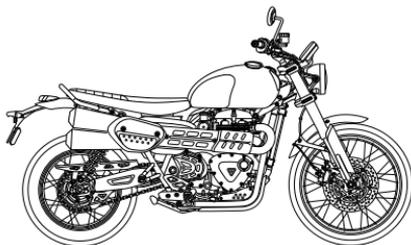
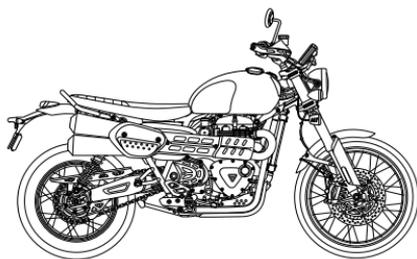




## Scrambler 1200 XE and Scrambler 1200 X



This handbook contains information on the Triumph Scrambler 1200 XE and Scrambler 1200 X 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 3850313-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 LABEL LOCATIONS
- 18** PARTS IDENTIFICATION
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- 153** MAINTENANCE AND ADJUSTMENT
- 207** CLEANING AND STORAGE
- 217** WARRANTY
- 229** SPECIFICATIONS
- 237** INDEX
- 242** APPROVAL INFORMATION

## 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](http://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](http://www.triumphmotorcycles.co.uk/handbooks))
- ▼ Portuguese (available online only from [www.triumphmotorcycles.co.uk/handbooks](http://www.triumphmotorcycles.co.uk/handbooks)).

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

## FOREWORD

### 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](http://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.

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## 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 and moderate off-road use. Moderate off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

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

### WARNING

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

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

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

### WARNING

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

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

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

### WARNING

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

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

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

**NOTICE**

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

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

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

**Fuel and Exhaust Fumes****! DANGER**

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

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

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

**! WARNING**

PETROL IS HIGHLY FLAMMABLE:

- Always turn off the engine when refuelling.
- Pay full attention and remain alert while refuelling.
- Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.
- Take care not to spill any petrol on the engine, exhaust pipes or silencers when refuelling.
- If petrol is swallowed, inhaled or allowed to get into the eyes, seek immediate medical attention.
- Spillage on the skin should be immediately washed off with soap and water and clothing contaminated with petrol should immediately be removed.
- Burns and other serious skin conditions may result from contact with petrol.

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

## Helmet and Clothing



### **⚠ DANGER**

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

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

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

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

### **⚠ WARNING**

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

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

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

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

# SAFETY FIRST

## Maintenance and Equipment

### WARNING

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

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

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

### WARNING

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

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

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

### WARNING

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

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

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

## Parking

### WARNING

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

When parking the motorcycle, always remember the following:

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

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

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

## Parts and Accessories

### WARNING

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

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

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

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

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

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

# SAFETY FIRST

## Riding

### DANGER

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

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

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

### WARNING

All riders must be licenced to operate the motorcycle.

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

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

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

### WARNING

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

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

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

### WARNING

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

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

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

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

 **WARNING**

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

These forces include but are not limited to:

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

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

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

**Wobble/Weave**

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

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

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# SAFETY FIRST

## Handlebars and Footrests

### ⚠ WARNING

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

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

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

### ⚠ WARNING

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

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

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

### ⚠ WARNING

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

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

- Road surface
- Tyre condition
- Weather.

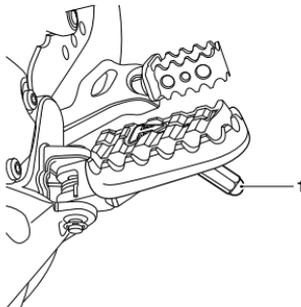
Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

### ⚠ WARNING

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

The maximum wear limit is shown by a groove on the bank angle indicator.

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



1. Bank angle indicator

 **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.

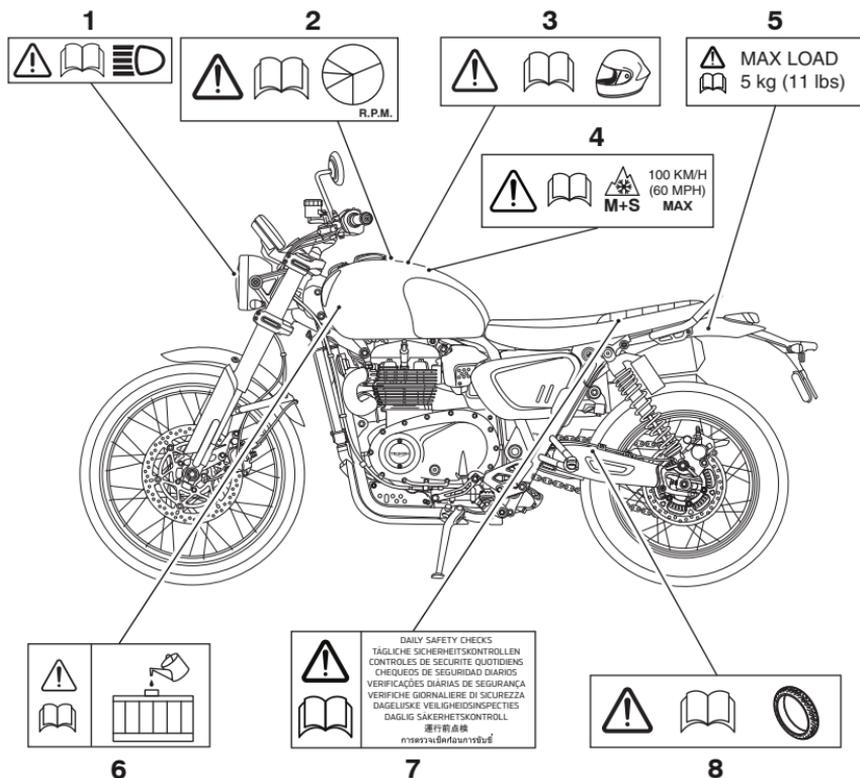
Banking to an unsafe angle may lead to loss of motorcycle control which could result in serious injury or death.

# WARNING LABEL LOCATIONS

## Scrambler 1200 X Shown

### Left Hand Side

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



1. Headlight (page 203)

2. Running-In (page 130)

3. Helmet (page 09)

4. Mud and Snow Tyres (page 233)

5. Panniers (if fitted) (page 149)

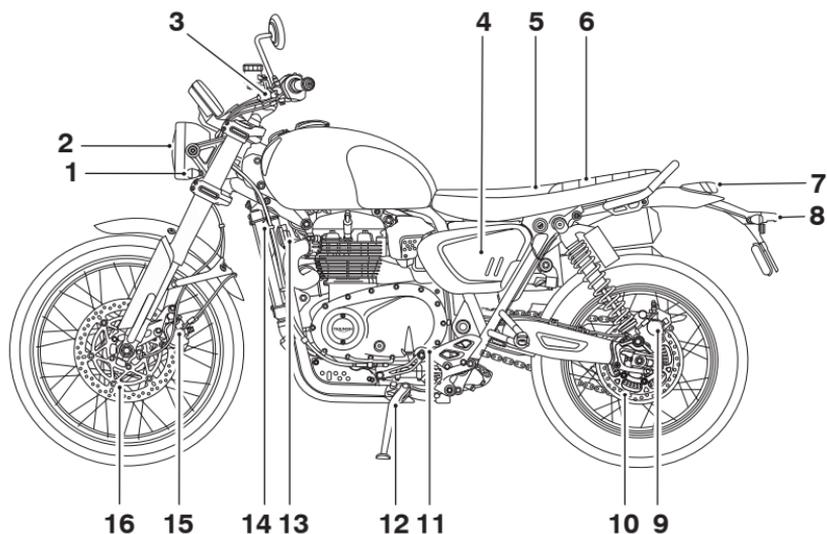
6. Coolant (page 164)

7. Daily Safety Checks (page 131)

8. Tyres (page 191)

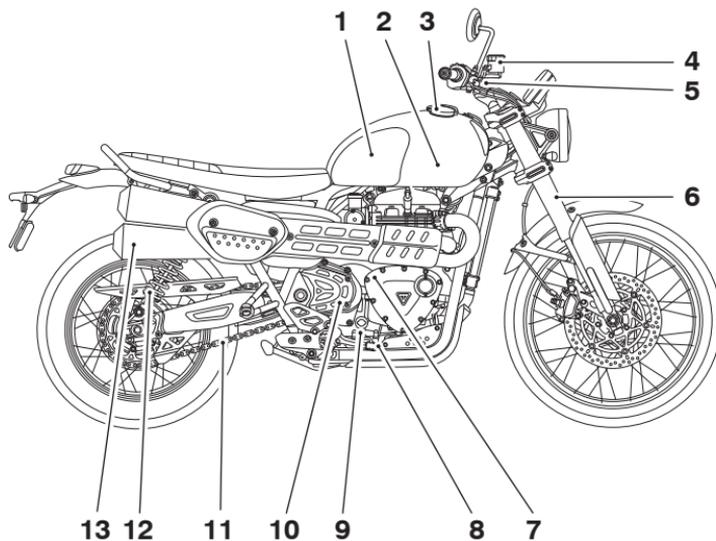


Scrambler 1200 X Shown  
Left Hand Side



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

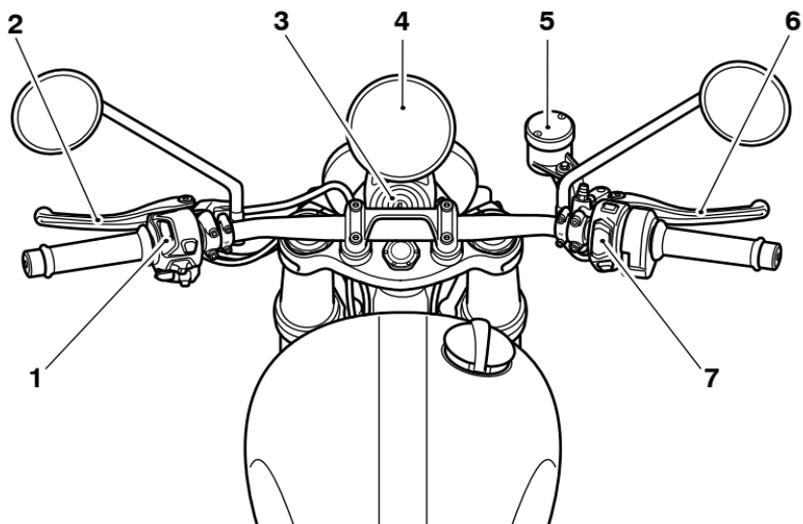
## Right Hand Side



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

## Rider View Parts Identification

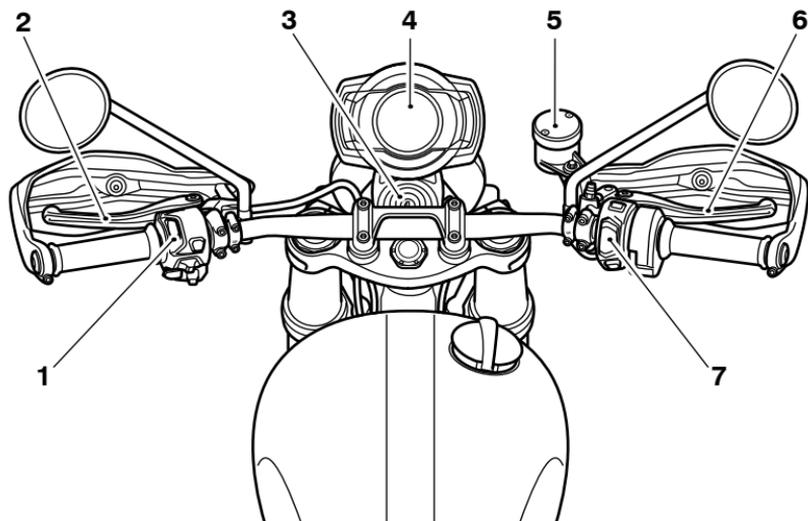
Scrambler 1200 X



cff

- |   |  |
|---|--|
| 1. Left hand switch housing, see page 119 | 5. Front brake fluid reservoir             |
| 2. Clutch lever                           | 6. Front brake lever                       |
| 3. Ignition switch                        | 7. Right hand switch housing, see page 118 |
| 4. Instrument display screen, see page 75 |  |

## Scrambler 1200 XE



cfln

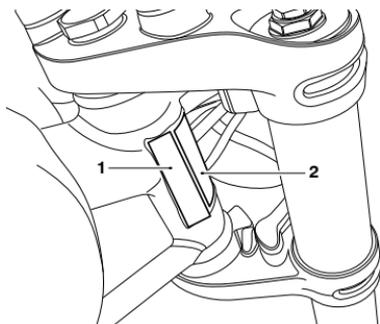
1. Left hand switch housing, see page 119
2. Clutch lever
3. Ignition switch
4. Instrument display screen, see page 27
5. Front brake fluid reservoir
6. Front brake lever
7. Right hand switch housing, see page 118

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## Serial Numbers

### Vehicle Identification Number (VIN)

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

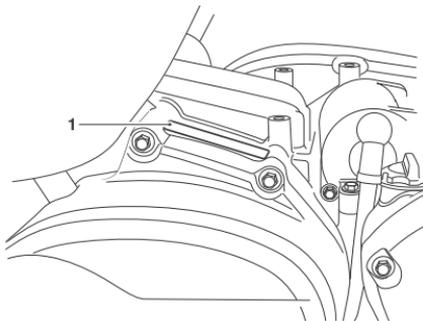


1. VIN stamp
2. VIN label

Record the vehicle identification number in the Motorcycle Service Handbook.

### Engine Serial Number

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



1. Engine serial number

Record the engine serial number in the Motorcycle Service Handbook.

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# INSTRUMENTS

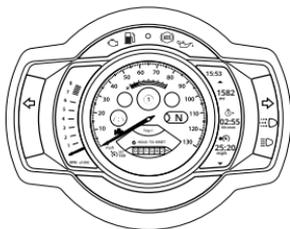
## Instruments

### Scrambler 1200 XE

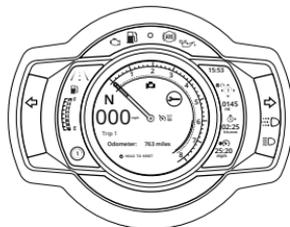
There are two different themes available on the Scrambler 1200 XE instrument display.

The Quartz Theme is used for visual recognition and consistency throughout this owner's handbook for Scrambler 1200 XE instruments.

#### Quartz Theme



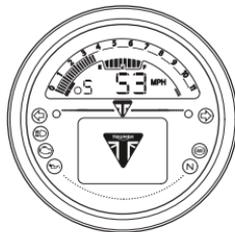
#### Chronos Theme



For the instrument display operating instructions, see page 27.

### Scrambler 1200 X

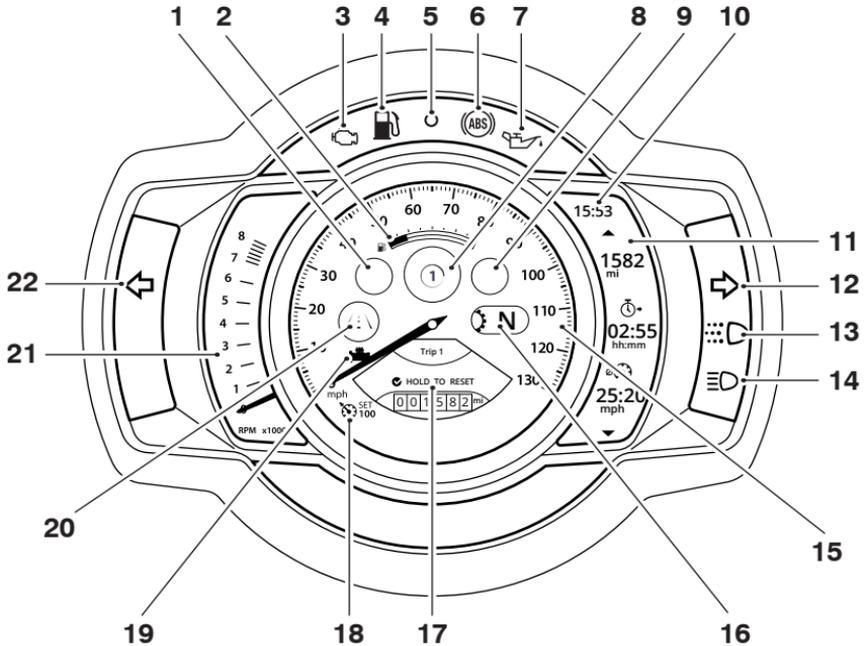
Scrambler 1200 X models are fitted with a Liquid Crystal Display/Thin Film Transistor (LCD/TFT) instrument display.



For the instrument display operating instructions, see page 75.

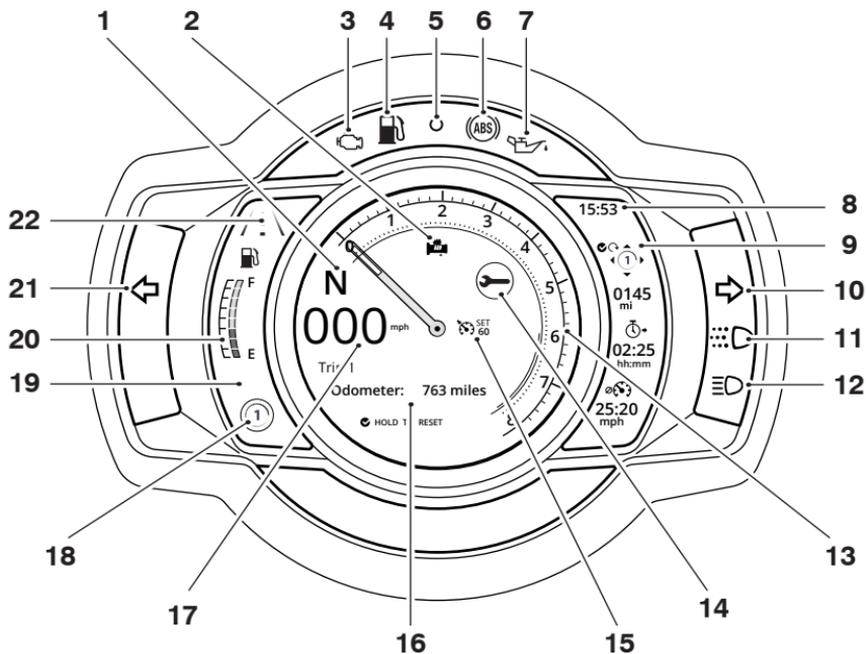
## Instruments Display - Scrambler 1200 XE

Quartz Theme



- |   |   |
|---|---|
| 1. Warning light  | 11. Right hand side display panel           |
| 2. Fuel gauge   | 12. Right hand indicator                    |
| 3. Engine management Malfunction Indicator Light (MIL)                  | 13. Daytime Running Light (DRL) (if fitted) |
| 4. Fuel level low warning light   | 14. High beam warning light                 |
| 5. Alarm/immobiliser status indicator light (alarm is an accessory kit) | 15. Speedometer                             |
| 6. ABS warning light  | 16. Gear position symbol                    |
| 7. Oil pressure warning light   | 17. Information tray                        |
| 8. Information tray symbol/Riding mode symbol                           | 18. Cruise control SET indicator            |
| 9. Warning light  | 19. Heated grips status                     |
| 10. Clock   | 20. Current riding mode                     |
|   | 21. Tachometer/Left hand side display panel |
|   | 22. Left hand 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. Right hand side display panel
10. Right hand indicator
11. Daytime Running Light (DRL) (if fitted)
12. High beam warning light
13. Tachometer
14. Warning light
15. Cruise control speed/SET indicator
16. Information tray
17. Speedometer
18. Information tray symbol
19. Left hand panel
20. Fuel gauge
21. Left hand indicator
22. 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 43 for Scrambler 1200 XE or page 81 for Scrambler 1200 X.

## 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 immobiliser 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 immobiliser and the indicator light will be off.

If the indicator light remains on it indicates that the 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 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.

**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.

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

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

**⚠ 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**

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.

**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.

## 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 warning 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 Light



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

### Daytime Running Lights (DRL) (if fitted)



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

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

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

#### **WARNING**

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

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

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

### Low Fuel Warning Light



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

### Low Battery Warning Light

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.

### General Warning Symbol



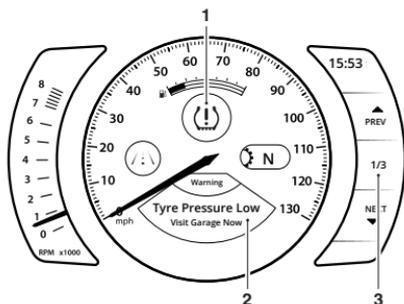
The general warning symbol will be shown in the information tray if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

# INSTRUMENTS

## Warning and Information Messages

It is possible for multiple warning and information messages to be shown when a fault occurs. Where this is the case, warning messages will take priority over information messages and the warning symbol(s) will be shown on the display. The number of currently active warning messages is shown in the right hand side display panel.

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



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

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

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

To view the warnings:

- ▼ Push the joystick left/right to scroll through the options until the warning message display is shown.
- ▼ Push the joystick down/up to review each warning message (if there is more than one). The warning message counter will show the amount of warning messages that are present.
- ▼ Press the joystick to acknowledge and hide each message.

**NOTICE**

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

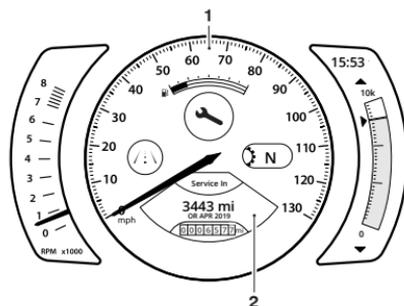
**Information Lights and Messages**

|   |  |
|---|--|
|  | Hazard warning lights<br>(red indicator)   |
|  | Low fuel level indicator light<br>(amber indicator)                                |
|  | Direction indicator light<br>(green indicator)                                     |
|  | Neutral indicator light<br>(green indicator)                                       |
|  | High beam indicator light<br>(blue indicator)                                      |
|  | Caution: low air temperature -<br>risk of surface ice<br>(blue or white indicator) |

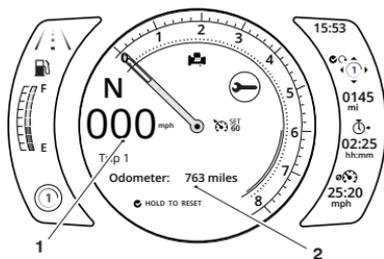
**Speedometer and Odometer**

The speedometer indicates the road speed of the motorcycle.

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

**Quartz Theme**

1. Speedometer
2. Odometer (in service information tray)

**Chronos Theme**

1. Speedometer
2. Odometer

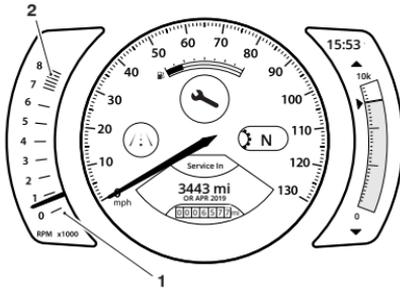
## Tachometer

**NOTICE**

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

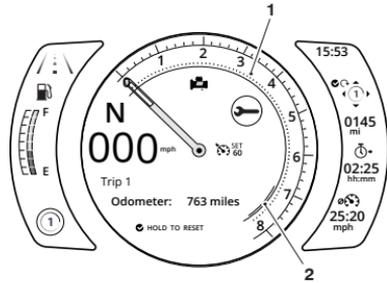
The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the red zone. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.

## Quartz Theme



1. Engine speed (rpm)
2. Red zone

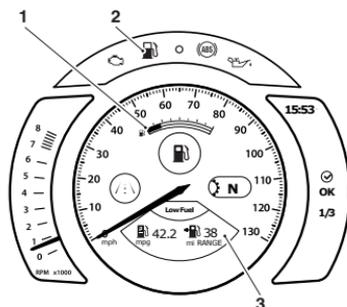
## Chronos Theme



1. Engine speed (rpm)
2. Red zone

## 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

### NOTICE

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.

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.

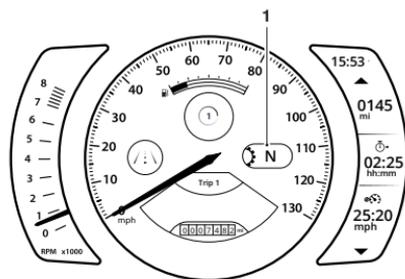
The low fuel warning light will illuminate when approximately 3.5 litres of fuel is remaining in the tank and you should refuel at the earliest opportunity.

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

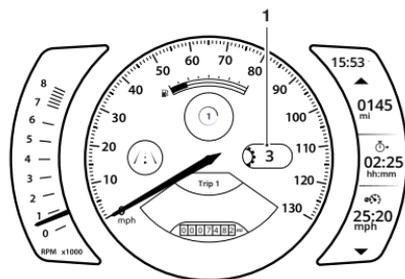
After refuelling, the fuel gauge and range to empty information will be updated only while riding the motorcycle. Depending on the riding style, updating could take up to five minutes.

## 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. Up to six 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 51. 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        |
|                |                | Off-Road     |
| <b>PRO</b><br> | <b>PRO</b><br> | Off-Road Pro |

## Riding Mode Selection

### **WARNING**

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

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

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

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

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

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

**⚠ WARNING**

If traction control has been disabled in the Main Menu, as described on page 55, 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. In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may lead to loss of motorcycle control which could result in serious injury or death.

**⚠ WARNING**

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

In this situation braking too hard will cause the wheels to lock, and may lead to loss of motorcycle control which could result in serious injury or death.

**⚠ WARNING**

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

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

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

If when the ignition was last switched OFF, the following conditions were met:

- ▼ Off-Road, Off-Road Pro or Rider mode was active,
- ▼ and ABS or TC was set to Off-Road or OFF,

then the riding mode will default to Road when the ignition is switched ON.

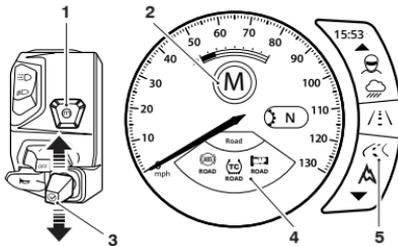
Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON. If the mode icons are not shown when the ignition switch is in the ON position, make sure that the engine stop switch is in the RUN position.

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 up/down, 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 up/down or press the MODE button to scroll through the riding mode options in the following order:
  - Rider
  - Rain
  - Road
  - Sport
  - Off-road
  - Off-road pro.

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 Off-Road, Off-Road Pro or Rider modes whilst the motorcycle is in motion, if the ABS or TC settings are set to Off-road or 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.

### 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 access the information tray, any warning messages must first be acknowledged, see page 34.

To view the different information tray items:

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

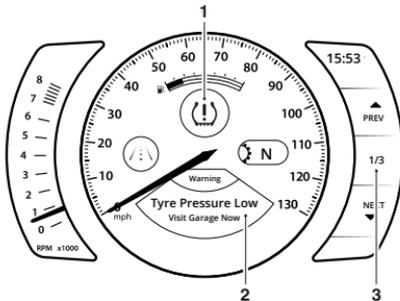
The information tray contains the following items:

- ▼ Warnings and Information Messages, see page 34
- ▼ Contrast, see page 43
- ▼ Theme Options, see page 44
- ▼ Style, see page 44
- ▼ Trip Meter, see page 45
- ▼ Fuel Information, see page 46
- ▼ Coolant Temperature, see page 47
- ▼ Service Interval Announcement and Odometer, see page 48
- ▼ Tyre Pressure Monitoring System (TPMS) (if fitted), see page 48.

Different information tray items can be shown or hidden from the information tray. For further information, refer to page 60.

## Warnings and Messages

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



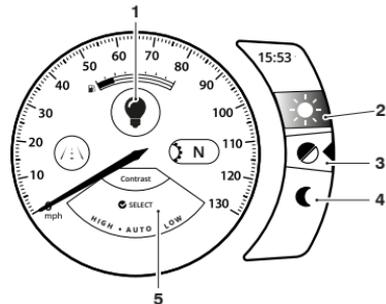
1. Warning symbol (TPMS shown)
2. Warning and/or message description
3. Warning and/or message counter

To view the warnings page 34.

To view messages page 42

## 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.

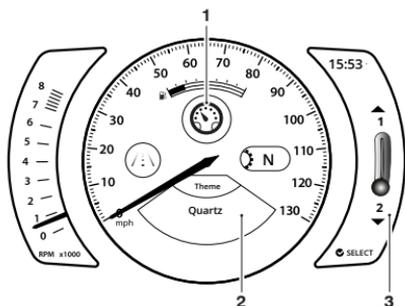
# INSTRUMENTS

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 59.

## Themes

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



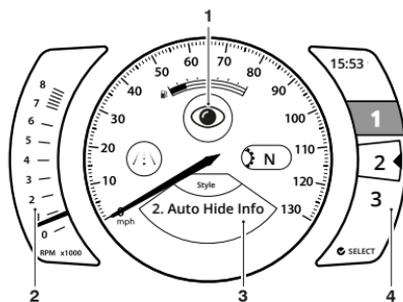
1. Theme symbol
2. Theme information tray
3. Theme slider bar

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.

## Style

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



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

There are three options available:

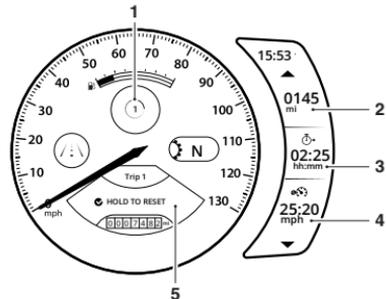
- ▼ **Auto Hide All** - This option hides all information in the left hand panel, right hand panel and the information tray.
- ▼ **Auto Hide Info** - This option hides all information in the information tray.
- ▼ **Show All** - This option shows information in the left hand panel, right hand panel and the information tray.

To select an option:

- ▼ Push the joystick down/up to select the required Style 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 Style option is chosen, press the joystick centre to confirm.
- ▼ The Style 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 58.



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.

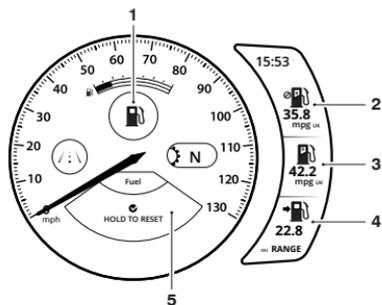
To reset a trip meter:

- ▼ 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 56.

## Fuel

The Fuel status information tray shows fuel consumption information.



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

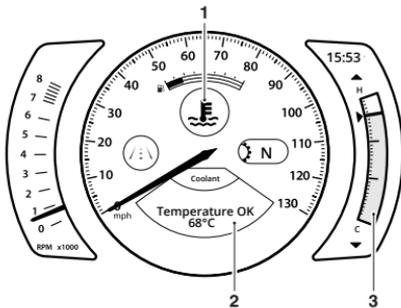
To reset the average fuel consumption, press and hold the joystick centre.

## NOTICE

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

## Coolant

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.

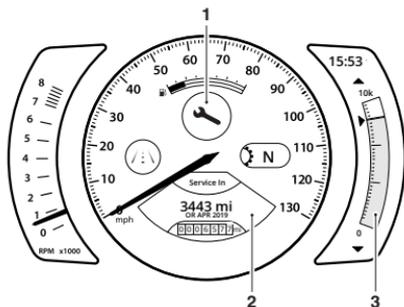
## NOTICE

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 55.

### Traction Control Settings

#### **⚠ WARNING**

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

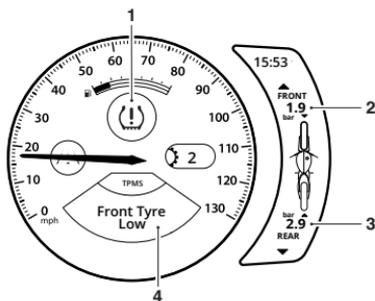
Accelerating too hard on wet/slippery road surfaces while traction control is off may cause the rear wheel to slip.

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

For Scrambler 1200 XE, the traction control system can be disabled as described in Bike Setup on page 55, or set to the conditions described in Riding Mode Configuration on page 51.

### 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 48.

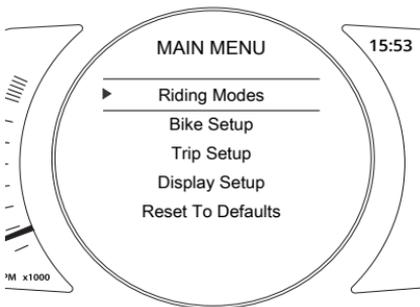


1. TPMS symbol
2. Front tyre pressure display
3. Rear tyre pressure display
4. TPMS information tray

## 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 50.

## Bike Setup

This menu allows configuration of the different features of the motorcycle. For more information, see page 54.

## Trip Setup

This menu allows configuration of Trip 1 and Trip 2 meters. For more information, see page 56.

## Display Setup

This menu allows configuration of the display options. For more information, see page 58.

## Bluetooth® (if fitted)

This menu allows configuration of the Bluetooth® connectivity. For more information, see the My Triumph Connectivity Handbook.

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

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

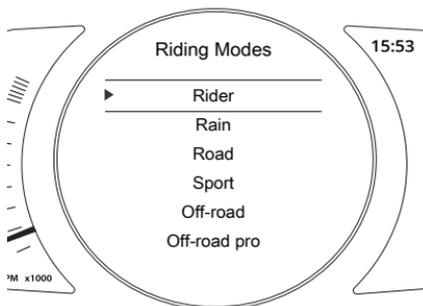
## Reset To Defaults

This menu allows all instrument settings to be returned to the default setting. For more information, see page 66.

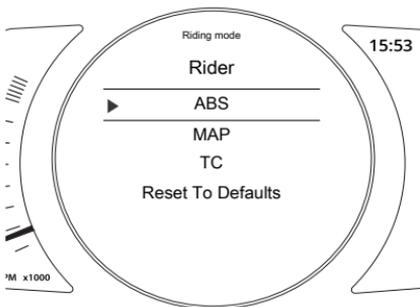
## Riding Modes

To change the riding modes settings:

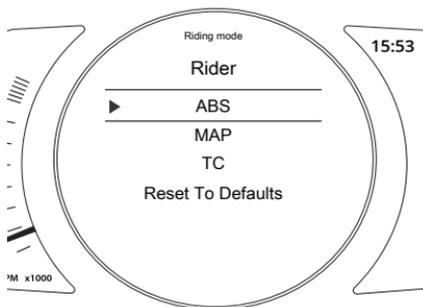
- ▼ From the Riding Modes menu, push the joystick down/up to select a specific riding mode and press the joystick centre to confirm.



- ▼ Push the joystick down/up until the required option is selected 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.



## 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 settings available for each riding mode.

| Riding Mode                            |  |   |   |  |   |   |
|--|--|---|---|--|---|---|
|  | Rider<br> | Rain<br> | Road<br> | Sport<br> | Off-Road<br> | Off-Road Pro<br> |
| <b>ABS (Anti-lock Braking System)</b>  |  |   |   |  |   |   |
| Road                                   | ●  | ●   | ●   | ●  | ⊘   | ⊘   |
| Off-Road <sup>1</sup>                  | ⊘  | ⊘   | ⊘   | ⊘  | ●   | ○   |
| Off                                    | ⊘  | ⊘   | ⊘   | ⊘  | ⊘   | ●   |
| <b>MAP (Throttle Response)</b>         |  |   |   |  |   |   |
| Rain                                   | ○  | ●   | ○   | ⊘  | ○   | ○   |
| Road                                   | ●  | ○   | ●   | ○  | ○   | ○   |
| Sport <sup>1</sup>                     | ○  | ⊘   | ○   | ●  | ○   | ○   |
| Off-Road <sup>1</sup>                  | ○  | ⊘   | ⊘   | ⊘  | ●   | ●   |
| <b>TC (Traction Control)</b>           |  |   |   |  |   |   |
| Rain                                   | ○  | ●   | ○   | ⊘  | ⊘   | ⊘   |
| Road                                   | ●  | ○   | ●   | ○  | ⊘   | ⊘   |
| Sport <sup>1</sup>                     | ○  | ⊘   | ○   | ●  | ⊘   | ⊘   |
| Off-Road <sup>1</sup>                  | ○  | ⊘   | ⊘   | ⊘  | ●   | ○   |
| Off                                    | ○  | ■   | ■   | ■  | ○   | ●   |
| <sup>1</sup> Model Specific            |  |   |   |  |   |   |
| <b>Key</b>                             |  |   |   |  |   |   |
| ● = Standard (Factory Default Setting) |  |   | ⊘ = Option Not Available  |  |   |   |
| ○ = Selectable Option                  |  |   | ■ = Option Via Menu   |  |   |   |

## ABS Settings

**⚠ WARNING**

The Off-Road ABS option is not intended for use with normal, on-road riding. Use of the rear brake pedal in this situation can cause the rear wheel to lock under heavy braking.

Riding on the road with the ABS set to Off-Road can lead to instability when braking which may lead to loss of motorcycle control which could result in serious injury or death.

**⚠ WARNING**

If the ABS is disabled, the brake system will function as a non-ABS braking system. Braking too hard while ABS is off will cause the wheels to lock.

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

**ABS Settings Descriptions**

|                       |  |
|-----------------------|--|
| <b>Road and Sport</b> | Optimal ABS setting for road use.  |
| <b>Rain</b>           | Optimal ABS setting for rain use.  |
| <b>Off-Road</b>       | Front ABS is less intrusive. Rear ABS is disabled. Optimised cornering ABS is disabled.                                      |
| <b>Off-Road Pro</b>   | Front ABS is disabled. Rear ABS is disabled. Optimised cornering ABS is disabled. The ABS warning light will be illuminated. |

## MAP Settings

**MAP Settings Descriptions**

|                 |   |
|-----------------|---|
| <b>Road</b>     | Standard throttle response.   |
| <b>Rain</b>     | Reduced throttle response when compared to the Road setting for wet or slippery conditions. |
| <b>Sport</b>    | Increased throttle response when compared to the Road setting.                              |
| <b>Off-Road</b> | Optimal throttle response setting for off-road use.   |

## Traction Settings Options

### WARNING

The Off-Road traction control option is not intended for normal, on-road riding. Riding on the road with traction control set to Off-Road can produce instability under acceleration due to the increased amount of rear wheel slip allowed. Instability caused by rear wheel slip may result in 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

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.

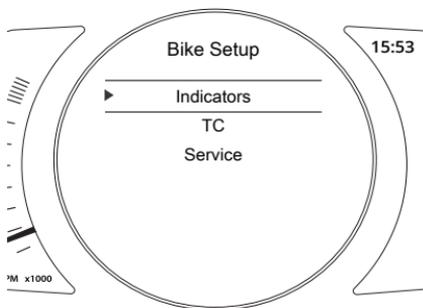
#### Traction Control Settings Descriptions

|                     |  |
|---------------------|--|
| <b>Road</b>         | Optimal traction control setting for road use. Allows a small amount of rear wheel slip.   |
| <b>Rain</b>         | Optimal traction control setting for wet or slippery conditions. Allows reduced rear wheel slip when compared with the Road setting.   |
| <b>Sport</b>        | Allows increased rear wheel slip when compared with the Road setting.  |
| <b>Off-Road</b>     | Traction control is set up for off-road use. Allows increased rear wheel slip when compared to the Rain, Road and Sport setting. The traction control indicator light will flash slowly. |
| <b>Off-Road Pro</b> | Traction control is turned OFF. The traction control disabled warning light will be illuminated.   |

# INSTRUMENTS

## Bike Setup Menu

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

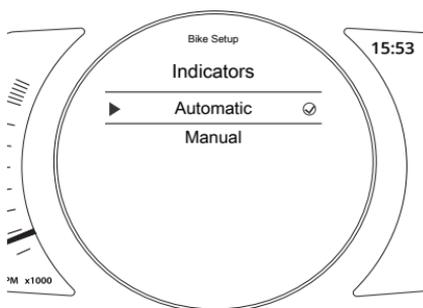


The Bike Setup menu allows access to the following options:

- ▼ Indicators
- ▼ Traction Control (TC)
- ▼ Service

## Bike Setup - Direction Indicators

The direction indicators can be set to Auto Basic, Auto Advanced or Manual mode.

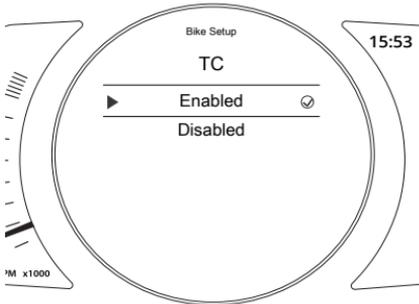


To select the required direction indicators mode:

- ▼ 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 Auto Basic, Auto Advanced 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.

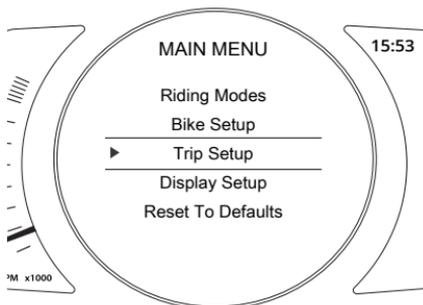


To review the service interval:

- ▼ 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.

### 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:

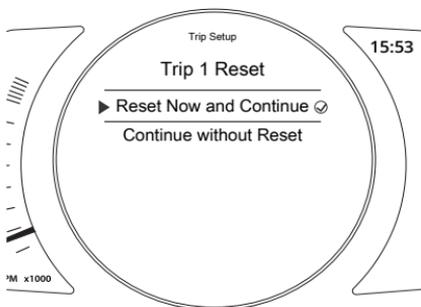
- ▼ Press the HOME button to display the Main menu.
- ▼ Push the joystick down and then press the joystick centre to select Trip Setup.

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.

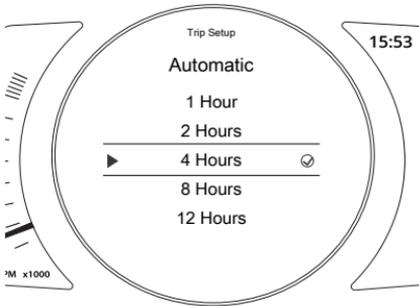


To set a trip meter manually:

- ▼ 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.

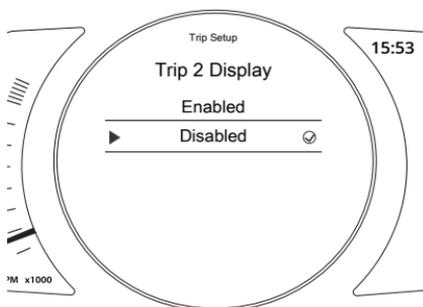
When the ignition is turned off, the trip meter is set to zero when the time period has elapsed.

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.

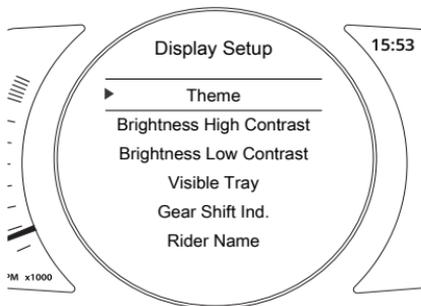


To enable or disable the Trip 2 meter:

- ▼ 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.



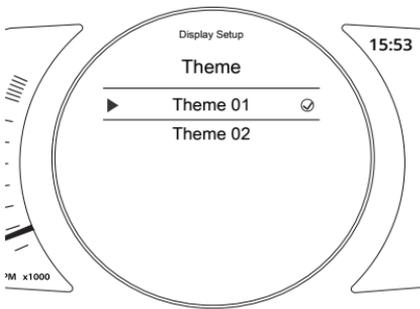
The Display Setup menu allows access to the following options:

- ▼ Theme
- ▼ Brightness High Contrast
- ▼ Brightness Low Contrast
- ▼ Visible Tray
- ▼ Gear Shift Ind.
- ▼ Rider Name
- ▼ Language
- ▼ Units
- ▼ Clock
- ▼ Date.

## Display Setup - Themes

To select a different theme the motorcycle must be stationary with the ignition turned to the ON position.

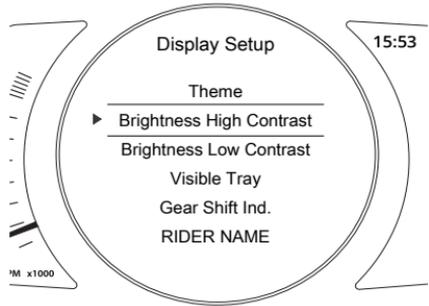
- ▼ Push the HOME button to display the Main Menu.
- ▼ Push the joystick down and then press joystick centre to select Display Setup.
- ▼ Push the joystick centre to display the Theme menu.
- ▼ Press the joystick centre to select the required theme.



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.



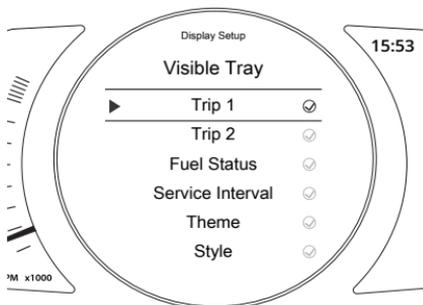
There are two brightness options to choose from; High Contrast and Low Contrast.

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.



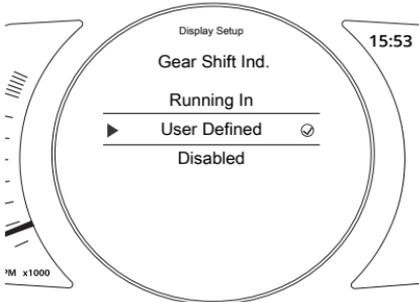
To select the Visible Tray menu:

- ▼ 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
    - Style
    - 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

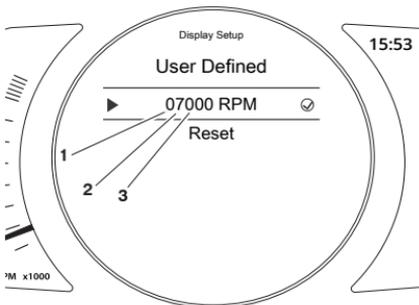
This menu allows the adjustment of the gear shift indicator.

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.



1. First number
2. Second number
3. Third number

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.

### NOTICE

Only the first three numbers of the RPM speed can be selected.

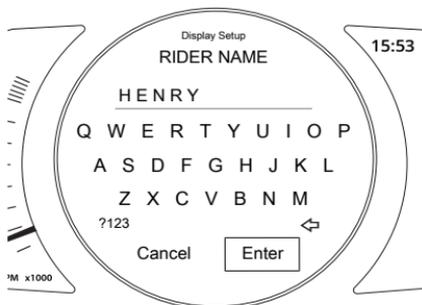
- ▼ Push the joystick left/right to select the first individual number.
  - Press the joystick centre to confirm selection.
  - Push the joystick down/up to change the RPM to 4000 or 7000 RPM.
  - Press the joystick centre to confirm selection.
- ▼ Push the joystick left/right to select the second individual number.
  - Press the joystick centre to confirm selection.
  - Push the joystick down/up to change the number 7 down to 6, 5 or 4.
- ▼ Push the joystick left/right to select the third individual number.
  - Press the joystick centre to confirm selection.
  - Push the joystick down/up to change the number from 0 to 9.

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.

### 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.

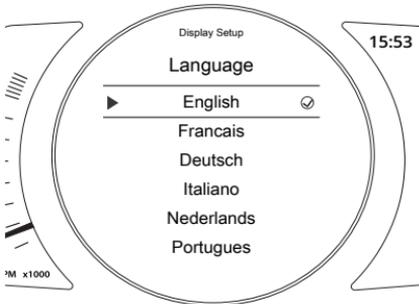


To enter a rider's name:

- ▼ 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.

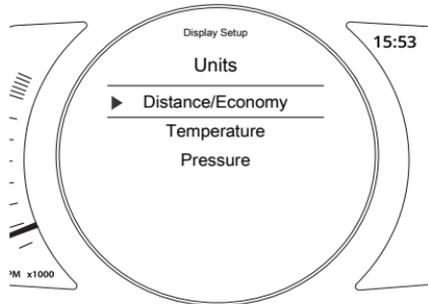


To select a different language:

- ▼ 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
  - Francais
  - Deutsch
  - Italiano
  - Nederlands
  - Portugues
  - Espanol
  - Svenska
- ▼ 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.

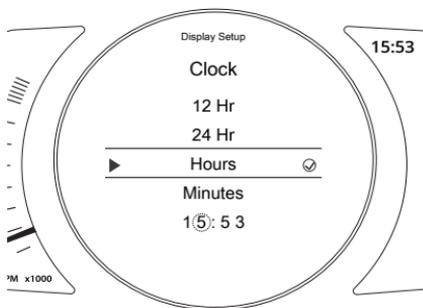


To select the units of measurement required:

- ▼ 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 & MPG (UK)
    - Miles & MPG (US)
    - Km & L/100km
    - KM & 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.



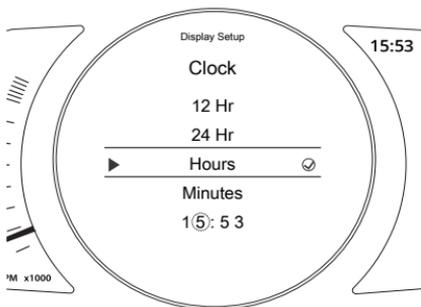
To set the clock:

- ▼ 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.

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

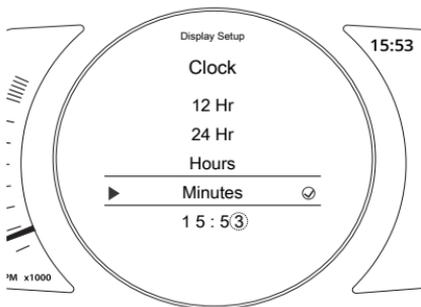
To adjust the hour setting:

- ▼ 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.

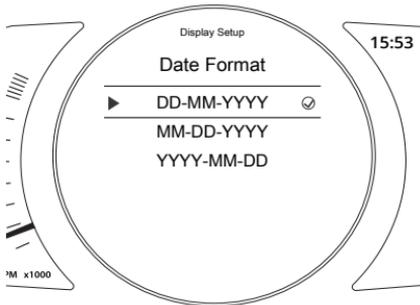


## Display Setup - Date

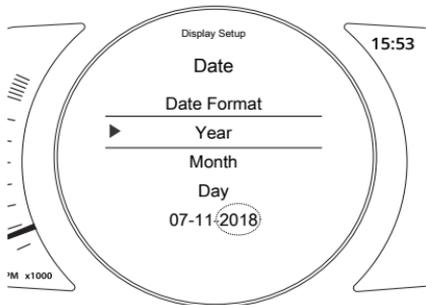
This function allows the adjustment of the date and date format.

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.

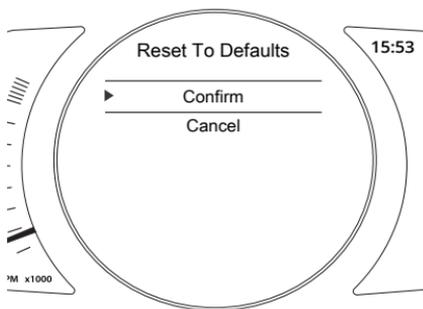
- ▼ Select Year and then press the joystick centre, a tick will appear next to the Year and the Year display will flash.
- ▼ Push the joystick down/up to set the current year and then press the joystick centre to confirm.
- ▼ To set the Month and Day repeat the procedure used to set the year. Once the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

### Cruise Control (if fitted)

#### ⚠ WARNING

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

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

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

#### ⚠ WARNING

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

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

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

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

**⚠ WARNING**

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

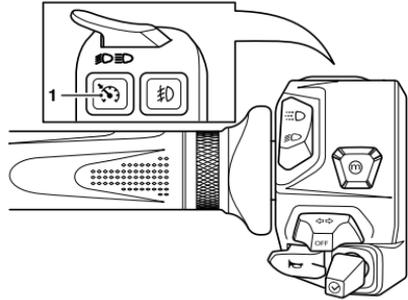
High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

Cruise control may not function if there is a malfunction with the ABS and the ABS warning light is illuminated. Cruise control will continue to function if a riding mode is selected with ABS set to Off-Road or Off. Cruise control will continue to function if the ABS has been disabled.

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

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

**1. Cruise control button**

Cruise control can be switched on or off at any time but it cannot be activated until all the conditions described on page 68 have been met.

# INSTRUMENTS

## 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 3<sup>rd</sup> gear or higher.

To activate cruise control:

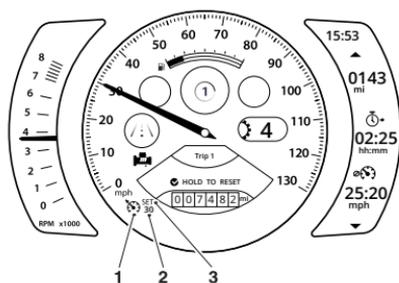
- ▼ Press the cruise control button to turn the cruise control system on. The cruise control symbol will be shown in the display screen.
- ▼ When the required cruising speed is achieved, press the cruise control button again to activate the cruise control.
- ▼ The word SET will be shown next to the cruise control symbol. The cruise control set speed will then be shown.

## 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.



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

The cruise control system will maintain the set speed until cruise control is deactivated as described on page 68.

## ABS Enable

If the ABS has been disabled when riding in a particular riding mode, it can be enabled again with the motorcycle stationary or moving.

To enable the ABS system when the motorcycle is stationary, do one of the following:

- ▼ Turn the ignition OFF and then ON.
- ▼ With the ignition ON, press and hold the MODE button for more than one second.

The ABS will be enabled when the motorcycle reaches a speed exceeding 6 mph (10 km/h). The ABS warning light will turn off.

To enable the ABS system when the motorcycle is moving, do the following:

- ▼ Press and hold the MODE button for more than one second.

## WARNING

If the ABS is enabled during a braking manoeuvre by pressing the MODE button, the ABS will become operational. Enabling the ABS during a braking manoeuvre may change the handling characteristics and the stability of the motorcycle.

Changes to the handling characteristics of the motorcycle during a braking manoeuvre may result in loss of motorcycle control and an accident.

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

Riding with the ABS disabled will, if braking too hard, cause the wheels to lock resulting in loss of motorcycle control which could result in serious injury or death.

### 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.

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 shown 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 shown 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.

#### **NOTICE**

The Tyre Pressure Monitoring System (TPMS) is available as an accessory kit. It must be fitted by your authorised Triumph dealer.

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

### 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

### ⚠ WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

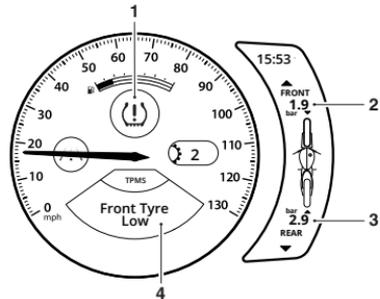
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.



The tyre pressure 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.

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 on page 70.

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

## TPMS System Fault

If a fault occurs with the TPMS system, the TPMS warning light will be illuminated red to indicate that the system can't 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 your instrument panel indicate the actual tyre pressure at the time of selecting the display. This may differ from the inflation pressure set when the tyres are cold because tyres become warmer during riding, causing the air in the tyre to expand and the inflation pressure to increase. The cold inflation pressures specified by Triumph take account of this.

Only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge and do not use the tyre pressure display on the instruments. Always refer to the tyre pressures shown in the Specifications section.

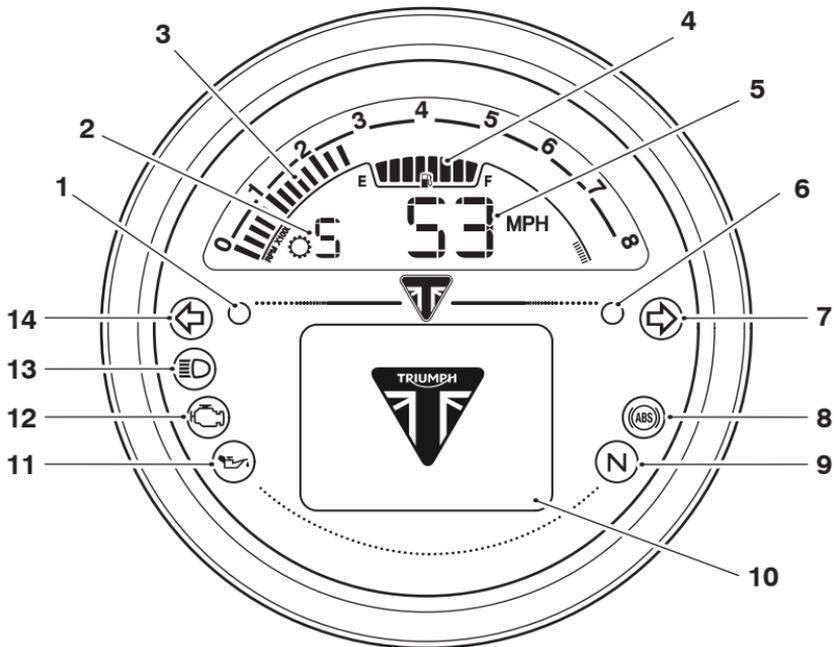
## Replacement Tyres

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

**Instruments****Table of Contents**

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## Instrument Display - Scrambler 1200 X



- |  |   |
|--|---|
| 1. Alarm/immobiliser                             | 9. Neutral indicator light                              |
| 2. Gear position                                 | 10. Information tray                                    |
| 3. Tachometer                                    | 11. Oil pressure warning light                          |
| 4. Fuel gauge                                    | 12. Engine management Malfunction Indicator Light (MIL) |
| 5. Speedometer                                   | 13. High beam warning light                             |
| 6. Ambient light sensor                          | 14. Left hand indicator and hazard warning light        |
| 7. Right hand indicator and hazard warning light |   |
| 8. ABS warning light                             |   |

### 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 43 for Scrambler 1200 XE or page 81 for Scrambler 1200 X.

### 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.

**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.

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

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

**⚠ 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**

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.

**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.

If traction control is switched on:

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

If traction control is switched off:

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

### Traction Control (TC) Disabled Warning Light



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

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

### Direction Indicator Light



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

### Hazard Warning Lights



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

### High Beam Light



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

### Daytime Running Lights (DRL) (if fitted)



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

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

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

**⚠ WARNING**

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

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

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

**Low Fuel Warning Light**

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

**Tyre Pressure Warning Light (if TPMS is fitted)****⚠ WARNING**

Stop the motorcycle if the tyre pressure warning light illuminates.

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

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



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System, see page 109.

The warning light will only illuminate when the front or rear tyre pressure is below the recommended pressure.

**Low Battery Warning Light**

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.

## General Warning Symbol

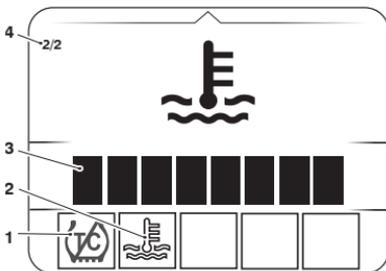


The general warning symbol will be shown in the information tray if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

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

## Warning and Information Messages

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



1. Optimised traction control warning symbol (amber)
2. Coolant temperature warning symbol (Red)
3. Coolant temperature gauge
4. Second of two warnings shown

| Warning Lights and Messages   |   |
|---|---|
|    | Low oil pressure warning light<br>(red indicator)   |
|    | Battery low/Starter motor disabled warning light<br>(red indicator)                                     |
|    | Tyre Pressure Monitoring System (TPMS) sensor signal - front/rear tyre<br>(red or amber indicator)      |
|    | Coolant temperature warning light<br>(red indicator)  |
|    | Transmission fault TSA<br>(amber indicator)   |
|    | Tyre Pressure Monitoring System (TPMS) battery low - front/rear tyre warning light<br>(amber indicator) |
|    | Engine management Malfunction Indicator Light (MIL)<br>(amber indicator)                                |
|    | Optimised Cornering Anti-lock Brake System (OCABS) warning light<br>(amber indicator)                   |
|   | Optimised Cornering Anti-lock Brake System (OCABS) disabled warning light<br>(amber indicator)          |
|  | Bulb failure warning light<br>(amber indicator)   |
|  | Optimised Cornering Traction Control (OCTC) active indicator light<br>(amber indicator)                 |

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

### NOTICE

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

| Information Lights and Messages   |   |
|---|---|
|    | Hazard warning lights<br>(red indicator)  |
|    | Low fuel level indicator light<br>(amber indicator)                             |
|    | Direction indicator light<br>(green indicator)                                  |
|   | Neutral indicator light<br>(green indicator)                                    |
|  | High beam indicator light<br>(blue indicator)                                   |
|  | Daytime running light<br>(green indicator)                                      |
|  | Caution: low air temperature - risk of surface ice<br>(blue or white indicator) |

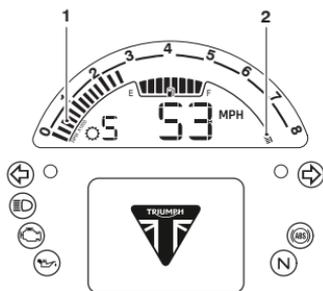


## Tachometer

**NOTICE**

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

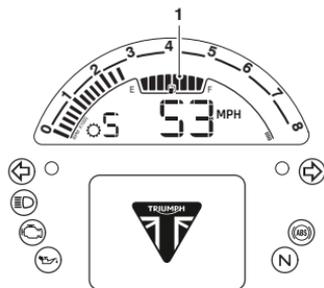
The tachometer shows the engine speed in revolutions per minute - rpm (r/min). At the end of the tachometer range there is the red zone. Engine speeds in the red zone are above maximum recommended engine speed and are also above the range for best performance.



1. Engine speed (rpm)
2. Red zone

## Fuel Gauge

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



## 1. Fuel gauge

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

The gauge markings indicate intermediate fuel levels between E (Empty) and F (Full). The low fuel warning light will illuminate when approximately 3.5 litres of fuel remaining in the tank and you should refuel at the earliest opportunity.

The range to empty and instantaneous fuel consumption are shown in the Fuel Status display (see page 90).

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

## Coolant Temperature Gauge

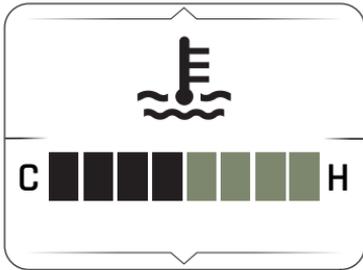
### NOTICE

Stop the engine immediately if a high coolant temperature warning message is shown in the instrument tray.

Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when a high coolant temperature warning message is shown.

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

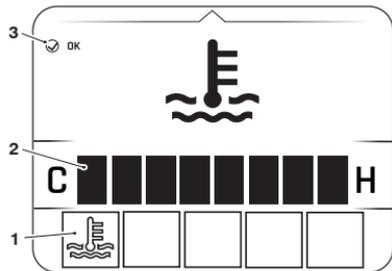


### 1. Coolant temperature gauge

When the engine is started from cold, the display will show grey bars. As the temperature increases more bars in the display will be shown illuminated. When the engine is started from hot, the display will show the relevant number of illuminated bars, dependant on engine temperature.

The normal temperature range is between the C (Cold) and H (Hot) on the display.

With the engine running, if the engine coolant temperature becomes dangerously high, a warning message will be shown in the instrument tray. The coolant temperature gauge is also shown.



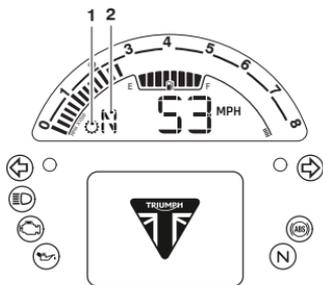
1. Coolant temperature warning symbol (Red)
2. Coolant temperature gauge
3. Press select button symbol

- ▼ Stop the engine immediately if a high coolant temperature warning message is shown in the instrument tray.
- ▼ Allow the engine temperature to cool for at least 30 minutes.
- ▼ Check and adjust the coolant level as necessary (see page 165 and page 165).

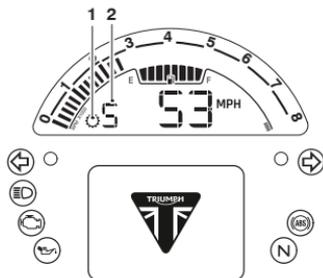
# INSTRUMENTS

## Gear Position Display

The gear position is shown on the main instrument screen and indicates which gear (one to six) has been engaged. When the transmission is in neutral (no gear selected), then N is shown.



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



1. Gear position symbol
2. Gear position (fifth gear shown)

The gear position information is not shown when the gear shift indicator display is shown in the information tray.

For more information on the Shift Indicator display, see page 103.

## Display Navigation

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

|  |   |
|--|---|
|  | Mode button (left hand switch housing).                 |
|  | Left/right or up/down buttons.                          |
|  | Select button (press).                                  |
|  | Information Tray - left/right scroll using the buttons. |
|  | Information Tray - up/down scroll using the buttons.    |

## Riding Modes

The riding modes allow adjustment of the throttle response (MAP) and Traction Control (TC) settings to suit differing road conditions and rider preferences.

Riding modes can be selected using the Mode button located on the left hand switch housing, whilst the motorcycle is stationary or moving (see page 87).

Five riding modes are available. If the rider edits a riding mode (other than the RIDER mode), the icon will change as shown in the table below.

| Default Icon   | Rider Edited Icon   | Description |
|--|---|-------------|
|   |  | RAIN        |
|   |  | ROAD        |
|   |  | SPORT       |
|   |  | OFF-ROAD    |
|  | -   | RIDER       |

Each riding mode is adjustable, see page 95 for more information.

## Riding Mode Selection

### WARNING

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

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

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

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

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

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

**! WARNING**

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

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

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

**NOTICE**

The riding mode will default to ROAD when the ignition is switched ON.

If the riding mode icons are not shown when the ignition switch is in the ON position, make sure that the engine stop switch is in the RUN position.

**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 or the clutch is pulled in.

**Motorcycle in Motion**

Within 60 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).

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

To select a riding mode:

- ▼ Press and release the Mode button on the left hand switch housing to activate the riding mode selection display.
- ▼ The currently active riding mode icon is shown in the information tray.

To change the selected riding mode:

- ▼ Press the Mode button repeatedly, or press the left/right buttons until the required riding mode is shown in the information tray.
- ▼ Press the Select button to confirm the selection of the required riding mode.
- ▼ The selected riding mode is activated once the following conditions for switching riding modes have been met:

## 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.

To view the different information tray items, press the Up/Down button until the required information tray item is shown.

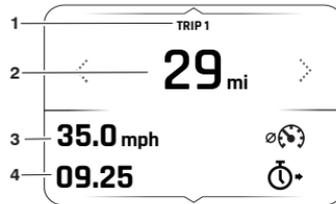
The information tray contains the following information tray items:

- ▼ Main Menu, see page 92
- ▼ Trip Meter, see page 89
- ▼ Fuel Status, see page 90
- ▼ Tyre Pressure Monitoring System (TPMS) (if fitted), see page 90
- ▼ Coolant, see page 91
- ▼ Service Interval, see page 91
- ▼ Brightness, see page 92
- ▼ Gear, see page 92
- ▼ Warning and Information Messages, see page 81

Different information tray items can be shown or hidden from the information tray. For further information, refer to page 102.

## Trip Meter

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



1. Trip meter 1 or 2
2. Duration of trip
3. Average speed
4. Time taken to complete trip

To view and clear a specific trip meter:

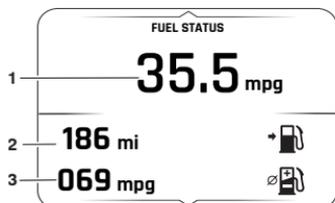
- ▼ Press the Left/Right button until the required trip meter is shown.
- ▼ Press and hold the Select button to manually reset the selected trip meter.

For more information on trip meters, see page 99.

# INSTRUMENTS

## Fuel Status

The Fuel Status display shows fuel consumption information.



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

### Instantaneous Fuel Consumption

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

### Range to Empty

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

### Average Fuel Consumption

This is an indication of the average fuel consumption. After being reset, '0.0' will be shown until 0.1 miles/km has been covered.

## NOTICE

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

## Tyre Pressure Monitoring System (TPMS) (if fitted)

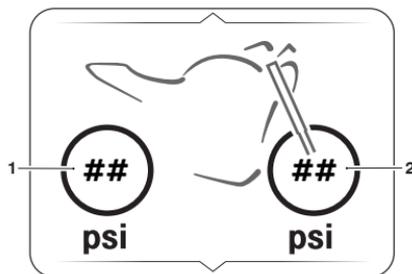
### WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

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

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



1. Rear tyre pressure indicator
2. Front tyre pressure indicator

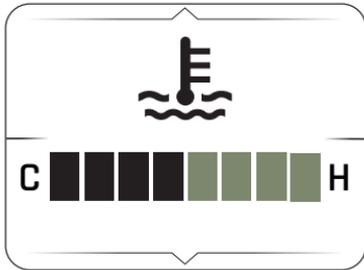
The tyre pressure indicators show the current tyre pressure.

For the correct tyre pressures refer to the Tyres table in the Specifications section (see page 230 for Scrambler 1200 X).

For more information on TPMS, see page 108.

### Coolant

The Coolant display shows the temperature of the engine coolant.



If the service is overdue then a message is shown in the instrument tray and will remain on until the service has been carried out and the system has been 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 distance to the next service or any service message will also be shown in the instrument tray when the ignition is turned on.

### Service Interval

The Service Interval display shows the total distance that the motorcycle has remaining before a service is required. It also shows the date that the service is required to be completed by.

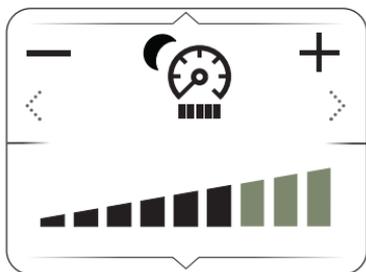


1. Date the service is required by
2. Remaining number of miles or kilometres

# INSTRUMENTS

## Brightness

The Brightness display allows the brightness of the information tray to be adjusted.

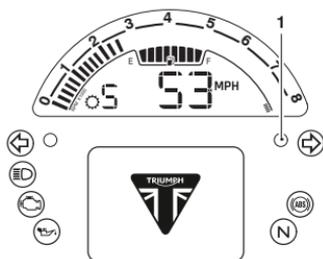


To adjust the brightness of the information tray:

- ▼ Press the Left/Right button to increase/decrease the level of brightness.

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

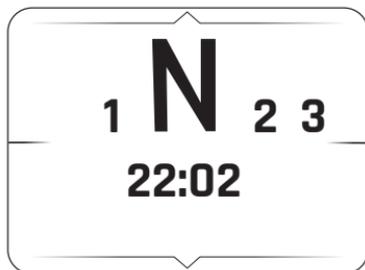
Do not cover the ambient light sensor on the display screen as this will stop the screen brightness from working correctly.



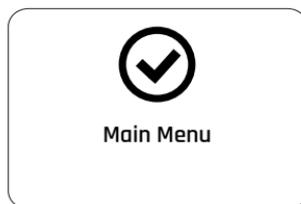
1. Ambient light sensor

## Gear

The Gear display shows which gear has been engaged.



## Main Menu



To access the Main Menu:

- ▼ The motorcycle must be stationary with the ignition switched on.
- ▼ Press the Up/Down button to scroll through the information tray until the Main Menu screen is shown.
- ▼ Press the Select button to open the Main Menu.



The Main Menu allows access to the following options:

**Riding Modes**

This menu allows configuration of the riding modes. For more information, see page 94.

**Bike Setup**

This menu allows configuration of the different features of the motorcycle. For more information, see page 98.

**Trip Setup**

This menu allows configuration of Trip 1 and Trip 2. For more information, see page 99.

**Display Setup**

This menu allows configuration of the display options. For more information, see page 101.

**Bluetooth (if fitted)**

This menu allows configuration of the Bluetooth® connectivity. For more information, see the My Triumph Connectivity Handbook.

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

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

**Reset To Defaults**

This menu allows all instrument settings to be returned to the default setting. For more information, see page 107.

# INSTRUMENTS

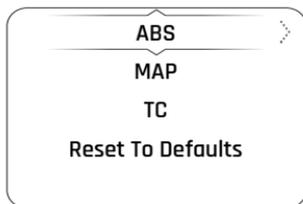
## Riding Modes

To access the Riding Modes menu:

- ▼ From the Main Menu, press the Up/Down button to select Riding Modes.
- ▼ Press the Right button to view the available options.



- ▼ Press the Up/Down button to select the required riding mode. Press the Select button to confirm.
- ▼ Press the Right button to view the relevant setting options for the selected riding mode.



## NOTICE

The ABS is set to Standard (factory default settings) for all riding modes and can not be changed.

To change the MAP or Traction Control (TC) settings:

- ▼ Press the Up/Down button to select the setting.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button to scroll through the options.
- ▼ Press the Select button to select the required option for the specific setting.

## Riding Mode Configuration

| Riding Mode Configuration Options |   |   |  |   |  |
|-----------------------------------|---|---|--|---|--|
|                                   | RAIN<br> | ROAD<br> | SPORT<br> | Off-Road<br> | RIDER<br> |
| Anti-lock Braking System (ABS)    |   |   |  |   |  |
| Road                              | ●   | ●   | ●  | ⊘   | ●  |
| Off-Road                          | ⊘   | ⊘   | ⊘  | ●   | ⊘  |
| MAP (Throttle Response)           |   |   |  |   |  |
| Rain                              | ●   | ○   | ⊘  | ○   | ○  |
| Road                              | ○   | ●   | ○  | ○   | ●  |
| Sport                             | ⊘   | ○   | ●  | ○   | ○  |
| Off-Road                          | ⊘   | ⊘   | ⊘  | ●   | ⊘  |
| Traction Control (TC)             |   |   |  |   |  |
| Rain                              | ●   | ○   | ⊘  | ⊘   | ○  |
| Road                              | ○   | ●   | ○  | ⊘   | ●  |
| Sport                             | ⊘   | ○   | ●  | ⊘   | ○  |
| Off-Road                          | ⊘   | ⊘   | ⊘  | ●   | ⊘  |
| Off                               | ⊘   | ⊘   | ⊘  | ○   | ⊘  |
| Key                               |   |   |  |   |  |
| ●                                 | Standard (factory default setting)  |   |  |   |  |
| ○                                 | Selectable option   |   |  |   |  |
| ⊘                                 | Option not available  |   |  |   |  |

## ABS Settings

**⚠ WARNING**

The Off-Road ABS option is not intended for use with normal, on-road riding.

Use of the rear brake pedal in this situation can cause the rear wheel to lock under heavy braking.

Riding on the road with the ABS set to Off-Road can lead to instability when braking which may lead to loss of motorcycle control which could result in serious injury or death.

**⚠ WARNING**

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

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

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

**ABS Settings Descriptions**

|                       |   |
|-----------------------|---|
| <b>Road and Sport</b> | Optimal ABS setting for road use.   |
| <b>Rain</b>           | Optimal ABS setting for rain use.   |
| <b>Off-Road</b>       | Front ABS is less intrusive. Rear ABS is disabled. Optimised cornering ABS is disabled. |

## MAP Settings

**MAP Settings Descriptions**

|                 |   |
|-----------------|---|
| <b>Road</b>     | Standard throttle response.   |
| <b>Rain</b>     | Reduced throttle response when compared to the Road setting for wet or slippery conditions. |
| <b>Sport</b>    | Increased throttle response when compared to the Road setting.                              |
| <b>Off-Road</b> | Optimal throttle response setting for off-road use.   |

## Traction Settings Options

### WARNING

The Off-Road traction control option is not intended for normal, on-road riding. Riding on the road with traction control set to Off-Road can produce instability under acceleration due to the increased amount of rear wheel slip allowed. Instability caused by rear wheel slip may result in 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

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.

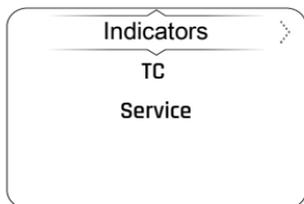
#### Traction Control Settings Descriptions

|                 |  |
|-----------------|--|
| <b>Road</b>     | Optimal traction control setting for road use. Allows a small amount of rear wheel slip.   |
| <b>Rain</b>     | Optimal traction control setting for wet or slippery conditions. Allows reduced rear wheel slip when compared with the Road setting.   |
| <b>Sport</b>    | Allows increased rear wheel slip when compared with the Road setting.  |
| <b>Off-Road</b> | Traction control is set up for off-road use. Allows increased rear wheel slip when compared to the Rain, Road and Sport setting. The traction control indicator light will flash slowly. |

# INSTRUMENTS

## Bike Setup Menu

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

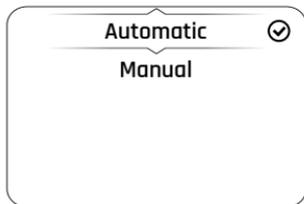


To access the Bike Setup menu:

- ▼ From the Main Menu, press the Up/Down button to select Bike Setup.
- ▼ Press the Right button to view the available options.

## Bike Setup - Indicators

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



## Selecting a Direction Indicators Mode

To select the required direction indicators mode:

- ▼ From the Bike Setup menu, press the Up/Down button to select Indicators.
- ▼ Press the Right button to view the available options.

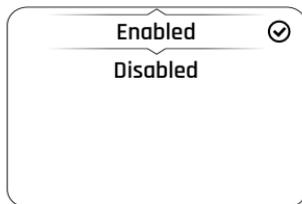
- ▼ Press the Up/Down button to scroll between the following options:
  - Automatic - The self-cancelling function is on. The direction indicators will activate for eight seconds and an additional 65 metres.
  - Manual - The self-cancelling function is off. The direction indicators must be manually cancelled using the direction indicator switch.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.

## Bike Setup - Traction Control (TC)

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

To enable or disable the TC system:

- ▼ From the Bike Setup menu, press the Up/Down button to select TC.
- ▼ Press the Right button to view the available options.



- ▼ Press the Up/Down button to select Enabled or Disabled.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.

## 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, press the Up/Down button to select Service.
- ▼ Press the Right button to view the Service information.



## Trip Setup Menu

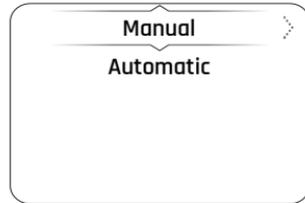
The Trip Setup menu allows the configuration of the trip meters.

To access the Trip Setup menu:

- ▼ From the Main Menu, press the Up/Down button to select Trip Setup.
- ▼ Press the Right button to view the available options.



Selecting Trip 1 Reset or Trip 2 Reset allows the relevant trip meter to be configured manually or automatically. The trip meter set up procedure is the same for both trip meters.



Manual reset will only reset the selected trip meter when the rider manually chooses to reset it. For more information, see page 100.

Automatic reset will reset each trip meter after the ignition has been switched off for a set time. For more information, see page 100.

Trip meter 2 can be enabled or disabled. For more information, see page 101.

# INSTRUMENTS

## Trip Setup - Manual Reset

To set the trip meter to reset manually:

- ▼ From the Trip Setup menu, press the Up/Down button to select Trip 1 Reset or Trip 2 Reset.
- ▼ Press the Up/Down button to select Manual.
- ▼ Press the Right button to view the available options.
- ▼ Select the required option and press the Select button to confirm.

**Reset now and cont.** >

**Continue no reset**

There are two options:

- ▼ Reset now and cont. - Resets all trip meter data in the relevant trip meter.
- ▼ Continue no reset - Any trip meter data in the relevant trip meter will not be reset.

## Trip Setup - Automatic Reset

To set the trip meter to reset automatically:

- ▼ From the Trip Setup menu, press the Up/Down button to select Trip 1 Reset or Trip 2 Reset.
- ▼ Press the Up/Down button to select Automatic.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button to select the timer setting required.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.
- ▼ 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.

**1 Hour** ✓

**2 Hours**

**4 Hours**

**8 Hours**

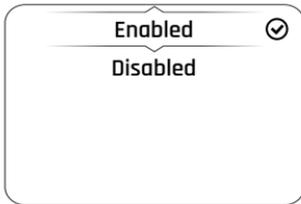
**12 Hours**

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 Hours             | 14:30 hrs                 |
| 18:00 hrs           | 16 Hours            | 10:00 hrs (next day)      |

## Trip 2 Display

The Trip 2 Display menu allows the Trip 2 meter to be enabled or disabled. If Trip 2 is disabled, it will no longer be shown in the information tray.



To enable or disable the Trip 2 meter:

- ▼ From the Trip Setup menu, press the Up/Down button to select Trip 2 Display.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button to select Enabled or Disabled.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.

## Display Setup Menu

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



To access the Display Setup menu:

- ▼ From the Main Menu, press the Up/Down button to select Display Setup.
- ▼ Press the Right button to view the available options.
- ▼ Select the required option from the list to access the relevant information.

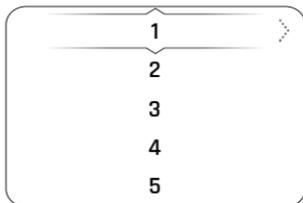
# INSTRUMENTS

## Display Setup - Brightness

There are seven levels of brightness options to select from. Level 7 is the brightest option.

To adjust the brightness:

- ▼ From the Display Setup menu, select from 1 to 7 to adjust the Brightness.

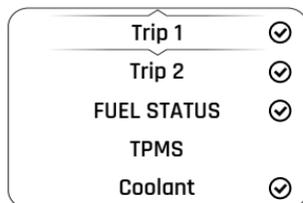


### NOTICE

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

## Display Setup - Visible Trays

The Visible Trays menu allows the selection of the items to be shown in the information tray.

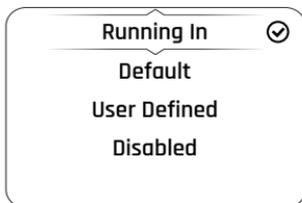


To select the Visible Tray menu:

- ▼ From the Display Setup menu, press the Up/Down button to select Visible Trays.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button until the required information tray item is highlighted.
- ▼ Press the Select button to select/deselect the information trays.
- ▼ An information tray item with a tick next to it will be shown in the information tray. An information tray item without a tick next to it will not be shown in the information tray.

## Display Setup - Shift Indicator

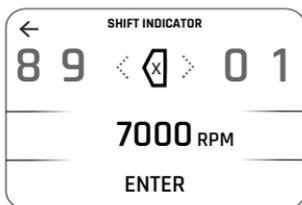
The Shift Indicator menu allows the adjustment of the gear shift indicator.



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.

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

- ▼ From the Shift Indicator menu, press the Up/Down button to select User Defined and press the Select button to confirm.



### NOTICE

The previously stored or default rpm will be shown initially.

- ▼ Press the Down button to highlight the numbers.
- ▼ Press the Left/Right button to scroll through to the delete symbol.
- ▼ Press the Select button to delete each number.

- ▼ Press the Left/Right button to scroll through the numbers.
- ▼ Press the Select button to confirm the number. Numbers other than '0' will add in hundreds, for example, '4' will add '400' each time it is selected.
- ▼ Once the engine speed threshold (RPM) has been completed, select ENTER and press the Select button to confirm. This will revert back to the previous screen.

To disable the gear shift indicator:

- ▼ Press the Up/Down button to select Disabled and press the Select button to confirm.

## Display Setup - Language

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



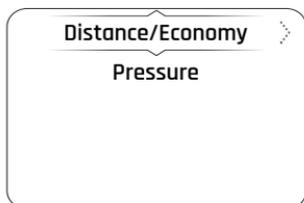
To select the required language for the instrument display:

- ▼ From the Display Setup menu, press the Up/Down button to select Units.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button until the required language option is highlighted.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.

# INSTRUMENTS

## Display Setup - Units

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



To select the required units of measurement:

- ▼ From the Display Setup menu, press the Up/Down button to select Units.
- ▼ Press the Right button to view the available options.

To change the unit of measurement:

- ▼ Press the Up/Down button to select the required option.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button until the required unit of measurement is highlighted.
- ▼ Press the Select button to confirm. A tick is shown to indicate the selected option.

The options available are:

- ▼ **Distance/Economy:**
- ▼ Miles & MPG (UK)
- ▼ Miles & MPG (US)
- ▼ Km & L/100km
- ▼ Km & Km/L
- ▼ **Pressure:**
- ▼ PSI
- ▼ Bar
- ▼ kPa

## Display Setup - Clock

The Clock menu allows the adjustment of the clock to be set to the local time.

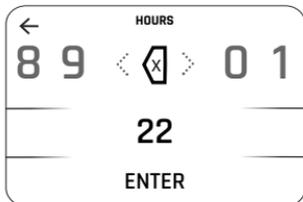


To set the clock:

- ▼ From the Display Setup menu, press the Up/Down button to select Clock.
- ▼ Press the Right button to view the available options.
- ▼ Press the Up/Down button to select 12 HR or 24 HR clock and press the Select button to confirm. A tick is shown to indicate the selected option.
- ▼ The clock will display in either 12 or 24 hour format depending on selection.

To adjust the hour setting:

- ▼ Select Hours and press the Right button to be shown the HOURS display.



- ▼ Press the Down button to highlight the numbers.
- ▼ Press the Left/Right button to scroll through to the delete symbol.
- ▼ Press the Select button to delete each number.
- ▼ Press the Left/Right button to scroll through the numbers to select the correct time in hours. Once the required number is highlighted, press the Select button to confirm. The number appears below. Repeat this step to select the next number.
- ▼ When the hour number is correct, select ENTER and press the Select button to confirm. This will revert back to the previous screen.

To adjust the minute setting:

To set the MINUTES, repeat the procedure used to set the hour by selecting MINUTES.

## Display Setup - Date

The Date menu allows the date and date format to be adjusted.



To set the date format:

- ▼ From the Display Setup menu, press the Up/Down button to select Date. Press the Right button to view the available options.
- ▼ Press the Up/Down button to select Date Format. Press the Right button to view the available options.



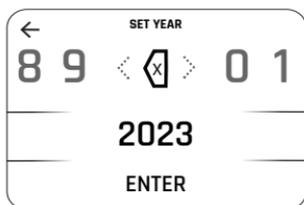
- ▼ Press the Up/Down button to select the required date format option. Press the Select button to confirm. A tick is shown to indicate the selected option.

To set the year:

- ▼ From the Display Setup menu, press the Up/Down button to select Date. Press the Right button to view the available options.

# INSTRUMENTS

- ▼ Press the Up/Down button to select Year. Press the Right button to show the SET YEAR display.



- ▼ Press the Down button to highlight the numbers.
- ▼ Press the Left/Right button to scroll through to the delete symbol.
- ▼ Press the Select button to delete each number.
- ▼ Press the Left/Right button to scroll through the numbers to select the required first number of the four digit year. Once the required number is highlighted, press the Select button to confirm. The number appears below. Repeat the procedure until the year required is shown.
- ▼ When the year is correct, select ENTER and press the Select button to confirm. This will revert back to the previous screen.

To set the month:

- ▼ From the Display Setup menu, press the Up/Down button to select Date. Press the Right button to view the available options.
- ▼ Press the Up/Down button to select Month. Press the Right button to show the SET MONTH display.



- ▼ Press the Down button to highlight the numbers.
- ▼ Press the Left/Right button to scroll through the numbers to select the required month.
- ▼ When the month is correct, select ENTER and press the Select button to confirm. This will revert back to the previous screen.

To set the day:

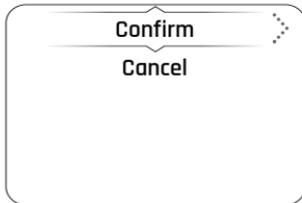
To set the DAY, repeat the procedure used to set the month by selecting DAY.

## Reset to Defaults

The Reset to Defaults option allows the Main Menu display items to be reset to the default setting.

To reset the Main Menu display items:

- ▼ From the Main Menu, press the Up/Down button to select Reset To Defaults.
- ▼ Press the Up/Down button to select Confirm or Cancel. Press the Right button to confirm.



- ▼ Confirm - All main menu settings and data will be reset to the factory default values including Riding Modes, Trip Meters, Visible Trays, Language, Traction Control and Display Brightness.
- ▼ Cancel - The main menu settings and data will remain unchanged and the display will return to the previous menu level.

## Traction Control Settings

### WARNING

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

Adjusting the traction control settings while riding the motorcycle is dangerous.

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

### WARNING

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

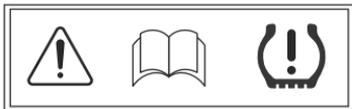
In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip.

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

The traction control can be set as described on page 98.

If traction control is turned OFF, the TC disabled warning light will be illuminated.

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

**Tyre Pressure Monitoring System (TPMS) (if fitted)****NOTICE**

The Tyre Pressure Monitoring System (TPMS) is available as an accessory kit. It must be fitted by your authorised Triumph dealer.

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

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

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

### WARNING

Stop the motorcycle if the tyre pressure warning light illuminates.

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

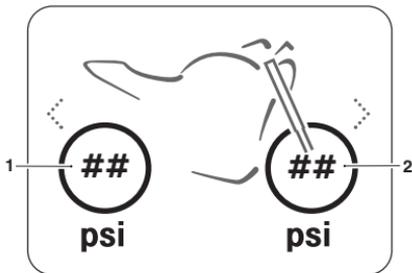
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.



The tyre pressure warning light works in conjunction with the Tyre Pressure Monitoring System (see page 108).

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

When the warning light is illuminated, the Tyre Pressure display will show which tyre is the deflated tyre. It will also show the tyre pressure.



1. Rear tyre pressure indicator
2. Front tyre pressure indicator

The tyre pressure at which the warning light illuminates is temperature compensated to 20°C but the numeric pressure display associated with it is not (see page 191). 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.

## Sensor Batteries

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

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

**TPMS System Fault**

If a fault occurs with the TPMS system, the TPMS warning light will be illuminated red to indicate that the system can't 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 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**

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

Only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge see page 192, and do not use the tyre pressure display on the instruments.

**Replacement Tyres**

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

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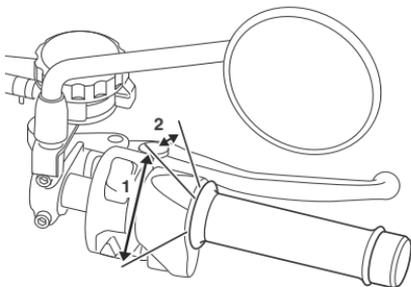
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# GENERAL INFORMATION

## Controls

### Throttle Control



1. Throttle open position
2. Throttle closed position

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

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

There are no user adjustments for the throttle control.

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

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

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

### **WARNING**

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

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

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

### Brake Use

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

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

## Ignition Switch/Steering Lock

### ⚠ WARNING

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

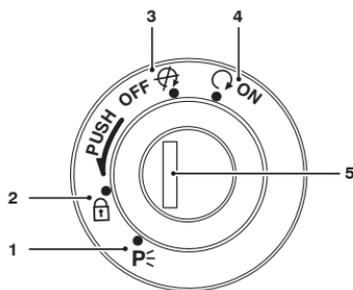
Any unauthorised use of the motorcycle may lead to loss of motorcycle control which could result in serious injury or death.

### ⚠ WARNING

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

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

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



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

## Switch Operation

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

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

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

### NOTICE

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

## Ignition Key

### ⚠ WARNING

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

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

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

### NOTICE

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

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

## GENERAL INFORMATION

### NOTICE

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

### NOTICE

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

Avoid storing and using the key near the following:

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

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

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

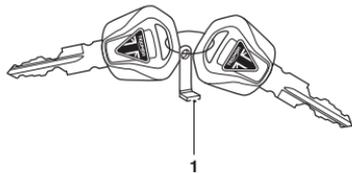
A transponder is fitted within the ignition keys to turn off the engine immobiliser. To make sure the immobiliser functions correctly, always have only one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the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

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

### Engine Immobiliser

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

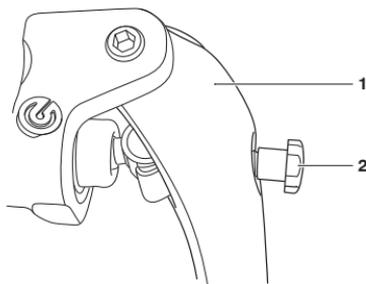
When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobiliser is on (see page 77). The engine immobiliser is turned off when the ignition key is in the ignition switch and it is turned to the ON position.



#### 1. Key number tag

## Front Brake Lever Adjustment

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



1. Brake lever
2. Span adjuster

To adjust the brake lever span:

- ▼ Rotate the span adjuster anticlockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.

## Clutch Lever Adjustment

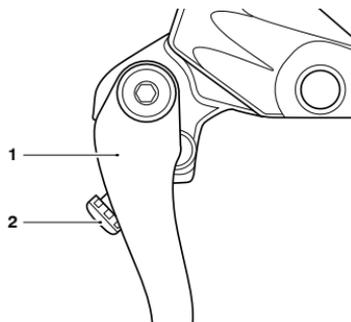
### **⚠ WARNING**

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

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

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

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



1. Clutch lever
2. Adjusting screw

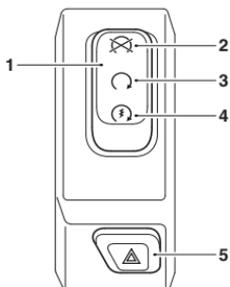
To adjust the clutch lever:

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

# GENERAL INFORMATION

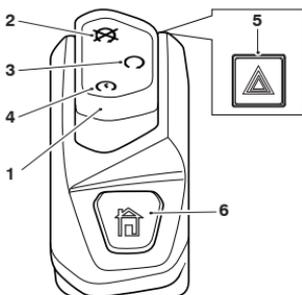
## Right Handlebar Switches

### Scrambler 1200 X



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

### Scrambler 1200 XE



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

## STOP Position

### NOTICE

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

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

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

## RUN Position

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

## START Position

### NOTICE

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

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

## Hazard Warning Lights

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

The ignition must be switched ON for the hazard warning lights to function.

The hazard warning lights will remain on if the ignition is switched OFF, until the hazard warning light switch is pressed again.

### HOME Button - Scrambler 1200 XE only

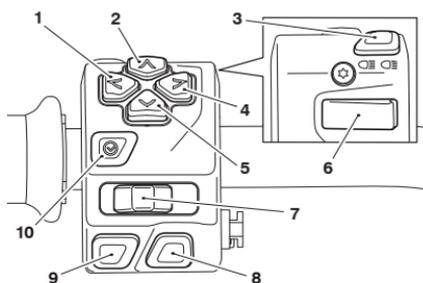
The HOME button is used to access the main menu on the instrument display.

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

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

## Left Handlebar Switches

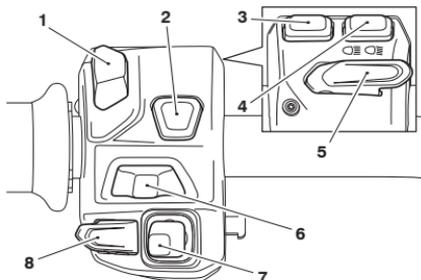
### Scrambler 1200 X



IAOHB\_00091

1. Left button
2. Up button
3. Dipped beam/Daytime Running Lights (DRL) switch
4. Right button
5. Down button
6. High beam button
7. Direction indicator switch
8. Mode button
9. Horn button
10. Select button

### Scrambler 1200 XE



IAOHB\_00092

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

### Navigation Buttons - Scrambler 1200 X

The navigation buttons are used to operate the following functions of the instruments:

- ▼ Up - scroll the menu bottom to top
- ▼ Down - scroll the menu top to bottom
- ▼ Left - scroll the menu to the left
- ▼ Right - scroll the menu to the right.

### Navigation Joystick - Scrambler 1200 XE

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

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

## GENERAL INFORMATION

### Dipped beam/Daytime Running Lights (DRL) switch

#### 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.



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

The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing (see page 119).

### Direction Indicator Switch

#### Manual Cancelling Indicators

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

#### 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 98.

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

#### NOTICE

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

### High Beam Button

If the Daytime Running Light (DRL) switch is in the dip beam position, when the high beam button is operated then the high beam will be switched on. Each press of the button will swap between dip and high beam.

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.

**Mode Button**

When the Mode button is pressed and released it will activate the riding mode display. Further presses of the Mode button will scroll through the available riding modes, see page 87 for Scrambler 1200 X or page 39 for Scrambler 1200 XE.

**Horn Button**

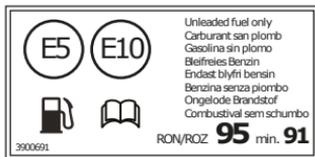
When the horn button is pushed, with the ignition switch turned on, the horn will sound.

**Cruise Control Adjust Switch - Scrambler 1200 XE**

The cruise control adjust switch is a two way switch with the top marked RES/+ and the bottom marked SET/-. For more information on cruise control operation, see page 66.

# GENERAL INFORMATION

## 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.

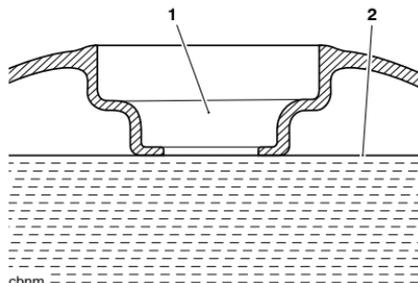
**NOTICE**

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.

## Filling the Fuel Tank

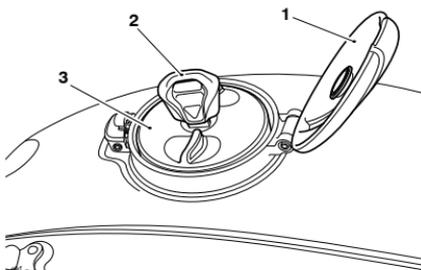
Fill the fuel tank slowly to help prevent spillage. Do not fill the tank to a level above the bottom of the filler neck. This will make sure there is enough air space to allow for fuel expansion if the fuel inside the tank expands through absorption of heat from the engine or from direct sunlight.



1. Fuel filler neck
2. Maximum fuel level

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

## Fuel Tank Cap



1. Flip cap
2. Key
3. Fuel cap

## GENERAL INFORMATION

To open the fuel tank cap:

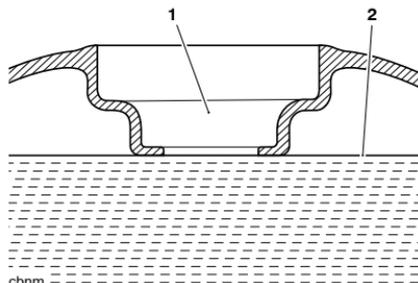
- ▼ Lift up the flip cap.
- ▼ Insert the key into the lock and turn the key clockwise.
- ▼ Rotate the cap anticlockwise and lift clear of the tank filler neck.

To close and lock the cap:

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

### 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.

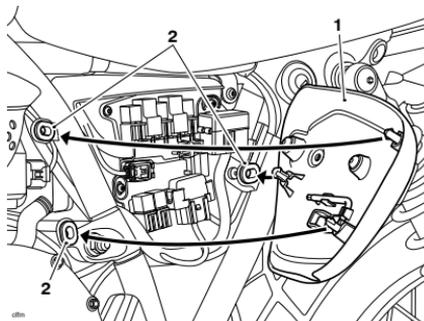
## Side Panels

### Side Panels - Removal

#### Left Hand Side Panel

The left hand side panel can be removed to gain access to the fuse box.

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

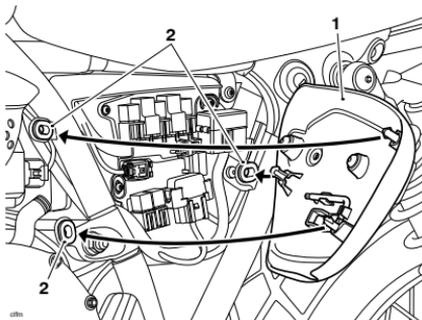


1. Side panel (left hand side)
2. Grommets

### Side Panels - Installation

#### Left Hand Side Panel

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

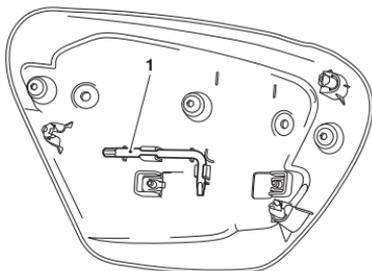


1. Side panel (left hand side)
2. Grommets

## Tool Kit

### Tool Kit

The tool kit consists of an adjustment tool.



IAOHB\_00094

#### 1. Adjustment tool

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

## Side Stand

### ⚠ WARNING

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

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

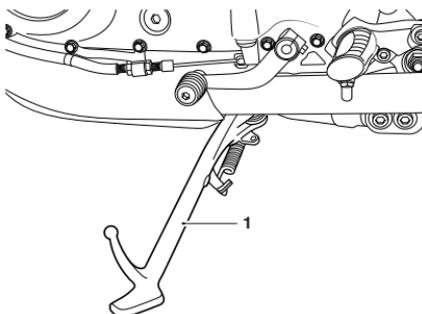
Failure to follow the advice above may lead to loss of motorcycle control which could result in serious injury or death.

### ⚠ CAUTION

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

This may cause the motorcycle to fall over.

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



#### 1. Side stand

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

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

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

## 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 212.

### Seat Lock

#### WARNING

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

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

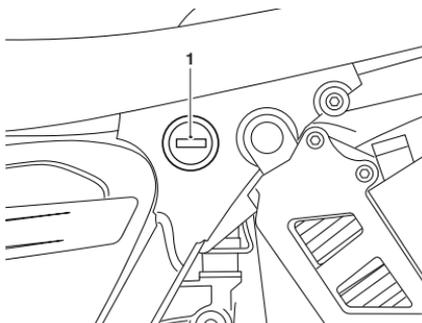
A loose or detached seat may lead to loss of motorcycle control which could result in serious injury or death.

#### NOTICE

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

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

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



#### 1. Seat lock

The seat can be removed to gain access to the storage area, battery and Owner's Handbook.

# GENERAL INFORMATION

## Seat Removal and Installation

### **⚠ WARNING**

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

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

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

### **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.

### Seat Removal

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

### Seat Installation

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

## Seat Storage

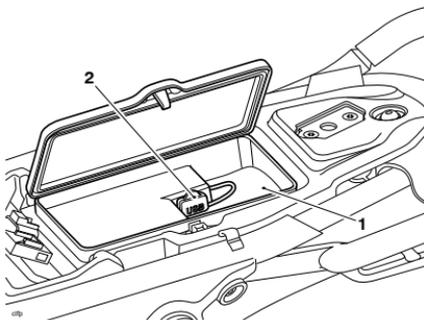
### **NOTICE**

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 seat 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.

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



1. Storage compartment
2. USB socket

## Universal Serial Bus (USB) Socket

### **⚠ WARNING**

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

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

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

### **⚠ CAUTION**

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

Always 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.

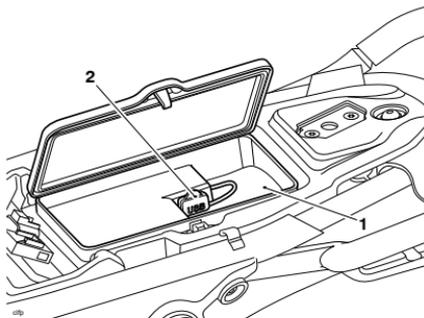
### **NOTICE**

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

The Universal Serial Bus (USB) socket allows a 5 Volt USB connection for charging electronic devices such as mobile phones, cameras and GPS devices. Loads up to two Amps can be connected to the USB socket.

To access the USB socket:

- ▼ Remove the seat (see page 127).
- ▼ The USB socket is located in the storage tray.
- ▼ Remove the cap.



1. Storage compartment
2. USB socket

- ▼ Plug the relevant USB adaptor cable into the socket. Adaptor cables are not supplied with the motorcycle.

## Running-In



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

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

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

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

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

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

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

Both during and after running-in has been completed:

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

## Daily Safety Checks



### WARNING

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

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

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

Check:

**Fuel:** Adequate supply in tank, no fuel leaks (see page 123).

**Engine Oil:** Correct level on dipstick or shown in sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler (see page 160).

**Drive Chain:** Correct adjustment (see page 170).

**Tyres/Wheels:** Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, loose/broken spokes, punctures etc. (see page 191).

**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 182).

**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 176).

**Brake Pads:** Check that the correct amount of friction material is remaining on all the brake pads (see page 176).

**Brake Fluid Levels:** No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 177).

**Front Forks:** Smooth action. No fork oil leakage (see page 186).

**Throttle:** Make sure that the throttle grip returns to the idle position without sticking (see page 167).

**Clutch:** Smooth operation and correct cable free play (see page 168).

**Coolant:** No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 165).

**Electrical Equipment:** All lights and horn function correctly (see page 119).

**Engine Stop:** Engine start/stop switch turns the engine OFF when the switch is moved to the STOP position (see page 118).

**Stands:** Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 126).

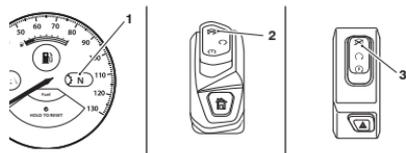
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# HOW TO RIDE THE MOTORCYCLE

## Stopping the Engine



1. Neutral indicator
2. Engine stop switch - STOP position (Scrambler 1200 XE)
3. Engine stop switch - STOP position (Scrambler 1200 X)

To stop the engine:

- ▼ Close the throttle completely.
- ▼ Select neutral.
- ▼ Place the engine stop switch in the STOP position.
- ▼ Select first gear.
- ▼ Support the motorcycle on a firm, level surface with the side or centre stand.
- ▼ Lock the steering.

### NOTICE

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

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

## Starting the Engine

### ⚠ DANGER

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

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

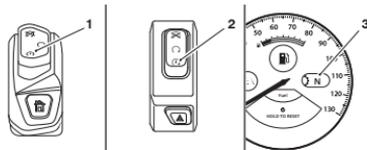
Exhaust fumes are poisonous and will cause loss of consciousness and death within a short period of time.

### NOTICE

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.



1. Engine stop switch - QUICKSTART position (Scrambler 1200 XE)
2. Engine stop switch - QUICKSTART position (Scrambler 1200 X)
3. Neutral indicator

To start the engine:

- ▼ 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.
- ▼ Check that the engine stop switch is in the RUN position.
- ▼ Make sure 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 the clutch lever position.

## Moving Off

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

# HOW TO RIDE THE MOTORCYCLE

## Traction Control (TC)

### WARNING

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

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

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

### WARNING

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

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

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

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

All motorcycles are equipped with Traction Control (TC). Traction control is a system that helps to maintain traction when accelerating on wet/slippery road surfaces. If sensors detect that the rear wheel is losing traction (slipping), the traction control system will engage and alter the engine power until traction to the rear wheel has been restored. The traction control indicator light will flash while it is engaged and a change to the sound of the engine may be noticed. For information on the traction control indicator light operation, see page 79 for Scrambler 1200 XE or page 32 for Scrambler 1200 X.

**NOTICE**

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

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

**Optimised Cornering Traction Control (if fitted)****⚠ WARNING**

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

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

- There are no other faults with the traction control system.
- Traction control has NOT been disabled (see Bike Setup on page 55 or Riding Mode Configuration on page 51).

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

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

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

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

# HOW TO RIDE THE MOTORCYCLE

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

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

Optimised cornering traction control is not active when in Off-road mode.

## NOTICE

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

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

For full details of the traction control disabled warning light operation and its associated instrument warning messages, see page 32.

## 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.

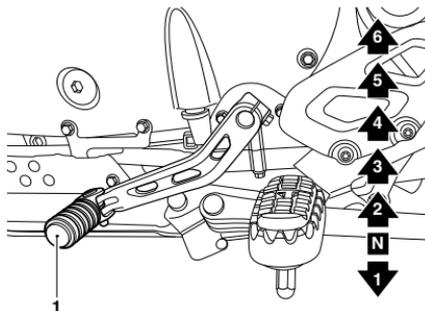
### WARNING

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.

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

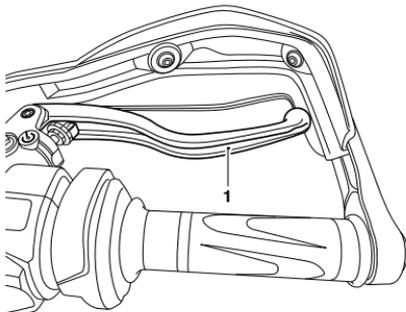


## 1. Gear change pedal (6 speed shown)

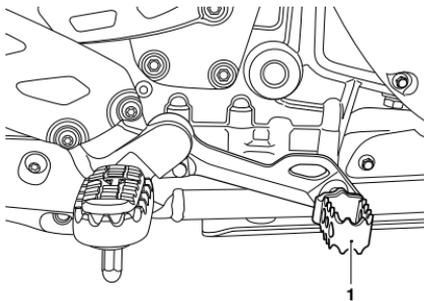
To change gear:

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

## Braking



## 1. Front brake lever



## 1. Rear brake pedal

The rear brake pedal on the Scrambler 1200 XE motorcycles is height adjustable. For more information, see page 141.

# HOW TO RIDE THE MOTORCYCLE

## 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.

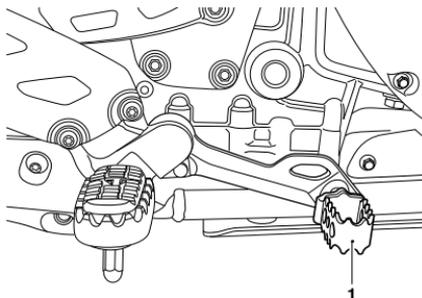
## **⚠ WARNING**

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

### Scrambler 1200 XE Only



#### 1. Rear brake pedal

The rear brake pedal is height adjustable.

To adjust the rear brake pedal height:

- ▼ Lift the rear brake pedal up and rotate it 180°. This will adjust the height by +/- 10 mm.

## Rear Brake Pedal Adjustment

### **⚠ CAUTION**

The rear brake pedal may require pressure to be applied to adjust it.

The rear brake pedal has sharp edges that may cause injury to the hands and fingers when applying pressure to adjust it.

When adjusting the rear brake pedal wear suitable gloves to avoid injury to the hands and fingers.

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

# HOW TO RIDE THE MOTORCYCLE

## Anti-lock Braking System (ABS)

### WARNING

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

Always ride within the legal speed limit.

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

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

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

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

### WARNING

If the ABS is not functioning then the brake system will continue to function as a non-ABS braking system.

Do not continue to ride for longer than is necessary with the warning light illuminated. In the event of a fault, contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

In this situation, braking too hard will cause the wheels to lock resulting in loss of motorcycle control and an accident.

### WARNING

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

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

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

### NOTICE

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

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

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

## ABS Warning Light



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

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

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

### NOTICE

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

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

### ⚠ WARNING

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

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

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

## Optimised Cornering ABS

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.

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

# HOW TO RIDE THE MOTORCYCLE

## WARNING

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

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

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

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

## WARNING

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

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

- There are no other ABS faults.
- The ABS has not been disabled by the rider.

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

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

## 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.

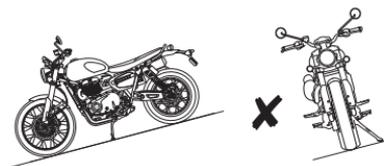
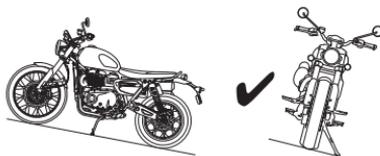
DO NOT park where pedestrians and children are likely to touch the motorcycle.

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

### ⚠ CAUTION

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

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



To park the motorcycle:

- ▼ Select neutral and turn the ignition switch to the OFF position.
- ▼ Lock the steering to help prevent theft.
- ▼ Always park on a firm, level surface to prevent the motorcycle from falling.
- ▼ When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.
- ▼ On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.

# HOW TO RIDE THE MOTORCYCLE

- ▼ Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.
- ▼ Make sure that the side stand is fully retracted before riding off.

## Considerations for High Speed Operation

### **WARNING**

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

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

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

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

### **WARNING**

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

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

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

**⚠ WARNING**

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

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

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

**⚠ WARNING**

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

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

Check the items listed below before any high speed operation.

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

**General**

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

**Brakes**

Check that the front and rear brakes are functioning correctly.

**Coolant**

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

**Electrical Equipment**

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

**Engine Oil**

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

**Drive Chain**

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

**Fuel****NOTICE**

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

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

Always make sure you have adequate fuel for your journey.

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

# HOW TO RIDE THE MOTORCYCLE

## Luggage

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

## Miscellaneous

Visually check that all fixings are tight.

## Steering

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

## Tyres

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

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

## Accessories

### WARNING

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

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

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

### WARNING

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

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

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

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

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

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

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

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

### Loading

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

### WARNING

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

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

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

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

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

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

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

## WARNING

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

If the passenger seat or luggage rack (if fitted) is used to carry small objects, they must not exceed a total maximum weight of 2 kg (4 lbs).

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

Carriage of objects in excess of the above weights, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control and an accident.

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

## WARNING

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

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

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

### Passengers

## WARNING

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.

## ACCESSORIES, LOADING AND PASSENGERS

### WARNING

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

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

### WARNING

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

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

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

### WARNING

Do not carry animals on your motorcycle.

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

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# MAINTENANCE AND ADJUSTMENT

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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 and 30,000 Mile (16,000 and 48,000 Km) Service | 20,000 Mile (32,000 Km) Service | 40,000 Mile (64,000 Km) Service |
| <b>Lubrication</b>  |  |  |                |   |                                 |                                 |
| Engine - check for leaks  | *  | *                                      | *              | *   | *                               | *                               |
| Engine oil - renew  |  | *                                      | *              | *   | *                               | *                               |
| Engine oil filter - renew   |  | *                                      | *              | *   | *                               | *                               |
| <b>Fuel System and Engine Management</b>  |  |  |                |   |                                 |                                 |
| Fuel system - check for leaks   | *  | *                                      | *              | *   | *                               | *                               |
| Air filter - renew (replace more often if consistently riding in wet or dusty conditions)             |  |  |                | *   | *                               | *                               |
| Fuel filter - renew   |  |  |                |   | *                               | *                               |
| Spark plugs - renew   |  |  |                |   | *                               | *                               |
| <b>Cooling System</b>   |  |  |                |   |                                 |                                 |
| 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*             |  |  |                | *   | *                               | *                               |
| <b>Engine</b>   |  |  |                |   |                                 |                                 |
| Clutch - check operation  | *  | *                                      | *              | *   | *                               | *                               |
| Clutch cable - check function and adjust/renew as necessary (models fitted with a cable clutch only)* | *  | *                                      | *              | *   | *                               | *                               |
| Clutch lever pivot - clean/grease   | First annual service only  |  |                |   |                                 |                                 |
| Valve clearances - check/adjust*  |  |  |                |   | *                               | *                               |
| Camshaft timing - check/adjust*   |  |  |                |   | *                               | *                               |
| <b>Wheels and Tyres</b>   |  |  |                |   |                                 |                                 |
| Wheels - inspect for damage   | *  | *                                      | *              | *   | *                               | *                               |
| Tyre wear/tyre damage - check   | *  | *                                      | *              | *   | *                               | *                               |
| Tyre pressures - check/adjust   | *  | *                                      | *              | *   | *                               | *                               |
| Wheel bearings - check for wear/smooth operation  |  | *                                      | *              | *   | *                               | *                               |
| Wheels - check for broken or damaged spokes and check spoke tightness (not alloy wheels)              |  | *                                      | *              | *   | *                               | *                               |
| <b>Steering and Suspension</b>  |  |  |                |   |                                 |                                 |
| Steering - check for free operation   | *  | *                                      | *              | *   | *                               | *                               |
| Front and rear suspension - check for damage/leaks/smooth operation                                   | *  | *                                      | *              | *   | *                               | *                               |
| Headstock bearings - check/adjust   |  |  | *              | *   | *                               | *                               |
| Fork oil - renew  |  |  |                |   |                                 | *                               |

| Operation description  | Odometer Reading in Miles (km) or Time Period, whichever comes first |  |                |   |                                 |                                 |
|--|--|--|----------------|---|---------------------------------|---------------------------------|
|  |  | First Service                          | Annual Service | Mileage Based Service                                 |                                 |                                 |
|  | Daily  | 600 Mile (1,000 Km) or 6 Month Service | Year           | 10,000 and 30,000 Mile (16,000 and 48,000 Km) Service | 20,000 Mile (32,000 Km) Service | 40,000 Mile (64,000 Km) Service |
| <b>Brakes</b>  |  |  |                |   |                                 |                                 |
| 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                               |  |                |   |                                 |                                 |
| <b>Final Drive</b>   |  |  |                |   |                                 |                                 |
| Drive chain slack - check/adjust   | •  | •                                      | •              | •   | •                               | •                               |
| Drive chain - wear check*  |  | •                                      | •              | •   | •                               | •                               |
| Drive chain - lubricate  |  | •                                      | •              | •   | •                               | •                               |
| Drive chain rubbing strip - check for wear, cracks or damage*  |  | •                                      | •              | •   | •                               | •                               |
| <b>Electrical</b>  |  |  |                |   |                                 |                                 |
| Lights, instruments and electrical systems - check/adjust  | •  | •                                      | •              | •   | •                               | •                               |
| <b>General</b>   |  |  |                |   |                                 |                                 |
| Bank angle indicators - check for wear*  | •  | •                                      | •              | •   | •                               | •                               |
| Centre and/or side stand - check for wear/smooth operation   | •  | •                                      | •              | •   | •                               | •                               |
| Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)       |  | •                                      | •              | •   | •                               | •                               |
| Instruments and engine ECM - check for latest calibration download using the Triumph diagnostic tool |  | •                                      | •              | •   | •                               | •                               |
| 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)                         |  | •                                      | •              | •   | •                               | •                               |

# MAINTENANCE AND ADJUSTMENT

## Engine Oil



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

### Engine Oil Level Inspection

#### **⚠ DANGER**

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

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

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

#### **⚠ CAUTION**

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

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

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

#### **NOTICE**

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

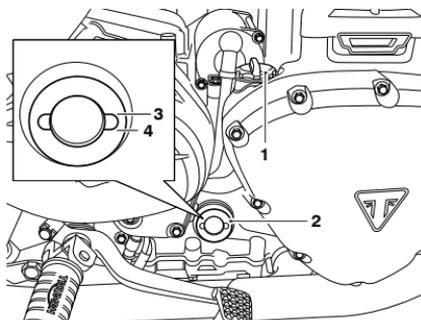
Contamination entering the engine may lead to engine damage.

#### **NOTICE**

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

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

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



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

To inspect the engine oil level:

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

## NOTICE

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

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

## Engine Oil and Oil Filter Change

### WARNING

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

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

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

### CAUTION

The engine oil may be hot.

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

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

### CAUTION

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

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

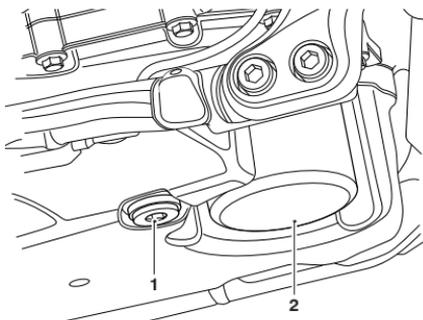
Contact with the hot components may cause minor or moderate injury to exposed skin.

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

## MAINTENANCE AND ADJUSTMENT

To change the engine oil and filter:

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



1. Sump plug
2. Engine oil filter

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

### NOTICE

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

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

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

## NOTICE

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

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

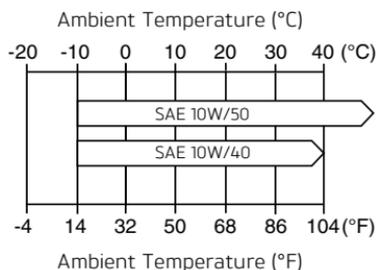
Running the engine with low oil pressure will cause severe engine damage.

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

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

Triumph's high performance fuel injected engines are designed to use fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended.

Refer to the chart below for the correct oil viscosity (10W/40 or 10W/50) to be used in your riding area.



## Oil Viscosity Temperature Range

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

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

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

## Cooling System



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

### NOTICE

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

D2053 coolant, as supplied by Triumph, provides freeze protection to  $-40^{\circ}\text{C}$  ( $-40^{\circ}\text{F}$ ).

## Corrosion Inhibitors

### **⚠** WARNING

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

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

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

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

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

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

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

**KEEP COOLANT OUT OF THE REACH OF CHILDREN.**

### NOTICE

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

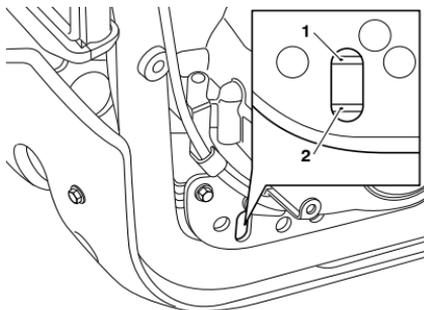
To protect the cooling system from corrosion, the use of corrosion inhibitor chemicals in the coolant is essential.

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

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

## Coolant Level Inspection

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



1. MAX level
2. MIN level

To inspect the coolant level:

- ▼ Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the left hand side of the motorcycle, towards the rear of the engine.

- ▼ Check the coolant level in the expansion tank. The coolant level must be between the MIN and MAX marks. If the coolant is below the minimum lower level, the coolant level must be adjusted.

## Coolant Level Adjustment

### **CAUTION**

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

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

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

### **NOTICE**

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

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

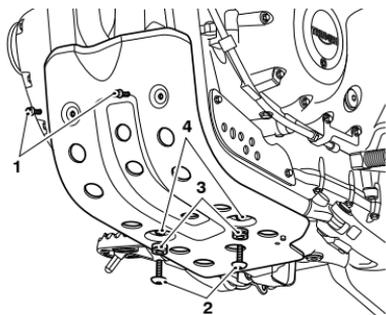
### **NOTICE**

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

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with Triumph D2053 OAT coolant (premixed) as soon as possible.

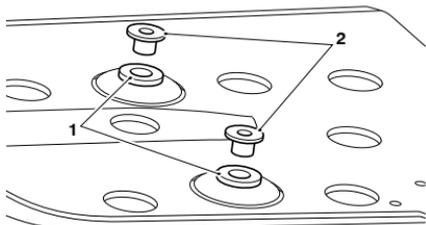
# MAINTENANCE AND ADJUSTMENT

- ▼ Remove the two front fixings. Retain these fixings for installation.
- ▼ Remove the two bottom fixings and remove the sump guard. Discard these fixings.



1. Front fixings
2. Bottom fixings
3. Grommets
4. Flanged sleeve

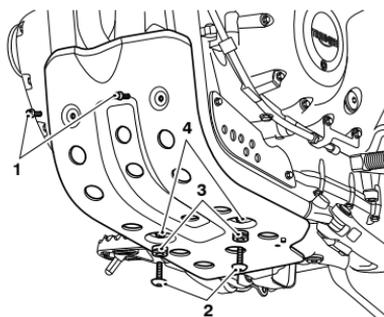
- ▼ Make sure the rubber grommets and flanged sleeves are fitted to the sump guard.



1. Grommets
2. Flanged sleeve

- ▼ Allow the engine to cool for a minimum of 30 minutes.
- ▼ Remove the expansion tank cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the MAX mark.

- ▼ Make sure the rubber grommets and flanged sleeves are fitted to the sump guard.
- ▼ Refit the expansion tank cap.
- ▼ With the rubber grommets and flanged sleeves fitted to the sump guard, Align the sump guard to the motorcycle and secure with two new bottom fixings. Do not fully tighten at this stage.
- ▼ Fit the two front fixings and tighten to 3 Nm.
- ▼ Tighten the bottom fixings to 4 Nm



1. Front fixings
2. Bottom fixings
3. Grommets
4. Flanged sleeve

## Coolant Change

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

## Radiator and Hoses

### CAUTION

The fan operates automatically when the engine is running.

Always keep hands and clothing away from the fan.

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

### NOTICE

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

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

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

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

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

## Throttle Control

### WARNING

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

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

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

## Throttle Inspection

### WARNING

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

To avoid continued use of a sticking or damaged throttle control, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

## MAINTENANCE AND ADJUSTMENT

- ▼ Check that the throttle opens smoothly, without undue force and that it closes quickly under its own return spring force without sticking and without manual intervention.
- ▼ Check that there is 1 - 2 mm of throttle grip free play when lightly turning the throttle grip back and forth.
- ▼ If a problem is detected or any doubt exists, or if there is an incorrect amount of free play, the throttle system must be inspected by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

### Clutch

The motorcycle is equipped with a cable-operated clutch.

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

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

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

### Clutch Inspection

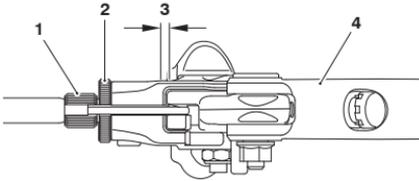
- ▼ Check that there is 2 - 3 mm clutch lever free play at the lever.
- ▼ If there is an incorrect amount of free play, adjustments must be made.

### Clutch Cable Adjustment

#### Clutch Lever Adjustment

- ▼ Loosen the adjuster lock nut.
- ▼ Adjust the adjuster sleeve to give 2-3 mm of free play.

- ▼ Tighten the adjuster lock nut.



1. Adjuster sleeve
2. Adjuster lock nut
3. Correct clearance 2-3 mm
4. Clutch lever

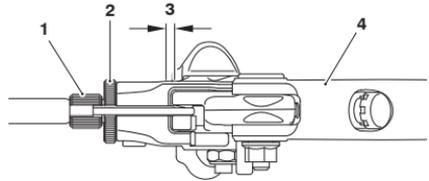
## NOTICE

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

### Clutch Cable Adjustment at the Clutch End

- ▼ Loosen the adjuster lock nut at the clutch lever.
- ▼ Adjust the adjuster sleeve fully into the clutch lever housing then turn back two complete turns.

- ▼ Tighten the adjuster lock nut at the clutch lever.



1. Adjuster sleeve
2. Adjuster lock nut
3. Correct clearance 2-3 mm
4. Clutch lever

- ▼ If the clutch cable is tight, loosen the front lock nut (2) and tighten the rear lock nut (1) to give 2-3 mm of free play at the clutch lever.
- ▼ If the clutch cable is loose, loosen the rear lock nut (1) and tighten the front lock nut (2) to give 2-3 mm of free play at the clutch lever.
- ▼ Tighten the lock nut to 3 Nm.

Check that there is 2-3 mm clutch lever free play at the lever. Adjust at the clutch lever end if required.

# MAINTENANCE AND ADJUSTMENT

## Drive Chain



### **! DANGER**

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

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

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

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

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

## Drive Chain Lubrication

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

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

### **NOTICE**

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

## Drive Chain Free Movement Inspection

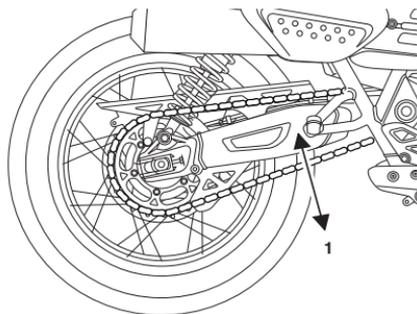
### **⚠ WARNING**

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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



### 1. Maximum movement position

To inspect the drive chain free movement:

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

## Drive Chain Free Movement Adjustment

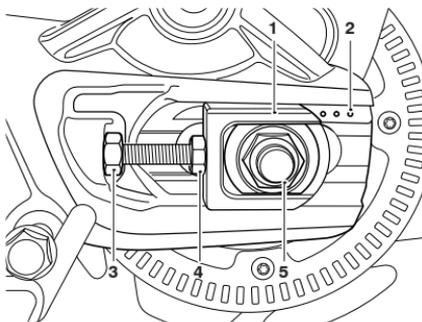
### **⚠ WARNING**

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

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

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

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



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

## MAINTENANCE AND ADJUSTMENT

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

- ▼ Loosen the wheel spindle nut.
- ▼ Loosen the lock nuts on both the left hand and right hand drive chain adjuster bolts.
- ▼ Move both adjusters by an equal amount using the adjuster markings as a guideline.
- ▼ Turn the adjuster bolts clockwise to increase drive chain free movement and anticlockwise to reduce drive chain free movement.
- ▼ When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters.
- ▼ Make sure the same adjuster marking is aligned with the spindle adjuster on both sides of the swinging arm.
- ▼ Tighten both adjuster lock nuts to 20 Nm and the rear wheel spindle nut to 110 Nm.
- ▼ Repeat the drive chain adjustment check. Readjust if necessary.
- ▼ Check the rear brake effectiveness. Rectify if necessary.

### WARNING

It is dangerous to operate the motorcycle with defective brakes.

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

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

### Drive Chain and Sprocket Wear Inspection

### WARNING

Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

## ⚠ WARNING

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

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

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

## NOTICE

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

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

- ▼ Remove the final drive chain guard, see page 175.

## Drive Chain Damage Inspection

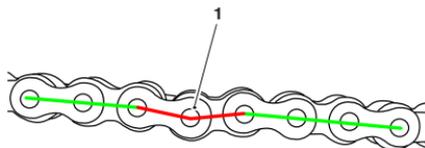
### ⚠ WARNING

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

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

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

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



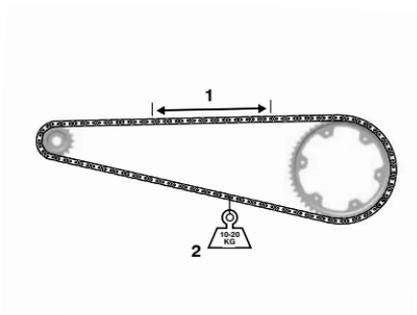
### 1. Stiff link

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

# MAINTENANCE AND ADJUSTMENT

## Drive Chain Wear Inspection

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



1. Measure across 20 links
2. Weight

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

## Sprockets Wear Inspection

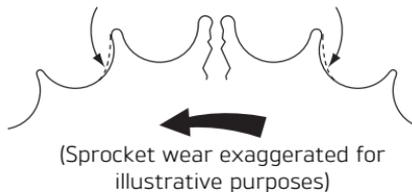
### NOTICE

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

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

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

Worn Tooth (Engine Sprocket)      Worn Tooth (Rear Sprocket)



cool

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

## Final Drive Chain Guard - Removal

### **⚠ WARNING**

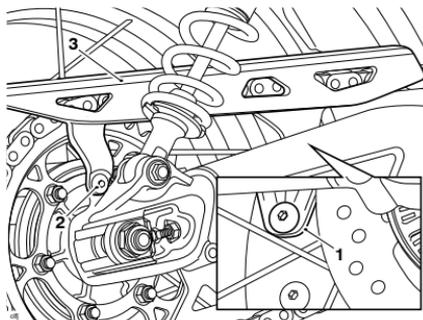
Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

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

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



1. Front fixings (inside edge of swinging arm)
2. Rear fixing
3. Chain guard

## Final Drive Chain Guard - Installation

### **⚠ WARNING**

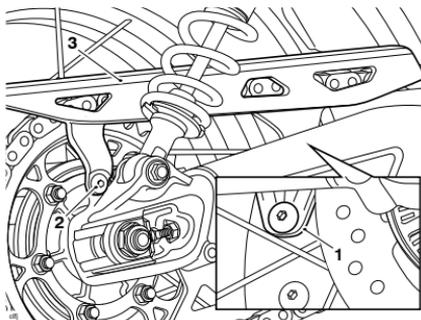
Make sure the motorcycle is stabilised and adequately supported.

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

A correctly supported motorcycle will help prevent it from falling.

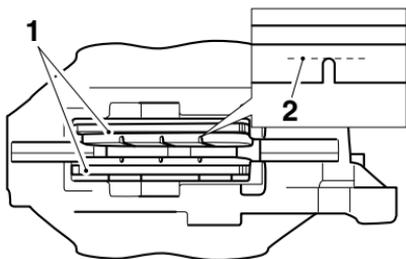
An unstable motorcycle may fall resulting in motorcycle damage, serious injury or death.

- ▼ Fit the chain guard and tighten the fixings to 9 Nm.



1. Front fixings (inside edge of swinging arm)
2. Rear fixing
3. Chain guard

## Brakes



cbmz\_2

1. Brake pads
2. Minimum thickness line

Brake pads must be inspected in accordance with scheduled maintenance requirements and replaced if worn to, or beyond the minimum service thickness.

If the lining thickness of any pad is less than 1.0 mm (0.04 in) from the backing, replace all the pads on the wheel.

### Breaking-in New Brake Discs and Pads

#### **! WARNING**

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

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

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

New brake discs and pads require a period of careful breaking-in that will optimise the performance and longevity of the discs and pads.

The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

During the breaking-in period, avoid extreme braking, ride with caution and allow for greater braking distances.

### Brake Pad Wear Compensation

#### **! WARNING**

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

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

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

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

## Disc Brake Fluid

### WARNING

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

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

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

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

Do not mix different brands or grades of brake fluid.

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

Always rectify any faults before riding.

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

### WARNING

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

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

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

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

### NOTICE

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

## Front Brake Fluid Level Inspection and Adjustment

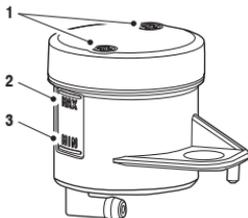
### ⚠ WARNING

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

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

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

Inspect and adjust the brake fluid level as described below.



img.3

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

The brake fluid level in the reservoir must be kept between the MAX and MIN level lines (reservoir held horizontal).

To adjust the brake fluid level:

- ▼ Release the reservoir cap retaining screws and remove the reservoir cap and the diaphragm seal.

- ▼ Fill the reservoir to the MAX level line using new DOT 4 fluid from a sealed container.
- ▼ Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and reservoir body.
- ▼ Tighten the reservoir cap retaining screws to 1 Nm.

## Rear Brake Fluid Level Inspection

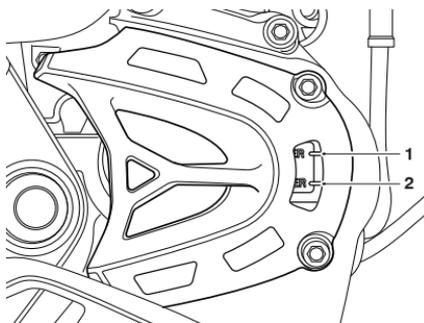
### ⚠ WARNING

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

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

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

The rear brake fluid reservoir is located under the sprocket cover on the left hand side of the motorcycle.



1. UPPER level
2. LOWER level

To inspect the rear brake fluid level:

- ▼ The brake fluid level in the rear brake reservoir can be viewed through a section in the sprocket cover.
- ▼ The brake fluid level must be kept between the UPPER and LOWER level lines.

## Rear Brake Fluid Level Adjustment

### WARNING

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

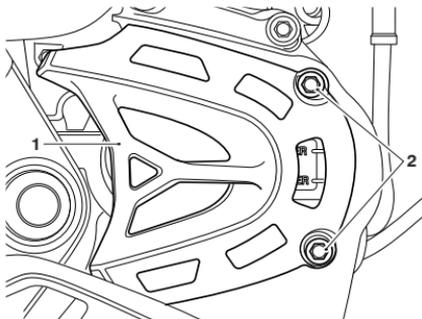
Contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

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

The rear brake fluid reservoir is located under the sprocket cover on the left hand side of the motorcycle.

To adjust the rear brake fluid level:

- ▼ Release the fixings and remove the sprocket outer cover.



1. Sprocket outer cover
2. Fixings

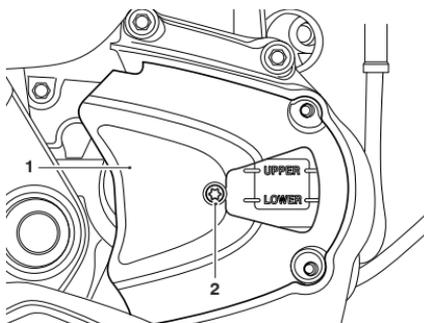
- ▼ Release the fixings and remove the sprocket outer cover.

### NOTICE

The fixing securing the sprocket middle cover also secures the rear brake fluid reservoir to the sprocket cover.

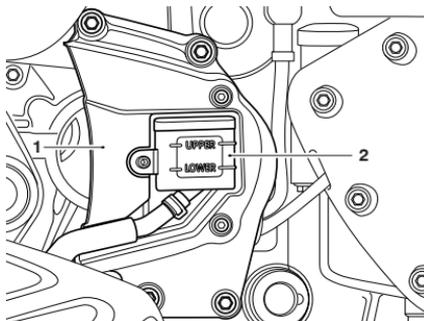
# MAINTENANCE AND ADJUSTMENT

- ▼ Release the fixing and remove the sprocket middle cover. Discard the fixing.



1. Sprocket middle cover
2. Fixing

- ▼ Detach the rear brake fluid reservoir from the sprocket cover.



1. Sprocket cover
2. Rear brake fluid reservoir

- ▼ Release the rear brake fluid reservoir cap retaining screws and remove the reservoir cap noting the position of the sealing diaphragm.
- ▼ Fill the reservoir to the UPPER level line using new DOT 4 fluid from a sealed container.
- ▼ Refit the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and the reservoir body.

- ▼ Tighten the reservoir cover retaining screws to 1 Nm.
- ▼ Reattach the rear brake fluid reservoir to the sprocket cover.
- ▼ Refit the sprocket middle cover and tighten the new fixing to 3 Nm.
- ▼ Refit the sprocket outer cover and tighten the fixings to 9 Nm.

## Rear Brake Pedal Adjustment

### ⚠ CAUTION

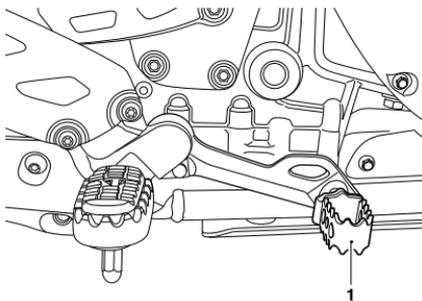
The rear brake pedal may require pressure to be applied to adjust it.

The rear brake pedal has sharp edges that may cause injury to the hands and fingers when applying pressure to adjust it.

When adjusting the rear brake pedal wear suitable gloves to avoid injury to the hands and fingers.

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

### Scrambler 1200 XE Only



#### 1. Rear brake pedal

The rear brake pedal is height adjustable.

To adjust the rear brake pedal height:

- ▼ Lift the rear brake pedal up and rotate it 180°. This will adjust the height by +/- 10 mm.

## 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.

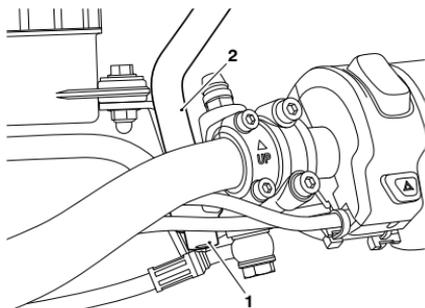
### WARNING

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.

- ▼ Loosen the mirror fixing.



1. Fixing
2. Mirror arm

- ▼ Position the mirror arm to give rear visibility in the riding position and tighten the fixing to 20 Nm.

## Steering/Wheel Bearings

### **⚠ WARNING**

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilised and secured on a suitable support.

Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and fall from its support.

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

## Steering Inspection

### **⚠ WARNING**

Never neglect steering (headstock) bearings maintenance. Check the steering bearings in accordance with scheduled maintenance requirements and make adjustments or replace as necessary.

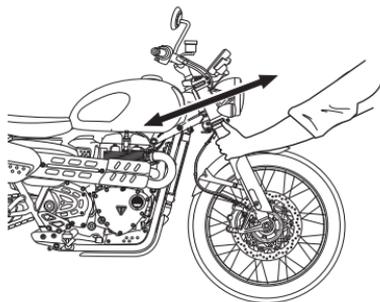
Scheduled maintenance must be carried out by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Riding the motorcycle with incorrectly adjusted or defective steering bearings is dangerous leading to loss of motorcycle control which could result in serious injury or death.

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

To inspect the steering:

- ▼ Raise the front wheel above the ground and support the motorcycle.
- ▼ Move the handlebars from lock-to-lock whilst checking for signs of tight spots or notchiness (bearings overtightened).
- ▼ Hold the lower end of the front forks and try to move them forward and backward to check for signs of free play in the bearings (bearings insufficiently tightened or worn).
- ▼ If any free play can be detected in the steering (headstock) bearings, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.
- ▼ Remove the support and place the motorcycle on the side stand.



Inspecting the Steering for Free Play

## Wheel Bearings - Inspection

### ⚠ WARNING

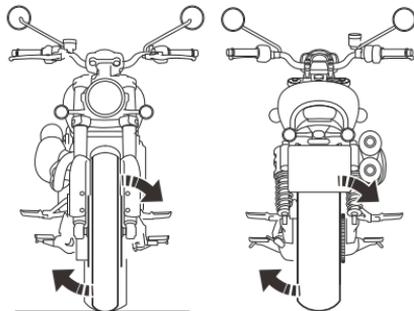
Make sure the motorcycle is stabilised and adequately supported.

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.

- ▼ Position the motorcycle on level ground and place on a paddock stand.
- ▼ Hold the wheel at the top and bottom and rock the wheel checking for movement when a force is applied.
- ▼ Check the wheel bearings spin smoothly with no signs of play.
- ▼ If the bearings do not spin smoothly or there is excessive play in the wheel bearings, replace all bearings in that wheel.



Bearing check

# MAINTENANCE AND ADJUSTMENT

## Front Suspension

### WARNING

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

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

### WARNING

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

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

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

Scrambler 1200 X has non-adjustable front suspension.

For Scrambler 1200 XE the Standard suspension setting provides a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for the front suspension.

## Front Suspension Settings

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

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

### Front Fork Spring Preload - Scrambler 1200 XE Only

| Preload Suspension Settings   |                                  |
|---|----------------------------------|
| Loading Condition   | Rear Spring Preload <sup>1</sup> |
| <b>Solo Riding</b> - Standard   | Minimum                          |
| <b>Solo Riding</b> - Comfort (Softer)   | Minimum                          |
| <b>Solo Riding</b> - Sport (Firmer)   | Minimum                          |
| <b>Rider and Passenger</b>  | Minimum                          |
| <b>Off Road</b> - Smooth Terrain  | Maximum                          |
| <b>Off Road</b> - Broken Terrain  | Maximum                          |
| <sup>1</sup> Minimum is the fully anticlockwise position and maximum is the fully clockwise position. |                                  |

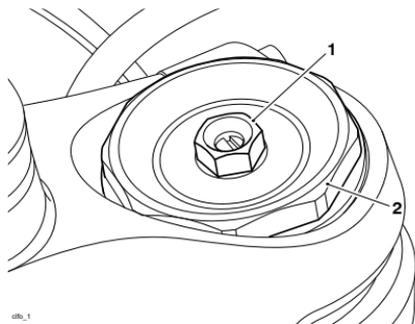
## Front Fork Compression and Damping Settings - Scrambler 1200 XE Only

| Damping Suspension Settings    |                              |                                  |
|--------------------------------|------------------------------|----------------------------------|
| Loading Condition              | Rebound Damping <sup>1</sup> | Compression Damping <sup>1</sup> |
| Solo Riding - Standard         | 3                            | 3.5                              |
| Solo Riding - Comfort (Softer) | 4                            | 4                                |
| Solo Riding - Sport (Firmer)   | 0.5                          | 0.5                              |
| Rider and Passenger            | 3                            | 3                                |
| Off Road - Smooth Terrain      | 1.5                          | 0.5                              |
| Off Road - Broken Terrain      | 3                            | 3                                |

<sup>1</sup> Number of adjuster turns anticlockwise from the fully clockwise position.

## Front Suspension Spring Preload Adjustment

The spring preload adjuster is located at the top of each fork.



1. Front suspension spring preload adjuster
2. Fork top cap

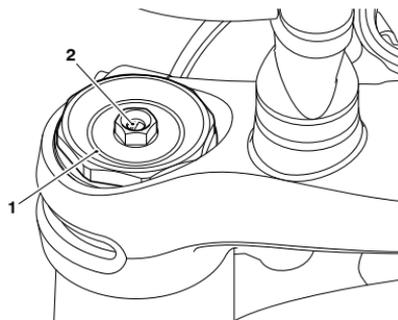
To change the spring preload setting:

- ▼ Rotate the spring preload adjuster clockwise to increase, or anticlockwise to decrease the preload.
- ▼ Always count the number of clockwise turns from the fully anticlockwise position and set both forks to the same settings.

## Front Suspension Compression and Rebound Damping Adjustment

### Compression Damping Adjustment

The compression damping adjuster is located at the top of the left hand fork.



1. Rebound damping adjuster
2. Fork top cap

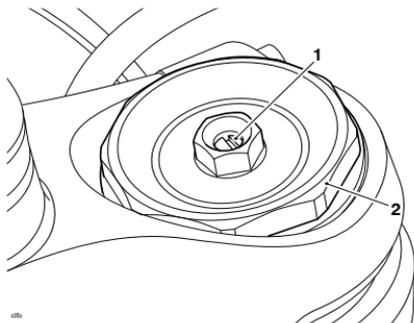
To adjust the compression damping setting:

- ▼ Rotate the COMP slotted adjuster clockwise to increase (H = harder suspension), or anticlockwise to decrease (S = softer suspension).
- ▼ Always count the number of turns from the fully clockwise position.

# MAINTENANCE AND ADJUSTMENT

## Rebound Damping Adjustment

The rebound damping adjuster is located at the top of the right hand fork.



1. Compression damping adjuster
2. Fork top cap

To adjust the rebound damping setting:

- ▼ Rotate the TEN slotted adjuster clockwise to increase (H = harder suspension), or anticlockwise to decrease (S = softer suspension).
- ▼ Always count the number of turns from the fully clockwise position.

## Front Fork Inspection

### ! WARNING

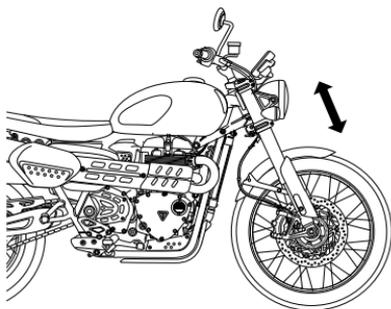
Riding the motorcycle with defective or damaged suspension is dangerous and may lead to loss of control and an accident.

### ! WARNING

Never attempt to dismantle any part of the suspension units

All suspension units contain pressurised oil.

Skin and eye damage can result from contact with the pressurised oil.



## Front Fork Inspection

To inspect the forks:

- ▼ Position the motorcycle on level ground.
- ▼ While holding the handlebars and applying the front brake, pump the forks up and down several times.
- ▼ If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.
- ▼ Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.
- ▼ If any damage or leakage is found, consult an authorised Triumph dealer.

## Rear Suspension

### **WARNING**

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

If the rear suspension is adjusted make sure both rear suspension units adjusted to the same settings.

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

### **WARNING**

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

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

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

The standard rear suspension preload settings provide a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for rear suspension under different load conditions for all models.

The rear suspension units on the motorcycle are fitted with plastic spring guides. These guides will gradually wear. If the motorcycle is used in dirty or dusty environments, this wear will be accelerated. The plastic spring guides are a replaceable item and can be replaced by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer. Spring guide wear will not affect suspension performance.

### **NOTICE**

To reduce the wear on the rear suspension spring guides, dirt should be washed from between them after use in dirty or dusty environments.

# MAINTENANCE AND ADJUSTMENT

## Rear Suspension Settings

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

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

### Rear Spring Preload - All Models

| Preload Suspension Settings           |                                  |
|---------------------------------------|----------------------------------|
| Loading Condition                     | Rear Spring Preload <sup>1</sup> |
| <b>Solo Riding</b> - Standard         | Minimum                          |
| <b>Solo Riding</b> - Comfort (Softer) | Minimum                          |
| <b>Solo Riding</b> - Sport (Firmer)   | Minimum                          |
| <b>Rider and Passenger</b>            | Maximum                          |
| <b>Off Road</b> - Smooth Terrain      | Minimum                          |
| <b>Off Road</b> - Broken Terrain      | Minimum                          |

<sup>1</sup> Minimum is the fully anticlockwise position and maximum is the fully clockwise position.

## Rear Compression and Damping Settings - Scrambler 1200 XE Only

| Damping Suspension Settings           |                                       |                                   |
|---------------------------------------|---------------------------------------|-----------------------------------|
| Loading Condition                     | Rear Compression Damping <sup>1</sup> | Rear Rebound Damping <sup>1</sup> |
| <b>Solo Riding</b> - Standard         | 2.5                                   | 1                                 |
| <b>Solo Riding</b> - Comfort (Softer) | 4                                     | 2                                 |
| <b>Solo Riding</b> - Sport (Firmer)   | 0.5                                   | 0.5                               |
| <b>Rider and Passenger</b>            | 0.25                                  | 0.5                               |
| <b>Off Road</b> - Smooth Terrain      | 0.5                                   | 1                                 |
| <b>Off Road</b> - Broken Terrain      | 3                                     | 2                                 |

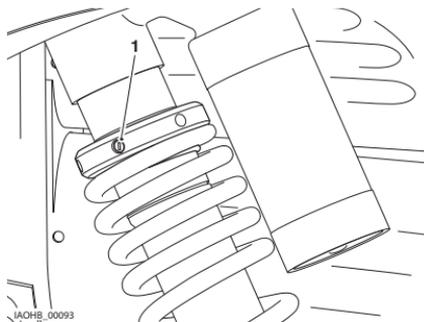
<sup>1</sup> Number of adjuster turns anticlockwise from the fully clockwise position.

## Rear Suspension Spring Preload Adjustment

The spring preload adjuster is located at the top of the rear suspension unit.

### NOTICE

It is not necessary to remove the rear suspension unit shroud or silencer to adjust the suspension. Access to the rear spring preload adjuster is from the rear of the motorcycle, under the seat.



1. Adjuster grub screw

To adjust the rear spring preload setting:

- ▼ Locate the grub screw at the top of the rear suspension unit.

### NOTICE

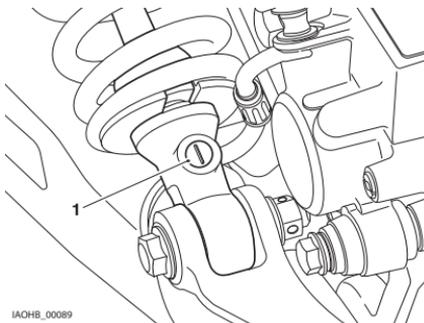
Make sure that the screwdriver has a secure and tight fit in the grub screw slot before loosening the grub screw, otherwise the grub screw may get damaged.

- ▼ Loosen the grub screw.
- ▼ Rotate the adjuster ring clockwise to increase spring preload, and anticlockwise to decrease spring preload.
- ▼ Carefully tighten the grub screw to 0.5 Nm.

# MAINTENANCE AND ADJUSTMENT

## Rear Suspension Rebound Damping Adjustment

The rebound damping adjuster is located at the bottom of the rear suspension unit.



IAQHB\_00089

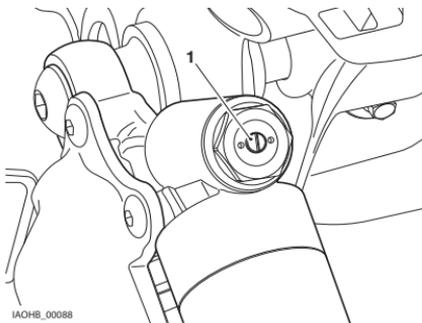
### 1. Rear suspension rebound damping adjuster

To adjust the rebound damping setting:

- ▼ Rotate the rebound damping adjuster clockwise to increase and anticlockwise to decrease.
- ▼ Always count the number of adjuster turns anticlockwise from the fully clockwise position.

## Rear Suspension Compression Damping Adjustment

The compression damping adjuster is located at the top of the rear suspension unit.



IAQHB\_00088

### 1. Rear suspension compression damping adjuster

To adjust the compression damping setting:

- ▼ Rotate the compression damping adjuster clockwise to increase (H = harder suspension), or anticlockwise to decrease (S = softer suspension).
- ▼ Always count the number of adjuster clicks anticlockwise from the fully clockwise position.
- ▼ Always count the number of adjuster turns anticlockwise from the fully clockwise position.

## Bank Angle Indicators

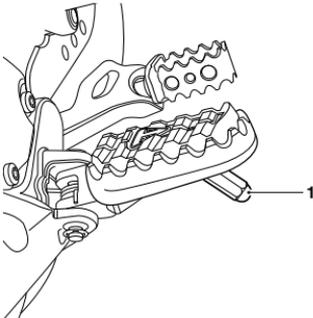
### WARNING

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

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

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

Bank angle indicators are located on the rider's footrests.



#### 1. Bank angle indicator

Bank angle indicators must be replaced when they have reached the maximum wear limit of 15 mm in length. The maximum wear limit is shown by a groove on the bank angle indicator.

Regularly check the bank angle indicators for wear.

## Tyres



This model is fitted with tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.

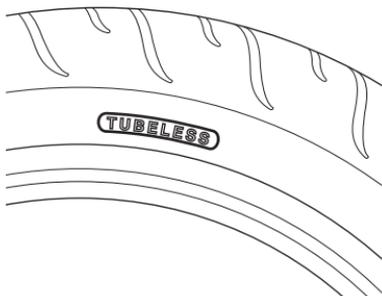
## MAINTENANCE AND ADJUSTMENT

### ⚠ WARNING

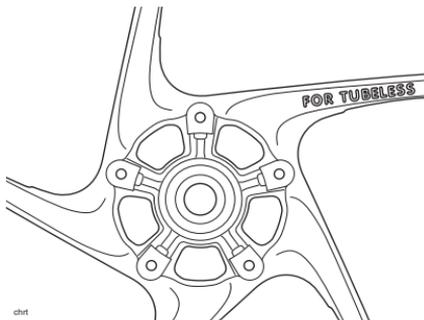
Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

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



Typical Tyre Marking - Tubeless Tyre



Typical Wheel Marking - Tubeless Tyre

### Tyre Inflation Pressures

#### ⚠ WARNING

Incorrect tyre inflation will cause abnormal tread wear and instability problems.

Under inflation may result in the tyre slipping on, or coming off the rim. Overinflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may lead to loss of motorcycle control which could result in serious injury or death.

#### ⚠ WARNING

Tyre pressures which have been reduced for off-road riding will impair on-road stability.

Always make sure that the tyre pressures are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

Correct inflation pressure will provide maximum stability, rider comfort and tyre life. Always check tyre pressures before riding when the tyres are cold. Check tyre pressures daily and adjust if necessary. See the Specification section for details of the correct inflation pressures.

## Tyre Pressure Monitoring System (TPMS) (if fitted)

### NOTICE

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

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

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

### NOTICE

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

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

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

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

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

## Tyre Wear

As the tyre tread wears down, the tyre becomes more susceptible to punctures and failure. It is estimated that 90% of all tyre problems occur during the last 10% of tread life (90% worn). It is recommended that tyres are changed before they are worn to their minimum tread depth.

# MAINTENANCE AND ADJUSTMENT

## 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<br>(130 km/h) | 2 mm (0.08 in)                              |
| Over 80 mph<br>(130 km/h)  | Front 2 mm (0.08 in)<br>Rear 3 mm (0.12 in) |

## Tyre Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to make sure that the most effective tyre combinations are approved for use on each model.

It is essential that approved tyres 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](http://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](http://www.triumph.co.uk).

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Using/mixing tyres may affect the handling, stability, braking and traction control (if fitted) functions of the motorcycle.

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

## WARNING

Do not install tube type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation.

Never install an inner tube inside a tubeless tyre without the appropriate marking. This will cause friction inside the tyre and the resulting heat build-up may cause the tube to burst resulting in rapid tyre deflation.

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

## WARNING

If a tyre sustains a puncture, the tyre must be replaced.

Failure to replace a punctured tyre or operation with a repaired tyre may cause instability leading to loss of motorcycle control which could result in serious injury or death.

## WARNING

If tyre damage is suspected, such as after striking an object, the tyre must be inspected both internally and externally by a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Tyre damage may not always be visible from the outside.

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

## WARNING

Use of a motorcycle with incorrectly seated tyres, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of motorcycle control which could result in serious injury or death.

## 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](http://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.

### 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.

# MAINTENANCE AND ADJUSTMENT

## Battery Removal

### ⚠ WARNING

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases.

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

### ⚠ 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.

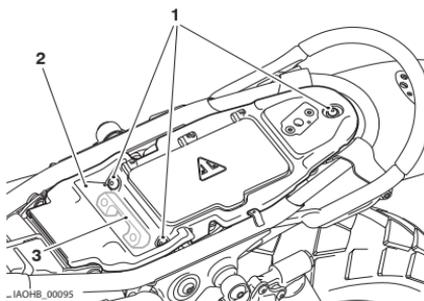
- ▼ Remove the seat, see page 128.

### NOTICE

Note that there is a rubber spacer between the storage tray and the battery.

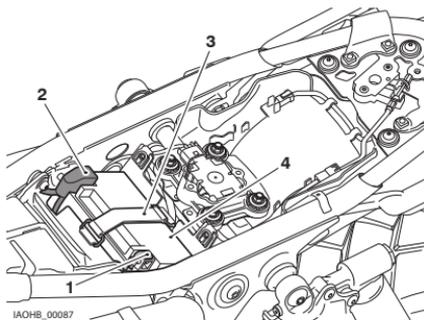
- ▼ Release the three fixings and carefully detach the storage tray.

- ▼ Position the storage tray to allow access to the battery.



1. Fixings
2. Rubber spacer location
3. Storage tray

- ▼ Disconnect the battery negative (black) lead.
- ▼ Slide the Positive (+) terminal protective cover to gain access to the fixing.
- ▼ Disconnect the battery positive (red) lead.
- ▼ Remove the battery strap.



1. Negative (-) terminal
2. Positive (+) terminal
3. Battery strap
4. Battery

- ▼ Take the battery out of the case.

## Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

## Battery Maintenance

### WARNING

Battery acid is corrosive and poisonous and will cause damage to unprotected skin.

Never swallow battery acid or allow it to come into contact with the skin.

To prevent injury, always wear eye and skin protection when handling the battery.

The battery is a sealed type and does not require any maintenance other than checking the voltage and routine recharging when required, such as during storage.

Clean the battery using a clean, dry cloth. Make sure that the cable connections are clean.

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

## Battery Discharge

### NOTICE

The charge level in the battery must be maintained to maximise battery life.

Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge; the clock, Engine Control Module (ECM) memory, high ambient temperatures, or the addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

## Battery Discharge During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery voltage weekly using a multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery voltage fall below 12.7 Volts, the battery should be charged.

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallise on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

Keeping the battery fully charged reduces the likelihood of it freezing in cold conditions. Allowing a battery to freeze will cause serious internal damage to the battery.

## Battery Charging

### WARNING

The battery contains sulphuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

### NOTICE

Do not use an automotive quick charger as it may overcharge and damage the battery.

For help with selecting a battery charger, checking the battery voltage or battery charging, contact a competent person with the specialist knowledge and technical understanding of motorcycles, such as an authorised Triumph dealer.

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle and follow the instructions supplied with the battery charger.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

## Battery Installation

### **⚠ WARNING**

Make sure that the battery terminals do not touch the motorcycle frame.

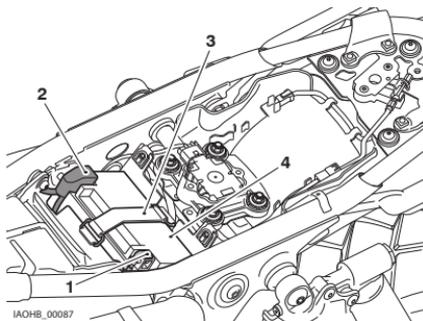
This may cause a short circuit or spark which would ignite battery gases.

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

To install the battery:

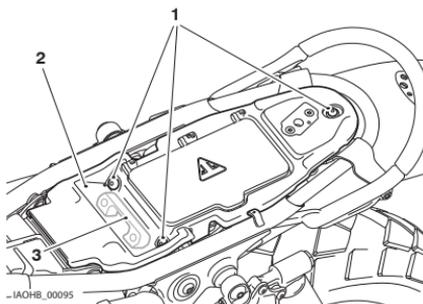
- ▼ Place the battery in the battery case.
- ▼ Secure the battery into position with the battery strap.
- ▼ Apply a light coat of grease to the battery terminals to prevent corrosion.
- ▼ Fit and tighten the positive (+) terminal fixing to 4.5 Nm.
- ▼ Fit and tighten the negative (-) terminal fixing to 4.5 Nm.

- ▼ Cover the positive terminal with the protective cap.



1. Negative (-) terminal
2. Positive (+) terminal
3. Battery strap
4. Battery

- ▼ Refit the storage tray and tighten the two front fixings to 5 Nm and the rear fixing to 3 Nm.



1. Fixings
2. Rubber spacer location
3. Storage tray

- ▼ Refit the seat (see page 128).

## Fuses

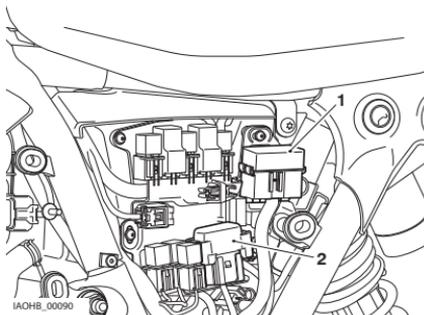
### **WARNING**

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.

The fuse boxes are located behind the left hand side panel. To access to the fuse boxes, remove the side panel (see page 125).

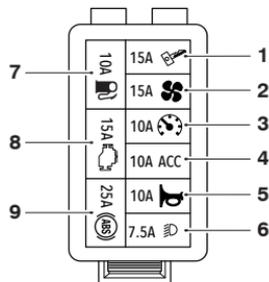


1. Fuse box 1
2. Fuse box 2

### **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.

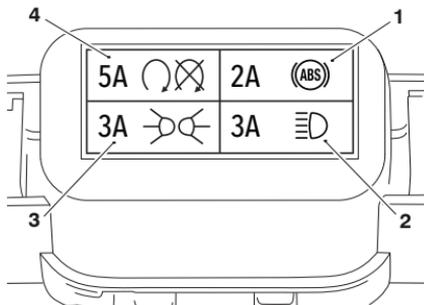
## Fuse Box One



**Fuse Box 1**

| Position | Circuit Protected         | Rating (Amps) |
|----------|---------------------------|---------------|
| 1        | Ignition                  | 15            |
| 2        | Starter motor/cooling fan | 15            |
| 3        | Instruments               | 10            |
| 4        | Accessories               | 10            |
| 5        | Horn                      | 10            |
| 6        | Dipped Beam               | 7.5           |
| 7        | Fuel pump                 | 10            |
| 8        | Engine Management System  | 15            |
| 9        | ABS                       | 25            |

## Fuse Box Two



| Position | Circuit Protected | Rating (Amps) |
|----------|-------------------|---------------|
| 1        | ABS sensors       | 2             |
| 2        | Main beam         | 3             |
| 3        | Position light    | 3             |
| 4        | Engine run/stop   | 5             |

## Headlights

### **⚠ WARNING**

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

Make sure that the headlight beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic.

An incorrectly adjusted headlight may impair visibility for oncoming traffic leading to an accident which could result in serious injury or death.

### **⚠ WARNING**

Never attempt to adjust a headlight beam when the motorcycle is in motion.

Any attempt to adjust a headlight beam when the motorcycle is in motion may lead to loss of motorcycle control which could result in serious injury or death.

## NOTICE

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

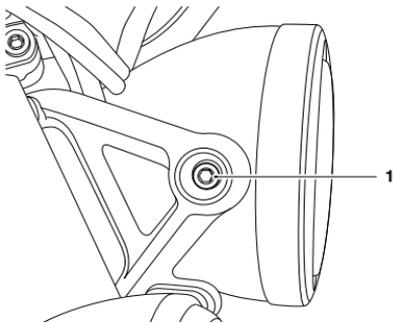
Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

If the headlight must be covered during use - such as taping of the headlight lens required during closed-course conditions - the headlight must be disconnected.

## Headlights

The headlight unit is a sealed, maintenance free LED unit. The headlight unit must be replaced in the event of the failure of the headlight.

## Headlight Adjustment



### 1. Headlight assembly mounting bolt

- ▼ Always make sure the handlebars are in the straight ahead position.
- ▼ Vertical adjustment of the headlight beam is controlled by loosening the headlight assembly mounting bolts and altering the position of the headlight assembly.
- ▼ Retighten the headlight assembly mounting bolts after adjustment to 10 Nm

## Rear 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.

## **Multifunctional Rear Lights (if fitted)**

The multifunctional rear light units operate as the rear position light, brake light and direction indicators.

The multifunctional rear light units are a sealed, maintenance free LED unit and must be replaced in the event of the failure of the rear lights.

## **Direction Indicator Lights**

The 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.

## **License Plate Light**

The license plate light unit is a sealed, maintenance free LED unit. The license plate light unit must be replaced in the event of the failure of the license plate light.

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## Cleaning

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years.

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Do not use household detergent, as the use of such products will lead to premature corrosion.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

## Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole (if applicable) with tape.

Remove any items of jewellery such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as wheels and under mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

## Where to be Careful

### NOTICE

Do not use high pressure spray washers or steam cleaners.

Use of high pressure spray washers and steam cleaners may damage seals, and cause water and steam to be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

### NOTICE

Do not spray any water at all near the air intake duct.

The air intake duct is located under the rider's seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Do not get water near the following places:

- ▼ Air and any intake duct
- ▼ Any visible electrical components
- ▼ Brake cylinders and brake calipers
- ▼ Handlebar switch housings
- ▼ Headstock bearings
- ▼ Instruments
- ▼ Oil filler cap
- ▼ Rear bevel box breather (if fitted)
- ▼ Rear of headlights
- ▼ Seats
- ▼ Suspension seals and bearings
- ▼ Under the fuel tank
- ▼ Wheel bearings.

## Washing

To wash the motorcycle, do the following:

- ▼ Make sure that the motorcycle engine is cold.
- ▼ Prepare a mixture of clean, cold water and mild automotive cleaner or low alkaline soap.
- ▼ Do not use a highly alkaline soap as commonly found at commercial car washes because it will leave a residue on painted surfaces and may also cause water spotting.
- ▼ Wash the motorcycle with a sponge or soft cloth.
- ▼ Do not use abrasive scouring pads or steel wool. They will damage the finish.
- ▼ Rinse the motorcycle thoroughly with clean, cold water.

## After Washing

### **WARNING**

Never wax or lubricate the brake discs. Always clean the brake disc with a proprietary brand of oil-free brake disc cleaner.

Waxed or lubricated brake discs may lead to loss of motorcycle control which could result in serious injury or death.

After washing the motorcycle, do the following:

- ▼ Remove the plastic bags and tape, and clear the air intakes.
- ▼ Lubricate the pivots, bolts and nuts.
- ▼ Test the brakes before motorcycle operation.
- ▼ Use a dry cloth or chamois leather to absorb water residue. Do not allow water to stand on the motorcycle as this will lead to corrosion.
- ▼ Start the engine and run it for 5 minutes. Make sure that there is adequate ventilation for the exhaust fumes.

## Gloss Paintwork Care

Gloss paintwork should be washed and dried as described previously, then protected using a high quality automotive wax polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

## Matt Paintwork Care

Matt paintwork requires no greater care than that already recommended for gloss paintwork.

- ▼ Do not use any polish or wax on matt paintwork.
- ▼ Do not try and polish out scratches.

## Aluminium Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are aluminium parts not protected by paint or lacquer, and for guidance on how to clean those items.

Use a proprietary brand of aluminium cleaner which does not contain abrasive or caustic elements.

Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.

Warranty claims due to inadequate maintenance will not be allowed.

## 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.

## CLEANING AND STORAGE

### Black Chrome Care

Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

### Exhaust System Care

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fibre components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

The exhaust system must be cool before washing to prevent water spotting.

#### Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

#### Drying

Dry the exhaust system as far as possible with a soft cloth or chamois leather. Do not run the engine to dry the system or spotting will occur.

### Protecting

#### NOTICE

The use of products containing silicone will cause discolouration of the chrome and stainless steel parts and must not be used.

The use of abrasive cleaning products will damage the finish and must not be used.

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

### Seat Care

#### NOTICE

Do not use chemicals or high pressure spray washers to clean the seat.

Using chemicals or high pressure spray washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

## Windscreen Care (if fitted)



### **! WARNING**

Never attempt to clean the windscreen while riding the motorcycle.

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

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

### **NOTICE**

Corrosive chemicals such as battery acid will damage the windscreen. Never allow corrosive chemicals to contact the windscreen.

### **NOTICE**

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, petrol or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windscreen.

Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and clean cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

If the transparency of the windscreen is reduced by scratches or oxidation which cannot be removed, the windscreen must be replaced.

## CLEANING AND STORAGE

### Leather Products Care

It is recommend that the leather products are periodically cleaned with a damp cloth and allowed to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of the product.

The Triumph leather product is a natural product and lack of care can result in damage and permanent wear.

Follow these simple instructions to prolong the life of the leather product:

- ▼ Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean the leather product.
- ▼ Do not immerse the leather product in water.
- ▼ Avoid direct heat from fires and radiators which can dry out and distort the leather.
- ▼ Do not leave the leather product in direct sunlight for prolonged periods of time.
- ▼ Do not dry the leather product by applying direct heat to it at any time.
- ▼ If the leather product does get wet, absorb any excess water with a soft clean cloth then leave the leather product to dry naturally at room temperature.
- ▼ Avoid exposure of the leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
- ▼ If exposure to salt is unavoidable, clean the leather product immediately after each exposure using a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Gently clean any minor marks with a damp cloth then leave the leather product to dry naturally at room temperature.
- ▼ Place the leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

## Storage

### Preparation for Storage

To prepare the motorcycle for storage, do the following:

- ▼ Clean and dry the entire vehicle thoroughly.
- ▼ Fill the fuel tank with the correct grade of unleaded fuel and add a suitable fuel stabiliser (if available), following the fuel stabiliser manufacturer's instructions.

### WARNING

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

Turn the ignition switch off. Do not smoke.

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

- ▼ Remove one of the spark plugs from each cylinder and put several drops (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to 12 Nm.
- ▼ Change the engine oil and filter (see page 161).
- ▼ Check and if necessary correct the tyre pressures (see page 192).
- ▼ Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyres.)
- ▼ Spray rust inhibiting oil (there are a host of products on the market and your authorised Triumph dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- ▼ Make sure the cooling system is filled with a 50% mixture of coolant (noting that D2053 coolant, as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution (see page 164).
- ▼ 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 198).
- ▼ 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.

## CLEANING AND STORAGE

### Preparation after Storage

To prepare the motorcycle to be ridden after storage, do the following:

- ▼ Install the battery (if removed) (see page 201).
- ▼ If the motorcycle has been stored for more than four months, change the engine oil (see page 161).
- ▼ Check all the points listed in the Daily Safety Checks section.
- ▼ Before starting the engine, remove the spark plugs from each cylinder.
- ▼ Put the side stand down.
- ▼ Crank the engine on the starter motor several times until the oil pressure light goes out.
- ▼ Replace the spark plugs, tightening to 12 Nm, and start the engine.
- ▼ Check and if necessary correct the tyre pressures (see page 192).
- ▼ Check and if necessary adjust the drive chain tension (see page 171).
- ▼ 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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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, misused<sup>1</sup>, inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running.

Refer to the battery section of this handbook for details of required battery maintenance.

### The warranty does not cover:

- ▼ Defects caused by incorrect adjustment, repair or modification not authorised by TRIUMPH MOTORCYCLES LIMITED.
- ▼ Defects caused by the use of parts and accessories not authorised by TRIUMPH MOTORCYCLES LIMITED.
- ▼ The cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by TRIUMPH MOTORCYCLES LIMITED.
- ▼ The cost of transportation of the motorcycle to or from the authorised Triumph dealer, or expenses incurred while the motorcycle is unable to be ridden due to warranty repairs.
- ▼ Normal servicing and normal service items, such as spark plugs, oil and air filters are not covered by this warranty. Similarly, items which are expected to wear as part of their normal function such as tyres, bulbs, chains, brake pads and clutch plates are also excluded, unless there is a manufacturing defect.
- ▼ Defects to the front fork oil seals as they are subject to wear and tear, including but not limited to damage caused by stone chips to the inner fork tubes.
- ▼ 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.

<sup>1</sup> 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.

- ▼ 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

## Conditions and Exclusions - America and Canada only

- ▼ The motorcycle must not have been used for competition, misused<sup>2</sup>, inadequately or incorrectly serviced or maintained.
- ▼ The motorcycle must have been serviced as detailed in the manufacturers service maintenance schedule, at the intervals specified in the Owner's Handbook and the service log completed accordingly.
- ▼ The motorcycle battery is warranted for 12 (twelve) months from the original date of purchase of the motorcycle. After this 12 (twelve) month period, the battery is excluded from the terms of this warranty. The battery supplied with the motorcycle must be provided with sufficient charge to replenish that lost by the operation of the starting mechanism and/or the use of electrical equipment whilst the engine is not running.

Refer to the battery section of this handbook for details of required battery maintenance.

### The warranty does not cover:

- ▼ Defects caused by incorrect adjustment, repair or modification not authorised by TRIUMPH MOTORCYCLES 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.
- ▼ 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.

<sup>2</sup> 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.

- ▼ 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

### **WARNING**

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use, otherwise the owner may become subject to penalties under state and local ordinances.

The following warranty applies to the noise control system and is in addition to the general Triumph warranty and the emission control warranty.

Per 40 C.F.R. § 205.173-1, Triumph Motorcycles America Limited, warrants that this exhaust system, at the time of sale, meets all applicable U.S. E.P.A. federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to an authorised Triumph Motorcycles America dealer.

Triumph Motorcycles America Limited warrants to the first, and each subsequent owner, that the vehicle was designed and built so as to conform, at the time of sale, with the regulations of Environment Canada (as tested following F-76 Drive-By test procedure) and, at the time of manufacture, was free from defects in materials and workmanship which would cause the motorcycle not to meet the Environment Canada Standards. This noise control system warranty extends for a period of 1 calendar year or 6,000 kms whichever occurs first from

the date on which the motorcycle was delivered to the first retail purchaser or, in the case of a demonstration motorcycle or company motorcycle, the date on which the company placed the motorcycle in service prior to retail sale.

## Tampering With The Noise Control System Prohibited

**Owners are warned that the law prohibits:**

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Acts which are likely to constitute tampering include the following:

- ▼ Removal or tampering with the mufflers, baffles or header pipes or any other component which conducts exhaust gases.
- ▼ Removal of or puncturing of any part of the air intake system.
- ▼ Failure to carry out maintenance as prescribed in the owner's manual.
- ▼ Replacement of any parts of the exhaust or air intake system with parts other than those specified by Triumph Motorcycles America Limited.

**The following items are not covered by the noise control system warranty:**

- ▼ Failures which arise through misuse, alterations or accident damage.
- ▼ Replacing, removing, or modifications of any part of the noise control system (consisting of the exhaust system and air intake system) with parts not certified to be noise legal for street use.
- ▼ Triumph Motorcycles America Limited and its authorized dealers shall not be liable for loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.
- ▼ Any motorcycle which has had the odometer recorded mileage changed so that the correct mileage of the motorcycle cannot be accurately determined.

# 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](http://www.triumphmotorcycles.co.uk).

### Subsidiary Offices

#### Benelux

Triumph Netherlands

Tel: +31 725 41 0311

Email: [Benelux@Triumph.co.uk](mailto:Benelux@Triumph.co.uk)

#### Brazil

Triumph Motorcycles Brazil Ltda

Tel: +55 11 3010 1010

Email: [sac.triumph@europ-assistance.com.br](mailto:sac.triumph@europ-assistance.com.br)

#### China

British Triumph (Shanghai) Trading Co., Ltd.

Tel: +86 21 6140 9180

Email: [aftersales.china@triumphmotorcycles.com](mailto:aftersales.china@triumphmotorcycles.com)

#### Denmark/Finland/Norway/Sweden

Triumph Motorcycles AB

Tel: +46 8 680 68 00

Fax: +46 8 680 07 85

#### France

Triumph S.A.

Tel: +33 1 64 62 3838

Fax: +33 1 64 80 5828

#### Germany

Triumph Motorrad Deutschland GmbH

Tel: +49 6003 829090

Fax: +49 6003 8290927

#### India

Triumph Motorcycles (India) Private Limited

Tel: 1 800 3000 0051 (toll free)

Email: [customer.care@triumphmotorcycles.in](mailto:customer.care@triumphmotorcycles.in)

#### Italy

Triumph Motorcycles srl

Tel: +39 02 93 454525

Fax: +39 02 93 582575

#### Japan

Triumph Motorcycles Japan K.K.

Tel: +81 3 6453 9810

Fax: +81 3 6453 9811

#### Spain/Portugal

Triumph Motocicletas España, S.L

Tel: +34 91 637 7475

Fax: +34 91 636 1134

#### Thailand

Triumph Thailand

Tel: +66(0)20170333

Fax: +66(0)20170330

#### United Kingdom/Eire

Triumph Motorcycles Ltd

Tel: +44 1455 45 5012

Fax: +44 1455 45 2211

#### USA

Triumph Motorcycles (America) Ltd

Tel: +1 678 854 2010

Fax: +1 678 854 8740

### **Caring for your Motorcycle**

Triumph Motorcycles have taken great care in the selection of materials, plating and painting techniques so as to provide its customers with a quality cosmetic appearance allied to durability. However, motorcycles are often used in hostile environmental conditions and in these circumstances it is essential that the motorcycle is washed, dried and lost lubricity replaced to prevent discolouration particularly of plated and unplated metallic surfaces. Your dealer can provide further information and advice if required. Ultimately the appearance of your motorcycle will very much depend on the care it receives.

For further information in regards to caring for your motorcycle, refer to the Cleaning and Storage section of this Owner's Handbook.

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# SPECIFICATIONS

## Scrambler 1200 X and 1200 XE

### 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](http://www.triumph.co.uk).

| Payload   | Scrambler 1200 X | Scrambler 1200 XE |
|---|------------------|-------------------|
| Maximum payload (rider, passenger, luggage and accessories) | 210 kg           | 210 kg            |

| Engine               | Scrambler 1200 X                               | Scrambler 1200 XE                              |
|----------------------|--|--|
| Engine configuration | Liquid cooled parallel twin, 270° firing angle | Liquid cooled parallel twin, 270° firing angle |
| Displacement         | 1200 cc  | 1200 cc  |
| Bore x stroke        | 97.6 x 80 mm                                   | 97.6 x 80 mm                                   |
| Compression ratio    | 11:1   | 11:1   |
| Cylinder numbering   | Left to right                                  | Left to right                                  |
| Cylinder sequence    | 1-2  | 1-2  |
| Firing order         | 1-2  | 1-2  |
| Starting system      | Electric starter                               | Electric starter                               |

| Lubrication                                  | Scrambler 1200 X | Scrambler 1200 XE |
|--|------------------|-------------------|
| Lubrication system                           | Wet sump         | Wet sump          |
| <b>Engine Oil Capacities:</b>                |                  |                   |
| Oil capacity (dry fill)                      | 3.8 litres       | 3.8 litres        |
| Oil capacity (wet fill including oil filter) | 3.4 litres       | 3.4 litres        |
| Oil capacity (wet fill excluding oil filter) | 3.2 litres       | 3.2 litres        |

| <b>Cooling</b>                 | <b>Scrambler 1200 X</b>                  | <b>Scrambler 1200 XE</b>                 |
|--------------------------------|--|--|
| Coolant type                   | Triumph D2053 OAT coolant (premixed)     | Triumph D2053 OAT coolant (premixed)     |
| Coolant ratio                  | 50/50 (pre-mixed as supplied by Triumph) | 50/50 (pre-mixed as supplied by Triumph) |
| Cooling system capacity        | 1.89 litres                              | 1.89 litres                              |
| Thermostat opening temperature | 75°C +/- 2°C                             | 75°C +/- 2°C                             |

| <b>Fuel System</b>      | <b>Scrambler 1200 X</b>   | <b>Scrambler 1200 XE</b>  |
|-------------------------|---------------------------|---------------------------|
| Fuel injection system   | Electronic fuel injection | Electronic fuel injection |
| Fuel pump type          | Submerged electronic      | Submerged electronic      |
| Fuel pressure (nominal) | 3.5 bar                   | 3.5 bar                   |

| <b>Fuel</b>        | <b>Scrambler 1200 X</b> | <b>Scrambler 1200 XE</b> |
|--------------------|-------------------------|--------------------------|
| Fuel type          | 91 RON unleaded         | 91 RON unleaded          |
| Fuel tank capacity | 16.0 litres             | 16.0 litres              |

| <b>Ignition</b> | <b>Scrambler 1200 X</b> | <b>Scrambler 1200 XE</b> |
|-----------------|-------------------------|--------------------------|
| Ignition system | Digital inductive       | Digital inductive        |
| Spark plug      | NGK LMAR8A-9            | NGK LMAR8A-9             |
| Spark plug gap  | 0.9 mm +0.0/-0.1 mm     | 0.9 mm +0.0/-0.1 mm      |

## SPECIFICATIONS

| Transmission            | Scrambler 1200 X              | Scrambler 1200 XE             |
|-------------------------|-------------------------------|-------------------------------|
| Transmission type       | 6 speed, constant mesh        | 6 speed, constant mesh        |
| Clutch                  | Wet, multiplate               | Wet, multiplate               |
| Final drive chain       | Chain - DID 525V11, 110 Links | Chain - DID 525V11, 114 Links |
| Chain length (20 links) | 319 mm (12.56 in)             | 319 mm (12.56 in)             |
| Primary drive ratio     | 1.26:1 (93/74)                | 1.26:1 (93/74)                |
| Gear ratios - 1st gear  | 3.5:1 (49/14)                 | 3.5:1 (49/14)                 |
| Gear ratios - 2nd gear  | 2.50:1 (45/18)                | 2.50:1 (45/18)                |
| Gear ratios - 3rd gear  | 1.85:1 (37/20)                | 1.85:1 (37/20)                |
| Gear ratios - 4th gear  | 1.45:1 (37/25)                | 1.45:1 (37/25)                |
| Gear ratios - 5th gear  | 1.3:1 (35/27)                 | 1.3:1 (35/27)                 |
| Gear ratios - 6th gear  | 1.17:1 (34/29)                | 1.17:1 (34/29)                |
| Final drive ratio       | 2.75:1 (44/16)                | 2.75:1 (44/16)                |

### 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](http://www.triumph.co.uk).

** WARNING**

The use of mud and snow/dual purpose tyres will result in reduced motorcycle stability.

Always operate a motorcycle equipped with mud and snow/dual purpose tyres at reduced speeds. The permissible maximum speed is 60 mph (100 km/h). This is also shown on a warning sticker on the motorcycle.

Operation of the motorcycle above the permissible maximum speed may lead to loss of motorcycle control which could result in serious injury or death.

** WARNING**

Tyre pressures which have been reduced for off-road riding will impair on-road stability.

Always make sure that the tyre pressures are set as described in the Specifications section for on-road use.

Operation of the motorcycle with incorrect tyre pressures may lead to loss of motorcycle control which could result in serious injury or death.

** WARNING**

Use the recommended tyres **ONLY** in the combinations given.

Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers as this may cause loss of motorcycle control which could result in serious injury or death.

# SPECIFICATIONS

| Tyres                         | Scrambler 1200 X                  | Scrambler 1200 XE                 |
|-------------------------------|-----------------------------------|-----------------------------------|
| <b>Tyre Sizes:</b>            |                                   |                                   |
| Front tyre size               | 90/90-21 54V                      | 90/90-21 54H                      |
| Rear tyre size                | 150/70R17 69V                     | 150/70R17 69V                     |
| <b>Tyre Pressures (Cold):</b> |                                   |                                   |
| Front tyre pressure           | 2.5 bar (36 lbs/in <sup>2</sup> ) | 2.5 bar (36 lbs/in <sup>2</sup> ) |
| Rear tyre pressure            | 2.9 bar (42 lbs/in <sup>2</sup> ) | 2.9 bar (42 lbs/in <sup>2</sup> ) |

| Electrical Equipment       | Scrambler 1200 X     | Scrambler 1200 XE    |
|----------------------------|----------------------|----------------------|
| Battery type               | YTZ10S               | YTZ10S               |
| Battery rating             | 12 Volt, 8.6 Ah      | 12 Volt, 8.6 Ah      |
| Alternator rating          | 18 Amps at 1,000 rpm | 18 Amps at 1,000 rpm |
|                            | 33 Amps at 6,000 rpm | 33 Amps at 6,000 rpm |
| Headlight                  | LED                  | LED                  |
| Rear/brake light           | LED                  | LED                  |
| Direction indicator lights | LED                  | LED                  |
| Licence plate light        | LED                  | LED                  |

| Torque Figures             |        |
|----------------------------|--------|
| Battery Terminals          | 4.5 Nm |
| Chain Adjuster Lock Nuts   | 20 Nm  |
| Chain Guard - Front Fixing | 4 Nm   |
| Chain Guard - Rear Fixing  | 8 Nm   |
| Oil Filter                 | 10 Nm  |
| Spark Plug                 | 12 Nm  |
| Storage Box Front Fixings  | 5 Nm   |
| Storage Box Rear Fixing    | 3 Nm   |
| Sump Plug                  | 25 Nm  |
| Rear Wheel Spindle Nut     | 110 Nm |

| Fluids and Lubricants |  |
|-----------------------|--|
| Bearings and pivots   | Triumph Performance RG2 grease (NLGI 2)  |
| Brake fluid           | Triumph Performance DOT 4 brake fluid  |
| Coolant               | Triumph D2053 OAT coolant (premixed)   |
| Drive chain           | Triumph Performance chain lubricant  |
| Engine oil            | Fully or semi synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA. Triumph Performance fully synthetic engine oil is recommended |

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This section contains approval information that is required to be included in this Owner's Handbook.

## 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](http://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<br>Category-2 Receiver<br>Transmit Bands: 134.2 kHz<br>Class 1 Transmitter Fixed Inductive Loop Coil Antenna  | 287 nW ERP                   | Pektron<br>Alfreton Road,<br>Derby, DE21 4AP<br>UK |
| Keyless Control Unit   | Receive Bands: 433.92 MHz, 134.2 kHz<br>Category-2 Receiver<br>Transmit Bands: 134.2 kHz<br>Class 1 Transmitter Fixed Inductive Loop Coil Antenna  | 6.28 uW ERP                  |  |
| Keyless Control Unit 2 | Receive Bands: 433.92 MHz, 134.2 kHz<br>Category-2 Receiver<br>Transmit Bands: 134.2 kHz<br>Class 1 Transmitter Fixed Inductive Loop Coil Antennas | 3.01 uW ERP                  |  |
| Keyless System Key Fob | Receive Bands: 134.2 kHz<br>Category-2 Receiver<br>Transmit Bands: 433.92 MHz, 134.2 kHz<br>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<br>Transmit Bands: 120.9 KHz to 131.3 KHz | 5dBµA/m @ 10m                | LDL Technology<br>Parc Technologique Du Canal,<br>3 Rue Giotto,                                       |
| Tyre Pressure Monitoring System (TPMS)                   | Receive Bands: None<br>Transmit Bands: 433.97 MHz to 433.87 MHz              | 0.063 mW                     | 31520 Ramonville Saint-Agne,<br>France  |
| Triumph Accessory Alarm System ECU                       | Receive Bands: 433.92 MHz<br>Transmit Bands: None                            | N/A                          |   |
| Triumph Accessory Alarm System Remote/Key Fob            | Receive Bands: None<br>Transmit Bands: 433.92 MHz                            | 10 mW ERP                    | Scorpion Automotive Ltd<br>Drumhead Road,<br>Chorley North Business Park,<br>Chorley, PR6 7DE<br>UK   |
| Accessory Alarm System ECU - Triumph Protect+            | Receive Bands: 433.92 MHz<br>Transmit Bands: None                            | N/A                          |   |
| Accessory Alarm System Remote/Key Fob - Triumph Protect+ | Receive Bands: None<br>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<br>Viale dell'Industria,<br>12 26845 Codogno (LO)<br>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<br>10 25024 Leno (BS)<br>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<br>Peter-Dornier-Strasse 10,<br>88131 Lindau,<br>Germany |

## **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.