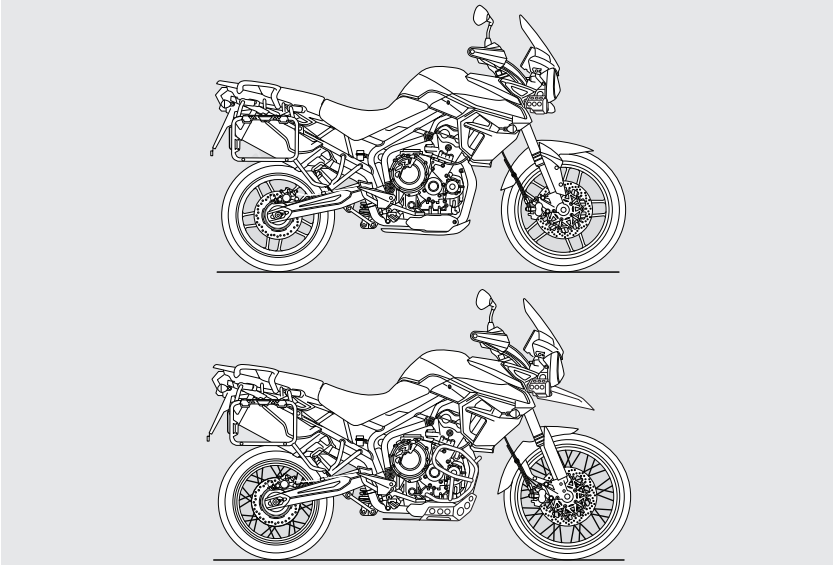
Owner's Handbook

Tiger XR and Tiger XC - All Models



Tiger XRT and Tiger XCA Shown

This handbook contains information on the Triumph Tiger XR, Tiger XRX, Tiger XRX-LRH (Low Ride Height), Tiger XRT, Tiger XC, Tiger XCX, Tiger XCX-LRH (Low Ride Height) and Tiger XCA motorcycles. Always store this Owner's Handbook with the motorcycle and refer to it for information whenever necessary.

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

Publication part number 3855486-US issue 1.

Table of Contents

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

FOREWORD

Owner's Handbook

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 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 a safety course approved by the Motorcycle Safety Foundation to ensure safe operation of this motorcycle. Information about the nearest Motorcycle Safety Foundation course to you can be obtained by calling the following nationwide toll free number: 800-447-4700, or by writing to the Motorcycle Safety Foundation at: 2, Jenner Street, Irvine, California 92718. To ensure a long and trouble free life for your motorcycle, maintenance should be carried out as described in this manual by an authorized Triumph dealer.

An electronic version of this Owner's Handbook is available to download on the internet at www.triumph.co.uk.

This handbook is also available from your local dealer in:

- Brazilian
- Dutch
- French
- German
- Italian
- Japanese
- Spanish
- Swedish.

Warning

This Owner's Handbook, and all other instructions 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 this Owner's Handbook and all other instructions 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 can lead to an accident.

Foreword

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 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.

Warnings, Cautions and Notes

Throughout this Owner's Handbook particularly important information is presented in the following form:

Warning

This warning symbol identifies special instructions or procedures, which if not correctly followed could result in personal injury, or loss of life.

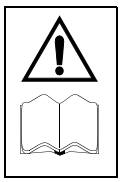
Caution

This caution symbol identifies special instructions or procedures, which, if not strictly observed, could result in damage to, or destruction of, equipment.

Note:

- **This note symbol indicates points of particular interest for more efficient and convenient operation.**

Warning Labels



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

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

See page 14 for the location of all labels bearing this symbol. 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 an authorized Triumph dealer. Only an authorized Triumph dealer will have the necessary knowledge, equipment and skills to maintain your Triumph motorcycle correctly.

To locate your nearest Triumph dealer, visit the Triumph web site at www.triumph.co.uk or telephone Triumph Motorcycles America Limited on (678) 854 2010.

Off-road Use

The Tiger XR, Tiger XRx, Tiger XRx-LRH (Low Ride Height), Tiger XRt, Tiger XC, Tiger XCx, Tiger XCx-LRH (Low Ride Height) and Tiger XCa are designed for on-road and light off-road use. Light off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

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

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.

Immobilizer and Tire Pressure Monitoring System

This device complies with part 15 of the FCC Rules.

Operation 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.

Tires

With reference to the Pneumatic Tires and Tubes for Automotive Vehicles (Quality Control) Order, 2009, Cl. No. 3 (c), it is declared by M/s. Triumph Motorcycles Ltd. that the tires mounted on this motorcycle meet the requirements of IS 15627: 2005 and comply with the requirements under Central Motor Vehicle Rules (CMVR), 1989.

Tiger XRx-LRH and Tiger XCx-LRH (Low Ride Height) Models

Unless stated otherwise, the information, instructions, and specifications for Tiger XRx-LRH and Tiger XCx-LRH models are identical to those detailed in this Owner's Handbook for the Tiger XRx and Tiger XCx standard ride height models.

FOREWORD – SAFETY FIRST

The Motorcycle

Warning

The Tiger XR, Tiger XRx, Tiger XRx-LRH (Low Ride Height), Tiger XRt, Tiger XC, Tiger XCx, Tiger XCx-LRH (Low Ride Height) and Tiger XCa are designed for on-road and light off-road use. Light off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

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

Extreme off-road use could lead to loss of motorcycle control and an accident.

Warning

Tiger XRx-LRH and Tiger XCx-LRH (Low Ride Height) Models

The Tiger XRx-LRH and Tiger XCx-LRH (Low Ride Height) motorcycles are equipped with lowered suspension and have reduced ground clearance.

As a result, the cornering banking angles that can be achieved by the Tiger XRx-LRH and Tiger XCx-LRH are reduced, when compared with the standard ride height Tiger XRx and Tiger XCx models.

When riding, bear in mind that your motorcycle's ground clearance is limited. Operate your motorcycle in an area free from traffic to gain familiarity with the motorcycle's ground clearance and bank angle limitations.

Banking to an unsafe angle or unexpected contact with the ground may cause instability, loss of motorcycle control and an accident.

Warning

This motorcycle is not designed to tow a trailer or be installed with a sidecar. Installing a sidecar and/or a trailer may result in loss of control and an accident.

Warning

This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his/her own, or a rider and one passenger.

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of:

Tiger XR – 489 lb (222 kg)

Tiger XRx – 483 lb (219 kg)

Tiger XRx-LRH - 308 lb (140 kg)

Tiger XRt - 469 lb (213 kg)

Tiger XC – 485 lb (220 kg)

Tiger XCx – 478 lb (217 kg)

Tiger XCx-LRH - 487 lb (221 kg

Tiger XCa - 463 lb (210 kg).

Warning

This motorcycle is installed with a catalytic converter below the engine, which along with the exhaust system reaches a very high temperature during engine operation. Flammable materials such as grass, hay/straw, leaves, clothing and luggage etc. could ignite if allowed to come into contact with any part of the exhaust system and catalytic converter; always ensure flammable materials are not allowed to contact the exhaust system or catalytic converter.

Fuel and Exhaust Fumes

Warning

GASOLINE IS HIGHLY FLAMMABLE:

Always turn off the engine when refueling.

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 gasoline on the engine, exhaust pipes or mufflers when refueling.

If gasoline 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 gasoline should immediately be removed.

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

Warning

Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Helmet and Clothing

Warning

When riding the motorcycle, both rider and passenger must always wear a motorcycle helmet, eye protection, gloves, boots, trousers (close fitting around the knee and ankle) and a brightly colored jacket. Brightly colored 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 injury when riding.

Warning

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 colored 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.


cbma

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

Riding

Warning

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 of motorcycle and may lead to loss of control and an accident.

Warning

All riders must be licensed to operate the motorcycle. Operation of the motorcycle without a license is illegal and could lead to prosecution.

Operation of the motorcycle without formal training in the correct riding techniques that are necessary to become licensed is dangerous and may lead to loss of motorcycle control and an accident.

Warning

Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword. Remember, in an accident, a motorcycle does not give the same impact protection as a car.

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in potentially hazardous driving conditions such as bad weather or heavy traffic.

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 cause an accident. 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.

Warning

Ensure that you know and respect the rules of the road. Read and observe publications such as 'MOTORCYCLE SAFETY', 'YOU AND YOUR MOTORCYCLE, RIDING TIPS' and also read and become familiar with the contents of the MOTORCYCLE HANDBOOK for your state.

Caution

This Triumph motorcycle is not equipped with spark arresters. Operation in forests, brush or grass areas may violate state and local laws and regulations.

Wobble/Weave

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

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

Handlebars and Footrests

Warning

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

The handling and stability of a motorcycle will be adversely affected if the rider removes his hands from the handlebars, resulting in loss of motorcycle control and an accident.

Warning

The rider and passenger must always use the footrests provided, during operation of the vehicle.

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.

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, tire condition and weather.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Warning

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

The bank angle indicators have reached the maximum wear limit and should be replaced when they have worn down to a length of:

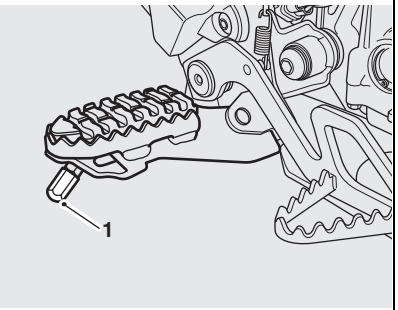
- 20 mm - All models except Tiger XCA
- 25 mm - Tiger XCA only.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Warning

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

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.



1. Bank angle indicator

Parking

Warning

Always turn 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 unauthorized 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 and exhaust system 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, please refer to the How to Ride the Motorcycle section of this Owner's Handbook.

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 and are installed by an authorized Triumph dealer.

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

The installation of non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspects of the motorcycle operation which may result in loss of motorcycle control and an accident.

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

Maintenance/Equipment

Warning

Consult your authorized Triumph dealer whenever there is doubt as to the correct or safe operation of this Triumph motorcycle.

Remember that continued operation of an incorrectly performing motorcycle may aggravate a fault and may also compromise safety.

Warning

Ensure all equipment that is required by law is installed and functioning correctly. The removal or alteration of the motorcycle's lights, mufflers, emission or noise control systems can violate the law. Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation, which may result in loss of motorcycle control and an accident.

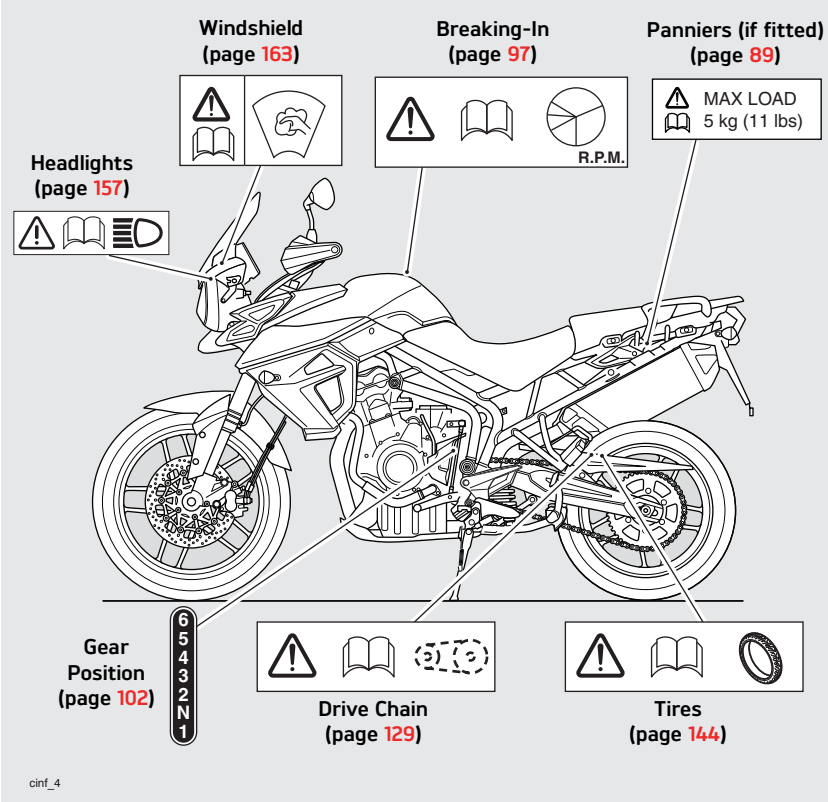
Warning

If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorized Triumph dealer for inspection and repair. Any accident can cause damage to the motorcycle that, if not correctly repaired, may cause a second accident.

WARNING LABELS

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

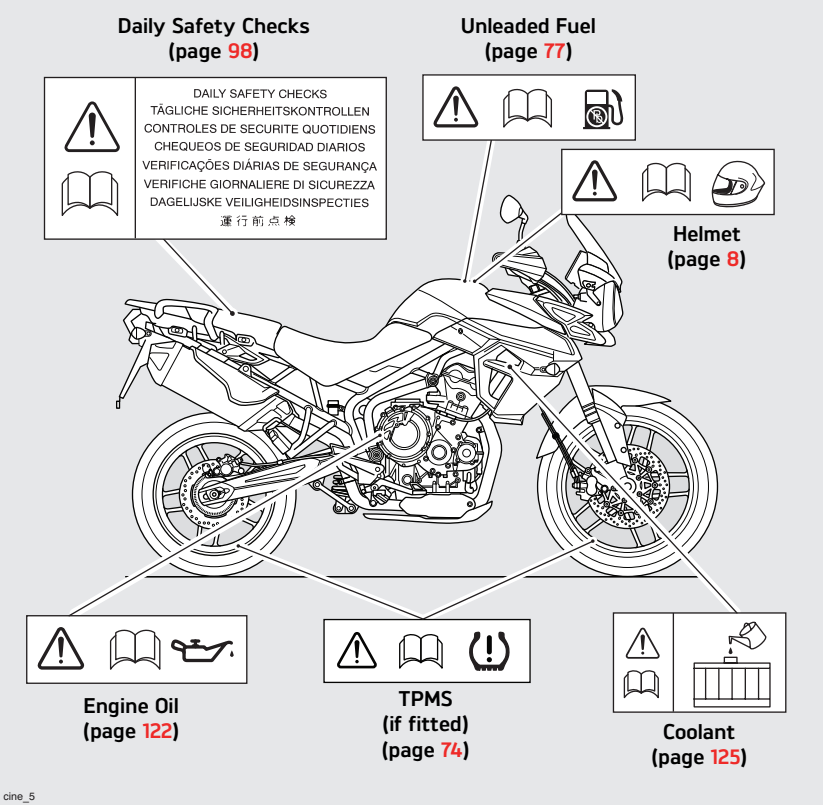
Warning Label Locations – Tiger XRx and Tiger XCx



Warning Label Locations – Tiger XRx and Tiger XCx (continued)

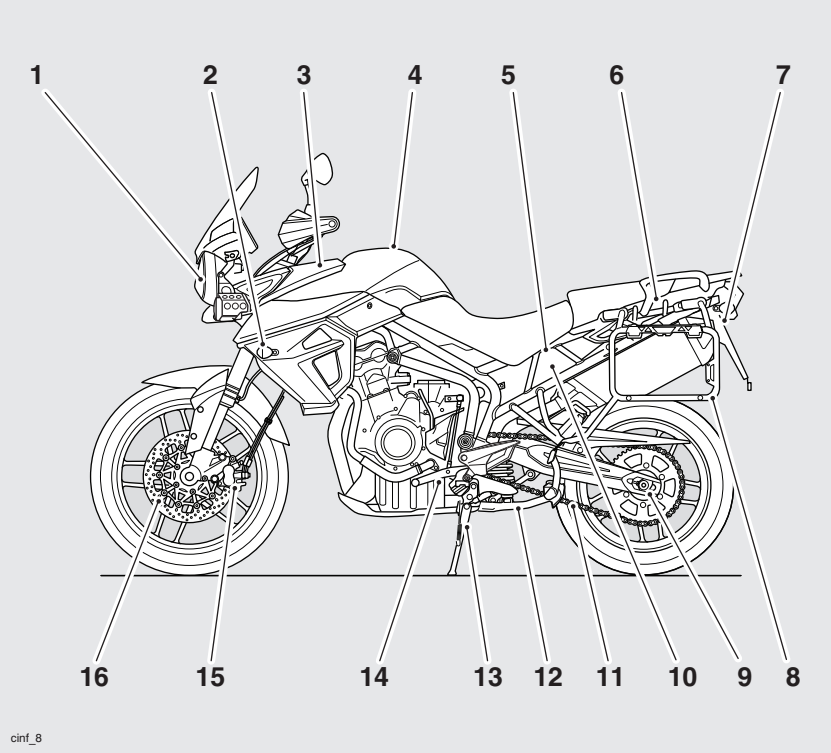
Caution

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



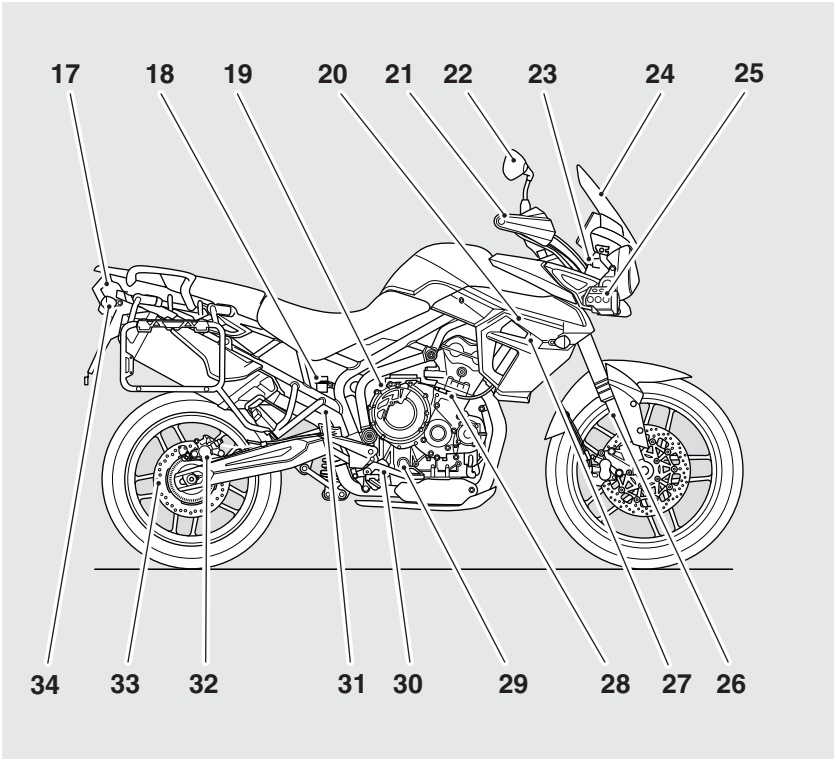
PARTS IDENTIFICATION

Tiger XR - All Models



1. Headlight
2. Front turn signal
3. Electrical accessory socket
4. Fuel tank and fuel filler cap
5. Battery and fuse boxes
6. Tool kit/Accessory U-lock storage location
7. Seat lock
8. Pannier mounting rails (if fitted)
9. Rear wheel adjuster
10. Electrical accessory socket(s) (if fitted)
11. Drive chain
12. Center stand (if fitted)
13. Side stand
14. Gear shift pedal
15. Front brake caliper
16. Front brake disc

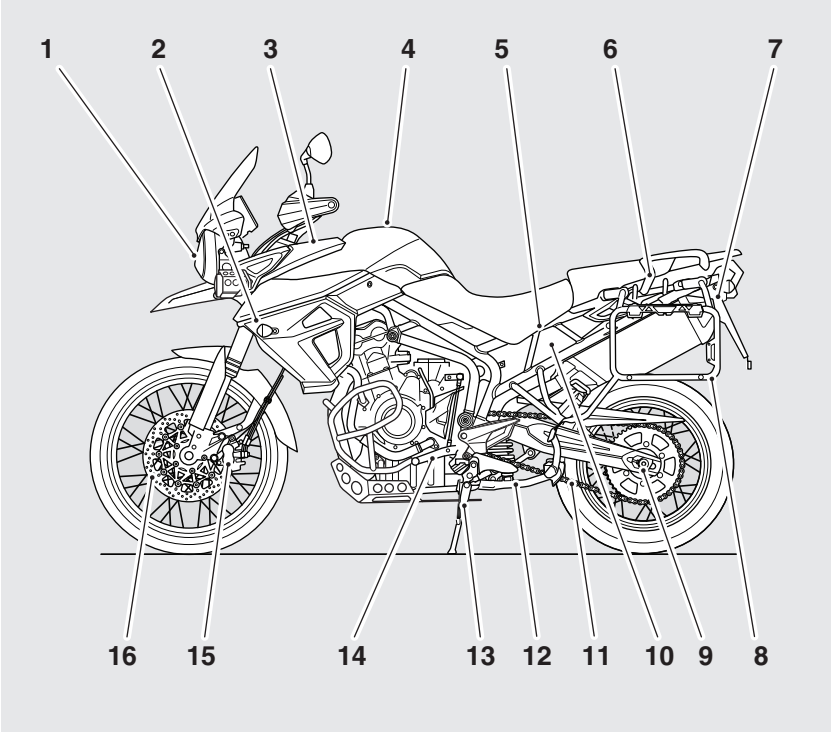
Tiger XR - All Models (continued)



17. Brake/tail light
18. Rear brake fluid reservoir
19. Oil filler cap
20. Coolant expansion tank
21. Handguards (if fitted)
22. Mirror
23. Headlight adjuster
24. Windshield
25. Fog light
26. Front fork
27. Radiator/Coolant pressure cap
28. Clutch cable
29. Engine oil level sight glass
30. Rear brake pedal
31. Rear suspension spring preload adjuster
32. Rear brake caliper
33. Rear brake disc
34. Rear turn signal

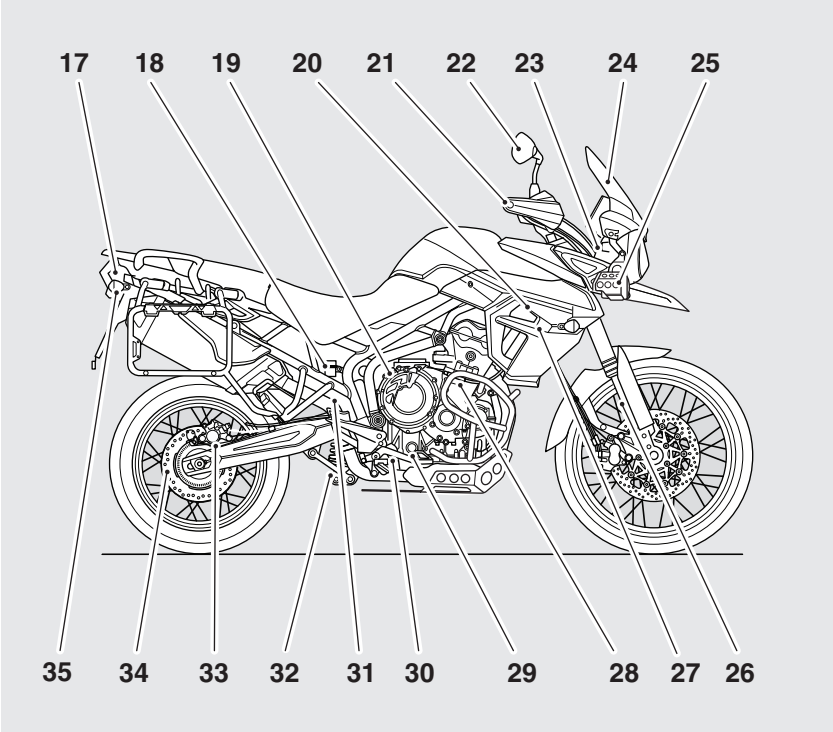
Parts Identification

Tiger XC - All Models



1. Headlight
2. Front turn signal
3. Electrical accessory socket
4. Fuel tank and fuel filler cap
5. Battery and fuse boxes
6. Tool kit/Accessory U-lock storage location
7. Seat lock
8. Pannier mounting rails (if fitted)
9. Rear wheel adjuster
10. Electrical accessory socket(s) (if fitted)
11. Drive chain
12. Center stand (if fitted)
13. Side stand
14. Gear shift pedal
15. Front brake caliper
16. Front brake disc

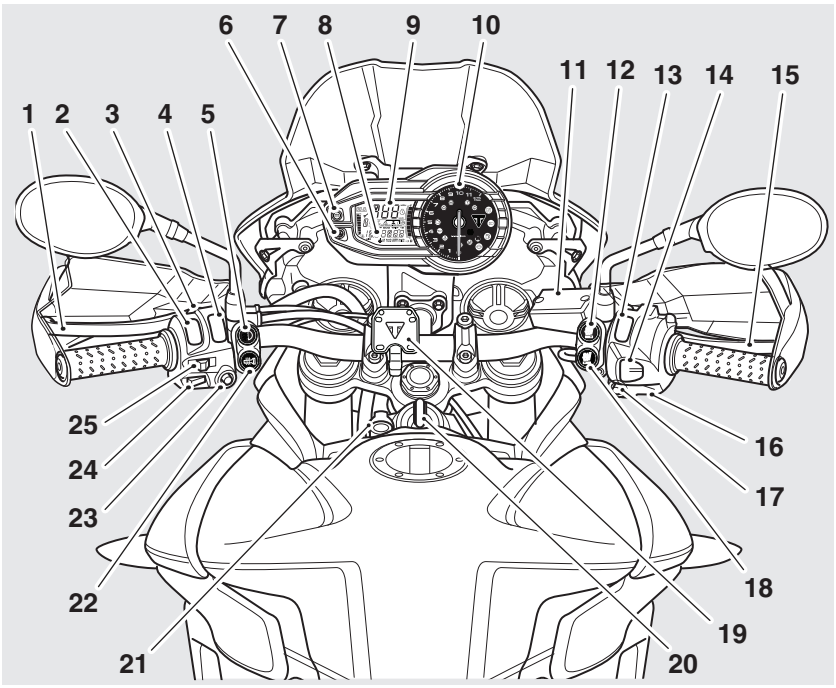
Tiger XC - All Models (continued)



17. Brake/tail light
18. Rear brake fluid reservoir
19. Oil filler cap
20. Coolant expansion tank
21. Handguards (if fitted)
22. Mirror
23. Headlight adjuster
24. Windshield
25. Fog light
26. Front fork
27. Radiator/Coolant pressure cap
28. Clutch cable
29. Engine oil level sight glass
30. Rear brake pedal
31. Rear suspension rebound damping adjuster
32. Rear suspension preload adjuster
33. Rear brake caliper
34. Rear brake disc
35. Rear turn signal

Parts Identification

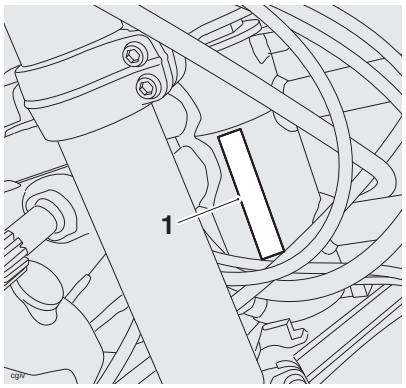
All Models (Tiger XCA shown)



1. Clutch lever
2. Headlight dimmer switch
3. Passing button
4. Instrument SCROLL button
5. Fog light switch (if fitted)
6. Hazard warning light button
7. HOME/MODE button
8. Trip computer display
9. Speedometer
10. Tachometer
11. Front brake fluid reservoir
12. Rider's heated seat switch (if fitted)
13. Engine stop switch
14. Cruise control adjust button (if fitted)
15. Front brake lever
16. Starter button
17. Cruise control ON/OFF button (if fitted)
18. Passenger's heated seat switch (if fitted)
19. Satellite navigation mounting bracket (if fitted)
20. Ignition switch
21. Electrical accessory socket
22. Heated grips switch (if fitted)
23. Instrument SET button
24. Horn button
25. Turn signal switch

SERIAL NUMBERS

Vehicle Identification Number (VIN)

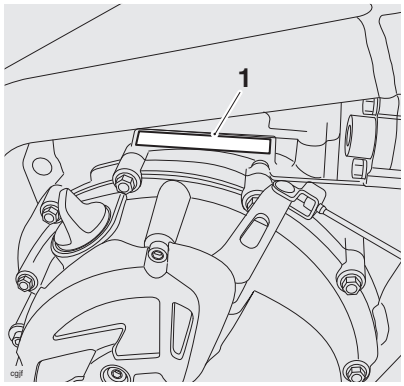


1. VIN number

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

Record the vehicle identification number in the space provided below.

Engine Serial Number



1. Engine serial number

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

Record the engine serial number in the space provided below.

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GENERAL INFORMATION

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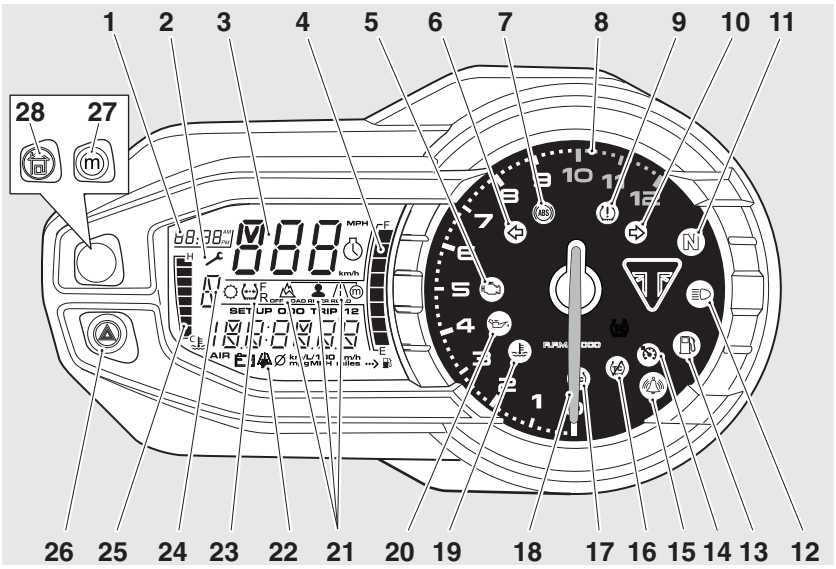
General Information

Instrument Panel Layout



1. Clock
2. Service interval indicator
3. Speedometer
4. Fuel gauge
5. Engine management malfunction indicator light
6. Left hand turn signal light
7. ABS warning light
8. Tachometer red zone
9. Tire pressure warning light (if equipped with Tire Pressure Monitoring System (TPMS)
10. Right hand turn signal light
11. Neutral indicator light
12. High beam indicator light
13. Low fuel level indicator light
14. Cruise control light (all models except Tiger XR and Tiger XC)
15. Alarm/immobilizer status indicator light (alarm is an accessory kit)
16. Traction control disabled warning light
17. Traction control indicator light
18. Tachometer
19. High coolant temperature warning light
20. Low oil pressure warning light
21. Riding modes (all models except Tiger XR and Tiger XC)
22. Frost symbol
23. Tire pressure display (if equipped with Tire Pressure Monitoring System (TPMS)
24. Selected gear
25. Coolant temperature gauge
26. Hazard warning lights button
27. MODE button (all models except Tiger XR and Tiger XC)
28. HOME button (Tiger XR and Tiger XC only)

Warning Lights

Note:

- **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).**

Turn Signal

When the turn signal switch is pushed to the left or right, the turn signal indicator light will flash on and off at the same speed as the turn signals.

Neutral

The neutral warning light indicates when the transmission is in neutral (no gear selected). The warning light will illuminate when the transmission is in neutral with the ignition switch in the ON position.

High Beam

When the ignition is switched on and the headlight dimmer switch is set to high beam, the high beam warning light will illuminate.

Low Fuel

The low fuel indicator will illuminate when there are approximately 1.1 US gallons (4.0 liters) of fuel remaining in the tank.

Cruise Control Light (All Models Except Tiger XR and Tiger XC)

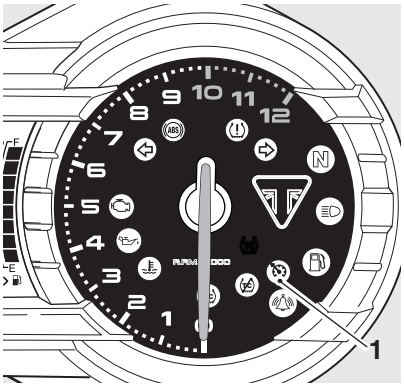
The cruise control can only be activated when the motorcycle is traveling at a speed between 30 to 100 mph (48 to 160 km/h) and is in 4th gear or higher. When activated, the cruise control light in the tachometer will be illuminated (see page 59).

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.

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.



1. **Cruise control light**

ABS (Anti-Lock Brake System) 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.

Note:

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

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

- ABS is switched off – the warning light will remain illuminated.
- ABS is set to Of Road – the warning light will flash slowly.

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

Warning

If the ABS is not functioning, 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. Contact an authorized 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.

For details on how to select different ABS settings see:

- Riding Modes on page 49 for all models except Tiger XR and Tiger XC.
- ABS Disable on page 45 for Tiger XR and Tiger XC models only.

See also Braking on page 103.

Alarm/Immobilizer Indicator Light

This Triumph model is equipped with an engine immobilizer which is activated when the ignition switch is turned to the OFF position. If the motorcycle is equipped with a Genuine Triumph Accessory alarm, the immobilizer will operate as normal but the alarm/immobilizer light will operate as described below.

Equipped With Alarm

The alarm/immobilizer light will only illuminate when the conditions described in the Genuine Triumph Accessory alarm instructions are met.

Without Alarm

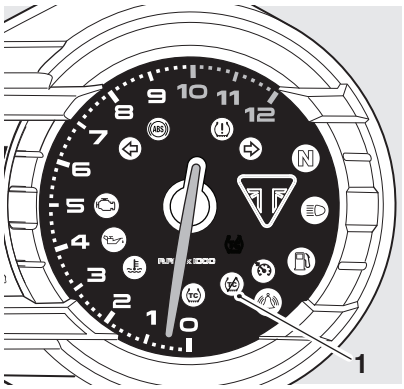
When the ignition switch is turned to the OFF position, the alarm/immobilizer light will flash on and off for 24 hours to show that the engine immobilizer is on. When the ignition switch is turned to the ON position the immobilizer and the indicator light will be off.

If the indicator light remains on it indicates that the immobilizer has a malfunction that requires investigation. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Triumph Traction Control (TTC) Disabled Warning Light

The TTC disabled warning light should not illuminate unless there is a fault, or TTC is switched off.

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



1. **Traction control disabled warning light**

For details on how to select different TTC settings see:

- Riding Modes on page 49 for all models except Tiger XR and Tiger XC.
- TTC Disable on page 44 for Tiger XR and Tiger XC models only.

Triumph Traction Control (TTC) Indicator Light

The TTC 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.

TTC Indicator Light Operation:

TTC Switched On (Road Setting):

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

TTC Switched ON (Off Road Setting) - Tiger XRx, Tiger XRt, Tiger XCx and Tiger XCa only:

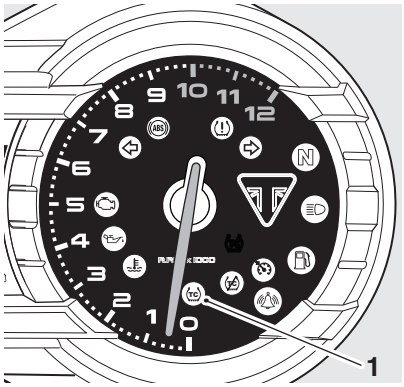
- Under normal riding conditions, the indicator light will flash slowly to indicate that the TTC system is set to Off Road.
- The TTC indicator light will flash rapidly when the traction control system is working to limit rear wheel slip during periods of hard acceleration or under wet or slippery road conditions.

TTC Switched Off:

- The indicator light will not illuminate. Instead the TTC disabled warning light will be illuminated (see page 30).

Note:

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



1. Traction control indicator light

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. Contact an authorized Triumph dealer as soon as possible to have the fault checked.

Hard acceleration and cornering in this situation may cause the rear wheel to spin resulting in loss of motorcycle control and an accident.

Engine Management System Malfunction Indicator Light (MIL)

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

If the MIL becomes illuminated when the engine is running, this indicates that a fault has occurred in one or more of the systems controlled by the engine management system. In such circumstances, the engine management system will 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 MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of motorcycle control and an accident. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Note:

- **If the MIL flashes when the ignition is switched on, contact an authorized Triumph dealer as soon as possible to have the situation rectified. In these circumstances the engine will not start.**

High Coolant Temperature Warning Light

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

Caution

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.

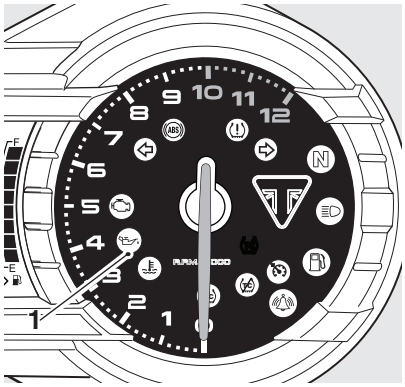
Low Oil Pressure Warning Light

With the engine running, if the engine oil pressure becomes dangerously low, the low oil pressure warning light in the tachometer will illuminate.

Caution

Stop the engine immediately if the low oil pressure 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 low oil pressure warning light is illuminated.



1. Low oil pressure warning light

The low oil pressure warning light in the tachometer will illuminate if the ignition is switched on without running the engine.

Tire Pressure Warning Light (if equipped)

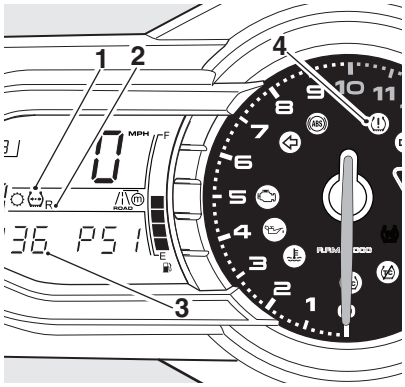
Note:

- **TPMS is fitted as standard on Tiger XRT models and is available as an accessory option on all other Tiger XR modes.**
- **TPMS is not available on Tiger XC model variants.**

The tire pressure warning light works in conjunction with the tire pressure monitoring system (see page 76).

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

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



1. TPMS symbol
2. Rear tire, identified
3. Tire pressure
4. Tire pressure warning light

The tire pressure at which the warning light illuminates is temperature compensated to 68°F (20°C) but the numeric pressure display associated with it is not (see page 146). Even if the numeric display seems at or close to the standard tire pressure when the warning light is on, a low tire pressure is indicated and a puncture is the most likely cause.

Warning

Stop the motorcycle if the tire pressure warning light illuminates. Do not ride the motorcycle until the tires have been checked and the tire pressures are at their recommended pressure when cold.

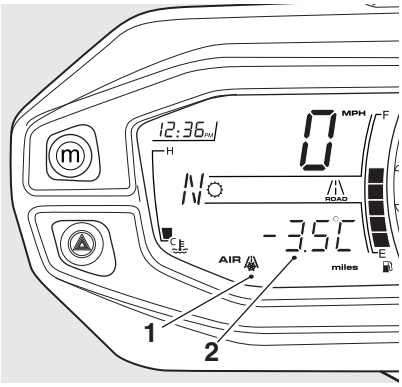
Frost Symbol

The frost symbol will illuminate If the ambient air temperature is 39°F (4°C) or lower.

The ambient air temperature is displayed for four seconds upon illumination of the frost symbol. The display will then revert back to the previous screen.

The frost symbol will remain illuminated until the temperature rises to 42°F (6°C).

The temperature display can be turned off by pressing either the SET or SCROLL buttons on the left hand switch housing. The previous screen will be displayed with the frost symbol illuminated until the temperature rises to 42°F (6°C).



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

Warning

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

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

Excess speed, hard acceleration, heavy braking or hard cornering when roads are slippery may result in loss of motorcycle control and an accident.

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

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

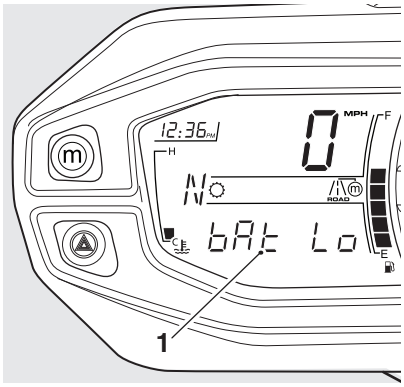
Low Battery Warning

If items such as the heated grips and accessory fog lights are installed and are on with the engine at idle, over a period of time, the battery voltage may drop below a predetermined voltage and bAt Lo will be visible in the display screen.

The display will remain on until one of the following conditions is met:

- The charging system has charged the battery
- Either the SCROLL or SET buttons on the left hand switch housing has been pressed
- The ignition switch has been turned to the OFF position.

If necessary have the battery and charging system checked by your authorized Triumph dealer.



1. **Display screen**

Speedometer and Odometer

The digital speedometer indicates the road speed of the motorcycle. The read-out displays the motorcycle road speed in increments of one mile (or kilometer) per hour.

The electronic odometer and two trip meters are available to view in the display screen. For details of the operation of the odometer and trip meters see page 39.

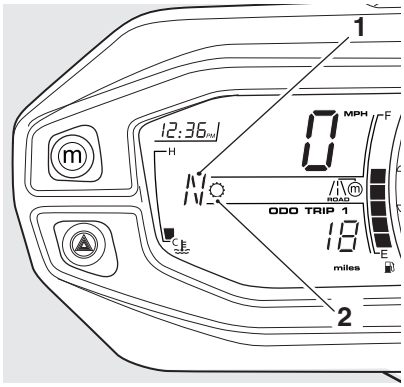
Tachometer

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 rpm (r/min) in the red zone is above maximum recommended engine speed and is also above the range for best performance.

⚠ Caution

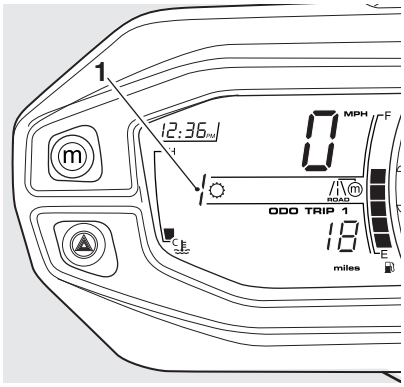
Never allow engine rpm to enter the red zone as severe engine damage may result.

Gear Position Display



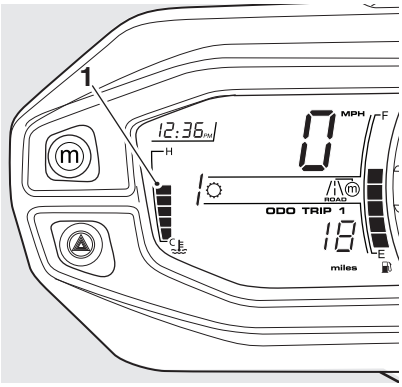
1. **Gear position display (neutral position displayed)**
2. **Gear position symbol**

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 (first gear shown)**

Coolant Temperature Gauge



1. Coolant temperature gauge

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

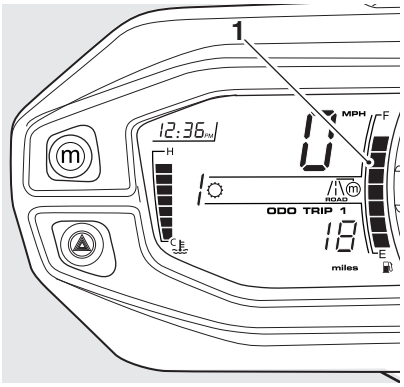
When the ignition is switched on, all eight bars of the display will be shown. When the engine is started from cold the display will show one bar. As the temperature increases more bars in the display will be shown. When the engine is started from hot the display will show the relevant number of bars, dependant on engine temperature.

The normal temperature range is between four and six bars. If the coolant temperature becomes too high the display will show eight bars and will start to flash. The high coolant temperature light in the tachometer will also be illuminated.

Caution

Do not continue to run the engine if either of the high temperature warnings are displayed as severe engine damage may result.

Fuel Gauge



1. Fuel gauge

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

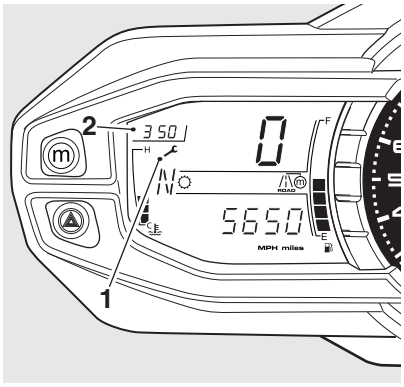
With the ignition switched on, the number of bars shown in the display indicates the level of fuel.

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

When two bars are displayed the low fuel warning light will illuminate, five seconds later the display screen will switch to the Range to Empty display (see page 41). This indicates there are approximately 1.1 US gallons (4.0 liters) of fuel remaining in the tank and you should refuel at the earliest opportunity.

After refueling, 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.

Service Interval Indicator



1. Service indicator
2. Remaining distance

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, the display will briefly show the distance remaining before the next service. If the service is overdue, the distance will be displayed as a negative number.

When the service has been carried out by your authorized Triumph dealer, the system will be reset.

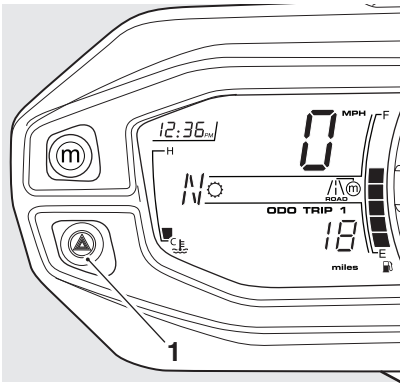
When the remaining distance is 0 miles (0 km) the service symbol will remain on until the service has been carried out and the system has been reset by your authorized Triumph dealer. If the service is overdue, the distance will be displayed as a negative number.

Hazard Warning Lights

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

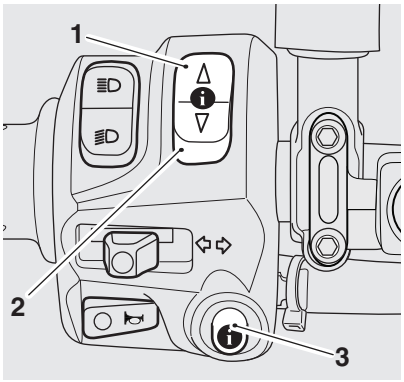
The ignition must be switched ON for the hazard warning lights to function.

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



1. Hazard warning light switch

Trip Computer

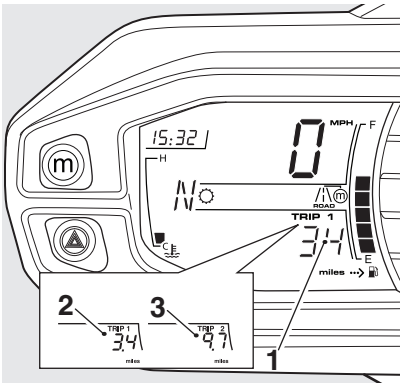


1. SCROLL button, up
2. SCROLL button, down
3. SET button

To access the trip computer information, press and release the SET button on the left hand switch housing until the desired display is visible. The display will cycle through in the following order:

- Trip Meter 1
- Trip Meter 2
- Information
- Setup.

Trip Meters



1. **Trip meter display**
2. **Trip meter 1 display**
3. **Trip meter 2 display**

Press and release the SET button on the left hand switch housing until the desired trip meter is visible.

Note:

- **The journey time, average fuel consumption and average speed displays are not available on Tiger XR and Tiger XC models.**

Press and release the SCROLL button on the left hand switch housing. The display will cycle through in the following order:

- Trip distance
- Trip time
- Average fuel consumption
- Average speed.

Each display provides the following information:

Trip Distance

The total trip distance travelled since the trip meter was last reset to zero.

Trip Time

The total time elapsed since the trip meter was last reset to zero.

Average Fuel Consumption

An indication of the average fuel consumption since the trip meter was last reset to zero. After being reset the display will show dashes until 0.1 miles/km has been covered.

Average Speed

The average speed is calculated from when the trip computer was last reset to zero. After being reset the display will show dashes until one mile/km has been covered.

Trip Meter Reset

To reset either of the trip meters, select and display the trip meter to be zeroed then press and hold the SET button for two seconds. After two seconds, all items within the selected trip meter will reset to zero.

Information Menu

To access the information menu, turn the ignition to the ON position. Press and release the SET button on the left hand switch housing until InFo appears in the display screen.

Note:

- **InFo will appear in the display screen for 0.5 seconds to indicate that the information menu has been selected. The display screen will then change to display one of the items listed below.**
- **The cruise set speed, range to empty and instantaneous fuel consumption displays are not available on Tiger XR and Tiger XC models.**

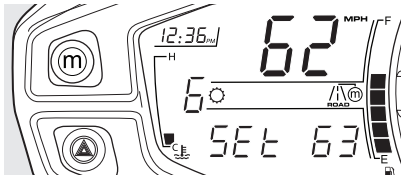
Press and release the SCROLL button on the left hand switch housing. The display will scroll through the information menu in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

- Cruise set speed
- Range to empty
- Ambient air temperature
- Odometer
- Front tire pressure (if TPMS is installed and activated, see page 74)
- Rear tire pressure (if TPMS is installed and activated, see page 74)
- Instantaneous fuel consumption.

Each display provides the following information:

Cruise Set Speed

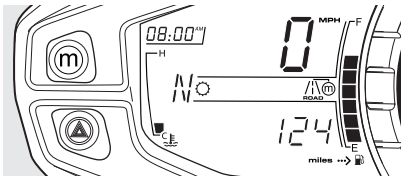
If the cruise control is activated, this display will show the road speed set for cruise control. If the cruise control is not activated, SEt--- will be visible in the display area.



Cruise Set Speed

Range to Empty

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

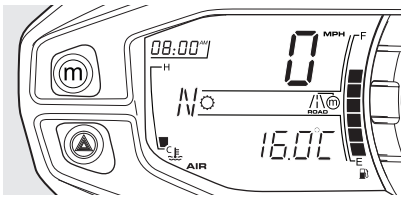


Range to Empty

Ambient Air Temperature

The current ambient air temperature is displayed in °C or °F.

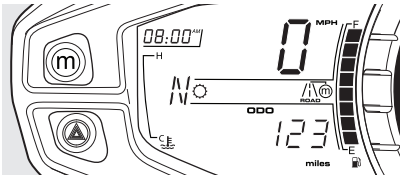
To change the temperature from °C or °F, see Changing Units on page 48.



Ambient Air Temperature

Odometer

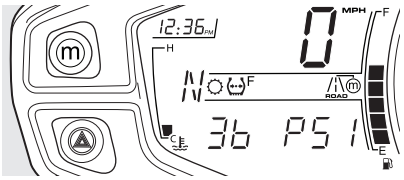
Shows the total distance that the motorcycle has travelled.



Odometer

Front and Rear Tire pressures (if TPMS is installed and activated, see page 74)

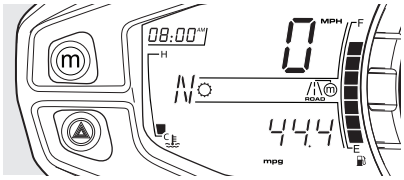
The front and rear tire pressures are displayed.



Front Tire Pressure Shown

Instantaneous Fuel Consumption

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



Instantaneous Fuel Consumption

Warning

When the motorcycle is in motion, only attempt to switch between the information and trip meter display modes or reset the trip meter 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 observe this important warning could lead to loss of motorcycle control and an accident.

To exit the information menu, press and release the SET button until the desired trip meter is displayed.

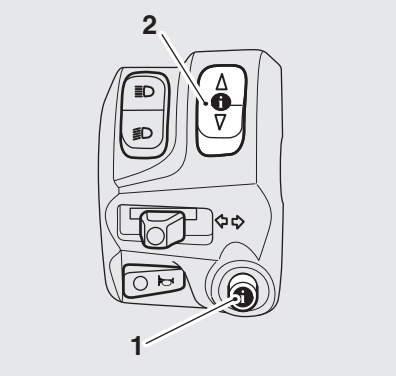
Setup Menu

To access the setup menu; with the motorcycle stationary and in neutral:

- Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until the chosen menu item is visible.

Pressing the SET button allows the displayed menu item to be edited.



1. **SET button**
2. **SCROLL button**

The display will scroll through the menu in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

All Models Except Tiger XR and Tiger XC

- RIdER – RIDER Mode Setup
- t-SEt – Clock Adjustment
- Ind – Auto - Self-canceling Turn Signals
- SIA – Service Interval Announcement
- UnitS – Changing Units (imperial, metric or US)
- Return – Returns the instruments to the main display.

Tiger XR and Tiger XC Only

- ttc - Triumph Traction Control (TTC) settings
- AbS - Antilock Braking System (ABS) settings.
- t-SEt - Clock Adjustment
- SIA - Service Interval Announcement
- UnitS - Changing Units (imperial, metric or US).

Each menu item can be edited as follows:

RIdER (All Models Except Tiger XR and Tiger XC)

This menu allows the rider to select from the various MAP, ABS and TTC options that are available within the RIDER Mode. For more information, refer to the following sections:

- Riding Modes (see page 49)
- RIDER Mode (see page 51)
- Setting the RIDER Mode options (see page 56).

Triumph Traction Control (TTC) Disable (Tiger XR and Tiger XC only)

It is possible to temporarily disable the TTC system. The TTC system cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

Warning

Do not attempt to adjust the traction control settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

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, and may result in loss of motorcycle control and an accident.

To Disable the TTC

To access the traction control settings; with the motorcycle stationary and in neutral, turn the ignition to the ON position:

Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until ttc is visible.

Press the set button and On or OFF will be displayed.

Press and release the SCROLL button until OFF is visible in the display screen.

Pressing the SET button will disable the TTC system; OFF will be displayed for two seconds, and the TTC disabled warning light will be illuminated.

Press the HOME button and trip 1 will be visible in the display screen.

To Enable the TTC

To enable the TTC system again, repeat the TTC disable procedure and select On.

Press the HOME button and trip 1 will be visible in the display screen.

An alternative way to enable the TTC system is to turn the ignition off and on.

ABS Disable (Tiger XR and Tiger XC Only)

It is possible to temporarily disable the ABS system. The ABS system cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

Warning

Do not attempt to adjust the ABS settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

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 result in loss of motorcycle control and an accident.

To Disable the ABS

To access the ABS Disable function; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until AbS is visible.

Press the SET button and On or OFF will be displayed.

Press and release the SCROLL button until OFF is visible in the display screen.

Pressing the SET button will disable the ABS system; OFF will be displayed for two seconds, and the ABS warning light will be illuminated.

Press the HOME button and trip 1 will be visible in the display screen.

Note:

- **With the ABS disabled, the traction control will still function.**

To Enable the ABS

To enable the ABS again, repeat the ABS disable procedure and select On.

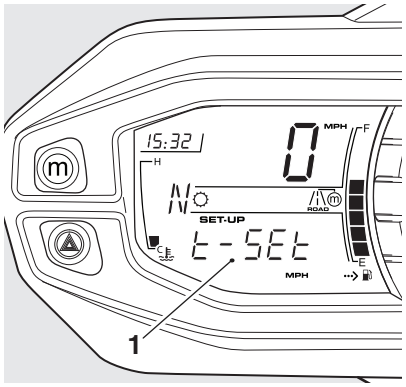
Press the HOME button and trip 1 will be visible in the display screen.

An alternative way to enable the ABS is to turn the ignition off and on.

Clock Adjustment – t-SEt

To reset the clock; with the motorcycle stationary and in neutral turn the ignition to the ON position. Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until t-SEt is visible.



1. Time set

Press the SET button again and either 24 Hr or 12 Hr clock will be shown. Press the SCROLL button to select the desired clock display and then press the SET button. The hour display will start to flash and the word Hour is visible in the display screen.

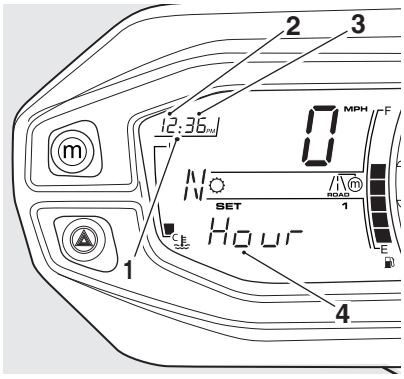
Note:

- **The hour/minute display will increase when pressing up on the SCROLL button or decrease when pressing down on the SCROLL button.**

To reset the hour display, ensure that the hour display is still flashing and the word Hour is visible. Press the SCROLL button to change the setting. Each individual button press will change the setting by one digit. If the button is held, the display will continuously scroll through in single digit increments.

When the correct hour display is shown, press the SET button. The minutes display will begin to flash and the word Min is visible in the display screen. The minutes display is adjusted in the same way as for the hours.

Once both hours and minutes are correctly set, press the SET button to confirm and t-SEt will be visible in the display screen. Press the SCROLL button until the display shows REtURn and press the SELECT button, the odometer in the trip 1 menu will be visible in the display screen.



1. **Clock display**
2. **Hours read-out**
3. **Minutes read-out**
4. **Display screen (Hour selected for adjustment)**

Auto – Self-canceling Turn signals – Ind (All Models Except Tiger XR and Tiger XC)

This Triumph model has a self-canceling turn signal function that can be disabled or enabled.

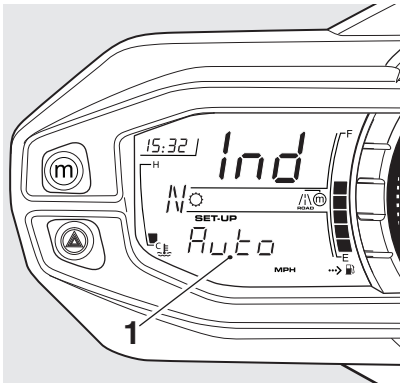
To disable or enable the self-canceling function; with the motorcycle stationary and in neutral, press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until Ind is visible in the display screen.

Press and release the SET button and Auto or MAnUAL will flash on and off.

Press and release the SCROLL button to select Auto or MAnUAL then press the SET button.

- Auto – The self-canceling function is on (see page 67).
- MAnUAL – The self-canceling function is off. The turn signals must be manually cancelled (see page 67).

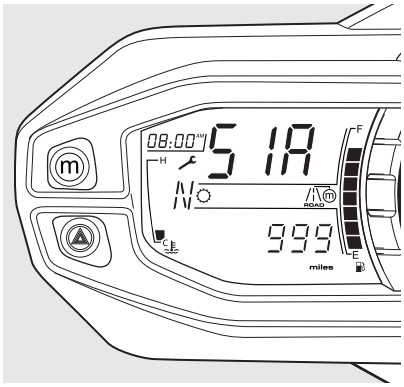


1. Auto selected

To exit the Auto – Self-canceling Turn Signals menu, press and release the SCROLL button until the display shows REtURn and press the select button. The trip 1 menu will be visible in the display screen.

Service Interval Announcement – SIA

Shows the total distance that the motorcycle has remaining before a service is required (see page 38).



Service Interval Announcement Screen

Changing Units – UnitS (Imperial, US or Metric)

Units has four selectable display modes.

Each display provides the following information:

mpg (Imperial gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in imperial gallons.

mpg US (US gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in US gallons.

L/100 km (Metric)

The speedometer and odometer will read in kilometers. The fuel consumption will be measured in liters of fuel per 100 km.

km/L (Metric)

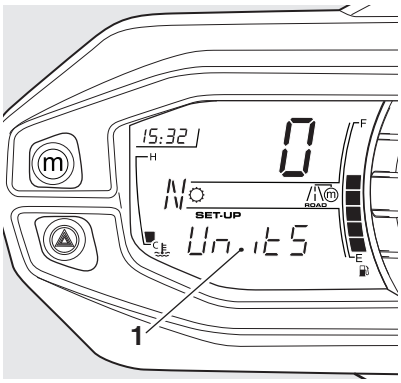
The speedometer and odometer will read in kilometers. The fuel consumption will be measured in kilometers per liter of fuel.

All Models

To access the units display; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until UnitS is visible then press the SET button.



1. Display screen

Press and release the SCROLL button until the desired display is visible. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

- mpg – Imperial gallons
- mpg US – US gallons
- L/100 km – Metric
- km/L – Metric.

Tire Pressure Units – Models equipped with TPMS

Press the SET button and do not touch the SCROLL or SET buttons again until PSI or bAr is displayed. Press and release the SCROLL button until the desired tire pressure units are visible.

Ambient Air Temperature Units – All Models

Press the SET button and wait until ºC or ºF is visible. Press and release the SCROLL button until the desired temperature unit is displayed. Press the SET button and wait until UnitS is displayed.

To exit, press the SCROLL button until the display shows REtURn and press the SET button. The trip 1 menu will be visible in the display screen.

Return

Returns the instruments to the main display.

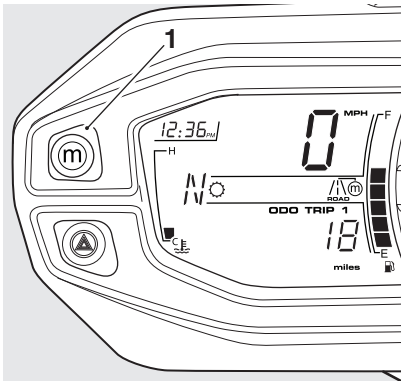
Riding Modes

Note:

- **Riding Modes are not available on Tiger XR and Tiger XC models.**

The riding mode system allows adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Triumph Traction Control (TTC) settings to suit differing road conditions and rider preferences.

Riding modes can be conveniently selected using the MODE button on the instruments, while the motorcycle is stationary or moving.



1. MODE button

Pressing and releasing the MODE button allows the rider to select one of the following riding modes (see page 52).

- ROAD Mode – non adjustable
- OFF ROAD Mode – non adjustable
- RIDER Mode – adjustable.

Pressing and holding the MODE button allows the rider to access the RIDER Mode setup menu (see page 56).

ROAD Mode

The ROAD Mode provides optimal MAP, ABS and TTC settings for normal road use.

System Settings	
MAP	**Road** – Standard throttle response.
ABS	**Road** – Optimal ABS setting for road use.
TTC	**Road** – Optimal TTC setting for road use, allows minimal rear wheel slip.

Warning

The OFF ROAD Mode is not intended for normal, on-road riding.

Riding on-road with the OFF ROAD Mode activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

OFF ROAD Mode

The OFF ROAD Mode provides optimal MAP, ABS and TTC settings for light off-road riding.

System Settings	
MAP	**Off Road** – Optimal throttle response setting for off-road use.
ABS	**Off Road** – Optimal ABS setting for off-road use: **Front Wheel** – The ABS system allows increased front wheel slip when compared to the Road setting. **Rear Wheel** – The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 29).
TTC	**Off Road** – TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see page 31).

RIDER Mode

The RIDER Mode is fully adjustable and allows the rider to select MAP, ABS and TTC options to suit road conditions or personal preferences.

The MAP, ABS and TTC options available for selection are as follows:

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

Warning

The OFF ROAD ABS and TTC options are not intended for normal, on-road riding.

Riding on-road with the Off Road ABS and TTC options activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

ABS Options	
Road	Optimal ABS setting for road use.
Off Road	Optimal ABS setting for off-road use: **Front Wheel** – The ABS system allows increased front wheel slip when compared to the Road setting. **Rear Wheel** – The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 29).
Off	ABS is turned off. The ABS warning light will be illuminated (see page 29).

TTC Options	
Road	Optimal TTC setting for road use, allows minimal rear wheel slip.
Off Road	TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see page 31).
Off	TTC is turned off. The TTC disabled warning light will be illuminated (see page 30).

See page 56 for details on setting the RIDER Mode options.

Riding Mode Selection

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, causing loss of motorcycle control and an accident.

Riding modes may be selected when the motorcycle is stationary or moving.

When the MODE button is pressed the riding modes are displayed in the following sequence:

- ROAD Mode
- OFF ROAD Mode
- RIDER Mode.

To allow the user to scroll between each of the modes there is a one second time-out to allow for further scrolling to take place.

The selected mode is automatically activated once the one second time-out has elapsed, and the conditions for switching modes have been met.

Note:

- **The riding mode will default to ROAD when the ignition is switched ON if:**

  The OFF ROAD Mode was active the last time the ignition was switched off; or

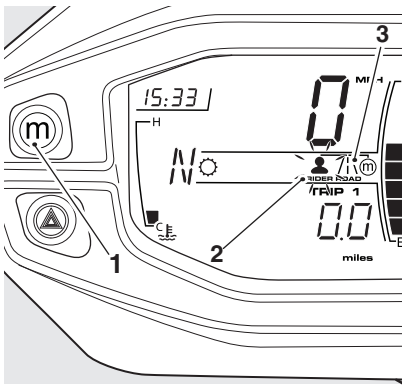
  The RIDER Mode was active the last time the ignition was switched off with ABS and/or TTC set to Off Road or Off.
- **Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON.**

Selecting a Riding Mode – with the Motorcycle Stationary

Note:

- **If the ignition is switched on and the engine not started, the instruments will display the odometer for five seconds. During this time, no mode changes can be made.**

Press and release the MODE button on the instrument housing until the desired riding mode is flashing in the display.



1. **MODE button**
2. **Selected riding mode (flashing)**
3. **Current (active) riding mode**

Note:

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

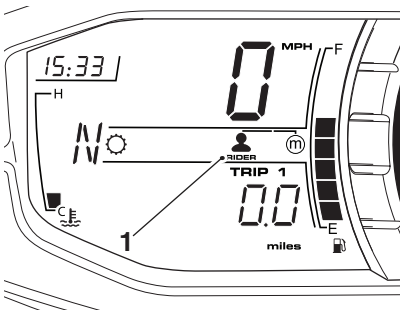
With the Engine Off

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

With the Engine Running

- Neutral gear is selected or the clutch is pulled in.

Once the MAP, ABS and TTC settings have changed, the selected riding mode will be displayed and the previous mode will no longer be visible.



1. **Selected riding mode**

Selecting a Riding Mode – when Riding the Motorcycle

Warning

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

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

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

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

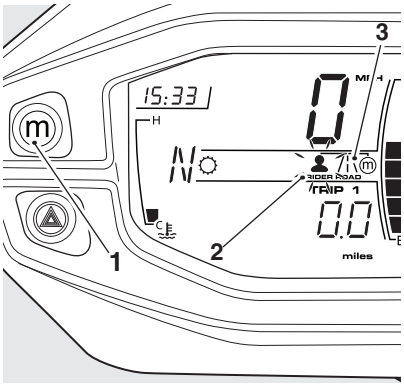
- At high speeds
- While riding in traffic
- During cornering or on winding roads or surfaces
- On steeply inclined roads or surfaces
- In poor road/weather conditions
- Where it is unsafe to allow the motorcycle to coast.

Failure to observe this important warning will lead to loss of motorcycle control and an accident.

Note:

- **It is not possible to select the RIDER Mode while the motorcycle is in motion if ABS and/or TTC are set to Off when setting the RIDER Mode options (see page 56).**

Press and release the MODE button on the instrument housing until the desired riding mode is flashing in the display.



1. **MODE button**
2. **Selected riding mode (flashing)**
3. **Current (active) riding mode**

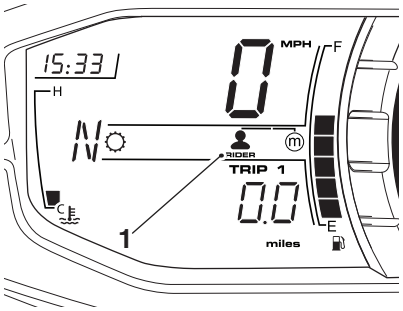
Note:

- **The selected riding mode is automatically activated when the following conditions are met:**

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

- Close the throttle
- Pull the clutch in
- Ensure that the brakes are not engaged (allow the motorcycle to 'coast').

Once the MAP, ABS and TTC settings have changed, the selected riding mode will be displayed and the previous mode will no longer be visible.

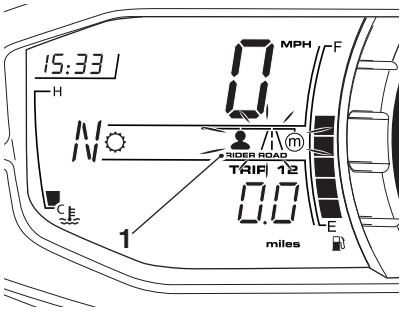


1. Selected riding mode

Resume riding as normal.

Note:

- **If any one of the systems (MAP, ABS or TTC) fails to change to the settings specified by the selected riding mode, both the previous and the selected riding mode icons will flash.**



1. Incomplete mode change (flashing)

The flashing of two riding mode icons together indicates that MAP, ABS or TTC settings specified by the selected riding mode have not been correctly selected.

In this case the MIL, ABS or TTC warning light(s) may be illuminated depending on the current state of each system.

In the event of an incomplete riding mode change:

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

Warning

Do not stop the engine using the ignition switch or engine stop switch while the motorcycle is moving. Always bring the motorcycle to a stop safely and engage neutral gear prior to stopping the engine. Stopping the engine by turning off the ignition or engine stop switch while the motorcycle is moving can lock the rear wheel causing loss of motorcycle control and an accident.

Caution

The engine should not be stopped by turning the ignition switch to the OFF position when the motorcycle is moving. The engine stop switch is for emergency use only. Stopping the engine when the motorcycle is moving may cause damage to motorcycle components leading to loss of motorcycle control and an accident.

Note:

- **If the mode icons are not visible when the ignition switch is in the ON position, ensure the engine stop switch is in the RUN position.**

Setting the RIDER Mode Options

Note:

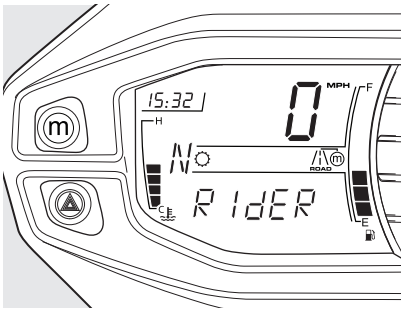
- **During setup, ABS and TTC can be activated or de-activated in the RIDER Mode.**
- **If the RIDER Mode is currently selected, changes to the MAP, ABS and TTC systems will become immediately active.**
- **If the ROAD or OFF ROAD Modes are selected the RIDER settings will not become active until the RIDER Mode is selected (see page 52).**

To set the RIDER Mode options; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

- Press and hold the MODE button on the instruments until MAP is visible in the display screen.

or alternatively:

- Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.
- Press and release the SCROLL button until RidER is displayed in the lower instrument display, then press the SET button.

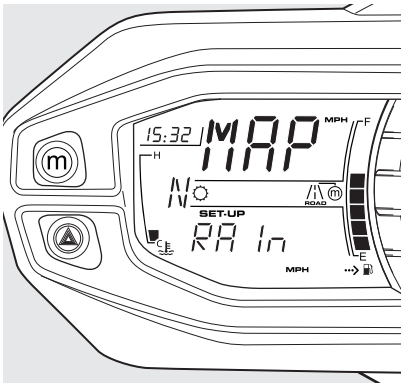


RidER Displayed

MAP Options

Press the SCROLL button and choose one of the available MAP options:

- Rain
- Road
- Sport
- Off Road.



Rain Option Shown

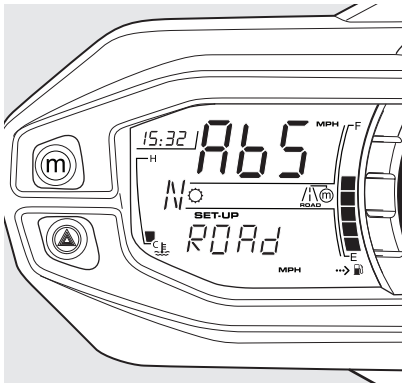
Press the SET button to confirm your selection.

ABS is now visible in the display screen.

ABS Options

Press the SCROLL button and choose one of the available ABS options:

- Road
- Off Road
- Off.



Road Option Shown

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 result in loss of motorcycle control and an accident.

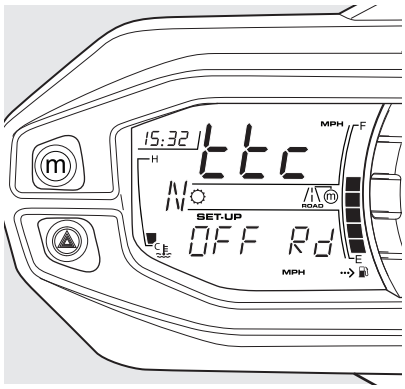
Press the SET button to confirm your selection.

TTC is now visible in the display screen.

TTC Options

Press the SCROLL button and choose one of the available TTC options:

- Road
- Off Road
- Off.

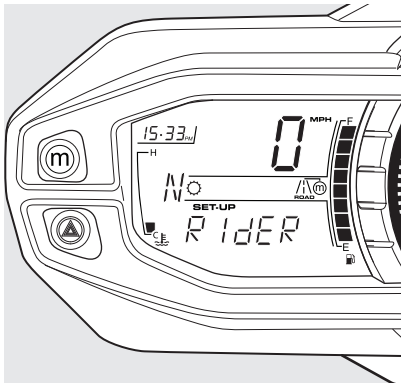


Off Road Option Shown

Warning

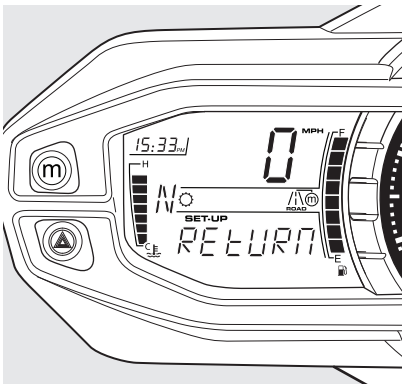
If the traction control is disabled, the motorcycle will handle as normal but without traction control. In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

Press the SET button once. RIdER is displayed.



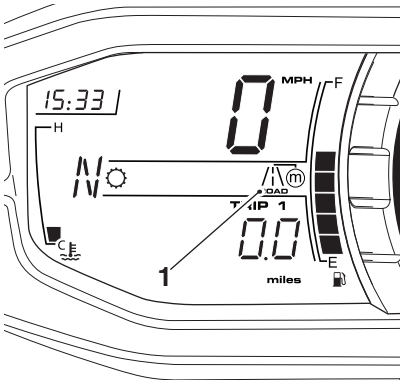
RidER Displayed

Press the SCROLL button up once. REtURn is displayed.



REtURn Displayed

Press the SET button. The trip screen and the current riding mode is displayed.



1. Current riding mode

To select a riding mode see page 52.

Cruise Control

Note:

- **Cruise control is not available on the Tiger XR and Tiger XC models.**

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.

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as speed increases. Always reduce speed in consideration of weather and traffic conditions.

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 behavior in all conditions.

High-speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.

Note:

- **Cruise control will not function if there is a malfunction with the ABS system and the ABS warning light is illuminated.**
- **If the ABS system is disabled (see page 51), the ABS warning light will be illuminated and cruise control WILL function.**

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

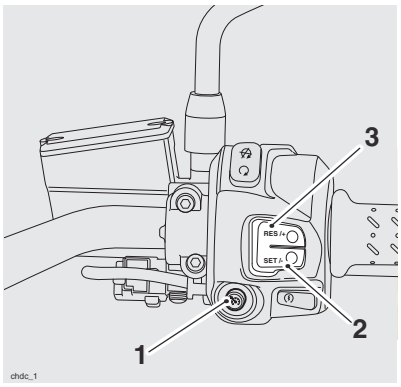
Cruise control can be switched on or off at any time but it can not be activated until all the conditions described on page 60 have been met.

Activating Cruise Control

Note:

- **The cruise control indicator light will not illuminate until cruise control has been activated by pressing the SET/- adjust button.**

To turn on the cruise control, press in the ON/OFF button.

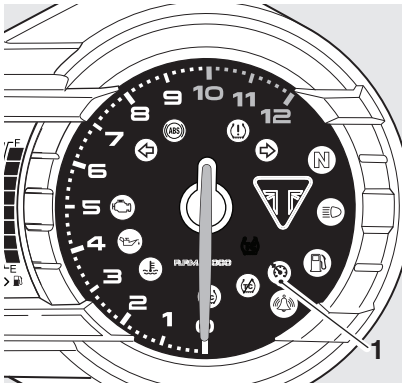


1. **Cruise control ON/OFF button**
2. **Cruise control adjust button, SET/-**
3. **Cruise control adjust button, RES/+**

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

- The motorcycle is traveling at a speed between 30 to 100 mph (48 to 160 km/h)
- The motorcycle is in 4th gear or higher
- The SET/- adjust button is pressed.

The cruise control lamp will illuminate indicating that cruise control is active and set.



1. **Cruise control lamp**

Resuming the Cruise Control Set Speed

Warning

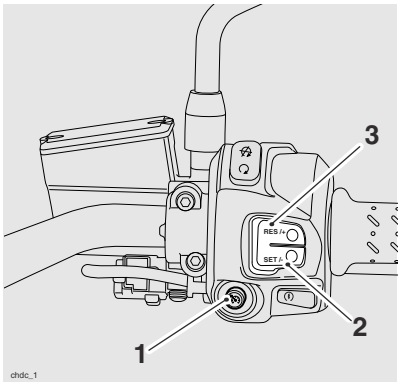
When resuming cruise control, always ensure that the traffic conditions are suitable for the set speed.

Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

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

- Roll the throttle twist grip fully forward
- Press and release the ON/OFF button on the right hand switch housing
- Pull the clutch lever
- Operate the front or rear brake
- Increase speed by using the throttle grip for more than 60 seconds.

The set speed can be resumed by pressing and releasing the RES/+ adjust button provided the conditions described on page 60 have been met.

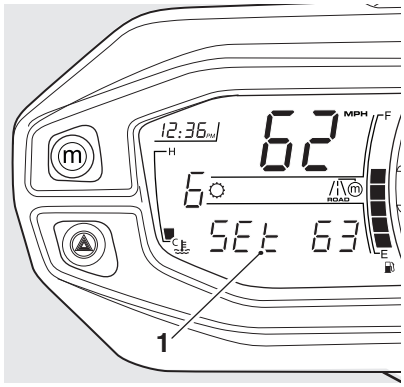


1. **Cruise control ON/OFF button**
2. **Cruise control adjust button, SET/-**
3. **Cruise control adjust button, RES/+**

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

Increasing Speed while in Cruise Control

To increase the speed, press and release the RES/+ adjust button. Each press of the button will increase the speed by 1 mph or 1 km/h. If the button is held, the speed continuously increases in single digit increments. When the desired speed is shown in the display, release the adjust button.



1. **Display screen**

While increasing the speed, the display screen in the instruments will change to SEt, and will show the new set speed. The new set speed will flash until the motorcycle has achieved the speed.

After four seconds the display screen will change to the previous display.

Note:

- **If riding up a steep incline and cruise control is unable to maintain the set speed, the instruments will change to SEt, show the set speed and will flash until the motorcycle has regained the speed.**

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

Decreasing Speed while in Cruise Control

To decrease speed, press and release the SET/- adjust button. Each press of the button will decrease the speed by 1 mph or 1 km/h. If the button is held, the speed will continuously decrease in single digit increments.

While decreasing the speed, the display screen in the instruments will change to SEt and will show the new speed.

When the desired speed has been achieved, release the adjust button. After four seconds the display screen will change to the previous display.

Deactivating Cruise Control

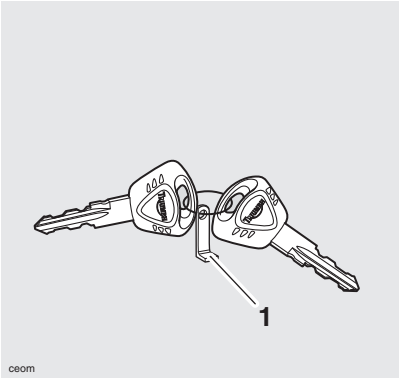
The cruise control can be deactivated by one of the following methods:

- Roll the throttle twist grip fully forward
- Press and release the ON/OFF button on the right hand switch housing
- Pull the clutch lever
- Operate the front or rear brake
- Increase speed by using the throttle grip for more than 60 seconds.

Provided the cruise control has not been deactivated by turning the ignition switch to the OFF position, the previous set speed can be resumed by pressing and releasing the RES/+ adjust button. The motorcycle speed has to be between 30 to 100 mph (48 to 160 km/h) and in 4^{th} gear or higher.

Ignition

Ignition Key



1. Key number tag

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

When the motorcycle is delivered from the factory, two 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.

There is a transponder within the key to turn off the engine immobilizer. To ensure the immobilizer 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 immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.

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

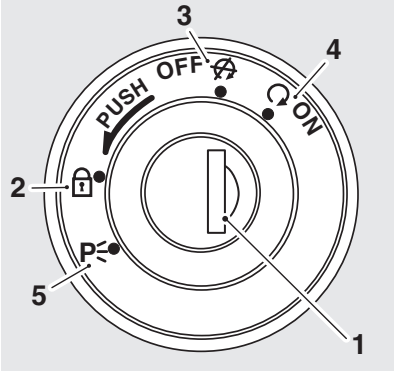
Caution

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

Engine Immobilizer

The ignition barrel housing acts as the antenna for the engine immobilizer. When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobilizer is active (see page 30). The engine immobilizer is deactivated when the ignition key is in the ignition switch and it is turned to the ON position.

Ignition Switch/Steering Lock



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

Ignition Switch Positions

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 handlebar 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 position. The steering will remain locked, and the position lights will be switched on.

Note:

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

Warning

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

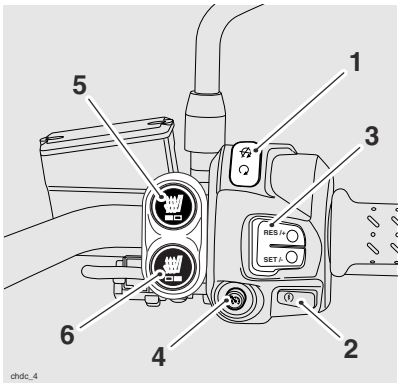
Any unauthorized use of the motorcycle may cause injury to the rider, other road users and pedestrians and may also cause damage to the motorcycle.

Warning

With the key in the LOCK or P position the steering will become locked.

Never turn the key to the LOCK or P positions while the motorcycle is moving as this will cause the steering to lock. Locked steering will cause loss of motorcycle control and an accident.

Right Handlebar Switches



1. **Engine stop switch**
2. **Starter button**
3. **Cruise control adjust button (if fitted)**
4. **Cruise control ON/OFF button (if fitted)**
5. **Rider's heated seat switch (if fitted)**
6. **Passenger's heated seat switch (if fitted)**

Engine Stop Switch

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

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

Note:

- **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.**

Caution

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

Starter Button

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

Note:

- **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.**

Cruise Control ON/OFF Button (If Fitted)

When the cruise control button is pressed in, the cruise control is on (see page 59). The button will remain in until it is pressed again to turn off the cruise control.

Cruise Control Adjust Button (If Fitted)

The cruise control adjust button is a two way switch with the top marked RES/+ and the bottom marked SET/- (see page 60).

Heated Seats Switches (If Fitted)

The heated seats switches (if fitted) are located on the right hand handlebar, next to the right handlebar switch housing.

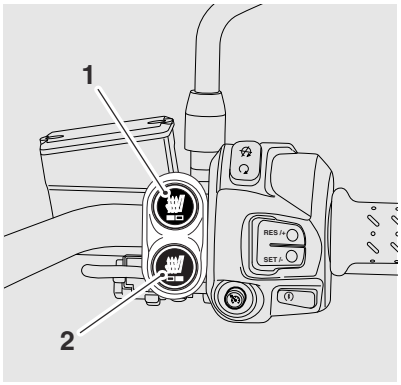
The heated seats will only heat when the engine is running.

The upper switch controls the heat level of the rider's seat with the lower switch controlling the passenger's seat.

The system is designed to offer a variable level of heat at the seats from warm to hot.

The outer ring of the switch will illuminate as follows for each heat setting:

- OFF - Not illuminated
- HOT - red
- WARM - amber.



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

For maximum benefit in cold conditions, from the OFF position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (amber) when the seat has warmed up.

To turn either of the heated seats off, press and release the required switch until it is not illuminated.

Low Power Voltage Cut Off

When the detected voltage is lower than 11.8 volts continually for more than five minutes the LED in the heated seats switches will flash five times. After the fifth flash the main switch will power off the heated seats and the LED indicator.

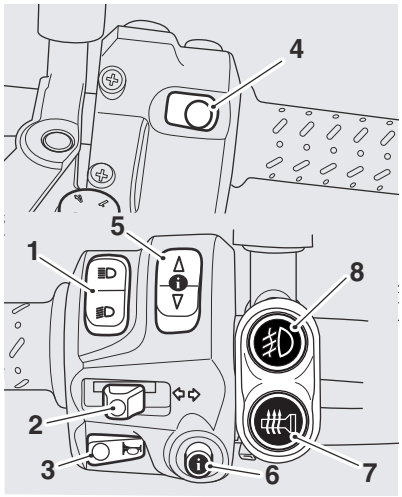
The main switch will not power back on automatically even if the voltage rises to the safe level.

The user must manually press the switches again to activate the heated seats.

If the detected voltage is still lower than 11.8 volts, the LED for the switches will flash five times again and cut off the power automatically.

Fuse number four of the front fuse box protects the heated seats circuit, refer to the label in the fuse box lid for fuse amperage.

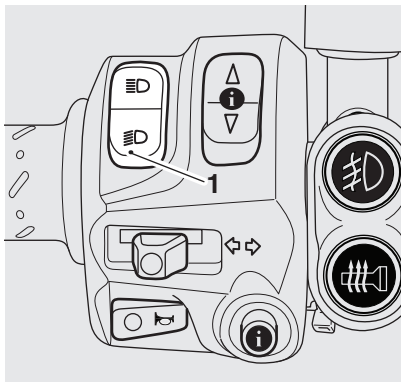
Left Handlebar Switches



1. Headlight dimmer switch
2. Turn signal switch
3. Horn button
4. Pass button
5. Instrument SCROLL button
6. Instrument SET button
7. Heated grips switch (if fitted)
8. Fog lights switch (if fitted)

Headlight Dimmer Switch

High or low beam can be selected with the headlight dimmer switch. To select high beam, push the switch forward. To select low beam, push the switch rearwards. When the high beam is turned on, the high beam indicator light will illuminate.



1. Headlight dimmer switch

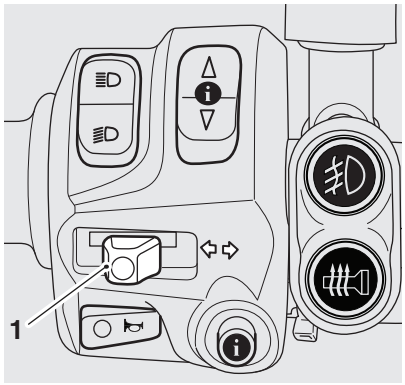
Note:

- **This model is not equipped with a lighting ON/OFF switch. The position light, brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.**
- **The headlight will only function when the ignition switch is turned to the ON position and the engine is running.**
  An alternate way to turn on the headlight, without the engine running, is to pull in the clutch lever then turn the ignition to the ON position. The headlight will be on and remain on when the clutch lever is released.

The headlight will go off while pressing the starter button until the engine starts.

Turn Signal Switch

When the turn signal switch is pushed to the left or right and released, the corresponding turn signals will flash on and off.



1. Turn signal switch

Tiger XRx, Tiger XRt, Tiger XCx and Tiger XCa Models Only

The turn signal self-cancel system becomes active eight seconds after operating a turn signal. Eight seconds after turning the turn signal on and after riding a further 71.1 yards (65 meters), the turn signal self-cancel system will automatically cancel the indicators.

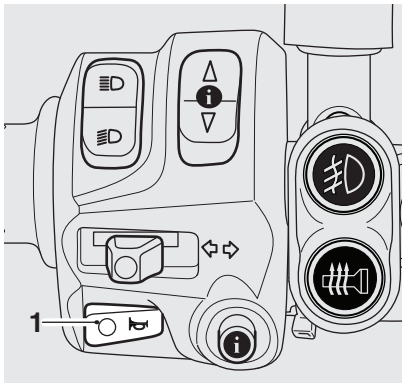
To disable the turn signal self-cancel system see page 47.

All Models

The turn signals can also be cancelled manually. To manually cancel the indicators, press and release the turn signal switch in the central position.

Horn Button

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

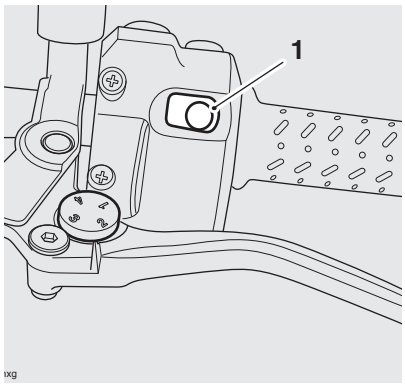


1. Horn button

Pass Button

Note:

- **The pass button will only operate when the engine is running.**



1. Pass button

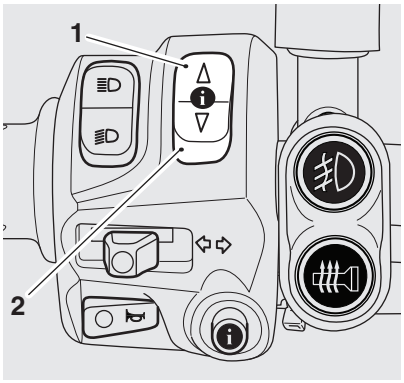
When the pass button is pressed, the headlight main beam will be switched on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Caution

The headlamp pass switch is intended for intermittent use only. Use of the pass switch for extended periods of time may cause the fuse to fail resulting in loss of headlamp operation.

Instrument SCROLL button

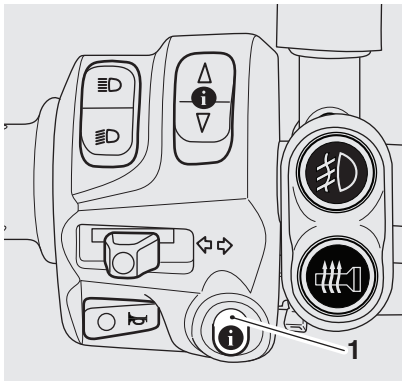
When the SCROLL button is pressed and released it will scroll through the menu visible in the instrument's display screen.



1. SCROLL button, up
2. SCROLL button, down

Instrument SET Button

When the SET button is pressed it will select the menu visible in the instrument's display screen.



1. **SET button**

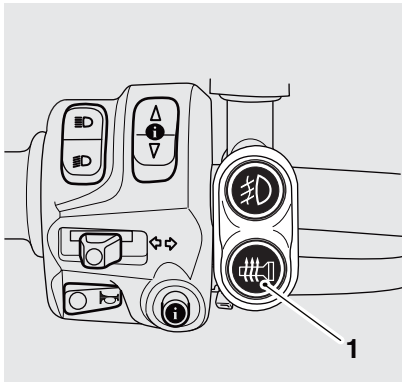
Heated Grips Switch (if fitted)

The heated grips switch (if fitted) is located on the left hand handlebar, next to the left handlebar switch housing.

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

The outer ring of the switch will illuminate as follows for each heat setting:

- OFF – Not illuminated
- HOT – red
- WARM – amber.



1. **Heated grip switch**

For maximum benefit in cold conditions, from the OFF position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (amber) when the grips have warmed up.

To turn off the heated grips, press and release the switch until it is not illuminated.

Low Power Voltage Cut Off

When the detected voltage is lower than 11.8 volts continually for more than five minutes the LED in the heated grip switch will flash five times. After the fifth flash the main switch will power off the heated grips and the LED indicator.

The main switch will not power back on automatically even if the voltage rises to the safe level.

The user must manually press the switch again to activate the heated grips.

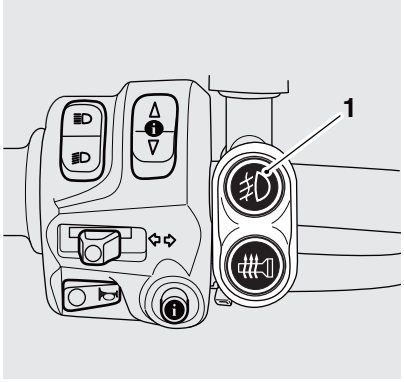
If the detected voltage is still lower than 11.8 volts, the LED for the switch will flash five times again and cut off the power automatically.

Fuse number four of the front fuse box protects the heated grip circuit, refer to the label in the fuse box lid for fuse amperage.

Fog Lights Switch (If Fitted)

To turn the fog lights on or off, with the ignition switch turned to the ON position, press and release the fog light switch.

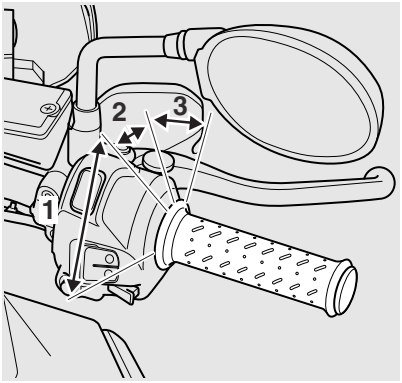
When the fog lights are switched on, the outer ring of the switch will illuminate green.



1. Fog light switch

The switch will automatically reset to off whenever the ignition switch is turned off then on again.

Throttle Control



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

This Triumph model has 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.

From the closed position, the throttle twist grip can be rolled forward 0.12 - 0.16 in (3 - 4 mm) to deactivate the cruise control (see page 62).

There are no user adjustments for the throttle control.

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

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

For all of the above conditions contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Brake Use

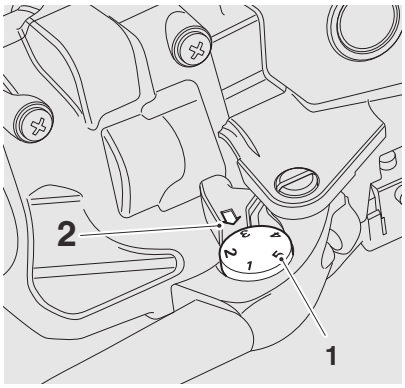
At low throttle opening (approximately 20°), the brakes and throttle can be used together.

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

Warning

Reduce speed and do not continue to ride for longer than is necessary with the MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Brake and Clutch Lever Adjusters



1. Adjuster wheel, brake lever shown
2. Arrow mark

An adjuster is fitted to both the front brake and clutch levers. The adjusters allow the distance from the handlebar to the lever to be changed to one of five positions for the front brake lever or four positions for the clutch lever, to suit the span of the operator's hands.

To adjust the lever, push the lever forward and turn the adjuster wheel to align one of the numbered positions with the arrow mark on the lever holder.

The distance from the handlebar grip to the released lever is shortest when set to number five, and longest when set to number one.

Warning

Do not attempt to adjust the lever with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

After adjusting the lever, 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 with causing loss of motorcycle control and an accident.

Triumph Traction Control (TTC)

Warning

Triumph Traction Control is not a substitute for riding appropriately for the prevailing road and weather conditions. The traction control cannot prevent loss of traction due to:

- excessive speed when entering turns
- accelerating at a sharp lean angle
- braking.

Traction control can not prevent the front wheel from slipping.

Failure to observe any of the above may result in loss of motorcycle control and an accident.

Triumph Traction Control helps to maintain traction when accelerating on wet/slippery road surfaces. If sensors detect that the rear wheel is losing traction (slipping), the traction control system will engage and alter the engine power until traction to the rear wheel has been restored. The traction control warning light will flash while it is engaged and the rider may notice a change to the sound of the engine.

Note:

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

Triumph Traction Control Settings

Warning

Do not attempt to adjust the traction control settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

The Triumph Traction Control can be set to one of the following conditions:

- **On/Road setting** – Optimal TTC setting for road use, allows minimal rear wheel slip
- **Off Road setting (Tiger XRx, Tiger XRt, Tiger XCx and Tiger XCa only)** – TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see page 31)
- **Off** – TTC is turned off. The TTC disabled warning light will be illuminated (see page 30).

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, and may result in loss of motorcycle control and an accident.

To access the TTC settings see:

- Riding Modes on page 49 for all models except Tiger XR and Tiger XC.
- TTC Disable on page 44 for Tiger XR and Tiger XC models only.

Tire Pressure Monitoring System (TPMS) – If Equipped

Note:

- **TPMS is fitted as standard on Tiger XRT models and is available as an accessory option on all other Tiger XR models.**
- **TPMS is not available on Tiger XC model variants.**

Warning

The daily check of tire pressures must not be excluded if the motorcycle is equipped with TPMS. Check the tire pressure when the tires are cold and using an accurate tire pressure gauge (see page 146).

Use of the TPMS system to set inflation pressures may lead to incorrect tire pressures leading to loss of motorcycle control and an accident.

Function

The front and rear wheels are equipped with tire pressure sensors. These sensors measure the air pressure inside the tire and transmit pressure data to the instruments. These sensors will not transmit the data until the motorcycle is traveling at a speed greater than 12 mph (20 km/h). Two dashes will be visible in the display area until the tire pressure signal is received.

An adhesive label will be mounted to the wheel rim to indicate the position of the tire pressure sensor, which is near the valve.

For motorcycles not equipped with the tire pressure monitoring system: The tire pressure monitoring system (TPMS) is an accessory installed item and must be installed by your authorized Triumph dealer. The TPMS display on the instruments will only be activated when the system has been installed.

TPMS Sensor ID Number

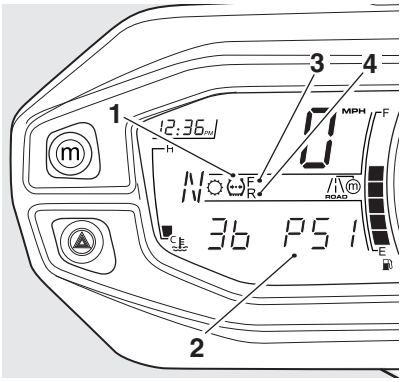
An ID number for each tire pressure sensor is printed on a label which is on the sensor. This number may be required by the dealer for service or diagnostics.

If the TPMS has been installed at the factory, labels identifying the front and rear TPMS sensor ID numbers will be affixed to the spaces below.

If the TPMS is being installed to the motorcycle as an accessory, ensure that the dealer records the front and rear TPMS sensor ID numbers in the spaces provided below.

Front Sensor	Rear Sensor

TPMS System Display



1. **TPMS symbol**
2. **Tire pressure display**
3. **Front tire, identified**
4. **Rear tire, identified**

The tire pressure display is accessed via the Information Menu (see page 41).

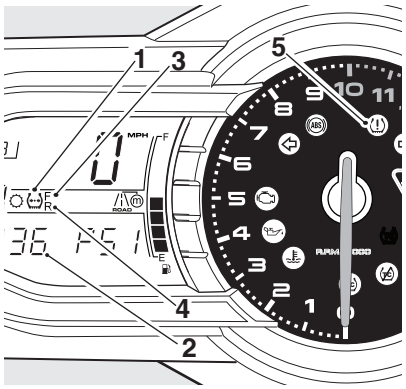
When the front or rear tire pressure display has been selected, –– PSI or bAr will be visible in the display screen until the motorcycle is traveling at a speed greater than 12 mph (20 km/h) and the tire pressure signal is received.

Once the tire pressure signal has been received, the pressure of the selected tire will be displayed.

To exit the tire pressure display, press and release the SCROLL button to view another Information Menu item. Alternatively, press and release the SET button to select a trip meter.

TPMS Sensor Batteries

When the battery voltage in a pressure sensor is low, lo bAtt will be displayed for eight seconds and the TPMS symbol will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be visible in the display screen, the red TPMS warning light will be on and the TPMS symbol will flash continuously. Contact your authorized Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided on page 75.



1. **TPMS symbol**
2. **Tire pressure display**
3. **Front tire, identified**
4. **Rear tire, identified**
5. **TPMS warning light**

TPMS Symbol

With the ignition switch turned to the ON position, if the TPMS symbol flashes for 10 seconds and then remains on, there is a fault with the TPMS system. Contact your authorized Triumph dealer to have the fault rectified.

TPMS Tire Pressures

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

Owners must only adjust tire pressures when the tires are cold using an accurate tire pressure gauge (see page 146), and must not use the tire pressure display on the instruments.

Warning

The tire pressure monitoring system is not to be used as a tire pressure gauge when adjusting the tire pressures. For correct tire pressures, always check the tire pressures when the tires are cold and using an accurate tire pressure gauge (see page 146).

Use of the TPMS system to set inflation pressures may lead to incorrect tire pressures leading to loss of motorcycle control and an accident.

Replacement Tires

When replacing tires, always have an authorized Triumph dealer install your tires and ensure they are aware that tire pressure sensors are mounted to the wheels (see page 144).

Fuel Requirement/Refueling

Fuel Grade

This Triumph motorcycle is designed to run on unleaded gasoline with a CLC or AKI octane rating (R+M)/2 of 87 or higher. Federal regulations require that pumps delivering unleaded gasoline are marked 'UNLEADED' and that the Cost of Living Council (CLC) or Anti-Knock Index (AKI) octane rating is also displayed. These ratings are an average of the Research Octane Number (RON) and the Motor Octane Number (MON).

Caution

The use of leaded gasoline is illegal in some countries, states or territories. Check local regulations before using leaded gasoline.

Note:

- **If 'knocking' or 'pinging' occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline which has a higher octane rating.**

Oxygenated Gasoline

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

Ethanol

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

MTBE (Methyl Tertiary Butyl Ether)

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

Methanol

Caution

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

Caution

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

Warning

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

Gasoline (fuel) is highly flammable and can be explosive under certain conditions. When refueling, turn the ignition switch to the 'OFF' position.

Do not smoke.

Do not use a mobile telephone.

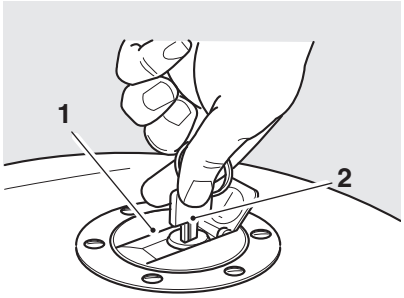
Make sure the refueling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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 refueling always check that the fuel filler cap is correctly closed and locked.

Because gasoline (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, injury to persons or death.

Fuel Tank Cap



cbmm1

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

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

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

Caution

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

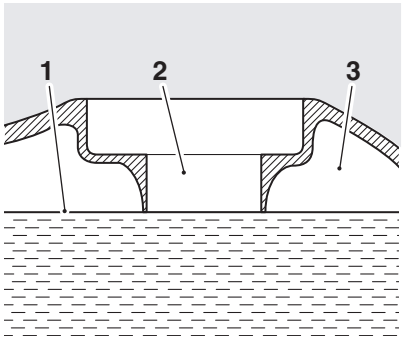
Filling the Fuel Tank

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

Caution

Contaminated fuel may cause damage to fuel system components.

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 ensure 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.



cbdf

1. **Maximum fuel level**
2. **Fuel filler neck**
3. **Air space**

Warning

Overfilling the tank can lead to fuel spillage.

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

Take care not to spill any fuel on the engine, exhaust pipes, tires or any other part of the motorcycle.

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

Fuel spilled near to, or onto the tires will reduce the tire's ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

After refueling always check that the fuel filler cap is correctly closed and locked.

Handlebar Adjustment

The handlebars are adjustable for reach by approximately 0.8 in (20 mm).

Warning

It is recommended to have handlebar adjustments carried out by a trained technician of an authorized Triumph dealer. Handlebar adjustments carried out by a technician who is not of an authorized Triumph dealer may affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

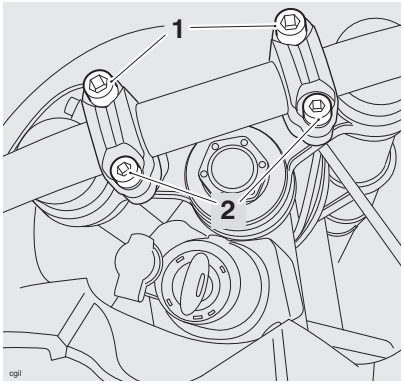
Warning

Before starting work, ensure the motorcycle is stabilized and adequately supported. This will help prevent injury to the operator or damage to the motorcycle.

Note:

- **This procedure assumes the handlebars are in the standard position, as delivered from the factory. If the handlebars have already been adjusted as described below, the fixing positions will be reversed.**

To adjust the handlebars, loosen and remove the handlebar rear (0.31 in (8 mm) threaded) clamp fasteners, and then the front (0.39 in (10 mm) threaded) clamp and riser fasteners.



1. **0.39 in (10 mm) fasteners**
2. **0.31 in (8 mm) fasteners**

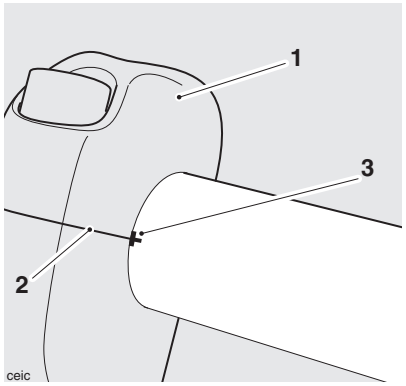
Lift the handlebars out of the handlebar risers and support with the aid of an assistant.

Rotate both risers through 180° and align the fixing holes.

Reposition the handlebars to the risers.

Reinstall the upper clamps, and secure with the two 0.39 in (10 mm) threaded fasteners in the rear fastener positions. Do not fully tighten the fasteners at this stage.

Rotate the handlebar so that the alignment marking on the handlebar aligns with the split line on the upper clamps/risers.



1. **Upper clamp**
2. **Clamp split line**
3. **Alignment marking (Tiger XRx shown)**

Tighten the 0.39 in (10 mm) fasteners to **26 lbf ft (35 Nm)**.

Reinstall the 0.31 in (8 mm) fasteners to the front positions and tighten to **19 lbf ft (26 Nm)**.

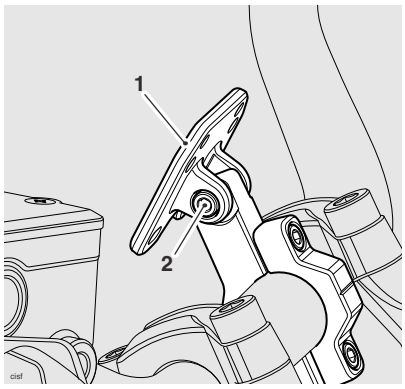
Satellite Navigation Mounting Bracket - Tiger XRT and Tiger XCA

Tiger XRT and Tiger XCA models are equipped with a satellite navigation mounting bracket. The bracket features a mounting plate that is compatible with Garmin Nuvi® Satellite Navigation Systems 660 and 220.

Other satellite navigation systems may be compatible.

When installing a satellite navigation system, refer to the manufacturer's instructions.

To adjust the mounting plate, loosen the pivot bolt and set the mounting plate to the desired position. Retighten the pivot bolt to **5 Nm**.

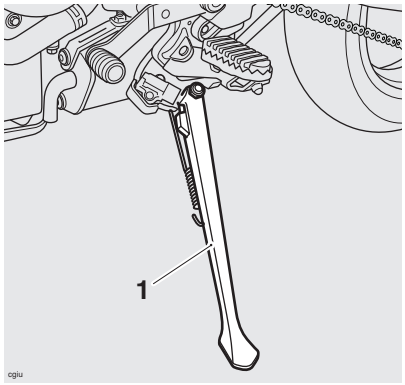


1. **Mounting plate**
2. **Pivot bolt**

The satellite navigation mounting bracket is also available as an accessory kit from your authorised Triumph dealer.

Stands

Side stand



1. Side stand

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

Warning

The motorcycle is equipped 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 leading to loss of motorcycle control and an accident.

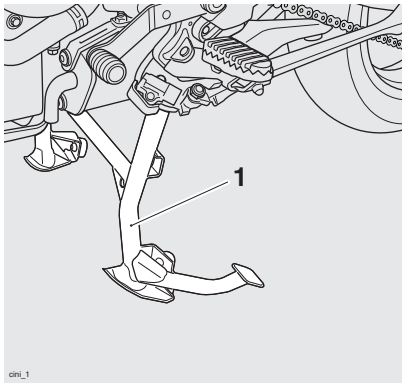
Note:

- **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 ensure that the side stand is fully up after first sitting on the motorcycle.

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

Center Stand (if fitted)



1. Centre stand

To set the motorcycle on the center stand, hold the motorcycle upright, step down firmly on the foot finder part of the stand, then lift the motorcycle up and to the rear using the rear grab rail as a handhold. For instructions on safe parking, refer to the How to Ride the Motorcycle section.

Caution

Do not use body panels or the seat as a hand-hold when placing the motorcycle on the center stand as this will cause damage.

Seats

Seat Care

To prevent damage to the seat or seat cover, care must be taken not to drop or lean the seat against any surface which may damage the seat or seat cover.

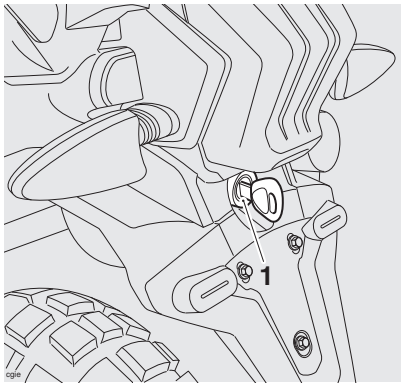
See page 162 for seat cleaning information.

Caution

To prevent damage to the seat or seat cover, care must be taken not to drop the seat. Do not lean the seat against the motorcycle or any surface which may damage the seat or seat cover. Instead, place the seat, 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 seat which may cause damage or staining to the seat cover.

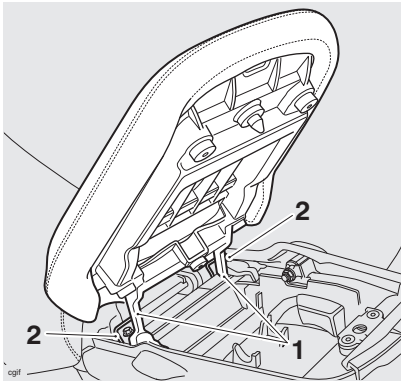
Pillion Seat



1. Seat lock

The seat lock is located on the rear fender, below the brake/tail light unit. To remove the seat, insert the ignition key into the seat lock and turn it counterclockwise while pressing down on the rear of the seat. This will release the seat from its lock and allow it to be slid rearwards. if equipped with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.

To reinstall the seat, reconnect the heated seats electrical connector (if equipped), engage the seat's two brackets under the loops on the subframe and press down at the rear to engage in the seat lock.



1. Pillion seat brackets
2. Subframe loops

Warning

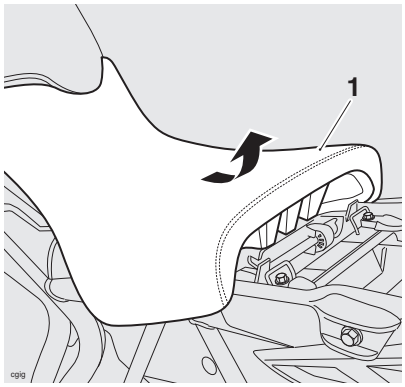
The rider's seat is only correctly retained and supported once the pillion seat is correctly installed. Never ride the motorcycle with the pillion seat detached or removed, as the front seat will not be secure and may move.

A loose or detached seat could cause loss of motorcycle control and an accident.

Warning

To prevent detachment of the seat during riding, after installing always grasp the seat and pull firmly upwards. If the seat is not correctly secured, it will detach from the lock. A loose or detached seat could cause loss of motorcycle control and an accident.

Rider's Seat



1. Rider's seat

To remove the rider's seat, remove the pillion seat (see page 83).

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

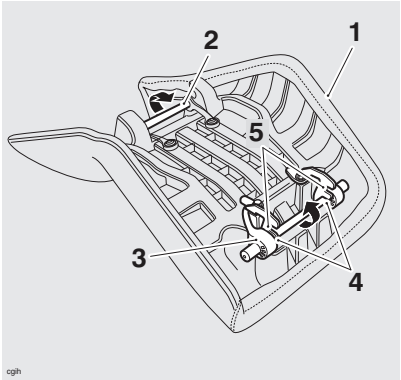
To reinstall the seat, reconnect the heated seat's electrical connector (if equipped). Engage the seat's front rail into the bracket at the rear of the fuel tank and lower the rear rail in to the rear brackets. Push down firmly on the rear of the seat. Reinstall the pillion seat (see page 83).

Warning

The rider's seat is only correctly retained and supported once the pillion seat is correctly installed. Never ride the motorcycle with the pillion seat detached or removed, as the front seat will not be secure and may move.

A loose or detached seat could cause loss of motorcycle control and an accident.

Rider's Seat Height Adjustment



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

The rider's seat is adjustable for height by approximately 0.98 in (25 mm).

To adjust the rider's seat:

Remove the rider's seat (see page 84).

Reposition both seat height adjusters to the higher or lower position as required. Ensure both adjuster rails are fully engaged in their brackets on the seat.

Reinstall the rider's seat (see page 84).

Warning

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

Riding the motorcycle with an incorrectly installed seat may cause loss of motorcycle control and an accident.

Warning

After adjusting the seat, operate the motorcycle in an area free from traffic to gain familiarity with the new seat position. Riding the motorcycle with the seat in an unfamiliar position may cause loss of motorcycle control and an accident.

Heated Seats (If Fitted)

See page 65 for details on heated seat operation.

Adjustable Windshield - If Fitted

Warning

Always ensure both windscreen adjusters are adjusted to the same position. Riding the motorcycle with an incorrectly adjusted windscreen could cause loss of motorcycle control and an accident.

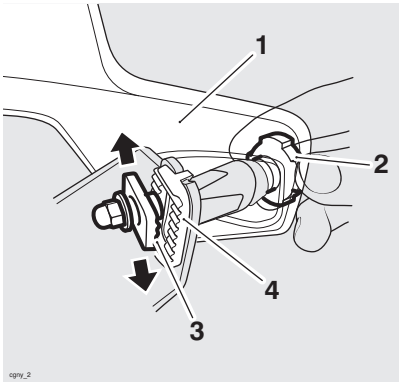
Warning

Always ensure both windscreen adjusters are tightened before riding the motorcycle. Riding the motorcycle with a loose windscreen or windscreen adjuster could cause loss of motorcycle control and an accident.

Warning

Never attempt to adjust the windscreen while the motorcycle is in motion as releasing the handlebars may cause loss of vehicle control and an accident.

To adjust the windshield height, loosen both adjuster knobs sufficiently to allow the adjustment blocks to slide over the adjustment plates.



1. **Windshield**
2. **Adjuster knob (right hand side shown)**
3. **Adjustment block**
4. **Adjustment plate**

Position the windshield to the desired height, ensuring both adjustment blocks are set to the same position.

Tighten the adjuster knobs to secure the windshield in position.

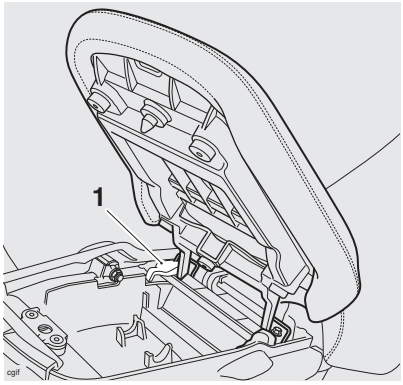
Tool Kit and Handbook

The tool kit is located under the pillion seat and is secured with a rubber strap.

The handbook assembly is located in a slot in the base of the pillion seat.

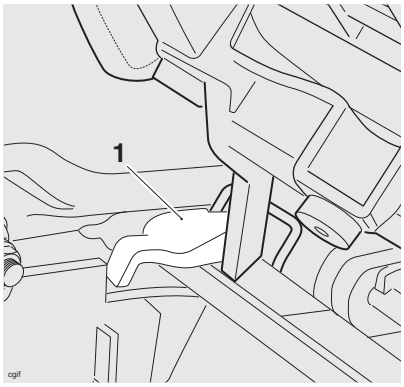
Helmet Hook

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



1. Helmet hook

To attach a helmet to the motorcycle, remove the pillion seat and loop the helmet chin strap over the hook. Ensure the flat area above the hook is not obstructed by the helmet strap, as this will prevent the pillion seat engaging correctly.



1. Helmet hook flat area

To secure the helmet, reinstall the seat and lock into position.

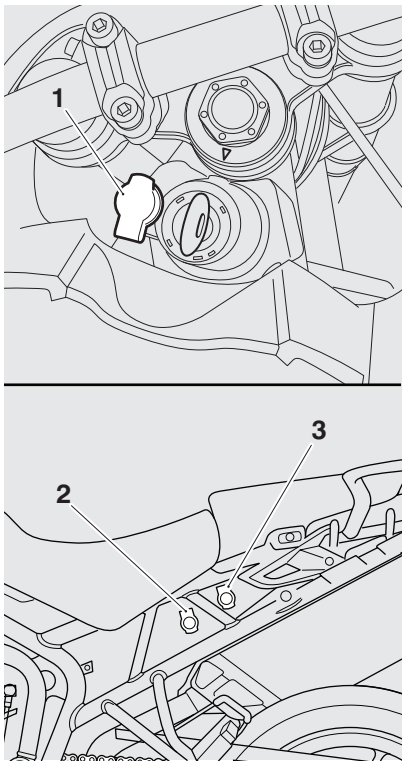
Warning

Never ride the motorcycle with helmet(s) secured to the helmet hook. Riding the motorcycle with helmet(s) secured to the helmet hook may cause the motorcycle to become unstable leading to loss of control and an accident.

Caution

Do not allow helmets to rest against a hot muffler. The helmet may be damaged.

Electrical Accessory Sockets



1. **Ignition switch socket (all models)**
2. **Second socket (all models except Tiger XR and Tiger XC)**
3. **Third socket (Tiger XRT and Tiger XCA only)**

Up to three electrical accessory sockets are provided on the motorcycle, as described below.

- All models have a socket located next to the ignition switch.
- Tiger XRX, Tiger XRT, Tiger XCX and Tiger XCA models have a second socket located on the left hand side of the motorcycle.
- Tiger XRT and Tiger XCA models have a third socket, also located on the left hand side of the motorcycle.

An additional electrical accessory socket is available for Tiger XR and Tiger XC models as an accessory kit from your authorised Triumph dealer.

Note:

- **Tiger XR, Tiger XRX, Tiger XC and Tiger XCX models can support a maximum of two electrical accessory sockets.**
- **The third electrical accessory socket is available on Tiger XRT and Tiger XCA models only.**

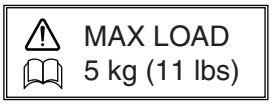
The sockets will provide a 12 Volt electrical supply.

Fuse number five of the front fuse box protects the electrical accessory socket circuit, refer to the label in the fuse box lid for fuse amperage.

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

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

Luggage Systems



Expedition Aluminium Panniers (if fitted)

Tiger XRT and Tiger XCA models are delivered from the factory pre-fitted with mounting rails for the Expedition Aluminium Panniers.

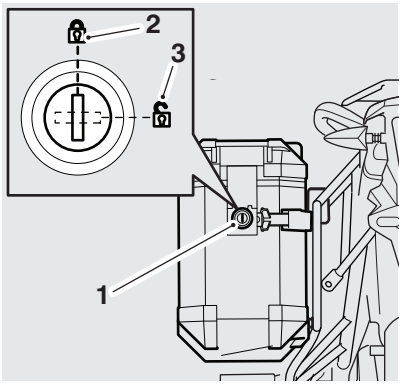
The mounting rails for the Expedition Aluminium Panniers, are also available as an accessory kit for all other Tiger XR and Tiger XC models.

The Expedition Aluminium Panniers are available as an accessory option on all Tiger XR and Tiger XC models.

For more details on the Expedition Aluminium Panniers and all other luggage solutions available, contact your authorised Triumph dealer or visit www.triumph.co.uk.

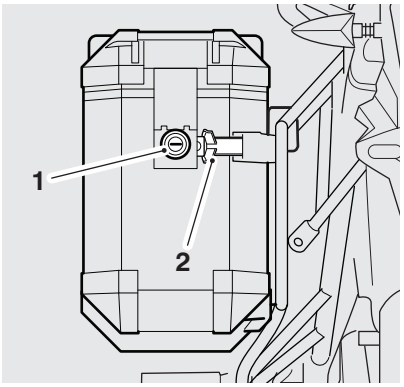
Note:

- **The same procedure can be followed to remove and mount the left hand or the right hand panniers.**
- **The pannier lock barrel has two positions as shown.**



1. **Lock barrel**
2. **Lock position**
3. **Unlock position**

To Remove Each Pannier:



1. **Lock (left hand pannier shown)**
2. **Locking mechanism release lever**

To unlock and remove the pannier from the pannier mountings, turn the key to the UNLOCK position. Whilst supporting the pannier, pull the locking mechanism release lever to detach the pannier from the upper mounting points, then lift the pannier free from the lower mounting points.

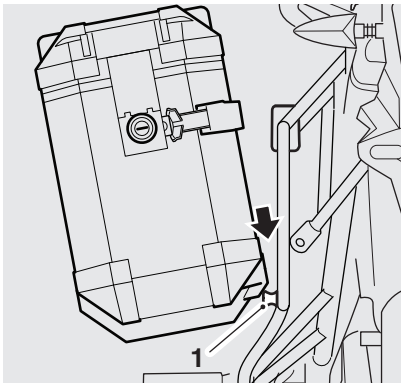
To Install Each Pannier:

Insert the key into the lock. Turn the key to the UNLOCK position.

Note:

- **The left hand and right hand panniers must be mounted to the correct side of the motorcycle. When mounting the panniers, ensure that the lock barrels are facing towards the rear of the motorcycle.**

Position the pannier onto the lower pannier mounting points as shown below.

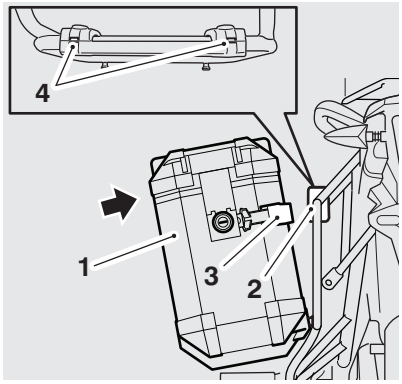


1. **Lower pannier mounting point**

Locate the pannier's locking mechanism to the upper mounting points and press the pannier inwards to engage the locking mechanism.

Note:

- **An audible click can be heard when the pannier's upper mounting locking mechanism is engaged.**
- **Two status indicators are also provided on the top of the upper mounting point. The status indicators will change colour from red to green when the locking mechanism is correctly engaged.**
- **If the status indicators remain red, the upper mounting locking mechanism is not correctly engaged.**



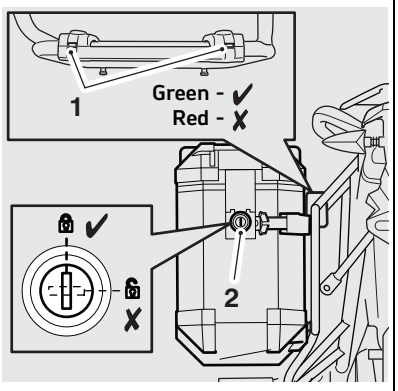
1. **Pannier**
2. **Upper mounting point**
3. **Locking mechanism**
4. **Status indicators**

Lock the pannier to the rail by turning the key to the LOCK position. Remove the key.

Warning

An incorrectly mounted pannier may detach whilst riding, resulting in a dangerous riding condition.

Before riding, always ensure that both panniers are mounted correctly. Ensure that the status indicators located on the top of the pannier's upper mounting points are green and that the lock barrel is turned to the LOCK position and the key removed.

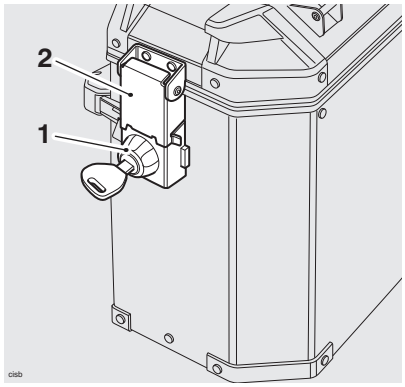


1. **Locking mechanism status indicators**
2. **Lock barrel**

A pannier that detaches whilst riding may cause loss of motorcycle control and an accident and/or injury to other road users.

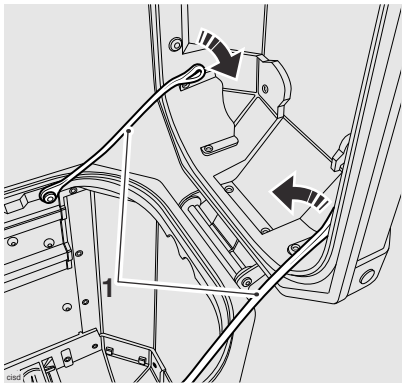
Pannier Operation

To unlock and open the pannier, insert the key and turn it to the UNLOCK position, then release the pannier lid latch. The lid can then be opened.



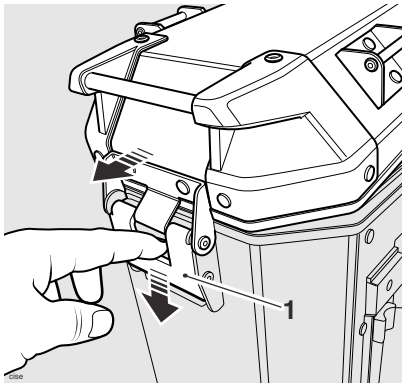
1. **Lock barrel - unlock position**
2. **Pannier lid latch**

The lid can also be removed from the pannier. To remove the lid, detach the retaining straps as shown below.



1. **Retaining straps**

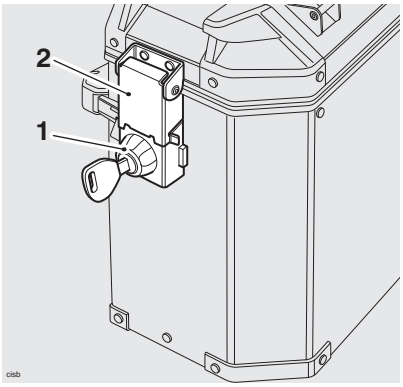
Press downwards on the quick release mechanism for the pannier lid hinge. Slide the lid down and to the rear to release the pannier lid hinge. The lid can now be removed from the pannier.



1. **Pannier lid hinge quick release mechanism**

To install the pannier lid, press downwards on the quick release mechanism and relocate the pannier lid hinge. Release the quick release mechanism, ensuring that the hinge is correctly engaged. Attach the retaining straps to the pannier lid.

To close and lock the pannier, close the lid and secure with the pannier lid latch. Turn the key to the LOCK position and remove it.



1. **Lock barrel - lock position**
2. **Pannier lid latch**

Warning

The maximum safe load for each pannier is 5 kg (11 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

Warning

The Expedition Aluminium Panniers are designed to be fitted as a pair. Never ride the motorcycle with only one pannier installed. Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

Warning

After fitting or removing the panniers, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics. Operation when not familiar with the new characteristics of the motorcycle may result in loss of motorcycle control and an accident.

Warning

Incorrect loading may result in an unsafe riding condition leading to loss of motorcycle control and an accident.

Always ensure any loads carried are evenly distributed on both sides of the motorcycle. Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

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

Always check the load security regularly (though not while the motorcycle is in motion) and ensure that the load does not extend beyond the rear of the motorcycle. Never exceed the maximum vehicle loading weight of:

TigerXR – 489 lb (222 kg)

TigerXRX – 483 lb (219 kg)

TigerXRX-LRH - 308 lb (140 kg)

TigerXRT - 469 lb (213 kg)

TigerXC – 485 lb (220 kg)

TigerXCX – 478 lb (217 kg)

TigerXCX-LRH - 487 lb (221 kg

TigerXCA - 463 lb (210 kg).

Continued

Warning

Continued

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, ensure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see page 138.

Note the maximum permissible payload for the panniers is stated on a label inside the pannier.

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 or an accident.

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 reduce by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

Warning

This motorcycle must not be operated above the legal road speed limit except in authorised closed-course conditions.

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 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 will lead to loss of motorcycle control and an accident.

Triumph Accessory D-lock Storage

Space is provided under the pillion seat to store a Triumph accessory D-lock (available from your Triumph dealer).

Secure the lock as follows:

Release the strap securing the tool kit.

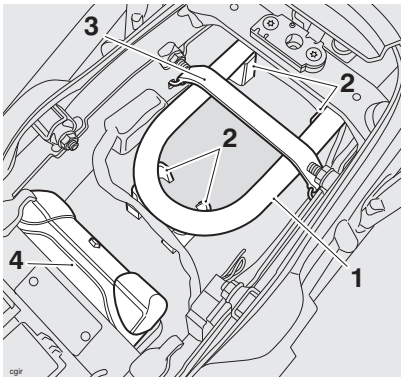
Position the U-section of the lock to the rear fender tray support features, ensuring the open end faces towards the rear of the motorcycle.

Secure the U-section using the tool kit strap as shown below.

Position the lock body to the tray in the rear fender.

Reinstall the tool kit.

Reinstall the pillion seat to secure the lock body.



1. **Lock U-section**
2. **Rear fender lock support features**
3. **Tool kit strap (tool kit not shown removed for clarity)**
4. **Lock body**

Breaking-in

cboa

Breaking-in is the name given to the process that occurs during the first hours of a new motorcycle'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 breaking-in will ensure lower exhaust emissions, and will optimize performance, fuel economy and longevity of the engine and other motorcycle components.

Note:

- **The recommended distance for breaking-in new brake discs and pads is 200 miles (300 km).**

During the first 500 miles (800 kilometers):

- Avoid extreme braking, ride with caution and allow for greater braking distances during the breaking-in period.
- 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 500 to 1,000 miles (800 to 1,500 kilometers):

- Engine speed can gradually be increased to the rev limit for short periods.

Both during and after breaking-in has been completed:

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

Safe Operation

Daily Safety Checks

cbob

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 authorized Triumph dealer for the action required to return the motorcycle to a safe operating condition.

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:

Fuel: Adequate supply in tank, no fuel leaks (page 77).

Engine Oil: Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler (page 122).

Drive Chain: Correct adjustment (page 129).

Tires/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, punctures etc. (page 144).

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 fasteners.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (page 137).

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 (page 133).

Brake Pads: There should be more than 1.5 mm of friction material remaining on all the brake pads (page 133).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 134).

Front Forks: Smooth action. No leaks from fork seals (page 138).

Throttle: Ensure that the throttle grip returns to the idle position without sticking (page 71).

Clutch: Smooth operation and correct cable free play (page 128).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 125).

Electrical Equipment: All lights and the horn function correctly (page 157).

Engine Stop: Stop switch turns the engine off (page 100).

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (page 82).

HOW TO RIDE THE MOTORCYCLE

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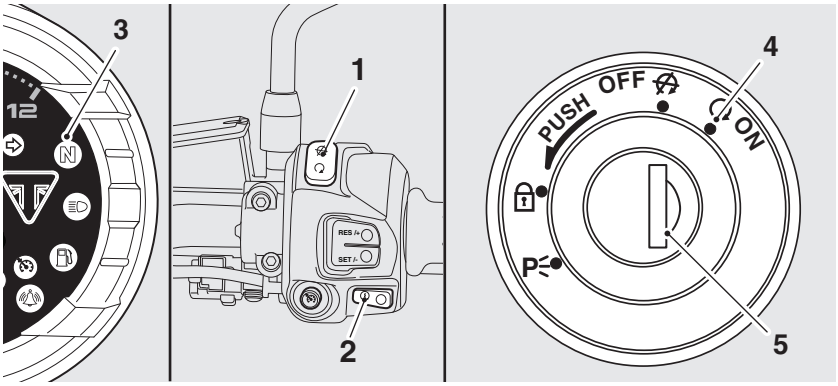
To Stop the Engine



1. **Engine stop switch**
2. **Starter button**
3. **Neutral indicator light**
4. **ON position**
5. **Ignition switch**

Close the throttle completely.

Select neutral.

Turn the ignition switch OFF.

Select first gear.

Support the motorcycle on a firm, level surface with the side stand.

Lock the steering.

Caution

The engine should normally be stopped by turning the ignition switch to the OFF position. The engine stop switch is for emergency use only. Do not leave the ignition switched on with the engine stopped. Electrical damage may result.

To Start the Engine

Check that the engine stop switch is in the RUN position.

Ensure the transmission is in neutral.

Turn the ignition switch ON.

Note:

- **When the ignition is switched on, the tachometer needle will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts – see Warning Lights on page 28). It is not necessary to wait for the needle to return to zero before starting the engine.**

- **There is a transponder within the key to turn off the engine immobilizer. To ensure the immobilizer 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 immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.**

Pull the clutch lever fully into the handlebar.

Leaving the throttle fully closed, push the starter button until the engine starts.

Warning

Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Caution

Do not operate the starter continuously for more than five seconds as the starter motor will overheat and the battery will become discharged. Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

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

Caution

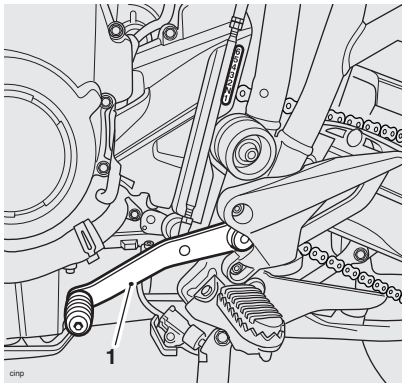
If the low oil pressure warning light/message illuminates after starting the engine, stop the engine immediately and investigate the cause. Running the engine with low oil pressure will cause severe engine damage.

- 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 while the engine is running, and the transmission is not in neutral then the engine will stop regardless of clutch 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.

Shifting Gears



1. Gear shift pedal

6 5 4 3 2 N 1

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

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 tire breaking traction (wheel spin).

Always open the throttle cautiously, particularly if you are unfamiliar with the motorcycle, as a wheelie or loss of traction will cause loss of motorcycle control and an accident.

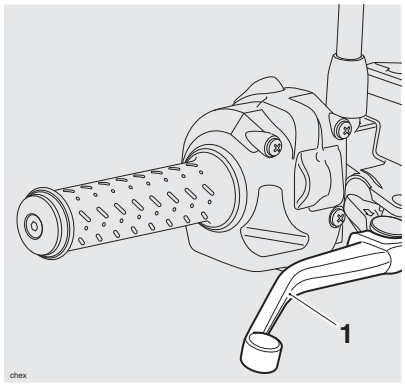
Note:

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

Warning

Do not shift to a lower gear at speeds that will cause excessive engine rpm (r/min). This can lock the rear wheel causing loss of control and an accident. Engine damage may also be caused. Shifting down should be done such that low engine speeds will be ensured.

Braking



1. **Front brake lever**

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

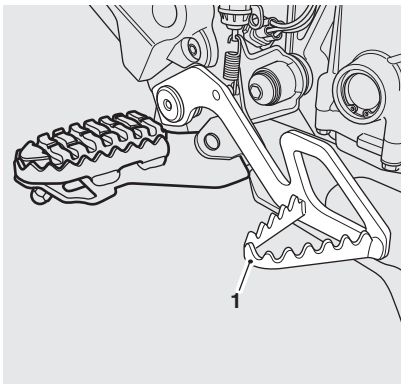
Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

Shift 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.

Shift 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 and an accident.



1. **Rear brake pedal**

Warning

For emergency braking, disregard down shifting, 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 (see ABS warnings below/over).

Triumph strongly recommends that all riders take a course of instruction, which includes advice on safe brake operation. Incorrect brake technique could result in loss of control and an accident.

Warning

For your safety, always exercise extreme caution when braking (whether or not the motorcycle is equipped with ABS), accelerating or turning as any improper action can cause loss of 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 below).

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 and an accident.

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

Warning

When descending a long, steep gradient or mountain pass, make use of the engine's braking effect by down shifting 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 leading to loss of motorcycle control and an accident.

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 leading to loss of motorcycle control and an accident.

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 can lead to sudden loss of motorcycle control and an accident.

Warning

When using the motorcycle on loose, wet, or muddy roads, braking effectiveness will be reduced by dust, mud or moisture collecting on the brakes. Always brake earlier in these conditions to ensure brake surfaces are cleaned by the braking action. Riding the motorcycle with brakes contaminated with dust, mud or moisture may cause loss of control and an accident.

ABS (Anti-Lock Brake System)

Warning

ABS helps prevent the wheels from locking, therefore maximizing the effectiveness of the braking system in emergencies and when riding on slippery surfaces. 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.

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. This can result in loss of control and an accident.

Under some circumstances it is possible that a motorcycle equipped with ABS may require a longer stopping distance than an equivalent motorcycle without ABS.

ABS Warning Light

When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off (see page 29). If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because:

- The ABS has been disabled by the rider (see page 45 for Tiger XR and Tiger XC models or, see page 49 for all other models).
- The ABS has a malfunction that requires investigation.

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

Note:

- **Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. As the ABS is not an integrated braking system and it does not control both the front and rear brake at the same time, 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.**

Warning

If the ABS is not functioning, 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 indicator light illuminated. In the event of a fault, contact an authorized 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 control and an accident.

Warning

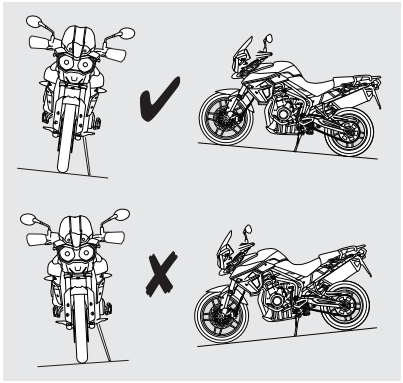
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

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

The ABS system operates by comparing the relative speed of the front and rear wheels. Use of non-recommended tires can affect wheel speed and cause the ABS function not to operate, potentially leading to loss of control and an accident in conditions where the ABS would normally function.

Parking



Select neutral and turn the ignition switch to the OFF position.

Lock the steering to help prevent theft.

Always park on a firm, level surface to prevent the motorcycle from falling. This is particularly important when parking off-road.

When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. Engage first gear to prevent the motorcycle from moving.

On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the side stand.

Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.

Note:

- **When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the tail, license plate and position lights on by turning the ignition switch to P (PARK).**

Do not leave the switch in the P position for long periods of time as this will discharge the battery.

Warning

Do not park on a soft or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over causing damage to property and personal injury.

Warning

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

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

Warning

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 may cause unprotected skin to become burnt.

Considerations for High-Speed Operation

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in consideration of weather and traffic conditions.

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 will lead to loss of motorcycle control and an accident.

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 as a serious accident may result from incorrect operation.

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.

General

Ensure the motorcycle has been maintained according to the scheduled maintenance chart.

Steering

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

Luggage

Make certain that any luggage containers are closed, locked and securely mounted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tires

High-speed operation is hard on tires, and tires that are in good condition are crucial to riding safely. Examine their overall condition, inflate to the correct pressure (when the tires are cold), and check the wheel balance. Securely install the valve caps after checking tire pressures. Observe the information given on tire checking and tire safety in the Maintenance and Adjustment section and in the Specifications section.

Fuel

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

Caution

The exhaust system is equipped with a catalytic converter to help reduce exhaust emission levels. 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 ensure you have adequate fuel for your journey.

Engine Oil

Make certain that the engine oil level is correct. Ensure that the correct grade and type of oil is used when topping off.

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 certain that the headlight, rear/brake light, turn signals, horn, etc. all work properly.

Miscellaneous

Visually check that all fasteners are tight.

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ACCESSORIES, LOADING AND PASSENGERS

The addition of accessories and carrying 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.

Adjust the headlight aim to compensate for additional loads, see page 158.

Warning

Incorrect loading may result in an unsafe riding condition leading to an accident.

Always ensure any loads carried are evenly distributed on both sides of the motorcycle. Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

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

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

Never exceed the maximum vehicle loading weight of:

Tiger XR - 489 lb (222 kg)

Tiger XRx – 483 lb (219 kg)

Tiger XRx-LRH - 308 lb (140 kg)

Tiger XRt – 469 lb (213 kg)

Continued

Warning

Continued

Tiger XC - 485 lb (220 kg)

Tiger XCx - 478 lb (217 kg)

Tiger XCx-LRH - 487 lb (221 kg)

Tiger XCa - 463 lb (210 kg)

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

For models that have adjustable suspension settings, ensure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see page 140).

Note the maximum permissible payload for the panniers is stated on a label inside the pannier.

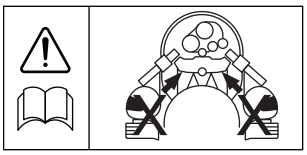
Warning

Do not install accessories or carry luggage that impairs the control of the motorcycle. Make sure that you have not adversely affected the visibility of 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.

Warning

Never attempt to store any items between the frame and the fuel tank. This can restrict the steering and will cause loss of control leading to an accident.

Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in loss of steering control leading to an accident.



Warning

If the passenger seat is used to carry small objects, they must not exceed 11 lb (5 kg) in weight, must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

Carrying objects in excess of 11 lb (5 kg) in weight, 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 pillion seat, the maximum speed of the motorcycle must be reduced to 80 mph (130 km/h).

Warning

Do not carry animals on your motorcycle.

An animal could make sudden and unpredictable movements that could lead to loss of motorcycle control and an accident.

Warning

Your passenger should be instructed that he or she 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 his or her feet on the passenger footrests and to firmly hold onto the seat strap or the rider's waist or hips.
- Advise the passenger to lean with the rider when traveling around corners and not to lean unless the rider does so.

Warning

Do not carry a passenger unless he or she is 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 and an accident.

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.

Motorcycle operation without making allowances for the presence of a passenger could lead to loss of motorcycle control and an accident.

Warning

This motorcycle must not be operated above the legal road speed limit except in authorized closed-course conditions.

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 will lead to loss of motorcycle control and an accident.

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 and an accident.

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 installation of non-approved accessories, incorrect loading, worn tires, overall motorcycle condition and poor road or weather conditions.

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MAINTENANCE AND ADJUSTMENT

Table of Contents

Maintenance and Adjustment

Scheduled Maintenance

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.

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. A malfunctioning motorcycle may lead to loss of control and an accident.

Weather, terrain and geographical location affects maintenance. The maintenance schedule should be adjusted to match the particular environment in which the vehicle 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. Only an authorized Triumph dealer will have this knowledge and equipment.

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorized Triumph dealer carry out the scheduled maintenance of this motorcycle.

Scheduled maintenance may be carried out by your dealer in three ways; annual maintenance, mileage based maintenance or a combination of both, depending on the mileage the motorcycle travels each year.

1. Motorcycles traveling less than 6,000 miles (10,000 km) per year must be maintained annually. In addition to this, mileage based items require maintenance at their specified intervals, as the motorcycle reaches this mileage.
2. Motorcycles traveling approximately 6,000 miles (10,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.
3. Motorcycles traveling more than 6,000 miles (10,000 km) per year must have the mileage based items maintained as the motorcycle reaches the specified mileage. In addition to this, annual based items will require maintenance at their specified annual intervals.

In all cases maintenance must be carried out at or before the specified maintenance intervals shown. Consult an authorized Triumph dealer for advice on which maintenance schedule is most suitable for your motorcycle.

Triumph Motorcycles cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment.

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine oil – replace	-	•	•	•	•	•
Engine and oil filter – replace	-	•	•	•	•	•
Engine and oil cooler – check for leaks	Day	•	•	•	•	•
Fuel System and Engine Management						
Fuel system – check for leaks, chafing etc.	Day	•	•	•	•	•
Throttle body plate (butterfly) – check/clean	-			•	•	•
Autoscan – carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)	-	•	•	•	•	•
ABS modulator – check for stored DTCs	-	•	•	•	•	•
Secondary air injection system – check/clean	-				•	•
Air cleaner – replace	-				•	•
Throttle bodies – balance	-			•	•	•
Fuel hoses – replace	Every four years, regardless of mileage					
Evaporative loss hoses* – replace	Every four years, regardless of mileage					
Ignition System						
Spark plugs – check	-			•		
Spark plugs – replace	-				•	•
Cooling System						
Cooling system – check for leaks	Day	•	•	•	•	•
Coolant level – check/adjust	Day	•	•	•	•	•
Coolant – replace	Every three years, regardless of mileage					

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Engine						
Clutch cable – check/adjust	Day	•	•	•	•	•
Valve clearances – check/adjust	-				•	•
Camshaft timing – adjust	First 12,000 miles (20,000 km) service only					
Wheels and Tires						
Wheels – inspect for damage	Day	•	•	•	•	•
Wheel bearings – check for wear/smooth operation	-	•	•	•	•	•
Wheels – check wheels for broken or damaged spokes and check spoke tightness (Tiger XC models only)	Day	•	•	•	•	•
Tire wear/tire damage – check	Day	•	•	•	•	•
Tire pressures – check/adjust	Day	•	•	•	•	•
Electrical						
Lights, instruments and electrical systems – check	Day	•	•	•	•	•
Steering and suspension						
Steering – check for free operation	Day	•	•	•	•	•
Forks – check for leaks/smooth operation	Day	•	•	•	•	•
Fork oil – replace	-					•
Steering Head bearings – check/adjust	-		•	•	•	•
Steering Head bearings – lubricate	-				•	•
Rear suspension linkage – check/lubricate	-				•	•

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Brakes						
Brake pads – check wear levels	Day	•	•	•	•	•
Brake master cylinders – check for fluid leaks	Day	•	•	•	•	•
Brake calipers – check for fluid leaks and seized pistons	Day	•	•	•	•	•
Brake fluid levels – check	Day	•	•	•	•	•
Brake fluid – replace	Every two years, regardless of mileage					
Drive Chain						
Drive chain slack – check/adjust	Day	•	•	•	•	•
Drive chain – wear check	Every 500 miles (800 km)					
Drive chain – lubricate	Every 200 miles (300 km)					
Drive chain rubbing strip – check	Day	•	•	•	•	•
Drive chain rubbing strip – replace	-			•	•	•
General						
Fasteners – inspect visually for security	Day	•	•	•	•	•
Bank angle indicators – inspect visually for wear	Day	•	•	•	•	•
Accessory rack sliding carriage – check for correct operation‡	-		•	•	•	•
Side stand – check operation	Day	•	•	•	•	•
Centre stand - check operation	Day	•	•	•	•	•
Centre stand flanged sleeves - check/clean/grease	-		•	•	•	•
Accessory pannier link mechanism – check for correct operation and adjustment‡	-		•	•	•	•

*Evaporative system mounted to models for certain markets only.

‡ Only if equipped.

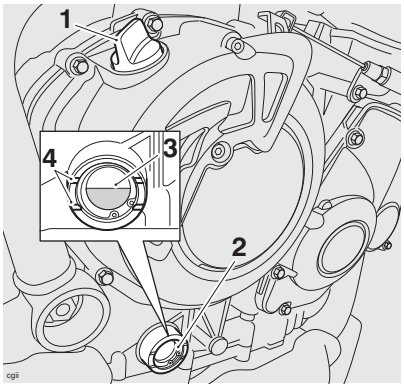
Engine Oil

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

Warning

Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to sudden loss of control and an accident.

Oil Level Inspection



1. **Filler**
2. **Sight glass**
3. **Oil level (correct level shown)**
4. **Crankcase oil level lines**

Warning

Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time. Always operate your motorcycle in the open-air or in an area with adequate ventilation.

Caution

Running the engine with insufficient oil will cause engine damage. If the low oil pressure indicator remains on, stop the engine immediately and investigate the cause.

Start the engine and run at idle for approximately five minutes.

Stop the engine, then wait for at least three minutes for the oil to settle.

Note the oil level visible in the sight glass.

When correct, oil should be visible in the sight glass at a point midway between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.

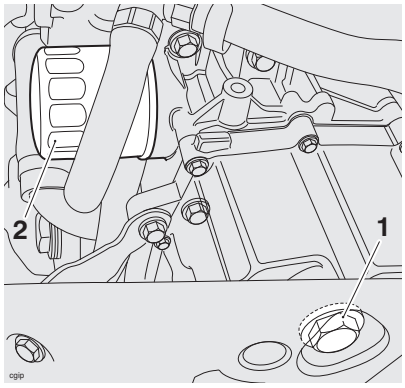
Note:

- **An accurate indication of the level of 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).**

If it is necessary to top off the oil level, remove the filler plug and add oil, a little at a time, until the level registered in the sight glass is correct.

Once the correct level is reached, install and tighten the filler plug.

Oil and Oil Filter Change



1. **Oil drain plug**
2. **Oil filter**

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

Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains harmful contamination that can lead to skin cancer. Always wear suitable protective clothing and avoid skin contact with used oil.

Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.

Place an oil drain pan beneath the engine.

Remove the oil drain plug.

Warning

The oil may be hot to the touch. Avoid contact with the hot oil by wearing suitable protective clothing, gloves, eye protection, etc. Contact with hot oil may cause the skin to be scalded or burned.

Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old oil filter in an environmentally friendly way.

Apply a thin smear of clean engine oil to the sealing ring of the new oil filter. Install the oil filter and tighten to **7 lbf ft (10 Nm)**.

After the oil has completely drained out, install a new sealing washer to the drain plug. Install and tighten the drain plug to **18 lbf ft (25 Nm)**.

Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) **and** JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic).

Start the engine and allow it to idle for a minimum of 30 seconds.

Caution

Raising the engine speed above idle before the oil reaches all parts of the engine can cause engine damage or seizure. Only raise engine speed after running the engine for 30 seconds to allow the oil to circulate fully.

Caution

If the engine oil pressure is too low, the low oil pressure warning light will illuminate. If this light stays on when the engine is running, stop the engine immediately and investigate the cause. Running the engine with low oil pressure will cause engine damage.

Ensure that the low oil pressure warning light remains off and the oil Pr message is not visible in the instrument display screen.

Stop the engine and recheck the oil level. Adjust if necessary.

Disposal of Used Engine Oil and Oil Filters

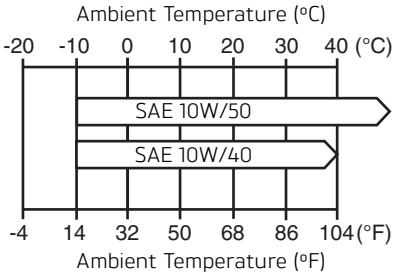
To protect the environment, do not pour oil on the ground, down sewers or drains, or into groundwater sources. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

Oil Specification and Grade

Triumph high performance fuel injected engines are designed to use 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

Triumph recommends the fully synthetic 10W/40 motorcycle engine oil for most conditions. The oil viscosity may need to be changed to accommodate the ambient temperatures in your riding area.

Refer to the chart below for the correct oil viscosity (10W/40 of 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.

Cooling System

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

Note:

- **A year-round, Hybrid Organic Acid Technology (known as Hybrid OAT or HOAT) coolant is installed in the cooling system when the motorcycle leaves the factory. It is colored green, contains a 50% solution of ethylene glycol based antifreeze, and has a freezing point of -31°F (-35°C).**

Corrosion Inhibitors

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.

Warning

HD4X Hybrid OAT coolant contains corrosion inhibitors and antifreeze suitable for aluminum engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

Coolant that contains antifreeze and corrosion inhibitors contains toxic chemicals that are harmful to the human body. Never swallow antifreeze or any of the motorcycle coolant.

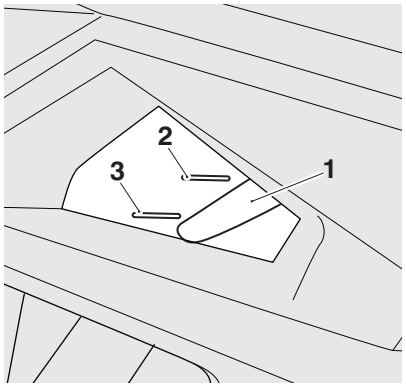
Note:

- **HD4X Hybrid OAT coolant, as supplied by Triumph, is premixed and does not need to be diluted prior to filling or topping off the cooling system.**

Coolant Level Inspection

Note:

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



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

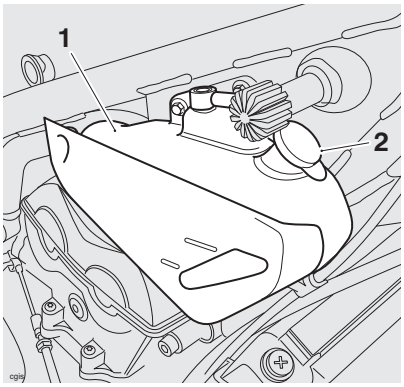
Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the right hand side of the motorcycle, below and towards the front of the fuel tank.

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

Coolant Level Adjustment

Warning

Do not remove the expansion tank or 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, pressurized coolant will cause scalds and skin damage.



1. **Expansion tank (fuel tank shown removed for clarity)**
2. **Expansion tank cap**

Allow the engine to cool.

The expansion tank cap can be removed from the right hand side of the motorcycle, between the front of the fuel tank and the frame.

Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches the MAX mark. Reinstall the cap.

Note:

- **If the coolant level is being checked because the coolant has overheated, also check the level in the radiator and top off if necessary.**
- **In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.**

Caution

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.

Coolant Change

Have the coolant changed by an authorized Triumph dealer in accordance with scheduled maintenance requirements.

Radiator and Hoses

Check the radiator hoses for cracks or deterioration, and hose clips for tightness in accordance with scheduled maintenance requirements. Have your authorized Triumph dealer replace any defective items.

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

Warning

The fan operates automatically when the engine is running. Always keep hands and clothing away from the fan as contact with the rotating fan can cause injury.

Caution

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 unauthorized 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.

Throttle Control

Warning

Always be alert for changes in the 'feel' of the throttle control and have the throttle system checked by an authorized Triumph dealer if any changes are detected. Changes can be due to wear in the mechanism, which could lead to a sticking throttle control.

A sticking or stuck throttle control will lead to loss of motorcycle control and an accident.

Inspection

Warning

Use of the motorcycle with a sticking or damaged throttle control will interfere with the throttle function resulting in loss of motorcycle control and an accident.

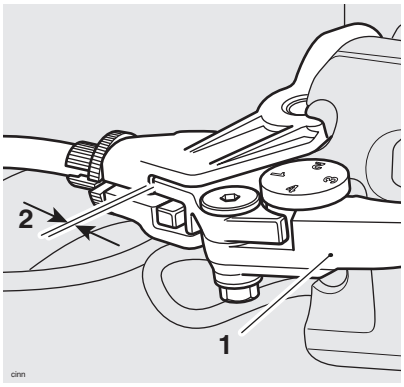
To avoid continued use of a sticking or damaged throttle control, always have it checked by your authorized Triumph dealer.

Check that the throttle opens smoothly, without undue force and that it closes without sticking. Have your authorized Triumph dealer check the throttle system if a problem is detected or any doubt exists.

Check that there is 0.04 - 0.08 in (1 - 2 mm) of throttle grip free play when lightly turning the throttle grip back and forth.

If there is an incorrect amount of free play, Triumph recommends that you have your authorized Triumph dealer investigate.

Clutch



1. Clutch lever
2. 0.08 - 0.12 in (2 - 3 mm)

The motorcycle is equipped with a cable-operated clutch.

If the clutch lever has excessive free play, the clutch may not disengage fully. This will cause difficulty in shifting 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.

Inspection

Check that there is 0.08 - 0.12 in (2 - 3 mm) clutch lever free play at the lever.

If there is an incorrect amount of free play, adjustments must be made.

Adjustment

Turn the adjuster sleeve until the correct amount of clutch lever free play is achieved.

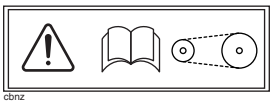
If correct adjustment cannot be made using the lever adjuster, use the cable adjuster at the lower end of the cable.

Loosen the adjuster lock nut.

Turn the outer cable adjuster to give 0.08 - 0.12 in (2 - 3 mm) of free play at the clutch lever.

Tighten the lock nut.

Drive Chain


cbnz

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 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, always replace worn or damaged chains using genuine Triumph parts supplied by an authorized Triumph dealer.

Warning

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 will injure the rider and lead to loss of motorcycle control and an accident.

Similarly, locking the rear wheel will lead to loss of motorcycle control and an accident.

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 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 oil to penetrate to the chain O-rings etc.

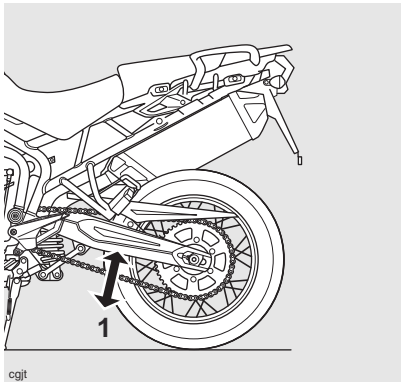
Before riding, wipe off any excess oil.

If the chain is especially dirty, clean first and then apply oil as mentioned above.

⚠ Caution

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

Chain Free-Movement Inspection



1. Maximum movement position

⚠ Warning

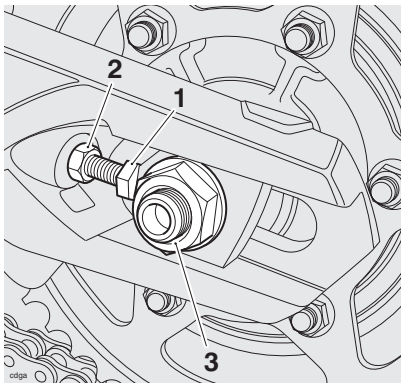
Before starting work, ensure the motorcycle is stabilized and adequately supported. This will help prevent injury to the operator or damage to the motorcycle.

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 chain is tightest, and measure the vertical movement of the chain midway between the sprockets.

Chain Free-Movement Adjustment

The vertical movement of the drive chain must be in the range 0.70 - 1.18 in (20 - 30 mm).



1. Adjuster bolt
2. Adjuster bolt lock nut
3. Rear wheel spindle nut

Loosen the wheel spindle nut.

Loosen the lock nuts on both the left hand and right hand chain adjuster bolts.

Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase chain free movement and counterclockwise to reduce chain free movement.

When the correct amount of chain free movement has been set, push the wheel into firm contact with the adjusters. Tighten both adjuster lock nuts to **1 lbf ft (20 Nm)** and the rear wheel spindle nut to **81 lbf ft (110 Nm)**.

Repeat the chain adjustment check. Readjust if necessary.

Warning

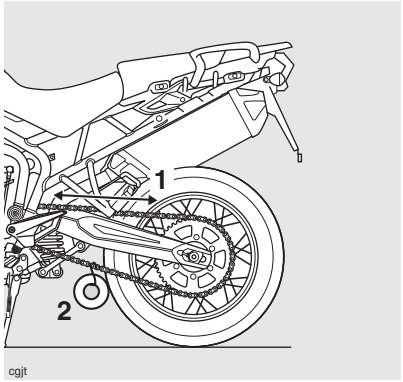
Operation of the motorcycle with insecure adjuster lock nuts or a loose wheel spindle may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

Check the rear brake effectiveness. Rectify if necessary.

Warning

It is dangerous to operate the motorcycle with defective brakes; you must have your authorized Triumph dealer take remedial action before you attempt to ride the motorcycle again. Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control or an accident.

Chain and Sprocket Wear Inspection



1. **Measure across 20 links**
2. **Weight**

Remove the chain guard.

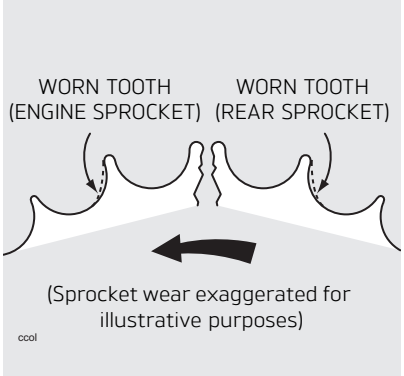
Stretch the chain taut by hanging a 20 - 40 lb (10 - 20 kg) weight on the chain.

Measure the length of 20 links on the straight part of the chain from pin center of the 1st pin to the pin center of the 21st pin. Since the chain may wear unevenly, take measurements in several places.

If the length exceeds the maximum service limit of 12.56 in (319 mm), the chain must be replaced.

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

Also inspect the sprockets for unevenly or excessively worn or damaged teeth.



If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Triumph dealer.

Reinstall the chain guard, tightening the fasteners to **80 lbf in (9 Nm)**.

Warning

Never neglect chain maintenance and always have chains installed by an authorized Triumph dealer.

Use a genuine Triumph supplied chain as specified in the Triumph Parts Catalog.

The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets leading to loss of motorcycle control or an accident.

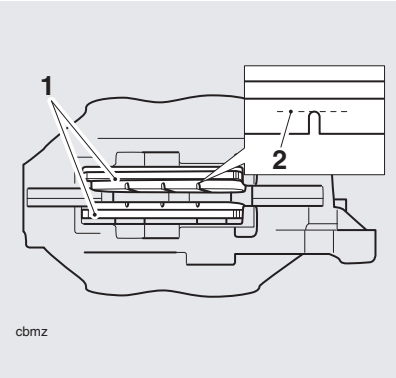
Caution

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

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

Brakes

Brake Wear Inspection



1. **Brake pads**
2. **Minimum thickness line**

Brake pads must be inspected in accordance with scheduled requirements and replaced if worn to, or beyond the minimum service thickness.

If the lining thickness of any brake pad (front or rear brakes) is less than 0.06 in (1.5 mm), that is, if the brake pad has worn down to the bottom of the grooves, replace all the brake pads on the wheel.

Breaking-in Replacement Brake Discs and/or Brake Pads

After replacement brake discs and/or brake pads have been installed to the motorcycle, Triumph recommend a period of careful breaking-in that will optimize the performance and longevity of the brake discs and brake pads. The recommended distance for breaking-in new brake discs and brake pads is 200 miles (300 km).

After installing new brake discs and/or brake pads avoid extreme braking, ride with caution and allow for greater braking distances during the breaking-in period.

Warning

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

Replacing individual pads will reduce braking efficiency and may cause loss of motorcycle control and an accident.

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

Warning

Brake pad wear will be increased if the motorcycle is used frequently off-road. Always inspect the brake pads more frequently if the motorcycle is used off-road, and replace the brake pads before they become worn to, or beyond the minimum service thickness.

Riding with worn brake pads may reduce braking efficiency, leading to loss of motorcycle control and an accident.

Brake Pad Wear Compensation

Brake 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.

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 lines and hoses or the brakes may be defective.

It is dangerous to operate the motorcycle under such conditions and your authorized Triumph dealer must rectify the fault before riding.

Riding with defective brakes may lead to loss of motorcycle control and an accident.

Disc Brake Fluid

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

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.

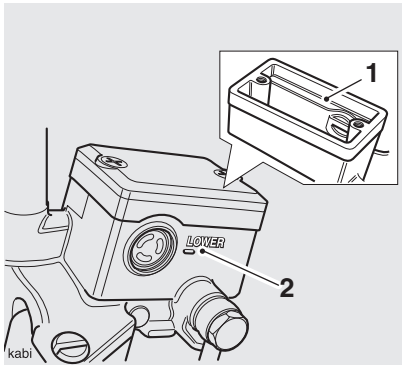
Do not mix different brands or grades of brake fluid.

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 observe and act upon any of these items may cause a dangerous riding condition leading to loss of motorcycle control and an accident.

Front Brake Fluid Level Inspection and Adjustment



1. **Front brake fluid reservoir, upper level line**
2. **Lower level line**

The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal).

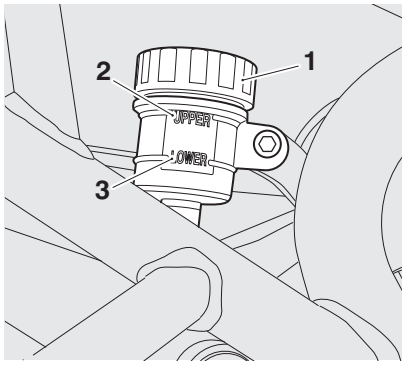
To inspect the fluid level, check the level of fluid visible in the window at the front of the reservoir body.

To adjust the fluid level, loosen the cap screws and detach the cover noting the position of the sealing diaphragm.

Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Reinstall the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws to **9 lbf in (1 Nm)**.

Rear Brake Fluid Inspection and Adjustment



1. **Rear brake fluid reservoir**
2. **Upper level line**
3. **Lower level line**

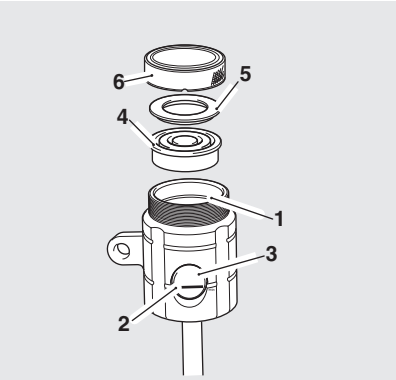
The reservoir is visible from the right hand side of the motorcycle, forward of the exhaust intermediate pipe, below the rider's seat.

To inspect the fluid level, check the level of fluid visible in the reservoir. The fluid level must be kept between the upper and lower level lines (reservoir held horizontal).

To adjust the fluid level, remove the reservoir cap. Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Reinstall the reservoir cap ensuring that the diaphragm seal is correctly installed.

Rear Brake Fluid Inspection and Adjustment - Accessory Rear Brake Reservoir (If Fitted)



1. **Upper level line**
2. **Lower level line**
3. **Window**
4. **Diaphragm**
5. **Diaphragm support ring**
6. **Reservoir cap**

The brake fluid level in the reservoirs must be kept between the upper/max and lower/min level lines (reservoir held horizontal).

To inspect the fluid level, check the level of fluid visible in the window at the front of the reservoir body.

To adjust the fluid level, remove the reservoir cap.

Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Fit the diaphragm and diaphragm support ring into the fluid reservoir.

Fit the reservoir cap and carefully screw it down, ensuring it is fully tightened.

Warning

If there has been an appreciable drop in the level of the fluid in either fluid reservoir, consult your authorized Triumph dealer for advice before riding. Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance potentially leading to loss of motorcycle control and an accident.

Brake Light Switches

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, have your authorized Triumph dealer investigate and rectify the fault.

Warning

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

An accident causing injury to the rider and other road users may result from use of a motorcycle with defective brake lights.

Steering/Wheel Bearings

Caution

To prevent risk of injury from the motorcycle falling during the inspection, ensure that the motorcycle is stabilized 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 cause injury by falling from its support.

Ensure that the position of the support block will not cause damage to the sump.

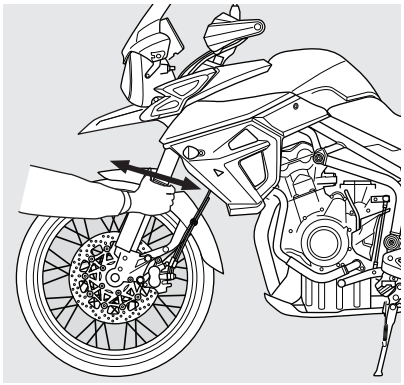
Steering Inspection

Lubricate and inspect the condition of the steering (steering head) bearings in accordance with scheduled maintenance requirements.

Note:

- **Always inspect the wheel bearings at the same time as the steering bearings.**

Inspecting the Steering (Steering Head) Bearings for Free Play



Inspecting the Steering for Free Play

Inspection

Position the motorcycle on level ground, in an upright position.

Raise the front wheel above the ground and support the motorcycle.

Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward.

If any free play can be detected in the steering (steering head) bearings, ask your authorized Triumph dealer to inspect and rectify any faults before riding.

Warning

Riding the motorcycle with incorrectly adjusted or defective steering (steering head) bearings is dangerous and may cause loss of motorcycle control and an accident.

Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

If the wheel bearings in the front or rear wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, have your authorized Triumph dealer inspect the wheel bearings.

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

Position the motorcycle on level ground, in an upright position.

Raise the front wheel above the ground and support the motorcycle.

Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.

If any free play can be detected, ask your authorized Triumph dealer to inspect and rectify any faults before riding.

Reposition the lifting device and repeat the procedure for the rear wheel.

Warning

Operation with worn or damaged front or rear wheel bearings is dangerous and may cause impaired handling and instability leading to an accident. If in doubt, have the motorcycle inspected by an authorized Triumph dealer before riding.

Remove the support and place the motorcycle on the side stand.

Front Suspension

Front Fork Inspection

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 authorized Triumph dealer.

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- If roughness or excessive stiffness is detected, consult your authorized Triumph dealer.

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, as all units contain pressurized oil. Skin and eye damage can result from contact with the pressurized oil.

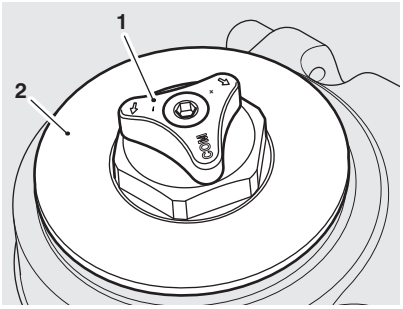
Front Suspension Adjustment – Tiger XR - All Models

The Tiger XR model variants have no front suspension adjustment.

Compression Damping Adjustment – Tiger XC - All Models

The compression damping adjuster is located at the top of the left hand fork.

To change the compression damping force rotate the (white) adjuster clockwise to increase, or counterclockwise to decrease. Always count the number of clicks back from the fully clockwise (closed) position.



1. **Compression damping adjuster (white) (see notes)**
2. **Fork top cap**

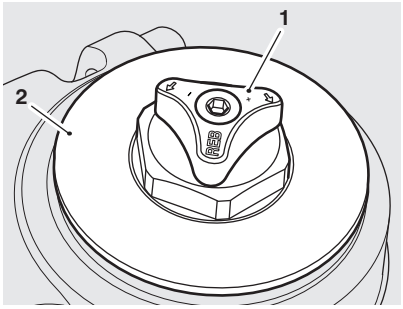
Note:

- **The motorcycle is delivered from the factory with the front suspension set at the solo (normal) riding setting, as shown in the relevant suspension chart (see page 140).**

Rebound Damping Adjustment – Tiger XC - All Models

The rebound damping adjuster is located at the top of the right hand fork.

To change the rebound damping force, rotate the (red) adjuster clockwise to increase, or counterclockwise to decrease. Always count the number of clicks back from the fully clockwise (closed) position.



1. **Rebound damping adjuster (red) (see notes)**
2. **Fork top cap**

Note:

- **The motorcycle is delivered from the factory with the front suspension set at the solo (normal) riding setting, as shown in the relevant suspension chart (see page 140).**

Front Suspension Setting Chart – Tiger XC - All Models

Loading	Front	
	Compression Damping[1] (left hand fork)	Rebound Damping[1] (right hand fork)
Solo (Normal) Riding	-12	-12
Solo (Comfort) Riding	-19	-19
Solo (Sport) Riding	-4	-4
Solo – (with any loaded luggage items where applicable)	-10	-10
Rider and Passenger	-7	-7
Rider and Passenger (with any loaded luggage items where applicable)	-6	-6

[1] Number of clicks counterclockwise from the fully clockwise (closed) position – noting that the first stop (click) is counted as 1

The solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the front suspension.

Warning

Ensure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the front and rear suspension setting charts for further information or consult your dealer.

Note:

- **The left hand fork has a compression damping adjuster. The right hand fork is equipped with a rebound damping adjuster.**
- **The motorcycle is delivered from the factory with the front suspension set at the solo (normal) riding setting, as shown in the front suspension setting chart (see page 140).**
- **These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.**

Rear Suspension

Rear Suspension Setting Chart – Tiger XR - All Models

Loading	Spring Preload[1]
Solo (Normal) Riding	30
Rider and Luggage	0
Rider and Passenger, or Rider, Passenger and Luggage	0

[1] Number of clicks counterclockwise from the fully clockwise (closed) position.

Rear Suspension Setting Chart – Tiger XC - All Models

Loading	Spring Preload[1]	Rebound Damping[1]
Solo (Normal) Riding	-9	-1.5
Solo (Comfort) Riding	-9	-3.0
Solo (Sport) Riding	-9	-0.5
Solo – (with any loaded luggage items where applicable)	-4.5	-1
Rider and Passenger	Fully Clockwise	-0.5
Rider and Passenger (with any loaded luggage items where applicable)	Fully Clockwise	-0.25

[1] Number of adjuster turns counterclockwise from the fully clockwise (closed) position.

The solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the rear suspension.

An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

The damping must be adjusted to the road conditions and the spring preload.

Warning

Ensure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the front and rear suspension setting charts for further information or consult your dealer.

Note:

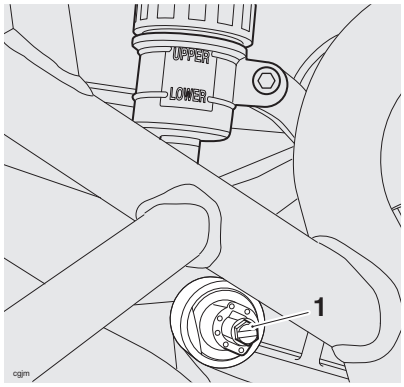
- **The motorcycle is delivered from the factory with the rear suspension set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see page 141).**
- **These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding rear suspension adjustment.**

Rear Suspension Adjustment

The Rear Suspension Unit (RSU) on Tiger XR model variants is adjustable for spring preload.

The RSU on Tiger XC model variants is adjustable for spring preload and rebound damping.

Spring Preload Adjustment – Tiger XR - All Models



1. Spring preload adjuster, Tiger XR

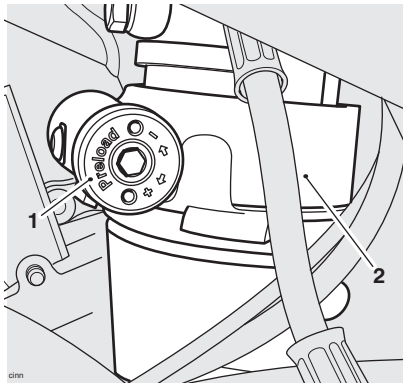
The spring preload adjuster is situated on the right hand side of the motorcycle, at the top of the RSU.

To adjust the spring preload setting rotate the slotted adjuster clockwise to increase, or counterclockwise to decrease.

Note:

- **The setting is measured as the number of clicks counterclockwise from the fully clockwise (closed) position.**
- **The motorcycle is delivered from the factory with the spring preload set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see page 141).**

Spring Preload Adjustment – Tiger XC - All Models



1. Spring preload adjuster, Tiger XC
2. RSU

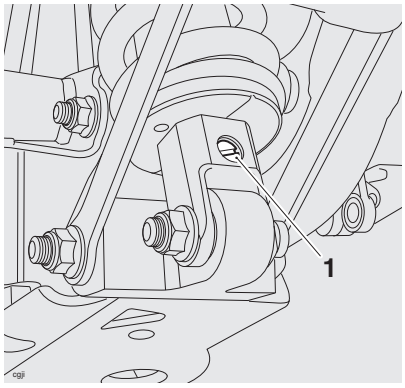
The spring preload adjuster is situated on the right hand side of the motorcycle, at the top of the RSU.

To adjust the spring preload setting, rotate the 0.2 in (5 mm) hexagon adjuster clockwise to increase, or counterclockwise to decrease.

Note:

- **The setting is measured as the number of adjuster turns counterclockwise from the fully clockwise (closed) position.**
- **The motorcycle is delivered from the factory with the spring preload set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see page 141).**

Rebound Damping Adjustment – Tiger XC - All Models



1. Rebound damping adjuster

The rebound damping adjuster is located at the bottom of the RSU and is accessible from either side of the motorcycle.

To adjust the rebound damping setting, rotate the slotted adjuster clockwise to increase, and counterclockwise to decrease.

Note:

- **The setting is measured as the number of adjuster turns counterclockwise from the fully clockwise (closed) position.**
- **The motorcycle is delivered from the factory with the rebound adjuster set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see page 141).**

Bank Angle Indicators

Warning

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

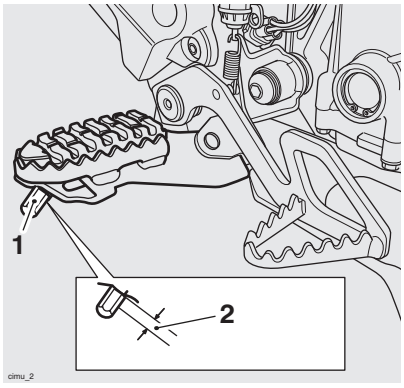
Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Bank angle indicators are located on the riders footrests.

Regularly check the bank angle indicators for wear.

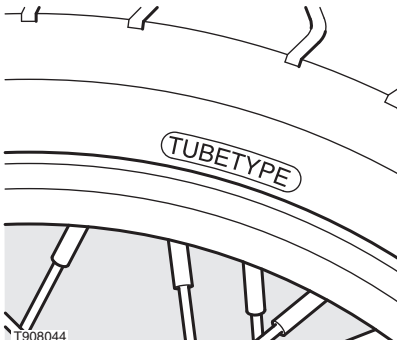
The bank angle indicators have reached the maximum wear limit and should be replaced when they have worn down to a length of:

- 20 mm - All models except Tiger XCA.
- 25 mm - Tiger XCA only.



1. Bank angle indicator
2. Wear limit measurement

Tires



Typical Tire Marking

The Tiger XC model variants are equipped with spoked wheels which require a tire suitable for use with an inner tube.

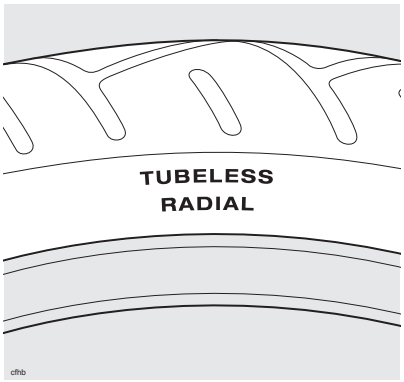
Warning

Failure to use an inner tube in a spoked wheel will cause deflation of the tire resulting in loss of motorcycle control and an accident.

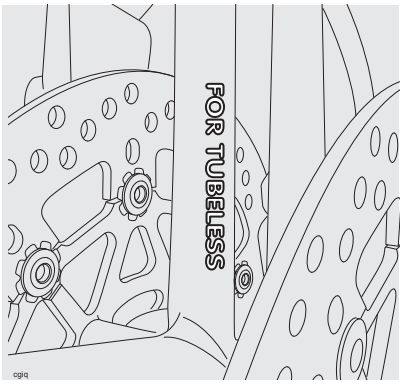
The Tiger XR model variants are equipped with tubeless tires, valves and wheel rims. Use only tires marked TUBELESS and tubeless valves on rims marked SUITABLE FOR TUBELESS TIRES.

Warning

Do not install tube-type tires on tubeless rims. The bead will not seat and the tires could slip on the rims, causing rapid tire deflation that may result in a loss of vehicle control and an accident. Never install an inner tube inside a tubeless tire. This will cause friction inside the tire and the resulting heat build-up may cause the tube to burst resulting in rapid tire deflation, loss of motorcycle control and an accident.



Typical Tire Marking – Tubeless Tire



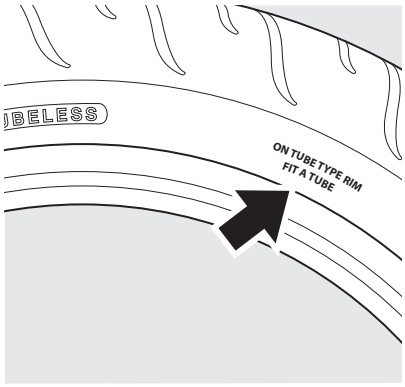
Wheel Marking – Tubeless Wheel

Warning

Inner tubes must only be used on motorcycles equipped with spoked wheels and with tires marked TUBE TYPE.

Some brands of approved tire marked TUBELESS may be suitable for use with an inner tube. Where this is the case, the tire wall will be marked with text permitting the installation of an inner tube (see illustration below).

Use of an inner tube with a tire marked TUBELESS, and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked SUITABLE FOR TUBELESS TIRES will cause deflation of the tire resulting in loss of motorcycle control and an accident.



Typical Tire Marking – Tubeless Tire Suitable For Use With An Inner Tube

Tire Inflation Pressures

Correct tire inflation pressures will provide maximum stability, rider comfort and tire life. Always check tire pressures before riding when the tires are cold. Check tire pressures daily and adjust if necessary (see Specifications section for correct inflation pressures). Alternatively, ask your authorized Triumph dealer to inspect your wheels and tires.

Tire Pressure Monitoring System (if equipped)

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

Owners must only adjust tire pressures when the tires are cold using an accurate pressure gauge, and must not use the tire pressure display on the instruments.

Warning

Incorrect tire inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.

Underinflation may result in the tire slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

Warning

Tire pressures which have been reduced for off-road riding will impair on-road stability. Always ensure the tire pressures are set as described in the Specifications section for on-road use.

Operation of the motorcycle with incorrect tire pressures may cause loss of motorcycle control leading to an accident.

Tire Wear


cboa

As the tire tread wears down, the tire becomes more susceptible to punctures. It is estimated that 90% of all tire problems occur during the last 10% of tread life (90% worn). It is therefore not recommended to use tires until they are worn to their minimum.

Minimum Recommended Tread Depth

In accordance with the periodic maintenance chart, measure the depth of the tread with a depth gauge, and replace any tire that has worn to, or beyond, the minimum allowable tread depth specified in the table below:

Under 80 mph (130 km/h)	0.08 in (2 mm)
Over 80 mph (130 km/h)	Rear 0.12 in (3 mm) Front 0.08 in (2 mm)

Warning

This motorcycle must not be operated above the legal road speed limit except in authorized closed-course conditions.

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 will lead to loss of motorcycle control and an accident.

Warning

Operation with excessively worn tires is hazardous and will adversely affect traction, stability and handling which may lead to loss of control and an accident.

When tires become punctured, leakage is often very slow. Always inspect tires very closely for punctures. Check the tires for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tires will adversely affect stability and handling which may lead to loss of control or an accident.

Check the rims for dents or deformation and spokes for looseness and damage. Operation with damaged or defective wheels, spokes or tires is dangerous and loss of control or an accident could result.

Always consult your authorized Triumph dealer for tire replacement, or for a safety inspection of the wheels, spokes and tires.

Tire Replacement

Warning

Inner tubes must only be used on motorcycles equipped with spoked wheels and with tires marked TUBE TYPE.

Use of an inner tube with a tire marked TUBELESS and/or on an alloy wheel can lead to loss of motorcycle control and an accident.

Warning

Do not install tube-type tires on tubeless rims. The bead will not seat and the tires could slip on the rims, causing rapid tire deflation that may result in a loss of motorcycle control and an accident. Never install an inner tube inside a tubeless tire. This will cause friction inside the tire and the resulting heat build-up may cause the tube to burst resulting in rapid tire deflation, loss of motorcycle control and an accident.

Note:

- **Some brands of approved tire marked TUBELESS may be suitable for use with an inner tube. Where this is the case, the tire wall will be marked with text permitting the installation of an inner tube.**

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tire combinations are approved for use on each model. It is essential that approved tires and inner tubes (if installed) installed in approved combinations, are used when purchasing replacement items. The use of non-approved tires and inner tubes, or approved tires and inner tubes in non-approved combinations, may lead to motorcycle instability, loss of motorcycle control and an accident.

On models equipped with ABS, different wheel speeds, caused by non-approved tires, can affect the function of the ABS computer.

See the Specifications section for details of approved tire and inner tube combinations. Always have tires and inner tubes installed and balanced by your authorized Triumph dealer who has the necessary training and skills to ensure safe, effective installation.

Tire Pressure Monitoring System (Only on models equipped with TPMS)

Caution

An adhesive label is mounted to the wheel rim to indicate the position of the tire pressure sensor. Care must be taken when replacing the tires to prevent any damage to the tire pressure sensors. Always have your tires installed by your authorized Triumph dealer and inform them that tire pressure sensors are mounted to the wheels.

Caution

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 your tires installed by your authorized Triumph dealer and inform them that tire pressure sensors are mounted to the wheels.

Warning

If a tire or inner tube sustains a puncture, the tire and inner tube must be replaced. Failure to replace a punctured tire and inner tube, or operation with a repaired tire or inner tube can lead to instability, loss of motorcycle control or an accident.

Warning

If tire or inner tube damage is suspected, such as after striking the curb, ask your authorized Triumph dealer to inspect the tire both internally and externally and to also inspect the inner tube. Remember, tire damage may not always be visible from the outside. Operation of the motorcycle with damaged tires could lead to loss of control and an accident.

Warning

When replacement tires or inner tubes are required, consult your authorized Triumph dealer who will arrange for the tires and inner tubes to be selected, in a correct combination, from the approved list and installed according to the tire and inner tube manufacturer's instructions.

When tires and inner tubes are replaced, allow time for the tires and inner tubes to seat to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tire or inner tube could cause instability, loss of motorcycle control and an accident.

Initially, the new tires and inner tubes will not produce the same handling characteristics as the worn tires and inner tubes and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

24 hours after installation, the tire pressures must be checked and adjusted, and the tires and inner tubes examined for correct seating. 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 installation.

Continued

Warning

Continued

Use of a motorcycle with incorrectly seated tires or inner tubes, incorrectly adjusted tire pressures, or when not accustomed to its handling characteristics may lead to loss of motorcycle control and an accident.

Warning

Tires and inner tubes that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tire.

Tires and inner tubes must be replaced after such use as continued use of a damaged tire or inner tube may lead to instability, loss of motorcycle control and an accident.

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 leading to loss of control and an accident.

When wheel balancing is required, such as after tire or inner tube replacement, see your authorized Triumph dealer.

Only use self-adhesive weights. Clip on weights may damage the wheel, tire or inner tube resulting in tire deflation, loss of motorcycle control and an accident.

Battery

Warning

Under some circumstances, the battery can give off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulfuric 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.

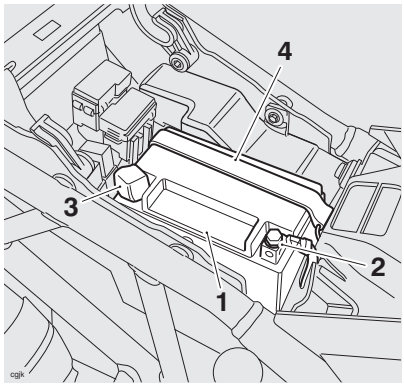
KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Warning

The battery contains harmful materials. Always keep children away from the battery whether or not it is installed in the motorcycle.

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 personal injury.

Battery Removal



1. **Battery**
2. **Negative (black) terminal**
3. **Positive (red) terminal**
4. **Battery strap**

Remove the rider's seat.

Remove the battery strap.

Disconnect the battery leads, negative (black) lead first.

Take the battery out of the case.

Warning

Ensure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

Battery Disposal

Should the battery ever require replacement, the original battery must be handed to a recycling agent who will ensure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

Clean the battery using a clean, dry cloth. Be sure that the cable connections are clean.

Warning

The 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.

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

Battery Discharge

Caution

The charge level in the battery must be maintained to maximize 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 Maintenance During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery voltage weekly using a digital multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery voltage fall below 12.7 volts, the battery should be charged (see page 153).

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 crystallize 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

For help with selecting a battery charger, checking the battery voltage or battery charging, contact your local authorized Triumph dealer.

Warning

The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulfuric 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.

Caution

Do not use an automotive quick charger as it may overcharge and damage the battery.

Should the battery voltage fall below 12.7 volts, the battery should be charged using a Triumph approved battery charger. Always 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

Ensure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

Place the battery in the battery case.

Reconnect the battery, positive (red) lead first and tighten the battery terminals to **4.5 Nm**.

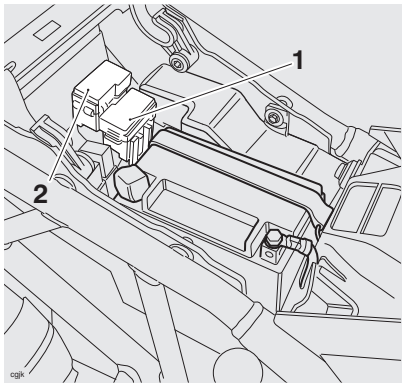
Apply a light coat of grease to the terminals to prevent corrosion.

Cover the positive terminal with the protective cap.

Reinstall the battery strap.

Reinstall the rider's seat.

Fuse Boxes



1. **Front fuse box**
2. **Rear fuse box**

The fuse boxes are located beneath the rider's seat.

To allow access to the fuse boxes, the rider's seat must be removed.

Warning

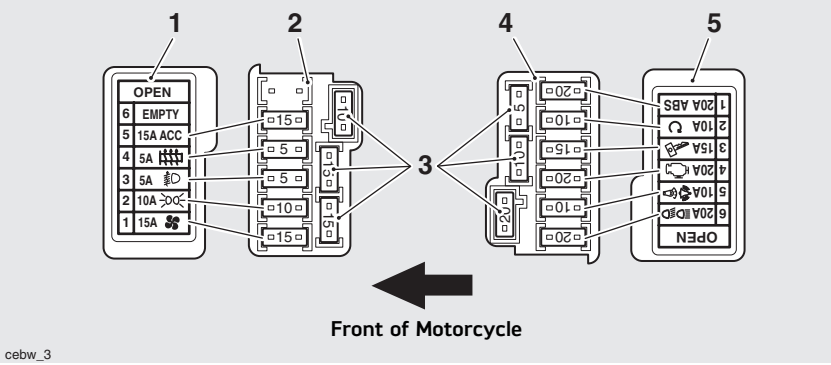
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating. Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Fuse Identification

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown.

The fuse identification numbers listed in the tables correspond with those printed on the fuse box covers, as shown below. Spare fuses are located at right angles to the main fuses and should be replaced if used.

Fuse Boxes - All Models Except Tiger XRT and Tiger XCA



1. **Front fuse box cover**
2. **Front fuse box**
3. **Spare fuses**
4. **Rear fuse box**
5. **Rear fuse box cover**

Front fuse box

Circuit Protected	Position	Rating (Amps)
Not used	6	-
Accessory sockets	5	15
Heated grips	4	5
Accessory lights	3	5
Auxiliary lighting	2	10
Cooling fan	1	15

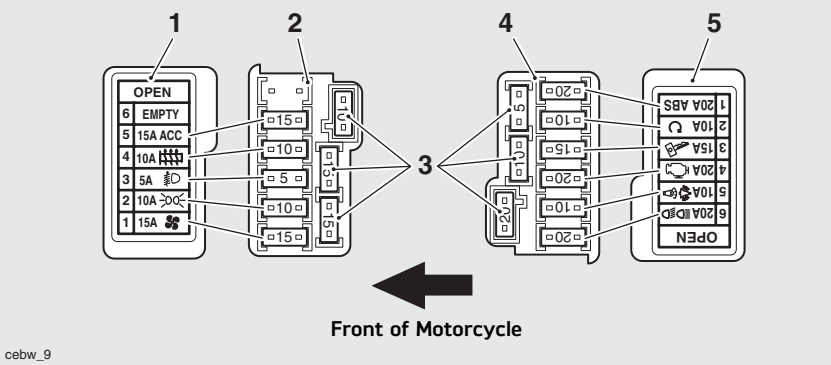
Rear fuse box

Circuit Protected	Position	Rating (Amps)
ABS	1	20
Fuel pump	2	10
Alarm, instruments, ECM	3	15
Engine management	4	20
Alarm, diagnostic connector, instruments	5	10
Dip and main beam headlights, starter relay	6	20

Note:

- **The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid, beneath the rider's seat.**

Fuse Boxes - Tiger XRT and Tiger XCA Only



1. **Front fuse box cover**
2. **Front fuse box**
3. **Spare fuses**
4. **Rear fuse box**
5. **Rear fuse box cover**

Front fuse box

Circuit Protected	Position	Rating (Amps)
Not used	6	-
Accessory sockets	5	15
Heated grips	4	10
Accessory lights	3	5
Auxiliary lighting	2	10
Cooling fan	1	15

Rear fuse box

Circuit Protected	Position	Rating (Amps)
ABS	1	20
Fuel pump	2	10
Alarm, instruments, ECM	3	15
Engine management	4	20
Alarm, diagnostic connector, instruments	5	10
Dip and main beam headlights, starter relay	6	20

Note:

- **The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid, beneath the rider's seat.**

Headlights

Warning

Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Ensure that the beams are adjusted to illuminate the road surface sufficiently far ahead without blinding oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

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 result in loss of motorcycle control and an accident.

Caution

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

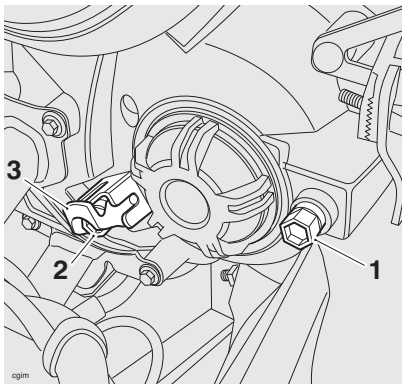
Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

If the headlight must be covered during use – such as taping of the headlight lens required during closed-course conditions – the headlight must be disconnected.

Headlight Adjustment

Each headlight can be adjusted by means of vertical and horizontal adjustment screws located on the rear of each headlight. In addition, the headlight is equipped with an easily accessible adjuster to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.



1. **Horizontal (LEFT - RIGHT) adjustment screw**
2. **Vertical (UP - DOWN) adjustment screw**
3. **Headlight adjuster lever for loaded conditions**

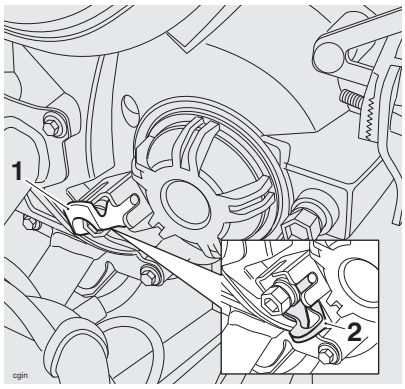
Switch the headlight dipped beam on.

Turn the vertical (UP - DOWN) adjustment screw on the headlight clockwise to raise the beam or counterclockwise to lower the beam.

Turn the horizontal (LEFT - RIGHT) adjustment screw clockwise to move the beam to the right or counterclockwise to move the beam to the left.

Switch the headlights off when the beam settings are satisfactory.

Headlight Adjustment Lever for Loaded Conditions



1. **Headlight adjuster lever (unloaded position)**
2. **Headlight adjuster lever (loaded position)**

For normal (unloaded) conditions the headlight adjuster lever should be set in the horizontal position (1).

For loaded conditions rotate the headlight adjuster downwards until it stops (2). This will lower the headlight beams by approximately 2°.

Headlight Bulb Replacement

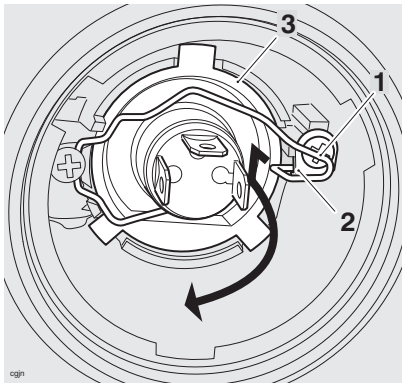
Caution

The use of non-approved headlight bulbs may result in damage to the headlight lens.

Use a genuine Triumph-supplied headlight bulb as specified in the Triumph Parts Catalog.

Always have replacement headlight bulbs installed by an authorized Triumph dealer.

It is not necessary to remove the headlight when bulb replacement becomes necessary.



1. **Bulb retainer (right hand shown)**
2. **Bulb retainer hook**
3. **Bulb**

Warning

The bulbs become hot during use. Always allow sufficient time for the bulb to cool before handling. Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

To replace a bulb:

Remove the rider's seat.

Disconnect the battery, negative (black) lead first.

Remove the bulb cover from the bulb to be replaced by rotating it counterclockwise.

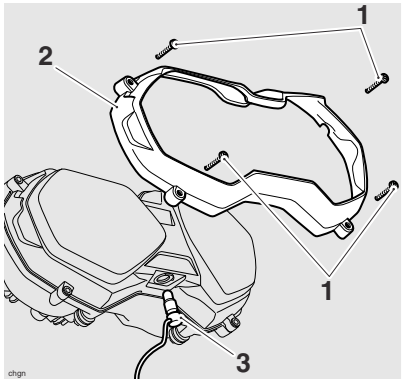
Disconnect the multiplug from the bulb.

Detach the bulb retainer from the hook on the headlight assembly and rotate it away from the bulb as shown.

Remove the bulb from the bulb retainer.

Installation is the reverse of the removal procedure.

Position Light Bulb Replacement



1. **Fasteners**
2. **Headlight surround**
3. **Position light bulb**

The position light is mounted to the center of the headlight. To replace the bulb, remove the four fasteners and remove the headlight surround, detach the rubber retainer from the headlight and pull out the bulb.

Installation is the reverse of the removal procedure.

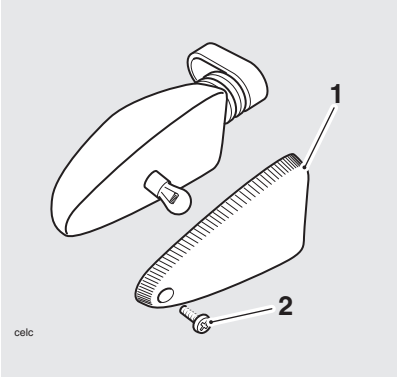
Brake/Tail Light/License Plate Light

Brake/Tail Light/License Plate Light Replacement

The brake/tail light unit is a sealed, maintenance free LED unit. The license plate light is integral to the brake/tail light unit.

Turn Signal Lights

Bulb Replacement



1. **Indicator lens**
2. **Securing screw**

The lens on each indicator light is held in place by a securing screw located in the lens of the light.

Loosen the screw and remove the lens to gain access to the bulb for replacement.

Fog Lights (If Fitted)

The fog light units are sealed, maintenance free LED units.

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.

Care of Matt Paintwork

Matt paintwork requires no greater care than that already recommended for high gloss paintwork.

- Do not use any polish or wax on components.
- Do not try and polish out scratches.

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 with tape.

Remove any items of jewelry 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 fenders) 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

Avoid spraying water with any great force near the following places:

- Instruments
- Brake cylinders and brake calipers
- Under the fuel tank
- Steering Head bearings
- Air intake duct under the rider's seat.

⚠ Caution

Any water sprayed around the air intake duct could enter the airbox and engine, causing damage to both items.

⚠ Caution

Use of high-pressure spray washers is not recommended. When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Note:

- **Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting. Always use a low alkaline soap to aid the cleaning process.**

After Washing

Remove the plastic bags and tape, and clear the air intakes.

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

Start the engine and run it for five minutes. Ensure adequate ventilation for the exhaust fumes.

Use a dry cloth to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

Warning

Never wax or lubricate the brake discs. Loss of braking power and an accident could result. Clean the disc with a proprietary brand of oil-free brake disc cleaner.

Seat Care

Caution

Use of chemicals or high-pressure spray washers is not recommended for cleaning the seat. Using chemicals or pressure washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Unpainted Aluminum Items

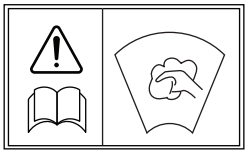
Items such as brake and clutch levers, wheels, engine covers, top and bottom yokes on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are unpainted aluminum parts.

Use a proprietary brand of aluminum cleaner which does not contain abrasive or caustic elements.

Clean aluminum 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.

Windshield Cleaning



Clean the windshield with a solution of mild soap or detergent and lukewarm water. After cleaning, rinse well and then dry with a soft, lint free cloth.

Caution

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, gasoline or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windshield. Never allow these products to contact the screen.

If the transparency of the windshield is reduced by scratches or oxidation which cannot be removed, the windshield must be replaced.

Warning

Never attempt to clean the windshield while the motorcycle is in motion as releasing the handlebars may cause loss of vehicle control and an accident.

Operation of the motorcycle with a damaged or scratched windshield will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to an accident.

Caution

Corrosive chemicals such as battery acid will damage the windshield. Never allow corrosive chemicals to contact the windshield.

Cleaning of the Exhaust System

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Note:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

Prepare a mixture of cold water and mild automotive cleaner. Do not use a highly alkaline soap as commonly found at commercial car washes because it leaves a residue.

Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.

Rinse the exhaust system thoroughly.

Ensure no soap or water enters the mufflers.

Drying

Dry the exhaust system as far as possible with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

When the exhaust system is dry, rub Motorex 645 Clean and Protect into the surface.

Caution

The use of abrasive cleaners and polishes will damage the system and must not be used.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Care of Leather Products

We recommend that you periodically clean your leather products with a damp cloth and allow them to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of your product.

Your Triumph leather product is a natural product and lack of care can result in damage and permanent wear. Follow these simple instructions and give your leather product the respect it deserves:

- Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean your leather product.
- Do not immerse your leather product in water.
- Avoid direct heat from fires and radiators which can dry out and distort the leather.
- Do not leave your leather product in direct sunlight for prolonged periods of time.
- Do not dry your leather product by applying direct heat to it at any time.
- If your leather product does get wet, absorb any excess water with a soft clean cloth then leave the product to dry naturally at room temperature.
- Avoid exposure of your 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 your leather product immediately after each exposure using a damp cloth then leave the product to dry naturally at room temperature.
- Gently clean any minor marks with a damp cloth then leave the product to dry naturally at room temperature.
- Place your 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

Clean and dry the entire vehicle thoroughly.

Fill the fuel tank with the correct grade of unleaded fuel and add a fuel stabilizer (if available), following the fuel stabilizer manufacturer's instructions.

Warning

Gasoline 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 the spark plug from each cylinder and put several drops (0.17 oz (5 cc)) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to **9 lbf ft (12 Nm)**.

Change the engine oil and filter (see page 123).

Check and if necessary correct the tire pressures (see page 172).

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 tires.)

Spray rust inhibiting oil (there are a host of products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.

Lubricate and if necessary adjust the drive chain (see page 130).

Make sure the cooling system is filled with a 50% mixture of coolant (noting that HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution (see page 125).

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 150).

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.

Storage

Preparation after Storage

Install the battery (if removed) (see page 153).

If the motorcycle has been stored for more than four months, change the engine oil (see page 123).

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.

Reinstall the spark plugs, tightening to **9 lbf ft (12 Nm)**, and start the engine.

Check and if necessary correct the tire pressures (see page 172).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

	Tiger XR - All Models	Tiger XC - All Models
Dimensions		
Overall Length	87.2 in (2,215 mm)	87.2 in (2,215 mm)
Overall Width	34.4 in (875 mm)	35.0 in (890 mm)
	31.3 in (795 mm) - Tiger XR only	33.3 in (845 mm) - Tiger XC only
Overall Height	53.1 in (1,350 mm)	54.7 in (1,390 mm)
	52.0 in (1,320 mm) - Tiger XRx-LRH only	53.5 in (1,360 mm) - Tiger XCx-LRH only
Wheelbase	60.2 in (1,530 mm)	60.8 in (1,545 mm)
Seat Height.	31.9 in (810 mm)	33.1 in (840 mm)
	29.9 in (760 mm) - Tiger XRx-LRH only	31.1 in (790 mm) - Tiger XCx-LRH only
Weights		
Wet Weight (93/93/EC). . .	469 lb (213 kg) - Tiger XR	481 lb (218 kg) - Tiger XC
	476 lb (216 kg) - Tiger XRx	487 lb (221 kg) - Tiger XCx
	467 lb (212 kg) - Tiger XRx-LRH	478 lb (217 kg) - Tiger XCx-LRH
	489 lb (222 kg) - Tiger XRT	503 lb (228 kg) - Tiger XCA
Maximum Payload.	489 lb (222 kg) - Tiger XR	485 lb (220 kg) - Tiger XC
	483 lb (219 kg) - Tiger XRx	478 lb (217 kg) - Tiger XCx
	308 lb (140 kg) - Tiger XRx-LRH	487 lb (221 kg) - Tiger XCx-LRH
	469 lb (213 kg) - Tiger XRT	463 lb (210 kg) - Tiger XCA

Specifications

	Tiger XR - All Models	Tiger XC - All Models
Engine		
Type	In-line 3 cylinder	In-line 3 cylinder
Displacement	48.8 cu in (800 cc)	48.8 cu in (800 cc)
Bore x Stroke	2.9 x 2.44 in (74 x 61.94 mm)	2.9 x 2.44 in (74 x 61.94 mm)
Compression Ratio	11.3:1	11.3:1
Cylinder Numbering	Left to Right	Left to Right
Cylinder Sequence	1 at left	1 at left
Firing Order	1-2-3	1-2-3
Starting System	Electric Starter	Electric Starter
Performance		
Maximum Power (95/1/EC)	94 bhp (70 kW / 95 PS) at 9,250 rpm	94 bhp (70 kW / 95 PS) at 9,250 rpm
Maximum Torque	58 lbf ft (79 Nm) at 7,850 rpm	58 lbf ft (79 Nm) at 7,850 rpm

	Tiger XR - All Models	Tiger XC - All Models
Lubrication		
Lubrication	Pressure Lubrication (wet sump)	Pressure Lubrication (wet sump)
Engine Oil Capacities		
Dry Fill	1.1 US gallons (4.1 liters)	1.1 US gallons (4.1 liters)
Oil/Filter Change	1 US gallon (3.6 liters)	1 US gallon (3.6 liters)
Oil Change Only	0.9 US gallon (3.4 liters)	0.9 US gallon (3.4 liters)
Cooling		
Coolant Type	Triumph HD4X Hybrid OAT coolant	Triumph HD4X Hybrid OAT coolant
Water/Antifreeze ratio	50/50 (premixed as supplied by Triumph)	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.71 US gallon (2.69 liters)	0.71 US gallon (2.69 liters)
Thermostat Opens (nominal)	190°F (88°C)	190°F (88°C)

Specifications

	Tiger XR - All Models	Tiger XC - All Models
Fuel System		
Type	Electronic Fuel Injection	Electronic Fuel Injection
Injectors	Solenoid Operated	Solenoid Operated
Fuel Pump	Submerged Electric	Submerged Electric
Fuel Pressure (nominal)	50.8 PSI (3.5 bar)	50.8 PSI (3.5 bar)
Fuel		
Type	CLC or AKI 87 (91 RON unleaded)	CLC or AKI 87 (91 RON unleaded)
Tank Capacity (motorcycle upright)	5.3 US gallons (20.0 liters)	5.3 US gallons (20.0 liters)
Ignition		
Ignition System	Digital Inductive	Digital Inductive
Electronic Rev Limiter (r/min)	10,000 (r/min)	10,000 (r/min)
Spark Plug	NGK CR9EK	NGK CR9EK
Spark Plug Gap	0.026 in (0.7 mm)	0.026 in (0.7 mm)
Gap Tolerance	+0.002/-0.004 in (+0.05/-0.1 mm)	+0.002/-0.004 in (+0.05/-0.1 mm)

	Tiger XR - All Models	Tiger XC - All Models
Transmission		
Transmission Type	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Final Drive Chain	DID O-ring, 124 link	DID O-ring, 124 link
Primary Drive Ratio	1.667:1 (85/51)	1.667:1 (85/51)
Gear Ratios:		
Final Drive Ratio	3.125:1 (50/16)	3.125:1 (50/16)
1st	2.313:1 (37/16)	2.313:1 (37/16)
2nd	1.857:1 (39/21)	1.857:1 (39/21)
3rd	1.500:1 (36/24)	1.500:1 (36/24)
4th	1.285:1 (27/21)	1.285:1 (27/21)
5th	1.136:1 (25/22)	1.136:1 (25/22)
6th	1.043:1 (24/23)	1.043:1 (24/23)

Specifications

	Tiger XR - All Models	Tiger XC - All Models
Tires		
Approved Tires		
A list of approved tires specific to these models is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.		
Triumph Recommended Tire Sizes:		
Front Size	100/90 - 19 M/C 57V	90/90 - 21 M/C 54V
Rear Size	150/70 R 17 M/C 69V	150/70 R 17 M/C 69V
On-Road Tire Pressures (Cold):		
Front	36 lb/in² (2.5 bar)	36 lb/in² (2.5 bar)
Rear	42 lb/in² (2.9 bar)	42 lb/in² (2.9 bar)

Warning

Use the recommended tires ONLY in the combinations given. Do not mix tires from different manufacturers or mix different specification tires from the same manufacturers as this may result in loss of motorcycle control and an accident.

Tires (Continued)

Approved Dual Purpose Tires

A list of approved dual purpose tires specific to these models is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Warning

Tire pressures which have been reduced for off-road riding will impair on-road stability. Always ensure the tire pressures are set as described on page 172 for on-road use.

Operation of the motorcycle with incorrect tire pressures may cause loss of motorcycle control leading to an accident.

Warning

The use of dual purpose tires will result in reduced motorcycle stability. Always operate a motorcycle equipped with dual purpose tires at reduced speeds. The permissible maximum speed must be indicated by a sticker, positioned so that it is clearly visible to the rider. Operation of the motorcycle above the permissible maximum speed may result in loss of motorcycle control and an accident.

Specifications

	Tiger XR - All Models	Tiger XC - All Models
Electrical Equipment		
Battery Type	YTX-16BS	YTX-16BS
Battery Rating	12 volt, 14 Ah	12 volt, 14 Ah
Alternator - All Models Except Tiger XRT and Tiger XCA	14 volt, 34 Amp at 5,000 rpm	14 volt, 34 Amp at 5,000 rpm
Alternator - Tiger XRT and Tiger XCA Only	14 Volt, 42 Amp at 5,000 rpm	14 Volt, 42 Amp at 5,000 rpm
Headlight	2 x 12 volt, 55/60 watt, H4 Halogen	2 x 12 volt, 55/60 watt, H4 Halogen
Tail/Brake Light	LED	LED
Directional Indicator Lights	12 volt, 10 watt	12 volt, 10 watt
Fog Lights (If Fitted)	LED	LED
Frame		
Rake	23.5°	22.9°
	23.9° - Tiger XRX-LRH	22.9° - Tiger XCX-LRH
Trail	3.35 in (85.0 mm)	3.54 in (90.0 mm)
	3.41 in (86.6 mm) - Tiger XRX-LRH	3.53 in (89.6 mm) - Tiger XCX-LRH

	All Models
Tightening Torques	
Oil Filter	7 lbf ft (10 Nm)
Oil Drain Plug	18 lbf ft (25 Nm)
Spark Plug	9 lbf ft (12 Nm)
Rear Wheel Spindle	81 lbf ft (110 Nm)
Chain Adjuster Lock Nut	11 lbf ft (15 Nm)
Fluids and Lubricants	
Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) **and** JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
Brake and Clutch Fluid	DOT 4 Brake and Clutch Fluid
Coolant	Triumph HD4X Hybrid OAT coolant
Bearings and Pivots	Grease to NLGI 2 specification
Drive Chain	Chain spray suitable for O-ring chains

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