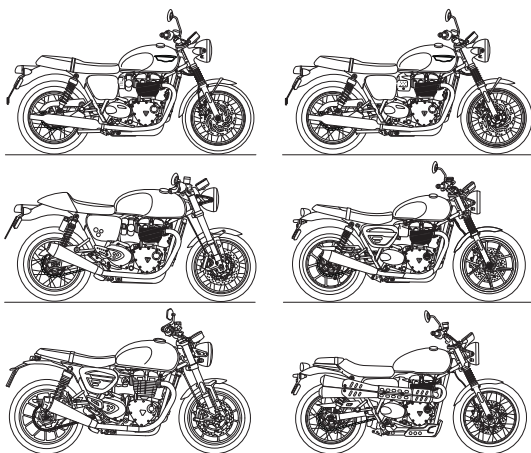




Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin (all models), Scrambler 900 and Thruxton RS



This handbook contains information on the Triumph Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin (all models), Scrambler 900 and Thruxton RS motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

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Publication part number 3850307-EN issue 1

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

03	FOREWORD
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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 that are supplied with your motorcycle, should be considered a permanent part of your motorcycle and should remain with it even if your motorcycle is subsequently sold.

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

Do not lend your motorcycle to others as riding when not familiar with your motorcycle's controls, features, capabilities and limitations may lead to loss of motorcycle control which could result in serious injury or death.

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

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

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

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

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

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

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

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.

Dangers, Warnings, Cautions and Notices

Particularly important information is presented in the following form:

** DANGER**

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

** WARNING**

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

** CAUTION**

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

NOTICE

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

Warning Labels



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

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

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

Maintenance

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

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

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

Noise Control System

Tampering with the noise control system is prohibited.

Owners are warned that the law may prohibit:

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

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

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

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The Motorcycle

All Models Except Scrambler 900

WARNING

This motorcycle is designed for on-road use only.

Do not ride this motorcycle off-road.

Off-road operation may lead to loss of motorcycle control which could result in serious injury or death.

Scrambler 900 Only

WARNING

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

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

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

All Models

WARNING

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

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

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

WARNING

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

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

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

⚠ WARNING

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 which may lead 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.

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.

SAFETY FIRST

Riding

DANGER

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

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

Riding when fatigued or under the influence of alcohol or other drugs reduces the rider's ability to maintain control leading to loss of motorcycle control which will result in serious injury or death.

WARNING

All riders must be licenced to operate the motorcycle.

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

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

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

WARNING

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

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

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

WARNING

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

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

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

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

⚠ WARNING

Continually observe and react to changes in road surface, traffic and wind conditions. All two-wheeled vehicles are subject to external forces which may affect the handling, stability or other aspect of the motorcycle operation.

These forces include but are not limited to:

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

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

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

Wobble/Weave

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

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

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SAFETY FIRST

Handlebars and Footrests

WARNING

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

The handling and stability of a motorcycle will be 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 replace the bank angle indicators before they are worn to their maximum limit.

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

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

WARNING

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

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

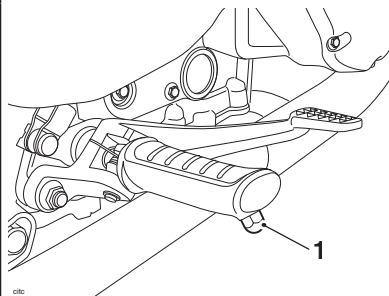
- Road surface
- Tyre condition
- Weather.

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

⚠ WARNING

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

Banking to an unsafe angle may cause instability, leading to loss of motorcycle control which could result in serious injury or death..



1. Bank angle indicator

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.

SAFETY FIRST

Parts and Accessories

WARNING

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

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

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

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

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

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

Maintenance and Equipment

WARNING

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

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

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

⚠ WARNING

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

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

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

⚠ WARNING

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

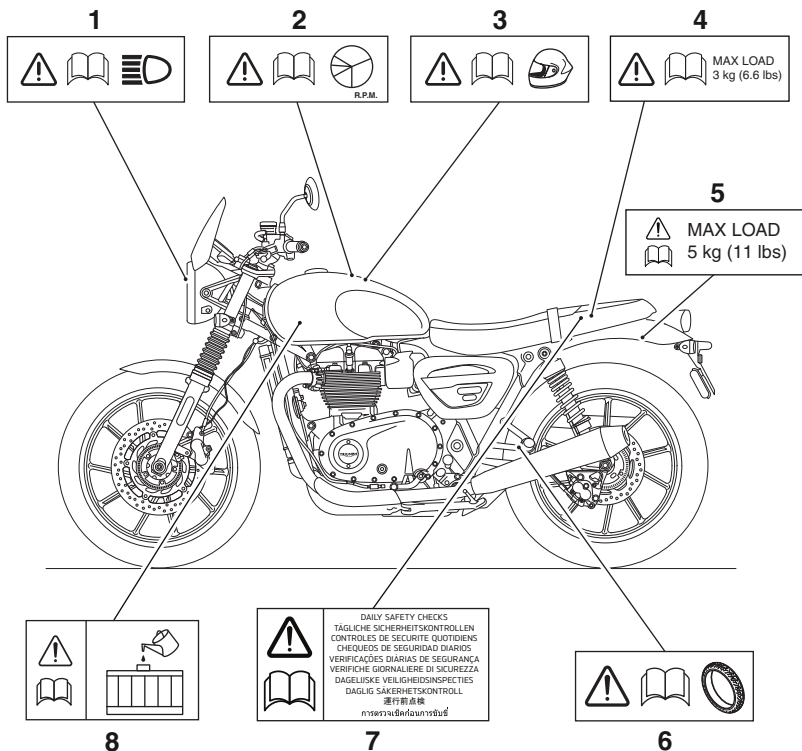
Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

WARNING LABEL LOCATIONS

Left Hand Side

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

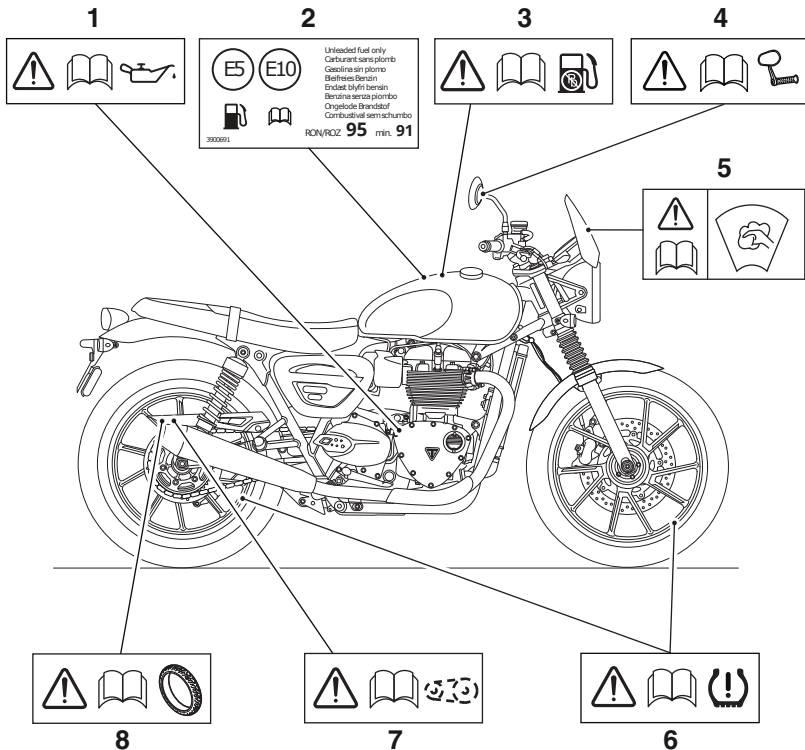


1. Headlight (page 156)
2. Running-In (page 81)
3. Helmet (page 09)
4. Luggage Rack (if fitted)
5. Panniers (if fitted) (page 97)
6. Tyres (All models except Speed Twin 1200) (page 145)
7. Daily Safety Checks (page 82)
8. Coolant (page 114)

Right Hand Side

CAUTION

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



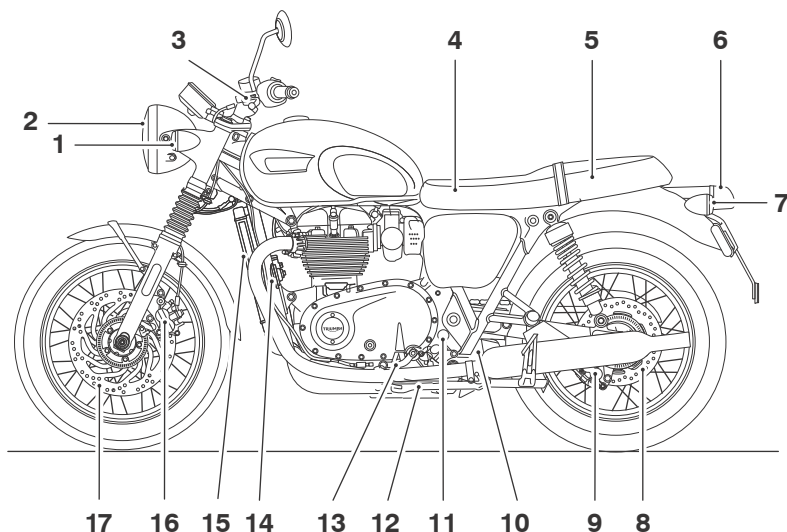
1. Engine Oil (page 110)
2. E5 and E10 Fuel (if fitted) (page 70)
3. Unleaded Fuel (page 70)
4. Mirrors (page 162)
5. Windscreen (if fitted) (page 172)
6. Tyre Pressure Monitoring System (if fitted) (page 67)
7. Drive Chain (page 121)
8. Tyres (Speed Twin 1200 only) (page 145)

PARTS IDENTIFICATION

Left Hand Side

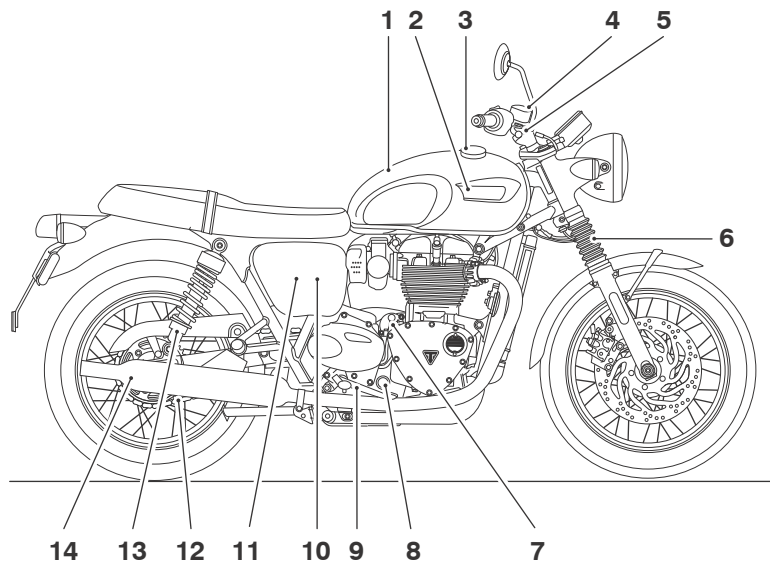
Bonneville T100 (all models) and Bonneville T120 (all models)

(Bonneville T120 shown)



- | | |
|---|--------------------------------|
| 1. Front direction indicator | 9. Rear brake caliper |
| 2. Headlight | 10. Coolant expansion tank |
| 3. Clutch lever | 11. Coolant expansion tank cap |
| 4. Battery (under seat) | 12. Side stand |
| 5. Owner's Handbook (under seat) or supplied separately | 13. Gear change pedal |
| 6. Brake/rear light | 14. Horn |
| 7. Rear direction indicator | 15. Radiator |
| 8. Rear brake disc | 16. Front brake caliper |
| | 17. Front brake disc |

Right Hand Side

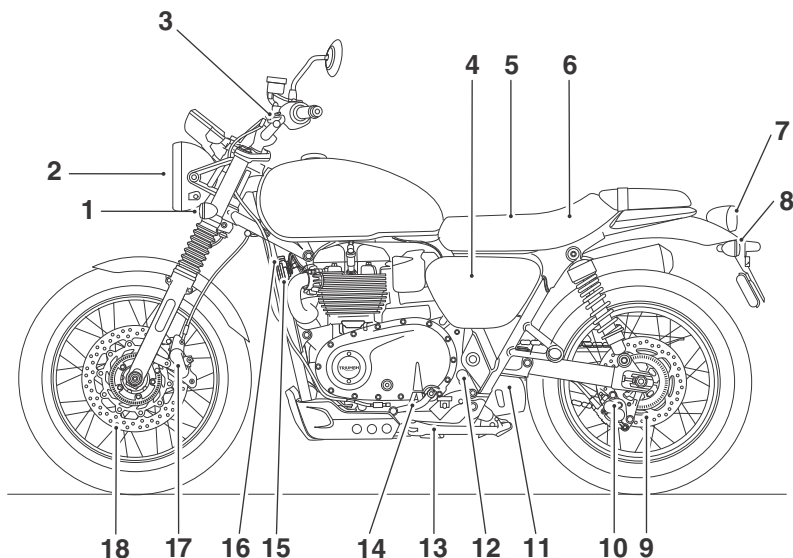


- | | |
|---|--|
| 1. Fuel tank | 9. Rear brake pedal |
| 2. Coolant pressure cap (under fuel tank) | 10. Rear brake fluid reservoir (behind side panel) |
| 3. Fuel filler cap | 11. Adjustment tool (behind side panel) |
| 4. Front brake fluid reservoir | 12. Drive chain |
| 5. Front brake lever | 13. Rear suspension unit |
| 6. Front fork | 14. Silencer |
| 7. Oil filler plug | |
| 8. Oil level sight glass | |

PARTS IDENTIFICATION

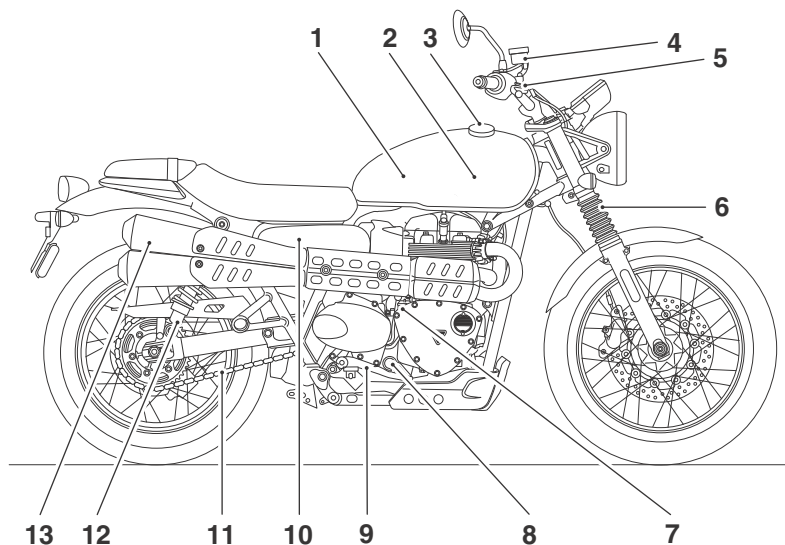
Left Hand Side

Scrambler 900



- | | |
|--|--------------------------------|
| 1. Front direction indicator | 10. Rear brake caliper |
| 2. Headlight | 11. Coolant expansion tank |
| 3. Clutch lever | 12. Coolant expansion tank cap |
| 4. Adjustment tool (behind side panel) | 13. Side stand |
| 5. Battery (under seat) | 14. Gear change pedal |
| 6. Owner's Handbook (under seat) | 15. Horn |
| 7. Brake/rear light | 16. Radiator |
| 8. Rear direction indicator | 17. Front brake caliper |
| 9. Rear brake disc | 18. Front brake disc |

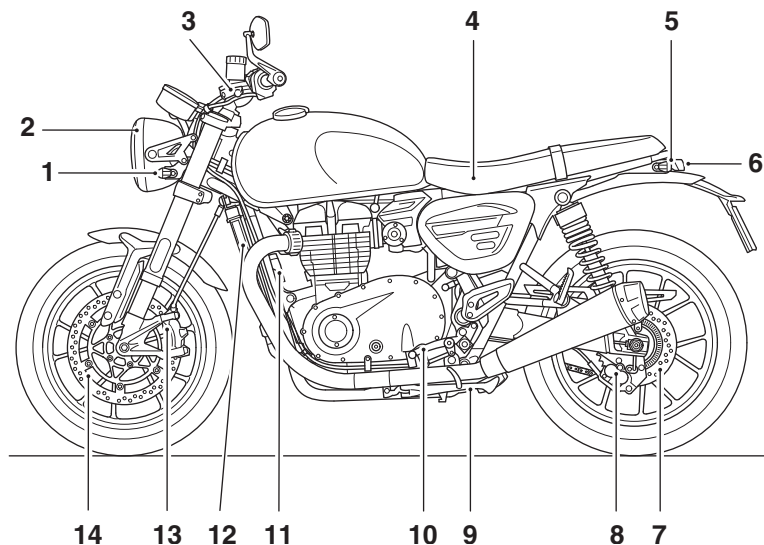
Right Hand Side



- | | |
|---|--|
| 1. Fuel tank | 8. Oil level sight glass |
| 2. Coolant pressure cap (under fuel tank) | 9. Rear brake pedal |
| 3. Fuel filler cap | 10. Rear brake fluid reservoir (behind side panel) |
| 4. Front brake fluid reservoir | 11. Drive chain |
| 5. Front brake lever | 12. Rear suspension unit |
| 6. Front fork | 13. Silencer |
| 7. Oil filler plug | |

Left Hand Side

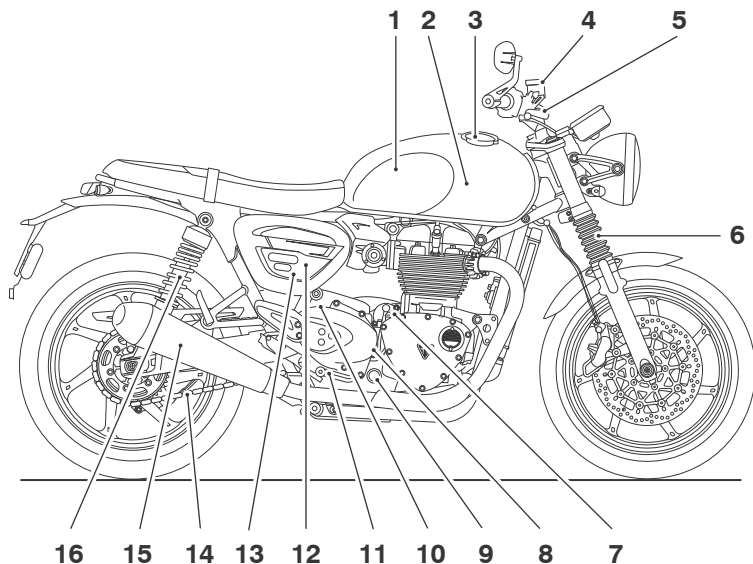
Speed Twin 1200



1. Front direction indicator
2. Headlight
3. Clutch lever
4. Battery (under seat)
5. Rear direction indicator
6. Brake/rear light
7. Rear brake disc

8. Rear brake caliper
9. Side stand
10. Gear change pedal
11. Horn
12. Radiator
13. Front brake caliper
14. Front brake disc

Right Hand Side

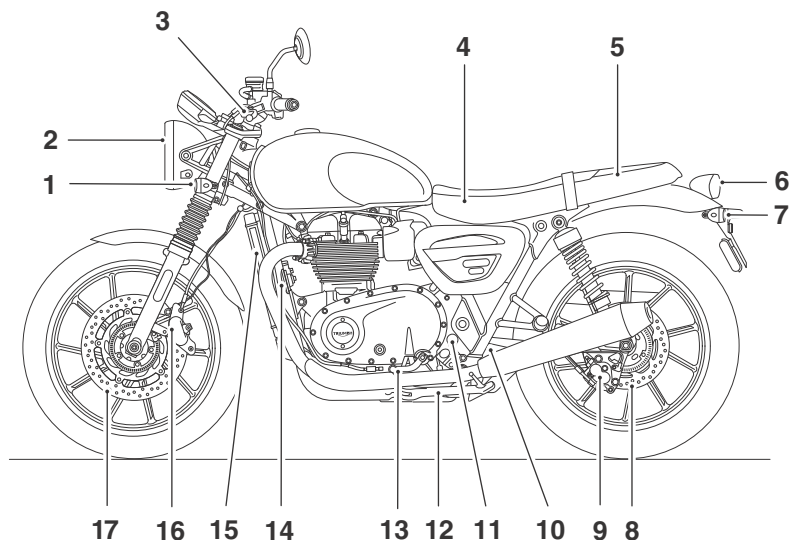


- | | |
|---|--|
| 1. Fuel tank | 10. Coolant expansion tank cap |
| 2. Coolant pressure cap (under fuel tank) | 11. Rear brake pedal |
| 3. Fuel filler cap | 12. Rear brake fluid reservoir (behind side panel) |
| 4. Front brake fluid reservoir | 13. Adjustment tool (behind side panel) |
| 5. Front brake lever | 14. Drive chain |
| 6. Front fork | 15. Silencer |
| 7. Oil filler plug | 16. Rear suspension unit |
| 8. Coolant expansion tank | |
| 9. Oil level sight glass | |

PARTS IDENTIFICATION

Left Hand Side

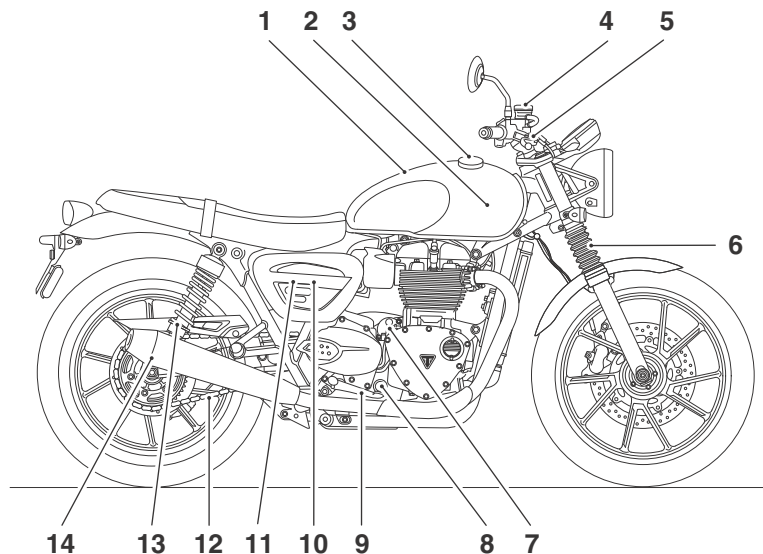
Speed Twin 900



1. Front direction indicator
2. Headlight
3. Clutch lever
4. Battery (under seat)
5. Owner's Handbook (under seat)
6. Brake/rear light
7. Rear direction indicator
8. Rear brake disc
9. Rear brake caliper

10. Coolant expansion tank
11. Coolant expansion tank cap
12. Side stand
13. Gear change pedal
14. Horn
15. Radiator
16. Front brake caliper
17. Front brake disc

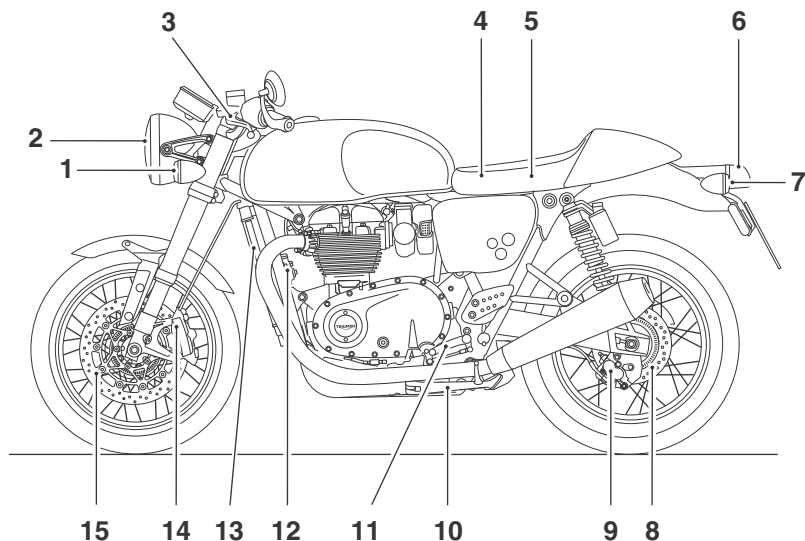
Right Hand Side



- | | |
|---|--|
| 1. Fuel tank | 9. Rear brake pedal |
| 2. Coolant pressure cap (under fuel tank) | 10. Rear brake fluid reservoir (behind side panel) |
| 3. Fuel filler cap | 11. Adjustment tool (behind side panel) |
| 4. Front brake fluid reservoir | 12. Drive chain |
| 5. Front brake lever | 13. Rear suspension unit |
| 6. Front fork | 14. Silencer |
| 7. Oil filler plug | |
| 8. Oil level sight glass | |

Left Hand Side

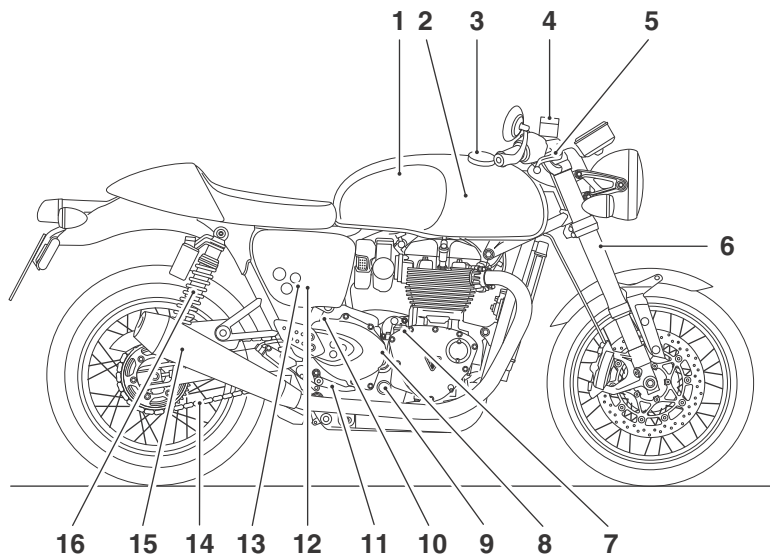
Thruxton RS



1. Front direction indicator
2. Headlight
3. Clutch lever
4. Battery (under seat)
5. Owner's Handbook (under seat)
6. Brake/rear light
7. Rear direction indicator
8. Rear brake disc

9. Rear brake caliper
10. Side stand
11. Gear change pedal
12. Horn
13. Radiator
14. Front brake caliper
15. Front brake disc

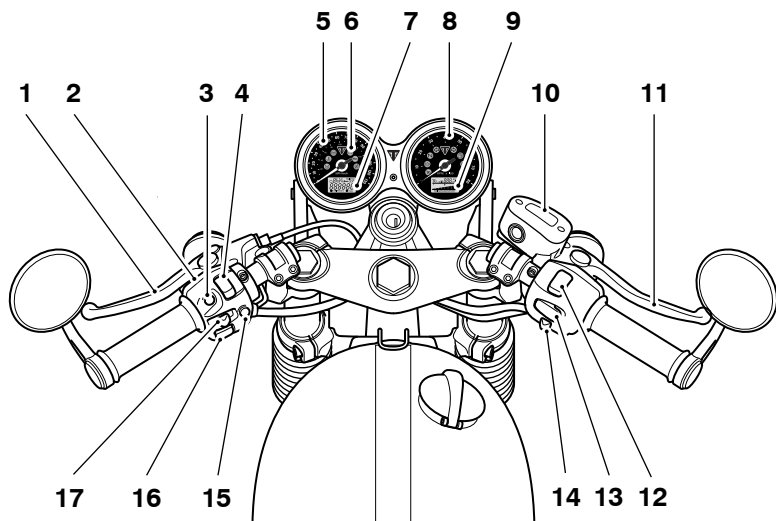
Right Hand Side



- | | |
|---|--|
| 1. Fuel tank | 10. Coolant expansion tank cap |
| 2. Coolant pressure cap (under fuel tank) | 11. Rear brake pedal |
| 3. Fuel filler cap | 12. Rear brake fluid reservoir (behind side panel) |
| 4. Front brake fluid reservoir | 13. Adjustment tool (behind side panel) |
| 5. Front brake lever | 14. Drive chain |
| 6. Front fork | 15. Silencer |
| 7. Oil filler plug | 16. Rear suspension unit |
| 8. Coolant expansion tank | |
| 9. Oil level sight glass | |

Rider View Parts Identification

Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin 1200 and Thruxton RS

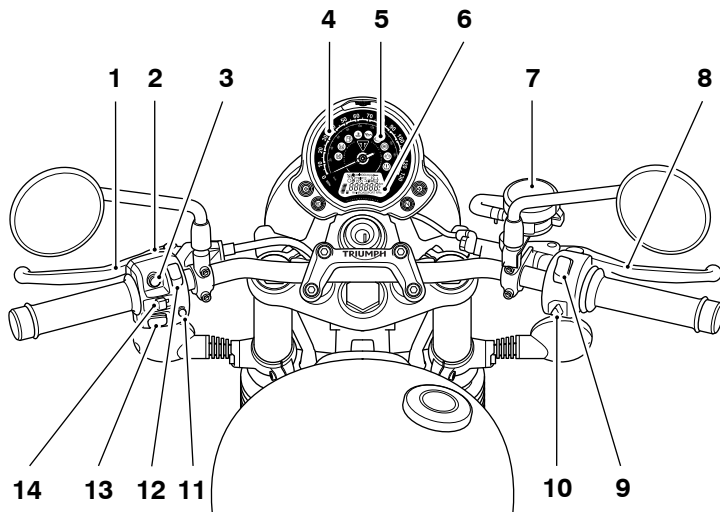


- | | |
|--|--|
| 1. Clutch lever | 10. Front brake fluid reservoir |
| 2. Headlight dip switch | 11. Front brake lever |
| 3. SCROLL button | 12. Engine start/stop switch |
| 4. Daytime Running Lights (DRL) switch (if fitted) | 13. MODE button (Bonneville T120 (all models) only) |
| 5. Speedometer | 14. Hazard button |
| 6. Warning lights | 15. MODE button (Speed Twin 1200 and Thruxton RS only) |
| 7. Trip computer/Odometer/Information display screen | 16. Horn button |
| 8. Tachometer | 17. Indicator switch |
| 9. Information display screen | |

Rider View Parts Identification

Scrambler 900 and Speed Twin 900

(Speed Twin 900 shown)

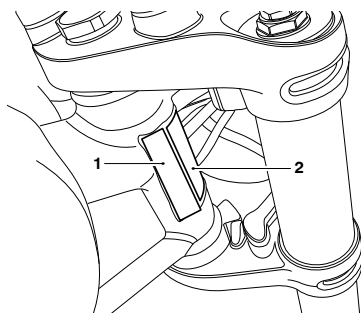


- | | |
|--|---|
| 1. Clutch lever | 9. Engine start/stop switch |
| 2. Headlight dip switch | 10. Hazard button |
| 3. SCROLL button | 11. MODE button |
| 4. Speedometer | 12. Daytime Running Lights (DRL) switch (if fitted) |
| 5. Warning lights | 13. Horn button |
| 6. Odometer/Information display screen | 14. Direction indicator switch |
| 7. Front brake fluid reservoir | |
| 8. Front brake lever | |

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Vehicle Identification Number (VIN)

The vehicle identification number is stamped into the steering head area of the frame. It is also shown on a label located next to it.

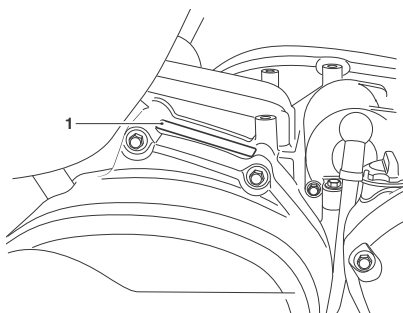


1. VIN stamp
2. VIN label

Record the vehicle identification number 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, behind the starter motor.



1. Engine serial number

Record the engine serial number in the Motorcycle Service Handbook.

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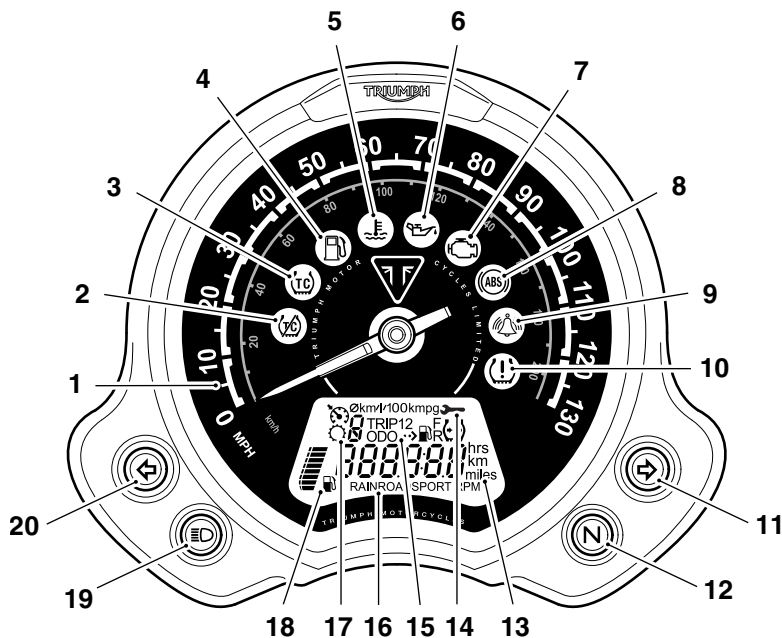
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Instrument Panel Layout

Scrambler 900 and Speed Twin 900

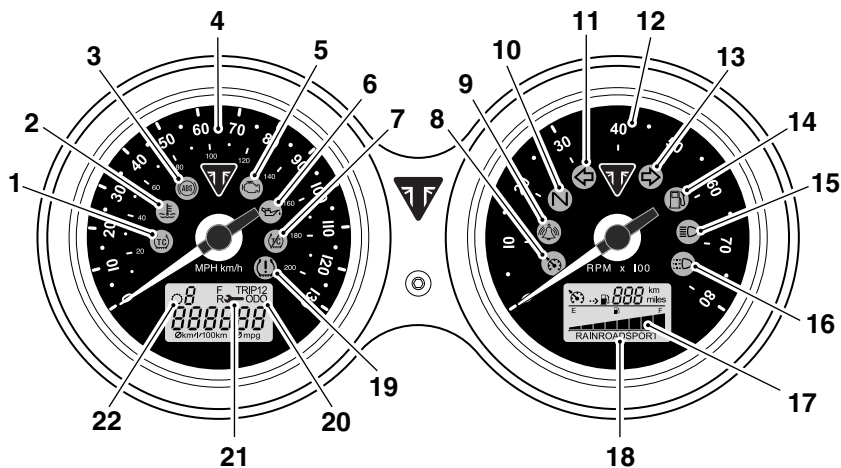
(Speed Twin 900 shown)



1. Speedometer
2. Traction Control (TC) disabled warning light
3. Traction Control (TC) indicator light
4. Low fuel level indicator light
5. High coolant temperature warning light
6. Low oil pressure warning light
7. Engine management Malfunction Indicator Light (MIL)
8. Anti-lock Brake System (ABS) warning light
9. Immobiliser/Alarm status indicator light (alarm is an accessory kit)
10. Tyre pressure warning light (if Tyre Pressure Monitoring System (TPMS) is fitted)
11. Right hand direction indicator light
12. Neutral indicator light
13. Tachometer
14. Service interval indicator
15. Odometer/Trip meter/Clock
16. Rider mode display
17. Gear position indicator
18. Fuel gauge
19. High beam indicator light
20. Left hand direction indicator light

Instrument Panel Layout

Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin 1200 and Thruxton RS



1. Traction Control (TC) indicator light
2. High coolant temperature warning light
3. Anti-lock Brake System (ABS) warning light
4. Speedometer
5. Engine management Malfunction Indicator Light (MIL)
6. Low oil pressure warning light
7. Traction Control (TC) disabled warning light
8. Cruise control indicator light (if fitted)
9. Immobiliser/Alarm indicator light (alarm is an accessory kit)
10. Neutral indicator light
11. Left hand direction indicator light
12. Tachometer
13. Right hand direction indicator light
14. Low fuel level indicator light
15. High beam indicator light
16. Daytime Running Lights (DRL) indicator light (if fitted)
17. Rider mode display (if fitted)
18. Range to empty display
19. Tyre pressure warning light (if Tyre Pressure Monitoring System (TPMS) is fitted)
20. Odometer/Trip computer
21. Service interval indicator
22. Gear position indicator

Warning Lights

Engine Management System Malfunction Indicator Light (MIL)



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

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

If the MIL flashes when the ignition is switched ON it indicates that the engine management system has a malfunction that requires investigation. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. In these circumstances the engine will not start.

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.

Low Oil Pressure Warning Light



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

NOTICE

If the engine oil pressure is too low, the low oil pressure warning light will illuminate.

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

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

High Coolant Temperature Warning Light



With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light will illuminate.

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.

Engine Immobiliser/Alarm Indicator Light



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

Without Alarm Fitted

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

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

With Alarm Fitted

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

Anti-lock Braking System (ABS) Warning Light

WARNING

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

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

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

NOTICE

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



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

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 (Scrambler 900 only). If the ABS is disabled by the rider (Scrambler 900 only) then the warning light will illuminate until the ABS is enabled again.

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

Cruise Control Indicator Light



The cruise control (if fitted) can only be activated when the motorcycle is traveling at a speed between 19 to 100 mph (30 to 160 km/h) and is in 3rd gear or higher. When activated, the cruise control indicator light in the instrument panel will be illuminated.

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.

Traction Control (TC) Indicator Light



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

WARNING

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

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

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

If traction control is switched on:

- ▼ Under normal riding conditions the TC indicator light will remain off.

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

If traction control is switched off:

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

Traction Control (TC) Disabled Warning Light



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

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

Direction Indicator Light



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

INSTRUMENTS

High Beam



When the ignition is switched ON and the high beam is selected, the high beam warning light will illuminate.

Daytime Running Lights (DRL) (if fitted)



When the ignition is switched ON and the daytime running lights switch is set to Daytime Running Lights, the daytime running lights warning light will illuminate. During daylight hours, the Daytime Running Lights (DRL) improve the visibility of the motorcycle to other road users. Dipped beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.

When the dipped beam headlight is switched on, the daytime running lights warning light will be off.

The daytime running lights and dipped beam headlights are operated manually using a switch on the left hand switch housing.

WARNING

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

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

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

Neutral 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 switch in the ON position.

Low Fuel Indicator Light



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

Tyre Pressure Warning Light

⚠ WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

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

NOTICE

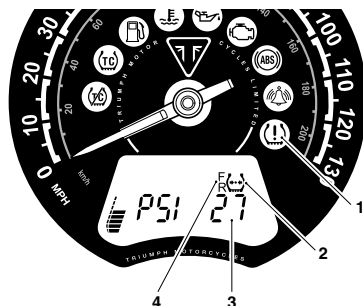
Tyre Pressure Monitoring System (TPMS) is an accessory option only available on models fitted with cast alloy wheels.



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System (TPMS) (see page 67).

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

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



1. Tyre pressure warning light
2. TPMS symbol
3. Tyre pressure
4. Front and rear tyre indicators

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

General Warning Symbol



The general warning symbol will flash if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Speedometer and Odometer

The speedometer indicates the road speed of the motorcycle.

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

Tachometer***NOTICE***

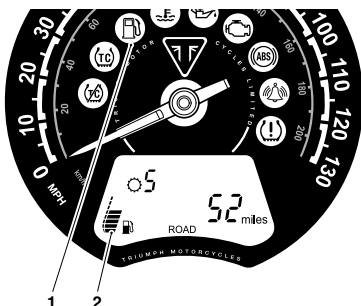
Never allow engine speed to exceed the maximum engine speed as severe engine damage may result.

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

Engine speeds above the maximum engine speed are above the range for best engine performance and may result in engine damage.

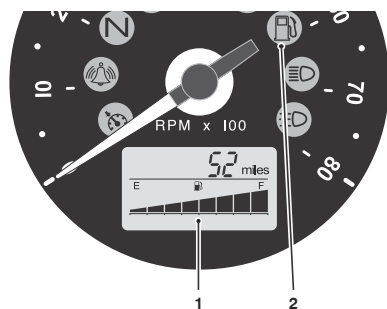
Fuel Gauge

Scrambler 900 and Speed Twin 900 Only



1. Low fuel indicator light
2. Fuel gauge

All Other Models



1. Fuel gauge
2. Low fuel indicator light

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

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

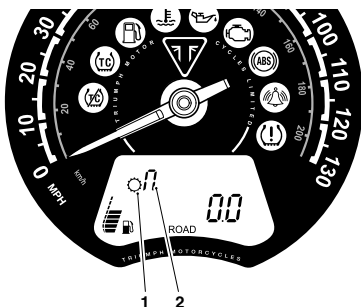
When there are approximately 3 litres of fuel remaining in the tank, the low fuel warning light will illuminate.

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.

INSTRUMENTS

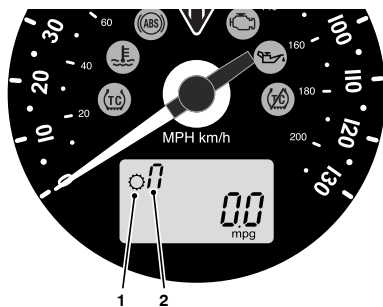
Gear Position Display

Scrambler 900 and Speed Twin 900 Only



1. Gear position symbol
2. Gear position display (neutral position shown)

All Other Models

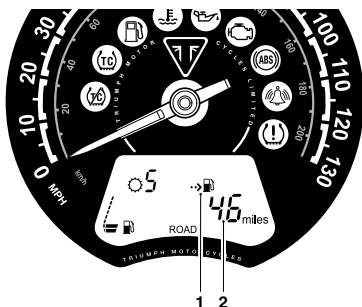


1. Gear position symbol
2. Gear position display (neutral position shown)

The gear position display indicates which gear (1-5 or 1-6) has been engaged. When the transmission is in neutral (no gear selected), the display screen will show 'n'.

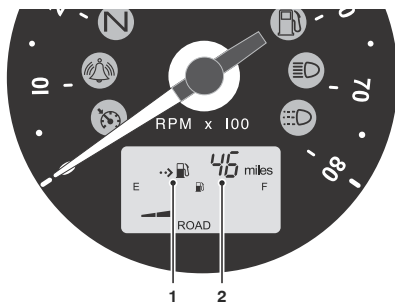
Range to Empty

Scrambler 900 and Speed Twin 900 Only



1. Range to empty indicator
2. Estimated distance remaining

All Other Models



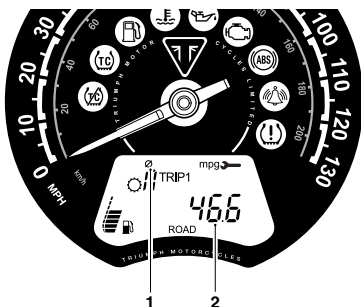
1. Range to empty indicator
2. Estimated distance remaining

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

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.

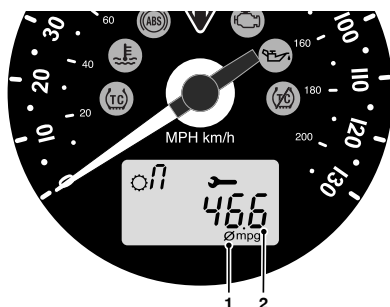
Average Fuel Consumption

Scrambler 900 and Speed Twin 900 Only



1. Average symbol
2. Average fuel consumption

All Other Models



1. Average symbol
2. Average fuel consumption

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

After refuelling, the average consumption information will be updated only while riding the motorcycle. Depending on the riding style, updating could take up to five minutes.

Trip Meter

! WARNING

Do not attempt to switch between the odometer and trip meter display modes or reset the trip meter while the motorcycle is in motion.

Stop the motorcycle to switch between the odometer and trip meter display modes or reset the trip meter.

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

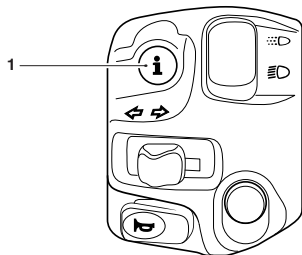


1. Trip meter display (Trip 1 selected)

There are two trip meters. Either trip meter shows the distance that the motorcycle has travelled since the meter on display was last reset to zero.

INSTRUMENTS

To switch between trip meters, press and release the **SCROLL** button, located on the left hand handlebar switch housing, until the required trip meter is shown.



1. SCROLL button

Scrambler 900 Only

The trip meters are not accessible when in OFF ROAD mode. The trip meter data continues to be collected when riding in OFF ROAD mode. The updated trip meter data is shown in the trip meters after switching the OFF ROAD mode off.

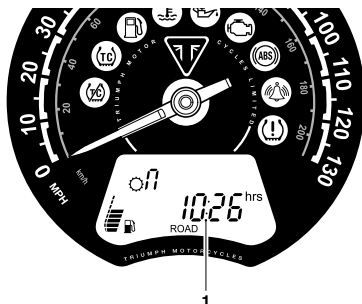
Trip Meter Reset

To reset either of the trip meters:

- ▼ Select the trip meter to be zeroed.
- ▼ Press and hold the **SCROLL** button for one second. After more than one second, the trip meter on display will reset to zero.

Clock

To access the clock, press and release the **SCROLL** button, located on the left hand handlebar switch housing, until the clock is shown.



1. Clock

Clock Adjustment

⚠ WARNING

Do not attempt to set the clock while the motorcycle is in motion.

Stop the motorcycle to set the clock.

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

To reset the clock:

- ▼ Select the clock display.
- ▼ Press and hold the SCROLL button for one second, the clock's hour display will start to flash. Release the SCROLL button.

To reset the hour display:

- ▼ Make sure the hour display is still flashing then press and release the SCROLL button to change the setting. Each individual button press will change the setting by one digit.
- ▼ When the correct hour display is shown, press and hold the SCROLL button for one second. The hours display is set and the minutes display will begin to flash. The minutes display is adjusted in the same way as for the hour display.
- ▼ Once both hours and minutes are correctly set, press the SCROLL button for one second and the display will cease to flash.

Riding Modes

NOTICE

Riding modes are available on all models except Bonneville T100.

The riding mode system allows the selection of riding modes with specific traction control and throttle response settings.

Riding modes are selected using the MODE button on either the left or right hand handlebar switch housing, depending on the model.

INSTRUMENTS

Press and release the MODE button to select one of the following riding modes.

Bonneville T120 (all models) and Speed Twin 900	
Riding Mode	Description
ROAD	Standard throttle response. Optimal traction control setting for road use.
RAIN	Reduced throttle response when compared to the ROAD setting, for wet or slippery conditions. Optimal traction control setting for road use in rain conditions and allows minimal rear wheel slip.

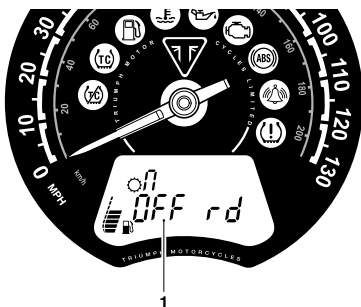
Speed Twin 1200	
Riding Mode	Description
ROAD	Standard throttle response. Optimal traction control setting for road use.
RAIN	Reduced throttle response when compared to the ROAD setting, for wet or slippery conditions. Optimal traction control setting for road use in rain conditions and allows minimal rear wheel slip.
SPORT	Increased throttle response when compared to the ROAD setting. Optimal traction control setting for road use and allows minimal rear wheel slip.

ThruXton RS	
Riding Mode	Description
RAIN	Reduced throttle response when compared to the ROAD setting, for wet or slippery conditions. Optimal ABS setting for road use. Optimal traction control setting for wet and slippery conditions. Allows reduced rear wheel slip when compared with the ROAD setting.
ROAD	Standard throttle response. Optimal ABS setting for road use. Optimal traction control setting for road use.
SPORT	Increased throttle response when compared to the ROAD setting. Optimal ABS setting for road use. Allows increased rear wheel slip when compared with the ROAD setting.

Scrambler 900 Only

Scrambler 900	
Riding Mode	Description
ROAD	Standard throttle response. Optimal traction control setting for road use.
RAIN	Reduced throttle response when compared to the ROAD setting, for wet or slippery conditions. Optimal traction control setting for road use in rain conditions and allows minimal rear wheel slip.
OFF ROAD	Optimal throttle response setting for off-road use. ABS is off. Traction control is off. Trip meters are not shown. Trip meter data continues to be collected when riding in this mode. OFF ROAD mode can only be selected when the motorcycle is stationary.

If OFF ROAD mode is selected, it is shown in the main display.



1. OFF ROAD mode display (Scrambler 900 only)

When in OFF ROAD mode, a long press on the MODE button changes the riding mode to ROAD mode.

Selecting a Riding Mode – with the Motorcycle Stationary

Press and release the MODE button on either the left or right hand handlebar switch housing (model specific) until the required riding mode is flashing in the display.

The selected riding mode is automatically activated one second after the MODE button is pressed, if the following conditions are met:

With the Engine Off

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

With the Engine Running

- ▼ The transmission is in neutral or the clutch is pulled in.

Selecting a Riding Mode – when Riding the Motorcycle

WARNING

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

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

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

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

- At high speeds
- Whilst riding in traffic
- During cornering or on winding roads or surfaces
- On steeply inclined roads or surfaces
- In poor road 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 an area free from traffic to gain familiarity with the new settings.

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

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

Note

Scrambler 900 Only

OFF ROAD mode is not available to select when riding the motorcycle. It can only be selected when the motorcycle is stationary.

OFF ROAD mode can be switched off by a long press on the MODE button which then selects ROAD mode.

Press and release the MODE button on either the left or right hand handlebar switch housing (model specific) until the required riding mode is flashing in the display.

Within 30 seconds of pressing the MODE button the rider must carry out the following simultaneously:

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

The last riding mode selected before the ignition is switched OFF will be the same riding mode active when the ignition is switched ON again.

In the event of an incomplete riding mode change:

- ▼ Safely bring the motorcycle to a stop.
- ▼ Select neutral gear.
- ▼ Turn the ignition OFF and then back ON again.
- ▼ Select the required riding mode.
- ▼ Restart the engine and continue riding.

WARNING

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

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

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

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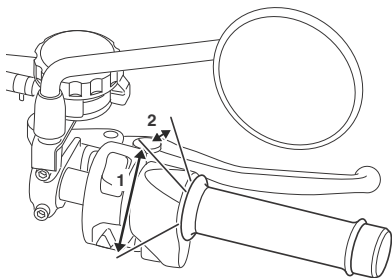
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Controls

Throttle Control



1. Throttle open position
2. Throttle closed position

All models have an electronic throttle twist grip to open and close the throttles via the engine control unit. There are no direct-acting cables in the system.

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

There are no user adjustments for the throttle control.

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

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

For all of the conditions mentioned contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

⚠ WARNING

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

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

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

Brake Use

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

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

GENERAL INFORMATION

Ignition Switch/Steering Lock

WARNING

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

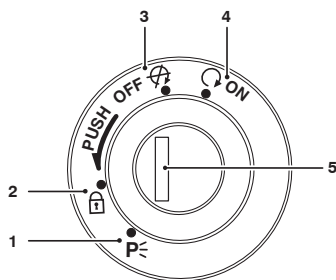
Any unauthorised use of the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

WARNING

With the key in the LOCK or PARK (if equipped) position, the steering will become locked.

Never turn the key to the LOCK or PARK (if equipped) positions while the motorcycle is moving as this will cause the steering to lock.

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



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

Switch Operation

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

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

PARKING: Turn the key from the LOCK position to the PARK position (if equipped). The steering will remain locked.

NOTICE

Do not leave the steering lock in the PARK position (if equipped) for long periods of time as this will cause the battery to discharge.

Ignition Key

WARNING

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

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

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

NOTICE

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

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

NOTICE

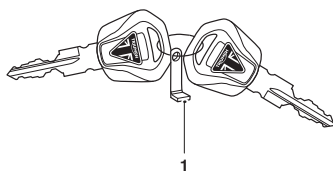
Do not store the spare key with the motorcycle as this will reduce all aspects of security.

NOTICE

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

Avoid storing and using the key near the following:

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

**1. Key number tag**

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

GENERAL INFORMATION

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

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

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

Engine Immobiliser

The ignition switch housing acts as the antenna for the engine immobiliser.

When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobiliser is on (see page 37). The engine immobiliser is turned off when the ignition key is in the ignition switch and it is turned to the ON position.

Brake Lever Adjusters

WARNING

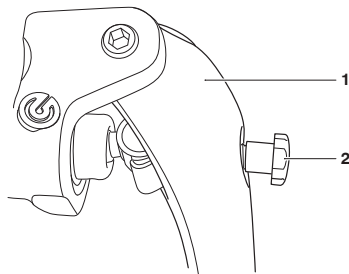
Do not attempt to adjust the levers with the motorcycle in motion as this could lead to loss of motorcycle control.

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

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

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

Speed Twin 1200 and Thruxton RS Only

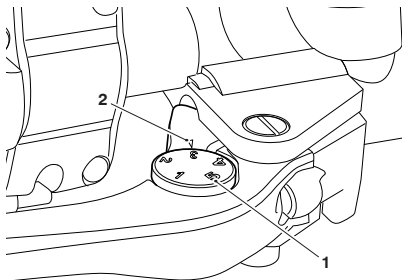


1. Brake lever
2. Adjusting screw

To adjust the brake lever:

- ▼ Push the brake lever forward and turn the adjusting screw in to increase the distance or out to shorten the distance from the handlebar.

All Other Models



1. Brake lever adjuster wheel
2. Arrow mark

To adjust the brake lever:

- ▼ Push the brake lever forward and turn the adjuster wheel to align one of the numbered positions with the arrow mark on the brake lever holder.
- ▼ The distance from the handlebar grip to the released brake lever is shortest when set to number five, and longest when set to number one.

Clutch Lever Adjusters

! WARNING

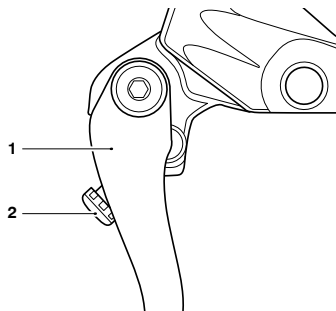
Do not attempt to adjust the levers with the motorcycle in motion as this could lead to loss of motorcycle control.

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

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

An adjuster is fitted to the front 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 hands.

Speed Twin 1200 Only



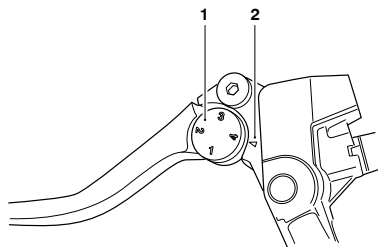
1. Clutch lever
2. Adjusting screw

GENERAL INFORMATION

To adjust the clutch lever:

- ▼ Push the clutch lever forward and turn the adjusting screw in to increase the distance or out to shorten the distance from the handlebar.

All Other Models



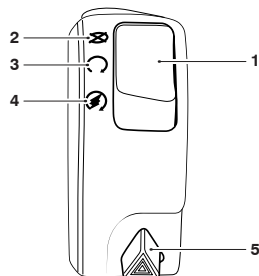
1. Clutch lever adjuster wheel
2. Arrow mark

To adjust the clutch lever:

- ▼ Push the clutch lever forward and turn the adjuster wheel to align one of the numbered positions with the arrow mark on the clutch lever holder.
- ▼ The distance from the handlebar grip to the released clutch lever is shortest when set to number four, and longest when set to number one.

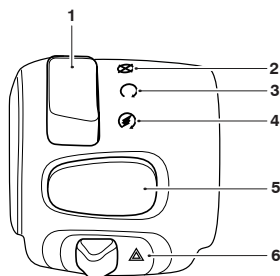
Right Handlebar Switches

Scrambler 900, Speed Twin 900, Speed Twin 1200 and Thruxton RS



1. Engine start/stop switch
2. STOP position
3. RUN position
4. START position
5. Hazard warning light switch

Bonneville T100 (all models) and Bonneville T120 (all models)



1. Engine start/stop switch
2. STOP position
3. RUN position
4. START position
5. MODE button (Bonneville T120 (all models) only)
6. Hazard warning light switch

Engine Stop Switch

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

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

NOTICE

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

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

RUN Position

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

START Position

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

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.

MODE Button (if fitted)

The MODE button allows throttle response adjustment. Press and release the MODE button to select one of the different rider modes available, see page 47 for more information.

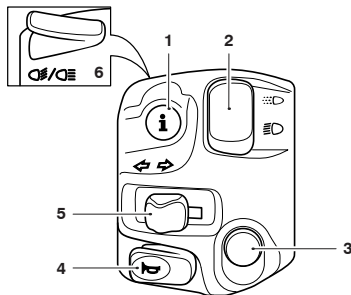
Hazard Warning Lights



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

Left Handlebar Switches

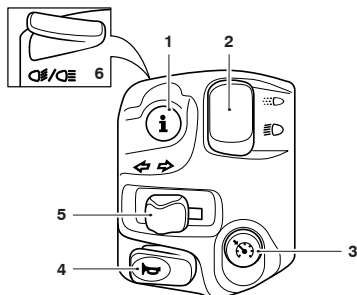
Speed Twin 900, Speed Twin 1200, Scrambler 900 and Thruxton RS



1. SCROLL button
2. Daytime Running Lights (DRL) switch (if fitted)
3. MODE button
4. Horn button
5. Direction indicator switch
6. High beam button

GENERAL INFORMATION

Bonneville T100 (all models) and
Bonneville T120 (all models)



1. **SCROLL button**
2. **Daytime Running Lights (DRL) switch (if fitted)**
3. **Cruise control button (Bonneville T120 only)**
4. **Horn button**
5. **Direction indicator switch**
6. **High beam button**

SCROLL Button

The SCROLL button is used to operate the following functions of the instruments:

- ▼ Odometer functions (see page 45)
- ▼ Trip reset (see page 45)
- ▼ Clock reset (see page 46)
- ▼ Traction control functions (see page 65).

Daytime Running Lights (DRL) Switch (if fitted)

NOTICE

Daytime running lights are manually operated. They are not automatic.

The daytime running lights or dip beam can be selected with the Daytime Running Lights (DRL) switch.

To select daytime running lights, push the DRL switch forward.

To select dip beam, push the DRL switch rearwards.

When the daytime running lights are turned on, the daytime running lights indicator light will illuminate in the instrument panel.

Direction Indicator Switch

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

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

Horn Button

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

Cruise Control Button (if fitted)

When the cruise control button is pressed, the cruise control is on. Cruise control remains on until the button is pressed again to turn off the cruise control. Cruise control can be switched on or off at any time but it cannot be activated until certain conditions have been met. For more information, see page 65.

MODE Button

The MODE button allows throttle response adjustment. Press and release the MODE button to select one of the different rider modes available, see page 47 for more information.

High Beam Button



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

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

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

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

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

Cruise Control (if fitted)

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.

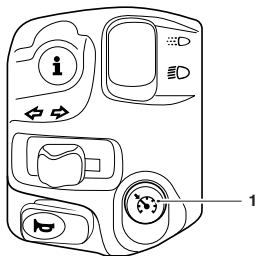
Riding a motorcycle at high speeds can be dangerous since the time available to react to a hazard is greatly reduced at high speeds.

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.

GENERAL INFORMATION

The cruise control button is located on the left hand switch housing and can be operated with minimum movement when riding.



1. Cruise control button

Cruise control can be switched on or off at any time but it can not be activated until all the conditions described on page 64 have been met.

Activating Cruise Control

The following conditions must be met to activate cruise control:

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

To activate cruise control:

- ▼ Press the cruise control button to turn the cruise control system on. The cruise control symbol will be shown in the display screen.
- ▼ When the required cruising speed is achieved, press the cruise control button again to activate the cruise control. The cruise control light in the tachometer will illuminate indicating that the cruise control is active.

Deactivating Cruise Control

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

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

Upon deactivation, the cruise control light will go out in the tachometer.

Traction Control (TC)

WARNING

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

Traction control cannot prevent the front wheel from slipping.

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

Traction control helps to maintain traction when accelerating on wet/slippery road surfaces. If sensors detect that the rear wheel is losing traction (slipping), the traction control system will engage and alter the engine power until traction to the rear wheel has been restored. The traction control warning light will flash while it is engaged and the rider may notice a change to the sound of the engine. Traction control will not function if there is a malfunction with the ABS system. The warning lights for the ABS, traction control and the MIL will be illuminated.

NOTICE

Scrambler 900 Only

Traction control is switched off when in OFF ROAD mode.

Traction Control Settings

WARNING

Do not attempt to adjust the traction control settings while the motorcycle is in motion.

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

In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip.

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

The traction control can be set to one of the following conditions:

ON	Optimal traction control setting for road use, allows minimal rear wheel slip.
OFF	Traction control is turned OFF. The TC disabled warning light will be illuminated (see page 39).

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

GENERAL INFORMATION

To Disable the Traction Control

⚠ WARNING

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

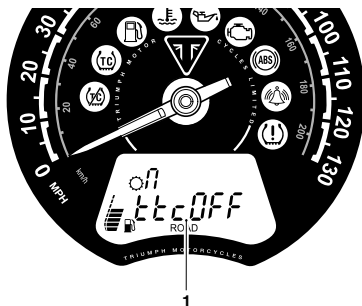
Riding on public roads with the traction control disabled may, if accelerating too hard on wet/slippery road surfaces, cause the rear wheel to slip.

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

To disable the traction control setting:

- ▼ Make sure the motorcycle is stationary and in neutral.
- ▼ Turn the ignition to the ON position and put the engine start/stop switch in the RUN position.
- ▼ Press and release the SCROLL button on the left hand handlebar switch housing until 'ttcOn' is shown in the display.

- ▼ Press and hold the SCROLL button for more than one second to change between traction control on and traction control off.



1. Traction control off display (Speed Twin 900 shown)

Tyre Pressure Monitoring System (TPMS) (if fitted)



WARNING

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

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

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

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

NOTICE

For all motorcycles models without the Tyre Pressure Monitoring System (TPMS) fitted as standard, it is available as an accessory fitted item. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre Pressure Monitoring System (TPMS) as an accessory option are available on models fitted with wheels suitable for TPMS.

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

Function

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

The Tyre Pressure Monitoring System (TPMS) is an accessory fitted item contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to fit the TPMS.

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

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

Tyre Pressure Sensor Serial Number

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

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

GENERAL INFORMATION

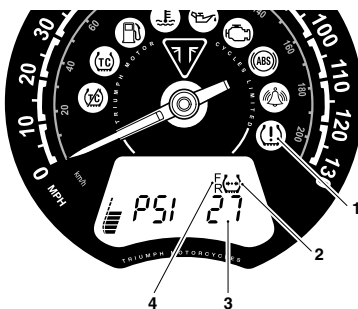
System Display

! WARNING

Do not attempt to switch between front and rear tyre display modes with the motorcycle in motion

Switching between front and rear tyre display modes is dangerous while riding the motorcycle.

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



1. TPMS warning light
2. TPMS symbol
3. Tyre pressure
4. Front and rear tyre indicators

To view the tyre pressure display:

- ▼ Make sure the motorcycle is stationary and in neutral. Turn the ignition to the ON position.
- ▼ Press and release the SCROLL button until PSI or bAr is shown in the display screen.
- ▼ Press and hold the SCROLL button for one second to change between PSI and bar.

- ▼ Once PSI or bar has been selected, press and release the SCROLL button to select the front or rear tyre pressure.
- ▼ When the tyre pressure monitoring system has been selected, — PSI or bAr is shown in display screen until the motorcycle is travelling at a speed greater than 12 mph (20 km/h) and the tyre pressure signal is received.
- ▼ To exit the tyre pressure display, press and release the SCROLL button until the required display screen is shown.

Sensor Batteries

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

With the ignition switch turned to the ON position, if the TPMS symbol flashes for 10 seconds and then remains on there is a fault with the TPMS system. Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to have the fault rectified.

Tyre Pressures

WARNING

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

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

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

NOTICE

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

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

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

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

Only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge, see page 146. Do not use the tyre pressure display on the instruments.

Replacement Tyres

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

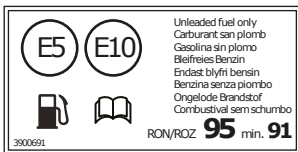
GENERAL INFORMATION

Fuel



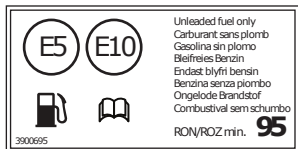
The fuel grade required for the motorcycle is stated in the relevant Specifications section of this Owner's Handbook. Always check that the correct fuel grade is being used before filling the tank.

91 RON Fuel Grade



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

95 RON Fuel Grade



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

Ethanol

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

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

Engine Calibration

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

NOTICE

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

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

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

NOTICE

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.

Refuelling

⚠ WARNING

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

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

- Do not smoke.

- Do not use a mobile telephone.

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

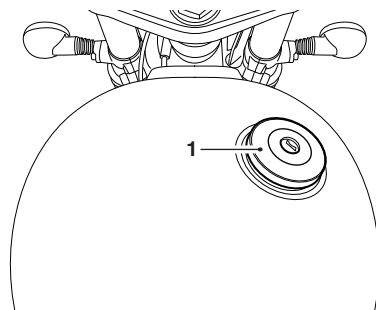
- Pay full attention and remain alert while refuelling.

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

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

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

Fuel Tank Cap



1. Fuel tank cap

To open the fuel tank cap:

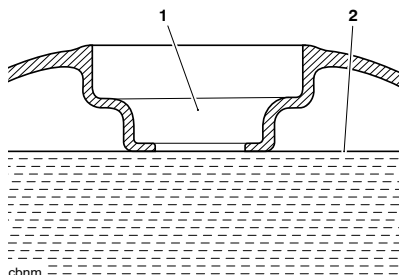
- ▼ Remove the cap cover or lift up the cap flap.
- ▼ Insert the key into the lock and turn the key anticlockwise.
- ▼ Rotate the cap anticlockwise and lift clear of the tank filler neck.

To close and lock the fuel tank cap:

- ▼ Align the cap to the tank filler neck and rotate the cap clockwise until the cap seals against the filler neck.
- ▼ In the fully closed position, a ratchet mechanism prevents overtightening of the cap by allowing the outer part of the cap to turn independently of the internal part.
- ▼ Turn the key clockwise to lock and withdraw the key.
- ▼ Replace the cap cover or securely close the cap flap.

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.

Side Stand

⚠ WARNING

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

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

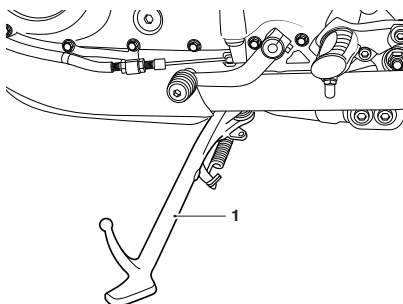
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

⚠ CAUTION

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

This may cause the motorcycle to fall over.

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



1. Side stand

The motorcycle is equipped with a side stand on which it can be parked. When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.

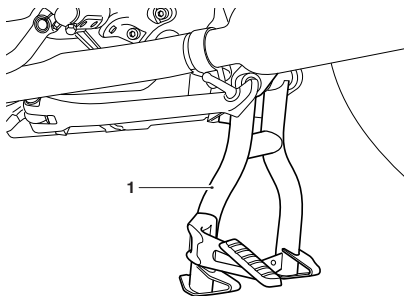
Whenever the side stand is used, before riding, always make sure that the stand is fully up after first sitting on the motorcycle.

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

Centre Stand (if fitted)

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.



1. Centre stand

To set the motorcycle on the centre stand:

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

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

Seats

Seat Care

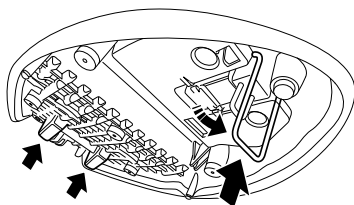
NOTICE

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

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

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

Thruxton RS Only



Seat Stand

To prevent damage to the seat after removing:

- ▼ Release the metal stand from the underside of the seat.
- ▼ Place the seat cover facing upwards, on a clean, flat surface using the metal stand and two plastic stands at the rear of the seat to rest on.
- ▼ For seat cleaning information, see page 172.

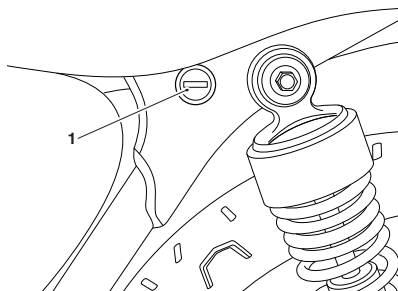
Seat Lock

! 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.



1. Seat lock

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

The seat can be removed to gain access to the battery, fuse box (on certain models) and Owner's Handbook.

Seat Removal and Installation

⚠ 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.

All Models except Scrambler 900

Seat Removal

- ▼ Insert the ignition key into the seat lock and turn it anticlockwise. This will release the seat from its lock.
- ▼ Slide the seat upwards and rearwards for complete removal from the motorcycle.

Seat Installation

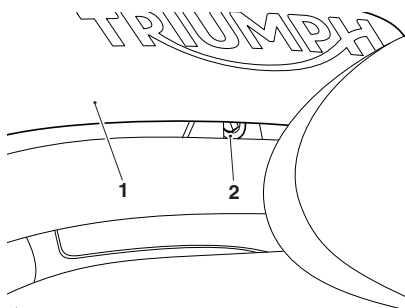
- ▼ Engage the seat's tongue underneath the bracket near the fuel tank.
- ▼ Line up the hinges and press down at the rear to engage the seat lock.
- ▼ An audible click can be heard when the seat is fully engaged into its lock.

Scrambler 900 Seat Removal

The passenger seat must be removed before removing the rider's seat from Scrambler 900 models.

Passenger Seat Removal

- ▼ Remove the fixing securing the passenger seat to the subframe.
- ▼ Lift the seat up from the back and slide rearwards to remove it from the motorcycle.



1. Passenger seat
2. Fixing

Rider's Seat Removal

- ▼ Remove the passenger seat.
- ▼ Insert the ignition key into the seat lock and turn it anticlockwise while pressing down on the rear of the seat. This will release the seat from its lock.
- ▼ Lift the seat up from the back and slide rearwards to remove it from the motorcycle.

GENERAL INFORMATION

Scrambler 900 Seat Installation

The rider's seat must be installed correctly before installing the passenger seat on Scrambler 900 models.

⚠ WARNING

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

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

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

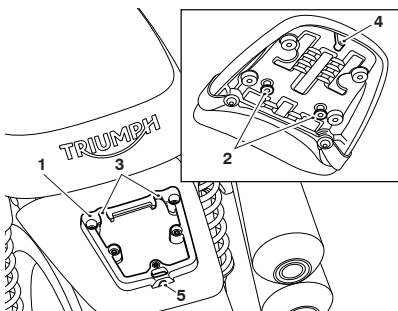
Rider's Seat Installation

- ▼ Engage the seat's tongue under the fuel tank.
- ▼ Press firmly down in the centre of the seat to engage the lock.
- ▼ An audible click can be heard when the seat is correctly engaged in the lock.
- ▼ Grasp the seat and make sure it is securely retained.

Passenger Seat Installation

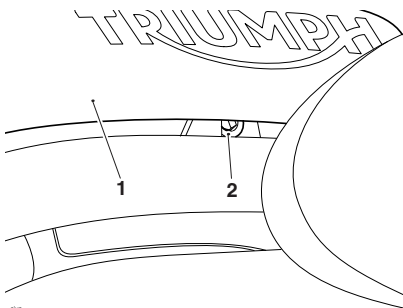
- ▼ Make sure that the rider's seat is correctly fitted.
- ▼ Align the front locating lugs on the passenger seat to their locating slots on the subframe.

- ▼ Gently push the seat forward until the rear locating lug fits into its hole on the subframe.



1. Subframe
2. Front locating lugs
3. Front locating lug slots
4. Rear locating lug
5. Rear locating lug hole

- ▼ Secure the seat with its fixing and tighten to 3 Nm.



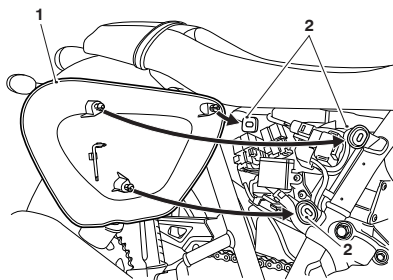
1. Passenger seat
2. Fixing

- ▼ Grasp the seat and make sure that it is securely retained.

Side Panels

All Models except Scrambler 900

The right side panel can be removed to gain access to the adjustment tool and the rear brake fluid reservoir.



1. Side panel (right hand shown)
2. Grommets

To remove either side panel:

- ▼ Grasp the panel firmly and pull the panel away from the motorcycle until it is free from the three retaining grommets (leaving the grommets in place).

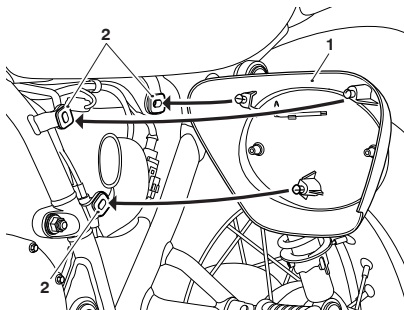
To refit either side panel:

- ▼ Position the three locating dowels to the grommets, then press firmly to secure the panel.
- ▼ Finally, grasp the panel and make sure that it is fully retained.

Scrambler 900

Left Hand Side Panel

The left hand side panel can be removed to gain access to the adjustment tool.



1. Side panel (left hand shown)
2. Grommets

To remove the left hand side panel:

- ▼ Grasp the panel firmly and pull the panel away from the motorcycle until it is free from the three retaining grommets (leaving the grommets in place).

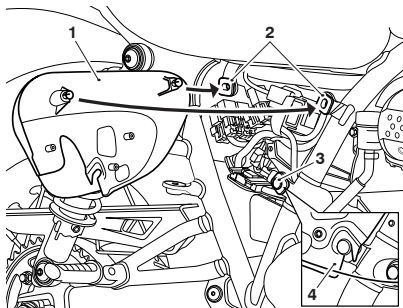
To refit the left hand side panel:

- ▼ Position the three locating dowels to the grommets, then press firmly to secure the panel.
- ▼ Finally, grasp the panel and make sure that it is fully retained.

GENERAL INFORMATION

Right Hand Side Panel

The right hand side panel can be removed to gain access to the rear brake fluid reservoir.



1. Side panel (right hand shown)
2. Upper grommets
3. Lower grommets
4. Side panel attached to lower grommet

To remove the right hand side panel:

- ▼ Grasp the panel firmly at the top and pull the panel away from the motorcycle until it is free from the two top retaining grommets, leaving the grommets in place.
- ▼ Lift up the panel to detach it from the lower grommet.

To refit the right hand side panel:

- ▼ Position the side panel on to the lower grommet.
- ▼ Make sure that the slot in the panel is fully engaged with the lower grommet.
- ▼ Position the two locating dowels to the upper grommets, then press firmly to secure the panel.
- ▼ Finally, grasp the panel and make sure that it is fully retained.

Tool Kit and Owner's Handbook

Tool Kit

The tool kit consists of an adjustment tool for all models, and additional C-spanners for Thruxton RS.

Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin (all models) and Thruxton RS

The adjustment tool is attached to the inside of the right hand side panel.

Scrambler 900

The adjustment tool is attached to the inside of the left hand side panel.

Thruxton RS

There are two C-spanners located under the seat.

Owner's Handbook

Bonneville T100 (all models), Bonneville T120 (all models) and Thruxton RS

The Owner's Handbook is located under the seat on the rear mudguard.

Scrambler 900 and Speed Twin 1200

The Owner's Handbook is supplied separately.

Speed Twin 900

The Owner's Handbook is located on the underside of the seat.

Helmet Hook (if fitted)

WARNING

Never ride the motorcycle with helmet(s) secured to the helmet hook.

Riding the motorcycle with helmet(s) secured to the helmet hooks may cause the motorcycle to become unstable leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

Do not allow helmet(s) to rest against a hot silencer. The helmet may be damaged.

A helmet can be secured to the motorcycle using the helmet hook located on the left hand side of the motorcycle, beneath the seat.

To attach a helmet to the motorcycle:

- ▼ Remove the seat (see page 74) and loop the helmet chin strap over the hook.
- ▼ Make sure the flat area above the hook is not obstructed by the helmet strap, as this will prevent the seat engaging correctly.
- ▼ To secure the helmet, refit the seat and lock into position.

Universal Serial Bus (USB) Socket

WARNING

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

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

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

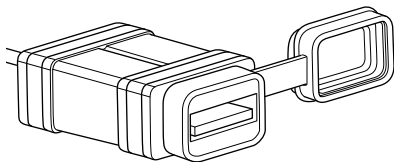
NOTICE

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

NOTICE

Make sure that all electronic devices and cables are safely secured under the seat when riding.

Make sure there is sufficient space surrounding any electronic devices for the seat to close without causing any damage to the electronic device or the motorcycle.

**USB Port Socket**

The Universal Serial Bus (USB) socket allows a 5 Volt USB connection for charging electronic devices such as mobile phones, cameras and GPS devices.

Loads up to two Amps can be connected to the USB socket.

To access the USB socket:

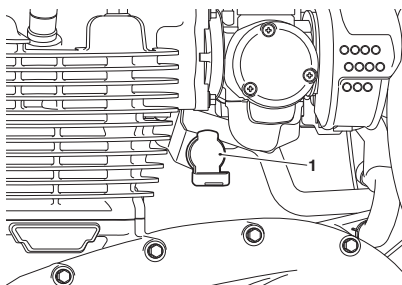
- ▼ Remove the seat, see page 74.
- ▼ The USB socket is located on top of the battery.
- ▼ Remove the cap.
- ▼ Plug the relevant USB adaptor cable into the socket.

NOTICE

Adaptor cables are not supplied with the motorcycle.

Electrical Accessory Sockets (if fitted)**Accessory Socket**

The accessory socket, if fitted, is located under the throttle bodies on the left hand side. This socket has power supplied to it if the ignition switch is ON only.



IAOHB_00072

1. Accessory socket

The accessory sockets provide a 12 Volt electrical supply.

The accessory socket circuit is protected by the specified fuse shown in the fuse charts on page 155.

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

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

Running-In



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

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

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

During the first 500 miles (800 km):

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

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

GENERAL INFORMATION

Daily Safety Checks



WARNING

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

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

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

Check:

Fuel: Adequate supply in tank, no fuel leaks (see page 72).

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 110).

Drive Chain: Correct adjustment (see page 121).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, loose/broken spokes, punctures etc. (see page 145).

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 136).

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 126).

Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (see page 126).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 129).

Front Forks: Smooth action. No fork oil leakage (see page 140).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (see page 118).

Clutch: Smooth operation and correct cable free play (see page 120).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 115).

Electrical Equipment: All lights and horn function correctly (see page 61).

Engine Stop: Engine start/stop switch turns the engine OFF when the switch is moved to the STOP position (see page 60).

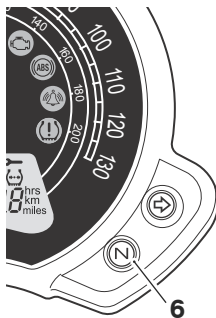
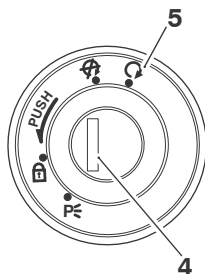
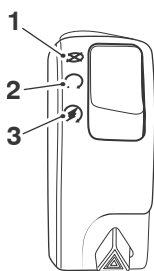
Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 72).

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HOW TO RIDE THE MOTORCYCLE

How to Ride the Motorcycle



1. STOP position
2. RUN position
3. START position
4. Ignition switch

5. ON position
6. Neutral indicator light (Scrambler 900 and Speed Twin 900)
7. Neutral indicator light (all other models)

Stopping the Engine

WARNING

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

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

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

NOTICE

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

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

To stop the engine:

- ▼ Close the throttle completely.
- ▼ Select neutral.
- ▼ Turn the ignition switch off.
- ▼ Select first gear.
- ▼ Position the motorcycle on a firm, level surface with the side stand, see page 92.
- ▼ Lock the steering, see page 56.

HOW TO RIDE THE MOTORCYCLE

Starting the Engine

DANGER

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

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

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

NOTICE

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

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

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

NOTICE

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

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

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

To start the engine:

- ▼ Check that the engine stop switch is in the RUN position.
- ▼ Make sure the transmission is in neutral.
- ▼ Turn the ignition switch on.

NOTICE

When the ignition is switched on, the instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts, see the Warning Lights section).

- ▼ Pull the clutch lever fully into the handlebar.
- ▼ Leaving the throttle fully closed, push the starter button until the engine starts.
- ▼ The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.
- ▼ If the side stand is extended whilst the engine is running, and the transmission is not in neutral then the engine will stop regardless of the clutch lever position.

Moving Off

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

Changing Gears

WARNING

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

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

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

WARNING

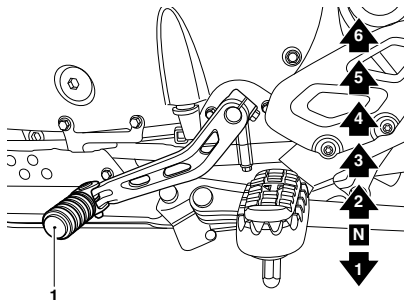
Do not change to a lower gear at speeds that will cause excessive engine rpm (r/min).

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

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

HOW TO RIDE THE MOTORCYCLE

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

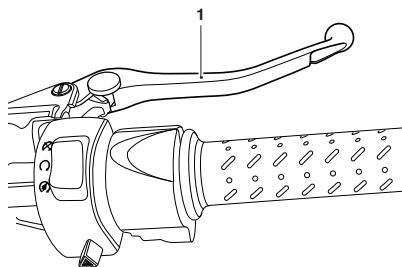


1. Gear change pedal (6 speed shown)

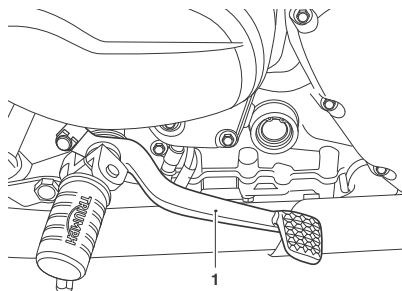
To change gear:

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

Braking



1. Front brake lever



1. Rear brake pedal

WARNING

WHEN BRAKING, OBSERVE THE FOLLOWING:

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

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

WARNING

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

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

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

WARNING

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

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

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

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

WARNING

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

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

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

HOW TO RIDE THE MOTORCYCLE

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

Anti-lock Braking System (ABS)

WARNING

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

Always ride within the legal speed limit.

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

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

Take care when cornering. If the brakes are applied in a corner, ABS will not be able to counteract the weight and momentum of the motorcycle.

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

WARNING

If the ABS is not functioning or has been disabled (Scrambler 900 only), the brake system will continue to function as a non-ABS braking system. Do not continue to ride for longer than is necessary with the 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 as soon as possible to have the fault checked and rectified.

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

WARNING

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

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

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

NOTICE

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

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

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

ABS Warning Light



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

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 (Scrambler 900 only).

If the ABS is disabled by the rider (Scrambler 900 only) then the warning light will illuminate until the ABS is enabled again.

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

HOW TO RIDE THE MOTORCYCLE

NOTICE

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

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

⚠ WARNING

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

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

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

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.

⚠ WARNING

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

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

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

⚠ CAUTION

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

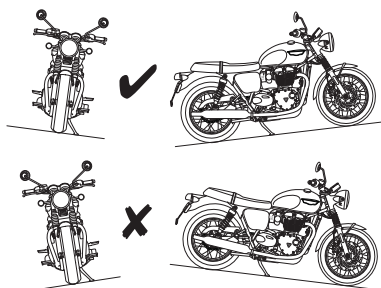
Parking under these conditions may cause the motorcycle to fall over which could result in minor or moderate injury.

⚠ 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 or moderate injury.



To park the motorcycle:

- ▼ Select neutral and turn the ignition switch to the OFF position.
- ▼ Lock the steering to help prevent theft.
- ▼ Always park on a firm, level surface to prevent the motorcycle from falling.

- ▼ 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 sidestand.
- ▼ 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.
- ▼ Do not leave the switch in the PARK position (if equipped) for long periods of time as this will discharge the battery.
- ▼ When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the rear, licence plate and position lights on by turning the ignition switch to PARK (if equipped).

HOW TO RIDE THE MOTORCYCLE

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 Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks.

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

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

WARNING

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

Do not attempt high speed operation unless you have received sufficient training and have the required skills.

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

WARNING

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

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

Check the items listed below before any high speed operation.

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

General

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

Brakes

Check that the front and rear brakes are functioning correctly.

Coolant

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

Electrical Equipment

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

Engine Oil

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

Drive Chain

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

Fuel

NOTICE

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

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

Always make sure you have adequate fuel for your journey.

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

Luggage

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

Miscellaneous

Visually check that all fixings are tight.

Steering

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

Tyres

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

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

Accessories

WARNING

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

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

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

WARNING

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

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

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

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

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

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

ACCESSORIES, LOADING AND PASSENGERS

WARNING

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

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

Never fit genuine Triumph accessories to a Triumph motorcycle model that is not listed in the associated Triumph Fitting Instruction, as this may affect handling, stability or other aspects of the motorcycle operation that may lead to loss of motorcycle control which could result in serious injury or death.

WARNING

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.

Loading

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

WARNING

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

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

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

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

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

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

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

WARNING

If the passenger seat or luggage rack (if fitted) is used to carry small objects, they must not exceed a total maximum weight of:

Bonneville T120 (all models), Scrambler 900 and Speed Twin 900 - 3 kg (6 lb)

Speed Twin 1200 and Thruxton RS - 2 kg (4 lb).

This total weight (combined on the seat and luggage rack if fitted), must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

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

Carriage of objects in excess of the above weights, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

ACCESSORIES, LOADING AND PASSENGERS

WARNING

Never attempt to store any items between the frame and the fuel tank. This may restrict the steering aspect of the motorcycle.

Weight attached to the handlebar or front fork will increase the mass of the steering assembly. This may affect the handling, stability or other aspect of the motorcycle operation.

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

Passengers

WARNING

Do not carry a passenger unless they are tall enough to reach the footrests provided.

A passenger who is not tall enough to reach the footrests will be unable to sit securely on the motorcycle and may cause instability leading to loss of motorcycle control which could result in serious injury or death.

WARNING

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

The rider should instruct the passenger as follows:

- It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.
- To keep their feet on the passenger footrests and to firmly hold onto either the seat strap or grab rails (if fitted) or the rider's waist or hips.
- Advise the passenger to lean with the rider when travelling around corners and not to lean unless the rider does so.

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

WARNING

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

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

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

WARNING

Do not carry animals on your motorcycle.

An animal could make sudden and unpredictable movements that may lead to loss of motorcycle control which could result in serious injury or death.

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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 Symbol/General Warning Symbol



The service symbol will illuminate for five seconds after the motorcycle start up sequence as a reminder that a service is due in approximately 60 miles (100 km). The service symbol will illuminate permanently when the mileage is reached, it will remain permanently illuminated until the service interval is reset. We recommend the service interval is reset by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.



The general warning symbol will flash if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

NOTICE

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

Disposal of Used Fluids

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

- ▼ Engine oil
- ▼ Coolant
- ▼ Fuel
- ▼ Clutch and brake fluid
- ▼ Front fork oil.

Do not place used oil filters in with the general waste.

If in doubt for the disposal of the above, contact your local authority.

Scheduled Maintenance Table

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	1st Annual Service	Year	10,000 and 30,000 Mile (16,000 and 48,000 Km) Service	20,000 Mile (32,000 Km) Service	40,000 Mile (64,000 Km) Service
Lubrication						
Engine and oil cooler - check for leaks	*	*	*	*	*	*
Engine oil - renew		*	*	*	*	*
Engine oil filter - renew		*	*	*	*	*
Fuel System and Engine Management						
Fuel system - check for leaks	*	*	*	*	*	*
Fuel hoses - renew - every 4 years, regardless of mileage	Every four years, regardless of mileage					
Evaporative hoses - renew (if fitted) - every 4 years, regardless of mileage	Every four years, regardless of mileage					
Fuel system - check fuel hoses for chafing, cracks or damage. Replace if necessary				*	*	*
Air filter - renew (replace more often if consistently riding in wet or dusty conditions)				*	*	*
Throttle body plate (butterfly) - check/clean				*	*	*
Throttle bodies - balance*				*	*	*
Spark plugs - check				*		
Fuel filter - renew					*	*
Spark plugs - renew					*	*
Cooling System						
Cooling system - check for leaks	*	*	*	*	*	*
Coolant level - check/adjust	*	*	*	*	*	*
Coolant - renew - every 3 years, regardless of mileage*						
Cooling system - check coolant hoses for chafing, cracks or damage. Replace if necessary				*	*	*
Engine						
Clutch - check operation	*					
Clutch cable - check function and adjust as necessary (models fitted with a cable clutch only)	*	*	*	*	*	*
Valve clearances - check/adjust*					*	*
Camshaft timing - check/adjust*					*	*
Wheels and Tyres						
Wheels - inspect for damage	*	*	*	*	*	*
Wheels - check for broken or damaged spokes and check spoke tightness (not alloy wheels)	*	*	*	*	*	*
Tyre wear/tyre damage - check	*	*	*	*	*	*
Tyre pressures - check/adjust	*	*	*	*	*	*
Wheel bearings - check for wear/smooth operation		*	*	*	*	*
Steering and Suspension						
Steering - check for free operation	*	*	*	*	*	*

Operation description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Daily	1st Annual 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
Front and rear suspension - check for damage/leaks/smooth operation	*	*	*	*	*	*
Headstock bearings - check/adjust		*	*	*	*	*
Headstock bearings - lubricate					*	*
Fork oil - renew						*
Brakes						
Brake system - check operation	*					
Brake pads - check wear levels*	*	*	*	*	*	*
Brake fluid levels - check	*	*	*	*	*	*
Brake master cylinders - check for fluid leaks		*	*	*	*	*
Brake calipers - check for fluid leaks and seized pistons*		*	*	*	*	*
Brake fluid - renew - every 2 years, regardless of mileage*			*			
Final Drive						
Drive chain slack - check/adjust	*	*	*	*	*	*
Drive chain rubbing strip - check for wear, cracks or damage*	*	*	*	*	*	*
Drive chain - wear check*		*	*	*	*	*
Drive chain - lubricate		*	*	*	*	*
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	*	*	*	*	*	*
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)		*	*	*	*	*
Instruments and engine ECM - check for latest calibration download using the Triumph diagnostic tool		*	*	*	*	*
Fasteners - inspect visually for security		*	*	*	*	*
Carry out all outstanding Service Bulletin and warranty work		*	*	*	*	*
Carry out road test		*	*	*	*	*
Complete the service record book and reset the service indicator (if fitted)		*	*	*	*	*
Centre stand flanged sleeves (if fitted) clean/grease				*	*	*
Side stand pivot pin - clean/grease				*	*	*

Engine Oil



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

Engine Oil Level Inspection

⚠ DANGER

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

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

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

⚠ CAUTION

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

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

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

NOTICE

Make sure no contamination enters the engine during an engine oil change or top up.

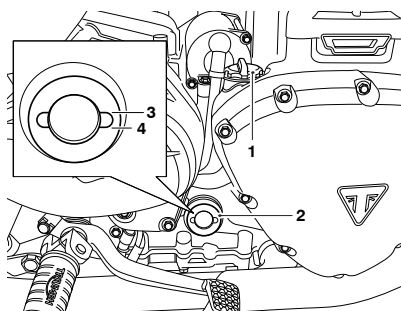
Contamination entering the engine may lead to engine damage.

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.



1. Filler plug
2. Sight glass
3. Maximum limit
4. Minimum limit

To inspect the engine oil level:

- ▼ Start the engine and run at idle for approximately five minutes. Stop the engine and wait for at least three minutes to allow the engine oil to settle.
- ▼ Note the engine oil level visible in the sight glass.

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).

- ▼ When correct, engine oil should be visible in the sight glass at a point midway between the upper (maximum) and lower (minimum) markings on the sight glass.
- ▼ If it is necessary to top up the engine oil level, remove the filler plug and add engine oil, a little at a time, until the level registered in the sight glass is correct.
- ▼ Once the correct level is reached, fit and tighten the filler plug.

Engine Oil and Oil Filter Change

WARNING

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

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

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

CAUTION

The engine oil may be hot.

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

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

CAUTION

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

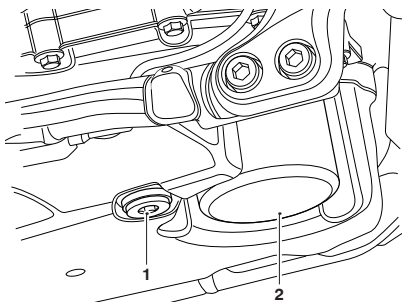
To avoid skin damage, always allow the hot parts to cool before touching the exhaust system.

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

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

To change the engine oil and filter:

- ▼ Warm up the engine thoroughly then stop the engine. Secure the motorcycle on the side stand.
- ▼ Allow the engine oil to settle for five minutes before draining.
- ▼ Place an oil drain pan beneath the engine.



1. Sump plug
2. Engine oil filter

- ▼ Remove the sump plug from the bottom of the sump and allow the engine oil to drain.
- ▼ Secure the motorcycle in an upright position on level ground.
- ▼ Position the oil drain pan beneath the engine oil filter.
- ▼ Unscrew and remove the engine oil filter using the Triumph service tool T3880313. Dispose of the old filter in an environmentally friendly way.
- ▼ Prefill the replacement engine oil filter with new engine oil.
- ▼ Apply a smear of clean engine oil to the sealing ring of the new engine oil filter. Fit the engine oil filter and tighten to 10 Nm.
- ▼ After the engine oil has completely drained out, fit a new sealing washer to the sump plug. Fit and tighten the plug to 25 Nm.
- ▼ Remove the engine oil filler plug.
- ▼ Using a suitable funnel, fill the engine with a fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended..
- ▼ Do not overfill or exceed the capacities given in the Specifications section.
- ▼ Start the engine and allow it to idle for a minimum of 30 seconds.

NOTICE

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

Only raise engine speed after running the engine for 60 seconds to allow the engine oil to circulate fully.

- ▼ Make sure that the low oil pressure warning light extinguishes shortly after starting.

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.

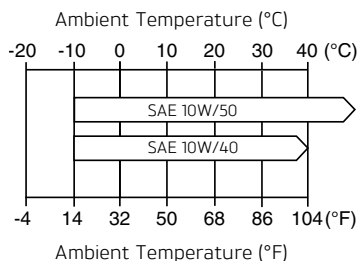
Running the engine with low oil pressure will cause severe engine damage.

- ▼ Turn the ignition OFF, check the engine oil level using the method previously described, and top up to between the minimum and maximum level lines in the sight glass.

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

Triumph's high performance fuel injected engines are designed to use fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance 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 D2053 coolant, a year round, Organic Additive Technology (known as OAT) coolant when it leaves the factory. It is coloured orange, and contains a 50% solution of monoethylene glycol based antifreeze.

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

Corrosion Inhibitors

⚠ WARNING

D2053 OAT coolant contains corrosion inhibitors and antifreeze suitable for aluminium engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

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

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

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

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

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

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

KEEP COOLANT OUT OF THE REACH OF CHILDREN.

NOTICE

D2053 OAT coolant, as supplied by Triumph, is premixed and does not need to be diluted prior to filling or topping up the cooling system.

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

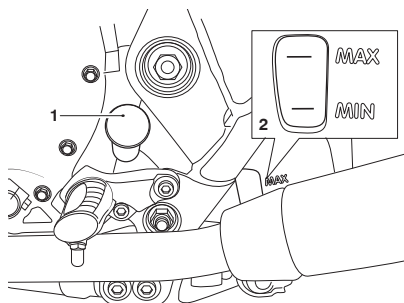
If coolant containing a corrosion inhibitor is not used, the cooling system will accumulate rust and scale in the water jacket and radiator. This will block the coolant passages, and considerably reduce the efficiency of the cooling system.

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

Coolant Level Inspection

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

Bonneville T100 (all models), Bonneville T120 (all models) and Speed Twin 900

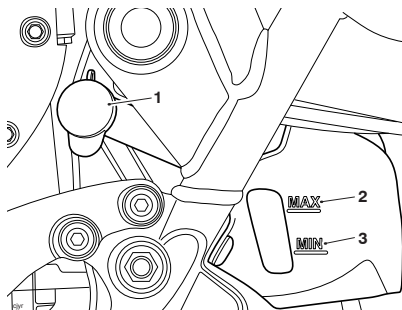


1. Expansion tank cap
2. MAX and MIN marks

To inspect the coolant level:

- ▼ Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the left hand side of the motorcycle, towards the rear of the engine.
- ▼ Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Scrambler 900

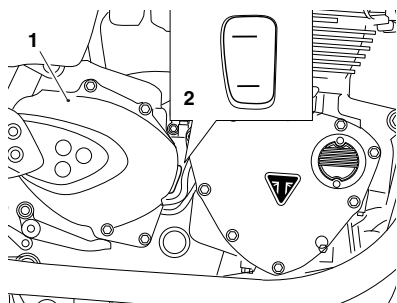


1. Expansion tank cap
2. MAX mark
3. MIN mark

To inspect the coolant level:

- ▼ Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the left hand side of the motorcycle, towards the rear of the engine.
- ▼ Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Speed Twin 1200 and Thruxton RS



1. Expansion tank cap
2. MAX and MIN marks

To inspect the coolant level:

- ▼ Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the right hand side of the motorcycle, towards the rear of the engine.
- ▼ Check the coolant level in the expansion tank. The coolant level must be between the maximum (top) and minimum (bottom) marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Coolant Level Adjustment

CAUTION

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

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

Contact with this hot, pressurised coolant may cause minor or moderate injury to exposed skin.

NOTICE

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

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

NOTICE

If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top up if necessary.

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.

All Models except Speed Twin 1200 and Thruxton RS

To adjust the coolant level:

- ▼ Allow the engine to cool.
- ▼ The expansion tank cap can be removed from the left hand side of the motorcycle, towards the rear of the engine.
- ▼ Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the MAX mark. Refit the cap.

Speed Twin 1200 and Thruxton RS

To adjust the coolant level:

- ▼ The expansion tank cap can be removed from the right hand side of the motorcycle, towards the rear of the engine.
- ▼ Remove the sprocket cover.
- ▼ Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the maximum (top) mark.
- ▼ Refit the cap. Refit the sprocket cover to 9 Nm.

Coolant Change

We recommend that the coolant is changed in accordance with scheduled maintenance requirements.

Radiator and Hoses

CAUTION

The fan operates automatically when the engine is running.

Always keep hands and clothing away from the fan.

Contact with the rotating fan could result in minor or moderate injury.

NOTICE

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

Do not obstruct or deflect airflow through the radiator by installing unauthorised accessories, either in front of the radiator or behind the cooling fan.

Interference with the radiator airflow can cause overheating, potentially resulting in engine damage.

Check the radiator hoses for cracks or deterioration, and tension clips for tightness in accordance with scheduled maintenance requirements. Any defective items must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

Throttle Control** WARNING**

Always be alert for changes in the 'feel' of the throttle control. Changes can be due to wear in the mechanism, which could lead to a sticking or stuck throttle control.

If any changes are detected, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

A sticking or stuck throttle control may lead to loss of motorcycle control which could result in serious injury or death.

Throttle Inspection** WARNING**

The throttle grip controls the throttle valve in the throttle body. If the throttle cables are incorrectly adjusted, either too tight or too loose, the throttle may be difficult to control and performance will be affected.

Always be alert for changes in the 'feel' of the throttle system. Changes can be due to wear in the mechanism, which could lead to a sticking throttle.

Check the throttle grip free play in accordance with the scheduled maintenance requirements and, if necessary, make adjustments.

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.

An incorrectly adjusted, sticking or stuck throttle may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

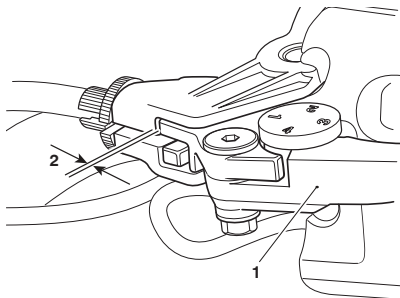
Use of the motorcycle with a sticking or damaged throttle control will interfere with the throttle function. The throttle may be difficult to control and performance will be affected.

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



1. Clutch lever

2. 2 - 3 mm

The motorcycle is equipped with a cable-operated clutch.

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

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

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

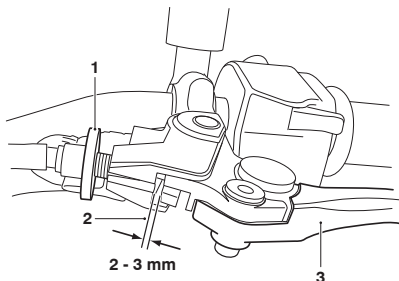
Clutch Inspection

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

Clutch Cable Adjustment

To adjust the clutch:

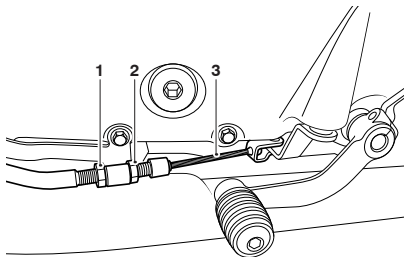
- ▼ Turn the adjuster sleeve until the correct amount of clutch lever free play is achieved.
- ▼ Check that there is 2 - 3 mm clutch lever free play at the lever.
- ▼ If there is an incorrect amount of free play, adjustments must be made.



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

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

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



1. Adjuster nut
2. Lock nut
3. Clutch cable

Drive Chain



⚠ DANGER

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

A chain that snags on the engine sprocket or locking of the rear wheel will injure the rider.

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

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

If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break. Therefore, we recommend to always replace worn or damaged chains using genuine Triumph parts.

Drive Chain Lubrication

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

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

NOTICE

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

Drive Chain Free Movement Inspection

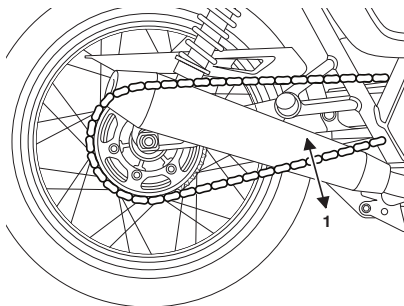
WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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



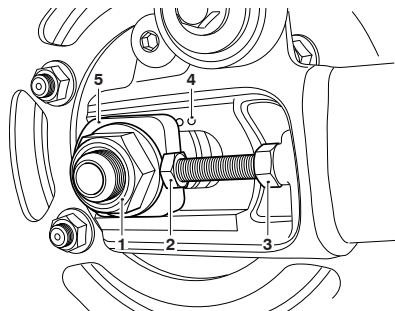
1. Maximum movement position

To inspect the drive chain free movement:

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

Drive Chain Free Movement Adjustment

The vertical movement of the drive chain must be in the range 20 - 30 mm.



1. Rear wheel spindle nut
2. Adjuster bolt
3. Adjuster bolt lock nut
4. Adjuster markings
5. Spindle adjuster

If the drive chain free movement measurement is incorrect, adjustments must be made as follows:

- ▼ Loosen the wheel spindle nut.
- ▼ Loosen the lock nuts on both the left hand and right hand drive chain adjuster bolts.
- ▼ Move both adjusters by an equal amount using the adjuster markings as a guideline.
- ▼ Turn the adjuster bolts clockwise to increase drive chain free movement and anticlockwise to reduce drive chain free movement.
- ▼ When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters.
- ▼ Make sure the same adjuster marking is aligned with the spindle adjuster on both sides of the swinging arm.

- ▼ Tighten both adjuster lock nuts to 20 Nm and the rear wheel spindle nut to 110 Nm.
- ▼ Repeat the drive chain adjustment check. Readjust if necessary.

WARNING

When the drive chain adjustment is complete, make sure the wheel spindle and the adjuster lock nuts are tightened to the correct torque.

Operation of the motorcycle with a loose wheel spindle and/or loose adjuster lock nuts may affect the handling and stability.

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

- ▼ Check the rear brake effectiveness. Rectify if necessary.

WARNING

It is dangerous to operate the motorcycle with defective brakes.

If a problem is detected or any doubt exists, the brakes must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Operation of the motorcycle with defective brakes may lead to loss of motorcycle control which could result in serious injury or death.

Drive Chain and Sprocket Wear Inspection

WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

WARNING

Replacement drive chains must be installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

We recommend to always replace worn or damaged chains using genuine Triumph parts.

Incorrectly installed drive chains may result in a broken drive chain or may cause the drive chain to jump off the sprockets, leading to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

- ▼ Remove the final drive chain guard, see page 125.

Drive Chain Damage Inspection

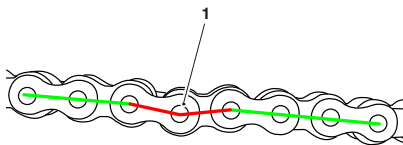
⚠ WARNING

If the drive chain is found to have damaged rollers, loose pins or stiff links, the drive chain must be replaced.

Do not attempt to loosen any stiff links. The stiff link may have damaged or worn components.

Riding with drive chain stiff links, or loosened stiff links, may result in a broken drive chain or may cause the drive chain to jump off the sprockets, leading to loss of motorcycle control which could result in serious injury or death.

- ▼ Rotate the rear wheel and inspect the drive chain for damaged rollers, loose pins and stiff links.

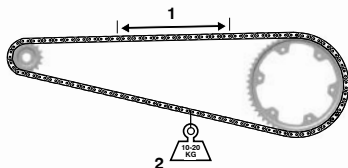


1. Stiff link

- ▼ If the drive chain has any damaged rollers, loose pins or stiff links, the drive chain must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Drive Chain Wear Inspection

- ▼ Stretch the drive chain taut by hanging a 10 - 20 kg (20 - 40 lb) weight on the drive chain.



1. Measure across 20 links

2. Weight

- ▼ Measure the length of 20 links on the straight part of the drive chain from pin centre of the 1st pin to the pin centre of the 21st pin. Since the drive chain may wear unevenly, take measurements in several places.
- ▼ If the length exceeds the maximum service limit, the drive chain must be replaced. Refer to the Specifications section for the maximum service limit.

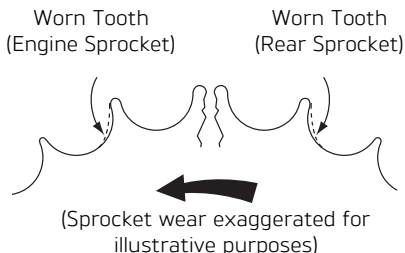
Sprockets Wear Inspection

NOTICE

The illustration shows wear on sprockets mounted on the left hand side of the motorcycle.

For sprockets mounted on the right hand side of the motorcycle, the wear is on the opposite side of the tooth.

- ▼ Rotate the rear wheel and inspect the sprockets for unevenly or excessively worn or damaged teeth.



cool

- ▼ If there is any wear or damage, the drive chain and the sprockets must be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- ▼ Fit the final drive chain guard, see page 126.

Final Drive Chain Guard - Removal

WARNING

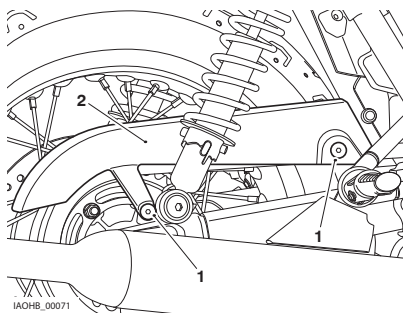
Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

- ▼ Release the two fixings and remove the chain guard.



1. Fixings
2. Chain guard (Bonneville T120 shown)

- ▼ **For Speed Twin only:** discard the front fixing.

Final Drive Chain Guard - Installation

⚠ WARNING

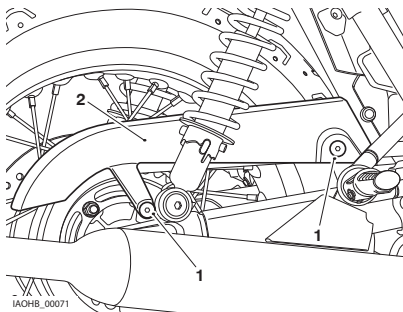
Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

- ▼ **For all models except Speed Twin only:** Fit the chain guard and tighten the fixings to 9 Nm.
- ▼ **For Speed Twin only:** Fit the chain guard and tighten the new front fixing to 6 Nm, Tighten the rear fixing to 9 Nm.



1. Fixings
2. Chain guard (Bonneville T120 shown)

Brakes

⚠ 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.

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.

⚠ WARNING

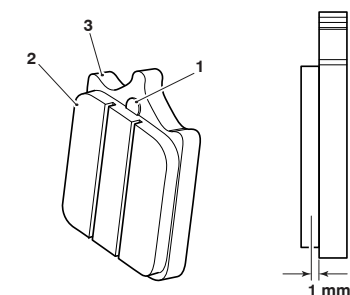
Brake pads must always be replaced as a wheel set. At the front, where two calipers are fitted on the same wheel, replace all the brake pads in both calipers.

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.

Front Brake Wear Inspection

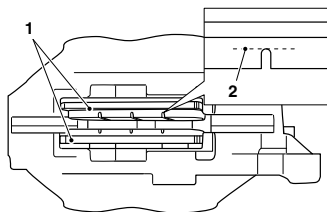
In accordance with the Scheduled Maintenance chart, inspect the brake pads for wear. The minimum thickness of the front brake pad lining material is 1 mm. An area of the brake backing plate is raised and will cause the front brake to squeal as a notification to the rider when the brake pad(s) are below the minimum thickness, replace all the brake pads on that wheel.



1. Brake backing plate raised area
2. Brake pad lining
3. Brake backing plate

Rear Brake Wear Inspection

In accordance with the Scheduled Maintenance chart, inspect the brake pads for wear. The minimum thickness of lining material for any front or rear brake pad is 1.5 mm. If any pad has worn to the bottom of the groove in the pad centre, replace all the brake pads on that wheel.



1. Brake pads
2. Minimum thickness line

Breaking-in New Brake Discs and Pads

WARNING

Brake pads must always be replaced as a wheel set. At the front, where two calipers are fitted on the same wheel, replace all the brake pads in both calipers.

After replacement brake pads have been fitted, ride with extreme caution until the new pads have 'broken in'.

Replacing individual pads will reduce braking efficiency and may lead to loss of motorcycle control which could result in serious injury or death.

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

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

Brake Pad Wear Compensation

WARNING

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

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

Riding with defective brakes may lead to a dangerous riding condition, leading to loss of motorcycle control which could result in serious injury or death.

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

Disc Brake Fluid

WARNING

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

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

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

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

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

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

WARNING

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

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

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

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

NOTICE

A special tool is required to bleed the braking system. When the brake fluid needs renewing or the hydraulic system requires maintenance, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Front Brake Fluid Level Inspection and Adjustment

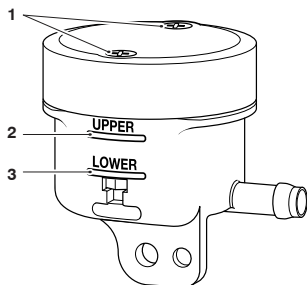
⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance, leading to loss of motorcycle control which could result in serious injury or death.

Scrambler 900 and Speed Twin 900



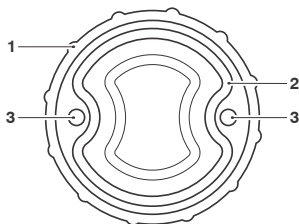
1. Reservoir cap retaining screws
2. UPPER level line
3. LOWER level line

To inspect the front brake fluid level:

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

To adjust the front brake fluid level:

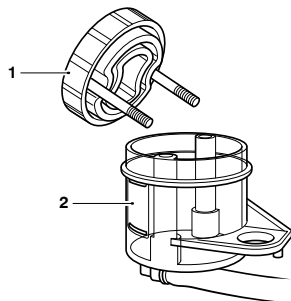
- ▼ Release the reservoir cap retaining screws and remove the reservoir cap and the diaphragm seal.
- ▼ Fill the reservoir to the UPPER level line using new DOT 4 brake fluid from a sealed container.
- ▼ Fit the diaphragm seal into the reservoir cap and make sure that the holes for the fixings in the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



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

- ▼ Install the reservoir cap retaining screws into the reservoir cap and diaphragm seal assembly.

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



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

⚠ WARNING

Do not over tighten reservoir cap fixings.

Over tightened reservoir cap fixings may damage the brake fluid reservoir causing a brake fluid leak leading to reduced braking efficiency.

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

- ▼ Tighten the reservoir cap retaining screws to 1 Nm.

Front Brake Fluid Level Inspection and Adjustment

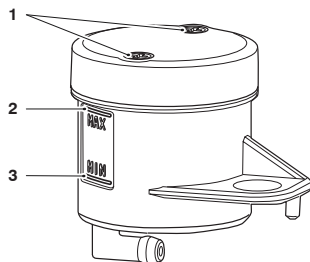
Speed Twin 1200 and Thruxton RS

⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance, leading to loss of motorcycle control which could result in serious injury or death.



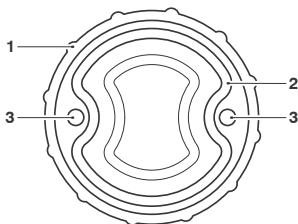
1. Reservoir cap retaining screws
2. MAX level line
3. MIN level line

To inspect the front brake fluid level:

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

To adjust the front brake fluid level:

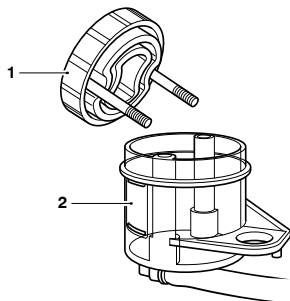
- ▼ Release the reservoir cap retaining screws and remove the reservoir cap and the diaphragm seal.
- ▼ Fill the reservoir to the MAX level line using new DOT 4 brake fluid from a sealed container.
- ▼ Fit the diaphragm seal into the reservoir cap and make sure that the holes for the fixings in the reservoir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



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

- ▼ Install the reservoir cap retaining screws into the reservoir cap and diaphragm seal assembly.

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



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

! WARNING

Do not over tighten reservoir cap fixings.

Over tightened reservoir cap fixings may damage the brake fluid reservoir causing a brake fluid leak leading to reduced braking efficiency.

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

- ▼ Tighten the reservoir cap retaining screws to 1 Nm.

Front Brake Fluid Level Inspection and Adjustment

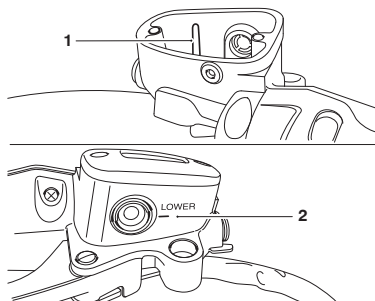
⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance, leading to loss of motorcycle control which could result in serious injury or death.

Bonneville T100 (all models) and Bonneville T120 (all models)



1. Upper level line
2. Lower level line

To inspect the front brake fluid level:

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

To adjust the front brake fluid level:

- ▼ Release the reservoir cap retaining screws and remove the reservoir cap and the diaphragm seal.
- ▼ Fill the reservoir to the upper level line using new DOT 4 brake fluid from a sealed container.
- ▼ Fit the diaphragm seal into the reservoir cap and make sure that the holes for the fixings in the reservoir cap and the diaphragm seal are correctly aligned.
- ▼ Install the reservoir cap retaining screws into the reservoir cap and diaphragm seal assembly.
- ▼ Hold the assembly together and position the reservoir cap, diaphragm seal and reservoir cap retaining screws onto the reservoir.
- ▼ Tighten the reservoir cap retaining screws to 1 Nm.

⚠ WARNING

Do not over tighten reservoir cap fixings.

Over tightened reservoir cap fixings may damage the brake fluid reservoir causing a brake fluid leak leading to reduced braking efficiency.

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

Rear Brake Fluid Level Inspection and Adjustment

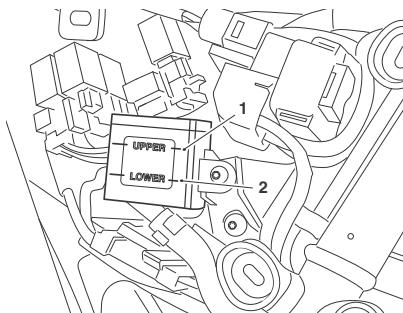
⚠ WARNING

If there has been an appreciable drop in the level of the fluid in either fluid reservoir the brake system must be inspected.

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance, leading to loss of motorcycle control which could result in serious injury or death.

All Models except Scrambler 900



1. Upper level line
2. Lower level line

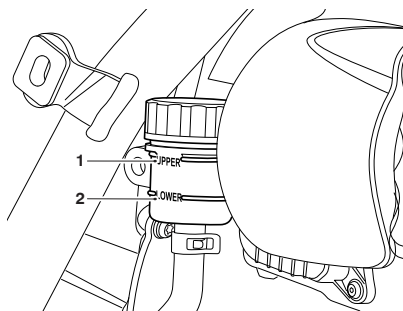
To inspect the rear brake fluid level:

- ▼ Remove the right hand side panel as described on page 77.
- ▼ The brake fluid level in the rear reservoir must be kept between the UPPER and LOWER level lines.

To adjust the rear brake fluid level:

- ▼ Release the reservoir from the airbox without detaching the connecting hose.
- ▼ Release the reservoir cap retaining screws and remove the reservoir cap noting the position of the diaphragm seal.
- ▼ Fill the reservoir to the UPPER level line using new DOT 4 brake fluid from a sealed container.
- ▼ Fit the diaphragm seal into the reservoir cap and make sure that the holes for the fixings in the reservoir cap and the diaphragm seal are correctly aligned.
- ▼ Install the reservoir cap retaining screws into the reservoir cap and diaphragm seal assembly.
- ▼ Hold the assembly together and position the reservoir cap, diaphragm seal and reservoir cap retaining screws onto the reservoir.
- ▼ Tighten the reservoir cap retaining screws to 1.5 Nm.
- ▼ Refit the reservoir to the airbox by tightening the original fixing to 5 Nm.
- ▼ Refit the right hand side panel.

Scrambler 900



1. Upper level line
2. Lower level line

To inspect the rear brake fluid level:

- ▼ Remove the right hand side panel as described for the Scrambler 900 on page 77.
- ▼ The brake fluid level in the rear reservoir must be kept between the upper and lower level lines.

To adjust the rear brake fluid level:

- ▼ Release the reservoir from the frame without detaching the connecting hose.
- ▼ Remove the reservoir cap noting the position of the sealing diaphragm.
- ▼ Fill the reservoir to the upper level line using new DOT 4 brake fluid from a sealed container.
- ▼ Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and the reservoir body.
- ▼ Refit the reservoir to the frame by tightening the original fixing to 5 Nm.
- ▼ Refit the right hand side panel.

Brake Light Switches

! WARNING

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

Before riding the motorcycle, make sure all lights are working.

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

The brake light is activated independently by either the front or rear brake. If, with the ignition in the ON position, the brake light does not work when the front brake lever is pulled or the rear brake pedal is pressed, the fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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.

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 Inspection

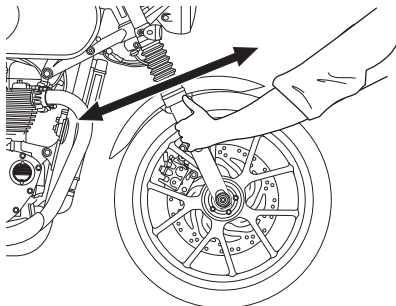
WARNING

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

The steering (headstock) bearings must be lubricated and inspected in accordance with scheduled maintenance requirements. Always inspect the wheel bearings at the same time as the steering bearings.



Inspecting the Steering for Free Play

To inspect the steering:

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Raise the front wheel above the ground and support the motorcycle.
- ▼ Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward.
- ▼ If any free play can be detected in the steering (headstock) bearings, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and rectify any faults before riding.
- ▼ Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

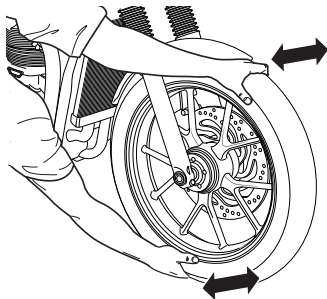
⚠ WARNING

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

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



Inspecting the Wheel Bearings

To inspect the wheel bearings:

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Raise the front wheel off the ground and support the motorcycle.
- ▼ Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.
- ▼ If any free play can be detected, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and rectify any faults before riding.
- ▼ Reposition the lifting device and repeat the procedure for the rear wheel.
- ▼ Remove the support and place the motorcycle on the side stand.

NOTICE

If the wheel bearings in the wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, the wheel bearings must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Front Suspension

WARNING

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

Settings that vary from left to right may affect handling and stability leading to loss of motorcycle control which could result in serious injury or death.

WARNING

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

If the rear suspension is adjusted the front suspension must also be adjusted.

Suspension imbalance may affect the handling and stability, leading to loss of motorcycle control which could result in serious injury or death.

The Thruxton RS is fitted with adjustable front suspension. All other models have non-adjustable front suspension.

The standard suspension setting provides a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for the front suspension.

Front Suspension Settings - Thruxton RS

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

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

Thruxton RS Front Suspension Settings

Loading	Spring Preload ¹
Solo Riding - Standard	7.0
Solo Riding - Comfort (Softer)	7.0
Solo Riding - Sport (Firmer)	7.0
Rider and Passenger	7.0

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

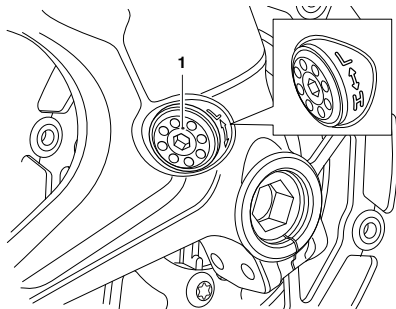
Thruxton RS Front Suspension Settings

Loading	Rebound Damping ²	Compression Damping ²
Solo Riding - Standard	5.0	5.25
Solo Riding - Comfort (Softer)	6.5	8.5
Solo Riding - Sport (Firmer)	2.0	2.0
Rider and Passenger	4.0	5.25

² Number of adjuster turns anticlockwise from the fully clockwise position.

Front Suspension Preload Adjustment - Thruxton RS Only

The preload adjuster is located at the bottom of the front suspension unit.



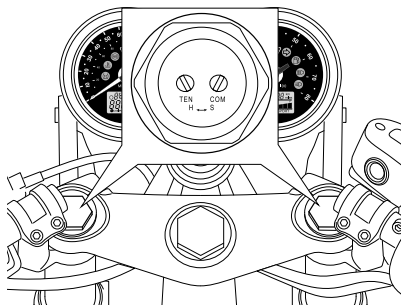
1. Front suspension preload adjuster

To adjust the preload setting:

- ▼ Rotate the adjuster clockwise to increase, or anticlockwise to decrease using the adjustment tool located in the right hand side panel.
- ▼ Always count the number of turns from the fully clockwise position.

Front Suspension Rebound and Compression Damping Adjustment - Thruxton RS Only

The rebound and compression damping adjusters are located at the top of each fork.



Front Suspension Rebound and Compression Damping Adjusters

To adjust the rebound damping setting:

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

To adjust the compression damping setting:

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

Front Fork Inspection**⚠ WARNING**

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

⚠ WARNING

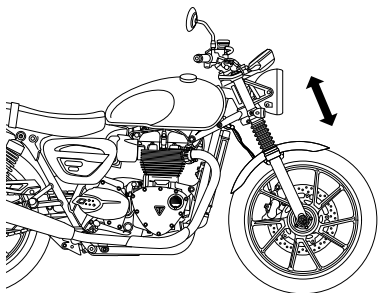
Never attempt to dismantle any part of the suspension units

All suspension units contain pressurised oil.

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

To inspect the forks:

- ▼ Position the motorcycle on level ground.
- ▼ While holding the handlebars and applying the front brake, pump the forks up and down several times.
- ▼ If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.
- ▼ Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.
- ▼ If any damage or leakage is found, consult an authorised Triumph dealer.



Speed Twin 900 Shown

Rear Suspension

NOTICE

The rear suspension units on the Thruxton RS are fitted with a protective film label. This protective film label will gradually wear. This wear is normal and not considered to be a fault. It does not affect the safety, operation or performance of the rear suspension.

If the motorcycle is used in dirty or dusty environments, the wear on the protective film labels will be accelerated.

To reduce the wear on the protective film labels, dirt should be washed from between them after use in dirty or dusty environments.

The protective film labels are replaceable and can be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The Thruxton RS suspension has three different rear adjustment settings; spring preload, rebound damping and compression damping. All other models only have adjustable spring preload settings.

The Standard rear suspension preload settings provide a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for rear suspension under different load conditions for all models.

Rear Suspension Settings

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

All Models except Speed Twin 1200 and Thruxton RS

Rear Suspension Settings	
Loading	Spring Preload ¹
Solo Riding - Standard	1
Rider, Passenger and Luggage	5
¹ Position 1 is minimum (fully clockwise) and position 3 is maximum (fully anticlockwise).	

Speed Twin 1200 Only

Rear Suspension Settings	
Loading	Spring Preload ¹
Solo Riding - Standard	2
Rider, Passenger and Luggage	5
¹ Position 1 is minimum (fully clockwise) and position 3 is maximum (fully anticlockwise).	

Thruxton RS Only

Rear Suspension Settings			
Loading	Spring Preload ¹	Rebound Damping ²	Compression Damping ²
Solo Riding - Standard	1	24	16
Solo Riding - Comfort (Softer)	1	44	20
Solo Riding - Sport (Firmer)	1	12	8
Rider and Passenger	3	15	10

¹ Position 1 is minimum (fully clockwise) and position 3 is maximum (fully anticlockwise).
² Number of clicks anticlockwise from the fully clockwise position noting that the first stop (click) is counted as one.

Rear Suspension Preload Adjustment

⚠ WARNING

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

If the rear suspension is adjusted make sure both rear suspension units adjusted to the same settings.

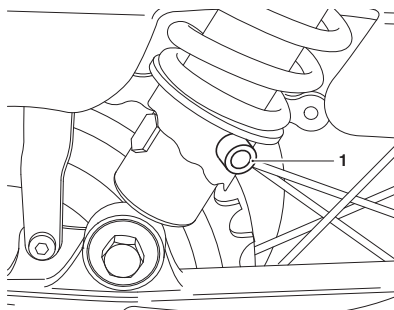
Settings that vary from left to right may affect handling and stability leading to loss of motorcycle control which will result in serious injury or death.

All Models except Thruxton RS

Rear adjuster settings are counted from one with position one being with the adjuster turned fully anticlockwise.

There are five adjuster positions in total. Position five gives the maximum amount of spring preload.

The spring preload adjuster is located at the bottom of the rear suspension unit.



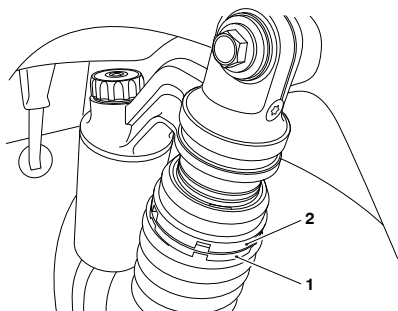
1. Rear suspension preload adjusters

To adjust the rear suspension spring preload setting:

- ▼ Insert the adjustment tool (located in the right hand side panel) into the hole in the adjuster ring.
- ▼ Turn the adjuster ring clockwise to increase spring preload, and anticlockwise to decrease spring preload. When delivered from the factory, the preload adjuster will be set at position one.

Rear Suspension Preload Adjustment - Thruxton RS Only

The spring preload adjuster is located at the top of the rear suspension unit.



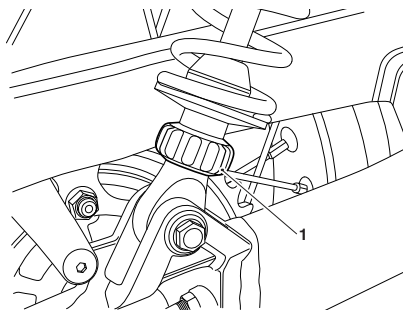
1. Lower adjuster ring
2. Top adjuster ring

To adjust the rear suspension spring preload setting:

- ▼ Use the two C-spanners located under the seat.
- ▼ Hold the top adjuster ring in place with one C-spanner, and adjust the lower adjuster ring with the other C-spanner.
- ▼ Turn the lower adjuster ring clockwise (viewed from above) to decrease spring preload and anticlockwise to increase spring preload. There are three defined positions to select from.

Rear Suspension Rebound Damping Adjustment - Thruxton RS Only

The rebound damping adjuster is located at the bottom of the rear suspension unit.



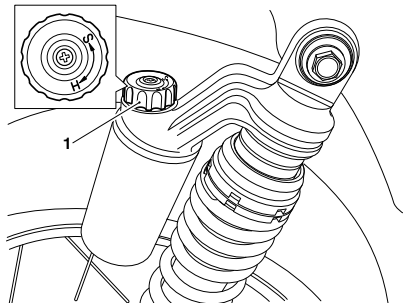
1. Rear suspension rebound damping adjuster

To adjust the rebound damping setting:

- ▼ Look upwards from the bottom of the suspension unit to the top of the suspension unit, and rotate the adjuster clockwise to increase and anticlockwise to decrease.
- ▼ Always count the number of adjuster clicks anticlockwise from the fully clockwise position.

Rear Suspension Compression Damping Adjustment - Thruxton RS Only

The compression damping adjuster is located at the top of the rear suspension unit.



1. Rear suspension compression damping adjuster

To adjust the compression damping setting:

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

Bank Angle Indicators

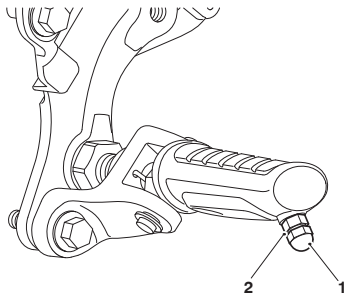
⚠ WARNING

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

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

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

- ▼ Inspect the bank angle indicators on the rider's footrests for wear.
- ▼ The bank angle indicators have a wear indicator groove. Replace a bank angle indicator if it has worn down to the groove.



B01546

1. Bank angle indicator
2. Wear indicator groove

Tyres



This motorcycle is equipped with spoked wheels which require a tyre suitable for use with an inner tube.

WARNING

Failure to use an inner tube in a spoked wheel will cause deflation of the tyre leading to loss of motorcycle control which could result in serious injury or death.

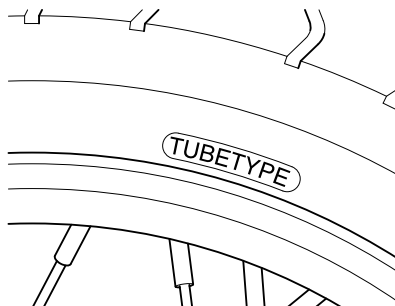
WARNING

Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked 'TUBE TYPE'.

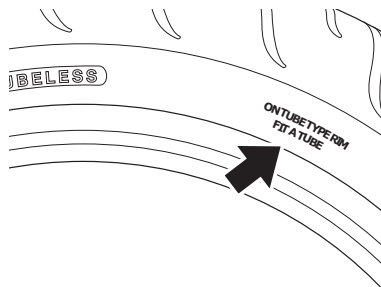
Some brands of approved tyres marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tyre wall will be marked with text permitting the fitment of an inner tube (see illustration below).

Use of an inner tube with a tyre marked 'TUBELESS', and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked 'SUITABLE FOR TUBELESS TYRES' will cause deflation of the tyre.

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



Typical Tyre Marking



Typical Tyre Marking - Tubeless Tyre Suitable For Use With An Inner Tube

Tyre Inflation Pressures

⚠ WARNING

Incorrect tyre inflation will cause abnormal tread wear and instability problems.

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

Both conditions are dangerous as they may lead to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

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

Always make sure that the tyre pressures are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

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

Tyre Pressure Monitoring System (TPMS) (if fitted)

NOTICE

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

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

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

NOTICE

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

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

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

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

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

Tyre Wear

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

Minimum Recommended Tread Depth

WARNING

Riding with damaged or defective wheels and/or excessively worn, punctured or damaged tyres will affect traction, handling and stability.

When tubeless tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, embedded nails or other sharp objects. Check the wheel rims for dents or deformation.

For tyre replacement or for a safety inspection of the tyres, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with damaged wheels and tyres is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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

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

Tyre Replacement

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

It is essential that approved tyres and inner tubes (if installed) fitted in approved combinations, are used when purchasing replacement items.

The use of non-approved tyres and inner tubes, or approved tyres and inner tubes in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tyres and inner tubes specific to your motorcycle are available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres and inner tubes must be selected in the correct combination, from the approved Tyre Selector. Tyres and inner tubes must be fitted and balanced according to the tyre and inner tube manufacturer's instructions.

When replacement tyres or inner tubes 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 and inner tubes will not produce the same handling characteristics as the worn tyres and inner tubes and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

The tyre pressures must be checked and adjusted, and the tyres and inner tubes 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

Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked 'TUBE TYPE'.

Some brands of approved tyres marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tyre wall will be marked with text permitting the fitment of an inner tube.

Use of an inner tube with a tyre marked 'TUBELESS', and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked 'SUITABLE FOR TUBELESS TYRES' will cause deflation of the tyre leading 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 or inner tube sustains a puncture, the tyre and inner tube must be replaced.

Failure to replace a punctured tyre and inner tube, or operation with a repaired tyre or inner tube may cause instability leading to loss of motorcycle control which could result in serious injury or death.

WARNING

If tyre damage is suspected, such as after striking an object, the tyre must be inspected both internally and externally by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre damage may not always be visible from the outside.

Operation of the motorcycle with damaged tyres may lead to loss of motorcycle control which could result in serious injury or death.

WARNING

Use of a motorcycle with incorrectly seated tyres or inner tubes, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of motorcycle control which could result in serious injury or death.

WARNING

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

Use of non-recommended tyres can affect wheel speed and cause the ABS function not to operate in conditions where the ABS would normally function.

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

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

⚠ WARNING

Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability.

Only use self-adhesive weights. Clip on weights may damage the wheel, tyre or inner tube resulting in tyre deflation.

When wheel balancing is required, such as after tyre or inner tube replacement, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

⚠ WARNING

Tyres and inner tubes that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres and inner tubes must be replaced after such use as continued use of a damaged tyre or inner tube may cause instability.

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

Battery**⚠ WARNING**

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and **SEEK MEDICAL ATTENTION IMMEDIATELY.**

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

⚠ WARNING

Make sure that there is adequate ventilation when charging or using the battery in an enclosed space.

Under certain circumstances, the battery may release explosive gases. Make sure to keep all sparks, flames and cigarettes away from the battery.

Do not attach jump leads to the battery, touch the battery cables together or reverse the polarity of the cables, as any of these actions may cause a spark which would ignite battery gases causing a risk of serious injury or death.

⚠ WARNING

The battery contains harmful materials.

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

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

Battery Removal

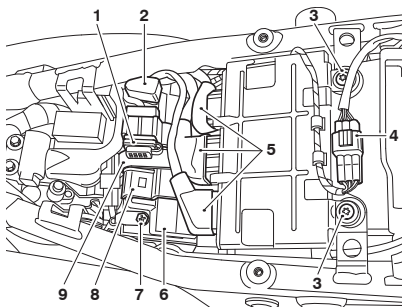
⚠ WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

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

All Models except Speed Twin 1200 and Thruxton RS



1. USB socket
2. Positive (+) terminal
3. Engine Control Module (ECM) fixings
4. Accessory cable
5. Connectors
6. Battery
7. Negative (-) terminal
8. Battery cover
9. Battery strap

To remove the battery:

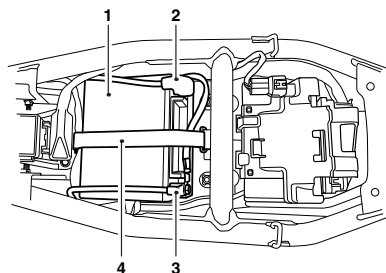
- ▼ Remove the seat, see page 75.
- ▼ Disconnect the battery leads, negative (black) lead first and then the positive (red) lead.
- ▼ Release the accessory connector.
- ▼ Carefully release the accessory connector cable from the ECM unit clips.
- ▼ Release the fixings on the ECM unit.
- ▼ Release the three connectors to the ECM unit.
- ▼ Carefully lift the ECM unit and place to the side allowing access to the battery.

NOTICE

Make sure that the ECM unit is handled with care during the battery removal or installation process.

- ▼ Detach the USB port socket.
- ▼ Remove the battery strap.
- ▼ Remove the battery cover.
- ▼ Carefully remove the battery from the motorcycle.

Speed Twin 1200 and Thruxton RS Only



1. Battery
2. Positive (+) terminal
3. Negative (-) terminal
4. Battery strap

To remove the battery:

- ▼ Remove the seat, see page 75.
- ▼ Disconnect the battery leads, negative (black) lead first and then the positive (red) lead.
- ▼ Remove the battery strap and the USB port socket.
- ▼ Take the battery out of the case.

Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

⚠ WARNING

Battery acid is corrosive and poisonous and will cause damage to unprotected skin.

Never swallow battery acid or allow it to come into contact with the skin.

To prevent injury, always wear eye and skin protection when handling the battery.

The battery is a sealed type and does not require any maintenance other than checking the voltage and routine recharging when required, such as during storage.

Clean the battery using a clean, dry cloth. Make sure that the cable connections are clean.

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

Battery Discharge

NOTICE

The charge level in the battery must be maintained to maximise battery life.

Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge; the clock, Engine Control Module (ECM) memory, high ambient temperatures, or the

addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

Battery Discharge During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery voltage weekly using a multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery voltage fall below 12.7 Volts, the battery should be charged.

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

Keeping the battery fully charged reduces the likelihood of it freezing in cold conditions. Allowing a battery to freeze will cause serious internal damage to the battery.

Battery Charging

WARNING

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

NOTICE

Do not use an automotive quick charger as it may overcharge and damage the battery.

For help with selecting a battery charger, checking the battery voltage or battery charging, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle and follow the instructions supplied with the battery charger.

MAINTENANCE

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Battery Installation

WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

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

All Models except Speed Twin 1200 and Thruxton RS

To install the battery:

- ▼ Place the battery in the battery case.
- ▼ Refit the battery cover and USB port socket. Secure with the battery strap.
- ▼ Carefully place the ECM unit into its original position.
- ▼ Fit new ECM fixings to secure the ECM unit. Tighten to 10 Nm.
- ▼ Reconnect the three connectors to the ECM unit.
- ▼ Reconnect the accessory connector. Secure the accessory connector cable into the ECM cable clips.
- ▼ Reconnect the battery, positive (red) lead first and then the negative (black) lead.

- ▼ Tighten the battery terminals to 4.5 Nm.
- ▼ Apply a light coat of grease to the terminals to prevent corrosion.
- ▼ Cover the positive terminal with the protective cap.
- ▼ Refit the seat, see page 74.

Speed Twin 1200 and Thruxton RS Only

To install the battery:

- ▼ Place the battery in the battery case.
- ▼ Secure with the battery strap and make sure the USB port socket is refitted.
- ▼ Reconnect the battery, positive (red) lead first and then the negative (black) lead.
- ▼ Tighten the battery terminals to 4.5 Nm.
- ▼ Apply a light coat of grease to the terminals to prevent corrosion.
- ▼ Cover the positive terminal with the protective cap.
- ▼ Refit the seat, see page 74.

Fuses

⚠ WARNING

Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover).

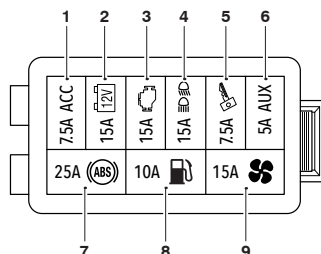
Never replace a blown fuse with a fuse of a different rating.

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage and leading to loss of motorcycle control which could result in serious injury or death.

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 table to establish which fuse has blown.

The fuse box is located underneath the seat. To allow access to the fuse box, the seat must be removed, see page 74.



Fuse Box

Position	Circuit Protected	Rating (Amps)
1	Accessory socket	7.5
2	Battery	15
3	Engine Management System (EMS)	15
4	Lighting	15
5	Ignition switch, starter circuit	7.5
6	USB port socket	5
7	ABS	25
8	Fuel pump	10
9	Cooling fan	15

Headlights** WARNING**

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

Make sure that the headlight beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic.

An incorrectly adjusted headlight may impair visibility for oncoming traffic leading to an accident which could result in serious injury or death.

** WARNING**

Never attempt to adjust a headlight beam when the motorcycle is in motion.

Any attempt to adjust a headlight beam when the motorcycle is in motion may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

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

Headlight/Position Light Bulb Replacement

The headlight unit consists of a headlight bulb and position bulb that can be replaced following the headlight bulb replacement procedure.

Daytime Running Lights (if fitted)

The Daytime Running Lights (DRL) are situated within the headlight assembly and are sealed, maintenance free LED units. If DRL are fitted then there is no position bulb.

CAUTION

Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

The bulbs become hot during use. Always allow sufficient time for the bulbs to cool before handling.

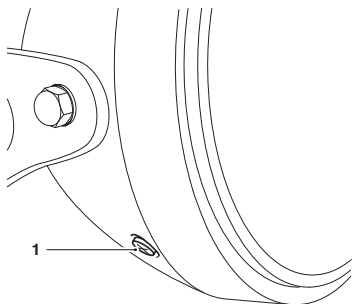
Touching a bulb when it is hot could result in minor or moderate injury.

NOTICE

The use of non-approved headlight bulbs may result in damage to the headlight lens.

Use a headlight bulb as specified in the Triumph Parts Catalogue.

Always have replacement headlight bulbs installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

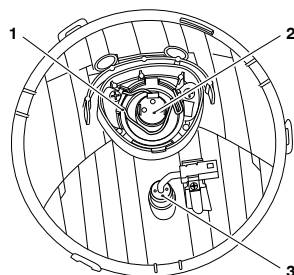


1. Headlight rim screws (one of two)

To remove the headlight rim:

- ▼ Disconnect the battery, negative (black) lead first.
- ▼ Remove the headlight rim screws.
- ▼ Detach the headlight and rim assembly from the headlight bowl.

Bonneville T100, Scrambler 900 and Speed Twin 900

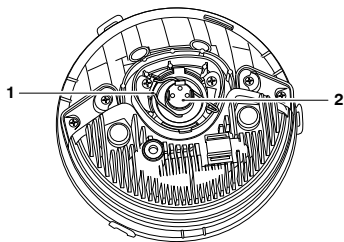


1. Wire retainer
2. Headlight bulb
3. Position bulb

To remove the headlight and position light bulb:

- ▼ While supporting the light unit, disconnect the multipin electrical connector from the headlight bulb and the connector from the position light.
- ▼ Remove the rubber dust cover.
- ▼ Unhook the headlight bulb's wire retainer.
- ▼ The headlight bulb can now be removed.
- ▼ To remove the position light bulb, detach the bulb holder from the headlight body and release the bulb.
- ▼ Installation is the reversal of removal.

Bonneville T120 (all models), Speed Twin 1200 and Thruxton RS

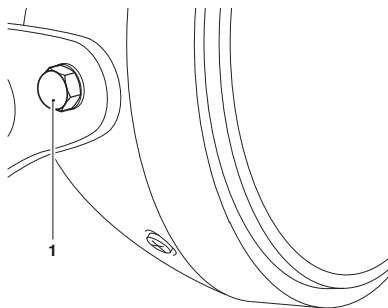


1. Wire retainer
2. Headlight bulb

To remove the headlight and position light bulb:

- ▼ While supporting the light unit, disconnect the multipin electrical connector from the headlight bulb.
- ▼ Remove the rubber dust cover.
- ▼ Unhook the headlight bulb's wire retainer.
- ▼ The headlight bulb can now be removed.
- ▼ Installation is the reversal of removal.
- ▼ The position bulb is situated within the headlight assembly and is a sealed, maintenance-free LED unit.

Headlight Adjustment



1. Headlight assembly mounting bolt

To adjust the headlight beam:

- ▼ Always make sure the handlebars are in the straight ahead position.
- ▼ Vertical adjustment of the headlight beam is controlled by loosening the headlight assembly mounting bolts and altering the position of the headlight assembly.
- ▼ Retighten the headlight assembly mounting bolts after adjustment to 10 Nm.

Rear Lights

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

Multifunctional Rear Lights (if fitted)

Speed Twin 1200 Only

The multifunctional rear light units operate as the rear position light, brake light and direction indicators.

The multifunctional rear light units are a sealed, maintenance free LED unit and must be replaced in the event of the failure of the rear lights.

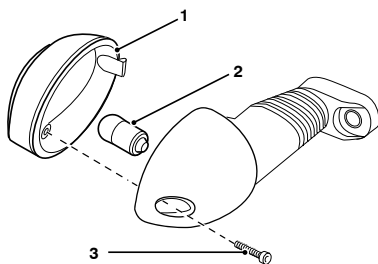
Direction Indicator Lights

The motorcycle is fitted with either LED or bulb direction indicator lights.

LED Direction Indicator Lights

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

Scrambler 900 and Speed Twin 900 Direction Indicator Bulb Replacement



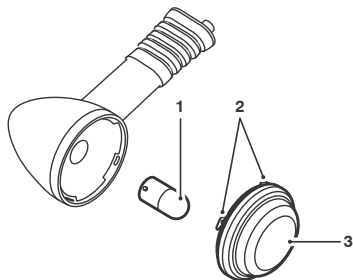
1. Lens
2. Bulb
3. Indicator lens screw

The lens on each indicator light is held in place by an indicator lens screw located in the body of the light unit.

To replace the direction indicator light bulb:

- ▼ Release the indicator lens screw and remove the lens to gain access to the bulb for replacement.
- ▼ Carefully remove the bulb and replace it with a new bulb.
- ▼ Installation is the reverse of the removal procedure.

Bonneville T100, Bonneville T120 and Thruxton RS Direction Indicator Bulb Replacement



1. Bulb
2. Locating tangs
3. Lens

To replace the direction indicator light bulb:

- ▼ Carefully twist the lens anticlockwise and remove from the indicator to gain access to the bulb.
- ▼ Gently press the bulb inwards and twist anticlockwise. Replace with a new bulb.
- ▼ Installation for the bulb is the reverse of the removal procedure.

NOTICE

When installing the lens, make sure that the locating tangs are correctly aligned to the indicator body.

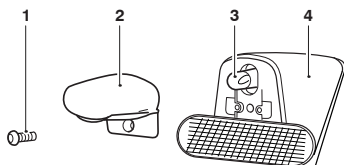
- ▼ To install the indicator lens, align the locating tangs with the indicator body and twist anticlockwise to secure.

License Plate Light

Bonneville T100 (all models), Bonneville T120 (all models), Speed Twin 1200 and Thruxton RS

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

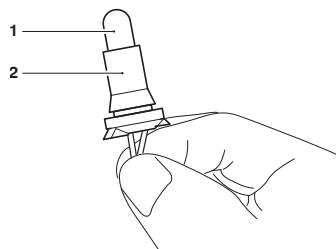
Scrambler 900 and Speed Twin 900



1. Fixing
2. Lens unit
3. Bulb
4. License plate bracket

To change the license plate light bulb:

- ▼ Disconnect the battery, negative black lead first.
- ▼ Release the fixing from the lens unit.
- ▼ Remove the lens unit from the license plate bracket.
- ▼ Detach the bulb retainer from the lens unit.



1. Bulb
2. Bulb retainer

- ▼ Carefully remove the bulb from the bulb retainer. Fit a new bulb into the bulb retainer.
- ▼ Refit the bulb retainer into the lens unit.
- ▼ Refit the lens unit to the license plate bracket.
- ▼ Tighten the fixing to 1 Nm.
- ▼ Reconnect the battery, positive (red) lead first and tighten the battery terminals to 4.5 Nm.
- ▼ Apply a light coat of grease to the terminals to prevent corrosion.
- ▼ Cover the positive terminal with the protective cap.

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.

Speed Twin (all models) and Thruxton RS** WARNING**

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

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

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

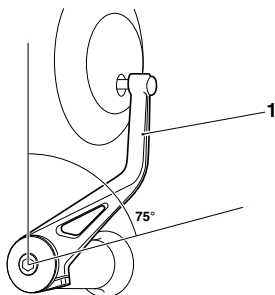
** CAUTION**

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

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

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

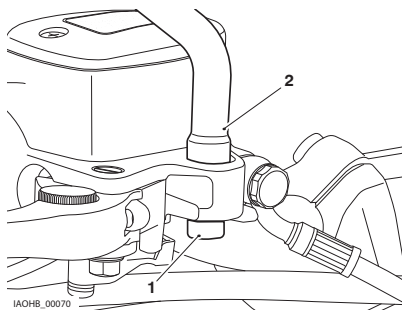
The bar end mirrors will be set by your authorised Triumph dealer and will not normally require any adjustment. Should adjustment be necessary, do not rotate the mirror beyond 75°, measured from the vertical section of the mirror arm.



1. Mirror arm vertical section

Bonneville T100 (all models), Bonneville T120 (all models)

- ▼ Loosen the mirror fixing.



1. Fixing
2. Mirror arm

- ▼ Position the mirror arm to give rear visibility in the riding position and tighten the fixing to 20 Nm.

Scrambler 900

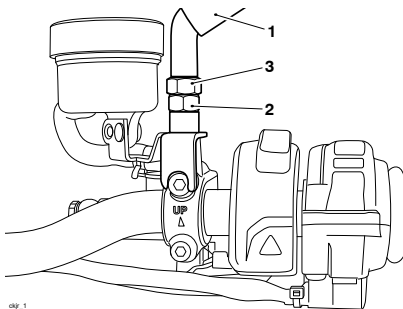
- ▼ Lift the Rubber cover to access the lock nut and mirror boss.

NOTICE

Use an open ended spanner to counter-hold the mirror boss as the mirror lock nut is loosened/tightened. Failure to counter-hold the boss will cause damage to the thread and the mirror to become loose.

- ▼ Counter-hold the mirror fixing and loosen the mirror lock nut.
- ▼ Position the mirror arm to give rear visibility in the riding position and tighten the lock nut by hand.

- ▼ Counter-hold the mirror fixing and tighten the mirror lock nut to 3.5 Nm.
- ▼ Slide the rubber cover over the lock nut.



09P_1

1. Rubber cover
2. Mirror fixing
3. Mirror adjustment lock nut

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Cleaning

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

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole (if applicable) with tape.

Remove any items of jewellery such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as wheels and under mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

NOTICE

Do not use high pressure spray washers or steam cleaners.

Use of high pressure spray washers and steam cleaners may damage seals, and cause water and steam to be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

NOTICE

Do not spray any water at all near the air intake duct.

The air intake duct is located under the rider's seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Do not get water near the following places:

- ▼ Air and any intake duct
- ▼ Any visible electrical components
- ▼ Brake cylinders and brake calipers
- ▼ Handlebar switch housings
- ▼ Headstock bearings
- ▼ Instruments
- ▼ Oil filler cap
- ▼ Rear bevel box breather (if fitted)
- ▼ Rear of headlights
- ▼ Seats
- ▼ Suspension seals and bearings
- ▼ Under the fuel tank
- ▼ Wheel bearings.

Washing

To wash the motorcycle, do the following:

- ▼ Make sure that the motorcycle engine is cold.
- ▼ Prepare a mixture of clean, cold water and mild automotive cleaner or low alkaline soap.
- ▼ Do not use a highly alkaline soap as commonly found at commercial car washes because it will leave a residue on painted surfaces and may also cause water spotting.
- ▼ Wash the motorcycle with a sponge or soft cloth.
- ▼ Do not use abrasive scouring pads or steel wool. They will damage the finish.
- ▼ Rinse the motorcycle thoroughly with clean, cold water.

After Washing **WARNING**

Never wax or lubricate the brake discs. Always clean the brake disc with a proprietary brand of oil-free brake disc cleaner.

Waxed or lubricated brake discs may lead to loss of motorcycle control which could result in serious injury or death.

After washing the motorcycle, do the following:

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

Gloss Paintwork Care

Gloss paintwork should be washed and dried as described previously, then protected using a high quality automotive wax polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

Matt Paintwork Care

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

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

Aluminium Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are aluminium parts not protected by paint or lacquer, and for guidance on how to clean those items.

Use a proprietary brand of aluminium cleaner which does not contain abrasive or caustic elements.

Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.

Warranty claims due to inadequate maintenance will not be allowed.

CLEANING AND STORAGE

Chrome and Stainless Steel Care

All chrome and stainless steel parts of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Washing

Wash as previously described.

Drying

Dry the chrome and stainless steel parts as far as possible with a soft cloth or chamois leather.

Protecting

NOTICE

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

When the chrome and stainless steel is dry, apply a suitable proprietary chrome cleaner on to the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.

Black Chrome Care

Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

Exhaust System Care

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fibre components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

The exhaust system must be cool before washing to prevent water spotting.

Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

Drying

Dry the exhaust system as far as possible with a soft cloth or chamois leather. Do not run the engine to dry the system or spotting will occur.

Protecting

NOTICE

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

CLEANING AND STORAGE

Seat Care

NOTICE

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

Using chemicals or high pressure spray washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Windscreen Care (if fitted)



WARNING

Never attempt to clean the windscreen while riding the motorcycle.

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

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

NOTICE

Corrosive chemicals such as battery acid will damage the windscreen. Never allow corrosive chemicals to contact the windscreen.

NOTICE

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen.

Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and clean cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

If the transparency of the windscreen is reduced by scratches or oxidation which cannot be removed, the windscreen must be replaced.

Leather Products Care

It is recommend that the leather products are periodically cleaned with a damp cloth and allowed to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of the product.

The Triumph leather product is a natural product and lack of care can result in damage and permanent wear.

Follow these simple instructions to prolong the life of the leather product:

- ▼ Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean the leather product.
- ▼ Do not immerse the leather product in water.
- ▼ Avoid direct heat from fires and radiators which can dry out and distort the leather.
- ▼ Do not leave the leather product in direct sunlight for prolonged periods of time.
- ▼ Do not dry the leather product by applying direct heat to it at any time.
- ▼ If the leather product does get wet, absorb any excess water with a soft clean cloth then leave the leather product to dry naturally at room temperature.

CLEANING AND STORAGE

- ▼ Avoid exposure of the leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- ▼ If exposure to salt is unavoidable, clean the leather product immediately after each exposure using a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Gently clean any minor marks with a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Place the leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

Storage

Preparation for Storage

To prepare the motorcycle for storage, do the following:

- ▼ Clean and dry the entire vehicle thoroughly.
- ▼ Fill the fuel tank with the correct grade of unleaded fuel and add a suitable fuel stabiliser (if available), following the fuel stabiliser manufacturer's instructions.

WARNING

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

Turn the ignition switch OFF. Do not smoke.

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

- ▼ Remove one of the spark plugs from each cylinder and put several drops (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to 12 Nm.
- ▼ Change the engine oil and filter (see page 111).
- ▼ Check and if necessary correct the tyre pressures (see page 146).
- ▼ Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)

- ▼ Spray rust inhibiting oil (there are a host of products on the market and your authorised Triumph dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- ▼ Make sure the cooling system is filled with a 50% mixture of coolant (noting that HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution (see page 114).
- ▼ Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one Ampere or less) about once every two weeks (see page 153).
- ▼ 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 154).
- ▼ If the motorcycle has been stored for more than four months, change the engine oil (see page 111).
- ▼ Check all the points listed in the Daily Safety Checks section.
- ▼ Before starting the engine, remove the spark plugs from each cylinder.
- ▼ Put the side stand down.
- ▼ Crank the engine on the starter motor several times until the oil pressure light goes out.
- ▼ Replace the spark plugs, tightening to 12 Nm, and start the engine.
- ▼ Check and if necessary correct the tyre pressures (see page 146).
- ▼ Check and if necessary adjust the drive chain tension (see page 122).
- ▼ Clean the entire vehicle thoroughly.
- ▼ Check the brakes for correct operation.
- ▼ Test ride the motorcycle at low speeds.

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WARRANTY

Triumph Warranty Terms and Conditions - All except Canada

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

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

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

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

If you should sell your motorcycle, make sure this Owner's Handbook 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 completing the form found on the Triumph web site at www.triumphmotorcycles.com.

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

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

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

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

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

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

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

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

Australia Only

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

Triumph Warranty Terms and Conditions - Canada only

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

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

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 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 completing the form found on the Triumph web site at www.triumphmotorcycles.com.

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

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

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

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

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

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

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

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

Conditions and Exclusions - All except Canada

- ▼ The motorcycle must not have been used for competition, misused¹, inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must not have been subject to any modification, repair or replacement other than as authorised by TRIUMPH MOTORCYCLES LIMITED.
- ▼ The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Triumph Owner's Handbook and the service log completed accordingly.
- ▼ The motorcycle's exhaust silencers are warranted for 12 (twelve) months from the commencement of the general motorcycle warranty. During this 12 (twelve) month warranty period, internal corrosion or deformation of internal baffles are excluded from the warranty. After this 12 (twelve) month period, the motorcycle silencers are excluded from the terms of this warranty.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided

with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running. If the motorcycle is placed in to storage, remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one Ampere or less) approximately once every two weeks.

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

The warranty does not cover:

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

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

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

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

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

This warranty does not affect your statutory rights.

WARRANTY

Conditions and Exclusions - Canada Only

- ▼ The motorcycle must not have been used for competition, misused², inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must not have been subject to any modification, repair or replacement other than as authorised by TRIUMPH MOTORCYCLES AMERICA LIMITED.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running. If the motorcycle is placed in to storage, remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one Ampere or less) approximately once every two weeks.

The warranty does not cover:

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

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

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

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

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

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

This warranty does not affect your statutory rights.

Noise Control System Warranty

WARNING

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

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

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

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

Tampering With The Noise Control System Prohibited

Owners are warned that the law prohibits:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

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

Acts which are likely to constitute tampering include the following:

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

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

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

Emission Control System Warranty

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

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

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

- ▼ Failures which arise through misuse, alterations, accident damage or failure to carry out maintenance as described in the owner's manual.
- ▼ The replacement of any parts required in the maintenance of the emission control system.
- ▼ Triumph Motorcycles America Limited and its authorized dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.

- ▼ Any motorcycle which has had the odometer recorded mileage changed so that the correct mileage of the motorcycle cannot be accurately determined.

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

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

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

Triumph Overseas

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

Subsidiary offices are listed below.

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

Subsidiary Offices

Benelux

Triumph Netherlands

Tel: +31 725 41 0311

Email: Benelux@Triumph.co.uk

Brazil

Triumph Motorcycles Brazil Ltda

Tel: +55 11 3010 1010

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

China

British Triumph (Shanghai) Trading Co., Ltd.

Tel: +86 21 6140 9180

Email: aftersales.china@triumphmotorcycles.com

Denmark/Finland/Norway/Sweden

Triumph Motorcycles AB

Tel: +46 8 680 68 00

Fax: +46 8 680 07 85

France

Triumph S.A.

Tel: +33 1 64 62 3838

Fax: +33 1 64 80 5828

Germany

Triumph Motorrad Deutschland GmbH

Tel: +49 6003 829090

Fax: +49 6003 8290927

India

Triumph Motorcycles (India) Private Limited

Tel: 1 800 3000 0051 (toll free)

Email: customer.care@triumphmotorcycles.in

Italy

Triumph Motorcycles srl

Tel: +39 02 93 454525

Fax: +39 02 93 582575

Japan

Triumph Motorcycles Japan K.K.

Tel: +81 3 6453 9810

Fax: +81 3 6453 9811

Spain/Portugal

Triumph Motocicletas España, S.L

Tel: +34 91 637 7475

Fax: +34 91 636 1134

Thailand

Triumph Thailand

Tel: +66(0)20170333

Fax: +66(0)20170330

United Kingdom/Eire

Triumph Motorcycles Ltd

Tel: +44 1455 45 5012

Fax: +44 1455 45 2211

USA

Triumph Motorcycles (America) Ltd

Tel: +1 678 854 2010

Fax: +1 678 854 8740

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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SPECIFICATIONS

Bonneville T100 and Bonneville T120

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Payload	Bonneville T100	Bonneville T120
Maximum Payload	210 kg (463 lb)	210 kg (463 lb)

Engine	Bonneville T100	Bonneville T120
Type	Liquid cooled parallel twin, 270° firing angle	Liquid cooled parallel twin, 270° firing angle
Displacement	900 cc	1,200 cc
Bore x Stroke	84.6 x 80 mm	97.6 x 80 mm
Compression Ratio	11:1	10:1
Cylinder Numbering	Left to right	Left to right
Cylinder Sequence	1-2	1-2
Firing Order	1-2	1-2
Starting System	Electric starter	Electric starter

Lubrication	Bonneville T100	Bonneville T120
Lubrication System	Wet sump	Wet sump
Engine Oil Capacities:		
Dry Fill	3.8 litres	3.8 litres
Oil/Filter Change	3.4 litres	3.4 litres
Oil Change Only	3.2 litres	3.2 litres

Cooling	Bonneville T100	Bonneville T120
Coolant Type	Triumph D2053 OAT coolant (premixed)	Triumph D2053 OAT coolant (premixed)
Water/Coolant Ratio	50/50 (pre-mixed as supplied by Triumph)	50/50 (pre-mixed as supplied by Triumph)

Cooling	Bonneville T100	Bonneville T120
Coolant Capacity	1.518 litres	1.558 litres
Thermostat Opens	88°C +/- 2°C	88°C +/- 2°C

Fuel System	Bonneville T100	Bonneville T120
Type	Electronic fuel injection	Electronic fuel injection
Fuel Pump	Submerged electronic	Submerged electronic
Fuel Pressure (nominal)	3.5 bar	3.5 bar

Fuel	Bonneville T100	Bonneville T120
Type	91 RON unleaded	91 RON unleaded
Tank Capacity	14.5 litres	14.5 litres

Ignition	Bonneville T100	Bonneville T120
Ignition System	Digital inductive	Digital inductive
Spark Plug	NGK LMAR8A-9	NGK LMAR8A-9
Spark Plug Gap	0.9 mm +0.0/- 0.1 mm	0.9 mm +0.0/- 0.1 mm

Transmission	Bonneville T100	Bonneville T120
Transmission Type	5 speed, constant mesh	6 speed, constant mesh
Clutch Type	Wet, multiplate	Wet, multiplate
Final Drive Chain	DID 520 VP2-T, 102 link	RK 525 KRW2, 100 link
Primary Drive Ratio	93/74 (1.26)	93/74 (1.26)
Gear Ratio:		
1st	49/14 (3.5)	49/14 (3.5)
2nd	45/18 (2.5)	45/18 (2.5)
3rd	37/20 (1.85)	37/20 (1.85)
4th	37/25 (1.48)	37/25 (1.48)
5th	35/27 (1.3)	35/27 (1.3)
6th	N/A	34/29 (1.17)

SPECIFICATIONS

Transmission	Bonneville T100	Bonneville T120
Final Drive Ratio	41/17 (2.41)	37/17 (2.18)

WARNING

Use the recommended tyres ONLY in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres	Bonneville T100	Bonneville T120
Tyre Sizes:		
Front	100/90-18	100/90-18
Rear	150/70 R17	150/70 R17
Tyre Pressures (Cold):		
Front	2.2 bar (32 lbs/in ²)	2.2 bar (32 lbs/in ²)
Rear	2.5 bar (36 lbs/in ²)	2.5 bar (36 lbs/in ²)

Electrical Equipment	Bonneville T100	Bonneville T120
Battery Type	YTX12-BS	YTX12-BS
Battery Rating	12 Volt, 10 Ah	12 Volt, 10 Ah
Alternator Measured at the output of the regulator/rectifier	14 Volt, 22 Amps (minimum) at 1,000 rpm	14 Volt, 22 Amps (minimum) at 1,000 rpm
	14 Volt, 46.5 Amps (maximum) at 3,000 rpm	14 Volt, 46.5 Amps (maximum) at 3,000 rpm
Headlight	12 Volt, 60/55 Watt, H4 halogen	12 Volt, 60/55 Watt, H4 halogen
Tail/Brake Light	LED	LED
Directional Indicator Lights	12 Volt, 10 Watt	12 Volt, 10 Watt

Frame	Bonneville T100	Bonneville T120
Rake	25.5°	25.5°
Trail	105.2 mm (4.14 in)	105.2 mm (4.14 in)

Tightening Torques	Bonneville T100 and Bonneville T120
Battery Terminals	4.5 Nm
ECM Unit Fixings	10 Nm
Chain Adjuster Lock Nuts	20 Nm
Chain Guard	9 Nm
Clutch Lever Nut	3.5 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

Fluids and Lubricants	Bonneville T100 and Bonneville T120
Bearings and Pivots	Triumph Performance RG2 grease (NLGI 2)
Brake Fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive Chain	Triumph Performance chain lubricant
Engine Oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended

Scrambler 900

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

SPECIFICATIONS

Payload	Scrambler 900
Maximum Payload	223 kg (492 lb)

Engine	Scrambler 900
Type	Liquid cooled parallel twin, 270° firing angle
Displacement	900 cc
Bore x Stroke	84.6 x 80 mm
Compression Ratio	11:1
Cylinder Numbering	Left to right
Cylinder Sequence	1-2
Firing Order	1-2
Starting System	Electric starter

Lubrication	Scrambler 900
Lubrication System	Wet sump
Engine Oil Capacities:	
Dry Fill	3.8 litres
Oil/Filter Change	3.4 litres
Oil Change Only	3.2 litres

Cooling	Scrambler 900
Coolant Type	Triumph D2053 OAT coolant (premixed)
Water/Coolant Ratio	50/50 (pre-mixed as supplied by Triumph)
Coolant Capacity	1.518 litres
Thermostat Opens	88°C +/- 2°C

Fuel System	Scrambler 900
Type	Electronic fuel injection
Fuel Pump	Submerged electronic
Fuel Pressure (nominal)	3.5 bar

Fuel Scrambler 900	
Type	91 RON unleaded
Tank Capacity	12.0 litres

Ignition Scrambler 900	
Ignition System	Digital inductive
Spark Plug	NGK LMAR8A-9
Spark Plug Gap	0.9 mm +0.0/-0.1 mm

Transmission Scrambler 900	
Transmission Type	5 speed, constant mesh
Clutch Type	Wet, multiplate
Final Drive Chain	DID 520 VP2-T, 102 link
Primary Drive Ratio	93/74 (1.26)
Gear Ratio:	
1st	49/14 (3.5)
2nd	45/18 (2.5)
3rd	37/20 (1.85)
4th	37/25 (1.48)
5th	35/27 (1.3)
Final Drive Ratio	41/17 (2.41)

WARNING

Use the recommended tyres ONLY in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

SPECIFICATIONS

Tyres		Scrambler 900
Tyre Sizes:		
Front		100/90-19
Rear		150/70 R17
Tyre Pressures (Cold):		
Front		2.1 bar (30 lbs/in ²)
Rear		2.5 bar (36 lbs/in ²)

Electrical Equipment		Scrambler 900
Battery Type		YTX12-BS
Battery Rating		12 Volt, 10 Ah
Alternator		14 Volt, 22 Amps (minimum) at 1,000 rpm
Measured at the output of the regulator/rectifier		14 Volt, 46.5 Amps (maximum) at 3,000 rpm
Headlight		12 Volt, 60/55 Watt, H4 halogen
Tail/Brake Light		LED
Directional Indicator Lights		12 Volt, 10 Watt
License Plate Light		12 Volt, 5 Watt

Frame		Scrambler 900
Rake		25.6°
Trail		109.6 mm (4.31 in)

Tightening Torques		Scrambler 900
Battery Terminals		4.5 Nm
ECM Unit Fixings		10 Nm
Chain Adjuster Lock Nuts		20 Nm
Chain Guard		9 Nm
Clutch Lever Nut		3.5 Nm
Oil Filter		10 Nm

Tightening Torques	Scrambler 900
Passenger Seat Fastener	3 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

Fluids and Lubricants	Scrambler 900
Bearings and Pivots	Triumph Performance RG2 grease (NLGI 2)
Brake Fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive Chain	Triumph Performance chain lubricant
Engine Oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended

Speed Twin 900

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Payload	Speed Twin 900
Maximum Payload	210 kg (463 lb)

Engine	Speed Twin 900
Type	Liquid cooled parallel twin, 270° firing angle
Displacement	900 cc
Bore x Stroke	84.6 x 80 mm
Compression Ratio	11:1
Cylinder Numbering	Left to right

SPECIFICATIONS

Engine	Speed Twin 900
Cylinder Sequence	1-2
Firing Order	1-2
Starting System	Electric starter

Lubrication	Speed Twin 900
Lubrication System	Wet sump
Engine Oil Capacities:	
Dry Fill	3.8 litres
Oil/Filter Change	3.4 litres
Oil Change Only	3.2 litres

Cooling	Speed Twin 900
Coolant Type	Triumph D2053 OAT coolant (premixed)
Water/Coolant Ratio	50/50 (pre-mixed as supplied by Triumph)
Coolant Capacity	1.518 litres
Thermostat Opens	88°C +/- 2°C

Fuel System	Speed Twin 900
Type	Electronic fuel injection
Fuel Pump	Submerged electronic
Fuel Pressure (nominal)	3.5 bar

Fuel	Speed Twin 900
Type	91 RON unleaded
Tank Capacity	12.0 litres

Ignition	Speed Twin 900
Ignition System	Digital inductive
Spark Plug	NGK LMAR8A-9
Spark Plug Gap	0.9 mm +0.0/-0.1 mm

Transmission	Speed Twin 900
Transmission Type	5 speed, constant mesh
Clutch Type	Wet, multiplate
Final Drive Chain	DID 520 VP2-T, 102 link
Primary Drive Ratio	93/74 (1.26)
Gear Ratio:	
1st	49/14 (3.5)
2nd	45/18 (2.5)
3rd	37/20 (1.85)
4th	37/25 (1.48)
5th	35/27 (1.3)
Final Drive Ratio	41/17 (2.41)

WARNING

Use the recommended tyres ONLY in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres		Speed Twin 900	
Tyre Sizes:			
Front		100/90-18	
Rear		150/70 R17	
Tyre Pressures (Cold):			
Front		2.2 bar (32 lbs/in ²)	
Rear		2.5 bar (36 lbs/in ²)	

SPECIFICATIONS

Electrical Equipment	Speed Twin 900
Battery Type	YTX12-BS
Battery Rating	12 Volt, 10 Ah
Alternator	14 Volt, 22 Amps (minimum) at 1,000 rpm
Measured at the output of the regulator/rectifier	14 Volt, 46.5 Amps (maximum) at 3,000 rpm
Headlight	12 Volt, 60/55 Watt, H4 halogen
Tail/Brake Light	LED
Directional Indicator Lights	12 Volt, 10 Watt
License Plate Light	12 Volt, 5 Watt

Frame	Speed Twin 900
Rake	25.1°
Trail	102.4 mm (4.03 in)

Tightening Torques	Speed Twin 900
Battery Terminals	4.5 Nm
ECM Unit Fixings	10 Nm
Chain Adjuster Lock Nuts	20 Nm
Chain Guard	9 Nm
Clutch Lever Nut	3.5 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

Fluids and Lubricants	Speed Twin 900
Bearings and Pivots	Triumph Performance RG2 grease (NLGI 2)
Brake Fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)

Fluids and Lubricants	Speed Twin 900
Drive Chain	Triumph Performance chain lubricant
Engine Oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended

Speed Twin 1200

Dimensions, Weights and Performance
A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk .

Payload	Speed Twin 1200
Maximum Payload	212 kg (467 lb)

Engine	Speed Twin 1200
Type	Liquid cooled parallel twin, 270° firing angle
Displacement	1200 cc
Bore x Stroke	97.6 x 80 mm
Compression Ratio	12.066:1
Cylinder Numbering	Left to right
Cylinder Sequence	1-2
Firing Order	1-2
Starting System	Electric starter

Lubrication	Speed Twin 1200
Lubrication System	Wet sump
Engine Oil Capacities:	
Dry Fill	3.8 litres
Oil/Filter Change	3.4 litres

SPECIFICATIONS

Lubrication	Speed Twin 1200
Oil Change Only	3.2 litres

Cooling	Speed Twin 1200
Coolant Type	Triumph D2053 OAT coolant (premixed)
Water/Coolant Ratio	50/50 (pre-mixed as supplied by Triumph)
Coolant Capacity	1.558 litres
Thermostat Opens	75°C +/- 2°C

Fuel System	Speed Twin 1200
Type	Electronic fuel injection
Fuel Pump	Submerged electronic
Fuel Pressure (nominal)	3.5 bar

Fuel	Speed Twin 1200
Type	95 RON unleaded
Tank Capacity	14.5 litres

Ignition	Speed Twin 1200
Ignition System	Digital inductive
Spark Plug	NGK LMAR8A-9
Spark Plug Gap	0.9 mm +0.0/-0.1 mm

Transmission	Speed Twin 1200
Transmission Type	6 speed, constant mesh
Clutch Type	Wet, multiplate
Final Drive Chain	RK 525 ZXW, 102 link
Primary Drive Ratio	93/74 (1.26)
Gear Ratio:	
1st	49/14 (3.5)
2nd	45/18 (2.5)

Transmission	Speed Twin 1200
3rd	37/20 (1.85)
4th	37/25 (1.48)
5th	35/27 (1.3)
6th	34/29 (1.17)
Final Drive Ratio	42/16 (2.63)

WARNING

Use the recommended tyres ONLY in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres	Speed Twin 1200
Tyre Sizes:	
Front	120/70 R17
Rear	160/60 R17
Tyre Pressures (Cold):	
Front	2.5 bar (36 lbs/in ²)
Rear	2.9 bar (42 lbs/in ²)

Electrical Equipment	Speed Twin 1200
Battery Type	YTZ10S
Battery Rating	12 Volt, 8.6 Ah
Alternator	14 Volt, 22 Amps (minimum) at 1,000 rpm
Measured at the output of the regulator/rectifier	14 Volt, 46.5 Amps (maximum) at 3,000 rpm
Headlight	12 Volt, 60/55 Watt, H4 Halogen

SPECIFICATIONS

Electrical Equipment	Speed Twin 1200
Tail/Brake Light	LED
Directional Indicator Lights	12 Volt, 10 Watt
License Plate Light	LED

Frame	Speed Twin 1200
Rake	22.8°
Trail	93.5 mm (3.7 in)

Tightening Torques	Speed Twin 1200
Battery Terminals	4.5 Nm
Chain Adjuster Lock Nuts	20 Nm
Chain Guard	9 Nm
Clutch Lever Nut	3.5 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

Fluids and Lubricants	Speed Twin 1200
Bearings and Pivots	Triumph Performance RG2 grease (NLGI 2)
Brake Fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive Chain	Triumph Performance chain lubricant
Engine Oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended

Thruxton RS

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance figures is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Payload Thruxton RS

Maximum Payload	210 kg (463 lb)
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Engine Thruxton RS

Type	Liquid cooled parallel twin, 270° firing angle
Displacement	1,200 cc
Bore x Stroke	97.6 x 80 mm
Compression Ratio	12.066:1
Cylinder Numbering	Left to right
Cylinder Sequence	1-2
Firing Order	1-2
Starting System	Electric starter

Lubrication Thruxton RS

Lubrication System	Wet sump
Engine Oil Capacities:	
Dry Fill	3.8 litres
Oil/Filter Change	3.4 litres
Oil Change Only	3.2 litres

Cooling Thruxton RS

Coolant Type	Triumph D2053 OAT coolant (premixed)
Water/Coolant Ratio	50/50 (pre-mixed as supplied by Triumph)
Coolant Capacity	1.558 litres
Thermostat Opens	75°C +/- 2°C

SPECIFICATIONS

Fuel System	Thruxton RS
Type	Electronic fuel injection
Fuel Pump	Submerged electronic
Fuel Pressure (nominal)	3.5 bar

Fuel	Thruxton RS
Type	95 RON unleaded
Tank Capacity	14.0 litres

Ignition	Thruxton RS
Ignition System	Digital inductive
Spark Plug	NGK LMAR8A-9
Spark Plug Gap	0.9 mm +0.0/-0.1 mm

Transmission	Thruxton RS
Transmission Type	6 speed, constant mesh
Clutch Type	Wet, multiplate
Final Drive Chain	EK 525 ZVX3, 100 link
Primary Drive Ratio	93/74 (1.26)
Gear Ratio:	
1st	49/14 (3.5)
2nd	45/18 (2.5)
3rd	37/20 (1.85)
4th	37/25 (1.48)
5th	35/27 (1.3)
6th	34/29 (1.17)
Final Drive Ratio	42/16 (2.63)

⚠ WARNING

Use the recommended tyres **ONLY** in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Tyres

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres Thruxton RS

Tyre Sizes:

Front	120/70 ZR17
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Rear	160/60 ZR17
------	-------------

Tyre Pressures (Cold):

Front	2.5 bar (36 lbs/in ²)
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Rear	2.5 bar (36 lbs/in ²)
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Electrical Equipment Thruxton RS

Battery Type	YTZ10S
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Battery Rating	12 Volt, 8.6 Ah
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Alternator Measured at the output of the regulator/rectifier	14 Volt, 22 Amps (minimum) at 1,000 rpm
	14 Volt, 46.5 Amps (maximum) at 3,000 rpm

Headlight	12 Volt, 60/55 Watt, H4 Halogen
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Rear Lights	LED
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Directional Indicator Lights	LED (if fitted)
	12 Volt, 10 Watt

Frame Thruxton RS

Rake	22.8°
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Trail	92.1 mm (3.63 in)
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Tightening Torques	Thruxton RS
Battery Terminals	4.5 Nm
Chain Adjuster Lock Nuts	20 Nm
Chain Guard	9 Nm
Clutch Lever Nut	3.5 Nm
Oil Filter	10 Nm
Spark Plug	12 Nm
Sump Plug	25 Nm
Rear Wheel Spindle Nut	110 Nm

Fluids and Lubricants	Thruxton RS
Bearings and Pivots	Triumph Performance RG2 grease (NLGI 2)
Brake Fluid	Triumph Performance DOT 4 brake fluid
Coolant	Triumph D2053 OAT coolant (premixed)
Drive Chain	Triumph Performance chain lubricant
Engine Oil	Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended

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This section contains approval information that is required to be included in this Owner's Handbook.

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.

Canadian Approval

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s).

Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation of the device.

Radio frequency radiation exposure information:

This equipment complies with radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

APPROVAL INFORMATION

European Radio Equipment Device Statement

Operation of electrical devices fitted to this motorcycle is subject to the following two conditions:

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

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

Representative within the European Union

Address

Triumph Motocicletas Espana S.L.

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14 - E

28232 - Las Rozas De Madrid

Spain

Radio Equipment Device EU Directive 2014/53

Triumph motorcycles are equipped with a range of radio equipment devices. These radio equipment devices must comply with the EU Radio Equipment Device Directive 2014/53/EU. The complete text of the EU declaration of conformity for each radio equipment device is available at the following address:

www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals

The table below shows the frequencies and power levels for the radio equipment devices in compliance with the EU Directive 2014/53/EU. The table shows all radio equipment devices used across the Triumph range of motorcycles. Only certain radio equipment devices in the table are applicable to specific motorcycles.

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Chassis Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	287 nW ERP	Pektron Alfreton Road, Derby, DE21 4AP UK
Keyless Control Unit	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna	6.28 uW ERP	
Keyless Control Unit 2	Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antennas	3.01 uW ERP	
Keyless System Key Fob	Receive Bands: 134.2 kHz Category-2 Receiver Transmit Bands: 433.92 MHz, 134.2 kHz Class: N/A Antenna Type Fixed Antenna (PCB)	0.019 mW ERP	

APPROVAL INFORMATION

Radio Equipment Device	Frequency Range	Maximum Transmit Power Level	Manufacturer
Immobiliser (Motorcycles with Key System)	Receive Bands: 433.92 MHz, 125 kHz Transmit Bands: 120.9 KHz to 131.3 KHz	5dBμA/m @ 10m	LDL Technology Parc Technologique Du Canal, 3 Rue Giotto,
Tyre Pressure Monitoring System (TPMS)	Receive Bands: None Transmit Bands: 433.97 MHz to 433.87 MHz	0.063 mW	31520 Ramonville Saint-Agne, France
Triumph Accessory Alarm System ECU	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	Scorpion Automotive Ltd Drumhead Road, Chorley North Business Park, Chorley, PR6 7DE UK
Triumph Accessory Alarm System Remote/Key Fob	Receive Bands: None Transmit Bands: 433.92 MHz	10 mW ERP	
Accessory Alarm System ECU - Triumph Protect+	Receive Bands: 433.92 MHz Transmit Bands: None	N/A	
Accessory Alarm System Remote/Key Fob - Triumph Protect+	Receive Bands: None Transmit Bands: 433.92 MHz	1 mW ERP	
Instrument Panel	Receive and Transmit Bands: 2402 MHz to 2483.5 MHz	7.4 dBm	MTA SpA Viale dell'Industria, 12 26845 Codogno (LO) Italy
My Triumph Connectivity Unit	Receive and Transmit Bands: 2402 MHz to 2480 MHz	100 mW	C.O.B.O. S.p.A. via Tito Speri 10 25024 Leno (BS) Italy
Blind Spot Radar	Receive and Transmit Bands: 24.05 to 24.25 GHz	100mW (20 dBm) peak EIRP	ADC Automotive Distance Control Systems GmbH Peter-Dornier-Strasse 10, 88131 Lindau, Germany