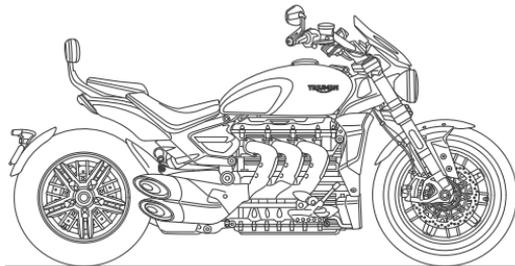
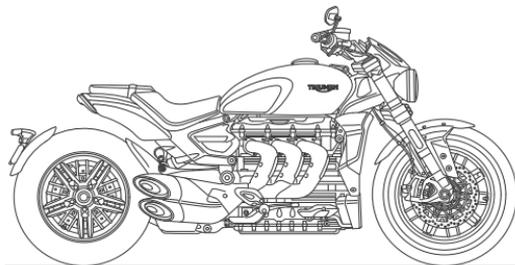




Rocket 3 Storm GT and Rocket 3 Storm R



This handbook contains information on the Triumph Rocket 3 Storm GT and Rocket 3 Storm R 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 3850345-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
- 07** SAFETY FIRST
- 16** WARNING LABELS
- 18** PARTS IDENTIFICATION
- 21** SERIAL NUMBERS
- 23** INSTRUMENTS
- 61** GENERAL INFORMATION
- 97** HOW TO RIDE THE MOTORCYCLE
- 113** ACCESSORIES, LOADING AND PASSENGERS
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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.

QR Code

To download the Owner's Handbook;

Enter the address below in to a web browser:

www.triumphmotorcycles.co.uk/handbooks

Or;

Scan the QR code using your smart device:



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

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

Dangers, Warnings, Cautions and Notices

Particularly important information is presented in the following form:

⚠ DANGER

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

Warning Labels



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

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

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

Maintenance

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

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

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

Noise Control System

Tampering with the noise control system is prohibited.

Owners are warned that the law may prohibit:

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

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

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

Talk to Triumph

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

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

Your Triumph Team.

The Motorcycle

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 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.

WARNING

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

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

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

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

WARNING

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.

SAFETY FIRST

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.

Maintenance and Equipment**⚠ WARNING**

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

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

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

⚠ WARNING

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

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

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

SAFETY FIRST

WARNING

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

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

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

Parking

WARNING

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

When parking the motorcycle, always remember the following:

- Engage first gear to help prevent the motorcycle from rolling off the stand.
- The engine, radiator, exhaust system, rear suspension unit and brakes will be hot after riding. DO NOT park where pedestrians, animals and/or children are likely to touch the motorcycle.
- Do not park on soft ground or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over.

For further details, refer to the How to Ride the Motorcycle section of this Owner's Handbook.

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

Riding

DANGER

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

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

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

WARNING

All riders must be licenced to operate the motorcycle.

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

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

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

WARNING

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

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

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

WARNING

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

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

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

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

⚠ WARNING

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

WARNING

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

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

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

WARNING

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

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

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

WARNING

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

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

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

- the passenger's feet or clothing to become trapped
- the passenger to be in contact with hot exhaust pipes.

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

WARNING

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

This depends on 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.

SAFETY FIRST

WARNING

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

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

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

WARNING

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

A further increase of the banking angle is unsafe.

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

Parts and Accessories

WARNING

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

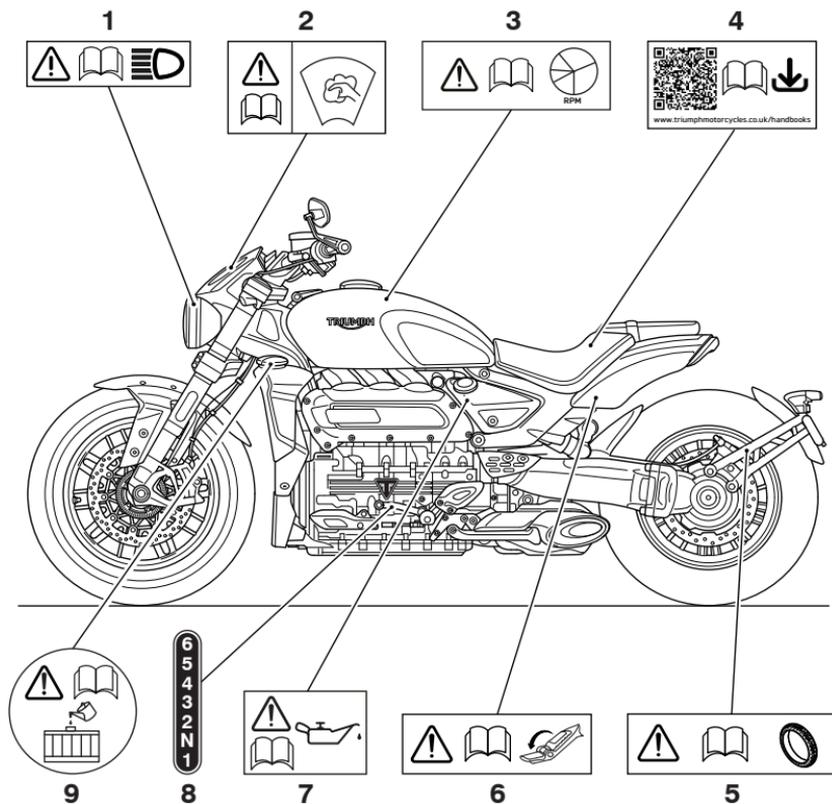
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WARNING LABELS

Left Hand Side

NOTICE

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

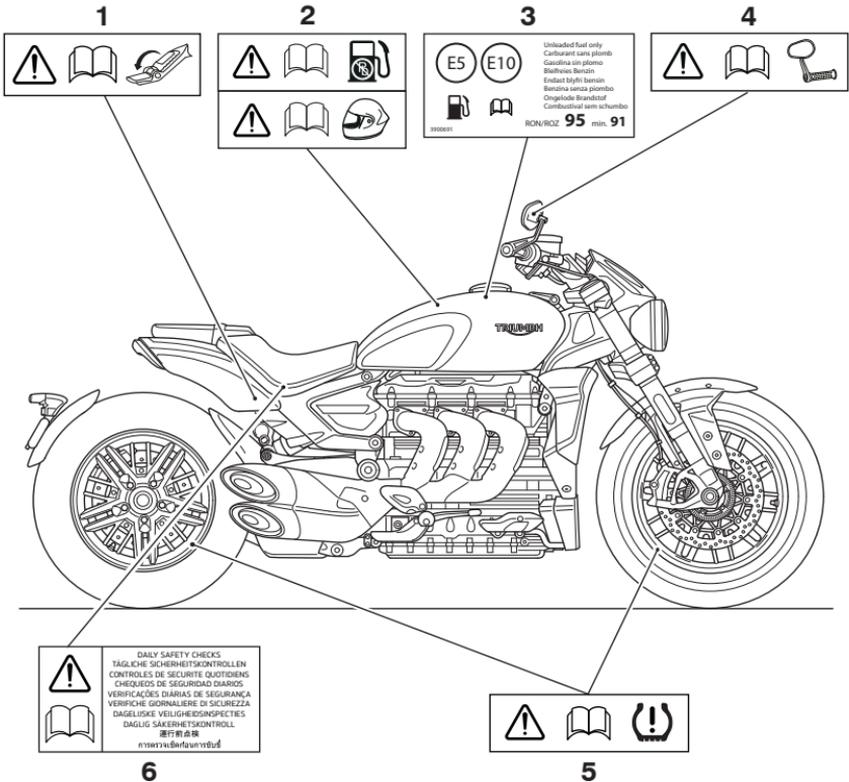


- | | |
|---|---|
| 1. Headlight (page 167) | 5. Tyres (page 155) |
| 2. Windscreen (if fitted) (page 91) | 6. Passenger Footrests (page 88) |
| 3. Running-In (page 93) | 7. Engine Oil (page 126) |
| 4. Owner's Handbook Download Details (under seat) | 8. Gears (page 100) |
| | 9. Coolant - Radiator Filler Cap (page 131) |

Right Hand Side

NOTICE

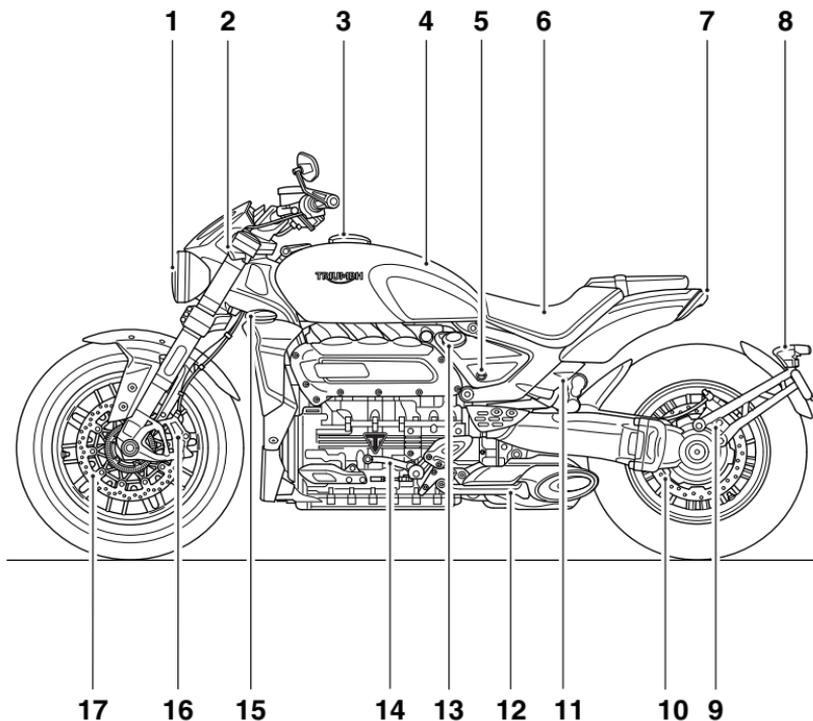
All warning labels and decals, with the exception of the Running-in and Passenger Footrest labels, are fitted to the motorcycle using a strong adhesive. In some cases, labels are installed prior to an application of paint lacquer. Therefore, any attempt to remove the warning labels will cause damage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



1. Passenger Footrests (page 88)
2. Unleaded Fuel (page 81) and Helmet (page 08)
3. E5 and E10 Fuel (if fitted) (page 81)

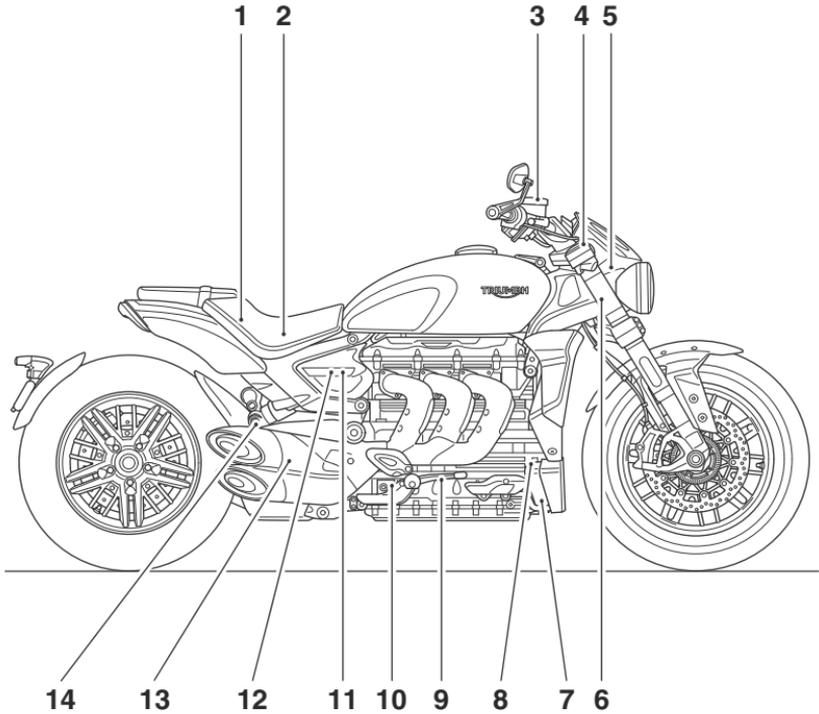
4. Mirrors (page 143)
5. Tyre Pressure Monitoring System (TPMS) (if fitted) (page 77)
6. Daily Safety Checks (page 94)

Left Hand Side



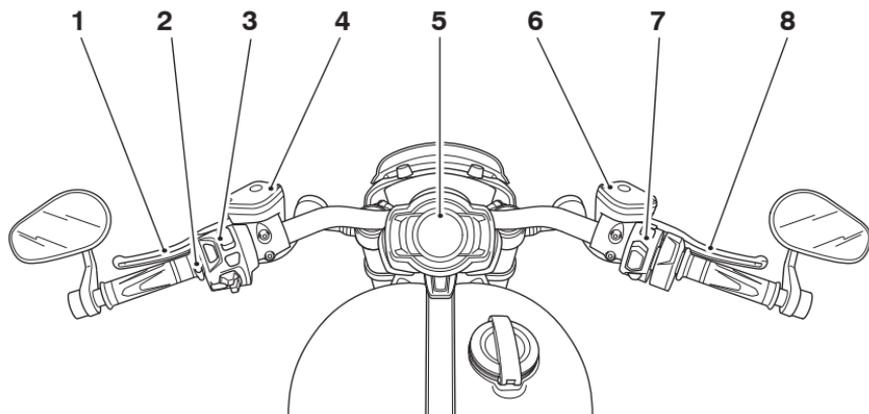
- | | |
|--------------------------------------|--------------------------------------|
| 1. Headlight | 10. Rear brake disc |
| 2. Front indicator | 11. Rear suspension preload adjuster |
| 3. Fuel filler cap | 12. Side stand |
| 4. Fuel tank | 13. Oil filler cap |
| 5. Seat lock | 14. Gear change pedal |
| 6. Battery (under the seat) | 15. Radiator cap |
| 7. Rear light | 16. Front brake caliper |
| 8. Number plate light and indicators | 17. Front brake disc |
| 9. Rear brake caliper | |

Right Hand Side



1. USB socket (under the seat)
2. Fuse box (under the seat)
3. Front brake fluid reservoir
4. Front suspension adjusters
5. Steering lock
6. Front fork
7. Coolant expansion tank
8. Coolant expansion tank cap
9. Rear brake pedal
10. Rear brake fluid reservoir
11. Tool kit (behind the side panel)
12. Rear rebound damping suspension adjuster (behind the side panel)
13. Silencer
14. Rear suspension compression damping adjuster

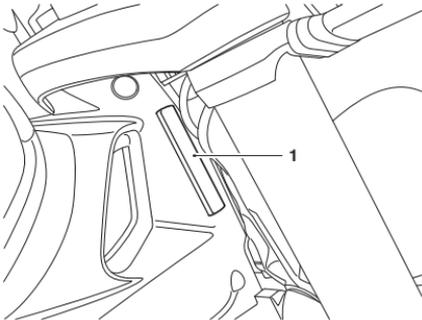
Rider View Parts Identification



- 1. Clutch lever
- 2. Heated grips switch (if fitted)
- 3. Left hand switch housing, see page 70
- 4. Clutch fluid reservoir
- 5. Instruments
- 6. Front brake fluid reservoir
- 7. Right hand switch housing, see page 69
- 8. Front brake lever

Vehicle Identification Number (VIN)

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. In addition, it is displayed on a label which is mounted on the right hand side of the front subframe.

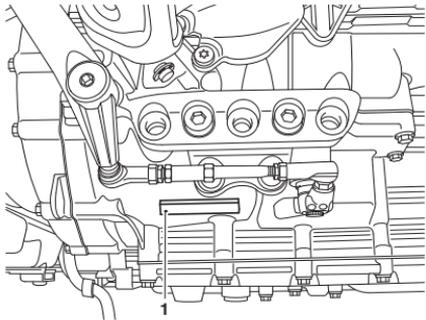


1. Vehicle identification number

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

Engine Serial Number

The engine serial number is stamped on the bottom of the engine crankcase.



1. Engine serial number

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

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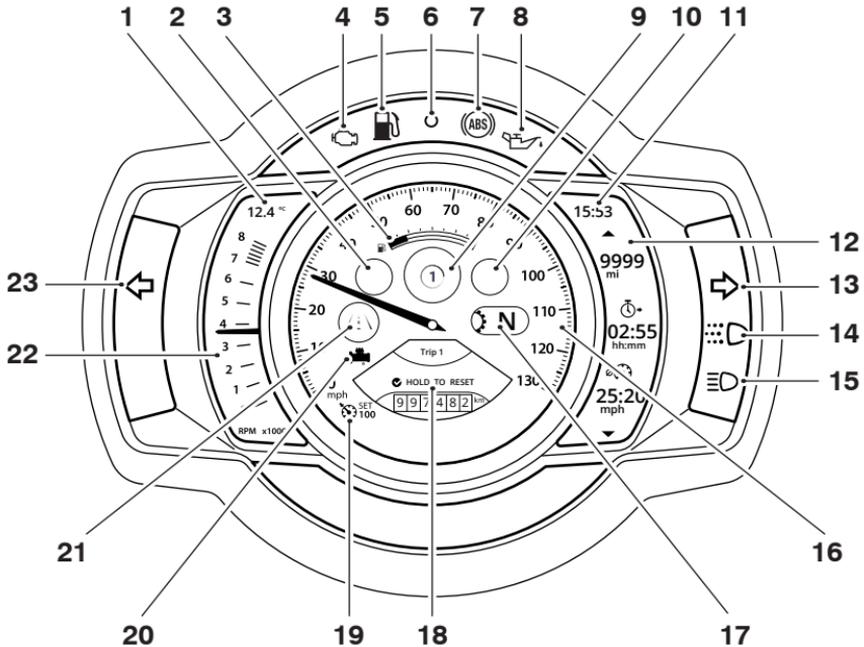
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Instruments Panel Layout

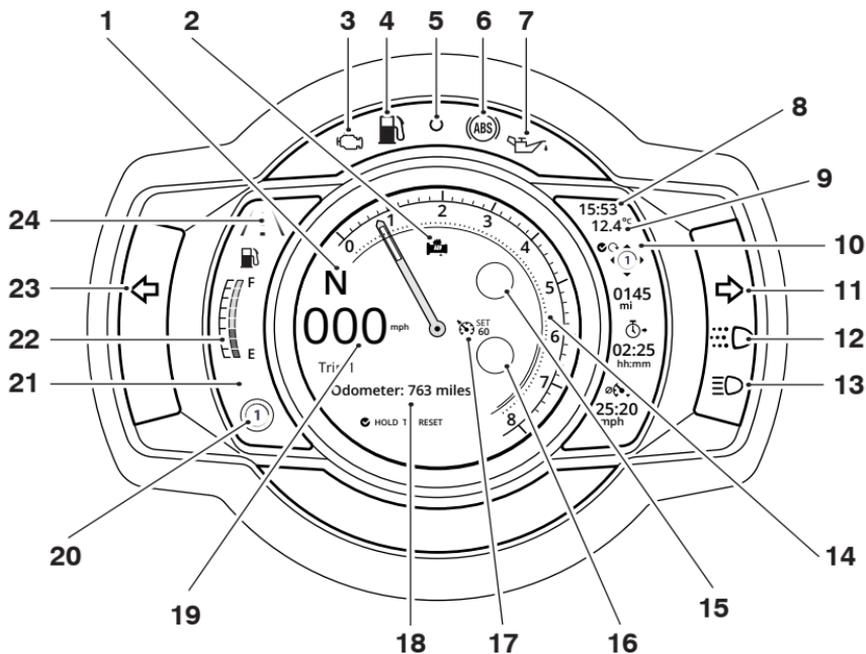
There are two different themes available on the instrument display. Not all instrument features are available on all models.

Quartz Theme



- | | |
|---|---|
| 1. Ambient air temperature | 11. Clock |
| 2. Warning light | 12. Right hand side display panel |
| 3. Fuel gauge | 13. Right hand direction indicator |
| 4. Engine management Malfunction Indicator Light (MIL) | 14. Daytime Running Light (DRL) (if fitted) |
| 5. Fuel level low warning light | 15. High beam warning light |
| 6. Alarm/immobiliser status indicator light (alarm is an accessory kit) | 16. Speedometer |
| 7. ABS warning light | 17. Gear position symbol |
| 8. Oil pressure warning light | 18. Information tray |
| 9. Information tray symbol/Riding mode symbol | 19. Cruise control SET indicator |
| 10. Warning light | 20. Heated grips status |
| | 21. Current riding mode |
| | 22. Tachometer/Left hand side display panel |
| | 23. Left hand direction indicator |

Chronos Theme



1. Gear position symbol
2. Heated grips status
3. Engine management Malfunction Indicator Light (MIL)
4. Fuel level low warning light
5. Alarm/immobiliser status indicator light (alarm is an accessory kit)
6. ABS warning light
7. Oil pressure warning light
8. Clock
9. Ambient air temperature
10. Right hand side display panel
11. Right hand direction indicator
12. Daytime Running Light (DRL) (if fitted)
13. High beam warning light
14. Tachometer
15. Warning light
16. Warning light
17. Cruise control speed/SET indicator
18. Information tray
19. Speedometer
20. Information tray symbol
21. Left hand panel
22. Fuel gauge
23. Left hand direction indicator
24. Current riding mode

Warning Lights

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

For additional warning and information messages, see page 41.

Engine Management System Malfunction Indicator Light (MIL)



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

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

WARNING

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

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

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

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

Low Oil Pressure Warning Light



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

NOTICE

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

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

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

Engine Immobiliser/Alarm Indicator Light

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

Without Alarm Fitted

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

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

With Alarm Fitted

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

Anti-lock Braking System (ABS) Warning Light



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.

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.

The warning light will not illuminate again until the engine is restarted unless there is a fault.

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

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.

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.

INSTRUMENTS

If traction control is switched on:

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

If traction control is switched off:

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

Traction Control (TC) Disabled Warning Light



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

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

Direction Indicator Light



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

Hazard Warning Lights



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

High Beam 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.

Daytime Running Lights (DRL) (if fitted)



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

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page 71.

During daylight hours, the Daytime Running Lights (DRL) improve the visibility of the motorcycle to other road users. Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.

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.

INSTRUMENTS

Low Fuel Warning Light



The low fuel warning light will illuminate when there are approximately 4 litres of fuel remaining in the tank.

General Warning Symbol



The general warning symbol will be shown in the information tray 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.

Ambient Air Temperature

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

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

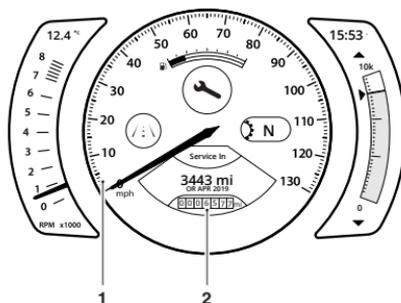
Once the motorcycle starts moving the display will return to normal after a short time.

To change the temperature from °C or °F see page 57.

Speedometer and Odometer

The speedometer indicates the road speed of the motorcycle.

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



1. Speedometer
2. Odometer

This information is available in the Service tray.

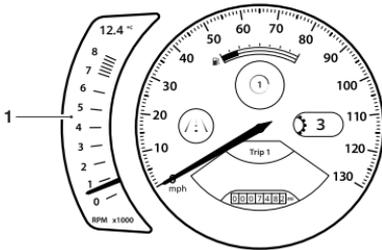
Tachometer

NOTICE

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

The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the red zone.

Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

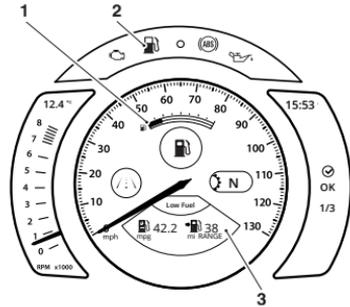


1. Engine speed (rpm)

The tachometer is shown in the main circle section of the instrument display when the Chronos theme is selected.

Fuel Gauge

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



1. Fuel gauge
2. Low fuel warning light
3. Low fuel information tray

The fuel gauge is shown in the left hand panel when the Chronos theme is selected.

The range to empty and instantaneous fuel consumption is shown in the right hand panel when the Fuel menu is selected.

INSTRUMENTS

With the ignition switched on, a filled line in the fuel gauge indicates the fuel remaining in the fuel tank.

The gauge markings indicate intermediate fuel levels between an empty and full fuel tank.

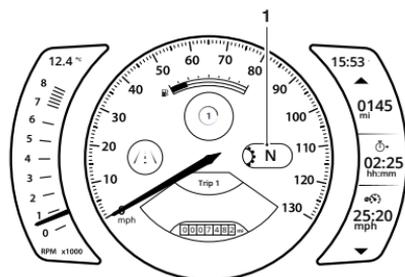
The low fuel warning light will illuminate when approximately 4 litres of fuel is remaining in the tank and you should refuel at the earliest opportunity.

A low fuel warning message will appear in the information tray. Press the joystick centre to acknowledge and hide the low fuel warning.

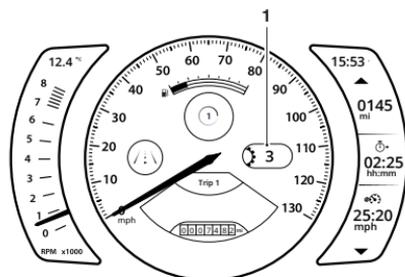
After refuelling, the fuel gauge and range to empty information will be updated only while riding the motorcycle. Depending on the riding style, updating could take up to five minutes.

Gear Position Display

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



1. Gear position display (neutral position shown)



1. Gear position display (third gear shown)

Riding Modes

The riding modes allow adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Traction Control (TC) settings to suit differing road conditions and rider preferences. Riding modes are available depending on the motorcycle model's specification.

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

Each riding mode is adjustable. Availability of the ABS, MAP and TC setting options vary between models. For more information, see page 38. If a riding mode is edited (other than the Rider mode), the icon will change as shown below.

| Default Icon | Rider Edited Icon | Description |
|---|---|-------------|
|  | - | Rider |
|  |  | Rain |
|  |  | Road |
|  |  | Sport |

Riding Mode Selection

WARNING

The selection of riding modes while 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 while the motorcycle is in motion should only be attempted:

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

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

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

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

⚠ WARNING

If traction control has been disabled in the Main Menu as described on page 49 then settings saved for all riding modes will be overridden.

Traction control will remain off regardless of your riding mode selection until re-enabled, or the ignition has been switched off then on again, or the MODE button is held in to return to the default Road mode (which enables the traction control when the motorcycle is next stationary).

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

⚠ 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.

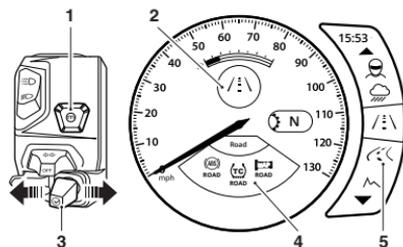
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

To select a riding mode:

- ▼ Press and release the MODE button on the left hand switch housing to activate the riding mode information tray and riding mode selection panel.
- ▼ The currently active riding mode icon is shown in the centre of the instrument panel.

To change the selected riding mode:

- ▼ Either push the joystick left or right, or repeatedly press the MODE button until the required mode is shown in the centre of the display screen or highlighted in the riding mode selection panel.
- ▼ A brief press of the joystick centre will select the required riding mode.



1. **MODE button**
2. **Current riding mode**
3. **Joystick**
4. **Information tray showing riding mode settings**
5. **Riding mode selection panel**

- ▼ Push the joystick left/right or press the MODE button to scroll through the riding mode options.

The selected mode is activated once the following conditions for switching modes have been met:

Motorcycle Stationary - Engine Off

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

Motorcycle Stationary - Engine Running

- ▼ Neutral gear is selected.

Motorcycle in Motion

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

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

It is not possible to switch into or out of Rider mode whilst the motorcycle is in motion, if the TC setting is set to OFF in either of those modes. In this case, the motorcycle must be brought to a stop before the riding mode change can take place.

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

The riding mode selection is now complete and normal riding can be resumed.

Riding Mode Configuration

Riding modes are available depending on the motorcycle model's specification. Refer to the following table for the ABS, MAP and TC options available for each riding mode.

| Riding Mode | | | | |
|--|--|---|---|--|
| | Rider  | Rain  | Road  | Sport  |
| Anti-lock Braking System (ABS) | | | | |
| Road | ● | ● | ● | ● |
| MAP (Throttle Response) | | | | |
| Rain | ○ | ● | ○ | ∅ |
| Road | ● | ○ | ● | ○ |
| Sport | ○ | ∅ | ○ | ● |
| Traction Control (TC) | | | | |
| Rain | ○ | ● | ○ | ∅ |
| Road | ● | ○ | ● | ○ |
| Sport | ○ | ∅ | ○ | ● |
| Off | ○ | ■ | ■ | ■ |
| Key | | | | |
| ● = Standard (Factory Default Setting) | | ∅ = Option Not Available | | |
| ○ = Selectable Option | | ■ = Option Via Menu | | |

ABS Settings

| ABS Settings Descriptions | |
|---------------------------|-----------------------------------|
| Road and Sport | Optimal ABS setting for road use. |
| Rain | Optimal ABS setting for rain use. |

MAP Settings

| MAP Settings Descriptions | |
|---------------------------|---|
| Road | Standard throttle response. |
| Rain | Reduced throttle response when compared to the Road setting for wet or slippery conditions. |
| Sport | Increased throttle response when compared to the Road setting. |

Traction Control Settings

WARNING

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

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

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

| Traction Control Settings Descriptions | |
|--|--|
| Road | Optimal traction control setting for road use. Allows a small amount of rear wheel slip. |
| Rain | Optimal traction control setting for wet or slippery conditions. Allows reduced rear wheel slip when compared with the Road setting. |
| Sport | Allows increased rear wheel slip when compared with the Road setting. |

Information Tray

WARNING

When the motorcycle is in motion, only attempt to switch between the information tray modes or reset the fuel information under the following conditions:

- At low speed
- In traffic free areas
- On straight and level roads or surfaces
- In good road and weather conditions.

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

The information tray appears at the bottom of the display screen and allows easy access to different motorcycle status information.

To view the different information tray items:

- ▼ Push the joystick left/right until the required information tray item is shown.

NOTICE

To access the information tray, any warning messages must first be acknowledged, see page 41.

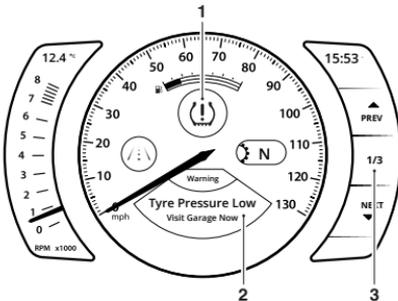
The information tray contains the following items:

- ▼ Warnings and Information Messages, see page 41
- ▼ Contrast, see page 41
- ▼ Theme Options, see page 42
- ▼ Detail, see page 42
- ▼ Trip Meter, see page 43
- ▼ Fuel Information, see page 44
- ▼ Coolant Temperature, see page 45
- ▼ Service Interval Announcement and Odometer, see page 45
- ▼ Tyre Pressure Monitoring System (TPMS) (if fitted), see page 46.

Different information tray items can be shown or hidden from the information tray. For further information, refer to page 54.

Warnings and Messages

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



1. Warning symbol (TPMS shown)
2. Warning and/or message description
3. Warning and/or message counter

To view the warnings and messages:

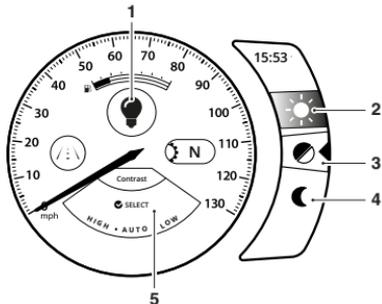
- ▼ Push the joystick left/right to scroll through the options until the warning review is shown.
- ▼ Push the joystick down/up to review each warning (if more than one). The warning counter will show the amount of warnings that are present.
- ▼ Push the joystick left/right to return to the information tray.

Low Battery Warning

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

Contrast

The Contrast information tray menu allows the display screen contrast to be adjusted. However, do not cover the light sensor in the left hand panel on the display screen as this will stop the screen contrast from working correctly.



1. Contrast symbol
2. HIGH contrast
3. AUTO contrast
4. LOW contrast
5. Contrast information tray

There are three options available:

- ▼ HIGH - This option locks the display screen to the white background version of each display screen style for maximum visibility.
- ▼ AUTO - This option uses the instrument light sensor to adjust the contrast to the most suitable setting. In bright sunlight, low brightness settings will be overridden to make sure that the instruments can be viewed at all times.
- ▼ LOW - This option locks the display screen to the dark background version of each display screen for night time visibility.

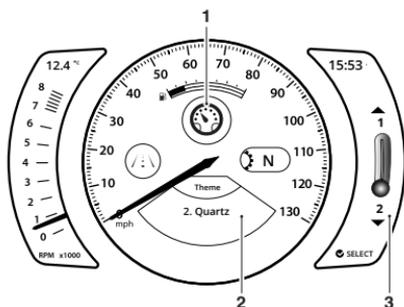
INSTRUMENTS

To select an option:

- ▼ Push the joystick down/up to select either the HIGH, AUTO or LOW contrast option and press the joystick centre to confirm.
- ▼ If the rider defined brightness setting is suitable this will be used, see page 54.

Themes

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



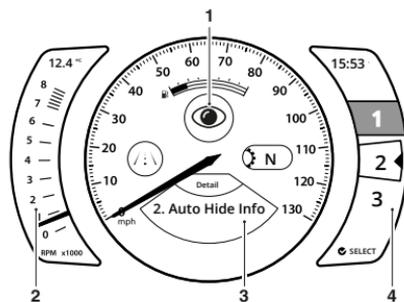
1. Theme symbol
2. Theme information tray
3. Theme slider bar

To change the theme:

- ▼ Push the joystick down/up to select the required theme and then press the joystick centre to confirm.
- ▼ A slider bar in the right hand side panel also indicates the choice of theme.

Detail

The Detail information tray menu allows the level of detail to be shown or hidden in the display screen.



1. Detail symbol
2. Left hand panel
3. Information tray
4. Right hand panel

There are three options available:

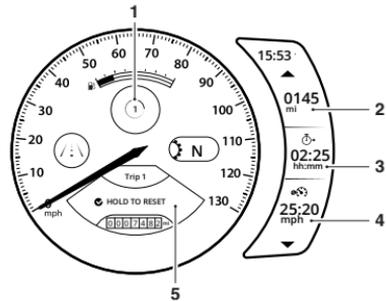
- ▼ Auto Hide All - This option hides all information in the left hand panel, right hand panel and the information tray.
- ▼ Auto Hide Info - This option hides all information in the left hand panel and right hand panel. Information will still be shown in the information tray.
- ▼ Show All - This option shows information in the left hand panel, right hand panel and the information tray.

To select an option:

- ▼ Push the joystick down/up to select the required Detail option.
- ▼ There is a short time delay when using the joystick to select the option, and the option then being hidden or shown in the display screen. Make sure that the joystick isn't held whilst the option is waiting to appear or hide the information. If the joystick is pressed, the information then reappears until the next option is selected.
- ▼ Once the required Detail option is chosen, press the joystick centre to confirm.
- ▼ The Detail options are also numbered and shown in the right hand side display panel.

Trip Meters

There are two trip meters that can be accessed and reset in the information tray. Trip 2 meter can be shown or hidden from the information tray. For more information, see page 52.



1. Trip symbol
2. Distance travelled
3. Time taken
4. Average speed
5. Trip information tray

To view a specific trip meter:

- ▼ Push the joystick left/right to scroll through the information tray items until Trip 1 meter is shown.
- ▼ Select Trip 1 or Trip 2 by pushing the joystick down/up.

To reset a trip meter:

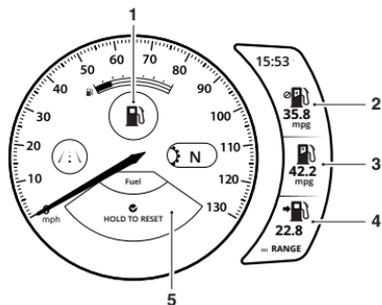
- ▼ Select the trip meter to be reset.
- ▼ Press and hold the joystick centre for more than one second.
- ▼ The trip meter will then be reset.

The trip meter can also be reset from the Main menu, see page 51.

INSTRUMENTS

Fuel

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



1. Fuel symbol
2. Average fuel consumption
3. Instantaneous fuel consumption
4. Range to empty
5. Fuel information tray

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.

Instantaneous Fuel Consumption

An indication of the fuel consumption at an instant in time. If the motorcycle is stationary, --- will be shown in the display area.

Range to Empty

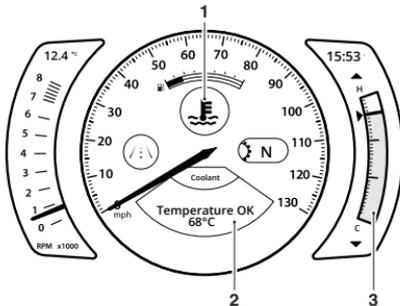
This is an indication of the predicted distance that can be travelled on the remaining fuel in the tank.

Reset

To reset the average fuel consumption, press and hold the joystick centre.

Coolant

The coolant information tray menu indicates the temperature of the engine coolant.



1. Coolant symbol
2. Coolant information tray
3. Coolant temperature gauge

The coolant temperature is shown in the information tray with a status message. The coolant temperature is also shown in a gauge in the right hand side display section. The gauge ranges between C (cold) and H (hot). When the engine is started from cold the gauge will show grey bars. As the temperature increases more bars in the gauge will be shown illuminated. When the engine is started from hot the gauge will show the relevant number of illuminated bars, dependant on engine temperature.

With the engine running, if the coolant temperature becomes dangerously high, the high coolant temperature warning light on the display will be illuminated and a message will be shown in the information tray.

NOTICE

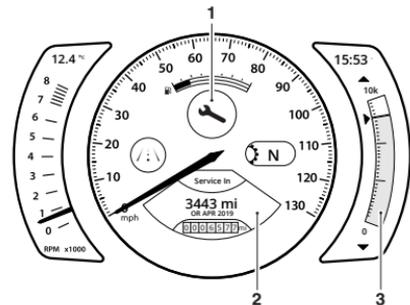
Stop the engine immediately if the high coolant temperature warning light illuminates.

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.

Service Indicator and Odometer

The Service Indicator display shows the service symbol, the distance/days remaining before the next service and the current odometer reading. The odometer reading shows the total distance that the motorcycle has travelled.



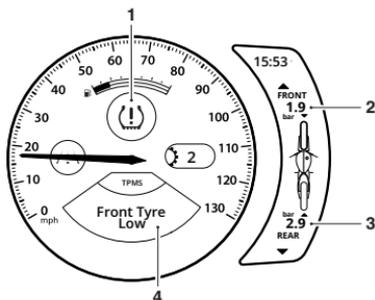
1. Service symbol
2. Service indicator information tray
3. Service indicator gauge

For more information on service indicator announcements, see page 49.

INSTRUMENTS

Tyre Pressure Monitoring System (TPMS) (if fitted)

The Tyre Pressure Monitoring System (TPMS) information tray item shows the front and rear tyre pressures. For more information on TPMS, see page 77.

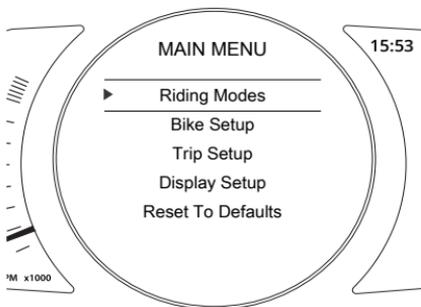


1. TPMS symbol
2. Front tyre pressure display
3. Rear tyre pressure display
4. TPMS information tray

Main Menu

To access the Main Menu:

- ▼ The motorcycle must be stationary with the ignition switched on.
- ▼ Press the HOME button on the right handlebar switch housing.
- ▼ Scroll the Main Menu by pushing the joystick down/up until the required option is selected and then press the joystick centre to confirm.



The Main Menu allows access to the following options:

Riding Modes

This menu allows configuration of the riding modes. For more information, see page 47.

Bike Setup

This menu allows configuration of the different features of the motorcycle. For more information, see page 48.

Trip Setup

This menu allows configuration of Trip 1 and Trip 2 meters. For more information, see page 51.

Display Setup

This menu allows configuration of the display options. For more information, see page 53.

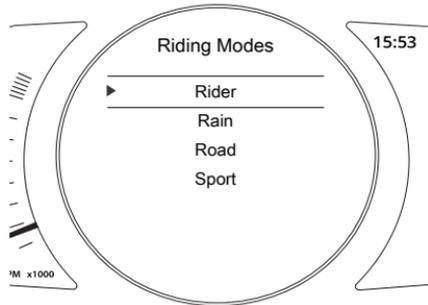
Reset to Defaults

This menu allows all instrument settings to be returned to the default setting. For more information, see page 59.

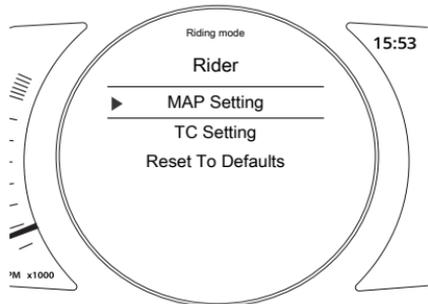
Riding Modes

To change the riding modes settings:

- ▼ From the Riding Modes menu, push the joystick down/up to select a specific riding mode and press the joystick centre to confirm.



- ▼ Push the joystick down/up until the required setting option is selected and press the joystick centre to confirm.



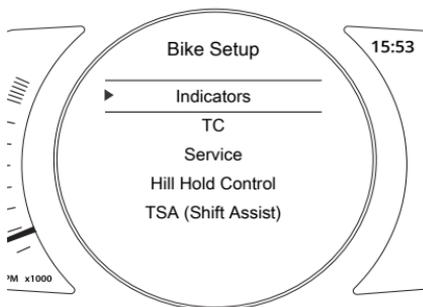
- ▼ Push the joystick down/up until the required option is selected and press the joystick centre to confirm.



For more information on riding mode configurations and settings, see page 38.

Bike Setup Menu

From the Main menu, select Bike Setup and push the joystick button to confirm.

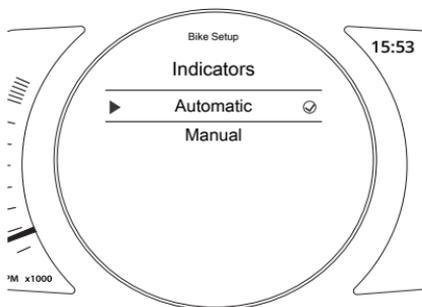


The Bike Setup menu allows access to the following options:

- ▼ Indicators
- ▼ Traction Control (TC)
- ▼ Service
- ▼ Hill Hold Control
- ▼ Triumph Shift Assist (TSA).

Bike Setup - Direction Indicators

The direction indicators can be set to Automatic or Manual mode.

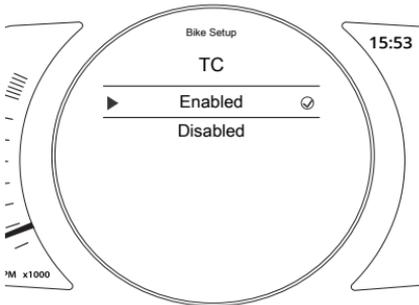


To select the required direction indicators mode:

- ▼ From the Bike Setup menu, push the joystick down to select Indicators and press the joystick centre to confirm.
- ▼ Push the joystick down/up to scroll between Automatic or Manual.
 - Automatic - The self-cancelling function is on. The direction indicators will activate for eight seconds and an additional 65 metres.
 - Manual - The self-cancelling function is off. The direction indicators must be manually cancelled using the direction indicator switch.
- ▼ Press the joystick centre to confirm the required selection.
- ▼ The display will then return to the Bike Setup menu.

Bike Setup - Traction Control (TC)

It is possible to temporarily disable the traction control system. The traction control cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again, or if the default riding mode is activated by a long press of the MODE button.



To select the required option:

- ▼ From the Bike Setup menu, push the joystick down to select TC and press the joystick centre to confirm.
- ▼ Push the joystick down/up to scroll between Enabled and Disabled.
- ▼ Press the joystick centre to select the required option.
- ▼ The display will then return to the Bike Setup display.

Bike Setup - Service

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

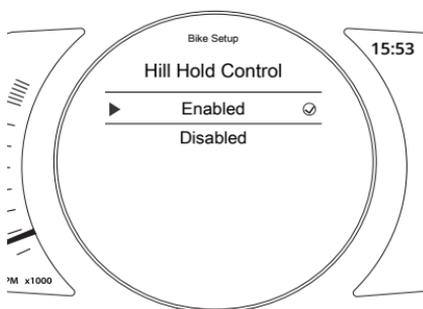


To review the service interval:

- ▼ From the Bike Setup menu, push the joystick down to select Service and press the joystick centre to confirm.
- ▼ The service time and distance information are then shown.

Bike Setup - Hill Hold Control (if fitted)

Hill hold control assists the rider in making hill starts only where the motorcycle is facing uphill. Hill hold control does not activate where the motorcycle is on level ground or facing downhill. The system (when activated) will apply the rear brake to hold the motorcycle in position. The system will then automatically deactivate and release the rear brake when it detects that the rider is attempting to move off.



To enable/disable hill hold control:

- ▼ From the Bike Setup menu, push the joystick down to select Hill Hold and press the joystick centre to confirm.
- ▼ Push the joystick down to select either Enabled or Disabled.
- ▼ Press the joystick centre to confirm the required selection.
- ▼ The display will then return to the Bike Setup menu.

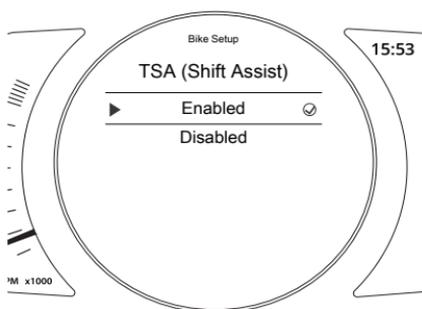
For more information on hill hold control, see page 107.

Bike Setup - TSA (Shift Assist) (if fitted)

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

The clutch must be used for stopping and pulling away.

TSA will not operate if the clutch is applied or if an up shift is attempted by mistake when in 6th gear. It is necessary to use a positive pedal force to make sure there is a smooth gear change.



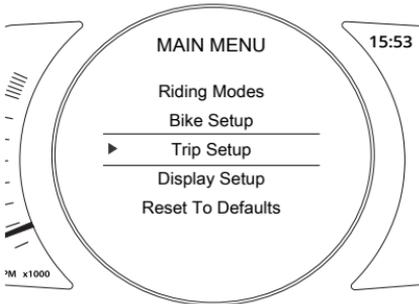
To enable/disable TSA:

- ▼ From the Bike Setup menu, push the joystick down to select TSA (Shift Assist) and press the joystick centre to confirm.
- ▼ Push the joystick down/up to select either Enabled or Disabled.
- ▼ Press the joystick centre to confirm the required selection.
- ▼ The display will then return to the Bike Setup menu.

For more information on Triumph Shift Assist (TSA), see page 101.

Trip Setup Menu

The Trip Setup menu allows configuration of the trip meters. Each trip meter can be configured to be reset either manually or automatically. The setup procedure is the same for both trip meters.



To access the Trip Setup menu:

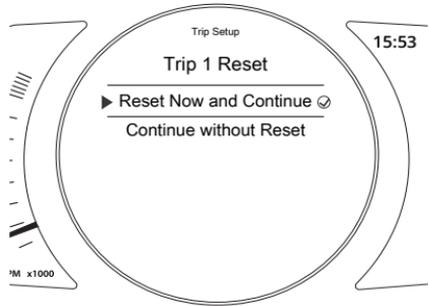
- ▼ Press the HOME button to display the Main menu.
- ▼ Push the joystick down and then press the joystick centre to select Trip Setup.

The options available are:

- ▼ Trip 1 Reset
- ▼ Trip 2 Reset
- ▼ Trip 2 Display.

Trip Setup - Manual Reset

This menu allows the manual reset of each trip meter individually.

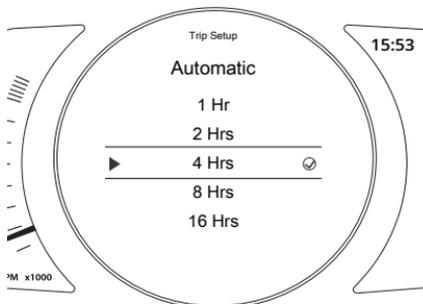


To set a trip meter manually:

- ▼ Push the HOME button to display the Main Menu.
- ▼ Push the joystick down and then press the joystick centre to select Trip Setup.
- ▼ Push the joystick down and then press the joystick centre to select either Trip 1 Reset or Trip 2 Reset.
- ▼ Push the joystick centre to select Manual.
- ▼ There are two options available:
 - Reset Now and Continue - Resets all trip meter data in the relevant trip meter.
 - Continue without Reset - The trip meter will not be reset.
- ▼ Press the joystick centre to confirm the selection and return to the previous menu.

Trip Setup - Automatic Reset

This menu allows the automatic reset of a trip meter after the ignition has been switched off for a set time.



To set the trip meters to automatically reset:

- ▼ Push the HOME button to display the Main Menu.
- ▼ Push the joystick down and then press the joystick centre to select Trip Setup.
- ▼ Push the joystick down/up and then press the joystick centre to select Trip 1 Reset or Trip 2 Reset.
- ▼ Push the joystick down/up and select Automatic and then press the joystick centre.
- ▼ Push the joystick down/up to select the required timer setting and press the joystick centre to confirm the required time limit. The required time limit is then stored in the trip memory.

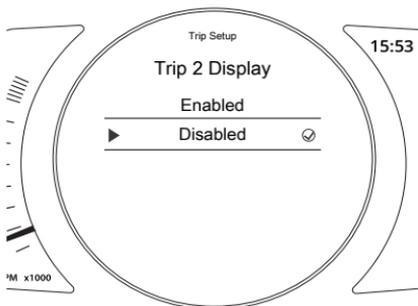
When the ignition is turned off, the trip meter is set to zero when the time period has elapsed.

The following table shows two examples of the automatic trip reset functionality.

| Ignition Turned Off | Selected Time Delay | Trip Meter Resets to Zero |
|---------------------|---------------------|---------------------------|
| 10:30 hrs | 4 Hrs | 14:30 hrs |
| 18:00 hrs | 16 Hrs | 10:00 hrs (next day) |

Trip 2 Enable/Disable

This menu allows Trip 2 meter to be enabled or disabled. If Trip 2 is disabled it will no longer be shown in the instrument display.

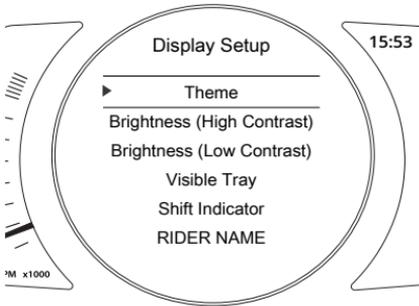


To enable or disable the Trip 2 meter:

- ▼ Push the MODE button to display the Main Menu.
- ▼ Push the joystick down to select Trip Setup.
- ▼ Push the joystick centre to display the Trip Setup menu.
- ▼ Push the joystick down/up to scroll to the Trip 2 Display and press the joystick centre.
- ▼ Push the joystick down/up to scroll between Enabled and Disabled and press the joystick centre.

Display Setup Menu

From the Main menu, select Display Setup and push the joystick button to confirm.



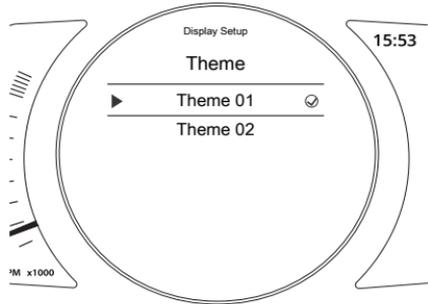
The Display Setup menu allows access to the following options:

- ▼ Theme
- ▼ Brightness (High Contrast)
- ▼ Brightness (Low Contrast)
- ▼ Visible Tray
- ▼ Shift Indicator
- ▼ Rider Name
- ▼ Language
- ▼ Units
- ▼ Clock
- ▼ Date.

Display Setup - Themes

To select a different theme:

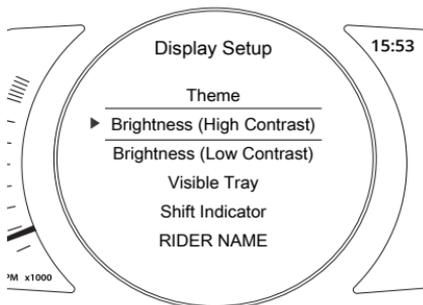
- ▼ From the Display Setup menu, push the joystick centre to display the Theme menu.
- ▼ Press the joystick centre to select the required theme.



The new theme will be shown and saved. Press the HOME button to exit.

Display Setup - Brightness

The brightness feature allows the screen's brightness contrast to be changed for day time and night time riding. In bright sunlight, the brightness settings will adapt to make sure that the instruments can be viewed at all times.



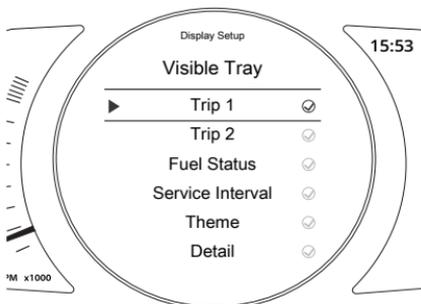
There are two brightness options to choose from; High Contrast and Low Contrast.

To change the brightness level:

- ▼ From the Display Setup menu, push the joystick down to select Brightness (High Contrast) or Brightness (Low Contrast).
- ▼ Push the joystick centre to confirm.
- ▼ Push the joystick down/up to adjust the brightness.
- ▼ Press the joystick centre to confirm the required level of brightness.
- ▼ Press the HOME button to return to the main display.

Display Setup - Visible Tray

The Visible Tray feature allows the selection of required information tray items to be shown in the instrument panel display.



To select the Visible Tray menu:

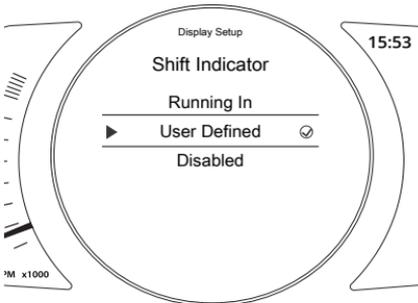
- ▼ From the Display Setup menu, push the joystick down to select Visible Tray and press the joystick centre to confirm.
- ▼ Push the joystick down/up until the required information tray item is selected.
- ▼ Press the joystick centre to select/deselect the information tray item.

- ▼ The options include:
 - Trip 1
 - Trip 2
 - Fuel Status
 - Service Interval
 - Theme
 - Detail
 - Contrast
 - Coolant.
- ▼ An information tray item with a tick next to it will be shown in the instrument panel display. An information tray item without a tick next to it will not be shown in the instrument panel display.

Display Setup - Shift Indicator

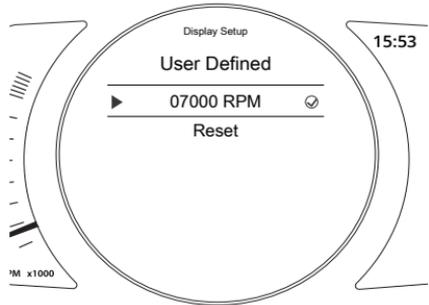
This menu allows the adjustment of the gear shift indicator.

The gear shift indicator changes the tachometer colour to orange when the specified engine speed threshold is reached, indicating to change gear.



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

From the Shift Indicator menu, push the joystick down to select User Defined and press the joystick centre to confirm.



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

- ▼ Push the joystick left/right to select each individual number.
- ▼ Push the joystick down/up to change the number.
- ▼ Press the joystick centre to confirm selection.
- ▼ Repeat this process with each individual number until the correct RPM number is shown.

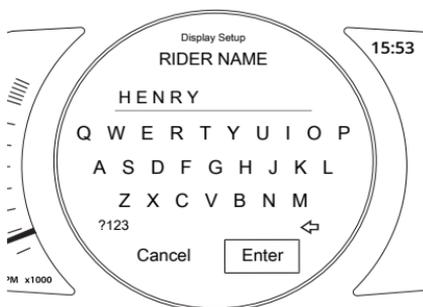
To reset the gear shift indicator:

- ▼ Push the joystick down/up to select Reset and press the joystick centre to confirm. This resets the RPM to 07000.

INSTRUMENTS

Display Setup - Rider Name

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

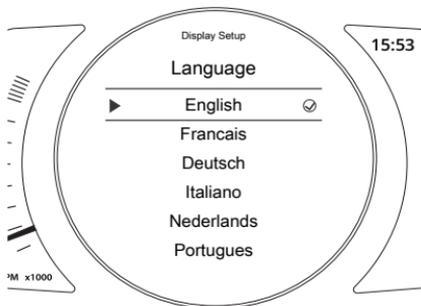


To enter a rider's name:

- ▼ From the Display Setup menu, push the joystick down to select Rider Name and press the joystick centre to confirm.
- ▼ Using the joystick, navigate the keyboard and select the first letter of the rider's name. Press the joystick button to confirm. The letter appears at the top of the keyboard.
- ▼ Repeat the procedure until the whole rider name has been selected. There is a character limit of 13 characters.
- ▼ Selecting ?123 shows a new keyboard of symbols and numbers to select from.
- ▼ Once the rider's name has been completed, select Enter and click on the joystick button to confirm.
- ▼ The rider's name will now appear on the welcome screen the next time the instruments are started.

Display Setup - Language

There are several different languages that can be selected to be shown in the instrument display screen.

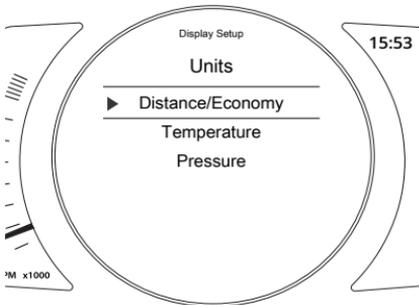


To select a different language:

- ▼ From the Display Setup menu, push the joystick down to select Language and press the joystick centre to confirm.
- ▼ Push the joystick down/up until the required language is selected.
- ▼ The following options are available:
 - English
 - French
 - German
 - Italian
 - Dutch
 - Portuguese
 - Spanish
 - Swedish.
- ▼ Press the joystick centre to select/deselect the required language.

Display Setup - Units

There are different units of measurement options that can be shown in the display screen.

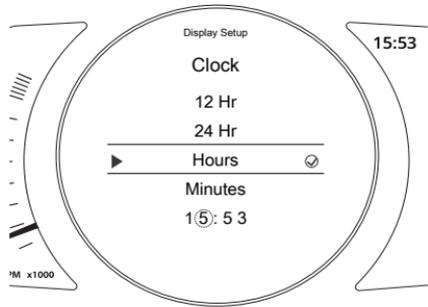


To select the units of measurement required:

- ▼ From the Display Setup menu, push the joystick down to select Units and press the joystick centre to confirm.
- ▼ Push the joystick down/up to select the required unit; Distance/Economy, Temperature or Pressure.
- ▼ Push the joystick down/up to select the required unit of measurement from the following options:
 - **Distance/Economy:**
 - Miles and MPG (UK)
 - Miles and MPG (US)
 - KM and L/100KM
 - KM and KM/L
 - **Temperature:**
 - °C
 - °F
 - **Pressure:**
 - PSI
 - Bar
 - KPa
- ▼ Press the joystick centre to confirm.

Display Setup - Clock

This function allows the adjustment of the clock.



To set the clock:

- ▼ From the Display Setup menu, push the joystick down to select Clock and press the joystick centre to confirm.
- ▼ Push the joystick down/up to select between either 12 Hr or 24 Hr clock and press the joystick centre to confirm selection. The clock will display in either 12 or 24 hour format. Once the clock format is set the display will return to the Clock menu.

INSTRUMENTS

To set the time, push the joystick down/up to select Hours or Minutes.

To adjust the hour setting:

- ▼ Select Hours on the display and press the joystick centre, a tick will appear next to Hours and the hours display will flash as shown below.
- ▼ Push the joystick down/up to set the hour and press the joystick centre to confirm.

To adjust the minute setting:

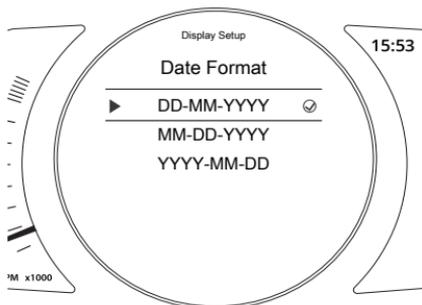
- ▼ Select Minutes on the display and press the joystick centre, a tick will appear next to Minutes and the minutes display will flash as shown below.
- ▼ Push the joystick down/up to set the correct minute and press the joystick centre to confirm.

Display Setup - Date

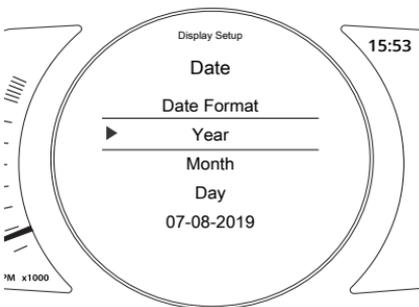
This function allows the adjustment of the date and date format.

To set the date format:

- ▼ From the Display Setup menu, push the joystick down to select Date and press the joystick centre to confirm.
- ▼ Press the joystick centre to display Date Format.



- ▼ Push the joystick down/up to select the required date format.
- ▼ The following options are available:
 - DD-MM-YYYY
 - MM-DD-YYYY
 - YYYY-MM-DD.
- ▼ Press the joystick centre to confirm the selection. Once the date format is set the display will return to the Date menu.



To set the date, push the joystick down/up to select the Year, Month and Day.

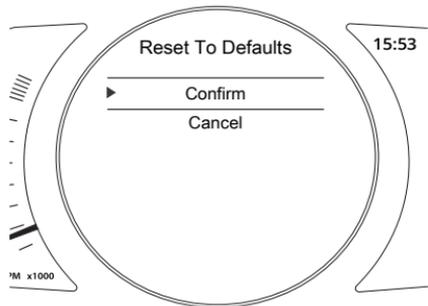
- ▼ Select Year and then press the joystick centre, a tick will appear next to the Year and the Year display will flash.
- ▼ Push the joystick down/up to set the current year and then press the joystick centre to confirm.
- ▼ To set the Month and Day repeat the procedure used to set the year. Once the date is set the display will return to the Date menu.

Reset to Defaults

This function allows the Main Menu items to be reset to the default setting.

To reset the Main Menu display:

- ▼ Press the HOME button to display the Main Menu.
- ▼ Push the joystick down and then press the joystick centre to select Reset To Defaults.
- ▼ The options are:
 - Confirm - The following main menu settings and data will be reset to the factory default values - Riding Modes, Indicator Setup, Trip Computers, Visible Trays, Language, Traction Control, Themes and Display Brightness.
 - Cancel - The main menu settings and data will remain unchanged and the display will return to the previous level.



- ▼ Select the required option and press the joystick button to confirm.

Instrument Panel Position Adjustment

⚠ WARNING

Operation of the motorcycle with an incorrectly adjusted instrument panel is dangerous.

Always adjust the instrument panel to provide sufficient vision of the instruments before riding the motorcycle.

An incorrectly adjusted instrument panel will result in loss of instrument vision when riding and may cause a distraction leading to loss of motorcycle control which could result in serious injury or death.

⚠ WARNING

Never attempt to clean or adjust the instrument panel while riding the motorcycle. Removal of the rider's hands from the handlebar while riding the motorcycle will diminish the ability of the rider to maintain control of the motorcycle.

Only attempt to clean or adjust the instrument panel while stationary.

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

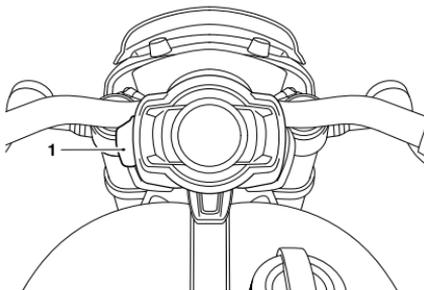
NOTICE

Do not press directly onto the instrument panel display screen.

Only adjust the position of the instrument panel using the adjustment lever.

Pressing directly on the instrument panel display screen may damage the instrument panel.

The instrument panel can be adjusted to allow for improved visibility of the display screen.



1. Adjustment lever

To adjust the instrument panel:

- ▼ Using the lever, move the instrument panel to allow an unobstructed view of the display screen.

NOTICE

Moderate force using the thumb and finger is required to adjust the position of the instrument panel.

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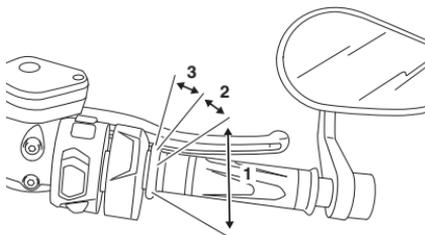
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Controls

Throttle Control

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



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

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

From the closed position, the throttle twist grip can be rolled forward 3 - 4 mm to deactivate the cruise control (see page 75).

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, 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.

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 longer 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 reopen the throttle.

GENERAL INFORMATION

Keys

There are three keys supplied with the motorcycle. One smart key and two standard keys.

WARNING

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

Remove all additional keys, key rings/chains and items from the 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 key may cause damage to the motorcycle's painted or polished components.

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

NOTICE

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

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

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

NOTICE

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

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

NOTICE

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

Smart Key

There is one smart key supplied with the motorcycle.

NOTICE

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

Avoid storing and using the key near the following:

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

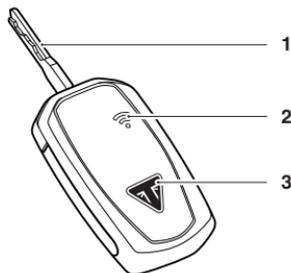
If the smart key is still not working after moving it away from all electronic devices and metal objects, check and change (if required) the smart key battery. If the smart key is still not working then contact your local Triumph dealer.

NOTICE

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

NOTICE

An additional smart key can be purchased from your Triumph dealer. However, only three keys can be programmed to the motorcycle. This can be a combination of smart keys and standard keys.



1. Smart key blade
2. Status symbol
3. ON/OFF button

The smart key operates the keyless ignition system. The smart key blade operates the seat lock, steering lock and fuel tank cap.

NOTICE

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

Approval Information

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

To access the approval information label, remove the battery, see page 66.

More approval information can be found in the Approval Information section, see page 208.

GENERAL INFORMATION

Smart Key Battery Replacement

⚠ WARNING

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

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

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

⚠ WARNING

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

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

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

NOTICE

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

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

To replace the smart key battery:

- ▼ Make sure that the smart key is in passive mode (red LED).
- ▼ Remove the battery cover fixing using a 1.5 mm AF Allen key.
- ▼ Remove the battery cover.
- ▼ Remove the battery, noting its orientation.
- ▼ Insert a new 3 Volt CR2032 Lithium battery.

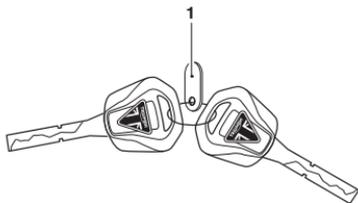
- ▼ Replace the battery cover making sure that it aligns correctly.
- ▼ Refit the battery cover fixing and tighten to 0.3 Nm.

Battery Disposal

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

Standard Key

There are two standard keys supplied with the motorcycle. The standard key operates the seat lock, steering lock and the fuel tank cap.



1. Key number tag

They have a small tag attached to them 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. Always get replacement keys from your authorised Triumph dealer.

Keyless Ignition

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

Smart Key Operation

To turn the motorcycle on with the keyless ignition:

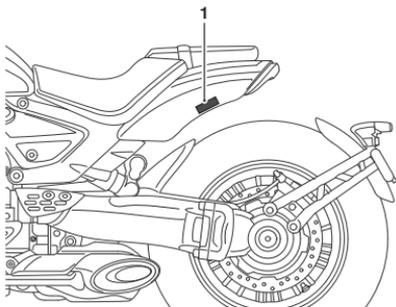
- ▼ The smart key must be within close proximity (one metre/three feet) of a system sensor. There is a system sensor located on the left hand side of the motorcycle, and another system sensor located at the front of the motorcycle. If the smart key is out of range of a system sensor then it will be unresponsive and the keyless ignition cannot be activated.
- ▼ Press the button on the smart key to turn the key on. The button light shows green briefly to indicate that the smart key is on.
- ▼ A short press on the smart key shows the status of the smart key; red is OFF and green is ON.
- ▼ A long press of the button will change the status to OFF or ON after briefly showing the original status colour first.
- ▼ If the smart key battery is flat, then use the smart key in the standard key operation method.

For more information on starting the engine with keyless ignition, see page 98.

Standard Key Operation

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

- ▼ Hold the standard key on the system sensor located on the left hand side of the motorcycle.



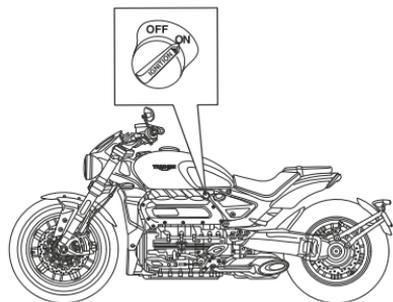
1. System sensor location

- ▼ The standard key must be held against the system sensor while pressing the Engine Start/Stop switch in either the QUICK START or Power ON/OFF position (see page 69).

GENERAL INFORMATION

Master Ignition Switch (if fitted)

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



Master Ignition Switch

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

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

Brake and Clutch Lever Adjusters

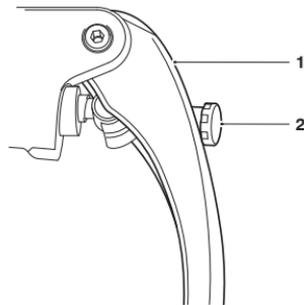
⚠ WARNING

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 both the front brake and clutch levers. The adjusters allow the distance from the handlebar to the lever to be changed to suit the span of the rider's hands.

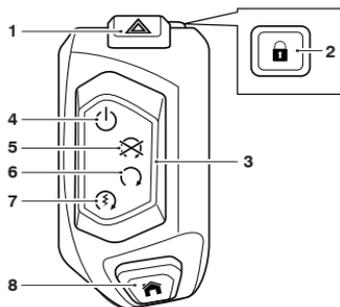


1. Brake lever shown
2. Adjusting screw

To adjust the lever:

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

Right Handlebar Switches



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

Hazard Warning Lights Button

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

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

Steering Lock Button

WARNING

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

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

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

Power ON/OFF Position

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

NOTICE

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

STOP Position

The STOP position stops the engine.

NOTICE

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

GENERAL INFORMATION

RUN Position

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

QUICK START Position

The QUICK START position operates the electric starter allowing for a quicker ignition start.

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

For more information, see page 98.

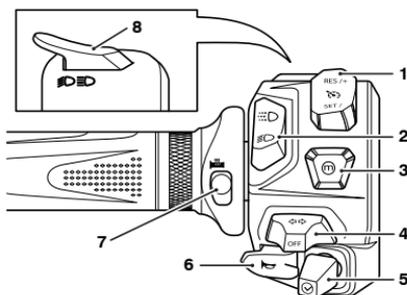
HOME Button

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

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

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

Left Handlebar Switches



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

Cruise Control Adjust Button

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

For more information on cruise control operation, see page 73.

Daytime Running Lights (DRL) Switch (if fitted)



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

The daytime running lights and low beam headlights are operated manually using the DRL switch. Press the top of the switch for DRL mode, and the bottom of the switch for low beam headlight mode.

During daylight hours the daytime running lights improve the motorcycles visibility to other road users. Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.

WARNING

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

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

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

MODE Button

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the display screen. Further presses of the MODE button will scroll through the available riding modes, see Riding Mode Selection on page 35.

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

For more information on riding mode selection and configuration, see page 38.

Direction Indicator Switch

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

Models Equipped with Automatic Self-Cancelling Indicators

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

To disable the indicator self-cancel system refer to the Bike Setup section on page 48.

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

GENERAL INFORMATION

Joystick Button

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

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

Horn Button

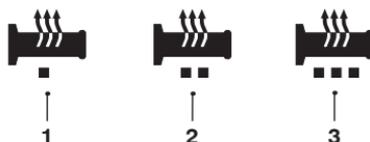
When the horn button is pressed, with the ignition switch turned on, the horn will sound.

Heated Grips Switch (if fitted)

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

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

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



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

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

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

Low Power Voltage Cut Off

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

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

High Beam Button

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

Models with Daytime Running Lights (DRL)

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

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

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

Models without Daytime Running Lights (DRL)

Push the high beam button to switch the high beam on. Each push of the button will swap between dip and high beam.

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

Cruise Control

WARNING

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

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

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

WARNING

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

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

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

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

GENERAL INFORMATION

⚠ WARNING

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

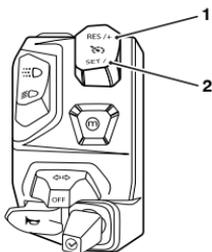
High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

NOTICE

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

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



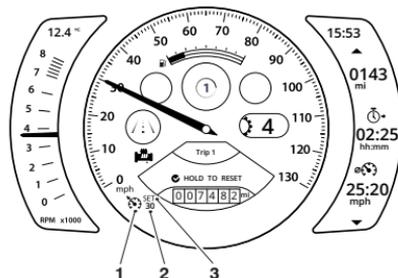
1. Cruise control RES/+ button
2. Cruise control SET/- button

Cruise control can be switched on or off at any time but it cannot be activated until all the conditions described on page 74 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 30 to 100 mph (48 to 160 km/h).
- ▼ The motorcycle must be in third gear or higher.



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

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 word SET will be shown next to the cruise control symbol. The cruise control set speed will then be shown.
- ▼ The cruise control system will maintain the set speed until the cruise control is deactivated as described on page 75.

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 symbol will disappear but the SET indicator and set speed will still be shown in the display screen, indicating that the cruise control set speed has been stored.

Traction Control (TC)

WARNING

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

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

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

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.

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.

Optimised Cornering Traction Control

WARNING

If the Traction Control (TC) system is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin.

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

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

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

WARNING

If a fault occurs with the Optimised Cornering Traction Control (OCTC) system, the Traction Control (TC) disabled warning light will illuminate and a message will be shown in the display.

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

- There are no other faults with the TC system.
- TC has NOT been disabled by the rider (see the Riding Modes Configuration section)

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

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

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

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

NOTICE

Optimised traction control may not function if there is a malfunction with the ABS system. In this situation, the warning lights for the ABS, TC and the MIL may be illuminated.

Optimised Cornering Traction Control (OCTC) is a system designed to give the rider increased control should the Traction Control (TC) be activated whilst the motorcycle is leaning in a corner.

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

For full details of the TC disabled warning light operation and its associated instrument warning messages, see page 30.

Traction Control Settings**⚠ WARNING**

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

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

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

The TC system can be disabled as described in Bike Setup on page 49, or set to the conditions described in Riding Mode Configuration on page 38.

Tyre Pressure Monitoring System (TPMS) (if fitted)**⚠ WARNING**

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

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

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

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

NOTICE

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

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

GENERAL INFORMATION

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. The sensors will not transmit data until the motorcycle reaches a speed of approximately 12 mph (20 km/h). Two dashes will be visible in the system display until the tyre pressure signal is received.

After bringing the motorcycle to a stop, the sensors continue to transmit data for approximately seven minutes before switching off. The tyre pressure values remain visible in the system display until the sensors switch off.

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.

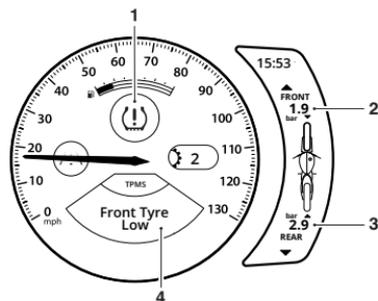
TPMS System Display



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

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

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



1. TPMS warning light
2. Front tyre pressure indicator
3. Rear tyre pressure indicator
4. TPMS information tray message

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.

! WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

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

The information display will automatically switch to the tyre pressure display when a low tyre pressure is detected.

Dashes will be shown in the tyre pressure display until the motorcycle reaches a speed of approximately 12 mph (20 km/h).

Sensor Batteries

When the battery voltage in a pressure sensor is low, the TPMS symbol will be shown in amber and a message will indicate which wheel sensor has the low battery voltage.

If the batteries are completely flat, only dashes will be shown in the display screen and the red TPMS warning light will be on. A message will also be shown in the display.

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

TPMS System Fault

If a fault occurs with the TPMS system, the TPMS warning light will be illuminated red to indicate that the system cannot show the pressure or the pressure is low. If the TPMS warning light illuminates amber then that indicates that the battery is low but the pressure is available. A message will also be shown in the information tray. 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 the instrument display indicate the actual tyre pressure at the time of selecting the TPMS. 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 156), and do not use the tyre pressure shown on the instrument display.

Low Tyre Pressure

WARNING

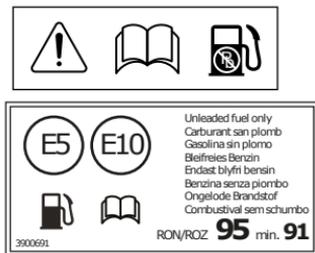
Stop the motorcycle if the tyre pressure warning light illuminates.

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.

If a low tyre pressure is detected, the tyre pressure warning light will illuminate and a message will be shown in the display (see page 78).

Fuel



Fuel Grade

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

Ethanol

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

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

Engine Calibration

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

NOTICE

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

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

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

NOTICE

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

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

Always make sure you have adequate fuel for your journey.

NOTICE

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

Refuelling

⚠ WARNING

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

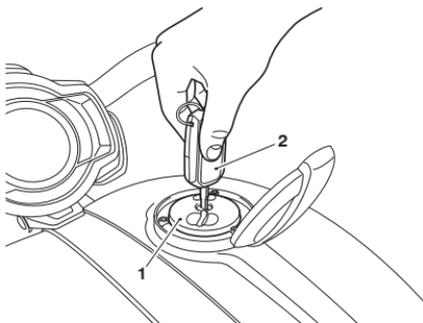
- Petrol (fuel) is highly flammable and can be explosive under certain conditions. When refuelling, turn the ignition switch to the OFF position.
- Do not smoke.
- Do not use a mobile telephone.
- Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.
- Pay full attention and remain alert while refuelling.
- Never fill the tank until the fuel level rises into the filler neck. Heat from sunlight or other sources may cause the fuel to expand and overflow creating a fire hazard.
- After refuelling always check that the fuel filler cap is correctly closed.
- Because petrol (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard, which could cause damage to property, serious injury or death.

NOTICE

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

Contaminated fuel may cause damage to fuel system components.

Fuel Tank Cap

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

To open the fuel tank cap:

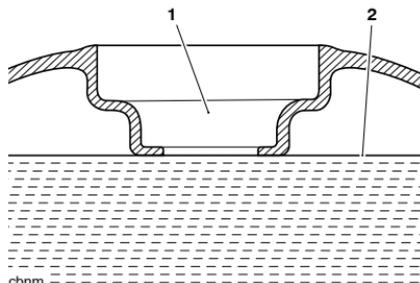
- ▼ Unhook the fuel tank cap cover.
- ▼ Lift up the fuel tank cap cover.
- ▼ Insert the key into the fuel tank cap lock.
- ▼ Hold the fuel tank cap in place and turn the key anticlockwise to unlock.
- ▼ Remove the key.
- ▼ Turn the fuel tank cap anticlockwise to release. Remove the fuel tank cap.

To close and lock the fuel tank cap:

- ▼ Replace the fuel tank cap and turn clockwise until the lock clicks into place.
- ▼ Insert the key into the fuel tank cap lock.
- ▼ Hold the fuel tank cap in place and turn the key clockwise to lock.
- ▼ Remove the key.
- ▼ Close the fuel tank cap cover making sure that it is firmly shut.

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.

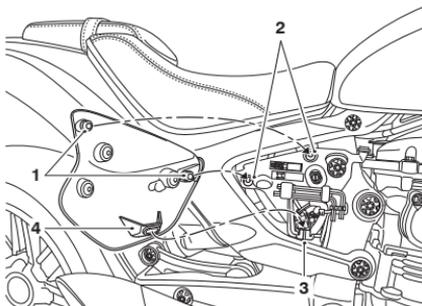


1. Fuel filler neck
2. Maximum fuel level

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

Side Panels

The right hand side panel can be removed to gain access to the tool kit and to adjust the rear rebound damping suspension.



1. Spigots
2. Grommets
3. Side panel locating tang
4. Side panel locating slot

To remove the side panel:

- ▼ Grasp the panel firmly in both hands and gently pull the top edge of the panel away from the motorcycle until the upper spigots are away from the retaining grommets (leaving the grommets in place).
- ▼ Slide the side panel upwards and lift the side panel away from the side panel locating tang.

To refit side panel:

- ▼ Slide the side panel downwards while placing the side panel locating tang into the side panel locating slot.
- ▼ Position the upper spigots to the grommets.
- ▼ Press firmly to secure the panel.
- ▼ Grasp the panel and make sure that it is fully retained.

GENERAL INFORMATION

Seats

Seat Care

NOTICE

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

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

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

For seat cleaning information, see page 178.

Seat Lock

WARNING

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

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

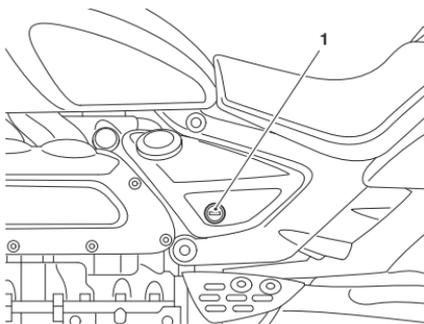
A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

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

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

The seat lock is located on the left hand side of the motorcycle, below the seat and near the oil filler cap.



1. Seat lock

The seat can be removed to gain access to the battery, fuses, storage compartment and USB socket.

Rider Seat

⚠ WARNING

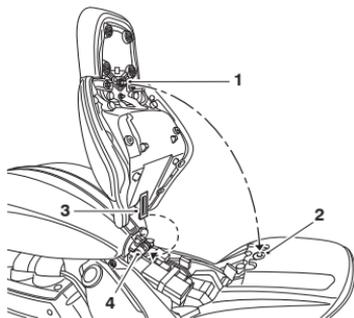
To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards.

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.

To remove the rider 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 rider seat from its lock.
- ▼ Lift the seat up from the rear, and slide the seat rearwards to remove it from the motorcycle.



1. Locating peg
2. Locating peg lock
3. Seat bracket
4. Fuel tank hinge

To install the rider seat:

- ▼ Position the seat's front bracket under the fuel tank hinge.
- ▼ Align the locating peg to the lock.
- ▼ Press the seat down engaging the locating peg in the lock. An audible click can be heard when the seat is fully engaged.

Rider and Passenger Seat

⚠ 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.

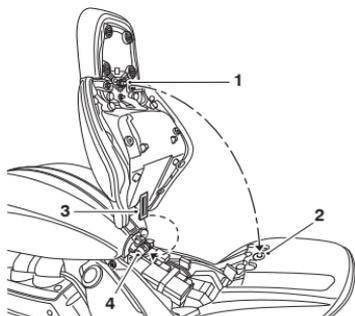
A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

The rider and passenger seats are joined together to form one seat for ease of removal and installation.

GENERAL INFORMATION

To remove the rider and passenger seat:

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



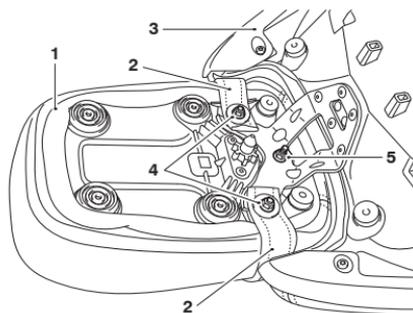
1. Locating peg
2. Locating peg lock
3. Seat bracket
4. Fuel tank hinge

To install the rider and passenger seat:

- ▼ Position the seat's front bracket under the fuel tank hinge.
- ▼ Align the locating peg to the lock.
- ▼ Press the seat down engaging the locating peg in the lock. An audible click can be heard when the seat is fully engaged.

Seat Options

There are several different combinations of rider and passenger seats available. A passenger seat can be fitted to the rider seat using the seat bracket. A rider infill section can also be fitted to the rider seat instead of a passenger seat. The attachment procedure is the same for a passenger seat or a rider infill section.



1. Passenger seat
2. Passenger seat straps
3. Rider seat
4. Seat washers and nuts
5. Main seat nut

To remove the passenger seat or rider infill section from the rider seat:

- ▼ Release the two seat washers and nuts that secure the seat strap in place, if fitted.
- ▼ Release the main seat nut.
- ▼ Remove the passenger seat or rider infill section.

To fit the passenger seat or rider infill section to the rider seat:

- ▼ Align the passenger seat or rider infill section to the seat bracket.
- ▼ Align the seat strap, if applicable.
- ▼ Fit the seat washers and nuts, attaching the seat strap, if applicable. Tighten the seat nuts to 3 Nm.
- ▼ Fit the main seat nut and tighten to 3 Nm.

Seat Backrest (if fitted)

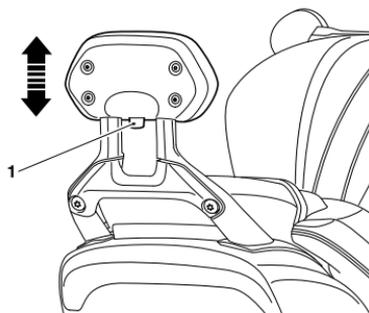
⚠ WARNING

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

If the backrest is not correctly secured in position, it will detach from its lock.

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

The passenger seat backrest is adjustable.



1. Backrest adjustment lever

To adjust the backrest:

- ▼ Push and hold the lever forward towards the front of the motorcycle.
- ▼ Move the backrest up or down to adjust the position for the passenger.
- ▼ Once the backrest is in the correct position, release the lever.

GENERAL INFORMATION

Storage Compartment

NOTICE

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

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

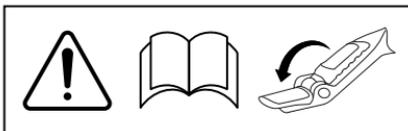
Secure all electronic devices, cables and any other items safely in the storage compartment before riding.

NOTICE

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

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

Passenger Footrests



WARNING

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

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

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

- the passenger's feet or clothing to become trapped
- the passenger to be in contact with hot exhaust pipes.

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

CAUTION

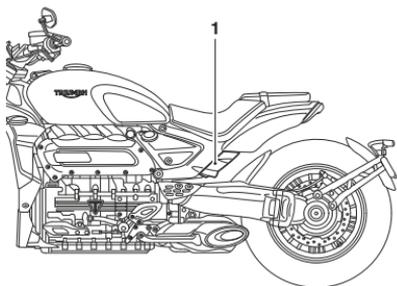
Avoid trapping fingers and clothing when opening and closing the passenger footrests.

Always take care when using the passenger footrests to avoid personal injury and damage to clothing and the motorcycle.

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

Passenger Footrests

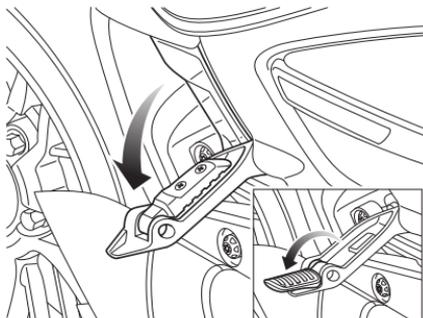
There are passenger footrests located on both sides of the motorcycle below the rider seat. They have been designed to close into the motorcycle when not in use.



1. Passenger footrest section closed into motorcycle

To open the passenger footrests when closed into the motorcycle:

- ▼ From the top of the passenger footrest section, carefully pull the footrest section down and outwards until it stops in position.
- ▼ Lift upwards and extend out the footrest until it stops in position.



Using the Passenger Footrests

To close the passenger footrests into the motorcycle:

- ▼ Fold the footrest into the footrest section until it is firmly in place.
- ▼ Lift the folded footrest section up and push inward to the motorcycle until it is firmly in place.

Adjustable Footrests

This motorcycle is fitted with adjustable rider and passenger footrests that can be extended for a more comfortable footrest position. An extension socket is located under the left hand side panel in the tool kit, see page 91.

To adjust the footrests, it is recommended that the motorcycle is taken to a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer, to extend and adjust the footrests accordingly.

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.

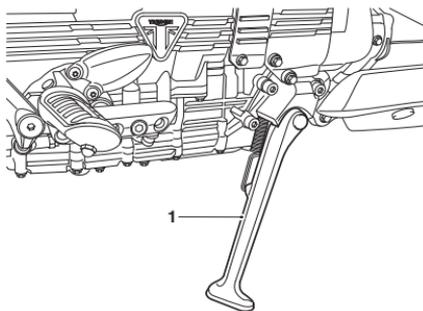
This may cause the motorcycle to fall over.

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

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

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

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



1. Side stand

Windscreen (if fitted)

⚠ WARNING

Never attempt to clean the windscreen while riding the motorcycle.

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

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

For windscreen cleaning information, see page 178.

The windscreen is not adjustable.

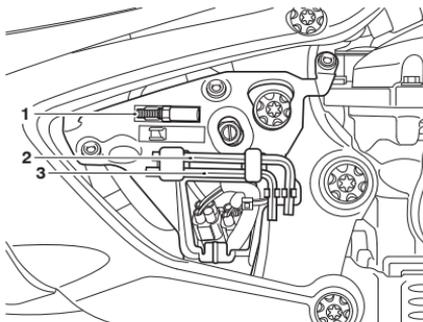
Owner's Handbook and Tool Kit

Owner's Handbook/Quick Start Guide

The Owner's Handbook or Quick Start Guide is supplied with the motorcycle.

Tool Kit

The tool kit is located behind the right side panel.



1. Extension socket for footrests, gear and brake pedals
2. 6 mm Allen key
3. 5 mm Allen key

To adjust the footrests, gear pedal or brake pedal, it is recommended that the motorcycle is taken to a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer, to adjust accordingly. The tool kit section allows the extra extension sockets to be stored securely.

GENERAL INFORMATION

Electrical Accessory Socket

NOTICE

Do not leave electrical accessories connected to the front electrical accessory socket when the engine is not running as this will discharge the motorcycle battery.

An electrical accessory socket is provided on the motorcycle, located in front of the fuel tank.

The socket will provide a 12 Volt electrical supply and is permanently live.

The electrical accessory socket circuit is protected by the specified fuse shown in the fuse table in the Fuse section.

NOTICE

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

A plug, suitable for use with the accessory socket, is available as a genuine Triumph part.

Universal Serial Bus (USB) Socket

WARNING

The USB socket is not waterproof. Do not connect electronic devices whilst it is raining.

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

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

A Universal Serial Bus (USB) socket is provided, located in the storage compartment under the seat. The connector provides a five Volt, two Amp power supply which is suitable for charging electronic devices such as mobile phones, cameras and GPS devices.

To access the USB socket:

- ▼ Remove the seat.
- ▼ Open the storage compartment. The USB socket is located at the back of the storage compartment.
- ▼ Connect the device using a suitable USB cable, then store the device and USB cable in the space available in the storage compartment.

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.

- ▼ Fit the seat, making sure that the device or USB cable is not trapped.
- ▼ Turn the ignition on and start the engine.

NOTICE

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

- ▼ When the device has finished charging, remove the seat and disconnect the device.
- ▼ Close the storage compartment and refit the seat.

NOTICE

The USB socket is protected by a chassis ECM, which will automatically cut power to the socket in the event of an overload.

Power can be restored to the USB socket by turning the ignition switch off then on again, provided that the socket is not still overloaded.

Running-In

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

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

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

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

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

GENERAL INFORMATION

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

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

Both during and after running-in has been completed:

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

Daily Safety Checks



WARNING

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

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

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

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

Check:

Fuel: Adequate supply in tank, no fuel leaks (see page 83).

Engine Oil: Correct level shown on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (see page 126).

Final Drive: No oil leaks (see page 137).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. (see page 155).

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 145).

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 138).

ABS: Make sure that the ABS warning light does not remain illuminated at speeds above 6 mph (10 km/h) when moving off (see page 104).

Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (see page 139).

Brake Fluid Levels: No brake and clutch fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 140).

Front Forks: Smooth action. No leaks from fork seals (see page 149).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (see page 63).

Clutch Fluid Level: No brake and clutch fluid leakage. The clutch fluid level must be between the MAX and MIN marks on the reservoir (see page 135).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 132).

Electrical Equipment: All lights and the horn function correctly (see page 70).

Engine Stop: Stop switch turns the engine off (see page 69).

Stand: Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 90).

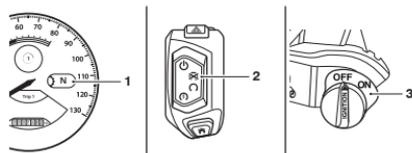
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HOW TO RIDE THE MOTORCYCLE

Stopping the Engine



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

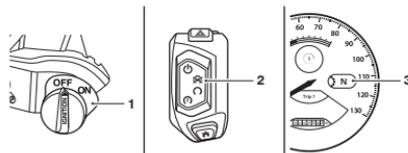
To stop the engine:

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

NOTICE

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

Starting the Engine



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

To start the engine:

- ▼ Make sure that the master ignition switch (if fitted) is turned to the ON position, see page 68.
- ▼ Pull the clutch lever fully into the handlebar.
- ▼ Press and hold the QUICK START position on the engine start/stop switch until the engine starts.
- ▼ Make sure that the transmission is in neutral.

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

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

⚠ 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

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.

NOTICE

A transponder is fitted within the key to turn off the engine immobiliser.

Only have one of the ignition keys near the ignition switch. Two ignition keys near the ignition 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.

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

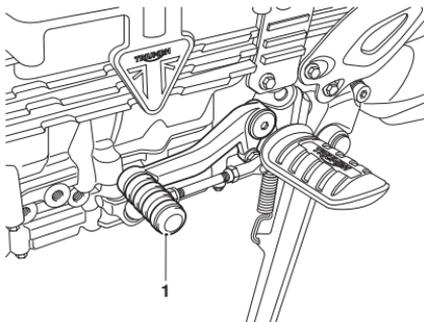
Do not change to a lower gear at speeds that will cause excessive engine rpm (r/min).

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.

NOTICE

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



1. Gear change pedal

To change gears:

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

Triumph Shift Assist (TSA) (if fitted)

NOTICE

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

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

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

NOTICE

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

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

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

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

TSA is not an automatic system for changing gears. Gears must be selected and changed in the normal way using the gear pedal as described on page 100.

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

Triumph Shift Assist will not operate if:

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

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

For more information on enabling and disabling the TSA functionality, see page 50.

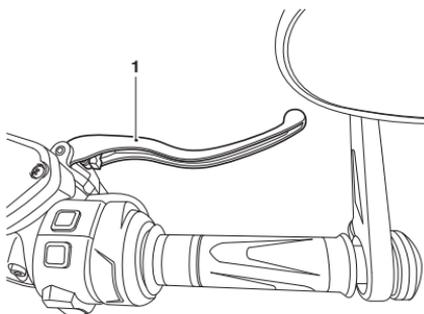
HOW TO RIDE THE MOTORCYCLE

Braking

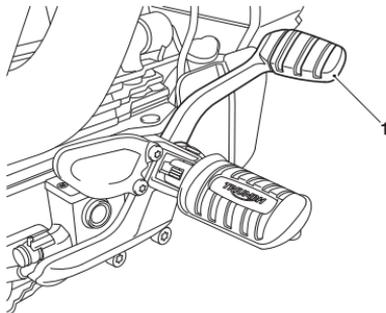
All motorcycle models are equipped with a partially integrated braking system, combined with the Anti-lock Braking System (ABS). This increases the braking efficiency when riding the motorcycle.

When the front brake is applied, a small amount of rear brake is also applied, allowing for balanced braking. The amount of rear brake application is related to the level of braking force applied by the rider through the front brake lever. Use of the rear brake pedal alone will only apply the rear brake.

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



1. Front brake lever



1. Rear brake pedal

! WARNING

WHEN BRAKING, OBSERVE THE FOLLOWING:

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

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

! WARNING

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

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

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

WARNING

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

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

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

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

WARNING

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

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

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

WARNING

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

It may also overheat the brake, reducing braking effectiveness.

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

WARNING

Do not coast with the engine switched off, and do not tow the motorcycle.

The transmission is pressure lubricated only when the engine is running.

Inadequate lubrication may cause damage or seizure of the transmission, leading to loss of motorcycle control which could result in serious injury or death.

HOW TO RIDE THE MOTORCYCLE

WARNING

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

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

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

NOTICE

Due to the nature of the partially integrated braking system, any attempts to spin the rear wheel whilst the front brake is applied (Burnout) will cause damage to the braking system and drivetrain.

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.

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.

Optimised Cornering ABS

The optimised cornering Anti-lock Braking System (ABS) is a system that provides increased control if the ABS is activated when leaning in a corner whilst riding the motorcycle.

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

! WARNING

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

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

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

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

HOW TO RIDE THE MOTORCYCLE

WARNING

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

In this situation, the ABS will continue to operate but without the optimised cornering function, provided that there are no other ABS faults.

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

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

NOTICE

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

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

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

ABS Warning Light



When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off.

If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because the ABS has a malfunction that requires investigation.

If the ABS warning light becomes illuminated while riding, it indicates that the ABS has a malfunction that requires investigation. A warning message may be shown in the display.

WARNING

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

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

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

⚠ WARNING

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

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

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

NOTICE

The ABS warning light will illuminate after three minutes, if the rear wheel is driven while the motorcycle is on a stand.

If the motorcycle was ridden prior to being placed on a stand, this time will be reduced to one minute and the ABS warning light will be accompanied by the MIL. This reaction is normal.

When the ignition is switched off and the motorcycle is restarted, the warning light(s) will remain illuminated until the motorcycle reaches a speed exceeding 6 mph (10 km/h).

Hill Hold Control

Hill hold control assists the rider in making hill starts only where the motorcycle is facing uphill. Hill hold control does not activate where the motorcycle is on level ground or facing downhill. The system (when activated) will apply the rear brake to hold the motorcycle in position. The system will then automatically deactivate and release the rear brake when it detects that the rider is attempting to move off.

⚠ WARNING

Avoid activating the hill hold control system on slippery surfaces.

The hill hold control system will not be able to prevent the motorcycle from slipping, if it is activated on a surface where there is insufficient levels of tyre grip to hold the motorcycle in position.

Activating the hill hold control system on a slippery surface could cause the motorcycle to slip, leading to loss of motorcycle control which could result in serious injury or death.

HOW TO RIDE THE MOTORCYCLE

WARNING

The hill hold control system will deactivate if the side stand is moved to the down position, the ignition is switched off, the engine stop switch is moved to the STOP position or if the engine is stopped for any other reason.

The hill hold control system will also deactivate if a fault occurs which causes the Malfunction Indicator Light (MIL) to illuminate.

In these circumstances, the front brake must be manually applied to prevent the motorcycle from rolling.

Failure to prevent the motorcycle from rolling may lead to loss of motorcycle control which could result in serious injury or death.

NOTICE

The hill hold control system is not designed to be used as a parking brake.

Do not continually activate the hill hold system for periods of longer than 10 minutes.

Continuous activation of the hill hold control system for periods of longer than 10 minutes may cause damage to the ABS system.

Activation

The following conditions must be met before hill hold control can be activated:

- ▼ The engine must be running
- ▼ The side stand must be in the up position
- ▼ The motorcycle must be stationary and facing uphill.

When all of the above conditions are met, complete the following:

- ▼ Squeeze the front brake lever firmly and quickly, then release.
- ▼ Upon releasing the lever, a message is shown in the display and the hill hold warning light is shown in green. The hill hold control system is now active and the rear brake will be automatically applied.
- ▼ The message will remain shown in the display and the hill hold warning light will remain green until hill hold control is deactivated.
- ▼ The rear brake will remain applied until the system detects that the rider is attempting to move off, or hill hold control is manually deactivated by the rider.

NOTICE

The hill hold control system will not operate if there is a fault with the ABS or engine management systems and the ABS and/or MIL warning lights are illuminated.

Deactivation

The hill hold control system will automatically deactivate when it detects that the rider is attempting to move off. The system will progressively release the rear brake to assist the rider in moving off.

The hill hold control system can also be manually deactivated by a second firm squeeze of the front brake lever. A message is shown briefly in the display and the hill hold warning light is then shown in amber.

Hill Hold Unavailable

If when attempting to activate the hill hold control system, the amber hill hold unavailable warning light is shown, this indicates one or more of the following:

- ▼ The activation conditions have not been met, see page 108.
- ▼ There is a fault with the ABS or engine management systems and the ABS and/or MIL warning lights are illuminated. For more information, see the Warning Lights section on page 27.

A hill hold unavailable warning message is also shown in the display.

The hill hold control system can be enabled or disabled (see page 50).

Parking

WARNING

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

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

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

CAUTION

The engine and exhaust system will be hot after riding.

DO NOT park where pedestrians and children are likely to touch the motorcycle.

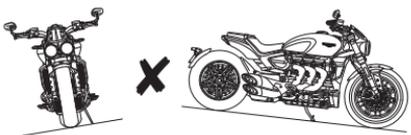
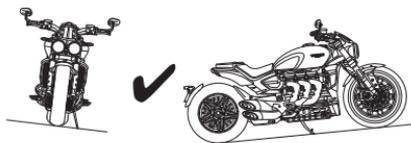
Touching any part of the engine or exhaust system when hot could result in minor to moderate injury.

HOW TO RIDE THE MOTORCYCLE

⚠ CAUTION

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

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



To park the motorcycle:

- ▼ Select neutral and turn the ignition switch to the OFF position.
- ▼ Lock the steering to help prevent theft.
- ▼ Always park on a firm, level surface to prevent the motorcycle from falling. This is particularly important when parking off-road.
- ▼ When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.
- ▼ On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.
- ▼ Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.
- ▼ When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the tail, licence plate and position lights on.

Considerations for High Speed Operation

WARNING

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

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

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

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

WARNING

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

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

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

WARNING

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

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

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

WARNING

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

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

Check the items listed below before any high speed operation.

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

General

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

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.

HOW TO RIDE THE MOTORCYCLE

Luggage

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

Brakes

Check that the front and rear brakes are functioning properly.

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.

Fuel

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

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.

Engine Oil

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

Final Drive Oil

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

Coolant

Check that the coolant level is between the minimum and maximum levels in the expansion tank. Always check the level with the engine cold.

Electrical Equipment

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

Miscellaneous

Visually check that all fixings are tight.

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

Accessories

WARNING

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

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

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

WARNING

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

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

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

ACCESSORIES, LOADING AND PASSENGERS

WARNING

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

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

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

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

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

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

WARNING

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

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

Failure to allow for changes in motorcycle stability may lead to loss of motorcycle control. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

- Incorrectly balanced loads on both sides of the motorcycle
- Incorrectly adjusted front and rear suspension settings
- Incorrectly adjusted tyre pressures
- Excessively or unevenly worn tyres
- Side winds and turbulence from other vehicles
- Loose clothing.

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

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

Accessory Socket

NOTICE

Do not charge the motorcycle battery using the front electrical accessory socket.

Only charge the motorcycle battery using the rear electrical accessory socket.

NOTICE

Do not leave electrical accessories connected to the rear electrical accessory socket when the engine is not running as this will discharge the motorcycle battery.

NOTICE

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

A plug, suitable for use with the accessory socket, is available as a genuine Triumph part.

Loading

⚠ WARNING

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

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

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

⚠ WARNING

The maximum safe load for each pannier is stated on a label inside the pannier and must not be exceeded.

Exceeding this loading limit may affect the handling, stability or other aspect of the motorcycle operation.

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

ACCESSORIES, LOADING AND PASSENGERS

WARNING

Do not use the passenger seat to carry any objects.

Carrying objects on the passenger seat may adversely affect the motorcycle stability.

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

WARNING

Do not carry liquids in containers on your motorcycle.

Liquids are not stable and will adversely affect the motorcycle stability.

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

WARNING

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

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.

NOTICE

Adjust the headlight aim to compensate for additional loads (see page 169).

Passengers

WARNING

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

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

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

WARNING

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

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

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

WARNING

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

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

ACCESSORIES, LOADING AND PASSENGERS

WARNING

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

The rider should instruct the passenger as follows:

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

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

WARNING

Do not carry animals on your motorcycle.

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

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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.

MAINTENANCE AND ADJUSTMENT

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.

MAINTENANCE AND ADJUSTMENT

Scheduled Maintenance Table

| Operation description | Odometer Reading in Miles (km) or Time Period, whichever comes first | | | | | |
|---|--|--|----------------|---------------------------------|---------------------------------|---------------------------------|
| | | First Service | Annual Service | Mileage Based Service | | |
| | Daily | 600 Mile (1,000 Km) or 6 Month Service | Year | 10,000 Mile (16,000 Km) Service | 20,000 Mile (32,000 Km) Service | 30,000 Mile (48,000 Km) Service |
| Lubrication | | | | | | |
| Engine and oil cooler - check for leaks | • | • | • | • | • | • |
| Engine oil - renew | | • | • | • | • | • |
| Engine oil filter - renew | | • | • | • | • | • |
| Fuel System and Engine Management | | | | | | |
| Fuel system - check for leaks | • | | | | | |
| Fuel system - check fuel hoses for chafing, cracks or damage. Replace if necessary | | • | • | • | • | • |
| Air filter - renew (replace more often if consistently riding in wet or dusty conditions) | | | | • | • | • |
| Fuel filter - renew | | | | • | • | • |
| Throttle bodies - balance* | | | | • | • | • |
| Spark plugs - renew | | | | | • | |
| Cooling System | | | | | | |
| Cooling system - check for leaks | • | • | • | • | • | • |
| Coolant level - check/adjust | • | • | • | • | • | • |
| Coolant - renew - every 3 years, regardless of mileage* | Every three years, regardless of mileage | | | | | |
| Cooling system - check coolant hoses for chafing, cracks or damage. Replace if necessary* | | | | • | • | • |
| Engine | | | | | | |
| Clutch - check operation | • | • | • | • | • | • |
| Clutch master cylinder - check for fluid leaks (models fitted with a hydraulic clutch only) | • | | | | | |
| Clutch fluid level - check | • | • | • | • | • | • |
| Clutch fluid - renew - every 2 years, regardless of mileage* | Every two years, regardless of mileage | | | | | |
| Valve clearances - check/adjust* | | | | | • | |
| Camshaft timing - check/adjust* | | | | | • | |
| Wheels and Tyres | | | | | | |
| Wheels - inspect for damage | • | | | | | |
| Wheels - check for broken or damaged spokes and check spoke tightness (not alloy wheels) | • | | | | | |
| Tyre wear/tyre damage - check | • | • | • | • | • | • |
| Tyre pressures - check/adjust | • | • | • | • | • | • |
| Wheel bearings - check for wear/smooth operation | | | | • | | • |
| Rear wheel needle roller bearing (left hand side outer) - lubricate | | | | • | • | • |

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

MAINTENANCE AND ADJUSTMENT

Engine Oil



⚠ WARNING

Make sure that the engine oil level is correct and the oil is changed in accordance with the scheduled maintenance requirements.

Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure.

Seizure of the engine or transmission may lead to sudden loss of motorcycle control which could result in serious injury or death.

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

Engine Oil Level Inspection

⚠ DANGER

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

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

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

⚠ CAUTION

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

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

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

NOTICE

Never check or adjust the engine oil when the engine is hot.

Any attempt to check or adjust the engine oil when the engine is hot may result in insufficient engine oil causing engine damage.

Always check or adjust the engine oil when the engine is cold.

NOTICE

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

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

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

NOTICE

An accurate indication of the level of oil in the engine is only shown when the engine is cold and the motorcycle is on the side stand.

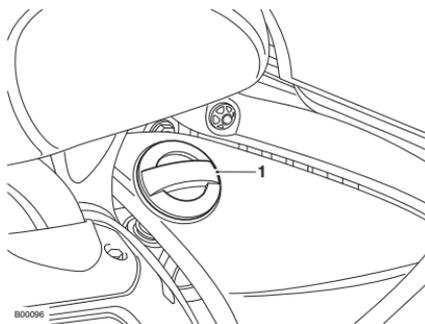
This method of checking the engine oil is especially important to make sure the oil volume is distributed correctly because this model has a dry sump engine. Failure to follow this method will result in an inaccurate indication of oil in the engine.

- ▼ Make sure the engine is cold.
- ▼ Start the engine and run at idle for 60 - 90 seconds.

NOTICE

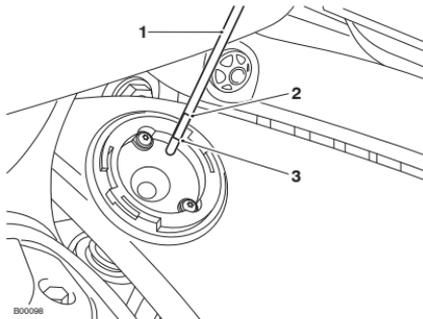
Do not operate the throttle while the engine is at idle. This will give an inaccurate oil level on the engine oil dipstick.

- ▼ Stop the engine, then wait for at least three minutes to allow the oil to settle.
- ▼ Turn the oil filler cap anticlockwise and remove it.



1. Oil filler cap

- ▼ Remove the oil dipstick from the oil filler tube, wipe the dipstick clean and refit into the oil filler tube, making sure to push the engine oil dipstick fully in.
- ▼ Remove the engine oil dipstick.
- ▼ The engine contains a sufficient amount of oil if the oil level is between the minimum and maximum marks on the engine oil dipstick.



1. Engine oil dipstick
2. Maximum limit
3. Minimum limit

- ▼ If the level is near or below the minimum mark, add the recommended engine oil, a little at a time, up to the maximum mark on the engine oil dipstick.

NOTICE

Make sure no foreign matter or contamination enters the engine during an engine oil change or top up. Contamination entering the engine may lead to engine damage.

- ▼ Once the correct level is reached, fit the engine oil dipstick and the oil filler cap.

MAINTENANCE AND ADJUSTMENT

Engine Oil and Oil Filter Change

⚠ WARNING

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

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

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

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

⚠ CAUTION

The engine oil may be hot.

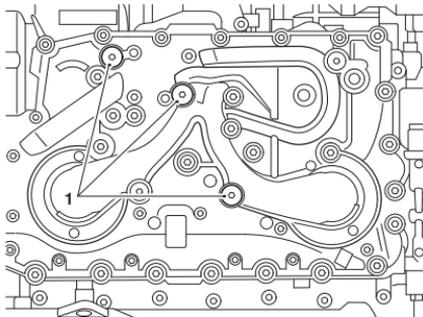
Avoid contact with the hot engine oil by wearing suitable protective clothing, gloves and eye protection.

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

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

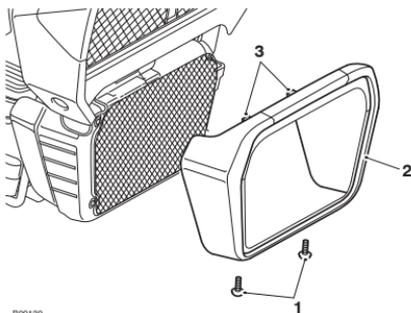
- ▼ Warm up the engine thoroughly and stop the engine.
- ▼ Position the motorcycle on level ground and in an upright position.
- ▼ Place an oil drain pan beneath the engine.

- ▼ Remove the three sump plugs from the bottom of the sump and allow the engine oil to drain. Discard the washers.



1. Engine oil drain plugs

- ▼ Release the fixings, move the radiator lower cowl forward to disengage the upper retaining clips and remove the lower cowl.



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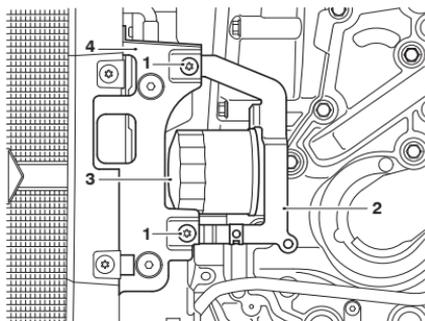
1. Fixings
2. Lower cowl
3. Retaining clips

- ▼ Position the oil drain pan beneath the engine oil filter.

NOTICE

To access the oil filter, the radiator lower surround will need to be pivoted slightly forward.

- ▼ Release the two fixings securing the radiator lower surround to its bracket.



1. Fixings
2. Bracket
3. Oil filter
4. Radiator lower surround

- ▼ Pivot the radiator lower surround. Unscrew and remove the engine oil filter using Triumph service tool T3880313. Dispose of the old filter in an environmentally friendly way.
- ▼ Prefill the replacement engine oil filter with the new engine oil.
- ▼ Apply a thin smear of clean engine oil to the sealing ring of the new engine oil filter.
- ▼ Fit the engine oil filter and tighten to 10 Nm.
- ▼ Secure the radiator lower surround to its bracket and tighten the fixings to 4 Nm.
- ▼ After the engine oil has completely drained out, fit a new sealing washer to the three sump plugs.
- ▼ Fit and tighten the sump plugs to 30 Nm.

NOTICE

An accurate indication of the level of oil in the engine is only shown when the engine is cold and the motorcycle is on the side stand.

This method of checking the engine oil is especially important to make sure the oil volume is distributed correctly because this model has a dry sump engine. Failure to follow this method will result in an inaccurate indication of oil in the engine.

- ▼ Using a suitable funnel, fill the engine with a fully or semi synthetic 15W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended.

NOTICE

The engine oil grade specified must be used.

Using the incorrect engine oil grade may result in engine damage.

- ▼ Fit the dipstick, start the engine and allow it to idle for a 60 to 90 seconds.

NOTICE

Do not operate the throttle while the engine is at idle. This will give an inaccurate oil level on the engine oil dipstick.

- ▼ Make sure that the low oil pressure warning light remains off after starting and a warning message is not shown in the display screen.

MAINTENANCE AND ADJUSTMENT

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.

- ▼ Stop the engine, then wait for at least three minutes to allow the oil to settle. Add the recommended engine oil, a little at a time, up to the maximum mark on the engine oil dipstick.

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.

Engine Oil Specification and Grade (15W/50)

Triumph's high performance fuel injected engines are designed to use fully or semi synthetic 15W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended.

NOTICE

The engine oil grade specified must be used.

Using the incorrect engine oil grade may result in engine damage.

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

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

Make sure that no foreign matter enters the crankcase during an engine oil change or top up.

Cooling System



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

NOTICE

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

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

Corrosion Inhibitors

⚠ WARNING

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

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

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

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

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

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

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

KEEP COOLANT OUT OF THE REACH OF CHILDREN.

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

NOTICE

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

MAINTENANCE AND ADJUSTMENT

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

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

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

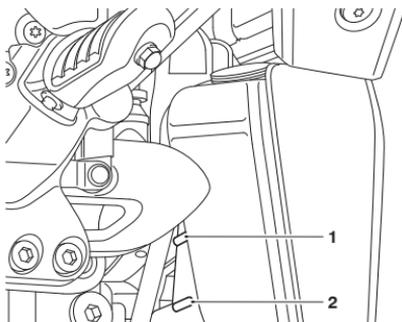
Coolant Level Inspection

The coolant expansion tank is located on the right hand side of the motorcycle, in the radiator lower cowl.

The coolant level within the coolant expansion tank can be inspected without removing any covers.

- ▼ Allow the engine to cool. The coolant level should be checked when the engine is cold (at room or ambient temperature).
- ▼ Position the motorcycle on level ground and in an upright position.

- ▼ Check the coolant level in the coolant expansion tank. The coolant level must be between the MAX (upper line) and MIN (lower line) marks.



1. MAX mark

2. MIN mark

- ▼ If the coolant is below the MIN (minimum) level, the coolant level must be adjusted. For more information, see page 133.

NOTICE

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

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with D2053 OAT coolant as soon as possible.

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 to moderate injury to exposed skin.

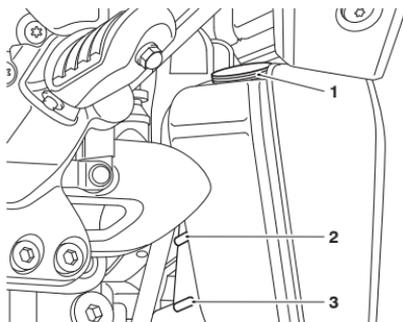
NOTICE

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

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

- ▼ Allow the engine to cool. The coolant level should be adjusted when the engine is cold.
- ▼ Position the motorcycle on level ground and in an upright position.

- ▼ The coolant level must be between the MAX (upper line) and MIN (lower line) marks in the coolant expansion tank.



1. Coolant expansion tank cap
2. MAX mark
3. MIN mark

- ▼ Remove the coolant expansion tank cap from the coolant expansion tank.
- ▼ Add coolant mixture through the filler opening until the level reaches the MAX mark.
- ▼ Refit the coolant expansion tank cap.

Coolant Change

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

MAINTENANCE AND ADJUSTMENT

Radiator and Hoses

CAUTION

The fan operates automatically when the engine is running.

Always keep hands and clothing away from the fan.

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

NOTICE

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

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

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

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

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

Throttle Control

WARNING

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

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

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

Throttle Inspection

WARNING

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

To avoid continued use of a sticking or damaged throttle control, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

- ▼ Check that the throttle opens smoothly, without undue force and that it closes quickly under its own return spring force without sticking and without manual intervention.
- ▼ Check that there is 1 - 2 mm of throttle grip free play when lightly turning the throttle grip back and forth.
- ▼ If a problem is detected or any doubt exists, or if there is an incorrect amount of free play, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Clutch

The motorcycle is equipped with a hydraulically operated clutch that does not require adjustment.

Clutch Inspection

- ▼ Check and, if necessary, adjust the clutch fluid level in the master cylinder reservoir.
- ▼ Check for fluid leaks from the clutch hydraulic hose and its unions.

Clutch Fluid Level Inspection and Adjustment

WARNING

If there has been an appreciable drop in the level of the fluid in the clutch fluid reservoir, consult a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with depleted clutch fluid levels, or with a clutch fluid leak is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

! WARNING

Use only DOT 4 specification clutch fluid as listed in the Specification section of this handbook.

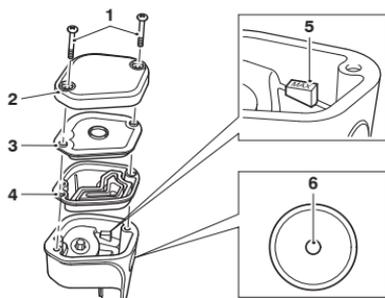
The use of clutch fluids other than those DOT 4 fluids listed in the Specification section may reduce the efficiency of the clutch system.

Failure to change the clutch fluid at the interval specified in the scheduled maintenance chart may reduce clutch efficiency, leading to loss of motorcycle control which could result in serious injury or death.

The clutch fluid reservoir is located on the left hand side handlebar.

Clutch Fluid Level Inspection

- ▼ Check the level of clutch fluid visible in the window at the side of the reservoir body.
- ▼ The clutch fluid level in the reservoir must be kept between the MAX (maximum) and MIN (minimum) level lines (reservoir held horizontal).



1. Reservoir cap screws
2. Reservoir cap
3. Plastic plate
4. Diaphragm seal
5. MAX (maximum) level line
6. MIN (minimum) level line

Clutch Fluid Level Adjustment

- ▼ Clean the reservoir cap before removing. This helps to prevent dirt and dust entering the reservoir.
- ▼ Remove the reservoir cap screws.
- ▼ Remove the reservoir cap, plastic plate and the diaphragm seal.
- ▼ Fill the reservoir to the MAX level line using new DOT 4 clutch fluid from a sealed container. Triumph Performance DOT 4 clutch fluid is recommended.
- ▼ Refit the diaphragm seal noting that it is correctly positioned in the reservoir.
- ▼ Refit the plastic plate.
- ▼ Refit the reservoir cap.
- ▼ Refit and tighten the reservoir cap screws to 1.5 Nm.

Final Drive Unit

The final drive unit oil level can be checked and adjusted. Always check the final drive unit for oil leaks in accordance with the scheduled maintenance chart.

Final Drive Unit Oil Level Adjustment

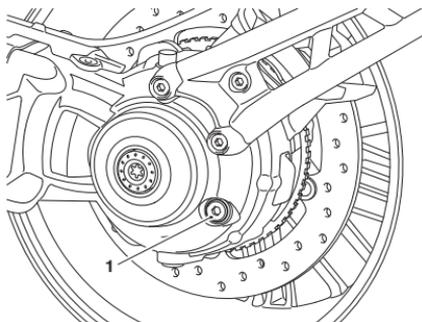
WARNING

Under no circumstances should the final drive unit be disassembled.

Failure to observe this warning could lead to a malfunction of the final drive unit causing lock-up of the rear wheel.

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

- ▼ Remove the filler level plug.



1. Filler level plug

- ▼ Fill the final drive unit with fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5, such as Triumph Performance fully synthetic hypoid oil, until the level of oil inside the final drive unit is level with the bottom of the filler.
- ▼ Refit the filler level plug and tighten to 25 Nm.

Brakes

Breaking-in New Brake Discs and Pads

WARNING

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

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

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

New brake discs and pads require a period of careful breaking-in that will optimise the performance and longevity of the discs and pads.

The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

During the breaking-in period, avoid extreme braking, ride with caution and allow for greater braking distances.

Brake Pad Wear Compensation

WARNING

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

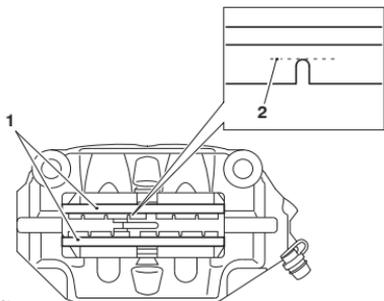
The fault must be checked and rectified by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

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

Brake Wear Inspection

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



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1. Brake pads
2. Minimum thickness line

If the lining thickness of any pad (front or rear brakes) is less than 1.5 mm (0.06 in), that is, if the pad has worn down to the bottom of the grooves, replace all the brake pads on the wheel.

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.

MAINTENANCE AND ADJUSTMENT

WARNING

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

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

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

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

NOTICE

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

Front Brake Fluid Level Inspection and Adjustment

WARNING

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

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance

Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and, if necessary, repair the brake system.

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

NOTICE

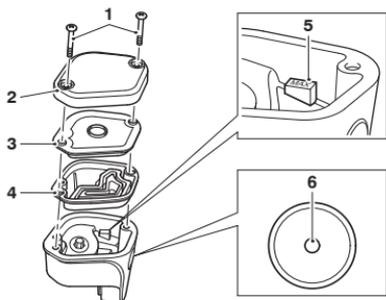
To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The front brake fluid reservoir is located on the right hand side handlebar.

Front Brake Fluid Level Inspection

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Check the level of brake fluid visible in the window at the side of the reservoir body.
- ▼ The brake fluid level in the reservoir must be kept above the MIN level line (reservoir held horizontal).



1. Reservoir cap screws
2. Reservoir cap
3. Plastic plate
4. Diaphragm seal
5. MAX (maximum) level
6. MIN (minimum) level

Front Brake Fluid Level Adjustment

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Clean the reservoir cap before removing. This helps to prevent dirt and dust entering the reservoir.
- ▼ Remove the reservoir cap screws.
- ▼ Remove the reservoir cap, plastic plate and the diaphragm seal.
- ▼ Fill the reservoir to the MAX level line using new DOT 4 brake fluid from a sealed container. Triumph Performance DOT 4 brake fluid is recommended.
- ▼ Refit the diaphragm seal noting that it is correctly positioned in the reservoir.
- ▼ Refit the plastic plate.
- ▼ Refit the reservoir cap.

⚠ 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.

- ▼ Refit and tighten the reservoir cap screws to 1,5 Nm.

MAINTENANCE AND ADJUSTMENT

Rear Brake Fluid Inspection and Adjustment

WARNING

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

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

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance

Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer to inspect and, if necessary, repair the brake system.

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

NOTICE

To prevent paint damage, do not spill brake fluid onto any area of the bodywork.

Spilled brake fluid will damage paintwork.

The rear brake fluid reservoir is located near to the rider's foot rest, behind the heel guard on the right hand side of the motorcycle.

Rear Brake Fluid Level Inspection

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Check the level of brake fluid visible in the window at the front of the reservoir body.
- ▼ The brake fluid level in the reservoir must be kept above the MIN level line (reservoir held horizontal).

Rear Brake Fluid Level Adjustment

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Clean the reservoir cap before removing. This helps to prevent dirt and dust entering the reservoir.
- ▼ Remove the reservoir cap screws and remove the reservoir cap.
- ▼ Remove the diaphragm seal and the float.
- ▼ Fill the reservoir between the MIN level line and the MAX level line using new DOT 4 brake fluid from a sealed container. Triumph Performance DOT 4 brake fluid is recommended.
- ▼ Refit the float.
- ▼ Refit the diaphragm seal making sure that it is correctly positioned between the reservoir cap and reservoir body.
- ▼ Refit the reservoir cap.

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.

- ▼ Refit the reservoir cap screws and tighten to 1.5 Nm.

Brake Light Switches

WARNING

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

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

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

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

Mirrors

WARNING

Always adjust the mirrors to provide sufficient rearward vision before riding the motorcycle.

Operation of the motorcycle with incorrectly adjusted mirrors is dangerous.

Operation of the motorcycle with incorrectly adjusted mirrors will result in loss of vision to the rear of the motorcycle. It is dangerous to ride a motorcycle without sufficient rearward vision.

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

WARNING

Never attempt to clean or adjust mirrors while riding the motorcycle. Removal of the rider's hands from the handlebars while riding the motorcycle will diminish the ability of the rider to maintain control of the motorcycle.

Only attempt to clean or adjust the mirrors while stationary.

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

MAINTENANCE AND ADJUSTMENT

Models with Bar End Mirrors

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

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.

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

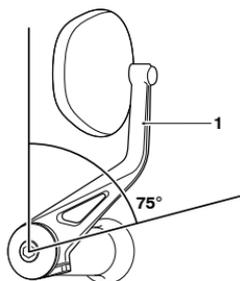
NOTICE

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

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

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

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



1. Mirror arm vertical section

Steering/Wheel Bearings

WARNING

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilised and secured on a suitable support.

When inspecting steering and wheel bearings, do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and fall from its support.

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

Steering Bearings Inspection

WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

WARNING

Never neglect steering (headstock) bearings maintenance. Check the steering bearings in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

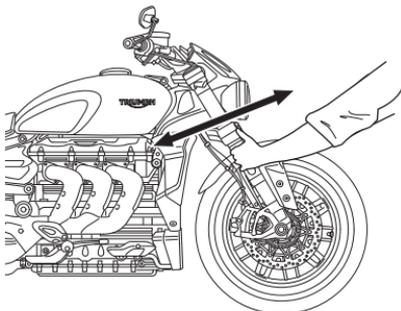
Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding the motorcycle with incorrectly adjusted or defective steering bearings is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

The steering (headstock) bearings must be lubricated and inspected in accordance with scheduled maintenance requirements.

NOTICE

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



Inspecting the Steering for Free Play

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Place the motorcycle on a suitable stand with the front wheel off the ground and secure the motorcycle.
- ▼ Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward.
- ▼ If any free play can be detected in the steering (headstock) bearings, the steering bearings must be inspected and adjusted by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- ▼ Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

! WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

! WARNING

Never neglect wheel bearings maintenance. Check the wheel bearings in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding the motorcycle with worn or damaged wheel bearings is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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

NOTICE

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

- ▼ Position the motorcycle on level ground, in an upright position.
- ▼ Place the motorcycle on a suitable stand with the front wheel off the ground and secure the motorcycle.
- ▼ Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.
- ▼ If any free play can be detected in the wheel bearings, the wheel bearings must be inspected and replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- ▼ Reposition the suitable stand and repeat the procedure for the rear wheel.
- ▼ Remove the support and place the motorcycle on the side stand.

Front Suspension

WARNING

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

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

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

MAINTENANCE AND ADJUSTMENT

Front Suspension Settings

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

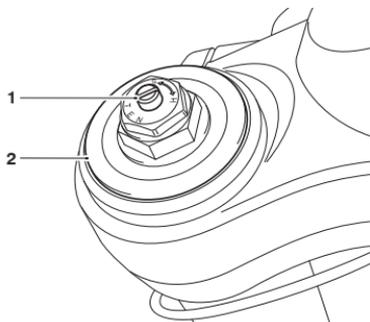
The details shown in the suspension settings tables are only a guide. Setting requirements may vary for rider and passenger weight and personal preferences.

| Front Suspension Settings | | |
|---|------------------------------|----------------------------------|
| Loading Condition | Rebound Damping ¹ | Compression Damping ¹ |
| Solo Riding - Standard | 2 | 2 |
| Solo Riding - Comfort (Softer) | 2 | 2 |
| Solo Riding - Sport (Firmer) | 0.5 | 1 |
| Solo with Loaded Luggage | 2 | 2 |
| Rider and Passenger | 2 | 2 |
| Rider and Passenger with Loaded Luggage | 2 | 2 |

¹ Number of turns anticlockwise from the fully clockwise (maximum) position.

Front Suspension Rebound Damping Adjustment

The rebound damping adjuster is located at the top of the left hand fork.



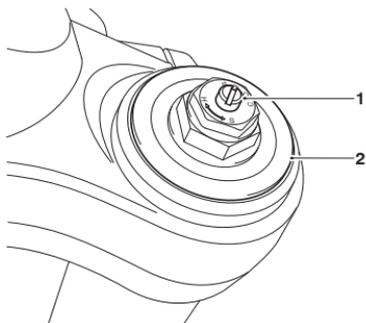
1. Rebound damping adjuster
2. Fork top cap

To change the rebound damping setting:

- ▼ Rotate the slotted rebound damping adjuster clockwise to increase, or anticlockwise to decrease.
- ▼ Always count the number of anticlockwise turns from the fully clockwise position.

Front Suspension Compression Damping Adjustment

The compression damping adjuster is located at the top of the right hand fork.



1. Compression damping adjuster
2. Fork top cap

To change the compression damping setting:

- ▼ Rotate the slotted compression damping adjuster clockwise to increase, or anticlockwise to decrease.
- ▼ Always count the number of anticlockwise turns from the fully clockwise position.

Front Fork Inspection

WARNING

Never neglect front fork maintenance. Check the front forks in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding with defective or damaged suspension components is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

MAINTENANCE AND ADJUSTMENT

⚠ CAUTION

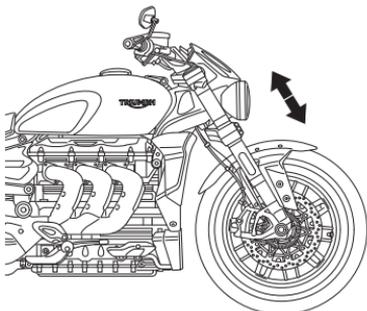
All suspension units contain pressurised oil.

Do not attempt to dismantle any part of the suspension units. Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Accidental release of pressurised oil or springs could result in minor to moderate injury.

- ▼ Position the motorcycle on level ground.
- ▼ While holding the handlebars and applying the front brake, pump the forks up and down several times.
- ▼ Check for roughness or excessive stiffness.
- ▼ Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.

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



Inspecting the Front Forks

Rear Suspension

WARNING

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

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

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

Rear Suspension Settings

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

| Rear Preload Suspension Settings | |
|--|-------------------------------|
| Loading Condition | Spring Preload ¹ |
| Solo Riding - Standard | Fully Anticlockwise (Minimum) |
| Solo Riding - Comfort (Softer) | Fully Anticlockwise (Minimum) |
| Solo Riding - Sport (Firmer) | Fully Anticlockwise (Minimum) |
| Solo with Loaded Luggage | 9 |
| Rider and Passenger | 0 (Maximum) |
| Rider and Passenger with Loaded Luggage | 0 (Maximum) |

¹ Number of turns clockwise from the fully anticlockwise (minimum) position.

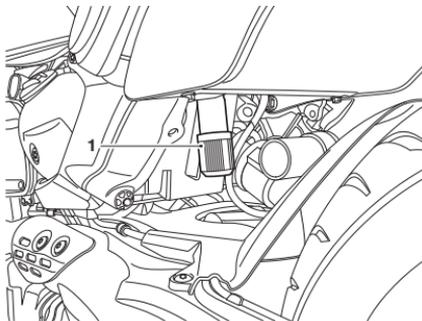
Rear Damping Suspension Settings

| Loading Condition | Rebound Damping ¹ | Compression Damping ¹ |
|---|------------------------------|----------------------------------|
| Solo Riding - Standard | 3 | 3 |
| Solo Riding - Comfort (Softer) | Fully Anticlockwise | Fully Anticlockwise |
| Solo Riding - Sport (Firmer) | 2 | 2 |
| Solo with Loaded Luggage | 2 | 2 |
| Rider and Passenger | 0.25 | 0 |
| Rider and Passenger with Loaded Luggage | 0.25 | 0 |

¹ Number of turns anticlockwise from the fully clockwise (closed) position noting that the first turn is counted as one.

Rear Suspension Spring Preload Adjustment

The spring preload adjuster is located next to the rear suspension unit.



1. Spring preload adjuster

To change the spring preload setting:

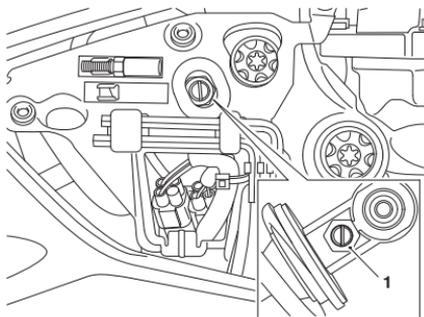
- ▼ Look upwards from the bottom of the spring preload adjuster to the top of the spring preload adjuster, and rotate the adjuster clockwise to increase and anticlockwise to decrease.
- ▼ Always count the number of adjuster turns clockwise from the fully anticlockwise position.

NOTICE

The motorcycle is delivered from the factory with the spring preload setting in the fully anticlockwise (minimum) position.

Rear Suspension Rebound Damping Adjustment

The rebound damping adjuster is located behind the side panel on the right hand side of the motorcycle.



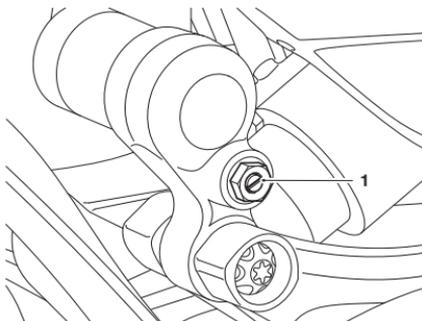
1. Rebound damping adjuster

To change the rebound damping setting:

- ▼ Remove the right hand side panel, see page 83.
- ▼ Insert a flat head screwdriver into the slotted rebound damping adjuster.
- ▼ Rotate the rebound damping adjuster clockwise to increase, or anticlockwise to decrease.
- ▼ Always count the number of anticlockwise turns from the fully clockwise position.

Rear Suspension Compression Damping Adjustment

The compression damping adjuster is located at the bottom of the rear suspension unit on the right hand side of the motorcycle.



1. Compression damping adjuster

To change the compression damping setting:

- ▼ Insert a flat head screwdriver into the slotted compression damping adjuster.
- ▼ Rotate the compression damping adjuster clockwise to increase, or anticlockwise to decrease.
- ▼ Always count the number of anticlockwise turns from the fully clockwise position.

Bank Angle Indicators

⚠ WARNING

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

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

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

⚠ WARNING

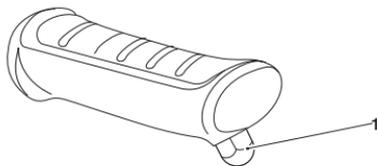
The bank angle indicators must not be used as a guide to how far the motorcycle may be safely banked.

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

- Road surface
- Tyre condition
- Weather.

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

Bank angle indicators are located on the rider's footrests.



dlc_1

1. Bank angle indicator

Bank angle indicators must be replaced when they have reached the maximum wear limit of 5 mm in length.

Regularly check the bank angle indicators for wear.

Tyres



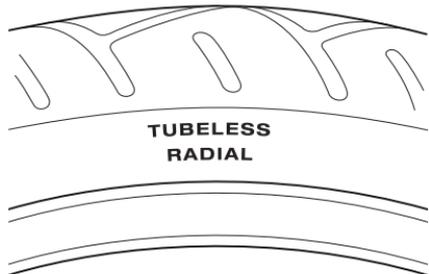
This model is equipped with tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.

WARNING

Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

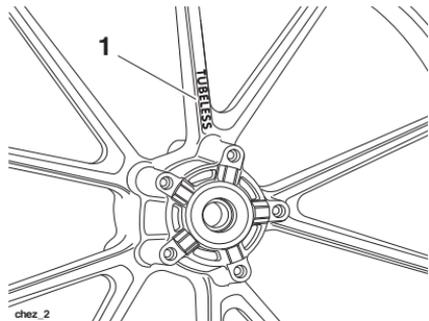
Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

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



chb.1

Typical Tyre Marking - Tubeless Tyre



chez_2

Typical Wheel Marking - Cast Wheel

MAINTENANCE AND ADJUSTMENT

Tyre Inflation Pressures

WARNING

Incorrect tyre inflation will cause abnormal tread wear and instability.

Under inflation may result in the tyre slipping on, or coming off the rim. Overinflation will cause accelerated tread wear and instability.

Both conditions are dangerous and 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.

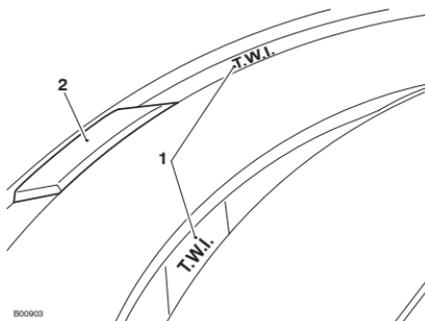
Riding with damaged wheels and tyres is dangerous and may lead to loss of motorcycle control which could result in serious injury or death.

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) |

Rear Tyre Only

When checking the rear tyre wear, it is important to note that part of the rear tyre tread pattern looks like a tyre wear indicator. The actual tyre wear indicator has the letters 'T.W.I.' on it, as shown in the illustration below.



1. Tyre Wear Indicator (TWI)
2. Rear tyre tread pattern

Tyre Replacement

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

It is essential that approved tyres fitted in approved combinations, are used when purchasing replacement items.

The use of non-approved tyres or approved tyres in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tyres specific to your motorcycle are available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

Tyres must be selected in the correct combination, from the approved Tyre Selector. Tyres must be fitted and balanced according to the tyre manufacturer's instructions.

When replacement tyres are required, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Initially, the new tyres will not produce the same handling characteristics as the worn tyres and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

The tyre pressures must be checked and adjusted, and the tyres examined for correct seating 24 hours after fitting. Rectification must be carried out as necessary. The same checks and adjustments must also be carried out when 100 miles (160 km) have been travelled after fitting.

WARNING

Use the recommended tyres ONLY in the combinations listed in the approved Tyre Selector at www.triumph.co.uk.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

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

WARNING

Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

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

WARNING

If a tyre sustains a puncture, the tyre must be replaced.

Operation of the motorcycle with a punctured or repaired tyre may adversely affect the motorcycle stability.

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

WARNING

If tyre damage is suspected, such as after striking an object, the tyre must be inspected both internally and externally by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre damage may not always be visible from the outside.

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

WARNING

Do not use the motorcycle with incorrectly seated tyres or incorrectly adjusted tyre pressures.

Incorrectly seated tyres or incorrectly adjusted tyre pressures may affect the handling, stability or other 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.

MAINTENANCE AND ADJUSTMENT

WARNING

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

Use of non-recommended tyres can affect wheel speed and cause the ABS function not to operate in conditions where the ABS would normally function.

A list of approved tyres specific to these models is available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk.

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

WARNING

Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability.

Only use self-adhesive weights. Clip on weights may damage the wheel or tyre resulting in tyre deflation.

When wheel balancing is required, such as after tyre replacement, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

WARNING

Tyres that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres must be replaced after such use as continued use of a damaged tyre may cause instability.

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

Battery

WARNING

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

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

WARNING

Make sure that there is adequate ventilation when charging or using the battery in an enclosed space.

Under certain circumstances, the battery may release explosive gases. Make sure to keep all sparks, flames and cigarettes away from the battery.

Do not attach jump leads to the battery, touch the battery cables together or reverse the polarity of the cables, as any of these actions may cause a spark which would ignite battery gases causing a risk of serious injury or death.

WARNING

The battery contains harmful materials.

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

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

Battery Removal

WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

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

MAINTENANCE AND ADJUSTMENT

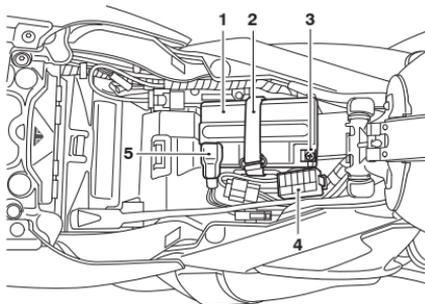
⚠ WARNING

Before disconnecting the battery or removing a fuse for any reason, note and record the riding modes settings.

Once the fuse has been refitted or the battery reconnected, the riding modes should be reset as noted.

Failure to reset the motorcycle riding modes settings and subsequently being ridden, may cause loss of motorcycle control which could result in serious injury or death.

- ▼ Remove the seat.
- ▼ Remove the battery strap.



1. **Battery**
2. **Battery strap**
3. **Negative (black) terminal**
4. **Fuse box**
5. **Positive (red) terminal**

- ▼ Carefully remove the fuse box from the side of the battery box.
- ▼ Disconnect the battery leads, negative (black) lead first.
- ▼ Remove the battery.

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.

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

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.

MAINTENANCE AND ADJUSTMENT

Battery Charging

WARNING

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and **SEEK MEDICAL ATTENTION IMMEDIATELY.**

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

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

NOTICE

Do not use an automotive quick charger as it may overcharge and damage the battery.

For help with selecting a battery charger, checking the battery voltage or battery charging, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

The Triumph recommended battery charger will come with a set of battery connector leads:

- ▼ A connector lead with ring terminals.
- ▼ A connector lead with crocodile clips.

A connector lead with a DIN plug is also available as an accessory from your Triumph dealer.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle.

To charge the battery, do the following:

- ▼ We recommend removing the battery from the motorcycle before charging.
 - If the battery needs to be charged when fitted to the motorcycle, only use the rear electrical accessory socket and a suitable connector lead with DIN plug or the connector lead with ring terminals (supplied with the Triumph recommended battery charger). The front electrical accessory socket cannot be used to charge the battery on this model.
 - The connector lead with crocodile clips must not be used to charge the battery when it is fitted to the motorcycle.
- ▼ Follow the instructions supplied with the approved battery charger.
- ▼ Charge the battery with a lower current than the MAX Charging Current found on the charging label.
- ▼ If the battery becomes hot to the touch, stop charging and allow the battery to cool before resuming.
- ▼ After charging, leave the battery for 1 to 2 hours before checking the voltage. If the voltage is less than 12.9 Volts, additional charging is necessary.

Battery Installation

WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

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

- ▼ Place the battery in the battery case.
- ▼ Refit the fuse box to the side of the battery box.
- ▼ Reconnect the battery, positive (red) lead first.
- ▼ 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 battery strap.
- ▼ Refit the rider's seat.

MAINTENANCE AND ADJUSTMENT

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.

⚠ WARNING

Before disconnecting the battery or removing a fuse for any reason, note and record the riding modes settings.

Once the fuse has been refitted or the battery reconnected, the riding modes should be reset as noted.

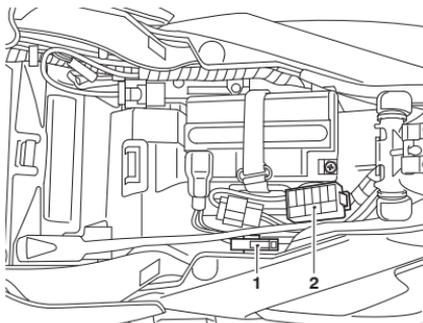
Failure to reset the motorcycle riding modes settings and subsequently being ridden, may cause loss of motorcycle control which could result in serious injury or death.

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.

Fuse Box Locations

The fuses are located under the rider's seat. To access the fuses, the rider's seat must be removed.



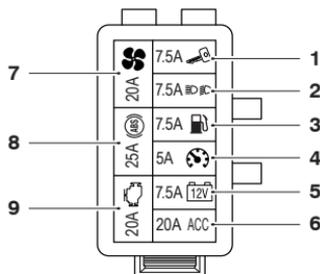
1. Main fuse
2. Fuse box

Fuse Identification

The fuse identification numbers listed in the table correspond with those printed on the fuse box cover, as shown below.

Spare fuses are located on the inside of the fuse box cover and should be replaced if used.

Fuse Box



Fuse Box

| Fuse Number and Circuit Protected | Rating (Amps) |
|---|---------------|
| Fuse 1 - Ignition | 7.5 |
| Fuse 2 - Lighting | 7.5 |
| Fuse 3 - Fuel pump | 7.5 |
| Fuse 4 - Instruments | 5 |
| Fuse 5 - Battery | 10 |
| Fuse 6 - Accessory | 20 |
| Fuse 7 - Cooling fan | 20 |
| Fuse 8 - Anti-lock Braking System (ABS) | 25 |
| Fuse 9 - Engine Management System (EMS) | 20 |

Main Fuse

The main fuse is located in a separate fuse box beneath the rider's seat.

| Fuse Number and Circuit Protected | Rating (Amps) |
|-----------------------------------|---------------|
| Fuse 1 - Main fuse | 40 |

Lights

NOTICE

The use of non-approved bulbs may result in damage to lenses and other lighting unit components.

In addition, the use of bulbs of incorrect wattage may cause the chassis ECM to cut power to affected lighting circuits.

Use genuine Triumph supplied bulbs as specified in the Triumph Parts Catalogue.

Always have replacement bulbs installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Headlights



WARNING

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

Make sure that the headlight beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic.

An incorrectly adjusted headlight may impair visibility for oncoming traffic, leading to an accident which could result in serious injury or death.

MAINTENANCE AND ADJUSTMENT

WARNING

Never attempt to adjust a headlight beam when the motorcycle is in motion.

Any attempt to adjust a headlight beam when the motorcycle is in motion may lead to loss of motorcycle control.

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

NOTICE

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

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

NOTICE

The use of non-approved headlight units may result in damage to the headlight unit and/or motorcycle.

Use a genuine Triumph supplied headlight unit as specified in the Triumph Parts Catalogue.

Always have replacement headlight units installed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

NOTICE

If a fault occurs with the headlight unit, then a message will be shown in the instrument display and the headlights will only be available in the dipped beam mode.

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

Headlight(s) Adjustment

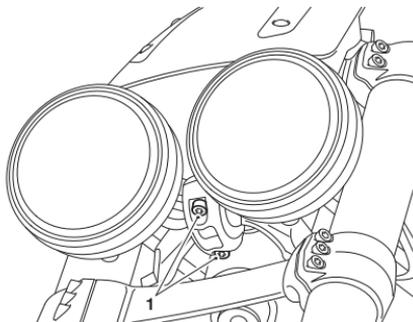
The headlight unit can only be adjusted vertically. There is no horizontal adjustment.

The vertical beams of the left and right hand headlights can only be adjusted together. Independent adjustment is not possible.

The headlight unit is equipped with easily accessible adjuster bolts to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.

To vertically adjust the headlight beam:

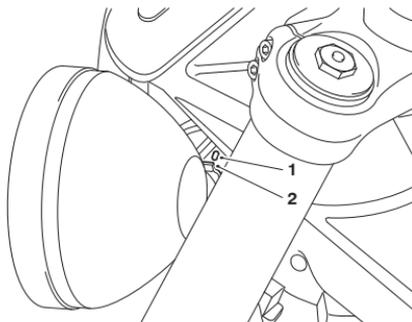
- ▼ Switch the ignition on. The engine does not need to be running.
- ▼ Switch the headlight dipped beam on.
- ▼ Loosen the headlight bracket bolts securing the headlight unit to the headlight bracket sufficiently to allow restricted movement of the headlights.



1. Headlight bracket bolts

- ▼ Move the headlight unit downwards or upwards to adjust the headlight beam accordingly.

- ▼ To return the headlight alignment to the factory standard position, move the headlight unit until the front subframe alignment mark and the headlight bracket mark are aligned.



1. Front subframe alignment mark

2. Headlight bracket mark

- ▼ Tighten the headlight bracket bolts to 15 Nm.
- ▼ Recheck the headlight beam settings.
- ▼ Switch the headlights off when the headlight beam settings are satisfactory.

Headlight Replacement

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

MAINTENANCE AND ADJUSTMENT

Daytime Running Light (DRL) (if fitted)

The Daytime Running Light (DRL) is situated within the headlight assembly and is a sealed, maintenance-free LED unit. The headlight unit must be replaced in the event of the failure of the DRL.

Rear Light

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

Direction Indicator Lights

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

Licence Plate Light

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

Jacking Points

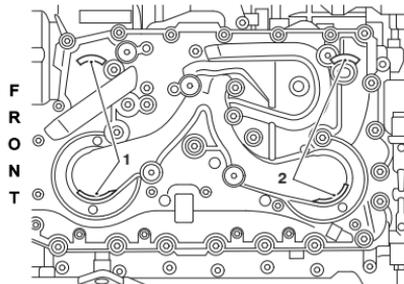
WARNING

This motorcycle is fitted with jacking points on the engine sump. Use of the jacking points requires specialist lifting equipment.

Jacking or lifting of this motorcycle should only be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer, who will have the correct training and lifting equipment to safely lift the motorcycle.

Attempting to lift the motorcycle without using the jacking points, or without using the correct lifting equipment, may cause the motorcycle to fall which could result in motorcycle damage, serious injury or death.

The jacking points are located on the engine sump.



1. Front jacking points
2. Rear jacking points

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CLEANING AND STORAGE

Cleaning

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

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole (if applicable) with tape.

Remove any items of jewellery such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as wheels and under mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

NOTICE

Do not use high pressure spray washers or steam cleaners.

Use of high pressure spray washers and steam cleaners may damage seals, and cause water and steam to be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

NOTICE

Do not spray any water at all near the air intake duct.

The air intake duct is located under the rider's seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Do not get water near the following places:

- ▼ Air and any intake duct
- ▼ Any visible electrical components
- ▼ Brake cylinders and brake calipers
- ▼ Handlebar switch housings
- ▼ Headstock bearings
- ▼ Instruments
- ▼ Oil filler cap
- ▼ Rear bevel box breather (if fitted)
- ▼ Rear of headlights
- ▼ Seats
- ▼ Suspension seals and bearings
- ▼ Under the fuel tank
- ▼ Wheel bearings.

Washing

To wash the motorcycle, do the following:

- ▼ Make sure that the motorcycle engine is cold.
- ▼ Prepare a mixture of clean, cold water and mild automotive cleaner or low alkaline soap.
- ▼ Do not use a highly alkaline soap as commonly found at commercial car washes because it will leave a residue on painted surfaces and may also cause water spotting.
- ▼ Wash the motorcycle with a sponge or soft cloth.
- ▼ Do not use abrasive scouring pads or steel wool. They will damage the finish.
- ▼ Rinse the motorcycle thoroughly with clean, cold water.

CLEANING AND STORAGE

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.

CLEANING AND STORAGE

- ▼ If the leather product does get wet, absorb any excess water with a soft clean cloth then leave the leather product to dry naturally at room temperature.
- ▼ Avoid exposure of the leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- ▼ If exposure to salt is unavoidable, clean the leather product immediately after each exposure using a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Gently clean any minor marks with a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Place the leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

Monsoon/Rainy Season Care

During the Monsoon/Rainy season, extra care is required in order to obtain consistent performance of your motorcycle.

Always observe the following:

- ▼ Make sure that the motorcycle is parked in a covered area. If a covered area is not available, then make sure to put a suitable waterproof breathable cover over the motorcycle.
- ▼ Make sure that the tyres are in a good condition.
- ▼ Check and, if necessary, correct the tyre pressures.
- ▼ The drive chain should be cleaned and lubricated every 200 miles (300 km) using Triumph Performance chain lubricant.

NOTICE

If the drive chain gets contaminated by mud, we recommend that the drive chain is cleaned and lubricated before riding.

- ▼ Check that the front and rear brakes are functioning correctly.

⚠ WARNING

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

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

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

- ▼ Make sure that you wear appropriate waterproof clothing suitable for motorcycles.
- ▼ Never ride the motorcycle through floods as water may enter the engine. Water entering the engine may cause engine damage. Damage caused by water entering the engine is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.
- ▼ If the motorcycle is parked and water level rises around the motorcycle, do not try to start the engine. The motorcycle should be inspected for water ingress before starting the engine. Inspections and repairs must be completed by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Storage**Preparation for Storage**

To prepare the motorcycle for storage, do the following:

- ▼ Clean and dry the entire vehicle thoroughly.
- ▼ Fill the fuel tank with the correct grade of unleaded fuel and add a fuel stabiliser (if available), following the fuel stabiliser manufacturer's instructions.

⚠ WARNING

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

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

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

- ▼ Remove the spark plug from each cylinder and put several drops (5 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 128).
- ▼ Check and if necessary correct the tyre pressures (see page 195).

CLEANING AND STORAGE

- ▼ Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)
- ▼ Spray rust inhibiting oil (there are numerous products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- ▼ Make sure the cooling system is filled with a 50% mixture of coolant (noting that D2053 OAT coolant, as supplied by Triumph, is premixed and requires no dilution) and distilled water solution (see page 131).
- ▼ 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 164).
- ▼ 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 165).
- ▼ If the motorcycle has been stored for more than four months, change the engine oil (see page 128).
- ▼ 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.
- ▼ Fit the spark plugs, tightening to 12 Nm, and start the engine.
- ▼ Check and if necessary correct the tyre pressures (see the relevant Specification section).
- ▼ Clean the entire vehicle thoroughly.
- ▼ Check the brakes for correct operation.
- ▼ Test ride the motorcycle at low speeds.

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WARRANTY

Triumph Warranty Terms and Conditions - All except America and Canada

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

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

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

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

If you should sell your motorcycle, make sure this Owner's Handbook or Quick Start Guide (where supplied with the motorcycle) together with all other relevant documents are passed to the new owner. Please advise the new owner that they can notify Triumph of the change of ownership by contacting their local Triumph dealer.

All new Triumph motorcycles are covered by a comprehensive unlimited mileage warranty, commencing from the date of first registration or the date of sale if the motorcycle remains unregistered. Refer to your motorcycle warranty registration certificate for details of the warranty period.

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

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

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

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

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

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

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

Australia Only

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

Triumph Warranty Terms and Conditions - America and Canada only

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

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

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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 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 AMERICA LIMITED by the dealer/distributor and will become the property of Triumph Motorcycles America 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.

WARRANTY

Conditions and Exclusions - All except America and Canada

- ▼ The motorcycle must not have been used for competition, misused¹, inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment while the engine is not running.

Refer to the battery section of this handbook for details of required battery maintenance.

The warranty does not cover:

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

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

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

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

This warranty shall be governed by and construed in accordance with the laws of England and Wales, save that in the event of any material conflict or inconsistency between such application to this warranty of the laws of England and Wales and local statutory rights that would otherwise be applicable to Triumph customers (dealerships or consumers) purchasing Triumph products in another country, those local statutory rights shall take precedence.

The competent courts of England and Wales shall have primary authority to settle any questions, claims or disputes which may arise under or in connection with this warranty, save that to the extent that any such issue arising requires the consideration and interpretation of applicable local statutory rights applicable to a customer purchasing Triumph products in another country, the customer may seek to take proceedings in any competent court of that country.

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

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

This warranty does not affect your statutory rights.

Conditions and Exclusions - America and Canada only

- ▼ The motorcycle must not have been used for competition, misused², inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment while the engine is not running.

Refer to the battery section of this handbook for details of required battery maintenance.

The warranty does not cover:

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

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

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

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

This warranty shall be governed by and construed in accordance with the laws of England and Wales, save that in the event of any material conflict or inconsistency between such application to this warranty of the laws of England and Wales and local statutory rights that would otherwise be applicable to Triumph customers (dealerships or consumers) purchasing Triumph products in another country, those local statutory rights shall take precedence.

The competent courts of England and Wales shall have primary authority to settle any questions, claims or disputes which may arise under or in connection with this warranty, save that to the extent that any such issue arising requires the consideration and interpretation of applicable local statutory rights applicable to a customer purchasing Triumph products in another country, the customer may seek to take proceedings in any competent court of that country.

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

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

This warranty does not affect your statutory rights.

WARRANTY

Noise Control System Warranty

NOTICE

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

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

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

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

Tampering With The Noise Control System Prohibited

Owners are warned that the law prohibits:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

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

Acts which are likely to constitute tampering include the following:

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

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

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

WARRANTY

Emission Control System Warranty

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

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

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

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

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

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

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

Triumph Overseas

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

Subsidiary offices are listed below.

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

Subsidiary Offices

Benelux

Triumph Netherlands

Tel: +31 725 41 0311

Email: Benelux@Triumph.co.uk

Brazil

Triumph Motorcycles Brazil Ltda

Tel: +55 11 3010 1010

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

China

British Triumph (Shanghai) Trading Co., Ltd.

Tel: +86 21 6140 9180

Email:

aftersales.china@triumphmotorcycles.com

Denmark/Finland/Norway/Sweden

Triumph Motorcycles AB

Tel: +46 8 680 68 00

Fax: +46 8 680 07 85

France

Triumph S.A.

Tel: +33 1 64 62 3838

Fax: +33 1 64 80 5828

Germany/Austria

Triumph Motorrad Deutschland GmbH

Tel: +49 6003 829090

Fax: +49 6003 8290927

Italy

Triumph Motorcycles srl

Tel: +39 02 93 454525

Fax: +39 02 93 582575

Japan

Triumph Motorcycles Japan K.K.

Tel: +81 3 6453 9810

Fax: +81 3 6453 9811

Spain/Portugal

Triumph Motocicletas España, S.L

Tel: +34 91 637 7475

Fax: +34 91 636 1134

Thailand

Triumph Thailand

Tel: +66(0)20170333

Fax: +66(0)20170330

United Kingdom/Éire

Triumph Motorcycles Ltd

Tel: +44 1455 45 5012

Fax: +44 1455 45 2211

USA/Canada

Triumph Motorcycles (America) Ltd

Tel: +1 678 854 2010

Fax: +1 678 854 8740

Caring for your Motorcycle

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

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

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SPECIFICATIONS

Rocket 3 Storm GT and Rocket 3 Storm R

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 | Rocket 3 Storm R and Rocket 3 Storm GT |
|---|--|
| Maximum payload (rider, passenger, luggage and accessories) | 208 kg (458 lb) Rocket 3 Storm R |
| | 205 kg (451 lb) Rocket 3 Storm GT |

| Engine | Rocket 3 Storm R and Rocket 3 Storm GT |
|----------------------|--|
| Engine configuration | Liquid cooled in-line 3 cylinder |
| Arrangement | Longitudinal in-line |
| Displacement | 2458 cc |
| Bore x stroke | 110.2 x 85.9 mm |
| Compression ratio | 10.8:1 |
| Cylinder numbering | Front to rear |
| Cylinder sequence | 1 at front |
| Firing order | 1-3-2 |
| Starting system | Electric starter |

| Lubrication | Rocket 3 Storm R and Rocket 3 Storm GT |
|--|--|
| Lubrication system | Dry sump |
| Engine Oil Capacities: | |
| Oil capacity (dry fill) | 5.2 litres |
| Oil capacity (wet fill including oil filter) | 4.6 litres |
| Oil capacity (wet fill excluding oil filter) | 4.4 litres |

| Cooling System | Rocket 3 Storm R and Rocket 3 Storm GT |
|--|---|
| Coolant type | Triumph D2053 OAT coolant (premixed) |
| Coolant ratio | 50/50 (premixed as supplied by Triumph) |
| Cooling system capacity | 2.6 litres |
| Thermostat opening temperature (nominal) | 88°C +/- 2°C |

| Fuel System | Rocket 3 Storm R and Rocket 3 Storm GT |
|-------------------------|---|
| Fuel injection system | Electronic fuel injection |
| Injector type | Multi point sequential |
| Fuel pump type | Submerged, electric |
| Fuel pressure (nominal) | 3.5 bar (50.8 lb/in ²) |

| Fuel | Rocket 3 Storm R and Rocket 3 Storm GT |
|--------------------|---|
| Fuel type | Unleaded, 91 RON (CLC or AKI octane rating (R+M)/2 of 87 or higher) |
| Fuel tank capacity | 18 litres |

| Ignition | Rocket 3 Storm R and Rocket 3 Storm GT |
|------------------------|---|
| Ignition system | Digital inductive |
| Electronic rev limiter | 7000 rpm |
| Spark plug type | NGK LMAR8A-9 |
| Spark plug gap | 0.9 mm +0.0/-0.1 mm |

SPECIFICATIONS

| Transmission | Rocket 3 Storm R and Rocket 3 Storm GT |
|------------------------|--|
| Transmission type | 6 speed, constant mesh |
| Clutch type | Wet multi-plate |
| Final drive type | Bevel geared crown wheel and pinion |
| Primary drive ratio | 1.246:1 (71/57) |
| Final drive ratio | 2.846:1 (37/13) |
| Gear ratios - 1st gear | 2.389:1 (43/18) |
| Gear ratios - 2nd gear | 1.840:1 (46/25) |
| Gear ratios - 3rd gear | 1.414:1 (41/29) |
| Gear ratios - 4th gear | 1.121:1 (37/33) |
| Gear ratios - 5th gear | 0.972:1 (35/36) |
| Gear ratios - 6th gear | 0.838:1 (31/37) |

WARNING

Use the recommended tyres **ONLY** in the combinations listed in the approved Tyre Selector at www.triumph.co.uk.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

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

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 | | Rocket 3 Storm R and Rocket 3 Storm GT |
|-------------------------------|--|---|
| Tyre Sizes: | | |
| Front tyre size | | 150/80 R17 72V |
| Rear tyre size | | 240/50 R16 84V |
| Tyre Pressures (Cold): | | |
| Front tyre pressure | | 2.9 bar (42 lb/in ²) |
| Rear tyre pressure | | 2.9 bar (42 lb/in ²) |
| Electrical Equipment | | Rocket 3 Storm R and Rocket 3 Storm GT |
| Battery type | | YTX20CH-BS |
| Battery rating | | 12 Volt, 18.9 Ah |
| Alternator rating | | 14 Volt, 46.5 Amp at 3,000 rpm |
| Headlight | | LED |
| Tail/brake light | | LED |
| Licence plate light | | LED |
| Direction indicator lights | | LED |

SPECIFICATIONS

| Torque Figures | Rocket 3 Storm R and Rocket 3 Storm GT |
|--|---|
| Battery terminal fixings | 4.5 Nm |
| Clutch fluid reservoir cap screws | 1.5 Nm |
| Front brake fluid reservoir cap screws | 1.5 Nm |
| Final drive unit oil filler plug | 25 Nm |
| Engine oil filter | 10 Nm |
| Radiator cap fixing | 1 Nm |
| Radiator surround lower fixing | 4 Nm |
| Rear brake fluid reservoir cap screws | 1.5 Nm |
| Spark plug | 12 Nm |
| Sump plugs | 30 Nm |

| Fluids and Lubricants | Rocket 3 Storm R and Rocket 3 Storm GT |
|------------------------------|---|
| Bearings and pivots | Triumph Performance RG2 grease (NLGI 2) |
| Brake and clutch fluid | Triumph Performance DOT 4 brake and clutch fluid |
| Coolant | Triumph D2053 OAT coolant (premixed) |
| Final drive oil | Fully synthetic 75W/90 hypoid oil that meets specification API Service Level GL5. Triumph Performance fully synthetic hypoid oil is recommended |
| Engine oil | Fully or semi synthetic 15W/50 motorcycle engine oil which meets specification API SN (or higher) and JASO MA2. Triumph Performance fully synthetic engine oil is recommended |

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This section contains approval information that is required to be included in this Owner's Handbook.

Radio Equipment Device EU Directive 2014/53

Triumph motorcycles are equipped with a range of radio equipment devices. These radio equipment devices must comply with the EU Radio Equipment Device Directive 2014/53/EU. The complete text of the EU declaration of conformity for each radio equipment device is available at the following address:

www.triumphmotorcycles.co.uk/public-content/triumph-radio-device-approvals

The table below shows the frequencies and power levels for the radio equipment devices in compliance with the EU Directive 2014/53/EU. The table shows all radio equipment devices used across the Triumph range of motorcycles. Only certain radio equipment devices in the table are applicable to specific motorcycles.

| Radio Equipment Device | Frequency Range | Maximum Transmit Power Level | Manufacturer |
|------------------------|--|------------------------------|--|
| Chassis Control Unit | Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna | 287 nW ERP | Pektron Alfreton Road, Derby, DE21 4AP UK |
| Keyless Control Unit | Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antenna | 6.28 uW ERP | |
| Keyless Control Unit 2 | Receive Bands: 433.92 MHz, 134.2 kHz Category-2 Receiver Transmit Bands: 134.2 kHz Class 1 Transmitter Fixed Inductive Loop Coil Antennas | 3.01 uW ERP | |
| Keyless System Key Fob | Receive Bands: 134.2 kHz Category-2 Receiver Transmit Bands: 433.92 MHz, 134.2 kHz Class: N/A Antenna Type Fixed Antenna (PCB) | 0.019 mW ERP | |

| Radio Equipment Device | Frequency Range | Maximum Transmit Power Level | Manufacturer |
|--|--|------------------------------|---|
| Immobiliser (Motorcycles with Key System) | Receive Bands: 433.92 MHz, 125 kHz Transmit Bands: 120.9 KHz to 131.3 KHz | 5dBµA/m @ 10m | LDL Technology Parc Technologique Du Canal, 3 Rue Giotto, |
| 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 | |
| Triumph Accessory Alarm System Remote/Key Fob | Receive Bands: None Transmit Bands: 433.92 MHz | 10 mW ERP | Scorpion Automotive Ltd Drumhead Road, Chorley North Business Park, Chorley, PR6 7DE UK |
| Accessory Alarm System ECU - Triumph Protect+ | Receive Bands: 433.92 MHz Transmit Bands: None | N/A | |
| Accessory Alarm System Remote/Key Fob - Triumph Protect+ | Receive Bands: None Transmit Bands: 433.92 MHz | 1 mW ERP | |
| Instrument Panel | Receive and Transmit Bands: 2402 MHz to 2483.5 MHz | 7.4 dBm | MTA SpA Viale dell'Industria, 12 26845 Codogno (LO) Italy |
| My Triumph Connectivity Unit | Receive and Transmit Bands: 2402 MHz to 2480 MHz | 100 mW | C.O.B.O. S.p.A. via Tito Speri 10 25024 Leno (BS) Italy |
| Blind Spot Radar | Receive and Transmit Bands: 24.05 to 24.25 GHz | 100mW (20 dBm) peak EIRP | ADC Automotive Distance Control Systems GmbH Peter-Dornier-Strasse 10, 88131 Lindau, Germany |

APPROVAL INFORMATION

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.
C/Cabo Rufino Lazaro
14 - E
28232 - Las Rozas De Madrid
Spain

Canadian Approval

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s).

Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation of the device.

Radio frequency radiation exposure information:

This equipment complies with radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Tyres

With reference to the Pneumatic Tyres and Tubes for Automotive Vehicles (Quality Control) Order, 2009, Cl. No. 3 (c), it is declared by M/s. Triumph Motorcycles Ltd. that the tyres fitted on this motorcycle meet the requirements of IS 15627: 2005 and comply with the requirements under Central Motor Vehicle Rules (CMVR), 1989.

Smart Keyless System Approval

The Smart Keyless system complies with IC-RSS-210 Industry Canada. Operation is subject to the following conditions:

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

Canada IC: 10176A-009

Model No. A-0794G01

Under Industry Canada regulations, this radio transmitter may only operate using an antenna of a type and maximum (or lesser) gain approved for the transmitter by Industry Canada.

To reduce potential radio interference to other users, the antenna type and its gain should be so chosen that the Equivalent Isotropically Radiated Power (EIRP) is not more than that necessary for successful communication.