IMPORTANT!

IN ORDER TO PRESERVE THE APPEARANCE AND ENHANCE THE RESIDUAL VALUE OF YOUR TRIUMPH MOTORCYCLE, MANY COMPONENTS INCORPORATED IN ITS CONSTRUCTION REQUIRE CLEANING AND PROTECTION EACH TIME THE MOTORCYCLE IS USED. SUCH ITEMS INCLUDE:-

- UNTREATED ALUMINIUM ITEMS
- CHROME PLATED ITEMS
- EXHAUST SYSTEM
- WHEELS
- BOLTS, SCREWS ETC.
- ALL BODYWORK

IT IS ESSENTIAL THAT THE MOTORCYCLE IS CLEANED AND DRIED EACH TIME IT IS USED AS THE APPEARANCE OF THE MOTORCYCLE WILL RAPIDLY DETERIORATE IF CLEANING IS NEGLECTED. THIS IS PARTICULARLY IMPORTANT IF THE MOTORCYCLE IS USED IN INCLEMENT WEATHER CONDITIONS.

WARRANTY CLAIMS FOR COSMETIC DETERIORATION OF PARTS WILL NOT BE ALLOWED IF IT IS APPARENT THAT THIS IMPORTANT ADVICE HAS BEEN NEGLECTED.

FOR FURTHER INFORMATION ON CLEANING THE MOTORCYCLE, PLEASE REFER TO THE MAINTENANCE AND ADJUSTMENT SECTION OF THIS OWNER'S HANDBOOK.

REMARQUE IMPORTANTE!

POUR CONSERVER LA BELLE APPARENCE DE VOTRE MOTO TRIUMPH ET AMELIORER SA VALEUR A SA REVENTE, PLUSIEURS DE SES COMPOSANTS DOIVENT ETRE NETTOYES ET PROTEGES APRES CHAQUE UTILISATION DE LA MOTO. PARMI CES COMPOSANTS, CITONS:-

- PIECES EN ALUMINIUM NON TRAITE
- COMPOSANTS CHROMES
- SYSTEME D'ECHAPPEMENT
- ROUES
- BOULONS, VIS, ETC.
- TOUTE LA CARROSSERIE

IL EST INDISPENSABLE DE NETTOYER LA MOTO ET DE LA SECHER APRES CHAQUE UTILISATION CAR SON APPARENCE SERA AFFECTEE SI ON NEGLIGE SON NETTOYAGE. CELA EST PARTICULIEREMENT IMPORTANT LORSQUE LA MOTO EST UTILISEE DANS DES CONDITIONS ATMOSPHERIQUES DEFAVORABLES.

LES REVENDICATIONS SOUS GARANTIE CONCERNANT UNE DETERIORATION D'APPARENCE ESTHETIQUE DES PIECES SERONT REFUSEES S'IL EST EVIDENT QUE CES CONSEILS IMPORTANTS ONT ETE NEGLIGES.

PRIERE DE CONSULTER LA SECTION D'ENTRETIEN ET DE REGLAGE DE CE MANUEL DU CONDUCTEUR POUR TOUT COMPLEMENT D'INFORMATION CONCERNANT L'ENTRETIEN DE LA MOTO.

ACHTUNG!

ZUR BEWAHRUNG DER OPTIK IHRES TRIUMPH-MOTORRADES SOWIE SEINES RÜCKKAUFWERTES IST BEI ZAHLREICHEN TEILEN NACH JEDER FAHRT REINIGUNGS- UND KONSERVIERUNGSMASSNAHMEN DURCHZUFÜHREN:

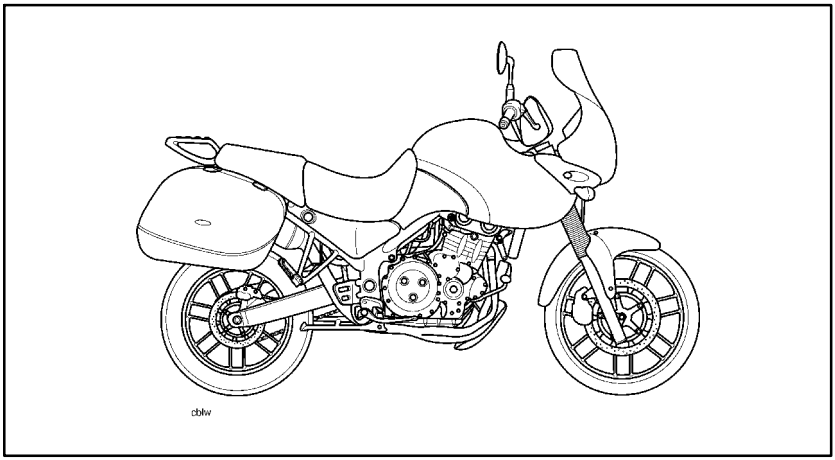
- UNBEHANDELTE ALUMINIUMTEILE
- CHROMTEILE
- AUSPUFFANLAGE
- RÄDER
- SCHRAUBEN USW.
- ALLE KAROSSERIETEILE

ES IST WICHTIG, DAS MOTORRAD NACH JEDER FAHRT ZU REINIGEN UND ZU TROCKNEN. WIRD DIE REINIGUNG VERNACHLÄSSIGT, VERLIERT DAS FAHRZEUG SCHNELL AN OPTISCHEM WERT. DAS GILT BESONDERS FÜR FAHRTEN BEI SCHLECHTEM WETTER.

GEWÄHRLEISTUNGSANSPRÜCHE WEGEN MINDERUNG DES OPTISCHEN ERSCHEINUNGSBILDS VON TEILEN WERDEN NICHT ANERKANNT, SOFERN DIE ERFORDERLICHEN REINIGUNGSARBEITEN OFFENSICHTLICH NICHT REGELMÄSSIG DURCHGEFÜHRT WURDEN.

WEITERE HINWEISE ZUR REINIGUNG DES MOTORRADES SIND DEM ABSCHNITT WARTUNG UND EINSTELLUNGEN DER BEDIENUNGSANLEITUNG ZU ENTNEHMEN.

This handbook contains information on the Triumph Tiger motorcycle. Always store this owner's handbook with the motorcycle and refer to it for information whenever necessary.



WARNING, CAUTION AND NOTE

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 (right) 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 pages 10 and 11 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 always be carried out by an authorised Triumph dealer.

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

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

NOISE CONTROL SYSTEM

Tampering With Noise Control System Prohibited

Owners are warned that the law may prohibit:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

INFORMATION

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 3857201 issue 1.

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 the necessary training to ensure safe operation of this motorcycle.

WARNING: This owner's handbook and all other instructions which 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.

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.

THE MOTORCYCLE

WARNING: This motorcycle is designed for on-road use only. It is not suitable for off-road use.

Off-road operation could lead to loss of control of the motorcycle resulting in an accident causing injury or loss of life.

WARNING: This motorcycle is not designed to tow a trailer or be fitted with a sidecar. Fitting 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 own, or a rider and one passenger (subject to a passenger seat being fitted).

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 207 kg (455 lbs).

FUEL.

WARNING: PETROL IS HIGHLY FLAMMABLE:

Always turn off the engine when refuelling.

Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.

Take care not to spill any petrol on the engine, exhaust pipes or silencers when refuelling.

If petrol is swallowed, inhaled or allowed to get into the eyes, seek immediate medical attention.

Spillage on the skin should be immediately washed off with soap and water and clothing contaminated with petrol should immediately be removed.

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

EXHAUST FUMES

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.

CRASH HELMET & CLOTHING

WARNING: When riding the motorcycle both rider and passenger must always wear a crash helmet, eye protection, gloves, trousers (close fitting around the knee and ankle) and a brightly coloured jacket. Brightly coloured clothing will considerably increase a rider's (or passenger's) visibility to other operators of road vehicles. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

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

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

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

HANDLEBARS & 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 control or an accident.

WARNING: Footrests provided must always be used by rider and passenger 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.

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 licence is illegal and could lead to prosecution. In addition, operation without a licence 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.**
- **Uneven or holed 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.

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 unauthorised or untrained persons is reduced.

When parking the motorcycle, always remember the following:-

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 & 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 fitted to the motorcycle by an authorised dealer.

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

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

The fitting of any non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspect of the motorcycle operation which may result in an accident causing injury or death.

MAINTENANCE & EQUIPMENT

WARNING: Consult your authorised 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 prejudice safety.

WARNING: Use of a motorcycle with bank angle indicators worn beyond the maximum limit (when 10 mm or more of the radiused tip of either front footrest is worn away) will allow the motorcycle to be banked to an unsafe angle.

Never change the setting of the brake pedal adjustment pushrod as this may adversely affect the bank angle at which the bank angle indicators contact the ground.

Banking to an unsafe angle may cause instability, loss of control and an accident causing injury or death.

WARNING: Ensure all equipment which is required by law is installed and functioning correctly.

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

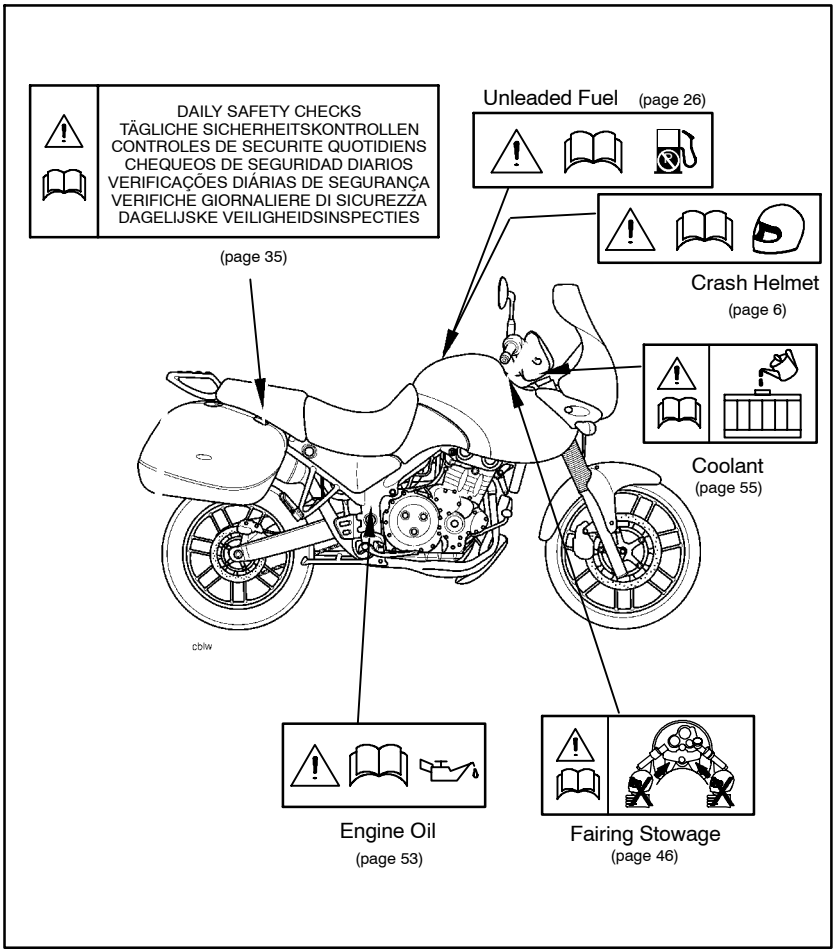
Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation which may result in an accident causing injury or death.

WARNING: If the motorcycle is involved in an accident or collision it must be taken to an authorised Triumph dealer for inspection and repair. Any accident can cause damage to the motorcycle which, if not correctly repaired, may cause a second accident which may result in injury or death.

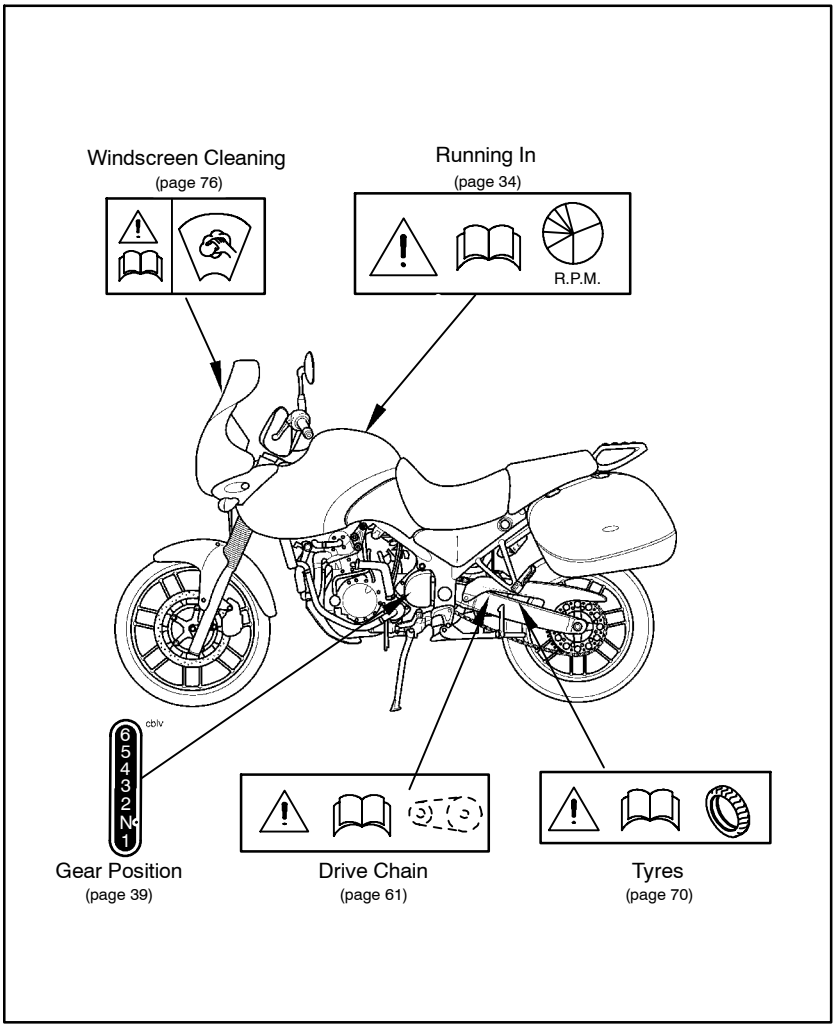
This page is intentionally free from information.

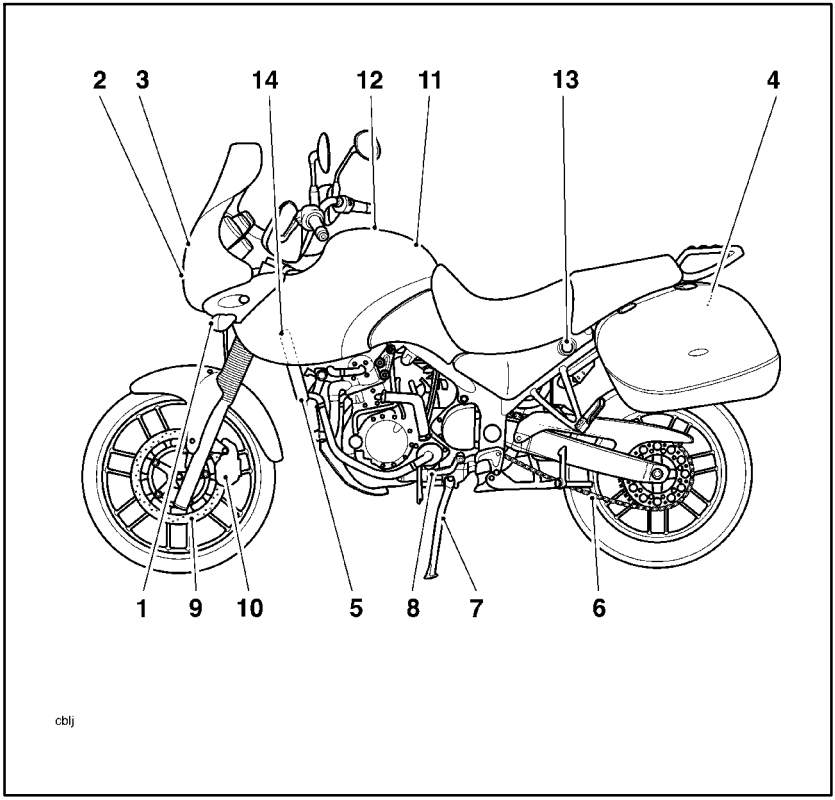
WARNING LABEL LOCATION

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

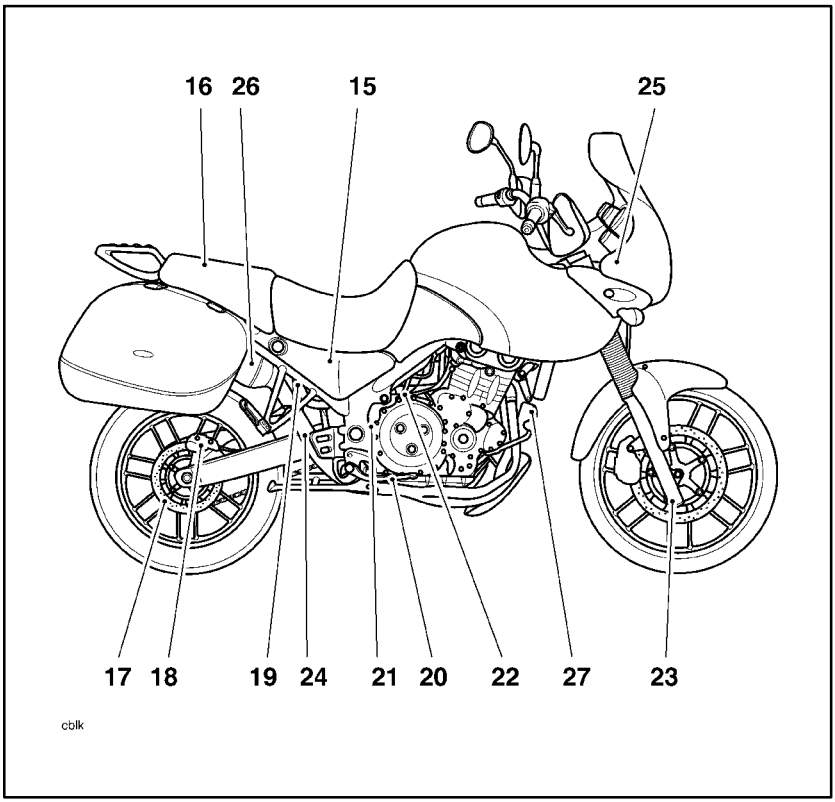


WARNING LABEL LOCATION (continued)

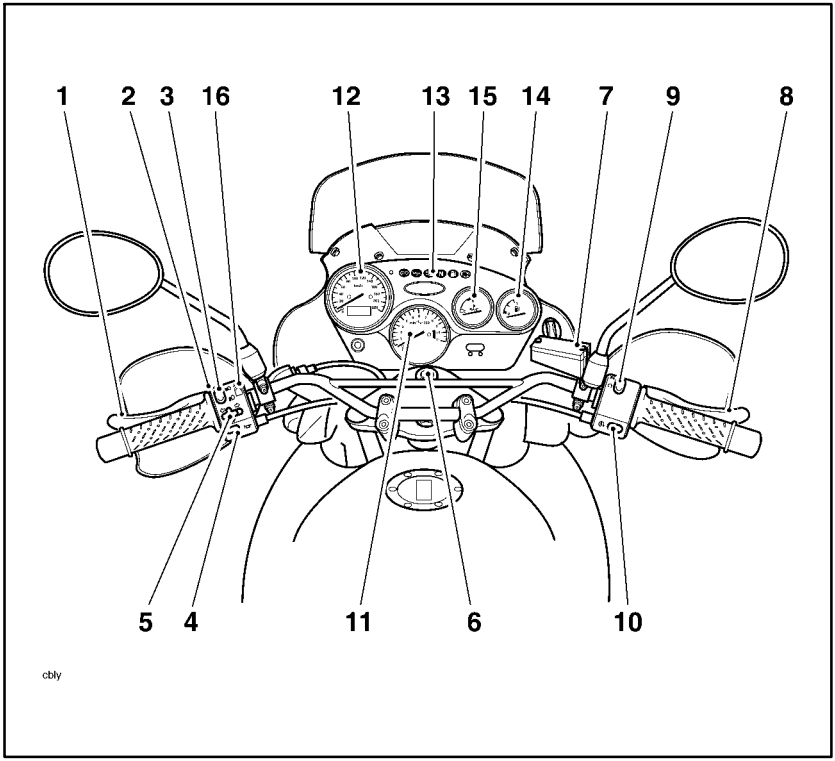




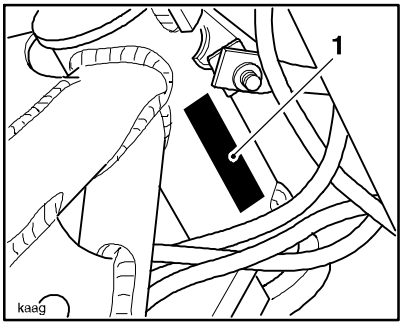
1. Indicator
2. Headlamp
3. Position Lamp
4. Rear Lamp
5. Radiator
6. Drive Chain
7. Side Stand
8. Gearchange Pedal
9. Front Brake Disc
10. Front Brake Caliper
11. Fuel Tank
12. Fuel Filler Cap
13. Seat Lock
14. Coolant Pressure Cap



15. Battery
16. Tool Kit
17. Rear Brake Disc
18. Rear Brake Caliper
19. Rear Brake Fluid Reservoir
20. Rear Brake Pedal
21. Engine Oil Dipstick/Filler Plug
22. Clutch Cable
23. Front Fork
24. Rear Suspension Unit
25. Coolant Expansion Tank
26. Silencer
27. Oil Cooler



1. Clutch Lever
2. Passing Button
3. Headlamp Dipswitch
4. Horn Button
5. Indicator Switch
6. Ignition Switch
7. Front Brake Fluid Reservoir
8. Front Brake Lever
9. Engine Stop Switch
10. Starter Button
11. Tachometer
12. Speedometer
13. Warning Lights
14. Fuel Gauge
15. Coolant Temperature Gauge
16. Hazard Warning Light Switch

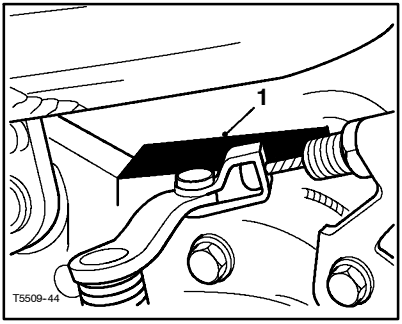


1. V.I.N. Number

Vehicle Identification Number (V.I.N.)

The vehicle identification number is stamped into the steering head.

It is also displayed on a plate, riveted to the frame, beneath the seat.



1. Engine Serial Number

Engine Serial Number

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

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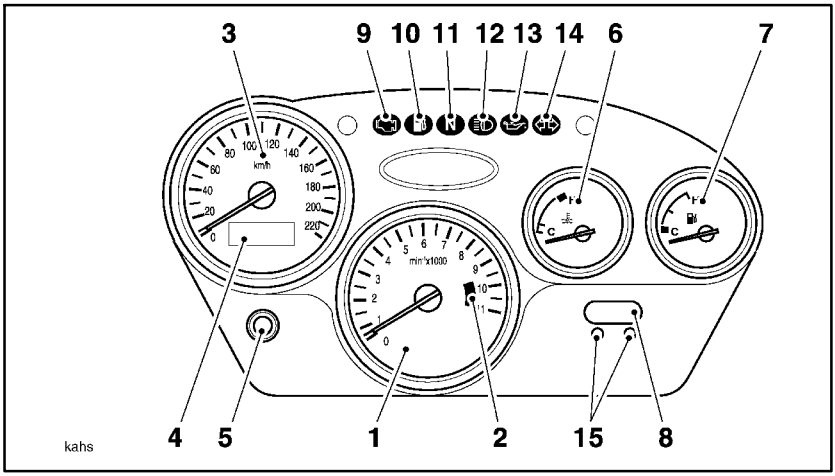
Contents

INSTRUMENT PANEL LAYOUT



1. **Tachometer**
2. **Tachometer 'Red Zone'**
3. **Speedometer**
4. **Odometer/Trip Meter**
5. **Trip Meter Reset Knob**
6. **Coolant Temperature Gauge**
7. **Fuel Gauge**
8. **Clock**
9. **Engine Management Malfunction Indicator Light**
10. **Low Fuel Level Indicator Light**
11. **Neutral Indicator Light**
12. **High Beam Indicator Light**
13. **Low Oil Pressure Warning Light**
14. **Turn Indicator light**
15. **Clock Adjustment Buttons**

SPEEDOMETER

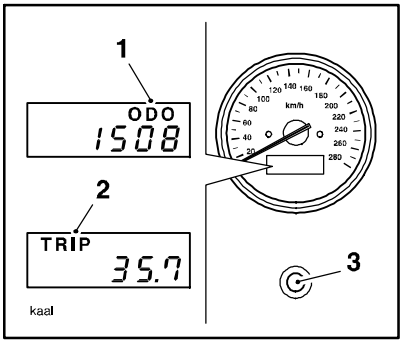
The speedometer indicates the road speed of the motorcycle.

In the speedometer face are the electronic odometer and trip meter. For details of the operation of the odometer and trip meter, please refer to the next page.

TACHOMETER

The tachometer shows the engine speed in revolutions per minute - rpm (r/min). On the right side of the tachometer face 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.



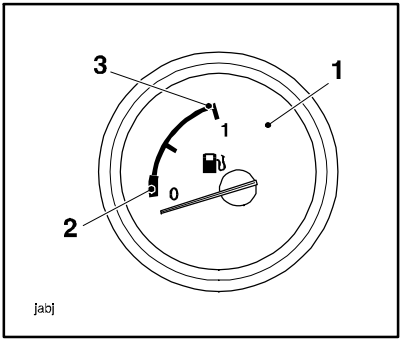
1. **Odometer Display**
2. **Trip Meter Display**
3. **Change over/Reset Button**

ODOMETER/TRIP METER

The odometer shows the total distance that the motorcycle has travelled. The trip meter shows the distance that the motorcycle has travelled since the meter was last reset to zero.

To switch between the odometer and trip meter display modes, press and release the change-over/reset button situated between the speedometer and tachometer. As well as showing the distance travelled, in trip meter mode the word 'TRIP' is displayed and in odometer mode, the word 'ODO' is displayed.

To reset the trip meter to zero, switch the display to trip meter mode, then press and hold the button until the numerals return to zero.



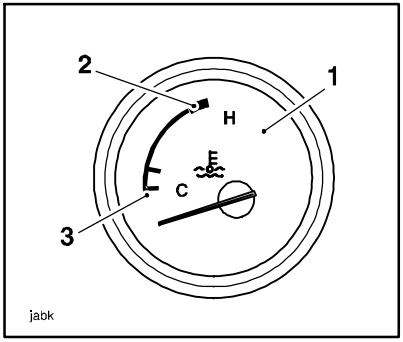
1. **Fuel Gauge**
2. **Low level**
3. **Full level**

FUEL GAUGE

The fuel gauge indicates the approximate level of fuel in the fuel tank.

When the fuel tank is full, the gauge will point to the '1' mark and when empty, to the '0' mark. Other gauge markings indicate intermediate fuel levels between full and empty.

When the gauge pointer reaches the beginning of the 'red zone' area of the gauge, refuel at the earliest opportunity.

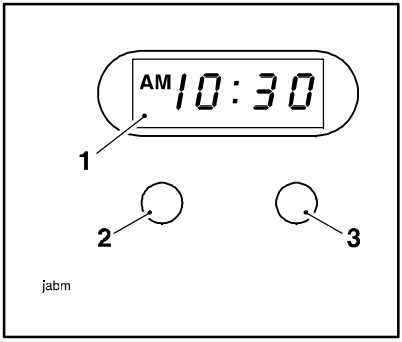


1. **Temperature Gauge**
2. **Red Zone**
3. **Cold Marking**

COOLANT TEMPERATURE GAUGE

The coolant temperature gauge indicates the temperature of the engine coolant. If the temperature gauge needle moves into the 'red zone' this indicates that the engine is overheating.

CAUTION: Do not continue to run the engine if the gauge needle enters the 'red zone' as severe engine damage may result.



1. **Clock**
2. **Hours Adjustment Button**
3. **Minutes Adjustment Button**

CLOCK

The clock displays the time of day in hours and minutes.

To adjust the hour display, press and release the left hand button. Each press will change the clock setting by one hour.

To adjust the minute display, press and release the right hand button. Each press will change the clock setting by one minute.

WARNING LIGHTS

INDICATORS: When the indicator switch is turned to left or right, the corresponding direction indicator light flashes on and off.

LOW OIL PRESSURE: The low oil pressure warning light becomes illuminated whenever the oil pressure is dangerously low (or the ignition switch is in the 'ON' position with the engine not running). When the engine is running, the light will remain off when sufficient oil pressure is present.

When starting the motorcycle, check that the light comes on when the ignition is in the 'ON' position, but goes out as soon as the engine starts.

CAUTION: Stop the engine immediately if the low oil pressure warning light comes on during normal operation. Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when the oil warning light is illuminated.

HIGH BEAM: When the headlights are switched on and the headlight dip switch is set to 'high beam', the high beam warning light will illuminate.

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 ignition switch in the 'ON' position.

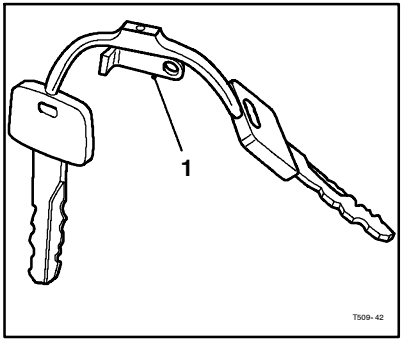
LOW FUEL: The low fuel indicator will illuminate when there are approximately 6 litres of fuel remaining in the tank.

ENGINE MANAGEMENT SYSTEM MALFUNCTION INDICATOR LIGHT:

The malfunction indicator light for the engine management system illuminates when the ignition is switched on, remains illuminated during starting, and goes out shortly after the engine starts.

If the malfunction indicator light becomes illuminated during riding, a fault has occurred in the engine management system. In this case the system will switch to 'limp-home' mode so that riding may continue. Contact an authorised Triumph dealer as soon as possible to have the fault checked out and rectified.

WARNING: Do not continue to ride for a long period with the malfunction indicator light illuminated. The fault which has occurred may affect engine performance and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident



1. Key Number Tag

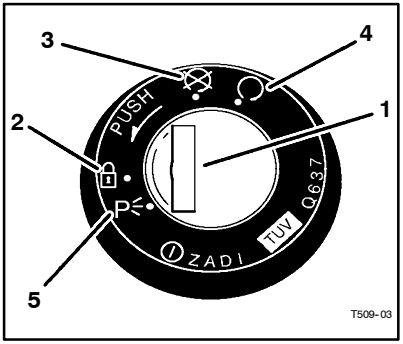
IGNITION KEY

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.

Your authorised Triumph dealer can supply a replacement key cut from details of the key number or can cut a new key using the original as a master.

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



1. **Ignition Switch/Steering Lock**
2. **LOCK position**
3. **OFF position**
4. **ON position**
5. **P (Park) position**

IGNITION SWITCH/STEERING LOCK

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 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 remains locked.

NOTE:

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

Circuits Activated in Each Key Position

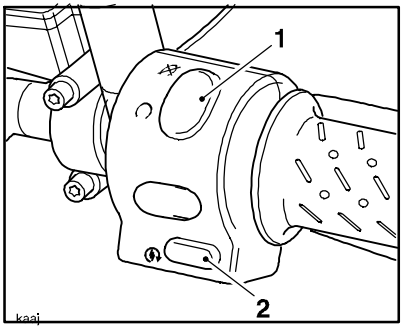
	**'OFF' Position** Engine off. All electrical circuits off.
	**'ON Position'** Ignition on. All electrical equipment can be used.
	**'LOCK Position'** Steering locked. Ignition off. All electrical circuits off.
	**'P' (PARK) Position** Steering locked. Engine off. Tail, side and licence plate lights on, all other electrical circuits cut off.

WARNING: For reasons of security and safety, always turn the ignition to 'OFF' and remove the key when leaving the motorcycle unattended.

Any unauthorised use of the motorcycle may cause injury to the user, 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 'Lock' or 'P' while the motorcycle is moving as the steering will lock. Locked steering will cause loss of control and an accident.



1. Engine Stop Switch
2. Starter Button

RIGHT HANDLEBAR SWITCHES

Engine Stop Switch

In addition to the ignition switch being turned to the 'ON' position, the engine stop switch must be in the ◯ 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 ⊗ position.

NOTE:

- **Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.**

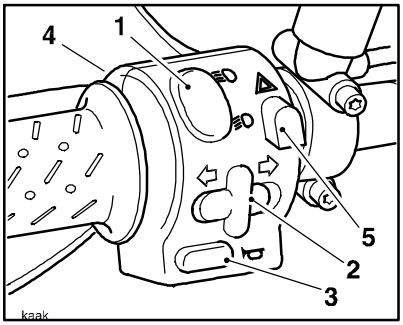
CAUTION: Do not leave the ignition switch in the 'ON' position unless the engine is running as this may cause damage to electrical components and the battery.

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 in, the starter will not operate if the side stand is down and a gear is engaged.**



1. **Headlight Dip Switch**
2. **Direction Indicator Switch**
3. **Horn Button**
4. **Passing Button**
5. **Hazard Warning Light Switch**

LEFT HANDLEBAR SWITCHES

Headlight Dip Switch

High or low beam can be selected with the headlight dip 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 warning light will illuminate.

Direction Indicator Switch

When the indicator switch is pushed to ⇦ (left) or ⇨ (right) and released, the corresponding indicator flashes.

To turn off the indicators, push and release the switch.

Horn Button

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

PASS

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.

Hazard Warning Light Switch

When the hazard warning button is pushed in, both left and right indicators flash together. The hazard warning works when the ignition is in the 'ON' or 'P' (PARK) position only. To turn off the hazard warning lights, push and release the switch button.

FUEL REQUIREMENT

Your Triumph engine is designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with an octane rating of 95 RON.

CAUTION: The use of leaded petrol is illegal in some countries, states or territories.

REFUELLING

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

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

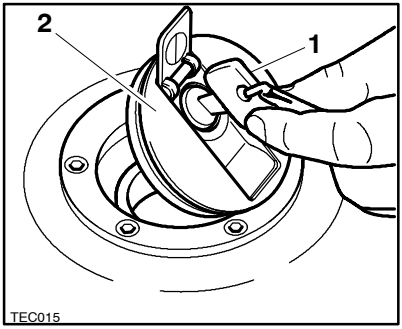
Do not smoke.

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

Never fill the tank until the fuel level rises into the filler neck.

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

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



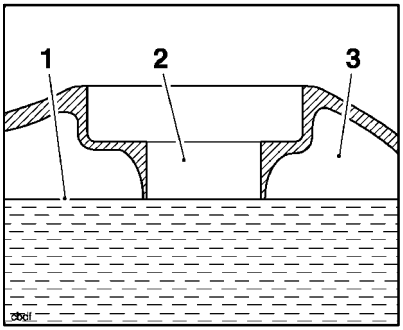
1. **Ignition Switch Key**
2. **Fuel Tank Cap**

FUEL TANK CAP

To open the fuel tank cap, lift up the key hole cover. 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.



1. **Fuel level**
2. **Filler neck**
3. **Air space**

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.

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

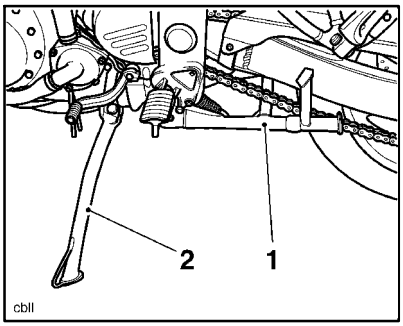
WARNING: Overfilling the tank can lead to fuel spillage.

If petrol (fuel) is spilled, thoroughly wipe off the spilled fuel immediately and dispose of the cleaning cloth safely.

Take care not to spill any petrol (fuel) on the engine, exhaust pipes, tyres or any other part of the motorcycle.

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

Petrol (fuel) spilled near to or on the tyres will reduce the tyre's ability to grip the road. This will give rise to a dangerous riding condition causing loss of motorcycle control and an accident.



1. **Centre Stand**
2. **Side Stand**

STAND

Side Stand

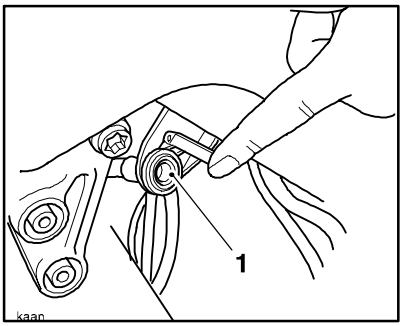
The motorcycle is equipped with a side stand on which the motorcycle can be parked.

NOTE:

- **When using the side stand, always turn the handlebars to the left.**
- **Whenever the side stand is used, make it a practice to ensure that the stand is fully up after first sitting on the motorcycle.**

Centre Stand (where fitted)

To set the motorcycle up on the centre stand, step down firmly on the foot-finder part of the stand, and then lift the motorcycle up and to the rear using the rear footrest hanger as a handhold.



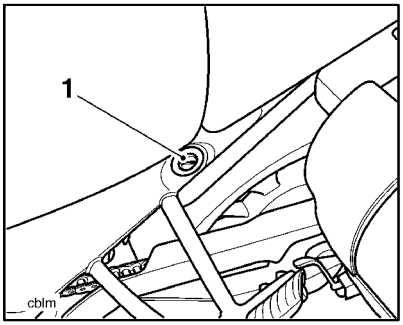
1. **Electric Accessory Plug**

ELECTRICAL ACCESSORY SOCKET

An electrical accessory socket is provided on the left hand side of the motorcycle.

The socket will provide a 12 volt electricity supply. The socket is protected by a 10 Amp. fuse therefore, items with a current draw greater than 10 Amps must not be plugged into the socket.

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



1. Rear Seat Lock

SEATS

Rear Seat Lock

The rear seat lock is situated on the left hand side of the motorcycle.

To remove the rear seat, insert the ignition key into the seat lock and turn the key anti-clockwise while pressing down on the rear part of the seat.

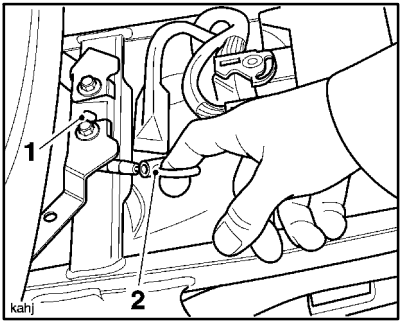
To detach the seat, lift the rear of the seat and slide it rearwards.

To refit, engage the seat retaining hooks beneath the frame cross-member and press down on the rear of the seat to engage it in the seat lock.

NOTE:

- **An audible 'click' can be heard when the seat is correctly engaged in the lock.**

Finally, grasp the seat and check that it is secure in the seat lock and is correctly retained by the front retaining hooks.



1. Front Seat Lock
2. Seat Lock Ring-pull

Front Seat Lock

The front seat lock is situated at the rear of the front seat. To remove the front seat, remove the rear seat to give access to the front seat lock.

Pull on the lock ring-pull while pressing down on the rear part of the seat.

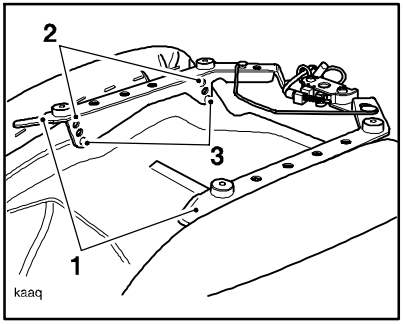
To detach the seat, lift the rear of the seat and slide it rearwards.

To refit, engage the seat runners below the seat retaining brackets on either side of the frame, then press down on the rear of the seat to engage it in the seat lock.

NOTE:

- **An audible 'click' can be heard when the seat is correctly engaged in the lock.**

CAUTION: To prevent detachment of the seat during riding, after fitting always grasp the seat (or accessory cover) and pull firmly upwards. If the seat/cover is correctly secured in the lock, it will not detach from the rear frame.



1. **Seat Runners**
2. **Alternative Height Positions**
3. **Runner Location Pegs**

Front Seat Height Adjustment

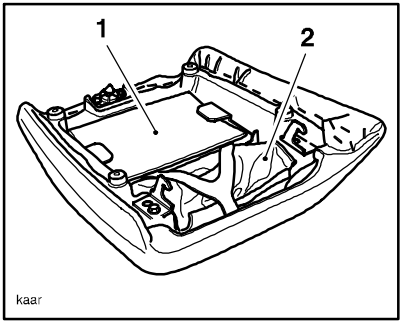
The height of the front seat can be adjusted to suit differing rider's requirements. This is achieved by transferring the seat runner location points to a different height location.

To adjust the seat height, remove the front seat from the motorcycle as described elsewhere in this section.

Invert the seat and press inwards on the front of the seat runners to detach them from the four runner location pegs.

Select one of the three alternative heights for the seat and engage all location points at the same height.

Refit the seat as described earlier in this section.



1. **Handbook**
2. **Tool Kit**

TOOL KIT

To gain access to the toolkit, remove the rear seat.

HANDBOOK STORAGE

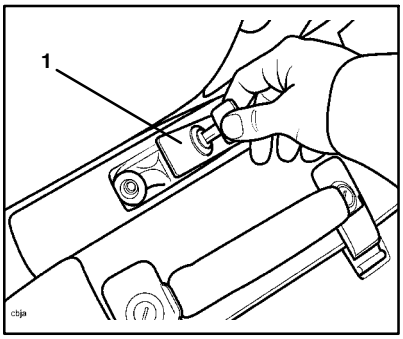
To gain access to the handbook, remove the rear seat.

PANNIER SYSTEM (not fitted in all markets)

To remove each pannier:

NOTE:

- **The same procedure can be followed to remove and refit the left-hand or the right-hand panniers.**

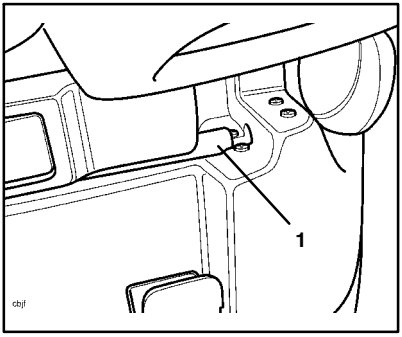


1. Locking catch.

- Using the appropriate key, unlock and open the security latch located on the top of the pannier rail.
- Hold the handle of the pannier and gently ease the pannier towards the rear of the motorcycle until it is released from the support rail.
- Close the security latch on the top of the pannier rail and remove the key.

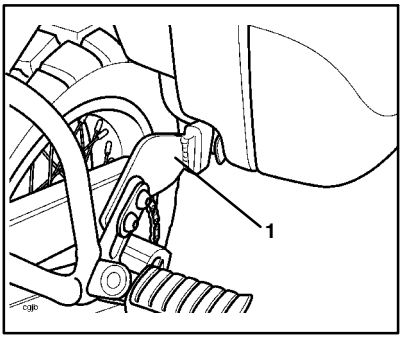
To refit each pannier:

- Using the appropriate key, unlock and open the security latch located on the top of the pannier rail.
- Position the pannier on the support rail.



1. Support rail location peg

- Slide the pannier towards the front of the motorcycle until the location pegs on the support rail engage with the location holes on the panniers.



1. Location peg

- Ensure that the slot in the front of the pannier locates over the location peg attached to the rear footrest hanger.
- Lock the pannier into position and remove the key.

WARNING: Ensure that the security latch is locked correctly and the pannier is securely held in position. Failure to lock the security latch correctly could result in the pannier becoming detached from the motorcycle. The resulting weight imbalance will seriously affect the handling characteristics of the motorcycle leading to loss of control and an accident.

WARNING: The maximum safe load for each pannier is 6Kg (13 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.

WARNING: In all cases, loads must be evenly distributed on both sides of the motorcycle. Uneven loading may cause instability, loss of control and an accident.

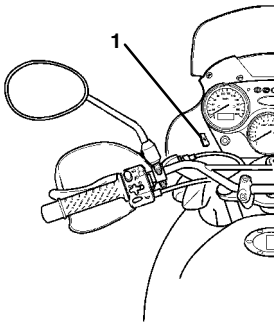
WARNING: After fitting or removing the luggage system, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics. Operation when not familiar with the new characteristics of the motorcycle may result in an accident causing injury or death.

WARNING: Never ride an accessory equipped motorcycle at speeds above 130 km/h (80 mph). The presence of accessories (including the pannier and rack systems), will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may lead to loss of control or an accident. Remember that the 130 km/h (80 mph) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

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 race tracks. 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.

HEATED HANDLEBAR GRIPS (not fitted in all markets)



1. Heated handlebar grips switch

The switch that operates the heated handlebar grips can be found on the left hand cockpit infill panel.

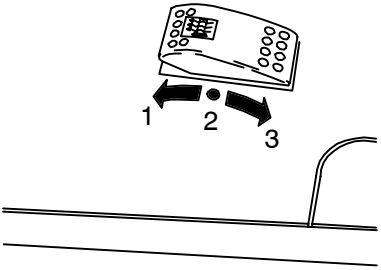
The handle bar grips will only heat when the ignition switch is in the ON position.

NOTE:

- **To avoid draining the battery, only use the heated handlebar grips when the engine is running.**

Switch Operation

The system is designed to offer two heating levels, 'hot' or 'warm'.



1. Hot position

2. Off position

3. Warm position

When the switch is in the middle position, the heated grips are off.

Press the switch down at the front for hot setting.

Press the switch down at the rear for warm setting.

For maximum benefit in cold conditions, set the switch to the 'hot' position initially and then to 'warm' when the grips have warmed up.

RUNNING IN

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

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

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

<u>During the first 500 miles (800 kilometres):-</u>

- 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 speed.

<u>From 500 to 1000 miles (800 to 1500 kilometres):-</u>

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

<u>Both during and after running in has been completed:-</u>

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

SAFE OPERATION

Daily Safety Checks

DAILY SAFETY CHECKS
TÄGLICHE SICHERHEITSKONTROLLEN
CONTROLES DE SECURITE QUOTIDIENS
CHEQUEOS DE SEGURIDAD DIARIOS
VERIFICAÇÕES DIÁRIAS DE SEGURANÇA
VERIFICHE GIORNALIERE DI SICUREZZA
DAGELIJSKE VEILIGHEIDSINSPECTIES

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

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

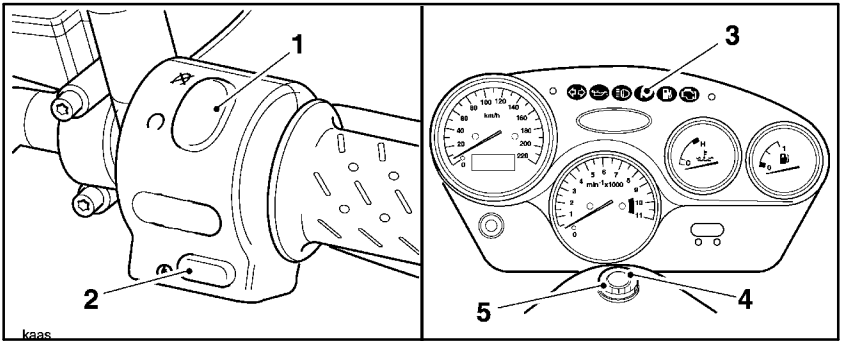
WARNING: Failure to perform these checks every day before you ride may result in serious motorcycle damage or an accident causing serious injury or death.

Check:-

- **Fuel** . . . . . Adequate supply in tank, no fuel leaks (Page 26).
- **Engine oil** . . . . . Correct level on the dip-stick. Add correct specification oil as required (Page 53).
- **Tyres/Wheels** . . . Correct inflation pressures (when cold) (Page 70). Tread depth/wear (min 2.0 mm tread depth), tyre/wheel damage, punctures etc.
- **Drive chain** . . . . . Check drive chain for correct adjustment (Page 61).
- **Nuts, bolts, fasteners** . . . . . Check that steering and suspension components, axles, and all controls are properly tightened or fastened. Visually inspect all areas for loose/damaged fixings.
- **Steering** . . . . . Action smooth but not loose from lock to lock. No binding of any of the control cables (Page 66).
- **Brakes** . . . . . Brake pad wear: There should be more than 1.5 mm lining remaining. No brake fluid leakage. Brake fluid levels must be between 'max' and 'min' (Page 64).
- **Front Forks** . . . . . Smooth action. No fork oil leakage (Page 68).
- **Throttle** . . . . . Throttle grip play 2-3 mm. Ensure that the throttle grip returns to the idle position without sticking (Page 58).
- **Clutch** . . . . . Smooth operation and correct cable free-play (Page 60).

- **Coolant** . . . . . No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (Page 56).
- **Electrical equipment** . . . . . All lights and horn function correctly (Page 22).
- **Engine stop** . . . . . Stop switch turns the engine off (Page 24).
- **Stand** . . . . . Return to the fully up position by spring tension. Return springs not weak or damaged (Page 28).

Contents



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1. **Engine Stop Switch**
2. **Starter Button**
3. **Neutral Indicator Light**
4. **On Position**
5. **Ignition Switch**

TO STOP THE ENGINE

- Close the throttle completely.
- Select neutral.
- Turn the ignition switch to the 'off' position.
- 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 off. 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 that the transmission is in neutral.
- Pull the clutch lever fully in to the handlebar.
- Turn the ignition switch on.
- Leaving the throttle completely closed, push the starter button until the engine starts.

NOTE:

- **In very cold conditions, part open the throttle to aid starting. Return throttle to the closed position once the engine has started.**

WARNING: Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can rapidly 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.

CAUTION: Do not operate the starter continuously for more than 5 seconds as the starter motor will overheat and battery power will drop. 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: The low oil pressure warning light should go out as soon as the engine starts.

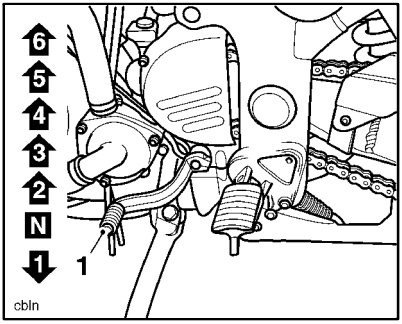
If the low oil pressure warning light stays on after starting the engine, stop the engine immediately and investigate the cause.
Running the engine with low oil pressure will cause severe engine damage.

MOVING OFF

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

CHANGING GEARS

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



1. Gear Change Pedal

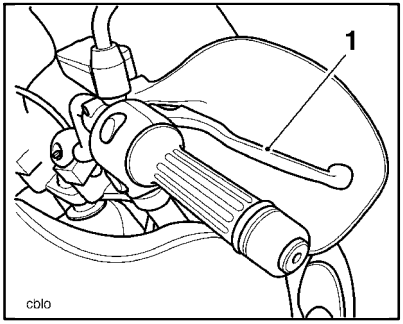
WARNING: Take care to avoid opening the throttle too far in any of lower gears as this can lead to the front wheel lifting from the ground (pulling a 'wheelie').

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

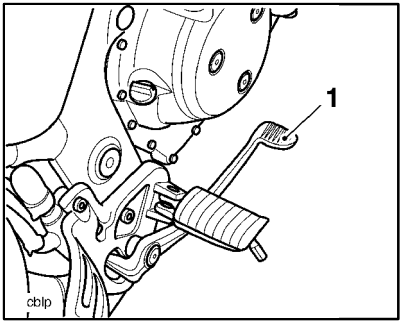
NOTE:

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

WARNING: Do not change to a lower gear at speeds which 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. Changing down should be done below 5000 rpm (r/min) for each gear.



1. Front Brake Lever



1. Rear Brake Pedal

BRAKING

WARNING: <u>WHEN BRAKING, OBSERVE THE FOLLOWING:</u>

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

Change down one gear at a time such that the transmission is in first gear when the motorcycle comes to a complete stop.

When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear.

Change down or fully disengage the clutch as necessary to keep the engine from stalling.

Never lock the brakes, as this may cause loss of control of the motorcycle and an accident.

WARNING: For emergency braking, disregard down changing, and concentrate on applying the front and rear brakes as hard as possible without skidding. Riders should practice emergency braking in a traffic-free area.

Triumph strongly recommend 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, accelerating or turning as any incautious 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.

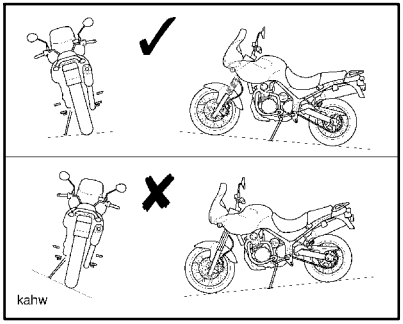
When possible, reduce speed or brake before entering a turn as closing the throttle or braking in mid-turn may cause wheel slip leading to loss of control and an accident.

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

WARNING: When descending a long, steep gradient use engine braking by down-changing and use the brakes intermittently. Continuous brake application can overheat the brakes and reduce their effectiveness.

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 drivers. It may also overheat the brake, reducing braking effectiveness.

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.



PARKING

When parking the motorcycle, observe the following:

Select neutral and turn the ignition switch to the 'OFF' position. Lock the steering and remove the key to help prevent theft.

Always park on a firm, level surface to prevent the motorcycle from falling.

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

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

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

NOTE:

- **When parking near traffic at night, leave the tail, licence plate and side lights on by turning the ignition switch to P (Park).**
- **Do not leave the switch in the 'P' position for long periods as this will discharge the battery.**

WARNING: Do not park on a soft or on a steeply inclined surface as parking under these conditions may cause the motorcycle to fall over. Ensure that the stand is fully retracted before riding off.

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

The engine and exhaust system will be hot after riding. DO NOT park where pedestrians and children are likely to touch the motorcycle as touching any of the hot parts 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 race tracks. 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 items listed 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.

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.

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 fitted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tyres

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

Fuel

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

Engine Oil

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

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

Make certain that all fixings are tight and that all safety related parts are in good condition.

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

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.

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 207 Kg (455 lbs).

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

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

WARNING: Never ride an accessory equipped motorcycle at speeds above the legal sped limit or at a speed inappropriate for the circumstances.

Speeds in excess of 130 km/h (80 mph) should not be attempted on an accessory equipped motorcycle even where the legal speed limit permits this.

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

Failure to allow for changes in motorcycle stability may lead to loss of control or an accident.

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

WARNING: Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed course race tracks. 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: Your passenger should be thoroughly familiar with motorcycle operation.

The passenger can cause loss of control of the motorcycle by incorrect positioning during cornering and sudden movements.

It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.

If a passenger is carried, the rider should instruct the passenger 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.

The passenger should also be advised to lean with the rider when travelling in corners and not to lean unless the rider does so.

Do not carry animals on your motorcycle.

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.

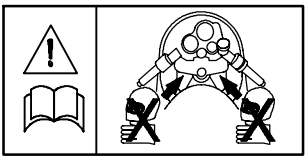
Motorcycle operation without making allowances for the presence of a passenger could lead to loss of motorcycle control and an accident.

WARNING: 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 control and an accident.

WARNING: Never attempt to store any items between the frame and the fairing. 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.



This page is intentionally free from information.

Your Triumph Motorcycle is a quality engineered product which has been carefully built and tested to exacting standards. Triumph Motorcycles are keen to ensure that you enjoy optimum performance from your machine and with this objective in mind have tested many of the engine lubricants currently available to the limits of their performance.

Mobil 1 Racing 4T consistently performed well during our tests and has become our primary recommendation for the lubrication of all current Triumph motorcycle engines.

Mobil 1 Racing 4T, specially filled for Triumph, is available from your authorised Triumph dealer.

Contents

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 which follows describes the procedures to follow when carrying out the daily checks and some simple maintenance and adjustment items.

WARNING: In order to correctly carry out the maintenance items listed in the scheduled maintenance chart, special tools and specialist knowledge will be required. Only an authorised Triumph dealer will have this knowledge and equipment.

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

Scheduled Maintenance Chart

Operation Description	**Odometer Reading in Miles (Kms) or time period, whichever comes first.**						
	Every	500 (800) 1 month	6000 (10000) 1 year	12000 (20000) 2 years	18000 (30000) 3 years	24000 (40000) 4 years	30000 (50000) 5 years
Engine oil - renew	-	●	●	●	●	●	●
Engine oil cooler check for leaks	Day	●	●	●	●	●	●
Engine oil filter - renew	-	●	●	●	●	●	●
Valve clearances - check/adjust	-			●		●	
Air cleaner element - renew	-			●		●	
Idle CO level - check/adjust	-	●	●	●	●	●	●
Engine ECM - check for stored DTCs	-	●	●	●	●	●	●
Spark plugs - check	-		●		●		●
Spark plugs - renew	-			●		●	
Throttle bodies - balance	-			●		●	
Throttle cable - check/adjust	Day	●	●	●	●	●	●
Coolant level - check/adjust	Day	●	●	●	●	●	●
Cooling system - check for leaks	Day	●	●	●	●	●	●
Fuel Filter - renew	-					●	

Scheduled Maintenance Chart (continued)							
Operation Description	**Odometer Reading in Miles (Kms) or time period, whichever comes first.**						
	Every	500 (800) 1 month	6000 (10000) 1 year	12000 (20000) 2 years	18000 (30000) 3 years	24000 (40000) 4 years	30000 (50000) 5 years
Steering - check for free operation	Day	●	●	●	●	●	●
Headstock bearing - check/adjust	-			●		●	
Headstock bearing - lubricate	-			●		●	
Forks - check for leaks/smooth operation	Day	●	●	●	●	●	●
Fork oil - renew	-			●		●	
Brake fluid levels - check	Day	●	●	●	●	●	●
Brake fluid - renew	Every 2 years						
Brake light - check operation	Day	●	●	●	●	●	●
Brake pads - check wear levels	Day	●	●	●	●	●	●
Brake calipers - check for leaks/seized pistons	-	●	●	●	●	●	●
Brake master cylinders - check for leaks	-	●	●	●	●	●	●
Drive chain - lubricate	Every 200 miles (300 kms)						
Drive chain - wear check	Every 500 miles (800 kms)						
Drive chain slack - check/adjust	Day	●	●	●	●	●	●
Drive chain rubbing strip - check			●	●	●	●	●
Rear suspension - lubricate						●	
Fasteners - inspect visually for security	Day	●	●	●	●	●	●
Wheels - inspect for damage	Day	●	●	●	●	●	●
Light, instruments & electrical systems - check	Day	●	●	●	●	●	●
Fuel system - check for leaks	Day	●	●	●	●	●	●
Tyre wear/tyre damage - check	Day	●	●	●	●	●	●
Fuel/evaporative hoses - check		●	●	●	●	●	●
Tyre pressures - check/adjust	Day	●	●	●	●	●	●
Clutch cable - check/adjust	Day	●	●	●	●	●	●

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 is dangerous and may lead to 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.

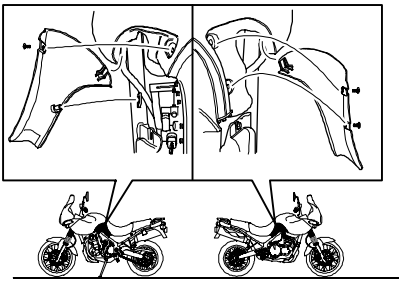
Triumph Motorcycles cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment carried out by the owner.

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

SIDE PANEL

Side Panel Removal

- Remove both seats.
- Disconnect the battery, negative (black) lead first.



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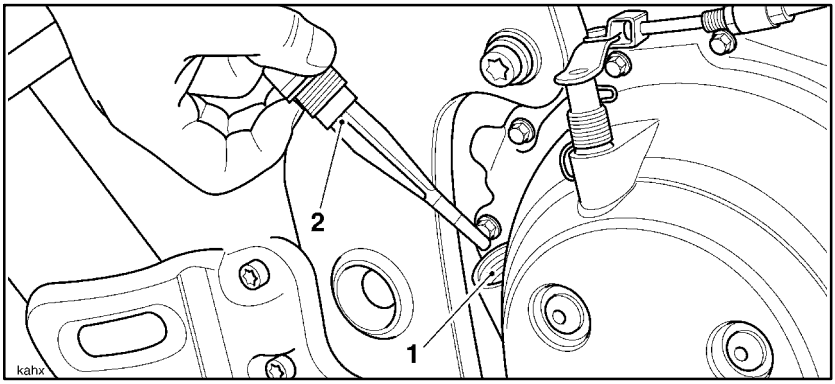
- Release the fuel tank in-fill panel fixings as shown in the diagram above.
- On the right hand side, gently lift the rear edge of the panel in order to clear the recess in the fuel tank.
- Slide the panel down and towards the rear of the motorcycle to release the retaining clip situated at the front of the panel.
- On the left hand side, gently lift the rear edge of the panel in order to release the retaining bayonet from the frame.
- As with the right hand panel, slide the panel down and towards the rear of the motorcycle to release the retaining clip situated at the front of the panel.

Side Panel Refitting

- Reverse the removal procedure with the exception of the following.
- Reconnect the battery positive (red) lead first.



1. **Filler**
2. **Filler Plug/Dipstick**

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.

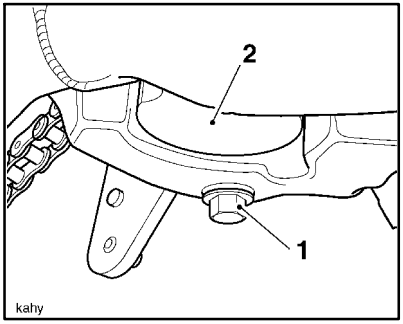
WARNING: Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to loss of control and an accident.

Oil Level Inspection

- Stop engine, then wait for at least 10 minutes to allow the oil to settle.
- Remove the filler plug/dipstick, wipe the dipstick clean and screw the plug/dipstick fully home in the clutch cover.

NOTE:

- **The actual level is indicated when the motorcycle is level and upright, not on the side stand, and when the filler has been screwed fully home.**
- Remove the filler plug/dipstick.
- The oil level is indicated by hash marks on the filler plug/dipstick. When full, the indicated oil level must level with the top of the hashed area.
- If the oil level is too low, add oil a little at a time through the dipstick/filler hole until the correct level is reached.
- Once the correct level is reached, fit and fully tighten the filler plug/dipstick.



1. Oil Drain Plug
2. Oil Filter

Oil and Oil Filter Change

WARNING: Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains potentially harmful contamination which can cause cancer. Wear suitable clothing and avoid skin contact.

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

- Warm up the engine thoroughly, and then stop the engine.
- Place an oil pan beneath the engine.
- Remove the engine drain plug.

WARNING: The oil may be hot to the touch. Contact with hot oil may cause the skin to be scalded or burned.

- With the motorcycle on level ground, allow the oil to completely drain.
- Unscrew and remove the oil filter using Triumph service tool T3880312. Discard the oil filter.
- Pre-fill the replacement oil filter with new engine oil.
- Apply a smear of clean engine oil to the sealing ring of the new oil filter. Fit the oil filter and tighten to **8-12 Nm.**
- After the oil has completely drained out, fit a new sealing washer to the engine drain plug. Fit and tighten the plug to **25 Nm.**
- Fill the engine with new oil of the type and grade listed in the specification section. Do not overfill.
- Start the engine and allow to idle.

CAUTION: Racing the engine before the oil reaches all parts of the engine can cause engine damage or seizure. Only raise engine speed after running the engine for a few seconds to allow the oil to circulate fully.

- Ensure that the low oil pressure warning light extinguishes shortly after starting.

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.

- Stop the engine and check the oil level. Adjust if necessary.

Disposal of Used Engine Oil

To protect the environment, do not pour oil on the ground, down sewers or drains, or into water courses. Dispose of used oil sensibly. If in doubt contact your local authority.

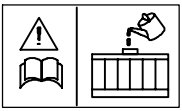
CAUTION: Triumph high performance fuel injected engines are designed to use 10W/40 or 15W/50 semi or fully synthetic motorcycle engine oil which meets specification API SH (or higher) AND JASO MA.

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.

Ensure no foreign matter enters the crankcase during an oil change or top-up.

COOLING SYSTEM



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

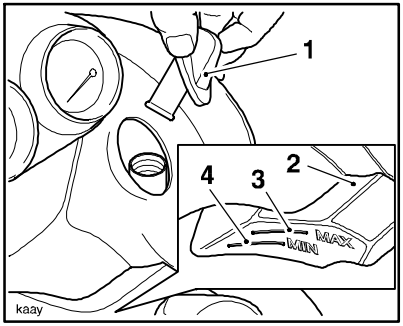
Corrosion Inhibitors

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

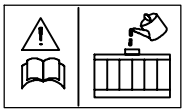
If coolant containing corrosion and rust inhibitor chemicals is not used, the cooling system will accumulate rust and scale in the water jacket and radiator. This will block the coolant passages, and considerably reduce the efficiency of the cooling system.

WARNING: Use coolant mixture containing corrosion inhibitors and anti-freeze suitable for aluminium engines and radiators. Always use the anti-freeze in accordance with the instructions of the manufacturer.

Coolant mixture which contains anti-freeze and corrosion inhibitors contains toxic chemicals which are harmful to the human body. Never swallow anti-freeze or any of the motorcycle coolant.



1. **Filler Cover**
2. **Expansion Tank**
3. **'MAX' Mark**
4. **'MIN' Mark**



Coolant Level Inspection

- Position the motorcycle on level ground and in an upright position.
- Turn the steering to full right lock.
- The coolant level in the expansion tank can be checked by looking through the gap between the right hand fork and the instrument panel on the right hand side of the motorcycle.
- Check the coolant level in the expansion tank. The coolant level must be between the 'MAX' (upper line) and 'MIN' (lower line) marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Coolant Level Adjustment

- Allow the engine to cool.

WARNING: Do not remove the expansion tank cap when the engine is hot. When the engine is hot, the coolant inside the expansion tank is hot and also under pressure. Contact with this hot, pressurised coolant will cause scalds and skin damage.

- Remove the filler cover
- Add coolant mixture through the filler opening to the 'MAX' mark.
- Refit the filler cover.

NOTE

- **If the coolant level is being checked because the coolant has overheated, also check the level in the radiator (via the thermostat housing) and top-up if necessary.**
- **In an emergency, water alone can be added to the cooling system. However, the coolant must be returned to the correct mixture ratio as soon as possible.**

Coolant Change

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

Radiator Hoses

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

CAUTION: A year-round type of antifreeze is installed in the cooling system when the motorcycle leaves the factory. It is coloured blue, contains a 50% solution of ethylene glycol, and has a freezing point of -35°C (-31°F).

Radiator and Cooling Fan

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

WARNING: The cooling fan operates automatically. Always keep hands and clothing away from the fan. Contact with the rotating fan can cause injury.

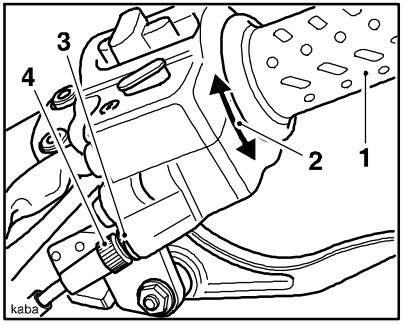
CAUTION: Using high pressure water, such as from a car wash facility, can damage the radiator fins and impair the radiator's efficiency.

Do not obstruct or deflect airflow through the radiator by installing unauthorised accessories, either in front of the radiator or behind the cooling fan. Interference with the radiator airflow can cause overheating, resulting in engine damage.

CAUTION: Distilled water must be used with the antifreeze (see specification for antifreeze) in the cooling system.

If hard water is used in the system, it causes scale accumulation in the water passages, and considerably reduces the efficiency of the cooling system.

If coolant must be added often, or the expansion tank runs dry, there is probably a leak in the system. Have the cooling system inspected by your authorised Triumph dealer.



1. **Throttle Grip**
2. **2-3 mm**
3. **Upper Adjuster Locknut**
4. **Adjuster**

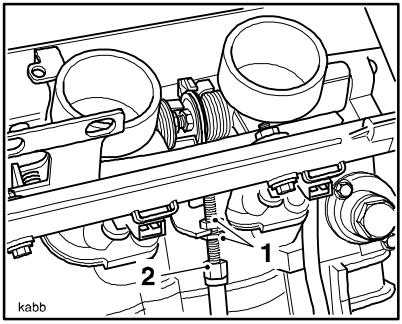
THROTTLE CONTROL

WARNING: The throttle grip controls the throttle valves in the throttle bodies. If the throttle cable is incorrectly adjusted, either too tight or too loose, the throttle may be difficult to control and performance will be adversely affected.

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

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

An incorrectly adjusted, sticking or stuck throttle will lead to loss of motorcycle control and an accident



1. **Locknut**
2. **Adjuster (Throttle Body End)**

Inspection

- Check that the throttle opens smoothly, without undue force and that it closes without sticking. Have your authorised Triumph dealer check the throttle system if a problem is detected or any doubt exists.
- Check that there is 2-3 mm throttle grip free-play when lightly turning the throttle grip back and forth.
- If there is an incorrect amount of free-play, Triumph recommend that you have adjustments made by your authorised Triumph dealer.
- In an emergency, throttle adjustment may be made as follows:

Adjustment

WARNING: Use of the motorcycle with an incorrectly adjusted, incorrectly routed, sticking or damaged throttle cables will interfere with the throttle function resulting in loss of motorcycle control and an accident.

To avoid incorrect adjustment, incorrect routing, or continued use of a sticking or damaged throttle, always have your throttle checked and adjusted by your authorised Triumph dealer.

NOTE:

- **Minor adjustments can be made using the adjuster near the twist grip end of the throttle. Where a correct setting cannot be achieved in this way, the adjuster at the throttle body end must be used.**
- Remove the seats.
- Disconnect the battery negative (black) lead first.
- Set the cable adjuster at the twist grip end such that it has an equal amount of adjustment in each direction.
- Release the locknut on the throttle body adjuster.
- Set the adjuster at the throttle body end of the cable to give 2-3 mm of play at the twist grip. Tighten the locknut.
- Make any minor adjustments as necessary to give 2-3 mm of play using the adjuster at the twist grip end of the cable. Tighten the locknut.

WARNING: Ensure that both the adjuster locknuts are tightened. A loose throttle cable adjuster could cause the throttle to stick leading to loss of control and an accident.

- Reconnect the battery, positive (red) lead first.
- Refit the seats.
- Check that the throttle opens smoothly, without undue force and that it closes without sticking.
- Ride carefully to your nearest authorised Triumph dealer and have him check the throttle system thoroughly before riding again.

CLUTCH

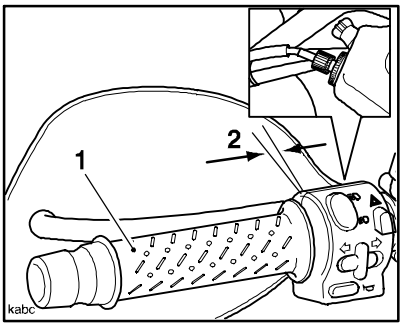
The motorcycle is equipped with a cable operated clutch.

If the clutch lever has excessive free-play, the clutch may not disengage fully which will cause difficulty in changing gear and may cause the engine to stall. 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 0.4-0.8 mm clutch lever free-play as shown in the diagram above.
- If there is an incorrect amount of free-play, adjustments must be made.

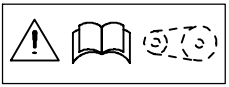


1. Lever
2. 0.4-0.8 mm

Adjustment

- Loosen the knurled locknut at the lever end of the clutch cable and turn the adjuster sleeve until the correct amount of clutch lever free-play is achieved.
- Tighten the knurled locknut against the clutch lever assembly.
- If correct adjustment cannot be made using the lever adjuster, use the cable adjuster at the lower (clutch cover) end of the cable.
- Loosen the adjuster locknut.
- Turn the outer cable adjuster to give 0.4-0.8 mm of free-play at the clutch lever.
- Tighten the locknut.

DRIVE CHAIN



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.

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 catches 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

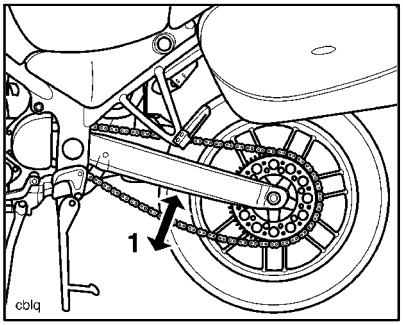
Lubrication is necessary every 500 miles and also after riding in wet weather, on wet roads, or any time that the chain appears dry.

Use the special chain lubricant as recommended in the specification section.

- Apply lubricant to the sides of the rollers. This will allow the oil to penetrate to the chain rollers and bushings. Also apply oil to the chain 'O' rings. Wipe off any excess oil.
- If the chain is especially dirty, clean first using paraffin and then apply oil as mentioned above.

CAUTION: Do not use a power 'jet' wash to clean the chain as this may cause damage to the chain components.

Chain Free-movement Inspection

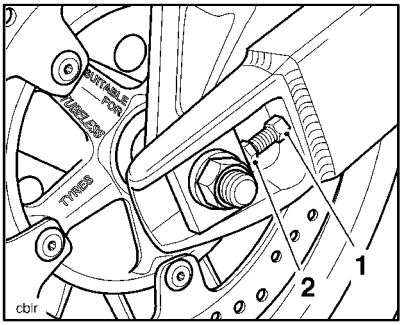


1. Maximum Movement Position (35-40 mm)

- Support the motorcycle on a firm, level surface with the side stand.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.
- The vertical movement of the drive chain must be 35-40 mm.

Chain Free-movement Adjustment

- If the chain free-movement measurement is incorrect, adjustments must be made as follows:
- Loosen the wheel spindle nut.
- Release the locknuts on both the left and right chain adjuster bolts.
- Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase chain free-movement and anti-clockwise to reduce chain free-movement.



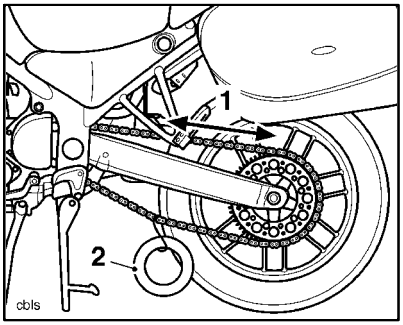
1. Adjuster Locknut

2. Adjuster

- When the correct amount of chain free-movement has been set, push the wheel into firm contact with the adjuster. Tighten both adjuster locknuts to **27 Nm** and the rear wheel spindle nut to **110 Nm.**
- Rotate the rear wheel and repeat the chain adjustment check. Re-adjust if necessary

WARNING: Operation of the motorcycle with insecure adjuster locknuts 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 for correct operation (i.e. that the pedal does not have excessive travel and does not feel soft or spongey).

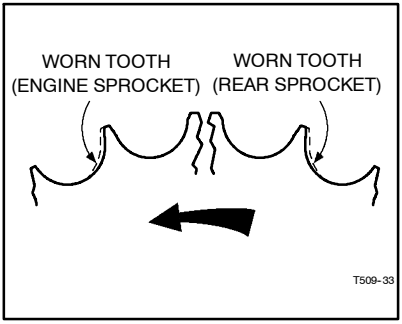


1. 20 Link Length

2. Weight

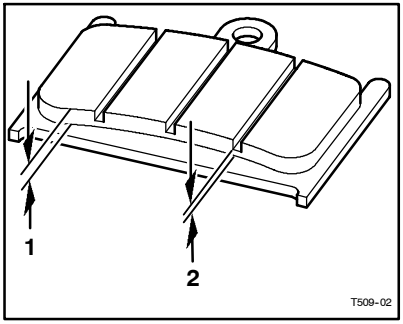
Wear Inspection

- Remove chain guard.
- Stretch the chain taut by hanging a 10-20 kg (20-40 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to pin centre of the 21st pin. Since the chain may wear unevenly, take measurements at several places.
- If the length exceeds the service limit of 321mm, the chain must be replaced.
- Rotate the rear wheel to inspect the drive chain for damaged rollers, and loose pins and links.
- Inspect the chain slider for signs of excessive wear.



NOTE:

- **Sprocket wear is exaggerated for illustration.**
- Also inspect the sprockets for unevenly or excessively worn teeth, and damaged teeth.
- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorised Triumph dealer.
- Replace chain guard.



1. Lining Thickness
2. 1.5 mm (0.06 in) Groove Thickness

BRAKES

Brake Wear Inspection

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

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

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

Replacing individual pads will reduce braking efficiency and may cause an accident.

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

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 specification section. The brake fluid must also be changed if it becomes, or is suspected of having become contaminated with moisture or any other contaminants.

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.

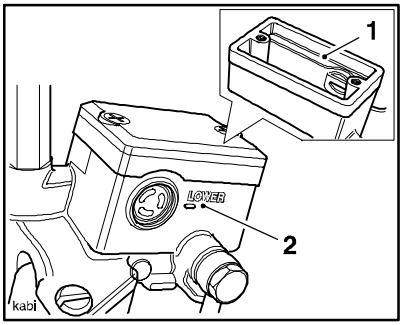
Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened.

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 control and an accident.



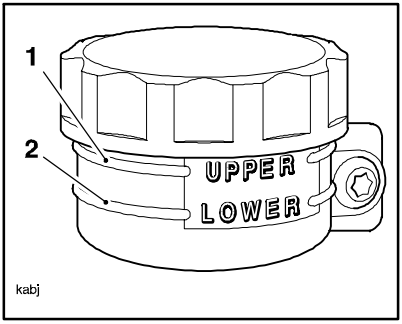
1. Upper Level, Front Brake
2. Lower Level, Front Brake

Brake Fluid Level Inspection and Adjustment

- The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal). To top-up the fluid, proceed as follows:-
- At the front, remove the reservoir cover by releasing the two securing screws.
- At the rear, remove the right hand side panel to gain access to the reservoir.
- Fill the reservoirs to the upper level line using new DOT 4 fluid from a sealed container.
- Refit the reservoir caps ensuring that the diaphragm seals are correctly fitted.
- At the rear, refit the right hand side panel.

WARNING: If there has been an appreciable drop in the level of the fluid in any fluid reservoir, consult your authorised Triumph dealer for advice before riding.

Riding with defective brakes may lead to an accident.



1. Upper Level, Rear Brake
2. Lower Level, Rear Brake

Brake Pad Wear Compensation

Disc and disc 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 or the brake may be defective.

It is dangerous to operate the motorcycle under such conditions and remedial action must be taken by your authorised Triumph dealer before riding.

Riding with defective brakes may lead 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 the brake light does not work when the front brake lever is pulled, or the rear brake pedal depressed, ask your authorised Triumph dealer to 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

Steering Inspection

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

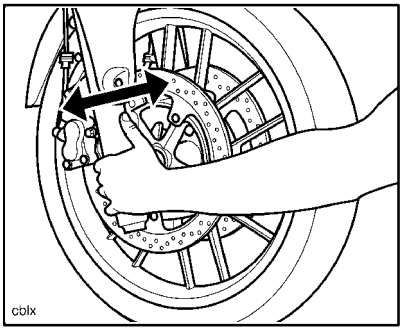
NOTE

- **Always inspect the wheel bearings at the same time as the steering bearings.**

WARNING: To prevent risk of injury from the motorcycle falling during the inspection, ensure that the motorcycle is stabilised and secured on the support block.

Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable or cause injury by falling from its support.

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



Inspecting the Steering for Free-Play

Inspection

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel off the ground and support 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, ask your authorised Triumph dealer to inspect and rectify any faults before riding.

WARNING: Riding the motorcycle with incorrectly adjusted or defective steering 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 authorised 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 off the ground and support the motorcycle.
- Gently rock the top of the front wheel from side to side.
- If any free-play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.
- Reposition the lifting device and repeat for the rear wheel.

WARNING: Operation with worn or damaged wheel bearings may cause impaired handling and instability leading to an accident. If in doubt, have the motorcycle inspected by an authorised Triumph dealer before riding.

- Remove the support and place the motorcycle on the side stand.

FRONT SUSPENSION

There are no rider adjustments that can be made to the front forks.

Front Fork Inspection

- Examine each fork stanchion for any sign of damage, scratching of the slider surface, or for oil leaks.
- If any damage or leakage is found consult an authorised Triumph dealer.

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.

NOTE:

- **The suspension movement will be affected by different adjustment settings.**
- **If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.**

WARNING: Riding the motorcycle with defective or damaged suspension can damage the motorcycle, cause loss of control, or an accident.

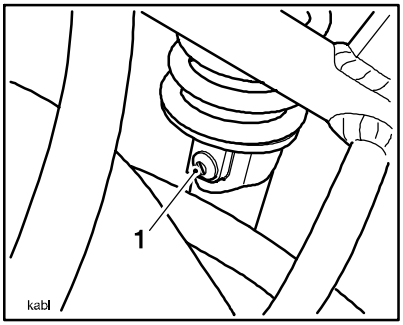
WARNING: Never attempt to dismantle any part of suspension units as all units contain pressurised gas. Skin and eye damage can result from contact with the pressurised gas.

SUSPENSION SETTING

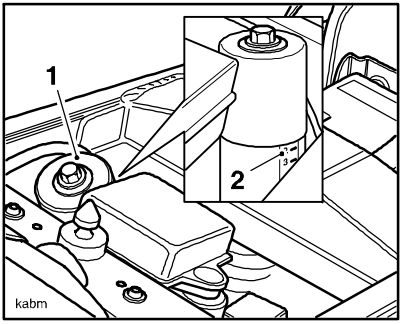
The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding.

The chart below shows suggested settings for the rear suspension.

REAR SUSPENSION		
Loading	**Spring pre-load**	**Rebound damping**
Rider only	3	7
Rider and passenger or rider and luggage	3	6
Rider, passenger and luggage	5	5
All spring preload figures expressed as the position of the lower edge of the preload adjuster cover		
All rebound damping figures expressed as clicks out from the fully screwed in position.		



1. Rebound Damping Adjuster



1. Spring Pre-load Adjuster
2. Graduation Marks

REAR SUSPENSION ADJUSTMENT

Rear Rebound Damping Adjustment

The rear rebound damping adjuster is located at the bottom of the rear suspension unit on the right hand side of the motorcycle.

To adjust the rebound damping setting, rotate the adjuster clockwise to increase rebound damping and anti-clockwise to decrease.

NOTE

- **The settings are all measured as the number of adjuster turns out from the fully screwed in position.**
- **The motorcycle is delivered from the factory with the rebound adjuster set to 6 turns out from the fully screwed in position.**

Rear Spring Pre-load Adjustment

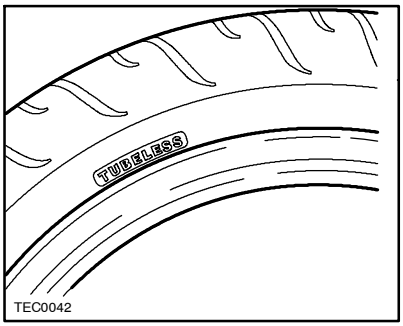
The rear spring pre-load adjuster can be accessed by removing the front seat.

To adjust the spring pre-load setting, rotate the hexagonal adjuster clockwise (screw-in) to increase, or anti-clockwise (screw-out) to decrease pre-load.

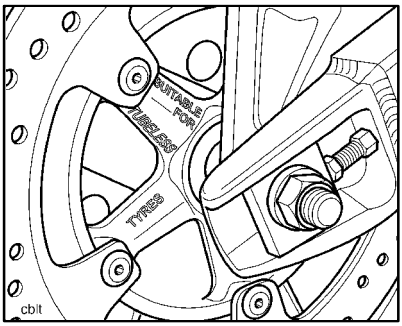
There are five adjuster positions.

NOTE:

- **The motorcycle is delivered from the factory with the spring pre-load set to position 2.**



Typical Tyre Marking



Wheel Marking

TYRES

This motorcycle is equipped with tubeless tyres, valves and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.

Tyre Inflation Pressures

Correct inflation pressure will provide maximum stability, rider comfort and tyre life. Always check tyre pressures before riding when the tyres are cold. Check tyre pressures daily and adjust if necessary. See the specification section for details of the correct inflation pressures.

WARNING: Incorrect tyre inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.

Under-inflation may result in the tyre 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.

Tyre Wear

As the tyre tread wears down, the tyre becomes more susceptible to punctures and failure. It is estimated that 90% of all tyre problems occur during the last 10% of tread life (90% worn). It is, therefore, false economy and unsafe to use tyres until they are worn to their minimum.

- In accordance with the periodic maintenance chart, measure the depth of the tread with a depth gauge, and replace any tyre that has worn to the minimum allowable tread depth.

Minimum Recommended Tread Depth

Under 130 km/h (80 mph)	2 mm (0.08 in)
Over 130 km/h (80 mph)	Rear 3 mm (0.12 in) Front 2 mm (0.08 in)

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 race tracks. 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 tyres is hazardous and will adversely affect traction, stability and handling which may lead to loss of control and an accident.

When tubeless tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, imbedded nails or other sharp objects. Operation with punctured or damaged tyres will adversely affect stability and handling which may lead to loss of control or an accident.

Check the rims for dents or deformation. Operation with damaged or defective wheels or tyres is dangerous and loss of control or an accident could result.

Always consult your authorised Triumph dealer for tyre replacement, or for a safety inspection of the tyres.

Tyre Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyres, fitted in approved combinations, are used when purchasing replacement tyres. The use of non approved tyres, or approved tyres in non approved combinations, may lead to motorcycle instability and an accident. See the specification section for details of approved tyre combinations. Always have tyres fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure safe, effective fitment.

WARNING: If a tyre sustains a puncture, the tyre must be replaced. Failure to replace a punctured tyre, or operation with a repaired tyre can lead to instability, loss of control or an accident.

WARNING: Do not install tube-type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation that may result in a loss of vehicle control and an accident. Never install an inner tube inside a tubeless tyre. This will cause friction inside the tyre and the resulting head build-up may cause the tube to burst resulting in rapid tyre deflation, loss of vehicle control and an accident.

WARNING: If tyre damage is suspected, such as after striking the kerb, ask your authorised Triumph dealer to inspect the tyre both internally and externally. Remember, tyre damage may not always be visible from the outside. Operation of the motorcycle with damaged tyres could lead to loss of control and an accident.

WARNING: When replacement tyres are required, consult your authorised Triumph dealer who will arrange for the tyres to be selected, in a correct combination, from the approved list and fitted according to the tyre manufacturer's instructions.

When tyres are replaced, allow time for the tyres to seat to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tyre could cause loss of control or an accident.

Initially, the new tyres will not produce the same handling characteristics as the worn tyres and the rider must allow adequate riding distance (approximately 100 miles) to become accustomed to the new handling characteristics.

WARNING: (continued from previous page): 24 hours after fitting, the tyre pressures must be checked and adjusted, and the tyres examined for correct seating. Rectification must be carried out as necessary.

The same checks and adjustments must also be carried out when 100 miles have been travelled after fitting.

Use of a motorcycle with incorrectly seated tyres, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of control and an accident.

WARNING: Tyres that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres must be replaced after such use as continued use of a damaged tyre may lead to instability, loss of 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 tyre replacement, see your authorised Triumph dealer.

Only use self-adhesive weights. Clip on weights may damage the wheel and tyre resulting in tyre deflation, loss of control and an accident.

BATTERY

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 sulphuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

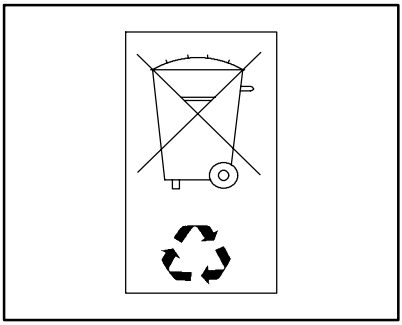
- **If electrolyte gets on your skin, flush with water immediately.**
- **If electrolyte gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.**
- **If electrolyte is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.**

KEEP ELECTROLYTE OUT OF THE REACH OF CHILDREN.

WARNING: The battery contains harmful materials. Always keep children away from the battery whether or not it is fitted in the motorcycle.

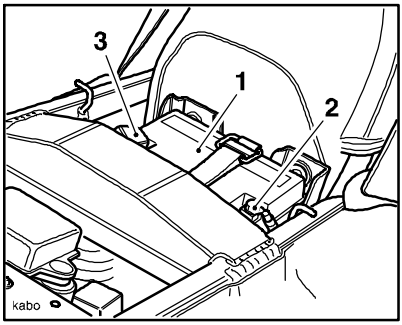
Do not jump start the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gases causing a risk of personal injury.

Battery Disposal



Should the battery ever require replacement, the original battery must be handed to a recycling agent who will ensure that the substances from which the battery is manufactured do not pollute the environment.

Battery Removal



1. **Battery**
2. **Negative (-) Terminal**
3. **Positive (+) Terminal**

- Remove the front 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.

- Clean the battery using a clean, dry, cloth. Be sure that the cable connections are clean.

Battery Maintenance

WARNING: The battery electrolyte is corrosive and poisonous and will cause damage to unprotected skin. Never swallow battery electrolyte or allow it to come into contact with the skin. To prevent injury, always wear eye and skin protection when handling the battery.

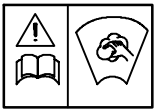
- The battery is a sealed type and will not require any maintenance other than routine recharging such as during storage.
- It is not possible to adjust the electrolyte level in the battery.
- When charging the battery, ensure that the rate of charge does not exceed 1.2 Amps.

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.
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the protective cap.
- Refit the battery strap.
- Refit the seats.

WINDSCREEN CLEANING

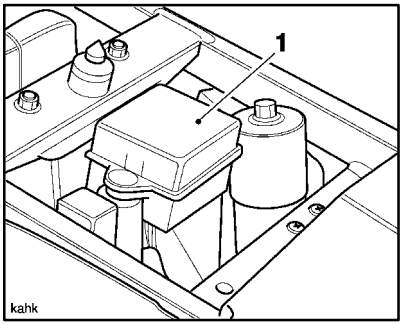


Always clean the windscreen with clean water and a soft cloth. Dry after cleaning with a soft, lint free cloth. Minor scratches can be removed using a commercial polishing compound suitable for plastic.

The windscreen must be replaced if scratches cannot be completely removed.

WARNING: Never attempt to clean the windscreen 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 windscreen will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to an accident causing injury or death.



1. Fuse Box

FUSES

Fuses are arranged in the fuse box located under the seat.

If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of correct current rating.

WARNING: Always replace blown fuses with new ones of the correct current rating (as specified on the fuse box cover) and never use a fuse of higher rating.

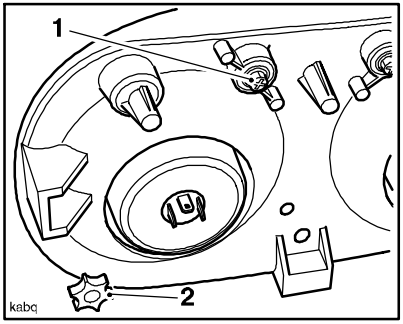
Fuse Identification

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the table below to establish which fuse has blown.

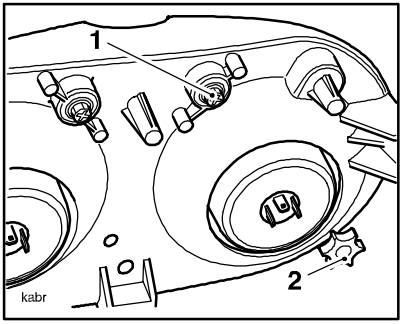
Fuse No	Circuits Protected	Fuse Rating
1	Headlamp	15A
2	Charging	30A
3	Accessories	10A
4	Brake lights/ indicators/Horn	15A
5	Ignition control	10A
6	Engine Management System (EMS)	15A
7	Cooling fan	15A
8	Instrument panel lights	5A
9	Headlamp	15A
10	Position lights	5A
11	Main Fuse (outside main fuse-box)	30A

NOTE:

- **The fuse identification numbers listed above correspond with those printed on the fuse box cover.**
- **Only spare 30A. and 15A. fuses are carried in the fuse box**



1. Vertical Adjustment Screw (LH)
2. Horizontal Adjustment Screw (LH)



1. Vertical Adjustment Screw (RH)
2. Horizontal Adjustment Screw (RH)

HEADLIGHTS

WARNING: Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

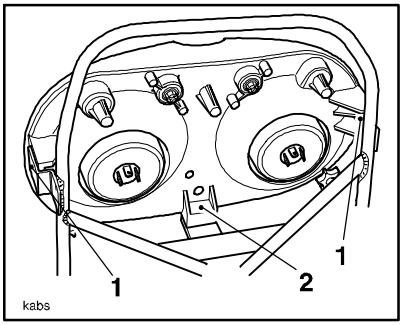
Ensure that the beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

WARNING: Never attempt to adjust the headlamp beam when the motorcycle is in motion.

Any attempt to adjust the headlamp beam when the motorcycle is in motion may result in loss of control and an accident.

Headlight Adjustment

- Remove the cockpit.
- Switch the headlight on.
- Turn the vertical adjustment screw on each headlight clockwise to raise the beam or anti-clockwise to lower the beam.
- On the RH headlight turn the horizontal adjustment screw clockwise to move the beam to the left or anti-clockwise to move the beam to the right.
- On the LH headlight turn the horizontal adjustment screw anti-clockwise to move the beam to the left or clockwise to move the beam to the right.
- Switch the headlights off when the beam settings are satisfactory.



1. **Side Fixing**
2. **Centre Fixing**

Headlight Bulb Replacement
Position Light Bulb Replacement

Both Bulbs

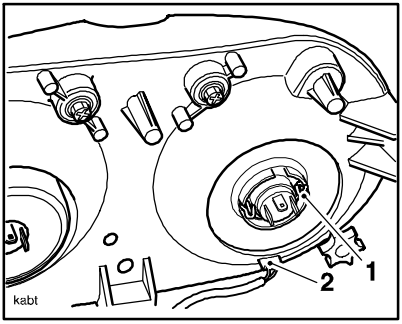
- Remove the seats.
- Disconnect the battery, negative (black) lead first.
- Remove the cockpit.
- Release the screws securing the headlight unit to the support bracket and release the unit.

For the headlight bulb only:

- Disconnect the multi-pin electrical connector from the headlight bulb to be replaced and remove the rubber cover.
- Detach the wire bulb retainer from the clip (it is not necessary to undo the screw) then remove the bulb from the light unit.

For the position light bulb only:

- Without pulling on the wires, ease the bulb holder from the retaining socket in the rear of the light unit.



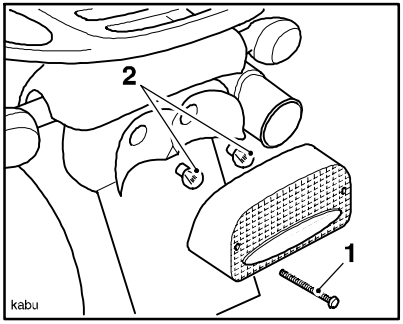
1. **Headlight Bulb Retainer**
2. **Position Light Bulb Retainer**

Both Bulbs

- Installation is the reverse of the removal procedure except that when reconnecting the battery, connect the positive (red) lead first.

WARNING: Do not reconnect the battery until the assembly process has been completed. Premature battery reconnection, or connecting the negative (black) lead first, could lead to ignition of the battery gases causing an explosion. Always complete all tasks first and connect the battery, positive (red) lead first. An exploding battery can cause severe injury to skin, body and particularly the eyes.

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 re-use.

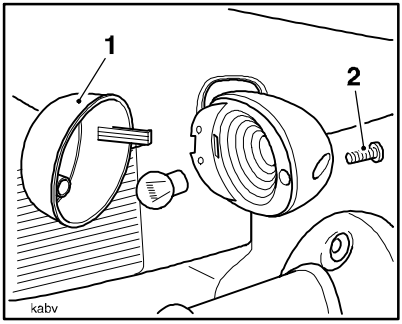


1. **Rear Lens Retaining Screws**
2. **Bulb**

REAR LIGHT

Bulb Replacement

- Remove the screws securing the lens to the light body.
- Rotate the bulb anti-clockwise to release.
- Replace the bulb.
- Refit the lens taking care not to overtighten the screws.



1. **Indicator Lens**
2. **Securing Screw**

INDICATORS

Bulb Replacement

- The lens on each indicator light is held in place by a securing screw located in the body of the light.
- Release the screw and remove the amber lens to gain access to the bulb for replacement.

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 warm 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.

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. Do not use household detergent as the use of such products will lead to premature corrosion.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

- Rear opening of the muffler: Cover with a plastic bag secured with rubber bands.
- Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.
- Ignition switch: Cover the keyhole with tape.
- Air cleaner intakes: Close up the intake with tape.

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.
- Drive chain and headstock bearings.

NOTE:

- **High pressure spray washers are not recommended. The water may be forced into bearings and other components causing eventual failure from rust and corrosion. Some of the soaps which are highly alkaline leave a residue or cause spotting.**

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 5 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.

Unpainted Aluminium Items

- Items such as brake and clutch levers must be correctly cleaned to preserve their appearance.
- Use a proprietary brand of aluminium cleaner which does not contain abrasive or caustic elements.
- Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.
- Warranty claims due to inadequate maintenance will not be allowed.

Cleaning of the Exhaust System:

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to black chrome, brushed stainless steel and carbon fibre components alike.

NOTE:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

- Prepare a mixture of water and mild soap. Do not use a high alkaline content 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 muffler.

Drying

- Dry the exhaust system completely 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 silicone products such as WD40 will cause discolouration of the chrome and must not be used. Similarly, the use of abrasive cleaners such as Solvol Autosol 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.

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Empty the fuel from the fuel tank into a secure container.

WARNING: Petrol is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Remove the spark plugs and put several drops (5 ml) of engine oil into each cylinder. Push the starter button for a few seconds to coat the cylinder walls with oil, and install the spark plugs.
- Reduce tyre pressure by about 20%.
- Set the motorcycle on a box or 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 tyre rubber).
- Spray oil on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- Lubricate the drive chain and all the control cables.
- 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 a month. Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack the battery. The more discharged the battery becomes, the more easily it freezes.
- Tie plastic bags over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Charge the battery if necessary, and install it in the motorcycle.
- Fill the fuel tank with fuel.
- Change the engine oil and filter.
- Check all the points listed in the Daily Safety Checks section.
- Before starting the engine, remove spark plugs.
- Put side stand down. This will isolate the ignition and prevent stray sparks and damage to the ignition system.
- Crank the engine on the starter motor several times until the oil pressure light goes out.
- Replace spark plugs and start engine.
- Check brakes and operation.

	TIGER
PERFORMANCE	
Maximum Power	105 PS @ 9500rpm (r/min)
Maximum Torque	92 Nm @ 4400rpm (r/min)
DIMENSIONS	
Overall Length	2175mm
Overall Width	860mm
Overall Height	1345mm
Wheelbase	1550mm
Seat Height	840-860mm
Dry Weight	215kg
Maximum Payload (rider & passenger & accessories)	207kg
ENGINE	
Type	in-line 3 cyl.
Displacement	955cc
Bore x Stroke	79x65mm
Compression Ratio	11.6:1
Cylinder Numbering	Left to Right
Sequence	1-2-3
Firing Order	1-2-3
Starting System	Electric Starter
LUBRICATION	
Lubrication System	Forced Lubrication (wetsump)
Engine Oil Capacity (including filter, wet fill)	4.00 litres

	TIGER
COOLING	
Coolant Type	Mobil Antifreeze
Mixture Ratio	50/50
Coolant Capacity	2.8 litre
Thermostat Opens (nominal)	85°C
FUEL SYSTEM	
Type	Electronic Fuel Injection
Injectors	Twin Jet Solenoid Operated Plate Valve
Fuel Pump	Submerged Electric
Fuel Pressure	3 Bar
FUEL	
Type	Unleaded 95 RON
Tank Capacity	24 Litres
IGNITION	
Ignition System	Digital Inductive
Electronic Rev Limiter	9500rpm (r/min)
Spark Plug	NGK DPR 8EA-9
Gap	0.8-0.9mm
FRAME	
Castor	28°
Trail	92 mm

	TIGER
TRANSMISSION	
Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Primary Drive	Gear
Final Drive	Chain DID 114 Link Endless
Primary Drive Ratio	1.75 (105/60)
Final Drive Ratio	2.555 (46/18)
Gear Ratio: 1st	2.733 (41/15)
2nd	1.947 (37/19)
3rd	1.545 (34/22)
4th	1.292 (31/24)
5th	1.154 (30/26)
6th	1.074 (29/27)
TYRES	
Tyre Pressures (Cold)	
Front	2.5 Bar ($36 lb/in^2$)
Rear	2.9 Bar ($42 lb/in^2$)
Option 1 – Front	Michelin Anakee 110/80 R19 59V
Option 1 – Rear	Michelin Anakee 150/70 R17 69V
Option 2 – Front	Bridgestone Trailwing 110/80 R19 59V
Option 2 – Rear	Bridgestone Trailwing 150/70 R17 69V

WARNING: Use recommended tyre options ONLY in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

	TIGER
ELECTRICAL EQUIPMENT	
Battery	12V 12AH
Alternator	12V 40A
Headlight	2x12V 60/55W Halogen H4
Tail/Brake Light	2x12V 5/21W
Directional Indicator Lights	12V 10W
TIGHTENING TORQUES	
Oil Filter	8-12Nm
Sump Drain Plug	24Nm
Spark Plug	18Nm
Rear Wheel Eccentric Clamp Bolts	35Nm
FLUIDS AND LUBRICANTS	
Engine Oil:	
Semi or fully synthetic 10W/40 or 15W/50 motorcycle engine oil which meets specification API SH and JASO MA, such as	Mobil 1 Racing 4T (fully synthetic) or Mobil Extra 4T (semi synthetic)
Brake and Clutch Fluid	Mobil Universal Brake & Clutch Fluid DOT4
Coolant	Mobil Antifreeze
Bearings and Pivots	Mobil Grease HP 222
Drive Chain	Mobil Chain Spray or Mobilube HD 80

NOTE: Mixing different specification oils or mixing oils of the same specification but of a different brand is not recommended except in emergency. If in emergency, oils of different brands or specifications do become mixed, change the engine oil and filter at the earliest opportunity. Engine oils are of a fully synthetic type and must never be mixed with any other types of oil.

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