

General Information

Tire Pressures

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

Only adjust tire pressures when the tires are cold using an accurate tire pressure gage (see page 189), and do not use the tire pressure display on the instruments.

! Warning

The Tire Pressure Monitoring System (TPMS) is not to be used as a tire pressure gage when adjusting the tire pressures. For correct tire pressures, always check the tire pressures when the tires are cold and using an accurate tire pressure gage (see page 189).

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

! Caution

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

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

Always have your tires mounted by your authorized Triumph dealer and inform them that tire pressure sensors installed on the wheel.

Low Tire Pressure

! Warning

Stop the motorcycle if the tire pressure warning light illuminates.

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

If a low tire pressure is detected, the tire pressure warning light will illuminate and a message will be shown in the display (see page 64 or page 30).

Fuel

Fuel Requirement/Refueling



Fuel Grade

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

In certain circumstances engine calibration may be required. Always refer to your authorized Triumph dealer.

Oxygenated Gasoline

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

Ethanol

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

MTBE (Methyl Tertiary Butyl Ether)

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

Methanol

Caution

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

Caution

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

Note:

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

Caution

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

General Information

Refueling

⚠ Warning

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

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

Do not smoke.

Do not use a mobile telephone.

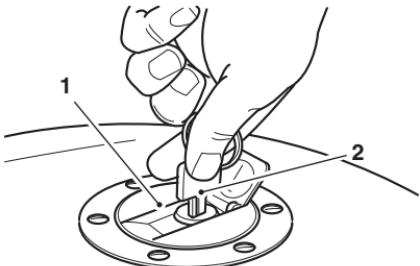
Make sure the refueling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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

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

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

Fuel Tank Cap



cbmm_2

1. Fuel tank cap
2. Key

To open the fuel tank cap:

- Lift up the flap covering the lock itself.
- Insert the key into the lock and turn the key clockwise.

To close and lock the cap:

- Push the cap down into place with the key inserted, until the lock clicks into place.
- Remove the key and close the key cover.

⚠ Caution

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

Filling the Fuel Tank

⚠ Warning

Overfilling the tank can lead to fuel spillage.

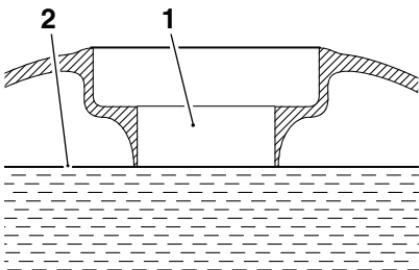
If fuel is spilled, thoroughly clean up the spillage immediately and dispose of the materials used safely.

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

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

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

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



1. Fuel filler neck
2. Maximum fuel level

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

⚠ Caution

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

Contaminated fuel may cause damage to fuel system components.

General Information

Windshield

Warning

Never attempt to clean the windshield while riding the motorcycle.

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

Attempting to clean the windshield while riding the motorcycle may result in loss of motorcycle control and an accident.

For windshield cleaning information, see page 213.

Windshield Adjustment

Warning

Never place loose items of clothing, fingers, hands or any other part of the body near the windshield during adjustment.

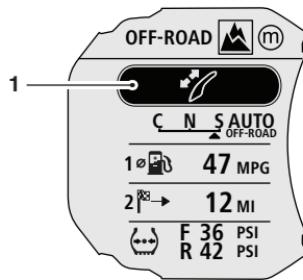
Personal injury may result from trapping parts of the body or loose items of clothing between the windshield and the motorcycle bodywork.

The windshield is adjusted electronically.

Tiger 1200 XR Only

To adjust the windshield:

- The ignition must be on. Adjustment is possible with the motorcycle stationary or in motion.
- To access the windshield adjustment mode, from the home screen, press the SCROLL button until the windshield adjust display is highlighted.



1. Windshield adjustment mode

- Press the SELECT button to activate the windshield adjustment mode.
- Use the SCROLL button to adjust the windshield to the desired height.
- There is a short time-out period to allow for further adjustment to take place before the instruments automatically exit the windshield adjustment mode.
- Alternatively, press the SELECT button to exit the windshield adjustment mode.

All Models except Tiger 1200 XR

To adjust the windshield height:

- The ignition must be on. Adjustment is possible with the motorcycle stationary or in motion.
- The windshield height can only be adjusted from the information tray at the bottom of the display screen.
- Push the joystick left/right until the windshield adjust option is highlighted.



SCREEN ADJUST HEIGHT



Windshield Adjustment Mode

- Push the joystick up/down to adjust the windshield to the required height.
- Push the joystick left/right to access another tray item.

Handlebar Adjustment

Warning

It is recommended to have handlebar adjustments carried out by a trained technician of an authorized Triumph dealer.

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

Warning

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

Note:

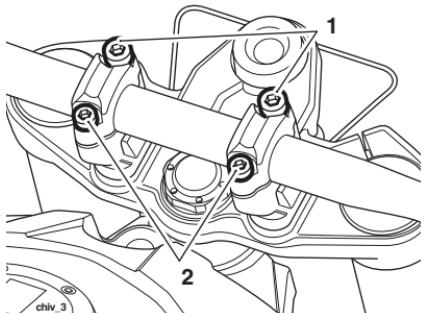
- This procedure assumes the handlebars are in the standard position, as delivered from the factory. If the handlebars have already been adjusted as described below, the bolt positions will be reversed.

The handlebars are adjustable for reach by approximately 0.78 in (20 mm).

General Information

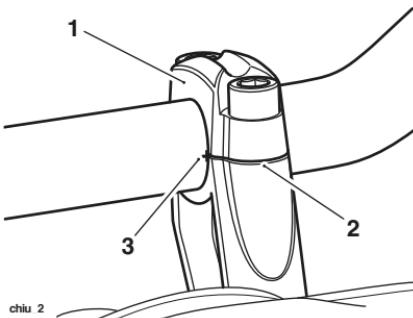
To adjust the handlebars:

- Loosen and remove the handlebar rear (0.31 in (8 mm) threaded) clamp bolts, and then the front (0.39 in (10 mm) threaded) clamp and riser bolts.



1. 0.39 in (10 mm) bolts
2. 0.31 in (8 mm) bolts

- Lift the handlebars out of the handlebar risers and support with the aid of an assistant.
- Rotate both risers through 180° and align the bolt holes.
- Reposition the handlebars to the risers.



1. Upper clamp, left hand
2. Clamp split line, front
3. Handlebar alignment mark

- Reinstall the upper clamps, and secure with the two 0.39 in (10 mm) threaded bolts in the rear bolt positions. Do not fully tighten the bolts at this stage.
- Rotate the handlebar so that the alignment marking on the handlebar aligns with the front left hand split line of the clamp riser.
- Tighten the 0.39 in (10 mm) bolts to **26 lbf ft (35 Nm)**.
- Reinstall the 0.31 in (8 mm) bolts to the front positions and tighten to **19 lbf ft (26 Nm)**.

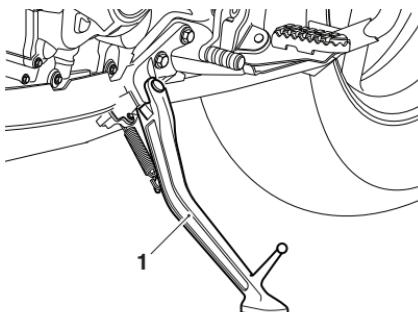
Stands

Side Stand

⚠ Warning

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

Never attempt to ride with the side stand down or interfere with the interlock mechanism as this will cause a dangerous riding condition leading to loss of motorcycle control and an accident.



1. Side stand

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

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

Note:

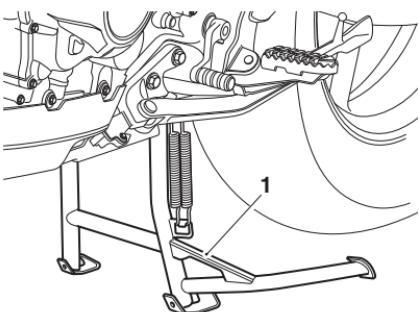
- When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.

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

Center Stand (if equipped)

⚠ Caution

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



1. Center stand

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

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

General Information

Seats

Seat Care

Caution

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

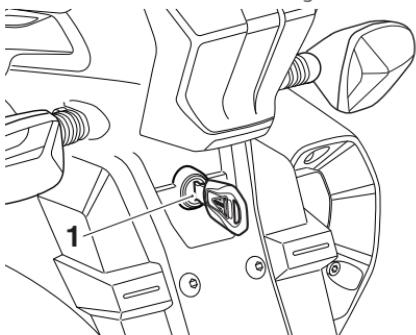
Do not lean the seat against the motorcycle or any surface which may damage the seat or seat cover. Instead, place the seat, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.

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

For seat cleaning information, see page 212.

Passenger Seat

The seat lock is located on the rear fender, below the brake/tail light unit.



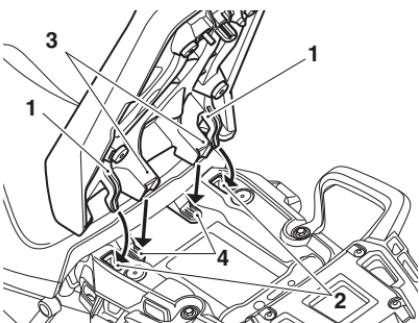
1. Seat lock

To remove the seat:

- Insert the ignition key into the seat lock and turn it counterclockwise while pressing down on the rear of the seat. This will release the seat from its lock and allow it to be slid rearwards.
- If equipped with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.

To re-install the seat:

- Reconnect the heated seat's electrical connector (if equipped), engage the seat's two outer brackets under the loops on the subframe and the two inner brackets to brackets on the rider's seat.
- Gently push the seat forwards and press down at the rear to engage in the seat lock.



1. Passenger seat outer brackets
2. Rider seat brackets
3. Passenger seat inner brackets
4. Subframe loops

⚠ Warning

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

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

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

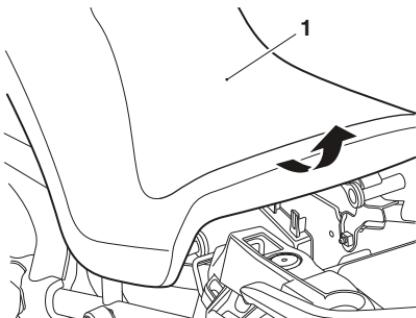
Rider's Seat

⚠ Warning

The rider's seat is only correctly retained and supported once the passenger seat is correctly mounted.

Never ride the motorcycle with the passenger seat detached or removed, as the front seat will not be secured and may move.

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



1. Rider's seat

To remove the rider's seat:

- Remove the passenger seat (see page 122).
- Grasp the rider's seat on either side, and slide it rearwards and upwards.
- If equipped with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.

To re-install the seat:

- Reconnect the heated seat's electrical connector (if equipped).
- Engage the seat's front rail into the bracket at the rear of the fuel tank and lower the rear rail into the rear brackets.
- Push down firmly on the rear of the seat.
- Reinstall the passenger seat (see page 122).

Rider's Seat Height Adjustment

⚠ Warning

Always adjust both seat height adjusters.

Adjusting only one height adjuster may prevent correct installation of the seat.

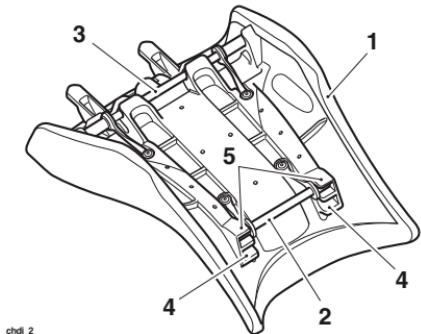
Riding the motorcycle with an incorrectly mounted seat may cause loss of motorcycle control and an accident.

General Information

! Warning

After adjusting the seat, operate the motorcycle in an area free from traffic to gain familiarity with the new seat position.

Riding the motorcycle with the seat in an unfamiliar position may cause loss of motorcycle control and an accident.



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1. Rider's seat
2. Front height adjuster
3. Rear height adjuster
4. Low seat height position (front shown)
5. High seat height position (front shown)

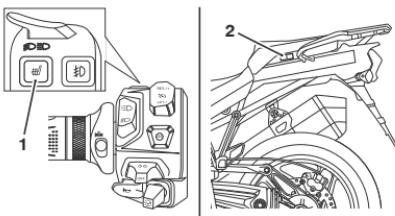
The rider's seat is adjustable for height by approximately 0.78 in (20 mm).

To adjust the rider's seat:

- Remove the rider's seat (see page 123).
- Reposition both seat height adjusters to the higher or lower position as required. Make sure that both adjuster rails are fully engaged in their brackets on the seat.
- Reinstall the rider's seat (see page 123).

Heated Seats (if equipped)

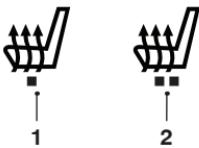
The heated seats switches (if equipped) are located on the left hand side of the motorcycle.



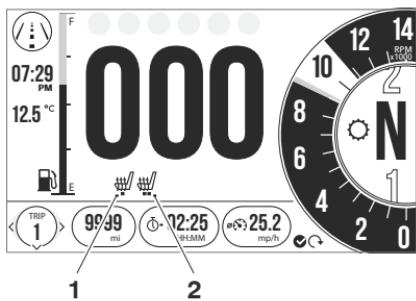
1. Rider's heated seat switch location
2. Passenger's heated seat switch location

The heated seats will only heat when the engine is running. When the heated seats are switched on, the heated seats symbol will appear in the display. The selected heat level for each seat will also be indicated by the color of the symbol.

There are two levels of heat: low and high.



1. Low heat symbol (amber)
2. High heat symbol (red)



1. Rider's heated seat (low heat selected)
2. Passenger's heated seat (high heat selected)

Passenger Heated Seat

- For maximum benefit in cold conditions, switch the passenger heated seat switch to the high heat setting initially and then reduce the heat level by switching the passenger heated seat switch to the low heat setting when the passenger seat has warmed up.
- To turn the passenger heated seat off, move the switch to its central position. After a short delay, the passenger heated seat symbol will no longer be shown in the display.

Low Power Voltage Cut Off

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

The switches will not power back on automatically even if the voltage rises to the safe level. The ignition must be switched off then on again to activate the heated seats.

Rider Heated Seat

- For maximum benefit in cold conditions, from the OFF position press the rider heated seat switch once for the high heat setting initially, and then reduce the heat level by pressing the rider heated seat switch again for the low heat setting when the seat has warmed up.
- To turn the rider heated seat off, press and release the rider heated seat switch until the heated seats symbol is no longer shown in the display.

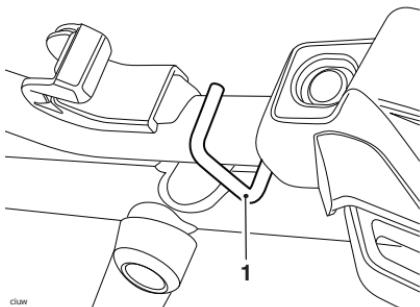
Helmet Hook

⚠ Warning

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

Riding the motorcycle with helmet(s) secured to the helmet hook may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

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



1. Helmet hook

To attach a helmet to the motorcycle:

- Remove the rider's seat (see page 123) and loop the helmet chin strap over the hook.
- To secure the helmet, reinstall the seat and lock into position (see page 123).

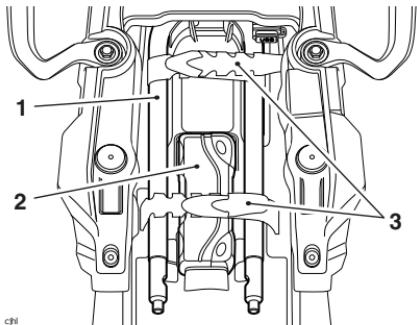
Tool Kit, Handbook and the Triumph Accessory D-Lock

The tool kit and handbook are located beneath the passenger seat.

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

To secure the lock:

- Remove the passenger seat (see page 122).
- Release the straps and remove the handbook and tool kit.
- Position the U-section of the lock to the rear fender tray support features, making sure that the open end faces towards the front of the motorcycle.
- Position the lock body into the rear fender tray as shown below.



1. Lock U-section

2. Lock body

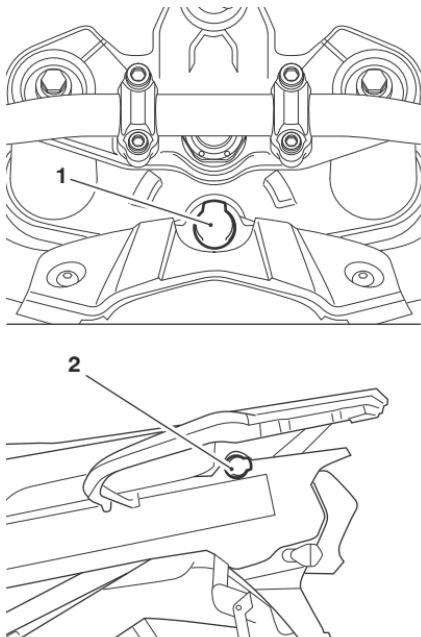
3. Straps

- Mount the tool kit and handbook above the D-lock and secure using the tool kit straps.
- Reinstall the passenger seat (see page 122).

Electrical Accessory Sockets

Caution

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



1. Front electrical accessory socket
2. Rear electrical accessory socket (if equipped)

All Models

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

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

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

All Models Except Tiger 1200 XR

An additional electrical accessory socket is provided, located on the left side, towards the rear of the motorcycle.

The additional electrical accessory socket is available for Tiger 1200 XR models as an accessory kit from your authorized Triumph dealer.

The socket will provide a 12 Volt electrical supply and is live when the engine is running.

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

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

Note:

- To protect the battery from excessive discharge while using mounted electrical accessories, the combined total current which may be drawn through the electrical accessory sockets is five Amps.
- A plug, suitable for use with the accessory socket, is available from your authorized Triumph dealer.

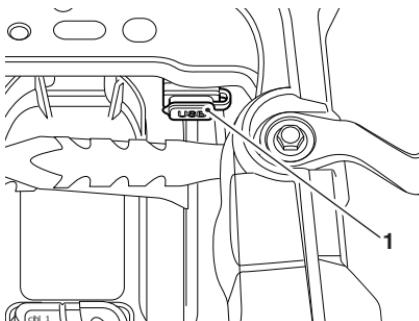
General Information

Universal Serial Bus (USB) Socket

! Warning

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

Water in the USB socket could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.



1. USB socket

A Universal Serial Bus (USB) socket is provided, located under the passenger seat. The connector provides a 5 Volt, 2 Amp power supply which is suitable for charging electronic devices such as mobile phones, cameras and GPS devices.

To access the USB socket:

- Remove the passenger seat.
- Remove the cap from the USB socket.
- Connect your device using a suitable USB cable, then stow the device and USB cable in the space available under the passenger seat.

! Caution

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

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

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

! Caution

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

- When your device has finished charging, remove the passenger seat and disconnect the device.
- Reinstall the USB socket cap and reinstall the passenger seat.

Note:

- The USB socket is protected by a chassis ECM, which will automatically cut power to the socket in the event of an overload.
- Power can be restored to the USB socket by turning the ignition switch off then on again, provided that the socket is not still overloaded.

Expedition Aluminum Panniers (if equipped)



**MAX LOAD
5 kg (11 lbs)**

The Expedition Aluminum Panniers and mounting rails are available as an accessory option.

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

! Warning

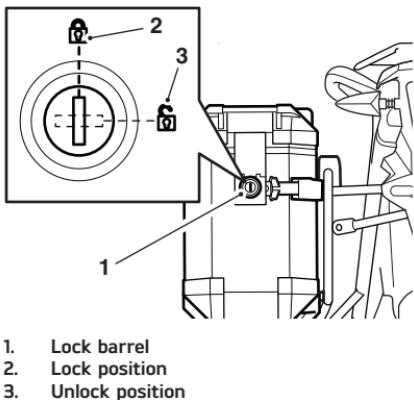
Do not move or lift the motorcycle by using any part of the panniers, mounting rails or luggage system.

Damage to the motorcycle and/or personal injury may occur.

General Information

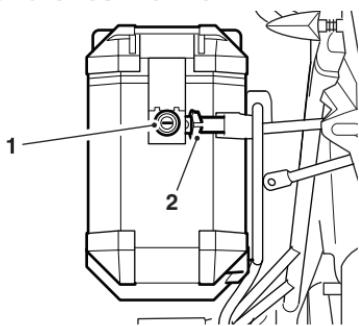
Note:

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



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

To Remove Each Pannier:



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

To unlock and remove the pannier from the pannier mountings:

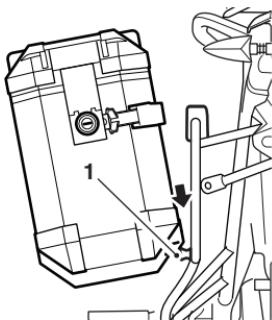
- Turn the key to the UNLOCK position.
- While supporting the pannier, pull the locking mechanism release lever to detach the pannier from the upper mounting points.
- Lift the pannier free from the lower mounting points.

To Install Each Pannier

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

Note:

- The left hand and right hand panniers must be mounted to the correct side of the motorcycle. When mounting the panniers, make sure that the lock barrels are facing towards the rear of the motorcycle.
- Position the pannier onto the lower pannier mounting points as shown below.

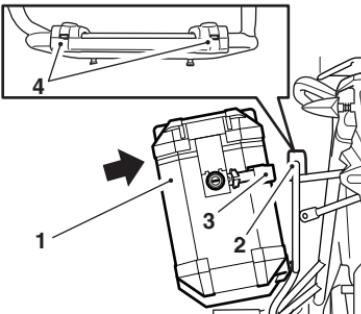


1. Lower pannier mounting point

- Position the pannier's locking mechanism onto the upper mounting points.
- Press the pannier inwards to engage the locking mechanism.

Note:

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



1. Pannier

2. Upper mounting point

3. Locking mechanism

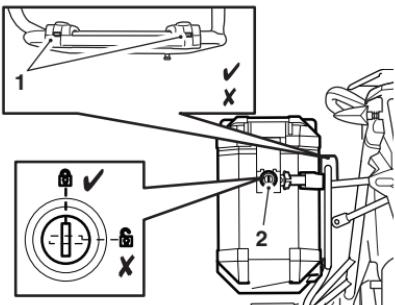
4. Status indicators

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

⚠ Warning

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

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



1. Locking mechanism status indicators

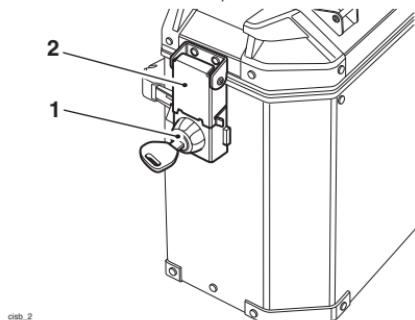
2. Lock barrel

A pannier that detaches while riding may cause loss of motorcycle control and an accident.

Pannier Operation

To unlock and open the pannier:

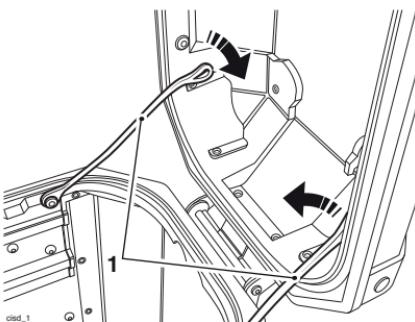
- Insert the key and turn it to the UNLOCK position.
- Release the pannier lid latch. The lid can then be opened.



1. Lock barrel - UNLOCK position

2. Pannier lid latch

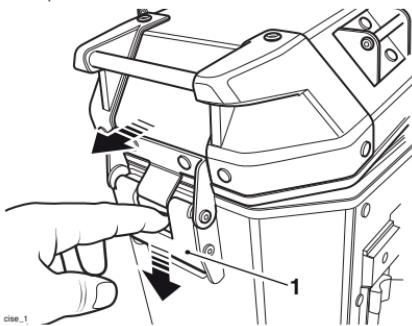
- The lid can also be removed from the pannier. To remove the lid, detach the retaining straps as shown below.



1. Retaining straps

- Press downwards on the quick release mechanism for the pannier lid hinge.
- Slide the lid down and to the rear

to release the pannier lid hinge. The lid can now be removed from the pannier.



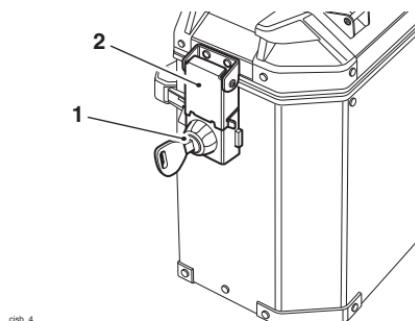
1. Pannier lid hinge quick release mechanism

To install the pannier lid:

- Press downwards on the quick release mechanism and relocate the pannier lid hinge.
- Release the quick release mechanism, making sure that the hinge is correctly engaged.
- Attach the retaining straps to the pannier lid.

To close and lock the pannier:

- Close the lid and secure with the pannier lid latch.
- Turn the key to the LOCK position and remove it.



1. Lock barrel - LOCK position
2. Pannier lid latch

Warning

The maximum safe load for each pannier is stated on a label inside the pannier.

Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

General Information

! Warning

The Expedition Aluminum Panniers are designed to be mounted as a pair.

Never ride the motorcycle with only one pannier installed.

Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

! Warning

After mounting or removing the panniers, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics.

Operation when not familiar with the new characteristics of the motorcycle may result in loss of motorcycle control and an accident.

! Warning

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

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

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

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

Tiger 1200 XR - 507 lb (230 kg)

Tiger 1200 XRx - 502 lb (228 kg)

Tiger 1200 XRx-LRH - 507 lb (230 kg)

Tiger 1200 XRT - 502 lb (228 kg)

Tiger 1200 XCx - 491 lb (223 kg)

Tiger 1200 XCA - 493 lb (224 kg).

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

! Warning

For models that have manually adjustable suspension, make sure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see page 185).

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

! Warning

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

! Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

! Warning

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

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

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

When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

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

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

General Information

Breaking-In



Breaking-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 breaking-in will ensure lower exhaust emissions, and will optimize performance, fuel economy and longevity of the engine and other motorcycle components.

During the first 500 miles (800 km):

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

From 500 to 1,000 miles (800 to 1,500 km):

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

Both during and after breaking-in has been completed:

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

Daily Safety Checks



cboc

Warning

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

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

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

Check:

Fuel: Adequate supply in tank, no fuel leaks (see page 115).

Engine Oil: Correct level visible at sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler (see page 169).

Final Drive: No oil leaks (see page 176).

Tires/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, punctures etc. (see page 188).

Nuts, Bolts, Fasteners: Visually check that steering and suspension components, axles, and all controls are properly tightened or fastened. Inspect all areas for loose/damaged fasteners.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (see page 182).

Brakes: Pull the brake lever and push the brake pedal to check for correct resistance. Investigate any lever/pedal where the travel is excessive before meeting resistance, or if either control feels spongy in operation (see page 177).

ABS: Make sure that the ABS warning light does not remain illuminated at speeds above 6 mph (10 km/h) when moving off (see page 149).

General Information

Brake Pads: There should be more than 0.06 in (1.5 mm) of friction material remaining on all the pads (see page 177).

Brake Fluid Levels: No brake and clutch fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 180).

Front Forks: Smooth action. No leaks from fork seals (see page 183).

Throttle: Throttle grip free play 0.08 - 0.12 in (2 - 3 mm). Make sure that the throttle grip returns to the idle position without sticking (see page 102).

Clutch Fluid Level: No brake and clutch fluid leakage. The clutch fluid level must be between the MAX and MIN marks on the reservoir (see page 175).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 172).

Electrical Equipment: All lights and the horn function correctly (see page 92 and page 91).

Engine Stop: Stop switch turns the engine off (see page 140).

Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (see page 121).

HOW TO RIDE THE MOTORCYCLE

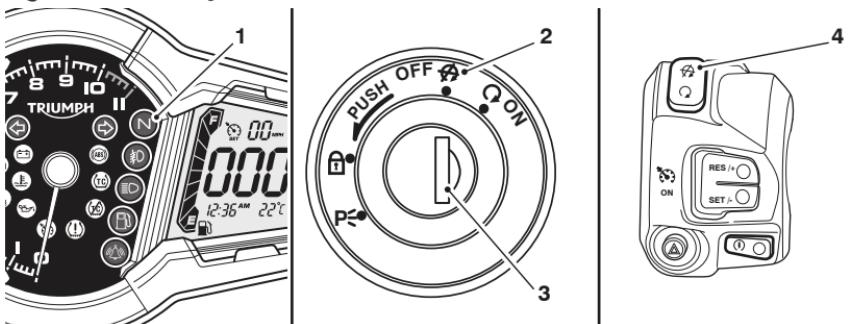
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How to Ride the Motorcycle

Stopping the Engine

Tiger 1200 XR Only



1. Neutral indicator light
2. OFF position
3. Ignition switch
4. Engine stop switch - STOP position

To stop the engine:

- Close the throttle completely.
- Select neutral.
- Turn the ignition switch off.
- Select first gear.
- Support the motorcycle on a firm, level surface with the side or center stand.
- Lock the steering.

Caution

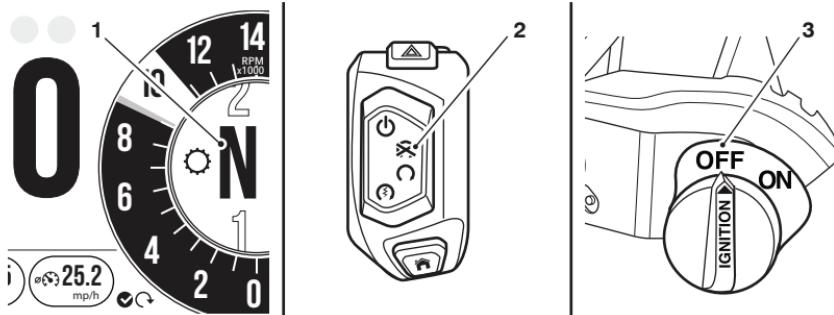
The engine should normally be stopped by turning the ignition switch to the OFF position.

The engine stop switch is for emergency use only.

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

Stopping the Engine

All Models except Tiger 1200 XR



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

To stop the engine:

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

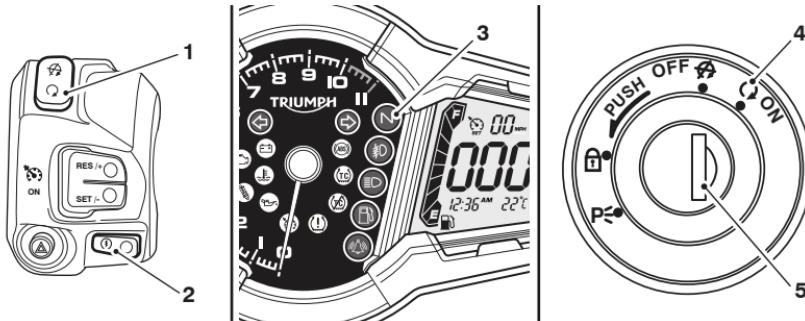
Caution

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

How to Ride the Motorcycle

Starting the Engine

Tiger 1200 XR



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

To start the engine:

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

Note:

- When the ignition is switched on, the tachometer needle will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts - see **Warning Lights** on page 59). It is not necessary to wait for the needle to return to zero before starting the engine.
- A transponder is installed within the key to turn off the engine immobilizer. Only have one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.
- Pull the clutch lever fully into the handlebar.
- Leaving the throttle fully closed, push the starter button until the engine starts.

! Warning

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

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

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

! Caution

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

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

! Caution

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

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

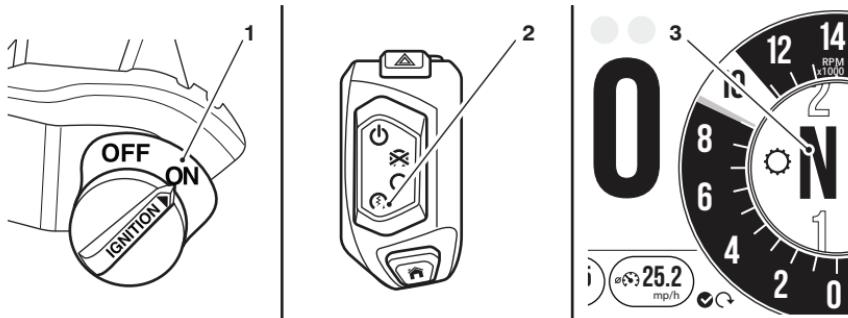
The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.

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

How to Ride the Motorcycle

Starting the Engine

All Models except Tiger 1200 XR



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

To start the engine:

- Make sure that the master ignition switch (if equipped) is turned to the ON position, see page **92**.
- Pull the clutch lever fully into the handlebar.
- Press and hold the QUICK START position on the engine start/stop switch until the engine starts.
- Make sure that the transmission is in neutral.

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

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

! Warning

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

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

Note:

- A transponder is installed within the key to turn off the engine immobilizer. Only have one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobilizer. In this situation the engine immobilizer will remain active until one of the ignition keys is removed.

Moving Off

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

Shifting Gears

! Warning

Do not shift to a lower gear at speeds that will cause excessive engine rpm (r/min). This can lock the rear wheel causing loss of motorcycle control and an accident.

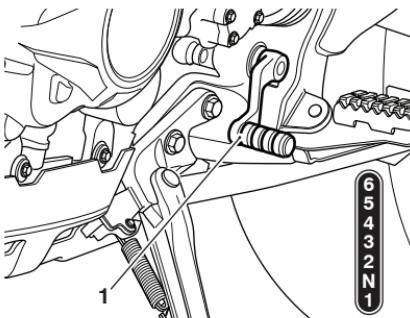
Engine damage may also be caused. Shifting down should be done such that low engine speeds will be ensured.

! Warning

With the traction control enabled, it will limit the amount of front wheel lift and rear wheel slip.

If the traction control is not functioning or disabled, avoid opening the throttle too far or too fast in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a wheelie) and to the rear tire breaking traction (wheel spin).

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



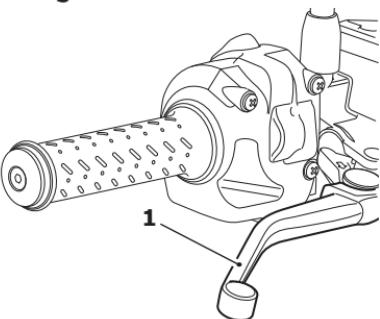
1. Gear shift pedal

How to Ride the Motorcycle

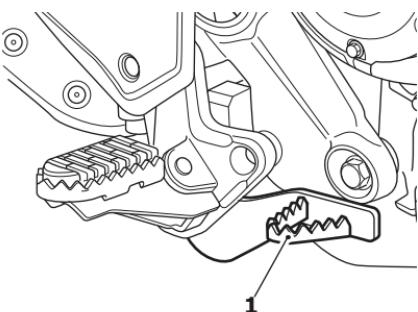
To shift gears:

- Close the throttle while pulling in the clutch lever.
- Shift into the next higher or lower gear.
- Open the throttle part way, while releasing the clutch lever. Always use the clutch when shifting gear.
- The gear shift mechanism is the positive stop type. This means that, for each movement of the gear shift pedal, you can only select each gear, one after the other, in ascending or descending order.

Braking



1. Front brake lever



1. Rear brake pedal

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

The partially integrated braking system is designed to increase the braking efficiency of the rider.

When the rider applies the front brake, a small amount of rear brake is also applied, allowing for balanced braking.

The amount of rear brake application is related to the level of braking force applied by the rider through the front brake lever.

Use of the rear brake pedal alone will only apply the rear brake.

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

⚠ Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

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

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

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

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

If the ABS is not functioning or has been disabled, never lock the brakes, as this may cause loss of motorcycle control and an accident.

⚠ Warning

For emergency braking, disregard down shifting, and concentrate on applying the front and rear brakes as hard as possible without skidding. Riders should practice emergency braking in a traffic-free area (see ABS warnings below/over).

⚠ Warning Continued

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

⚠ Warning

For your safety, always exercise extreme caution when braking (whether equipped with ABS or not), accelerating or turning as any improper action can cause loss of motorcycle control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (see ABS warnings below).

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

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

For more information on optimized cornering ABS see page **150**.

How to Ride the Motorcycle

⚠ Warning

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

Continuous brake application or use of the rear brake only can overheat the brakes and reduce their effectiveness leading to loss of motorcycle control and an accident.

⚠ Warning

Riding with your foot on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other road users. It may also overheat the brake, reducing braking effectiveness leading to loss of motorcycle control and an accident.

⚠ Warning

Do not coast with the engine switched off, and do not tow the motorcycle. The transmission is pressure-lubricated only when the engine is running. Inadequate lubrication may cause damage or seizure of the transmission, which can lead to sudden loss of motorcycle control and an accident.

⚠ Warning

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

Always brake earlier in these conditions to ensure brake surfaces are cleaned by the braking action.

Riding the motorcycle with brakes contaminated with dust, mud or moisture may cause loss of motorcycle control and an accident.

⚠ Caution

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

Anti-Lock Braking System (ABS)

! Warning

ABS helps prevent the wheels from locking, therefore maximizing the effectiveness of the braking system in emergencies and when riding on slippery surfaces. The potentially shorter braking distances ABS allows under certain conditions are not a substitute for good riding practice.

Always ride within the legal speed limit.

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

Take care when cornering. If the brakes are applied in a corner, ABS will not be able to counteract the weight and momentum of the motorcycle. This can result in loss of motorcycle control and an accident.

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

! Warning

If the ABS is not functioning or has been disabled (see Bike Setup on page 76 or Riding Mode Configuration on page 85), the brake system will continue to function as a non-ABS braking system.

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

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

Note:

- Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
- The ABS may be activated by sudden upward or downward changes in the road surface.

How to Ride the Motorcycle

Optimized Cornering ABS

Note:

- All models except Tiger 1200 XR are equipped with the optimized cornering ABS.

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

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

! Warning

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

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

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

! Warning

Always ride within the legal speed limit.

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

Take care when cornering.

If the motorcycle is leaning in a corner and the ABS is activated, the optimized cornering ABS will use the lean angle measurement from a sensor to apply the ABS in a manner most suitable to help the rider maintain motorcycle control. The optimized cornering ABS will not however be able to fully counteract the weight and momentum of the motorcycle and braking too hard while cornering may result in loss of motorcycle control and an accident.

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

⚠ Warning

If the optimized cornering ABS is not functioning, the ABS warning light will illuminate and the message ABS SYSTEM - CORNERING ABS DISABLED will be displayed in the multifunction display.

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

- There are no other ABS faults
- The ABS has not been disabled by the rider (see Bike Setup on page 76 or Riding Mode Configuration on page 85).

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

In this situation, braking too hard during cornering may result in loss of motorcycle control and an accident.

ABS Warning Light



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

If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because:

- the ABS has been disabled by the rider (see Bike Setup on page 76 or Riding Mode Configuration on page 85).
- the ABS has a malfunction that requires investigation.

If the ABS warning light becomes illuminated while riding, it indicates that the ABS has a malfunction that requires investigation. One of the following warning messages may be displayed in the multifunction display:

- WARNING - ABS SYSTEM DISABLED
- ABS SYSTEM - CORNERING ABS DISABLED (models equipped with optimized cornering ABS only).

For more information on the ABS warning light, see page 61.

How to Ride the Motorcycle

! Warning

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

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

This reaction is normal.

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

! Warning

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

Use of non-recommended tires can affect wheel speed and cause the ABS function not to operate, potentially leading to loss of motorcycle control and an accident in conditions where the ABS would normally function.

Hill Hold Control (if equipped)

Hill hold control assists the rider in making hill starts. The system (when activated) will apply the rear brake to hold the motorcycle in position. The system will then automatically deactivate and release the rear brake when it detects that the rider is attempting to move off.

! Warning

Avoid activating the hill hold control system on slippery surfaces.

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

Activating the hill hold control system on a slippery surface could cause the motorcycle to slip, leading to loss of motorcycle control and an accident.

⚠ Warning

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

The hill hold control system will also deactivate if a fault occurs which causes the MIL to illuminate.

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

Failure to prevent the motorcycle from rolling may lead to loss of motorcycle control and an accident.

⚠ Caution

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

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

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

Activation

Note:

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

To activate the hill hold control system, bring the motorcycle to a stop.

For hill hold control to activate:

- The engine must be running
- The side stand must be in the up position
- The motorcycle must be stationary.

When all of the above conditions are met, squeeze the front brake lever firmly and quickly, then release. Upon releasing the lever, the message HILL HOLD ACTIVATED will appear in the multifunction display.

The hill hold control system is now active and the rear brake will be automatically applied.

The message HILL HOLD ACTIVATED will remain visible in the multifunction display until hill hold control is deactivated.

The rear brake will remain applied until:

- The system detects that the rider is attempting to move off.
- Hill hold control is manually deactivated by the rider.

How to Ride the Motorcycle

Deactivation

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

The hill hold control system can also be manually deactivated by a second firm squeeze of the front brake lever.

The message HILL HOLD DEACTIVATED will be displayed briefly in the multifunction display.

Hill Hold Unavailable Message

If when attempting to activate the hill hold control system, the message HILL HOLD UNAVAILABLE - CHECK MANUAL is displayed, this indicates one or more of the following:

- The activation conditions described on page 153 have not been met.
- There is a fault with the ABS or engine management systems and the ABS and/or MIL warning lights are illuminated. See Warning Lights on page 59.

The hill hold control system can be enabled or disabled (see Bike Setup on page 47).

Parking

Warning

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

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

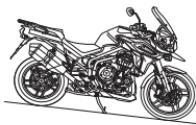
Warning

The engine and exhaust system will be hot after riding. DO NOT park where pedestrians and children are likely to touch the motorcycle.

Touching any part of the engine or exhaust system when hot may cause unprotected skin to become burnt.

⚠ Warning

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



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

Lock the steering to help prevent theft.

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

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

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

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

Note:

- When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the tail, license plate and position lights on by turning the ignition switch to P (PARK) on Tiger 1200 XR models.

For Tiger 1200 XR models, do not leave the switch in the P position for long periods of time as this will discharge the battery.

How to Ride the Motorcycle

Considerations for High Speed Operation

! Warning

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

Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases.

Always reduce speed in consideration of weather and traffic conditions.

! Warning

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

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

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

! Warning

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

Do not attempt high speed operation unless you have received sufficient training and have the required skills as a serious accident may result from incorrect operation.

! Warning

The listed items below are extremely important and must never be neglected. A problem, which may not be noticed at normal operating speeds, may be greatly exaggerated at high speeds.

General

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

Steering

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

Luggage

Make sure that any luggage containers are closed, locked and securely installed on the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tires

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

Fuel

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



Caution

The exhaust system is equipped with a catalytic converter to help reduce exhaust emission levels.

The catalytic converter can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low.

Always make sure that you have adequate fuel for your journey.

Engine Oil

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

Final Drive Oil

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

Coolant

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

Electrical Equipment

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

Miscellaneous

Visually check that all fasteners are tight.

Accessories, Loading and Passengers

ACCESSORIES, LOADING AND PASSENGERS

The addition of accessories and carrying 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

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

! Warning

Only operate this Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks. High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

! Warning

Do not move or lift the motorcycle by using any part of the luggage system or any accessories.

Damage to the motorcycle and/or personal injury may occur.

Accessories

! Warning

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

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

! Warning

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

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

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

When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

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

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

! Warning

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

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

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

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

Loading

! Warning

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

Accessories, Loading and Passengers

! Warning Continued

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

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

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

Tiger 1200 XR - 507 lb (230 kg)

Tiger 1200 XRx - 502 lb (228 kg)

Tiger 1200 XRx-LRH - 507 lb (230 kg)

Tiger 1200 XRT - 502 lb (228 kg)

Tiger 1200 XCx - 491 lb (223 kg)

Tiger 1200 XCA - 493 lb (224 kg).

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

For models that have manually adjustable suspension, make sure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see page 185).

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

! Warning

The maximum safe load for each pannier is stated on a label inside the pannier.

Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

! Warning

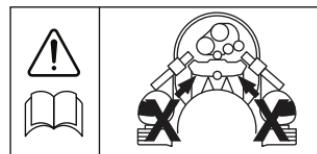
The maximum safe load for the top box is stated on a label inside the top box.

Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

! Warning

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

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



! Warning

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

Carrying objects in excess of 5 kg (11 lb) in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control and an accident.

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

Note:

- **Adjust the headlight aim to compensate for additional loads (see page 203).**

Passengers

! 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 they are tall enough to reach the footrests provided.

A passenger who is not tall enough to reach the footrests will be unable to sit securely on the motorcycle and may cause instability leading to loss of motorcycle control and an accident.

Accessories, Loading and Passengers

! Warning

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

The rider should instruct the passenger as follows:

- It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.
- To keep their feet on the passenger footrests and to firmly hold onto the grab handles or the rider's waist or hips.

Advise the passenger to lean with the rider when traveling around corners and not to lean unless the rider does so.

! Warning

Do not carry animals on your motorcycle.

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

! Warning

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

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

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Scheduled Maintenance

Warning

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 authorized Triumph dealer carry out the scheduled maintenance of this motorcycle.

Warning

All maintenance is vitally important and must not be neglected. Incorrect maintenance or adjustment may cause one or more parts of the motorcycle to malfunction. A malfunctioning motorcycle may lead to loss of control and an accident.

Weather, terrain and geographical location affect maintenance. The maintenance schedule should be adjusted to match the particular environment in which the vehicle is used and the demands of the individual owner.

Special tools, knowledge and training are required in order to correctly carry out the maintenance items listed in the scheduled maintenance chart. Only an authorized Triumph dealer will have this knowledge and equipment.

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

Maintenance

To maintain the motorcycle in a safe and reliable condition, the maintenance and adjustments outlined in this section must be carried out as specified in the schedule of daily checks, and also in line with the scheduled maintenance chart. The information that follows describes the procedures to follow when carrying out the daily checks and some simple maintenance and adjustment items.

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

1. Motorcycles traveling less than 10,000 miles (16,000 km) per year must be maintained annually. In addition to this, mileage based items require maintenance at their specified intervals, as the motorcycle reaches this mileage.
2. Motorcycles traveling approximately 10,000 miles (16,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.
3. Motorcycles traveling more than 10,000 miles (16,000 km) per year must have the mileage based items maintained as the motorcycle reaches the specified mileage. In addition to this, annual based items will require maintenance at their specified annual intervals.

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

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

Scheduled Maintenance Table

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
	Every	First Service	Annual Service	Mileage Based Service		
		500 (800) 1 Month	Year	10,000 and 30,000 (16,000 and 48,000)	20,000 (32,000)	40,000 (64,000)
Lubrication						
Engine - check for leaks	Day	*	*	*	*	*
Engine oil - replace	-	*	*	*	*	*
Engine oil filter - replace	-	*	*	*	*	*
Fuel System and Engine Management						
Autoscan - carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)	-	*	*	*	*	*
Fuel system - check for leaks, chafing etc.	Day	*	*	*	*	*
Air cleaner - replace	-			*	*	*
Throttle body plate (butterfly) - check/clean	-			*	*	*
Throttle bodies - balance	-			*	*	*
Secondary air injection system - check	-				*	*
Fuel hoses - replace		Every four years, regardless of mileage				
Evaporative loss hoses - replace		Every four years, regardless of mileage				
Ignition System						
Spark plugs - check	-			*		
Spark plugs - replace	-				*	*
Cooling System						
Cooling system - check for leaks	Day	*	*	*	*	*
Coolant level - check/adjust	Day	*	*	*	*	*
Cooling system - check coolant hoses for chafing, cracks or damage. Replace if necessary	-			*	*	*
Coolant - replace		Every 3 years, regardless of mileage				
Engine						
Clutch - check operation	Day	*	*	*	*	*
Clutch master cylinder - check for leaks	-	*	*	*	*	*
Clutch fluid levels - check	Day	*	*	*	*	*
Clutch fluid - replace		Every 2 years, regardless of mileage				
Valve clearances - check/adjust	-				*	*
Camshaft timing - check/adjust	-				*	*
Wheels and Tires						
Wheels - inspect for damage	Day	*	*	*	*	*
Wheel bearings - check for wear/smooth operation	-	*	*	*	*	*
Wheels - check wheels for broken or damaged spokes and check spoke tightness (models with spoked wheels only)	-	*	*	*	*	*
Tire wear/tire damage - check	Day	*	*	*	*	*
Tire pressures - check/adjust	Day	*	*	*	*	*

Maintenance

Steering and Suspension						
Steering - check for free operation	Day	•	•	•	•	•
Front and rear suspension - check for damage/leaks/ smooth operation	Day	•	•	•	•	•
Fork oil - replace	-					•
Steering head bearings - check/adjust	-		•	•	•	•
Steering head bearings - lubricate	-				•	•
Rear suspension linkage - check/lubricate	-				•	•
Brakes						
Brake pads - check wear levels	Day	•	•	•	•	•
Brake master cylinders - check for fluid leaks	Day	•	•	•	•	•
Brake calipers - check for fluid leaks and seized pistons	Day	•	•	•	•	•
Brake fluid levels - check	Day	•	•	•	•	•
Brake fluid - replace				Every 2 years, regardless of mileage		
Final Drive						
Final drive - check for oil leaks	Day	•	•	•	•	•
Final drive oil level - check	-		•	•	•	•
Final drive oil - replace - only first service	-	•				
Electrical						
Lights, instruments and electrical systems - check	Day	•	•	•	•	•
General						
Instruments, chassis ECM and engine ECM - check for latest calibration download using the Triumph diagnostic tool	-	•	•	•	•	•
Bank angle indicators - check for wear	Day	•	•	•	•	•
Fasteners - inspect visually for security	Day	•	•	•	•	•
Accessory rack sliding carriage - check for correct operation†	-		•	•	•	•
Side stand - check for wear/smooth operation	Day	•	•	•	•	•
Side stand pivot pin - clean/grease	-			•	•	•
Center stand - check for wear/smooth operation	Day	•	•	•	•	•
Center stand flanged sleeves - check/clean/grease	-		•	•	•	•
Gear shift pedal - clean bushes	-		•	•	•	•

†Only if equipped.

Engine Oil



cbnz

⚠ Warning

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

Seizure of the engine or transmission may lead to sudden loss of motorcycle control and an accident.

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.

Engine Oil Level Inspection

⚠ Warning

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

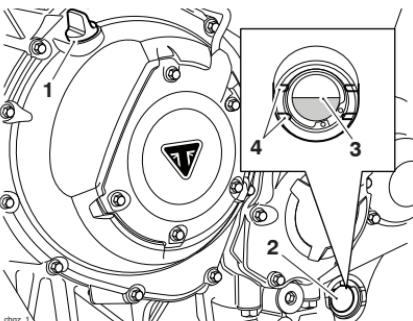
Exhaust fumes are poisonous and can cause loss of consciousness and death within a short period of time.

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

⚠ Caution

Running the engine with insufficient engine oil will cause engine damage.

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



1. Filler plug
2. Sight glass
3. Engine oil level (correct level shown)
4. Crankcase engine oil level lines

To inspect the engine oil level:

- With the motorcycle upright and off the side stand, check to see if engine oil is visible in the sight glass at a point halfway between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.
- If it is necessary to top off the engine oil level, remove the filler plug and add engine oil, a little at a time, until the level registered in the sight glass is correct. Reinstall and tighten the filler plug.

Maintenance

Note:

- An accurate indication of the level of oil in the engine is only shown when the engine is at normal operating temperature and the motorcycle is upright (not on the side/center stand).
- Start the engine and run at idle for approximately five minutes.
- Stop the engine, then wait for at least three minutes for the engine oil to settle.
- Note the engine oil level visible in the sight glass.
- When correct, engine oil should be visible in the sight glass at a point halfway between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.
- If necessary, top off the engine oil level as described earlier.
- Once the correct level is reached, install and tighten the filler plug.

Engine Oil and Oil Filter Change

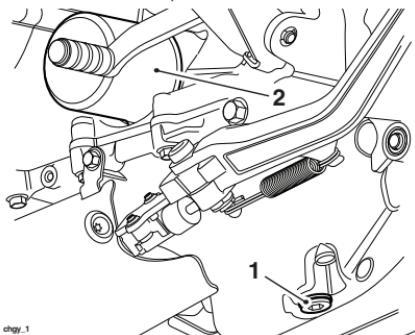
Warning

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

In addition, used engine oil contains harmful contamination that can lead to skin cancer.

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

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



1. Engine oil drain plug
2. Oil filter

To change the engine oil and oil filter:

- Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.
- Place an oil drain pan beneath the engine.
- Remove the engine oil drain plug.

! Warning

The engine oil may be hot. Contact with hot oil may cause the skin to be scalded or burned.

Always wear suitable protective clothing, gloves and eye protection and avoid skin contact with the engine oil.

- Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old filter in an environmentally friendly way.
- Apply a thin smear of clean engine oil to the sealing ring of the new oil filter.
- Install the oil filter and tighten to **89 lbf in (10 Nm)**.
- After the engine oil has completely drained out, mount a new sealing washer to the engine oil drain plug.
- Install and tighten the engine oil drain plug to **18 lbf ft (25 Nm)**.
- Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
- Start the engine and allow it to idle for a minimum of 30 seconds.

! Caution

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

Only raise engine speed after running the engine for 30 seconds to allow the engine oil to circulate fully.

! Caution

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

If this light stays on when the engine is running, stop the engine immediately and investigate the cause.

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

- Make sure that the low oil pressure warning light remains off after starting and the message **WARNING - OIL PRESSURE LOW** is not visible in the instrument's display screen.
- Stop the engine and recheck the engine oil level. Adjust if necessary.

Disposal of Used Engine Oil and Oil Filters

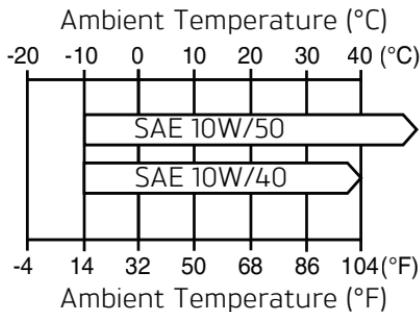
To protect the environment, do not pour oil on the ground, down sewers or drains, or into groundwater sources. Do not place used oil filters in with general waste. If in doubt, contact your local authority.

Maintenance

Oil Specification and Grade

Triumph's high performance fuel injected engines are designed to use 10W/40 or 10W /50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.

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



Oil Viscosity Temperature Range

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

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

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

Cooling System



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

Note:

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

Corrosion Inhibitors

Warning

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

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

Note:

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

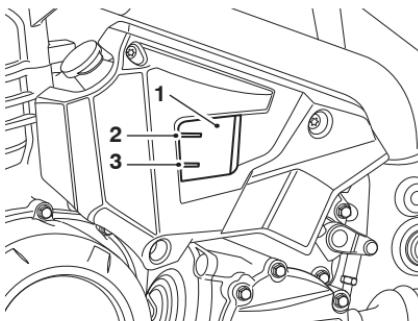
To protect the cooling system from corrosion, the use of corrosion inhibitor chemicals in the coolant is essential.

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

Coolant Level Inspection

Note:

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



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

To inspect the coolant level:

- Position the motorcycle on level ground and in an upright position (not on the center stand). The expansion tank can be viewed from the left hand side of the motorcycle.
- Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN marks. If the coolant is below the minimum level, the coolant level must be adjusted.

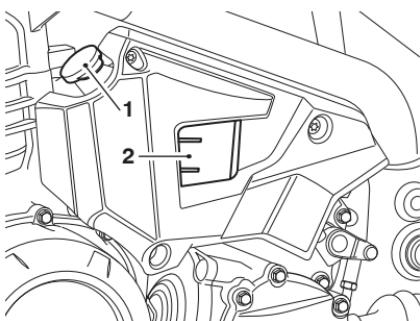
Coolant Level Adjustment

Warning

Do not remove the expansion tank cap when the engine is hot.

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

Contact with this hot, pressurized coolant will cause scalds and skin damage.



1. Expansion tank cap
2. Expansion tank

Maintenance

To adjust the coolant level:

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

Note:

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

Caution

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

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

Coolant Change

It is recommended that the coolant is changed by an authorised Triumph dealer in accordance with scheduled maintenance requirements.

Radiator and Hoses

Warning

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

Caution

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

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

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

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

Throttle Control

⚠ Warning

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

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

Inspection

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

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

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

Clutch

The motorcycle is equipped with a hydraulically operated clutch that does not require adjustment.

Clutch Fluid Level Inspection and Adjustment

⚠ Warning

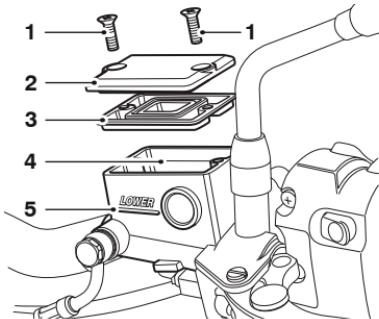
Use only DOT 4 specification brake and clutch fluid as listed in the specification section of this handbook. The use of brake and clutch fluids other than those DOT 4 fluids listed in the specification section may reduce the efficiency of the clutch system leading to an accident.

Failure to change the brake and clutch fluid at the interval specified in the scheduled maintenance chart may reduce clutch efficiency resulting in an accident.

Inspect the level of brake and clutch fluid in the reservoir and change the fluid in accordance with the scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the

Maintenance

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



1. Reservoir cover screws
2. Reservoir cover
3. Diaphragm seal
4. Upper level line
5. Lower level line

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

To adjust the brake and clutch fluid level:

- Release the reservoir cover screws, then remove the reservoir cover noting the position of the diaphragm seal.
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Reinstall the reservoir cover making sure that the diaphragm seal is correctly positioned between the reservoir cover and reservoir body.
- Tighten the reservoir cover screws to **13 lbf in (1.5 Nm)**.

Final Drive Unit

Other than checking the final drive oil level, the unit contains no user serviceable parts. If a fault occurs with the final drive unit, your Triumph dealer must replace the complete assembly.

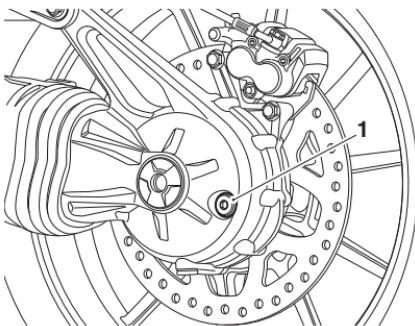
Check the final drive unit for oil leaks in accordance with the scheduled maintenance chart.

Final Drive Oil Level Adjustment

Warning

Under no circumstances should the final drive unit be disassembled.

Failure to observe this warning could lead to a malfunction of the final drive unit causing lock-up of the rear wheel leading to loss of motorcycle control and an accident.



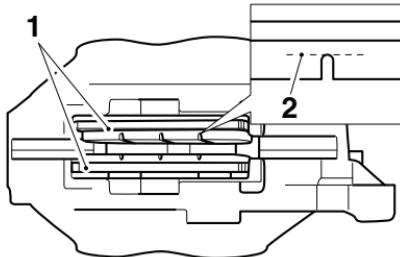
1. Filler level plug

To check the oil level in the final drive unit:

- Remove the filler level plug.
- Fill with 75W/90 fully synthetic hypoid oil that meets specification API Service Level GL5, such as Castrol SAF-XO fully synthetic hypoid oil, until the level of oil inside the unit is level with the bottom of the filler.
- Reinstall the plug and tighten to **18 lbf ft (25 Nm)**.

Brakes

Brake Wear Inspection



cbmz_2

1. Brake pads
2. Minimum thickness line

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

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

Maintenance

Breaking-in New Brake Discs and Pads

⚠ Warning

Brake pads must always be replaced as a wheel set. At the front, where two calipers are installed 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 mounted, ride with extreme caution until the new pads have broken in.

⚠ Warning

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

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

Triumph recommend a period of careful breaking-in for new brake discs and pads that, if followed correctly, will optimize their performance and longevity.

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

During the breaking-in period, avoid extreme braking, ride with caution and allow for greater braking distances.

Brake Pad Wear Compensation

⚠ Warning

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

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

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

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

Disc Brake Fluid

⚠ Warning

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

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

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

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

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake installed, 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.

⚠ Warning

If the ABS is not functioning, the brake system will continue to function as a non-ABS equipped brake system. In this situation, braking too hard will cause the wheels to lock resulting in loss of control and an accident.

Reduce speed and do not continue to ride for longer than is necessary with the indicator light illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

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.

Note:

- A special tool is required to bleed the ABS braking system. Contact your authorized Triumph dealer when the brake fluid needs replacing or the hydraulic system requires maintenance.

Maintenance

Front Brake Fluid Level Inspection and Adjustment

⚠ Warning

If there has been an appreciable drop in the level of the brake fluid in either brake fluid reservoir, consult your authorized Triumph dealer for advice before riding.

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance potentially leading to loss of motorcycle control and an accident.

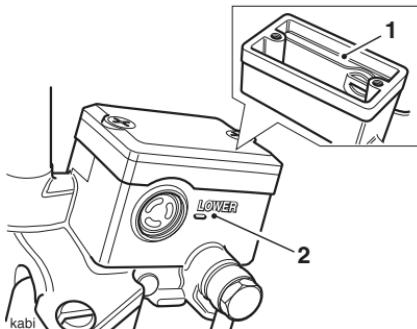
The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal).

To inspect the front brake fluid level:

- Check the level of brake fluid visible in the window at the front of the reservoir body.

To adjust the front brake fluid level:

- Release the reservoir cover screws, then remove the reservoir cover noting the position of the diaphragm seal.
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Reinstall the reservoir cover making sure that the diaphragm seal is correctly positioned between the reservoir cover and reservoir body.
- Tighten the reservoir cover screws to **13 lbf in (1.5 Nm)**.



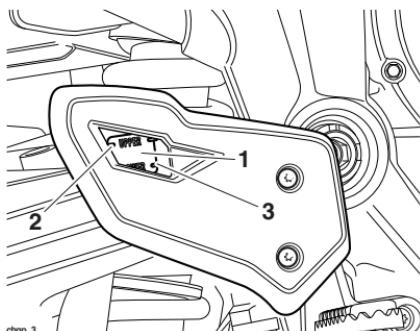
1. Upper level line
2. Lower level line

Rear Brake Fluid Inspection and Adjustment

⚠ Warning

If there has been an appreciable drop in the level of the brake fluid in either brake fluid reservoir, consult your authorized Triumph dealer for advice before riding.

Riding with depleted brake fluid levels, or with a brake fluid leak is dangerous and will cause reduced brake performance potentially leading to loss of motorcycle control and an accident.



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

To inspect the rear brake fluid level:

- The reservoir is visible from the right hand side of the motorcycle, through a viewing window in the rider's heel guard.

To adjust the rear brake fluid level:

- Loosen the screws and remove the heel guard.
- Release the reservoir cover screws, then remove the reservoir cover and the diaphragm seal.
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Reinstall the reservoir cover making sure that the diaphragm seal is correctly positioned between the reservoir cover and reservoir body.
- Tighten the reservoir cover screws to **13 lbf in (1.5 Nm)**.
- Reinstall the heel guard and tighten its screws to **62 lbf in (7 Nm)**.

Brake Light

⚠ 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.

The brake light is activated independently by either the front or rear brake. If, with the ignition in the ON position, the brake light does not work when the front brake lever is pulled or the rear brake pedal is pressed, have your authorized Triumph dealer investigate and rectify the fault.

Maintenance

Steering/Wheel Bearings

Caution

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilized and secured on a suitable support.

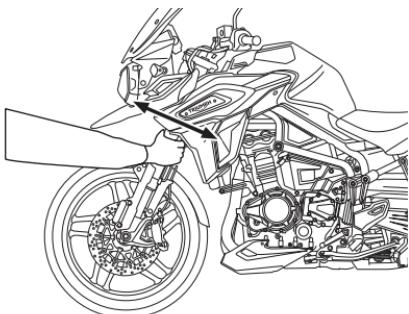
Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable and cause injury by falling from its support.

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

Steering (Steering Head) Bearings Inspection

Warning

Riding the motorcycle with incorrectly adjusted or defective steering (steering head) bearings is dangerous and may cause loss of motorcycle control and an accident.



Steering Inspection

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

Note:

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

Inspecting the Steering for Free Play

To inspect the steering bearings:

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel above the ground and support the motorcycle.
- Standing at the front of the motorcycle, hold the lower end of the outer tube of the front forks as illustrated above and 'rock' with a front-to-rear motion.
- If any free play can be detected in the steering (headstock) bearings, ask your authorized Triumph dealer to inspect and rectify any faults before riding.
- Remove the support and place the motorcycle on the side stand.

Wheel Bearings Inspection

⚠ Warning

Operation with worn or damaged front or rear wheel bearings is dangerous and may cause impaired handling and instability leading to an accident.

If in doubt, have the motorcycle inspected by an authorized Triumph dealer before riding.

Note:

- If the wheel bearings in the front or rear wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, have your authorized Triumph dealer inspect the wheel bearings.**

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

To inspect the wheel bearings:

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel above the ground and support the motorcycle.
- Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.
- If any free play can be detected, ask your authorized Triumph dealer to inspect and rectify any faults before riding.
- Reposition the lifting device and repeat the procedure for the rear wheel.
- Remove the support and place the motorcycle on the side stand.

Front Suspension

Front Fork Inspection

⚠ Warning

Riding the motorcycle with defective or damaged suspension is dangerous and may lead to loss of motorcycle control and an accident.

⚠ Warning

Never attempt to dismantle any part of the suspension units, as all units contain pressurized oil.

Skin and eye damage can result from contact with the pressurized oil.

Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.

If any damage or leakage is found, consult an authorized Triumph dealer.

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- If roughness or excessive stiffness is detected, consult your authorized Triumph dealer.

Maintenance

Front Suspension Adjustment

⚠ Warning

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

Suspension imbalance could significantly change handling characteristics leading to loss of motorcycle control and an accident.

Refer to the front and rear suspension setting charts for further information or consult your dealer.

All models except Tiger 1200 XR are equipped with Triumph Semi Active Suspension (TSAS).

For more information on TSAS settings and adjustment, see page **108**.

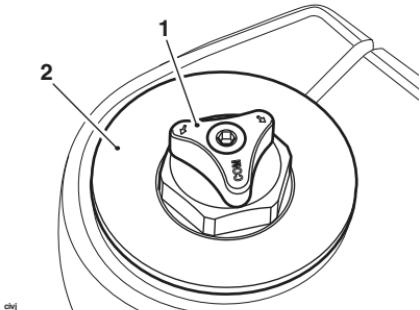
Tiger 1200 XR Model

The front forks on the Tiger 1200 XR model are adjustable for compression damping and rebound damping.

Note:

- The Tiger 1200 XR motorcycle is delivered from the factory with the front suspension set at the Solo (Normal) riding settings, as shown in the Front Suspension Setting Chart (see page 185).

Compression Damping Adjustment



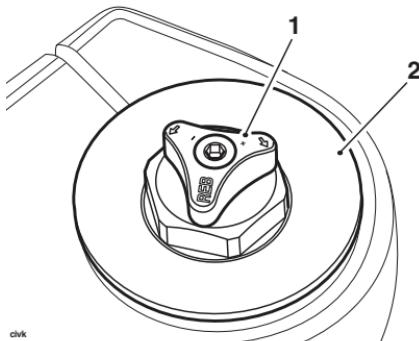
1. Compression damping adjuster (white)
2. Fork top cap

The compression damping adjuster is located at the top of the left hand fork.

To change the compression damping force rotate the (white) adjuster clockwise to increase, or counterclockwise to decrease.

Note:

- The setting is measured as the number of adjuster clicks counterclockwise from the fully clockwise (closed) position.

Rebound Damping Adjustment

1. Rebound damping adjuster (red)
2. Fork top cap

The rebound damping adjuster is located at the top of the right hand fork. To change the rebound damping force, rotate the (red) adjuster clockwise to increase, or counterclockwise to decrease.

Note:

- The setting is measured as the number of adjuster clicks counterclockwise from the fully clockwise (closed) position.

Front Suspension Setting Chart

The Solo (Normal) suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The following chart shows suggested settings for the front suspension.

Loading	Compression Damping ¹ (left hand fork)	Rebound Damping ¹ (right hand fork)
Solo (Normal)	17	17
Solo (Comfort)	25	25
Solo (Sport)	4	4
Solo (Off-Road)	25	25
Solo (with Loaded Luggage Items)	13	13
Rider and Passenger	12	12
Rider and Passenger (with Loaded Luggage Items)	11	11

¹ Number of clicks counterclockwise from the fully clockwise (closed) position noting that the first stop (click) is counted as 1.

Note:

- This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.

Maintenance

Rear Suspension

Rear Suspension Adjustment

Warning

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

Suspension imbalance could significantly change handling characteristics leading to loss of motorcycle control and an accident.

Refer to the front and rear suspension setting charts for further information or consult your dealer.

All models except Tiger 1200 XR are equipped with Triumph Semi Active Suspension (TSAS).

For more information on TSAS settings and adjustment, see page **108**.

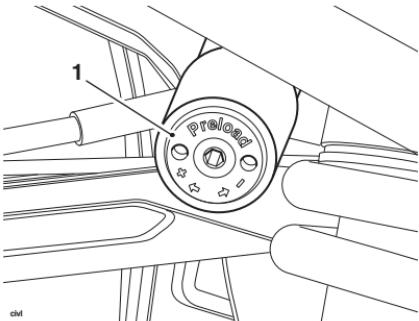
Tiger 1200 XR Model

The Rear Suspension Unit (RSU) on the Tiger 1200 XR model is adjustable for spring preload and rebound damping.

Note:

- The Tiger 1200 XR motorcycle is delivered from the factory with the rear suspension set to the Solo (Normal) riding settings, as shown in the Rear Suspension Setting Chart (see page **187**).

Spring Preload Adjustment



1. Spring preload adjuster

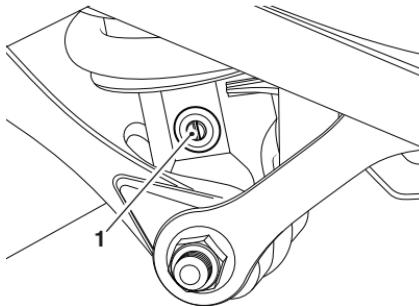
The spring preload adjuster is situated on the right hand side of the motorcycle, at the top of the rear suspension unit.

To adjust the spring preload setting rotate the 0.2 in (5 mm) hexagon adjuster clockwise to increase, or counterclockwise to decrease.

Note:

- The setting is measured as the number of adjuster turns counter-clockwise from the fully clockwise (closed) position.

Rebound Damping Adjustment



1. Rebound damping adjuster

The rebound damping adjuster is located at the bottom of the rear suspension unit and is accessible from left hand side of the motorcycle.

To adjust the rebound damping setting, rotate the slotted adjuster clockwise to increase, and counterclockwise to decrease.

Note:

- The setting is measured as the number of adjuster clicks counterclockwise from the fully clockwise (closed) position.

Rear Suspension Setting Chart

The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The following chart shows suggested settings for the rear suspension.

An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

The damping must be adjusted to the road conditions and the spring preload.

Loading	Spring Preload ¹	Rebound Damping ²
Solo (Normal)	17	8
Solo (Comfort)	17	12
Solo (Sport)	17	4
Solo (Off-Road)	17	4
Solo (With Loaded Luggage Items)	6	5
Rider and Passenger	0	4
Rider and Passenger (with Loaded Luggage Items)	0	3

¹ Number of turns counterclockwise from the fully clockwise (closed) position.

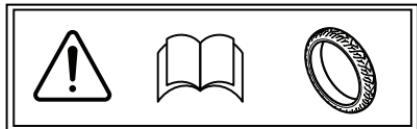
² Number of clicks counterclockwise from the fully clockwise (closed) position noting that the first stop (click) is counted as 1.

Note:

- This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.

Maintenance

Tires

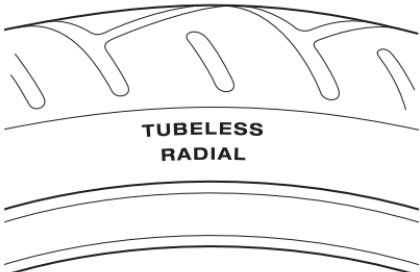


cboa

This model is equipped with tubeless tires, valves and wheel rims. Use only tires marked TUBELESS and tubeless valves on rims marked SUITABLE FOR TUBELESS TYRES.

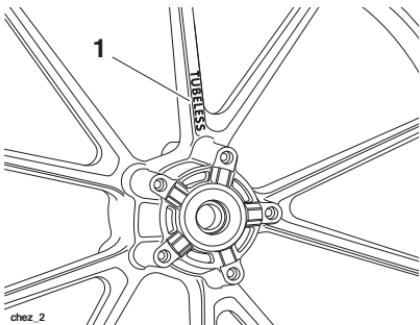
! Warning

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

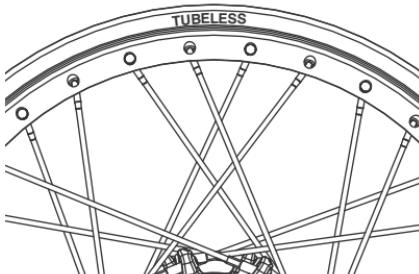


chb_1

Typical Tire Marking - Tubeless Tire



Typical Tire Marking - Cast Wheel



Typical Tire Marking - Spoked Wheel

Tire Inflation Pressures

⚠ Warning

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

Underinflation may result in the tire slipping on, or coming off the rim. Overinflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of motorcycle control and an accident.

⚠ Warning

Tire pressures which have been reduced for off-road riding will impair on-road stability. Always make sure that the tire pressures are set as described in the Specification section for on-road use.

Operation of the motorcycle with incorrect tire pressures may cause loss of motorcycle control and an accident.

Correct tire inflation pressures will provide maximum stability, rider comfort and tire life. Always check tire pressures before riding when the tires are cold. Check tire pressures daily and adjust if necessary (see Specification section for correct inflation pressures). Alternatively, ask your authorized Triumph dealer to inspect your wheels and tires.

Tire Pressure Monitoring System (TPMS) (if equipped)

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

Owners must only adjust tire pressures when the tires are cold using an accurate pressure gage, and must not use the tire pressure display on the instruments.

Tire Wear

As the tire tread wears down, the tire becomes more susceptible to punctures and failure. It is estimated that 90% of all tire problems occur during the last 10% of tread life (90% worn). It is recommended that tires are changed before they are worn to their minimum tread depth.

Maintenance

Minimum Recommended Tread

Depth

In accordance with the periodic maintenance chart, measure the depth of the tread with a depth gage, and replace any tire that has worn to, or beyond, the minimum allowable tread depth specified in the table below:

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



Warning

Operation with excessively worn tires is hazardous and will adversely affect traction, stability and handling which may lead to loss of motorcycle control and an accident.

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

Check the rims for dents or deformation and spokes for looseness and damage. Operation with damaged or defective wheels, spokes or tires is dangerous and loss of motorcycle control and an accident could result.

Always consult your authorized Triumph dealer for tire replacement, or for a safety inspection of the wheels, spokes and tires.



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



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

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

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

Tire Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tire combinations are approved for use on this model. It is essential that approved tires, mounted in approved combinations, are used when purchasing replacement tires. The use of non-approved tires, or approved tires in non-approved combinations,

may lead to motorcycle instability and an accident. On models equipped with ABS, different wheel speeds, caused by non-approved tires can affect the function of the ABS computer.

See the Specification section for details of approved tire combinations. Always have tires mounted and balanced by your authorized Triumph dealer who has the necessary training and skills to ensure safe, effective mounting.

Tire Pressure Monitoring System (TPMS) (if equipped)

! Warning

Use of non-recommended tires can affect wheel speed and cause the Triumph traction control function not to operate, potentially leading to loss of motorcycle control and an accident in conditions where the Triumph traction control would normally function.

! Warning

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

! Warning

Do not install tube-type tires on tubeless rims. The bead will not seat and the tires could slip on the rims, causing rapid tire deflation that may result in a loss of vehicle control and an accident.

Never install an inner tube inside a tubeless tire.

This will cause friction inside the tire and the resulting heat build-up may cause the tube to burst resulting in rapid tire deflation, loss of motorcycle control and an accident.

! Warning

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

! Warning

If tire damage is suspected, such as after striking the curb, ask your authorized Triumph dealer to inspect the tire both internally and externally. Remember, tire damage may not always be visible from the outside.

Operation of the motorcycle with damaged tires could lead to loss of motorcycle control and an accident.

! Warning

When replacement tires are required, consult your authorized Triumph dealer who will arrange for the tires to be selected, in a correct combination, from the approved list and mounted according to the tire manufacturer's instructions.

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

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

24 hours after mounting, the tire pressures must be checked and adjusted, and the tires 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 traveled after installation.

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

! Warning

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

Tires must be replaced after such use as continued use of a damaged tire may lead to instability, loss of motorcycle control and an accident.

! Warning

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

! Warning

Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability leading to loss of motorcycle control and an accident.

When wheel balancing is required, such as after tire replacement, see your authorized Triumph dealer.

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

! Caution

An adhesive label is installed to the wheel rim to indicate the position of the tire pressure sensor. Care must be taken when replacing the tires to prevent any damage to the tire pressure sensors.

Always have your tires mounted by your authorized Triumph dealer and inform them that tire pressure sensors are installed on the wheels.

! Caution

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

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

Always have your tires mounted by your authorized Triumph dealer and inform them that tire pressure sensors are installed on the wheels.

Battery

! Warning

Under some circumstances, the battery can give off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulfuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

! Warning

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

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

Maintenance

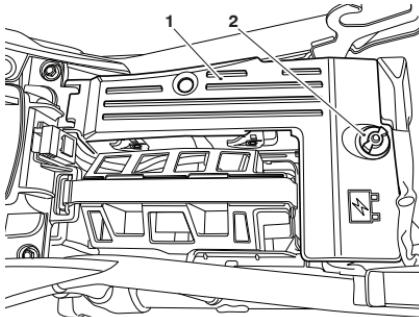
Battery Removal

Warning

Make sure 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.

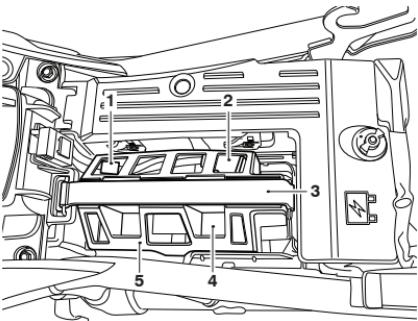
To remove the battery:

- Remove the rider's seat.
- Remove the wing nut and remove the chassis Electronic Control Module (ECM) cover.



1. Chassis ECM cover
2. Wing nut

- Remove the battery strap and the battery cover.
- Disconnect the battery leads, negative (black) lead first.



1. Negative (black) terminal
2. Positive (red) terminal
3. Battery strap
4. Battery
5. Battery cover

- Take the battery out of the case.

Battery Disposal

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

Battery Maintenance

Warning

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

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

The battery is a sealed type and does not require any maintenance other than checking the voltage and routine recharging when required, such as during storage (see the following paragraphs).

It is not possible to adjust the battery acid level in the battery; the sealing strip must not be removed.

Battery Discharge

Caution

The charge level in the battery must be maintained to maximize battery life.

Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge; the clock,

Engine Control Module (ECM) memory, high ambient temperatures, or the addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

Battery Discharge During Storage and Infrequent Use of the Motorcycle

During storage or infrequent use of the motorcycle, inspect the battery voltage weekly using a digital multimeter. Follow the manufacturer's instructions supplied with the meter.

Should the battery voltage fall below 12.7 Volts, the battery should be charged.

Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallize on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

Keeping the battery fully charged reduces the likelihood of it freezing in cold conditions. Allowing a battery to freeze will cause serious internal damage to the battery.

Maintenance

Battery Charging

Warning

The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulfuric acid (battery acid). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

If battery acid gets on your skin, flush with water immediately.

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

If battery acid is swallowed, drink large quantities of water and **SEEK MEDICAL ATTENTION IMMEDIATELY**.

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Caution

Do not use an automotive quick charger as it may overcharge and damage the battery.

For help with selecting a battery charger, checking the battery voltage or battery charging, contact your local authorized Triumph dealer.

Should the battery voltage fall below 12.7 Volts, the battery should be charged using a Triumph approved battery charger. Always remove the battery from the motorcycle and follow the instructions supplied with the battery charger.

For extended periods of storage (beyond two weeks) the battery should be removed from the motorcycle and kept charged using a Triumph approved maintenance charger.

Similarly, should the battery charge fall to a level where it will not start the motorcycle, remove the battery from the motorcycle before charging.

Battery Installation

⚠ Warning

Make sure that the battery terminals do not touch the motorcycle frame as this may cause a short circuit or spark, which would ignite battery gases causing a risk of personal injury.

To install the battery:

- 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.
- Re-install the battery strap.
- Reinstall the chassis ECM cover and secure with the wing nut. Tighten the wing nut to **11 lbf in (1.25 Nm)**.
- Reinstall the rider's seat.

Note:

- **After reconnecting the battery, it is necessary to allow the TSAS system (if equipped) to recalibrate, see page 108.**

Fuse Boxes

⚠ Warning

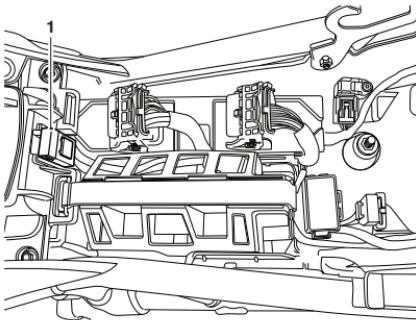
Always replace blown fuses with new ones of the correct rating (as specified on the fuse box cover) and never use a fuse of higher rating.

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Main Fuse

The 40 Amp main fuse is located beneath the rider's seat and behind the seat bridge.

To access the main fuse, the rider's seat must be removed.



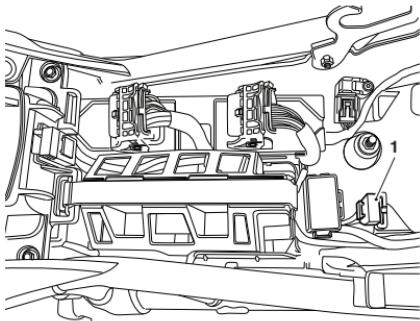
1. Main fuse

Maintenance

ABS Fuse

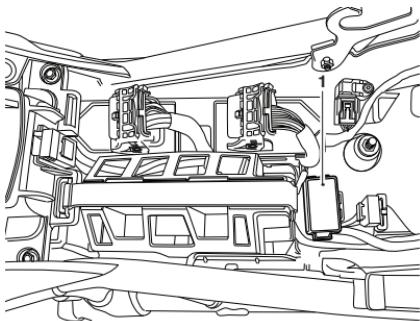
The 40 Amp ABS fuse is located beneath the rider's seat and behind the main fuse box.

To access the ABS fuse box, the rider's seat and chassis ECM cover must be removed.



1. ABS fuse box

Fuse Box



1. Fuse box

The fuse box that contains all other fuses is located beneath the rider's seat.

To access the fuse box, the rider's seat and chassis ECM cover must be removed.

Fuse Identification

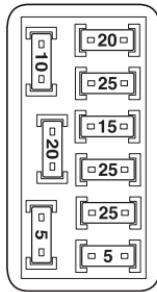
A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the tables to establish which fuse has blown.

The fuse identification numbers listed in the tables correspond with those printed on the fuse box cover, as shown below.

Spare fuses are located on the inside of the fuse box cover and should be replaced if used.

Tiger 1200 XR Only

7 10A 12V	1 20A PS1
8 20A 12V	2 25A PS2
9 15A 12V	3 15A PS3
10 25A 12V	4 25A PS4
11 5A 12V	5 25A PS5
12 5A 12V	6 5A PS6



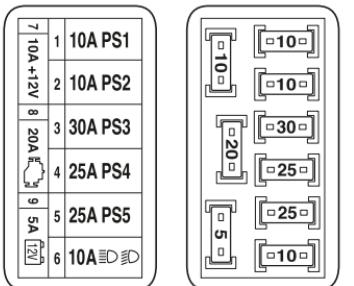
Fuse Box and Cover

Position	Circuit Protected	Rating (Amps)
1	PS1	20
2	PS2	25
3	PS3	15
4	PS4	25
5	PS5	25
6	Ignition	5
7	Front Accessory Socket	10
8	Engine Management	20
9	Instruments	5

Note:

- Refer to the table on page 200 for details of the systems protected by fuses PS1 to PS5.

All Models except Tiger 1200 XR



Fuse Box and Cover

Position	Circuit Protected	Rating (Amps)
1	PS1	10
2	PS2	10
3	PS3	30
4	PS4	25
5	PS5	25
6	Headlights	10
7	Front Accessory Socket	10
8	Engine Management	20
9	Instruments and Electronic Steering Lock (ESL)	5

Note:

- Refer to the table on page 200 for details of the systems protected by fuses PS1 to PS5.

Maintenance

Chassis Electronic Control Module (Chassis ECM)

⚠ Warning

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

Use of an incorrect fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Many of the motorcycle's electrical systems (such as lighting, TSAS if equipped, horn, cooling fan, fuel pump, and accessories such as heated grips or seats) are controlled by a Chassis Electronic Control Module (Chassis ECM).

The chassis ECM provides a primary level of protection to the electrical systems it controls. If a fault is detected, the chassis ECM will automatically cut power to the affected system.

The chassis ECM can be reset by turning the Ignition off then on again. Power will be restored to the inoperative system, providing that the condition that caused the fault has been rectified.

The systems controlled by the chassis ECM are also provided with a secondary level of protection, by fuses PS1 to PS5 in the main fuse box (see page 199). A blown fuse is likely when all of the systems protected by that fuse become inoperative.

Refer to the following table for full details of the chassis ECM controlled systems, and their corresponding fuses.

Electrical System	Fuse
Left headlight main beam (Tiger 1200 XR only)	PS1
Left headlight dipped beam (Tiger 1200 XR only)	
Left front turn signal	
Left rear turn signal	
Rear position light	
RSU position sensor (models with TSAS only)	
Right headlight main beam (Tiger 1200 XR only)	PS2
Right headlight dipped beam (Tiger 1200 XR only)	
Right front turn signal	
Right rear turn signal	
Front position light (Tiger 1200 XR only)	
Brake light	
Ignition (All models except Tiger 1200 XR)	

Electrical System	Fuse
Windshield adjustment motor	PS3
RSU preload adjustment motor (models with TSAS only)	
RSU damping solenoid (models with TSAS only)	
Front suspension compression damping adjustment motor (models with TSAS only)	
Front suspension rebound damping adjustment motor (models with TSAS only)	
Fog lights (if equipped)	
USB connector	PS4
Heated seats (if equipped)	
Heated grips (if equipped)	
Rear electrical accessory socket (if equipped)	
Top box electrical accessory socket (if equipped)	PS5
Cooling fan	
Fuel pump	
Starter solenoid	
Horn	

If after resetting the automatic software protection system or replacing a blown fuse, a fault still persists, contact an authorized Triumph dealer to have the fault checked and rectified.

Headlights



⚠ Warning

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

Make sure that the beams are adjusted to illuminate the road surface sufficiently far ahead without blinding oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

⚠ Warning

Never attempt to adjust a headlight beam when the motorcycle is in motion.

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



Caution

Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.

Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.

If the headlight must be covered during use - such as taping of the headlight lens required during closed-course conditions - the headlight must be disconnected.

Daytime Running Light (DRL) (if equipped)

The Daytime Running Light (DRL) is situated within the headlight assembly and is a sealed, maintenance-free LED unit. The headlight unit must be replaced in the event of the failure of the DRL.

Bend Lighting (if equipped)

Bend lighting provides additional LED lighting for left and right turns when riding the motorcycle. It compensates for the bank angle of the motorcycle when cornering in dip beam mode.

The bend lights are switched on and off automatically as the motorcycle leans through corners. The left hand and right hand bend light comprises of four separate lights which switch on and increase in brightness depending on the lean angle of the motorcycle. When the motorcycle is stationary, no bend lights are on.

All Models except Tiger 1200 XR



Caution

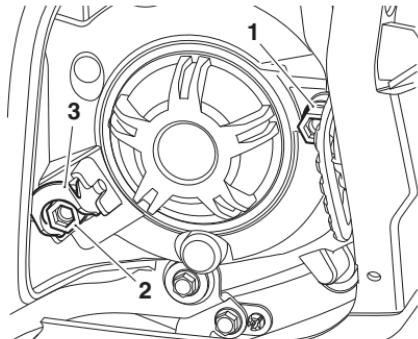
If a fault occurs with the headlight unit, then a message will be shown in the instrument display and the headlights will only be available in the dipped beam mode.

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

Headlight Adjustment

Tiger 1200 XR Only

The headlights can be adjusted by means of vertical and horizontal adjustment screws located on the rear of each headlight. In addition, the headlight unit is equipped with an easily accessible adjuster to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.

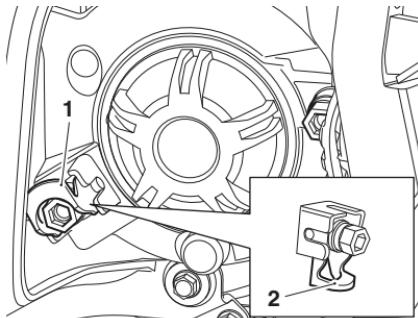


1. Horizontal adjustment screw
2. Vertical adjustment screw
3. Headlight adjuster lever for loaded conditions

To adjust the headlight:

- Switch the headlight dipped beam on.
- Turn the vertical adjustment screw on the headlight clockwise to raise the beam or counterclockwise to lower the beam.
- Turn the horizontal adjustment screw clockwise to move the beam to the right or counterclockwise to move the beam to the left.
- Switch the headlights off when the beam settings are satisfactory.

Headlight Adjustment Lever for Loaded Conditions



1. Headlight adjuster lever (unloaded position)
2. Headlight adjuster lever (loaded position)

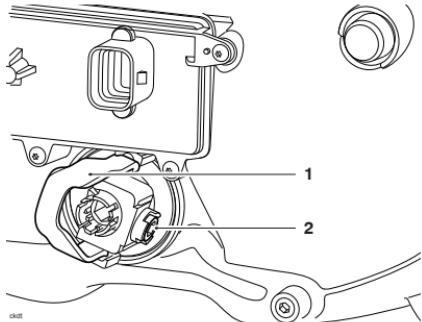
For normal (unloaded) conditions the headlight adjuster lever should be set in the horizontal position (1).

For loaded conditions rotate the headlight adjuster downwards until it stops (2). This will lower the headlight beams by approximately 2°.

Maintenance

All Models except Tiger 1200 XR

The headlight can be adjusted by means of a vertical adjustment screw located on the rear of the headlight unit. There is no horizontal adjustment. In addition, the headlight is equipped with an easily accessible adjuster to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.



1. Headlight adjuster lever for loaded conditions
2. Vertical adjustment screw

To adjust the headlight:

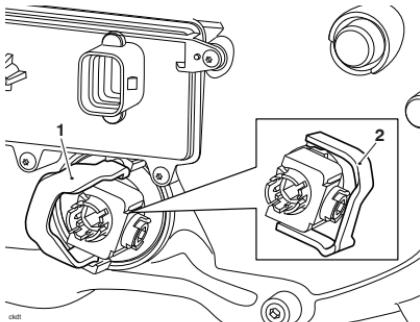
- Switch the headlight dipped beam on.
- Turn the vertical adjustment screw on the headlight unit clockwise to raise the beam or counterclockwise to lower the beam.

Note:

- There is a small triangle marking on each side of the headlight unit which indicates the height of the light within the headlight unit for adjustment purposes.
- Switch the headlights off when the beam settings are satisfactory.

Headlight Adjustment for Loaded Conditions

The headlight unit is equipped with an adjuster lever to allow the vertical adjustment to be corrected when the motorcycle is fully loaded.



1. Headlight adjuster lever (loaded position)
2. Headlight adjuster lever (unloaded position)

For normal (unloaded) conditions, the headlight adjuster lever should be set in the horizontal position (2).

For loaded conditions, move the headlight adjuster lever until it is in position (1). This will lower the headlight beams by approximately 2°.

Bulb Replacement

Caution

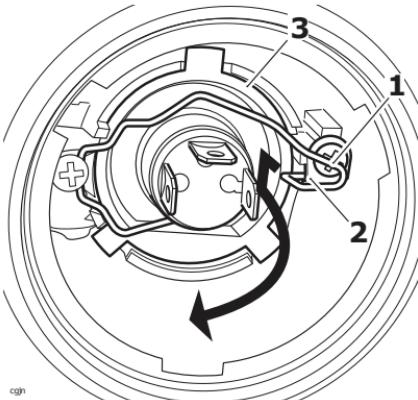
The use of non-approved bulbs may result in damage to lenses and other lighting unit components.

In addition, the use of bulbs of incorrect wattage may cause the chassis ECM to cut power to affected lighting circuits.

Use genuine Triumph supplied bulbs as specified in the Triumph Parts Catalog.

Always have replacement bulbs installed by an authorized Triumph dealer.

The headlight unit does not need to be removed to replace a bulb.



1. Bulb retainer (right hand shown)
2. Bulb retainer hook
3. Bulb

Headlights

All Models except Tiger 1200 XR

The headlight unit is a sealed, maintenance-free LED unit.

Tiger 1200 XR Only

Warning

The bulbs become hot during use. Always allow sufficient time for the bulb to cool before handling. Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before reuse.

To replace a bulb:

- Remove the rider's seat.
- Disconnect the battery, negative (black) lead first.
- Remove the bulb cover from the bulb to be replaced by rotating it counterclockwise.
- Disconnect the multiplug from the bulb.
- Detach the bulb retainer from the hook on the headlight assembly and rotate it away from the bulb as shown.
- Remove the bulb from the bulb retainer.

Installation is the reverse of the removal procedure.

Maintenance

Front Fog Lights (if equipped)

The fog light units are sealed, maintenance-free LED units.

Brake/Tail Light/License Plate Light

The brake/tail light unit is a sealed, maintenance-free LED unit. The license plate light is integral to the brake/tail light unit.

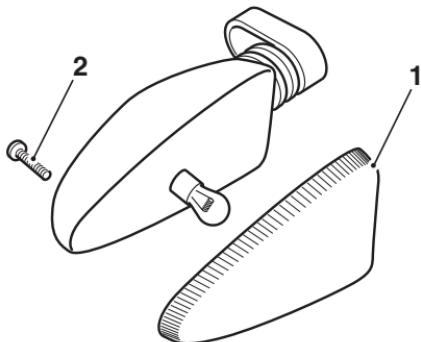
Turn Signal Lights

The motorcycle is equipped with either LED or bulb turn signal lights.

LED Turn Signal Lights

The turn signal light units are sealed, maintenance-free LED units.

Bulb Turn Signal Lights



celc_2

1. Indicator lens
2. Securing screw

The lens on each indicator light is held in place by a securing screw.

Loosen the screw and remove the lens to gain access to the bulb for replacement.

CLEANING AND STORAGE

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Cleaning and Storage

Preparation for Washing

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

Rear opening of the exhausts: Cover with a plastic bag secured with rubber bands.

Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.

Ignition switch and steering lock: Cover the keyhole with tape.

Remove any items of jewelry such as rings, watches, zips or belt buckles, which may scratch or otherwise damage painted or polished surfaces.

Use separate cleaning sponges or cleaning cloths for washing painted/polished surfaces and chassis areas. Chassis areas (such as wheels and under fenders) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

Caution

Do not spray any water at all near the air intake duct. The air intake duct is normally located under the rider's seat, under the fuel tank or near the steering head. Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

Caution

Use of high pressure spray washers is not recommended. When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Avoid spraying water with any great force near the following places:

- Instruments;
- Brake cylinders and brake calipers;
- Under the fuel tank;
- Air intake duct;
- Steering head bearings;
- Wheel bearings.

Note:

- Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting. Always use a low alkaline soap to aid the cleaning process.

Washing

Prepare a mixture of cold water and mild automotive cleaner. Do not use a highly alkaline soap as commonly found at commercial car washes because it leaves a residue.

Wash the motorcycle with a sponge or soft cloth. Do not use abrasive scouring pads or steel wool. They will damage the finish.

Rinse the motorcycle thoroughly with cold water.

After Washing

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.

Remove the plastic bags and tape, and clear the air intakes.

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

Use a dry cloth or chamois leather to absorb water residue. Do not allow water to stand on the motorcycle as this will lead to corrosion.

Start the engine and run it for 5 minutes. Make sure that there is adequate ventilation for the exhaust fumes.

Cleaning and Storage

Care of Matt Paintwork

Matt paintwork requires no greater care than that already recommended for high gloss paintwork.

- Do not use any polish or wax on matt paintwork.
- Do not try and polish out scratches.

Care of Gloss Paintwork

Gloss paintwork should be washed and dried as described above, then protected using a high quality automotive polish. Always follow the manufacturer's instructions and repeat regularly to maintain your motorcycle's appearance.

Aluminum Items - not Lacquered or Painted

Items such as brake and clutch levers, wheels, engine covers, engine cooling fins, upper and lower yokes and throttle bodies on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are aluminum parts not protected by paint or lacquer, and for guidance on how to clean those items.

Use a proprietary brand of aluminum cleaner which does not contain abrasive or caustic elements.

Clean aluminum items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.

Warranty claims due to inadequate maintenance will not be allowed.

Cleaning of Chrome and Stainless Steel Items

All chrome and stainless steel parts of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

Washing

Wash as previously described.

Drying

Dry the chrome and stainless steel parts as far as possible with a soft cloth or chamois leather.

Protecting



Caution

The use of products containing silicone will cause discoloration of the chrome and stainless steel parts and must not be used. Similarly, the use of abrasive cleaners will damage the finish and must not be used.

When the chrome and stainless steel is dry, apply a suitable proprietary chrome cleaner on to the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.

Black Chrome

Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

Cleaning and Storage

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 chrome, brushed stainless steel and carbon fiber components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

Note:

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

Washing

Wash as previously described.

Make sure that no soap or water enters the exhausts.

Drying

Dry the exhaust system as far as possible with a soft cloth or chamois leather. Do not run the engine to dry the system or spotting will occur.

Protecting

Caution

The use of products containing silicone will cause discolouration of the chrome and must not be used. Similarly, the use of abrasive cleaners will damage the system and must not be used.

When the exhaust system is dry, apply a suitable proprietary motorcycle protection spray onto the surface, following the manufacturer's instructions.

It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Seat Care

Caution

Use of chemicals or high pressure spray washers is not recommended for cleaning the seat.

Using chemicals or high pressure spray washers may damage the seat cover.

To help maintain its appearance, clean the seat using a sponge or cleaning cloth with soap and water.

Windshield Cleaning (if equipped)



⚠ Warning

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

Operation of the motorcycle with a damaged or scratched windshield will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to loss of motorcycle control and an accident.

⚠ Caution

Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, gasoline or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windshield.

Never allow these products to contact the windshield.

Clean the windshield with a solution of mild soap or detergent and cold water.

After cleaning, rinse well and then dry with a soft, lint-free cloth.

If the transparency of the windshield is reduced by scratches or oxidation which cannot be removed, the windshield must be replaced.

⚠ Caution

Corrosive chemicals such as battery acid will damage the windshield. Never allow corrosive chemicals to contact the windshield.

Cleaning and Storage

Care of Leather Products

We recommend that you periodically clean your leather products with a damp cloth and allow them to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of your product. Your Triumph leather product is a natural product and lack of care can result in damage and permanent wear. Follow these simple instructions and give your leather product the respect it deserves:

- Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean your leather product.
- Do not immerse your leather product in water.
- Avoid direct heat from fires and radiators which can dry out and distort the leather.
- Do not leave your leather product in direct sunlight for prolonged periods of time.
- Do not dry your leather product by applying direct heat to it at any time.
- If your leather product does get wet, absorb any excess water with a soft clean cloth then leave the product to dry naturally at room temperature.
- Avoid exposure of your leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.

- If exposure to salt is unavoidable, clean your leather product immediately after each exposure using a damp cloth then leave the product to dry naturally at room temperature.
- Gently clean any minor marks with a damp cloth then leave the product to dry naturally at room temperature.
- Place your leather product in a fabric bag or cardboard box to protect it when in storage. Do not use a plastic bag.

Preparation for Storage

Clean and dry the entire vehicle thoroughly.

Fill the fuel tank with the correct grade of unleaded fuel and add a fuel stabilizer (if available), following the fuel stabilizer manufacturer's instructions.

⚠ Warning

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

Remove the spark plug from each cylinder and put several drops 0.17 fl oz (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to **9 lbf ft (12 Nm)**. Change the engine oil and filter (see page **170**).

Check and if necessary correct the tire pressures.

Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tires.)

Spray rust inhibiting oil (there are a host of products on the market and your dealer will be able to offer you local advice) on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.

Make sure the cooling system is filled with a 50% mixture of coolant (noting that HD4X Hybrid OAT coolant, as supplied by Triumph, is premixed and requires no dilution) and distilled water solution (see page **172**).

Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) approximately once every two weeks (see page **193**).

Store the motorcycle in a cool, dry area, away from sunlight, and with a minimum daily temperature variation.

Put a suitable porous cover over the motorcycle to keep dust and dirt from collecting on it. Avoid using plastic or similar non-breathable, coated materials that restrict air flow and allow heat and moisture to accumulate.

Cleaning and Storage

Preparation after Storage

Install the battery (if removed) (see page 197).

If the motorcycle has been stored for more than four months, change the engine oil (see page 170).

Check all the points listed in the Daily Safety Checks section.

Before starting the engine, remove the spark plugs from each cylinder.

Put the side stand down.

Crank the engine on the starter motor several times until the oil pressure light goes out.

Reinstall the spark plugs, tightening to **9 lbf ft (12 Nm)**, and start the engine.

Check and if necessary correct the tire pressures.

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

Dimensions, Weights and Performance

A list of model specific dimensions, weights and performance figures is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Maximum Payload

Tiger 1200 XR	507 lb (230 kg)
Tiger 1200 XRx	502 lb (228 kg)
Tiger 1200 XRx-LRH	507 lb (230 kg)
Tiger 1200 XRT	502 lb (228 kg)
Tiger 1200 XCx	491 lb (223 kg)
Tiger 1200 XCA	493 lb (224 kg)

Engine

Type	In-line 3 cylinder
Displacement	74.1 cu in (1,215 cc)
Bore x Stroke	3.35 x 2.81 in (85 x 71.4 mm)
Compression Ratio	11:1
Cylinder Numbering	Left to Right
Cylinder Sequence Number	1 at left
Firing Order	1-2-3
Starting System	Electric Starter

Lubrication

Lubrication	Pressure Lubrication (wet sump)
Engine Oil Capacities	
Dry Fill	1.19 gallon (4.5 liters)
Oil/Filter Change	1.07 gallon (4.0 liters)
Oil Change Only	1.02 gallon (3.85 liters)

Cooling

Coolant Type	Triumph HD4X Hybrid OAT coolant
Water/Anti-freeze ratio	50/50 (premixed as supplied by Triumph)
Coolant Capacity	0.74 gallon (2.8 liters)
Thermostat Opens (nominal)	88°C (nominal)

Specifications

Fuel System

Type	Electronic Fuel Injection
Injectors	Solenoid Operated
Fuel Pump	Submerged Electric
Fuel Pressure (nominal)	50.8 lb/in ² (3.5 bar)

Fuel

Type	AKI octane rating (R+M)/2 of 87 unleaded
Tank Capacity	5.28 gallons (20.0 liters)

Ignition

Ignition System	Digital Inductive
Electronic Rev Limiter (r/min)	9,500 r/min
Spark Plug	NGK CR8EK
Spark Plug Gap	0.03 in (0.7 mm)
Gap Tolerance	+0.0015/-0.003 in (+0.05/-0.1 mm)

Transmission

Transmission Type	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Final Drive Ratio	2.557:1
Gear Ratios:	
Front Bevel Box	1.042:1 (24/25)
Rear Bevel Box	2.455:1 (11/27)
1 st	2.846:1 (13/37)
2 nd	2.056:1 (18/37)
3 rd	1.583:1 (24/38)
4 th	1.2916:1 (24/31)
5 th	1.138:1 (29/33)
6 th	1.037:1 (27/28)

Approved Tires

A list of approved tires specific to these models is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Warning

Use the recommended tires ONLY in the combinations given. Do not mix tires from different manufacturers or mix different specification tires from the same manufacturers as this may result in loss of motorcycle control and an accident.

Approved Mud and Snow/Dual Purpose Tires

A list of approved mud and snow/dual purpose tires specific to these models is available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk.

Warning

The use of mud and snow/dual purpose tires will result in reduced motorcycle stability.

Always operate a motorcycle equipped with mud and snow/dual purpose tires at reduced speeds. The permissible maximum speed is 60 mph (110 km/h). This is also shown on a warning sticker on the motorcycle.

Operation of the motorcycle above the permissible maximum speed may result in loss of motorcycle control and an accident.

Warning

Tire pressures which have been reduced for off-road riding will impair on-road stability. Always make sure that the tire pressures are set as described in the Specifications section for on-road use.

Operation of the motorcycle with incorrect tire pressures may cause loss of motorcycle control leading to an accident.

Specifications

Tires

Tire Pressures (Cold):

Front 32 lb/in² (2.2 bar)

Rear 39 lb/in² (2.7 bar)

Tire Sizes:

Front Size 120/70 R19

Rear Size 170/60 R17

Electrical Equipment

Battery Type YTZ14S

Battery Rating 12 Volt, 11.2 Ah

Alternator 12 Volt, 70 Amp at 4,000 rpm

Headlight 2 x 12 Volt, 55/60 Watt, H4 Halogen (Tiger 1200 XR only)

LED

Tail/Brake Light LED

Parking Light LED

Fog Lights (if equipped) LED

Turn Signal Lights RY10W, 12 Volt, 10 Watt, Amber

LED (model specific)

Frame

Rake 23.1°

Trail 3.9 in (99.2 mm)

Tightening Torques

Oil Filter 89 lbf in (10 Nm)

Oil Drain Plug 18 lbf ft (25 Nm)

Spark Plug 9 lbf ft (12 Nm)

Rear Wheel Nuts 52 lbf ft (70 Nm)

Fluids and Lubrication

Engine Oil

Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic)

Brake and Clutch Fluid

DOT 4 Brake and Clutch Fluid

Coolant

Triumph HD4X Hybrid OAT coolant

Bearings and Pivots

Grease to NLGI 2 specification

Final Drive Unit

Castrol SAF-XO (fully synthetic hypoid oil)

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