TRIUMPH

OWNERS HANDBOOK

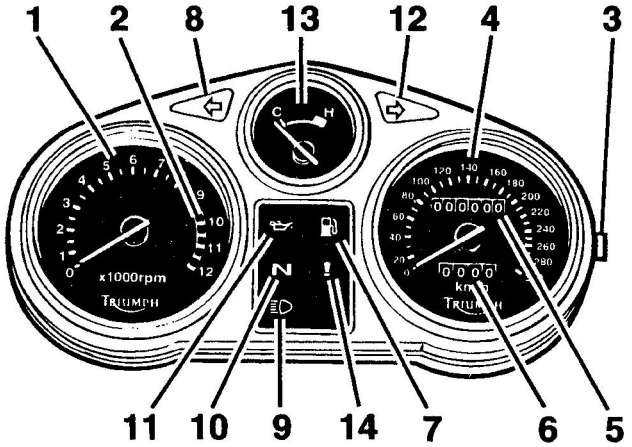
MANUEL DU CONDUCTEUR

BESITZERHANDBUCH

Clock 7
Coolant Temperature Gauge 5
Daytona, Super 3 & Sprint Instruments 3
Daily Safety Checks 21
Document Container 19
Fuel Tank Cap 13
Fuel Tank 14
Headlight switch 11
Ignition Switch/Steering Lock 8
Indicator Lights 6
Key 8
Left handlebar switches 11
Right handlebar switches 10
Running In 20
Seat Lock 18
Speed Triple instruments 4
Speedometer and Tachometer 5
Stands 17
Trident Instruments 2
Tool Kit 19

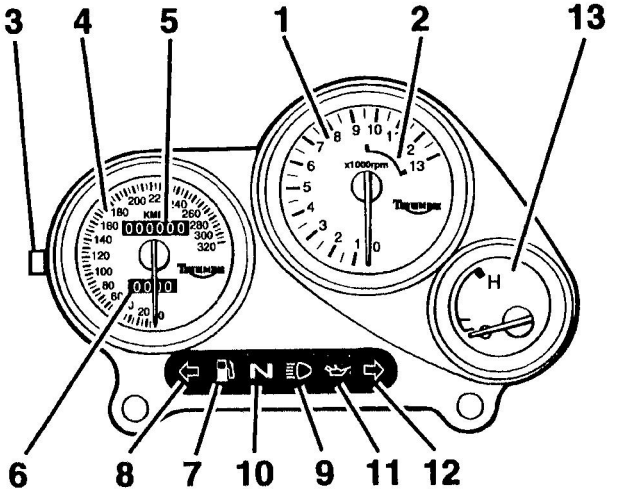
'Trident' Instruments

1. Tachometer
2. 'Red Zone'
3. Trip Reset Knob
4. Speedometer
5. Odometer
6. Trip Meter
7. Low Fuel Level Warning Light
8. Left Turn Indicator Light
9. High Beam Indicator Light
10. Neutral Indicator Light
11. Oil Pressure Warning Light
12. Right Turn Indicator Light
13. Coolant Temperature Gauge
14. Side Stand Warning Light



'Daytona', 'Super 3' & 'Sprint' Instruments

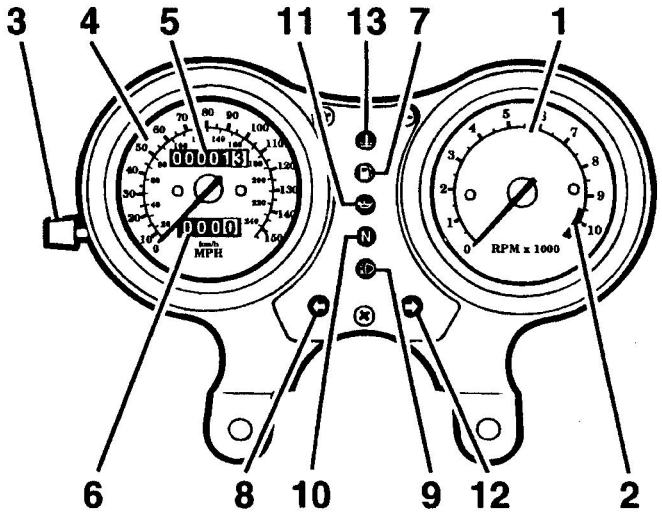
1. Tachometer
2. 'Red Zone'
3. Trip Meter
4. Speedometer
5. Odometer
6. Trip Meter
7. Low Fuel Level Warning Light
8. Left Turn Indicator Light
9. High Beam Indicator Light
10. Neutral Indicator Light
11. Oil Pressure Warning Light
12. Right Turn Indicator Light
13. Coolant Temperature Gauge



'Speed Triple' Instruments

Instruments

1. Tachometer
2. 'Red Zone'
3. Trip Reset Knob
4. Speedometer
5. Odometer
6. Trip Meter
7. Low Fuel Level Warning Light
8. Left Turn Indicator Light
9. High Beam Indicator Light
10. Neutral Indicator Light
11. Oil Pressure Warning Light
12. Right Turn Indicator Light
13. High Coolant Temperature Warning Light



Speedometer and Tachometer

The speedometer shows the speed of the motorcycle. In the speedometer face are the odometer and trip meter. The odometer shows the total distance that the motorcycle has been ridden. The trip meter shows the distance travelled since it was last reset to zero. The trip meter can be reset to zero by rotating the reset knob.

The tachometer shows the engine speed in revolutions per minute – rpm (r/min). On the right side of the tachometer face is the 'red zone'. Engine rpm (r/min) in the red zone is above maximum recommended engine speed and is also above the range for best performance.

CAUTION: Engine rpm (r/min) should not be allowed to enter the red zone. Operation in the red zone will overstress the engine and may cause serious engine damage.

Coolant Temperature Gauge

This gauge shows the temperature of coolant. Ordinarily, the needle should stay within the normal zone. If the needle reaches the red zone, 'H', stop the engine and investigate the cause. On Speed Triple, a warning light is fitted in place of this gauge (see indicator lights overleaf).

WARNING: Do not remove the radiator cap when the engine is hot. When the engine is hot, the coolant inside the radiator is hot and also under pressure. Contact with this pressurized coolant will cause scalds and skin damage. The radiator fan starts and runs automatically, even with the ignition off. Always keep hands and clothing away from the fan.

CAUTION: To prevent engine damage, do not run an engine with the temperature gauge needle in the red zone.

Indicator Lights

N **NEUTRAL:** When the transmission is in neutral and the ignition is switched on, the neutral indicator light is illuminated.

HIGH BEAM: When the headlight is on high beam, the high beam indicator light is illuminated.

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

OIL: The oil pressure warning light is illuminated whenever the oil pressure is dangerously low (or the ignition switch is in the 'ON' position with the engine not running).The light will remain 'OFF' when sufficient oil pressure is present. When starting the motorcycle check that the oil light comes on when the ignition is in the 'ON' position, but goes out as soon as the engine starts. Refer to the Maintenance and Adjustment chapter for more detailed engine oil information.

CAUTION: Do not run the motorcycle engine unless the oil level has been checked and, if necessary, corrected. Stop the engine immediately if the oil light comes on during normal operation. Do not restart the engine until the fault has been rectified.

HIGH ENGINE TEMPERATURE: If the high engine temperature warning light illuminates, immediately stop the engine and investigate the cause.

CAUTION: Stop the engine if the high engine temperature warning light illuminates. Severe engine damage could result from continued use of an overheated engine.

LOW FUEL LEVEL: The low fuel level warning light is illuminated shortly before the reserve is needed.

SIDE STAND: The side stand warning light is lit when the ignition is 'ON' and the side stand is down (not 'Daytona', 'Super 3', 'Speed Triple' or 'Sprint' models).

CLOCK

The clock indicates the time on a 12 hour scale and also indicates AM or PM.
To adjust the clock, depress the 'H' button to reset the hour setting, or the 'M' button to reset the minute setting. The 'R' button will zero the minute display and take the hour display to the nearest full hour.

WARNING: Never attempt to adjust the clock with the motorcycle in motion. Always park in a safe place before adjusting the clock.

CAUTION: Braking and acceleration affects the point at which the low level fuel light comes on. The true reading is given when the motorcycle is stationary and upright or when ridden at a constant speed on a level road.

Key

This motorcycle has a combination key, which is used for the ignition switch/ steering lock, seat lock, and fuel tank cap.

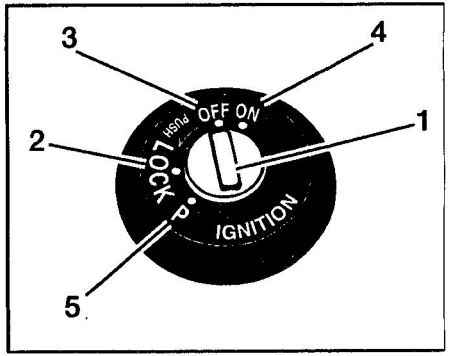
NOTE:

• Always turn the ignition switch to 'OFF' and remove the key when the motorcycle is unattended.

CAUTION: Do not keep both keys on the same key ring and, for reasons of security, do not store the spare key on the motorcycle.
Your authourised Triumph dealer can supply a replacement key cut from details of the key number or can cut a new key using the original as a master. Both processes take time and can result in loss of motorcycle use for long periods of time while replacement keys are obtained.

Ignition Switch/Steering Lock

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



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

OFF	Engine off. All electrical circuits off.
ON	Engine on. All electrical equipment can be used.
LOCK	Steering locked. Engine off. All electrical circuits off.
P (Park)	Steering locked. Engine off. Tail, side, and licence plate lights on. Hazard warning lights can be used, but all other electrical circuits cut off.

WARNING: With the key in the 'LOCK' or 'P' position the steering will become locked.
Never turn the key to 'Lock' or 'P' while the motorcycle is moving as the steering will lock. Locked steering will cause loss of control and an accident.

NOTE:

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

TO LOCK: Turn handlebar fully to the left. Push down on the key in the 'OFF' position and rotate it to the 'LOCK' position.

'PARKING': Turn the key from the 'LOCK' position to the 'P' position. The steering remains locked.

RIGHT HANDLEBAR SWITCHES

Engine Stop Switch

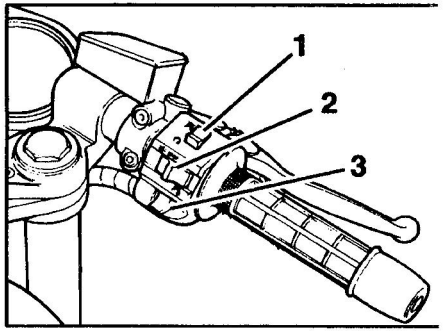
In addition to the ignition switch, the engine stop switch must be in the ○ position for the motorcycle to operate.

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

NOTE:

- **Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.**
- **Do not leave the ignition switch in the 'ON' position unless the engine is running. Electrical damage may result.**

CAUTION: Refer to the 'How to Ride the Motorcycle' section for information on how start the motorcycle engine.



1. Engine Stop Switch
2. Headlight Switch
3. Starter Button

Starter Button

The starter button operates the electric starter, when pushed with the clutch lever pulled in or the transmission in neutral. The engine will cut out if a gear is selected with the side stand down.

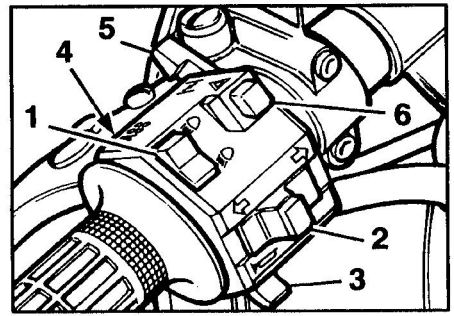
HEADLIGHT SWITCH

○	The headlight is off with the switch in the ○ position.
≡D◯≡	The side, tail, licence plate, and instrument lights come on if the switch is pushed to the first position with the ignition switch in the ON position.
☼	The head, side, tail, licence plate, and instrument lights come on if the switch is pushed forward to the second position with the ignition in the ON position.

LEFT HANDLEBAR SWITCHES

Headlight Dip Switch

High or low beam can be selected with the headlight dip switch. When the high beam is turned on, the high beam indicator light will illuminate.



1. Headlight Dip Switch
2. Turn Signal Switch
3. Horn Button
4. Passing Button
5. Choke Lever
6. Hazard Warning Switch

Choke Lever

The choke is a fuel enrichment device to aid cold starting. Refer to 'How to Ride the Motorcycle' section for more information.

⇦⇨ Direction Indicator Switch

When the indicator switch is turned to ⇦ (left) or ⇨ (right), the corresponding indicators flash on and off.

To cancel the indicators, push the button inwards.

Horn Button

When the horn button is pushed, the horn sounds.

PASS **Passing Button**

When the passing button is pushed, the headlight high beam (passing beam) comes on to signal the driver of the vehicle ahead that you are about to overtake. The passing light shuts off as soon as the switch is released.

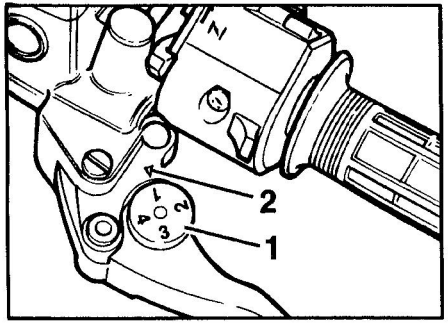
Hazard Warning

When the hazard warning button is pushed both left and right indicators flash together. The hazard warning works when the ignition is in the 'ON' or 'P' (PARK) position only.

Brake/Clutch Lever Adjusters

On some models there is an adjuster on both the brake and clutch levers. Each adjuster has 4 positions so that the released lever position can be adjusted to suit the operator's hands. Push the lever forward and turn the adjuster to align the number with the triangular mark on the lever holder. The distance from the grip to the released lever is minimum at No. 4 and maximum at No. 1.

WARNING: Do not attempt to adjust the lever with the motorcycle in motion as this may lead to loss of control and an accident. After adjusting the levers, operate the motorcycle in a safe area free from traffic to gain familiarity with the new lever settings.
Do not loan your motorcycle to anyone as they may change the lever settings from those you are familiar with causing loss of control or an accident.



1. Lever Adjuster
2. Reference Mark

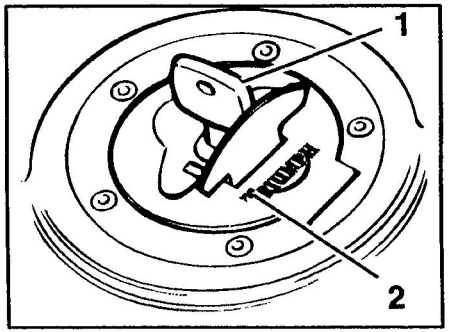
Fuel Tank Cap

To open the fuel tank cap, lift up the key hole cover. Insert the ignition switch key into the lock and turn the key to the right.

To close the cap, push it down into place with the key inserted. The key can be removed by turning it counterclockwise to the original position.

NOTE:

- **The tank cap cannot be closed without the key inserted. Do not remove the key unless the cap is correctly locked.**
- **Do not push the cap down without the key inserted as the cap cannot be locked in this way.**



1. Ignition Switch Key
2. Fuel Tank Cap

Fuel Tank

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

Fuel Requirement:

Your Triumph engine is designed to use 95 RON (Research Octane Number) unleaded petrol. However, if this is unavailable then PREMIUM, SUPER, or FOUR–STAR fuel may be used in emergency only.



Octane Rating

The octane rating of a fuel is a measure of its resistance to detonation or 'knocking'. The term commonly used to describe a fuel's octane rating is the Research Octane No. (RON). Always use fuel with an octane rating equal to, or greater than Research Octane No. (RON) 95.

CAUTION: Use of leaded petrol is illegal in some countries, states or territories. Check local regulations before using leaded petrol.

NOTE:

- **If 'knocking' or 'pinking' occurs, use a different brand of petrol or petrol of a higher octane rating. If pinking persists, consult your authorised Triumph Dealer.**

WARNING: Petrol is highly flammable and can be explosive under certain conditions. When refuelling, 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.

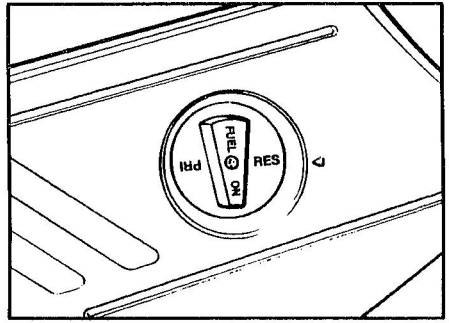
- **Take care not to spill any petrol on the engine, exhaust pipes or tyres. Never fill the tank until the fuel level rises into the filler neck.**

If the tank is overfilled, heat may cause the fuel to expand and overflow through the vents in the tank cap.

- **After refuelling, make sure the tank cap is closed securely.**
- **If petrol is spilled on the fuel tank, or any other part of the motorcycle, wipe off immediately.**

Fuel Tap

The fuel tap is a vacuum controlled type which shuts off the fuel supply when the engine is stopped in the ON or RES position. The fuel tap has three positions: ON, RES (reserve), and PRI (prime). If the fuel runs out with the tap in the ON position, turn the tap to PRI and lightly depress the knob. Hold the tap in for a few seconds to allow the fuel to pass into the fuel system, and then turn it to RES. The last 5.0 litres of fuel can be used by turning the fuel tap to RES.



The PRI position bypasses the automatic control and is useful for priming the engine after running out of fuel, or for completely draining the tank.

To start the engine after the motorcycle has been stored for a long time, first turn the tap to 'PRI' and depress the knob. Hold the tap for a few seconds to allow the fuel to enter the fuel system, then return it to the 'ON' position.

The low fuel level warning light illuminates shortly before reserve is needed, under normal riding conditions.

When the low fuel level warning light comes on, stop the motorcycle and turn the fuel tap to 'RES'.

WARNING: Do not leave the fuel tap in the 'PRI' (prime) position while riding or parking the motorcycle. The engine may become flooded or fuel may spill onto the ground and create a fire hazard.

Riding distance is limited when on 'RES'. Refuel at the earliest opportunity.

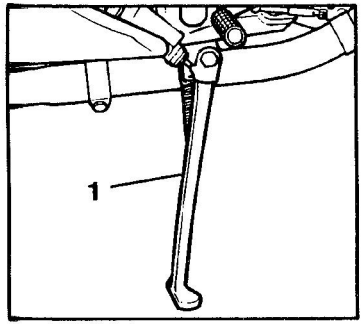
Make certain that the fuel tap is turned to 'ON' (not 'RES') after refuelling.

The level at which the low fuel level warning light illuminates is affected by repeated acceleration and braking.

Ensure you have sufficient fuel for your journey.

Stands

Some models are equipped with two stands: a centre stand and a side stand. All models are fitted with a side stand.

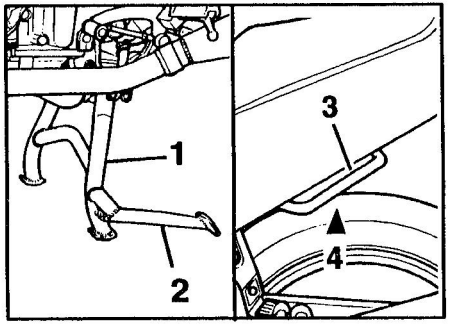


1. Side stand

NOTE:

- **When using the side stand, turn the handlebar to the left.**
- **Whenever the side or centre stand is used, make it a practice to kick the stand fully up after first sitting on the motorcycle.**

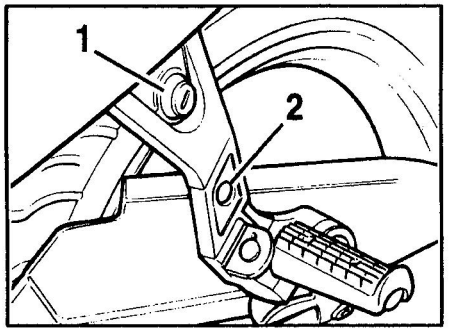
To set the motorcycle up on the centre stand, step down firmly on the stand, and then lift the motorcycle up and to the rear using the lifting handle as a handhold. Do not pull up on the seat or side panel as this will cause damage to these items .



1. Centre Stand
2. Step Down
3. Lifting Handle
4. Lift up Direction

Seat Lock

To remove the seat, insert the ignition switch key into the seat lock and turn the key to the left while pressing down on the rear part of the seat cushion. To detach, lift the rear of the seat and slide rearwards. To refit the seat, engage the front section to the fuel tank and press down on the rear to engage in the seat lock. **NOTE:** An audible 'click' can be heard when the seat is correctly engaged in the lock.



1. Seat Lock 2. Tying Point

Tying Points

Use the holes provided in the rear footrest and rear indicator brackets to secure light loads to the seat.

WARNING: Ensure that the maximum load limit of 5 kg is not exceeded. Ensure that any load carried is securely strapped down and will not become loose or detached when the motorcycle is in motion. Overloading the motorcycle or using the motorcycle with an insecure load may lead to an accident.

Helmet Security

Helmets can be secured to the motorcycle using the helmet attaching points beneath the seat. To attach a helmet to the motorcycle, remove the seat and loop the helmet chin strap over the attachment point. To secure the helmet, re-fit the seat and lock into position.

WARNING: Do not ride the motorcycle with helmets attached to the security points. The helmets could cause an accident by distracting the rider or interfering with normal vehicle operation.

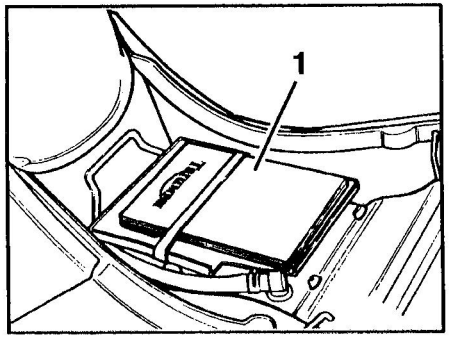
Do not allow helmets to rest against hot silencers. The helmet may be damaged.

Document Container

Use the document container to keep the owner's manual and any papers or documents that should be kept with the motorcycle.

Tool Kit

The routine adjustments and replacement of parts explained in this manual can be performed with the tool kit supplied. The tool kit is located in the recess behind the rear light and is accessed from beneath the seat.



1. Document Container

Running–in



The first 1000 miles (1600km) that the motorcycle is ridden is designated the 'running–in' period.

- The table shows maximum recommended engine speeds during 'running–in'.
- These maximum speeds must be strictly adhered to during this period.

Distance Travelled	Maximum Engine Speed
0–100 miles (0–160km)	3500 rpm (r/min)
100–300 miles (160–480km)	5000 rpm (r/min)
300–600 miles (480–960km)	6000 rpm (r/min)
600–800 miles (960–1280km)	7000 rpm (r/min)
800–1000 miles (1280–1600km)	8000 rpm (r/min)

- Do not ride away or race the engine immediately after starting. Run the engine at idle for a short period of time to allow the oil circulate to all parts of the engine.
- Do not race the engine while the transmission is in neutral.
- Do not use full throttle.
- Avoid riding continuously at one speed, vary the speed of the motorcycle from time to time.
- Regularly check the engine temperature gauge and ensure that the temperature reading does not rise above normal. When the engine is new, there is more internal friction which generates more heat.
- Do not allow the engine to 'labour' in any gear.

SAFE OPERATION

Daily Safety Checks



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

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

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

- **Fuel** ..... Adequate supply in tank, no leaks (Page 14).
- **Engine oil** .... Level on dip–stick, add oil as required (Page 44).
- **Tyres** ..... Air pressure (when cold) (Page 120–121)
  Check tyre pressures are correct, in accordance with Model Specification (Page 120–121).
  Tread (min 2.0 mm) and side walls, wear and damage.
- **Drive chain** ... Check drive chain slack (Page 64).
- **Nuts, bolts, fasteners** ..... Check that steering and suspension components, axles, and all controls are properly tightened or fastened.

- **Steering** ..... Action smooth but not loose from lock to lock. No binding of control cables (Page 74).
- **Brakes** ..... Brake pad wear: There should be more than 1.5 mm (0.06 in.) lining remaining. No brake fluid leakage (Page 71).
- **Front Forks** ... Smooth action (Page 75). No fork oil leakage.
- **Throttle** ..... Throttle grip play 2–3 mm (0.08–0.12 in.) , ensure that the throttle twist grip returns to the idle position without sticking.(Page 58).
- **Clutch** ..... No clutch fluid leakage (Page 63).
- **Coolant** ..... No coolant leakage. Coolant level in expansion tank (when engine is cold) (Page 50).
- **Electrical equipment** .... All lights and horn work (Page 93).
- **Engine stop** ... Switch stops engine (Page 10).
- **Side and centre stands** . Return to their fully up positions by spring tension. Return springs not weak or not damaged (Page 17).
- **Battery** ..... Check electrolyte level, add distilled water as necessary (Page 89).



Braking 27
Changing Gears 27
Considerations for high speed operation 31
Parking 30
Starting the Engine 24
Stopping the Engine 24

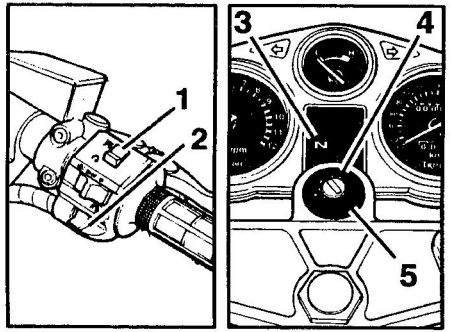
Stopping the Engine

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

CAUTION: The engine should normally be stopped by turning the ignition switch off. The engine stop switch is for emergency use. Do not leave the ignition switched on with the engine stopped. Electrical damage may result.

Starting the Engine

- Check that the engine stop switch is in the run position.
- Turn the ignition switch on.
- Ensure that the transmission is in neutral or the clutch lever is pulled to the handlebar.

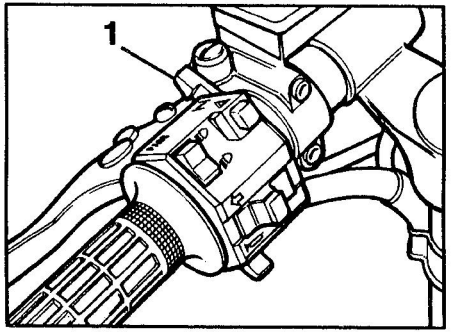


1. Engine Stop Switch
2. Starter Button
3. Neutral Indicator Light
4. On Position
5. Ignition Switch

- If the engine is cold, pull the choke lever back.

NOTE:

• When the engine is already warm, leave the throttle closed and do not use the choke.



1. Choke Lever

- Leaving the throttle completely closed, push the starter button until the engine starts.
- Gradually return the choke toward the off position keeping the engine speed below 2,000 rpm (r/min) during warm-up.
- When the engine is warm enough to idle without using the choke, return the choke to the off position.

CAUTION: Do not operate the starter continuously for more than 5 seconds as the starter motor will overheat and battery power will drop. Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

Do not let the engine idle for long periods as this may lead to overheating and consequently, damage to the engine.

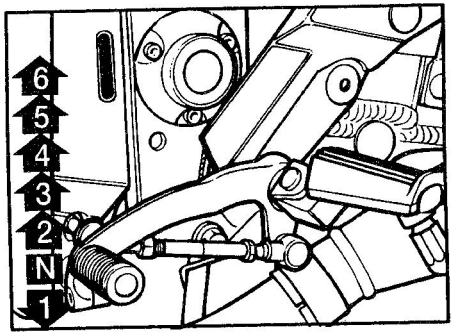
NOTE:

- If the engine is flooded, crank the engine over, with the throttle fully open, until the engine starts.
- The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the clutch is engaged and the transmission is not in neutral.

WARNING: The oil warning light should go out as soon as the engine starts. If the warning light stays on, stop the engine immediately and check the oil level. Running the engine with low oil pressure will cause rapid wear and possible engine or transmission seizure, accident and injury.
Never start the engine or run the engine in a confined area.
Exhaust fumes are poisonous and can rapidly cause loss of consciousness and death .

Moving Off

- Pull in the clutch lever.
- Select 1st gear.
- Open the throttle a part way, and start to let out the clutch lever very slowly.
- As the clutch starts to engage, open the throttle a little more, allowing enough engine speed to prevent the engine from stalling.



1. Gear Change Pedal

Changing Gears

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

NOTE: • Always use the clutch when changing gear.

WARNING: When changing down to a lower gear, do not change at such a high speed that the engine rpm (r/min) fluctuates excessively. Not only can this cause engine damage, but the rear wheel may skid and cause an accident. Changing down should be done below 5,000 rpm (r/min) for each gear.

BRAKING

WARNING: When braking, observe the following:

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

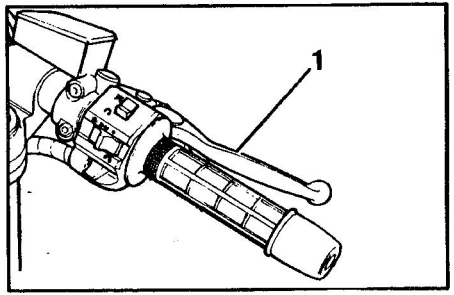
Change down one gear at a time such that the transmission is in 1st gear when the motorcycle comes to a complete stop.

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

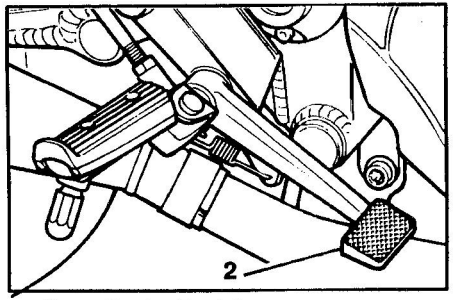
Change down or fully disengage the clutch as necessary to keep the engine from stalling. Never lock the brakes, as this will cause loss of control of the motorcycle.

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

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



1. Front Brake Lever



2. Rear Brake Pedal

WARNING: Independent use of only the front or rear brakes reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.

When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip.

When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning as loss of control can result in an accident.

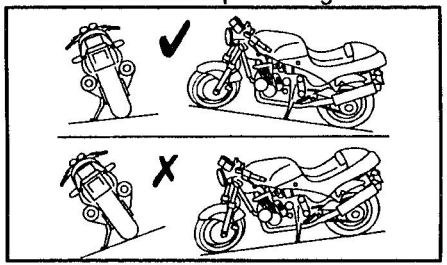
WARNING: When descending a long, steep gradient use engine braking by down-changing with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.

Riding with your foot on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

Do not coast with the engine switched off, and do not tow the motorcycle. The transmission is pressure-lubricated only when the engine is running. Inadequate lubrication may cause damage or seizure of the transmission, accident or injury.

Parking

- Select neutral and turn the ignition switch OFF.
- Always park on a firm, level surface to prevent the motorcycle from falling. When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand. On an lateral incline, always park with the motorcycle leaning towards the sidestand and engage first gear to prevent the motorcycle from moving. Do not use the centre stand on a lateral incline. Do not park on a lateral incline of greater than 6°and never park facing downhill.



- Lock the steering to help prevent theft.

WARNING: Do not park on soft ground or on a steeply inclined surface as parking under these conditions may cause the motorcycle to fall over. Ensure that the stands are fully retracted before riding off. Petrol is extremely flammable and can be explosive under certain conditions. If parking inside a garage or other structure, ensure adequate ventilation. Do not place the motorcycle close to any source of flame or sparks; this includes any appliance with a pilot light. The engine and exhaust system will be hot after riding, DO NOT park where pedestrians and children are likely to touch the motorcycle.

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

CONSIDERATIONS FOR HIGH SPEED OPERATION

WARNING: This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time required to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in consideration of weather and traffic conditions. Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed course race tracks.

WARNING: The following items are extremely important at all road speeds. However, a problem which may not be noticed at normal operating speeds may be greatly exaggerated at high speed. Never neglect the following considerations.

Brakes: Efficient brakes are most important at all times and especially so during high speed operation Check to see that brakes are correctly adjusted and are functioning properly.

Steering: Looseness or tightness in the steering can cause loss of control. Check to see that the handlebar turns smoothly, but does not have excessive free play.

Tyres: High speed operation is hard on tyres, and good tyres are crucial for riding safety. Examine their overall condition, inflate to the correct pressure, and check the wheel balance. Securely fit the valve caps after checking tyre pressures. Observe the information given on safe tyre tread depths for high speed use.

Fuel: Have sufficient fuel for the higher consumption experienced during high speed operation.

CONSIDERATIONS FOR HIGH SPEED OPERATION (cont'd)

Engine Oil: To avoid seizure and resulting loss of control, make certain that the oil level is at the upper level on the dip stick. Ensure that the correct grade of oil is used.

Coolant: To avoid overheating, check that the coolant level is at the upper level line.

Electrical Equipment: Make certain that the headlight, tail/brake light, turn signals, horn, etc., all work properly.

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

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: You must take extreme care when carrying luggage, a passenger and/or additional accessories. Refer to the foreword warnings for additional information on the fitting of parts and accessories. Incorrect loading may result in an unsafe riding condition leading to an accident. Always ensure any loads carried are correctly secured and do not exceed the maximum load limit (refer to the specification section for information on the maximum load limit).

Never ride an accessory-equipped motorcycle (including those fitted with Triumph approved luggage) at speeds above 130km/h (80mph) as the presence of such accessories or luggage systems will affect the stability and handling of the motorcycle. Any such changes in stability may lead to loss of control or an accident.

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

WARNING: Do not carry a load greater than 5kg (11 lbs) strapped to the seat.



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

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

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

Contents

Air Cleaner ..... Page 56
Anti-theft Advice ..... Page 57
Battery ..... Page 89
Brakes ..... Page 71
Carburettors ..... Page 62
Choke ..... Page 60
Cleaning ..... Page 102
Clutch ..... Page 63
Cooling System ..... Page 49
Drive Chain ..... Page 64
Engine Oil ..... Page 44
Fuel System ..... Page 102
Fuses ..... Page 100
Lights ..... Page 93
Maintenance Chart ..... Page 39
Oil and Filter Change ..... Page 46
Side Panel Removal ..... Page 42
Spark Plugs ..... Page 53
Steering ..... Page 74
Storage ..... Page 105
Suspension ..... Page 75
Throttle ..... Page 58
Tyres ..... Page 84
Wheel Bearings ..... Page 74
Windscreen cleaning ..... Page 101
Valve Clearances ..... Page 56

To maintain the motorcycle in a safe and reliable condition, the maintenance and adjustments outlined in this chapter must be carried out in accordance with the Periodic Maintenance Chart.

WARNING: All maintenance is vitally important and must not be neglected. Incorrect maintenance may lead to an accident.

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

Please consult your authorised Triumph dealer if you have any concerns regarding the maintenance of this motorcycle.

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

Periodic Maintenance Chart

INTERVAL / OPERATION	Whichever comes first: Every	Whichever comes first: 500 (800)	+ Odometer Reading Miles (Km): 3000 (5000)	6000 (10000)	9000 (15000)	12000 (20000)	15000 (25000)	18000 (30000)	SEE PAGE
* Carburettor synchronisation – check				•				•	–
Idle speed – check		•	•	•	•	•	•	•	62
Throttle and choke cables – check		•		•		•		•	58/60
Spark plug – inspect gap				•				•	53
Spark plug – replacement						•			54
* Valve clearance – check				•				•	–
** Air cleaner – replace	Every 24000 miles (40000 km)								
* Fuel system – check for leaks, chafing etc.				•		•		•	–
Airbox drain pipe – drain out		•	•	•	•	•	•	•	–
Battery electrolyte level – check	month	•	•	•	•	•	•	•	89

*: Should be serviced by an authorised Triumph Dealer.
+: For higher mileages repeat at the frequency intervals established here.
**: In severe climates (hot, dusty, etc.) repeat checks and adjustments at more frequent intervals.

Periodic Maintenance Chart cont'd

OPERATION / INTERVAL	Whichever comes first: Every	Whichever comes first: 500 (800)	+ Odometer Reading Miles (Km): 3000 (5000)	6000 (10000)	9000 (15000)	12000 (20000)	15000 (25000)	18000 (30000)	SEE PAGE
Brake light switch – check		•	•	•	•	•	•	•	73
Brake pad wear – check			•	•	•	•	•	•	71
Brake/clutch fluid level – check	month	•	•	•	•	•	•	•	72,63
* Brake/clutch fluid – change	2 yrs					•			–
Steering play – check		•	•	•	•	•	•	•	74
** Drive chain wear – check			•	•	•	•	•	•	67
** Drive chain – lubricate	Every 200 miles (300 km)								69
** Drive chain slack – check	Every 500 miles (800 km)								64
Nuts, bolts, fasteners – check security		•		•		•		•	–
Tyre wear – check			•	•	•	•	•	•	85
Engine oil – change	year	•		•		•		•	46
Oil filter – replace	year	•		•		•		•	46
General lubrication – perform			•	•	•	•	•	•	–
* Front fork oil – change	year					•			–

*: Should be serviced by an authorised Triumph Dealer.
+: For higher mileages repeat at the frequency intervals established here.
**: In severe climates (hot, dusty, etc.) repeat checks and adjustments at more frequent intervals.

Periodic Maintenance Chart cont'd

OPERATION / INTERVAL	Whichever comes first: Every	Whichever comes first: 500 (800)	+ Odometer Reading Miles (Km): 3000 (5000)	6000 (10000)	9000 (15000)	12000 (20000)	15000 (25000)	18000 (30000)	SEE PAGE
** Rear suspension – lubricate				•		•		•	81
Coolant – change	2 years							•	51
Radiator hoses, connections – check	year	•		•		•		•	52
* Steering stem bearing – lubricate	2 years					•			–
* Master cylinder cup and dust seal – replace	2 years								–
* Caliper piston seal and dust seal – replace	2 years								–
* Clutch slave cylinder piston seal – replace	2 years								–
* Swinging arm bearings – lubricate	3 years/24,000 miles								–
* Brake/clutch hose and pipe – replace	4 years								–
* Fuel hose – replace	4 years								–

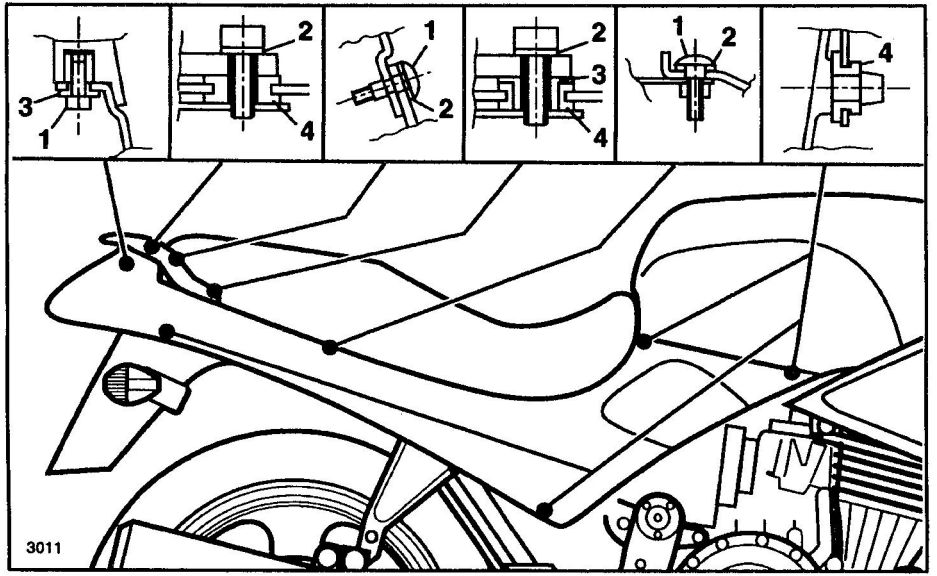
*: Should be serviced by an authorised Triumph Dealer.
+: For higher mileages repeat at the frequency intervals established here.
**: In severe climates (hot, dusty, etc.) repeat checks and adjustments at more frequent intervals.

SIDE PANELS REMOVAL

- Remove seat.
- Remove grab rail(s) and panel to frame fixings.
- Carefully pull the bayonets out of their grommets while supporting the side panels. Remove the panels and end cap as an assembly.

WARNING: Do not ride the motorcycle without side panels fitted. The side panels help protect the rider from causing damage both to himself and the motorcycle components.

Do not ride the motorcycle with loose or incorrectly fitted side panels. Loose or incorrectly fitted side panels can become detached or fall off during operation causing an accident.



1. Screw
2. Plastic Washer
3. Flanged Sleeve
4. Grommet

ENGINE OIL

In order for the engine, transmission, and clutch to function properly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with the Periodic Maintenance Chart.

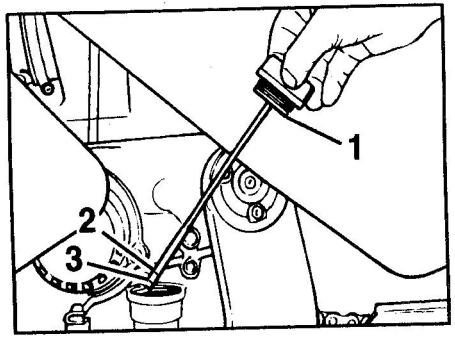
WARNING: Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine or transmission seizure, accident, and injury.

Oil Level Inspection

- The oil level is indicated by a dipstick incorporated in the filler cap. The level should be checked when the motorcycle is on level ground and in an upright position. Do not use the stand.

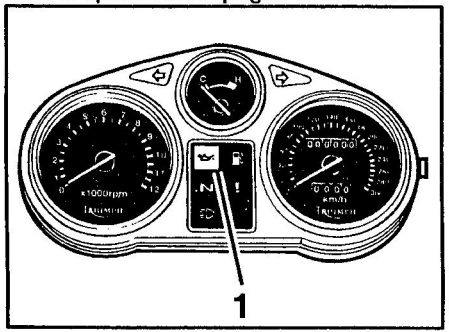
The actual level is indicated when the filler cap has been screwed in, not when rested on the top face.

- If the oil has just been changed, fill the engine to the upper level mark. Start the engine and allow to idle for a short time. This fills the oil filter and cooler with oil. Stop the engine, then wait for a minimum of one minute to allow the oil to return to the sump. Remove the dipstick, wipe the stick clean then replace and measure oil level.



1. Oil Dipstick/Filler Cap
2. Upper Level
3. Lower Level

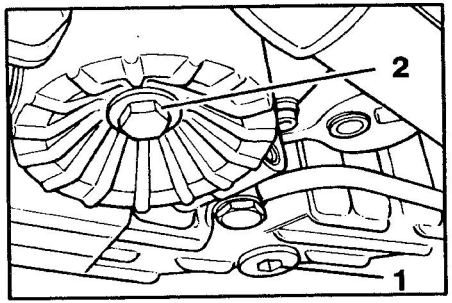
- The difference between the upper and lower level markings on the dipstick is approximately 0.5 litres.
- If the oil level is too high, remove the excess oil, using a syringe or some other suitable device.
- If the oil level is too low, add the correct amount of oil through the oil filler opening. Use only the grade listed in the specification pages of this book.



1. Oil Pressure Warning Light

CAUTION: Racing the engine before the oil reaches every part can cause engine seizure.

If the engine oil level is too low or if the oil pump or oilways are blocked, the oil pressure warning light will illuminate. If this light stays on when the engine speed is above 1,200 rpm (r/min), stop the engine immediately and investigate the cause. When adding oil to the engine, ensure that no oil is spilt onto the alternator. Electrical damage may result.



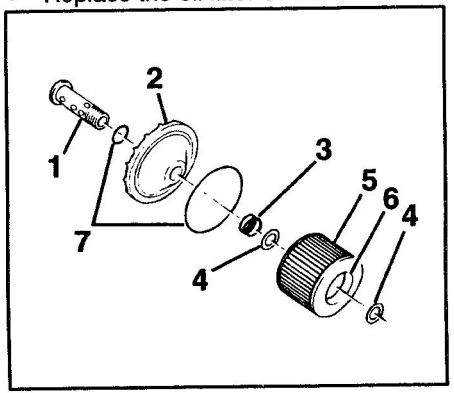
1. Drain Plug
2. Oil Filter Mounting Bolt

Oil and Oil Filter Change

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

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

- With the motorcycle on level ground, allow the oil to completely drain.
- Remove the oil filter mounting bolt, and collect the oil filter.
- Replace the oil filter element.



1. Mounting Bolt
2. Filter Cover
3. Spring
4. Flat Washer
5. Element
6. Grommet
7. O–Rings

WARNING: Do not pour oil on the ground, down sewers or drains, or into water courses. Dispose of used oil sensibly. If in doubt contact your local authority.

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

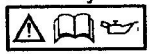
NOTE:

- Check for O–ring damage. If necessary, replace any damaged 'O' rings.
- When installing the oil filter, make sure the O–rings are in place.
- Apply a smear of engine oil to the O–ring on the filter mounting bolt, assemble the filter cover onto the bolt, and install the spring and flat washer.
- Apply a smear of engine oil to the grommets on both sides of the element. Rotate the filter to work the element into place. Ensure that the element grommets do not become displaced.

CAUTION: Replace any damaged sealing washers before assembling the oil filter.

- Fit the other flat washer.
- Install the oil filter, tightening the mounting bolt to 18 Nm.
- After the oil has completely drained out, install the engine drain plug with its sealing washer, and tighten to 48Nm.
- Fill the engine with oil of the type and grade listed in the specification.
- Start the engine and allow to idle. Ensure that the oil pressure warning light extinguishes shortly after starting. Stop the engine and investigate the cause if the oil pressure warning light remains on.

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



CAUTION: Do not use mineral oil. Triumph high performance engines are designed to use fully synthetic or semi–synthetic motorcycle engine oil which meets or exceeds specification API SG.

In particular, the Daytona 1200 and Daytona Super 3 must only be run on FULLY SYNTHETIC oil which meets or exceeds specification API SG.

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

Ensure no foreign matter enters the crankcase.

COOLING SYSTEM



The coolant absorbs heat from the engine and transfers this heat to the air via the radiator. The coolant is circulated by an engine driven impeller type pump. The pump is located on the lower left hand side of the crankcase. The coolant flow is controlled by a thermostat fitted in the top radiator hose. If the coolant level becomes low, the engine will overheat and may suffer severe damage. Check the coolant level each day before riding the motorcycle, and top up the coolant if the level is low. Change the coolant in accordance with the Periodic Maintenance Chart.

Corrosion Inhibitors

To protect the cooling system from rust and corrosion, the use of corrosion and rust inhibitor chemicals in the coolant is essential. If coolant containing corrosion and rust inhibitor chemicals is not used, over a period of time, the cooling system will accumulate rust and scale in the water jacket and radiator. This will block the coolant passages, and considerably reduce the efficiency of the cooling system.

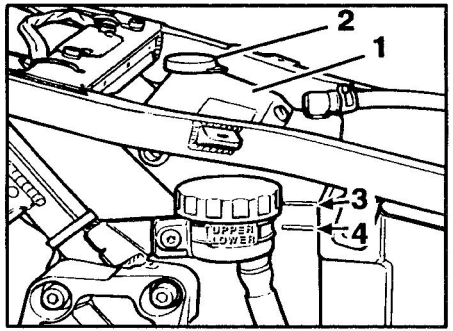
WARNING: Use coolant mixture containing corrosion inhibitors and antifreeze suitable for aluminum engines and radiators. Always use the anti-freeze in accordance with the instructions of the manufacturer.
Coolant mixture which contains anti freeze and corrosion inhibitors contains toxic chemicals which are harmful to the human body. Never swallow anti-freeze or any of the motorcycle coolant.

Coolant Level Inspection



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

- Position the motorcycle on level ground and in an upright position.
- Remove the seat.
- Check the coolant level in the expansion tank. The coolant level should be between the 'MAX' and 'MIN' marks.
- If the level of coolant is low, remove the cap from the expansion tank, and add coolant through the filler opening to the 'MAX' mark. Refit the cap.



1. Expansion Tank
2. Tank Cap
3. 'MAX' Mark
4. 'MIN' Mark

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

- **If the coolant level is being checked because the coolant gauge needle has gone into the red zone, check the level in the radiator as well and top–up if necessary.**
- **In an emergency, water alone can be added to the cooling system. However, the coolant must be returned to the correct mixture ratio as soon as possible after.**

WARNING: Do not remove the radiator cap when the engine is hot. When the engine is hot, the coolant inside the radiator is hot and also under pressure. Contact with this pressurised coolant will cause scalds and skin damage. The radiator fan starts and runs automatically, even with the ignition off. Always keep hands and clothing away from the fan.

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

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

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

Coolant Change

Have the coolant changed by an authorised Triumph Dealer.

Radiator Hoses

Check the radiator hoses for cracks or deterioration, and hose clips for tightness in accordance with the Periodic Maintenance Chart.

Radiator and Cooling Fan

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

WARNING: The cooling fan operates automatically, even with the ignition switch off. Keep your hands and clothing away from the fan blades at all times.

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

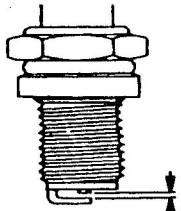
Do not obstruct or deflect airflow through the radiator by installing unauthorised accessories, either in front of the radiator or behind the cooling fan. Interference with the radiator airflow can lead to overheating and consequent engine damage.

SPARK PLUGS

The standard spark plug is shown in the specification. The spark plugs should be taken out periodically in accordance with the Periodic Maintenance Chart for inspection, replacement or resetting of the plug gap.

Maintenance

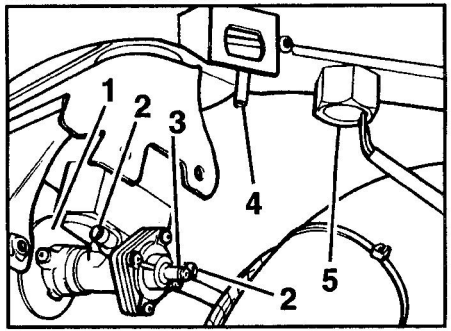
Measure the gap with feeler gauges and adjust the gap, if incorrect, by bending the outer electrode. If the spark plug electrodes are corroded or damaged, or if the insulator is cracked, fit a replacement spark plug of the recommended type and grade.



Spark Plug Removal

- Remove the seat.
- Remove both side panels.
- Disconnect the battery negative lead first. Remove the battery.
- Ensure fuel tap is in the 'ON' position.
- Remove the tank bracket bolts – 2 per side.
- Carefully raise rear of the tank and disconnect the low fuel level sensor wires.
- Disconnect the fuel pipes and vacuum pipe from the fuel tap.
- Disconnect the drain pipe.
- Support the front and rear of the tank, slide the tank rearwards, and lift the tank clear.
- Remove infill panels.
- Clean around the spark plug caps to remove all debris.
- Carefully pull the spark plug caps from the spark plugs.
- Unscrew the spark plug.

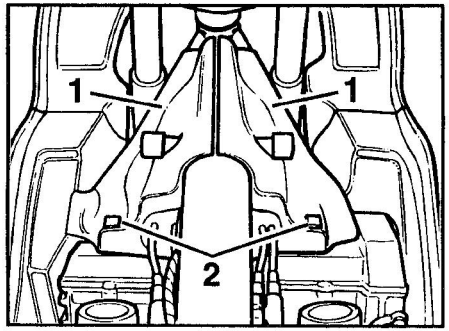
Rear Tank Bracket



1. Fuel Tap
2. Fuel Pipe Connections
3. Vacuum Pipe Connection
4. Filler Neck Drain Pipe
5. Low Fuel Level Sensor

NOTE:

- **Installation is the reversal of removal.**
- **Tighten spark plugs to the specified torque.**
- **Ensure the foam seal is correctly positioned when refitting the infill panels.**
- **Ensure all fuel and vacuum hoses are correctly fitted to the fuel tap.**
- **Ensure the front fuel tank mountings are correctly located and that the vacuum hose is not kinked or flattened by the wiring harness.**



1. Infill Panels
2. Foam Seal Location Lugs

VALVE CLEARANCE

Camshaft, valve, valve shim and valve seat wear affects the valve clearance causing engine noise and improper running.

CAUTION: If the valve clearance is not checked, wear could cause the valve to remain partly open, which lowers performance, burns the valves and valve seats, and may cause serious engine damage.

The valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

Inspection and adjustment must be carried out by your authorised Triumph Dealer who has the necessary training and special tools to carry out the work.

AIR CLEANER

The air cleaner is a high performance foam composite type, pre-impregnated with special oil. The air filter assembly should be replaced by your authorised Triumph Dealer, in accordance with the periodic maintenance chart.

In dusty areas, the filter may need replacing at more frequent intervals.

Note: The air cleaner must only be replaced as an assembly. No separate filter is available through Triumph spare parts. Consequently, the airbox must not be disassembled and the filter element cannot be removed or cleaned.



WARNING: Never run the engine without the filter element correctly fitted. Rapid engine wear may result.

If dirt or dust is allowed to pass into the carburettors the throttle may stick, possibly causing an accident.

Never obstruct the air intake pipes as engine damage may result.

ANTI–THEFT ADVICE

1. Always lock the steering and never leave the key in the ignition switch even for a short time.
2. Ensure the motorcycle registration document is up to date.
3. Park your motorcycle in a locked garage for extra security.
4. Fit an additional good quality anti-theft device such as the Triumph alarm kit available through your Triumph Dealer.
5. Enter your name, address and telephone number on this page and keep the handbook with your motorcycle at all times. The owner of a stolen motorcycle can be identified by information in the Owner's Handbook if it has been kept with the motorcycle.

NAME: _____

ADDRESS: _____

_____

_____

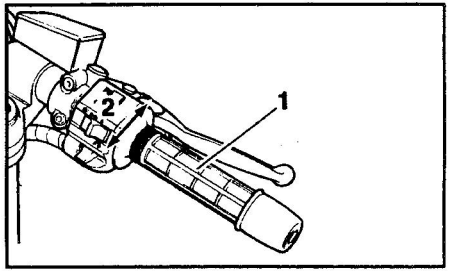
TELEPHONE: _____

THROTTLE GRIP

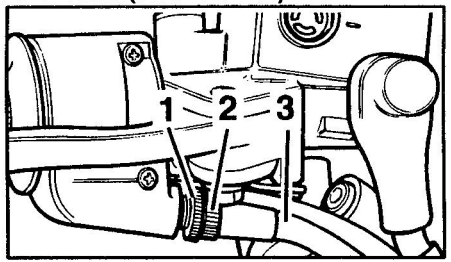
The throttle grip controls the throttle valves. If the throttle grip has excessive free play, it will cause a delay in throttle response, especially at low engine speed. Also, the throttle valves may not open fully at full throttle. Conversely, if the throttle grip has no free play, the throttle will be hard to control, and the idle speed will be erratic. Check the throttle grip free play periodically in accordance with the Periodic Maintenance Chart, and adjust the free play if necessary.

Inspection

- Check that there is 2–3 mm (0.08–0.12 in.) throttle grip free play when lightly turning the throttle grip back and forth.
- If there is an incorrect amount of free play, adjustments must be made.



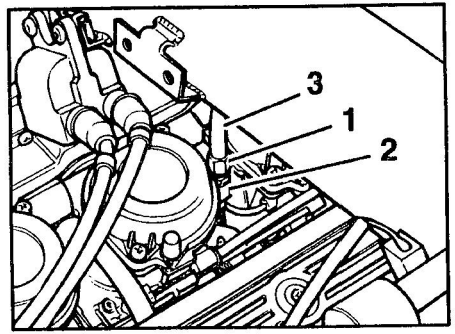
1. Throttle Grip
2. 2–3 mm (0.08–0.12 in.)



1. Locknut
2. Adjuster
3. Throttle Cable (Accelerator Cable)

Adjustment

- Loosen the locknut at the throttle grip and turn the adjuster until the correct amount of throttle grip free play is achieved.
- Tighten the locknut against the knurled sleeve, not the switch assembly.
- If the throttle cable cannot be adjusted by using the cable adjuster at the upper end of the throttle cable, use the cable adjusting nut at the lower (carburettor) end of the throttle cable.
- Remove the fuel tank.
- Loosen the locknut on the throttle grip and back–off the adjuster. Tighten the locknut.
- Loosen the locknut, at the carburettor and adjust throttle grip free play.
- Tighten locknut.



1. Adjusting Nut
2. Locknut
3. Throttle Cable

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

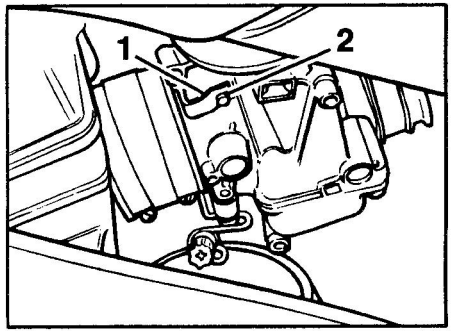
CHOKE LEVER

The choke lever actuates a mixture enrichment device within the carburettors to enable easy starting when the engine is cold.

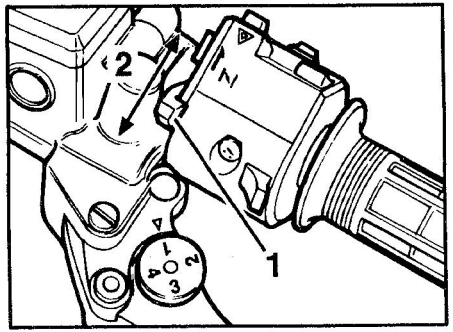
If starting difficulty or rich fuel mixture trouble occurs, inspect the choke lever and cable, and adjust if necessary.

Inspection

- Check that the choke lever returns properly and that the inner cable slides smoothly. If there is any irregularity, have the choke cable checked by your authorised Triumph Dealer.
- Push the choke lever all the way to its released position.
- Determine the amount of choke cable free play at the choke lever. Pull the choke lever until the starter plunger lever at the carburettor touches the starter plunger; the amount of choke lever travel is the amount of choke cable free play.
- The correct amount of free play is 2–3 mm (0.08–0.12 in.) at the bottom of the choke lever. If there is too much or too little free play, adjust the choke cable.



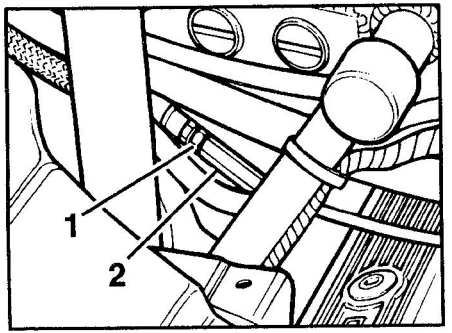
1. Starter Plunger Lever
2. Starter Plunger



1. Choke Lever
2. 2–3 mm (0.08–0.12 in.)

Adjustment

- Loosen the locknut at the middle of the choke cable, and turn the adjusting nut until the cable has the correct amount of free play.
- Tighten the locknut after adjustment of the free play.



1. Locknut
2. Adjusting Nut

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

CARBURETTORS

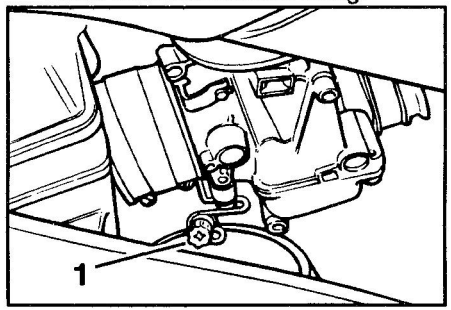
The following procedure covers the idling adjustment, which must be performed in accordance with the Periodic Maintenance Chart or whenever necessary.

NOTE:

• Poor carburettor synchronisation will cause unstable idling, reduced engine performance and poor fuel economy. Carburettor synchronisation should only be carried out by your authorised Triumph Dealer.

Adjustment

- Start the engine, and allow to idle until normal operating temperature is reached.
- Adjust the idle speed to 950–1,050 rpm (r/min) by turning the idle adjusting screw.
- Open and close the throttle several times to ensure that the idle speed does not fluctuate. Readjust if necessary.
- With the engine idling, turn the handlebar to each side. If handlebar movement changes the idle speed, the throttle cable may be improperly adjusted or incorrectly routed, or it may be damaged. Be sure to correct any of these conditions before riding.



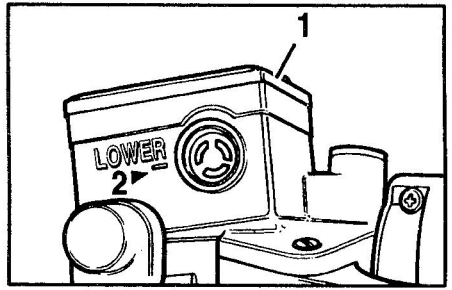
WARNING: Operation with a damaged throttle cable could cause the throttle to stick. A stuck throttle may lead to loss of control and an accident.

CLUTCH

The motorcycle is equipped with an hydraulically operated clutch that requires no adjustment. Fluid levels must be checked in accordance with the Periodic Maintenance Chart.

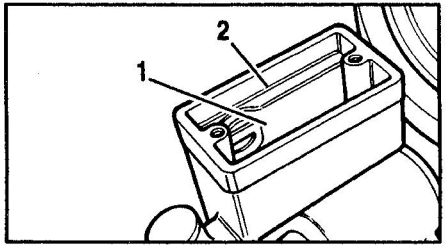
Fluid Level Inspection

- The fluid level in the reservoir must be kept between the upper and lower level lines (reservoir held horizontal).
- Fill the reservoir to the upper level line (inside the reservoir).



1. Reservoir 2. Lower Level

WARNING: Use only D.O.T. 4 specification clutch fluid as listed in the specification section of this handbook. The use of clutch fluids other than those D.O.T. 4 fluids listed in the specification section may reduce the efficiency of the clutch system leading to an accident. Failure to change the clutch fluid at the interval specified in the periodic maintenance chart may reduce clutch efficiency resulting in an accident.



1. Reservoir 2. Upper Level

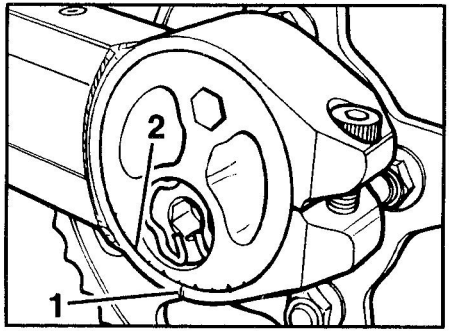
DRIVE CHAIN

For safety and to prevent excessive wear, the drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart. If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break. Checking, adjustment and lubrication should be more frequent for extreme conditions such as salty or heavily gritted roads.

WARNING: A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing an accident.
Never neglect chain maintenance.

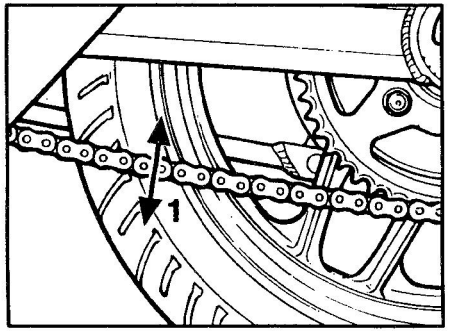
Chain Slack Inspection

- Set the motorcycle up on the centre stand.
- Check the rear wheel alignment by reference to the rear wheel alignment section of this handbook.



1. Swing Arm Notch
2. Chain Wear/Wheel Alignment Marks

- Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement midway between the sprockets.
- The vertical movement of the drive chain should be 35–40 mm.

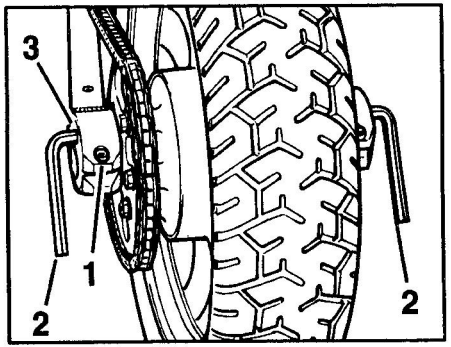


1. Maximum Movement Position (35–40 mm)

Chain Slack Adjustment

- Loosen the left and right eccentric adjuster clamp bolts.
- Insert Allen wrenches into the hexagonal holes in both eccentric adjusters. Turn the adjusters equally forwards or rearwards until the drive chain is correctly adjusted (35–40mm of vertical movement).
- Tighten the eccentric adjuster clamp bolts to the specified torque.
- Check the rear wheel alignment and adjust if necessary.

WARNING: Operation of the motorcycle with insecure eccentric adjuster clamp bolts may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.



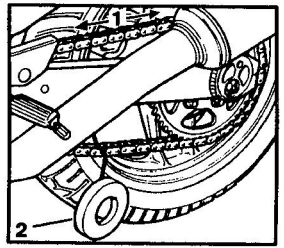
1. Adjuster Clamp Bolt
2. Allen Wrench (12 mm)
3. Eccentric Adjuster

- Rotate the rear wheel and repeat the chain adjustment check. Re-adjust if outside the 35-40mm limit
- Check the rear brake effectiveness.
- Re-check the rear wheel alignment and adjust if necessary.

NOTE:
All models are fitted with a Regina 136 ORP chain.

Chain Wear Inspection

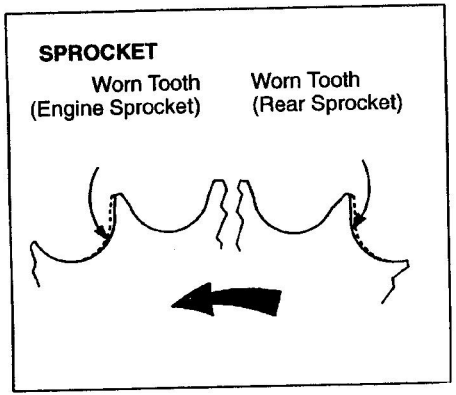
- Remove the chain guard.
- Stretch the chain taut by hanging a 10–20 kg (20–40 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to pin centre of the 21st pin. Since the chain may wear unevenly, take measurements at several places.
- If the length exceeds the maximum service limit of 319mm, the chain must be replaced.



WARNING: Use a genuine Triumph supplied chain as specified in the Triumph Parts Catalogue.
The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets.
A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing an accident.
Never neglect chain maintenance and always have chains installed by an authorised Triumph Dealer.

1. Measure Across 20 Links
2. Weight
Drive Chain 20–Link Length
Service Limit: 319 mm (12.55 in)

- Rotate the rear wheel and inspect the drive chain for damaged rollers, and loose pins and links.
- Also inspect the sprockets for unevenly or excessively worn or damaged teeth.
- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorised Triumph Dealer.
- Replace the chain guard.



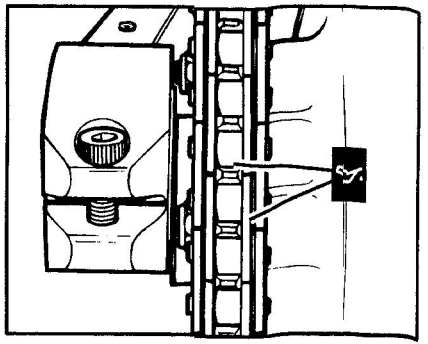
NOTE:
• Sprocket wear is exaggerated for illustration. See Service Manual for wear limits.

Chain Lubrication

Lubrication is necessary every 500 miles and also after riding in wet weather, on wet roads, or any time that the chain appears dry. Use the special chain lubricant as recommended in the specification section.

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

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



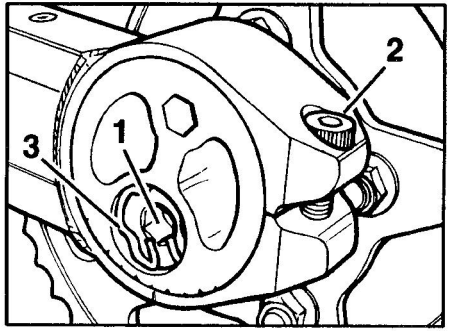
WHEEL ALIGNMENT

- Remove the retaining rings from the axle shaft.
- Loosen the axle bolt.
- Loosen the left or right eccentric adjuster clamp bolt, and turn the eccentric adjuster until the left and right notches on the swing arm point to the same marks on the left and right adjusters.

- Tighten the clamp and axle bolts to the specified torque.
- Insert new retaining rings to secure the axle shaft.

WARNING: Operation of the motorcycle with insecure axle bolts or eccentric adjuster clamp bolts, or if the retaining rings are not installed, may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

Misalignment of the wheel will result in abnormal tyre wear. Worn tyres may impair the stability and handling of the motorcycle which may lead to an accident.



1. Axle Bolt
2. Eccentric Adjuster Clamp Bolt
3. Retaining Ring

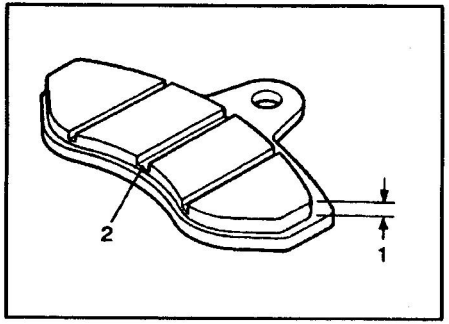
BRAKES

Brake Wear Inspection

In accordance with the Periodic Maintenance Chart, inspect the brakes for wear.
If the lining thickness of any pad (front or rear brakes) is less than 1.5 mm (0.06 in), that is, if the pad has worn down to the bottom of the grooves, replace all the pads on the wheel.

WARNING: Do not replace individual pads, replace both pads in the brake caliper. If two calipers are mounted on the wheel, ALL the pads on that wheel must be replaced together.

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



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

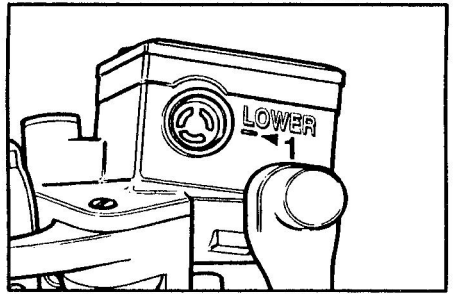
Disc Brake Fluid:
Inspect brake fluid levels and change the brake fluid In accordance with the Periodic Maintenance Chart. Use only DOT 4 fluid as recommended in the specification section. The brake fluid must also be changed if it becomes, or is suspected of having become contaminated with moisture or any other contaminants.

WARNING: Brake fluid is hygroscopic which means it will absorb moisture from the air. The 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 at the interval described in the periodic maintenance chart. Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened. Do not mix different brands or grades of brake fluid. Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage. 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

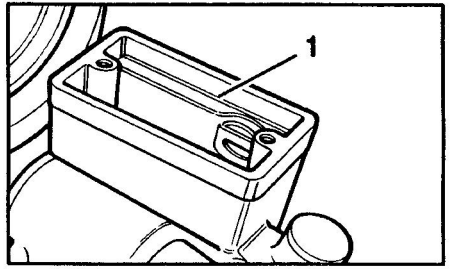
Brake Fluid Level Inspection

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

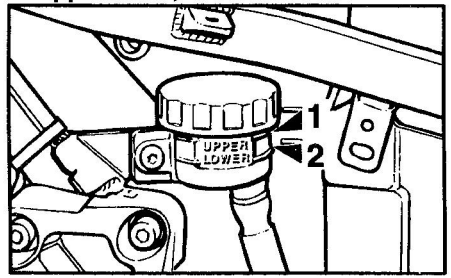
WARNING: If there has been an appreciable drop in the level of the fluid in any fluid reservoir, consult your Triumph Dealer for advice before riding.



1. Lower Level, Front Brake



1. Upper Level, Front Brake



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

Front and Rear Brakes:

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

WARNING: If the brake lever or pedal feels soft when it is applied, or if the lever/pedal travel becomes excessive, there may be air in the brake lines or the brake may be defective.
It is dangerous to operate the motorcycle under such conditions and remedial action must be taken by your authorised Triumph Dealer before riding the motorcycle.

Brake Light Switches

The brake light is activated by either the front or rear brake. If the brake light does not work when the front brake lever is pulled or the rear brake pedal depressed ask your authorised Triumph Dealer to investigate.

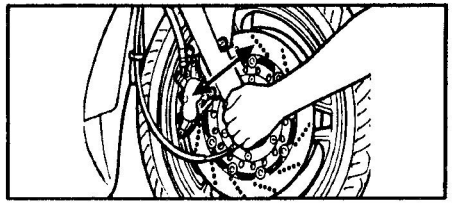
STEERING INSPECTION

Periodically inspect the condition of the steering. Worn or loose steering bearings will result in a dangerous riding condition.

- Position the motorcycle on level ground, in an upright position.
- Place a block under the engine to raise the front wheel off the ground.

WARNING: To prevent risk of injury from the motorcycle falling during the inspection, ensure that the motorcycle is stabilised and secured on the support block
Do not place the support block where damage may take place to external oil lines.

- Hold the lower end of the front forks and try to move them forward and backward. If any free play can be detected, ask your authorised Triumph Dealer to inspect and adjust the steering.



WHEEL BEARINGS

If the wheel bearings in the front or rear wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, have your authorised Triumph Dealer inspect the wheel bearings. The wheel bearings must be inspected according to the Maintenance Schedule.

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

FRONT SUSPENSION

Some models are equipped with non-adjustable front forks. Those equipped with front forks which are adjustable can be adjusted for spring pre-load, compression damping and rebound damping.

Front Fork Inspection

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

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.

NOTE:

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

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

WARNING: The suspension units contain pressurised gas. Read the following information before making any adjustments.

Front suspension settings.

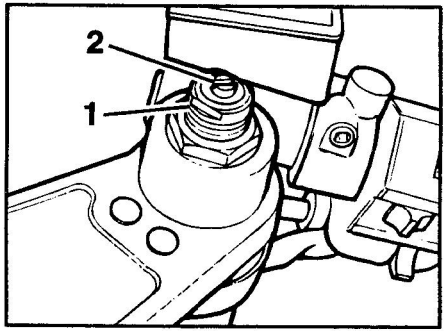
The standard suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The chart shows suggested settings for front and rear suspension.

WARNING: On models with adjustable suspension, ensure that the correct balance between front and rear suspension is maintained. Refer to the chart below for further information or consult your Triumph Dealer.

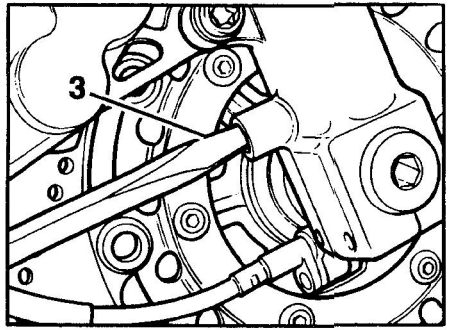
The spring pre-load and rebound damping adjuster are located in the top of each fork. The compression damping adjuster is located near the bottom of each fork, adjacent to the wheel spindle.

LOADING		FRONT			REAR	
		SPRING PRE-LOAD	REBOUND DAMPING	COMPRESSION DAMPING	SPRING PRE-LOAD	DAMPING FORCE
SOLO RIDING	STANDARD	5	6	6	–	6
	SOFTER	6	9	8	–	8
	FIRMER	4	4	3	–	4
RIDER AND PASSENGER		4–5	4–6	3–6	–	4
RIDER, PASSENGER AND LUGGAGE		1–4	1–4	1–3	–	1–3

NOTE: This chart is only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for details of how to adjust your suspension.



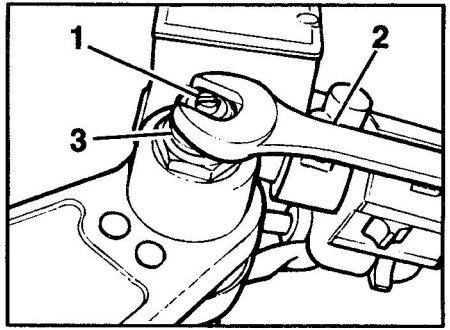
1. Spring Pre-load Adjuster
2. Rebound Damping Force Adjuster



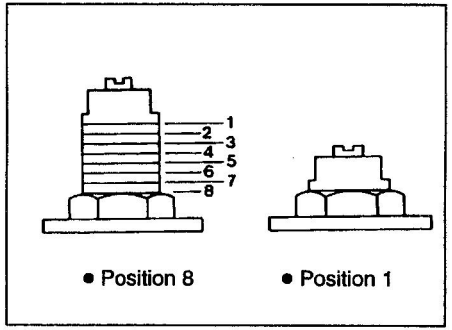
3. Compression Damping Force Adjustment

Spring Pre-load Adjustment

To change the spring pre-load, rotate the adjuster clockwise (screw–in) to increase pre-load, or anticlockwise (screw–out) to decrease pre-load.



1. Spring Pre-load Adjuster
2. 17mm Spanner
3. Marks



Pre-load Settings

NOTE:

• The motorcycle is delivered from the factory with the spring pre-load set on position 5.

Rebound Damping Adjustment

To change the rebound damping force, rotate the slotted adjuster clockwise (screw–in) to increase, or anticlockwise (screw–out) to decrease. There are 12 'click' detent positions. Always count the 'clicks' out from position 1.

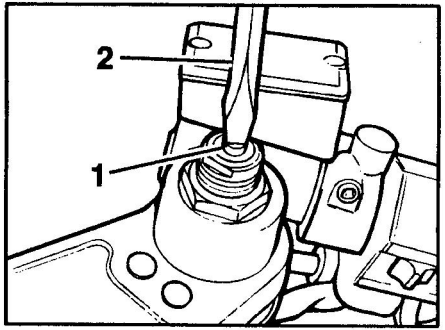
Position 1 (maximum damping force) is when the adjuster is rotated fully clockwise (screwed fully in).

Position 12 (minimum damping force) is when the adjuster is rotated fully anticlockwise (screwed fully out).

NOTE:

• The motorcycle is delivered from the factory with the rebound set at position 6.

The height of the damping adjuster may be different for each fork. The height does not indicate the click position.



1. Rebound Damping Force Adjuster
2. Screwdriver

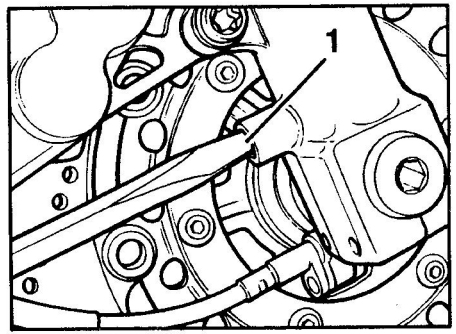
WARNING: Ensure that the adjusters are set to the same setting on both fork stanchions. Settings which vary from left to right hand stanchions may affect handling resulting in loss of control, and an accident.

Compression Damping Adjustment

To change the compression damping force rotate the slotted adjuster clockwise (screw– in) to increase, or anticlockwise (screw–out) to decrease. There are 12 'click' detent positions.

Position 1 (maximum damping force) is when the adjuster is rotated fully clockwise (screwed fully in).

Position 12 (minimum damping force) is when the adjuster is rotated fully anticlockwise (screwed fully out). Always count the 'clicks' out from position 1.



1. Compression Damping Force Adjuster

NOTE:

- **The motorcycle is delivered from the factory with the compression damping set at position 6.**

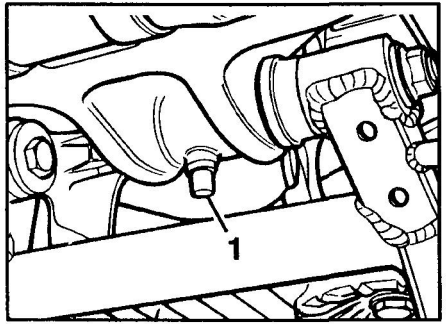
REAR SUSPENSION

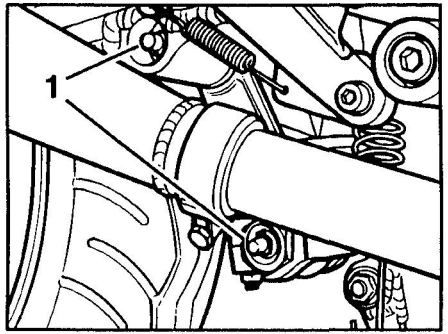
The rear suspension consists of a single spring/damper unit, actuated by a variable rate 'tri-link' system.

Some models are equipped with a suspension unit adjustable for spring pre-load and damping force.

Rear Suspension Inspection

- Position the motorcycle on level ground in an upright position.
- Examine the suspension pivots for wear and excess movement.
- If excess movement is detected, consult your authorised Triumph Dealer.
- Apply grease to the suspension bearings via the grease nipples, in accordance with the Periodic Maintenance Chart.
- Use the grease recommended in the specification.





1. Grease nipples

REAR SUSPENSION ADJUSTMENT

The rear suspension unit is adjustable for both spring pre-load and rebound damping.

WARNING: Spring pre-load adjustment must be carried out by an authorised Triumph dealer who has the necessary knowledge and equipment to carry out the adjustment safely.

Incorrect spring pre-load adjustment may lead to instability, loss of control and an accident.

The rebound damping adjuster is situated at the lower end of the rear suspension unit on the right hand side of the motorcycle.

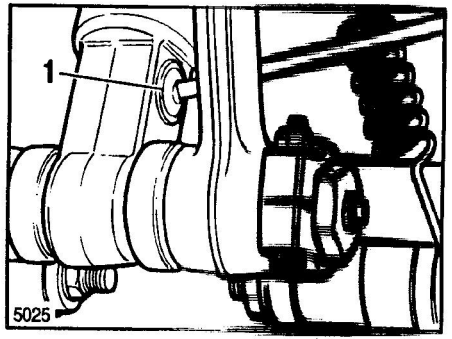
There are twelve adjustment positions. To adjust the rebound damping setting, rotate the adjuster clockwise to increase rebound damping and anticlockwise to decrease.

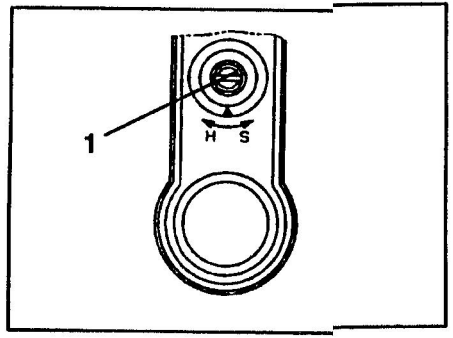
NOTE:

- **The motorcycle is delivered from the factory with the rebound adjuster set to position 6.**

WARNING: Always ensure that the adjuster is set to one of the set 'click' positions.

If the adjuster is set between 'click' positions the rear suspension unit may become damaged and motorcycle stability may be affected leading to an accident.





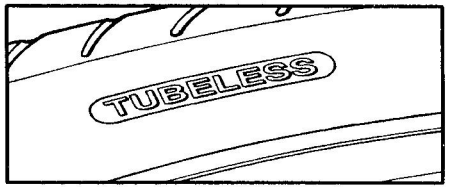
Rebound Damping Adjuster

TYRES

This motorcycle is equipped with tubeless tyres, valves, and wheel rims. Use only tyres marked 'TUBELESS' and tubeless valves on rims marked 'TUBELESS TYRE APPLICABLE'.

Tyre Inflation Pressures

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



1 TUBELESS Mark



2. TUBELESS TYRE APPLICABLE Mark

WARNING: Incorrect tyre inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.
Underinflation may result in the tyre slipping on, or coming off the rim. Over–inflation will cause instability and accelerated tread wear.
Both conditions are dangerous as they may cause loss of control leading to an accident.

Tyre Wear

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

- In accordance with the Periodic Maintenance Chart, measure the depth of the tread with a depth gauge, and replace any tyre that has worn to the minimum allowable tread depth.

Minimum Recommended Tread Depth

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

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

WARNING: Operation with excessively worn tyres is hazardous and will adversely affect traction, stability and handling which may lead to loss of control or an accident.
When tubeless tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, imbedded nails or other sharp objects. Operation with punctured or damaged tyres will adversely affect stability and handling which may lead to loss of control or an accident.
Check the rims for dents or deformation. Operation with damaged or defective wheels or tyres is dangerous and loss of control or an accident could result.
Always consult your Triumph Dealer for tyre replacement, or for a safety inspection of the tyres.

Tyre Replacement



All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyre combinations are used when purchasing replacement tyres as the use of non approved tyres or approved tyres in non approved combinations may lead to motorcycle instability. See the data section for details of approved tyre combinations.

Always have tyres fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure a safe, effective repair.

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

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

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

WARNING: When replacement tyres are required, consult your authorised Triumph dealer who will arrange for the tyres to be fitted according to the tyre manufacturers instructions.
When tyres are replaced, allow time for the tyre to seat itself to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tyre could cause loss of control or an accident.
Continued next column

WARNING: Initially, the new tyre will not produce the same handling characteristics as the worn tyre and the rider must allow adequate riding distance (approximately 100 miles) to become accustomed to the new handling characteristics.
After both 24 hours and 100 miles after fitting, the tyre pressures should be checked and adjusted and the tyre examined for correct seating and rectified as necessary.
Use of a motorcycle when not accustomed to its handling characteristics may lead to loss of control and an accident.

WARNING: Tyres that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.
Tyres must be replaced after such use as continued use of a damaged tyre may lead to instability, loss of control and an accident.

WARNING: Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability leading to loss of control and an accident.
When wheel balancing is required, such as after tyre replacement, see your authorised Triumph Dealer.
Only use self-adhesive weights. Clip on weights will damage the wheel and tyre resulting in tyre deflation, loss of control and and an accident.

BATTERY

WARNING: The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
The battery contains sulphuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
- **If electrolyte gets on your skin, flush with water immediately.**
- **If electrolyte gets in your eyes, flush with water for at least 15 minutes and SEEK MEDICAL ATTENTION IMMEDIATELY.**
- **If electrolyte is swallowed, drink large quantities of water and SEEK MEDICAL ATTENTION IMMEDIATELY.**

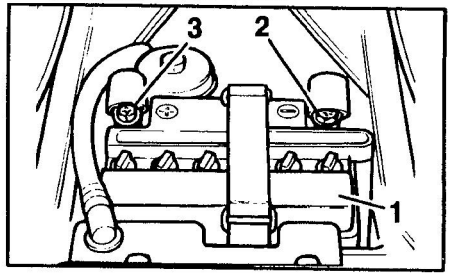
KEEP ELECTROLYTE OUT OF THE REACH OF CHILDREN.

WARNING: The battery contains harmful materials. Always keep children away from the battery whether or not it is fitted in the motorcycle.
Do not jump start the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gasses causing a risk of personal injury.

Battery Removal



- Unlock and remove the seat.
- Remove the battery strap and handbook tray.
- Disconnect the leads from the battery, first from the (–) black terminal and then the (+) red terminal.
- Take the battery out of the case.
- Clean the battery using a clean, dry, cloth. Be sure that the lead connections are clean.



1. Battery **2. (–) Terminal**
3. (+) Terminal

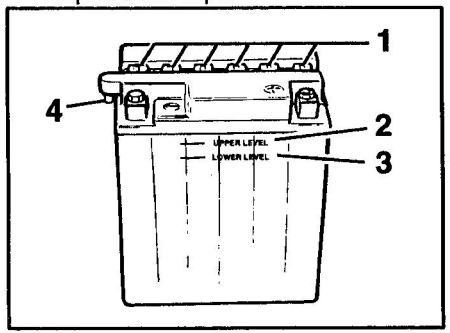
Battery Electrolyte Level Inspection

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

The battery electrolyte level must be kept between the upper and lower level lines. Check the electrolyte level in each cell in accordance with the Periodic Maintenance Chart.

- Remove the battery from the motorcycle (See Battery Removal).
- Check that the electrolyte level in each cell is between the upper and lower level lines.
- If the electrolyte level is low in any cell, fill with distilled water as follows.

- Remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line.
- Replace the caps.



1. Filler Caps
2. Upper Level
3. Lower Level
4. Breather Tube Connection

CAUTION: When checking the battery electrolyte level, or adding distilled water, ensure that the breather is not blocked.

Use only distilled water in the battery. Tap water will shorten the service life of the battery.

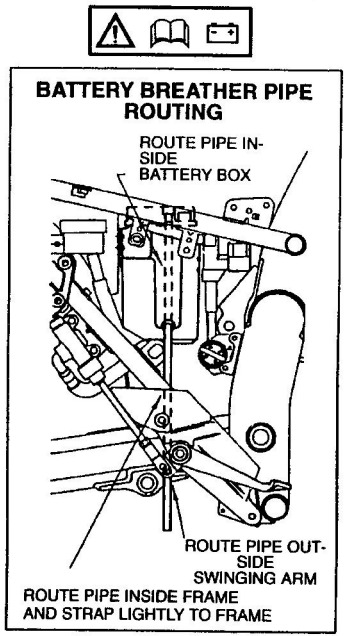
Filling the battery above the UPPER LEVEL line may cause the electrolyte to overflow, resulting in corrosion to engine or nearby parts. Immediately wash off any spilled electrolyte.

The battery breather tube must be routed as shown on the diagram over. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

Battery Installation

- Check that the battery case rubber pad is properly in place in the bottom of the battery case.
- Place the battery in the battery case, and connect the battery breather tube.
- Connect the lead with the red cap to the (+) terminal, and then connect the black lead to the (–) terminal.
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the terminals with the protective caps.
- Refit the battery strap and handbook tray.

Correct Battery Breather Pipe Routing



HEADLIGHT

Daytona, Daytona Super 3 and Sprint models have different headlight and headlight adjustment arrangements. to Speed Triple and Trident models.

Refer to the following pages for details of headlight bulb replacement and beam adjustment.

NOTE:
Details of headlamp adjustment appear in both English and French languages to comply with Canadian law.
NOTE:
Détail du réglage du phare avant au Anglais et au Francais pour être eu accord avec la 'loi' Canadienne.

WARNING: Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated. Ensure that the beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident

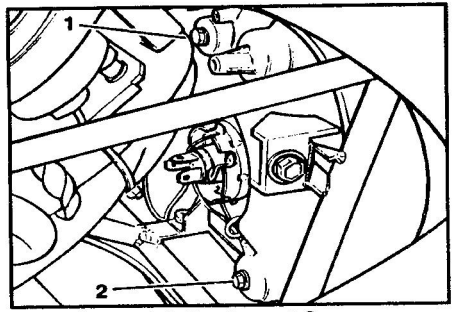
Daytona, Daytona Super 3 & Sprint Headlight Adjustment

Each headlight is adjustable individually and has two adjustment screws, one for horizontal adjustment and one for vertical adjustment.

Right Hand Lamp: Turn the horizontal adjuster screw clockwise to move the beam to the left and counterclockwise to move the beam to the right.

Left Hand Lamp: Turn the horizontal adjuster screw clockwise to move the beam to the right and counterclockwise to move the beam to the left.

Both Lamps: Turn the vertical adjuster clockwise to lower the beam and anti-clockwise to raise the beam.



1. Horizontal Adjustment Screw

2. Vertical Adjustment Screw

CAUTION: Changes made to the horizontal adjusters will marginally change the vertical setting of the headlamp beam. Similarly, changes made to the vertical adjusters will marginally change the horizontal setting. Always allow for additional adjustment to compensate for this factor.

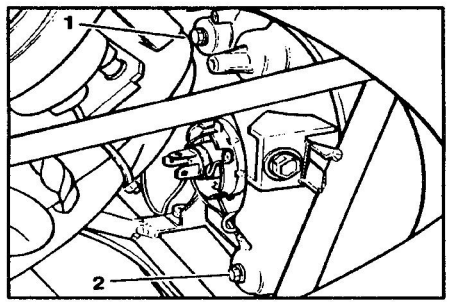
Réglage du Phare Daytona, Daytona Super 3 et Sprint

Chaque phare est réglable individuellement et possède deux vis d'ajustage. L'une pour le réglage horizontal et l'autre pour le réglage vertical.

Phare droit: Faire tourner la vis de réglage horizontal dans le sens des aiguilles d'une montre pour dévier le faisceau lumineux vers la gauche et en sens inverse pour le dévier vers la droite.

Phare gauche: Faire tourner la vis de réglage horizontal dans le sens des aiguilles d'une montre pour dévier le faisceau lumineux vers la droite et en sens inverse pour le dévier vers la gauche.

Pour les deux phares: Faire tourner la vis de réglage vertical dans le sens des aiguilles d'une montre pour rabaisser le faisceau et en sens inverse pour le relever.



1. Vis de Réglage Horizontal

2. Vis de Réglage Vertical

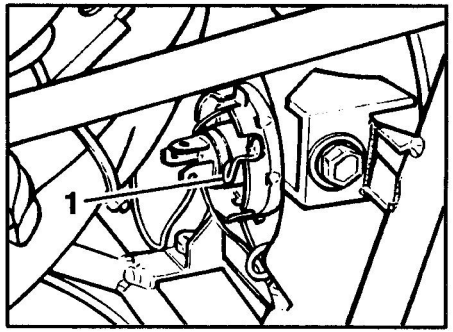
PRECAUTION: Tout réglage dans le plan horizontal affectera légèrement le réglage dans le plan vertical. De même, tout réglage dans le plan vertical affectera légèrement le réglage dans le plan horizontal. Toujours se souvenir de ce fait et entreprendre toute compensation nécessaire.

Daytona, Daytona Super 3 & Sprint Headlight Bulb Replacement

Each halogen bulb can be replaced as follows:

- Disconnect the battery, negative (black) lead first. Remove the facia panels.
- Disconnect the multi–pin electrical connector from the bulb.
- Remove the rubber dust cover.
- Unhook the wire retainer.
- The bulb can now be removed.
- Installation is the reversal of removal.

WARNING: Do not reconnect the battery until the assembly process has been completed. Reconnect the battery positive (red) lead first then the negative (black) lead second.



1. Wire Retainer

WARNING: The bulb becomes hot during use. Always allow sufficient time for the bulb to cool before handling.
Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before re-use.

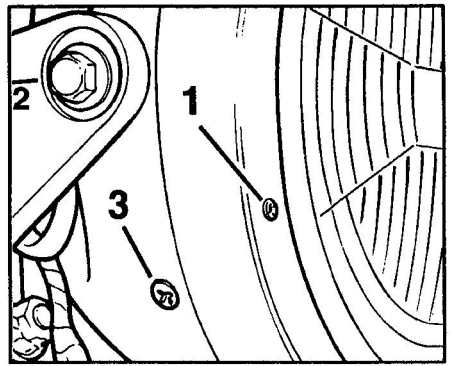
Trident and Speed Triple Headlight Adjustment

Horizontal adjustment of the headlight beam is controlled by the screw in the rim of the headlight.

Vertical adjustment of the headlight beam is controlled by slackening the headlight assembly mounting bolts.

Re-tighten after adjustment.

CAUTION: Changes made to the horizontal adjusters will marginally change the vertical setting of the headlamp beam. Similarly, changes made to the vertical adjusters will marginally change the horizontal setting. Always allow for additional adjustment to compensate for this factor.



1. Horizontal Adjustment
2. Vertical Adjustment
3. Light Unit Retaining Screws

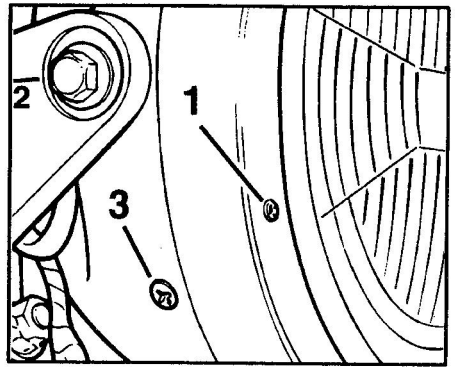
Réglage du Phare pour Trident et Speed Triple

Le réglage horizontal du faisceau lumineux du phare s'effectue par la vis située dans la bordure du phare.

Le réglage vertical du faisceau lumineux du phare s'effectue en desserrant les boulons de montage de l'ensemble du phare.

Resserrer après le réglage.

PRECAUTION: Tout réglage dans le plan horizontal affectera légèrement le réglage dans le plan vertical. De même, tout réglage dans le plan vertical affectera légèrement le réglage dans le plan horizontal. Toujours se souvenir de ce fait et entreprendre toute compensation nécessaire.



1. Réglage Horizontal
2. Réglage Vertical
3. Visse de Retenue de l'Ensemble Phare (une de chaque côté)

Trident and Speed Triple Headlight Bulb Replacement

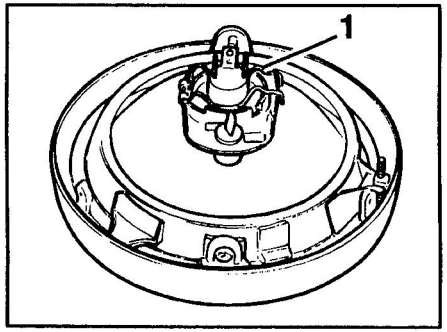
The halogen bulb can be replaced as follows:

- Disconnect the battery, negative (black) lead first. Remove the two retaining screws from the headlight. While supporting the light unit, disconnect the multi–pin electrical connector.
- Remove the rubber dust cover.
- Unhook the wire retainer.
- The bulb can now be removed.
- Installation is the reversal of removal.

WARNING: Do not reconnect the battery until the assembly process has been completed. Reconnect the battery positive (red) lead first then the negative (black) lead second.

WARNING: The bulb becomes hot during use. Always allow sufficient time for the bulb to cool before handling.

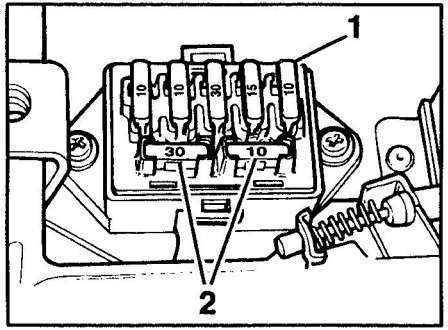
Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before re-use.



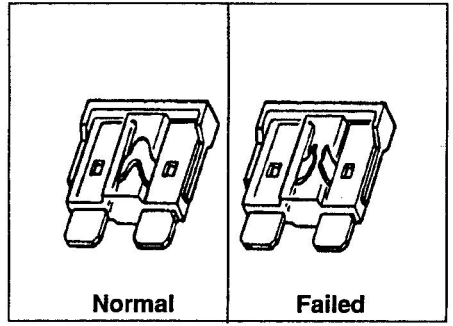
1. Wire Retainer

FUSES

Fuses are arranged in the fuse box located under the seat. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of correct current rating.



1. Fuse Box 2. Spare Fuses



WARNING: Always replace blown fuses with new ones of the correct current rating, (as specified on the fuse box cover) and never use a fuse of higher rating. Although no spare 15 Amp. fuse is supplied in the fuse box, it is strongly recommended that a spare 15 Amp. fuse be carried.

Fuse Diagnosis

A blown fuse is indicated when all of the systems protected by the fuse become inoperative. When checking for a blown fuse, the following may be used as a guide.

Fuse 1 ..... Headlamps
Fuse 2 ..... Tail Lamp (see note)
Fuse 3 ..... All Systems
Fuse 4 ..... Cooling Fan
Fuse 5 ..... Alarm System (if fitted)

CAUTION: Always replace blown fuses with new ones of the correct current rating as specified on the fuse box cover. Using an incorrectly rated fuse may lead to severe electrical damage.

NOTE: An additional in-line fuse is fitted to protect the brake light circuit. This additional fuse is situated beneath the seat on the left hand seat mounting rail. The fuse is rated at 5 Amps.

WINDSCREEN CLEANING



Always clean the windscreen with clean water and a soft cloth. Dry after cleaning with a soft, lint free cloth. Minor scratches can be removed using a commercial polishing compound suitable for plastic. The windscreen must be replaced if scratches cannot be removed.

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

CAUTION: Acidic chemicals such as battery electrolyte will damage the windscreen. Never allow acidic chemicals to contact the windscreen.

GENERAL CLEANING

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years. Cleaning with warm water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.
Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle. Do not use household detergent as the use of such products will lead to premature corrosion.

Preparation for Washing

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

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

Where to be Careful

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

- Instruments.
- Brake/clutch master cylinders and brake calipers.
- Under the fuel tank; If water gets onto the ignition coils or into the spark plug caps, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.
- Drive chain and headstock bearings.

NOTE:

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

After Washing

- Remove the plastic bags and tape, and clear the air cleaner intakes.
- Lubricate the pivots, bolts, and nuts.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes. **Ensure adequate ventilation for the exhaust fumes.**
- Use a dry cloth to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

WARNING: Never wax or lubricate the brake discs. Loss of braking power and an accident could result. Clean the disc with a proprietary brand of oil free brake disc cleaner.

Unpainted Aluminium Items

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

Cleaning of the Exhaust System:

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

Note:

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

Washing

- Prepare a mixture of water and mild soap. Do not use a high alkaline content soap as commonly found at commercial car washes because it leaves a residue.
- Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.
- Rinse the exhaust system thoroughly.
- Ensure no soap or water enters the silencers.

Drying

- Dry the exhaust system completely with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

- When the exhaust system is dry, rub Motorex 645 Clean And Protect into the surface.
- NOTE: The use of silicone products such as WD40 will cause discolouration of the chrome and should not be used. Similarly, the use of abrasive cleaners such as Solvol Autosol will damage the system and must not be used.
- It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Empty the fuel from the fuel tank into a secure container, and empty the carburettors by unscrewing the drain screw at each float bowl. (If left in for a long time, the fuel will break down and could clog the carburettors).

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

- Remove the spark plugs and put several drops (5 ml) of engine oil into each cylinder. Push the starter button for a few seconds to coat the cylinder walls with oil, and install the spark plugs.
- Reduce tyre pressure by about 20%.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyre rubber).
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts, brake discs or in the brake calipers.
- Lubricate the drive chain and all the cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack open the battery. The more discharged the battery becomes, the more easily it freezes.

- Tie plastic bags over the exhaust pipes to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

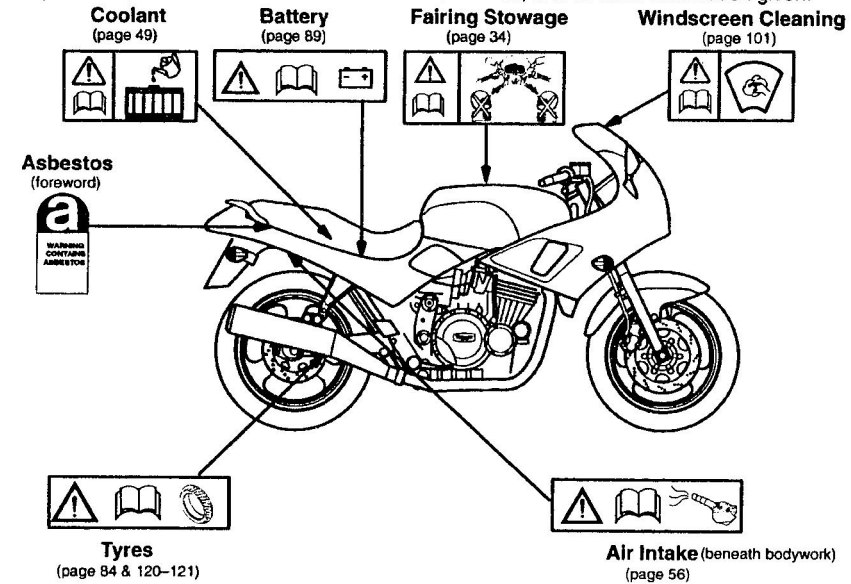
Preparation after Storage:

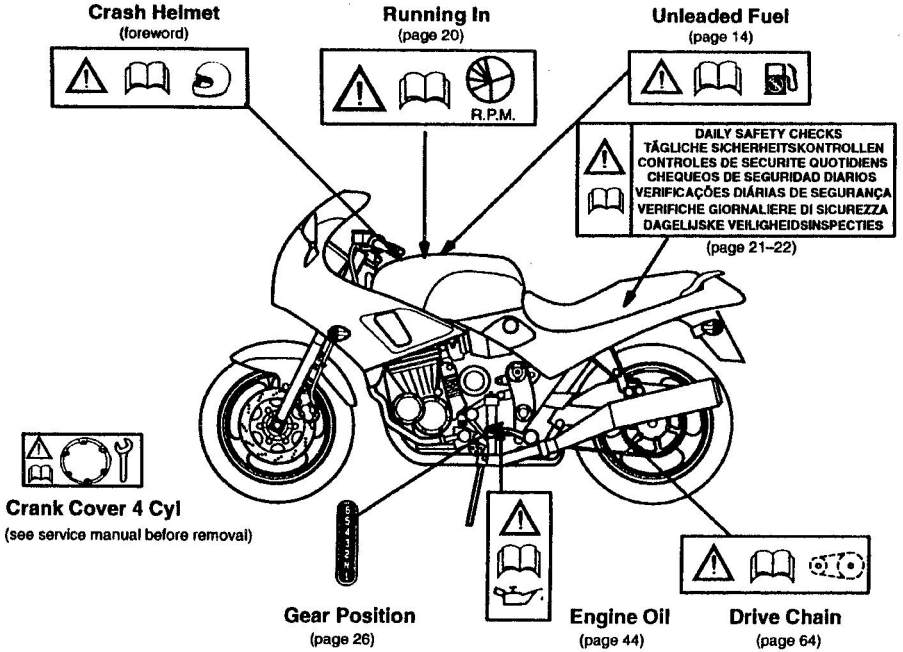
- Check the electrolyte level in the battery, charge the battery if necessary, and install it in the motorcycle. Be careful that the battery vent hose is not pinched and that it is routed as shown on the label.
- Fill the fuel tank with fuel.
- Change the engine oil and filter.
- Check all the points listed in the Daily Safety Checks section.
- Lubricate the pivots, bolts and nuts.
- Before starting the engine, remove spark plugs.
- Put side stand down. This will isolate the ignition and prevent stray sparks and damage to the ignition system.
- Crank the engine on the starter motor several times until the oil pressure light goes out.
- Replace spark plugs and start engine.
- Check brakes and operation.

Contents

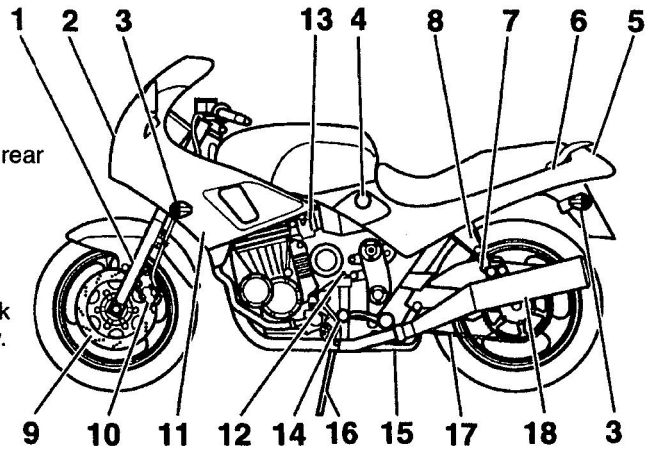
Warning Labels 108
Location of Parts 110
Serial Numbers 113
Specifications 114
Index 124

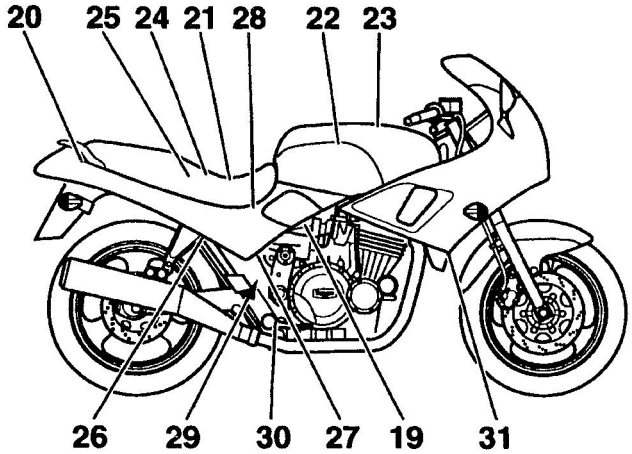
Warning Label Location: The labels detailed on these pages draw your attention to information in this handbook. Before riding ensure that you have read this handbook and have complied with, the information to which these labels relate, and all other information given.





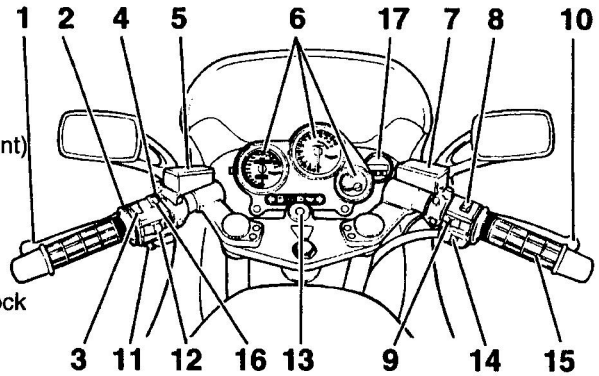
1. Front Fork
2. Headlight
3. Indicators
4. Fuel Tap
5. Tail/Brake Light
6. Fuse Box
7. Tying Point (also on rear indicator bracket)
8. Seat Lock
9. Brake
10. Brake Caliper
11. Radiator
12. Oil Filler and Dipstick
13 Idle Adjusting Screw.
14. Gear Change Pedal
15. Centre Stand
16. Side Stand
17. Drive Chain
18. Exhaust Silencer

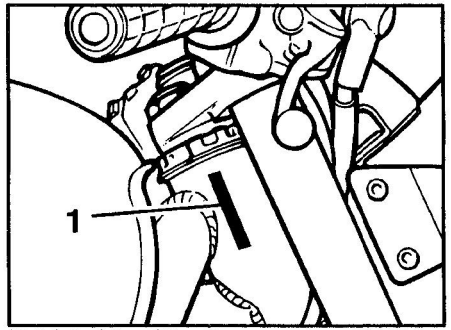




19. Air Cleaner
20. Tool Kit
21. Battery
22. Fuel Tank
23. Fuel Tank Cap
24. Coolant Expansion Tank
25. Brake Fluid Reservoir (Rear)
26. Rear Brake Light Switch
27. Damping Adjuster
28. Pre–Load Adjuster
29. Rear Shock Absorber
30. Rear Brake Pedal
31. Oil Cooler

1. Clutch Lever
2. Passing Button
3. Headlight Dipswitch
4. Choke Lever
5. Clutch Fluid Reservoir
6. Instruments
7. Brake Fluid Reservoir (Front)
8. Engine Stop Switch
9. Headlight Switch
10. Front Brake Lever
11. Horn Button
12. Indicator Switch
13. Ignition Switch/Steering Lock
14. Starter Button
15. Throttle Grip
16. Hazard Warning Switch
17. Clock

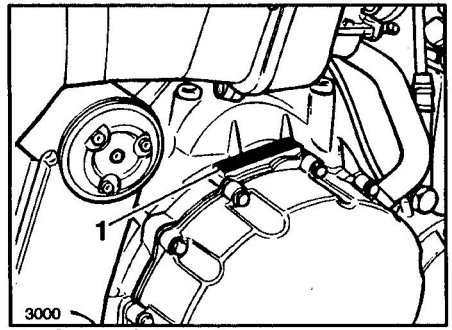




Vehicle identification number (V.I.N.)

1. V.I.N. Number

The vehicle identification number is stamped into the right side of the steering head, and also on the chassis plate under the seat.



Engine serial number

1. Engine Serial Number

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

	DAYTONA SUPER 3	SPEED TRIPLE	TRIDENT 900 & SPRINT 900	TRIDENT 750	DAYTONA 1200	DAYTONA 900
PERFORMANCE						
Maximum Power	115 PS @ 9500rpm (r/min)	98 PS @ 9000rpm (r/min)	98 PS @ 9000rpm (r/min)	90 PS @ 10,000rpm (r/min)	147 PS @ 9500rpm (r/min)	98 PS @ 9000rpm (r/min)
Maximum Torque	89.0 Nm @ 8500rpm (r/min)	83.0 Nm @ 6500rpm (r/min)	83.0 Nm @ 6500rpm (r/min)	68.0 Nm @ 8700rpm (r/min)	115.0 Nm @ 8000rpm (r/min)	83.0 Nm @ 6500rpm (r/min)
DIMENSIONS						
Overall Length	2152mm	2152mm	2152mm	2152mm	2152mm	2152mm
Overall Width	690mm	690mm	760mm	760mm	690mm	690mm
Overall Height	1185mm	1090mm	1090mm (1265mm Sprint)	1090mm	1185mm	1185mm
Wheelbase	1490mm	1490mm	1510mm (1490mm Sprint)	1510mm	1490mm	1490mm
Seat Height	790mm	790mm	775mm (780 Sprint)	775mm	790mm	790mm
Dry Weight	211kg	209kg	212kg (215kg Sprint)	212kg	225kg	213kg
Maximum Payload (rider & passenger & luggage & accessories)	181kg	181kg	181kg	181kg	181kg	181kg
ENGINE						
Type	in–line 3 cyl.	in–line 3 cyl.	in–line 3 cyl.	in–line 3 cyl.	in–line 4 cyl.	in–line 3 cyl.
Displacement	885cc	885cc	885cc	749cc	1180cc	885cc
Bore x Stroke	76x65mm	76x65mm	76x65mm	76x55mm	76x65mm	76x65mm
Compression Ratio	12.0:1	10.6:1	10.6:1	11.0:1	12.0:1	10.6:1
Cylinder Numbering	Left to Right	Left to Right	Left to Right	Left to Right	Left to Right	Left to Right
Sequence	1–2–3	1–2–3	1–2–3	1–2–3	1–2–3–4	1–2–3
Firing Order	1–2–3	1–2–3	1–2–3	1–2–3	1–2–4–3	1–2–3
Starting System	Electric Starter	Electric Starter	Electric Starter	Electric Starter	Electric Starter	Electric Starter

	DAYTONA SUPER 3	SPEED TRIPLE
LUBRICATION		
Lubrication System	Forced Lubrication (wetsump)	Forced Lubrication (wetsump)
Engine Oil	Fully synthetic motorcycle engine oil which meets or exceeds API SG specification	Semi or fully synthetic motorcycle engine oil which meets or exceeds API SG specification
Engine Oil Capacity (including filter, wet fill)	4.00 litres (7.0 Imp pints)	4.00 litres (7.0 Imp pints)
COOLING		
Coolant Type	Mobil Antifreeze	Mobil Antifreeze
Mixture Ratio	50/50	50/50
Coolant Capacity	2.8 litre	2.8 litre
Thermostat Opens	83°C	83°C
CARBURATION		
Carburettor Type	3xMikuni BST 36mm Flat Slide CV	3xMikuni BST 36mm Flat Slide CV
FUEL		
Type	Unleaded (95 RON)	Unleaded (95 RON)
Tank Capacity (inc. reserve)	25 Litres (5.5 Imp gal)	25 Litres (5.5 Imp gal)
Reserve Capacity	5 Litres (1.1 Imp gal)	5 Litres (1.1 Imp gal)

TRIDENT 900 SPRINT 900	TRIDENT 750	DAYTONA 1200	DAYTONA 900
Forced Lubrication (wetsump)	Forced Lubrication (wetsump)	Forced Lubrication (wetsump)	Forced Lubrication (wetsump)
Semi or fully synthetic motorcycle engine oil which meets or exceeds API SG specification	Semi or fully synthetic motorcycle engine oil which meets or exceeds API SG specification	Fully synthetic motorcycle engine oil which meets or exceeds API SG specification	Semi or fully synthetic motorcycle engine oil which meets or exceeds API SG specification
4.00 litres (7.0 Imp pints)	4.00 litres (7.0 Imp pints)	3.75 litres (6.6 Imp pints)	4.00 litres (7.0 Imp pints)
Mobil Antifreeze	Mobil Antifreeze	Mobil Antifreeze	Mobil Antifreeze
50/50	50/50	50/50	50/50
2.8 litre	2.8 litre	3.0 litre	2.8 litre
83°C	83°C	83°C	83°C
3xMikuni BST 36mm Flat Slide CV	3xMikuni BST 36mm Flat Slide CV	4xMikuni BST 36mm Flat Slide CV	3xMikuni BST 36mm Flat Slide CV
Unleaded (95 RON)	Unleaded (95 RON)	Unleaded (95 RON)	Unleaded (95 RON)
25 Litres (5.5 Imp gal)	25 Litres (5.5 Imp gal)	25 Litres (5.5 Imp gal)	25 Litres (5.5 Imp gal)
5 Litres (1.1 Imp gal)	5 Litres (1.1 Imp gal)	5 Litres (1.1 Imp gal)	5 Litres (1.1 Imp gal)

	DAYTONA SUPER 3	SPEED TRIPLE
IGNITION		
Ignition System	Digital Electronic	Digital Electronic
Ignition Timing	5°BTDC @ 1000rpm (r/min)	5°BTDC @ 1000rpm (r/min)
Electronically Advanced	26°BTDC @ 6500rpm (r/min	26°BTDC @ 6500rpm (r/min)
Electronic Rev Limiter	9700rpm (r/min)	9700rpm (r/min)
Spark Plug	NGK DPR 9EA–9	NGK DPR 9EA–9
Gap	0.8–0.9mm (0.031–0.035in)	0.8–0.9mm (0.031–0.035in)
TRANSMISSION		
Transmission Type	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Clutch Type	Wet, Multi–Plate	Wet, Multi–Plate
Primary Drive	Gear	Gear
Final Drive	Chain	Chain
	Regina 136 ORP 110 Link Endless	Regina 136 ORP 110 Link Endless
Primary Drive Ratio	1.75 (105/60)	1.75 (105/60)
Final Drive Ratio	2.5 (43/17)	2.5 (43/17)
Gear Ratio: 1st	2.733 (41/15)	2.733 (41/15)
2nd	1.947 (37/19)	1.947 (37/19)
3rd	1.545 (34/22)	1.545 (34/22)
4th	1.291 (31/24)	1.291 (31/24)
5th	1.154 (30/26)	1.154 (30/26)
6th	1.074 (29/27)	1.074 (29/27)

TRIDENT 900 & 900 Sprint	TRIDENT 750	DAYTONA 1200	DAYTONA 900
Digital Electronic	Digital Electronic	Digital Electronic	Digital Electronic
5°BTDC @ 1000rpm (r/min)	5°BTDC @ 1000rpm (r/min)	5°BTDC @ 1000rpm (r/min)	5°BTDC @ 1000rpm (r/min)
26°BTDC @ 6500rpm (r/min)	35°BTDC @ 6500rpm (r/min)	26°BTDC @ 6500rpm (r/min)	26°BTDC @ 6500rpm (r/min)
9700rpm (r/min)	11000rpm (r/min)	9700rpm (r/min)	9700rpm (r/min)
NGK DPR 9EA–9	NGK DPR 9EA–9	NGK DPR 9EA–9	NGK DPR 9EA–9
0.8–0.9mm (0.031–0.035in)	0.8–0.9mm (0.031–0.035in)	0.8–0.9mm (0.031–0.035in)	0.8–0.9mm (0.031–0.035in)
6 Speed, Constant Mesh	6 Speed, Constant Mesh	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Wet, Multi–Plate	Wet, Multi–Plate	Wet, Multi–Plate	Wet, Multi–Plate
Gear	Gear	Gear	Gear
Chain	Chain	Chain	Chain
Regina 136 ORP 112 Link Endless (110 Sprint)	Regina 136 ORP 114 Link Endless	Regina 136 ORP 110 Link Endless	Regina 136 ORP 110 Link Endless
1.75 (105/60)	1.75 (105/60)	1.75 (105/60)	1.75 (105/60)
2.7 (46/17) (2.5 (43/17) Sprint)	2.8 (48/17)	2.3 (42/18)	2.5 (43/17)
2.733 (41/15)	2.733 (41/15)	2.733 (41/15)	2.733 (41/15)
1.947 (37/19)	1.947 (37/19)	1.947 (37/19)	1.947 (37/19)
1.545 (34/22)	1.545 (34/22)	1.545 (34/22)	1.545 (34/22)
1.291 (31/24)	1.291 (31/24)	1.291 (31/24)	1.291 (31/24)
1.154 (30/26)	1.154 (30/26)	1.154 (30/26)	1.154 (30/26)
1.074 (29/27)	1.074 (29/27)	1.074 (29/27)	1.074 (29/27)

TYRES

		DAYTONA SUPER 3	SPEED TRIPLE
Tyre Pressures (Cold)			
Front		2.5kg/cm² (36 lb/in²)	2.5kg/cm² (36 lb/in²)
Rear		2.9kg/cm² (41 lb/in²)	2.9kg/cm² (41 lb/in²)
Option 1	Front	Pirelli MTR01 Dragon Corsa 120/70 ZR17	Michelin TX11 120/70 ZR17
	Rear	Pirelli MTR02 Dragon Corsa 180/55 ZR17	Michelin TX23 180/55 ZR17
Option 2	Front	Bridgestone BT50–F 120/70 ZR17	Bridgestone BT50–F 120/70 ZR17
	Rear	Bridgestone BT50 Radial G 180/55 ZR17	Bridgestone BT50 Radial G 180/55 ZR17
Option 3	Front	Michelin TX11 120/70 ZR17	Dunlop D203 Sportmax 120/70 ZR 17
	Rear	Michelin TX23 180/55 ZR17	Dunlop D203 Sportmax 180/55 ZR 17
Option 4	Front	Michelin TX15 120/70 ZR17	Michelin TX15 120/70 ZR17
	Rear	Michelin TX25 180/55 ZR17	Michelin TX25 180/55 ZR17

WARNING: Use recommended tyre options ONLY in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers. For example, do not mix Daytona option 2 front tyres with Daytona option 3 rear tyres.

TRIDENT 900 & 750	SPRINT 900	DAYTONA 1200	DAYTONA 900
2.5kg/cm² (36 lb/in²)	2.5kg/cm² (36 lb/in²)	2.5kg/cm² (36 lb/in²)	2.5kg/cm² (36 lb/in²)
2.9kg/cm² (41 lb/in²)	2.9kg/cm² (41 lb/in²)	2.9kg/cm² (41 lb/in²)	2.9kg/cm² (41 lb/in²)
Pirelli MTR03 Dragon GT 120/70 ZR17	Bridgestone BT54F 120/70 ZR17	Bridgestone BT50–F 120/70 ZR17	Bridgestone BT50–F 120/70 ZR17
Pirelli MTR04 Dragon GT 160/60 ZR18	Bridgestone BT54R 170/60 ZR17	Bridgestone BT50 Radial G 180/55 ZR17	Bridgestone BT50 Radial G 180/55 ZR17
Michelin A59X 120/70 ZR17	Dunlop D202 J 120/70 ZR17	Michelin TX11 120/70 ZR17	Michelin TX11 120/70 ZR17
Michelin M59X 160/60 ZR18	Dunlop D202 G 170/60 ZR17	Michelin TX23 180/55 ZR17	Michelin TX23 180/55 ZR17
Bridgestone BT50–F 120/70 ZR17 TL	N/A	Michelin TX15 120/70 ZR17	Michelin TX15 120/70 ZR17
Bridgestone BT50-R 160/60 ZR18 TL	N/A	Michelin TX25 180/55 ZR17	Michelin TX25 180/55 ZR17
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

WARNING: Use recommended tyre options ONLY in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers. For example, do not mix Daytona option 2 front tyres with Daytona option 3 rear tyres.

	ALL MODELS
ELECTRICAL EQUIPMENT	
Battery	12V 14AH
Alternator	12V 25A
Headlight	12V 60/55W* Halogen H4
Tail/Brake Light	2x12V 5/21W
Directional Indicator Lights	12V 10W
FRAME	
Castor	27°
Trail	105mm (4.13in)

* Daytona, Daytona Super 3 and Sprint 2x 12V 60/55W

Tightening Torques

Oil Filter Bolt	18Nm (13 lbf.ft)
Sump Drain Plug	48Nm (35 lbf.ft)
Spark Plug	18Nm (13 lbf.ft)
Rear Wheel Eccentric Pinch Bolt	35Nm (26 lbf.ft)
Rear Wheel Spindle Bolt	85Nm (63 lbf.ft)

Fluids and Lubricants

Engine Oil: Trident, Sprint, Daytona 900 & Speed Triple

Fully or semi synthetic motorcycle engine oil which meets or exceeds specification API SG, such as	Mobil 1 Racing 4T 15W/50
or	Mobil Super XHP 10W/40

Engine Oil: Daytona 1200 & Daytona Super 3

Fully synthetic motorcycle engine oil which meets or exceeds specification API SG, such as	Mobil 1 Racing 4T 15W/50
Brake and Clutch Fluid	Mobil Universal Brake & Clutch Fluid DOT4
Coolant	Mobil Antifreeze
Bearings and Pivots	Mobil Grease HP 222
Drive Chain	Mobil Chain Spray
or	Mobilube HD 80

Note:
Mixing different specification oils or mixing oils of the same specification but of a different brand is not recommended except in emergency.
If in emergency, oils of different brands or specifications do become mixed, change the engine oil and filter at the earliest opportunity. Daytona 1200 and Daytona Super 3 engine oils are of a fully synthetic type and must never be mixed with any other types of oil.

Air Cleaner, ... 56
Anti Theft Device, ... 57
Asbestos, ... iv
Battery, ... 89
  Battery Installation, ... 92
  Battery Level Inspection, ... 90
  Battery Removal, ... 90
  Breather Pipe Routing, ... 92
Brake Fluid, ... 71
  Level Inspection, ... 72
Brake Lever, ... 12
Brake Light Switch, ... 73
Brakes, Wear Inspection, ... 71
Carburation, ... 116
Carburettors, ... 62
Chain wear inspection, ... 67
Changing Gear, ... 27
Choke Lever, ... 11, 60
Cleaning, ... 102
  Untreated Items, ... ii
Clock, ... 7
Clutch, ... 63
Clutch Lever, ... 12
Compression Damping Adjustment, ... 80
Cooling System, ... 49
  Coolant Change, ... 51
  Coolant Level Check, ... 50
  Cooling Fan, ... 52
  Corrosion Inhibitors, ... 49
  Radiator Hoses, ... 52
Damping Force Adjustment, ... 83
Dimensions, ... 114
Direction Indicator Switch, ... 12
Documents, ... 19
Drive Chain
  Chain Lubrication, ... 69
  Chain Slack Adjustment, ... 65
  Chain Slack Inspection, ... 64

Electrical Equipment, ... 122
Engine Data, ... 114
Engine Number, ... 113
Engine oil, Inspection, ... 44
Exhaust Cleaning, ... 104
Fluids & Lubricants, ... 123
Foreword, ... ii
Fork Inspection, ... 75
Frame, ... 122
Front Suspension, ... 75
Front Suspension Settings, ... 76
Fuel, ... 116
Fuel Tank, ... 14
  Fuel Tap, ... 15
  Octane Rating, ... 14
  Tank Cap, ... 13
Fuse Diagnosis, ... 101
Fuses, ... 100
General Warnings, ... v
Hazard warning, ... 12
Headlight Adjustment
  Daytona & Sprint, ... 94
  Trident, ... 97
Headlight Bulb Replacement
  Daytona & Sprint, ... 96
  Trident, ... 99
Headlight Switch, ... 11
Helmet Security, ... 19
High Speed Operation, ... 31, 32
Horn Button, ... 12
Ignition Data, ... 118
Ignition Switch, ... 8
Indicator Lights, ... 6
Instruments
  Daytona & Sprint, ... 3, 4
  Trident, ... 2
Key, ... 8
Left Handlebar Switch, ... 11
  Headlight Dip Switch, ... 11

Lifting Handle, ... 17
Low Fuel Level, ... 7
Lubrication, ... 116
Maintenance and Adjustment, ... 37
Maintenance Chart, ... 39
Motorcycle Parts Identification, ... 107
Moving Off, ... 26
Noise Control System, ... iii
Oil & Filter Change, ... 46
Oil Level Inspection, ... 44
Parking, ... 30
Parts Identification, ... 110, 112
Passing Button, ... 12
Rear Suspension Inspection, ... 81
Rebound Damping Adjustment, ... 79
Right Handlebar Switches, ... 10, 11
Engine Stop Switch, ... 10
Starter Button, ... 10
Running-In, ... 20
Safe Operation, Daily Checks, ... 21
Seat Lock, ... 18
Side Panel Removal, ... 42
Side Stand Light, ... 7
Spark Plug Removal, ... 54
Spark Plugs, ... 53
Speedometer, ... 5
Spring Pre-load Adjustment, ... 78
Spring Pre–Load, ... 82
Stands
Centre Stand, ... 17
Side Stand, ... 17
Starter Button, ... 10
Starting the Engine, ... 24
Steering, ... 74
Stopping the Engine, ... 24
Storage, ... 105

Tachometer, ... 5
Temperature Gauge, ... 5
Throttle Adjustment, ... 59
Tightening Torques, ... 123
Tool Kit, ... 19
Torque Figures, ... 123
Transmission Data, ... 118
Tying Hooks, ... 18
Tyre Replacement, ... 86
Tyre wear, ... 85
Tyres, ... 84
V.I.N. Number, ... 113
Valve Clearance, ... 56
Warning Label Location, ... 108
Wheel Alignment, ... 69
Wheel Bearings, ... 74
Windscreen Cleaning, ... 101

Key To Circuit Diagram

Number	Description
1	Right Turn Warning Light
2	High Beam Warning Light
3	Instrument Illumination
4	Tachometer
5	Neutral Warning Light
6	Instrument Illumination
7	Oil Pressure Warning Light
8	Water Temperature Gauge
9	Instrument Illumination
10	Side Stand Down Warning Light
11	Left Turn Warning Light
12	Low Fuel Warning Light
13	Front Indicator Lamp, Right
14	Headlight
15	Side Light
16	Front Indicator Light, Left
17	Fuel Level Sensor
18	Headlight Relay
19	Ignition Switch
20	Headlight Switch
21	Front Brake Light Switch
22	Engine Start/Stop Switch
23	Horns
24	Alternator
25	Cooling Fan
26	Cooling Fan Switch
27	Ignition Coils
28	Coolant Temperature Sensor
29	Igniter
30	Igniter Pick-Up
31	Rear Brake Light Switch
32	Stop/Tail Lamp
33	Fuse Box
34	Battery
35	Starter Solenoid
36	Starter Motor
37	Oil Pressure Switch
38	Neutral Switch
39	Starter Cut-Out Switch
40	Passing Button
41	Horn Button
42	Headlamp Beam Dip Switch
43	Turn Signal Switch
44	Hazard Warning Light Switch
45	Rear Indicator Lamp, Right
46	Rear Indicator Lamp, Left
47	Clock
48	Alarm Connection, Sounder
49	Alarm Connection, Control Unit
50	Side Stand Switch
51	Side Stand Relay
52	Indicator Relay
53	In-line fuse, Brake Light
54	Float Chamber Vent Solenoids*
55	In-line fuse, Vent Solenoids*

*US California Models Only