continuously. Contact your authorized Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided on page *53*.



1. **Tire pressure warning light**
2. **Instrument message**

TPMS Symbol

With the ignition switch turned to the ON position, if the TPMS symbol flashes for 10 seconds and then remains on there is a fault with the TPMS system. The message CHECK MANUAL - TPMS SYSTEM FAULT - SENSOR SIGNAL will be displayed for eight seconds in the lower message area.

Contact your authorized Triumph dealer to have the fault rectified.

Tire Pressures

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

Owners must adjust tire pressures only when the tires are cold, using an accurate tire pressure gauge (see page *142*), and must not use the tire pressure display on the instruments.

Warning

The tire pressure monitoring system is not to be used as a tire pressure gauge when adjusting the tire pressures. For correct tire pressures, always check the tire pressures when the tires are cold, using an accurate tire pressure gauge (see page *142*).

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

Replacement Tires

When replacing tires, always have an authorized Triumph dealer mount your tires and ensure they are aware that tire pressure sensors are mounted to the wheels (see page *144*).

Triumph Traction Control (TTC)

Warning

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

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

Traction control can not prevent the front wheel from slipping.

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

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

Note:

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

Triumph Traction Control Settings

Warning

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

The Triumph Traction Control can be set to one of the following conditions:

- ON - the traction control will engage to control rear wheel slip.
  The warning light will be off but will flash on and off when the traction control is working to limit the rear wheel slipping;
- OFF - traction control is disabled and the warning light is constantly on.
  Traction control will be enabled again when the ignition is turned off and then on.

Warning

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

To access the TTC settings, see ADJUSTMENT on page *48*.

Triumph Electronic Suspension (TES) (if equipped)

Warning

After adjusting the suspension, 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 control or an accident.

The Triumph Electronic Suspension (TES) system controls adjustment of the front and rear suspension damping and rear suspension pre-load settings.

TES allows a convenient remote adjustment of the riding MODE (damping settings) and LOADING (pre-load settings) via the instruments while the motorcycle is stationary (MODE and LOADING settings) or moving (MODE only).

The three MODE (damping) options available are:

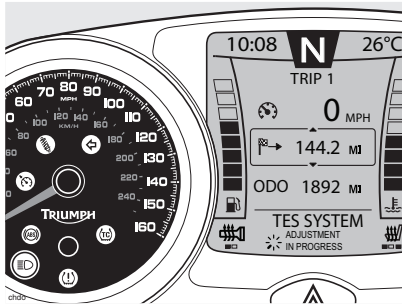
- COMFORT;
- NORMAL;
- SPORT.

The three LOADING (pre-load) options available are:

- 1 UP;
- 1 UP+LUGGAGE;
- 2 UP.

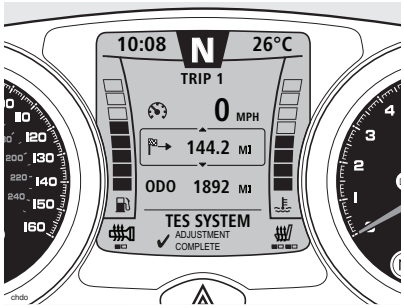
To access the TES settings, see ADJUSTMENT on page *48*.

Once a mode or loading adjustment has been selected, and the engine is running, the suspension will start to adjust, the TES warning light will flash once every second and the lower message area will display the message PLEASE WAIT - TES SYSTEM ADJUSTMENT IN PROGRESS, until the system has finished adjusting.



TES Adjustment in Progress

Once adjustment is complete the message TES SYSTEM ADJUSTMENT COMPLETE will be displayed and the warning light will go out.



Adjustment Complete

If the engine is not running when a profile is loaded, or the ADJUSTMENT menu is used to change the MODE or LOADING settings, the request to change the settings will be saved.

Once the engine has started, the adjustment will be made as described above.

If the engine is not started before the ignition is switched off then the requested setting will be lost and the previous settings will be used.

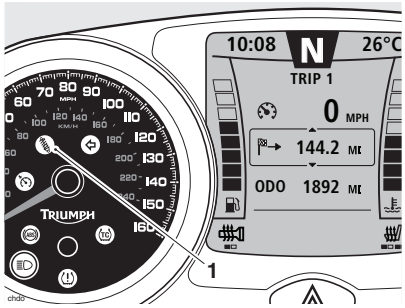
It is also possible to store the TES settings to two separate profiles (see page *46*), allowing settings to be stored for different rider's individual preferences, different riding styles or different loading conditions.

System Calibration

The system will re-calibrate the damper adjustment motors each time the ignition is turned on, and the pre-load adjustment motor after every 50 ignition on cycles, once the engine is started.

Damper adjustment motor calibration takes approximately 2 - 3 seconds, and pre-load motor calibration takes around 20 - 30 seconds.

The warning light will flash twice every second during system re-calibration.



1. TES warning light

To allow the system to calibrate correctly, the following procedure must be adhered to:

- Turn the ignition on. Do not start the engine.
- Wait for the warning light to stop flashing indicating that damper adjustment motor calibration is complete.
- Start the engine. If the warning light resumes flashing, the pre-load motor is being calibrated.
- Wait for the warning light to stop flashing before riding the motorcycle.

Failure to follow this procedure will cause the re-calibration to be halted and the warning light to remain lit.

In this case the warning light will extinguish once the re-calibration is next allowed to complete.

Cruise Control

Warning

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

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

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

Warning

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

Warning

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

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

Note:

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

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

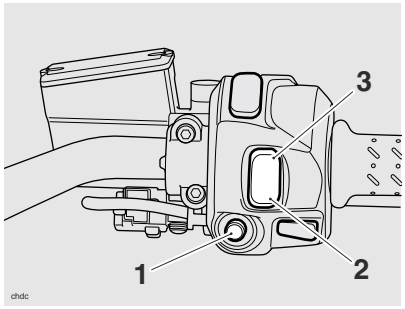
Cruise control can be switched on or off at any time but it can not be activated until all the conditions described on page *59* have been met.

Activating Cruise Control

Note:

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

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

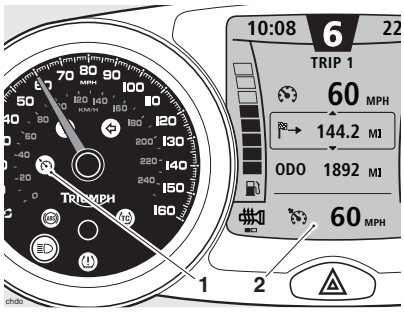


1. **Cruise control ON/OFF button**
2. **Cruise control adjust button, SET/-**
3. **Cruise control adjust button, RES/+**

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

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

The cruise control light will illuminate indicating that cruise control is active and set, and the set speed will be displayed in the lower display area of the multi-function display. The current set speed will be stored until the ignition is turned off, and can be resumed by pressing and releasing the RES/+ end of the adjust button (see page *61*).



1. **Cruise control warning light**
2. **Set speed**

Note:

- **Riding with either brake actuated or the clutch not fully released will prevent operation of the cruise control system.**

Deactivating Cruise Control

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

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

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

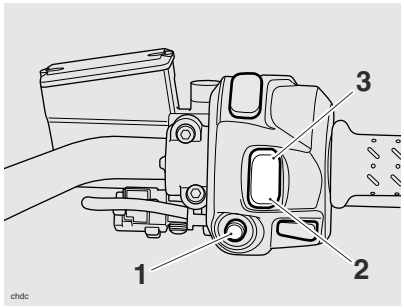
Resuming the Cruise Control Set Speed

Warning

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

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

Provided the cruise control has not been deactivated by turning the ignition switch to the OFF position, the previous set speed can be resumed by pressing and releasing the RES/+ end of the adjust button provided the conditions described on page *59* have been met.



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

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

Increasing Speed while in Cruise Control

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

While increasing the speed, the display screen in the instruments will show the new set speed in the lower display area. The new speed will flash until the motorcycle has achieved that speed.

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

Note:

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

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

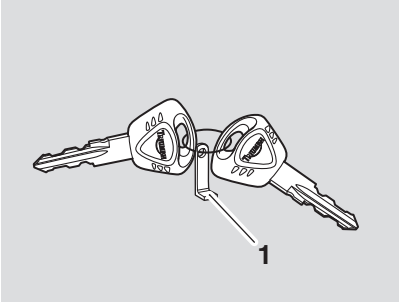
Decreasing Speed while in Cruise Control

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

While decreasing the speed, the display screen in the instruments will show the new set speed.

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

Ignition Key



1. Key number tag

In addition to operating the steering lock/ignition switch, the ignition key is required to operate the seat lock, fuel tank cap, panniers and top box (if equipped).

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

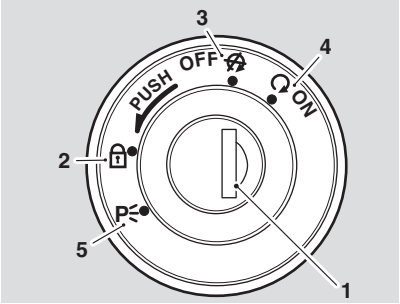
A transponder is fitted within the key to turn off the engine immobilizer. To ensure the immobilizer functions correctly, always have only one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobilizer.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

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

⚠ Caution

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

Ignition Switch/Steering Lock



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

Engine Immobilizer

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

When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobilizer is on (see page *28*). The engine immobilizer is turned off when the ignition key is in the ignition switch and it is turned to the ON position.

Ignition Switch Positions

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

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

PARKING: Turn the key from the LOCK position to the P position. The steering will remain locked, and the position lights will be switched on.

Note:

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

Warning

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

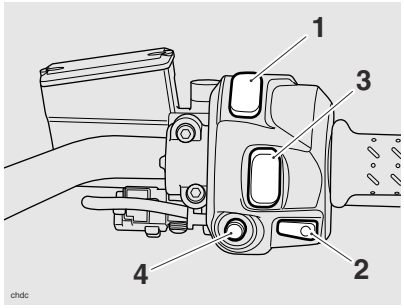
Any unauthorized use of the motorcycle may cause injury to the rider, other road users and pedestrians and may also cause damage to the motorcycle.

Warning

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

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

Right Handlebar Switches



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

Engine Stop Switch

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

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

Note:

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

⚠ Caution

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

Starter Button

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

Note:

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

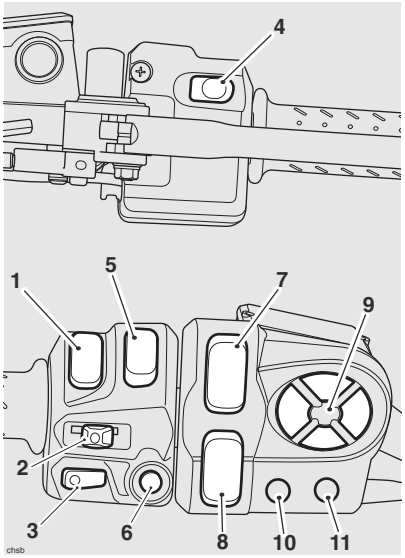
Cruise Control ON/OFF Button

When the cruise control button is pressed in, the cruise control is on (see page *58*). The button will remain in until it is pressed again to turn off the cruise control.

Cruise Control Adjust Button

The cruise control adjust button is a two way switch with the top marked RES/+ and the bottom marked SET/- (see page *59*).

Left Handlebar Switches



1. **Headlight dimmer switch**
2. **Direction turn signal switch**
3. **Horn button**
4. **Pass button**
5. **Instrument SCROLL button**
6. **Instrument SELECT button**
7. **Windshield adjustment switch**
8. **Heated grips switch (heated grips are available as an accessory)**
9. **Audio controls (if equipped)**
10. **Audio PRESET button (if equipped)**
11. **Audio MODE/MENU button (if equipped)**

Note:

- **The audio system (if equipped) is described in detail in the Audio System Handbook supplied with the motorcycle.**

Headlight Dimmer Switch

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

Note:

- **A lighting on/off switch is not fitted to this model. The position light, brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.**
- **The headlight will only function when the ignition switch is turned to the ON position and the engine is running.**
  An alternate way to turn on the headlight, without the engine running, is to pull in the clutch lever then turn the ignition to the ON position. The headlight will be on and remain on when the clutch lever is released.
  The headlight will go off while pressing the starter button until the engine starts.

Direction Turn Signal Switch

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

The turn signal self cancel system becomes active eight seconds after operating a direction turn signal. Eight seconds after turning the direction turn signal on and after riding a further 213 ft (65 meters), the turn signal self cancel system will automatically turn off the turn signals. The turn signals can be cancelled manually.

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

To disable the turn signal self cancel system, see page *52*.

Horn Button

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

Pass Button

Note:

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

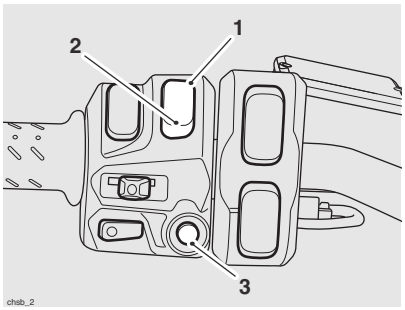
When the pass button is pressed, the headlight main beam will be switched on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Instrument SCROLL Button

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

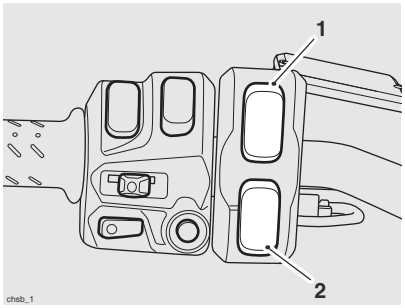
Instrument SELECT Button

When the SELECT button is pressed it will select the menu item highlighted in the instrument's display screen.



1. **SCROLL button, up**
2. **SCROLL button, down**
3. **SELECT button**

Windshield and Heated Grips Switch Unit



1. **Windshield switch**
2. **Heated grips switch**

Motorcycles without Audio

The windshield and heated grip switch is located on the left hand handlebar, next to the left handlebar switch cube.

For windshield adjustment see page *84*.

For heated grip operation see page *79*.

Motorcycles with Audio

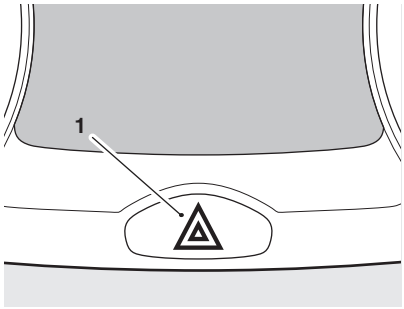
Motorcycles with audio fitted have an additional set of switches installed next to the windshield and heated grip switch.

The audio system is described in detail in the Audio System Handbook supplied with the motorcycle.

Hazard Warning Lights

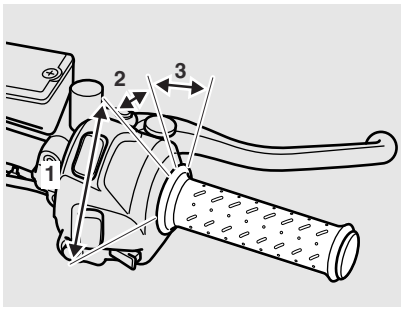
To turn the hazard warning lights on or off, press and release the hazard warning light switch on the instruments.

The ignition must be switched on for the hazards warning lights to function, but will remain on if the ignition is switched off until the hazard warning light switch is pressed again.



1. Hazard warning light switch

Throttle Control



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

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

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

From the closed position, the throttle twist grip can be rolled forwards 3 - 4 mm to deactivate the cruise control (see page *60*).

There are no user adjustments for the throttle control.

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

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

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

Warning

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

Brake Use

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

At high throttle opening (greater than 20°), if the brakes are applied for greater than 2 seconds the throttles will close and the engine speed will reduce. To return to normal throttle operation, release the throttle control, release the brakes and then re-open the throttle.

Fuel Requirement/Refuelling

Fuel Grade



This Triumph motorcycle is designed to run on unleaded gasoline with a CLC or AKI octane rating (R+M)/2 of 87 or higher. Federal regulations require that pumps delivering unleaded gasoline are marked 'UNLEADED' and that the Cost of Living Council (CLC) or Anti-Knock Index (AKI) octane rating is also displayed. These ratings are an average of the Research Octane Number (RON) and the Motor Octane Number (MON).

Caution

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

Note:

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

Oxygenated Gasoline

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

Ethanol

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

MTBE (Methyl Tertiary Butyl Ether)

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

Methanol

⚠ Caution

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

⚠ Caution

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

⚠ Warning

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

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

Do not smoke.

Do not use a mobile telephone.

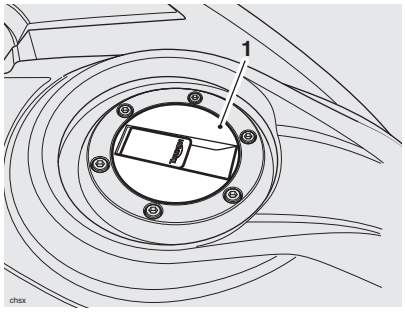
Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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

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

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

Fuel Tank Cap



1. Fuel tank cap

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

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

⚠ Caution

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

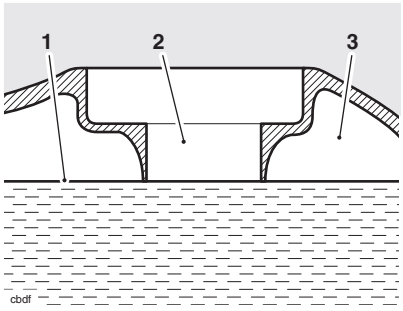
Filling the Fuel Tank

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

⚠ Caution

Contaminated fuel may cause damage to fuel system components.

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



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

Warning

Overfilling the tank can lead to fuel spillage.

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

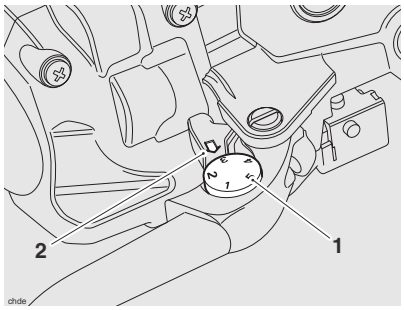
Take care not to spill any fuel on the engine, exhaust pipes, tires or any other part of the motorcycle.

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

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

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

Brake and Clutch Lever Adjusters



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

An adjuster is fitted to both the front brake and clutch levers.

Warning

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

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

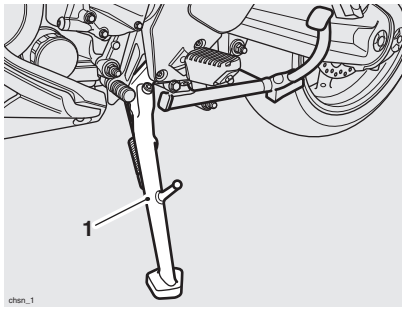
The adjusters allow the distance from the handlebar to the lever to be changed to one of five positions for the front brake lever or four positions for the clutch lever, to suit the span of the operator's hands.

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

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

Stands

Side Stand



1. Side stand

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

⚠ Warning

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

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

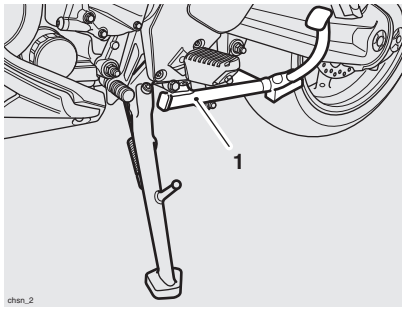
Note:

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

Whenever the side stand is used, before riding, always ensure that the side stand is fully up after first sitting on the motorcycle.

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

Center Stand



1. Center stand

To set the motorcycle on the center stand, step down firmly on the foot finder part of the stand, then lift the motorcycle up and to the rear using the handhold in the rear footrest hanger or the pillion grab handle.

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

⚠ Caution

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

Tool Kit, Owner's Handbook and Audio System Handbook

The tool kit and Owner's Handbook are located beneath the pillion's seat (see page *79*).

If the Triumph Audio System is fitted, the Audio System Handbook is located beneath the pillion's seat, with the Owner's Handbook.

Seats

Seat Care

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

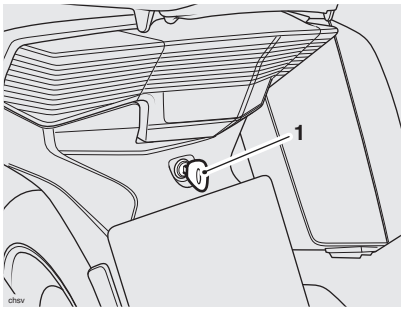
See page *161* for seat cleaning information.

⚠ Caution

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

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

Pillion Seat



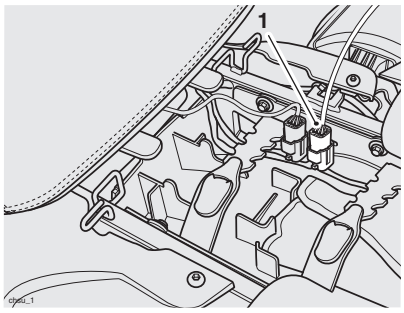
1. Seat lock

The seat lock is located on the rear fender, below the brake/tail light unit.

Remove the Pillion Seat

Insert the ignition key into the seat lock and turn it counter-clockwise. This will release the seat from its lock.

If heated seats are fitted, lift the seat to allow access to the seat heating connector and disconnect the connector.



1. Heated seat connector

Lift the seat upwards and rearwards to remove it from the motorcycle.

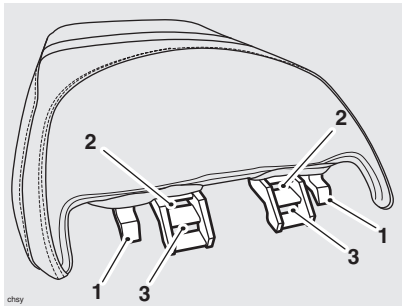
Re-install the Seat

If equipped, reconnect the seat heating connector.

Engage the seat's two outer brackets under the loops on the subframe and the two inner brackets to tangs on the rider's seat.

Ensure that if the rider's seat is in the low position, the tangs (see page *76*) are fitted to the lower slots, and if the rider's seat is in the high position the tangs are fitted to the upper slots.

Gently push the seat forwards and press down at the rear to engage in the seat lock.



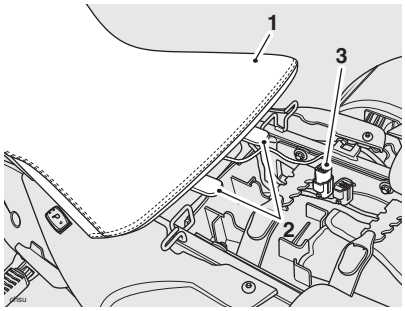
1. **Pillion seat brackets**
2. **Front seat slots - seat in high position**
3. **Front seat slots - seat in low position**

Warning

To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards. If the seat is not correctly secured, it will detach from the lock.

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

Rider's Seat



1. **Rider's seat**
2. **Front seat tangs**
3. **Heated seat connector**

Remove the Rider's Seat

Remove the rear seat (see page *75*).

If heated seats are fitted, disconnect the seat heating connector.

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

Re-install the seat

Engage the seat's front rail fully into the bracket at the rear of the fuel tank and lower the rear on to the subframe brackets. Push down firmly on the rear of the seat.

If heated seats are fitted, reconnect the seat heating connector.

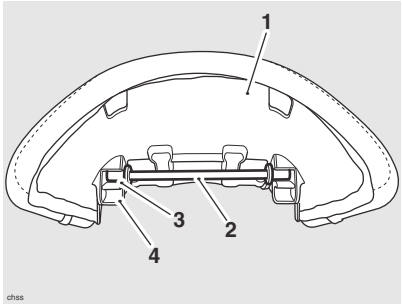
Re-install the rear seat (see page *75*).

Warning

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

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

Rider's Seat Height Adjustment



1. **Rider's seat**
2. **Front height adjuster**
3. **Low seat height position**
4. **High seat height position**

The rider's seat is adjustable for height by approximately 0.79 in (20 mm).

To adjust the seat:

Remove the rider's seat (see page *76*).

Reposition the height adjuster to the higher or lower position as required. Ensure the adjuster rail is fully engaged in the brackets on the seat.

Re-install the rider's seat (see page *77*).

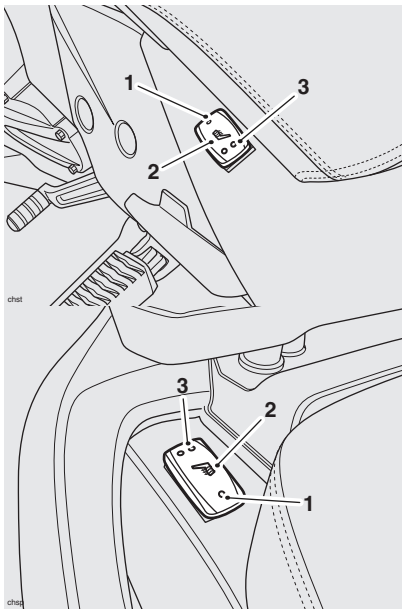
Warning

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

Heated Seats (if equipped)

Heated seats are available as a Triumph accessory on Trophy models.

The rider's seat switch is located on the left hand side panel; the pillion seat switch is located on the right hand side of the rear panel.



1. **Warm**
2. **Off**
3. **Hot (use only until seats are warm)**

Operation:

Both of the switches are connected into the ignition circuit, and will only heat when the engine is running.

The system is designed to offer two heat levels, hot or warm.

For maximum benefit in cold conditions, position the switch to the hot position initially and then to the warm position when the seats have warmed up.

The status of the heated seats is displayed in the multi-function display screen (see page *36*).

Triumph Accessory D-lock Storage

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

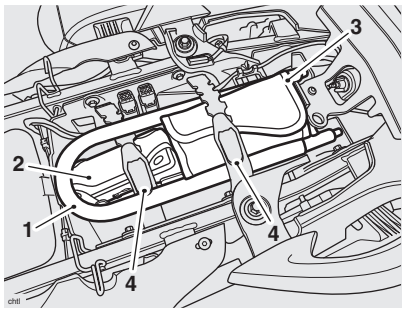
Secure the lock as follows:

Remove the rear seat (see page *75*).

Release the straps and remove the tool kit.

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

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



1. **Lock U-section**
2. **Lock body**
3. **Tool kit**
4. **Straps**

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

Secure the lock body with the front strap, ensuring it passes under the U-section of the lock as shown.

Re-install the rear seat (see page *76*).

Heated Grips (if equipped)

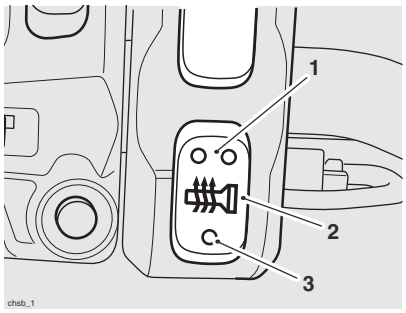
Heated grips are available as a Triumph accessory on Trophy models.

Operation:

The heated grip switch is located on the left hand handlebar.

The heated grips will only heat when the engine is running.

The system is designed to offer two heat levels, hot or warm.



1. **Hot (use only until grips are warm)**
2. **Off**
3. **Warm**

For maximum benefit in cold conditions, position the switch to the hot position initially and then to the warm position when the grips have warmed up.

The status of the heated grips is displayed in the multi-function display screen (see page *37*).

Stowage Boxes

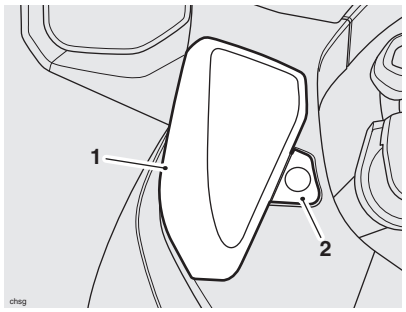
Cockpit Stowage Box

Warning

Never attempt to open the stowage box 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 open the stowage box while riding the motorcycle may result in loss of motorcycle control and an accident.

Warning

Never attempt to ride the motorcycle with the stowage box lid open. When open the lid may interfere with the steering, leading to loss of motorcycle control and an accident. Always close the lid before riding the motorcycle.



1. **Cockpit stowage box**
2. **Release button**

The lockable, waterproof, stowage box is located in the left hand side of the motorcycle fairing and is unlocked by turning the ignition on.

The stowage box will lock when the motorcycle is in motion to prevent opening and will unlock (but not open) automatically when the motorcycle comes to a stop.

Caution

Never place the ignition key in to the stowage box. If the ignition is off the stowage box will lock automatically on closing, locking the key inside.

To lock the stowage box, turn off the ignition and remove the key. The lid will lock automatically.

Caution

The stowage compartment is designed for temporary storage during vehicle operation. To avoid theft, do not store valuables in the stowage box when leaving the motorcycle unattended.

The stowage box contains a slot for holding a credit card, an electrical accessory socket (see page *82*) and on models fitted with the Triumph Audio System a Universal Serial Bus (USB) connector for auxiliary source connections.

Note:

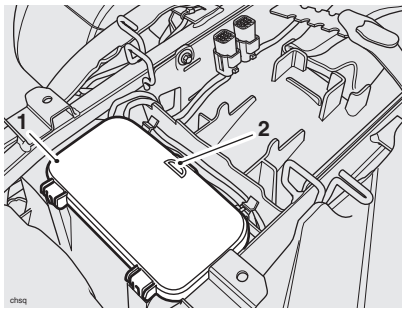
- **The audio system is described in detail in the Audio System Handbook supplied with the motorcycle.**

Under-seat Stowage Box

Caution

Always ensure the stowage compartment lid is fully closed before use as the compartment will not fully seal unless the lid is correctly closed. Riding the motorcycle with the stowage compartment lid not fully closed may allow water or dust ingress into the compartment, causing damage to the audio system (if equipped) and other contents.

The waterproof stowage box is located under the rider's seat.



1. **Stowage compartment**
2. **Catch position**

On motorcycles without the audio system fitted, the stowage box has a capacity of approximately 1.3 US gallons (5 liters).

On motorcycles with the audio system fitted, a tray is provided for smaller items.

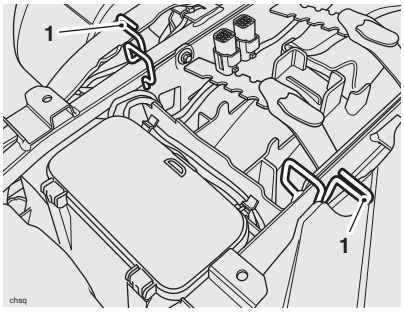
To open, press down at the rear of the lid to release the catch.

To close, press down at the rear of the lid until the catch engages.

Helmet and Luggage Hooks

Helmet Hooks

A helmet can be secured to the motorcycle using the helmet hooks located on either side of the motorcycle, beneath the rear seat.



1. **Helmet hooks**

To attach a helmet to the motorcycle, remove the rear seat (see page *75*) and loop the helmet chin strap over the hook.

To secure the helmet, re-fit the seat and lock into position (see page *76*).

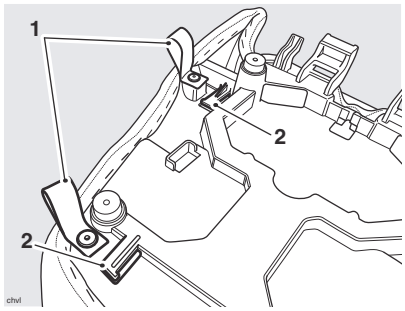
Warning

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

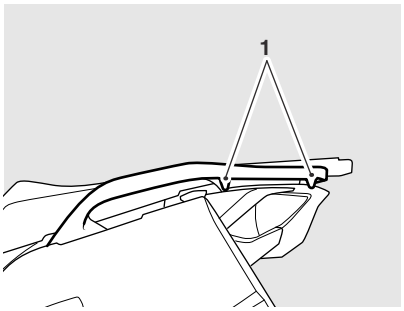
Luggage Straps and Hooks

The motorcycle is fitted with luggage straps located under the rear seat and luggage hooks located under the luggage rack.

The rear seat luggage straps can be secured under the seat on moulded stowage hooks when not in use.



1. **Luggage straps**
2. **Moulded stowage hooks**

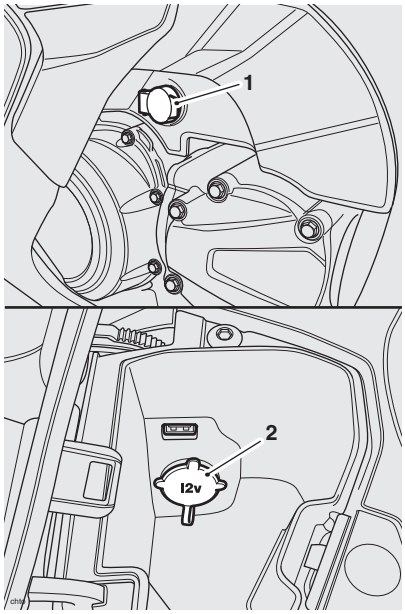


1. **Luggage hooks - luggage rack**

Electrical Accessory Sockets

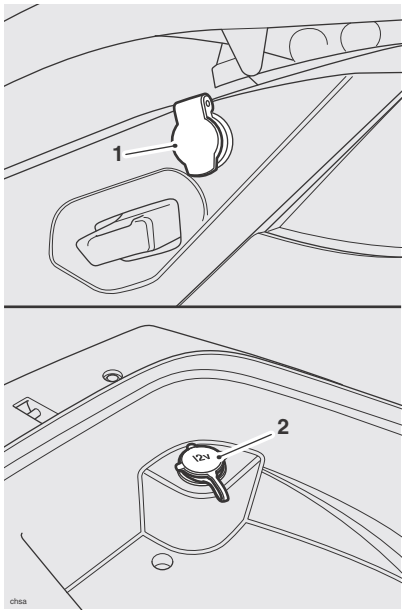
Up to four electrical accessory sockets are provided on the motorcycle, as described below:

- All models have a socket fitted to the left hand side of the engine, below the rider's seat, and a socket fitted in the stowage box.



1. **Engine mounted socket**
2. **Stowage box socket**

- Trophy SE models have a pillion socket fitted on the left hand side of the motorcycle, below the luggage rack. This socket is available as an accessory kit for Trophy models from your authorized Triumph dealer.
- Models fitted with a Triumph top box have a socket located inside the top box.



1. Pillion socket
2. Top box socket

The sockets will provide a 12 Volt electrical supply. All sockets are protected by 10 Amp fuses, therefore items with a current draw greater than 10 Amps (120 Watts) must not be plugged into the socket.

The sockets are powered as follows:

- The engine mounted socket is permanently live.
- The top box socket (if fitted) is live when the ignition is switched on.
- The glove box socket and pillion socket (if fitted) are live when the engine is running.

Plugs, suitable for use with the accessory sockets, are available from your authorized Triumph dealer.

Windshield

Warning

Never attempt to clean the windshield 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 the windshield while riding the motorcycle may result in loss of motorcycle control and an accident.

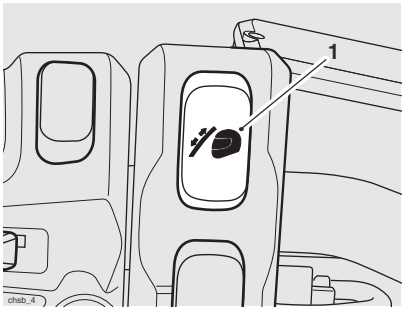
Warning

Never place loose items of clothing, fingers, hands or any other part of the body near the windshield during adjustment.

Personal injury may result from trapping parts of the body or loose items of clothing between the windshield and the motorcycle bodywork.

Although the windshield mechanism incorporates a pressure sensitive 'pinch guard' feature designed to prevent personal injury, this function must not be relied upon to do so.

To Adjust the Windshield



1. Windshield adjuster switch

The windshield is adjusted electrically, by means of a switch located on the left hand handlebar.

To adjust the windshield, the ignition must be on. Adjustment is possible with the motorcycle stationary or in motion.

Press the adjustment button upwards to raise the windshield and downwards to lower the windshield.

The windshield can be adjusted as follows:

- Ignition on - the windshield can be adjusted;
- Engine started - the windshield returns to the position stored at ignition off;
- Engine started, but the windshield has been adjusted with the ignition on prior to starting - the windshield does not move as the memorized position has been over-ridden by the user;
- Ignition off - the current windshield position is stored and the windshield lowered.

If the windshield encounters resistance before it reaches the lower or upper limit, position the pressure sensitive 'pinch guard' system will activate. The windshield will stop and reverse direction slightly to avoid the obstruction.

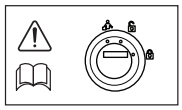
⚠ Warning

The pressure sensitive 'pinch guard' system is designed to function correctly with Triumph approved windshields. Fitment of a non approved or modified windshield may affect the correct operation of the pressure sensitive 'pinch guard' system or render it inoperative. To avoid personal injury and damage to the motorcycle always fit a Triumph approved windshield.

If the motorcycle battery is disconnected for any reason, the windshield memory position will be lost, and the windshield will require manual adjustment after battery reconnection.

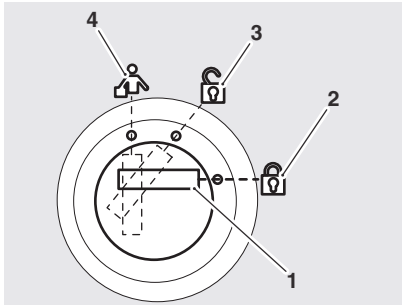
See page *162* for windshield cleaning information.

Pannier System



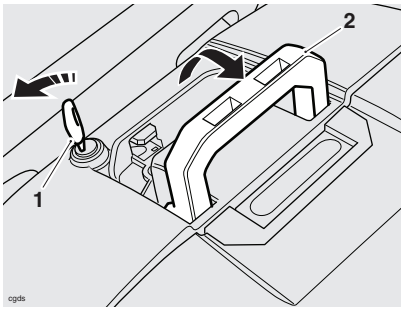
Note:

- **The same procedure can be followed to remove and mount the left hand or the right hand pannier.**
- **The pannier is marked in three positions around the lock barrel. To lock, open or release the panniers, the key slot must align with the corresponding symbols around the barrel as shown.**



1. **Key slot (shown in the LOCK position)**
2. **Lock position symbol**
3. **Unlock position symbol**
4. **Release position symbol**

To Remove Each Pannier:

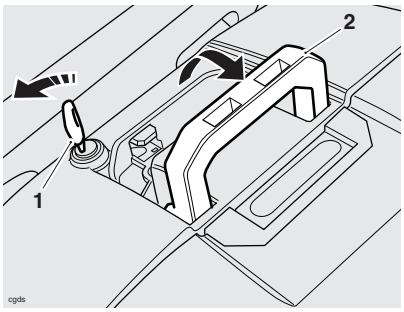


1. **Lock**
2. **Carrying handle**

To unlock and remove the pannier from the pannier mountings, turn the key to the RELEASE position and lift the carrying handle to its fully raised position. Lift the pannier free from the pannier mountings.

To Install Each Pannier:

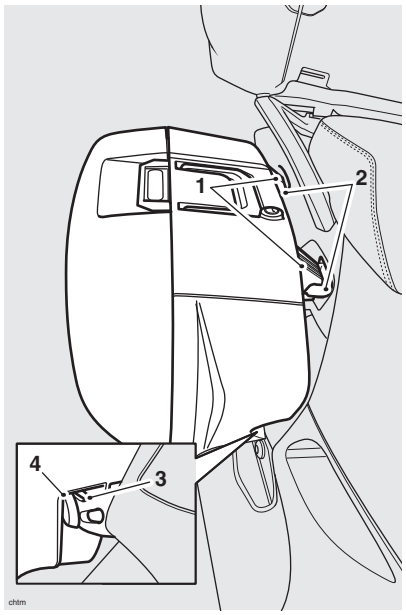
Insert the key into the lock. Turn the key to the RELEASE position and lift the carrying handle to its fully raised position.



1. **Lock**
2. **Carrying handle**

Position the pannier to the motorcycle and engage the fixed hooks of the pannier with the pannier mounting points.

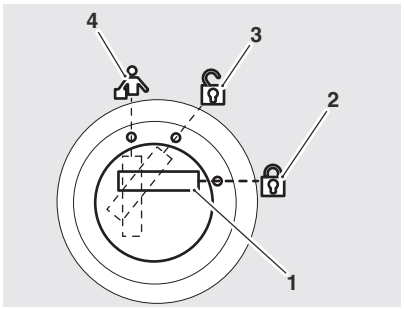
Ensure that the lower mounting bracket fits into the locating cup moulded into the front of the pannier.



1. **Pannier fixed hooks**
2. **Pannier mountings**
3. **Locating bracket**
4. **Locating cup**

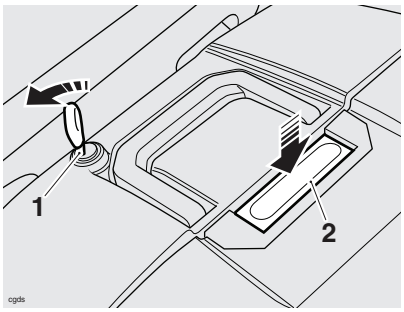
Lock the pannier to the rail by pressing the carrying handle to the fully closed position while turning the key to the LOCK position. Remove the key.

Pannier Operation



1. **Key slot (shown in the LOCK position)**
2. **Lock position symbol**
3. **Unlock position symbol**
4. **Release position symbol**

To unlock and open the pannier, insert the key and turn it to the UNLOCK position, then press down on the latch plate. The lid can then be opened.



1. **Lock**
2. **Latch plate**

⚠ Caution

The pannier lid has two latch positions; the first latch position acts as a safety catch. Always ensure the pannier lid is fully closed on to the second latch position, as the pannier will not fully seal on the first latch position. Riding the motorcycle with the pannier lid in this position may allow water or dust ingress into the pannier, causing damage to the pannier contents.

Note:

- **Due to the effective nature of the pannier lid seal, reasonable force may be required to close the lid to the second latch position.**

To close and lock the pannier, close the lid until the second 'click' is heard. Turn the key to the LOCK position and remove it.

⚠ Warning

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

⚠ Warning

The two panniers fitted to this motorcycle are designed to be fitted as a pair. Never ride the motorcycle with only one pannier installed. Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

⚠ Warning

The two panniers fitted to this motorcycle are linked by a factory-adjusted link bar to enhance stability. This link bar allows a small amount of sideways pannier movement, independently of the motorcycle.

Do not remove or adjust the link bar as motorcycle stability will be affected. Riding the motorcycle with the link bar removed or incorrectly adjusted may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

⚠ Warning

Incorrect loading may result in an unsafe riding condition leading to loss of motorcycle control and an accident.

Always ensure any loads carried are evenly distributed on both sides of the motorcycle. Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

Always check the load security regularly (though not while the motorcycle is in motion) and ensure that the load does not extend beyond the rear of the motorcycle. Never exceed the maximum vehicle loading weight of 526 lbs (239 kg).

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

Warning

After fitting or removing the panniers, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics. Operation when not familiar with the new characteristics of the motorcycle may result in loss of motorcycle control and an accident.

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

Warning

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

Warning

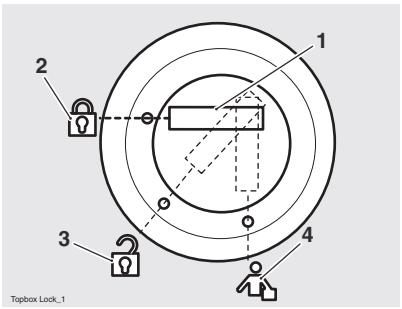
Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics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

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

Top Box (if equipped)

Note:

- **The top box is standard equipment on some Trophy SE models, or is available as an accessory from your authorized Triumph dealer for all other models.**
- **The top box is marked in three positions around the lock barrel. To lock, open or release the top box, the key slot must align with the corresponding symbols around the barrel as shown.**



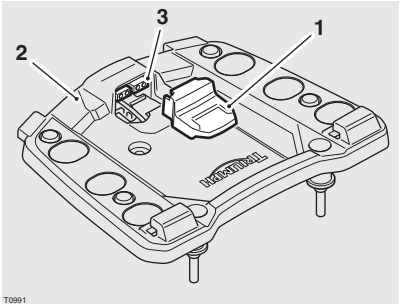
1. **Key slot (shown in the LOCK position)**
2. **Lock position symbol**
3. **Unlock position symbol**
4. **Release position symbol**

Removing the Top Box

1. Insert the key and turn it to the RELEASE position.
2. Lift the carrying handle to the fully raised position, pull the top box rearwards and remove it from the sliding carriage.

Mounting the Top Box

1. Remove the rubber cover covering the electrical connectors on the sliding carriage.

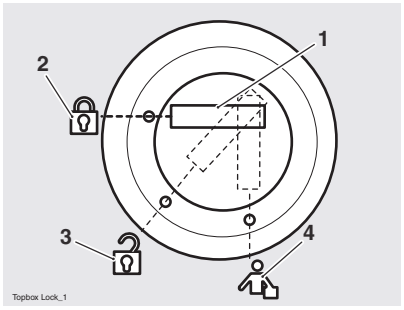


1. **Rubber cover**
2. **Sliding carriage**
3. **Electrical connectors**

Note:

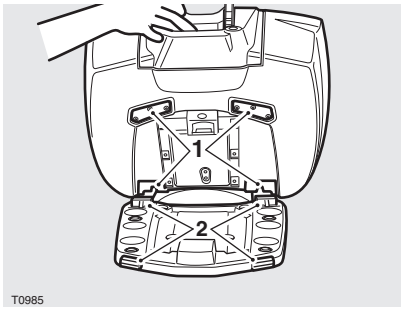
- **To lock, open or release the top box, the key slot must align with the corresponding symbols around the barrel as shown.**

2. Insert the key into the lock. Turn the key to the RELEASE position and lift the carrying handle to its fully raised position.



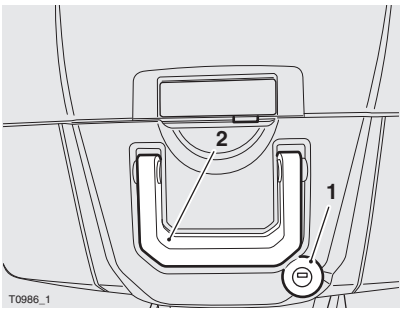
1. Key slot (shown in LOCK position)
2. Lock position symbol
3. Unlock position symbol
4. Release position symbol

3. Position the top box such that the mounting slots on the bottom of the top box locate with the mounting hooks on the sliding carriage.



1. Mounting slots
2. Mounting hooks

4. Lower the top box until it sits flat on the sliding carriage then push forwards to fully engage its mountings.
5. Lock the top box to the sliding carriage by turning the key to the RELEASE position, put the carrying handle to the fully closed position then turn the key to the LOCK position. An audible click can be heard when the carrying handle is put into the fully closed position and the top box is correctly latched to the sliding carriage.
   If an audible click cannot be heard when the carrying handle is put into the fully closed position, the top box may not be correctly latched to the sliding carriage.



1. Lock
2. Carrying handle in the fully closed position

Warning

To prevent detachment of the top box while riding, after fitting always grasp the top box and pull firmly upwards and to the rear. If the top box is not correctly secured, it will detach from the sliding carriage. A loose or detached top box could cause loss of motorcycle control and an accident.

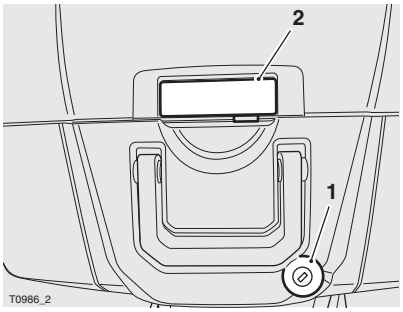
Note:

- **It is recommended to have the top box in the locked condition while riding the motorcycle.**

6. Check that the top box is securely locked to the sliding carriage.

Top Box Operation

1. To unlock the lid of the top box, insert the key. Turn the key to the UNLOCK position, then operate the lid latch handle and lift to open the lid.



1. Lock
2. Lid latch handle

2. To lock the lid of the top box, fully close the lid, turn the key to the LOCK position and remove the key.

The top box contains an electrical accessory socket (see page *82*).

Warning

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

Warning

Always ensure that any load carried in the top box is correctly secured such that it will not move around while the motorcycle is in motion.

Never exceed the maximum vehicle loading weight (see page *167*).

Incorrect loading may result in an unsafe riding condition which could lead to loss of motorcycle control and an accident.

Warning

To maintain the handling characteristics of the motorcycle when riding with luggage or with a passenger and luggage, refer to the owner's handbook for the correct suspension settings.

Incorrect suspension settings could significantly change the handling characteristics of the motorcycle leading to loss of motorcycle control and an accident.

Warning

After fitting the top box the motorcycle will exhibit new handling characteristics. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.

Warning

If, after fitment of the top box you have any doubt about the performance of any aspect of the motorcycle, contact an authorized Triumph dealer and do not ride the motorcycle until the authorized dealer has declared it fit for use. Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may result in loss of control of the motorcycle leading to an accident.

Warning

Never ride an accessory-equipped motorcycle at speeds above 80 mph (130 km/h). The presence of accessories will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may lead to loss of control or an accident. Remember that the 80 mph (130 km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tires, overall motorcycle condition and poor road or weather conditions.

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on road competition or on closed-course race tracks. High speed operation should only 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.

Breaking-in



cboa

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

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

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

During the first 500 miles (800 kilometers):

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

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

- Engine speed can gradually be increased up to the maximum engine speed (red zone) for short periods.

Both during and after breaking-in has been completed:

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

Safe Operation

Daily Safety Checks



cbob

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

If any irregularities are found during these checks, refer to the Maintenance and Adjustment section or see your authorized Triumph dealer for the action required to return the motorcycle to a safe operating condition.

⚠ Warning

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

Check:

Fuel: Adequate supply in tank, no fuel leaks (page *69*).

Engine Oil: Correct level visible at sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler (page *122*).

Final Drive: No oil leaks (page *130*).

Tires/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, punctures etc. (page *141*).

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

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (page *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 *131*).

ABS: Ensure that the ABS warning light does not remain illuminated at speeds above 6 mph (10 km/h) when moving off (page *29*).

Brake Pads: There should be more than 0.06 in (1.5 mm) of friction material remaining on all the pads (page *131*).

Brake Fluid Levels: No brake and clutch fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page *133*).

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

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

Clutch Fluid Level: No brake and clutch fluid leakage. The clutch fluid level must be between the MAX and MIN marks on the reservoir (page *129*).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page *125*).

Electrical Equipment: All lights and the horn function correctly (page *62*).

Engine Stop: Stop switch turns the engine off (page *98*).

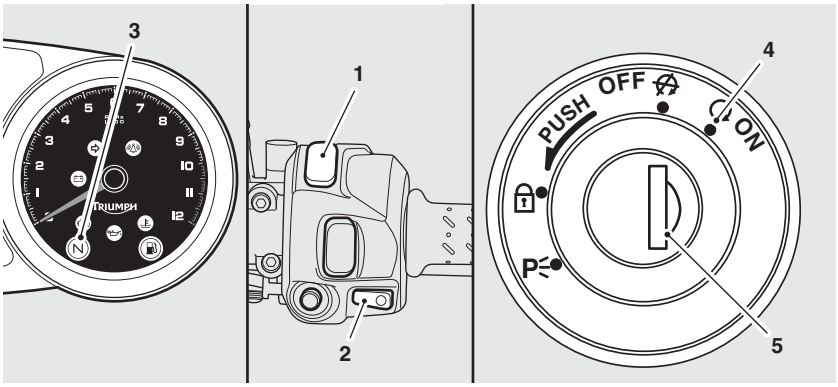
Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (page *73*).

HOW TO RIDE THE MOTORCYCLE

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To Stop the Engine



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

Close the throttle completely.

Select neutral.

Turn the ignition switch off.

Select first gear.

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

Lock the steering.

⚠ Caution

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

To Start the Engine

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

Ensure the transmission is in neutral.

Turn the ignition switch on.

Note:

- **When the ignition is switched on, the tachometer and speedometer needles will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts - see 'Warning Lights' on page *26*). It is not necessary to wait for the needle to return to zero before starting the engine.**

- **A transponder is fitted within the key to turn off the engine immobilizer. To ensure the immobilizer functions correctly, only ever have one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.**
- **In very cold conditions, part open the throttle to aid cold starting. Return it to the closed position once the engine has started.**

Pull the clutch lever fully into the handlebar.

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

Warning

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

Caution

Do not operate the starter continuously for more than 5 seconds as the starter motor will overheat and the battery will become discharged. Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

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

Caution

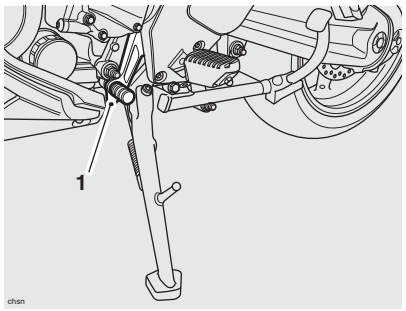
If the low oil pressure warning light/message illuminates after starting the engine, stop the engine immediately and investigate the cause. Running the engine with low oil pressure will cause severe engine damage.

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

Moving Off

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

Shifting Gears



1. Gear-change pedal



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

⚠ Warning

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

If the traction control is not functioning or disabled (see page *55*), avoid opening the throttle too far or too fast in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a 'wheelie') and to the rear tire breaking traction (wheel spin).

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

Note:

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

Warning

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

Warning

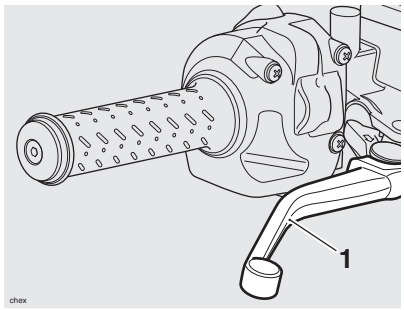
Do not coast with the engine switched off, and do not tow the motorcycle. The transmission is pressure-lubricated only when the engine is running. Inadequate lubrication may cause damage or seizure of the transmission, which can lead to sudden loss of motorcycle control and an accident.

Braking

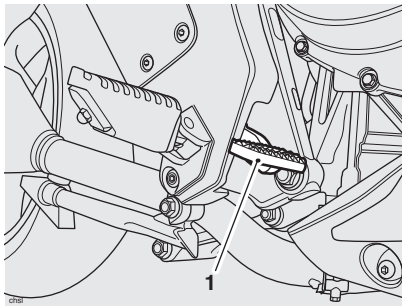
This motorcycle is equipped with the Triumph Linked Brakes System, combined with the Anti-lock Brake System (ABS).

In this system the rear brake is linked to the two lower pistons in the front right hand brake caliper.

Operating the rear brake pedal will partially operate the front brake, allowing for balanced braking under all riding conditions. For full brake effectiveness always operate the front brake lever and the rear brake pedal simultaneously.



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.

If the ABS is not functioning, never lock the brakes, as this may cause loss of control of the motorcycle and an accident.

Warning

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

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

Warning

For your safety, always exercise extreme caution when braking (whether or not ABS is fitted), accelerating or turning as any improper action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (see ABS warnings below).

When possible, reduce speed or brake before entering a turn as closing the throttle or braking in mid-turn may cause wheel slip leading to loss of control and an accident.

When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control and an accident.

Warning

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

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

Riding the motorcycle with reduced brake effectiveness may cause loss of control and an accident.

Riding with either brake actuated will also prevent operation of the cruise control system (see page *60*).

Warning

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

ABS (Anti-Lock Brake System)

Warning

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

Always ride within the legal speed limit.

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

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

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

ABS Warning Light



When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off (see page *29*). If the ABS warning light is constantly illuminated it indicates that 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.

- **Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The ABS is not an integrated braking system; it controls both the front and rear brakes independently, so this pulsation may be felt in the lever, the pedal or both.**
- **The ABS may be activated by sudden upward or downward changes (for example bumps or holes) in the road surface.**

Warning

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

Warning

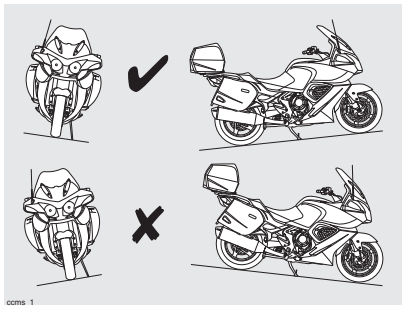
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

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

Warning

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

Parking



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

Lock the steering to help prevent theft.

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

When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.

On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.

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

Note:

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

Do not leave the switch in the P position for long periods of time as this will discharge the battery.

Warning

Do not park on a soft or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over causing damage to property and personal injury.

Warning

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

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

Warning

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

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

Considerations for High-Speed Operation

Warning

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

Warning

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

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

Warning

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

Warning

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

General

Ensure the motorcycle has been maintained according to the scheduled maintenance chart.

Steering

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

Luggage

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

Brakes

Check that the front and rear brakes are functioning properly.

Tires

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

Fuel

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

⚠ Caution

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

Engine Oil

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

Final Drive Oil

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

Coolant

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

Electrical Equipment

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

Miscellaneous

Visually check that all fasteners are tight.

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ACCESSORIES, LOADING AND PASSENGERS

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

Adjust the headlight aim to compensate for additional loads, see page *48*.

⚠ Warning

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

Always ensure any loads carried are evenly distributed on both sides of the motorcycle. Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

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

Never exceed the Maximum Vehicle Loading Weight of 526 lbs (239 kg).

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

⚠ Warning

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

⚠ Warning

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

⚠ Warning

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

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

Warning

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

The rider should instruct the passenger as follows:

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

Warning

Do not carry animals on your motorcycle.

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

Warning

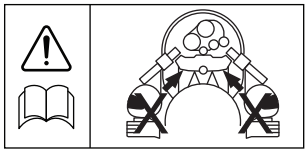
The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. The rider must make allowances for these changes when operating the motorcycle with a passenger and should not attempt such operation unless trained to do so and without becoming familiar and comfortable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

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

Warning

Never attempt to store any items in the cockpit area. This can restrict the steering and will cause loss of control leading to an accident.

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



Warning

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

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

Warning

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

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

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

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

⚠ Warning

If the passenger seat or luggage rack are used to carry small objects, they must not exceed a total maximum of 22 lbs (10 kg) in weight (combined on the seat and luggage rack), must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

Carrying of objects in excess of 22 lbs (10 kg) in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle, may lead to loss of motorcycle control and an accident.

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

⚠ Warning

The top box sliding carriage is intended for fitment of the Triumph Genuine Accessory top box only.

If load is added to the top box sliding carriage, the load must:

- be applied and secured as stated previously for luggage rack loading;
- not exceed the 22 lbs (10 kg) total payload as stated previously;
- not restrict the sliding carriage mechanism.

Do not restrict the sliding carriage mechanism as motorcycle stability will be affected. Riding the motorcycle with the sliding carriage mechanism restricted may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

Loading Distribution

The maximum payload which may be carried on the motorcycle in all storage locations is given below; noting that the maximum vehicle loading weight of 526 lbs (239 kg) must not be exceeded.

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

Storage location	**Maximum payload**
Pannier	22 lbs (10 kg) (in each pannier)
Top box (if equipped)	22 lbs (10 kg)
Luggage rack and seat (if no top box fitted)	up to 22 lbs (10 kg) total
Cockpit stowage box	3.3 lbs (1.5 kg)
Under-seat stowage box (with and without audio fitted)	1.1lbs (0.5 kg) (with audio) 3.8 lbs 1.7 kg (without audio)
Triumph accessory D-lock (if equipped)	5.6 lbs (2.7 kg)

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MAINTENANCE AND ADJUSTMENT

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Scheduled Maintenance

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

Warning

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

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

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

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

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

1. Motorcycles travelling fewer 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 authorized Triumph dealer for advice on which maintenance schedule is most suitable for your motorcycle.

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

Operation Description	Odometer Reading in Miles (Kms) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage based service		
	Every	500 (800) 1 month	Year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Engine - check for leaks	Day	•	•	•	•	•
Engine oil - replace	-	•	•	•	•	•
Engine oil filter - replace	-	•	•	•	•	•
Valve clearances - check/adjust	-				•	
Camshaft timing - adjust - **only first 20,000 mile (32,000 km) service**	-				•	
Air cleaner - replace	-			•	•	•
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool	-	•	•	•	•	•
ABS and Immobilizer ECMs - check for stored DTCs	-	•	•	•	•	•
Spark plugs - check	-			•		
Spark plugs - replace	-				•	•
Throttle bodies - balance	-			•	•	•
Throttle body plate (butterfly) - check/clean	-			•	•	•
Cooling system - check for leaks	Day	•	•	•	•	•
Coolant level - check/adjust	Day	•	•	•	•	•
Coolant - replace	Every 3 years, regardless of mileage					
Fuel system - check for leaks, chafing etc.	Day	•	•	•	•	•
Fuel filter - replace	-				•	•
Fuel pump foam baffle - replace‡	Every 4 years, regardless of mileage					
Lights, instruments and electrical systems - check	Day	•	•	•	•	•

Operation Description	Odometer Reading in Miles (Kms) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage based service		
	Every	500 (800) 1 month	Year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Steering - check for free operation	Day	•	•	•	•	•
Steering head bearings - check/adjust	-	•	•	•	•	•
Steering head bearings - lubricate	-				•	•
Forks - check for leaks/smooth operation	Day	•	•	•	•	•
Fork oil - replace	-					•
Brake fluid levels - check	Day	•	•	•	•	•
Brake fluid - replace	Every 2 years, regardless of mileage					
Brake pads - check wear levels	Day	•	•	•	•	•
Brake master cylinders - check for fluid leaks	Day	•	•	•	•	•
Brake calipers - check for fluid leaks and seized pistons	Day	•	•	•	•	•
Rear suspension linkage - check/lubricate	-				•	•
Fasteners - inspect visually for security	Day	•	•	•	•	•
Wheels - inspect for damage	Day	•	•	•	•	•
Wheel bearings - check for wear/smooth operation	-	•	•	•	•	•
Tire wear/tire damage - check	Day	•	•	•	•	•
Tire pressures - check/adjust	Day	•	•	•	•	•
Clutch - check operation	Day	•	•	•	•	•
Clutch master cylinder - check for leaks	Day	•	•	•	•	•
Clutch fluid levels - check	Day	•	•	•	•	•
Clutch fluid - replace	Every 2 years, regardless of mileage					

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

*Evaporative system fitted to models for certain markets only.
‡Only if equipped.

Engine Oil

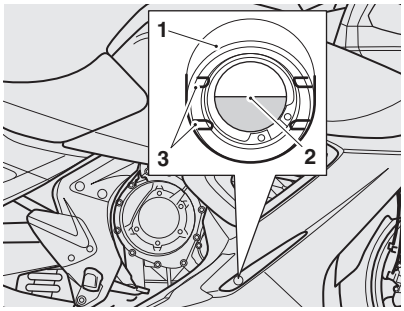


In order for the engine, transmission, and clutch to function correctly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with scheduled maintenance requirements.

Warning

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

Oil Level Inspection



1. **Sight glass**
2. **Oil level (correct level shown)**
3. **Crankcase oil level lines**

Warning

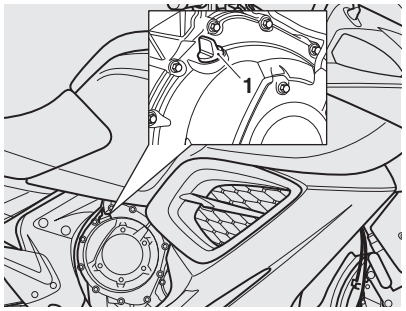
Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Caution

Running the engine with insufficient oil will cause engine damage. If the low oil pressure indicator remains on, stop the engine immediately and investigate the cause.

With the motorcycle upright and off the side stand, check to see if oil is visible in the sight-glass at a point mid-way between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase. The sight-glass can be viewed through an opening in the right hand lower fairing.

Oil Level Adjustment



1. Filler plug

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

Note:

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

Start the engine and run at idle for approximately five minutes.

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

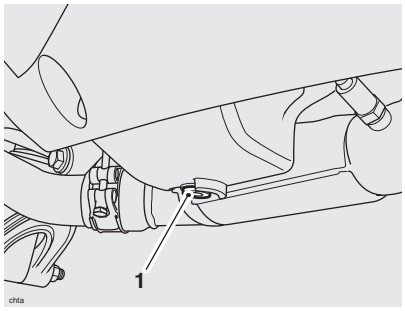
Note the oil level visible in the sight glass.

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

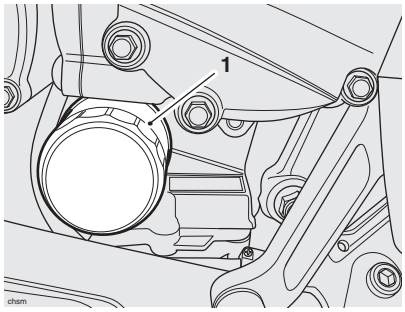
If necessary, top off the oil level as described earlier.

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

Oil and Oil Filter Change



1. Oil drain plug



1. Oil filter

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

⚠ Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains harmful contamination that can lead to skin cancer. Always wear suitable protective clothing and avoid skin contact with used oil.

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

Place an oil drain pan beneath the engine.

Remove the oil drain plug.

Warning

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

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

Apply a thin smear of clean engine oil to the sealing ring of the new oil filter. Fit the oil filter and tighten to **89 lbf-in** (10 Nm).

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

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

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

Caution

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

Caution

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

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

Stop the engine and re-check the oil level. Adjust if necessary.

Disposal of Used Engine Oil and Oil Filters

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

Oil Specification and Grade

Triumph high performance fuel injected engines are designed to use 10W/40 or 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.

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

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

Cooling System


cbob

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

Note:

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

Corrosion Inhibitors

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

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

Warning

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

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

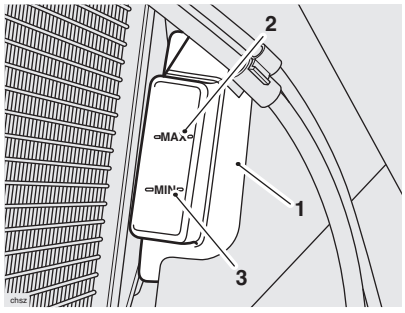
Note:

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

Coolant Level Inspection

Note:

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



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

Position the motorcycle on level ground and in an upright position. Check the coolant level in the expansion tank by looking up through the center opening of the front fairing.

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

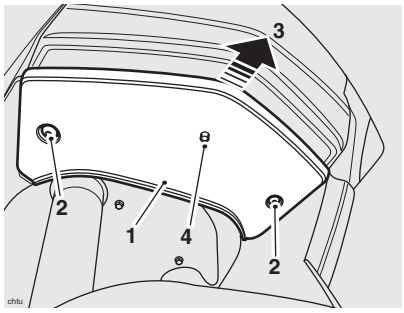
Warning

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

Allow the engine to cool.

Remove the two fasteners and detach the headlight trim panel (located below the headlight) by sliding it forwards.

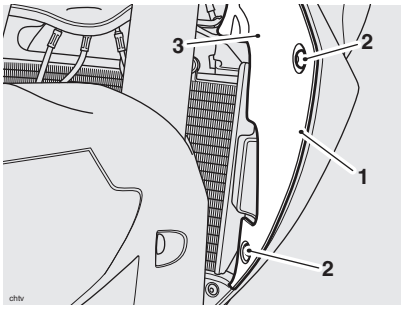
Disconnect the ambient air temperature sensor connector and remove the trim panel.



1. **Headlight trim panel**
2. **Fasteners**
3. **Removal direction**
4. **Ambient air temperature sensor location**

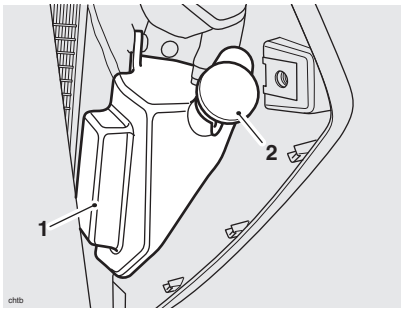
Remove the two fasteners from the left hand fairing infill panel.

Release the left hand fairing infill panel stud from the mounting grommet and remove it from the motorcycle.



1. **Fairing infill panel**
2. **Fasteners**
3. **Stud/grommet location**

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



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

Refit the left hand fairing infill panel, ensuring the stud is correctly located on the grommet. Tighten the fasteners to **27 lbf-in** (3 Nm).

Reconnect the ambient air temperature sensor connector.

Refit the headlight trim panel, ensuring the hooks on the panel engage in the slots on the underside of the headlight.

Tighten the fasteners to **27 lbf-in** (3 Nm).

Note:

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

⚠ Caution

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

Coolant Change

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

Radiator and Hoses

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

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

⚠ Warning

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

⚠ Caution

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

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

Throttle Control

Warning

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

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

Inspection

Warning

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

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

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

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

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

Clutch

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

Clutch Fluid Level Inspection and Adjustment

Warning

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

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

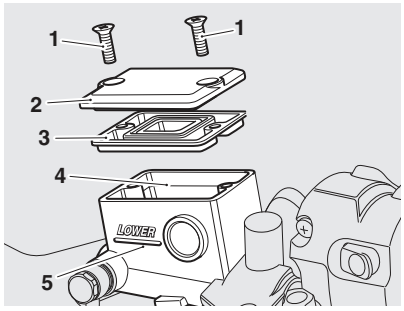
Inspect the level of brake and clutch fluid in the reservoir and change the fluid in accordance with the scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the specification section. The brake and clutch fluid must also be changed if it becomes, or is suspected of having become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

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

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

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

Refit the reservoir cover ensuring that the diaphragm seal is correctly fitted. Tighten the fasteners to **9 lbf-in** (1 Nm).



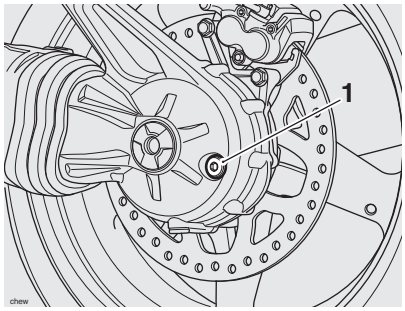
1. **Fasteners**
2. **Cover**
3. **Diaphragm seal**
4. **Upper level line**
5. **Lower level line**

Final Drive Unit

Other than checking the final drive oil level, the unit contains no user serviceable parts.

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

Final Drive Oil Level Adjustment



1. **Filler level plug**

To check the oil level in the final drive unit, remove the filler level plug. Fill with 75W/90 fully synthetic hypoid oil that meets specification API Service Level GL5, such as Castrol SAF-XO fully synthetic hypoid oil, until the level of oil inside the unit is level with the bottom of the filler. Refit the plug and tighten to **18 lbf-ft** (25 Nm).

⚠ Warning

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

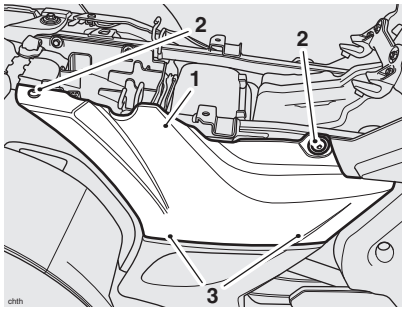
Side Panels

Side panel removal is required to access the fuse boxes and to top off the rear brake fluid reservoir.

Removal

Remove the rider's seat (see page *76*).

Remove the two fasteners securing the side panel.



1. **Side panel (right hand shown)**
2. **Fasteners**
3. **Stud/grommet location**

Release the side panel grommets from the mounting studs, by pulling upwards, and remove it from the motorcycle.

Installation

Align the side panel grommets to the mounting studs and press down to secure.

Align the side panel to the subframe and refit the two fasteners.

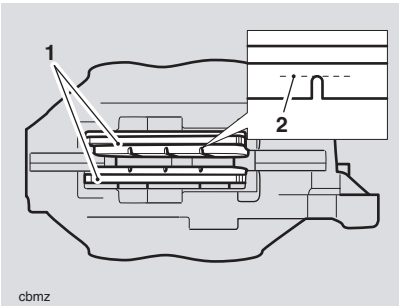
Tighten the front fastener to **44 lbf-in** (5 Nm).

Tighten the rear fastener to **27 lbf-in** (3 Nm).

Refit the rider's seat (see page *76*).

Brakes

Brake Wear Inspection



1. **Brake pads**
2. **Minimum thickness line**

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

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

Breaking-in New Brake Pads and Discs

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

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

Warning

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

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

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

Warning

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

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

Brake Pad Wear Compensation

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

Warning

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

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

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

Disc Brake Fluid

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

Warning

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

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

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

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

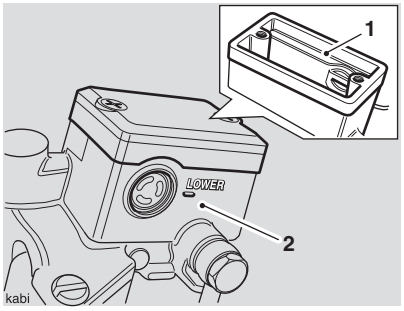
Do not mix different brands or grades of brake fluid.

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

Always rectify any faults before riding.

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

Front Brake Fluid Level Inspection and Adjustment



1. **Upper level line**
2. **Lower level line**

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

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

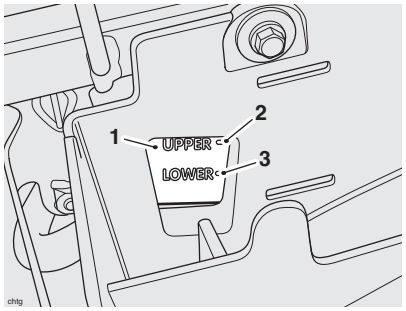
To adjust the fluid level, release the cap screws and detach the cover noting the position of the sealing diaphragm.

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

Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws to **13.5 lbf-in** (1.5 Nm).

Rear Brake Fluid Inspection and Adjustment

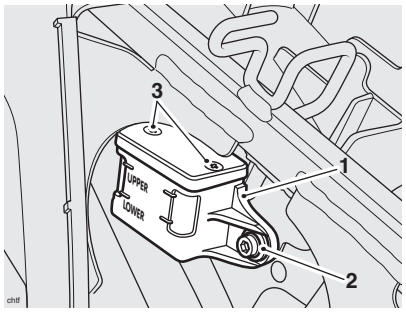
Fluid Level Inspection



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

The reservoir is visible from the right hand side of the motorcycle, through a viewing window in the rear fender, after first removing the rear seat.

Fluid Level Adjustment



1. **Rear brake fluid reservoir**
2. **Fastener**
3. **Cap screws**

Remove the right hand side panel (see page *131*).

Release the fastener and detach the reservoir from the subframe.

Support the reservoir in an upright position.

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

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

Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap screws to **18 lbf-in** (2 Nm).

Reposition the reservoir to the subframe and tighten the fasteners to **62 lbf-in** (7 Nm).

Refit the right hand side panel (see page *131*).

⚠ Warning

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

Brake Light Switches

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

⚠ Warning

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

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

Steering/Wheel Bearings

⚠ Caution

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

Ensure that the position of the support block will not cause damage to the sump.

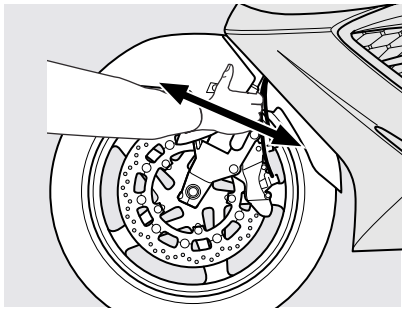
Steering Inspection

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

Note:

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

Inspecting the Steering (Steering Head) Bearings for Free Play



Inspecting the Steering for Free Play

Inspection

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

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

Standing at the front of the motorcycle, hold the lower end of the front fork outer tubes and try to move them forward and backwards.

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

⚠ Warning

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

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

Wheel Bearings Inspection

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

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

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

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

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

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

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

⚠ Warning

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

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

Front Suspension

Front Fork Inspection

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

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

To check that the forks operate smoothly:

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

⚠ Warning

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

⚠ Warning

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

Note:

- **The motorcycle is delivered from the factory with the front suspension set at the standard settings, as shown in the front suspension setting chart (see page *138*).**
- **This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

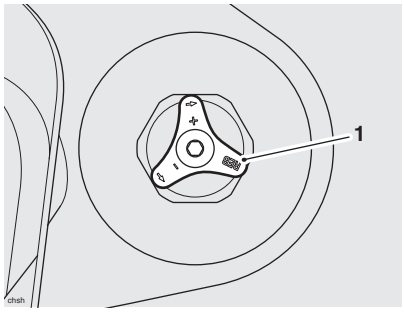
Front Suspension Adjustment (Trophy models only)

Note:

- **Suspension adjustments for Trophy SE models fitted with Triumph Electronic Suspension (TES) are described on page *58*.**

The front forks are adjustable for rebound damping.

Front Suspension Rebound Damping Adjustment



1. Rebound damping adjuster

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

To change the rebound damping, rotate the adjuster clockwise to increase damping, or counter-clockwise to decrease damping. Always count the number of counter-clockwise turns from the fully clockwise position and set both forks to the same setting.

Note:

- **The motorcycle is delivered from the factory with the rebound damping set at 9 counter-clockwise turns from the fully clockwise position.**

Front Suspension Setting Chart (Trophy models only)

Loading	Mode	Rebound Damping[1]
Solo Riding	Comfort	15
	Standard	9
	Sport	4
Solo and Luggage	Comfort	15
	Standard	9
	Sport	4
Rider, Passenger and Luggage	Comfort	15
	Standard	9
	Sport	4
[1] Number of adjuster **turns** counter-clockwise from the fully clockwise position		

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

Rear Suspension

Warning

Ensure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the the front and rear suspension setting charts for further information or consult your dealer.

Note:

- **The motorcycle is delivered from the factory with the rear suspension set at the standard settings, as shown in the rear suspension setting chart (see page *140*).**
- **This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

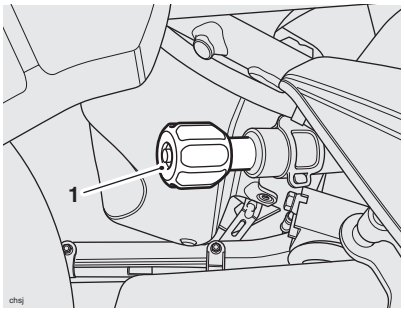
Rear Suspension Adjustment (Trophy models only)

Note:

- **Suspension adjustments for Trophy SE models fitted with Triumph Electronic Suspension (TES) are described on page *58*.**

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

Spring Pre-Load Adjustment



1. Spring pre-load adjuster

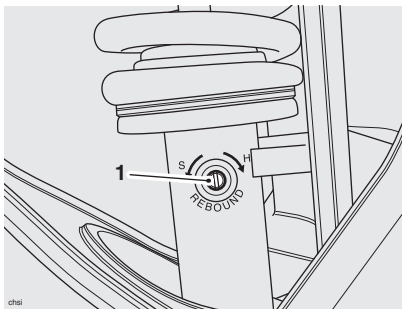
The spring pre-load adjuster is situated on the right hand side of the motorcycle, at the rear of the rear suspension unit.

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

Note:

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

Rebound Damping Adjustment



1. Rebound damping adjuster

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

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

Note:

- **The setting is measured as the number of adjuster 'clicks' counter-clockwise from the fully clockwise (hardest) position.**
- **The motorcycle is delivered from the factory with the spring pre-load set 14 clicks counter-clockwise from the fully clockwise position.**

Rear Suspension Setting Chart (Trophy models only)

Loading	Mode	Spring Pre-Load[2]	Rebound damping[2]
Solo Riding	Comfort	20	18
	Standard	20	14
	Sport	20	10
Solo and Luggage	Comfort	10	18
	Standard	10	12
	Sport	10	9
Rider, Passenger and Luggage	Comfort	0	16
	Standard	0	10
	Sport	0	7

[2] Number of **clicks** counter-clockwise from the fully clockwise position noting that the first stop (click) is counted as 1.

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

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

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

Tires

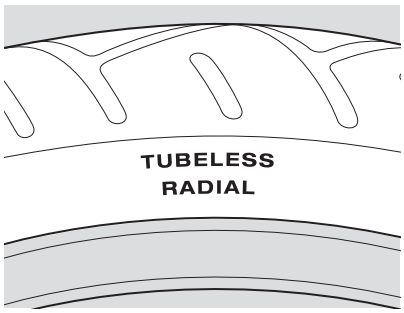


cboa

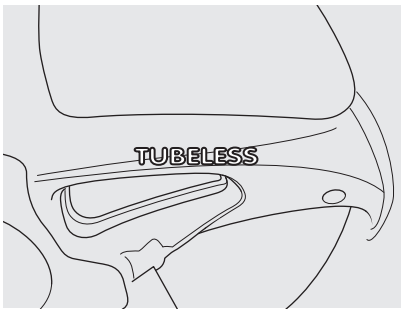
This model is equipped with tubeless tires, valves and wheel rims. Use only tires marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TIRES'.

Warning

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



Typical Tire Marking - Tubeless Tire



Wheel Marking - Tubeless Wheel

Tire Inflation Pressures

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

Tire Pressure Monitoring System (if equipped)

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

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

⚠ Warning

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

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

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

⚠ Warning

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

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

Tire Wear


cboa

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

Minimum Recommended Tread Depth

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

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

Warning

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

Warning

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

Warning

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

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

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

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

Tire Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tire combinations are approved for use on each model. It is essential that approved tires, mounted in approved combinations, are used when purchasing replacement tires. The use of non-approved tires in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

On models equipped with ABS, different wheel speeds, caused by non-approved tires, can affect the function of the ABS computer.

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

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

⚠ Caution

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

⚠ Warning

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

⚠ Warning

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

Warning

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

Warning

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

Warning

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

Warning

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

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

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

24 hours after installation, the tire pressures must be checked and adjusted, and the tires examined for correct seating. Rectification must be carried out as necessary.

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

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

Warning

Tires that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tire. Tires must be replaced after such use as continued use of a damaged tire may lead to instability, loss of control and an accident.

Warning

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

Warning

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

When wheel balancing is required, such as after tire replacement, see your authorized Triumph dealer.

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

Battery

Warning

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

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

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

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

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

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

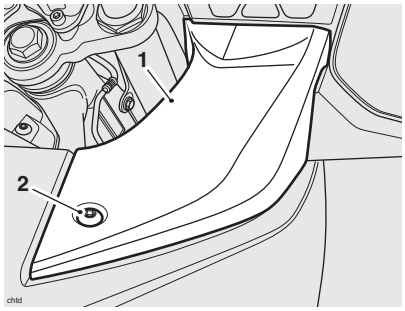
Warning

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

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

Battery Removal

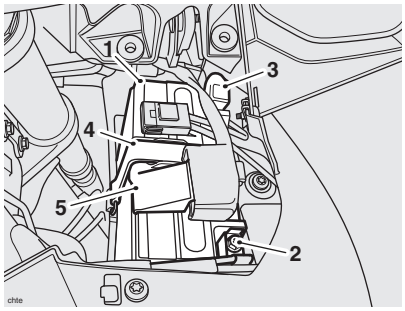
Remove the fastener securing the right hand cockpit infill panel and remove the panel from the two front studs/grommets by pulling upwards and rearwards.



1. **Infill panel**
2. **Fastener**

Remove the battery strap.

Reposition the diagnostic connector and fuse box bracket.



1. **Battery**
2. **Negative (black) terminal**
3. **Positive (red) terminal**
4. **Battery strap**
5. **Diagnostic connector and fuse box bracket**

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

Lift the battery out of the case.

Warning

Ensure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will ensure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

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

Warning

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

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

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

Battery Discharge

Caution

The charge level in the battery must be maintained to maximize battery life.

Failure to maintain the battery charge level could cause serious internal damage to the battery.

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

Battery Maintenance During Storage and Infrequent Use of the Motorcycle

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

Should the battery Voltage fall below 12.7 Volts, the battery should be charged (see page *149*).

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallize on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

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

Battery Charging

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

⚠ Warning

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

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

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

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

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

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

⚠ Caution

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

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

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

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

Battery Installation

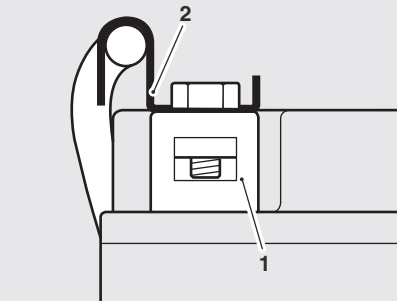
⚠ Warning

Ensure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

Place the battery in the battery case.

Reconnect the battery positive (red) lead.

Reconnect the negative (black) lead, noting the orientation of the terminal, as shown below.



1. **Battery negative terminal**
2. **Negative lead**

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

Cover the positive terminal with the protective cap.

Reposition the diagnostic connector and fuse box bracket.

Refit the battery strap, ensuring the diagnostic connector and fuse box bracket is secured by the strap.

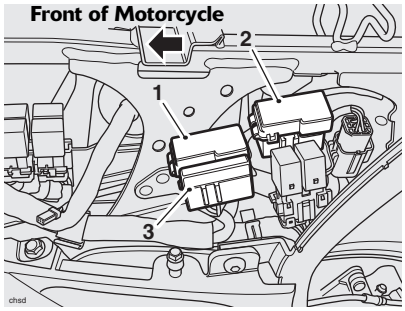
Align the infill panel mounting studs to the grommets and press down and forwards to secure.

Align the infill panel to the cockpit and refit the fastener, tightening to **27 lbf-in** (3 Nm).

Trophy SE models only: After battery reconnection allow the Triumph Electronic Suspension (TES) system to re-calibrate as described on page *57*.

Fuse Boxes

Main Fuse Boxes



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

The three fuse boxes are located beneath the left hand side panel.

To allow access to the fuse boxes, the left hand side panel must be removed (see page *131*).

The ABS fuse box is located next to the front main fuse box.

⚠ Warning

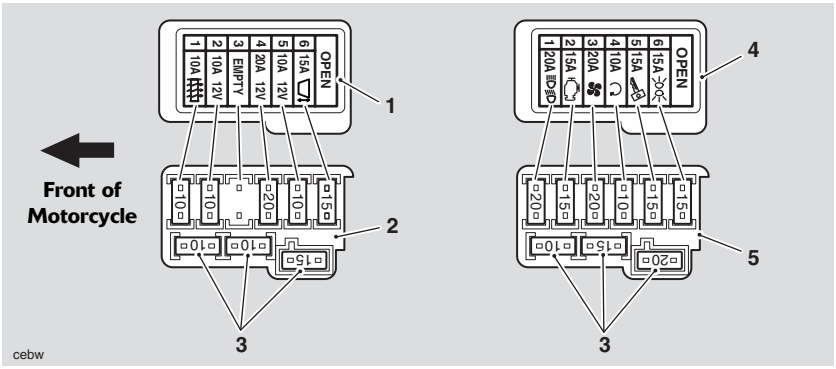
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating. Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Fuse Identification

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

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

Fuse Layout - Trophy



1. **Front fuse box cover**
2. **Front fuse box**
3. **Spare fuses**
4. **Rear fuse box**
5. **Rear fuse box cover**

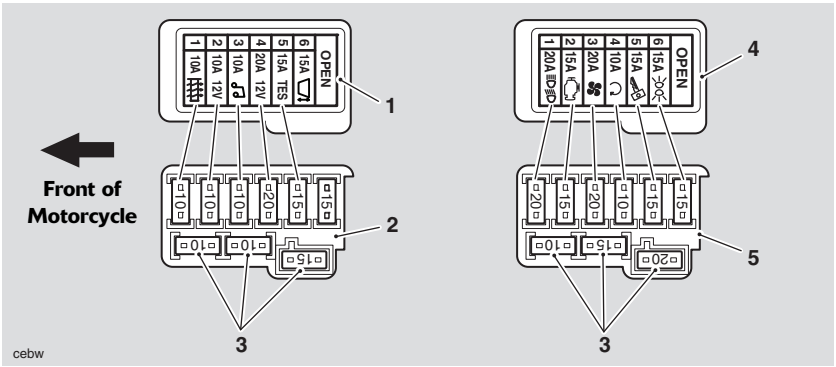
Front Fuse Box

Circuit Protected	Position	Rating (Amps)
Heated grips	1	10
Auxiliary socket	2	10
Empty	3	-
Auxiliary sockets	4	20
Auxiliary sockets	5	10
Windshield	6	15

Rear Fuse Box

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

Fuse Layout - Trophy SE



1. **Front fuse box cover**
2. **Front fuse box**
3. **Spare fuses**
4. **Rear fuse box**
5. **Rear fuse box cover**

Front Fuse Box

Circuit Protected	Position	Rating (Amps)
Heated grips	1	10
Auxiliary socket	2	10
Audio system	3	10
Auxiliary sockets	4	20
Triumph Electronic Suspension (TES)	5	15
Windshield	6	15

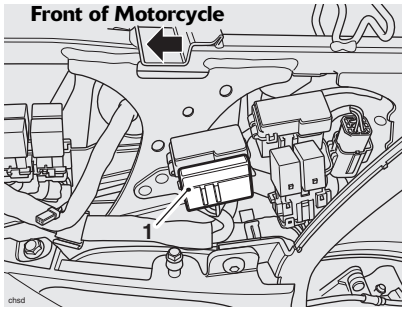
Rear Fuse Box

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

ABS Fuse Box

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

The ABS system is protected by two fuses, located in a separate fuse box next to the front fuse box. The ABS fuse box also contains a spare 20 Amp fuse.



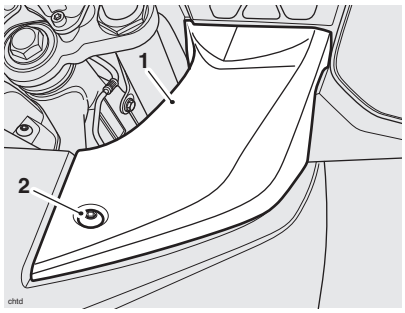
1. ABS fuse box

To allow access to the ABS fuse box, the left hand side panel must be removed (see page *131*).

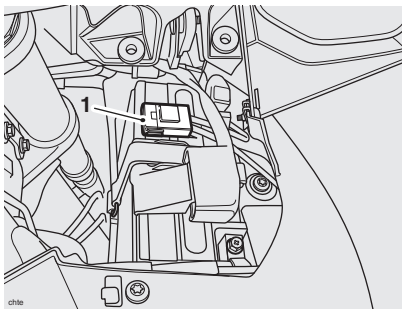
Main Fuse

The 40 Amp main fuse is located above the battery.

To allow access to the main fuse, remove the fastener securing the right hand cockpit infill panel and remove the panel from the two front studs/grommets by pulling upwards and rearwards.



1. Infill panel
2. Fastener



1. Main fuse

Headlights

Warning

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

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

Vertical headlight adjustment is performed electrically via the instruments, see Adjustment on page *48*. For horizontal adjustment consult you authorized Triumph dealer.

Headlight Bulb Replacement

Warning

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

Caution

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

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

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

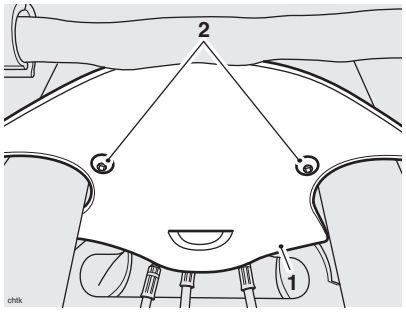
Note:

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

To Replace a Bulb:

Disconnect the battery, negative (black) lead first (see page *146*).

Remove the two fasteners and remove the lower yoke cover to allow access to the bulbs from underneath.

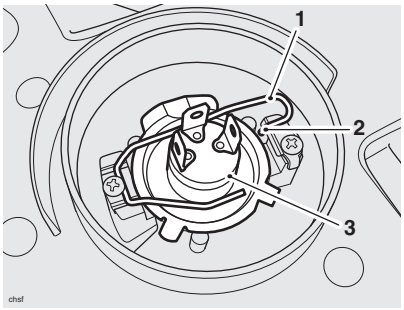


1. **Lower yoke cover**
2. **Fasteners**

Remove the bulb cover from the bulb to be replaced.

Disconnect the multi-plug from the bulb.

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



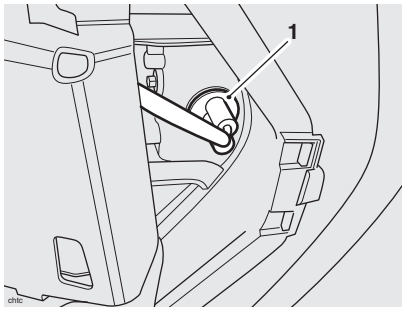
1. **Bulb retainer (right hand shown)**
2. **Bulb retainer hook**
3. **Bulb**

Remove the bulb from the headlight.

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

- Tighten the lower yoke cover fasteners to **27 lbf-in** (3 Nm).
- Reconnect the battery, positive (red) lead first (see page *146*).

Position Light Bulb Replacement



1. Position light bulb

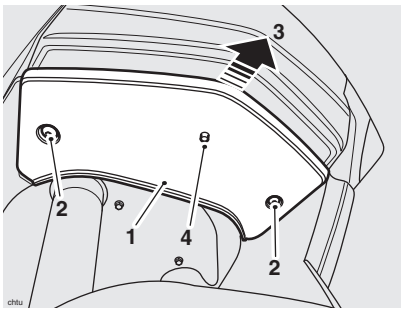
The position light is fitted to the underside of the headlight, behind the headlight trim panel.

To Replace the Bulb:

Disconnect the battery, negative (black) lead first (see page *146*).

Remove the two fasteners and detach the headlight trim panel (located below the headlight) by sliding it forwards.

Disconnect the ambient air temperature sensor connector and remove the trim panel.



1. **Headlight trim panel**
2. **Fasteners**
3. **Removal direction**
4. **Ambient air temperature sensor location**

Rotate the bulb holder anti-clockwise to release it.

Replace the bulb.

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

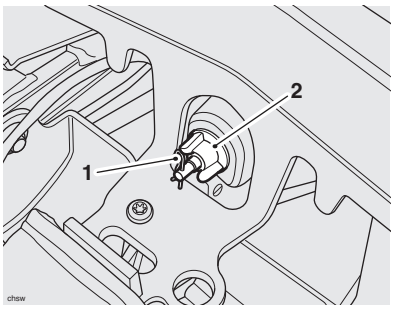
- Reconnect the ambient air temperature sensor connector.
- Refit the headlight trim panel, ensuring the hooks on the panel engage in the slots on the underside of the headlight. Tighten the fasteners to **27 lbf-in** (3 Nm).
- Reconnect the battery, positive (red) lead first (see page *146*).

Brake/Tail Light Assembly

The brake/tail light, license plate light and rear direction turn signals are incorporated in a single assembly.

The brake/tail light unit is a sealed, maintenance free LED unit. The direction turn signal bulbs and license plate light bulb can be replaced as described below:

Brake/Tail Light Assembly Removal and Installation



1. **R-clip**
2. **Wing nut**

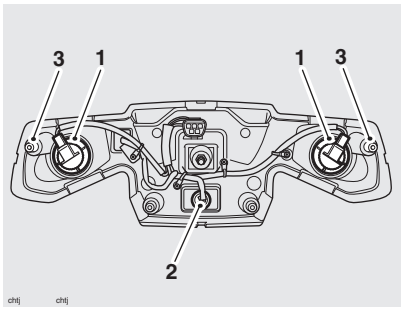
Remove the rear seat (see page *75*).

Remove the R-clip and wing nut and detach the brake/tail light assembly.

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

- Tighten the plastic nut to **11.25 lbf-in** (1.25 Nm).

Bulb Replacement



1. **Turn signal bulb holders**
2. **License plate light bulb holder**
3. **Outer studs**

Rear Direction Turn Signal Bulb Replacement

Rotate the bulb holder connector away from the outer stud to release it.

Replace the bulb.

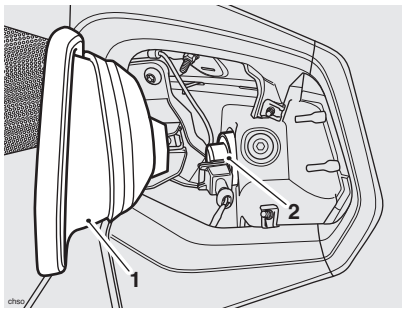
Insert the bulb holder to the brake/tail light unit and rotate towards the outer stud to secure in the brake/tail light assembly.

License Plate Light Bulb Replacement

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

Installation is the reverse of the removal procedure.

Front Direction Indicator Bulb Replacement



1. **Rear view mirror**
2. **Indicator bulb holder**

Fold out the rear view mirror towards the rear of the motorcycle.

Rotate the right hand bulb holder anti-clockwise to release it.

Rotate the left hand bulb holder clockwise to release it.

Replace the bulb.

Installation is the reverse of the removal procedure.

Cleaning

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years. Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow. Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Preparation for Washing

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

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

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

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

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

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

Where to be Careful

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

- Instruments;
- Brake cylinders and brake calipers;
- Steering head bearings.

⚠ Caution

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

⚠ Caution

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

Note:

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

After Washing

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

Test the brakes before motorcycle operation.

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

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

⚠ Warning

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

Seat Care

⚠ Caution

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

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

Unpainted Aluminum Items

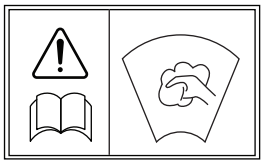
Items such as brake and clutch levers, wheels, engine covers, top and bottom yokes on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are unpainted aluminum parts.

Use a proprietary brand of aluminum cleaner.

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

Warranty claims due to inadequate maintenance will not be allowed.

Windshield Cleaning



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

⚠ Caution

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

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

⚠ Warning

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

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

⚠ Caution

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

Cleaning of the Exhaust System

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Note:

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

Washing

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

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

Rinse the exhaust system thoroughly.

Ensure no soap or water enters the mufflers.

Drying

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

Protecting

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

⚠ Caution

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

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

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STORAGE

Preparation For Storage

Clean and dry the entire vehicle thoroughly.

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

⚠ Warning

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

Remove the spark plug from each cylinder and put several drops (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to **9 lbf-ft** (12 Nm).

Change the engine oil and filter (see page *123*).

Check and if necessary correct the tire pressures (see page *171*).

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

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

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 *125*).

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 *146*).

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

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

Storage

Preparation After Storage

Install the battery (if removed) (see page *150*).

If the motorcycle has been stored for more than four months, change the engine oil (see page *123*).

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

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

Put the side stand down.

Crank the engine on the starter motor several times until the oil pressure light goes out.

Replace the spark plugs, tightening to **9 lbf-ft** (12 Nm), and start the engine.

Check and if necessary correct the tire pressures (see page *171*).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

Dimensions

Overall Length	88 in (2235 mm)
Overall Width	38.3 in (975 mm) (with panniers fitted)
	37.6 in (955 mm) (without panniers)
Overall Height	56.5 in (1435 mm) (screen fully down)
	61.2 in (1555 mm) (screen fully up)
Wheelbase	60.7 in (1542 mm)
Seat Height	31.4 in (800 mm) (low setting)*
	32.3 in (820 mm) (high setting)*

*North American and Canadian markets have a 1.2 in (30 mm) lower seat fitted.

Weights

Wet Weight	633 lbs (301 kg)
Maximum Payload	526 lbs (239 kg)

Engine

Type	In-line 3 cylinder
Displacement	74.14 cu in (1215 cc)
Bore x Stroke	3.4 x 2.8 in (85 x 71.4 mm)
Compression Ratio	11:1
Cylinder Numbering	Left to Right
Cylinder Sequence	1 at left
Firing Order	1-2-3
Starting System	Electric Starter

Specifications

Performance	
Maximum Power (95/1/EC)	132 bhp (98.5 kW/134 PS) at 8,900 rpm
Maximum Torque	88.5 lbf-ft (120 Nm) at 6,450 rpm
Lubrication	
Lubrication	Pressure Lubrication (wetsump)
Engine Oil Capacities	
Dry Fill	1.9 US gallons (4.5 liters)
Oil/Filter Change	1.1 US gallons (4.0 liters)
Oil Change Only	1.0 US gallon (3.85 liters)
Cooling	
Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Anti-freeze ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.74 US gallons (2.8 liters)
Thermostat Opens (nominal)	190°F (88°C) (nominal)

Fuel System

Type	Electronic Fuel Injection
Injectors	Solenoid Operated
Fuel Pump	Submerged Electric
Fuel Pressure (nominal)	50.7 PSI (3.5 bar)

Fuel

Type	91 RON unleaded
Tank Capacity (motorcycle upright)	6.6 US gallons (25.0 liters)

Ignition

Ignition System	Digital Inductive
Electronic Rev Limiter	9,500 r/min
Spark Plug	NGK CR8EK
Spark Plug Gap	0.026 in (0.7 mm)
Gap Tolerance	+0.001/-0.002 in (+0.05/-0.1 mm)

Specifications

Transmission

Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Final Drive Ratio	2.557:1
Gear Ratios:	
Front Bevel Box	1.042:1 (24/25)
Rear Bevel Box	2.455:1 (11/27)
1st	2.846:1 (13/37)
2nd	2.056:1 (18/37)
3rd	1.583:1 (24/38)
4th	1.292:1 (24/31)
5th	1.138:1 (29/33)
6th	0.964:1 (28/27)

Tires

Tire Sizes:

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

Tire Pressures (Cold):

Front	36 lb/in² (2.5 bar)
Rear	42 lb/in² (2.9 bar)

Warning

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

Approved Road Tires

Option 1, Front	Pirelli Angel ST - A specification
Option 1, Rear	Pirelli Angel ST - Standard specification
Option 2, Front	Metzeler Roadtec Z8 Interact - Standard specification
Option 2, Rear	Metzeler Roadtec Z8 Interact - C specification
Option 3, Front	Dunlop Roadsmart - Standard specification
Option 3, Rear	Dunlop Roadsmart - K specification
Option 4, Front	Dunlop Roadsmart II - Standard specification
Option 4, Rear	Dunlop Roadsmart II - Standard specification

Note:

- **For all tires without a letter specification (such as option 1, rear above), use the standard specification tire from the manufacturer.**

Specifications

Electrical Equipment

Battery Type	YTX20L-BS
Battery Rating	12 Volt, 18 Ah
Alternator	12 Volt, 70 Amp at 4,000 rpm
Headlight	2 x 12 Volt, 55/60 Watt, H4 Halogen
Tail/Brake Light	LED
Parking light	12 Volt, 5 Watt
Directional Indicator Lights	12 Volt, 21 Watt, amber

Frame

Rake	27°
Trail	4.7 in (119 mm)

Tightening Torques

Oil Filter	7 lbf-ft (10 Nm)
Oil Drain Plug	18 lbf-ft (25 Nm)
Spark Plug	9 lbf-ft (12 Nm)
Rear Wheel Nuts	52 lbf-ft (70 Nm)

Fluids and Lubricants

Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) **and** JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries
Brake and Clutch Fluid	DOT 4 Brake and Clutch Fluid
Coolant	Triumph HD4X Hybrid OAT coolant
Bearings and Pivots	Grease to NLGI 2 specification
Final Drive Unit	Castrol SAF-XO (fully synthetic hypoid oil)

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