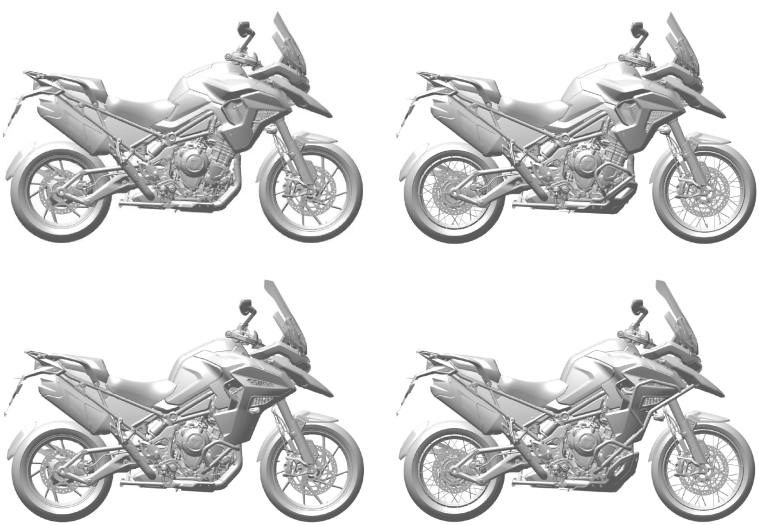
Tiger 1200 GT Pro, Tiger 1200 Rally Pro, Tiger 1200 GT Explorer and Tiger 1200 Rally Explorer



This handbook contains information on the Triumph Tiger 1200 GT Pro, Tiger 1200 Rally Pro, Tiger 1200 GT Explorer and Tiger 1200 Rally Explorer motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

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Publication part number 3850843-EN issue 1

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Owner's Handbook

⚠ WARNING

The Owner's Handbook or Quick Start Guide (where supplied with the motorcycle), and all other documents supplied with your motorcycle, should be considered a permanent part of the motorcycle and should remain with it, even if the motorcycle is subsequently sold.

All riders must read the Owner's Handbook, Quick Start Guide, and all other documents supplied with the motorcycle before riding, in order to become thoroughly familiar with the correct operation of the motorcycle controls, features, capabilities and limitations.

Do not lend your motorcycle to others as riding when not familiar with the 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 to become thoroughly familiar with the correct operation of the motorcycle controls, 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.triumphtechnicalinformation.com/handbooks in:

- English
- US English
- Arabic
- Chinese
- Dutch
- French
- German
- Italian
- Japanese
- Portuguese (Brazil)
- Spanish
- Swedish
- Thai
- Finnish, Polish, Portuguese and Slovak (available online only from www.triumphtechnicalinformation.com/handbooks).

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

QR Code

To download the Owner's Handbook;

Enter the address below into a web browser:

www.triumphtechnicalinformation.com/handbooks

Or;

Scan the QR code using your smart device:

This QR code can also be found on a label permanently attached to your motorcycle, located either under the seat or behind the side panel.

After entering the web address or scanning the QR code, your browser will be directed to a web page where you can select and download your Owner's Handbook.

We recommend that you download and store a copy of the Owner's Handbook for use offline. As information contained within the handbook may change, we recommend downloading and replacing your handbook on a regular basis to make sure it is kept up to date.

Triumph Technical Information (TTI)

For maintenance procedures that require specialist knowledge or service tools, these are referred to the Service Manual which can be accessed at www.triumphtechnicalinformation.com.

Or;

Scan the QR code using your smart device:

Registration is required to access the site.

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



In 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 Labels' 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 website at www.triumphmotorcycles.co.uk/dealers 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 that 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.

Relocating the Motorcycle

Rules and regulations vary between countries. Therefore, when moving countries and relocating your Triumph motorcycle, it is your responsibility to make sure that the motorcycle meets local rules and regulations.

Event Data Recorder (EDR)

This motorcycle is equipped with an Event Data Recorder (EDR). The main purpose of an EDR is to record, in severe or moderate crash events (such as a collision or striking an obstacle), data that will assist in understanding how the motorcycle's systems performed. The EDR is designed to record data related to motorcycle dynamics and safety systems for up to two minutes.

The EDR in this motorcycle is designed to record data such as:

- How various systems on your motorcycle were operating
- Throttle and brake application
- Vehicle speed, and whether the vehicle is accelerating or decelerating.

These data can help provide a better understanding of the circumstances in which crashes occur.

EDR data is recorded by your motorcycle only if severe or moderate crash events occur; no data is recorded by the EDR under normal riding conditions, and no personal data (e.g., name, gender, age, and crash location) are recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

To read data recorded by the EDR, special equipment is required, and access to the motorcycle or the EDR is needed. In addition to the motorcycle manufacturer, other parties, such as law enforcement, that have the special equipment, can read the information if they have access to the motorcycle or the EDR.

The information recorded in the EDR will not be disclosed to a third party except in the following cases:

- With the consent of the vehicle owner or user
- In case of a legal request by a government agency or judicial body
- For the defence of a lawsuit, legal proceeding or claim made against Triumph or one of its related entities
- For research purposes using processed data that does not identify the vehicle owner, user, or individual vehicle.

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 moderate off-road use.

Moderate 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.

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The Motorcycle

⚠ WARNING

This motorcycle is designed for on-road and moderate off-road use.

Moderate 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.

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 fitted with a catalytic converter, 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, could ignite if allowed to come into contact with any part of the exhaust system and catalytic converter. Always make sure flammable materials do not come into contact with the exhaust system or catalytic converter.

Failure to follow the advice above may cause a fire, 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 aspects 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.

Tiger 1200 Rally Pro and Tiger 1200 Rally Explorer Only

⚠ 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.

All Models

NOTICE

Riding the motorcycle in extreme conditions, such as on wet and muddy roads, 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.

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

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 aspects 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 aspects of the motorcycle's 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.

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.

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 aspects of the motorcycle's 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.

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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

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

Never carry a passenger without them using the fully extended passenger footrests.

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

- The passenger's feet or clothing to become trapped.

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

Failure to follow the advice above may lead to loss of motorcycle control, which could result in damage to property, 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 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.

Parts and Accessories

⚠ WARNING

Owners should be aware that the only approved parts, accessories and conversions for any Triumph motorcycle are those that 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. 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 aspects of the motorcycle's 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 LABELS

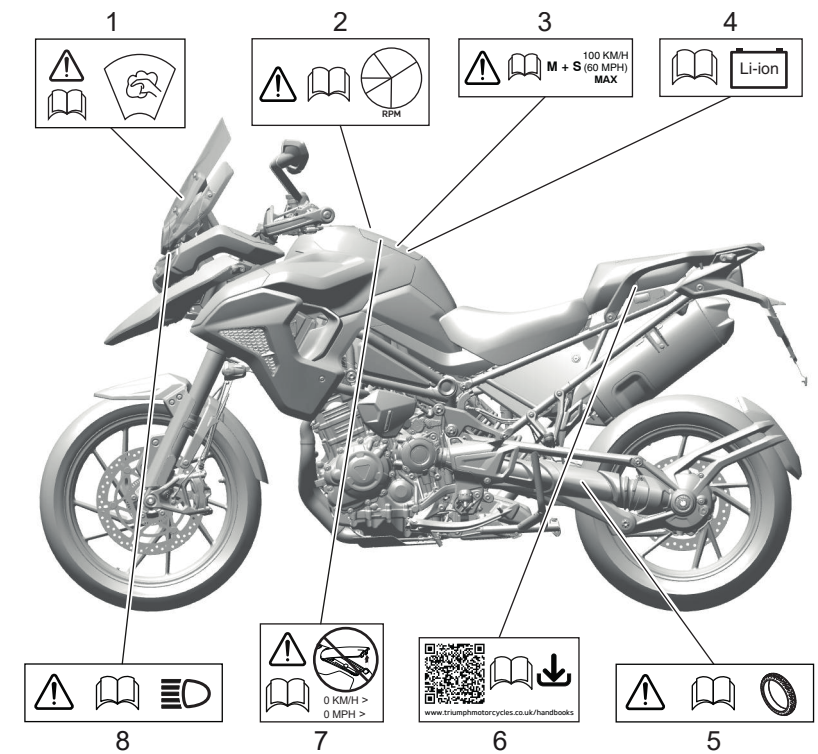
All Models

Tiger 1200 GT Pro shown

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.

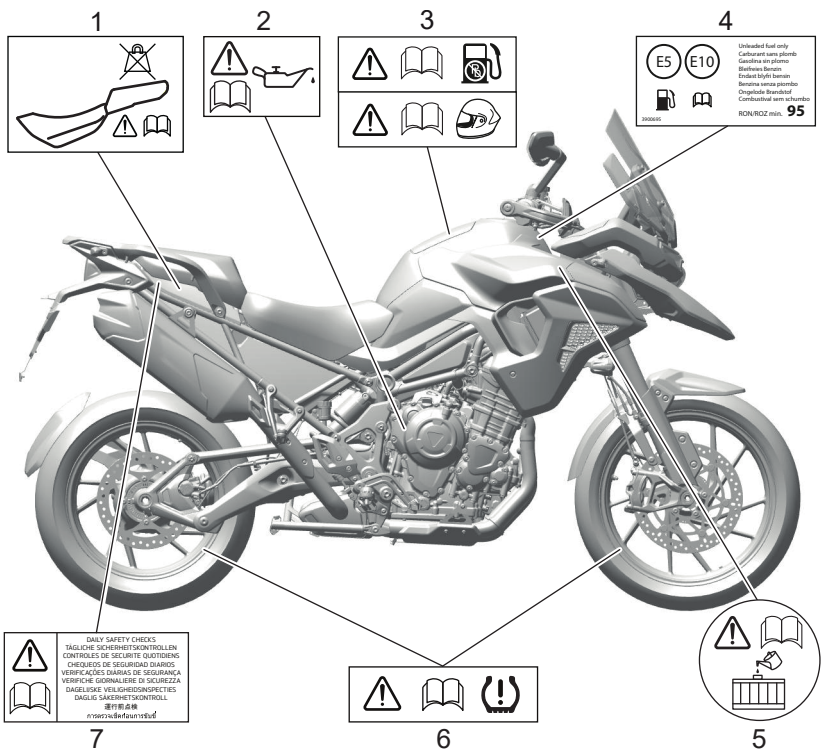


1. **Windscreen (page 274)**
2. **Running-In (page 176)**
3. **Mud and Snow/Dual Purpose Tyres (page 247) (applies to certain option tyres only)**
4. **Battery (page 251)**
5. **Tyres (page 245)**
6. **Owner's Handbook Download Details (under passenger seat)**
7. **Storage Compartment (inside storage compartment lid - page 172)**
8. **Headlight (page 262)**

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.



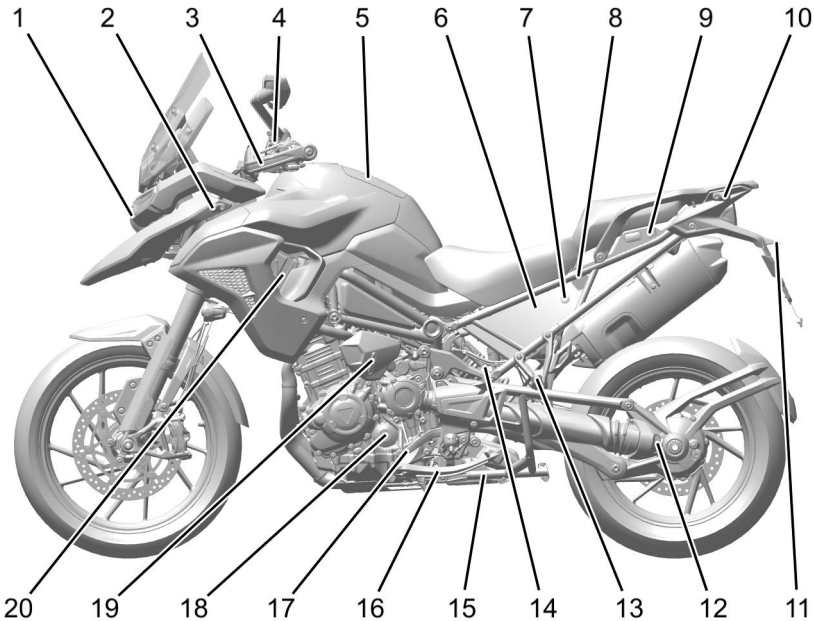
1. Seat Loading (page 198)
2. Engine Oil (page 208)
3. Unleaded Fuel (page 118) and Helmet (page 11)
4. E5 and E10 Fuel (if fitted) (page 118)
5. Coolant - Radiator Filler Cap (under fuel tank panel - page 222)
6. Tyre Pressure Monitoring System (TPMS) (if fitted) (page 246)
7. Daily Safety Checks (under passenger seat - page 177)

PARTS IDENTIFICATION

Tiger 1200 GT Pro and Tiger 1200 Rally Pro

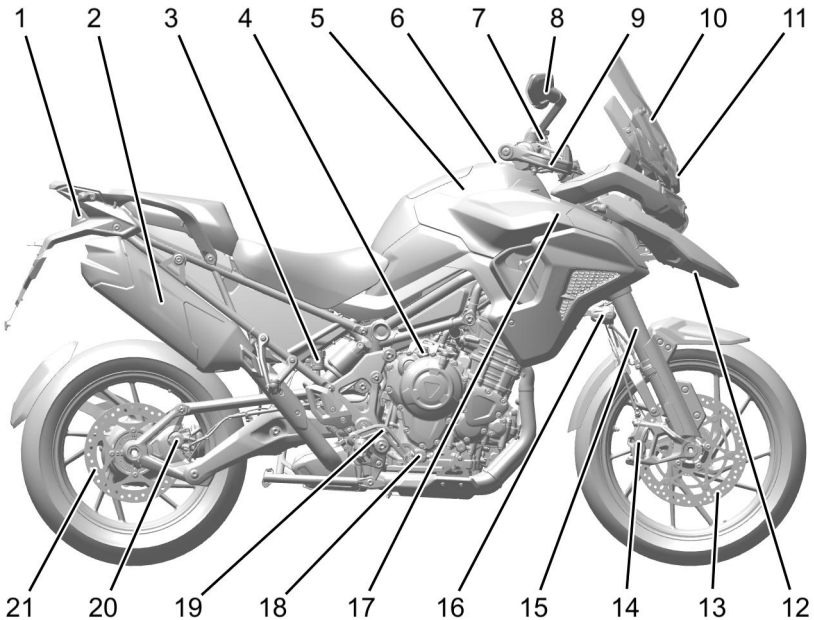
Tiger 1200 GT Pro shown

Left Hand Side



1. Headlight
2. Front direction indicator
3. Clutch lever (behind handguard)
4. Clutch fluid reservoir
5. Storage compartment
6. Battery (under seat)
7. Seat lock
8. Fuse box (under seat)
9. Electrical accessory socket
10. Multifunction rear light
11. Licence plate light
12. Final drive unit
13. Passenger footrest
14. Rear suspension unit
15. Centre stand
16. Side stand
17. Gear change pedal
18. Oil filter
19. Coolant expansion tank
20. Radiator

Right Hand Side



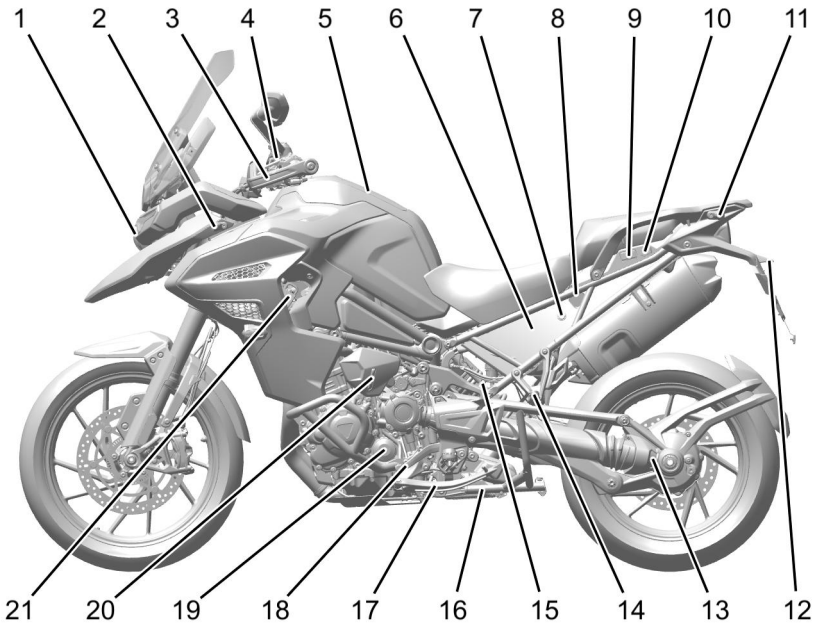
1. Rear radar cover
2. Silencer
3. Rear brake fluid reservoir
4. Engine oil filler plug
5. Fuel tank
6. Fuel tank cap
7. Front brake fluid reservoir
8. Mirror
9. Front brake lever (behind handguard)
10. Windscreen
11. Front radar cover
12. Horn (under lower cockpit)
13. Front brake disc
14. Front brake caliper
15. Front fork
16. Front fog light
17. Radiator filler cap (under fuel tank panel)
18. Engine oil sight glass
19. Rear brake pedal
20. Rear brake caliper
21. Rear brake disc

PARTS IDENTIFICATION

Tiger 1200 GT Explorer and Tiger 1200 Rally Explorer

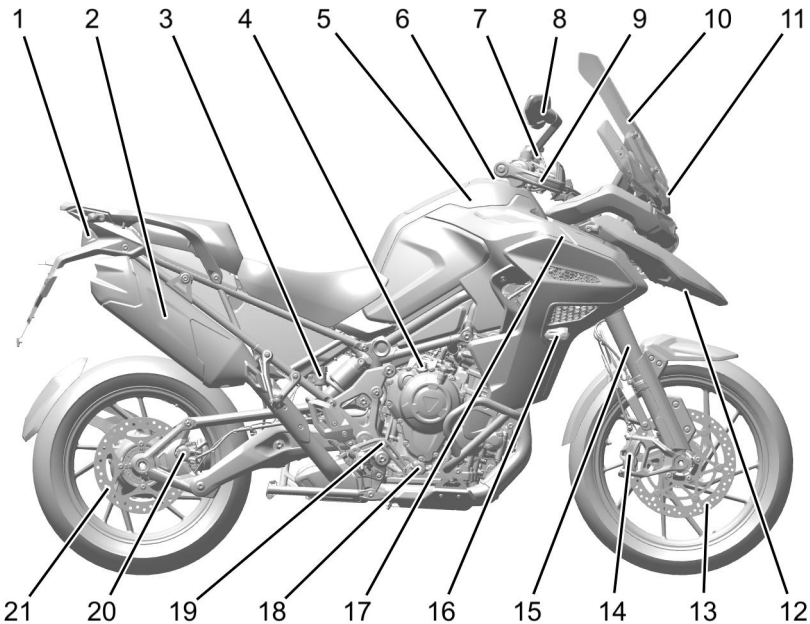
Tiger 1200 GT Explorer shown

Left Hand Side



1. Headlight
2. Front direction indicator
3. Clutch lever (behind handguard)
4. Clutch fluid reservoir
5. Storage compartment
6. Battery (under seat)
7. Seat lock
8. Fuse box (under seat)
9. Passenger's heated seat switch
10. Electrical accessory socket
11. Multifunction rear light
12. Licence plate light
13. Final drive unit
14. Passenger footrest
15. Rear suspension unit
16. Centre stand
17. Side stand
18. Gear change pedal
19. Oil filter
20. Coolant expansion tank
21. Radiator

Right Hand Side



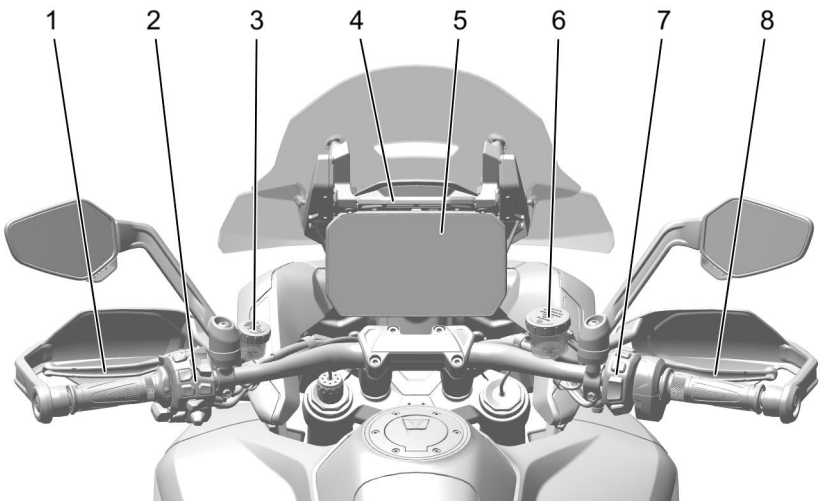
1. Rear radar cover
2. Silencer
3. Rear brake fluid reservoir
4. Engine oil filler plug
5. Fuel tank
6. Fuel tank cap
7. Front brake fluid reservoir
8. Mirror
9. Front brake lever (behind handguard)
10. Windscreen
11. Front radar cover
12. Horn (under lower cockpit)
13. Front brake disc
14. Front brake caliper
15. Front fork
16. Front fog light
17. Radiator filler cap (under fuel tank panel)
18. Engine oil sight glass
19. Rear brake pedal
20. Rear brake caliper
21. Rear brake disc

PARTS IDENTIFICATION

Rider View Parts Identification

All Models

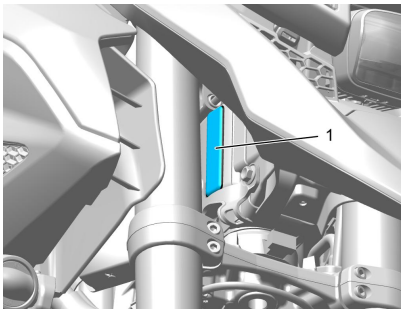
Tiger 1200 GT Pro shown



1. Clutch lever
2. Left hand switch housing, see page 111
3. Clutch fluid reservoir
4. Windscreen adjustment handle
5. Instruments, see page 27
6. Front brake fluid reservoir
7. Right hand switch housing, see page 109
8. Front brake lever

Vehicle Identification Number (VIN)

The Vehicle Identification Number (VIN) is stamped into the right hand side of the headstock.



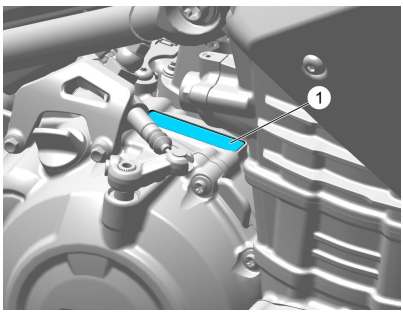
1. VIN stamp

The VIN is also shown on a label attached to the left hand side of the headstock, directly opposite the VIN stamp.

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

Engine Serial Number

The engine serial number is stamped on the upper engine crankcase, towards the rear, and is visible from the right hand side of the motorcycle.



1. Engine serial number

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

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Instrument Display

⚠ WARNING

Do not use the touchscreen functionality on the instrument display while the motorcycle is in motion.

Any attempt to use the touchscreen while riding the motorcycle is dangerous.

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

NOTICE

The touchscreen functionality on the instrument display is speed-locked and will not function at speeds above 2 km/h.

The motorcycle is fitted with a full colour Thin Film Transistor (TFT) instrument display with a 7 inch (18 cm) screen.

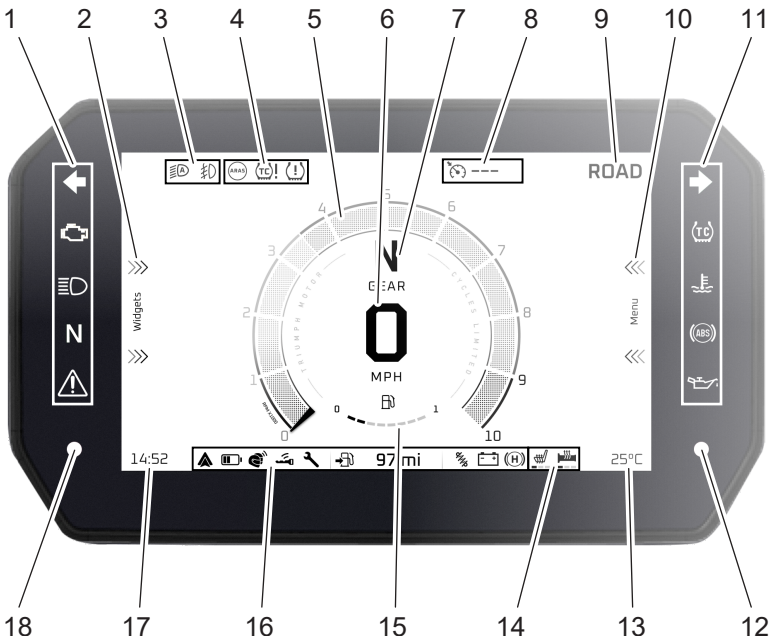
When the motorcycle is stationary, the display can be operated using the switch housings, see page 109 and page 111, or as a touchscreen. The touchscreen can be used with or without gloves.

The instruments are illustrated for the UK market specification. Other markets will display different units, see page 76.

Depending on the selected menu options, certain icons shown in this section may appear in different areas of the display screen.

NOTICE

The navigation icons for the Widgets and the Menu will appear briefly on the display start-up screen. These features can be accessed at any time.



1. Left hand warning lights, see page 31
2. Widgets, see page 63
3. Warning and information icons (fixed - top status bar)
4. Warning and information icons (dynamic - top status bar)
5. Tachometer, see page 48
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14. Warning and information icons (fixed - bottom status bar)
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16. Warning and information icons (dynamic - bottom status bar)
17. Clock, see page 76
18. Engine immobiliser/alarm indicator light (alarm is an accessory kit), see page 35

Warning Lights

⚠ WARNING

Warning lights, icons and messages will appear on the instrument display if a fault is detected on the motorcycle. Pay attention to these warning lights, icons and messages.

This Owner's Handbook provides more detailed information and instruction for each specific warning light, icon and message. 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.

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

NOTICE

If a red warning light is displayed, the motorcycle must be stopped immediately.

If an amber warning light is displayed, the motorcycle does not need to be stopped immediately.

Always 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 then go off (except those that remain on until the engine starts, as described in the following pages).

High Coolant Temperature Warning Light

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.



With the engine running, if the engine coolant temperature reaches a dangerously high level, the high coolant temperature warning light will illuminate and a warning message will be displayed.

The warning light will remain illuminated when the coolant temperature reaches 115 °C (239 °F) or above, and will flash when the coolant temperature reaches 126 °C (258.8 °F) or above.

The warning light will turn off when the coolant temperature drops below 113 °C (235.4 °F).

Low Oil Pressure Warning Light

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.

 With the engine running, if the engine oil pressure reaches a dangerously low level, the low oil pressure warning light will illuminate and a warning message will be displayed.

General Warning Light

 The red general warning light will illuminate when a warning message with a red banner is displayed in the Information – Warning List menu.

 The amber general warning light will illuminate when a warning message with an amber banner is displayed in the Information – Warning List menu.

For more information on the warning list display, see page 98.

Anti-lock Braking System (ABS) Warning Light

⚠ WARNING

If the Anti-lock Braking System (ABS) is not functioning, the braking system will continue to operate as a non-ABS braking system. Do not continue to ride for longer than 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.

Excessive braking may cause the wheels to lock, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

Traction Control (TC) will not function if there is a malfunction with the Anti-lock Braking System (ABS). The warning lights for the ABS, TC and the Malfunction Indicator Light (MIL) will be illuminated.



When the ignition is switched on, it is normal that the Anti-lock Braking System (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), after which the light will turn off.

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

If the ABS is disabled by the rider, the warning light will remain illuminated until the ABS is re-enabled.

If there is a fault with the ABS system, the warning light will illuminate continuously and a warning message will be displayed.

Engine Management System Malfunction Indicator Light (MIL)

⚠ 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.



The Malfunction Indicator Light (MIL) for the engine management system will illuminate 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 illuminate and a warning message will be displayed. In such circumstances, the engine management system may switch to limp mode so that the journey may be completed, if the fault is not so severe that the engine will not run.

If the MIL flashes when the ignition is switched on, contact a competent person with specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to have the situation rectified. In these circumstances, the engine will not start.

Traction Control (TC) Active Indicator Light

⚠ WARNING

If Traction Control (TC) 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 TC 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.

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

NOTICE

Traction Control (TC), including torque control, will not function if there is a malfunction with the Anti-lock Braking System (ABS). The warning lights for the ABS, TC and the Malfunction Indicator Light (MIL) will be illuminated.



The Traction Control (TC) active indicator light indicates when the TC system is active and limiting rear wheel slip during hard acceleration or when riding on wet or slippery road surfaces, or when torque control is active.

If TC is enabled:

- Under normal riding conditions, the TC active indicator light will remain off.
- The TC active indicator light will flash rapidly when the TC system is actively limiting rear wheel slip during hard acceleration or when riding on wet or slippery road surfaces, or when torque control is active.

If TC is disabled:

- The TC active indicator light will not illuminate. Instead, the TC disabled icon will be displayed in the top status bar of the instrument display, see page 36.

Direction Indicator Lights



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

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

If there is a fault with the direction indicators, the direction indicator lights will flash rapidly and a warning message will be displayed.

The front direction indicators are also used as front marker lights, see page 158.

Neutral Indicator Light



The neutral indicator light indicates when the transmission is in neutral (no gear selected). The indicator light will illuminate when the transmission is in neutral with the ignition switched on.

Main Beam Indicator Light



When the ignition is switched on and the main beam is turned on, the main beam indicator light will illuminate.

Engine Immobiliser/Alarm Indicator Light

This motorcycle is fitted with an engine immobiliser, which is activated when the ignition is switched off.

Without Alarm Fitted

When the ignition is switched off, the engine immobiliser/alarm light will flash on and off to show that the engine immobiliser is active. When the ignition is switched on, the engine immobiliser and the indicator light will be off.

If there is a fault with the engine immobiliser, the indicator light will remain illuminated and a warning message will be displayed. 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.

Warning and Information Icons

⚠ WARNING

Warning lights, icons and messages will appear on the instrument display if a fault is detected on the motorcycle. Pay attention to these warning lights, icons and messages.

This Owner's Handbook provides more detailed information and instruction for each specific warning light, icon and message. 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.

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

The following warning and information icons may be displayed individually, depending on vehicle status. Icons appear either in fixed or dynamic locations in the top or bottom status bar of the instrument display.

Fixed Icons (top status bar)

Icon	Description
	Dipped beam active (green indicator)
	Automatic dipped beam/ Daytime Running Lights (DRL) active (if fitted) (green indicator)
	Fog lights active (green indicator)

Fixed Icons (bottom status bar)

Icon	Description
	Rider heated seat - low (white and red indicator)
	Rider heated seat - medium (white and red indicator)
	Rider heated seat - high (white and red indicator)
	Heated grips - low (white and red indicator)
	Heated grips - medium (white and red indicator)
	Heated grips - high (white and red indicator)
	Low ambient air temperature - risk of surface ice (white indicator)

NOTICE

In the following Rider Distance Assist (RDA) examples, the follow gap icon is shown using a 2-bar setting for illustration purposes.

Depending on the selected follow gap, a 1-bar, 2-bar, or 3-bar icon may be displayed.

Dynamic Icons (top status bar)	
Icon	**Description**
	Some Triumph Advanced Rider Assistance Systems (ARAS) features disabled (amber indicator)
	All Triumph ARAS features disabled (amber indicator)
	All or some Triumph ARAS features fault (amber indicator)
	Traction Control (TC) disabled (amber indicator)
	TC fault (amber indicator)

Dynamic Icons (top status bar)	
Icon	**Description**
	Tyre Pressure Monitoring System (TPMS) fault or low front/rear tyre pressure/ leak (if fitted) Also displays front and rear tyre pressures when an off-road riding mode is active (amber indicator)
	Rear Anti-lock Braking System (ABS) disabled (amber indicator)
	Dynamic Cruise Control (DCC) active (green indicator)
	DCC standby (grey indicator)
	DCC override (white indicator)
	DCC fault (amber indicator)
	Adaptive Cruise Control (ACC) active - target follow control active (green indicator)

Dynamic Icons (top status bar)	
Icon	**Description**
	ACC active - set speed control active and no target detected (green and grey indicator)
	ACC standby (grey indicator)
	ACC override (white indicator)
	Group Ride Assist (GRA) active - vehicle detected centre (green indicator)
	GRA active - vehicle detected left (green indicator)
	GRA active - vehicle detected right (green indicator)
	GRA active - set speed control active and no vehicle detected (green and grey indicator)

Dynamic Icons (top status bar)	
Icon	**Description**
	GRA standby (grey indicator)
	GRA override (white indicator)
	ACC or GRA fault (amber indicator)
	ACC or GRA active – 1-bar – near follow gap (green indicator)
	ACC or GRA active - 2-bar - medium follow gap (green indicator)
	ACC or GRA active - 3-bar - far follow gap (green indicator)
	ACC or GRA standby - 1-bar - near follow gap (grey indicator)
	ACC or GRA standby - 2-bar - medium follow gap (grey indicator)
	ACC or GRA standby - 3-bar - far follow gap (grey indicator)

Dynamic Icons (top status bar)	
Icon	Description
	ACC or GRA override - 1-bar - near follow gap (white indicator)
	ACC or GRA override - 2-bar - medium follow gap (white indicator)
	ACC or GRA override - 3-bar - far follow gap (white indicator)
	Rider Distance Assist (RDA) standby (grey indicator) Follow gap: standby (2-bar shown) (grey indicator)
	RDA active - no vehicle detected (green and grey indicator) Follow gap: standby (2-bar shown) (grey indicator)
	RDA active - vehicle detected (green indicator) Follow gap: standby (2-bar shown) (grey indicator)

Dynamic Icons (top status bar)	
Icon	Description
	RDA active - system intervention (green indicator) Follow gap: active (2-bar shown) (green indicator)
	RDA active - system intervention reducing to zero (green and grey indicator) Follow gap: active (2-bar shown) (green indicator)
	RDA override - system intervention reducing to zero (grey indicator) Follow gap: active (2-bar shown) (green indicator)
	RDA fault (amber indicator)

Dynamic Icons (bottom status bar)	
Icon	Description
	Phone signal - no signal (grey indicator)
	Phone signal - 1 bar (white and grey indicator)
	Phone signal - 2 bars (white and grey indicator)
	Phone signal - 3 bars (white and grey indicator)
	Phone signal - 4 bars (white indicator)
	Phone - no phone connected (grey indicator)
	Phone - searching (white indicator)
	Android Auto™ active (white indicator)
	Apple CarPlay® active (white indicator)

Dynamic Icons (bottom status bar)	
Icon	Description
	Ongoing call (green indicator)
	Call ended (red indicator)
	Phone battery - 1 bar (red and grey indicator)
	Phone battery - 2 bars (white and grey indicator)
	Phone battery - 3 bars (white and grey indicator)
	Phone battery - 4 bars (white indicator)
	Phone charging - low (green and white indicator)
	Phone charging - medium (green and white indicator)
	Phone charging - full (green and white indicator)

Dynamic Icons (bottom status bar)	
Icon	Description
	Headset - rider only (white indicator)
	Headset - rider and passenger (white indicator)
	Headset - passenger only (white and grey indicator)
	Key out of range (white indicator)
	Service overdue (amber indicator)
	Distance to empty - standard (white indicator)
	Distance to empty - low fuel (amber indicator)
	Suspension adjusting - up (white indicator)

Dynamic Icons (bottom status bar)	
Icon	Description
	Suspension adjusting - down (white indicator)
	Automatic suspension adjusting – up (white indicator)
	Suspension fault (amber indicator)
	Battery charge fault (red indicator)
	Hill Hold Control holding (green indicator)
	Hill Hold Control released (amber indicator)
	Hill Hold Control unavailable (amber indicator)
	Rear Distance Warning (RDW) active (amber indicator)

Warning and Information Messages

⚠ WARNING

Warning lights, icons and messages will appear on the instrument display if a fault is detected on the motorcycle. Pay attention to these warning lights, icons and messages.

This Owner's Handbook provides more detailed information and instruction for each specific warning light, icon and message. 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.

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

When a fault occurs, multiple warning and information messages may be displayed. Warning and information messages will take priority over all other messages, and the icon(s) shown in the tables below will appear on the instrument display.

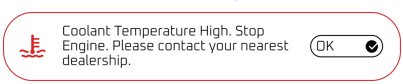
NOTICE

Warning and information messages with an OK button must be acknowledged to dismiss the message. Warning and information messages without an OK button do not require acknowledgement.

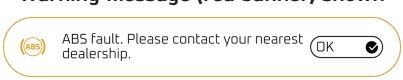
Certain functions are restricted until all messages are cleared.



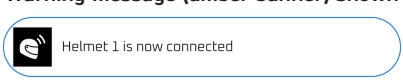
'TAKE ACTION' warning message (full-screen with red background) shown



Warning message (red banner) shown



Warning message (amber banner) shown



Information message (blue banner) shown

To access the instrument display, any messages must first be acknowledged.

To acknowledge a message, press the joystick centre or, when the vehicle is stationary, tap the OK button on the touchscreen (see page 29) for each message. Warning messages with a red or amber banner are stored and can be accessed via the Information - Warning List menu, see page 98.

The different levels of warning and information messages are displayed as follows:

'TAKE ACTION' Warning Messages (full-screen, red background)	
Icon	**Description**
	Cruise Control or Rider Distance Assist (RDA) (white indicator - see page 130 and page 140)
	Forward Collision Warning (FCW) (white indicator - see page 144)

Warning Messages (red banner)	
Icon	**Description**
	High coolant temperature (red indicator - see page 31)
	Low oil pressure (red indicator - see page 32)
	Battery fault or low battery voltage (red indicator)
	Speedometer fault (red indicator)

Warning Messages (amber banner)	
Icon	**Description**
	Tyre Pressure Monitoring System (TPMS) fault or low front/rear tyre pressure/ leak (amber indicator)
	Anti-lock Braking System (ABS) fault (amber indicator - see page 32)
	Emergency Braking Assist (EBA) fault or EBA active (amber indicator)

Warning Messages (amber banner)	
Icon	Description
	Engine Management System Malfunction Indicator Light (MIL) fault (amber indicator - see page 33)
	Lighting fault (amber indicator)
	Forward Collision Warning (FCW) fault (amber indicator)
	Blind Spot Assist (BSA) fault (amber indicator)
	Engine immobiliser fault (amber indicator)
	Low fuel (amber indicator)
	Suspension fault (amber indicator)
	Hill Hold Control fault (amber indicator)
	Service due/overdue (amber indicator)

Warning Messages (amber banner)	
Icon	Description
	Fog lights fault (green indicator)
	Low ambient air temperature - risk of surface ice (white indicator - see page 51)
	Heated grips fault (white indicator)
	Heated seat fault (white indicator)
	Traction Control (TC) disabled (amber indicator)
	Cruise Control standby (white indicator)
	Bluetooth fault (white indicator)
	Riding mode information (white indicator)
	Low phone battery (red and white indicator)

NOTICE

When the motorcycle starts to move, the following Triumph Advanced Rider Assistance Systems (ARAS) information messages are displayed, indicating the current status of the ARAS features.

Information Messages (blue banner)	
Icon	**Description**
	Apple CarPlay® status (green indicator)
	Android Auto™ status (blue indicator)
	Missed call (white indicator)
	Headset connected (white indicator)
	Passenger heated seat active (white indicator)
	Riding mode information (white indicator)
	Triumph Advanced Rider Assistance Systems (ARAS) features current status (amber indicator)
	All Triumph ARAS features disabled (amber indicator)

Pop-up Messages

NOTICE

Pop-up messages do not require acknowledgement.

The pop-up messages will be displayed in a blue banner following a rider input.

The 'Incoming Call' pop-up message does not follow a rider input.

Pop-up Messages (blue banner)	
Icon	**Description**
	All Triumph Advanced Rider Assistance Systems (ARAS) features active (amber indicator)
	All Triumph ARAS features disabled (amber indicator)
	Phone volume (white indicator)
	Media volume (white indicator)
	Additional media volume (white indicator)

Pop-up Messages (blue banner)	
Icon	**Description**
	Suspension selection (white indicator)
	Riding mode unavailable (white indicator)
	No phone connected (white indicator)
	Incoming call (white indicator)

Pop-up Messages (blue banner, no icon)
Invalid date set Date selected is not possible
Riding mode cannot be unselected Road Riding Mode must be available at all times
Speed lock Not available when the vehicle is in motion
Menu feature unavailable Feature not available currently

Start-up Messages

NOTICE
Start-up messages must be acknowledged to confirm the riding mode change. The start-up messages can be dismissed by moving off or by using any directional input on the joystick other than the centre (i.e. down, up, left, or right). If the start-up messages are dismissed, the riding mode will revert to 'Road'.

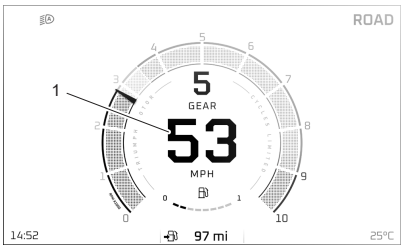
The start-up messages will be displayed in a blue banner with an OK button.

Start-up Messages (blue banner)	
Icon	**Description**
	Riding mode confirmation (white indicator)

Speedometer

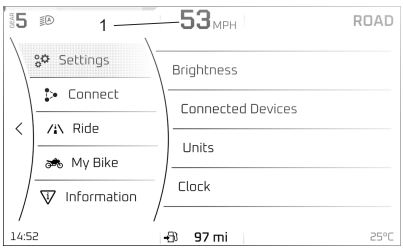
The speedometer indicates the road speed of the motorcycle.

To access the speedometer from another display screen, press the HOME button on the right hand switch housing.



1. **Speedometer**

In other menu screens, the speedometer will be displayed in the top status bar.



1. **Speedometer**

If there is a fault with the speedometer, a warning message will be displayed.

Odometer

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

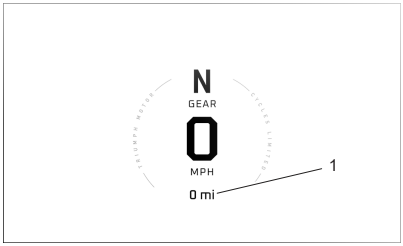
NOTICE

When the ignition is switched on, the display start-up screen should only be shown for a short period (less than 10 seconds). If it remains displayed beyond this time, switch the ignition off and then on again.

If the start-up screen re-appears at any other time, the instrument has entered recovery mode. Switch the ignition off and then on again.

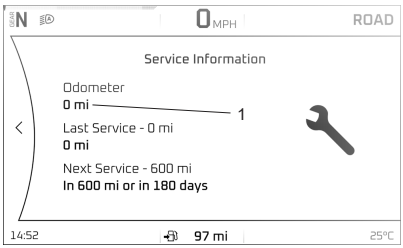
If either problem persists, the fault must be checked and rectified by a competent person with specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The odometer will appear briefly on the display start-up screen.



1. Odometer

The odometer is also displayed in the Service Information menu, see page 100.



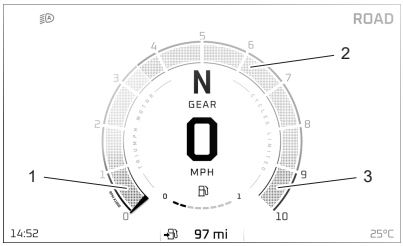
1. Odometer

Tachometer

NOTICE

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

The tachometer indicates the engine speed of the motorcycle in revolutions per minute - rpm (r/min).



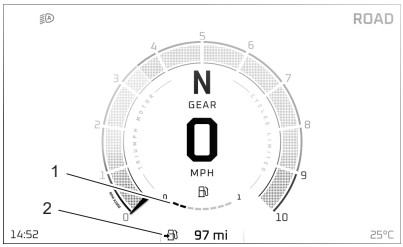
1. Engine speed (rpm)
2. Amber zone
3. Red zone

The amber zone on the tachometer is determined by the Gear Shift Indicator, see page 86. Engine speeds in the amber zone represent an intermediate range and operation within this range is not recommended for sustained periods of time.

At the end of the tachometer range there is a red zone. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

Fuel Gauge

The fuel gauge indicates the amount of fuel in the tank from 0 (empty) to 1 (full).



1. **Fuel gauge**
2. **Range to empty**

With the ignition switched on, the remaining fuel level is shown by the number of illuminated gauge segments.

When the fuel tank is full, all gauge segments are illuminated. As fuel is used, the number of illuminated segments decreases to indicate the remaining fuel level. Intermediate gauge markings show fuel levels between empty and full.

When the fuel level approaches the low-fuel threshold specified in the Specifications section, the amber range to empty icon will be displayed, and the amber general warning light will illuminate. A warning message will also be displayed. You should refuel at the earliest opportunity.

NOTICE

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.

Coolant Temperature Gauge

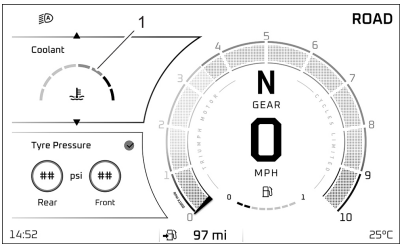
NOTICE

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.

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



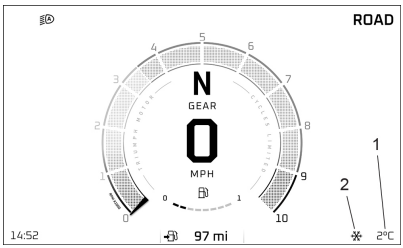
1. **Coolant temperature gauge**

When the engine is started from cold, the coolant temperature gauge will show no illuminated gauge segments. As the coolant temperature increases, the number of illuminated segments increases to indicate the engine operating temperature. When the engine is started from hot, the coolant temperature gauge will show the relevant number of illuminated gauge segments, dependent on engine temperature.

With the engine running, if the engine coolant temperature reaches a dangerously high level, the high coolant temperature warning light will illuminate and a warning message will be displayed.

Ambient Air Temperature

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



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

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

Once the motorcycle starts moving, the display will return to the correct temperature after a short time.

To change the temperature units from °C or °F, see page 76.

Frost Icon

⚠ WARNING

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

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

Excess speed, hard acceleration, heavy braking or hard cornering when roads are slippery may lead to loss of motorcycle control, which could result in serious injury or death.



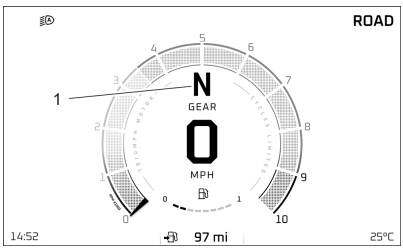
The frost icon will be displayed when the ambient air temperature is 4 °C (39 °F) or lower.

The frost icon will remain on until the temperature rises to 6 °C (43 °F).

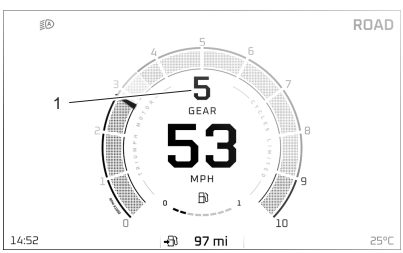
When the frost icon is active, a warning message will also be displayed.

Gear Position

The gear position indicates which gear has been engaged. When the transmission is in neutral, N is displayed.



1. Gear position (neutral position shown)



1. Gear position (fifth gear shown)

The Gear Shift Indicator arrows are located to the right of the current gear position in the main ride screen.

Based on engine RPM, the arrows advise the rider when to shift up or down a gear for the Adaptive Cruise Control (ACC) Gear Shift Indicator or Economy Shift Indicator.

The Gear Shift Indicator arrows are displayed in different colours, with the following priority order:

- ACC Gear Shift Indicator (orange)
- Economy Shift Indicator (green).



1. Gear Shift Indicator arrow (downshift shown)

For more information on the Gear Shift Indicator arrows, see page 88 and page 85.

Display Navigation

NOTICE

The touchscreen functionality on the instrument display operates in the same way as the directional inputs of the joystick.

For consistency, all instructions in this Owner's Handbook refer to joystick operation.

The following tables describe the icons used to navigate the instruments referenced throughout this handbook.

The buttons and switches used to navigate the instruments are described on page 109 and page 111.

Instruments - Widgets	
Icon	Description and Operation
	Start-up arrows - Push the joystick right to access the widgets.
	Navigation arrow - Once the widget is in an interactive state, push the joystick down to scroll through the available options.
	Navigation arrow - Once the widget is in an interactive state, push the joystick up to scroll through the available options.
	Feature selection arrows (red) - Once the widget is highlighted, press and hold the joystick centre to select a different widget. Push the joystick down/up to scroll through the available widgets, then press the joystick centre to confirm the selection.
	Navigation arrows (blue) - Once the widget is in a focused state, push the joystick down/up to scroll through the list of currently displayed widgets.
	Inactive (grey) - Push the joystick down/up to highlight a widget. This changes the widget to a focused state.

Instruments - Widgets	
Icon	Description and Operation
	Focused (blue) - Once the widget is in a focused state, press the joystick centre to change the widget to an interactive state.
	Interactive (green) - Once the widget is in an interactive state, and the required option is highlighted, press the joystick centre to confirm the selection.
	End call (red) - Once the Phone widget is in an interactive state, press the joystick centre to end the phone call.
	Previous track (grey) - Once the Media widget is an interactive state, push the joystick left to skip to the previous track.
	Next track (grey) - Once the Media widget is an interactive state, push the joystick right to skip to the next track.
	Play (grey) - Once the Media widget is an interactive state, push the joystick down/up to play.
	Pause (grey) - Once the Media widget is an interactive state, push the joystick down/up to pause.

Instruments - Menu	
Icon	Description and Operation
	Start-up arrows - Push the joystick left to access the menu.
	Selection arrows - Once the selection tray is open, push the joystick left/right to scroll through the available options.
	Navigation arrow - Push the joystick left to return to the previous menu.
	Navigation arrow - Push the joystick right to view the next menu.
	Navigation arrow - Push the joystick down to scroll through the available options.
	Navigation arrow - Push the joystick up to scroll through the available options.
	Confirm (blue) - Once the required option is highlighted, press the joystick centre to confirm the selection.
	Active selection (this icon is displayed when an option is selected) - This option can only be deselected by selecting an inactive option.

Instruments - Menu	
Icon	Description and Operation
	Inactive selection (this icon is displayed when an option is not selected) - Once the required option is highlighted, press the joystick centre to select the option.
	Active checkbox (this icon is displayed when an option is selected) - Once the required option is highlighted, press the joystick centre to deselect the option.
	Inactive checkbox (this icon is displayed when an option is not selected) - Once the required option is highlighted, press the joystick centre to select the option.
	On toggle (blue) - Once the required option is highlighted, press the joystick centre to toggle to the Off position.
	Off toggle (grey) - Once the required option is highlighted, press the joystick centre to toggle to the On position.

Riding Modes

Riding modes are model-specific. The riding modes allow adjustment of the Road Type, Anti-lock Braking System (ABS), Throttle Map, Traction Control (TC) and Engine Braking Control to suit differing road conditions and rider preferences.

Riding modes can be selected using the MODE button and joystick located on the left hand switch housing, while the motorcycle is stationary or moving (depending on the riding mode), see page 55.

The following riding modes are available:

Non-configurable

- Eco
- Rain
- Road
- Sport
- Off-Road
- Off-Road Pro (model-specific).

Configurable

NOTICE

When Copy from Triumph Riding Mode is used in the Rider A Profile or Rider B Profile, selecting Eco, Rain, Road, or Sport provides 'ROAD' configuration options, while selecting Off-Road or Off-Road Pro provides 'OFF-ROAD' configuration options.

- Rider A
- Rider B.

The configurable riding modes are adjustable. For more information, see page 58.

Riding Mode Selection

⚠ WARNING

Selecting riding modes (except Off-Road and Off-Road Pro, where applicable) while 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 while 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 while the motorcycle is in motion MUST NOT be attempted:

- At high speeds
- While riding in traffic
- During cornering or on winding roads or surfaces
- On steeply inclined roads or surfaces
- In poor road and 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 a traffic-free area to become familiar with the new settings.

Riding mode settings may be changed unintentionally, for example, after battery disconnection or during servicing. Always check and confirm the riding mode settings before riding.

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

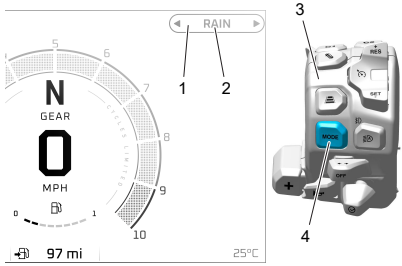
NOTICE

If the Anti-lock Braking System (ABS) or Traction Control (TC) are disabled when the ignition is switched off, the riding mode will default to Road when the ignition is switched on again, unless the rider confirms the start-up messages to restore the Off-Road Pro, Rider A or Rider B riding mode.

If ABS or TC are enabled when the ignition is switched off, the last selected riding mode will be remembered and activated when the ignition is switched on.

NOTICE

Rider A and Rider B riding modes with Anti-lock Braking System (ABS) disabled cannot be selected while the motorcycle is in motion. The motorcycle must be stationary before these riding modes can be selected.



1. **Riding mode selection tray**
2. **Current riding mode**
3. **Left hand switch housing (all markets except America and Canada shown)**
4. **MODE button**

NOTICE

The current riding mode is shown in the top right hand corner of the instrument display.

To show or hide riding modes in the riding mode selection tray, see page 83.

To change the riding mode:

- Press the MODE button, located on the left hand switch housing, to access the riding mode selection tray.

NOTICE

A long press (press and hold) of the MODE button will change the riding mode to Road.

- Push the joystick left/right, or press the MODE button repeatedly, until the required riding mode is shown, and press the joystick centre to confirm.

NOTICE

When a riding mode change is initiated using a widget or custom button, the widget information or custom button banner will display the requested setting until the change has been completed.

Any relevant warning icons will always indicate the currently active state.

- The selected riding mode will activate once the conditions for one of the following operating scenarios have been met:

Motorcycle Stationary - Engine Off

- The ignition is switched on.

Motorcycle Stationary - Engine Running

- Neutral gear is selected, or the clutch lever is pulled fully into the handlebar.

Motorcycle in Motion

Within approximately eight seconds of selecting a riding mode, the rider must:

- Close the throttle.

If the riding mode change is not completed, the riding mode selection tray will flash and the previously active riding mode and associated settings will be restored.

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

Riding Mode Configuration

Rider A and Rider B Only

NOTICE

Non-configurable riding modes (Eco, Rain, Road, Sport, Off-Road and Off-Road Pro) are non-adjustable.

Configurable riding modes (Rider A and Rider B) are adjustable, as shown in the following table.

NOTICE

For Rider A and Rider B riding modes, the Road ABS setting is automatically selected when a 'ROAD' configuration option is used.

The following configurations of Rider A and Rider B riding modes can be adjusted within the Ride - Riding Modes menu, see page 83.

Key	
● = Standard (factory default setting)	⊘ = Option not available
○ = Selectable option	

Riding Mode Configuration Options		
	Rider A or Rider B 'ROAD'	**Rider A or Rider B 'OFF-ROAD'**
Road Type		
Road	●	○
Off-Road	○	●
Anti-lock Braking System (ABS)		
Road (this setting is non-selectable)	●	⊘
Off-Road	⊘	○
Off	⊘	○

Throttle Map		
Eco	○	○
Rain	○	○
Road	○	○
Sport	○	○
Off-Road	⊘	○
Traction Control (TC)		
Rain	○	○
Road	○	○
Sport	○	○
Off-Road	⊘	○
Off	○	○
Engine Braking Control		
Max	○	○
High	○	○
Low	○	○
Min	○	○

Road Type Settings

Road Type Settings Descriptions	
Road	Provides configuration options suitable for on-road riding.
Off-Road	Provides configuration options suitable for off-road riding.

Anti-lock Braking System (ABS) Settings

⚠ WARNING

If the Anti-lock Braking System (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.

NOTICE

For Rider A and Rider B riding modes, the Road ABS setting is automatically selected when a 'ROAD' configuration option is used.

Anti-lock Braking System (ABS) Settings Descriptions	
Road (this setting is non-selectable)	ABS optimised for general on-road riding. Optimised Cornering ABS function is active in this mode. Linked Brake function is active in this mode. Applying the front brake applies the rear brake. Rear Wheel Lift Control function is enabled for all types of brake application.
Off-Road	ABS optimised for off-road riding. Optimised Cornering ABS function is disabled in this mode. Linked Brake function is active in this mode and is optimised for off-road riding. Applying the front brake applies the rear brake. When the front brake lever and rear brake pedal are applied simultaneously, ABS is active on both wheels and is optimised for off-road riding. Rear Wheel Lift Control function is enabled for all types of brake application. FRONT WHEEL - The ABS allows greater front wheel slip compared with the Road setting. REAR WHEEL - Applying the rear brake pedal applies only the rear brake. Rear wheel ABS functionality is not available. Cruise Control and Emergency Deceleration Warning functions are disabled in this mode.
Off	ABS, Linked Brake, Cruise Control and Emergency Deceleration Warning functions are disabled in this mode.

Throttle Map Settings

Throttle Map Settings Descriptions	
Eco	Reduced throttle response compared with the Road setting. Optimised for economical riding.
Rain	Reduced throttle response compared with the Road setting. Recommended for riding in wet or slippery conditions.
Road	Throttle response optimised for general on-road riding.
Sport	Increased throttle response compared with the Road setting. Optimised for sport riding.
Off-Road	Increased throttle response compared with the Road setting. Optimised for off-road riding.

Traction Control (TC) Settings

⚠ WARNING

If Traction Control (TC) is disabled, the motorcycle will operate normally but without TC assistance.

Excessive acceleration on wet or slippery road surfaces while TC is disabled 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 (TC) Settings Descriptions	
Rain	Reduced rear wheel slip compared with the Road setting. Recommended for riding in wet or slippery conditions.
Road	Traction Control optimised for general on-road riding.
Sport	Increased rear wheel slip compared with the Road setting.
Off-Road	Increased rear wheel slip compared with the Road setting. Optimised for off-road riding.
Off	Traction Control is disabled.

Engine Braking Control Settings

Engine Braking Control Settings Descriptions	
Max	Maximum system intervention. Provides the highest level of deceleration through engine braking.
High	High system intervention. Provides a high level of deceleration through engine braking. Reduced deceleration compared with the Max setting.
Low	Low system intervention. Provides a low level of deceleration through engine braking. Reduced deceleration compared with the High setting.
Min	Minimum system intervention. Provides the lowest level of deceleration through engine braking.

Widgets

NOTICE

A maximum of six widgets can be set by the rider.

The Connectivity widget is dynamic and will be displayed as an additional widget at the top of the list when there is an ongoing phone call. The Connectivity widget does not count toward the six configurable widgets and is also used to access Android Auto™ or Apple CarPlay® (if enabled).

The six configured widgets will remain in their set order but will move down one position while the Connectivity widget is displayed.

Widgets allow the rider to view preferred information in an area on the left hand side of the instrument display.

The following widgets are available:

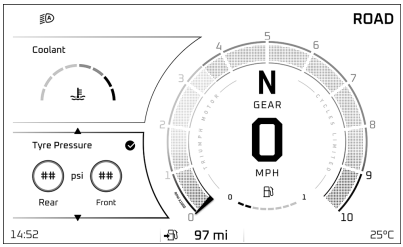
- Trip A
- Trip B
- Coolant, see page 49
- Tyre Pressures (if TPMS is fitted), see page 158
- Date
- Traction Control
- Engine Braking
- Throttle Map
- Media.

The widget will change colour to indicate its current state:

- Inactive - grey
- Focused - blue
- Interactive - green
- Feature selection - red

To access the widgets:

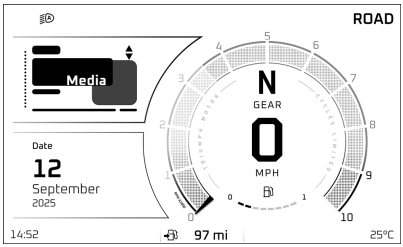
- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to review each widget.



- Push the joystick left to return to the main ride screen.

To replace one of the six widgets:

- Push the joystick down/up to highlight the widget to replace. This changes the widget to a focused state.
- Press and hold (long press) the joystick centre until the feature selection arrows appear.
- Push the joystick down/up to highlight the required widget, then press the joystick centre to confirm.



- Push the joystick left to return to the main ride screen.

NOTICE

Interactive widgets are identified by a tick in the top right hand corner.

Some widgets only become interactive when Rider A or Rider B riding modes are selected.

The widgets described in the following pages are interactive.

Connectivity

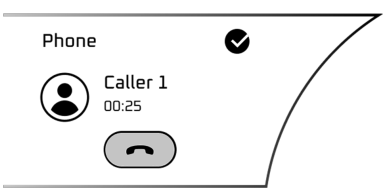
The Connectivity widget is dynamic and will be displayed as an additional widget at the top of the list when there is an ongoing phone call. The Connectivity widget does not count toward the six configurable widgets and is also used to access Android Auto™ or Apple CarPlay® (if enabled).

NOTICE

When there is an ongoing phone call in progress, this will take priority within the Connectivity widget.

To end a phone call:

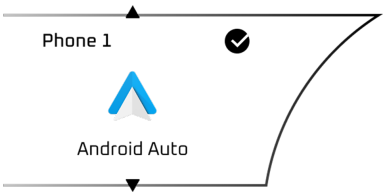
- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Phone widget. This changes the widget to a focused state.
- Press the joystick centre to change the widget to an interactive state.



- Press the joystick centre to end the phone call.

To access Android Auto or Apple CarPlay:

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Connectivity widget. This changes the widget to a focused state.



Android Auto shown

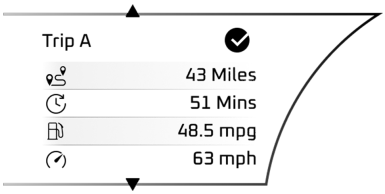
- Press the joystick centre to launch Android Auto or Apple CarPlay.

For more information on connecting a device, see page 80.

Trip A

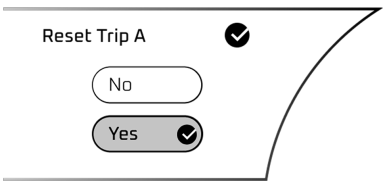
The Trip A widget displays the distance, time, fuel consumption and average speed of a stored trip.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Trip A widget. This changes the widget to a focused state.



To reset the trip meter:

- Press the joystick centre to change the widget to an interactive state.
- Push the joystick down/up to highlight Yes, then press the joystick centre to confirm.

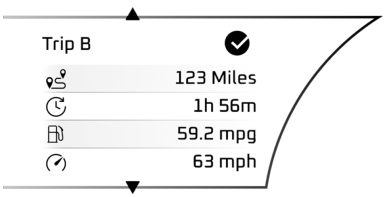


For more information, see page 99.

Trip B

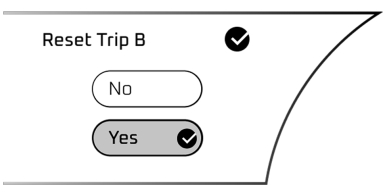
The Trip B widget displays the distance, time, fuel consumption and average speed of a stored trip.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Trip B widget. This changes the widget to a focused state.



To reset the trip meter:

- Press the joystick centre to change the widget to an interactive state.
- Push the joystick down/up to highlight Yes, then press the joystick centre to confirm.



For more information, see page 99.

Traction Control

NOTICE

When a riding mode change is initiated using a widget or custom button, the widget information or custom button banner will display the requested setting until the change has been completed.

Any relevant warning icons will always indicate the currently active state.

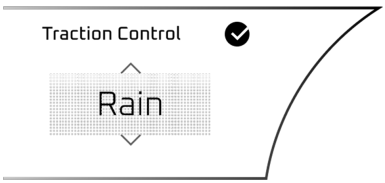
NOTICE

Rider A or Rider B riding mode must be selected to make this widget interactive.

The Traction Control widget allows the rider to configure the Traction Control (TC) setting.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Traction Control widget. This changes the widget to a focused state.

- Press the joystick centre to change the widget to an interactive state.
- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



The available TC settings are:

- Rain
- Road
- Sport
- Off-Road
- Off.

For more information, see page 61.

Engine Braking

NOTICE

When a riding mode change is initiated using a widget or custom button, the widget information or custom button banner will display the requested setting until the change has been completed.

Any relevant warning icons will always indicate the currently active state.

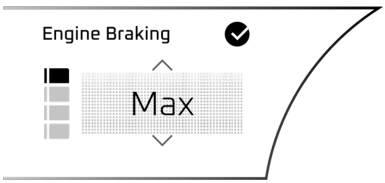
NOTICE

Rider A or Rider B riding mode must be selected to make this widget interactive.

The Engine Braking widget allows the rider to configure the Engine Braking Control setting.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Engine Braking widget. This changes the widget to a focused state.

- Press the joystick centre to change the widget to an interactive state.
- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



The available Engine Braking Control settings are:

- Max
- High
- Low
- Min.

For more information, see page 62.

Throttle Map

NOTICE

When a riding mode change is initiated using a widget or custom button, the widget information or custom button banner will display the requested setting until the change has been completed.

Any relevant warning icons will always indicate the currently active state.

NOTICE

Rider A or Rider B riding mode must be selected to make this widget interactive.

The Throttle Map widget allows the rider to configure the Throttle Map setting.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Throttle Map widget. This changes the widget to a focused state.

- Press the joystick centre to change the widget to an interactive state.
- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



The available Throttle Map settings are:

- Eco
- Rain
- Road
- Sport
- Off-Road.

For more information, see page 61.

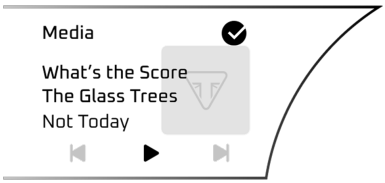
Media

NOTICE

A helmet and mobile device must be connected before being able to use the Media widget.

The Media widget allows the rider to control media playback on a connected device.

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Media widget. This changes the widget to a focused state.
- Press the joystick centre to change the widget to an interactive state.
- Use the joystick to control playback: push left to skip to the previous track, right to skip to the next track, or down/up to play or pause.



- To exit the widget, press the joystick centre.

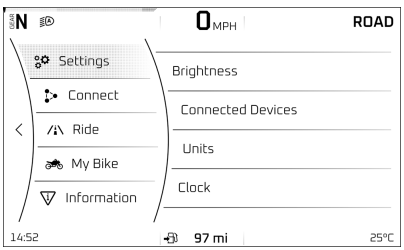
Menu

NOTICE

Certain menu items are speed-locked and will not function at speeds above 2 km/h.

To access the Menu:

- From the main ride screen, press the HOME button on the right hand switch housing, or push the joystick left, to open the menu.
- Push the joystick down/up until the required icon is highlighted and the corresponding list of options is displayed.



- Press the HOME button on the right hand switch housing, or push the joystick left, to return to the main ride screen.

The Menu allows access to the following options:

- Settings, see page 71

NOTICE

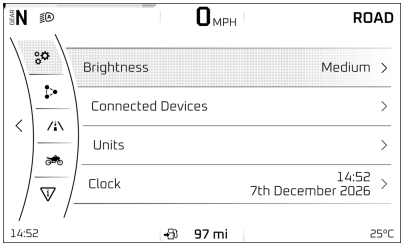
When a mobile device has been paired with the instruments, the Connect menu is replaced with the device name when paired via Bluetooth® or, if enabled, Android Auto™ or Apple CarPlay®.

- Connect, see page 80
- Ride, see page 83
- My Bike, see page 92
- Information, see page 98.

Settings

To access the Settings menu:

- From the Menu, push the joystick down/up to highlight Settings, then press the joystick centre, or push the joystick right, to confirm.



The Settings menu allows access to the following options:

- Settings - Brightness, see page 71
- Settings - Connected Devices, see page 72
- Settings - Units, see page 76
- Settings - Clock, see page 76
- Settings - Language, see page 78
- Settings - Reset to Factory, see page 79
- Settings - System Information, see page 79.

Settings - Brightness

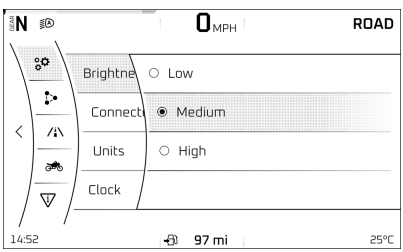
NOTICE

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 ambient light sensor on the display screen as this will stop the screen brightness from working correctly.

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

- From the Settings menu, push the joystick down/up to highlight Brightness, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required brightness, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Settings menu.



Settings - Connected Devices

NOTICE

For Android Auto™ or Apple CarPlay® to be enabled, a helmet must be connected before connecting a mobile device.

NOTICE

In the following Connected Devices sections, Android Auto is shown for illustration purposes. Apple CarPlay may be displayed instead, depending on the active projection technology.

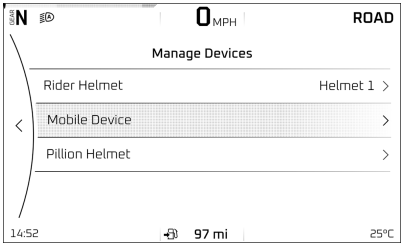
The Connected Devices menu allows mobile devices and helmets to be paired with the instruments via Bluetooth®.

Connected Devices - Mobile Devices

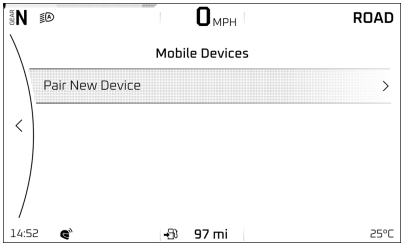
NOTICE

A maximum of five mobile devices can be stored in the Mobile Devices list at any time.

- From the Settings menu, push the joystick down/up to highlight Connected Devices, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Mobile Devices, then press the joystick centre, or push the joystick right, to confirm.



- Press the joystick centre, or push the joystick right, to pair a new mobile device.



- Once the motorcycle becomes visible on your mobile device, follow the on-screen instructions.

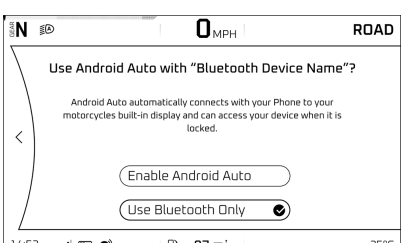
- Push the joystick down/up to highlight Yes, then press the joystick centre to confirm that the passkeys match.
- While pairing is in progress, continue to follow the instructions on your mobile device.

NOTICE

If the mobile device is not compatible with Android Auto™ or Apple CarPlay®, the display will revert to the Manage Devices menu.

Even if the device is compatible with Android Auto™, connection may still be restricted by certain limitations, including corporate policies or geo-locking. In this case, the display will revert to the Manage Devices menu.

- Once connected, push the joystick down/up to highlight the required option, then press the joystick centre to confirm.

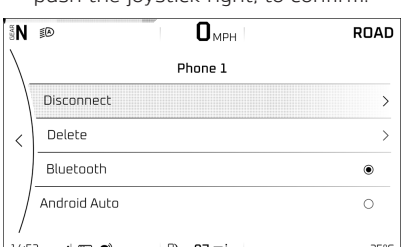


The following options are available:

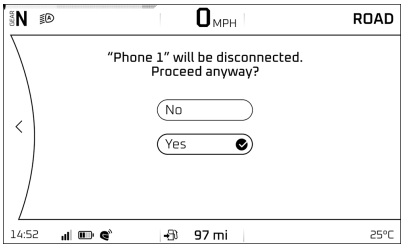
Connected Devices Settings Options	
Enable Android Auto or Enable Apple CarPlay	This will launch Android Auto™ or Apple CarPlay®. If no helmet is connected, pair your helmet first, then enable Android Auto/ Apple CarPlay in the Mobile Device Settings menu.
Use Bluetooth Only	The mobile device will connect via Bluetooth®. The display will revert to the Manage Devices menu.

To disconnect or delete a mobile device:

- From the Mobile Devices menu, push the joystick down/up to highlight the required mobile device, then press the joystick centre, or push the joystick right, to confirm.
- From the Mobile Device Settings menu, push the joystick down/up to highlight either Disconnect or Delete, then press the joystick centre, or push the joystick right, to confirm.



- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



Disconnect menu shown

The following options are available:

Disconnect Options and Descriptions	
No	The mobile device will remain connected. The display will revert to the Mobile Devices menu.
Yes	The mobile device will be disconnected. The display will revert to the Mobile Devices menu.

Delete Options and Descriptions	
No	The mobile device will not be deleted. The display will revert to the Mobile Device Settings menu.
Yes	The mobile device will be deleted. The display will revert to the Mobile Devices menu.

To change how a mobile device is connected, depending on phone capability:

- From the Mobile Device Settings menu, push the joystick down/up to highlight either Bluetooth or the relevant projection technology (Android Auto or Apple CarPlay), then press the joystick centre, or push the joystick right, to confirm.

Mobile Device Settings Options	
Bluetooth	The mobile device will connect via Bluetooth®. The display will revert to the Manage Devices menu.
Android Auto or Apple CarPlay	This will launch Android Auto™ or Apple CarPlay®.

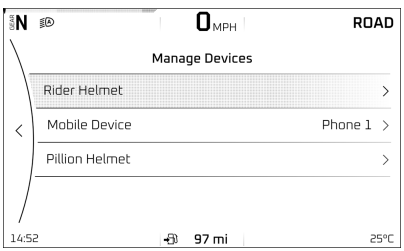
Connected Devices - Helmets

NOTICE

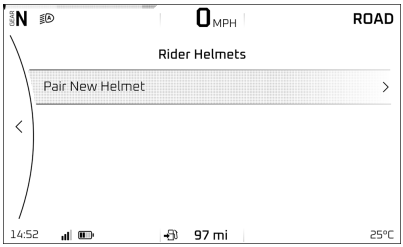
A maximum of five helmets, shared between rider and pillion, can be stored in the Helmets list at any time.

Only rider helmets are able to interact with the motorcycle.

- From the Settings menu, push the joystick down/up to highlight Connected Devices, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Rider Helmet or Pillion Helmet, then press the joystick centre, or push the joystick right, to confirm.



- Press the joystick centre, or push the joystick right, to pair a new helmet.

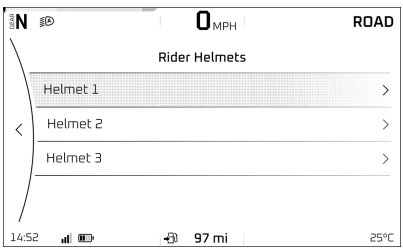


Rider Helmets menu shown

NOTICE

A maximum of ten helmets with the strongest signal will be shown in the discovered devices list.

- Push the joystick down/up to highlight the required option, then press the joystick centre, or push the joystick right, to select a helmet.

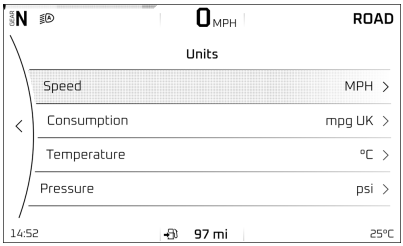


- Once connected, the display will revert to the Manage Devices menu.

Settings - Units

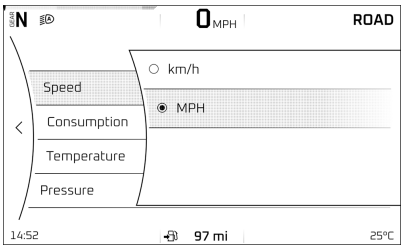
The Units menu allows the selection of a preferred unit of measurement.

- From the Settings menu, push the joystick down/up to highlight Units, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required option, then press the joystick centre, or push the joystick right, to confirm.



Pressure will only be displayed on models where TPMS is fitted

- Push the joystick down/up to highlight the required unit of measurement, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Units menu.



Speed menu shown - Pressure will only be displayed on models where TPMS is fitted

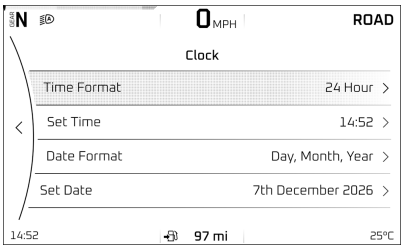
- Push the joystick left to return to the Settings menu.

Settings - Clock

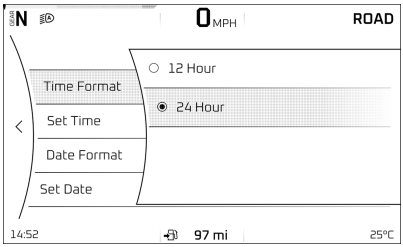
The Clock menu allows the time and date to be adjusted.

To set the time and date format:

- From the Settings menu, push the joystick down/up to highlight Clock, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Time Format or Date Format, then press the joystick centre, or push the joystick right, to confirm.



- Push the joystick down/up to highlight the required time or date format, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Clock menu.



Time Format menu shown

To set the time:

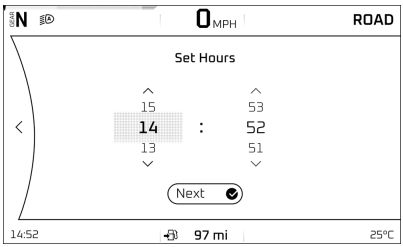
- From the Clock menu, push the joystick down/up to highlight Set Time, then press the joystick centre, or push the joystick right, to confirm.

NOTICE

In the Set Hours menu, a short press (press and release) scrolls in increments of one, while a long press (press and hold) scrolls continuously until released.

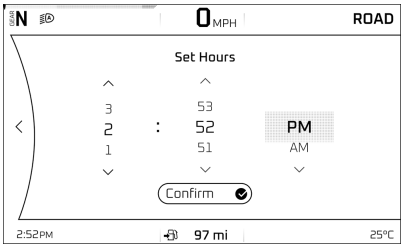
Swiping down/up on the touchscreen operates in the same way as moving the joystick down/up.

- Push the joystick down/up to highlight the required hours, then press the joystick centre, or push the joystick right, to confirm.



24 Hour Time Format shown

- Push the joystick down/up to highlight the required minutes, then press the joystick centre, or push the joystick to the right, to confirm. If the time format is set to 24 Hour, the display will revert to the Clock menu.
- If the time format is set to 12 Hour, push the joystick down/up to highlight AM or PM, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Clock menu.



12 Hour Time Format shown

To set the date:

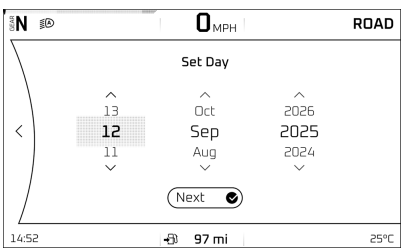
- From the Clock menu, push the joystick down/up to highlight Set Date, then press the joystick centre, or push the joystick right, to confirm.

NOTICE

In the Set Day menu, a short press (press and release) scrolls in increments of one, while a long press (press and hold) scrolls continuously until released.

Swiping down/up on the touchscreen operates in the same way as moving the joystick down/up.

- Push the joystick down/up to highlight the required day, then press the joystick centre, or push the joystick right, to confirm.

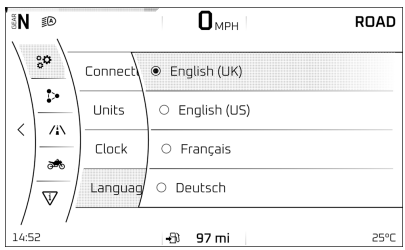


- Push the joystick down/up to highlight the required month, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required year, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Clock menu.
- Push the joystick left to return to the Settings menu.

Settings - Language

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

- From the Settings menu, push the joystick down/up to highlight Language, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required language, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Settings menu.



Settings - Reset to Factory

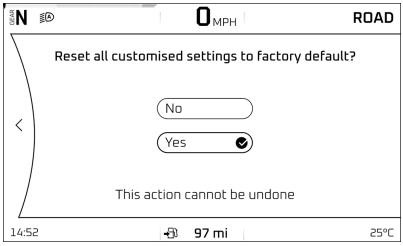
The Reset to Factory menu allows all customised settings to be reset to the default setting.

- From the Settings menu, push the joystick down/up to highlight Reset to Factory, then press the joystick centre, or push the joystick right, to confirm.

NOTICE

If Yes is selected, immediately switch the ignition off, then switch it back on to complete the factory reset.

- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



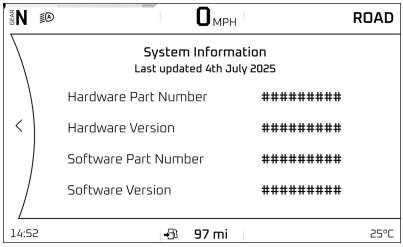
The following options are available:

Reset to Factory Options and Descriptions	
No	All customised settings will remain unchanged. The display will revert to the Settings menu.
Yes	All customised settings will be reset to the default settings when the ignition is switched off and then back on.

Settings - System Information

The System Information menu displays the latest hardware and software information for the instruments.

- From the Settings menu, push the joystick down/up to highlight System Information, then press the joystick centre, or push the joystick right, to confirm.



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

Connect

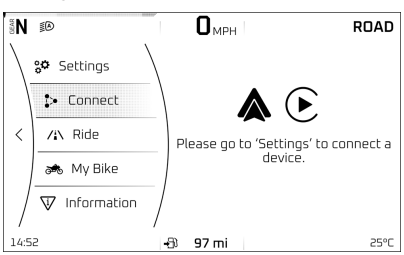
NOTICE

A new mobile device can be paired using either the Connect menu or the Settings - Connected Devices menu.

The Connect menu also provides access to any devices that are already paired, allowing you to change their settings or launch Android Auto™ or Apple CarPlay® (if enabled).

To access the Connect menu:

- From the Menu, push the joystick down/up to highlight Connect, then press the joystick centre, or push the joystick right, to confirm. The display will open the Mobile Devices menu to allow pairing a new mobile device, see page 72.



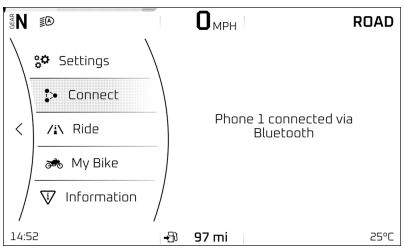
NOTICE

Once a mobile device is connected, the Connect menu displays the device name when connected via Bluetooth®. When connected via Android Auto™ or Apple CarPlay® (if enabled), the Connect menu displays Android Auto or Apple CarPlay instead.

Bluetooth®

To access the Mobile Device Settings menu:

- From the Menu, push the joystick down/up to highlight Connect, then press the joystick centre, or push the joystick right, to confirm. The display will open the Mobile Device Settings menu, see page 72.



The Android Auto™ or Apple CarPlay® icon appears above the connection status when a compatible device is connected via Bluetooth®.

Android Auto™ and Apple CarPlay®

NOTICE

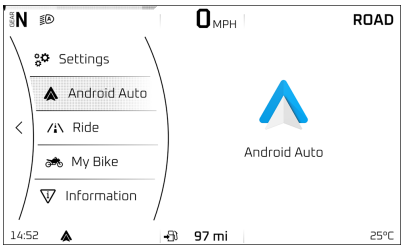
Android Auto and Apple CarPlay can be accessed via the Menu, as described below.

These features can also be launched from:

- Connectivity widget, see page 64
- Custom Button 1 or Custom Button 2 (if assigned to Android Auto/Apple CarPlay), see page 96
- Voice assist, see page 110.

To access Android Auto:

- From the Menu, push the joystick down/up to highlight Android Auto, then press the joystick centre, or push the joystick right, to launch Android Auto.



- Use the joystick or, when the vehicle is stationary, the touchscreen (see page 29) to navigate through Android Auto.

NOTICE

Android Auto can also be exited using Custom Button 1 or Custom Button 2 (if assigned to Android Auto/Apple CarPlay).

- To exit Android Auto, press the HOME button on the right hand switch housing, or use the Triumph logo within Android Auto.

Android Auto - Watermark Removal

If the message "Hardware for pre-production use only" is displayed, perform the following procedure:

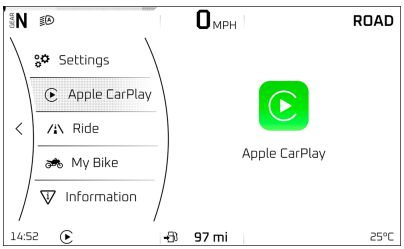
- Update the Android Auto app and mobile device software to the latest version.
- Restart the mobile device.
- Make sure the mobile device has an active internet connection.
- Reconnect the mobile device to the instrument.
- Wait for activation to complete and verify that the message is no longer displayed.

NOTICE

If the message remains displayed after the update, make sure the mobile device is connected to the internet and allow up to 1-2 hours for activation to complete.

To access Apple CarPlay:

- From the Menu, push the joystick down/up to highlight Apple CarPlay, then press the joystick centre, or push the joystick right, to launch Apple CarPlay.



- Use the joystick or, when the vehicle is stationary, the touchscreen (see page 29) to navigate through Apple CarPlay.

NOTICE

Apple CarPlay can also be exited using Custom Button 1 or Custom Button 2 (if assigned to Android Auto/Apple CarPlay).

- To exit Apple CarPlay, press and hold the HOME button on the right hand switch housing, or use the Triumph logo within Apple CarPlay.

Apple CarPlay - Joystick Navigation

NOTICE

Joystick navigation in Apple CarPlay® is specific to this feature and may differ from other areas of the instrument.

Navigation may feel counter-intuitive, as it follows a continuous sequence rather than fixed directional movement.

Apple CarPlay® joystick navigation differs between the App Grid and the Quick Launcher.

Within the App Grid, navigation follows a continuous left-to-right sequence across all apps. Direct up and down movement between rows is not available. The same left-to-right sequence generally applies within apps.

Within the Quick Launcher, navigation uses vertical movement. Moving the joystick up moves the selection down the list. Moving the joystick down moves the selection up the list.

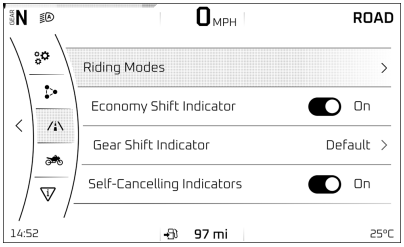
In both cases, when the end is reached, move the joystick in the opposite direction to navigate back.

Press and release the HOME button on the right hand switch housing to go back one screen within an app, or switch between the App Grid and the widget screen.

Ride

To access the Ride menu:

- From the Menu, push the joystick down/up to highlight Ride, then press the joystick centre, or push the joystick right, to confirm.



The Ride menu allows access to the following options:

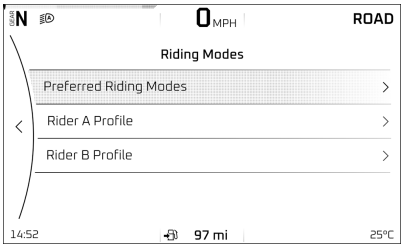
- Ride - Riding Modes, see page 83
- Ride - Economy Shift Indicator, see page 85
- Ride - Gear Shift Indicator, see page 86
- Ride - Self-Cancelling Indicators, see page 87
- Ride - Triumph ARAS, see page 87
- Ride - Cruise Control, see page 88
- Ride - Rider Distance Assist, see page 90
- Ride - Forward Collision Warning, see page 90
- Ride - Emergency Braking Assist, see page 91
- Ride - Rear Distance Warning, see page 91
- Ride - Blind Spot Assist, see page 92.

Ride - Riding Modes

The Riding Modes menu allows configuration of the riding modes. For more information on riding modes and the selection tray location, see page 55.

To set the available options in the riding mode selection tray:

- From the Ride menu, push the joystick down/up to highlight Riding Modes, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Preferred Riding Modes, then press the joystick centre, or push the joystick right, to confirm.

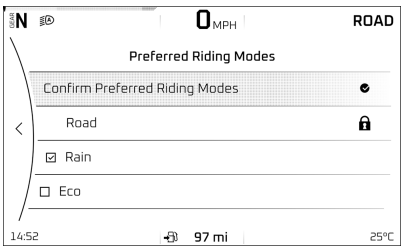


NOTICE

A riding mode with a tick displayed next to it will appear in the riding mode selection tray. Riding modes without a tick will not appear.

The Road riding mode is permanently enabled and cannot be hidden from the riding mode selection tray.

- Push the joystick down/up until the required riding mode is highlighted, then press the joystick centre, or push the joystick right, to select/deselect a riding mode.



NOTICE

If the currently active riding mode is deselected, the riding mode will default to Road once the rider confirms the change.

If the preferred riding modes are not confirmed, the change will not be saved.

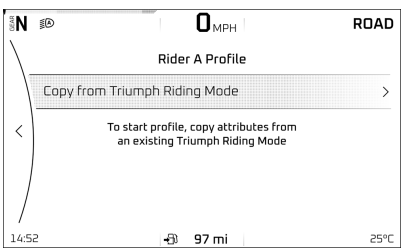
- Push the joystick up to highlight Confirm Preferred Riding Modes, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Riding Modes menu.

To change the rider profile setting options:

NOTICE

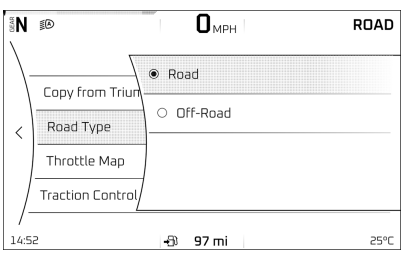
The process for changing the Rider A Profile and Rider B Profile is the same.

- From the Riding Modes menu, push the joystick down/up to highlight Rider A Profile or Rider B Profile, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Copy from Triumph Riding Mode, then press the joystick centre, or push the joystick right, to confirm.



Rider A Profile menu shown

- Push the joystick down/up to highlight a riding mode, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required rider profile setting, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required option, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Rider A Profile or Rider B Profile menu.



Road Type menu shown

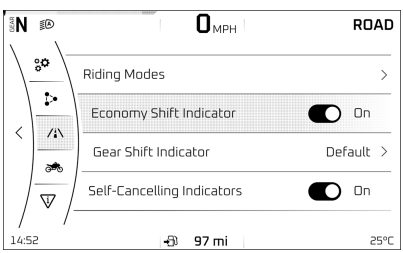
- Push the joystick left to return to the Riding Modes menu, then push the joystick left again to return to the Ride menu.

Ride - Economy Shift Indicator

The Economy Shift Indicator informs the rider of when to shift up or down a gear in order to optimise the fuel economy of the motorcycle.

To enable or disable the Economy Shift Indicator:

- From the Ride menu, push the joystick down/up to highlight Economy Shift Indicator.
- Press the joystick centre to toggle the Economy Shift Indicator to the On or Off position.



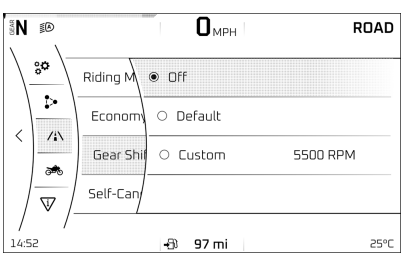
Ride - Gear Shift Indicator

The Gear 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. If the Default option is selected, the beginning of the amber zone increases incrementally until the engine is fully run in (at 1,000 miles), see page 176.

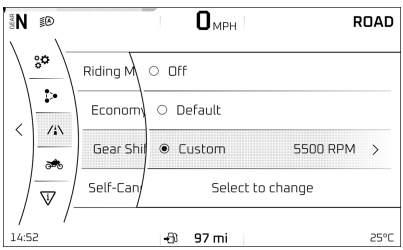
To disable the Gear Shift Indicator:

- From the Ride menu, push the joystick down/up to highlight Gear Shift Indicator, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight Off, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Ride menu.

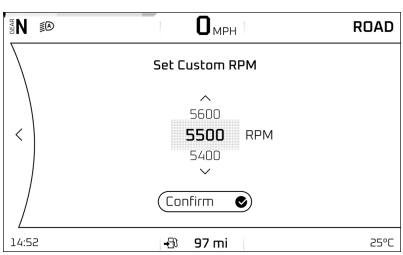


To adjust the engine speed threshold (RPM) for the Gear Shift Indicator:

- From the Gear Shift Indicator menu, push the joystick down/up to highlight Custom, then press the joystick centre, or push the joystick right, to confirm.



- Press the joystick centre, or push the joystick right, to set a custom RPM.
- Push the joystick down/up to highlight the required RPM, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Ride menu.

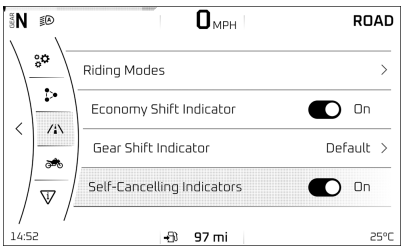


Ride - Self-Cancelling Indicators

The direction indicators setting can be changed. For more information, see page 114.

To enable or disable Self-Cancelling Indicators:

- From the Ride menu, push the joystick down/up to highlight Self-Cancelling Indicators.
- Press the joystick centre to toggle the self-cancelling indicators to the On or Off position.



Ride - Triumph ARAS

For information on the operation, limitations, and associated safety information for Triumph Advanced Rider Assistance Systems (ARAS), see page 126.

NOTICE

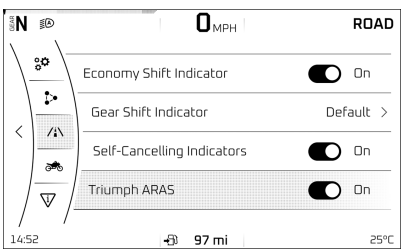
Triumph Advanced Rider Assistance Systems (ARAS) can be enabled or disabled via the menu, as described below.

Menu settings are retained across ignition cycles.

ARAS features can also be temporarily overridden by a long press (press and hold) of the follow gap button, see page 116. This override does not change the configured ARAS feature settings. When the ignition is switched off and on again, the configured ARAS feature settings are restored.

To enable or disable the Triumph ARAS features:

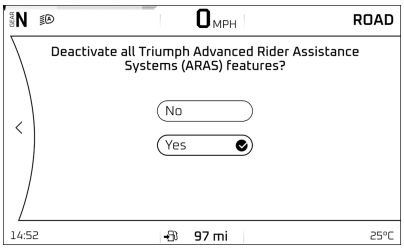
- From the Ride menu, push the joystick down/up to highlight Triumph ARAS.
- Press the joystick centre to toggle Triumph ARAS to the On or Off position.



NOTICE

When Triumph ARAS is toggled to the Off position, a confirmation screen will be displayed.

- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



The following options are available:

Triumph ARAS Options and Descriptions	
No	All Triumph ARAS features will remain unchanged. The display will revert to the Ride menu.
Yes	All Triumph ARAS features will be disabled. The display will revert to the Ride menu.

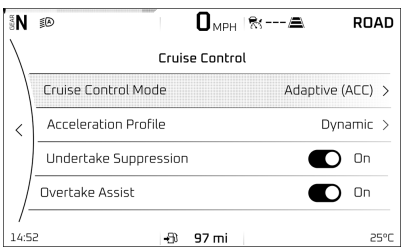
Ride - Cruise Control

For information on the operation, limitations, and associated safety information for Cruise Control, see page 130.

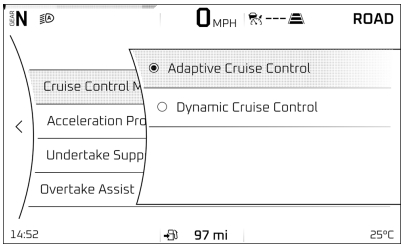
Adaptive Cruise Control (ACC)

To change the Cruise Control Mode, Acceleration Profile, and Group Ride Assist (GRA):

- From the Ride menu, push the joystick down/up to highlight Cruise Control, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required feature, then press the joystick centre, or push the joystick right, to confirm.



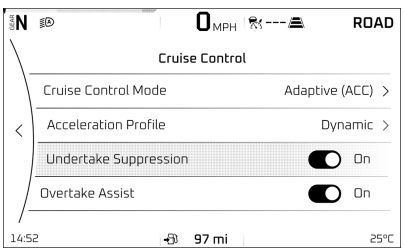
- Push the joystick down/up to highlight the required Cruise Control setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Cruise Control menu.



Cruise Control Mode menu shown

To enable or disable Undertake Suppression and Overtake Assist:

- From the Cruise Control menu, push the joystick down/up to highlight either Undertake Suppression or Overtake Assist.
- Press the joystick centre to toggle the required feature to the On or Off position.



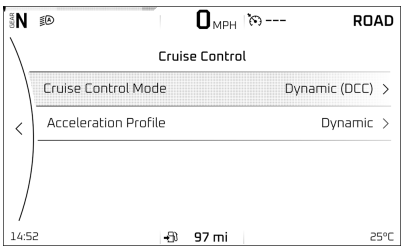
Undertake Suppression shown

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

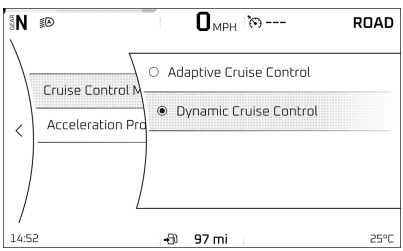
Dynamic Cruise Control (DCC)

To change the Cruise Control Mode and Acceleration Profile

- From the Ride menu, push the joystick down/up to highlight Cruise Control, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required feature, then press the joystick centre, or push the joystick right, to confirm.



- Push the joystick down/up to highlight the required Cruise Control setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Cruise Control menu.



Cruise Control Mode menu shown

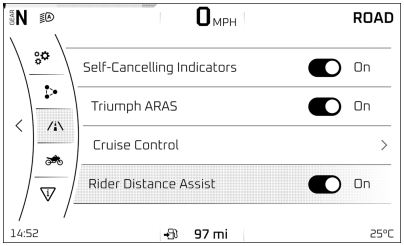
- Push the joystick left to return to the Ride menu.

Ride - Rider Distance Assist

For information on the operation, limitations, and associated safety information for Rider Distance Assist (RDA), see page 140.

To enable or disable RDA:

- From the Ride menu, push the joystick down/up to highlight Rider Distance Assist.
- Press the joystick centre to toggle RDA to the On or Off position.

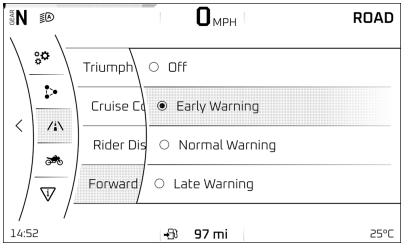


Ride - Forward Collision Warning

For information on the operation, limitations, and associated safety information for Forward Collision Warning (FCW), see page 144.

To change the FCW warning level:

- From the Ride menu, push the joystick down/up to highlight Forward Collision Warning, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required FCW setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the Ride menu.

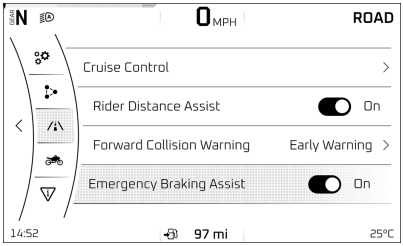


Ride - Emergency Braking Assist

For information on the operation, limitations, and associated safety information for Emergency Braking Assist (EBA), see page 146.

To enable or disable EBA:

- From the Ride menu, push the joystick down/up to highlight Emergency Braking Assist.
- Press the joystick centre to toggle EBA to the On or Off position.

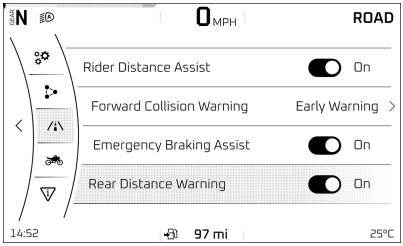


Ride - Rear Distance Warning

For information on the operation, limitations, and associated safety information for Rear Distance Warning (RDW), see page 147.

To enable or disable RDW:

- From the Ride menu, push the joystick down/up to highlight Rear Distance Warning.
- Press the joystick centre to toggle RDW to the On or Off position.

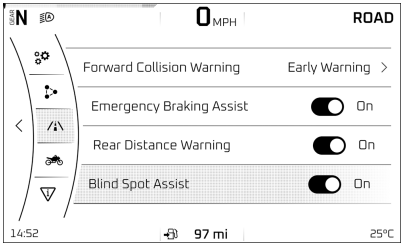


Ride - Blind Spot Assist

For information on the operation, limitations, and associated safety information for Blind Spot Assist (BSA), see page 148.

To enable or disable BSA:

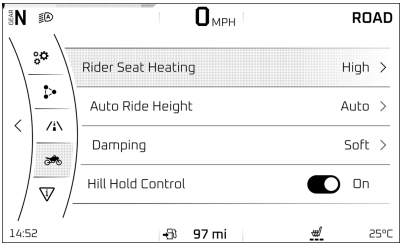
- From the Ride menu, push the joystick down/up to highlight Blind Spot Assist.
- Press the joystick centre to toggle BSA to the On or Off position.



My Bike

To access the My Bike menu:

- From the Menu, push the joystick down/up to highlight My Bike, then press the joystick centre, or push the joystick right, to confirm.



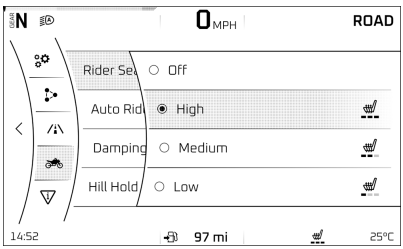
The My Bike menu allows access to the following options:

- My Bike - Rider Seat Heating (if fitted), see page 93
- My Bike - Auto Ride Height, see page 93
- My Bike - Damping, see page 94
- My Bike - Hill Hold Control, see page 95
- My Bike - Marker Lights, see page 95
- My Bike - Accessory Detection, see page 96
- My Bike - Custom Button 1, see page 97
- My Bike - Custom Button 2, see page 97.

My Bike - Rider Seat Heating (if fitted)

The Rider Seat Heating menu allows the heat setting of the rider's seat to be adjusted.

- From the My Bike menu, push the joystick down/up to highlight Rider Seat Heating, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required heat setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the My Bike menu.



My Bike - Auto Ride Height

The Auto Ride Height menu allows the adjustment of the road and off-road auto ride height parameters to suit rider preferences and riding conditions. For more information, see page 156.

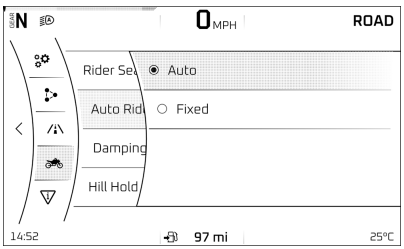
NOTICE

The Auto Ride Height setting can be changed via the Menu, as described below.

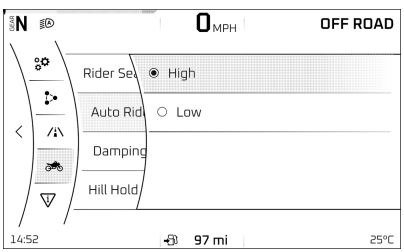
The setting can also be changed by a long press (press and hold) of the suspension button, see page 116.

- From the My Bike menu, push the joystick down/up to highlight Auto Ride Height, then press the joystick centre, or push the joystick right, to confirm.

- Push the joystick down/up to highlight the required Auto Ride Height setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the My Bike menu.



Auto Ride Height menu shown when a 'Road' riding mode is selected



Auto Ride Height menu shown when an 'Off-Road' riding mode is selected

My Bike - Damping

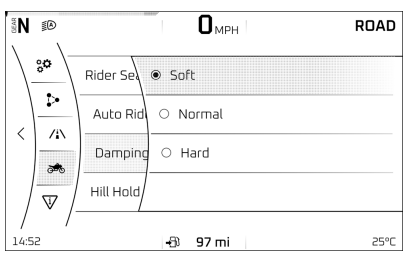
The Damping menu allows the adjustment of the road and off-road damping parameters to suit rider preferences and riding conditions. For more information, see page 155.

NOTICE

The Damping setting can be changed via the Menu, as described below.

The setting can also be changed by a short press (press and release) of the suspension button, see page 116.

- From the My Bike menu, push the joystick down/up to highlight Damping, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required Damping setting, then press the joystick centre, or push the joystick right, to confirm. The display will revert to the My Bike menu.

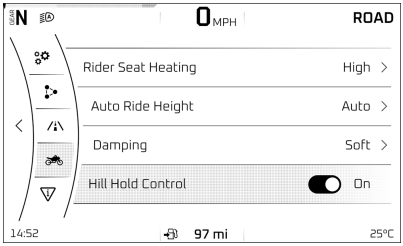


My Bike - Hill Hold Control

For information on the operation, limitations, and associated safety information for Hill Hold Control, see page 190.

To enable or disable Hill Hold Control:

- From the My Bike menu, push the joystick down/up to highlight Hill Hold Control.
- Press the joystick centre to toggle Hill Hold Control to the On or Off position.

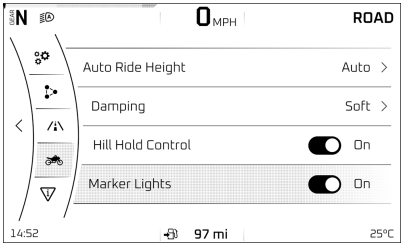


My Bike - Marker Lights

The Marker Lights are a user-configurable feature within the front direction indicators. For more information, see page 158.

To enable or disable the Marker Lights:

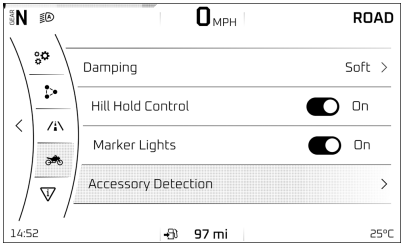
- From the My Bike menu, push the joystick down/up to highlight Marker Lights.
- Press the joystick centre to toggle Marker Lights to the On or Off position.



My Bike - Accessory Detection

The Accessory Detection menu allows accessories to be paired with the instruments.

- From the My Bike menu, push the joystick down/up to highlight Accessory Detection, then press the joystick centre, or push the joystick right, to pair a new accessory.



My Bike - Custom Buttons

NOTICE

When a riding mode change is initiated using a widget or custom button, the widget information or custom button banner will display the requested setting until the change has been completed.

Any relevant warning icons will always indicate the currently active state.

NOTICE

Some custom buttons only become interactive when Rider A or Rider B riding modes are selected.

The Custom Button 1 and Custom Button 2 menus allow the rider to assign one quick-access function to each custom button, see page 117, from the following options:

- Rider Seat Heating
- Cruise Control
- Engine Braking Control (Rider A and Rider B only)
- Traction Control (Rider A and Rider B only)
- Blind Spot Assist
- Forward Collision Warning
- Gear Shift Indicator
- Economy Shift Indicator
- Emergency Braking Assist
- Brightness
- Riding Mode
- Android Auto/Apple CarPlay
- Throttle Map (Rider A and Rider B only)
- Traction Control Off.

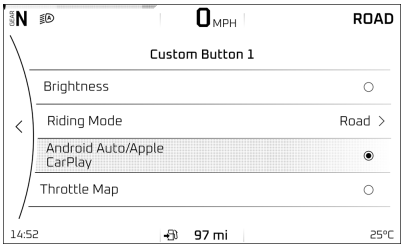
My Bike - Custom Button 1

NOTICE

The default option for Custom Button 1 is Android Auto/Apple CarPlay.

The Custom Button 1 menu allows the rider to assign one quick-access function from the available options.

- From the My Bike menu, push the joystick down/up to highlight Custom Button 1, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required option, then press the joystick centre, or push the joystick right, to confirm. The display will revert back to the My Bike menu.



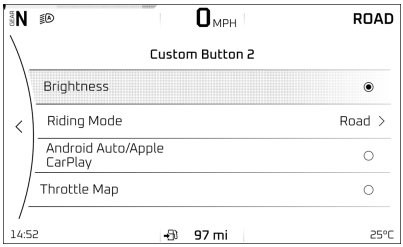
My Bike - Custom Button 2

NOTICE

The default option for Custom Button 2 is Brightness.

The Custom Button 2 menu allows the rider to assign one quick-access function from the available options.

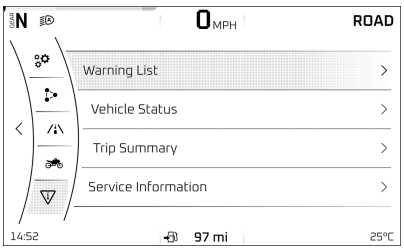
- From the My Bike menu, push the joystick down/up to highlight Custom Button 2, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight the required option, then press the joystick centre, or push the joystick right, to confirm. The display will revert back to the My Bike menu.



Information

To access the Information menu:

- From the Menu, push the joystick down/up to highlight Information, then press the joystick centre, or push the joystick right, to confirm.



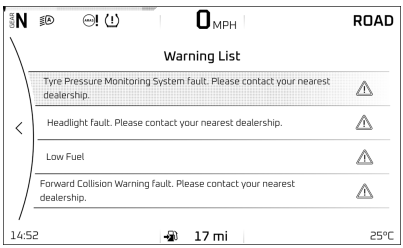
The Information menu allows access to the following options:

- Information - Warning List, see page 98
- Information - Vehicle Status, see page 99
- Information - Trip Summary, see page 99
- Information - Service Information, see page 100.

Information - Warning List

The Warning List menu displays only current warning messages with red or amber banners.

- From the Information menu, push the joystick down/up to highlight Warning List, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to review each warning message.

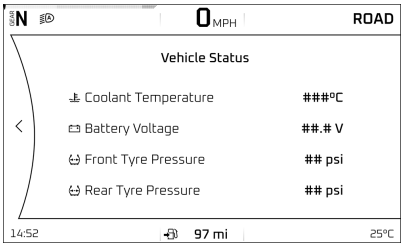


- Push the joystick left to return to the Information menu.

Information - Vehicle Status

The Vehicle Status menu displays the motorcycle's engine coolant temperature, battery voltage, and the front and rear tyre pressures.

- From the Information menu, push the joystick down/up to highlight Vehicle Status, then press the joystick centre, or push the joystick right, to confirm.



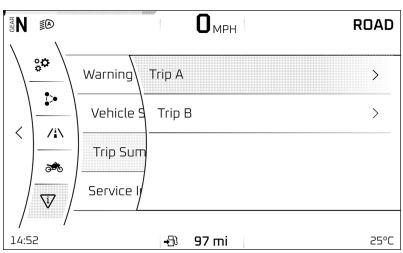
Tyre pressures will only be displayed on models where TPMS is fitted

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

Information - Trip Summary

The Trip Summary menu allows access to the two trip meters.

- From the Information menu, push the joystick down/up to highlight Trip Summary, then press the joystick centre, or push the joystick right, to confirm.
- Push the joystick down/up to highlight either Trip A or Trip B, then press the joystick centre, or push the joystick right, to access the relevant trip meter.



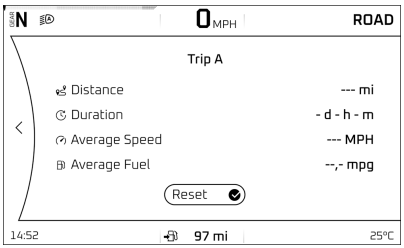
To reset a trip meter:

NOTICE

The reset process is the same for Trip A and Trip B.

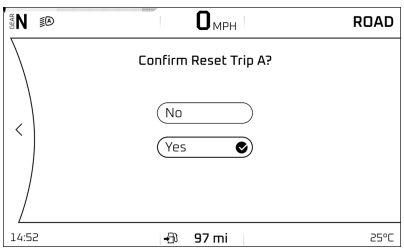
- From the Trip Summary menu, push the joystick down/up to highlight either Trip A or Trip B, then press the joystick centre, or push the joystick right, to access the relevant trip meter.

- Press the joystick centre to reset the relevant trip meter.



Trip A menu shown

- Push the joystick down/up to highlight the required option, then press the joystick centre to confirm.



Confirm Reset Trip A menu shown

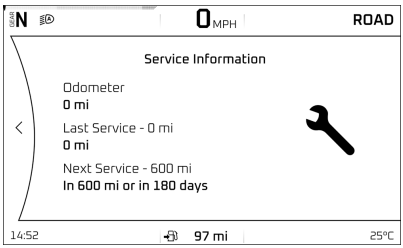
The following options are available:

Trip Summary Options and Descriptions	
No	All trip meter data will remain unchanged. The display will revert to the relevant trip menu.
Yes	All trip meter data will be reset. The display will revert to the relevant trip menu.

Information - Service Information

The Service Information menu displays the odometer and the service interval.

- From the Information menu, push the joystick down/up to highlight Service Information, then press the joystick centre, or push the joystick right, to confirm.



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

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

The amber service icon is shown when a service is due. When a service is overdue, the amber service icon and amber general warning light are shown. A service due/overdue warning message will also be displayed.

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.

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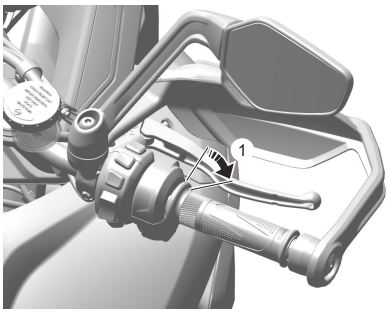
Controls

Throttle Control

This motorcycle has an electronic throttle twist grip to open and close the throttle via the engine Electronic Control Module (ECM). There are no direct-acting cables in the system.



1. 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 by 3 - 4 mm to deactivate Cruise Control, see page 138.

There are no user adjustments for the throttle control.

⚠ 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 there is a malfunction with the throttle control, the Malfunction Indicator Light (MIL) becomes illuminated and one of the following engine conditions may occur:

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

For all of the conditions mentioned, 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.

Brake Use

At low throttle openings (approximately 20° or less), the brakes and throttle can be used simultaneously.

At higher throttle openings (greater than 20°), if the brakes are applied for more than two seconds, the throttle will automatically close and engine speed will be reduced. To restore normal throttle operation, release the throttle control, release the brakes, and then reopen the throttle.

Keys

NOTICE

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

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

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

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

Smart Key

NOTICE

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

Avoid storing and using the key near the following:

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

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

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

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

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

Approval Information

Approval information for the smart key is located under the smart key battery. This includes details of the smart key manufacturer and model number.

To access the approval information label, remove the battery, see page 105.

More approval information can be found in the Approval Information section, see page 320.

Smart Key Battery Replacement

⚠ WARNING

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

There is a risk of explosion, which could cause a fire if an incorrect battery is used.

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

⚠ WARNING

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

Batteries contain harmful materials. If swallowed, consult a doctor immediately.

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

NOTICE

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

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

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

Battery Disposal

The used battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Keyless Ignition

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

Smart Key Operation

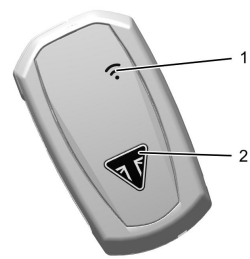
To turn the motorcycle on with the keyless ignition:

NOTICE

There is a system sensor located on the left hand side of the motorcycle, and another system sensor located at the front of the motorcycle.

If the smart key is out of range of a system sensor then it will be unresponsive and the keyless ignition cannot be activated.

- Hold the smart key within close proximity (one metre/three feet) of a system sensor.
- Press the ON/OFF button on the smart key to turn the key on. The status symbol light shows green briefly to indicate that the smart key is on.
  - A short press on the ON/OFF button shows the status of the smart key; red is OFF and green is ON.
  - A long press of the ON/OFF button will change the status to OFF or ON after briefly showing the original status colour first.



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

- If the smart key battery is fully discharged, then use the smart key in the passive key operation method.

For more information on starting the engine with keyless ignition, see page 181.

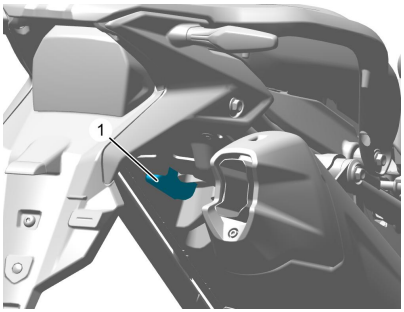
Passive Key Operation

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

NOTICE

The system sensor is located beneath the passenger seat. Access the system sensor from the left hand side of the motorcycle.

- Hold the key within +/-10 mm of the system sensor.

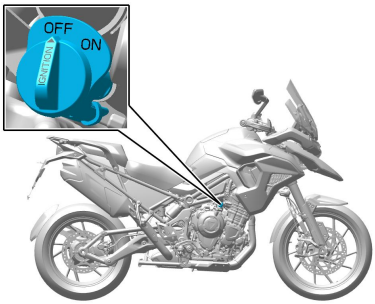


1. **System sensor**

- With the key held against the system sensor, push either the START position on the engine start/stop switch or press the Power ON/OFF button, see page 109.

Master Ignition Switch (if fitted)

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



Master Ignition Switch

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

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

Brake Lever Adjuster

⚠ WARNING

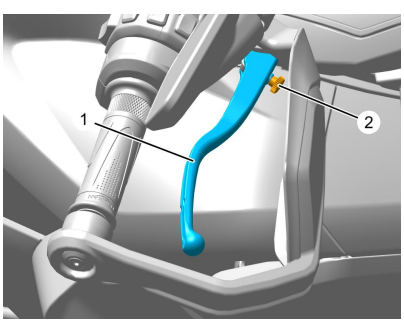
Do not attempt to adjust the levers when the motorcycle is in motion.

After adjusting the levers, operate the motorcycle in a traffic-free area to become familiar with the new lever setting.

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

An adjuster is fitted to the 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 hand.

- Push the brake lever forward and turn the adjuster wheel in to increase the distance or out to decrease the distance from the handlebar.



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

Clutch Lever Adjuster

⚠ WARNING

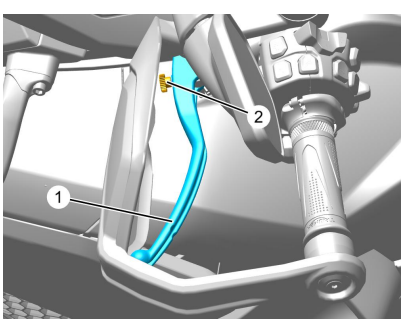
Do not attempt to adjust the levers when the motorcycle is in motion.

After adjusting the levers, operate the motorcycle in a traffic-free area to become familiar with the new lever setting.

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

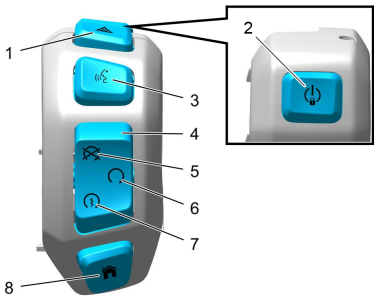
An adjuster is fitted to the clutch lever. The adjuster allows the distance from the handlebar to the clutch lever to be changed to suit the span of the rider's hand.

- Push the clutch lever forward and turn the adjuster wheel in to increase the distance or out to decrease the distance from the handlebar.



1. **Clutch lever**
2. **Adjuster wheel**

Right Handlebar Switches



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

Hazard Warning Lights Button

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

The ignition must be switched on for the hazard warnings lights to function.

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

Power ON/OFF Button

⚠ WARNING

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

A motorcycle which is not secured may be used by an unauthorised person.

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

NOTICE

Do not leave the ignition on for a long period of time when the engine is not running as this may cause damage to electrical components and will discharge the battery.

The power ON/OFF button has two functions.

A short press (press and release) of the power ON/OFF button switches the electrical circuits and the instrument display on or off. This allows access to the instrument display without starting the engine.

With the handlebar turned fully to the left, a long press (press and hold) of the power ON/OFF button activates the steering lock.

Voice Assist Button

The voice assist button activates a voice assistant (such as Google Assistant or Siri) depending on the phone connection status and the active projection technology. For more information, see page 72.

The voice assist button has the following functions:

No Phone Connected

- Short press (press and release): A 'No Phone Connected' pop-up message is displayed.
- Long press (press and hold): Opens the Mobile Devices menu to pair a new mobile device.

Phone Connected via Bluetooth® Only

- Short press (press and release) or long press (press and hold): Activates the mobile device's built-in voice assistant (if supported).

Phone Connected with Android Auto™ Enabled

- Short press (press and release) or long press (press and hold): Activates the voice assistant within Android Auto™. The system remains in Android Auto™ after the interaction.

Phone Connected with Apple CarPlay® Enabled

- Short press (press and release) or long press (press and hold): Activates the voice assistant within Apple CarPlay®. The system behaviour depends on the current context and may either remain in Apple CarPlay® or return to another display screen after the interaction.

STOP Position

NOTICE

Although the STOP position on the engine start/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. The power ON/OFF button should normally be used to stop the engine.

Do not turn the ignition off while the motorcycle is moving. Doing so may cause faults or errors in the motorcycle's electronic systems and may result in damage to electrical components.

Do not leave the ignition on for a long period of time when the engine is not running as this may cause damage to electrical components and will discharge the battery.

The STOP position stops the engine.

RUN Position

The engine start/stop switch must be in the RUN position for the motorcycle to operate.

START Position

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.

The START position operates the electric starter allowing for a quicker engine start. For the starter to operate, the clutch lever must be pulled to the handlebar.

With the ignition switched off, push and hold the engine start/stop switch in the START position to start the motorcycle, provided all required conditions are met.

For more information, see the 'Starting the Engine' section.

HOME Button

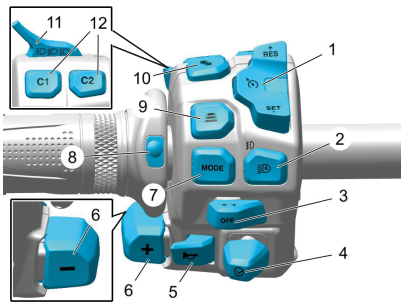
The HOME button is used to access the Menu on the instrument display, see page 70.

Press and release the HOME button to select between the Menu and main ride screen.

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

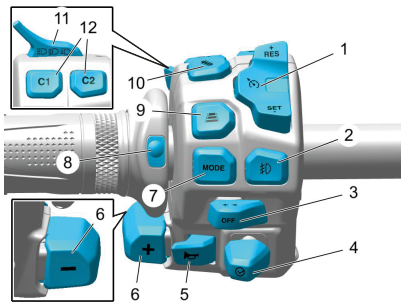
Left Handlebar Switches

All Markets Except America and Canada



1. Cruise control adjust switch
2. Automatic dipped beam/Daytime Running Lights (DRL) and fog lights button
3. Direction indicator switch
4. Joystick
5. Horn button
6. Device volume switch
7. MODE button
8. Heated grips button (if fitted)
9. Follow gap button
10. Suspension button
11. Main beam switch
12. Custom 1 and 2 buttons

America and Canada Markets Only



1. **Cruise control adjust switch**
2. **Fog lights button**
3. **Direction indicator switch**
4. **Joystick**
5. **Horn button**
6. **Device volume switch**
7. **MODE button**
8. **Heated grips button**
9. **Follow gap button**
10. **Suspension button**
11. **Main beam switch**
12. **Custom 1 and 2 buttons**

Cruise Control Adjust Switch

The Cruise Control adjust switch is a three-way switch: the top is marked RES/+, the bottom SET/-, and the centre with the Cruise Control icon.

Press the button with the Cruise Control icon to switch between Cruise Control standby and Rider Distance Assist (RDA) active.

For more information on Cruise Control operation, see page 130.

Automatic Dipped Beam/Daytime Running Lights (DRL) and/or Fog Lights Button (if fitted)

⚠ WARNING

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

Riding with the DRL when dark, in tunnels or where poor ambient light is apparent may reduce the rider's 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.

NOTICE

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

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

NOTICE

After a short engine-off period, the last selected fog lights setting (on or off) will be remembered and reactivated when the ignition is switched on again.

With Automatic Dipped Beam/Daytime Running Lights (DRL) and Fog Lights

With the engine running, the automatic dipped beam/Daytime Running Lights (DRL) feature is enabled. The headlights automatically switch between DRL and dipped beam depending on ambient light conditions.

A short press (press and release) of the automatic dipped beam/DRL button toggles between automatic dipped beam/DRL mode and manual dipped beam mode.

With automatic dipped beam/DRL mode active, the automatic dipped beam/DRL icon will be displayed when dipped beam is active. No icon will be shown when DRL is active. The dipped beam icon is displayed when manual dipped beam mode is active.

When the headlights are on, a long press (press and hold) of the button enables or disables the fog lights, provided the conditions for fog light activation are met.

The fog lights icon is displayed when the fog lights are active.

With Fog Lights Only

When the headlights are on, a short press (press and release) or long press (press and hold) of the fog lights button enables or disables the fog lights, provided the conditions for fog light activation are met.

The fog lights icon is displayed when the fog lights are active.

Fog Light Activation

The conditions for fog light activation vary by market. Depending on the market configuration, fog lights may be permitted to operate under one of the following conditions:

- With dipped beam only (main beam must be off).
- With either dipped beam or main beam.
- With marker lights, dipped beam, or main beam.

Direction Indicator Switch

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

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

To enable or disable the automatic self-cancelling indicators, see page 87.

The following options are available:

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

NOTICE

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

Emergency Deceleration Warning (EDW) - All Markets Except America and Canada

During emergency braking, the rear brake lights flash to warn other road users of rapid motorcycle deceleration.

Joystick

The joystick is used to operate the following instrument functions:

- Push down – scrolls the menu from top to bottom
- Push up – scrolls the menu from bottom to top
- Push left – scrolls the menu to the left
- Push right – scrolls the menu to the right
- Press centre – confirms the selection.

Horn Button

When the horn button is pressed with the ignition switched on, the horn will sound.

Device Volume Switch

Press the plus (+) or minus (–) button on the device volume switch to increase or decrease the volume of connected devices.

MODE Button

The MODE button is used to change the riding mode.

A short press (press and release) of the MODE button activates the riding mode selection tray in the instrument display. Each subsequent short press scrolls through the available riding modes. For more information, see page 55.

A long press (press and hold) of the MODE button activates the ROAD riding mode.

For more information on riding mode selection and configuration, see page 83.

Heated Grips Button (if fitted)

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

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

There are three heat levels: low, medium, and high. These are indicated by the different icons shown in the display.



1. **Low heat icon**
2. **Medium heat icon**
3. **High heat icon**

For maximum benefit in cold conditions, when starting from the off state, press the heated grips button once to select the high setting.

Once the grips have warmed up, press the button again to reduce the heat level to medium, and press it again to reduce the heat level to low.

NOTICE

After a short engine-off period, the last selected heated grips setting will be remembered and reactivated when the ignition is switched on again.

To turn off the heated grips, press the heated grips button until the heated grips icon is no longer shown in the display.

Low Power Voltage Cut-Off

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

The heated grips do not power back on automatically when the voltage rises to the safe level. The heated grips button must be pressed again to manually activate the heated grips.

Follow Gap Button

The follow gap button has two functions.

A short press (press and release) of the follow gap button adjusts the distance between the motorcycle and the vehicle ahead when Adaptive Cruise Control (ACC) or Rider Distance Assist (RDA) is active. Each subsequent short press cycles through the three available follow gap settings. For more information, see page 133 and page 140.

A long press (press and hold) of the follow gap button temporarily overrides the Triumph Advanced Rider Assistance Systems (ARAS) menu settings. If one or more ARAS features are enabled, a long press turns all ARAS features off. If all ARAS features are off, a long press restores only the ARAS features that are configured as enabled in the ARAS settings. Features configured as disabled remain off. Each long press alternates between these two states.

This temporary override remains active only for the current ignition cycle. When the ignition is switched off and on again, the override is cancelled and the configured ARAS feature settings are restored. Changes made using the follow gap button are temporary and do not change the configured ARAS feature settings. For more information, see page 126.

Suspension Button

The suspension button has two functions.

A short press (press and release) of the suspension button activates the damping selection banner in the instrument display. Each subsequent short press, or pushing the joystick left/right, scrolls through the available suspension damping settings. For more information, see page 94.



Damping selection banner

A long press (press and hold) of the suspension button activates the auto ride height selection banner in the instrument display. Each subsequent short press, or pushing the joystick left/right, scrolls through the available suspension auto ride height settings. For more information, see page 93.



Auto Ride Height selection banner

Main Beam Switch

From the central/dipped beam position, push the main beam switch forward to switch the main beam on. Pull the main beam switch back to the central position to return to dipped beam.

An alternative way to turn the main beam on is to pull and hold the main beam switch. Main beam will remain on as long as the switch is held in and will turn off as soon as the switch is released.

When the main beam is turned on, the main beam indicator light will illuminate in the display.

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

Custom 1 and 2 Buttons

The rider can assign one quick-access function to each custom button from a list in the menu, see page 96.

Once the required function has been assigned to Custom Button 1 or Custom Button 2, press the relevant button to cycle through the available options. For example, Brightness toggles between High, Medium, and Low.

If Android Auto/Apple CarPlay is assigned, pressing the relevant button will either display a 'No Phone Connected' pop-up message or launch/exit the selected projection, depending on the active projection technology.

Fuel



The fuel grade required for the motorcycle is stated in the relevant Specifications section. Always check that the correct fuel grade is being used before filling the tank.

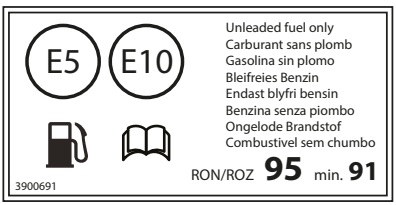
Triumph motorcycles are designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used.

Fuel grade is described as either Research Octane Number (RON) or Motor Octane Number (MON), or Cost of Living Council (CLC) or Anti-Knock Index (AKI) octane rating (R+M)/2.

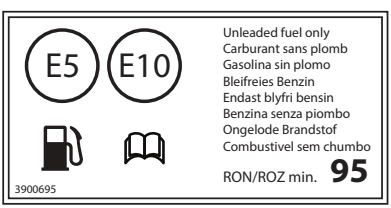
In North America, federal regulations require that pumps delivering unleaded gasoline are marked 'UNLEADED' and that the CLC or AKI octane rating is also displayed. These ratings are an average of the RON and the MON.

Ethanol

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



91 RON Fuel Grade Label Shown



95 RON Fuel Grade Label Shown

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 that 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

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.

NOTICE

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

NOTICE

If detonation ('knocking' or 'pinging') occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline that has a higher octane rating.

Oxygenated Gasoline

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

Ethanol

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

MTBE (Methyl Tertiary Butyl Ether)

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

Methanol

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

NOTICE

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

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, switch the ignition off.

- Do not smoke.

- Do not use a mobile phone.

- Make sure that 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.

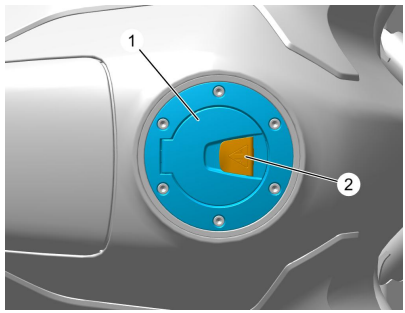
NOTICE

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

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



1. **Fuel tank cap**
2. **Small flap**

To open the fuel tank cap:

▼ Switch the ignition on and make sure the engine is not running.

NOTICE

Do not force the fuel tank cap open if any resistance is felt while lifting the small flap, or if the fuel tank cap does not open immediately, as this will cause damage to the cap and/or mechanism.

▼ Slowly lift up the small flap and open the fuel tank cap.

To close and lock the fuel tank cap:

NOTICE

The fuel tank cap can be closed with or without the ignition on.

- Push the fuel tank cap down until the lock 'clicks' into place.

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

NOTICE

If the fuel tank cap still does not open, take your motorcycle to the nearest Triumph dealer. If this is not possible then follow the emergency access procedure in the Owner's Handbook.

Emergency Access

⚠ WARNING

Make sure that 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.

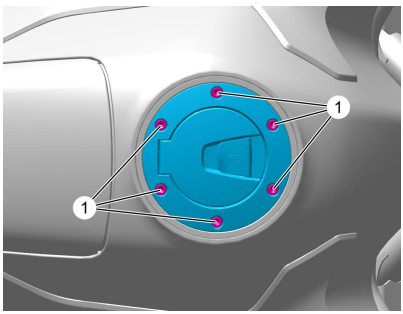
A correctly supported motorcycle will help prevent it from falling.

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

The emergency access hex key is located in the storage tray underneath the passenger seat or attached to the seat base.

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

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



1. **Fuel tank cap fixings**

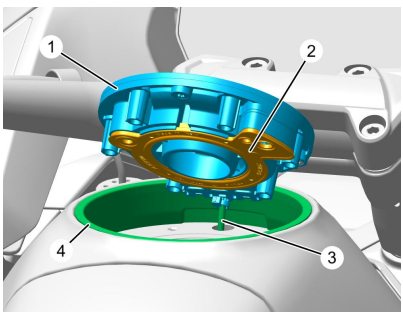
NOTICE

Keep the fuel tank cap and seal close to the motorcycle. Do not stretch the cable.

If too much slack is pulled through the cable, it will become difficult to refit the fuel tank cap.

Take care not to damage the fuel tank paintwork.

- When removing the fuel tank cap and rubber gasket, the seal may become loose. Note the orientation and position for refitting.
- There is a cable attached to the fuel tank cap. Carefully remove the fuel tank cap and seal, tilting the whole component towards the front of the motorcycle.



1. **Fuel tank cap**
2. **Rubber gasket**
3. **Cable**
4. **Seal**

- Slowly refuel the fuel tank, see page 123.

⚠ WARNING

Overfilling the tank can lead to fuel spillage.

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

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

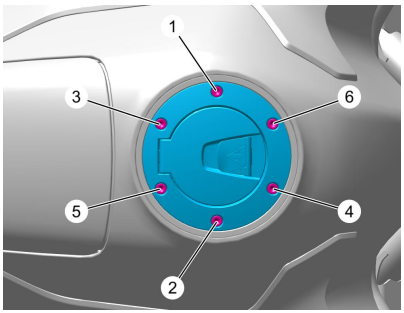
Because fuel is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above may lead to a fire hazard, which could result in damage to property, serious injury or death.

NOTICE

Do not trap the cable when refitting the fuel tank cap.

- Make sure that the seal and rubber gasket are attached to the fuel tank cap in the correct position.

- Carefully refit the fuel tank cap, seal and gasket taking care not to stretch or trap the cable.
- Refit the fuel tank cap fixings and tighten in the sequence shown below to 2.5 Nm.

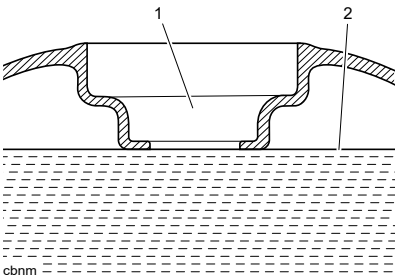


Tightening Sequence

- Take the motorcycle to a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to check and rectify.

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.

Triumph Advanced Rider Assistance Systems (ARAS) Features

Feature	Rider Alert?	System Intervention?	Status Icon	Warning Icon	More Information
Dynamic Cruise Control (DCC)	Yes Instruments	Yes			See page 132
Adaptive Cruise Control (ACC)	Yes Instruments	Yes			See page 133
Undertake Suppression *(ACC sub-function)*	Same as ACC	Same as ACC		-	See page 134
Overtake Assist *(ACC sub-function)*	Same as ACC	Same as ACC		-	See page 135
Group Ride Assist (GRA) *(ACC sub-function)*	Same as ACC	Same as ACC		-	See page 135

Feature	Rider Alert?	System Intervention?	Status Icon	Warning Icon	More Information
Rider Distance Assist (RDA)	Yes Instruments	Yes			See page 140
Forward Collision Warning (FCW)	Yes Instruments and two rear brake pulses	No			See page 144
Emergency Braking Assist (EBA)	Yes Instruments	Yes		-	See page 146
Rear Distance Warning (RDW)	Yes Instruments	No			See page 147
Blind Spot Assist (BSA)	Yes Mirrors	No		-	See page 148
Lane Change Assist (LCA) *(BSA sub-function)*	Same as BSA	Same as BSA		-	See page 149

Triumph Advanced Rider Assistance Systems (ARAS)

⚠ WARNING

Triumph Advanced Rider Assistance Systems (ARAS) may help the rider maintain control of the motorcycle and provide alerts to certain hazards, but they are not a substitute for safe operation or good riding practice. The absence of a warning from the ARAS system does not indicate the absence of a potentially hazardous situation.

Triumph ARAS are rider aids only. The rider must remain alert and aware of all riding conditions at all times. Triumph ARAS cannot compensate for aggressive, careless, or irresponsible riding and will not prevent a crash caused by excessive speed, improper corner entry, or following at an unsafe distance. Always ride within the legal speed limit and maintain a legal and safe distance to other road users.

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

⚠ WARNING

Triumph Advanced Rider Assistance Systems (ARAS) operate only within certain parameters, such as speed and lean angle.

Triumph ARAS are not a substitute for appropriate riding. Do not exclusively rely on Triumph ARAS to avoid obstacles or collisions.

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

⚠ WARNING

Triumph Advanced Rider Assistance Systems (ARAS) is not available when the Anti-lock Braking System (ABS) or Traction Control (TC) is not functioning or has been disabled by the rider.

If ARAS features are active when ABS or TC becomes unavailable, ARAS can no longer function and control is permanently returned to the rider until the condition is resolved. ARAS features will remain unavailable until ABS or TC functionality is restored or re-enabled. Always make sure you maintain full control 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

If the Anti-lock Braking System (ABS) or Traction Control (TC) intervenes, Triumph Advanced Rider Assistance Systems (ARAS) features will be temporarily suspended to prioritise ABS or TC operation.

Once the intervention ends, Cruise Control-related features will revert to standby and must be reactivated by the rider. All other enabled ARAS features will automatically resume operation. Always make sure you maintain full control 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

Triumph Advanced Rider Assistance Systems (ARAS) is designed for on-road use only.

Using Triumph ARAS during off-road riding may lead to loss of motorcycle control.

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

NOTICE

Triumph Advanced Rider Assistance Systems (ARAS) should not respond to either oncoming or stationary vehicles.

NOTICE

The Triumph Advanced Rider Assistance Systems (ARAS) icons described on page 36 apply only when displayed in the top status bar of the instrument display.

When these icons are displayed within warning or information message banners, or pop-up message banners, the icon is described by the accompanying on-screen message, see page 42 and page 45.

Triumph Advanced Rider Assistance Systems (ARAS) are rider aids that use front and rear radar sensors to function, see page 128. The performance and availability of ARAS features depend on radar sensor detection and operating conditions. To enable or disable Triumph ARAS features, see page 87.

Triumph ARAS help riders anticipate potential hazards and enhance rider control. Depending on the feature, ARAS provides rider alerts and may provide limited throttle or braking intervention. ARAS features do not provide steering intervention, are not collision avoidance systems, and cannot prevent all collisions. Riders must remain attentive and prepared to brake, steer, accelerate, or otherwise intervene at all times.

Radars

⚠ WARNING

If the motorcycle has been involved in an accident, the radar sensors' functionality may have been affected.

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

Obstructions may affect the radar sensors' ability to detect vehicles accurately, resulting in incorrect indications, leading to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

Only use Triumph approved accessories. Triumph approved accessories have been designed to fit the motorcycle without impacting the radar sensors' range, when fitted correctly.

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

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.

⚠ WARNING

Always check and clean the radar sensor covers before riding the motorcycle.

Radar sensor covers may become obstructed by road dirt, mud, rain, ice, or snow.

If the covers are not clean, the radar sensors may not detect vehicles accurately. This may lead to incorrect indications and possible loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

Do not modify the radar sensor covers or attach any objects such as stickers.

Obstructions may affect the radar sensors' ability to detect vehicles accurately, resulting in incorrect indications.

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 accessories, luggage, or passenger items do not cover or obstruct the radar sensor covers or their detection range.

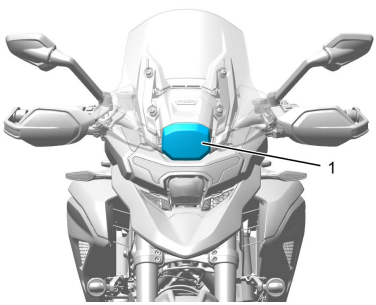
When riding with a passenger, make sure that clothing does not overhang the seat and cover the radar sensor covers.

Obstruction of the radar sensors may affect their ability to detect vehicles accurately. This may lead to incorrect indications and possible loss of motorcycle control, which could result in serious injury or death.

NOTICE

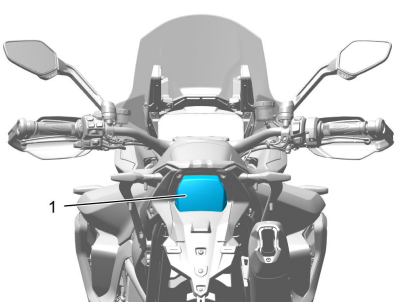
If there is a fault with Triumph Advanced Rider Assistance Systems (ARAS), a Triumph ARAS fault icon and warning message will be displayed. Always follow the warning information and check that the radar sensors are free from dirt and obstructions.

The front radar sensor is located at the front of the motorcycle, behind the radar cover and above the headlight.



1. **Front radar cover**

The rear radar sensor is located at the rear of the motorcycle, behind the radar cover and above the number plate hanger.



1. **Rear radar cover**

The front and rear radar sensors only detect objects within their operating range and process this information to support relevant Triumph Advanced Rider Assistance System (ARAS) features. The radar sensors do not identify or interpret lane markings, traffic signs, traffic signals, or other road infrastructure.

Detection of a vehicle or object does not guarantee that an ARAS feature will provide a warning or intervention. ARAS feature operation depends on sensor detection, operating conditions, and system limitations.



Radar Sensor Ranges

Environmental conditions such as fog, heavy rain, and snow may reduce the effective range and performance of the radar sensors.

Conditions and Limitations

The radar sensors may not respond as expected in the following situations:

- In the presence of certain types of motorcycles
- When detecting vehicles with high ground clearance
- When a high-sided vehicle is passing/overtaking the motorcycle
- When another vehicle is overtaking the motorcycle at a very high relative speed
- When the motorcycle is ridden on tightly curved roads or at a high lean angle
- When the motorcycle is ridden at speeds outside of those stated for each feature of Triumph Advanced Rider Assistance Systems (ARAS).
- When the motorcycle is filtering through traffic
- When the motorcycle is weaving through lanes of stationary traffic.

The radar sensors may not detect:

- Bicycles and scooters
- Pedestrians and animals
- Vehicles carrying protruding or overhanging loads
- Oncoming vehicles and objects
- Stationary vehicles, for example: parked cars, traffic jams
- Stationary objects, for example: road works, motorway barriers.

Always ride with extreme caution and remain aware of surrounding vehicles and conditions.

Cruise Control

⚠ WARNING

Cruise Control is not an autonomous system.

The rider remains fully responsible for controlling the motorcycle at all times and must safely operate the throttle, brakes, clutch, gear selection, and steering.

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

⚠ WARNING

Cruise Control active braking intervention is limited. In critical situations, the rider must apply the appropriate braking force.

Do not exclusively rely on Cruise Control active braking to avoid obstacles or collisions.

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

⚠ 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.

NOTICE

Cruise Control will function at speeds between 19 mph (30 km/h) and 100 mph (160 km/h).

NOTICE

Cruise Control will not function if there is a fault with the Anti-lock Braking System (ABS) or Traction Control (TC).

Cruise Control will also be unavailable when a riding mode is selected with ABS or TC partially or fully disabled, or if TC is disabled by the rider.

Dynamic Cruise Control (DCC) and Adaptive Cruise Control (ACC) are user-configurable features within Triumph Advanced Rider Assistance Systems (ARAS). To change the Cruise Control settings, see page 88.

DCC maintains a set speed, while ACC maintains a set speed or monitors and maintains a gap to the vehicle ahead.

The Cruise Control system can only increase speed while the engine speed remains below a defined RPM threshold. When this threshold is reached, acceleration is limited to help protect the engine. To continue accelerating towards the set speed, the rider must select a higher gear.

Active engine intervention adjusts engine torque to accelerate or decelerate the motorcycle. Active braking intervention increases brake pressure to provide additional deceleration as required. During active braking intervention, the brake light is activated automatically.

Both DCC and ACC include the following feature:

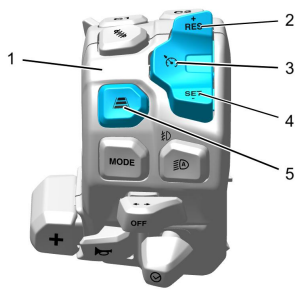
Acceleration Profile

The following Acceleration Profile settings are available:

- Comfort - Acceleration rates are optimised for comfort which suits a more relaxed riding style.
- Dynamic - Acceleration rates are optimised for a more positive and assertive riding style. Changes in speed will be more responsive.

To change the Acceleration Profile, see page 88.

The Cruise Control buttons are located on the left hand switch housing and can be operated with minimal movement by the rider.



1. **Left hand switch housing (all markets except America and Canada shown)**
2. **Cruise Control RES/+ button**
3. **Cruise Control standby and Rider Distance Assist (RDA) active button**
4. **Cruise Control SET/- button**
5. **Follow gap button**

Cruise Control can be enabled or disabled at any time but it cannot be activated until all the conditions described on page 137 have been met.

Dynamic Cruise Control (DCC)

NOTICE

The Dynamic Cruise Control (DCC) icons described on page 36 will be displayed in the top status bar of the instrument display.

Dynamic Cruise Control (DCC) is a Cruise Control system that automatically regulates vehicle speed to maintain the rider-set speed.

DCC does not respond to surrounding traffic, hazards, or speed limits.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

NOTICE

While using Dynamic Cruise Control (DCC), a 'TAKE ACTION' warning will be displayed in the following situations:

- The system is no longer able to continue controlling the motorcycle, for example when the engine speed (RPM) is too low or the vehicle speed is too low for the selected gear.

- A system fault or shutdown occurs.

When this warning is displayed, the rider must immediately take appropriate action.



Adaptive Cruise Control (ACC)

⚠ WARNING

Adaptive Cruise Control (ACC) will not detect or respond to stationary vehicles and may not detect or respond to all moving vehicles in all scenarios.

ACC may react late or unexpectedly in situations such as fast cut-ins, sudden lane changes, or high relative approach speeds, and may have limited ability to track or respond to vehicles in curves.

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

NOTICE

The Adaptive Cruise Control (ACC) icons described on page 36 will be displayed in the top status bar of the instrument display.

Near, medium, and far follow-gap settings are used by both ACC and Rider Distance Assist (RDA).

Adaptive Cruise Control (ACC) is a Cruise Control system that uses the front radar sensor to monitor vehicles ahead. The system automatically regulates vehicle speed to maintain either the rider-set speed or a rider-adjustable follow gap to the vehicle ahead.

ACC is not designed to bring the motorcycle to a complete stop.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

The follow gap maintains a set time-based gap to the vehicle ahead. It can be adjusted to near (1-bar), medium (2-bar), or far (3-bar), corresponding to a time gap of between 1 and 2 seconds. The actual following distance associated with each setting varies with vehicle speed, increasing at higher speeds and decreasing at lower speeds. The last selected follow gap is remembered and will be reactivated when the ignition is switched off and then back on.

NOTICE

While using Adaptive Cruise Control (ACC), a 'TAKE ACTION' warning will be displayed in the following situations:

- The system is no longer able to maintain a safe distance from the vehicle ahead.

- The system is no longer able to continue controlling the motorcycle, for example when the engine speed (RPM) is too low or the vehicle speed is too low for the selected gear.

- A system fault or shutdown occurs.

When this warning is displayed, the rider must immediately take appropriate action.



ACC also includes the following features:

- Undertake Suppression, see page 134
- Overtake Assist, see page 135
- Group Ride Assist (GRA), see page 135.

ACC must be active for these features to function.

⚠ WARNING

Undertake Suppression and Overtake Assist have the ability to learn whether the rider is in left-hand or right-hand traffic, should the motorcycle be relocated to another country.

The ability for Undertake Suppression and Overtake Assist to learn traffic flow depends on the existence of other traffic. If no traffic is present, the features will presume the direction of traffic has not changed.

The above features not functioning as expected may cause a dangerous riding condition, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

Undertake Suppression and Overtake Assist will not function at low vehicle speeds.

Undertake Suppression

Undertake Suppression monitors and maintains a gap to a vehicle travelling ahead in an adjacent lane to prevent undertaking. To enable or disable Undertake Suppression, see page 88.

If an attempt is made to undertake another vehicle, the motorcycle maintains its position behind the vehicle in the adjacent lane and prevents the manoeuvre. Operating the throttle or pressing the RES/+ button overrides Undertake Suppression.

Overtake Assist

⚠ WARNING

When using Overtake Assist, the rider must remain responsible for observation and must use mirrors and perform a shoulder check before and during overtaking.

Do not rely on Overtake Assist to avoid a collision.

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

When the rider activates the direction indicator under adaptive cruise conditions, Overtake Assist allows the motorcycle to accelerate and close the gap to the vehicle ahead, increasing to the set speed to overtake. To enable or disable Overtake Assist, see page 88.

Overtake Assist does not determine whether an overtaking manoeuvre can be completed safely.

If the rider does not complete the overtake, the motorcycle will return to the follow gap after approximately 2 seconds.

If a vehicle is detected in the blind spot area and Blind Spot Assist (BSA) is active, Overtake Assist will not function.

Group Ride Assist (GRA)

⚠ WARNING

Group Ride Assist (GRA) active braking intervention is limited. In critical situations, the rider must apply the appropriate braking force.

Do not exclusively rely on GRA active braking to avoid obstacles or collisions.

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

NOTICE

Group Ride Assist (GRA) will function at speeds within the same range as Cruise Control, see page 130.

NOTICE

The Group Ride Assist (GRA) icons described on page 36 will be displayed in the top status bar of the instrument display.

Group Ride Assist (GRA) modifies the Adaptive Cruise Control (ACC) response when a group of motorcycles is riding in a staggered formation within the same lane. To change the GRA setting or disable GRA, see page 88.

GRA assists with maintaining spacing within a riding group but cannot predict the intentions or behaviour of other riders, including aggressive or erratic riding.

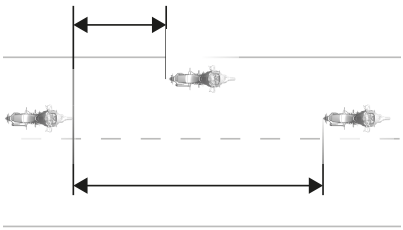
When GRA is enabled by selecting a road-width setting:

- Until a staggered group of vehicles is detected, ACC operates as previously described.
- When the system detects a staggered group, ACC automatically transitions to GRA. The acceleration characteristics are adjusted to a dedicated GRA calibration, and the display icons change to indicate that GRA is active.
- When a staggered group is no longer detected (for example, if the rider leaves the staggered formation), the system automatically reverts to the previously selected ACC acceleration profile, and the ACC icons will be displayed.

While GRA is active, the system automatically selects and maintains a follow gap to either:

- the vehicle directly ahead
- an offset vehicle within the staggered formation.

The follow gap maintained to the vehicle directly ahead is equivalent to the selected ACC setting. When following an offset vehicle in the staggered formation, the system may maintain a reduced gap to support group riding. While GRA is active and controlling vehicle speed, the directional arrow indicates which vehicle the system is currently using to maintain the follow gap.



Group Ride Assist (GRA)

Activating Cruise Control

To enable Cruise Control:

Dynamic Cruise Control (DCC)

Press and release the ON/OFF button. The Cruise Control icon and the set speed (shown as '---' if a speed has not yet been set) will be displayed in grey in the top status bar. Cruise Control is now in standby.

Adaptive Cruise Control (ACC)

Press and release the ON/OFF button. The Cruise Control icon, the set speed (shown as '---' if a speed has not yet been set), and the follow gap icon will be displayed in grey in the top status bar. Cruise Control is now in standby.

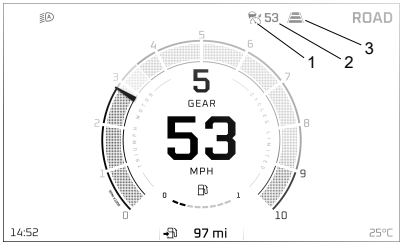
To activate Cruise Control, the following conditions must be met:

- The motorcycle must be travelling at a speed between 19 and 100 mph (30-160 km/h).
- The motorcycle must be in any gear except neutral.
- Anti-lock Braking System (ABS) and Traction Control (TC) must not be disabled.

NOTICE

The follow gap icon will only be displayed when using Adaptive Cruise Control (ACC).

Once these conditions have been met, press and release the SET/– button to activate Cruise Control. The Cruise Control icon, the set speed, and the follow gap icon will be displayed in green in the top status bar, indicating that Cruise Control is now active.



1. **Cruise Control icon (ACC shown)**
2. **Cruise Control set speed**
3. **Follow gap icon**

Cruise Control will attempt to maintain the set speed until:

- The set speed is adjusted as described on page 138.
- Cruise Control is deactivated as described on page 138.

Adjusting the Cruise Control Set Speed

To adjust the set speed while Cruise Control is active:

- Press and release the RES/+ button to increase speed, or the SET/– button to decrease speed, in 1 mph or 1 km/h increments.
- Press and hold the RES/+ button or the SET/– button. The set speed is first rounded up or down to the nearest 5 mph or 5 km/h, then continues to increase or decrease in 5 mph or 5 km/h increments. Release the button when the required speed is displayed.

An alternative way to increase the speed in Cruise Control is to accelerate to the required speed using the throttle, then press the SET/– button.

Deactivating or Disabling Cruise Control

Cruise Control can be either deactivated or disabled. When Cruise Control is deactivated, it enters standby and the set speed is retained and can be resumed. When Cruise Control is disabled, the set speed is cleared and cannot be resumed.

Deactivating Cruise Control (Standby)

Cruise Control can be deactivated by one of the following methods:

- Roll the throttle twist grip fully forward to the Cruise Control cancel position.
- Pull the clutch lever for more than 3.5 seconds.
- Operate the front or rear brake.
- Override Cruise Control by exceeding the set speed for more than 30 seconds.
- Override Cruise Control to a speed exceeding 112 mph (180 km/h).
- Press and release the Cruise Control ON/OFF button.
- Switch between Adaptive Cruise Control (ACC) and Dynamic Cruise Control (DCC) using a custom button (if assigned to Cruise Control).

Cruise Control will automatically deactivate if vehicle speed or engine speed (RPM) is too low for the selected gear, or if an excessive motorcycle lean angle is reached.

NOTICE

The follow gap icon will only be displayed when using Adaptive Cruise Control (ACC).

Upon deactivation, Cruise Control enters standby. The Cruise Control icon, the set speed, and the follow gap icon return to grey in the top status bar, indicating that the set speed is retained and can be resumed.

Disabling Cruise Control

Cruise Control can be disabled by one of the following methods:

- Press and hold the Cruise Control ON/OFF button.
- Switch the ignition off.
- Press and hold the follow gap button (ACC only) to disable all Triumph Advanced Rider Assistance Systems (ARAS) features.
- Select a riding mode with Anti-lock Braking System (ABS) or Traction Control (TC) partially or fully disabled, or manually disable TC.

Cruise Control will automatically disable when there is a system fault.

Upon disabling Cruise Control, the Cruise Control icon, the set speed, and the follow gap icon will no longer be shown in the top status bar.

The Cruise Control set speed can be resumed as described on page 139 if Cruise Control is in standby.

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.

The Cruise Control set speed can be resumed by pressing and releasing the RES/+ button when a set speed is stored and Cruise Control is in standby.

The motorcycle must be travelling at a speed between 19 and 100 mph (30-160 km/h) and be in any gear except neutral.

A stored set speed is indicated next to the Cruise Control icon in the top status bar.

The stored set speed will remain in the Cruise Control memory until Cruise Control is disabled. For information on deactivating (standby) and disabling Cruise Control, see page 138.

Rider Distance Assist (RDA)

⚠ WARNING

Rider Distance Assist (RDA) active braking intervention is limited. In critical situations, the rider must apply the appropriate braking force.

Do not exclusively rely on RDA active braking to avoid obstacles or collisions.

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

NOTICE

Rider Distance Assist (RDA) will function at speeds up to 100 mph (160 km/h).

NOTICE

The Rider Distance Assist (RDA) icons described on page 36 will be displayed in the top status bar of the instrument display.

Near, medium, and far follow-gap settings are used by both Adaptive Cruise Control (ACC) and RDA.

Rider Distance Assist (RDA) is a user-configurable feature within Triumph Advanced Rider Assistance Systems (ARAS). To enable or disable RDA, see page 90.

RDA uses the front radar sensor to monitor vehicles ahead and, when approaching a slower-moving vehicle, informs and assists the rider in maintaining the rider-selected follow gap by reducing motorcycle speed.

RDA assists the rider in managing the follow gap to a slower-moving vehicle ahead but does not guarantee that the selected follow-gap setting will be maintained in all situations.

RDA is not intended to continuously control or maintain the following distance to a vehicle ahead. The selected follow-gap setting is an assistance feature and not a guaranteed minimum following distance. Small changes in throttle position can influence the following distance and may result in the actual gap being less than the selected follow gap. The rider must continue to monitor the traffic situation and actively manage vehicle speed and separation from other road users.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

Active engine intervention adjusts engine torque to decelerate the motorcycle. Active braking intervention increases brake pressure to provide additional deceleration as required. During active braking intervention, the brake light is activated automatically. RDA does not increase the motorcycle speed above that requested by the rider.

RDA only intervenes when the rider maintains a steady throttle position. Increasing or decreasing the throttle position, or applying either the front or rear brake, prevents or cancels RDA speed intervention.

While RDA is active:

- **No vehicle detected ahead:** RDA does not intervene. Motorcycle speed is controlled by the rider through throttle input.
- **Approaching a slower-moving vehicle:** While the rider maintains a steady throttle position, RDA reduces motorcycle speed when approaching a slower-moving vehicle to help preserve the rider-selected follow gap. Small deviations from the selected follow gap may occur.
- **Rider throttle override:** If the rider increases the throttle position while RDA is supporting the follow gap, rider input takes priority and RDA intervention is overridden. Motorcycle speed is then controlled by the rider through throttle input.
- **Vehicle ahead accelerates away or is no longer detected:** RDA intervention is reducing to zero and motorcycle speed returns to the speed requested by the rider through throttle input.

Icon	Status	Description
	RDA standby No system intervention	RDA is in standby because the rider is not maintaining a steady throttle position.
	RDA active - no vehicle detected No system intervention	While the rider maintains a steady throttle position, RDA remains active and does not intervene.

Icon	Status	Description
	RDA active - vehicle detected No system intervention	While the rider maintains a steady throttle position, RDA monitors the vehicle but does not intervene because the selected follow gap is exceeded.
	RDA active System intervention	Vehicle detected ahead. While the rider maintains a steady throttle position, RDA actively intervenes to reduce motorcycle speed and supports the selected follow gap.

Icon	Status	Description
	RDA active System intervention reducing to zero	The vehicle ahead is no longer detected. While the rider maintains a steady throttle position, RDA reduces system intervention to zero and motorcycle speed returns to the speed requested by the rider through throttle input.
	RDA override System intervention reducing to zero	The rider is no longer maintaining a steady throttle position. RDA reduces system intervention to zero and control of motorcycle speed returns to the rider.

When the motorcycle approaches too closely to a vehicle ahead, the system will attempt to adjust the motorcycle speed to maintain a safe distance, and a visual warning is given on the instruments.

NOTICE

While using Rider Distance Assist (RDA), a 'TAKE ACTION' warning will be displayed if the system is no longer able to maintain a safe distance from the vehicle ahead.

When this warning is displayed, the rider must immediately take appropriate action.



Activating Rider Distance Assist (RDA)

Rider Distance Assist (RDA) is activated using the Cruise Control standby button. Two separate press-and-release actions are required. The first press places Cruise Control into standby. The second press activates RDA.

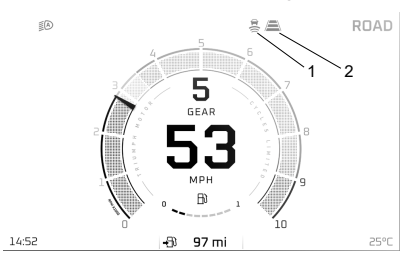
To enable RDA:

Press and release the Cruise Control standby button. Cruise Control is now in standby.

To activate RDA, the following conditions must be met:

- Rider Distance Assist (RDA) must be enabled in the Menu.
- The motorcycle must be travelling at a speed between 0 and 100 mph (0-160 km/h).
- The motorcycle must be in any gear except neutral.
- Anti-lock Braking System (ABS) and Traction Control (TC) must not be disabled.

A subsequent press and release of the Cruise Control standby button will activate RDA. The RDA icon and the follow gap icon will be displayed in the top status bar. For more information on the RDA status icons, see page 36.



1. **Rider Distance Assist (RDA) icon**
2. **Follow gap icon**

Rider Distance Assist (RDA) System Intervention

Rider Distance Assist (RDA) will stop intervening under the following conditions:

- Vehicle speed exceeds 100 mph (160 km/h).
- Lean angle is too high.
- Anti-lock Braking System (ABS) or Traction Control (TC) intervenes.
- Throttle position is increased.
- The front or rear brake is applied.

Intervention resumes when these conditions are no longer present.

Disabling Rider Distance Assist (RDA)

Rider Distance Assist (RDA) can be disabled by one of the following methods:

- Press and release the Cruise Control standby button to revert to Cruise Control standby.
- Press and hold the Cruise Control standby button to disable RDA and Cruise Control.
- Switch the ignition off.
- Press and hold the follow gap button to disable all Triumph Advanced Rider Assistance Systems (ARAS) features.
- Select a riding mode with Anti-lock Braking System (ABS) or Traction Control (TC) partially or fully disabled, or manually disable TC.

RDA will automatically disable when there is a system fault.

Upon disabling RDA, the RDA icon and the follow gap icon will no longer be shown in the top status bar.

Forward Collision Warning (FCW)

⚠ WARNING

Forward Collision Warning (FCW) will alert the rider of a danger, but not intervene with braking.

Do not rely on the FCW to avoid an obstacle or collision.

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

⚠ WARNING

Do not attempt to force activation of the Forward Collision Warning (FCW) system through intentionally risky riding behaviour, aggressive manoeuvres, or rapid closing speeds.

Attempting to provoke FCW activation may increase the risk of a collision.

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

NOTICE

Forward Collision Warning (FCW) will function at speeds between 12 mph (20 km/h) and 100 mph (160 km/h).

NOTICE

Forward Collision Warning (FCW) cannot reactivate within 10 seconds of a previous activation.

Forward Collision Warning (FCW) is a user-configurable feature within Triumph Advanced Rider Assistance Systems (ARAS). To change the FCW warning level or disable FCW, see page 90.

FCW uses the front radar sensor to monitor the area immediately ahead of the motorcycle. When the system determines that a collision with a vehicle or object ahead is likely, it alerts the rider and prompts immediate action.

FCW provides rider alerts only and does not apply the brakes or actively intervene to prevent collisions. FCW may not provide a warning in all situations, particularly where collision risks develop suddenly.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

Warnings are provided at two levels:

- **TAKE ACTION** – A 'TAKE ACTION' message is displayed on the instruments to alert the rider and encourage appropriate action to avoid a potential collision, such as braking or taking evasive manoeuvres.

⚠ WARNING

The CRITICAL rear brake pulse is not an autonomous emergency braking function and is not intended to decelerate the motorcycle. Its sole purpose is to provide an additional warning to the rider.

Do not rely on the rear brake pulse to avoid obstacles or collisions. The rider remains responsible for applying the brakes and taking appropriate evasive action.

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

- **CRITICAL** – In more critical situations, the 'TAKE ACTION' message is displayed on the instruments and is accompanied by a brief double pulse of the rear brake as an additional rider alert.



Emergency Braking Assist (EBA)

⚠ WARNING

Emergency Braking Assist (EBA) will assist the rider with braking in a critical situation but will not brake automatically and does not provide maximum braking power.

Do not exclusively rely on the EBA to avoid a collision.

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

⚠ WARNING

Do not attempt to force activation of the Emergency Braking Assist (EBA) system through intentionally risky riding behaviour, aggressive manoeuvres, or the deliberate creation of critical braking situations.

Attempting to provoke EBA activation may increase the risk of a collision.

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

NOTICE

Emergency Braking Assist (EBA) will function at speeds between 12 mph (20 km/h) and 100 mph (160 km/h).

NOTICE

Emergency Braking Assist (EBA) cannot reactivate within 10 seconds of a previous activation.

Emergency Braking Assist (EBA) is a user-configurable feature within Triumph Advanced Rider Assistance Systems (ARAS). To enable or disable EBA, see page 91.

EBA is designed to support the rider during critical braking situations. EBA is activated when the front radar sensor detects a critical situation ahead of the motorcycle and the rider applies the brakes. The system calculates an appropriate level of braking assistance to help avoid or reduce the severity of a collision and can increase brake pressure and braking torque beyond the rider's applied input to enhance braking performance.

EBA is a braking assistance system, not an automatic braking system. EBA only operates when the rider applies the brakes and does not independently initiate braking. If the rider releases the brake, EBA intervention stops.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

If the Traction Control (TC) or Anti-lock Braking System (ABS) detects a loss of traction while EBA is active, those systems are prioritised to maintain stability. EBA assistance is increased again when the motorcycle regains traction.

Following an EBA intervention, a message is displayed on the instruments to inform the rider that EBA has been activated.

Rear Distance Warning (RDW)

⚠ WARNING

Rear Distance Warning (RDW) will alert the rider of a danger, but not intervene with control.

Do not rely on the RDW to avoid a collision.

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

NOTICE

Rear Distance Warning (RDW) will function at speeds from 15 mph (25 km/h).

NOTICE

The Rear Distance Warning (RDW) icon described on page 36 will be displayed in the bottom status bar of the instrument display.

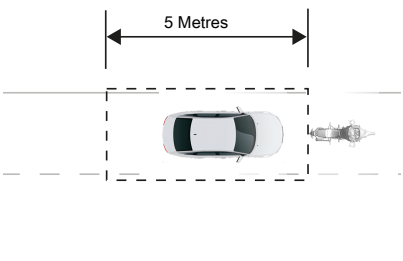
Rear Distance Warning (RDW) is a user-configurable feature within Triumph Advanced Rider Assistance Systems (ARAS). To enable or disable RDW, see page 91.

RDW uses the rear radar sensor to warn the rider when a following vehicle remains in close proximity behind the motorcycle for a period of time.

RDW provides rider alerts only and cannot influence or control the behaviour of following vehicles. RDW may not detect every approaching vehicle and may not provide a warning in all situations. RDW cannot prevent rear-end collisions.

The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

The system provides a visual warning to the rider if a vehicle follows the motorcycle at a distance of less than 5 meters for more than 1.5 seconds (tailgating). At higher motorcycle speeds, the warning zone is expanded to reflect an appropriate safe following distance.



Rear Distance Warning (RDW)

Blind Spot Assist (BSA)

⚠ WARNING

Blind Spot Assist (BSA) is a rider aid only and does not replace the need to be aware of all riding situations.

The rider must remain alert and aware of all riding conditions and is fully responsible for safe operation of the motorcycle. Always use mirrors, look over your shoulder, and visually check blind spots before changing lanes or overtaking. Do not exclusively rely on BSA to detect all vehicles or hazards.

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

⚠ WARNING

Blind Spot Assist (BSA), including Lane Change Assist (LCA), will alert the rider of a danger, but not intervene with control.

Do not exclusively rely on the BSA and LCA to avoid a collision.

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

NOTICE

Blind Spot Assist (BSA) will function at speeds from 15 mph (25 km/h).

Blind Spot Assist (BSA) is a user-configurable feature within Triumph Advanced Rider Assistance Systems (ARAS) consisting of Lane Change Assist (LCA). To enable or disable BSA, see page 92.

When riding, there is an area behind the motorcycle and rider that is not always visible, even when using the mirrors. This is referred to as a blind spot.

BSA and LCA use the rear radar sensor to detect vehicles approaching from behind. BSA warns the rider when a vehicle is in the motorcycle's blind spot, while LCA warns the rider when a rapidly approaching vehicle is predicted to enter the blind spot.

BSA provides rider alerts only and cannot determine whether a lane change or overtaking manoeuvre can be completed safely.

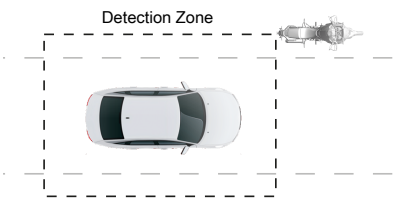
The rider remains responsible for maintaining safe control of the motorcycle, responding to hazards, and avoiding collisions.

NOTICE

When overtaking another vehicle with a small relative speed difference, Blind Spot Assist (BSA) warnings are shown.

When overtaking a vehicle with a larger relative speed difference, BSA warnings for the vehicle being overtaken may be suppressed, even if that vehicle remains detected by the system.

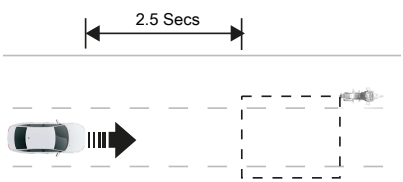
BSA detects vehicles in the primary radar detection zone and illuminates a warning light on the corresponding mirror. The light remains illuminated while a vehicle is present. If the rider indicates in that direction while a vehicle is detected, the warning light flashes.



Blind Spot Assist (BSA)

Lane Change Assist (LCA)

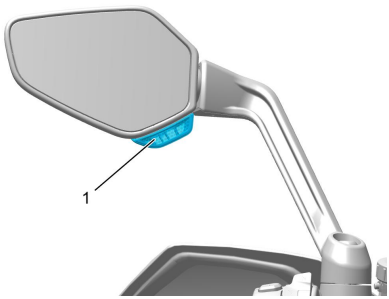
LCA uses an extended radar detection zone to identify vehicles approaching rapidly from the rear, typically those predicted to enter the blind spot within 2.5 seconds.



Lane Change Assist (LCA)

Blind Spot Assist (BSA) Warning Lights

The Blind Spot Assist (BSA) warning lights are located at the bottom of the left and right hand side mirrors.



1. BSA warning light

The BSA warning lights illuminate an amber colour. They are sealed, maintenance-free LED units attached to the mirrors. For more information, see page 239.

The BSA warning light on the left hand side mirror illuminates to indicate a vehicle is detected in the left hand side blind spot area. The BSA warning light on the right hand side mirror illuminates to indicate a vehicle is detected in the right hand side blind spot area.

Both the left and right BSA warning lights will illuminate at the same time if there is a fault. A Triumph Advanced Rider Assistance Systems (ARAS) fault icon and warning message will be displayed.

There are two stages of activation for the BSA warning lights:

Stage 1

The BSA warning light continuously illuminates if a vehicle is detected in or approaching the blind spot area, and the relevant direction indicator is not being used.

Stage 2

The BSA warning light flashes if the vehicle is detected in or approaching the blind spot area, and the relevant direction indicator is being used.

This is a secondary warning to indicate that there is still a vehicle or object in the blind spot area.

Deactivation

The BSA warning lights stop illuminating when the sensor no longer detects a vehicle in the blind spot area.

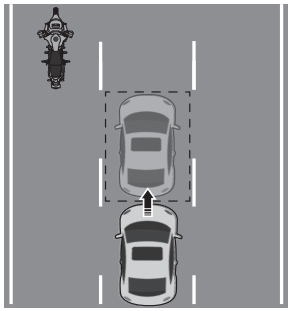
Blind Spot Assist (BSA) Operation

If there is a fault with the BSA system, a Triumph Advanced Rider Assistance Systems (ARAS) fault icon and warning message will be displayed. Always follow the warning information and check that the rear radar sensor is free from dirt and obstructions.

When riding the motorcycle with BSA enabled, it is important to continue riding in a safe manner and be aware of the traffic and road conditions. Always use the mirrors and maintain a safe riding position in the road.

There are several scenarios such as lane changing on motorways when BSA can assist the rider.

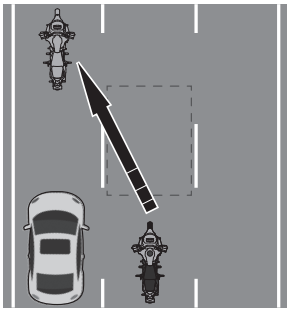
Scenario 1 - Vehicle Approaching/ Overtaking



Vehicle Approaching/Entering the Blind Spot Area

The rear radar sensor detects vehicles approaching or passing the motorcycle. The approach speed of the vehicle will determine how soon the radar sensor detects and signals the vehicle's presence. The faster the approach speed, then the higher probability that the radar sensor will not activate as expected. The slower the approach speed, then the higher probability that the radar sensor will be activated.

Scenario 2 - Passing/Overtaking a Vehicle

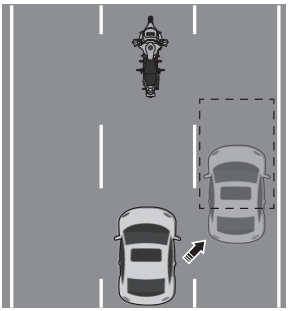


Motorcycle Overtaking Vehicle showing the Blind Spot Radar Area

When overtaking a vehicle, the difference in speed between the motorcycle and the vehicle it is overtaking will determine whether the radar sensor will be activated or not.

If the speed the motorcycle is travelling at is only slightly faster than the vehicle it is overtaking, then the radar sensor warning lights will activate. If the speed the motorcycle is travelling at is significantly faster than the vehicle it is overtaking, then the radar sensor warning lights will not activate.

Scenario 3 - Vehicle Moving Lanes



Vehicle Moving Lanes

If a vehicle is travelling in the same direction as the motorcycle, and enters the blind spot area from either the left or right hand side, then the radar sensor may detect the vehicle. The relevant left or right hand side radar sensor warning light will then be illuminated.

Traction Control (TC)

⚠ WARNING

The Traction Control (TC) and Optimised Cornering Traction Control (OCTC) 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, or braking.

TC or OCTC 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

After riding off-road with Traction Control (TC) disabled, always make sure that the TC is enabled when returning to ride on public roads.

Riding on public roads with the TC disabled may, if accelerating too hard on wet/slippery road surfaces, 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.

NOTICE

Traction Control (TC) will not function if there is a malfunction with the Anti-lock Braking System (ABS). The warning lights for the ABS, TC and the Malfunction Indicator Light (MIL) will be illuminated.

Traction Control (TC) 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 TC system will engage and alter the engine power until traction to the rear wheel has been restored.

The TC indicator light will flash while the system is engaged and the rider may notice a change to the sound of the engine.

For information on the TC indicator light operation, see page 34.

Optimised Cornering Traction Control (OCTC)

⚠ WARNING

If the Traction Control (TC) 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 TC 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. 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 or cornering can cause rear wheel spin, leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

If a fault occurs with the Optimised Cornering Traction Control (OCTC) system, the Traction Control (TC) disabled warning light will illuminate and a message will be shown in the display.

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

- There are no other faults with the TC system.

- TC has NOT been disabled by the rider.

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 TC 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. 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 or cornering can cause rear wheel spin, leading to loss of motorcycle control which could result in serious injury or death.

Optimised Cornering Traction Control (OCTC) is a system designed to give the rider increased control should the Traction Control (TC) be activated while the motorcycle is leaning in a corner.

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

NOTICE

Optimised Cornering Traction Control (OCTC) may not function if there is a malfunction with the Anti-lock Braking System (ABS). The warning lights for the ABS, Traction Control (TC) and the Malfunction Indicator Light (MIL) may be illuminated.

Traction Control Settings

⚠ WARNING

Do not attempt to adjust the Traction Control (TC) settings while the motorcycle is in motion.

Adjusting the TC settings while riding the motorcycle is dangerous.

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) is disabled, the motorcycle will operate normally but without TC assistance.

Excessive acceleration on wet or slippery road surfaces while TC is disabled 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 (TC) system can be disabled as described on page 83, or set to the conditions described in Riding Mode Configuration on page 58.

Engine Braking Control

⚠ WARNING

Engine Braking Control is not a substitute for normal operation of the braking system.

The rider is ultimately in control of bringing the motorcycle to a stop safely.

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

Engine Braking Control is a user-configurable system that helps to control the amount of motorcycle deceleration.

There are four settings, each allowing a different level of engine braking to suit the rider's preference. For more information, see page 62.

Suspension

Semi-Active Suspension

⚠ WARNING

After adjusting the suspension, operate the motorcycle in a traffic-free area to become familiar with the new settings.

Suspension settings may be changed unintentionally, for example after battery disconnection or during servicing. Always check and confirm the suspension settings before riding.

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

NOTICE

The suspension icons described on page 36 will be displayed in the bottom status bar of the instrument display.

The suspension up or down icon flashes during adjustment. When adjustment is complete, the corresponding suspension icon is displayed.

The automatic suspension icon is displayed only when Auto Ride Height is active and the motorcycle is at the nominal ride height.

The Semi-Active Suspension system controls the adjustment of the front and rear suspension damping and rear suspension preload.

The system allows convenient remote adjustment of the suspension mode and damping settings through the instruments, whether the motorcycle is stationary or moving. Adjustments are applied instantly when a new riding mode or damping setting is selected.

Using onboard sensors, the system detects movements in the chassis and suspension and adjusts the damping and preload in real time. The chassis and suspension are adapted to the characteristics of the terrain, optimising comfort and handling.

The system automatically adjusts rear suspension preload and front and rear suspension damping to suit the payload (for example, compensating for the weight of a passenger and/or luggage). When moving off and riding, the system monitors the suspension positions and adjusts the rear spring preload to maintain the optimum ride height.

Suspension Modes

The following Semi-Active Suspension modes are available, depending on the selected riding mode:

- Road (Road, Rain, Eco and Sport) - Optimised suspension settings for road use.
- Off-Road (Off-Road and Off-Road Pro) - Optimised suspension settings for off-road use.

Suspension Damping Settings

There are three Road and three Off-Road damping settings available, ranging from Soft (comfort) to Hard (sport). The settings are:

- Soft
- Normal
- Hard.

To change the damping setting, see page 94.

Suspension Warning

If there is a fault with the suspension, the amber suspension icon will be displayed in the bottom status bar. A warning message will also be displayed.

Charge the motorcycle battery to see if this rectifies the fault. If the fault still appears, the fault must be checked and rectified by a competent person that has the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Auto Ride Height

⚠ WARNING

After adjusting the Auto Ride Height settings, operate the motorcycle in a traffic-free area to become familiar with the new settings.

Auto Ride Height settings may be changed unintentionally, for example after battery disconnection or during servicing. A factory reset will also disable auto lowering, which may increase the distance to the ground beyond rider expectation. Always check and confirm the suspension settings before riding.

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

NOTICE

When the side stand is in the down position or the ignition is switched off, the motorcycle reduces rear suspension preload to the minimum setting.

For information on rear suspension preload operation when using the centre stand (Centre Stand Assist), see page 163.

The Auto Ride Height feature adjusts rear suspension preload to vary both seat height and overall ride height. To change the Auto Ride Height setting, see page 93.

The following Auto Ride Height options are available:

Road Riding Modes

NOTICE

In Road riding modes, the Auto and Fixed settings behave similarly. However, the Auto setting also reduces preload to the minimum permitted setting as the motorcycle comes to a stop.

When Auto is selected and the Auto Ride Height feature is active, the seat height may raise or lower while the motorcycle is moving.

When Fixed is selected, preload continues to adjust based on payload, and some suspension movement is normal.

- Auto – Automatically adjusts to and maintains the nominal ride height based on payload, and reduces preload to the minimum permitted setting as the motorcycle comes to a stop.
- Fixed – Automatically adjusts to and maintains the nominal ride height based on payload.

Off-Road Riding Modes

NOTICE

In Off-Road riding modes, the nominal ride height is calculated and adjusted once per ignition cycle.

If the payload changes during riding, switch the ignition off and then on again to recalculate the nominal ride height.

Both High and Low settings automatically adjust to their respective nominal ride heights based on payload:

- High – Optimised ride height for off-road riding, with increased ground clearance.
- Low – Reduced ride height for improved stability at lower speeds, lowering the centre of gravity and improving ground contact.

Front Marker Lights

The user-configurable front marker lights are located within the front direction indicators. To enable or disable the front marker lights, see page 95.

With the engine running, the front marker lights illuminate white to improve the visibility of the motorcycle to other road users.

When a direction indicator is selected, the corresponding indicator flashes amber, while the marker light within the opposite indicator remains illuminated white.

When the hazard warning lights are selected, both direction indicators flash amber and the marker lights are no longer illuminated.

Tyre Pressure Monitoring System (TPMS) (if fitted)



⚠ WARNING

Daily tyre pressure checks must still be carried out, even if a Tyre Pressure Monitoring System (TPMS) is fitted.

The TPMS should not be relied upon as a pressure gauge when inflating or adjusting tyre pressures. To ensure accuracy, always measure tyre pressures when the tyres are cold using a reliable pressure gauge.

Setting tyre pressures based solely on the TPMS may result in incorrect inflation, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

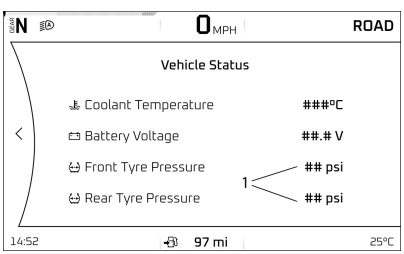
For models not fitted with the Tyre Pressure Monitoring System (TPMS) as standard, the system is available as an accessory. TPMS must be fitted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

TPMS features within the instrument display 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 instrument. These sensors will not transmit data until the motorcycle is travelling at a speed greater than 12 mph (20 km/h). Dashes will be shown in the display screen until the tyre pressure signal is received. The sensors in each wheel work independently 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.

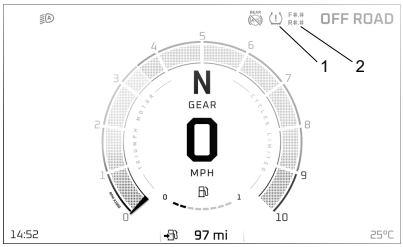
The front and rear tyre pressures are displayed in the Vehicle Status menu, see page 99.



1. Front and rear tyre pressures

Tyre pressures can be displayed in bar, kPa, or psi. To change the unit of measurement, see page 76.

The front and rear tyre pressures are also displayed in the top status bar when an off-road riding mode is active.

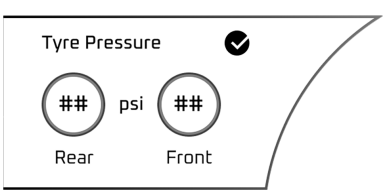


1. TPMS icon
2. Front and rear tyre pressures

Tyre pressures can also be displayed within a widget (if selected). For more information on how to select the Tyre Pressure widget, see page 63.

To access the Tyre Pressure widget:

- From the main ride screen, push the joystick right to open the widgets.
- Push the joystick down/up to highlight the Tyre Pressure widget.



The numerical value and surrounding ring will be displayed in amber when low pressure is detected by the TPMS.

If there is a fault with the sensor or data is unavailable, '---' will be displayed in place of the numerical value. The dashes will be shown in white and the surrounding ring will be shown in blue.

Tyre Pressures

⚠ WARNING

The Tyre Pressure Monitoring System (TPMS) should not be relied upon as a pressure gauge when adjusting tyre pressures.

To ensure accuracy, always measure tyre pressures when the tyres are cold using a reliable pressure gauge.

Setting tyre pressures based solely on the TPMS may result in incorrect inflation, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

Do not use anti-puncture fluid or any other substance that may obstruct airflow to the Tyre Pressure Monitoring System (TPMS) sensors or their air pressure orifices.

Any blockage of a sensor's air pressure orifice during operation can lead to permanent damage to the TPMS sensor assembly.

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

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 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 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 using a reliable pressure gauge. The tyre pressure display on the instruments must not be used when adjusting the tyre pressures. For the recommended tyre pressures, see the Specification section.

Tyre Pressure Sensor Batteries

The Tyre Pressure Monitoring System (TPMS) icon and a warning message will be displayed if the battery voltage in a tyre pressure sensor is low or if 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.

If the battery in a tyre pressure sensor is fully discharged, dashes will be shown in place of the tyre pressure in the instrument display. The TPMS icon and a warning message will also be displayed.

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.

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 (TPMS) is 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, this work must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. They must be made aware that tyre pressure sensors are fitted to the wheels.

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.

Do not 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.

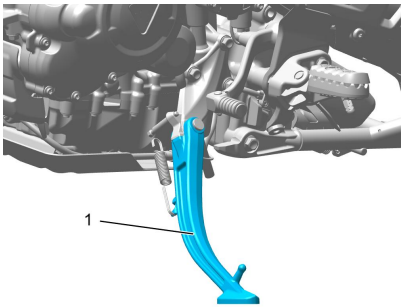
This may cause the motorcycle to fall over, or cause severe damage to the side stand or motorcycle frame.

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

NOTICE

When the side stand is in the down position, the motorcycle reduces rear suspension preload to the minimum setting.

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



1. Side stand

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

Before riding, always make sure that the side stand is fully up.

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

Centre Stand Assist (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.

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.

NOTICE

When the centre stand is lowered, whether the side stand is in the up or down position, the Centre Stand Assist feature takes priority, and the rear suspension automatically raises to its highest position.

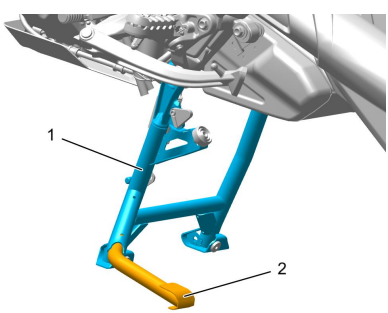
The Centre Stand Assist feature assists the rider when placing the motorcycle on its centre stand.

When the motorcycle is stationary and the centre stand is in the down position, the rear suspension automatically raises to its highest position. This reduces effort and makes it easier to lift the motorcycle onto the centre stand.

When the centre stand is in the up position and the ignition is switched on, the rear suspension returns to its previous position.

To place the motorcycle on the centre stand:

- The motorcycle must be stationary with the ignition switched on.
- Position the motorcycle on level ground and in an upright position.
- Step down on the centre stand foot finder until both feet of the stand contact the ground, then allow the suspension to adjust to its maximum position.
- Using your body weight, step down firmly on the centre stand foot finder while lifting the motorcycle upward and rearward using the rear rack as a handhold.



1. **Centre stand**
2. **Foot finder**

NOTICE

When the centre stand is in the down position and the ignition is switched on, the suspension will lower to its nominal position after a short period.

Switching the ignition off will lower the suspension to its middle position.

Wait until the suspension has fully adjusted before proceeding.

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

To take the motorcycle off the centre stand:

With the motorcycle on the centre stand, suspension in its middle position and ignition off, the following scenarios apply:

- If the motorcycle is on the centre stand and the ignition is switched on, the suspension will remain at the middle position.
- If the centre stand has been removed from the motorcycle and the motorcycle is supported on the side stand, the suspension will remain at the middle position when the ignition is switched on. **In this condition, a Diagnostic Trouble Code (DTC) will be stored in the Suspension Electronic Control Module (ECM). Refer to the Service Manual for more information.**
- If both the centre stand and side stand are in the up position and the ignition is switched on, the suspension will return to the nominal position.

Seats

Seat Care

For seat cleaning information, see page 274.

Seat Lock

⚠ WARNING

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

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

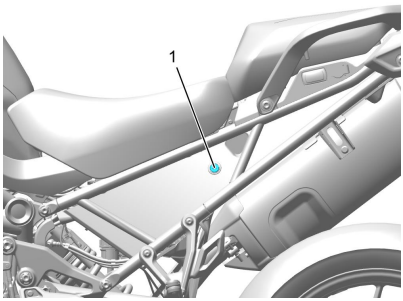
A loose or detached passenger seat may lead to loss of motorcycle control, which could result in serious injury or death.

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 rear bodywork below the rider's seat.



1. Seat lock

The seat lock unlocks the passenger seat. The passenger seat must be removed to access the rider's seat.

Seats - Removal

⚠ WARNING

Make sure that 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.

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

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.

NOTICE

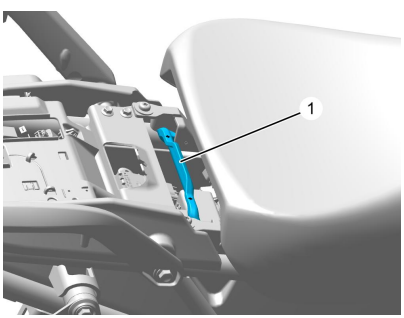
The passenger seat must be removed before the rider's seat can be removed.

Passenger Seat

- Insert the ignition key into the seat lock and turn it anticlockwise. This will release the passenger seat from its lock.
- Lift the passenger seat up from the back and slide rearwards.
- Disconnect the heated seat's electrical connector for complete removal from the motorcycle.

Rider's Seat

- Remove the passenger seat as described above.
- Disconnect the heated seat's electrical connector for complete removal from the motorcycle.
- Push the rider's seat release mechanism towards the front of the motorcycle. This will release the rider's seat from its lock.



1. **Rider's seat release mechanism**

- Grasp the rider's seat on either side, and slide it rearwards and upwards.

Seats - Installation

⚠ WARNING

Make sure that the motorcycle is stabilised and adequately supported.

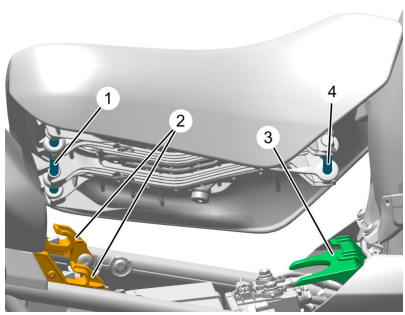
Do not support the motorcycle on any ancillary component, the exhaust system or any other non-structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

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

Rider's Seat

- Connect the heated seat's electrical connector.
- Line up the rider's seat front bar with the seat bridge and slide forwards and down to engage fully with the hooks on the seat bridge.



1. **Rider's seat rear bar**
2. **Rear seat hooks**
3. **Seat bridge**
4. **Rider's seat front bar**

- At the same time, lower the rear of the rider's seat and engage the rider's seat rear bar into the rear seat hooks.

- Push forwards and press firmly down on the rear of the rider's seat to engage the seat lock.

⚠ WARNING

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

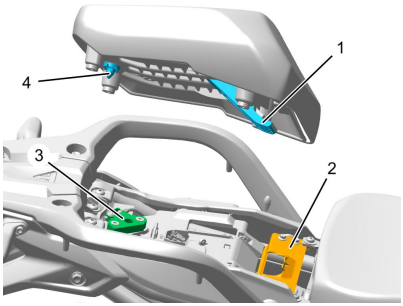
Never ride the motorcycle with the passenger seat detached or removed, as the rider's seat will not be secure and may move.

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

- Refit the passenger seat as described below.

Passenger Seat

- Connect the heated seat's electrical connector.
- Engage the passenger seat tongue under the seat bridge.



1. **Passenger seat tongue**
2. **Seat bridge**
3. **Seat lock**
4. **Seat lock peg**

NOTICE

An audible click can be heard when the seat is correctly engaged in the lock.

- Press firmly down on the rear of the passenger seat to engage the 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.

- Grasp the passenger seat and pull firmly upwards to make sure that it is securely retained.

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

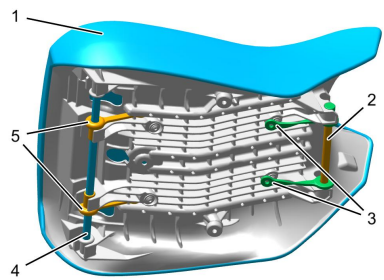
After adjusting the seat height, operate the motorcycle in a traffic-free area to become familiar with the new seat position.

Riding the motorcycle with the seat in an unfamiliar position may lead to loss of motorcycle control.

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

The rider's seat is adjustable for height by approximately 20 mm. The rider's seat is shown in the high seat position below.

- Remove the rider's seat, see page 165.
- Make sure that the front and rear rubber bands are secured in position.
- Pull the front seat height adjustment rail away from the seat to release it from its current position.
- Move the front seat height adjustment rail into the high or low position. Make sure that the front seat adjustment rail is secure in its new position.
- Pull the rear seat height adjustment rail away from the seat to release it from its current position.
- Move the rear seat height adjustment rail into the high or low position. Make sure that the rear seat adjustment rail is secure in its new position.



1. **Rider's seat**
2. **Front seat height adjustment rail**
3. **Front rubber bands**
4. **Rear seat height adjustment rail**
5. **Rear rubber bands**

- Refit the rider's seat, see page 166.

Heated Seats (if fitted)

The heated seats will only operate when the engine is running.

Rider's Heated Seat

The rider's heated seat setting can be adjusted via the instrument display, see page 93.

Custom Button 1 or Custom Button 2 can also be used to cycle through the available settings (High, Medium, Low, and Off) when assigned to Rider Seat Heating.

When the rider's heated seat is switched on, the heated seats icon will appear in the instrument display, and the selected heat level will be shown.

There are three heat levels: low, medium and high. These are indicated by the different icons shown in the display.



1. **Low heat icon**
2. **Medium heat icon**
3. **High heat icon**

For maximum benefit in cold conditions, when starting from the off state, select the high setting for the rider's heated seat initially. Then reduce the heat to the medium or low setting once the seat has warmed up.

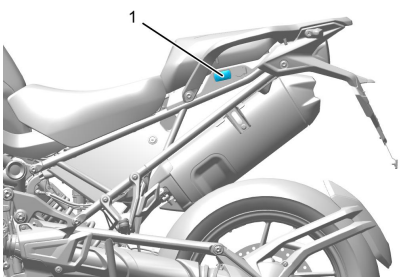
NOTICE

After a short engine-off period, the last selected rider heated seat setting will be remembered and reactivated when the ignition is switched on again.

The rider's heated seat can be turned off in the 'My Bike - Rider Seat Heating' menu or by using a custom button (if assigned to Rider Seat Heating).

Passenger's Heated Seat

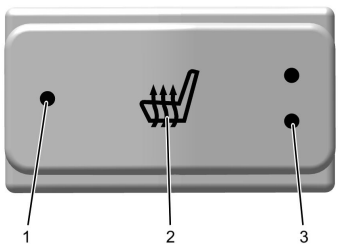
The passenger's heated seat switch is located on the left hand side, towards the rear of the motorcycle.



1. **Passenger's heated seat switch**

When the passenger's heated seat is switched on, an information message will be displayed in a blue banner.

There are two heat levels: low and high. These are indicated by the number of dots shown on the switch.



1. **Low heat (one dot)**
2. **Off (heated seat icon)**
3. **High heat (two dots)**

For maximum benefit in cold conditions, when starting from the off state, move the passenger's heated seat switch to the high setting initially. Then reduce the heat to the low setting once the seat has warmed up.

To turn off the passenger's heated seat, move the switch to the central position.

Low Power Voltage Cut Off

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

The heated seats 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.

Windscreen

⚠ WARNING

Do not attempt to clean the windscreen when the motorcycle is in motion.

Removing the rider's hands from the handlebars while riding reduces the rider's ability to maintain control 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

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.

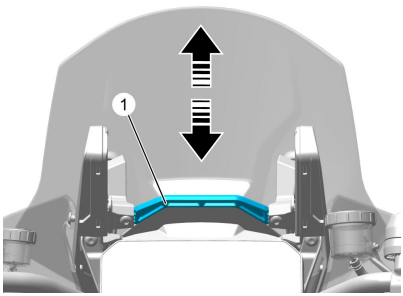
Failure to follow the advice above may lead to loss of motorcycle control, which could result in serious injury or death.

NOTICE

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

To adjust the windscreen height:

- Safely sit on the motorcycle.
- Firmly grip the height adjustment handle.



1. Height adjustment handle

- Move the handle up or down to adjust the windscreen to the required height.

For windscreen cleaning information, see page 274.

Owner's Handbook and Tool Kit

Owner's Handbook/Quick Start Guide

The Owner's Handbook or Quick Start Guide is supplied with the motorcycle.

Tool Kit

There is a 4 mm Allen key located under the passenger seat.

Storage Compartment

⚠ DANGER

Do not use a mobile phone or adjust any GPS device, excluding hands-free operation, while the motorcycle is in motion.

Telephone calls, texting or any attempt to use an electronic device for any purpose while riding the motorcycle is dangerous.

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

⚠ WARNING

Do not open the storage compartment while the motorcycle is in motion.

Any attempt to open, or use items stored in, the storage compartment while riding the motorcycle is dangerous.

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 that 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 riding the motorcycle to prevent damage to the storage compartment and/or motorcycle.

NOTICE

The storage compartment can reach high temperatures.

Do not store items such as electronic devices in the storage compartment at temperatures that exceed the recommended guidance as specified by the device manufacturer, as high temperatures can cause damage to the device.

NOTICE

The storage compartment cannot be locked.

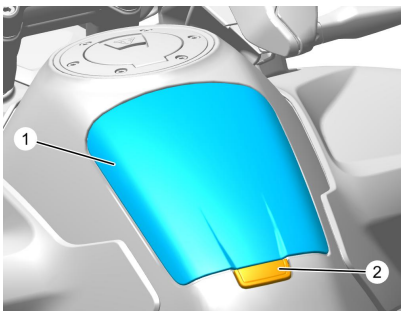
To prevent theft from the storage compartment, always remove all items from the storage compartment before leaving the motorcycle unattended.

There is a small storage compartment integrated into the fuel tank. The storage compartment may be used to store electronic devices when using the USB socket, and small items while riding the motorcycle.

Most mobile phones will fit in the storage compartment, but not with large cases on.

To open the storage compartment:

- Press firmly down on the button of the storage compartment lid to release the lock device to open it.



1. **Storage compartment lid**
2. **Button**

To close the storage compartment:

- Push the storage compartment lid down into place until the lock 'clicks' into place.

Storage Compartment Cooling

The storage compartment has a fan and ventilation system to keep electronic devices cool. The cooling fan turns on and off automatically to regulate the temperature.

The cooling fan will be on when the temperature in the storage compartment is 36°C or above, and will turn off when the temperature drops to 32°C or below.

Universal Serial Bus (USB) Socket

NOTICE

The Universal Serial Bus (USB) socket is susceptible to water ingress with the storage compartment open. Do not connect electronic devices to the USB socket while it is raining or in wet conditions.

Water in the USB socket could lead to corrosion which may adversely affect the function of the device.

NOTICE

The USB socket cannot be used to charge the motorcycle battery.

NOTICE

Do not leave the ignition switched on when the engine is not running as this will discharge the motorcycle battery.

The Universal Serial Bus (USB) socket allows a USB-C connection for fast charging electronic devices such as mobile phones, cameras and GPS devices.

The USB-C socket can charge at 5 Volt 3 Amps for compatible devices or up to a maximum of 1.5 Amps using the Battery Charging (BC 1.2) standard.

For devices that do not support fast charging, a standard 5 Volt supply will be provided.

The USB-C socket is located in the storage compartment, integrated into the fuel tank.

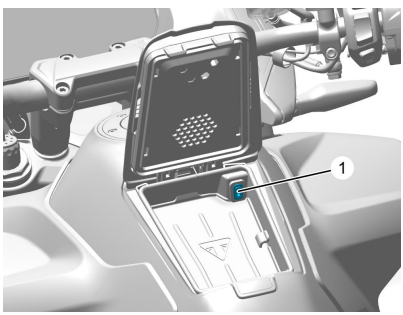
To access the USB-C socket:

- Open the storage compartment, see page 172.

NOTICE

Adaptor cables are not supplied with the motorcycle.

- Plug the USB-C adaptor cable into the socket.



1. USB-C socket

- Close the storage compartment.

Charging Electronic Devices

When charging an electronic device using the USB-C socket, note the following:

- Make sure the device is secured while riding the motorcycle to avoid loss or damage to the device.
- Make sure the device is protected against water damage.
- If carrying the device in a pocket, rucksack or luggage, take care not to damage the device or adaptor cable when dismounting the motorcycle. Disconnect the device before dismounting.
- Make sure the adaptor cable is an appropriate length. Avoid cables that are either too long or too short.

Triumph does not accept any liability whatsoever for loss or damage to any electronic devices when using the USB-C socket.

Electrical Accessory Socket

NOTICE

The electrical accessory socket can be used to charge the motorcycle battery.

NOTICE

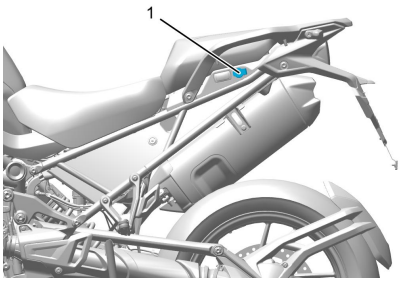
Do not leave electrical accessories connected to the electrical accessory socket when the engine is not running as this will discharge the motorcycle battery.

NOTICE

To protect the motorcycle battery from excessive discharge while using fitted electrical accessories, the combined total current that may be drawn through the electrical accessory socket(s) is 10 Amps.

A plug, suitable for use with the accessory socket, is available as a genuine Triumph part.

The electrical accessory socket is located on the left hand side, towards the rear of the motorcycle.

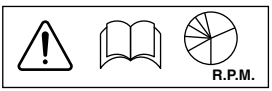


1. Electrical accessory socket

The socket will provide a 12 Volt electrical supply and is permanently live.

Fuse number nine protects the electrical accessory socket circuit, refer to the label in the fuse box lid for fuse amperage.

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 make sure you have 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 118).

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 208).

Final Drive: No oil leaks (see page 230).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, loose/broken spokes, punctures etc. (see page 245).

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 240).

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 231).

Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (see page 232 and page 233).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 234).

Front Forks: Smooth action. No fork oil leakage (see page 243).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (see page 227).

Clutch Fluid Level: No clutch fluid leakage. The clutch fluid level must be between the MAX and MIN marks on the reservoir (see page 228).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 224).

Electrical Equipment: All lights and the horn function correctly (see page 111).

Engine Stop: Engine start/stop switch turns the engine OFF when the switch is moved to the STOP position (see page 109).

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 162 and page 163).

Radar Covers: Check and clean the front and rear radar sensor covers (see page 128).

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Stopping the Engine

⚠ WARNING

Do not stop the engine using the engine start/stop switch while the motorcycle is moving.

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

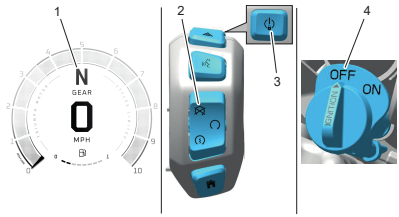
Stopping the engine while the motorcycle is moving can lock the rear wheel, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

Although the STOP position on the engine start/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. The power ON/OFF button should normally be used to stop the engine.

Do not turn the ignition off while the motorcycle is moving. Doing so may cause faults or errors in the motorcycle's electronic systems and may result in damage to electrical components.

Do not leave the ignition on for a long period of time when the engine is not running as this may cause damage to electrical components and will discharge the battery.



1. **Neutral indicator**
2. **Engine start/stop switch - STOP position**
3. **Power ON/OFF button**
4. **Master ignition switch - OFF position (if fitted)**

- Close the throttle completely.
- Select neutral.
- Place the engine start/stop switch in the STOP position.
- Turn the master ignition switch (if fitted) to the OFF position, see page 107.
- Select first gear.
- Support the motorcycle on a firm, level surface with the side stand.

NOTICE

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

- To completely switch the motorcycle off, press the power ON/OFF button.
- Lock the steering.
- If leaving the motorcycle for a prolonged period of time, make sure the smart key is switched off.

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.

An engine that idles for long periods of time may lead to overheating, which will cause damage to the engine.

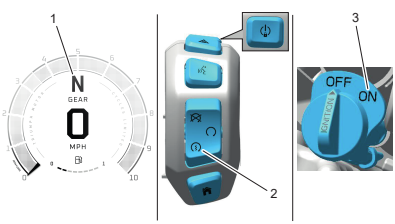
NOTICE

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

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

If the engine fails to start after a further six attempts, do not continue any further attempts. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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



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

- Turn the master ignition switch (if fitted) to the ON position, see page 107.
- Make sure the transmission is in neutral.
- Pull the clutch lever fully into the handlebar.
- Press and hold the START position on the engine start/stop switch until the engine starts.

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

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

NOTICE

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

Only have one of the ignition keys near the motorcycle. Two ignition keys near the motorcycle may interrupt the signal between the transponder and the engine immobiliser.

In this situation, the engine immobiliser will remain active until one of the ignition keys is removed.

Moving Off

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

Changing Gears

⚠ WARNING

Opening the throttle too far or too quickly in the lower gears may cause the front wheel to lift from the ground ('wheelie') or the rear tyre to lose traction (wheel spin).

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

Pulling a 'wheelie' or causing the rear tyre to lose traction may lead to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

Do not shift to a lower gear at a speed that would cause excessive engine speed (rpm).

Downshift only when engine speed will remain within the recommended operating range.

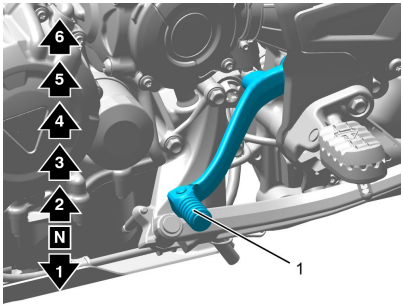
Downshifting at excessive road speeds can cause the rear wheel to lock, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

The gear change mechanism is of the 'positive-stop' type. This means that each movement of the gear change pedal selects only the next higher or lower gear.

For models fitted with Triumph Shift Assist (TSA), see page 184.

- 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.



1. **Gear change pedal**

Triumph Shift Assist (TSA)

NOTICE

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

It must not be used during off-road riding.

NOTICE

If there is 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.

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

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

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

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

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

TSA is not an automatic system for changing gears. Gears must be selected and changed in the normal way using the gear pedal as described on page 183.

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.

To achieve the smoothest gear change using TSA, we recommended that an up shift is carried out while accelerating.

TSA will not operate if:

- The clutch is applied.
- An up shift is attempted by mistake when in top gear.
- A down shift is attempted by mistake when in 1st gear.
- An up shift is attempted at very low engine speed. This will prevent the engine from stalling.
- A down shift is attempted at very high engine speed. This will prevent exceeding the maximum engine speed.
- An up shift is attempted during overrun - **Overrun is the engine applying a negative torque (engine braking)**.
- The vehicle speed limiter (if fitted) is active.
- Cruise control (if fitted) 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 Ride - Triumph Shift Assist.

Braking

⚠ 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 simultaneously. 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. Inappropriate rider actions may cause loss of motorcycle control and increase the risk of an accident. Using only the front or rear brake reduces overall braking performance. Excessive braking may cause either wheel to lock, reducing motorcycle control and potentially resulting in an accident (see ABS warnings).

When possible, reduce speed or apply the brakes before entering a turn. Closing the throttle or braking mid-turn may cause wheel slip, leading to loss of motorcycle control.

When riding in wet or rainy conditions, or on loose surfaces, manoeuvrability and stopping capability are reduced. All rider 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.

This motorcycle is equipped with a partially linked braking system in combination with the Anti-lock Braking System (ABS).

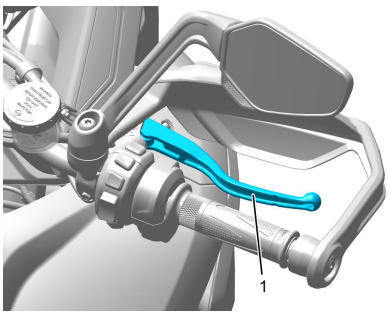
The partially linked braking system is designed to increase braking efficiency.

When the rider applies the front brake, a small amount of rear brake is also applied to help maintain balanced braking.

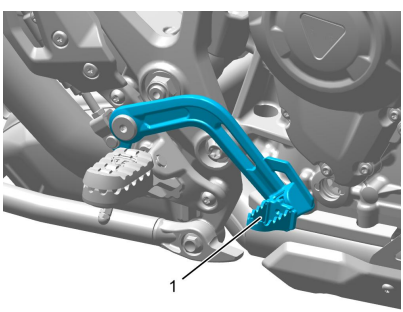
The amount of rear brake applied is proportional to the braking force applied through the front brake lever.

Applying the rear brake pedal applies only the rear brake.

For maximum braking effectiveness, always apply the front brake lever and rear brake pedal together.



1. Front brake lever



1. Rear brake pedal

The rear brake pedal on the Tiger 1200 Rally Pro and Tiger 1200 Rally Explorer motorcycles is height adjustable. For more information, see page 238.

Anti-lock Braking System (ABS)

⚠ WARNING

The Anti-lock Braking System (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

Anti-lock Braking System (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 Anti-lock Braking System (ABS) operation may feel like a harder pedal pressure or a pulsation of the brake lever and pedal.

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

For information on Anti-lock Braking System (ABS) function and operation, see page 58.

Anti-lock Braking System (ABS) Warning Light

⚠ WARNING

If the Anti-lock Braking System (ABS) is not functioning, the braking system will continue to operate as a non-ABS braking system. Do not continue to ride for longer than 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.

Excessive braking may cause the wheels to lock, leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

The Anti-lock Braking System (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 ABS warning light will illuminate until the motorcycle reaches a speed exceeding 19 mph (30 km/h).

For information on the Anti-lock Braking System (ABS) warning light, see page 32.

Optimised Cornering ABS (OCABS)

⚠ 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 (OCABS) may require a longer stopping distance than an equivalent motorcycle without ABS, or an equivalent motorcycle equipped with ABS but not equipped with OCABS.

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

The OCABS may not be able to fully counteract the weight and momentum of the motorcycle during excessive braking while cornering. This may lead to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

If the OCABS is not functioning, the ABS warning light will illuminate and a warning message will be displayed.

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, excessive braking while cornering may lead to loss of motorcycle control, which could result in serious injury or death.

Optimised Cornering ABS (OCABS) is a system designed to help the rider in emergency braking situations. OCABS will also give the rider increased control should the ABS be activated while 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.

The potential increased control that the OCABS allows under certain conditions is not a substitute for good riding practice.

Hill Hold Control

⚠ WARNING

Do not activate Hill Hold Control on slippery or low-grip surfaces.

The system cannot prevent the motorcycle from moving if there is insufficient tyre grip. On such surfaces, the motorcycle may slip even when the system is engaged.

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

⚠ WARNING

Hill Hold Control will deactivate if the side stand is moved to the down position or the ignition is switched off. The system may also deactivate if there is a fault with the Anti-lock Braking System (ABS) or engine management system, and the ABS and/or Malfunction Indicator Light (MIL) warning lights are illuminated

In these circumstances, apply the front brake manually to prevent the motorcycle from rolling.

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

NOTICE

Hill Hold Control is not designed to be used as a parking brake.

Repeated activations that reach the maximum duration in quick succession may cause damage to the Anti-lock Braking System (ABS).

NOTICE

Hill Hold Control may not function if there is a fault with the Anti-lock Braking System (ABS) or engine management system, and the ABS and/or Malfunction Indicator Light (MIL) warning lights are illuminated.

Hill Hold Control will also be unavailable when a riding mode is selected with ABS partially or fully disabled.

The Hill Hold Control system assists the rider when moving off by helping to prevent the motorcycle from rolling forwards or backwards. To enable or disable Hill Hold Control, see page 95.

The system operates when the motorcycle is stationary, on level ground or on an incline (uphill or downhill). When activated, the rear brake is automatically applied to hold the motorcycle in position, even after the rider releases the brake lever or pedal.

If there is a fault with Hill Hold Control, a warning message will be displayed.

Activating Hill Hold Control

The following conditions must be met before Hill Hold Control can be activated:

- The side stand must be in the up position.
- The motorcycle must be stationary with the ignition switched on.
- Anti-lock Braking System (ABS) must not be disabled.

Once these conditions have been met, firmly apply the front brake lever, rear brake pedal, or both at the same time, then release. Upon releasing the brakes, the Hill Hold Control icon will be displayed in green in the bottom status bar to indicate that the system is active. The rear brake is then automatically applied.

The Hill Hold Control icon remains green while the system is active.

The rear brake remains applied until the system detects that the rider is attempting to move off, after five minutes, or if the system is manually deactivated.

Deactivating Hill Hold Control

Hill Hold Control will automatically deactivate if it detects that the rider is attempting to move off, or after five minutes.

The system can also be manually deactivated by a second firm squeeze of the front brake lever.

During both automatic and manual deactivation, the system will progressively release the rear brake to assist the rider in moving off.

While the rear brake is being released, the green Hill Hold Control icon will flash in the bottom status bar to indicate that the system is about to deactivate.

Once the rear brake is fully released, the Hill Hold Control icon will be displayed briefly in amber in the bottom status bar, then turns off to indicate that the system is deactivated.

Hill Hold Control Unavailable

If the amber Hill Hold Control unavailable icon is displayed in the bottom status bar when attempting to activate Hill Hold Control, one or more of the following conditions apply:

- The activation conditions have not been met, see page 191.
- There is a fault with the Anti-lock Braking System (ABS) or engine management system, and the ABS and/or Malfunction Indicator Light (MIL) warning lights are illuminated. For more information, see page 31.

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

The engine and exhaust system will be hot after riding.

DO NOT park where pedestrians and children are likely to touch the motorcycle.

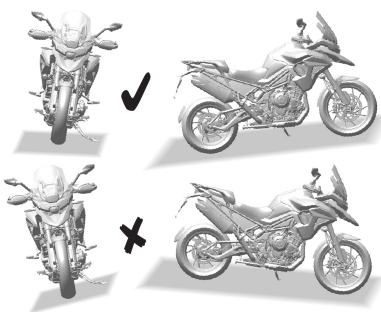
Touching any part of the engine or exhaust system when hot could result in minor to moderate injury.

⚠ 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 to moderate injury.

- Select neutral and switch the ignition off.
- Select first gear.
- Lock the steering to help prevent theft.
- Always park on a firm, level surface to prevent the motorcycle from falling. This is particularly important when parking off-road.



Tiger 1200 GT Pro Shown

- 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.
- Make sure that the side stand is fully retracted before riding off.

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 in the expansion tank is correct. Always check the level when the engine is 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.

Final Drive Oil

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

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.

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's 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 that 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. 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 aspects of the motorcycle's 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

The electrical accessory socket can be used to charge the motorcycle battery.

NOTICE

Do not leave electrical accessories connected to the electrical accessory socket when the engine is not running as this will discharge the motorcycle battery.

NOTICE

To protect the motorcycle battery from excessive discharge while using fitted electrical accessories, the combined total current that may be drawn through the electrical accessory socket(s) is 10 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 aspects 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 aspects 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 use the passenger seat to carry any objects.

Carrying objects on the passenger seat may 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

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.

Where two panniers are fitted, evenly distribute the load within each pannier.

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

When carrying a passenger, the rider must make allowances for the handling and braking characteristics of the motorcycle.

The rider should not attempt to carry a passenger unless familiar and comfortable with the changes in these characteristics.

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.

Failure to follow the advice above may lead 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, which may affect the handling, stability or other aspects 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.

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Disposal of Used Fluids

NOTICE

Environmental Damage

Oil, coolant and other chemicals may pollute the soil, water, and harms wildlife, affecting public health and ecosystems.

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
- Final drive 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.

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 10,000 miles (16,000 km) per year must be maintained annually. In addition to this, mileage based items require maintenance at their specified intervals, as the motorcycle reaches this mileage.
- Motorcycles travelling approximately 10,000 miles (16,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.

- Motorcycles travelling more than 10,000 miles (16,000 km) per year must have the mileage based items maintained as the motorcycle reaches the specified mileage. In addition to this, annual based items will require maintenance at their specified annual intervals.

In all cases, maintenance must be carried out at or before the specified maintenance intervals shown. 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 Icon/General Warning Icon



The service icon 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 icon 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 icon 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.

Scheduled Maintenance Table

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile (1,000 Km) or 6 Month Service	Year	10,000 and 30,000 Mile (16,000 and 48,000 Km) Service	20,000 Mile (32,000 Km) Service	40,000 Mile (64,000 Km) Service
Lubrication						
Engine and oil cooler - check for leaks	•	•	•	•	•	•
Engine oil level - check and adjust	•					
Engine oil - renew		•	•	•	•	•
Engine oil filter - renew		•	•	•	•	•
Fuel System and Engine Management						
Fuel system - check for leaks	•	•	•	•	•	•
Air filter - renew (replace more often if consistently riding in wet or dusty conditions)					•	•
Spark plugs - renew					•	•
Cooling System						
Cooling system - check for leaks	•	•	•	•	•	•
Coolant level - check/adjust	•	•	•	•	•	•
Cooling system - check coolant hoses for chafing, cracks, pinching or damage. Replace if necessary*		•	•	•	•	•
Coolant - renew - every 4 years, regardless of mileage*	Every four years, regardless of mileage					
Engine						
Clutch - check operation	•	•	•	•	•	•
Clutch fluid level - check	•	•	•	•	•	•
Clutch lever pivot - clean/grease		•	•	•	•	•
Clutch fluid - renew - every 2 years, regardless of mileage*	Every two years, regardless of mileage					
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					•	•

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	600 Mile (1,000 Km) or 6 Month Service	Year	10,000 and 30,000 Mile (16,000 and 48,000 Km) Service	20,000 Mile (32,000 Km) Service	40,000 Mile (64,000 Km) Service
Steering and Suspension						
Steering - check for free operation	•	•	•	•	•	•
Front and rear suspension - check for damage/ leaks/smooth operation	•	•	•	•	•	•
Headstock bearings - check/adjust					•	•
Swinging arm spindle - lubricate					•	•
Rear suspension unit and linkage - lubricate (single rear suspension unit models only)					•	•
Fork oil - renew						•
Brakes						
Brake system - check operation	•	•	•	•	•	•
Brake pads - check wear levels*	•	•	•	•	•	•
Brake fluid levels - check	•	•	•	•	•	•
Brake fluid - renew - every 2 years, regardless of mileage*	Every two years, regardless of mileage					
Final Drive						
Final drive - check for oil leaks	•	•	•	•	•	•
Final drive oil - renew		•		•	•	•
Final drive oil level - check			•			
Electrical						
Lights, instruments and electrical systems - check/ adjust	•	•	•	•	•	•
General						
Bank angle indicators - check for wear*	•	•	•	•	•	•
Centre and/or side stand - check for wear/smooth operation	•	•	•	•	•	•
Instruments, chassis ECM, keyless ECM and engine ECM - check for latest calibration download using the Triumph diagnostic tool		•	•	•	•	•
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)		•	•	•	•	•
Carry out all outstanding Service Bulletin and warranty work		•	•	•	•	•
Carry out road test		•	•	•	•	•
Complete the service record book and reset the service indicator (if fitted)		•	•	•	•	•
Smart key battery - renew			•	•	•	•
Centre stand pivots - clean/grease			•	•	•	•
Accessory rack sliding carriage - check for correct operation - except first service*				•	•	•

Engine Oil



⚠ WARNING

Make sure that the engine oil level is correct and the oil is changed in accordance with the scheduled maintenance requirements.

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

Seizure of the engine or transmission may lead to sudden loss of motorcycle control, which could result in serious injury or death.

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 that 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.

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

⚠ CAUTION

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

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

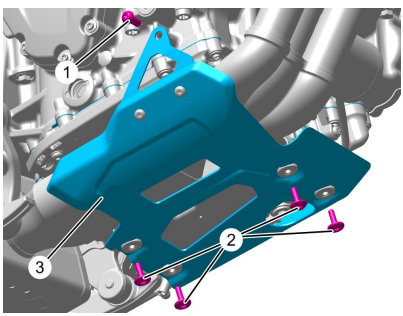
Failure to follow the advice above could result in minor to moderate injury.

NOTICE

The sump guard must be removed to allow access to change the engine oil and oil filter.

Tiger 1200 GT Pro

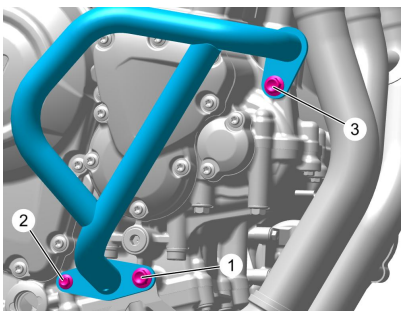
- Remove the fixing from the sump guard bracket.
- Remove the four lower fixings and remove the sump guard.



1. **Bracket fixing**
2. **Lower fixings**

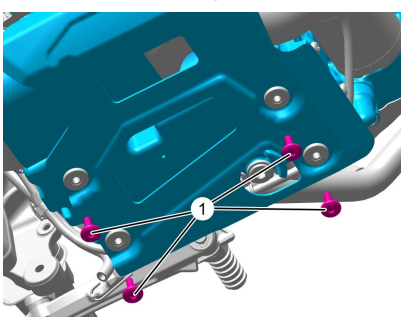
Tiger 1200 GT Explorer

- Remove the bottom front fixing for the right engine protection bar.
- Loosen the bottom rear and the top fixings for the right engine protection bar.



1. **Bottom front fixing**
2. **Bottom rear fixing**
3. **Top fixing**

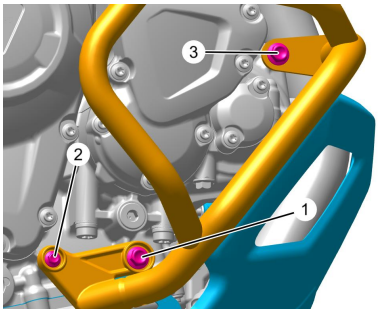
- Remove the four lower fixings and remove the sump guard.



1. **Lower fixings**

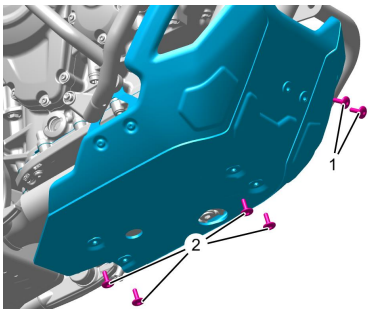
Tiger 1200 Rally Pro

- Remove the bottom front fixing for the right engine protection bar.
- Loosen the bottom rear and the top fixings for the right engine protection bar.



1. **Bottom front fixing**
2. **Bottom rear fixing**
3. **Top fixing**

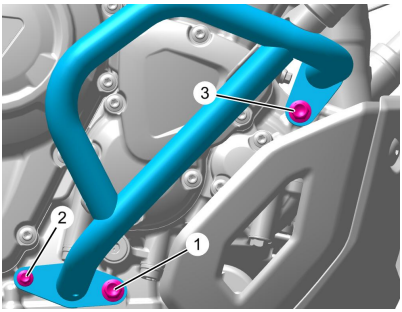
- Remove the two front fixings.
- Remove the four lower fixings and remove the sump guard.



1. **Front fixings**
2. **Lower fixings**

Tiger 1200 Rally Explorer

- Remove the bottom front fixing for the right engine protection bar.
- Loosen the bottom rear and the top fixings for the right engine protection bar.

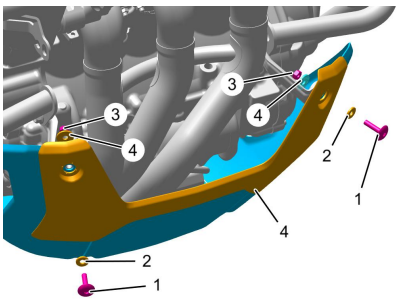


1. **Bottom front fixing**
2. **Bottom rear fixing**
3. **Top fixing**

NOTICE

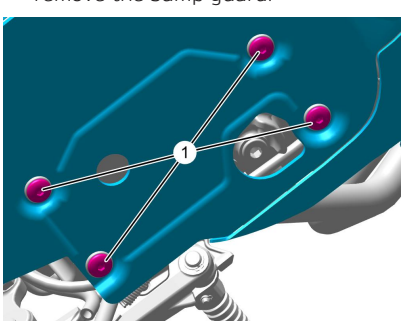
When the front fixings are removed, the sump guard upper moulding will be released from the sump guard.

- Remove the two front fixing screws, washers and nuts. Note the correct order for assembly.



1. **Front fixings**
2. **Washer?**
3. **Nut**
4. **Washer**

- Lift up the sump guard upper moulding and remove.
- Remove the four lower fixings and remove the sump guard.



1. **Lower fixings**

Sump Guard - Installation

⚠ WARNING

Make sure that 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.

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

⚠ CAUTION

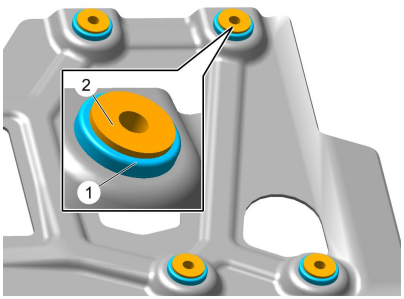
If the engine has recently been running, the engine components may be hot to the touch.

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

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

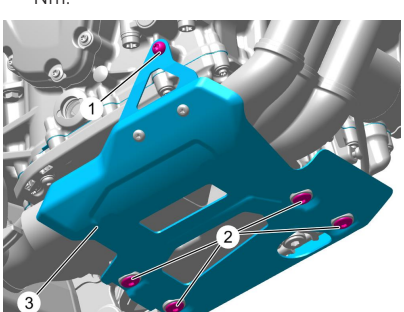
Tiger 1200 GT Pro

- Make sure that the four rubber grommets and flanged sleeves are fitted to the sump guard as shown in the illustration below.



1. **Rubber grommet**
2. **Flanged sleeves**

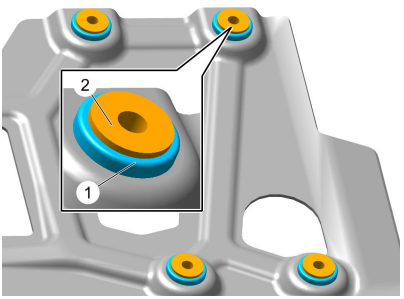
- Align the sump guard to the motorcycle and install the four lower fixings. Do not fully tighten at this stage.
- Refit the fixing the sump guard bracket and tighten to 19 Nm.
- Tighten the four lower fixings to 8 Nm.



1. **Bracket fixing**
2. **Lower fixings**
3. **Sump guard**

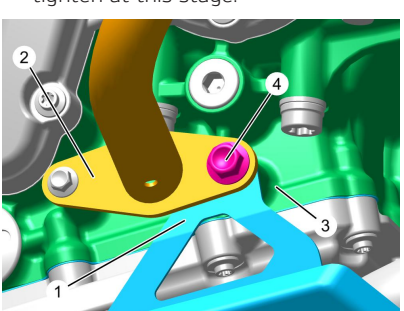
Tiger 1200 GT Explorer

- Make sure the four rubber grommets and flanged sleeves are fitted to the sump guard as shown in the illustration below.



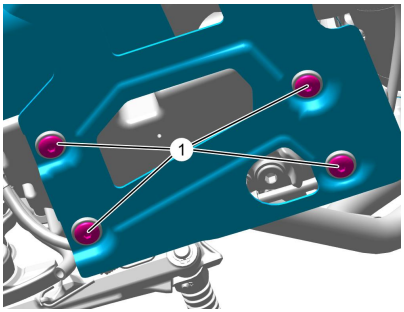
1. **Rubber grommet**
2. **Flanged sleeves**

- Align the sump guard bracket between the bottom mounting for the right engine protection bar and the crankcase.
- Refit the bottom front fixing for the engine protection bar. Do not fully tighten at this stage.



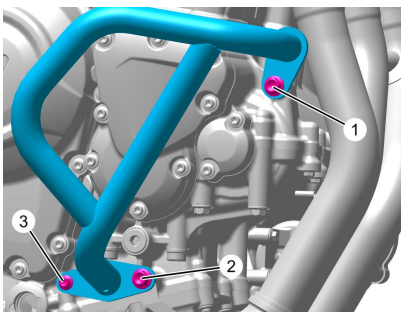
1. **Sump guard bracket**
2. **Engine protection bar bottom mounting**
3. **Crankcase**
4. **Front fixing**

- Align the sump guard to the motorcycle and install the four lower fixings and tighten to 8 Nm.



1. **Fixings**

- Tighten the engine protection bar top fixing to 19 Nm.
- Tighten the engine protection bar bottom front fixing to 19 Nm.
- Tighten the engine protection bar bottom rear fixing to 8 Nm.



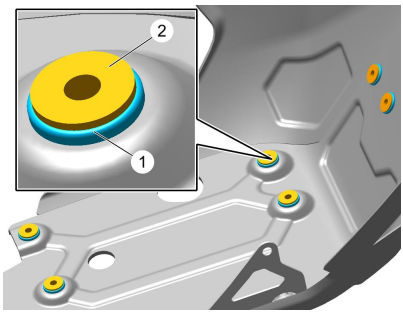
1. **Top fixing**
2. **Bottom front fixing**
3. **Bottom rear fixing**

Tiger 1200 Rally Pro

NOTICE

Make sure all of the flanged sleeves are in the correct orientation as shown in the illustration below.

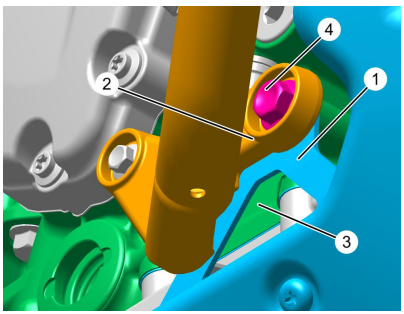
- Make sure the six rubber grommets and flanged sleeves are fitted to the sump guard as shown in the illustration below.



1. **Rubber grommet**
2. **Flanged sleeves**

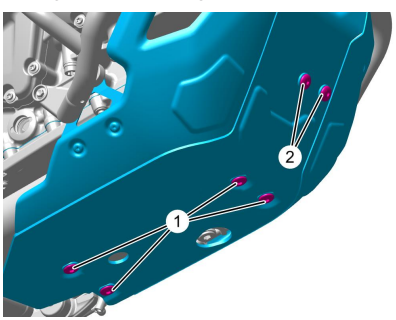
- Align the sump guard bracket between the bottom mounting for the right engine protection bar and the crankcase.

- Refit the bottom front fixing for the engine protection bar. Do not fully tighten at this stage.



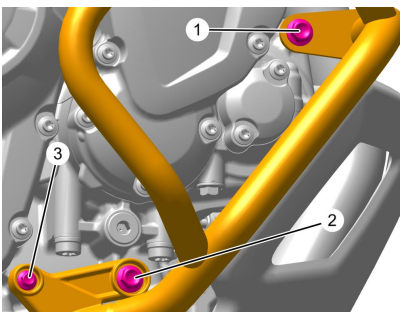
1. **Sump guard bracket**
2. **Engine protection bar bottom mounting**
3. **Crankcase**
4. **Front fixing**

- Align the sump guard to the motorcycle and install the four lower fixings and the two front fixings. Tighten the fixings to 8 Nm.



1. **Lower fixings**
2. **Front fixings**

- Tighten the engine protection bar top fixing to 19 Nm.
- Tighten the engine protection bar bottom front fixing to 19 Nm.
- Tighten the engine protection bar bottom rear fixing to 8 Nm.



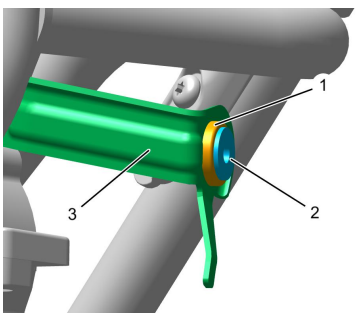
1. **Top fixing**
2. **Bottom front fixing**
3. **Bottom rear fixing**

Tiger 1200 Rally Explorer

NOTICE

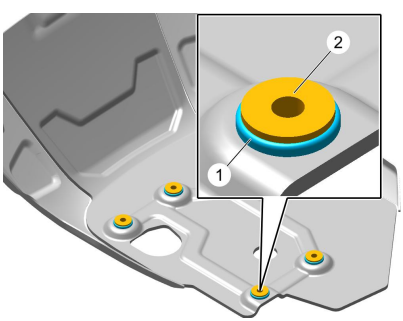
Make sure all of the flanged sleeves are in the correct orientation as shown in the illustrations below.

- Make sure the rubber grommet and flanged the sleeve are fitted to the sump guard's two front brackets as shown in the illustration below.



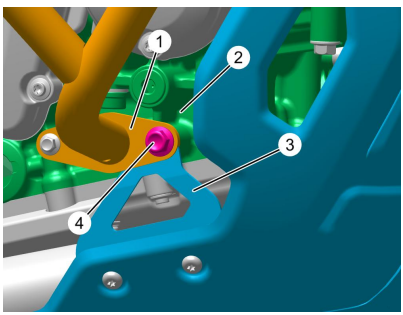
1. **Grommet**
2. **Flanged sleeve**
3. **Bracket (left hand side shown)**

- Make sure the four rubber grommets and flanged sleeves are fitted to the sump guard as shown in the illustration below.



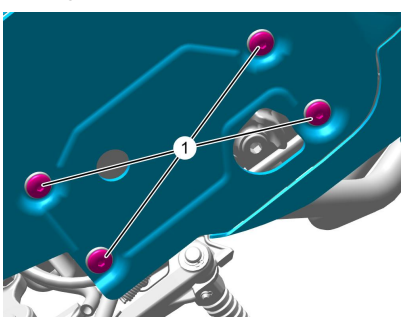
1. **Grommet**
2. **Flanged sleeve**

- Align the sump guard bracket between the bottom mounting for the right engine protection bar and the crankcase.
- Refit the bottom front fixing for the engine protection bar. Do not fully tighten at this stage.



1. **Engine protection bar bottom mounting**
2. **Crankcase**
3. **Sump guard bracket**
4. **Front fixing**

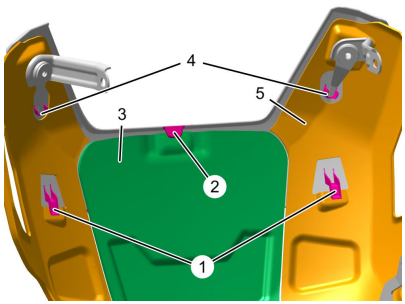
- Align the sump guard to the motorcycle and install the four lower fixings. Do not fully tighten at this stage.



1. **Lower fixings**

NOTICE

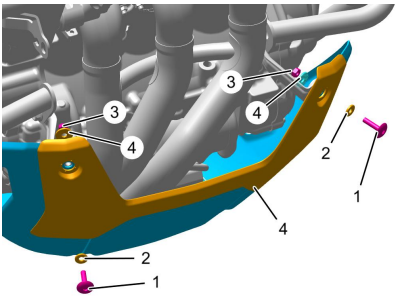
When fitting the sump guard upper moulding to the sump guard, make sure the three retaining devices and two locating devices are positioned as shown in the illustration below.



1. **Retaining devices (sump guard side panels)**
2. **Retaining device (sump guard base)**
3. **Sump guard base**
4. **Locating devices (sump guard side panels)**
5. **Sump guard side panel.**

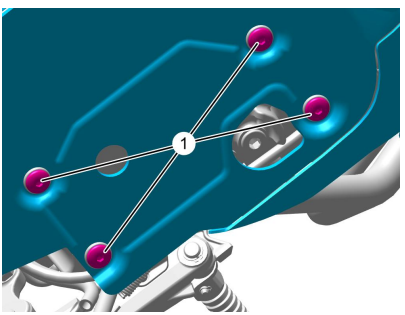
▼ Fit the sump guard upper moulding to the sump guard.

▼ Fit the two front fixing screws, washers and nuts in the order shown in the illustration below. Tighten the fixings to 8 Nm.



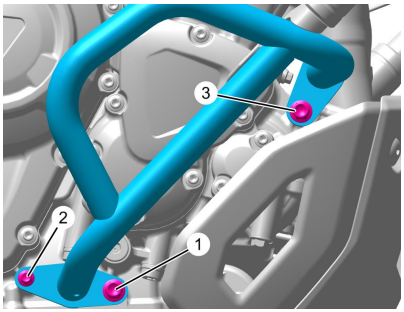
1. **Front fixings**
2. **Washer?**
3. **Nut**
4. **Washer**

▼ Tighten the sump guard lower fixings to 8 Nm.



1. **Lower fixings**

- Tighten the engine protection bar top fixing to 19 Nm.
- Tighten the engine protection bar bottom front fixing to 19 Nm
- Tighten the engine protection bar bottom rear fixing to 8 Nm.



1. **Top fixing**
2. **Bottom front fixing**
3. **Bottom rear fixing**

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 to moderate injury to exposed skin.

NOTICE

Make sure no contamination enters the engine during an engine oil change or top up.

Contamination entering the engine may lead to engine damage.

NOTICE

If the engine oil pressure is too low, the low oil pressure warning light will illuminate.

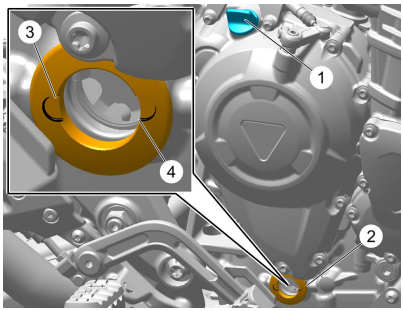
If the low oil pressure indicator remains on, stop the engine immediately and investigate the situation.

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

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).

- Position the motorcycle on level ground and in an upright position.
- Start the engine and run at idle for approximately five minutes.
- Stop the engine, then wait for at least five minutes to allow the engine oil to settle.
- Note the engine oil level visible in the sight glass.
- When correct, engine oil should be visible at a point between the upper (maximum) and lower (minimum) level on the sight glass.



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

- If it is necessary to top up the engine oil level, remove the engine oil filler plug and using a suitable funnel, 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 engine oil filler plug.

Engine Oil and Oil Filter Change

⚠ WARNING

Make sure that 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.

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

⚠ 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 to moderate injury to exposed skin.

⚠ CAUTION

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

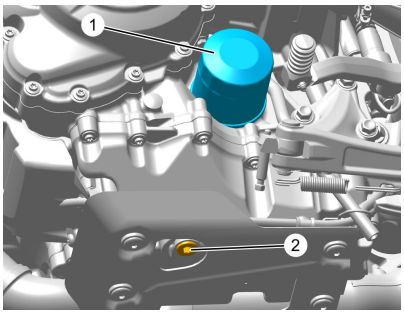
To avoid skin damage, always allow the hot parts to cool before touching the exhaust system.

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

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

- Remove the sump guard, see page 208.
- Warm up the engine thoroughly, then stop the engine.
- Position the motorcycle on level ground and in an upright position.
- Place an oil drain pan beneath the engine.
- Remove the oil drain plug from the bottom of the sump and allow the engine oil to drain.
- Discard the sealing washer.
- Unscrew and remove the engine oil filter using Triumph service tool T3880313 - Oil Filter Wrench. Dispose of the old engine oil filter in an environmentally friendly way.
- After the engine oil has completely drained out, fit a new sealing washer to the engine oil drain plug.

- Refit and tighten the engine oil drain plug to 25 Nm.



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

- Remove the engine oil filler plug.

NOTICE

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

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

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

NOTICE

The engine oil grade specified must be used.

Using the incorrect engine oil grade may result in engine damage.

- Using a suitable funnel, fill the engine with a fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based fully synthetic engine oil is recommended.
- Do not overfill or exceed the capacities given in the Specifications section.

NOTICE

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

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

- Apply a thin smear of clean engine oil to the sealing ring of the new engine oil filter.
- Fit the new engine oil filter and tighten to 10 Nm using Triumph service tool T3880313 - Oil Filter Wrench.

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.

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

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 engine oil level. Adjust if necessary.
- Refit the sump guard, see page 211.

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

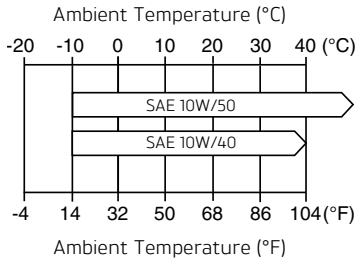
NOTICE

The engine oil grade specified must be used.

Using the incorrect engine oil grade may result in engine damage.

This Triumph high-performance fuel injected engine is designed to use fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based fully synthetic engine oil is recommended.

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 Triumph Performance Lubricants engine 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.

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

Corrosion Inhibitors

⚠ WARNING

Triumph Performance Lubricants engine 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

Triumph Performance Lubricants engine 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 inhibiting 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

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 Triumph Performance Lubricants engine coolant as soon as possible.

NOTICE

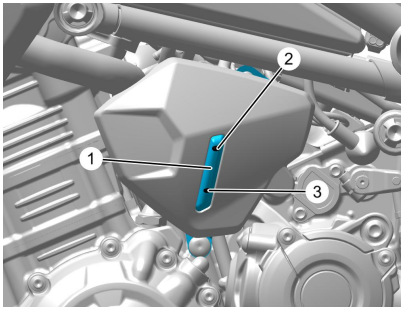
Refer to the Service Manual for the detailed procedures on how to check the coolant level in the radiator, see page 04.

NOTICE

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

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

- Position the motorcycle on level ground and in an upright position.
- Check the coolant level in the expansion tank. The coolant level must be between the MAX (maximum) and MIN (minimum) level lines.



1. **Expansion tank**
2. **MAX level line**
3. **MIN level line**

If the coolant is below the minimum level, the coolant level must be adjusted.

Coolant Level Adjustment

⚠ WARNING

Make sure that 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.

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

⚠ 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.

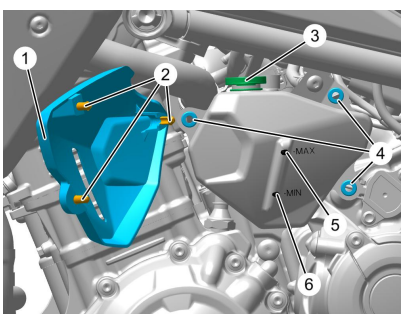
Contact with this hot, pressurised coolant may cause minor to moderate injury to exposed skin.

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.

- Allow the engine to cool for a minimum of 30 minutes.
- Position the motorcycle on level ground and in an upright position.
- Grasp the coolant expansion tank cover firmly in both hands and gently pull the top edge of the panel away from the motorcycle until the spigots are away from the retaining grommets (leaving the grommets in place).
- Remove the expansion tank cap.
- Add coolant that meets specification ASTM D3306 Type III through the filler opening until the level reaches the MAX level line. Triumph Performance Lubricants engine coolant is recommended.



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

- Refit the expansion tank cap.
- Position the spigots on the expansion tank cover to the grommets, then press firmly to secure the cover.
- Grasp the cover and make sure that it is fully retained.

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 to 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 hydraulically-operated clutch that does not require adjustment.

Clutch Fluid Level Inspection and Adjustment

⚠ WARNING

If there has been an appreciable drop in the level of the fluid in the clutch fluid reservoir, consult a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with depleted clutch fluid levels, or with a clutch fluid leak is dangerous and may lead to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

Use only DOT 4 specification clutch fluid as listed in the Specification section of this handbook.

The use of clutch fluids other than those DOT 4 fluids listed in the Specification section may reduce the efficiency of the clutch system.

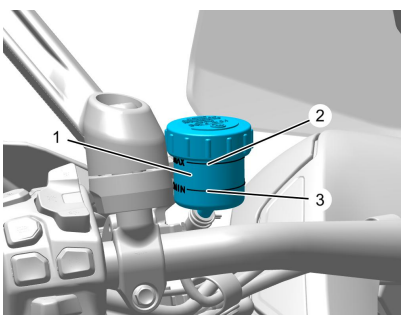
Failure to change the clutch fluid at the interval specified in the scheduled maintenance chart may reduce clutch efficiency, leading to loss of motorcycle control, which could result in serious injury or death.

Inspect the level of clutch fluid in the reservoir and change the clutch fluid in accordance with scheduled maintenance requirements. The clutch fluid must also be changed if it becomes, or is suspected of having become contaminated with moisture or any other contaminants.

The clutch fluid reservoir is located on the left hand side handlebar.

Clutch Fluid Level Inspection

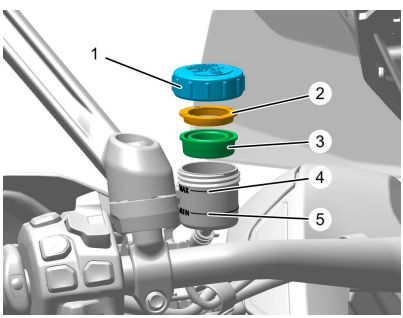
- Check the level of clutch fluid visible in the reservoir.
- The clutch fluid level in the reservoir must be kept between the MAX (maximum) and MIN (minimum) level lines (reservoir held horizontal).



1. **Clutch fluid reservoir**
2. **MAX (maximum) level line**
3. **MIN (minimum) level line**

Clutch Fluid Level Adjustment

- Clean the reservoir cap before removing to prevent dust or dirt entering the reservoir.
- Release the reservoir cap, plastic plate and remove the diaphragm seal.
- Fill the reservoir to the MAX (maximum) level line using new DOT 4 clutch fluid from a sealed container. Triumph Performance Lubricants DOT 4 clutch fluid is recommended.
- Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the plastic plate and the reservoir body.



1. **Reservoir cap**
2. **Plastic plate**
3. **Diaphragm seal**
4. **MAX (maximum) level line**
5. **MIN (minimum) level line**

Clutch Inspection

- Check and, if necessary, adjust the clutch fluid level in the master cylinder reservoir.
- Check for correct operation of the clutch.
- Check for fluid leaks from the clutch hydraulic hose and its unions.
- Check the inner and outer drum for damage or wear. Replace if necessary.
- Check the steel plates and friction plates for damage, discolouration or wear. Replace if necessary.

Final Drive Unit

⚠ WARNING

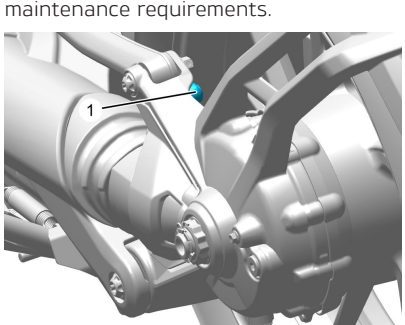
If the rear bevel box is submerged in water above the level of the breather then this may lead to water in the rear bevel box oil.

The rear bevel box oil needs to be checked after any riding that may have resulted in the rear bevel box being submerged in water.

The rear bevel box oil must be checked and replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Failure to check and/or replace the oil in the rear bevel box may reduce efficiency, leading to loss of motorcycle control, which could result in serious injury or death.

The final drive unit oil level can be checked and adjusted. Always check the final drive unit for oil leaks in accordance with the scheduled maintenance requirements.



1. Rear bevel box breather

Final Drive Oil Level Adjustment

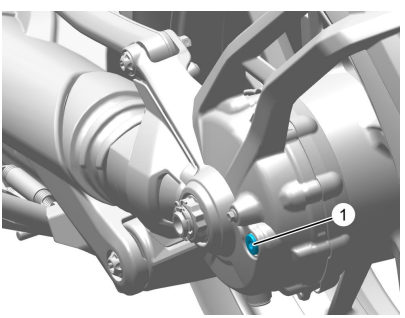
⚠ WARNING

Under no circumstances should the final drive unit be disassembled.

Failure to observe this warning could lead to a malfunction of the final drive unit causing lock-up of the rear wheel.

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

- Remove the oil filler/level plug.



1. Oil filler/level plug

- Fill the final drive unit with fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5 until the level of oil inside the final drive unit is level with the bottom of the filler. Triumph Performance Lubricants fully synthetic hypoid oil is recommended.
- Refit the oil filler/level plug and tighten to 25 Nm.

Brakes

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.

⚠ WARNING

Always inspect the brake pads more frequently if the motorcycle is used off-road.

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

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

Front Brake Wear Inspection

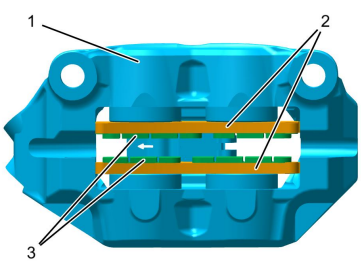
⚠ WARNING

The use of proprietary brands of brake pads is not recommended as these may have a reduced carrier plate thickness when compared with the Triumph genuine parts.

Brake pads with an incorrect carrier plate thickness can potentially become dislodged from the caliper body as they wear, leading to brake failure, loss of motorcycle control and an accident.

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

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



1. **Brake caliper**
2. **Carrier plate**
3. **Brake pad lining**

Brake pads for this model supplied by Triumph will have the carrier plate at the recommended thickness. We recommend that the brake pads are changed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

If the lining thickness of any brake pad is less than that specified in the table, replace all the brake pads on the wheel.

Model	Minimum Brake Pad Lining Thickness
Tiger 1200 GT Pro	1.0 mm (0.04 in)
Tiger 1200 Rally Pro	1.0 mm (0.04 in)
Tiger 1200 GT Explorer	1.0 mm (0.04 in)
Tiger 1200 Rally Explorer	1.0 mm (0.04 in)

Rear Brake Wear Inspection

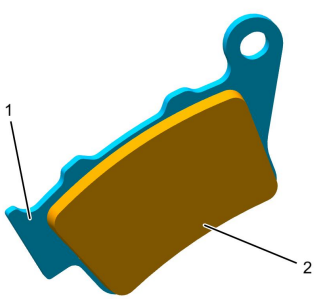
⚠ WARNING

The use of proprietary brands of brake pads is not recommended as these may have a reduced carrier plate thickness when compared with the Triumph genuine parts.

Brake pads with an incorrect carrier plate thickness can potentially become dislodged from the caliper body as they wear, leading to brake failure, loss of motorcycle control and an accident.

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

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



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

Brake pads for this model supplied by Triumph will have the carrier plate at the recommended thickness. We recommend that the brake pads are changed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

If the lining thickness of any brake pad is less than that specified in the table, replace all the brake pads on the wheel.

Model	Minimum Brake Pad Lining Thickness
Tiger 1200 GT Pro	1.5 mm (0.06 in)
Tiger 1200 Rally Pro	1.5 mm (0.06 in)
Tiger 1200 GT Explorer	1.5 mm (0.06 in)
Tiger 1200 Rally Explorer	1.5 mm (0.06 in)

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 that 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 ABS is not functioning, the braking system will continue to function as a non-ABS-equipped braking 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 Lubricants 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.

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

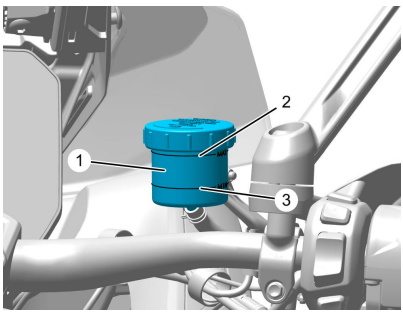
To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The front brake fluid reservoir is located on the right hand side handlebar.

Front Brake Fluid Level Inspection

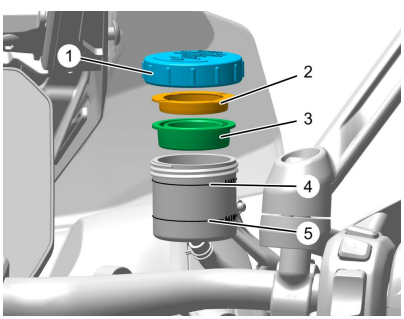
- Check the level of brake fluid visible in the reservoir.
- The brake fluid level must be kept between the MAX (maximum) and MIN (minimum) level lines (reservoir held horizontal).



1. **Brake fluid reservoir**
2. **MAX (maximum) level line**
3. **MIN (minimum) level line**

Front Brake Fluid Level Adjustment

- Clean the reservoir cap before removing to prevent dust or dirt entering the reservoir.
- Release the reservoir cap, plastic plate and remove the diaphragm seal.
- Fill the reservoir to the MAX (maximum) level line using new DOT 4 brake fluid from a sealed container. Triumph Performance Lubricants DOT 4 brake fluid is recommended.
- Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the plastic plate and the reservoir body.



1. **Reservoir cap**
2. **Plastic plate**
3. **Diaphragm seal**
4. **MAX (maximum) level line**
5. **MIN (minimum) level line**

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

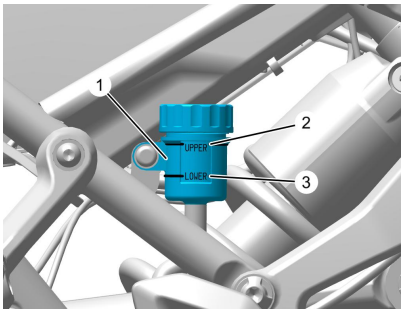
To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The rear brake fluid reservoir is located on the right hand side of the motorcycle, forward of the silencer and below the rider's seat.

Rear Brake Fluid Level Inspection

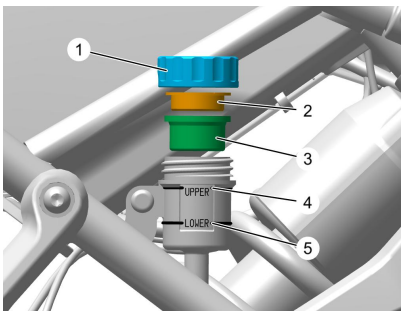
- Check the level of brake fluid visible in the reservoir.
- The brake fluid level must be kept between the UPPER and LOWER level lines (reservoir held horizontal).



1. **Rear brake fluid reservoir**
2. **UPPER level line**
3. **LOWER level line**

Rear Brake Fluid Level Adjustment

- Clean the reservoir cap before removing to prevent dust or dirt entering the reservoir.
- Release the reservoir cap, plastic plate and remove the diaphragm seal.
- Fill the reservoir to the UPPER level line using new DOT 4 brake fluid from a sealed container. Triumph Performance Lubricants DOT 4 brake fluid is recommended.
- Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the plastic plate and the reservoir body.



1. **Reservoir cap**
2. **Plastic plate**
3. **Diaphragm seal**
4. **UPPER level line**
5. **LOWER level line**

Rear Brake Pedal Adjustment

Tiger 1200 Rally Pro and
Tiger 1200 Rally Explorer Only

⚠ CAUTION

The rear brake pedal may require pressure to be applied to adjust it.

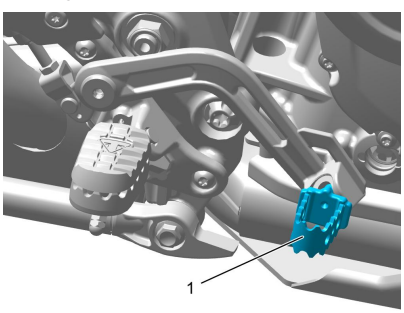
The rear brake pedal has sharp edges that may cause injury to the hands and fingers when applying pressure to adjust it.

When adjusting the rear brake pedal, wear suitable gloves to avoid injury to the hands and fingers.

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

The rear brake pedal is height adjustable.

- Lift the rear brake pedal up and rotate it 180°. This will adjust the height by +/- 10 mm.



1. Rear brake pedal

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 switched on, 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.

Blind Spot Assist (BSA) Warning Lights

The Blind Spot Assist (BSA) warning lights located on the mirrors are sealed, maintenance-free LED units and are part of the mirrors. If a BSA warning light unit fails, the mirrors must be replaced. Always take care when cleaning the mirrors and lights.

Mirror Adjustment

⚠ WARNING

Make sure that 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.

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

⚠ WARNING

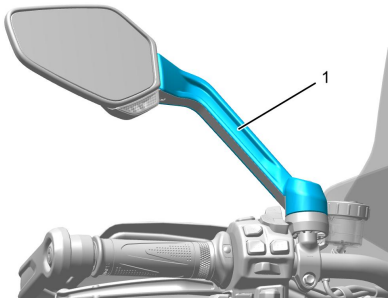
Incorrect adjustment of the mirrors may cause the mirror arm to come into contact with the windscreen, or other parts of the motorcycle.

This will restrict steering movement, which may affect the handling, stability or other aspects of the motorcycle operation.

After adjustment, move the handlebar to the left and right full lock and make sure that the mirrors do not contact the windscreen in its top or bottom position, or other parts of the motorcycle.

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

- Move the mirror arm forwards or rearwards to give rear visibility in the riding position.



1. **Mirror arm**

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 that 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.

Failure to follow the advice above could result in 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.

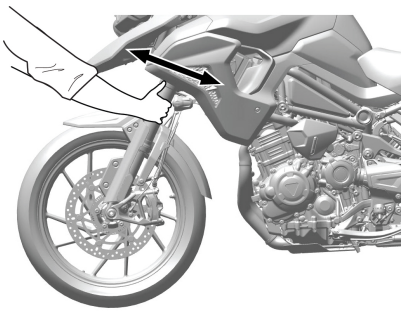
Riding the motorcycle with incorrectly adjusted or defective steering bearings is dangerous and may lead to loss of motorcycle control, which could result in serious injury or death.

NOTICE

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

The steering (headstock) bearings must be lubricated and inspected in accordance with scheduled maintenance requirements.

- Position the motorcycle on level ground and in an upright position.
- Raise the front wheel off the ground and support the motorcycle.
- Move the handlebars from lock-to-lock to check for signs of tight spots or notchiness (bearings overtightened).
- Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward to check for signs of free play in the bearings (bearings insufficiently tightened or worn).



Inspecting the Steering for Free Play

- 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 that 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.

Failure to follow the advice above could result in 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.

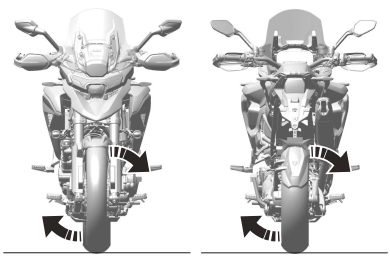
Riding the motorcycle with worn or damaged wheel bearings is dangerous and may lead to loss of motorcycle control, which could result in serious injury or death.

NOTICE

If the wheel bearings in the front or rear wheel allow free 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.

The wheel bearings must be inspected in accordance with scheduled maintenance requirements.

- Position the motorcycle on level ground and in an upright position.
- Raise the front wheel off the ground and support the motorcycle.
- Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.
- Reposition the suitable stand and repeat the procedure for the rear wheel.



Inspecting the Wheel Bearings

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

Suspension

All models are equipped with Semi-Active Suspension.

For more information on the Semi-Active Suspension settings and adjustment, see page 155.

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 result in minor to moderate injury.

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- Check for roughness or excessive stiffness.
- Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.



Inspecting the Front Forks

- If a problem is detected or any doubt exists, the forks must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Bank Angle Indicators

⚠ WARNING

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

This depends on 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.

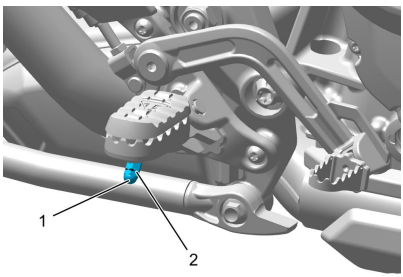
⚠ WARNING

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.

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



1. **Bank angle indicator**
2. **Maximum wear limit**

Regularly check the bank angle indicators for wear.

The 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.

Tyres



The motorcycle is fitted with either cast or spoked wheels, tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on wheel rims marked 'SUITABLE FOR TUBELESS TYRES'.

⚠ WARNING

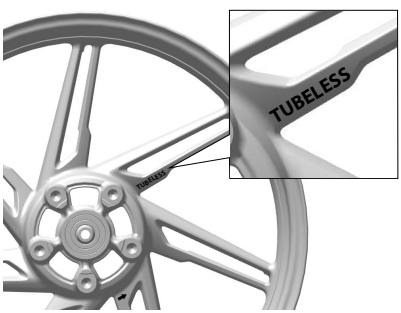
Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

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.

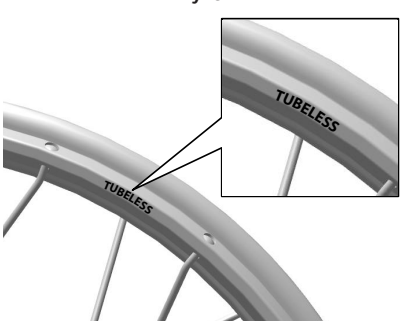
Failure to follow the advice above may lead to loss of motorcycle control, which could result in serious injury or death.



Typical Tyre Marking - Tubeless Tyre



Typical Cast Wheel Marking - Tubeless Tyre



Typical Spoked Wheel Marking - Tubeless Tyre

Tyre Inflation Pressures

⚠ WARNING

Incorrect tyre inflation will cause abnormal tread wear and instability.

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

Both conditions are dangerous as they may lead to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

Tyre pressures that 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 substance that may obstruct airflow to the Tyre Pressure Monitoring System (TPMS) sensors or their air pressure orifices.

Any blockage of a sensor's air pressure orifice during operation can lead to permanent damage to the TPMS sensor assembly.

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

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)

⚠ 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 label attached to 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.

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.triumphtechnicalinformation.com/tyres.

Or;

Scan the QR code using your smart device:

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.triumphtechnicalinformation.com /tyres.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Mixing or using non-recommended 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.

Operation of the motorcycle with a punctured or repaired tyre may 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

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

Do not use the motorcycle with incorrectly seated tyres or incorrectly adjusted tyre pressures.

Incorrectly seated tyres or incorrectly adjusted tyre pressures may affect the handling, stability or other aspects 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

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.triumphtechnicalinformation.com/tyres.

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

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

⚠ WARNING

The lithium-ion battery contains harmful materials.

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

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

⚠ WARNING

The lithium-ion battery contains harmful materials.

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

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

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

A lithium-ion battery, which if opened, disassembled, or pierced, will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and could result in serious injury or death.

⚠ WARNING

Do not immerse the battery in water.

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

Exposure to water, heat or fire will cause irreparable damage to the battery.

Failure to follow the advice above could result in a serious environmental issue, serious injury or death.

⚠ WARNING

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

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

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

NOTICE

Always observe the following safety instructions:

Do not immerse the battery in water.

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

Do not put the battery into a fire or apply direct heat to it.

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

Do not short-circuit the battery by connecting wires or other metal objects to the positive (+) and negative (-) terminals.

Only secure battery terminals with original screws and nuts securely.

Do not pierce the battery casing or break it open.

Do not strike, throw, or subject the battery to severe physical shock.

Do not directly solder to the battery terminals.

Do not attempt to disassemble or modify the battery in any way.

NOTICE *Continued*

Do not use the battery in combination with primary batteries (such as dry cell batteries) or batteries of different capacity, type, or brand.

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

Do not use more than one battery in parallel or in series.

Do not dispose of the battery before completely discharged.

Do not charge the battery with a charging voltage over 15 Volts.

Do not charge the battery with a charger with an automatic "desulphation mode" function.

The cranking performance will be affected when ambient temperatures fall below -5°.

Battery - Removal

⚠ WARNING

Make sure that 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.

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

⚠ WARNING

The lithium-ion battery contains harmful materials.

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

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

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

A lithium-ion battery, which if opened, disassembled, or pierced, will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and could result in serious injury or death.

⚠ WARNING

Before disconnecting the battery or removing a fuse, note and record the rider mode settings.

Once the battery has been reconnected or the fuse refitted then the rider mode settings should be reset as noted.

Failure to reset the rider mode settings before riding may lead to loss of motorcycle control, which could result in serious injury or death.

⚠ WARNING

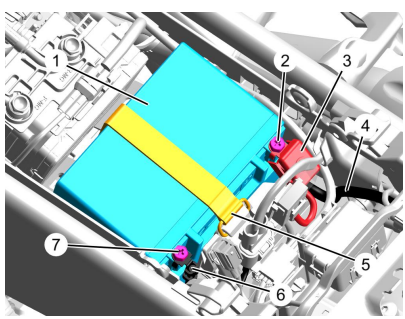
Make sure the positive and negative terminals do not come into contact with each other.

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

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

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

- Switch the ignition off and wait a minimum of two minutes for the engine ECM to complete its power-down sequence.
- Remove the seats, see page 165.
- Remove the fixing and disconnect the negative (black) battery lead.
- Move the terminal cover away from the positive lead terminal.
- Remove the fixing and disconnect the positive (red) battery lead, then move it away from the terminal.
- Release the battery strap from the hook.
- Remove the battery.



1. **Battery**
2. **Positive (red) battery lead fixing**
3. **Positive battery lead terminal cover**
4. **Starter motor solenoid cable (black)**
5. **Battery strap**
6. **Negative (black) battery lead**
7. **Negative battery lead fixing**

Battery Disposal

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

⚠ WARNING

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

- DO NOT incinerate a lithium-ion battery.

- DO NOT crush a lithium-ion battery.

- DO NOT break open a lithium-ion battery.

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

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

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

Failure to follow the advice above could result in a serious environmental issue, serious injury or death.

⚠ WARNING

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

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

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

Failure to follow the advice above could result in a serious environmental issue, serious injury or death.

⚠ WARNING

The lithium-ion battery contains harmful materials.

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

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

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

A lithium-ion battery, which if opened, disassembled, or pierced, will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and could result in serious injury or death.

Battery Maintenance

The lithium-ion battery is a sealed battery.

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

- Disconnect the battery cables, - negative (black lead) first, if the motorcycle is in storage or used infrequently.
- Use the recommended $LiFePO_4$ Lithium-Ion battery charger to maintain the battery.
- Clean the battery using a clean, dry cloth.
- Make sure the battery terminals are clean and securely fastened.
- Regularly check the battery terminals for any residue. Make sure they are clean and free from moisture as this will ensure that the transfer of energy from the battery is consistent.

Battery Storage

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

- Always store the battery at 14.4 Volts (approximately 100% state of charge).
- Always make sure that the charge state of the battery is monitored continuously if left for long periods of time, so it does not fully discharge.
- Always store the battery in a clean, dry and ventilated area.
- Always store the battery away from heat and fire.
- Never allow the battery to come into contact with any corrosive substance.

Battery Charging

NOTICE

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

Do not allow the voltage at rest to fall below 12.9 Volts. Note that the battery voltage for lithium-ion batteries is higher than an equivalent lead-acid battery.

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

NOTICE

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

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

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

Always refer to the instructions supplied with the battery charger.

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.

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

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

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

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.

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

- We recommend removing the battery from the motorcycle before charging.
  - If the battery needs to be charged when fitted to the motorcycle, use the electrical accessory socket and a suitable connector lead with DIN plug or the connector lead with ring terminals (supplied with the Triumph recommended battery charger).
  - The connector lead with crocodile clips (supplied with the Triumph recommended battery charger) must not be used to charge the battery when it is fitted to the motorcycle.

NOTICE

A connector lead with a DIN plug is also available as an accessory from your Triumph dealer.

- Follow the instructions supplied with the approved battery charger. Always use a battery charger suitable for lithium-ion batteries.
- 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.

The lithium-ion battery can be quickly charged as long as the charge voltage remains below 15 Volts. A recommended charging current within the range of 0.5A – 8A (where A is the capacity of the battery).

A battery charger will limit the voltage between 14 – 15 Volts when charging. The battery cannot be fully charged if the charging voltage is less than 14 Volts. The battery can be damaged if the charging voltage is above 15 Volts.

Maximum Charge Rates	
Battery Label	**Charge Rate**
CCA (-10°C) : 165A	User Charging: max - 15 Volts
8.0Ah (20HR)	User Charging: max - 8 Amp

Battery - Installation

⚠ WARNING

Make sure that 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.

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

⚠ WARNING

The lithium-ion battery contains harmful materials.

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

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

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

A lithium-ion battery, which if opened, disassembled, or pierced, will vent high temperature gas until it has exhausted all of the internal components, causing irreparable damage to the motorcycle and could result in serious injury or death.

⚠ WARNING

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

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

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

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

- Make sure the battery strap is attached to the front hook on the ABS modulator bracket.
- Fit the battery into the battery case.
- Attach the battery strap to its hook on the battery tray.

⚠ WARNING

Make sure that the battery cables are aligned with the battery terminals, and the terminals do not need excessive pressure to connect them.

If there is resistance, check the cable alignment before you continue.

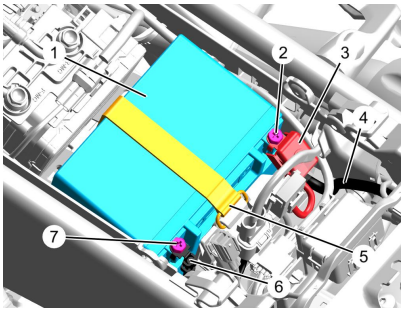
Battery terminals that are kinked, trapped or twisted could break during riding.

A broken battery connection may lead to loss of motorcycle control, which could result in serious injury or death.

NOTICE

Note that the starter motor solenoid cable is connected to the battery positive lead and is black in colour.

- Reconnect the positive (red) battery lead to the top surface of the positive terminal. Tighten the terminal to 4.5 Nm.
- Apply a thin coat of grease to the terminal to prevent corrosion.
- Cover the positive terminal with the protective cover.
- Reconnect the negative (black) battery lead to the top surface of the negative terminal. Tighten the fixing to 4.5 Nm.
- Apply a thin coat of grease to the terminal to prevent corrosion.



1. **Battery**
2. **Positive (red) battery lead fixing**
3. **Positive battery lead terminal cover**
4. **Starter motor solenoid cable (black)**
5. **Battery strap**
6. **Negative (black) battery lead**
7. **Negative battery lead fixing**

- Refit the seats, see page 166.

Fuses

⚠ WARNING

Before disconnecting the battery or removing a fuse for any reason, note and record the riding modes settings.

Once the fuse has been refitted or the battery reconnected, the riding modes should be reset as noted.

Failure to reset the motorcycle riding modes settings and subsequently being ridden, may cause loss of motorcycle control, which could result in serious injury or death.

⚠ 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.

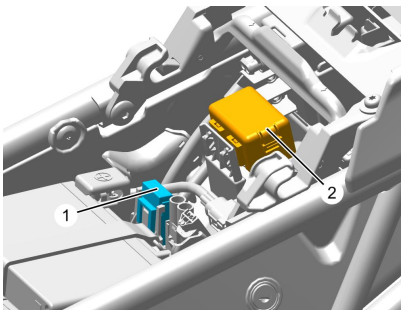
Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage and leading to loss of motorcycle control, which could result in serious injury or death.

NOTICE

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

Fuse Box Locations

The main fuse and fuse box are located under the rider's seat. To access the fuses, the seat must be removed, see page 165.



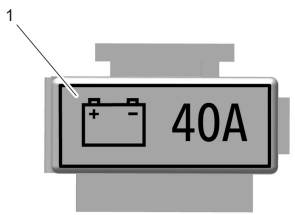
1. **Main fuse**
2. **Fuse box**

Fuse Identification

The fuse identification numbers listed in the tables correspond with those printed on the fuse box covers, as shown below.

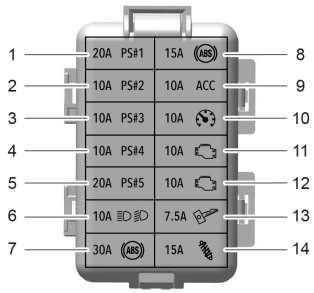
Spare fuses are located on the inside of the fuse box covers and should be replaced if used.

Main Fuse



Fuse Number and Circuit Protected	Rating (Amps)
Fuse 1 - Main fuse	40

Fuse Box



Fuse Number and Circuit Protected	Rating (Amps)
Fuse 1 - Chassis ECM PS1	20
Fuse 2 - Chassis ECM PS2	10
Fuse 3 - Chassis ECM PS3	10
Fuse 4 - Chassis ECM PS4	10
Fuse 5 - Chassis ECM PS5	20
Fuse 6 - Headlight	10
Fuse 7 - ABS 1	30
Fuse 8 - ABS 2	15
Fuse 9 - Accessories	10
Fuse 10 - Instruments	10
Fuse 11 - Engine ECM 1	10
Fuse 12 - Engine ECM 2	10
Fuse 13 - Ignition	7.5
Fuse 14 - Suspension ECM	15

Lights

NOTICE

The use of non-approved LED light units may result in damage to the LED light unit and/or motorcycle.

Use genuine Triumph supplied LED light units, as specified in the Triumph Parts Catalogue.

Always have replacement LED light units installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Headlight



⚠ 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. For example:

- Items of clothing or luggage
- Adhesive tape
- Devices intended to alter or adjust the headlight beam
- Non-genuine headlight lens covers.

Covering the headlight lens during operation 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.

NOTICE

If a fault occurs with the headlight unit, then a message will be shown in the instrument display and the headlight will only be available in the dipped beam mode.

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.

Condensation

NOTICE

If condensation inside the headlight does not clear, we recommend that the headlight is inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

In certain conditions, condensation may occur inside the headlight.

Condensation may happen while it is raining or after washing the motorcycle.

Condensation inside the headlight will gradually disappear with the headlight on while riding the motorcycle.

Time for evaporation will vary depending on the humidity of the ambient air.

Daytime Running Lights (DRL) (if fitted)

The Daytime Running Light (DRL) is situated within the headlight assembly and is a sealed, maintenance-free LED unit. If the DRL unit fails, the complete headlight unit must be replaced.

Bend Lighting

Bend lighting provides additional LED illumination for left and right turns when riding the motorcycle, compensating for the motorcycle's bank angle when cornering in dipped beam mode.

The bend lights are switched on and off automatically as the motorcycle leans through corners. The headlight comprises four individual bend lights, with two lights located on the left hand side and two on the right hand side. Depending on the lean angle, the corresponding left hand or right hand bend lights activate in stages, providing additional illumination into the corner as the motorcycle leans further. When the motorcycle is stationary, no bend lights are active.

Headlight Adjustment

NOTICE

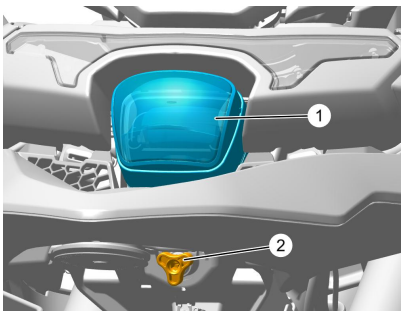
Check and, if necessary, correct the tyre pressures before adjusting the headlight beam.

NOTICE

Always make sure the handlebars are in the straight ahead position when checking and adjusting the headlight beam.

The headlight can only be adjusted vertically. The headlight adjuster is located at the front of the motorcycle, below the headlight and above the front wheel.

- Position the motorcycle on level ground and in an upright position (not on the side stand or centre stand).
- Switch the ignition on and make sure the engine is running.
- If 'Auto Ride Height' is active, make sure the motorcycle is in the 'Lowered' condition.
- Switch the headlight dipped beam on.
- Turn the adjuster clockwise to move the headlight upwards or anticlockwise to move the headlight downwards.



1. **Headlight**
2. **Headlight adjuster**

- Recheck the headlight beam settings.
- Switch the headlight off when the beam settings are satisfactorily set.

Headlight Replacement

The headlight unit is a sealed, maintenance-free LED unit. If the headlight unit fails, the complete unit must be replaced.

Front Fog Lights (if fitted)

The fog light units are sealed, maintenance-free LED units. If a fog light unit fails, the complete unit must be replaced.

Multifunction Rear Lights

The multifunction rear light units operate as the rear position light, brake light and direction indicators.

The multifunction rear light units are sealed, maintenance-free LED units. If a multifunction rear light unit fails, the complete unit must be replaced.

Licence Plate Light

The licence plate light unit is a sealed, maintenance-free LED unit. If the licence plate light unit fails, the complete unit must be replaced.

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CLEANING AND STORAGE

Cleaning

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.

Clutch and brake levers, switch housings on the handlebar.

Ignition switch and steering lock.

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 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 use compressed air to dry the motorcycle.

Use of compressed air may damage seals and cause water 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 (if fitted)
- Oil filler cap
- Rear bevel box breather (if fitted)
- Rear of headlights (if fitted)
- Seats
- Suspension seals and bearings
- Steering damper (if fitted)
- 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.

Do not use the following:

- Do not use high pressure spray washers or steam cleaners.
- Do not use compressed air to dry the motorcycle.

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:

- 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. Note the following:

- 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 not sure 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 that 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 that contain 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 not sure 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 that contain 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

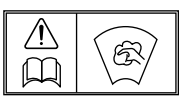
NOTICE

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

Do not attempt to clean the windscreen when the motorcycle is in motion.

Removing the rider's hands from the handlebars while riding reduces the rider's ability to maintain control of the motorcycle.

Failure to follow the advice above 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 come into contact with 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, will damage the windscreen.

Never allow these products to come into contact with 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

We 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, 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.

NOTICE

If the drive chain gets contaminated by mud, we recommend that the drive chain is cleaned and lubricated before riding.

- The drive chain should be cleaned and lubricated every 200 miles (300 km) using Triumph Performance Lubricants chain lubricant.

⚠ 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.

- Check that the front and rear brakes are functioning correctly.
- Make sure that you wear appropriate waterproof clothing suitable for motorcycles.
- Never ride the motorcycle through 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.

⚠ 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.

- 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.
- 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 start/stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Refit the spark plugs, tightening to 12 Nm.
- Change the engine oil and oil filter (see page 219).
- Check and, if necessary, correct the tyre pressures (see page 291).
- Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)
- Spray rust inhibiting oil (there are numerous products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- Make sure the cooling system is filled with a 50% mixture of coolant (noting that Triumph Performance Lubricants engine coolant as supplied by Triumph, is premixed and requires no dilution) and distilled water solution (see page 222).
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) approximately once every two weeks (see page 256).
- 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 258).
- If the motorcycle has been stored for more than four months, change the engine oil (see page 219).
- 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 low oil pressure warning light goes off.
- Refit the spark plugs, tightening to 12 Nm, and start the engine.
- Check and, if necessary, correct the tyre pressures (see page 291).
- 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

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.

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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 while 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 while the engine is not running.

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- The cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by TRIUMPH MOTORCYCLES AMERICA LIMITED.
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- 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/dealers.

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.

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Tiger 1200 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.triumphmotorcycles.co.uk.

Payload	Tiger 1200 GT Pro
Maximum payload (rider, passenger, luggage and accessories)	222 kg (489 lb)

Engine	Tiger 1200 GT Pro
Engine configuration	3 cylinder 12 valve DOHC
Arrangement	Transverse in-line
Displacement	1160 cc
Bore x stroke	Ø90 x 60.76 mm (30.35 mm crank throw)
Compression ratio	13.15:1
Cylinder numbering	Left to right (number 3 adjacent to camshaft drive chain)
Cylinder sequence	Number 1 at left
Firing order	1 3 2
Starting system	Electric starter

Lubrication	Tiger 1200 GT Pro
Lubrication system	Pressure lubrication, wet sump
Engine Oil Capacities:	
Oil capacity (wet fill including oil filter)	3.85 litres
Oil capacity (wet fill excluding oil filter)	3.65 litres

Cooling System	Tiger 1200 GT Pro
Coolant type	Triumph Performance Lubricants engine coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	2.7 litres
Thermostat opening temperature (nominal)	71°C +/- 2°C

Fuel System	Tiger 1200 GT Pro
Fuel injection system	Electronic, sequential
Injector type	Multi-hole, solenoid operated plate valve
Fuel pump type	Submerged
Fuel pressure (nominal)	3.5 bar (50.8 lb/in²)

Fuel	Tiger 1200 GT Pro
Fuel type	Unleaded, 95 RON (CLC or AKI octane rating (R+M)/2 of 89 or higher)
Fuel tank capacity	20.0 litres
Low fuel indicator light	3 litres

Ignition	Tiger 1200 GT Pro
Ignition system	Digital inductive
Electronic rev limiter	9,500 rpm
Spark plug type	NGK LMAR9E-J
Spark plug gap	0.7 mm +0.0/-0.1 mm

SPECIFICATIONS

Transmission	Tiger 1200 GT Pro
Transmission type	6 speed, constant mesh
Clutch type	Wet multi-plate, slip assist
Final drive type	Shaft drive
Primary drive ratio	1.537:1 (83/54)
Final drive ratio	3.162:1 ((20/23)*(40/11))
Gear ratios - 1st gear	2.625:1 (42/16)
Gear ratios - 2nd gear	1.850:1 (37/20)
Gear ratios - 3rd gear	1.458:1 (35/24)
Gear ratios - 4th gear	1.207:1 (35/29)
Gear ratios - 5th gear	1.032:1 (32/31)
Gear ratios - 6th gear	0.912:1 (31/34)

⚠ WARNING

Use the recommended tyres ONLY in the combinations listed in the approved Tyre Selector at www.triumphtechnicalinformation.com/tyres.

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Approved Mud and Snow/Dual Purpose Tyres
A list of approved road tyres and mud and snow/dual purpose tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumphtechnicalinformation.com/tyres.

Tyres	Tiger 1200 GT Pro
Tyre Sizes:	
Front tyre size	120/70 ZR19 M/C 60W TL
Rear tyre size	170/60 ZR17 M/C 72W TL
Tyre Pressures (Cold):	
Front tyre pressure	2.2 bar (32 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

Electrical Equipment	Tiger 1200 GT Pro
Battery type	HJTZ14S-FPZ
Battery rating	12 Volt, 8 Ah
Alternator rating (1,100 rpm)	14 Volt, 25 Amps (minimum)
Alternator rating (6,000 rpm)	14 Volt, 39 Amps (minimum)
Headlight	LED
Front fog lights	LED
Multifunction rear lights	LED
Licence plate light	LED

Torque Figures	Tiger 1200 GT Pro
Smart key battery cover	0.3 Nm
Fuel tank cap	2.5 Nm
Sump plug	25 Nm
Oil filter	10 Nm
Oil filler/level plug	25 Nm
Spark plug to cylinder head	12 Nm

Fluids and Lubricants	Tiger 1200 GT Pro
Bearings and pivots	Triumph Performance Lubricants RG2 grease (NLGI 2)
Brake and clutch fluid	Triumph Performance Lubricants DOT 4 brake and clutch fluid
Coolant	Triumph Performance Lubricants engine coolant (premixed) that meets specification ASTM D3306 Type III
Final drive oil	Fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5. Triumph Performance Lubricants fully synthetic hypoid oil is recommended
Engine oil	Fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based fully synthetic engine oil is recommended

Tiger 1200 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.triumphmotorcycles.co.uk.

Payload	Tiger 1200 Rally Pro
Maximum payload (rider, passenger, luggage and accessories)	222 kg (489 lb)

Engine	Tiger 1200 Rally Pro
Engine configuration	3 cylinder 12 valve DOHC
Arrangement	Transverse in-line
Displacement	1160 cc
Bore x stroke	Ø90 x 60.76 mm (30.35 mm crank throw)
Compression ratio	13.15:1
Cylinder numbering	Left to right (number 3 adjacent to camshaft drive chain)
Cylinder sequence	Number 1 at left
Firing order	1 3 2
Starting system	Electric starter

Lubrication	Tiger 1200 Rally Pro
Lubrication system	Pressure lubrication, wet sump
Engine Oil Capacities:	
Oil capacity (wet fill including oil filter)	3.85 litres
Oil capacity (wet fill excluding oil filter)	3.65 litres

SPECIFICATIONS

Cooling System	Tiger 1200 Rally Pro
Coolant type	Triumph Performance Lubricants engine coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	2.7 litres
Thermostat opening temperature (nominal)	71°C +/- 2°C

Fuel System	Tiger 1200 Rally Pro
Fuel injection system	Electronic, sequential
Injector type	Multi-hole, solenoid operated plate valve
Fuel pump type	Submerged
Fuel pressure (nominal)	3.5 bar (50.8 lb/in²)

Fuel	Tiger 1200 Rally Pro
Fuel type	Unleaded, 95 RON (CLC or AKI octane rating (R+M)/2 of 89 or higher)
Fuel tank capacity	20.0 litres
Low fuel indicator light	3 litres

Ignition	Tiger 1200 Rally Pro
Ignition system	Digital inductive
Electronic rev limiter	9,500 rpm
Spark plug type	NGK LMAR9E-J
Spark plug gap	0.7 mm +0.0/-0.1 mm

Transmission	Tiger 1200 Rally Pro
Transmission type	6 speed, constant mesh
Clutch type	Wet multi-plate, slip assist
Final drive type	Shaft drive
Primary drive ratio	1.537:1 (83/54)
Final drive ratio	3.162:1 ((20/23)*(40/11))
Gear ratios - 1st gear	2.625:1 (42/16)
Gear ratios - 2nd gear	1.850:1 (37/20)
Gear ratios - 3rd gear	1.458:1 (35/24)
Gear ratios - 4th gear	1.207:1 (35/29)
Gear ratios - 5th gear	1.032:1 (32/31)
Gear ratios - 6th gear	0.912:1 (31/34)

⚠ WARNING

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SPECIFICATIONS

Approved Mud and Snow/Dual Purpose Tyres
A list of approved road tyres and mud and snow/dual purpose tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumphtechnicalinformation.com/tyres.

Tyres	Tiger 1200 Rally Pro
Tyre Sizes:	
Front tyre size	120/70 ZR19 M/C 60W TL
Rear tyre size	170/60 ZR17 M/C 72W TL
Tyre Pressures (Cold):	
Front tyre pressure	2.2 bar (32 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

Electrical Equipment	Tiger 1200 Rally Pro
Battery type	HJTZ14S-FPZ
Battery rating	12 Volt, 8 Ah
Alternator rating (1,100 rpm)	14 Volt, 25 Amps (minimum)
Alternator rating (6,000 rpm)	14 Volt, 39 Amps (minimum)
Headlight	LED
Front fog lights	LED
Multifunction rear lights	LED
Licence plate light	LED

Torque Figures	Tiger 1200 Rally Pro
Smart key battery cover	0.3 Nm
Fuel tank cap	2.5 Nm
Sump plug	25 Nm
Oil filter	10 Nm
Oil filler/level plug	25 Nm
Spark plug to cylinder head	12 Nm

Fluids and Lubricants	Tiger 1200 Rally Pro
Bearings and pivots	Triumph Performance Lubricants RG2 grease (NLGI 2)
Brake and clutch fluid	Triumph Performance Lubricants DOT 4 brake and clutch fluid
Coolant	Triumph Performance Lubricants engine coolant (premixed) that meets specification ASTM D3306 Type III
Final drive oil	Fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5. Triumph Performance Lubricants fully synthetic hypoid oil is recommended
Engine oil	Fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based fully synthetic engine oil is recommended

Tiger 1200 GT Explorer

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.triumphmotorcycles.co.uk.

Payload	Tiger 1200 GT Explorer
Maximum payload (rider, passenger, luggage and accessories)	222 kg (489 lb)

Engine	Tiger 1200 GT Explorer
Engine configuration	3 cylinder 12 valve DOHC
Arrangement	Transverse in-line
Displacement	1160 cc
Bore x stroke	Ø90 x 60.76 mm (30.35 mm crank throw)
Compression ratio	13.15:1
Cylinder numbering	Left to right (number 3 adjacent to camshaft drive chain)
Cylinder sequence	Number 1 at left
Firing order	1 3 2
Starting system	Electric starter

Lubrication	Tiger 1200 GT Explorer
Lubrication system	Pressure lubrication, wet sump
Engine Oil Capacities:	
Oil capacity (wet fill including oil filter)	3.85 litres
Oil capacity (wet fill excluding oil filter)	3.65 litres

Cooling System	Tiger 1200 GT Explorer
Coolant type	Triumph Performance Lubricants engine coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	3 litres
Thermostat opening temperature (nominal)	71°C +/- 2°C

Fuel System	Tiger 1200 GT Explorer
Fuel injection system	Electronic, sequential
Injector type	Multi-hole, solenoid operated plate valve
Fuel pump type	Submerged
Fuel pressure (nominal)	3.5 bar (50.8 lb/in²)

Fuel	Tiger 1200 GT Explorer
Fuel type	Unleaded, 95 RON (CLC or AKI octane rating (R+M)/2 of 89 or higher)
Fuel tank capacity	30.0 litres
Low fuel indicator light	3 litres

Ignition	Tiger 1200 GT Explorer
Ignition system	Digital inductive
Electronic rev limiter	9,500 rpm
Spark plug type	NGK LMAR9E-J
Spark plug gap	0.7 mm +0.0/-0.1 mm

SPECIFICATIONS

Transmission	Tiger 1200 GT Explorer
Transmission type	6 speed, constant mesh
Clutch type	Wet multi-plate, slip assist
Final drive type	Shaft drive
Primary drive ratio	1.537:1 (83/54)
Final drive ratio	3.162:1 ((20/23)*(40/11))
Gear ratios - 1st gear	2.625:1 (42/16)
Gear ratios - 2nd gear	1.850:1 (37/20)
Gear ratios - 3rd gear	1.458:1 (35/24)
Gear ratios - 4th gear	1.207:1 (35/29)
Gear ratios - 5th gear	1.032:1 (32/31)
Gear ratios - 6th gear	0.912:1 (31/34)

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Approved Mud and Snow/Dual Purpose Tyres
A list of approved road tyres and mud and snow/dual purpose tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumphtechnicalinformation.com/tyres.

Tyres	Tiger 1200 GT Explorer
Tyre Sizes:	
Front tyre size	120/70 ZR19 M/C 60W TL
Rear tyre size	170/60 ZR17 M/C 72W TL
Tyre Pressures (Cold):	
Front tyre pressure	2.2 bar (32 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

Electrical Equipment	Tiger 1200 GT Explorer
Battery type	HJTZ14S-FPZ
Battery rating	12 Volt, 8 Ah
Alternator rating (1,100 rpm)	14 Volt, 25 Amps (minimum)
Alternator rating (6,000 rpm)	14 Volt, 39 Amps (minimum)
Headlight	LED
Front fog lights	LED
Multifunction rear lights	LED
Licence plate light	LED

SPECIFICATIONS

Torque Figures	Tiger 1200 GT Explorer
Smart key battery cover	0.3 Nm
Fuel tank cap	2.5 Nm
Sump plug	25 Nm
Oil filter	10 Nm
Oil filler/level plug	25 Nm
Spark plug to cylinder head	12 Nm

Fluids and Lubricants	Tiger 1200 GT Explorer
Bearings and pivots	Triumph Performance Lubricants RG2 grease (NLGI 2)
Brake and clutch fluid	Triumph Performance Lubricants DOT 4 brake and clutch fluid
Coolant	Triumph Performance Lubricants engine coolant (premixed) that meets specification ASTM D3306 Type III
Final drive oil	Fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5. Triumph Performance Lubricants fully synthetic hypoid oil is recommended
Engine oil	Fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based fully synthetic engine oil is recommended

Tiger 1200 Rally Explorer

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.triumphmotorcycles.co.uk.

Payload	Tiger 1200 Rally Explorer
Maximum payload (rider, passenger, luggage and accessories)	222 kg (489 lb)

Engine	Tiger 1200 Rally Explorer
Engine configuration	3 cylinder 12 valve DOHC
Arrangement	Transverse in-line
Displacement	1160 cc
Bore x stroke	Ø90 x 60.76 mm (30.35 mm crank throw)
Compression ratio	13.15:1
Cylinder numbering	Left to right (number 3 adjacent to camshaft drive chain)
Cylinder sequence	Number 1 at left
Firing order	1 3 2
Starting system	Electric starter

Lubrication	Tiger 1200 Rally Explorer
Lubrication system	Pressure lubrication, wet sump
Engine Oil Capacities:	
Oil capacity (wet fill including oil filter)	3.85 litres
Oil capacity (wet fill excluding oil filter)	3.65 litres

SPECIFICATIONS

Cooling System	Tiger 1200 Rally Explorer
Coolant type	Triumph Performance Lubricants engine coolant (premixed)
Coolant ratio	50/50 (premixed as supplied by Triumph)
Cooling system capacity	3 litres
Thermostat opening temperature (nominal)	71°C +/- 2°C

Fuel System	Tiger 1200 Rally Explorer
Fuel injection system	Electronic, sequential
Injector type	Multi-hole, solenoid operated plate valve
Fuel pump type	Submerged
Fuel pressure (nominal)	3.5 bar (50.8 lb/in²)

Fuel	Tiger 1200 Rally Explorer
Fuel type	Unleaded, 95 RON (CLC or AKI octane rating (R+M)/2 of 89 or higher)
Fuel tank capacity	30.0 litres
Low fuel indicator light	3 litres

Ignition	Tiger 1200 Rally Explorer
Ignition system	Digital inductive
Electronic rev limiter	9,500 rpm
Spark plug type	NGK LMAR9E-J
Spark plug gap	0.7 mm +0.0/-0.1 mm

Transmission	Tiger 1200 Rally Explorer
Transmission type	6 speed, constant mesh
Clutch type	Wet multi-plate, slip assist
Final drive type	Shaft drive
Primary drive ratio	1.537:1 (83/54)
Final drive ratio	3.162:1 ((20/23)*(40/11))
Gear ratios - 1st gear	2.625:1 (42/16)
Gear ratios - 2nd gear	1.850:1 (37/20)
Gear ratios - 3rd gear	1.458:1 (35/24)
Gear ratios - 4th gear	1.207:1 (35/29)
Gear ratios - 5th gear	1.032:1 (32/31)
Gear ratios - 6th gear	0.912:1 (31/34)

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Tyres	Tiger 1200 Rally Explorer
Tyre Sizes:	
Front tyre size	120/70 ZR19 M/C 60W TL
Rear tyre size	170/60 ZR17 M/C 72W TL
Tyre Pressures (Cold):	
Front tyre pressure	2.2 bar (32 lb/in²)
Rear tyre pressure	2.9 bar (42 lb/in²)

Electrical Equipment	Tiger 1200 Rally Explorer
Battery type	HJTZ14S-FPZ
Battery rating	12 Volt, 8 Ah
Alternator rating (1,100 rpm)	14 Volt, 25 Amps (minimum)
Alternator rating (6,000 rpm)	14 Volt, 39 Amps (minimum)
Headlight	LED
Front fog lights	LED
Multifunction rear lights	LED
Licence plate light	LED

Torque Figures	Tiger 1200 Rally Explorer
Smart key battery cover	0.3 Nm
Fuel tank cap	2.5 Nm
Sump plug	25 Nm
Oil filter	10 Nm
Oil filler/level plug	25 Nm
Spark plug to cylinder head	12 Nm

Fluids and Lubricants	Tiger 1200 Rally Explorer
Bearings and pivots	Triumph Performance Lubricants RG2 grease (NLGI 2)
Brake and clutch fluid	Triumph Performance Lubricants DOT 4 brake and clutch fluid
Coolant	Triumph Performance Lubricants engine coolant (premixed) that meets specification ASTM D3306 Type III
Final drive oil	Fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5. Triumph Performance Lubricants fully synthetic hypoid oil is recommended
Engine oil	Fully or semi-synthetic 10W/40 or 10W/50 motorcycle engine oil that meets specification API SN (or higher) and JASO MA2. Triumph Performance Lubricants Ester based 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.

Declaration of Conformity

EU Declaration of Conformity



Hereby, Triumph Motorcycles Ltd declares that the radio equipment components listed below are in compliance with Directive 2014/53/EU.

The full text of the EU declaration of conformity is available at the following internet address:

www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals

EU Authorised Representative

Triumph Motocicletas Espana S.L.

C/Cabo Rufino Lazaro 14-E

28232 Las Rozas de Madrid

Spain

UK Declaration of Conformity



Hereby, Triumph Motorcycles Ltd declares that the radio equipment components listed below are in compliance with Radio Equipment Regulations 2017.

The full text of the UK declarations of conformity is available at the following internet address:

www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals

Radio Equipment Information

The following table shows the frequencies and maximum power levels of radio equipment used in Triumph motorcycles. Only certain radio equipment devices listed apply to specific motorcycle models.

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 Group Ltd 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 Control Unit 3	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 (Bladed and Bladeless)	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	

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	LID Technologies S.A.S 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 Scorpion House, Drumhead Road, 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	
Accessory Alarm System ECU - Triumph Track+	TBA TBA	TBA	
Accessory Alarm System Remote/Key Fob - Triumph Track+	TBA TBA	TBA	
Instrument Panel	Receive and Transmit Bands: 2402 MHz to 2483.5 MHz	7.4 dBm	MTA S.p.A. 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

APPROVAL INFORMATION

Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
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
Instrument Panel	Receive and Transmit Bands: BT-only chip: Bluetooth: 2402 MHz to 2480 MHz	4 dBm	Robert Bosch GmbH P.O. Box 1661, 71226 Leonberg, Germany
	Receive and Transmit Bands: Combo chip: WLAN 2.4 GHz: 2402 MHz to 2472 MHz WLAN 5 GHz: 5170 MHz to 5835 MHz	WLAN 2.4 GHz: 8.5 dBm WLAN 5 GHz: 12 dBm	
	Receive and Transmit Bands: Combo chip: Bluetooth: 2402 MHz to 2480 MHz	4 dBm	
	Receive Bands: GNSS Receiver: 1560 MHz to 1590 MHz Transmit Bands: None	N/A	
Front Radar	Receive and Transmit Bands: 76 to 77 GHz	30.16 dBm (peak EIRP) 21.4 dBm (mean EIRP)	
Rear Radar	Receive and Transmit Bands: 76 to 77 GHz	29.5 dBm (peak EIRP) 20.9 dBm (mean EIRP)	

Radio Type Approval

For all countries without EU

USA

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) this device may not cause harmful interference, and

(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Class A

Note: This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications. Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.

APPROVAL INFORMATION

Class B

Note: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiofrequency radiation exposure information:

This equipment complies with FCC 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.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Device	Model	Approval Number	Manufacturer
Chassis Control Unit	0771G09	FCC ID: AQO006	Pektron Group Ltd
Keyless Control Unit	0787G03	FCC ID: AQO007	
Keyless Control Unit 2	0811G07	FCC ID: AQO009	
Keyless Control Unit 3	0811G10	FCC ID: AQO009	
Keyless System Key Fob (Bladed and Bladeless)	A-0794G01 A-0794G16	FCC ID: AQO008	

Device	Model	Approval Number	Manufacturer
Immobiliser (Motorcycles with Key System)	21191	FCC ID: T4521191	LID Technologies S.A.S
Tyre Pressure Monitoring System (TPMS)	171090	FCC ID: T45171090	
Triumph Accessory Alarm System Remote/Key Fob	S4 Alarm	FCC ID: TBA	Scorpion Automotive Ltd
Accessory Alarm System Remote/ Key Fob - Triumph Protect+	STMFOBLT	FCC ID: 2A54OSTMFOBLT	
Accessory Alarm System ECU - Triumph Track+	STMLT01	FCC ID: 2A54OSTMLT01	
Accessory Alarm System Remote/ Key Fob - Triumph Track+	STMFOBLT	FCC ID: 2A54OSTMFOBLT	
Instrument Panel	TR57	FCC ID: 2AACW-TR5-7	MTA S.p.A.
My Triumph Connectivity Unit	1085034	Contains FCC ID: Z64-2564N	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	FCC ID: OAYSRR3B	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	FCC ID: 2AUXS-TFTC7INCH	Robert Bosch GmbH
Front Radar	F5CP12	FCC ID: NF3-F5CP12	
Rear Radar	C5CP12	FCC ID: NF3-C5CP12	

Algeria

№ CC : 034 /H/ANF/2025
Homologué par l'ANF

№ CC : 228 /H/ANF/2025
Homologué par l'ANF

№ CC : 229 /H/ANF/2025
Homologué par l'ANF

№ CC : 230 /H/ANF/2025
Homologué par l'ANF

№ CC : 033 /H/ANF/2025
Homologué par l'ANF

№ CC : 225 /H/ANF/2025
Homologué par l'ANF

№ CC : 226 /H/ANF/2025
Homologué par l'ANF

№ CC : 227 /H/ANF/2025
Homologué par l'ANF

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	Country of Origin: Germany - 034/H/ANF/2025 Country of Origin: China - 228/H/ANF/2025 Country of Origin: Portugal - 229/H/ANF/2025 Country of Origin: Mexico - 230/H/ANF/2025	Robert Bosch GmbH
Rear Radar	C5CP12	Country of Origin: Germany - 033/H/ANF/2025 Country of Origin: China - 225/H/ANF/2025 Country of Origin: Portugal - 226/H/ANF/2025 Country of Origin: Mexico - 227/H/ANF/2025	

Argentina



Device	Model	Approval Number	Manufacturer
Tyre Pressure Monitoring System (TPMS)	171090	H-29556	LID Technologies S.A.S
Blind Spot Radar	SRR3-B	C-17954	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	H-34347	Robert Bosch GmbH
Front Radar	F5CP12	H-27922	
Rear Radar	C5CP12	H-27921	

Australia/New Zealand



APPROVAL INFORMATION

Brazil



Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados.

Para maiores informações, consulte o site da ANATEL – www.anatel.gov.br.

Device	Model	Approval Number	Manufacturer
Keyless Control Unit 2	0811G07	07102-18-03083	Pektron Group Ltd
Keyless Control Unit 3	0811G10	07102-18-03083	
Keyless System Key Fob (Bladed and Bladeless)	A-0794G01 A-0794G16	08314-17-03083	
Tyre Pressure Monitoring System (TPMS)	171090	06039-24-13597	LID Technologies S.A.S
Instrument Panel	TR57	14504-21-14287	MTA S.p.A.
My Triumph Connectivity Unit	1085034	07755-17-10873	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	1741-15-8699	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	08324-26-06541	Robert Bosch GmbH
Front Radar	F5CP12	08954-22-03745	
Rear Radar	C5CP12	08887-22-03745	

Canada

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.

Radiofrequency radiation exposure information:

This equipment complies with ISED radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with a minimum distance of 20 cm between the radiator and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Class A

This Class A digital apparatus complies with Canadian ICES-003.

Class B

This Class B digital apparatus complies with Canadian ICES-003.

APPROVAL INFORMATION

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

(1) L'appareil ne doit pas produire de brouillage;

(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Déclaration d'exposition aux radiations:

Cet équipement est conforme aux limites d'exposition aux rayonnements d'ISED établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

Cet émetteur ne doit pas être installé ou utilisé conjointement avec une autre antenne ou un autre émetteur.

Classe A

Cet appareil numérique de la classe A est conforme à la norme NMB-003 du Canada.

Classe B

Cet appareil numérique de la classe B est conforme à la norme NMB-003 du Canada.

Device	Model	Approval Number	Manufacturer
Chassis Control Unit	0771G09	IC: 10176A-006	Pektron Group Ltd
Keyless Control Unit	0787G03	IC: 10176A-007	
Keyless Control Unit 2	0811G07	IC: 10176A-009	
Keyless Control Unit 3	0811G10	IC: 10176A-009	
Keyless System Key Fob (Bladed and Bladeless)	A-0794G01 A-0794G16	IC: 10176A-008	

Device	Model	Approval Number	Manufacturer
Immobiliser (Motorcycles with Key System)	21191	IC: 6450A-21191	LID Technologies S.A.S
Tyre Pressure Monitoring System (TPMS)	171090	IC: 6450A-171090	
Triumph Accessory Alarm System Remote/Key Fob	S4 Alarm	IC: TBA	Scorpion Automotive Ltd
Accessory Alarm System Remote/ Key Fob - Triumph Protect+	Protect+	IC: TBA	
Accessory Alarm System ECU - Triumph Track+	STMLT01	IC: 28675-STMLT01	
Accessory Alarm System Remote/ Key Fob - Triumph Track+	STMFOBLT	IC: 28675-STMFOBLT	
Instrument Panel	TR57	IC: 11117A-TR57	MTA S.p.A.
My Triumph Connectivity Unit	1085034	Contains IC: 451I-2564N	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	IC: 4135A-SRR3B	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	IC: 25847-TFTC7INCH	Robert Bosch GmbH
Front Radar	F5CP12	IC: 3887A-F5CP12	
Rear Radar	C5CP12	IC: 3887A-C5CP12	

APPROVAL INFORMATION

Chile





Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	ORD.: Nº 4685	Robert Bosch GmbH
Rear Radar	C5CP12	ORD.: Nº 4538	

China

微功率设备声明

使用微功率短距离无线电发射设备应当符合国家无线电管理有关规定。

（一）本产品使用的WiFi2.4GHz(2400-2483.5MHz)和WiFi5.8GHz(5725-5850MHz)技术符合"微功率短距　离无线电发射设备目录和技术要求"中通用微功率设备F类设备和G类设备的技术要求，　用于数据传输应用　。采用的是内置PCB集成缝隙天线。设备固定安装在车内。

F 类设备

（1）使用频率：2400-2483.5MHz。

（2）发射功率限值：10mW(e.i.r.p)。

（3）频率容限：75kHz。

G 类设备

（1）使用频率:5725-5850MHz。

（2）发射功率限值：25mW(e.i.r.p)。

（3）频率容限：100×10-6。

（二）不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；

（三）不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；

（四）应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；

（五）如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；

（六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；

（七）禁止在以机场跑道中心点为圆心、半径5000米的区域内使用各类模型遥控器；

（八）　额定供电电压 13.5 V DC

输入电压范围 8 V to 16 V DC

额定供电电流 2A

工作温度范围 -20°C to +60°C

储存温度范围 -40°C to +85°C

Device	Model	Approval Number	Manufacturer
Instrument Panel	TR57	CMIIT ID: 2021DJ10095	MTA S.p.A.
My Triumph Connectivity Unit	1085034	CMIIT ID: 2020DJ5321	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	CMIIT ID: 2015DJ1610	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	CMIIT ID: 26J99413X001	Robert Bosch GmbH
Front Radar	F5CP12	CMIIT ID: 2022LJ8643	
Rear Radar	C5CP12	CMIIT ID: 2022LJ7480	

Hong Kong

HKCA 1035: automotive radar: radio equipment exempted from licensing!

India

Device	Model	Approval Number	Manufacturer
Immobiliser (Motorcycles with Key System)	21191	ETA-SD-20260909670	LID Technologies S.A.S
Tyre Pressure Monitoring System (TPMS)	171090	ETA-SD-20231008822	
Blind Spot Radar	SRR3-B	ETA-1843/2026-RLO(SR)	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	ETA-SD-20260807949	Robert Bosch GmbH

Japan



Radio (電波法)

Japanese Radio Law Compliance. This device is granted pursuant to the Japanese Radio Law (電波法).

日本の電波法の遵守。この装置は、日本の電波法（電波法）に基づいて認可されています。

This device should not be modified (otherwise the granted designation number will become invalid)

本製品の改造は禁止されていま す。（適合証明番号などが無効となります。）

Radio and Telecom (電波法および電気通信事業法)

This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese Telecommunications Business Law (電気通信事業法)

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。

This device should not be modified (otherwise the granted designation number will become invalid)

本製品の改造は禁止されています。（適合証明番号などが無効となります。)

APPROVAL INFORMATION

Device	Model	Approval Number	Manufacturer
Keyless System Key Fob (Bladed and Bladeless)	A-0794G02 A-0794G15	R 205-170299	Pektron Group Ltd
Tyre Pressure Monitoring System (TPMS)	17110	R 203-JN1040	LID Technologies S.A.S
Instrument Panel	TR57	R 003-210132	MTA S.p.A.
My Triumph Connectivity Unit	1085034	R 005-102484	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	R 202-LSD004	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	R 020-260262 T P260086020	Robert Bosch GmbH
Front Radar	F5CP12	R 219-220001	
Rear Radar	C5CP12	R 219-220002	

Malaysia

MCMC

CIDF15000490

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	RGLN/28A/0322/S(22-1210)	Robert Bosch GmbH
Rear Radar	C5CP12	RGLN/29A/0422/S(22-2125)	

Mexico

IFETEL

NOM NYCE

La operación de este equipo está sujeta a las siguientes dos condiciones:

(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y

(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Device	Model	Approval Number	Manufacturer
Blind Spot Radar	SRR3-B	IFT: RLVCOSR15-0904	ADC Automotive Distance Control Systems GmbH
Front Radar	F5CP12	IFT: RCPBOF522-2496	Robert Bosch GmbH
Rear Radar	C5CP12	IFT: RCPBOC522-2494	

APPROVAL INFORMATION

Moldova



Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio F5CP12 este în conformitate cu Reglementarea tehnică „Punerea la dispoziție pe piață a echipamentelor radio". Extul integral al declarației de conformitate este disponibil la următoarea adresă de Internet: https://ita.bosch.com

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	MD OC TIP 024 CET7541-22	Robert Bosch GmbH
Rear Radar	C5CP12	MD OC TIP 024 CET7942-23	

Morocco

anrt

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	MR00032137ANRT2022	Robert Bosch GmbH
Rear Radar	C5CP12	MR00032305ANRT2022	

Oman

Oman – TRA
D172338
R/13339/22

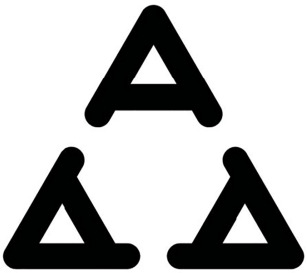
Oman – TRA
D172338
R/13342/22

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	TRA/TA-R/13339/22	Robert Bosch GmbH
Rear Radar	C5CP12	TRA/TA-R/13342/22	

Paraguay

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	NR: 2022-05-I-0329	Robert Bosch GmbH
Rear Radar	C5CP12	NR: 2022-05-I-0330	

Serbia



Device	Model	Approval Number	Manufacturer
Immobiliser (Motorcycles with Key System)	21191	(И005 26)	LID Technologies S.A.S
Tyre Pressure Monitoring System (TPMS)	171090	(И005 23)	
Instrument Panel	TFTc7inch	(И005 26)	Robert Bosch GmbH
Front Radar	F5CP12	00953 01272 (И038 24)	
Rear Radar	C5CP12	02352 01546 (И038 25)	

South Africa

Device	Model	Approval Number	Manufacturer
Blind Spot Radar	SRR3-B	TA-2015/444	ADC Automotive Distance Control Systems GmbH
Front Radar	F5CP12	TA-2022/0153	Robert Bosch GmbH
Rear Radar	C5CP12	TA-2022/0073	

South Korea



Device	Model	Approval Number	Manufacturer
Keyless Control Unit 2	0811G07	R-R-Pek-A-0811G03	Pektron Group Ltd
Keyless Control Unit 3	0811G10	R-R-Pek-A-0811G03	
Keyless System Key Fob (Bladed and Bladeless)	A-0794G01 A-0794G16	R-C-PEK-A-0794G01	
Tyre Pressure Monitoring System (TPMS)	171090	R-C-T46-171090	LID Technologies S.A.S
Instrument Panel	TR57	R-R-mt8-Triumph5_7inch	MTA S.p.A.
Blind Spot Radar	SRR3-B	MSIP-CRM-8DC-SRR3B	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	R-R-B02-TFTC7INCH	Robert Bosch GmbH
Front Radar	F5CP12	R-C-B02-F5CP12	
Rear Radar	C5CP12	R-C-B02-C5CP12	

Taiwan



警語

1.) 取得審驗證明之低功率射頻器材，非經核准，公司、商號或使用者均不得擅自變更頻率、加大 功率或變更原設計之特性及功能。低功率射頻器材之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前述合法通信，指依電信管理法規定作業之無線電通信。低功率 射頻器材須忍受合法通信或工業、科學及醫療用電波輻射性 電機設備之干擾。

2.) 應避免影響附近雷達系統之操作。

3.) 「減少電磁波影響，請妥適使用」

「電波功率密度 MPE 標準值：_1_ mW/cm²，送測產品實測值：_0.00184 _ mW/cm²，建議使用時 設

備天線至少距離人體 20 公分。」

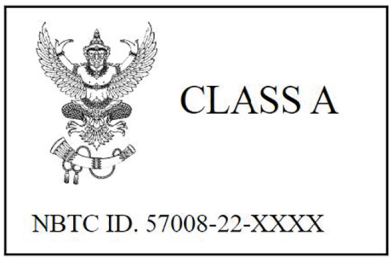
「本器材須經專業工程人員安裝及設定，始得設置使用，且不得直接販售給一般消費者」。

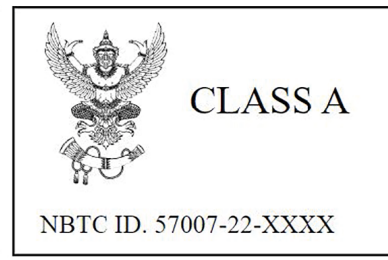
高增益指向性天線只得應用於固定式點對點系統

Device	Model	Approval Number	Manufacturer
Tyre Pressure Monitoring System (TPMS)	171090	CCA024LP0280T1	LID Technologies S.A.S
Instrument Panel	TR57	CCA021LP0950T6	MTA S.p.A.
My Triumph Connectivity Unit	1085034	CCAN20LP0590T0	C.O.B.O. S.p.A.
Blind Spot Radar	SRR3-B	CCAB15LP1650T9	ADC Automotive Distance Control Systems GmbH
Instrument Panel	TFTc7inch	CCAH26LP8260T4	Robert Bosch GmbH
Front Radar	F5CP12	CCAF22LP0930T9	
Rear Radar	C5CP12	CCAF22LP1050T0	

APPROVAL INFORMATION

Thailand







1) เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามมาตรฐานหรือข้อกำหนดของกสทช.

2) เครื่องวิทยุคมนาคมนี้มีระดับการแผ่คลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่คณะกรรมการกิจการโทรคมนาคมแห่งชาติประกาศกำหนด

Device	Model	Approval Number	Manufacturer
Blind Spot Radar	SRR3-B	A57006-16	ADC Automotive Distance Control Systems GmbH
Front Radar	F5CP12	A57008-22	Robert Bosch GmbH
Rear Radar	C5CP12	A57007-22	

Türkiye

(TR) EU UYGUNLUK BEYANI

Robert Bosch GmbH, işbu belge ile radyo ekipmanı tipi F5CP12'nin 2014/53/EU Direktifi ile uyumlu olduğunu beyan eder. EU uygunluk beyanının tam metni aşağıdaki internet adresinde mevcuttur: http://eu-doc.bosch.com

- Doğru DoC'yi bulmak için lütfen veri tabanı arama alanına radar muhafazasına kazınmış radar sensörünün model adını (örn. M / N: F5CP12) girin.

Robert Bosch GmbH

Posta kutusu 1661

71226 Leonberg, Almanya

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	N/A	Robert Bosch GmbH
Rear Radar	C5CP12	N/A	

APPROVAL INFORMATION

Ukraine



Роберт Бош ГмбХ

ХС-DX, абонентська скринька 1661

71226 місто Леонберг, Німеччина

справжнім (Robert Bosch GmbH) заявляє, що тип радіообладнання (F5CP12) відповідає Технічному регламенту радіообладнання;

повний текст декларації про відповідність доступний на веб-сайті за такою адресою: http://ita.bosch.com/radar

The present (Robert Bosch GmbH) states that the type of radio equipment (F5CP12) corresponds to the technical regulations of the radio equipment.

The full text of the declaration of conformity is available on the website at the following address: http://ita.bosch.com/radar

Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	UA RF: 1BOSC0017	Robert Bosch GmbH
Rear Radar	C5CP12	UA RF: 1BOSC0018	

United Arab Emirates (UAE)



Device	Model	Approval Number	Manufacturer
Front Radar	F5CP12	ER10080/22	Robert Bosch GmbH
Rear Radar	C5CP12	ER10079/22	

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.