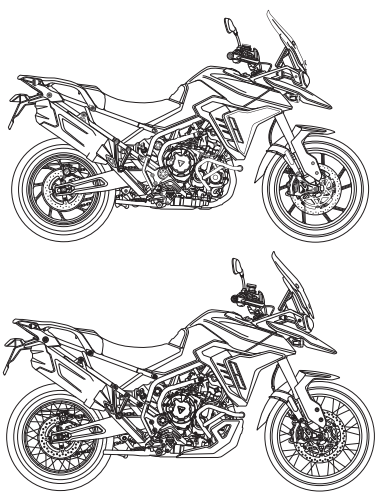
Tiger 900 GT, Tiger 900 GT Pro and Tiger 900 Rally Pro



This handbook contains information on the Triumph Tiger 900 GT, Tiger 900 GT Pro and Tiger 900 Rally Pro motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

Publication part number 3850632-EN issue 1

CONTENTS

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

Owner's Handbook

⚠ WARNING

The Owner's Handbook or Quick Start Guide (where supplied with the motorcycle), and all other documents 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 the Owner's Handbook, Quick Start Guide, and all other documents 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 may lead to loss of motorcycle control which could result in serious injury or death.

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

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

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

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

The latest version of this Owner's Handbook containing any changes is available from your local dealer and online from www.triumphmotorcycles.co.uk/handbooks in:

- English
- US English
- Arabic
- Chinese
- Dutch
- French
- German
- Italian
- Japanese
- Portuguese (Brazil)
- Spanish
- Swedish
- Thai
- Finnish (available online only from www.triumphmotorcycles.co.uk/handbooks)
- Portuguese (available online only from www.triumphmotorcycles.co.uk/handbooks).

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

Dangers, Warnings, Cautions and Notices

Particularly important information is presented in the following form:

⚠ DANGER

This danger symbol identifies special instructions or procedures which, if not correctly followed, will result in serious injury, or death.

⚠ WARNING

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in serious injury, or death.

⚠ CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in minor or moderate injury.

NOTICE

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

Warning Labels

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

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

For the location of all labels showing this symbol, see the Warning Label Locations section of this Owner's Handbook. Where necessary, this symbol will also appear on the pages containing the relevant information.

Maintenance

To ensure a long, safe, and trouble-free life for your motorcycle, maintenance should only be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

An authorised Triumph dealer will have the necessary knowledge, equipment, and skills to maintain your Triumph motorcycle correctly.

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

Noise Control System

Tampering with the noise control system is prohibited.

Owners are warned that the law may prohibit:

- 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.

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

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

Talk to Triumph

Our relationship with you does not end with the purchase of your Triumph. Your feedback on the buying and ownership experience is very important in helping us develop our products and services for you.

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

Your Triumph Team.

Off-road Use

The motorcycles are designed for on-road and light off-road use. Light off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

Light off-road use does not include jumping the motorcycle or riding over obstacles. Do not attempt to jump over any bumps or obstacles. Do not attempt to ride over any obstacles.

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The Motorcycle

⚠ WARNING

This motorcycle is designed for on-road and light off-road use. Light off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

Light off-road use does not include jumping the motorcycle or riding over obstacles. Do not attempt to jump over any bumps or obstacles. Do not attempt to ride over any obstacles.

Extreme off-road use may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider and up to one passenger (subject to a passenger seat and footrests being fitted).

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Fitting a sidecar and/or a trailer may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

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

Failure follow the advice above may cause a fire which could result in serious injury or death.

⚠ WARNING

Riding the motorcycle off-road may result in loosening of the wheel spokes.

Make sure that the spokes are checked before and after riding the motorcycle off-road. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Spokes that are loose may affect handling and stability leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Check the wheel rims and spokes regularly for wear and damage.

Check spoke tension at all intervals listed in the maintenance schedule. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to tighten any loose spokes.

Incorrectly tightened spokes may affect handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

Riding the motorcycle in extreme conditions such as wet and muddy roads, on rough terrain or in dusty and humid environments, may lead to above average wear and damage of certain components.

Therefore the servicing and replacement of worn or damaged components may be necessary before the scheduled maintenance service is reached.

It is important that the motorcycle is inspected after riding in extreme conditions and any worn or damaged components are serviced or replaced.

Fuel and Exhaust Fumes

⚠ DANGER

Never start the engine or run the engine in a confined area.

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

Exhaust fumes are poisonous and will cause loss of consciousness and death within a short period of time.

⚠ WARNING

PETROL IS HIGHLY FLAMMABLE:

- Always turn off the engine when refuelling.

- Pay full attention and remain alert while refuelling.

- Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.

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

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

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

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

Failure to follow the advice above could result in serious injury or death.

Helmet and Clothing

⚠ DANGER

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

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

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

Failure to follow the advice above will result in serious injury or death.

⚠ WARNING

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

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

Brightly coloured clothing will considerably increase a rider's (or passenger's) visibility to other operators of road vehicles.

Although full protection is not possible, wearing correct protective clothing can reduce the risk of serious injury or death.

Parking

⚠ WARNING

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

When parking the motorcycle, always remember the following:

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

- The engine, radiator, exhaust system, rear suspension unit and brakes 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, refer to the How to Ride the Motorcycle section of this Owner's Handbook.

Failure to follow the advice above could result in damage to property, serious injury or death.

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.

We recommend accessories and conversions be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

The fitting of any non-approved parts, accessories or conversions may affect the handling, stability or other aspect of the motorcycle operation, leading to loss of motorcycle control which could result in serious injury or death.

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

Triumph does not accept any liability whatsoever for defects caused by the incorrect fitment of approved parts, accessories or conversions.

Maintenance and Equipment

⚠ WARNING

Whenever there is doubt as to the correct or safe operation of this motorcycle, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Operation of an incorrectly performing motorcycle may aggravate a fault and may also compromise safety.

Continued operation of an incorrectly performing motorcycle may affect the handling, stability or other aspect of the motorcycle operation, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Incorrect or improper modification may affect the handling, stability or other aspect of the motorcycle operation, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

Riding

⚠ DANGER

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, leading to loss of motorcycle control which will result in serious injury or death.

⚠ WARNING

All riders must be licenced to operate the motorcycle.

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

Operation of the motorcycle without formal training in the correct riding techniques that are necessary to become licenced is dangerous.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Always ride defensively and wear the protective equipment mentioned elsewhere in this Safety First section.

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

Failure to follow the advice above could result in serious injury or death.

⚠ WARNING

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

Riding a motorcycle at high speeds can be dangerous since the time available to react to a hazard is greatly reduced at high speeds.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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 affect the handling, stability or other aspect of the motorcycle operation.

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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Wobble/Weave

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

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

Handlebars and Footrests

⚠ WARNING

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

The handling and stability of a motorcycle will be affected if the rider removes their hands from the handlebars.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

This depends on many various conditions including, but not limited to:

- Road surface
- Tyre condition
- Weather.

Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

A further increase of the banking angle is unsafe.

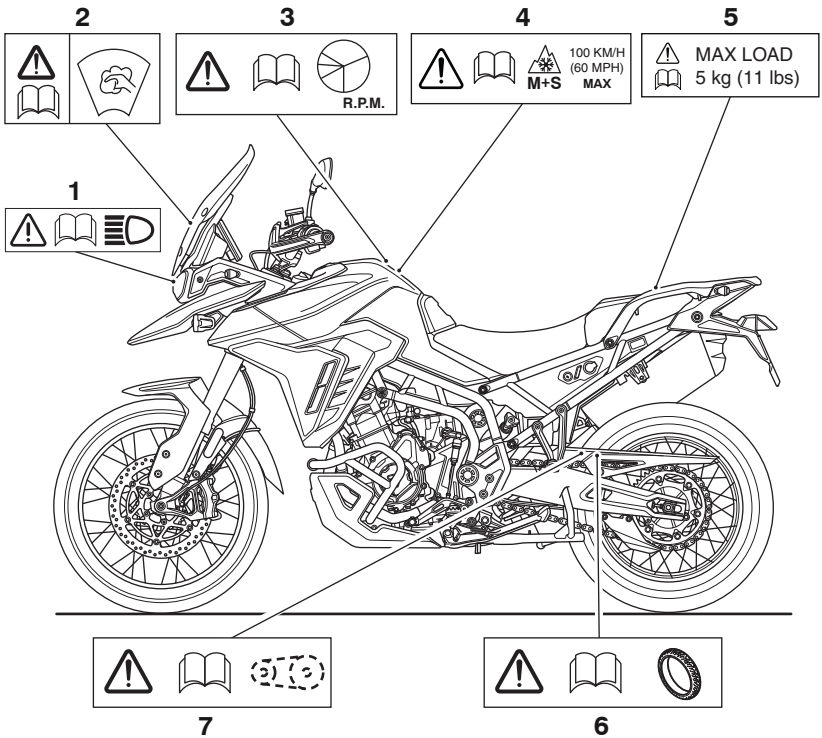
Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

WARNING LABELS

Left Hand Side

NOTICE

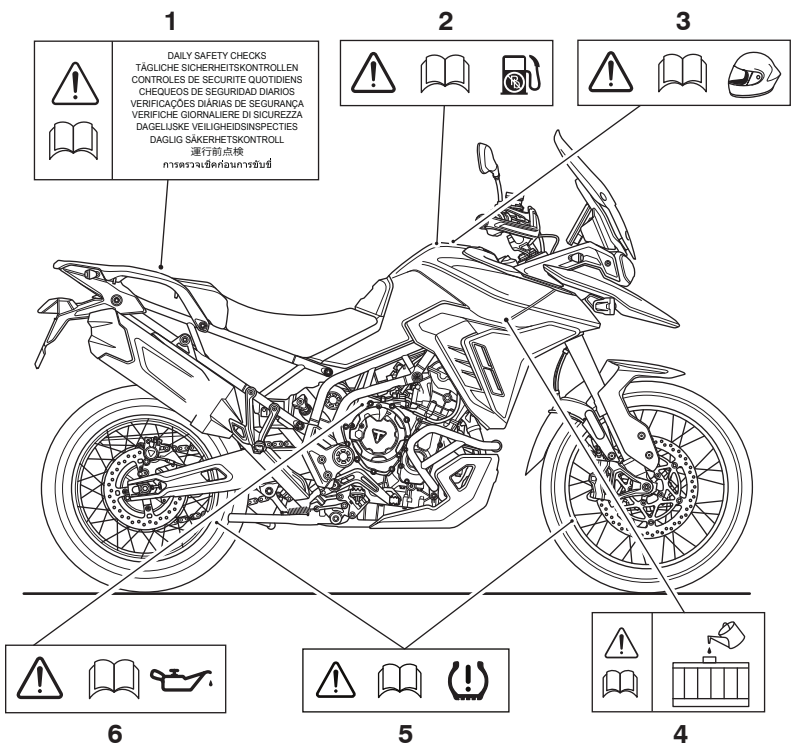
The labels detailed on this and the following pages draw your attention to important safety information in this handbook. Before riding, make sure that you have understood and complied with all the information to which these labels relate.



1. Headlight (page 183)
2. Windscreen (page 194)
3. Running-In (page 100)
4. Mud and Snow Tyres (page 215) (applies to certain option tyres only)
5. Panniers (if fitted) (page 117)
6. Tyres (page 169)
7. Drive Chain (page 142)

Right Hand Side

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

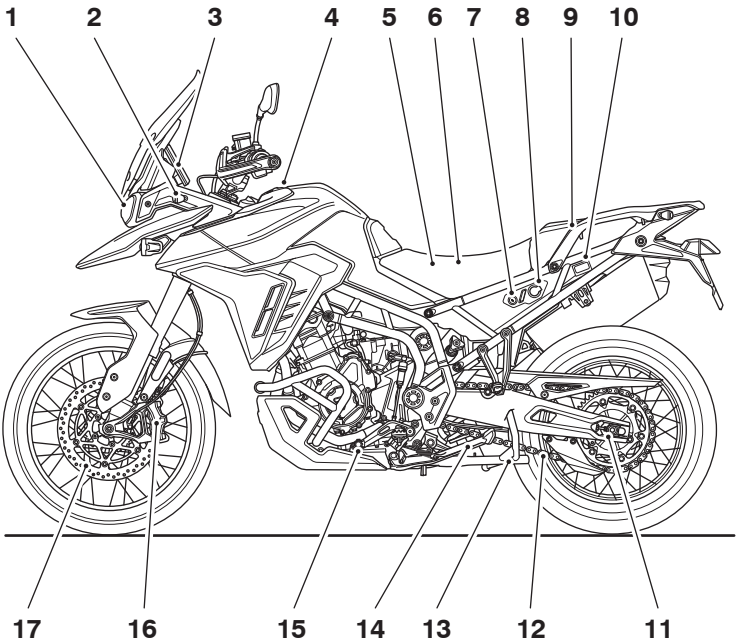


1. Daily Safety Checks (on base of passenger seat (page 101))
2. Unleaded Fuel (page 86)
3. Helmet (page 09)
4. Coolant (page 136 and page 138)
5. Tyre Pressure Monitoring System (if fitted) (page 170)
6. Engine Oil (page 130)

PARTS IDENTIFICATION

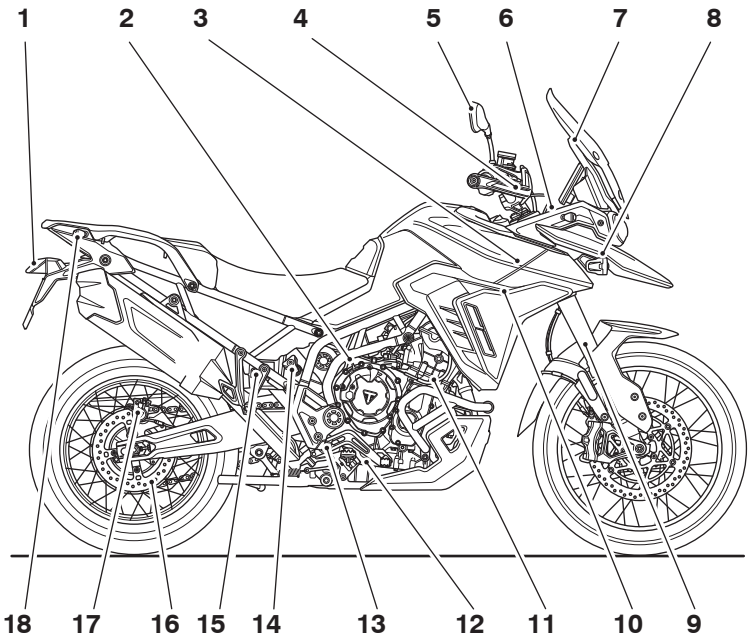
Tiger 900 Rally Pro

Left Hand Side



1. Headlight
2. Front direction indicator
3. USB C socket
4. Fuel tank and fuel filler cap (under the fuel tank)
5. Tool kit (under the rider seat)
6. Battery and fuse boxes (under the rider seat)
7. Seat lock
8. Electrical accessory socket (rear if fitted)
9. USB socket (under the passenger seat)
10. Heated rear seat switch (if fitted)
11. Rear wheel adjuster
12. Drive chain
13. Centre stand (if fitted)
14. Side stand
15. Gear change pedal
16. Front brake caliper
17. Front brake disc

Right Hand Side

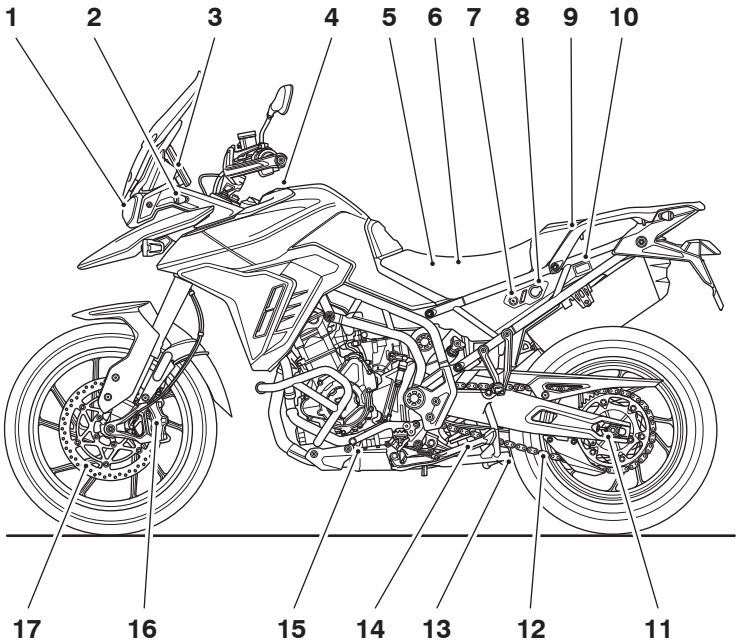


1. Rear light
2. Oil filler cap
3. Coolant expansion tank (under the fuel tank)
4. Handguards (if fitted)
5. Mirror
6. Headlight adjuster
7. Windscreen
8. Fog light (if fitted)
9. Front fork
10. Radiator/Coolant pressure cap
11. Clutch cable
12. Engine oil level sight glass
13. Rear brake pedal
14. Rear suspension spring preload adjuster
15. Rear brake fluid reservoir
16. Rear brake caliper
17. Rear brake disc
18. Rear direction indicator

PARTS IDENTIFICATION

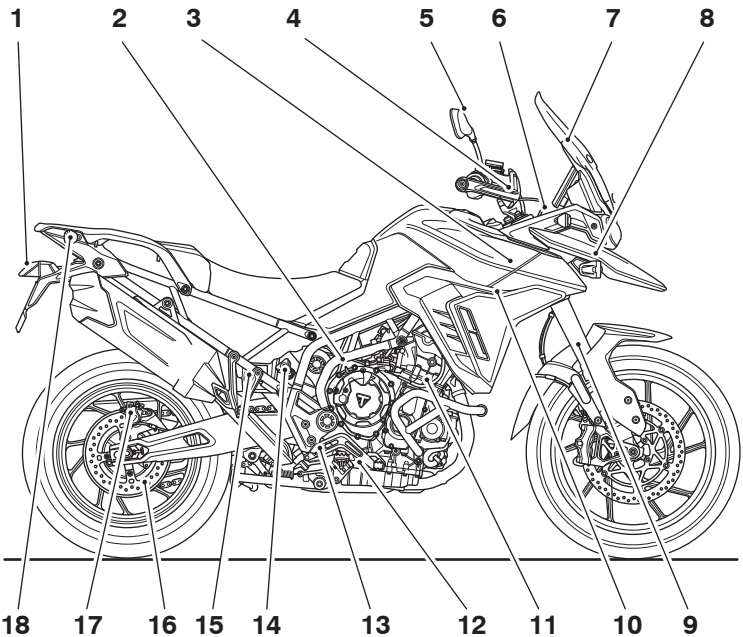
Tiger 900 GT and Tiger 900 GT Pro

Left Hand Side



1. Headlight
2. Front direction indicator
3. Electrical accessory socket (front)
4. Fuel tank and fuel filler cap
5. Tool kit (under the rider seat)
6. Battery and fuse boxes (under the rider seat)
7. Seat lock
8. Electrical accessory socket (rear if fitted)
9. USB socket (under the passenger seat)
10. Heated rear seat switch (if fitted)
11. Rear wheel adjuster
12. Drive chain
13. Centre stand (if fitted)
14. Side stand
15. Gear change pedal
16. Front brake caliper
17. Front brake disc
18. Fog Light

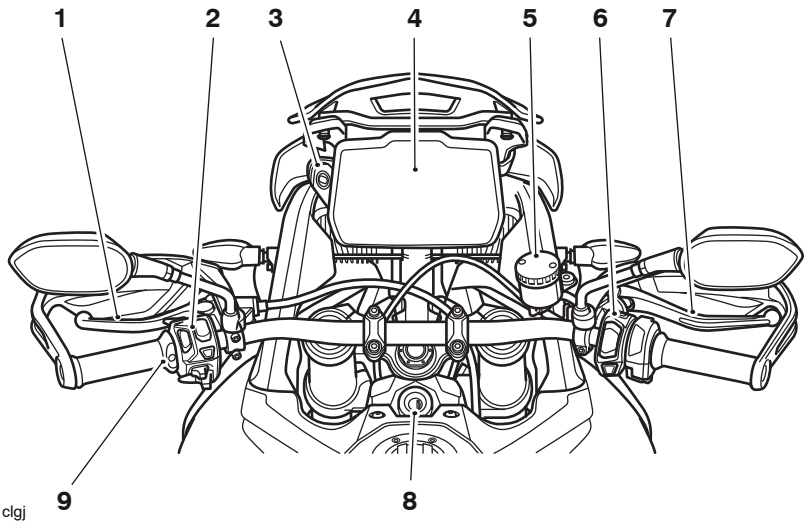
Right Hand Side



1. Rear light
2. Oil filler cap
3. Coolant expansion tank (under the fuel tank)
4. Handguards (if fitted)
5. Mirror
6. Headlight adjuster
7. Windscreen
8. Fog light (if fitted)
9. Front fork
10. Radiator/Coolant pressure cap
11. Clutch cable
12. Engine oil level sight glass
13. Rear brake pedal
14. Rear suspension spring preload adjuster (Tiger 900 GT)
15. Rear brake fluid reservoir
16. Rear brake caliper
17. Rear brake disc
18. Rear direction indicator

PARTS IDENTIFICATION

Rider View Parts Identification

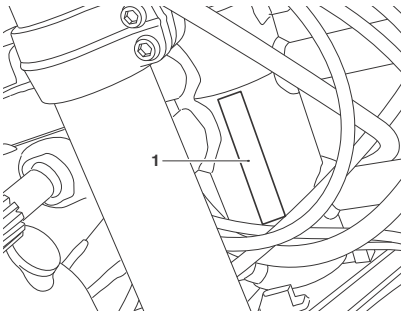


clgj

1. Clutch lever
2. Left hand switch housing, see page 68
3. USB C connector
4. Instruments, see page 26
5. Front brake fluid reservoir
6. Right hand switch housing, see page 67
7. Front brake lever
8. Ignition switch
9. Heated grips switch (if fitted)

Vehicle Identification Number (VIN)

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

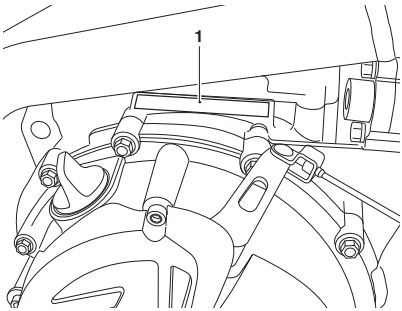


1. Vehicle identification number (right hand side)

Record the VIN in the space provided in the Motorcycle Service Handbook.

Engine Serial Number

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



1. Engine serial number

Record the engine serial number in the space provided in the Motorcycle Service Handbook.

SERIAL NUMBERS

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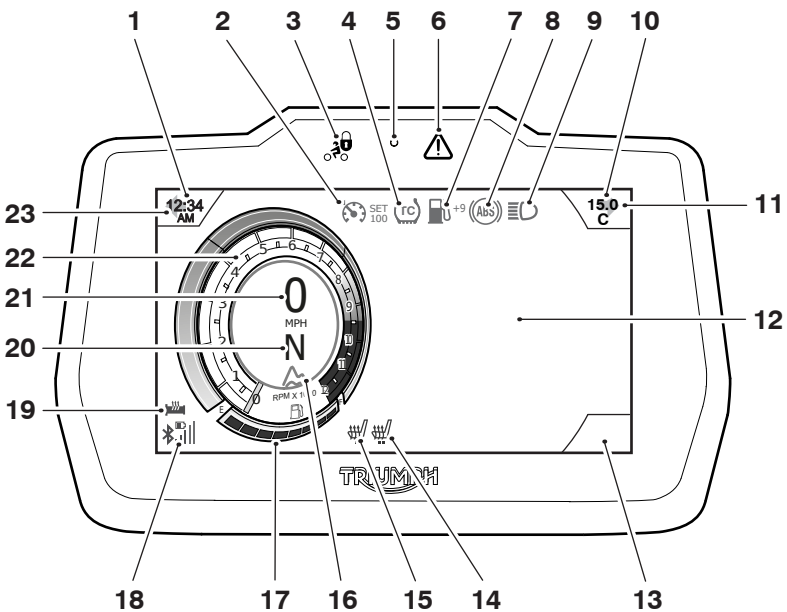
Table of Contents

Instrument Panel Layout

The motorcycle is fitted with a full colour Thin Film Transistor (TFT) instrument display with a 7 inch (18 cm) screen. Depending on the menu options selected, several of the symbols and lights shown below may appear in different areas of the display screen.



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

Warning Lights

NOTICE

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

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

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

Engine Management System Malfunction Indicator Light (MIL)

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

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

⚠ WARNING

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

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Reduced engine performance could cause a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

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

Low Oil Pressure Warning Light

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

NOTICE
If the engine oil pressure is too low, the low oil pressure warning light will illuminate.
If the low oil pressure indicator remains on, stop the engine immediately and investigate the situation.
Running the engine with low oil pressure will cause severe engine damage.

Engine Immobiliser/Alarm Indicator Light

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

Without Alarm Fitted

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

If the indicator light remains on it indicates that the engine immobiliser has a malfunction that requires investigation. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

With Alarm Fitted

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

Anti-lock Braking System (ABS) Warning Light

⚠ WARNING

If the Anti-lock Brake System (ABS) is not functioning, the brake system will continue to function as a non-ABS equipped brake system. Do not continue to ride for longer than is necessary with the ABS warning light illuminated.

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Braking too hard will cause the wheels to lock, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

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

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

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

Optimised Cornering ABS (OCABS) (if fitted)

The warning light will flash slowly if Off-Road mode is selected. This indicates that the ABS has been modified.

The warning light will remain constantly on if Off-Road Pro (if available) is selected. This indicates that ABS has been disabled. A warning message will be shown in the instrument display.

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

Traction Control (TC) Indicator Light

The Traction Control (TC) indicator light is used to indicate that the traction control system is active and is working to limit rear wheel slip during periods of hard acceleration or under wet or slippery road conditions. The indicator light will flash if the active stability torque control system is limiting torque. Traction control and active stability torque control systems will not function if there is a malfunction with the ABS. The warning lights for the ABS, traction control and the MIL will be illuminated.

⚠ WARNING

If the traction control is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin. Do not continue to ride for longer than is necessary with the engine management system Malfunction Indicator Light (MIL) and traction control warning lights illuminated.

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Hard acceleration and cornering may cause the rear wheel to spin, leading to loss of motorcycle control which could result in serious injury or death.

If traction control is switched on:

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

If traction control is switched off:

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

Traction Control (TC) Disabled Warning Light

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

If the warning light becomes illuminated while riding, it indicates that the traction control system has a malfunction that requires investigation. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Direction Indicator Light

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

The front direction indicators are also used as front marker lights, see page 75.

Hazard Warning Lights

When the hazard warning switch is turned on, the direction indicator warning lights will flash on and off at the same speed as the direction indicators.

High Beam Light

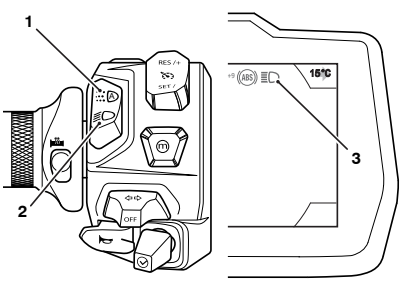
When the ignition is switched ON and the headlight dip switch is set to HIGH BEAM, the high beam warning light will illuminate.

Automatic Daytime Running Lights (DRL) Indicator Light (if fitted)

With the DRL switch, on the left hand switch housing, set to DRL the headlight will automatically switch between DRL and dipped headlight depending on the surrounding ambient light brightness.

When the DRL is on, indicator light will illuminate.

When the dipped beam headlight is on, the DRL indicator light will be off.



ckdf_2

1. **Daytime running light position**
2. **Dipped position**
3. **DRL/main beam indicator light**

During daylight hours, the DRL and the front marker lights, see page 75, improve the visibility of the motorcycle to other road users. The front marker lights remain on for DRL, dipped and high beam headlights.

The change from daytime running lights to dipped beam headlights can be changed manually by using a switch on the left hand switch housing. With the switch in the dipped headlight position, the headlight will not automatically switch between dipped headlight and DRL.

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

⚠ WARNING

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

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

Dazzling other road users or reduced vision in low ambient light levels may lead to loss of motorcycle control which could result in serious injury or death.

Low Fuel Warning Light

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

Tyre Pressure Warning Light (if TPMS is fitted)

⚠ WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

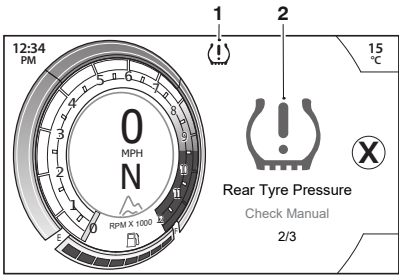
The Tyre Pressure Monitoring System (TPMS) is fitted to some models and is available as an accessory for models without TPMS.

The tyre pressure warning light works with the Tyre Pressure Monitoring System (TPMS), see page 83.

The tyre pressure warning light illuminates to indicate:

- one of the tyre pressures is below the recommended pressure. It will not illuminate if the tyre is over inflated.
- a tyre pressure sensor battery power is low.
- loss of signal from a tyre pressure sensor.

When the warning light is illuminated, the TPMS symbol with text indicating the fault will automatically be shown in the display area.

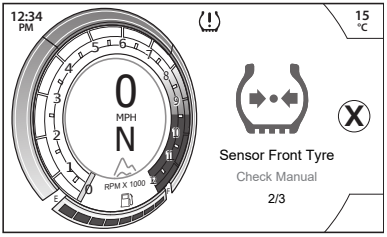


1. **TPMS warning light**
2. **TPMS symbol (tyre pressure shown)**

The tyre pressure at which the warning light illuminates is temperature compensated to 20°C but the numeric pressure display associated with it is not, see page 170. Even if the numeric display seems at or close to the standard tyre pressure when the warning light is on, a low tyre pressure is indicated and a puncture is the most likely cause.

Warning and Information Messages

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



To access the information in the menu area, the warning messages must first be acknowledged.

To acknowledge the warning push the joystick centre for each warning. The warning messages are not deleted and can be accessed in Bike - Warnings, see page 56.

INSTRUMENTS

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

Warning Lights and Messages	
	Alarm/immobiliser status light (red indicator)
	Low oil pressure warning light (red indicator)
	Battery low/Starter motor disabled warning light (red indicator)
	Tyre Pressure Monitoring System (TPMS) tyre pressure - front/rear tyre (red indicator)
	Coolant temperature warning light (red indicator)
	Transmission fault TSA (amber indicator)
	Tyre Pressure Monitoring System (TPMS) sensor battery low (amber indicator) Tyre Pressure Monitoring System (TPMS) sensor fault (red indicator)
	Engine management Malfunction Indicator Light (MIL) (amber indicator)
	Optimised Cornering Anti-lock Brake System (OCABS) warning light (amber indicator)
	Optimised Cornering Anti-lock Brake System (OCABS) disabled warning light (amber indicator)
	Bulb failure warning light (amber indicator)

Warning Lights and Messages	
	Optimised Cornering Traction Control (OCTC) active indicator light (amber indicator)
	Optimised Cornering Traction Control (OCTC) - system disabled indicator light (amber indicator)
	General warning symbol/Service due/overdue indicator light (amber indicator)
	Immobiliser fault (amber indicator)

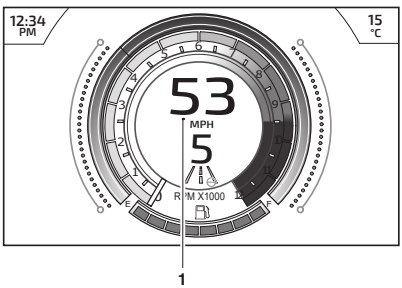
NOTICE

The following indicator lights and messages may be shown during normal operation of the motorcycle.

Information Lights and Messages	
	Hazard warning lights (red indicator)
	Low fuel level indicator light (amber indicator)
	Direction indicator light (green indicator)
	Neutral indicator light (green indicator)
	High beam indicator light (blue indicator)
	Daytime running light (green indicator)

Speedometer

The speedometer indicates the road speed of the motorcycle.



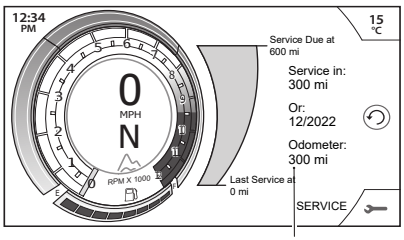
1

1. Speedometer

To access the speedometer from another instruments display, push the Home button.

Odometer

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



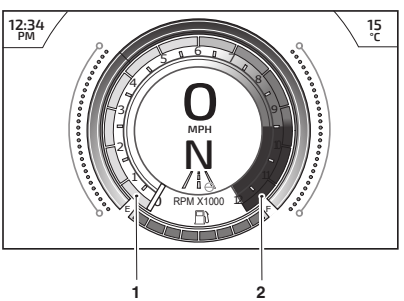
1. **Odometer**

Tachometer

NOTICE

Never allow engine speed to exceed the maximum engine speed as severe engine damage may result.

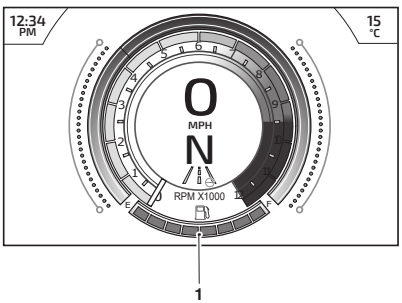
The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the red zone. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.



1. **Engine speed (rpm)**
2. **Red zone**

Fuel Gauge

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



1. Fuel gauge

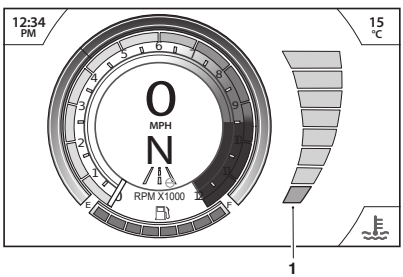
With the ignition switched on, the fuel remaining in the fuel tank is indicated by the amount of gauge segments that are shown full.

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

After refuelling, the fuel gauge and range to empty information will be updated only while riding the motorcycle. Depending on the riding style, updating could take up to five minutes. For more information on the fuel status information, see page 61.

Coolant Temperature Gauge

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



1. Coolant temperature gauge

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

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

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

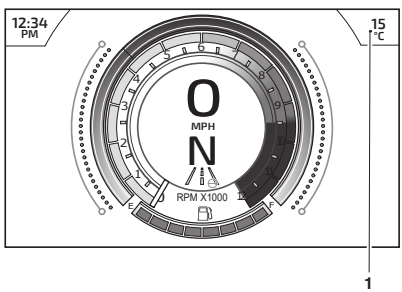
NOTICE
Stop the engine immediately if the high coolant temperature warning light illuminates.
Do not restart the engine until the fault has been rectified.
Severe engine damage will result from running the engine when the high coolant temperature warning light is illuminated.

Ambient Air Temperature

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

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

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

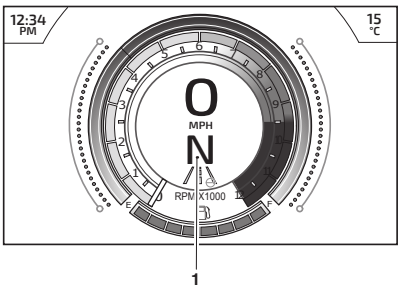


1. Ambient air temperature

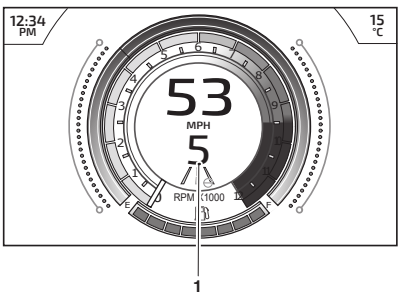
To change the temperature from °C or °F, see page 50.

Gear Position Display

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



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



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

Display Navigation

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

Symbol	Description and Operation
	HOME button (right hand switch housing).
	MODE button (left hand switch housing).
	Selection arrow (right shown).
	Left/right scroll using the joystick.
	Option available within the Information Tray - scroll using the joystick down/up.
	Short push (push and release) using the joystick centre.
	Long push (push and hold) using the joystick centre.
	Reset current feature (only available with joystick long push).

Riding Modes

Riding modes are model specific. Riding modes allow adjustment of the Anti-lock Braking System (ABS), throttle response (MAP), Traction Control (TRACTION CONTROL) and SUSPENSION settings to suit differing road conditions and rider preferences.

Each riding mode is adjustable and the availability of the ABS, MAP, TRACTION CONTROL and SUSPENSION setting options vary between models. For more information, see page 43.

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

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

Description	Default Icon	Rider Edited Icon
Rain		
Road		
Sport		
Off-Road		
Off-Road Pro		
Rider		-

Riding Mode Selection

⚠ WARNING

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

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

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

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Do not loan your motorcycle to anyone as they may change the riding mode settings from the one you are familiar with.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If Traction Control (TC) has been disabled in the Main Menu as described on page 53 then all TC settings that were saved for all riding modes will be overridden.

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

If the traction control is disabled, the motorcycle will handle as normal but without traction control. In this situation, accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, leading to loss of motorcycle control which could result in serious injury or death.

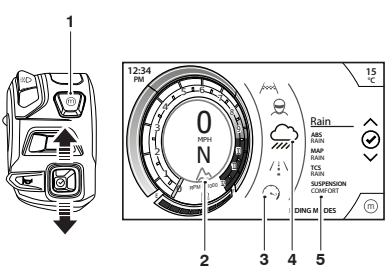
The riding mode will default to Road when the ignition is switched ON, if the Rider mode was active the last time the ignition was switched OFF with TC set to OFF in the required mode.

If the motorcycle was in Off-Road or Off-Road Pro riding mode when the ignition was switched off, then the riding mode will default to Road mode when the ignition is next switched ON.

A warning message is shown stating that the riding mode has changed. It also briefly allows the riding mode to be changed back to the original riding mode.

Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON. If the mode icons are not shown when the ignition switch is in the ON position, make sure that the engine stop switch is in the RUN position.

Off-Road and Off-Road Pro riding modes can not be selected whilst the motorcycle is in motion. The motorcycle must be stationery before selecting Off-Road and Off-Road Pro riding modes.



1. **Mode button**
2. **Current riding mode**
3. **Riding mode selection tray**
4. **Current riding mode selected**
5. **Current riding mode selected settings**

To select a riding mode:

- Short push and release the MODE button on the left hand switch housing to activate the riding mode selection tray.
- The currently active riding mode icon is shown highlighted.

To change the selected riding mode:

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

Motorcycle Stationary - Engine Off

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

Motorcycle Stationary - Engine Running

- Neutral gear is selected.

Motorcycle in Motion

Off-Road and Off-Road Pro riding modes can not be selected whilst the motorcycle is in motion.

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

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

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

Once the riding mode selection is complete, normal riding can be resumed.

Riding Mode Configuration

Key For The Following Riding Mode Configuration Tables

Key	
● = Standard (Factory Default Setting)	⊘ = Option Not Available
○ = Selectable Option	■ = Option Via Menu

Tiger 900 GT

Riding Mode Configuration Options				
	RAIN	ROAD	SPORT	OFF-ROAD
Anti-lock Braking System (ABS)				
Road	●	●	●	⊘
Off-Road	⊘	⊘	⊘	●
Off	⊘	⊘	⊘	⊘
MAP (Throttle Response)				
Rain	●	○	⊘	○
Road	○	●	○	●
Sport	⊘	○	●	○
Off-Road	⊘	⊘	⊘	●
Traction Control (TC)				
Rain	●	○	⊘	○
Road	○	●	○	●
Sport	⊘	○	●	○
Off-Road	⊘	⊘	⊘	●
Off	■	■	■	■

Tiger 900 GT Pro

Riding Mode Configuration Options					
	RAIN 	ROAD 	SPORT 	OFF-ROAD 	RIDER 
Anti-lock Braking System (ABS)					
Road	●	●	●	⊘	●
Off-Road	⊘	⊘	⊘	●	⊘
Off	⊘	⊘	⊘	⊘	⊘
MAP (Throttle Response)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	○	○
Off-Road	⊘	⊘	⊘	●	⊘
Traction Control (TC)					
Rain	●	○	⊘	○	○
Road	○	●	○	○	●
Sport	⊘	○	●	○	○
Off-Road	⊘	⊘	⊘	●	⊘
Off	■	■	■	○	■

Tiger 900 Rally Pro

Riding Mode Configuration Options						
	RAIN 	ROAD 	SPORT 	OFF-ROAD 	OFF-ROAD PRO 	RIDER 
Anti-lock Braking System (ABS)						
Road	●	●	●	⊘	⊘	●
Off-Road	⊘	⊘	⊘	●	●	⊘
Off	⊘	⊘	⊘	⊘	○	⊘
MAP (Throttle Response)						
Rain	●	○	⊘	○	○	○
Road	○	●	○	○	○	●
Sport	⊘	○	●	○	○	○
Off-Road	⊘	⊘	⊘	●	●	⊘
Traction Control (TC)						
Rain	●	○	⊘	○	○	○
Road	○	●	○	○	○	●
Sport	⊘	○	●	○	○	○
Off-Road	⊘	⊘	⊘	●	○	⊘
Off	■	■	■	○	●	■
Suspension - ON-ROAD						
Comfort	●	○	○	⊘	⊘	○
Normal	○	●	○	⊘	⊘	●
Sport	○	○	●	⊘	⊘	○
Suspension - OFF-ROAD						
Comfort	⊘	⊘	⊘	○	○	⊘
Normal	⊘	⊘	⊘	●	○	⊘
Sport	⊘	⊘	⊘	○	●	⊘

ABS Settings

⚠ WARNING

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

Braking too hard while ABS is off will cause the wheels to lock.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

ABS Settings Descriptions	
Road	Optimal ABS setting for road use. Optimised Cornering ABS function is active in this mode. Linked brake function is active in this mode. Applying the front brake will also operate the rear brake. Rear wheel lift control function is active in this mode.
Off-Road	Optimal ABS setting for off-road use. Optimised Cornering ABS function is disabled in this mode. Linked brake function is active in this mode, but optimised for off-road use. Applying the front brake will also operate the rear brake. ABS is active on both wheels, but optimised for off-road use. Rear wheel lift control function is active in this mode. FRONT WHEEL - The ABS allows more front wheel slip compared to the Road setting. REAR WHEEL - Use of the rear brake only will only operate the rear brake, and have no rear ABS functionality.
Off	ABS and linked brake function are disabled.

MAP Settings

MAP Settings Descriptions	
Road	Standard throttle response.
Rain	Reduced throttle response when compared to the Road setting. For use in wet or slippery conditions.
Sport	Increased throttle response when compared to the Road setting.
Off-Road	Optimal throttle response setting for off-road use.

Traction Control Settings

⚠ WARNING

If the traction control is disabled, the motorcycle will handle as normal but without traction control.

Accelerating too hard on wet/slippery road surfaces while traction control is off may cause the rear wheel to slip.

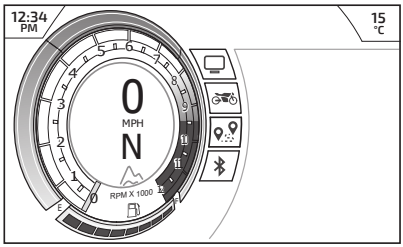
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Traction Control Settings Descriptions	
Road	Optimal traction control setting for road use.
Rain	Optimal traction control setting for road use in slippery conditions. Allows minimum rear wheel slip.
Sport	Allows increased rear wheel slip when compared with the Road setting.
Off-Road	Traction control is set up for off-road use. Allows increased rear wheel slip when compared to the Road setting.
Off	Traction control is disabled.

Main Menu

To access the Main menu:

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

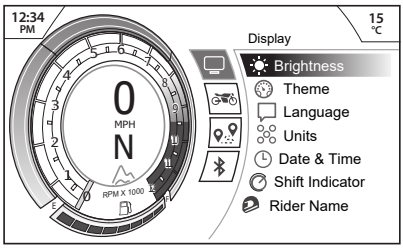


The Main menu allows access to the following options:

Symbol	Description
	Display This menu allows configuration of the display options. For more information, see page 48.
	Bike This menu allows configuration of the different features of the motorcycle. For more information, see page 53.
	Journey This menu allows configuration of Trip 1 and Trip 2. For more information, see page 59.
	Bluetooth® (if fitted) This menu allows configuration of the Bluetooth® connectivity. For more information, see page 61.

Display

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

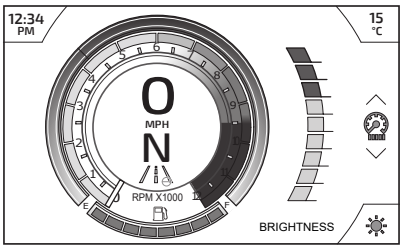


To access the Display menu:

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

Display - Brightness

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



To adjust the brightness of the display screen:

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

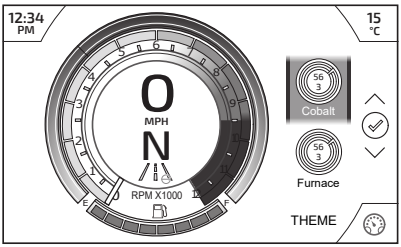
NOTICE

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

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

Display - Theme

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

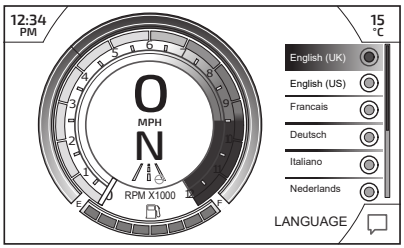


To change the theme:

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

Display - Language

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

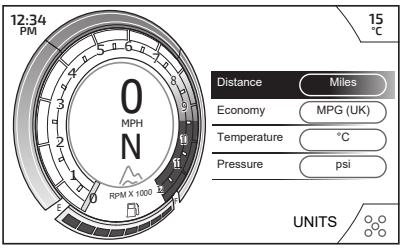


To select the required language for the instrument display:

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

Display - Units

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



To change the units of measurement:

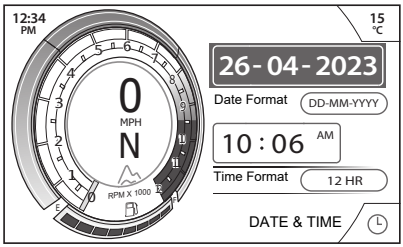
- Push the joystick down/up to highlight the required option (Distance, Economy, Temperature or Pressure).
- Push the joystick centre to select.
- Push the joystick down/up to select the required unit of measurement from the drop down menu.
- Push the joystick centre to confirm.

- Push the joystick left to return to the Display menu.

Units of Measurement Options	
Distance	Miles
	km
Economy	MPG (UK)
	MPG (US)
	L/100km
	km/L
Temperature	°C
	°F
Pressure	psi
	bar
	kPa

Display - Date and Time

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

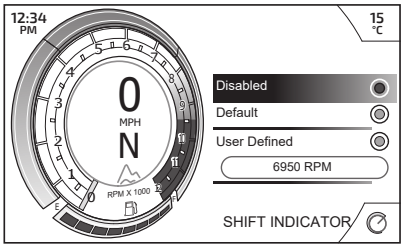


To set the date and time format:

- Navigate through the date and time options using the joystick.
- Push the joystick centre to confirm the option that needs to be changed.
- Push the joystick down/up to select the required number and push the joystick centre to confirm.
- Push the joystick left/right to navigate to the next number.
- Follow the same procedure to change the remaining numbers.
- Push the joystick centre to confirm.
- Follow the same procedure to change any other date and time options.
- Push the joystick left to return to the Display menu.

Display - Shift Indicator

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



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

To disable the gear shift indicator:

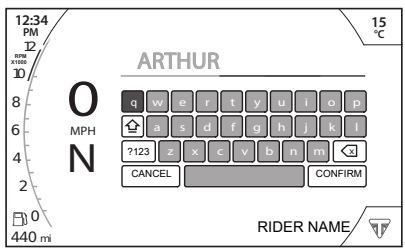
- Push the joystick down/up to select the Disabled option.
- Push the joystick centre to confirm.
- Push the joystick left to return to the Display menu.

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

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

Display - Rider Name

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

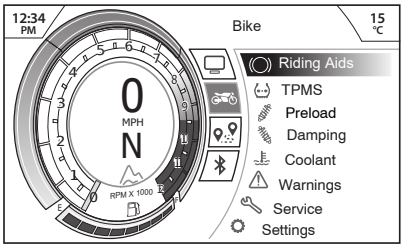


To enter a rider's name:

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

Bike

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



Tiger 900 GT Pro Bike menu shown

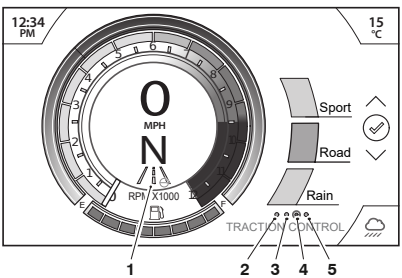
To access the Bike menu:

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

Bike - Riding Aids

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

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



1. **Current riding mode**
2. **ABS option**
3. **MAP option**
4. **TRACTION CONTROL option (selected option)**
5. **SUSPENSION option**

To change a riding mode setting:

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

Bike - TPMS (if fitted)

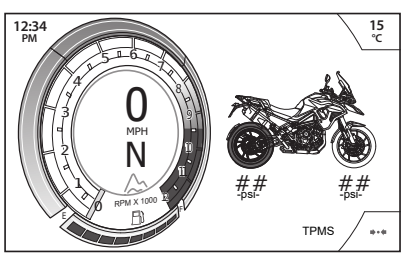
⚠ WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

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



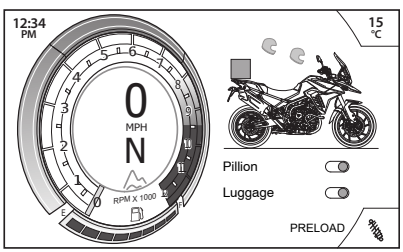
The front or rear tyre will be highlighted on the motorcycle image to indicate that the tyre pressure is below the recommended pressure.

For more information on TPMS and tyre pressures, see page 170.

Bike - Preload

Tiger 900 GT Pro Only

The PRELOAD menu allows the adjustment of the preload parameters to suit rider preferences and riding conditions.



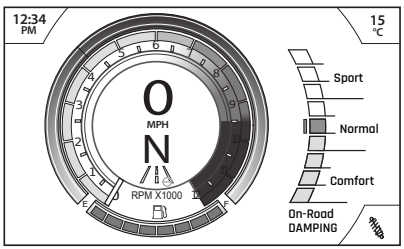
To adjust the preload suspension setting:

- Push the joystick down/up to select Pillion, push joystick centre to add/remove pillion. Pillion helmet icon will illuminate when selected.
- Push the joystick down/up to select Luggage, push joystick centre to add/remove luggage. Luggage icon will illuminate when selected.
- Push the joystick left to return to the previous menu.

Bike - Damping

Tiger 900 GT Pro Only

The Damping menu allows the adjustment of the on-road and off-road damping parameters to suit rider preferences and riding conditions.

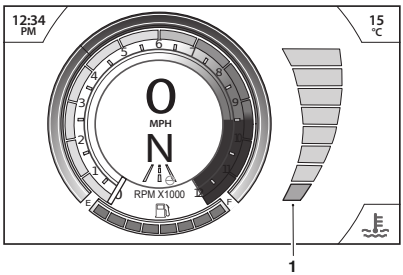


To adjust the damping suspension setting:

- Push the joystick down/up to decrease/increase the damping setting in the Comfort, Normal or Sport range.
- Push the joystick centre to confirm the selection.
- Push the joystick left to return to the Bike menu.

Bike - Coolant

The Coolant menu shows the coolant temperature gauge. For more information, see page 37.

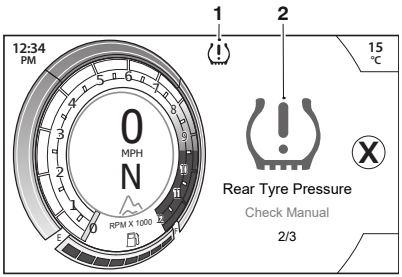


To view the coolant temperature gauge:

- From the Bike menu, push the joystick down/up to select the Coolant option.
- Push the joystick centre to confirm.
- Push the joystick left to return to the Bike menu.

Bike - Warnings

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



1. **TPMS warning light**
2. **TPMS symbol (tyre pressure shown)**

To view the warnings:

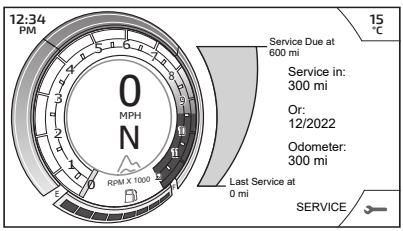
- Push the joystick down/up to review each warning (if more than one).
- The warning counter will show the amount of warnings that are present.
- Push the joystick left to return to the Bike menu.

Low Battery Warning

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

Bike - Service

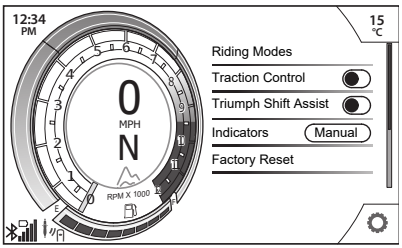
The Service menu shows the service interval and the odometer.



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

Bike - Settings

The Settings menu allows configuration of several motorcycle settings.



The Settings options include:

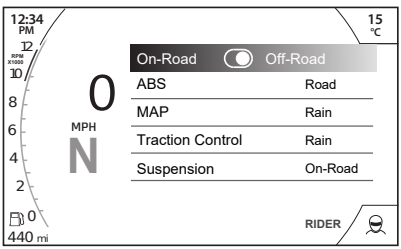
- Riding Modes
- Traction Control
- Triumph Shift Assist
- Indicators
- Factory Reset.

Settings - Riding Modes

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

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

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



To adjust the riding mode settings:

- Scroll down/up the specific riding mode settings using the joystick to highlight the required setting.
- Push the joystick centre to confirm. The relevant setting menu is now shown.
- Once the setting has been adjusted accordingly, push the joystick centre to confirm and return to the main Riding Modes. If changed from the default option, the Rider symbol will be displayed.
- Repeat the procedure to adjust any other riding mode settings.
- Push the joystick left to return to the previous menu.

Settings - Traction Control

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

To enable or disable the traction control:

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

For more information on traction control, see page 80.

Settings - Triumph Shift Assist

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

The clutch must be used for stopping and pulling away.

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

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

To enable or disable Triumph Shift Assist:

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

For more information on Triumph Shift Assist, see page 107.

Settings - Indicators

The direction indicators setting can be changed.

To change the direction indicators setting:

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

Indicator Settings Options	
Manual	The self-cancelling function is off. The direction indicators must be manually cancelled using the direction indicator switch.
Self-Cancel	The self-cancelling function is on. The direction indicators will activate for eight seconds and an additional 65 metres.

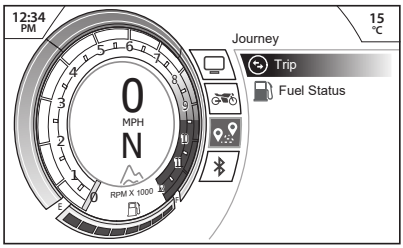
For more information on direction indicators, see page 70.

Settings - Factory Reset

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

Journey

The Journey menu allows configuration of the motorcycle journey information.

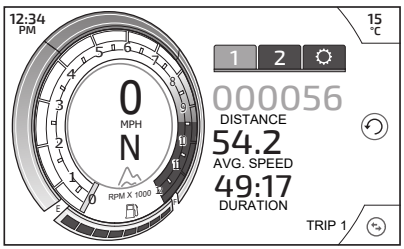


To access the Journey menu:

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

Journey - Trip Meter

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



To view a specific trip meter:

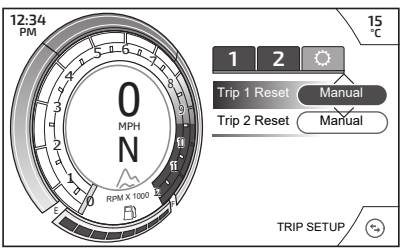
- Push the joystick left/right to select 1 or 2 from the tabs.
- The relevant trip meter information is then shown.

To reset a trip meter:

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

Journey - Trip Settings

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



To reset the trip meters:

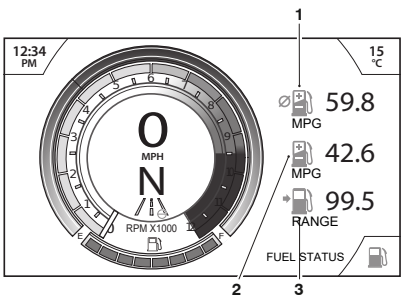
- Push the joystick left/right to select the Trip Settings tab.
- Push the joystick down/up to select the required trip meter. Push the joystick centre to confirm.
- Push the joystick down/up to select the required reset option and push the joystick centre to confirm.
- Push the joystick left to return to the journey menu.

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

Journey - Fuel Status

The Fuel Status menu shows fuel consumption information.

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



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

Average Fuel Consumption

This is an indication of the average fuel consumption.

A long push on the joystick centre will reset the average fuel consumption data. After being reset, **--.-** is shown until 0.1 miles/km has been covered.

Instantaneous Fuel Consumption

This is an indication of the fuel consumption at an instant in time. If the motorcycle is stationary, **--.-** is shown.

Range to Empty

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

Bluetooth®

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

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

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

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Table of Contents

GENERAL INFORMATION

Controls

Ignition Switch/Steering Lock

⚠ WARNING

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

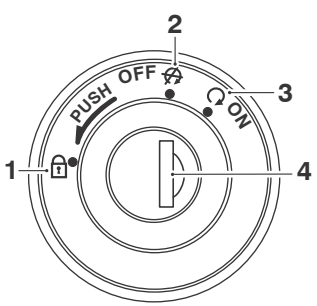
Any unauthorised use of the motorcycle may cause injury to the user, other road users and pedestrians and may also cause damage to the motorcycle.

⚠ WARNING

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

Never turn the key to the LOCK position while the motorcycle is moving as this will cause the steering to lock.

Locked steering will lead to loss of motorcycle control which could result in serious injury or death.



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

Ignition Switch Positions

This is a three position, key operated switch. The key can be removed from the switch only when it is in the OFF or LOCK position.

To lock the motorcycle:

- Turn the handlebar fully to the left.
- Turn the key to the OFF position.
- Push and fully release the key.
- Rotate it to the LOCK position.

Engine Immobiliser

The ignition barrel housing acts as the antenna for the engine immobiliser. When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobiliser is active, see page 27. The engine immobiliser is deactivated when the ignition key is in the ignition switch and it is turned to the ON position.

Ignition Key

⚠ WARNING

Additional keys, key rings/chains or items attached to the ignition key may interfere with the steering.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

NOTICE

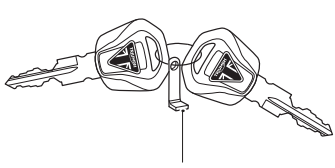
Do not store the spare key with the motorcycle as this will reduce all aspects of security.

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

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

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

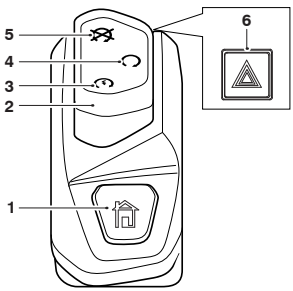
Always get replacement keys from your authorised Triumph dealer. Replacement keys must be 'paired' with the motorcycle's immobiliser by your authorised Triumph dealer.



1. **Key number tag**

Right Handlebar Switches

The switches are illuminated on Tiger 900 GT Pro and Tiger 900 Rally Pro.



1. **HOME button**
2. **Engine start/stop switch**
3. **START position**
4. **RUN position**
5. **STOP position**
6. **Hazard warning lights switch**

The following sections describe the handlebar buttons and switches functions.

HOME Button

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

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

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

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.

NOTICE

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.

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.

NOTICE

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

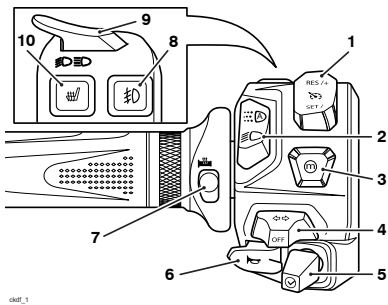
Hazard Warning Lights Button

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

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

Left Handlebar Switches

The switches are illuminated on Tiger 900 GT Pro and Tiger 900 Rally Pro.



1. **Cruise control adjust switch (if fitted)**
2. **Daytime Running Lights (DRL) switch (if fitted)**
3. **MODE button**
4. **Direction indicator switch**
5. **Joystick button**
6. **Horn button**
7. **Heated grips switch (if fitted)**
8. **Front fog lights switch (if fitted)**
9. **High beam button**
10. **Rider heated seat switch (if fitted)**

The following sections describe the handlebar buttons and switches functions.

Cruise Control Adjust Switch

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

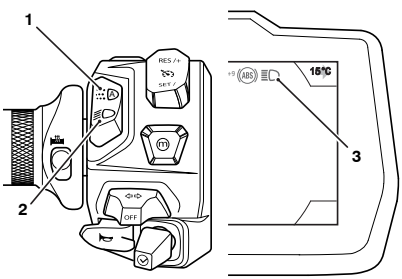
For more information on cruise control operation, see page 76.

Automatic Daytime Running Lights (DRL) Indicator Light (if fitted)

With the DRL switch, on the left hand switch housing, set to DRL the headlight will automatically switch between DRL and dipped headlight depending on the surrounding ambient light brightness.

When the DRL is on, indicator light will illuminate.

When the dipped beam headlight is on, the DRL indicator light will be off.



ckdf_2

1. **Daytime running light position**
2. **Dipped position**
3. **DRL/main beam indicator light**

During daylight hours, the DRL and the front marker lights, see page 75, improve the visibility of the motorcycle to other road users. The front marker lights remain on for DRL, dipped and high beam headlights.

The change from daytime running lights to dipped beam headlights can be changed manually by using a switch on the left hand switch housing. With the switch in the dipped headlight position, the headlight will not automatically switch between dipped headlight and DRL.

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

⚠ WARNING

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

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

Dazzling other road users or reduced vision in low ambient light levels may lead to loss of motorcycle control which could result in serious injury or death.

MODE Button

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the display screen. Further presses of the MODE button will scroll through the available riding modes, see Riding Mode Selection on page 40.

Press and hold the MODE button when a riding mode is selected provides direct access to the riding mode's configuration menu.

For more information on riding mode selection and configuration, see page 43.

Direction Indicator Switch

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

When the brakes are applied for emergency braking, the rear direction indicators will flash on and off.

Automatic Self-Cancelling Indicators

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

To disable the indicator self-cancel system refer to the Bike Setup section on page 59.

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

Joystick Button

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

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

Horn Button

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

Heated Grips Switch

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

When the heated grips are switched on, the heated grips symbol will appear in the display and the selected heat level will be shown.

If the heated grips are on when the engine is turned off, they will turn on again if the engine is started within 15 minutes. The heated grips will reset to off 15 minutes after the engine has been turned off.

There are three levels of heat: low, medium and high. This is indicated by the different colours of the symbols shown in the display.

1. **Low heat symbol (yellow)**
2. **Medium heat symbol (orange)**
3. **High heat symbol (red)**

For maximum benefit in cold conditions, from the OFF position press the switch once for the high heat setting initially and then reduce the heat level by pressing the switch again for a low heat setting when the grips have warmed up.

To turn off the heated grips, press and release the switch until the heated grips symbol is no longer shown in the display.

Low Power Voltage Cut Off

If a low voltage is detected, the heated grips switch will power off. The heated grips will not function again until the voltage rises to a safe level.

The switch will not power back on automatically even if the voltage rises to the safe level. The user must manually press the switch again to activate the heated grips.

Fog Lights Switch (if fitted)

To turn the fog lights on or off, with the headlights on, press and release the fog lights switch. When the fog lights are turned on, the fog lights indicator will illuminate in the display.

The fog lights switch will only operate when the headlights are on and the engine is running.

If the fog lights are on when the engine is turned off, they will turn on again if the engine is started within 15 minutes. The fog lights will reset to off 15 minutes after the engine has been turned off.

High Beam Button

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

Models with Daytime Running Lights (DRL)

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

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

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

Models without Daytime Running Lights (DRL)

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

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

Rider and Passenger Heated Seat Switch (if fitted)

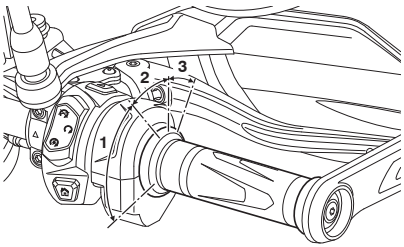
The rider and passenger heated seats will only heat when the engine is running. When the heated seats are switched on, then the heated seats symbols will appear in the display. The selected heat level will also be indicated by the colour of the symbol.

If the heated seats are on when the engine is turned off, they will turn on again if the engine is started within 15 minutes. The heated seats will reset to off 15 minutes after the engine has been turned off.

For more information, see page 94.

Throttle Control

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



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

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

From the closed position, the throttle twist grip can be rolled forward 3 - 4 mm to deactivate the cruise control (if fitted), see page 78.

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 a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer 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 (MIL) illuminated. The fault may affect engine performance, exhaust emissions and fuel consumption.

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Reduced engine performance could cause a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

Brake Use

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

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

Brake Lever Adjuster

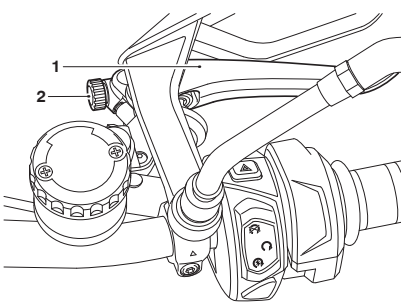
⚠ WARNING

Do not attempt to adjust the levers with the motorcycle in motion as this could lead to loss of motorcycle control.

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

Do not loan your motorcycle to anyone as they may change the lever setting from the one you are familiar leading to loss of motorcycle control which could result in serious injury or death.

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



1. **Brake lever**
2. **Adjuster wheel**

To adjust the brake lever:

- Rotate the adjuster wheel to the required position.
- The distance from the handlebar grip to the released lever is shortest when the adjuster wheel is turned fully anticlockwise. It is the longest when the adjuster wheel is turned fully clockwise.

Clutch Lever Adjuster

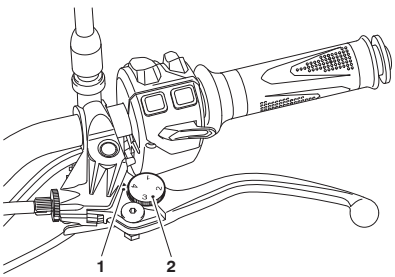
⚠ WARNING

Do not attempt to adjust the levers with the motorcycle in motion as this could lead to loss of motorcycle control.

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

Do not loan your motorcycle to anyone as they may change the lever setting from the one you are familiar leading to loss of motorcycle control which could result in serious injury or death.

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



1. **Arrow mark**
2. **Adjuster wheel (handguard removed for clarity)**

To adjust the clutch lever:

- Push the clutch 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 clutch lever is shortest when set to number four, and longest when set to number one.

Front Marker Lights

When the ignition is turned on and is out of power save mode, the front direction indicators will illuminate at 50% brightness to be the front marker lights.

When the direction indicator switch is turned to the left or right, the relevant direction indicators will flash on and off at 100% brightness and the other front direction indicator will remain illuminated at 50%.

Cruise Control

⚠ WARNING

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Riding a motorcycle at high speeds can be dangerous since the time available to react to a hazard is greatly reduced at high speeds.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

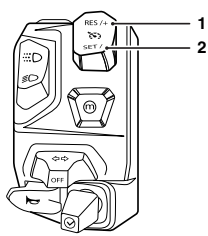
High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

High speed operation in any other circumstances is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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

Cruise control will continue to function if the ABS has been disabled or a riding mode is selected with ABS set to Off or Off-Road Pro (if available).

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



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

Cruise control can be switched on or off at any time but it cannot be activated until all the conditions described on page 77 have been met.

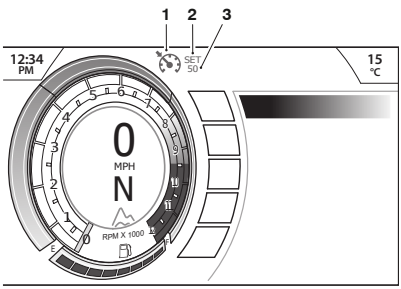
Activating Cruise Control

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

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

- The motorcycle must be travelling at a speed between 19 to 100 mph (30 to 160 km/h).
- The motorcycle must be in 3 rd gear or higher.
- Once these conditions have been met, push the SET/- button to activate cruise control. The cruise control symbol will be shown in a green light in the TFT display to indicate that cruise control is now active.

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



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

The cruise control system will maintain the set speed until:

- The set speed is adjusted as described on page 78.
- Cruise control is deactivated as described on page 78.

Adjusting the Set Speed While in Cruise Control

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

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

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

Stop pushing the adjust button when the required speed is shown in the display.

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

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

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

Deactivating Cruise Control

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

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

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

The cruise control set speed can be resumed as described on page 79, provided the cruise control has not been deactivated by turning the ignition switch to the OFF position.

Resuming the Cruise Control Set Speed

⚠ WARNING

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

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery is dangerous.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

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

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

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

The motorcycle must be travelling at a speed between 19 to 100 mph (30 to 160 km/h) and be in 3 rd gear or higher.

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

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

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

Traction Control (TC)

⚠ WARNING

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

Traction control or optimised cornering traction control cannot prevent the front wheel from slipping.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

In the event of a fault, the traction control disabled warning light may be accompanied by the engine management system malfunction indicator light and/or the ABS warning light.

Do not continue to ride for longer than is necessary with any of the above warning lights illuminated. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Hard acceleration and cornering in this situation may cause the rear wheel to spin leading to loss of motorcycle control which could result in serious injury or death.

All motorcycles are equipped with Traction Control (TC). Traction control is a system that 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 indicator light will flash while it is engaged and a change to the sound of the engine may be noticed. For information on the traction control indicator light operation, see page 30.

NOTICE

Traction control may not always be active depending on the riding mode selected.

Traction control and optimised cornering traction control (if fitted) may not function if there is a malfunction with the ABS system. In this situation, the warning lights for the ABS, traction control and the MIL may be illuminated.

Optimised Cornering Traction Control (if fitted)

⚠ WARNING

If a fault occurs with the optimised cornering traction control system, the traction control disabled warning light will illuminate and a message will be shown in the display.

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

- There are no other faults with the traction control system.

- Traction control has NOT been disabled (see Bike Setup on page 58 or Riding Mode Configuration on page 40).

Care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin.

In the event of a fault, the traction control disabled warning light may be accompanied by the engine management system malfunction indicator light and/or the ABS warning light.

Do not continue to ride for longer than is necessary with any of the above warning lights illuminated. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Hard acceleration and cornering in this situation may cause the rear wheel to spin leading to loss of motorcycle control which could result in serious injury or death.

Optimised cornering traction control is a system designed to provide increased control should the traction control be activated whilst the motorcycle is leaning in a corner.

The system constantly monitors the lean angle of the motorcycle and adapts the level of traction control intervention to maintain rear wheel traction during cornering.

Optimised cornering traction control is not active when in Off-Road or Off-Road Pro mode.

NOTICE

Traction control may not always be active depending on the riding mode selected.

Traction control and optimised cornering traction control (if fitted) may not function if there is a malfunction with the ABS system. In this situation, the warning lights for the ABS, traction control and the MIL may be illuminated.

For full details of the traction control disabled warning light operation and its associated instrument warning messages, see page 58.

Traction Control Settings

⚠ WARNING

If the traction control is disabled, the motorcycle will handle as normal but without traction control.

Accelerating too hard on wet/slippery road surfaces while traction control is off may cause the rear wheel to slip.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

The traction control system can be disabled as described in Bike Setup on page 58, or set to the conditions described in Riding Mode Configuration on page 40.

Tyre Pressure Monitoring System (TPMS) (if fitted)

⚠ WARNING

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

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

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

Use of the TPMS system to set inflation pressures may lead to incorrect tyre pressures leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

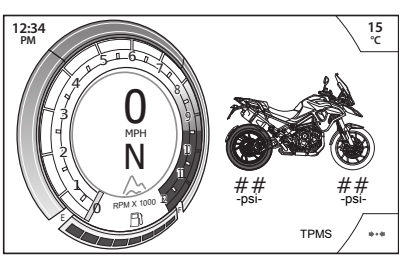
The Tyre Pressure Monitoring System (TPMS) is available as an accessory kit. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

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

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

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



Tyre Pressures

⚠ WARNING

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

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

Use of the TPMS system to set inflation pressures may lead to incorrect tyre pressures leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

Always have the tyres fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

NOTICE

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

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

Always have the tyres fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

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

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

Tyre Pressure Sensor Batteries

When the battery voltage in a pressure sensor is low, a message will be shown in the instrument display and the TPMS symbol or message will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be shown in the instrument display, the red TPMS warning light will be on and the TPMS symbol will flash continuously. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided in the Motorcycle Service Handbook.

With the ignition turned ON, if the TPMS symbol flashes continuously or the TPMS warning light remains on there is a fault with the TPMS system. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre Pressure Sensor Serial Number

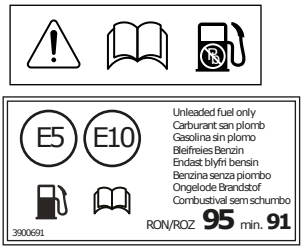
The serial number for the tyre pressure sensor is printed on a label attached to the sensor. This number may be required for service or diagnostics.

When the tyre pressure monitoring system is being fitted to the motorcycle, make sure that the serial numbers of the front and rear tyre pressure sensors are recorded in the spaces provided in the Motorcycle Service Handbook.

Replacement Tyres

When replacing tyres, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to fit your tyres and make sure they are aware that tyre pressure sensors are fitted to the wheels.

Fuel



Fuel Grade

Triumph motorcycles are designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with a minimum octane rating of 91 RON.

Ethanol

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

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

Engine Calibration

In certain circumstances engine calibration may be required. This should be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

NOTICE

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

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

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

NOTICE

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

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

Always make sure you have adequate fuel for your journey.

NOTICE

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

Refuelling

⚠ WARNING

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

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

- Do not smoke.

- Do not use a mobile telephone.

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

- Pay full attention and remain alert while refuelling.

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

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

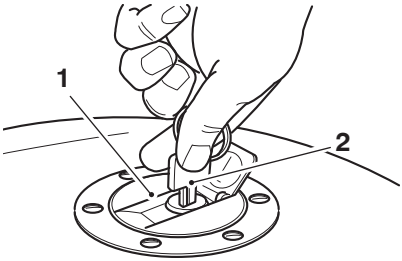
- Because petrol (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard, which could cause damage to property, serious injury or death.

NOTICE

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

Contaminated fuel may cause damage to fuel system components.

Fuel Tank Cap



1. **Fuel tank cap**
2. **Key**

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

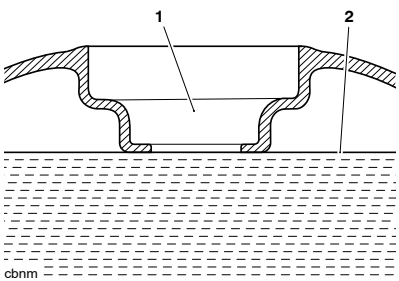
To close and lock the cap, push the cap down into place with the key inserted, until the lock clicks into place. Withdraw the key and close the key cover.

NOTICE

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

Filling the Fuel Tank

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



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

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

Stands

Side Stand

WARNING

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

Never attempt to ride with the side stand down or interfere with the interlock mechanism as this will cause a dangerous riding condition.

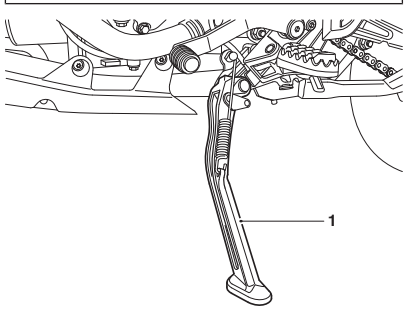
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

CAUTION

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

This may cause the motorcycle to fall over.

Failure to follow the advice above could result in minor to moderate injury.



1. **Side stand**

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

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

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

For instructions on safe parking, refer to the How to Ride the Motorcycle section, see page 113.

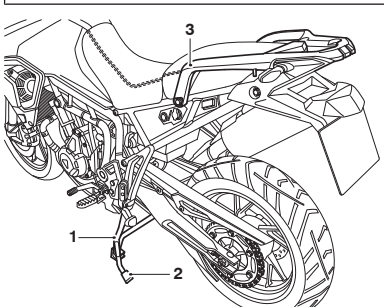
Centre Stand (if fitted)

⚠ CAUTION

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

This may cause the motorcycle to fall over.

Failure to follow the advice above could result in minor to moderate injury.



1. **Centre stand**
2. **Foot finder**
3. **Rear grab rail**

To set the motorcycle on the centre stand:

- Hold the motorcycle upright.
- Step down firmly on the foot finder part of the stand.
- Lift the motorcycle up and to the rear using the rear grab rail as a handhold.

For instructions on safe parking, refer to the How to Ride the Motorcycle section, see page 113.

NOTICE

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

Seats

Seat Care

NOTICE

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

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

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

For more information on seat cleaning, see page 194.

Seat Lock

⚠ 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 in the lock, it will detach from the lock.

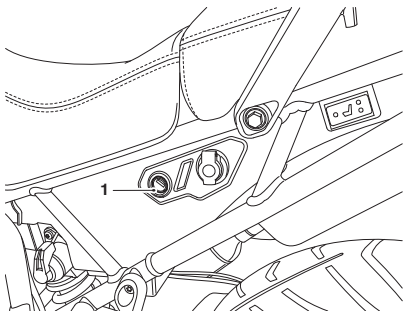
A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

The motorcycle must not be ridden with the key in the seat lock.

Always lock the seat and remove the key before riding the motorcycle.

The seat lock is located on the left hand side of the motorcycle, on the frame below the seat.



1. **Seat lock**

The seat can be removed to gain access to the battery, storage area and tool kit.

Seats - Removal

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

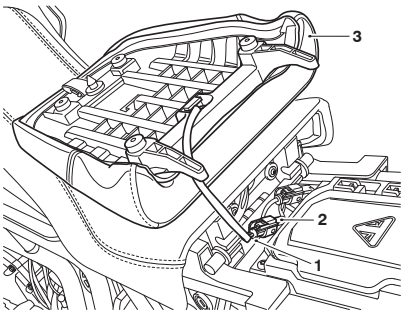
Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

Passenger Seat

- Insert the ignition key into the seat lock, see page 90.
- Turn the ignition key anticlockwise while pressing down on the rear of the seat. This will release the seat from its lock and allow it to be slid rearwards.
- If fitted with heated seats, rotate the passenger seat and rest it on the rider's seat. Disconnect the heated seat's electrical connector.
- Remove the seat from the motorcycle.

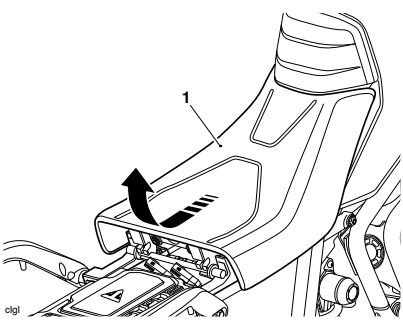


1. **Electrical connector**
2. **Clip**
3. **Heated passenger seat**

Rider Seat

The passenger seat must be removed before the rider's seat can be removed. There is also a small storage compartment located beneath the passenger seat, see page 95.

- Remove the passenger seat.
- Grasp the rider's seat on either side, and slide it rearwards and upwards.
- If fitted with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.



1. **Rider's seat**

Seats - Installation

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

⚠ WARNING

The rider's seat is only correctly retained and supported once the passenger seat is correctly fitted.

Never ride the motorcycle with the passenger seat detached or removed, as the rider's seat will not be secure and may move.

A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

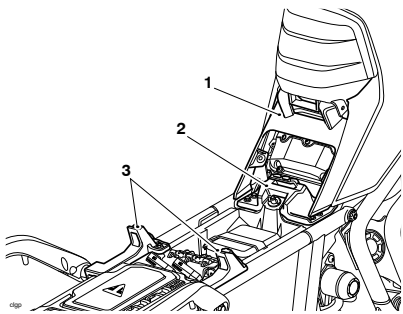
To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards.

If the seat is not correctly secured in the lock, it will detach from the lock.

A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

Rider Seat

- Reconnect the heated seat's electrical connector (if fitted).
- Position the seat tongue into its slot in the seat support.
- Engage the seat's front rail into the seat bridge at the rear of the fuel tank and lower the rear rail onto the seat rear supports.

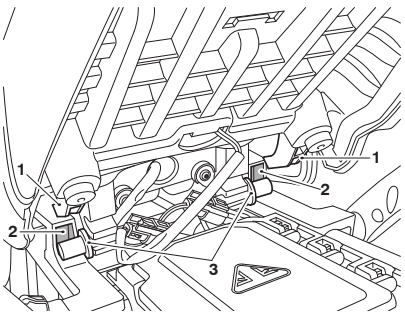


1. **Seat support**
2. **Seat bridge**
3. **Seat rear supports**

- Refit the passenger seat.

Passenger Seat

- Reconnect the heated seat's electrical connector (if fitted).
- Push down firmly on the rear of the rider seat and hold.
- Engage the seat's two brackets into the locating feature.
- Press down at the rear to engage in the seat lock.



1. **Passenger seat brackets**
2. **Locating feature**
3. **Rider's seat mountings**

Rider's Seat Height Adjustment

⚠ WARNING

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

Never ride the motorcycle with an incorrectly adjusted seat, as the rider's seat will not be secure.

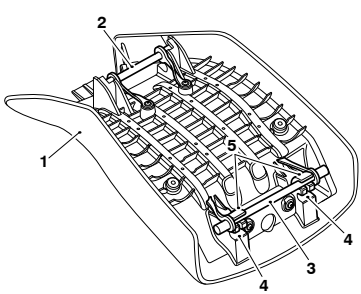
A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

After adjusting the seat height, 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 lead to loss of motorcycle control which could result in serious injury or death.

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



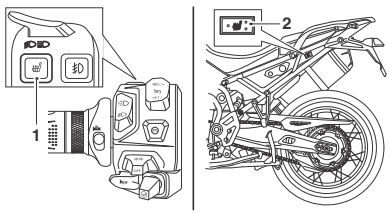
1. **Rider's seat**
2. **Front seat height adjuster**
3. **Rear seat height adjuster**
4. **Low seat height position (rear shown)**
5. **High seat height position (rear shown)**

To adjust the rider's seat:

- Remove the rider's seat, see page 91.
- Reposition both seat height adjusters to the higher or lower position as required.
- Make sure that both adjuster rails are fully engaged in their brackets on the seat.
- Refit the rider's seat making sure the seat tongue fits into its slot in the seat support, the seat's front rail fits into the seat bridge at the rear of the fuel tank and lower the rear rail onto the seat rear supports, see page 92.

Heated Seats (if fitted)

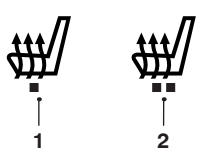
The heated seats switches (if fitted) are located on the left hand side of the motorcycle.



1. **Rider's heated seat switch location**
2. **Passenger's heated seat switch location**

The heated seats will only heat when the engine is running. When the heated seats are switched on, the heated seats symbol will appear in the display. The selected heat level for each seat will also be indicated by the colour of the symbol.

There are two levels of heat: low and high.



1. **Low heat symbol (amber)**
2. **High heat symbol (red)**

Rider Heated Seat

- For maximum benefit in cold conditions, from the OFF position press the rider heated seat switch once for the high heat setting initially, and then reduce the heat level by pressing the rider heated seat switch again for the low heat setting when the seat has warmed up.
- To turn the rider heated seat off, press and release the rider heated seat switch until the heated seats symbol is no longer shown in the display.

Passenger Heated Seat

- For maximum benefit in cold conditions, switch the passenger heated seat switch to the high heat setting initially and then reduce the heat level by switching the passenger heated seat switch to the low heat setting when the passenger seat has warmed up.
- To turn the passenger heated seat off, move the switch to its central position. After a short delay, the passenger heated seat symbol will no longer be shown in the display.

Low Power Voltage Cut Off

If a low voltage is detected the heated seats switches will power off. The heated seats will not function again until the voltage rises to a safe level.

The switches will not power back on automatically even if the voltage rises to the safe level. The ignition must be switched off then on again to activate the heated seats.

Storage Compartment (if fitted)

NOTICE

Loose and unsecured items in the storage compartment may get damaged or cause damage to the motorcycle.

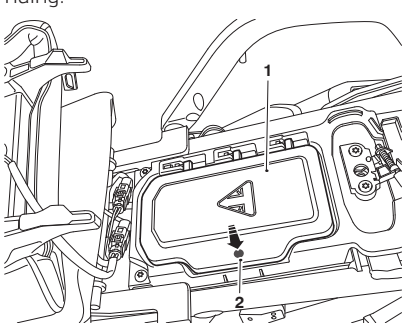
Make sure there is sufficient space surrounding any electronic devices or other items for the storage compartment to close without causing any damage to the items or the motorcycle.

Secure all electronic devices, cables and any other items safely in the storage compartment before riding.

NOTICE

Always make sure that the storage compartment lid is closed securely before refitting the seat to prevent damage to the storage compartment lid.

There is a small storage compartment located underneath the passenger seat. The storage compartment may be used to store electrical devices when using the USB socket, and small items when riding.



1. **Storage compartment**
2. **Push to open**

To open the storage compartment, press the centre of the left hand side of the storage compartment lid to release the lock device to open it.

Windscreen

⚠ WARNING

Never attempt to clean the windscreen while riding the motorcycle.

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

Attempting to clean the windscreen while riding the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

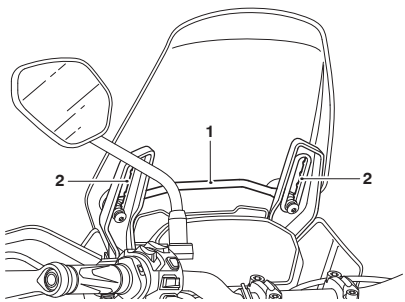
⚠ WARNING

Make sure that the windscreen is adjusted to the same position on both sides.

Riding the motorcycle with an incorrectly adjusted windscreen may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

The windscreen fitted to this motorcycle can be manually adjusted through five height positions without the use of tools.



1. **Height adjustment handle**
2. **Adjustment position**

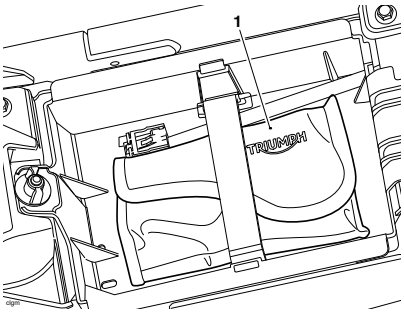
To adjust the windscreen height:

- Safely sit on the motorcycle.
- Firmly grip the adjustment handle.
- Push the windscreen forwards slightly to release the tension in the mountings.
- Slide the windscreen up or down to the required height.
- Release the adjustment handle.

For windscreen cleaning information, see page 194.

Tool Kit

The tool kit is located in the storage tray under the rider's seat and is secured with a rubber strap.



1. **Tool kit**

To access the tool kit, remove the rider's seat, see page 91.

USB Socket (if fitted)

⚠ WARNING

The USB sockets are not waterproof unless the waterproof cap is installed. Do not connect electronic devices whilst it is raining.

Water in a USB socket could lead to an electrical problem resulting in motorcycle damage, which may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

Loose and unsecured items in the storage compartment may get damaged or cause damage to the motorcycle.

Make sure there is sufficient space surrounding any electronic devices or other items for the storage compartment to close without causing any damage to the items or the motorcycle.

Secure all electronic devices, cables and any other items safely in the storage compartment before riding.

NOTICE

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

NOTICE

Adaptor cables are not supplied with the motorcycle.

There are two Universal Serial Bus (USB) sockets. These sockets allow connection for charging electronic devices such as mobile phones, cameras, and GPS devices

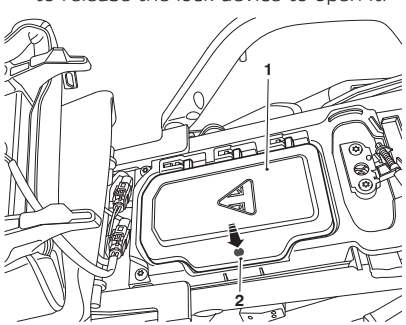
The USB sockets cannot be used for charging the motorcycle battery.

USB Type A Socket

The USB type A socket can provide 5 Volts to USB devices. Up to 2 Amps can be supplied to loads connected to this USB socket

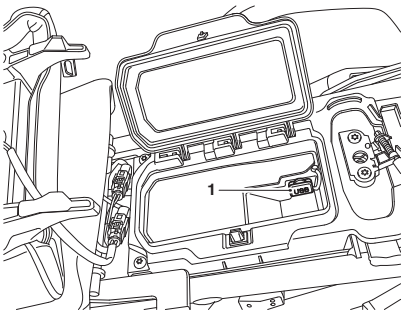
To access the USB type A socket:

- Remove the passenger seat, see page 91.
- The USB socket is located in the storage compartment below the passenger seat.
- Press the centre of the left hand side of the storage compartment lid to release the lock device to open it.



1. **Storage compartment**
2. **Push to open**

- Remove the cap.
- Plug the relevant USB adaptor cable into the socket.



1. **Universal Serial Bus (USB) socket**

- Start the engine to access the power supply to the USB socket.
- Fit the front seat, see page 92.

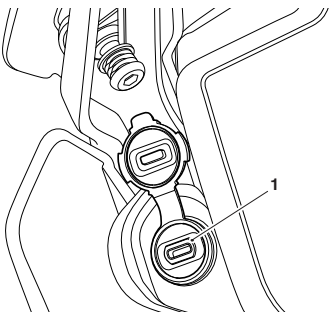
USB Type C Socket

The USB type C socket is capable of fast charging and can supply up to 18 Watts to compatible devices.

The USB type C socket is located on the left hand side of the instruments mounting bracket.

To access the USB type C socket:

- Remove the cap.
- Plug the relevant USB adaptor cable into the socket.



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1. USB C socket

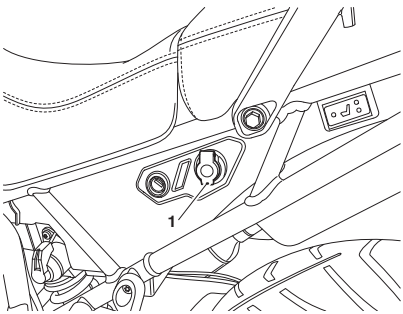
- Start the engine to access the power supply to the USB socket.

Electrical Accessory Sockets

Accessory Socket

There is an accessory socket located next to the seat lock. This socket has power supplied to it if the ignition switch is ON only.

This socket cannot be used to charge the battery.



1. Accessory socket (rear)

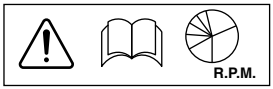
The accessory socket provide a 12 Volt electrical supply.

The accessory socket circuit is protected by the specified fuse shown in the fuse charts on page 180.

To protect the battery from excessive discharge while using fitted electrical accessories, the current which may be drawn through each electrical accessory sockets is five Amps.

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

Running-In



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

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

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

During the first 600 miles (1,000 km):

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

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

- Engine speed can gradually be increased to the maximum engine speed for short periods.

Both during and after running-in has been completed:

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

Daily Safety Checks

⚠ WARNING

Always perform the daily safety checks every day before you ride the motorcycle.

Failure to perform these daily safety checks may lead to loss of motorcycle control which could result in motorcycle damage, serious injury or death.

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

If any irregularities are found during these checks, refer to the Maintenance and Adjustment section or contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer for the action required to return the motorcycle to a safe operating condition.

Check:

Fuel: Adequate supply in tank, no fuel leaks, see page 88.

Engine Oil: Correct level on dipstick or shown in sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler, see page 130.

Drive Chain: Correct adjustment, see page 142.

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, loose/broken spokes, punctures etc., see page 169.

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

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables, see page 155.

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, see page 148.

Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads, see page 148.

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs, see page 149.

Front Forks: Smooth action. No fork oil leakage, see page 158.

Throttle: Make sure that the throttle grip returns to the idle position without sticking, see page 139.

Clutch: Smooth operation and correct cable free play, see page 140.

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) see page 137.

Electrical Equipment: All lights and horn function correctly, see page 68.

Engine Stop: Engine start/stop switch turns the engine OFF when the switch is moved to the STOP position, see page 67.

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged, see page 88.

Table of Contents

Stopping the Engine

⚠ WARNING

Do not stop the engine using the ignition switch or engine stop switch whilst the motorcycle is moving.

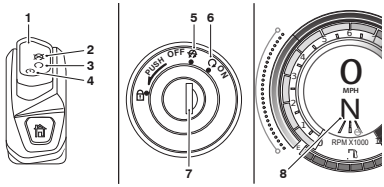
Always bring the motorcycle to a stop safely and engage Neutral gear prior to stopping the engine.

Stopping the engine by turning off the ignition or engine stop switch whilst the motorcycle is moving can lock the rear wheel, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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.

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.



1. **Engine stop switch**
2. **STOP position**
3. **RUN position**
4. **Starter button**
5. **OFF position**
6. **ON position**
7. **Ignition switch**
8. **Neutral indicator light**

To stop the engine:

- 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 stand.
- Lock the steering.

Starting the Engine

⚠ DANGER

Never start the engine or run the engine in a confined area.

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

Exhaust fumes are poisonous and will cause loss of consciousness and death within a short period of time.

NOTICE

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

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

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

NOTICE

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

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

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

To start the engine:

- Check that the engine stop switch is in the RUN position.
- Make sure that the transmission is in neutral.
- Turn the ignition switch ON.
- Pull the clutch lever fully into the handlebar.
- Leaving the throttle fully closed, push the starter button until the engine starts.

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

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

NOTICE

The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts, see page 27).

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

Changing Gears

⚠ WARNING

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

Always open the throttle cautiously, particularly if you are unfamiliar with the motorcycle.

Pulling a 'wheelie' or loss of traction may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

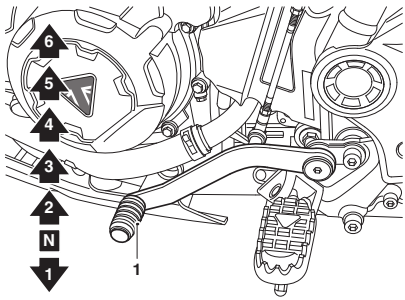
Do not change to a lower gear at speeds that will cause excessive engine rpm (r/min).

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

Changing to a lower gear at high speed can lock the rear wheel, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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



1. Gear change pedal

To change gears:

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

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.

Triumph Shift Assist (TSA) (if fitted)

NOTICE

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

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

Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

NOTICE

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

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

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

NOTICE

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

It must not be used during off-road riding.

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

TSA is not an automatic system for changing gears. Gears must be selected and changed in the normal way using the gear pedal as described in Changing Gears, see page 106.

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

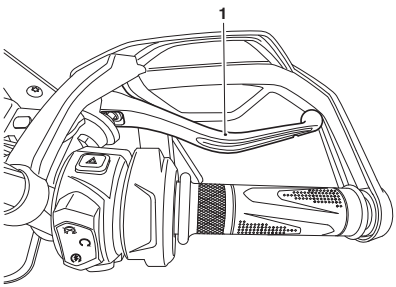
Triumph Shift Assist will not operate if:

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

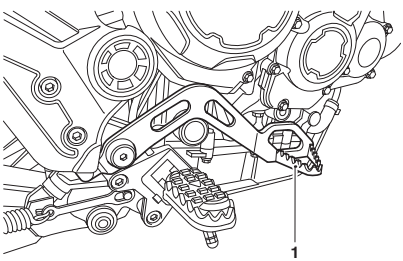
If TSA does not operate, the clutch can be used to change gears in the normal way.

For more information on enabling and disabling the TSA functionality, see Settings - Triumph Shift Assist page 58.

Braking



1. **Front brake lever**



1. **Rear brake pedal**

⚠ WARNING

WHEN BRAKING, OBSERVE THE FOLLOWING:

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

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

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

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

- Never lock the brakes, as this may cause loss of control of the motorcycle.

Failure to follow the advice above could result in serious injury or death.

⚠ WARNING

For emergency braking, disregard down changing, and concentrate on applying the front and rear brakes as hard as possible without skidding.

Riders should practice emergency braking in a traffic-free area.

Triumph strongly recommends that all riders take a course of instruction, which includes advice on safe brake operation. Incorrect brake technique may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

For your safety, always exercise extreme caution when braking, accelerating or turning as any incautious action can cause loss of motorcycle control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (see ABS warnings).

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

When descending a long, steep gradient or mountain pass, make use of the engine's braking effect by down changing and use both front and rear brakes intermittently.

Continuous brake application or use of the rear brake only can overheat the brakes and reduce their effectiveness.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

It may also overheat the brake, reducing braking effectiveness.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Riding the motorcycle with brakes contaminated with dust, mud or moisture may lead to loss of motorcycle control which could result in serious injury or death.

Anti-lock Braking System (ABS)

⚠ WARNING

The ABS function attempts to maximise the chances of keeping the motorcycle under control when braking. The potentially shorter braking distances, ABS allows under certain conditions, are not a substitute for good riding practice.

Always ride within the legal speed limit.

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

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

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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

After riding off-road with ABS disabled, always make sure that the ABS is enabled when returning to ride on public roads.

Riding on public roads with the ABS disabled will, if braking too hard, cause the wheels to lock.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

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

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 function is not available because:

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

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

Optimised Cornering ABS (OCABS) (if fitted)

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

⚠ WARNING

If the Anti-lock Brake System (ABS) is not functioning, the brake system will continue to function as a non-ABS equipped brake system. Do not continue to ride for longer than is necessary with the ABS warning light illuminated.

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Braking too hard will cause the wheels to lock, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Use of non-recommended tyres can affect wheel speed and cause the ABS not to operate. Always fit recommended tyres.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

Optimised Cornering ABS (OCABS)

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

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

NOTICE

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

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

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

⚠ WARNING

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

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

If the motorcycle is leaning in a corner and the ABS is activated, the optimised cornering ABS will use the lean angle measurement from a sensor to apply the ABS to assist the rider to maintain motorcycle control.

The optimised cornering ABS will not be able to fully counteract the weight and momentum of the motorcycle if braking too hard whilst cornering. This may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

- There are no other ABS faults.

- The ABS has not been disabled by the rider.

Do not continue to ride for longer than is necessary with the warning light illuminated. In the event of a fault, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

In this situation, braking too hard during cornering may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

Optimised Cornering ABS (OCABS) is disabled in the OFF-ROAD riding mode or if the ABS is switched off, and can be disabled in the OFF-ROAD PRO riding mode.

Parking

⚠ WARNING

Petrol is extremely flammable and can be explosive under certain conditions.

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

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

⚠ CAUTION

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

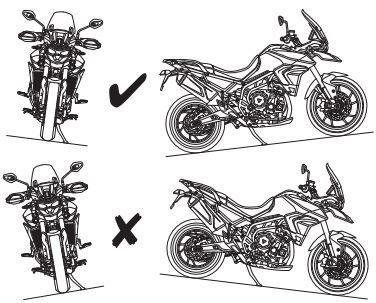
To avoid skin damage, always allow the hot parts to cool before touching the exhaust system.

Contact with the hot components may cause minor or moderate injury to exposed skin.

⚠ CAUTION

Take care when parking on soft ground or on a steeply inclined surface.

Parking under these conditions may cause the motorcycle to fall over which could result in minor or moderate injury.



To park the motorcycle:

- 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.

Considerations for High Speed Operation

⚠ WARNING

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

Riding a motorcycle at high speeds can be dangerous since the time available to react to a hazard is greatly reduced at high speeds.

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Only operate this 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 may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

The items listed below are extremely important and must never be neglected.

A problem, which may not be noticed at normal operating speeds, may be greatly exaggerated at high speeds.

Check the items listed below before any high speed operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

General

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

Brakes

Check that the front and rear brakes are functioning correctly.

Coolant

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

Electrical Equipment

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

Engine Oil

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

Drive Chain

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

Fuel

NOTICE

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

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

Always make sure you have adequate fuel for your journey.

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

Luggage

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

Miscellaneous

Visually check that all fixings are tight.

Steering

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

Tyres

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

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

Accessories

⚠ WARNING

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Never fit genuine Triumph accessories to a Triumph motorcycle model that is not listed in the associated Triumph Fitting Instruction, as this may affect handling, stability or other aspects of the motorcycle operation that may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

We recommend accessories and conversions be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

The fitting of any non-approved parts, accessories or conversions may affect the handling, stability or other aspect of the motorcycle operation, leading to loss of motorcycle control which could result in serious injury or death.

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

Triumph does not accept any liability whatsoever for defects caused by the incorrect fitment of approved parts, accessories or conversions.

⚠ 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. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Accessory Socket

NOTICE

Do not charge the motorcycle battery using the rear electrical accessory socket.

Charging the motorcycle battery using the rear electrical accessory socket may result in damage to the chassis control unit.

NOTICE

To protect the motorcycle battery from excessive discharge while using fitted electrical accessories, the combined total current which may be drawn through the electrical accessory sockets is five Amps.

A plug, suitable for use with the accessory socket, is available as a genuine Triumph part.

Loading

⚠ WARNING

Never attempt to store any items between the frame and the fuel tank. This may restrict the steering aspect of the motorcycle.

Weight attached to the handlebar or front fork will increase the mass of the steering assembly. This may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

The maximum safe load for each pannier is stated on a label inside the pannier and must not be exceeded.

Exceeding this loading limit may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

Carrying objects in excess of 3 kg (6.5 lbs) in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may affect the handling, stability or other aspect of the motorcycle operation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Do not carry liquids in containers on your motorcycle.

Liquids are not stable and will adversely affect the motorcycle stability.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

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

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

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

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

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Passengers

⚠ WARNING

This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider and up to one passenger (subject to a passenger seat and footrests being fitted).

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

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Do not carry a passenger unless they are 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 motorcycle control which could result in serious injury or death.

⚠ WARNING

Your passenger should be instructed that they 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 their feet on the passenger footrests and to firmly hold onto either the seat strap or grab rails (if fitted) 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.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Do not carry animals on your motorcycle.

An animal could make sudden and unpredictable movements that may lead to loss of motorcycle control which could result in serious injury or death.

Table of Contents

Scheduled Maintenance

⚠ WARNING

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

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Incorrect or neglected maintenance may lead to a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

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

Special tools, knowledge and training are required in order to correctly carry out the maintenance items listed in the scheduled maintenance chart. An authorised Triumph dealer will have the necessary knowledge, equipment, and skills to maintain your Triumph motorcycle correctly.

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Incorrect or neglected maintenance may lead to a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

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

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

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

In all cases maintenance must be carried out at or before the specified maintenance intervals shown. For advice on which maintenance schedule is most suitable for your motorcycle, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

Service Symbol/General Warning Symbol

The service symbol will illuminate for five seconds after the motorcycle start up sequence as a reminder that a service is due in approximately 60 miles (100 km). The service symbol will illuminate permanently when the mileage is reached, it will remain permanently illuminated until the service interval is reset. We recommend the service interval is reset by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The general warning symbol will flash if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

NOTICE

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

Disposal of Used Fluids

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

- Engine oil
- Coolant
- Fuel
- Clutch and brake fluid
- Front fork oil.

Do not place used oil filters in with the general waste.

If in doubt for the disposal of the above, contact your local authority.

MAINTENANCE AND ADJUSTMENT

Scheduled Maintenance Table

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile/6 Month Service	Year	6,000 and 18,000 Mile (10,000 and 30,000 Km) Service	12,000 Mile (20,000 Km) Service	24,000 Mile (40,000 Km) Service
Lubrication						
Engine and oil cooler - check for leaks	•	•	•	•	•	•
Engine oil - renew		•	•	•	•	•
Engine oil filter - renew		•	•	•	•	•
Fuel System and Engine Management						
Fuel system - check for leaks	•					
Fuel system - check fuel hoses for chafing, cracks or damage. Replace if necessary		•	•	•	•	•
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)		•	•	•	•	•
Throttle bodies/carburettors - balance*				•	•	•
Throttle body plate (butterfly) - check/clean					•	•
Secondary air injection system - check/clean					•	•
Air filter - renew					•	•
Spark plugs - renew					•	•
Cooling System						
Cooling system - check for leaks	•	•	•	•	•	•
Coolant level - check/adjust	•	•	•	•	•	•
Coolant - renew - every 3 years, regardless of mileage*	Every three years, regardless of mileage					
Engine						
Clutch - check operation	•					
Clutch cable - check function and adjust as necessary (models fitted with a cable clutch only)	•	•	•	•	•	•
Valve clearances - check/adjust*					•	•
Camshaft timing - check/adjust*					•	
Wheels and Tyres						
Wheels - inspect for damage	•	•	•	•	•	•
Wheels - check for broken or damaged spokes and check spoke tightness (not alloy wheels)	•	•	•	•	•	•
Tyre wear/tyre damage - check	•	•	•	•	•	•
Tyre pressures - check/adjust	•	•	•	•	•	•
Wheel bearings - check for wear/smooth operation		•	•	•	•	•
Steering and Suspension						
Steering - check for free operation	•	•	•	•	•	•
Front and rear suspension - check for damage/ leaks/smooth operation	•	•	•	•	•	•
Headstock bearings - check/adjust - except first service			•	•	•	•
Headstock bearings - lubricate					•	•

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile/6 Month Service	Year	6,000 and 18,000 Mile (10,000 and 30,000 Km) Service	12,000 Mile (20,000 Km) Service	24,000 Mile (40,000 Km) Service
Rear suspension unit and linkage - lubricate (single rear suspension unit models only)					•	•
Fork oil - renew						•
Brakes						
Brake system - check operation	•					
Brake pads - check wear levels*	•	•	•	•	•	•
Brake fluid levels - check	•	•	•	•	•	•
Brake master cylinders - check for fluid leaks		•	•	•	•	•
Brake calipers - check for fluid leaks and seized pistons*		•	•	•	•	•
Brake fluid - renew - every 2 years, regardless of mileage*	Every two years, regardless of mileage					
Final Drive						
Drive chain slack - check/adjust	•	•	•	•	•	•
Drive chain rubbing strip - check for wear, cracks or damage*	•		•			
Drive chain - lubricate		•	•	•	•	•
Drive chain - wear check*			•	•	•	•
Drive chain rubbing strip - renew*				•	•	•
Electrical						
Lights, instruments and electrical systems - check/adjust	•	•	•	•	•	•
ABS Modulator - Check for stored DTCs		•	•	•	•	•
General						
Bank angle indicators - check for wear*	•	•	•	•	•	•
Centre and/or side stand - check for wear/smooth operation	•	•	•	•	•	•
Instruments, chassis ECM, engine ECM and suspension ECM - check for latest calibration download using the Triumph diagnostic tool		•	•	•	•	•
Fasteners - inspect visually for security		•	•	•	•	•
Carry out all outstanding Service Bulletin and warranty work		•	•	•	•	•
Carry out road test		•	•	•	•	•
Complete the service record book and reset the service indicator (if fitted)		•	•	•	•	•
Accessory rack sliding carriage - check for correct operation*			•	•	•	•
Centre stand flanged sleeves (if fitted) clean/grease			•	•	•	•
Accessory pannier link mechanism - check for correct operation and adjustment*			•	•	•	•
Side stand pivot pin - clean/grease				•	•	•

Engine Oil

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

Sump Guard - Removal

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

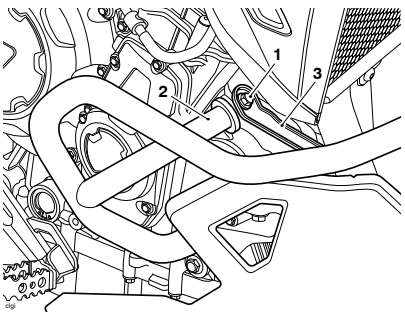
A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

Tiger 900 Rally Pro Only

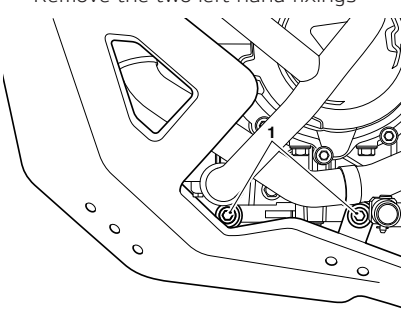
The sump guard must be removed to allow access to change the engine oil filter.

- Remove the engine protection bars two front fixings.



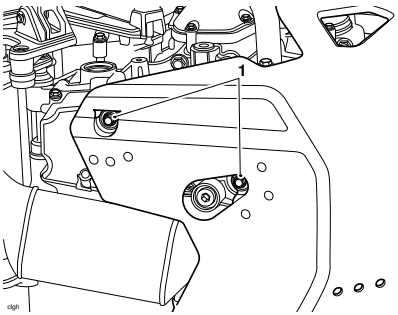
1. **Front fixing (left hand side shown)**
2. **Engine protection bar**
3. **Bracket**

- Remove the two left hand fixings



1. **Left hand fixings**

- Remove the two bottom fixings and remove the sump guard.



1. **Front fixing (left hand side shown)**

Sump Guard - Installation

WARNING

Make sure the motorcycle is stabilised and adequately supported.

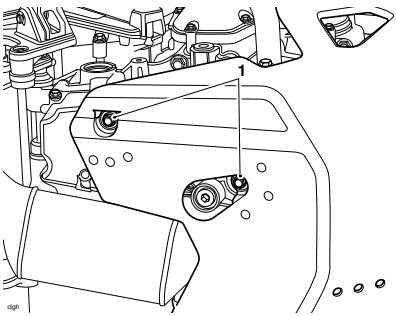
Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

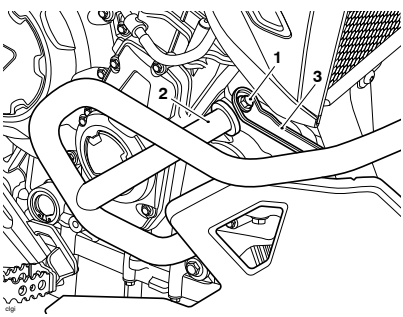
Tiger 900 Rally Pro Only

- Align the sump guard to the motorcycle and secure with the two bottom fixings. Do not fully tighten at this stage.



1. **Front fixing (left hand side shown)**

- Refit the two left hand side fixings and tighten to 6 Nm.
- Refit the two front fixings for the engine protection bars and tighten to 3 Nm.



1. **Front fixing (left hand side shown)**
2. **Engine protection bar**
3. **Bracket**

- Tighten the bottom fixings to 6 Nm.

Engine Oil Level Inspection

⚠ DANGER

Never start the engine or run the engine in a confined area.

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

Exhaust fumes are poisonous and will cause loss of consciousness and death within a short period of time.

⚠ CAUTION

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

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

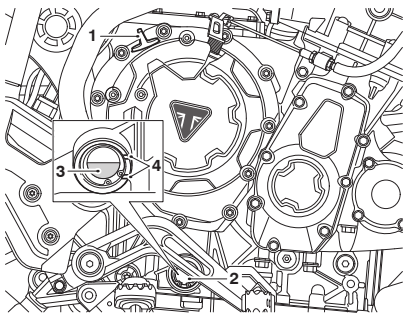
Contact with the hot components may cause minor or moderate injury to exposed skin.

NOTICE

If the engine oil pressure is too low, the low oil pressure warning light will illuminate.

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

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



1. **Filler**
2. **Sight glass**
3. **Engine oil level (correct level shown)**
4. **Crankcase engine oil level lines**

To inspect the engine oil level:

NOTICE

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

- Start the engine and run at idle for approximately five minutes.
- Stop the engine, then wait for at least three minutes for the engine oil to settle.
- Note the engine oil level visible in the sight glass.
- When correct, engine oil should be visible in the sight glass at a point midway between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.
- If it is necessary to top up the engine oil level, remove the filler plug and add engine oil, a little at a time, until the level registered in the sight glass is correct.
- Once the correct level is reached, fit and tighten the filler plug.

Engine Oil and Oil Filter Change

⚠ WARNING

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

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

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

Failure to follow the advice above could result in serious injury or death.

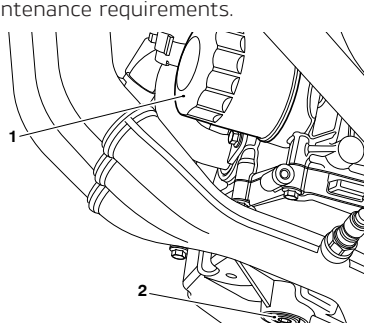
⚠ CAUTION

The engine oil may be hot.

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

Contact with the hot engine oil may cause minor or moderate injury to exposed skin.

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



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

To change the engine oil and engine oil filter:

- For Tiger 900 Rally Pro remove the sump guard, see page 130.
- 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 engine oil drain plug.
- Unscrew and remove the engine oil filter using Triumph service tool T3880313. Dispose of the old engine oil filter in an environmentally friendly way.
- Apply a thin smear of clean engine oil to the sealing ring of the new engine oil filter. Fit the engine oil filter and tighten to 10 Nm.
- After the engine oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the drain plug to 25 Nm.
- Using a suitable funnel, fill the engine with a fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended.
- Start the engine and allow it to idle for a minimum of 30 seconds.

NOTICE

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

Only raise engine speed after running the engine for 30 seconds to allow the oil to circulate fully.

NOTICE

If the engine oil pressure is too low, the low oil pressure warning light will illuminate.

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

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

- Make sure that the low oil pressure warning light remains off and the engine oil pressure message is not shown in the instrument display screen.
- Stop the engine and recheck the oil level. Adjust if necessary.
- For Tiger 900 Rally Pro fit the sump guard, see page 131.

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

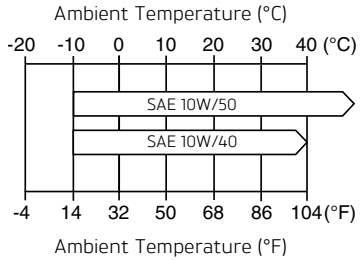
Triumph's high performance fuel injected engines are designed to use fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended.

NOTICE

The engine oil grade specified must be used.

Using the incorrect engine oil grade may result in engine damage.

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



Oil Viscosity Temperature Range

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

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

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

Cooling System

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

NOTICE

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

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

Corrosion Inhibitors

⚠ WARNING

D2053 OAT coolant contains corrosion inhibitors and antifreeze suitable for aluminium engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

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

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

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

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

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

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

KEEP COOLANT OUT OF THE REACH OF CHILDREN.

Failure to follow the advice above could result in serious injury or death.

NOTICE

D2053 OAT coolant, as supplied by Triumph, is premixed and does not need to be diluted prior to filling or topping up the cooling system.

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

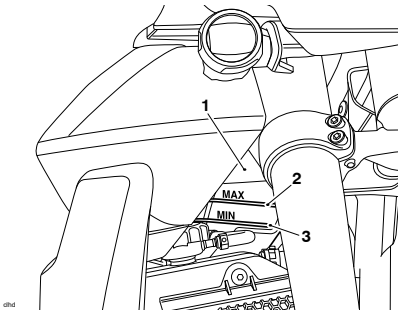
If coolant containing a corrosion inhibitor is not used, the cooling system will accumulate rust and scale in the water jacket and radiator. This will block the coolant passages, and considerably reduce the efficiency of the cooling system.

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

Coolant Level Inspection

The coolant expansion tank can be viewed from the right hand side of the motorcycle, below and towards the front of the fuel tank.

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



- Expansion tank
- MAX mark
- MIN mark

To inspect the coolant level:

- Position the motorcycle on level ground and in an upright position (not on the stand).
- 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

⚠ CAUTION

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

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

Contact with this hot, pressurised coolant may cause minor or moderate injury to exposed skin.

NOTICE

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.

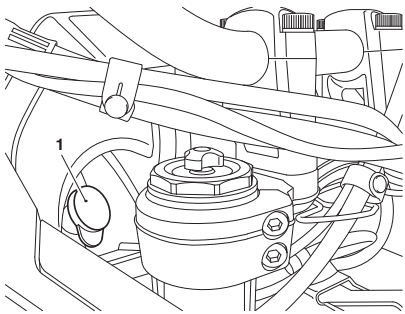
NOTICE

If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top up if necessary.

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with D2053 OAT coolant as soon as possible.

NOTICE

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with D2053 OAT coolant as soon as possible.



1. Expansion tank cap

To adjust the coolant level:

- Allow the engine to cool.
- The expansion tank cap can be removed from the right hand side of the motorcycle, between the front of the fuel tank and the frame.
- 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.

Coolant Change

We recommend that the coolant is changed in accordance with scheduled maintenance requirements.

Radiator and Hoses

⚠ CAUTION

The fan operates automatically when the engine is running.

Always keep hands and clothing away from the fan.

Contact with the rotating fan could result in minor or moderate injury.

NOTICE

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

Do not obstruct or deflect airflow through the radiator by installing unauthorised accessories, either in front of the radiator or behind the cooling fan.

Interference with the radiator airflow can cause overheating, potentially resulting in engine damage.

Check the radiator hoses for cracks or deterioration, and tension clips for tightness in accordance with scheduled maintenance requirements. Any defective items must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

Throttle Control

⚠ WARNING

Always be alert for changes in the 'feel' of the throttle control. Changes can be due to wear in the mechanism, which could lead to a sticking or stuck throttle control.

If any changes are detected, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

A sticking or stuck throttle control may lead to loss of motorcycle control which could result in serious injury or death.

Throttle Inspection

⚠ WARNING

Use of the motorcycle with a sticking or damaged throttle control will interfere with the throttle function. The throttle may be difficult to control and performance will be affected.

To avoid continued use of a sticking or damaged throttle control, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

- Check that the throttle opens smoothly, without undue force and that it closes quickly under its own return spring force without sticking and without manual intervention.
- Check that there is 1 - 2 mm of throttle grip free play when lightly turning the throttle grip back and forth.
- If a problem is detected or any doubt exists, or if there is an incorrect amount of free play, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Clutch

The motorcycle is equipped with a cable-operated clutch.

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

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

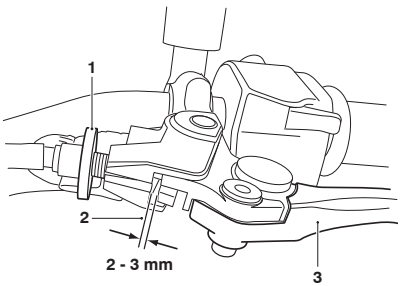
Clutch lever free play must be checked in accordance with scheduled maintenance requirements.

Clutch Inspection

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

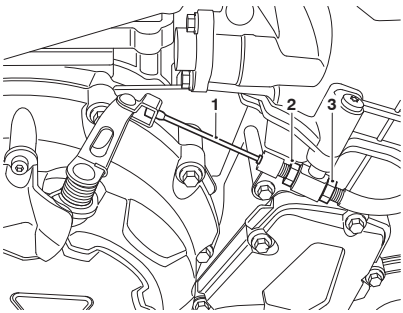
Clutch Adjustment

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



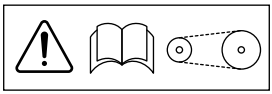
1. **Adjuster sleeve (locknut fully released)**
2. **Correct clearance 2-3 mm**
3. **Clutch lever**

- If correct adjustment cannot be made using the lever adjuster, use the cable adjuster at the lower end of the cable.
- Loosen the adjuster locknut.
- Turn the outer cable adjuster to give 2 - 3 mm of free play at the clutch lever.
- Tighten the locknut to 3 Nm.



1. **Clutch cable**
2. **Lock nut**
3. **Adjuster nut**

Drive Chain



DANGER

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

A chain that snags on the engine sprocket or locking of the rear wheel will injure the rider.

Failure to follow the advice above will lead to loss of motorcycle control which will result in serious injury or death.

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

If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break. Therefore, we recommend to always replace worn or damaged chains using genuine Triumph parts.

Drive Chain Lubrication

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

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

NOTICE

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

Drive Chain Free Movement Inspection

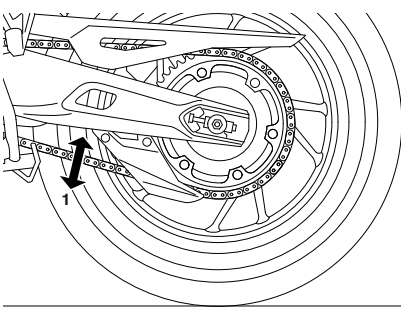
⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.



1. **Maximum movement position**

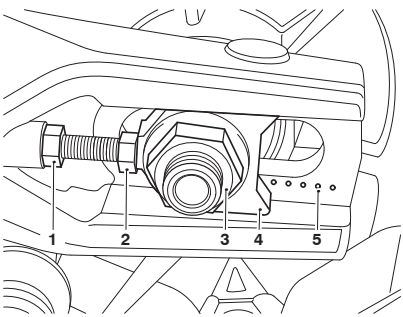
To inspect the drive chain free movement:

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

Drive Chain Free Movement Adjustment

The vertical movement of the drive chain must be in the range shown in the following table.

Model	Vertical Movement Range
Tiger 900 GT Tiger 900 GT Pro	25 - 35 mm
Tiger 900 Rally Pro	30 - 40 mm



1. **Adjuster bolt lock nut**
2. **Adjuster bolt**
3. **Rear wheel spindle nut**
4. **Spindle adjuster**
5. **Adjuster markers**

To adjust the drive chain free movement:

- Loosen the wheel spindle nut.
- Loosen the lock nuts on both the left hand and right hand drive chain adjuster bolts.
- Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase drive chain free movement and anticlockwise to reduce drive chain free movement.
- When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters.
- Tighten both adjuster lock nuts to 15 Nm and the rear wheel spindle nut to 110 Nm.
- Repeat the drive chain adjustment check. Readjust if necessary.

⚠ WARNING

When the drive chain adjustment is complete, make sure the wheel spindle and the adjuster lock nuts are tightened to the correct torque.

Operation of the motorcycle with a loose wheel spindle and/or loose adjuster lock nuts may affect the handling and stability.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

- Check the rear brake effectiveness. Rectify if necessary.

⚠ WARNING

It is dangerous to operate the motorcycle with defective brakes.

If a problem is detected or any doubt exists, the brakes must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Operation of the motorcycle with defective brakes may lead to loss of motorcycle control which could result in serious injury or death.

Drive Chain and Sprocket Wear Inspection

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

⚠ WARNING

Replacement drive chains must be installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

We recommend to always replace worn or damaged chains using genuine Triumph parts.

Incorrectly installed drive chains may result in a broken drive chain or may cause the drive chain to jump off the sprockets, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

- Remove the final drive chain guard, see page 147.

Drive Chain Damage Inspection

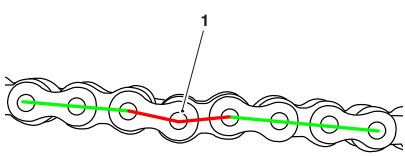
⚠ WARNING

If the drive chain is found to have damaged rollers, loose pins or stiff links, the drive chain must be replaced.

Do not attempt to loosen any stiff links. The stiff link may have damaged or worn components.

Riding with drive chain stiff links, or loosened stiff links, may result in a broken drive chain or may cause the drive chain to jump off the sprockets, leading to loss of motorcycle control which could result in serious injury or death.

- Rotate the rear wheel and inspect the drive chain for damaged rollers, loose pins and stiff links.

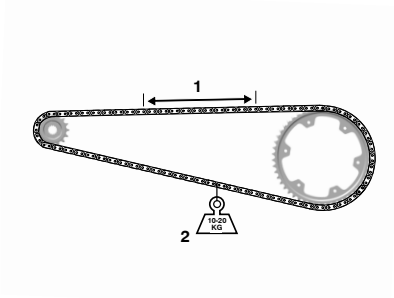


1. **Stiff link**

- If the drive chain has any damaged rollers, loose pins or stiff links, the drive chain must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Drive Chain Wear Inspection

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



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

- Measure the length of 20 links on the straight part of the drive chain from pin centre of the 1st pin to the pin centre of the 21st pin. Since the drive chain may wear unevenly, take measurements in several places.
- If the length exceeds the maximum service limit, the drive chain must be replaced. Refer to the Specifications section for the maximum service limit.

Sprockets Wear Inspection

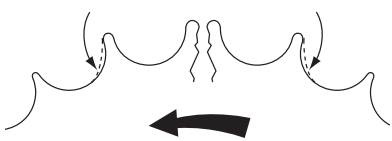
NOTICE

The illustration shows wear on sprockets mounted on the left hand side of the motorcycle.

For sprockets mounted on the right hand side of the motorcycle, the wear is on the opposite side of the tooth.

- Rotate the rear wheel and inspect the sprockets for unevenly or excessively worn or damaged teeth.

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



(Sprocket wear exaggerated for illustrative purposes)

ccol

- If there is any wear or damage, the drive chain and the sprockets must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- Refit the final drive chain guard, see page 147.

Final Drive Chain Guard - Removal

⚠ WARNING

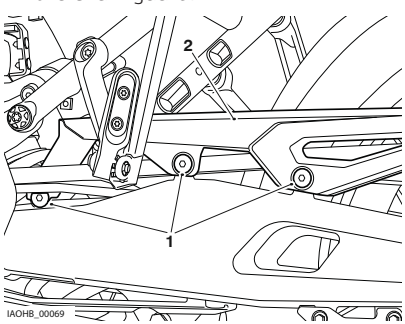
Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

- Release the three fixings and remove the chain guard.



1. **Fixings**
2. **Chain guard**

Final Drive Chain Guard - Installation

⚠ WARNING

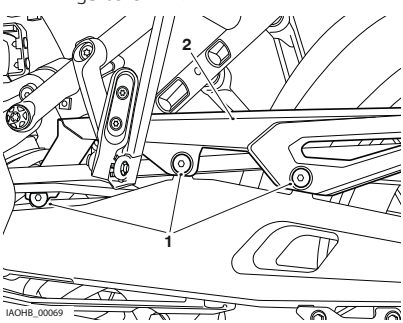
Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

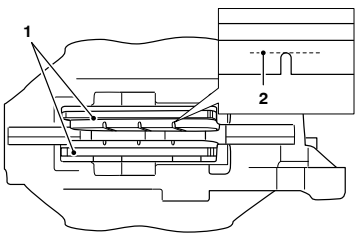
- Fit the chain guard and tighten the fixings to 9 Nm.



1. **Fixings**
2. **Chain guard**

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 brake pad (front or rear brakes) is less than 1.5 mm (0.06 in) replace all the brake pads on the wheel.

Breaking-in New Brake Discs and Pads

⚠ WARNING

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

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

Replacing individual pads will reduce braking efficiency and may lead to loss of motorcycle control which could result in serious injury or death.

New brake discs and pads require a period of careful breaking-in that will optimise the performance and longevity of the discs and pads.

The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

During the breaking-in period, avoid extreme braking, ride with caution and allow for greater braking distances.

Brake Pad Wear Compensation

⚠ WARNING

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

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with defective brakes may lead to a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

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

Disc Brake Fluid

⚠ WARNING

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

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

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

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

Do not mix different brands or grades of brake fluid.

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

Always rectify any faults before riding.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If the Anti-lock Brake System (ABS) is not functioning, the brake system will continue to function as a non-ABS equipped brake system. Reduce speed and do not continue to ride for longer than is necessary with the ABS warning light illuminated.

The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Braking too hard will cause the wheels to lock, leading to loss of motorcycle control which could result in serious injury or death.

Inspect the level of brake fluid in both reservoirs and change the brake fluid in accordance with scheduled maintenance requirements. Use Triumph Performance DOT 4 brake 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.

NOTICE

A special tool is required to bleed the braking system. When the brake fluid needs renewing or the hydraulic system requires maintenance, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Front Brake Fluid Level Inspection and Adjustment

⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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 or the brake may be defective.

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance

Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and, if necessary, repair the brake system.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

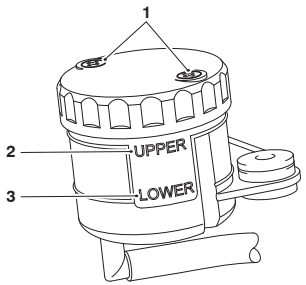
To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The front brake fluid reservoir is located on the right hand side handlebar.

Front Brake Fluid Level Inspection

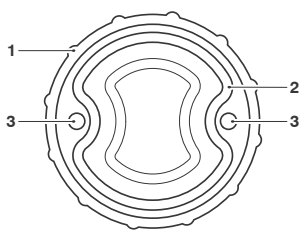
- Turn the handlebars to bring the fluid reservoir to a level position.
- Check that the level of brake fluid is between the UPPER and LOWER level lines. If required, adjust the brake fluid level.



1. **Reservoir cap retaining fixings**
2. **UPPER level line**
3. **LOWER level line**

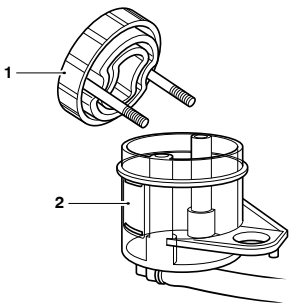
Front Brake Fluid Adjustment

- Release the reservoir cap fixings and remove the reservoir cap and the diaphragm seal.
- Fill the reservoir to the UPPER level line using new DOT 4 brake fluid from a sealed container.
- Check the condition of the sealing diaphragm for the reservoir. Replace if necessary.
- Fit the diaphragm seal into the reservoir cap and make sure that the holes for the fixings in the reservoir cap and the diaphragm seal are correctly aligned.



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

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



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

WARNING

Do not over tighten reservoir cap fixings.

Over tightened reservoir cap fixings may damage the brake fluid reservoir causing a brake fluid leak leading to reduced braking efficiency.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

- Tighten the reservoir cap retaining screws to 0.7 Nm.

Rear Brake Fluid Level Inspection and Adjustment

⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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 or the brake may be defective.

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance

Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and, if necessary, repair the brake system.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

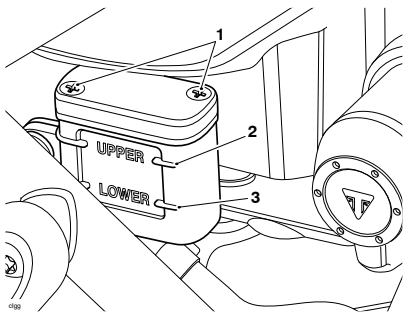
To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The reservoir is located on the right hand side for the motorcycle, forward of the exhaust intermediate pipe, below the rider's seat.

Rear Brake Fluid Inspection

- Check that the level of brake fluid is between the UPPER and LOWER section of the reservoir (reservoir held horizontal). If required, adjust the brake fluid level.



1. **Reservoir cap retaining fixings**
2. **UPPER level line**
3. **LOWER level line**

Rear Brake Fluid Adjustment

- Release the reservoir cap fixings and remove the reservoir cap and the diaphragm seal.
- Fill the reservoir to the UPPER level line using new DOT 4 brake fluid from a sealed container.
- Check the condition of the sealing diaphragm for the reservoir. Replace if necessary.
- Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and reservoir body.
- Replace the reservoir cap retaining screws and tighten to 1 Nm.

Brake Light Switches

⚠ WARNING

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

Before riding the motorcycle, make sure all lights are working.

Failure to follow the advice above could result in serious injury or death.

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, the fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Mirrors

⚠ WARNING

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

Operation of the motorcycle with incorrectly adjusted mirrors is dangerous.

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

Failure to follow the advice above could result in serious injury or death.

⚠ WARNING

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

Only attempt to clean or adjust the mirrors while stationary.

Attempting to clean or adjust mirrors while riding the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

Mirror Adjustment

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

NOTICE

The right mirror arm and lock nut has a left hand thread.

The left mirror arm and lock nut has a right hand thread.

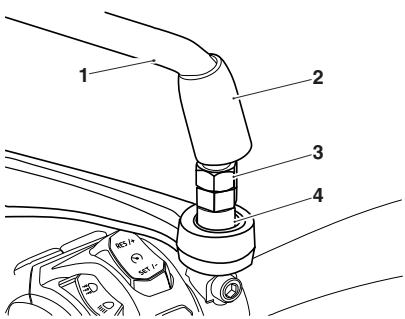
To adjust the mirrors:

- Lift the Rubber cover to access the lock nut and mirror boss.

NOTICE

Use an open ended spanner to counter-hold the mirror boss as the mirror lock nut is loosened/tightened. Failure to counter-hold the boss will cause damage to the thread and the mirror to become loose.

- Counter-hold the mirror boss and loosen the mirror lock nut.
- Position the mirror arm to give rear visibility in the riding position and tighten the lock nut by hand.
- Counter-hold the mirror boss and tighten the mirror lock nut to 25 Nm.
- Slide the rubber cover over the lock nut.



1. **Mirror arm**
2. **Rubber cover**
3. **Lock nut**
4. **Mirror boss**

Steering/Wheel Bearings

⚠ WARNING

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

When inspecting steering and wheel bearings, do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and fall from its support.

Failure to follow the advice above could result in motorcycle damage, serious injury or death.

Steering Bearings Inspection

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

⚠ WARNING

Never neglect steering (headstock) bearings maintenance. Check the steering bearings in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

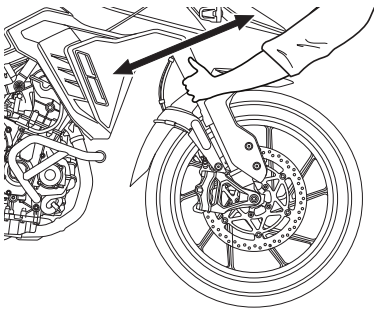
Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding the motorcycle with incorrectly adjusted or defective steering bearings is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

The steering (headstock) bearings must be lubricated and inspected in accordance with scheduled maintenance requirements.

NOTICE

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



Inspecting the Steering for Free Play

- Position the motorcycle on level ground, in an upright position.
- Place the motorcycle on a suitable stand with the front wheel off the ground and secure the motorcycle.
- Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward.
- If any free play can be detected in the steering (headstock) bearings, the steering bearings must be inspected and adjusted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

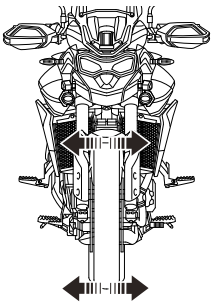
⚠ WARNING

Never neglect wheel bearings maintenance. Check the wheel bearings in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding the motorcycle with worn or damaged wheel bearings is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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



Inspecting the Wheel Bearings

NOTICE

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, the wheel bearings must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

- Position the motorcycle on level ground, in an upright position.
- Place the motorcycle on a suitable stand with the front wheel off the ground and secure 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 in the wheel bearings, the wheel bearings must be inspected and replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- Reposition the suitable stand and repeat the procedure for the rear wheel.
- Remove the support and place the motorcycle on the side stand.

Front Suspension

⚠ WARNING

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

If the rear suspension is adjusted the front suspension must also be adjusted.

Suspension imbalance may affect the handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Settings that vary from left to right may affect handling and stability leading to loss of motorcycle control which could result in serious injury or death.

Front Suspension Setting Charts

⚠ WARNING

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

If the rear suspension is adjusted the front suspension must also be adjusted.

Suspension imbalance may affect the handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

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

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

Tiger 900 GT and Tiger 900 GT Pro Front Suspension Settings		
Loading Condition	**Compression Damping[1]**	**Rebound Damping[1]**
Solo Riding - Normal	8	10
Solo Riding - Comfort (Softer)	15	15
Solo Riding - Sport (Firmer)	2	2
Solo Riding - Off-Road (Broken Terrain)	18	18
Solo Riding - Off-Road (Smooth Terrain)	8	6
Rider and Luggage	8	10
Rider and Passenger	8	10
Rider, Passenger and Luggage (not exceeding limits)	8	10

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

Tiger 900 Rally Pro Front Suspension Settings		
Loading Condition	**Compression Damping[1]**	**Rebound Damping[1]**
Solo Riding - Normal	8	8
Solo Riding - Comfort (Softer)	15	15
Solo Riding - Sport (Firmer)	3	3
Solo Riding - Off-Road (Broken Terrain)	18	18
Solo Riding - Off-Road (Smooth Terrain)	8	8
Rider and Luggage	8	8
Rider and Passenger	8	6
Rider, Passenger and Luggage (not exceeding limits)	8	6

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

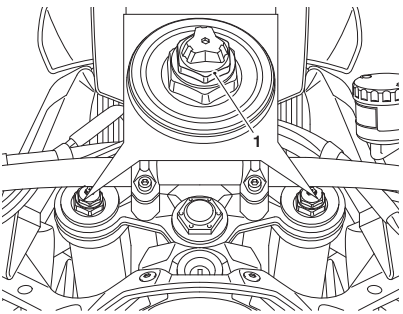
Tiger 900 Rally Pro Front Suspension Settings	
Loading Condition	Spring Preload[1]
Solo Riding - Normal	MIN
Solo Riding - Comfort (Softer)	MIN
Solo Riding - Sport (Firmer)	MIN
Solo Riding - Off-Road (All Terrain)	MAX
Rider and Luggage	MIN
Rider and Passenger	MIN
Rider, Passenger and Luggage (not exceeding limits)	MIN

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

Front Suspension Spring Preload Adjustment

Tiger 900 Rally Pro

The spring preload adjuster is located at the top of each fork.



1. Spring preload adjuster

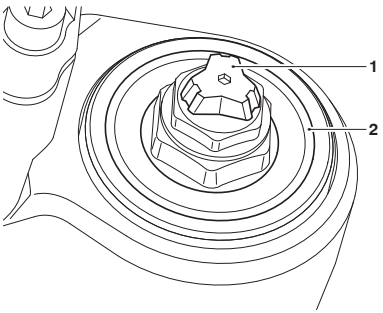
To change the front spring preload setting:

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

Front Suspension Compression Damping Adjustment

Tiger 900 Rally Pro

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



1. **Compression damping adjuster**
2. **Fork top cap**

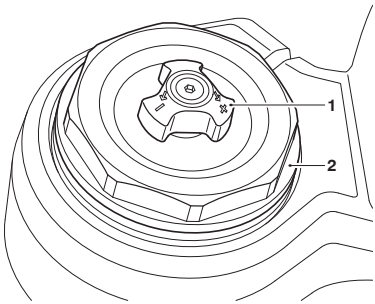
To change the front compression damping setting:

- Rotate the compression damping adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks back from the fully clockwise (closed) position.

Front Suspension Compression Damping Adjustment

Tiger 900 GT and Tiger 900 GT Pro

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



1. **Compression damping adjuster**
2. **Fork top cap**

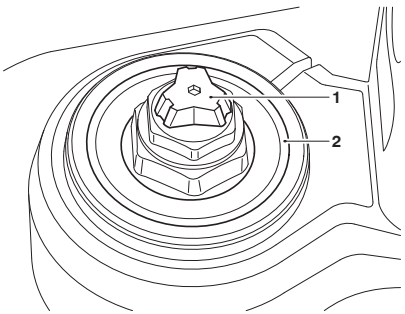
To change the front compression damping setting:

- Rotate the compression damping adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks back from the fully clockwise (closed) position.

Front Suspension Rebound Damping Adjustment

Tiger 900 Rally Pro

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



1. **Rebound damping adjuster**
2. **Fork top cap**

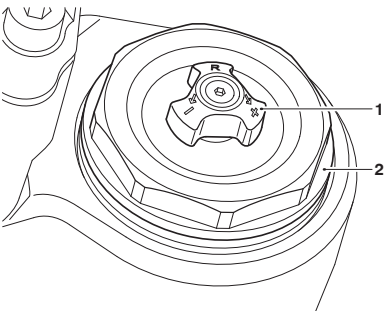
To change the front rebound damping setting:

- Rotate the rebound damping adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks back from the fully clockwise (closed) position.

Front Suspension Rebound Damping Adjustment

Tiger 900 GT and Tiger 900 GT Pro

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



1. **Rebound damping adjuster**
2. **Fork top cap**

To change the front rebound damping setting:

- Rotate the rebound damping adjuster clockwise to increase, or anticlockwise to decrease.
- Always count the number of clicks back from the fully clockwise (closed) position.

Front Fork Inspection

⚠ WARNING

Never neglect front fork maintenance. Check the front forks in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

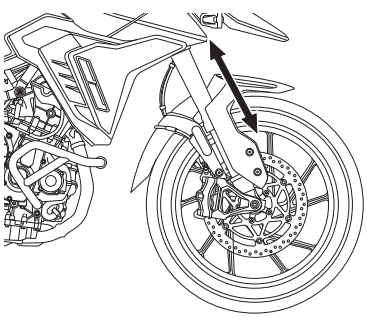
Riding with defective or damaged suspension components is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

⚠ CAUTION

All suspension units contain pressurised oil.

Do not attempt to dismantle any part of the suspension units. Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Accidental release of pressurised oil or springs could cause minor to moderate injury.



Tiger 900 GT Pro Shown

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.
- If any damage or leakage is found, consult your authorised Triumph dealer.
- Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.

Rear Suspension

⚠ WARNING

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

If the rear suspension is adjusted the front suspension must also be adjusted.

Suspension imbalance may affect the handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

Rear Suspension Setting Charts

⚠ WARNING

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

If the rear suspension is adjusted the front suspension must also be adjusted.

Suspension imbalance may affect the handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

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

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

An increase in spring preload requires firmer damping. A reduction in spring preload requires softer damping. The damping must be adjusted to the road conditions and the spring preload.

The Tiger 900 GT Pro has electronically adjustable preload and rebound damping suspension. This is adjusted in the Damping and Suspension menus in the instrument display. For more information, see page 55.

Tiger 900 GT Rear Suspension Settings		
Loading Condition	Spring Preload[1]	Rebound Damping[2]
Solo Riding - Normal	MIN	1.5
Solo Riding - Comfort (Softer)	MIN	2.5
Solo Riding - Sport (Firmer)	MIN	1
Solo Riding - Off-Road (Broken Terrain)	MIN	1.25
Solo Riding - Off-Road (Smooth Terrain)	MIN	0.5
Rider and Luggage	17	1
Rider and Passenger	21	1
Rider, Passenger and Luggage (not exceeding limits)	MAX	0.5

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

[2] Number of adjuster turns anticlockwise from the fully clockwise (closed) position.

Tiger 900 Rally Pro Rear Suspension Settings		
Loading Condition	Spring Preload[1]	Rebound Damping[2]
Solo Riding - Normal	10.5	1.25
Solo Riding - Comfort (Softer)	10.5	2
Solo Riding - Sport (Firmer)	10.5	0.75
Solo Riding - Off-Road (Broken Terrain)	MIN	1
Solo Riding - Off-Road (Smooth Terrain)	MIN	0.5
Rider and Luggage	MAX	1
Rider and Passenger	MAX	0.75
Rider, Passenger and Luggage (not exceeding limits)	MAX	0.5

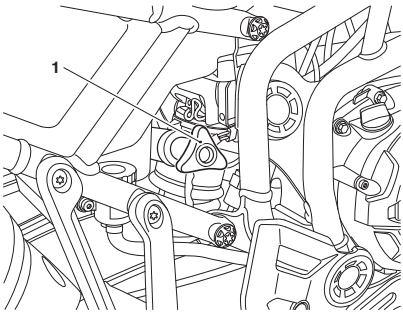
[1] Number of adjuster turns clockwise from the fully anticlockwise position.

[2] Number of adjuster turns anticlockwise from the fully clockwise (closed) position.

Rear Suspension Spring Preload Adjustment

Tiger 900 GT and Tiger 900 Rally Pro

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



1. Spring preload adjuster

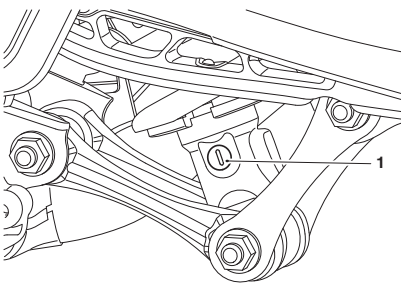
To change the spring preload setting:

- Rotate the spring preload adjuster clockwise to increase, or anticlockwise to decrease.
- The setting is measured as the number of adjuster turns clockwise from the fully anticlockwise position.

Rear Suspension Rebound Damping Adjustment

Tiger 900 GT

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.



1. Rebound damping adjuster

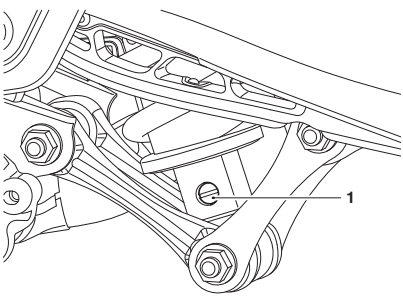
To change the rebound damping setting:

- Rotate the slotted adjuster clockwise to increase (harder suspension) and anticlockwise to decrease (softer suspension).
- The setting is measured as the number of adjuster turns anticlockwise from the fully clockwise position.

Rear Suspension Rebound Damping Adjustment

Tiger 900 Rally Pro

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.



1. Rebound damping adjuster

To change the rebound damping setting:

- Rotate the slotted adjuster clockwise to increase (harder suspension) and anticlockwise to decrease (softer suspension).
- The setting is measured as the number of adjuster turns anticlockwise from the fully clockwise position.

Bank Angle Indicators

⚠ WARNING

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

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

Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

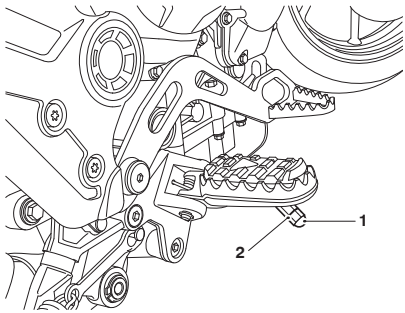
The bank angle indicators must not be used as a guide to how far the motorcycle may be safely banked.

This depends on many various conditions including, but not limited to:

- Road surface
- Tyre condition
- Weather.

Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

Bank angle indicators are located on the riders footrests.



1. **Bank angle indicator**
2. **Maximum wear limit groove**

Bank angle indicators must be replaced when they have worn down to the maximum wear limit. The maximum wear limit is shown by a groove on the bank angle indicator.

Regularly check the bank angle indicators for wear.

Tyres

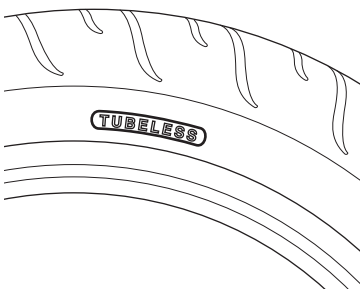
This model is fitted with tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.

⚠ WARNING

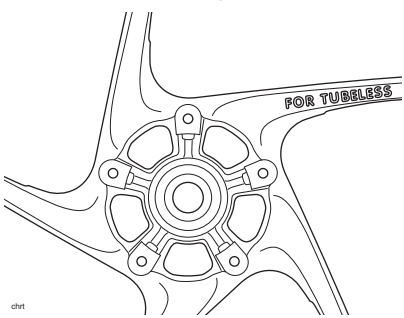
Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.



Typical Tyre Marking - Tubeless Tyre



Typical Wheel Marking - Tubeless Tyre

Tyre Inflation Pressures

⚠ WARNING

Incorrect tyre inflation will cause abnormal tread wear and instability problems.

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

Both conditions are dangerous as they may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Always make sure that the tyre pressures are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

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

Tyre Pressure Monitoring System (TPMS) (if fitted)

NOTICE

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

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

Always have the tyres fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

NOTICE

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

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

Always have the tyres fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. It is important to inform them that tyre pressure sensors are fitted to the wheels before they remove the tyres.

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

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

Tyre Wear

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

Minimum Recommended Tread Depth

⚠ WARNING

Riding with damaged or defective wheels and/or excessively worn, punctured or damaged tyres will affect traction, handling and stability.

When tubeless tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, embedded nails or other sharp objects. Check the wheel rims for dents or deformation.

For tyre replacement or for a safety inspection of the tyres, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with damaged wheels and tyres is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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

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

Mud and Snow/Dual Purpose Tyres (if fitted)

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

Tyre Replacement

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

It is essential that approved tyres fitted in approved combinations, are used when purchasing replacement items.

The use of non-approved tyres or approved tyres in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tyres specific to your motorcycle are available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres must be selected in the correct combination, from the approved Tyre Selector. Tyres must be fitted and balanced according to the tyre manufacturer's instructions.

When replacement tyres are required, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Initially, the new tyres will not produce the same handling characteristics as the worn tyres and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

The tyre pressures must be checked and adjusted, and the tyres examined for correct seating 24 hours after fitting. Rectification must be carried out as necessary. The same checks and adjustments must also be carried out when 100 miles (160 km) have been travelled after fitting.

⚠ WARNING

Use the recommended tyres ONLY in the combinations listed in the approved Tyre Selector at www.triumph.co.uk.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If a tyre sustains a puncture, the tyre must be replaced.

Failure to replace a punctured tyre or operation with a repaired tyre may cause instability, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If tyre damage is suspected, such as after striking an object, the tyre must be inspected both internally and externally by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre damage may not always be visible from the outside.

Operation of the motorcycle with damaged tyres may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Use of a motorcycle with incorrectly seated tyres, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Use of non-recommended tyres can affect wheel speed and cause the ABS function not to operate in conditions where the ABS would normally function.

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ 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.

Only use self-adhesive weights. Clip on weights may damage the wheel or tyre resulting in tyre deflation.

When wheel balancing is required, such as after tyre replacement, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Tyres must be replaced after such use as continued use of a damaged tyre may cause instability.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Battery

⚠ WARNING

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

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

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

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

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Failure to follow the advice above could result in serious injury or death.

⚠ WARNING

Make sure that there is adequate ventilation when charging or using the battery in an enclosed space.

Under certain circumstances, the battery may release explosive gases. Make sure to keep all sparks, flames and cigarettes away from the battery.

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

⚠ WARNING

The battery contains harmful materials.

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

Failure to follow the advice above could result in serious injury or death.

Battery Removal

⚠ WARNING

Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

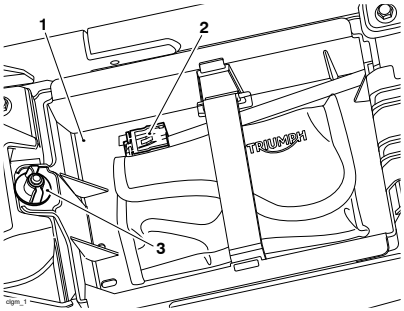
⚠ WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

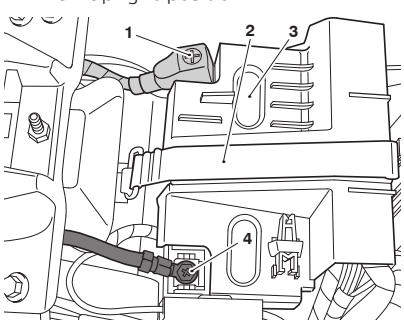
Failure to follow the advice above could result in serious injury or death.

- Remove the rider's seat, see page 91.



1. **Tool kit tray (if fitted)**
2. **Diagnostic connector**
3. **Tool kit tray fixing**

- Release and remove the tool kit tray fixing (if the tool kit tray is fitted).
- Lift the tool kit tray up and to the rear of the motorcycle until it stops in an upright position.



1. **Positive (+) terminal**
2. **Battery strap**
3. **Battery cover**
4. **Negative (-) terminal**

- Remove the battery strap.
- Remove the battery cover, noting the orientation of the cover and the leads.
- Disconnect the battery leads, negative lead first.
- Remove the battery out of the case.

Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

⚠ WARNING

Battery acid is corrosive and poisonous and will cause damage to unprotected skin.

Never swallow battery acid or allow it to come into contact with the skin.

To prevent injury, always wear eye and skin protection when handling the battery.

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

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

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

Battery Discharge

NOTICE

The charge level in the battery must be maintained to maximise battery life.

Failure to maintain the battery charge level could cause serious internal damage to the battery.

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

Battery Discharge During Storage and Infrequent Use of the Motorcycle

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

Should the battery voltage fall below 12.7 Volts, the battery should be charged.

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

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

Battery Charging

⚠ WARNING

The battery 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.

Failure to follow the advice above could result in serious injury or death.

NOTICE

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

For help with selecting a battery charger, checking the battery voltage or battery charging, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The Triumph recommended battery charger will come with a set of battery connector leads:

- A connector lead with ring terminals.
- A connector lead with crocodile clips.

A connector lead with a DIN plug is also available as an accessory from your Triumph dealer.

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.

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle.

To charge the battery, do the following:

- We recommend removing the battery from the motorcycle before charging, see page 175.
  - If the battery needs to be charged when fitted to the motorcycle, use the connector lead with ring terminals (supplied with the Triumph recommended battery charger) if fitted.
  - Do not use the electrical accessory socket. Charging the motorcycle battery using the electrical accessory socket may result in damage to the chassis control unit.
  - The connector lead with crocodile clips must not be used to charge the battery when it is fitted to the motorcycle.
- Follow the instructions supplied with the approved battery charger.
- Charge the battery with a lower current than the MAX Charging Current found on the charging label.
- If the battery becomes hot to the touch, stop charging and allow the battery to cool before resuming.
- After charging, leave the battery for 1 to 2 hours before checking the voltage. If the voltage is less than 12.9 Volts, additional charging is necessary.

Battery Installation

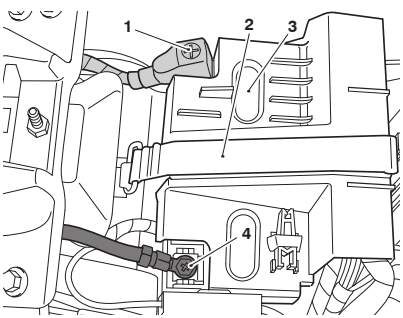
⚠ WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

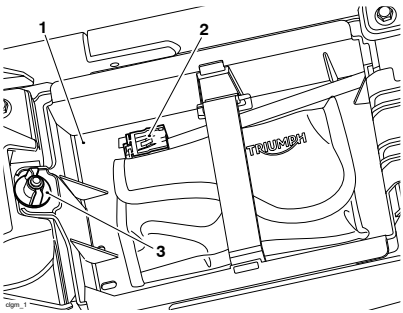
Failure to follow the advice above could result in serious injury or death.

- Place the battery in the battery case.
- Reconnect the battery, positive lead (red protective cover) first and tighten the battery terminals to 4.5 Nm.



1. **Positive (+) terminal**
2. **Battery strap**
3. **Battery cover**
4. **Negative (-) terminal**

- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the red protective cap.
- Refit the battery cover.
- Refit the battery strap.
- Lower the tool kit tray (if fitted) into its original location. Refit and tighten the tool kit tray fixing.



1. **Tool kit tray (if fitted)**
2. **Diagnostic connector**
3. **Tool kit tray fixing**

- Place the diagnostic connector and any other loose items securely in the tool kit tray.
- Refit the rider's seat, see page 92.

Fuses

⚠ WARNING

Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover).

Never replace a blown fuse with a fuse of a different rating.

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage and leading to loss of motorcycle control which could result in serious injury or death.

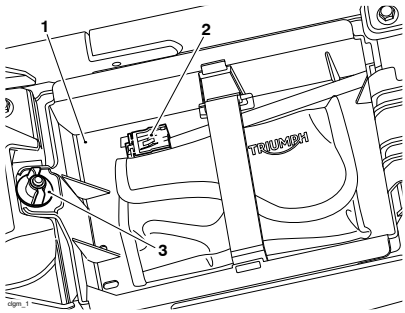
A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the relevant tables to establish which fuse has blown.

If the motorcycle is equipped with rider mode settings, then before disconnecting the battery or removing a fuse, note and record the rider mode settings. Once the fuse has been refitted or the battery reconnected then the rider mode settings should be reset as noted.

Fuse Box Locations

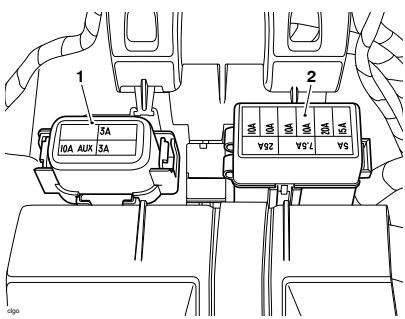
The fuse boxes are located beneath the rider's seat. To allow access to the fuse boxes, the passenger seat and then the rider's seat must be removed (see page 91).

- Release and remove the tool kit tray fixing.



1. **Tool kit tray (if fitted)**
2. **Diagnostic connector**
3. **Tool kit tray fixing**

- Lift the tool kit tray up and to the rear of the motorcycle to access the fuse boxes.



1. **Fuse box 1**
2. **Fuse box 2**

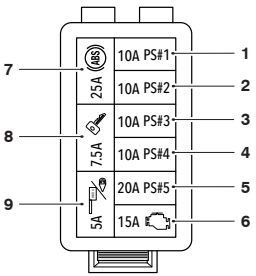
NOTICE

The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid under the battery, beneath the rider's seat.

Fuse Identification

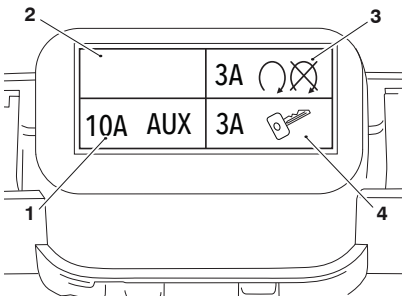
The fuse identification numbers listed in the table correspond with those printed on the fuse box covers, as shown below.

Fuse Box 1



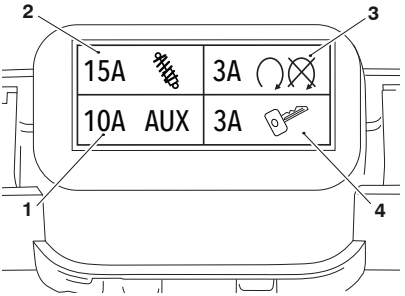
Position	Circuit Protected	Rating (Amps)
1	Chassis Control Unit, Cooling Fan (Right Hand Side), Horn, Fog Lights, License Plate Light, Rear Position Light	10
2	Chassis Control Unit, Brake Light, Dip Beam Headlight, Front Position/DRL Control, Instrument Wake, Front Indicators, Heated Grips	10
3	Chassis Control Unit, Heated Seats, High Beam Headlight, Rear Indicators, USB Charger, Front Position/DRL Power	10
4	Chassis Control Unit, Passenger Accessory Socket	10
5	Chassis Control Unit, Cooling Fan (Left Hand Side), Starter Motor Solenoid, Fuel Pump	20
6	Engine Management System	15
7	ABS	25
8	Ignition Switch, Instruments	7.5
9	Diagnostics Connector (OBDII), Alarm	5

Fuse Box 2 Tiger 900 GT and Tiger 900 Rally Pro



Position	Circuit Protected	Rating (Amps)
1	Accessory Socket	10
2	Empty	-
3	Engine run/stop switch	3
4	Ignition Switch	3

Fuse Box 2 Tiger 900 GT Pro



Position	Circuit Protected	Rating (Amps)
1	Accessory Socket	10
2	Suspension ECM	15
3	Engine run/stop switch	3
4	Ignition Switch	3

Lights

NOTICE

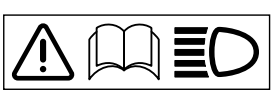
The use of non-approved bulbs may result in damage to lenses and other lighting unit components.

In addition, the use of bulbs of incorrect wattage may cause the chassis ECM to cut power to affected lighting circuits.

Use genuine Triumph supplied bulbs as specified in the Triumph Parts Catalogue.

Always have replacement bulbs installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Headlights



⚠ WARNING

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

Make sure that the headlight beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic.

An incorrectly adjusted headlight may impair visibility for oncoming traffic, leading to an accident which could result in serious injury or death.

⚠ WARNING

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

Any attempt to adjust a headlight beam when the motorcycle is in motion may lead to loss of motorcycle control.

Failure to follow the advice above could result in serious injury or death.

NOTICE

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.

NOTICE

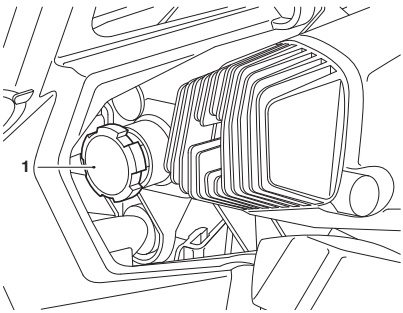
The use of non-approved headlight units may result in damage to the headlight unit and/or motorcycle.

Use a genuine Triumph supplied headlight unit as specified in the Triumph Parts Catalogue.

Always have replacement headlight units installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Headlights Adjustment

The headlights can be adjusted by means of a vertical adjustment screw located on the rear of the headlight unit. There is no horizontal adjustment.



1. **Vertical adjustment screw**

To adjust the headlight:

- Switch the headlight dipped beam on.
- Turn the vertical adjustment screw on the headlight unit clockwise to lower the beam or anticlockwise to raise the beam.
- Switch the headlights off when the beam settings are satisfactory.

NOTICE

There is a small triangle marking on each side of the headlight unit which indicates the height of the light within the headlight unit for adjustment purposes.

Headlights Replacement

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

Daytime Running Light (DRL) (if fitted)

The Daytime Running Light (DRL) is situated within the headlight assembly and is a sealed, maintenance-free LED unit. The headlight unit must be replaced in the event of the failure of the DRL.

Rear Light

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

Direction Indicator Lights

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

Licence Plate Light

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

Front Fog Lights (if fitted)

The fog light units are sealed, maintenance-free LED units. The fog light unit must be replaced in the event of the failure of the fog light.

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CLEANING AND STORAGE

Cleaning

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

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Preparation for Washing

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

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

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

Ignition switch and steering lock: Cover the keyhole (if applicable) with tape.

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

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

Where to be Careful

NOTICE

Do not use high pressure spray washers or steam cleaners.

Use of high pressure spray washers and steam cleaners may damage seals, and cause water and steam to be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

NOTICE

Do not spray any water at all near the air intake duct.

The air intake duct is located under the rider's seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Do not get water near the following places:

- Air and any intake duct
- Any visible electrical components
- Brake cylinders and brake calipers
- Handlebar switch housings
- Headstock bearings
- Instruments
- Oil filler cap
- Rear bevel box breather (if fitted)
- Rear of headlights
- Seats
- Suspension seals and bearings
- Under the fuel tank
- Wheel bearings.

Washing

To wash the motorcycle, do the following:

- Make sure that the motorcycle engine is cold.
- Prepare a mixture of clean, cold water and mild automotive cleaner or low alkaline soap.
- Do not use a highly alkaline soap as commonly found at commercial car washes because it will leave a residue on painted surfaces and may also cause water spotting.
- Wash the motorcycle with a sponge or soft cloth.
- Do not use abrasive scouring pads or steel wool. They will damage the finish.
- Rinse the motorcycle thoroughly with clean, cold water.

After Washing

⚠ WARNING

Never wax or lubricate the brake discs.

Always clean the brake disc with a proprietary brand of oil-free brake disc cleaner.

Waxed or lubricated brake discs may lead to loss of motorcycle control which could result in serious injury or death.

After washing the motorcycle, do the following:

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

Gloss Paintwork Care

Gloss paintwork should be washed and dried as described previously, then protected using a high quality automotive wax polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

Matt Paintwork Care

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

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

Aluminium Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are aluminium parts not protected by paint or lacquer, and for guidance on how to clean those items.

Use a proprietary brand of aluminium cleaner which does not contain abrasive or caustic elements.

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

Warranty claims due to inadequate maintenance will not be allowed.

Chrome and Stainless Steel Care

All chrome and stainless steel parts of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Washing

Wash as previously described.

Drying

Dry the chrome and stainless steel parts as far as possible with a soft cloth or chamois leather.

Protecting

NOTICE
The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.
The use of abrasive cleaning products will damage the finish and must not be used.

When the chrome and stainless steel is dry, apply a suitable proprietary chrome cleaner on to the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.

Black Chrome Care

Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

Exhaust System Care

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fibre components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

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

Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

Drying

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

Protecting

NOTICE

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

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

Seat Care

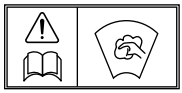
NOTICE

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

Using chemicals or high pressure spray washers may damage the seat cover.

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

Windscreen Care (if fitted)



⚠ WARNING

Never attempt to clean the windscreen while riding the motorcycle.

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

Attempting to clean the windscreen while riding the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

NOTICE

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen.

Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and clean cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

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

Leather Products Care

It is recommend that the leather products are periodically cleaned with a damp cloth and allowed to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of the product.

The Triumph leather product is a natural product and lack of care can result in damage and permanent wear.

Follow these simple instructions to prolong the life of the leather product:

- Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean the leather product.
- Do not immerse the leather product in water.
- Avoid direct heat from fires and radiators which can dry out and distort the leather.
- Do not leave the leather product in direct sunlight for prolonged periods of time.
- Do not dry the leather product by applying direct heat to it at any time.
- If the leather product does get wet, absorb any excess water with a soft clean cloth then leave the leather product to dry naturally at room temperature.

- Avoid exposure of the leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- If exposure to salt is unavoidable, clean the leather product immediately after each exposure using a damp cloth then leave the leather product to dry naturally at room temperature.
- Gently clean any minor marks with a damp cloth then leave the leather product to dry naturally at room temperature.
- Place the leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

Monsoon/Rainy Season Care

During the Monsoon/Rainy season, extra care is required in order to obtain consistent performance of your motorcycle.

Always observe the following:

- Make sure that the motorcycle is parked in a covered area. If a covered area is not available, then make sure to put a suitable waterproof breathable cover over the motorcycle.
- Make sure that the tyres are in a good condition.
- Check and, if necessary, correct the tyre pressures.
- The drive chain should be cleaned and lubricated every 200 miles (300 km) using Triumph Performance chain lubricant.

NOTICE

If the drive chain gets contaminated by mud, we recommend that the drive chain is cleaned and lubricated before riding.

- Check that the front and rear brakes are functioning correctly.

⚠ WARNING

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

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

Riding the motorcycle with brakes contaminated with dust, mud or moisture may lead to loss of motorcycle control which could result in serious injury or death.

- Make sure that you wear appropriate waterproof clothing suitable for motorcycles.
- Never ride the motorcycle though floods as water may enter the engine. Water entering the engine may cause engine damage. Damage caused by water entering the engine is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.
- If the motorcycle is parked and water level rises around the motorcycle, do not try to start the engine. The motorcycle should be inspected for water ingress before starting the engine. Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Storage

Preparation for Storage

To prepare the motorcycle for storage, do the following:

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

⚠ WARNING

Petrol is extremely flammable and can be explosive under certain conditions.

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, serious injury or death.

- Remove the spark plug from each cylinder and put several drops (5 cc) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to 12 Nm.
- Change the engine oil and filter, see page 133.
- Check and if necessary correct the tyre pressures, see page 211.

- Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)
- Spray rust inhibiting oil (there are a host of products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- Lubricate and if necessary adjust the drive chain, see page 142.
- Make sure the cooling system is filled with a 50% mixture of coolant (noting that Triumph D2053 OAT coolant (premixed), as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution, see page 136.
- 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 175.
- Store the motorcycle in a cool, dry area, away from sunlight, and with a minimum daily temperature variation.
- Put a suitable porous cover over the motorcycle to keep dust and dirt from collecting on it. Avoid using plastic or similar non-breathable, coated materials that restrict air flow and allow heat and moisture to accumulate.

Preparation after Storage

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

- Install the battery (if removed), see page 179.
- If the motorcycle has been stored for more than four months, change the engine oil, see page 133.
- Check all the points listed in the Daily Safety Checks section.
- Before starting the engine, remove the spark plugs from each cylinder.
- Put the side stand down.
- Crank the engine on the starter motor several times until the oil pressure light goes out.
- Refit the spark plugs, tightening to 12 Nm, and start the engine.
- Check and if necessary correct the tyre pressures.
- Clean the entire vehicle thoroughly.
- Check the brakes for correct operation.
- Test ride the motorcycle at low speeds.

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Triumph Warranty Terms and Conditions - All except America and Canada

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

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

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

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

If you should sell your motorcycle, make sure this Owner's Handbook or Quick Start Guide (where supplied with the motorcycle) together with all other relevant documents are passed to the new owner. Please advise the new owner that they can notify Triumph of the change of ownership by contacting their local Triumph dealer.

All new Triumph motorcycles are covered by a comprehensive unlimited mileage warranty, commencing from the date of first registration or the date of sale if the motorcycle remains unregistered. Refer to your motorcycle warranty registration certificate for details of the warranty period.

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

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

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

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

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

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

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

Australia Only

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

Triumph Warranty Terms and Conditions - America and Canada only

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

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

Conditions and Exclusions - All except America and Canada

- The motorcycle must not have been used for competition, misused[1], inadequately or incorrectly serviced or maintained.
- The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running.

  Refer to the battery section of this handbook for details of required battery maintenance.

The warranty does not cover:

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

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

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

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

This warranty shall be governed by and construed in accordance with the laws of England and Wales, save that in the event of any material conflict or inconsistency between such application to this warranty of the laws of England and Wales and local statutory rights that would otherwise be applicable to Triumph customers (dealerships or consumers) purchasing Triumph products in another country, those local statutory rights shall take precedence.

The competent courts of England and Wales shall have primary authority to settle any questions, claims or disputes which may arise under or in connection with this warranty, save that to the extent that any such issue arising requires the consideration and interpretation of applicable local statutory rights applicable to a customer purchasing Triumph products in another country, the customer may seek to take proceedings in any competent court of that country.

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

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

This warranty does not affect your statutory rights.

Conditions and Exclusions - America and Canada only

- The motorcycle must not have been used for competition, misused[2], inadequately or incorrectly serviced or maintained.
- The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running.

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The warranty does not cover:

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

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

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

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

This warranty shall be governed by and construed in accordance with the laws of England and Wales, save that in the event of any material conflict or inconsistency between such application to this warranty of the laws of England and Wales and local statutory rights that would otherwise be applicable to Triumph customers (dealerships or consumers) purchasing Triumph products in another country, those local statutory rights shall take precedence.

The competent courts of England and Wales shall have primary authority to settle any questions, claims or disputes which may arise under or in connection with this warranty, save that to the extent that any such issue arising requires the consideration and interpretation of applicable local statutory rights applicable to a customer purchasing Triumph products in another country, the customer may seek to take proceedings in any competent court of that country.

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

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

This warranty does not affect your statutory rights.

Noise Control System Warranty

NOTICE

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

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

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

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

Tampering With The Noise Control System Prohibited

Owners are warned that the law prohibits:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

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

Acts which are likely to constitute tampering include the following:

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

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

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

Emission Control System Warranty

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

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

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

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

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

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

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

Triumph Overseas

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

Subsidiary offices are listed below.

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

Subsidiary Offices

Benelux

Triumph Netherlands

Tel: +31 725 41 0311

Email: Benelux@Triumph.co.uk

Brazil

Triumph Motorcycles Brazil Ltda

Tel: +55 11 3010 1010

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

China

British Triumph (Shanghai) Trading Co., Ltd.

Tel: +86 21 6140 9180

Email: aftersales.china@triumphmotorcycles.com

Denmark/Finland/Norway/Sweden

Triumph Motorcycles AB

Tel: +46 8 680 68 00

Fax: +46 8 680 07 85

France

Triumph S.A.

Tel: +33 1 64 62 3838

Fax: +33 1 64 80 5828

Germany/Austria

Triumph Motorrad Deutschland GmbH

Tel: +49 6003 829090

Fax: +49 6003 8290927

Italy

Triumph Motorcycles srl

Tel: +39 02 93 454525

Fax: +39 02 93 582575

Japan

Triumph Motorcycles Japan K.K.

Tel: +81 3 6453 9810

Fax: +81 3 6453 9811

Spain/Portugal

Triumph Motocicletas España, S.L

Tel: +34 91 637 7475

Fax: +34 91 636 1134

Thailand

Triumph Thailand

Tel: +66(0)20170333

Fax: +66(0)20170330

United Kingdom/Éire

Triumph Motorcycles Ltd

Tel: +44 1455 45 5012

Fax: +44 1455 45 2211

USA/Canada

Triumph Motorcycles (America) Ltd

Tel: +1 678 854 2010

Fax: +1 678 854 8740

Caring for your Motorcycle

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

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

Table of Contents

Tiger 900 GT and Tiger 900 GT Pro

Dimensions, Weights and Performance
A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Payload	Tiger 900 GT and Tiger 900 GT Pro
Maximum payload	222 kg (489 lb)

Engine	Tiger 900 GT and Tiger 900 GT Pro
Arrangement	In-line 3 cylinder
Displacement	888 cc
Bore x stroke	77.99 x 61.94 mm
Compression ratio	13:1
Cylinder numbering	Left to Right
Cylinder sequence	1 at left
Firing order	1-3-2
Starting system	Electric Starter

Lubrication	Tiger 900 GT and Tiger 900 GT Pro
Lubrication system	Pressure Lubrication (wet sump)
Engine Oil Capacities:	
Oil capacity (dry fill)	3.65 litres
Oil capacity (wet fill including oil filter)	3.15 litres
Oil capacity (wet fill excluding oil filter)	2.95 litres

Cooling System	Tiger 900 GT and Tiger 900 GT Pro
Coolant type	Triumph D2053 OAT coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	2.25 litres
Thermostat opening temperature	88°C

Fuel System	Tiger 900 GT and Tiger 900 GT Pro
Fuel injection system	Electronic Fuel Injection
Injector type	Solenoid Operated
Fuel pump type	Submerged Electric
Fuel pressure (nominal)	3.5 bar

Fuel	Tiger 900 GT and Tiger 900 GT Pro
Fuel type	91 RON unleaded
Fuel tank capacity	20.0 litres

Ignition	Tiger 900 GT and Tiger 900 GT Pro
Ignition system	Digital Inductive
Electronic rev limiter	10,000 r/min
Spark plug type	NGK CR9EK
Spark plug gap	0.7 mm +0.05/-0.1 mm

SPECIFICATIONS

Transmission	Tiger 900 GT and Tiger 900 GT Pro
Transmission type	6 Speed, Constant Mesh
Clutch type	Wet, Multi-Plate
Primary drive ratio	1.652:1 (76/46)
Gear ratios - 1st gear	2.615:1 (34/13)
Gear ratios - 2nd gear	1.857:1 (39/21)
Gear ratios - 3rd gear	1.500:1 (36/24)
Gear ratios - 4th gear	1.286:1 (27/21)
Gear ratios - 5th gear	1.107:1 (31/28)
Gear ratios - 6th gear	0.967:1 (29/30)

Final Drive	Tiger 900 GT and Tiger 900 GT Pro
Final drive	Chain
Final drive ratio	3.125:1 (50/16)
Final drive chain	DID O-ring
Number of links	122
Chain length (20 links)	319 mm
Chain adjustment	25 - 35 mm

Approved Tyres
A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

⚠ WARNING

Use the recommended tyres ONLY in the combinations listed in the approved Tyre Selector at www.triumph.co.uk.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Tyres	Tiger 900 GT and Tiger 900 GT Pro
Tyre Sizes:	
Front tyre size	100/90 - 19 M/C 57V
Rear tyre size	150/70 R17 M/C 69V
Tyre Pressures (Cold):	
Front tyre pressure	2.5 bar (36 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

⚠ WARNING

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

Always make sure that the tyre pressures are set as described in the tyre pressure table for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

The use of some mud and snow/dual purpose tyres may result in reduced motorcycle stability.

Where these tyres may be fitted, the permissible maximum speed will be indicated by a sticker, positioned so that it is clearly visible to the rider.

A list of approved tyres, and any maximum speed restrictions, is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Operation of the motorcycle above the permissible maximum speed may lead to loss of motorcycle control which could result in serious injury or death.

SPECIFICATIONS

Electrical Equipment	Tiger 900 GT and Tiger 900 GT Pro
Battery type	YT12A-BS
Battery rating	12 Volt, 11.2 Ah
Alternator rating	14 Volt, 34 Amp at 5,000 rpm
Headlight	LED
Rear/brake light	LED
Direction indicator lights	LED
	12 Volt, 10 Watt - fitted to models for certain markets only
Fog lights (if fitted)	LED

Torque Figures	Tiger 900 GT and Tiger 900 GT Pro
Battery terminals	4.5 Nm
Chain adjuster lock nuts	15 Nm
Chain guard	9 Nm
Clutch cable lock nut	3 Nm
Oil filter	10 Nm
Spark plug	12 Nm
Sump plug	25 Nm

Fluids and Lubricants	Tiger 900 GT and Tiger 900 GT Pro
Bearings and pivots	Triumph Performance RG2 grease (NLGI 2)
Brake fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive chain	Triumph Performance chain lubricant
Engine oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended

Tiger 900 Rally Pro

Dimensions, Weights and Performance
A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Payload	Tiger 900 Rally Pro
Maximum payload	222 kg (489 lb)

Engine	Tiger 900 Rally Pro
Arrangement	In-line 3 cylinder
Displacement	888 cc
Bore x stroke	77.99 x 61.94 mm
Compression ratio	13:1
Cylinder numbering	Left to Right
Cylinder sequence	1 at left
Firing order	1-3-2
Starting system	Electric Starter

Lubrication	Tiger 900 Rally Pro
Lubrication system	Pressure Lubrication (wet sump)
Engine Oil Capacities:	
Oil capacity (dry fill)	3.65 litres
Oil capacity (wet fill including oil filter)	3.15 litres
Oil capacity (wet fill excluding oil filter)	2.95 litres

Cooling System	Tiger 900 Rally Pro
Coolant type	Triumph D2053 OAT coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	2.25 litres
Thermostat opening temperature	88°C

Fuel System	Tiger 900 Rally Pro
Fuel injection system	Electronic Fuel Injection
Injector type	Solenoid Operated
Fuel pump type	Submerged Electric
Fuel pressure (nominal)	3.5 bar

Fuel	Tiger 900 Rally Pro
Fuel type	91 RON unleaded
Fuel tank capacity	20.0 litres

Ignition	Tiger 900 Rally Pro
Ignition system	Digital Inductive
Electronic rev limiter	10,000 r/min
Spark plug type	NGK CR9EK
Spark plug gap	0.7 mm +0.05/-0.1 mm

Transmission	Tiger 900 Rally Pro
Transmission type	6 Speed, Constant Mesh
Clutch type	Wet, Multi-Plate
Primary drive ratio	1.652:1 (76/46)
Gear ratios - 1st gear	2.615:1 (34/13)
Gear ratios - 2nd gear	1.857:1 (39/21)
Gear ratios - 3rd gear	1.500:1 (36/24)
Gear ratios - 4th gear	1.286:1 (27/21)
Gear ratios - 5th gear	1.107:1 (31/28)
Gear ratios - 6th gear	0.967:1 (29/30)

SPECIFICATIONS

Final Drive	Tiger 900 Rally Pro
Final drive	Chain
Final drive ratio	3.125:1 (50/16)
Final drive chain	DID O-ring
Number of links	122
Chain length (20 links)	319 mm
Chain adjustment	30 - 40 mm

Approved Tyres
A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

⚠ WARNING

Use the recommended tyres ONLY in the combinations listed in the approved Tyre Selector at www.triumph.co.uk.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

Tyres	Tiger 900 Rally Pro
Tyre Sizes:	
Front tyre size	90/90 - 21 M/C 54V
Rear tyre size	150/70 R17 M/C 69V
Tyre Pressures (Cold):	
Front tyre pressure	2.3 bar (34 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

⚠ WARNING

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

Always make sure that the tyre pressures are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

The use of mud and snow/dual purpose tyres will result in reduced motorcycle stability.

Always operate a motorcycle equipped with mud and snow/dual purpose tyres at reduced speeds. The permissible maximum speed is 60 mph (100 km/h). This is also shown on a warning sticker on the motorcycle.

Operation of the motorcycle above the permissible maximum speed may lead to loss of motorcycle control which could result in serious injury or death.

Electrical Equipment	Tiger 900 Rally Pro
Battery type	YT12A-BS
Battery rating	12 Volt, 11.2 Ah
Alternator rating	14 Volt, 34 Amp at 5,000 rpm
Headlight	LED
Rear/brake light	LED
Direction indicator lights	LED
	12 Volt, 10 Watt - fitted to models for certain markets only
Fog lights (if fitted)	LED

SPECIFICATIONS

Torque Figures	Tiger 900 Rally Pro
Battery terminals	4.5 Nm
Chain adjuster lock nuts	15 Nm
Chain guard	9 Nm
Clutch cable lock nut	3 Nm
Oil filter	10 Nm
Engine protection bars	3 Nm
Sump guard bottom bolts	6 Nm
Sump guard left hand fixings	6 Nm
Spark plug	12 Nm
Sump plug	25 Nm

Fluids and Lubricants	Tiger 900 Rally Pro
Bearings and pivots	Triumph Performance RG2 grease (NLGI 2)
Brake fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive chain	Triumph Performance chain lubricant
Engine oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended

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APPROVAL INFORMATION

This section contains approval information that is required to be included in this Owner's Handbook.

Radio Equipment Device EU Directive 2014/53

Triumph motorcycles are equipped with a range of radio equipment devices. These radio equipment devices must comply with the EU Radio Equipment Device Directive 2014/53/EU. The complete text of the EU declaration of conformity for each radio equipment device is available at the following address:

www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals

The table below shows the frequencies and power levels for the radio equipment devices in compliance with the EU Directive 2014/53/EU. The table shows all radio equipment devices used across the Triumph range of motorcycles. Only certain radio equipment devices in the table are applicable to specific motorcycles.

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Chassis Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	287 nW ERP	Pektron Alfreton Road, Derby, DE21 4AP UK
Keyless Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	6.28 uW ERP	
Keyless Control Unit 2	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antennas	3.01 uW ERP	
Keyless System Key Fob	Receive Bands: 134.2 kHz Category-2 Receiver Transmit Bands: 433.92 MHz, 134.2 kHz Class: N/A Antenna Type Fixed Antenna (PCB)	0.019 mW ERP	

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Immobiliser (Motorcycles with Key System)	Receive Bands: 433.92 MHz, 125 kHz Transmit Bands: 120.9 KHz to 131.3 KHz	5dBμA/m @ 10m	LDL Technology Parc Technologique Du Canal, 3 Rue Giotto, 31520 Ramonville Saint-Agne, France
Tyre Pressure Monitoring System (TPMS)	Receive Bands: None Transmit Bands: 433.97 MHz to 433.87 MHz	0.063 mW	
Triumph Accessory Alarm System ECU	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	Scorpion Automotive Ltd Drumhead Road, Chorley North Business Park, Chorley, PR6 7DE UK
Triumph Accessory Alarm System Remote/ Key Fob	Receive Bands: None Transmit Bands: 433.92 MHz	10 mW ERP	
Accessory Alarm System ECU - Triumph Protect+	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	
Accessory Alarm System Remote/Key Fob - Triumph Protect+	Receive Bands: None Transmit Bands: 433.92 MHz	1 mW ERP	
Instrument Panel	Receive and Transmit Bands: 2402 MHz to 2483.5 MHz	7.4 dBm	MTA SpA Viale dell'Industria, 12 26845 Codogno (LO) Italy
My Triumph Connectivity Unit	Receive and Transmit Bands: 2402 MHz to 2480 MHz	100 mW	C.O.B.O. S.p.A. via Tito Speri 10 25024 Leno (BS) Italy
Blind Spot Radar	Receive and Transmit Bands: 24.05 to 24.25 GHz	100mW (20 dBm) peak EIRP	ADC Automotive Distance Control Systems GmbH Peter-Dornier-Strasse 10, 88131 Lindau, Germany

European Radio Equipment Device Statement

Operation of electical devices fitted to this motorcycle 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.

Representative within the European Union

Address

Triumph Motocicletas Espana S.L.

C/Cabo Rufino Lazaro

14 - E

28232 - Las Rozas De Madrid

Spain

Canadian Approval

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s).

Operation is subject to the following two conditions:

1. This device may not cause interference.

2. This device must accept any interference, including interference that may cause undesired operation of the device.

Radio frequency radiation exposure information:

This equipment complies with radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Tyres

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