This handbook contains information on the Triumph Scrambler 1200 XC and Scrambler 1200 XE motorcycles. Always store this Owner’s Handbook with the motorcycle and refer to it for information whenever necessary.

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

Not to be reproduced wholly or in part without the written permission of Triumph Motorcycles Limited.

Publication part number 3855587-US issue 1
# Table of Contents

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

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>3</td>
</tr>
<tr>
<td>Safety First</td>
<td>7</td>
</tr>
<tr>
<td>Warning Label Locations</td>
<td>14</td>
</tr>
<tr>
<td>Parts Identification</td>
<td>16</td>
</tr>
<tr>
<td>Rider View Parts Identification</td>
<td>18</td>
</tr>
<tr>
<td>Serial Numbers</td>
<td>19</td>
</tr>
<tr>
<td>General Information</td>
<td>21</td>
</tr>
<tr>
<td>How to Ride the Motorcycle</td>
<td>91</td>
</tr>
<tr>
<td>Accessories, Loading and Passengers</td>
<td>105</td>
</tr>
<tr>
<td>Maintenance and Adjustment</td>
<td>109</td>
</tr>
<tr>
<td>Cleaning and Storage</td>
<td>157</td>
</tr>
<tr>
<td>Specifications</td>
<td>167</td>
</tr>
<tr>
<td>Index</td>
<td>173</td>
</tr>
<tr>
<td>Approval Information</td>
<td>177</td>
</tr>
</tbody>
</table>
Foreword

Warnings, Cautions and Notes
Throughout this Owner’s Handbook particularly important information is presented in the following form:

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

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

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

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

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

See page 14 for the location of all labels bearing this symbol. Where necessary, this symbol will also appear on the pages containing the relevant information.

Maintenance
To ensure a long, safe and trouble free life for your motorcycle, maintenance should only be carried out by an authorized Triumph dealer.

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

To locate your nearest authorized Triumph dealer, visit the Triumph web site at www.triumph.co.uk or telephone the authorized distributor in your country. Their address is given in the service record book that accompanies this handbook.
Noise Control System
Tampering with the noise control system is prohibited.
Owners are warned that the law may prohibit:
1. The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use and,
2. the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Immobilizer and Tire Pressure Monitoring System
This device complies with part 15 of the Federal Communications Commission (FCC) Rules.
Operation is subject to the following two conditions:
1. This device may not cause harmful interference.
2. This device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications to the device could void the user’s authority to operate the equipment.

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

Owner’s Handbook

Warning
This Owner’s Handbook, and all other instructions that are supplied with your motorcycle, should be considered a permanent part of your motorcycle and should remain with it even if your motorcycle is subsequently sold.
All riders must read this Owner’s Handbook and all other instructions which are supplied with your motorcycle, before riding, in order to become thoroughly familiar with the correct operation of your motorcycle’s controls, its features, capabilities and limitations. Do not lend your motorcycle to others as riding when not familiar with your motorcycle’s controls, features, capabilities and limitations can lead to an accident.
Thank you for choosing a Triumph motorcycle. This motorcycle is the product of Triumph’s use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Please read this Owner’s Handbook before riding in order to become thoroughly familiar with the correct operation of your motorcycle’s controls, its features, capabilities and limitations.

This handbook includes safe riding tips, but does not contain all the techniques and skills necessary to ride a motorcycle safely.

Triumph strongly recommends that all riders undertake the necessary training to ensure safe operation of this motorcycle.

This handbook is available from your local dealer in:

- English
- US English
- French
- German
- Italian
- Dutch
- Spanish
- Portuguese
- Swedish
- Japanese
- Thai.

Talk to Triumph

Our relationship with you does not end with the purchase of your Triumph. Your feedback on the buying and ownership experience is very important in helping us develop our products and services for you.

Please help us by ensuring your authorized Triumph dealership has your email address and registers this with us. You will then receive an online customer satisfaction survey invitation to your email address where you can give us this feedback.

Your Triumph Team.
Safety First

The Motorcycle

⚠️ Warning
This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his/her own, or a rider and one passenger (subject to a passenger seat and footrests being installed).

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 463 lb (210 kg).

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

⚠️ Warning
This motorcycle is designed for on-road and light off-road use. Light off-road use includes use on unpaved, dirt or gravel roads, but does not include riding on any motocross course, any off-road competition (such as motocross or enduro riding), or riding off-road with a passenger.

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

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

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

Make sure that the spokes are checked before and after riding the motorcycle off-road. Tighten any loose spokes and check for wheel rim damage.

Spokes that are loose may affect handling and stability resulting in motorcycle damage, loss of motorcycle control and an accident.
Safety First

⚠️ Warning
Check the wheel rims and spokes regularly for wear and damage.
Check spoke tension at all intervals listed in the maintenance schedule.
Tighten any loose spokes.
Incorrectly tightened spokes may affect handling and stability resulting in motorcycle damage, loss of motorcycle control and an accident.

⚠️ Caution
Riding the motorcycle in extreme conditions such as wet and muddy roads, on rough terrain or in dusty and humid environments, may lead to above average wear and damage of certain components.
Therefore the servicing and replacement of worn or damaged components may be necessary before the scheduled maintenance service is reached.
It is important that the motorcycle is inspected after riding in extreme conditions and any worn or damaged components are serviced or replaced.

Fuel and Exhaust Fumes

⚠️ Warning
GASOLINE IS HIGHLY FLAMMABLE:
Always turn off the engine when refueling.
Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.
Take care not to spill any gasoline on the engine, exhaust pipes or mufflers when refueling.
If gasoline is swallowed, inhaled or allowed to get into the eyes, seek immediate medical attention.
Spillage on the skin should be immediately washed off with soap and water and clothing contaminated with gasoline should immediately be removed.
Burns and other serious skin conditions may result from contact with gasoline.

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

⚠️ Warning

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

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

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

Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

⚠️ Warning

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

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

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

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

#### Parking

**⚠️ Warning**

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

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

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

#### Parts and Accessories

**⚠️ Warning**

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

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

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

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

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

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

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

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

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

⚠️ Warning
If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorized Triumph dealer for inspection and repair.

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

Riding

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

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

Riding when fatigued or under the influence of alcohol or other drugs reduces the rider’s ability to maintain control of the motorcycle and may lead to loss of control and an accident.

⚠️ Warning
All riders must be licensed to operate the motorcycle.

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

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

⚠️ Warning
Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword.

Remember, in an accident, a motorcycle does not give the same impact protection as a car.
Warning
This Triumph motorcycle should be operated within the legal speed limits for the particular road traveled.
Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases.
Always reduce speed in potentially hazardous driving conditions such as bad weather or heavy traffic.

Warning
Continually observe and react to changes in road surface, traffic and wind conditions. All two-wheeled vehicles are subject to external forces which may cause an accident. These forces include but are not limited to:
- Wind draft from passing vehicles
- Potholes, uneven or damaged road surfaces
- Bad weather
- Rider error.
Always operate the motorcycle at moderate speed and away from heavy traffic until you have become thoroughly familiar with its handling and operating characteristics. Never exceed the legal speed limit.

Wobble/Weave
A weave is a relatively slow oscillation of the rear of the motorcycle, while a wobble is a rapid, possibly strong shaking of the handlebar. These are related but distinct stability problems usually caused by excessive weight in the wrong place, or by a mechanical problem such as worn or loose bearings or under-inflated or unevenly worn tires.
Your solution to both situations is the same. Keep a firm hold on the handlebars without locking arms or fighting the steering. Smoothly ease off the throttle to slow gradually. Do not apply the brakes, and do not accelerate to try to stop the wobble or weave. In some cases, it helps to shift your body weight forward by leaning over the tank.
Copyright © 2005 Motorcycle Safety Foundation. All rights reserved. Used with permission.
Handlebars and Footrests

Warning
The rider must maintain control of the vehicle by keeping hands on the handlebars at all times.
The handling and stability of a motorcycle will be adversely affected if the rider removes their hands from the handlebars, resulting in loss of motorcycle control and an accident.

Warning
The rider and passenger (if applicable) must always use the footrests provided, during operation of the vehicle.
By using the footrests, both rider and passenger will reduce the risk of inadvertent contact with any motorcycle components and will also reduce the risk of injury from entrapment of clothing.

Warning
The bank angle indicators must not be used as a guide to how far the motorcycle may be safely banked.
This depends on many various conditions including, but not limited to, road surface, tire condition and weather. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Warning
When banking and the bank angle indicator, attached to the rider’s footrest, makes contact with the ground, the motorcycle is nearing its bank angle limit. A further increase of the banking angle is unsafe.
The maximum wear limit is shown by a groove on the bank angle indicator.
Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

1. Bank angle indicator

Warning
Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle. Therefore, always replace the bank angle indicator pegs before they are worn to their maximum limit. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.
Details of the bank angle wear limits can be found in the Maintenance and Adjustment section on page 143.
Warning Label Locations

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

1. Headlight (page 155)
2. Breaking-In (page 88)
3. Helmet (page 9)
4. Mud and Snow Tires (page 168)
5. Panniers (if equipped) (page 105)
6. Coolant (page 119)
7. Daily Safety Checks (page 89)
8. Tires (page 144)
Caution

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

1. Engine Oil (page 115)
2. E5 and E10 Fuel (if equipped) (page 79)
3. Unleaded Fuel (page 79)
4. Mirrors (page 134)
5. Windshield (if equipped) (page 162)
6. Drive Chain (page 124)
7. Tire Pressure Monitoring System (if equipped) (page 72)
1. Front turn signal
2. Headlight
3. Clutch lever
4. Adjustment tool (behind side panel)
5. Battery (under seat)
6. Owner’s Handbook (under seat)
7. Brake/tail light
8. Rear turn signal
9. Rear brake caliper
10. Rear brake disc
11. Gear shift pedal
12. Side stand
13. Horn
14. Radiator
15. Front brake caliper
16. Front brake disc
1. Fuel tank  
2. Coolant pressure cap (under fuel tank)  
3. Fuel filler cap  
4. Front brake fluid reservoir  
5. Front brake lever  
6. Front fork  
7. Oil filler plug  
8. Rear brake fluid reservoir (behind cover)  
9. Oil level sight glass  
10. Rear brake pedal  
11. Drive chain  
12. Rear suspension unit  
13. Muffler
Rider View Parts Identification

1. Clutch lever
2. Daytime Running Lights (DRL) switch (if equipped)
3. Cruise control button
4. Front fog lights switch (if equipped) and high beam button
5. Accessory socket
6. Instrument display screen
7. Steering lock
8. Front brake fluid reservoir
9. Hazard button
10. Front brake lever
11. Engine start/stop switch
12. HOME button
13. MODE button
14. Joystick button
15. Turn signal switch
16. Horn button
17. Heated grips switch (if equipped)
Serial Numbers

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

1. VIN stamp
2. VIN label

Record the vehicle identification number in the space provided below.

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

1. Engine serial number

Record the engine serial number in the space provided below.
# General Information

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Instruments</td>
<td>24</td>
</tr>
<tr>
<td>Instruments Panel Layout</td>
<td>25</td>
</tr>
<tr>
<td>Warning Lights</td>
<td>27</td>
</tr>
<tr>
<td>Speedometer and Odometer</td>
<td>31</td>
</tr>
<tr>
<td>Tachometer</td>
<td>31</td>
</tr>
<tr>
<td>Fuel Gauge</td>
<td>31</td>
</tr>
<tr>
<td>Gear Position Display</td>
<td>32</td>
</tr>
<tr>
<td>Riding Modes</td>
<td>32</td>
</tr>
<tr>
<td>Riding Mode Selection</td>
<td>33</td>
</tr>
<tr>
<td>Information Tray</td>
<td>35</td>
</tr>
<tr>
<td>Main Menu</td>
<td>41</td>
</tr>
<tr>
<td>Instrument Panel Position Adjustment</td>
<td>56</td>
</tr>
<tr>
<td>Keys</td>
<td>57</td>
</tr>
<tr>
<td>Smart Key</td>
<td>58</td>
</tr>
<tr>
<td>Smart Key Battery Replacement</td>
<td>58</td>
</tr>
<tr>
<td>Standard Key</td>
<td>59</td>
</tr>
<tr>
<td>Keyless Ignition</td>
<td>60</td>
</tr>
<tr>
<td>Master Ignition Switch (if equipped)</td>
<td>61</td>
</tr>
<tr>
<td>Steering Lock</td>
<td>61</td>
</tr>
<tr>
<td>Right Handlebar Switches</td>
<td>62</td>
</tr>
<tr>
<td>Hazard Warning Lights Button</td>
<td>62</td>
</tr>
<tr>
<td>Power ON/OFF Position</td>
<td>62</td>
</tr>
<tr>
<td>STOP Position</td>
<td>62</td>
</tr>
<tr>
<td>RUN Position</td>
<td>62</td>
</tr>
<tr>
<td>QUICK START Position</td>
<td>62</td>
</tr>
<tr>
<td>HOME Button</td>
<td>62</td>
</tr>
</tbody>
</table>
## General Information

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Handlebar Switches</td>
<td>63</td>
</tr>
<tr>
<td>Daytime Running Lights (DRL) Switch (if equipped)</td>
<td>63</td>
</tr>
<tr>
<td>MODE Button</td>
<td>63</td>
</tr>
<tr>
<td>Turn Signals Switch</td>
<td>64</td>
</tr>
<tr>
<td>Joystick Button</td>
<td>64</td>
</tr>
<tr>
<td>Horn Button</td>
<td>64</td>
</tr>
<tr>
<td>Heated Grips Switch (if equipped)</td>
<td>64</td>
</tr>
<tr>
<td>Fog Lights Switch</td>
<td>65</td>
</tr>
<tr>
<td>Cruise Control Button (if equipped)</td>
<td>65</td>
</tr>
<tr>
<td>High Beam Button</td>
<td>65</td>
</tr>
<tr>
<td>Cruise Control</td>
<td>66</td>
</tr>
<tr>
<td>Activating Cruise Control</td>
<td>67</td>
</tr>
<tr>
<td>Deactivating Cruise Control</td>
<td>67</td>
</tr>
<tr>
<td>Traction Control (TC)</td>
<td>68</td>
</tr>
<tr>
<td>Optimized Cornering Traction Control (if equipped)</td>
<td>69</td>
</tr>
<tr>
<td>Traction Control Settings</td>
<td>70</td>
</tr>
<tr>
<td>ABS Enable</td>
<td>71</td>
</tr>
<tr>
<td>Tire Pressure Monitoring System (TPMS) (if equipped)</td>
<td>72</td>
</tr>
<tr>
<td>Tire Pressure Sensor Serial Number</td>
<td>72</td>
</tr>
<tr>
<td>TPMS System Display</td>
<td>73</td>
</tr>
<tr>
<td>Sensor Batteries</td>
<td>73</td>
</tr>
<tr>
<td>TPMS System Fault</td>
<td>74</td>
</tr>
<tr>
<td>Tire Pressures</td>
<td>74</td>
</tr>
<tr>
<td>Replacement Tires</td>
<td>75</td>
</tr>
<tr>
<td>Front Brake Lever</td>
<td>75</td>
</tr>
<tr>
<td>Clutch Lever</td>
<td>77</td>
</tr>
<tr>
<td>Throttle Control</td>
<td>78</td>
</tr>
<tr>
<td>Fuel</td>
<td>79</td>
</tr>
<tr>
<td>Fuel Tank Cap</td>
<td>81</td>
</tr>
<tr>
<td>Filling the Fuel Tank</td>
<td>81</td>
</tr>
<tr>
<td>Side Stand</td>
<td>82</td>
</tr>
<tr>
<td>Center Stand (if equipped)</td>
<td>83</td>
</tr>
<tr>
<td>Side Panels</td>
<td>84</td>
</tr>
<tr>
<td>Tool Kit</td>
<td>85</td>
</tr>
</tbody>
</table>
## General Information

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seats</td>
<td>85</td>
</tr>
<tr>
<td>Seat Care</td>
<td>85</td>
</tr>
<tr>
<td>Seat Lock</td>
<td>85</td>
</tr>
<tr>
<td>Seat Removal and Installation</td>
<td>86</td>
</tr>
<tr>
<td>Seat Storage</td>
<td>86</td>
</tr>
<tr>
<td>Universal Serial Bus (USB) Socket</td>
<td>87</td>
</tr>
<tr>
<td>Breaking-In</td>
<td>88</td>
</tr>
<tr>
<td>Daily Safety Checks</td>
<td>89</td>
</tr>
</tbody>
</table>
General Information

Instruments

Table of Contents

Instruments Panel Layout .................................................. 25
Warning Lights ........................................................................ 27
Speedometer and Odometer .................................................... 31
Tachometer ........................................................................... 31
Fuel Gauge ........................................................................... 31
Gear Position Display ............................................................ 32
Riding Modes ........................................................................ 32
Riding Mode Selection .......................................................... 33
Information Tray ..................................................................... 35
Main Menu ............................................................................ 41
Instrument Panel Position Adjustment .................................... 56
Instruments Panel Layout

There are two different themes available on the instrument display. Not all instrument features are available on all models.

Quartz Theme

1. Ambient air temperature
2. Warning light
3. Fuel gage
4. Engine management Malfunction Indicator Light (MIL)
5. Fuel level low warning light
6. Alarm/immobilizer status indicator light (alarm is an accessory kit)
7. ABS warning light
8. Oil pressure warning light
9. Information tray symbol/Riding mode symbol
10. Warning light
11. Clock
12. Right hand side display panel
13. Right hand turn signal
14. Daytime Running Light (DRL) (if equipped)
15. High beam warning light
16. Speedometer
17. Gear position symbol
18. Information tray
19. Cruise control SET indicator
20. Heated grips status
21. Current riding mode
22. Tachometer/Left hand side display panel
23. Left hand turn signal
1. Gear position symbol
2. Heated grips status
3. Engine management Malfunction Indicator Light (MIL)
4. Fuel level low warning light
5. Alarm/immobilizer status indicator light (alarm is an accessory kit)
6. ABS warning light
7. Oil pressure warning light
8. Clock
9. Ambient air temperature
10. Right hand side display panel
11. Right hand turn signal
12. Daytime Running Light (DRL) (if equipped)
13. High beam warning light
14. Tachometer
15. Warning light
16. Cruise control speed/SET indicator
17. Information tray
18. Speedometer
19. Information tray symbol
20. Left hand panel
21. Fuel gage
22. Left hand turn signal
23. Current riding mode
Warning Lights

Note
When the ignition is switched on, the instrument warning lights will illuminate for 1.5 seconds and will then go off (except those which remain on until the engine starts, as described in the following pages).

For additional warning and information messages, see page 36.

Engine Management System
Malfunction Indicator Light (MIL)

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

If the engine is running and there is a fault with the engine management system the MIL will be illuminated and the general warning symbol will flash. In such circumstances, the engine management system may switch to 'limp-home' mode so that the journey may be completed, if the fault is not so severe that the engine will not run.

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

Low Oil Pressure Warning Light

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

Caution
Stop the engine immediately if the low oil pressure warning light illuminates. Do not restart the engine until the fault has been rectified.
Severe engine damage will result from running the engine when the low oil pressure warning light is illuminated.
General Information

**Note**

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

**Immobilizer/Alarm Indicator Light**

This Triumph motorcycle is equipped with an engine immobilizer which is activated when the ignition switch is turned to the OFF position.

**Without Alarm Equipped**

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

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

**With Alarm Equipped**

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

**Anti-Lock Braking System (ABS) Warning Light**

The ABS warning light will flash on and off. The light will continue to flash after engine start-up until the motorcycle first reaches a speed exceeding 6 mph (10 km/h) when it will go off.

**Warning**

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

Do not continue to ride for longer than is necessary with the indicator light illuminated.

Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified. In this situation braking too hard will cause the wheels to lock resulting in loss of motorcycle control and an accident.

**Traction Control (TC) Indicator Light**

The TC indicator light is used to indicate that the traction control system is active and is working to limit rear wheel slip during periods of hard acceleration or under wet or slippery road conditions.

**Note**

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

The warning light will not illuminate again until the engine is restarted unless there is a fault, or the ABS is disabled by the rider.

If the ABS is disabled by the rider the warning light will illuminate until the ABS is enabled again.

If there is a fault with the ABS system the warning light will be illuminated and the general warning symbol will flash.
If the traction control is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin. Do not continue to ride for longer than is necessary with the Engine Management System Malfunction Indicator Light (MIL) and traction control warning lights illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked.

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

TC Indicator Light Operation:

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

TC Switched Off:
The indicator light will not illuminate. Instead the TC disabled warning light will be illuminated (see page 29).

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

Traction Control (TC) Disabled Warning Light

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

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

Turn Signals

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

Hazard Warning Lights

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

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

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

High Beam Light

When the high beam button is pressed the high beam will be switched on. Each press of the button will swap between dip and high beam.

Note
If daytime running lights are installed on the motorcycle, the high beam button has additional functionality.
General Information

If the DRL switch is in the daytime running lights position, then press and hold the high beam button to turn the high beam on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

Note
A lighting on/off switch is not installed on this model. The tail light and license plate light all function automatically when the ignition is on.
The headlight will function when the ignition is on. The headlight will go off while pressing the starter button until the engine starts.

Daytime Running Lights (DRL) (if equipped)

When the ignition is switched ON and the daytime running lights switch is set to DAYTIME RUNNING LIGHTS, the daytime running lights warning light will illuminate.
The daytime running lights and low beam headlights are operated manually using a switch on the left hand switch housing, see page 63.

⚠️ Warning
Do not ride for longer than necessary in poor ambient light conditions with the Daytime Running Lights (DRL) in use.
Riding with the Daytime Running Lights when dark, in tunnels or where poor ambient light is apparent may reduce the rider’s vision or blind other road users.
Blinding other road users or reduced vision in low ambient light levels may result in loss of motorcycle control and an accident.

Note
During daylight hours the Daytime Running Lights improve the motorcycles visibility to other road users.
Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.

Low Fuel Warning Light
The low fuel warning light will illuminate when there are approximately 3.5 liters of fuel remaining in the tank.

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

Ambient Air Temperature
The ambient air temperature is displayed as either °C or °F.
When the motorcycle is stationary the heat of the engine may affect the accuracy of the ambient temperature display.
Once the motorcycle starts moving the display will return to normal after a short time.
To change the temperature from °C or °F, see page 53.

Speedometer and Odometer
The speedometer indicates the road speed of the motorcycle.
The odometer shows the total distance that the motorcycle has travelled.

Tachometer

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

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

Fuel Gauge
The fuel gage indicates the amount of fuel in the tank.

1. Fuel gage
2. Low fuel warning light
3. Low fuel information tray

Note
The fuel gage is shown in the left hand panel when the Chronos theme is selected.
The range to empty and instantaneous fuel consumption is shown in the right hand panel when the Fuel menu is selected.
With the ignition switched on, a filled line in the fuel gage indicates the fuel remaining in the fuel tank.
The gage markings indicate intermediate fuel levels between an empty and full fuel tank.
The low fuel warning light will illuminate when approximately 1 gallon (3.5 liters) of fuel is remaining in the tank and you should refuel at the earliest opportunity.
A low fuel warning message will appear in the information tray. Press the joystick center to acknowledge and hide the low fuel warning.
General Information

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

Gear Position Display

The gear position display indicates which gear (one to six) has been engaged. When the transmission is in neutral (no gear selected), the display will show N.

Riding Modes

The riding modes allow adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Traction Control (TC) settings to suit differing road conditions and rider preferences. Up to six riding modes are available depending on the motorcycle model’s specification. Riding modes can be conveniently selected using the MODE button and joystick located on the left hand switch housing, while the motorcycle is stationary or moving.

Each riding mode is adjustable. Availability of the ABS, MAP and TC setting options vary between models. For more information, see page 43. If a riding mode is edited (other than the Rider mode), the icon will change as shown below.

<table>
<thead>
<tr>
<th>Default Icon</th>
<th>Rider Edited Icon</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>🌧️</td>
<td>🌧️</td>
<td>Rider</td>
</tr>
<tr>
<td>🌧️</td>
<td>🌧️</td>
<td>Rain</td>
</tr>
<tr>
<td>💨</td>
<td>💨</td>
<td>Road</td>
</tr>
<tr>
<td>⚡️</td>
<td>⚡️</td>
<td>Sport</td>
</tr>
<tr>
<td>🔫</td>
<td>🔫</td>
<td>Off-Road</td>
</tr>
<tr>
<td>🔫 PRO</td>
<td>🔫 PRO</td>
<td>Off-Road Pro</td>
</tr>
</tbody>
</table>

1. Gear position display (neutral position shown)

1. Gear position display (third gear shown)
Riding Mode Selection

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

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

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

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

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

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

**Warning**
If traction control has been disabled in the Main Menu as described on page 46 then settings saved for all riding modes will be overridden.

Traction control will remain off regardless of your riding mode selection until re-enabled, or the ignition has been switched off then on again, or the MODE button is held in to return to the default Road mode (which enables the traction control when the motorcycle is next stationary).

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

**Warning**
If the ABS is disabled, the brake system will function as a non-ABS equipped braking system. In this situation braking too hard will cause the wheels to lock, and may result in loss of motorcycle control and an accident.
### General Information

**Warning**

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

Do not loan your motorcycle to anyone as they may change the riding mode settings from the one you are familiar with, causing loss of motorcycle control and an accident.

**Note**

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

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

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

Otherwise, the last selected riding mode will be remembered and activated when the ignition is switched ON.

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

To select a riding mode:

- Press and release the MODE button on the left hand switch housing to activate the riding mode information tray and riding mode selection panel.
- The currently active riding mode icon is shown in the center of the instrument panel.

To change the selected riding mode:

- Either push the joystick left or right, or repeatedly press the MODE button until the required mode is shown in the center of the display screen or highlighted in the riding mode selection panel.
- A brief press of the joystick center will select the required riding mode.

1. **MODE button**
2. **Current riding mode**
3. **Joystick**
4. **Information tray showing riding mode settings**
5. **Riding mode selection panel**

- Push the joystick left/right or press the MODE button to scroll through the riding mode options in the following order:
  - Rider
  - Rain
  - Road
  - Sport
  - Off-road
  - Off-road pro.

The selected mode is activated once the following conditions for switching modes have been met:
Motorcycle Stationary - Engine Off
- The ignition is switched ON.
- The engine stop switch is in the RUN position.

Motorcycle Stationary - Engine Running
- Neutral gear is selected.

Motorcycle in Motion
Within 30 seconds of selecting a riding mode the rider must carry out the following simultaneously:
- Close the throttle.
- Make sure that the brakes are not engaged (allow the motorcycle to coast).

Note
It is not possible to switch into or out of Off-Road, Off-Road Pro or Rider modes while the motorcycle is in motion, if the ABS or TC settings are set to Off-road or OFF in either of those modes.
In this case, the motorcycle must be brought to a stop before the riding mode change can take place.

If a riding mode change is not completed, the icon will alternate between the previous riding mode and the newly selected riding mode until the change is complete or it is canceled.
The riding mode selection is now complete and normal riding can be resumed.

Information Tray

Warning
When the motorcycle is in motion, only attempt to switch between the information tray modes or reset the fuel information under the following conditions:
- At low speed
- In traffic free areas
- On straight and level roads or surfaces
- In good road and weather conditions.
Failure to observe this important warning could lead to loss of motorcycle control and an accident.

The information tray appears at the bottom of the display screen and allows easy access to different motorcycle status information.
To view the different information tray items:
- Push the joystick left/right until the required information tray item is shown.

Note
To access the information tray, any warning messages must first be acknowledged, see page 36.

The information tray contains the following items:
- Warnings and Information Messages, see page 36
- Contrast, see page 36
- Theme Options, see page 37
- Detail, see page 38
General Information

- Trip Meter, see page 38
- Fuel Information, see page 39
- Coolant Temperature, see page 39
- Service Interval Announcement and Odometer, see page 40
- Tire Pressure Monitoring System (TPMS) (if equipped), see page 41.

Different information tray items can be shown or hidden from the information tray. For further information, refer to page 50.

Warnings and Messages

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

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

To view the warnings and messages:
- Push the joystick left/right to scroll through the options until the warning review is shown.
- Push the joystick down/up to review each warning (if more than one). The warning counter will show the amount of warnings that are present.

- Push the joystick left/right to return to the information tray.

Low Battery Warning

If items such as heated grips are installed and are on with the engine at idle, over a period of time, the battery voltage may drop below a predetermined voltage and a warning message will be shown in the information tray.

Contrast

The Contrast information tray menu allows the display screen contrast to be adjusted.

1. Contrast symbol
2. HIGH contrast
3. AUTO contrast
4. LOW contrast
5. Contrast information tray

There are three options available:
- **HIGH** - This option locks the display screen to the white background version of each display screen style for maximum visibility.
• **AUTO** - This option uses the instrument light sensor to adjust the contrast to the most suitable setting. In bright sunlight, low brightness settings will be overridden to make sure that the instruments can be viewed at all times.

• **LOW** - This option locks the display screen to the dark background version of each display screen for night time visibility.

To select an option:
• Push the joystick down/up to select either the HIGH, AUTO or LOW contrast option and press the joystick center to confirm.
• If the rider defined brightness setting is suitable this will be used, see page 50.

**Note**

Do not cover the light sensor in the left hand panel on the display screen as this will stop the screen contrast from working correctly.

---

**Themes**

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

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

To change the theme:
• Push the joystick down/up to select the required theme and then press the joystick center to confirm.
• A slider bar in the right hand side panel also indicates the choice of theme.
General Information

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

There are three options available:

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

- **Auto Hide Info** - This option hides all information in the left hand panel and right hand panel. Information will still be shown in the information tray.

- **Show All** - This option shows information in the left hand panel, right hand panel and the information tray.

To select an option:

- Push the joystick down/up to select the required Detail option.

Note
There is a short time delay when using the joystick to select the option, and the option then being hidden or shown in the display screen. Make sure that the joystick isn’t held while the option is waiting to appear or hide the information. If the joystick is pressed, the information then reappears until the next option is selected.

- Once the required Detail option is chosen, press the joystick center to confirm.

- The Detail options are also numbered and shown in the right hand side display panel.

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

To view a specific trip meter:

- Push the joystick left/right to scroll through the information tray items until Trip 1 meter is shown.
General Information

• Select Trip 1 or Trip 2 by pushing the joystick down/up.

Note
Trip 2 meter can be shown or hidden from the information tray. For more information, see page 48.

To reset a trip meter:
• Select the trip meter to be reset.
• Press and hold the joystick center for more than one second.
• The trip meter will then be reset.
The trip meter can also be reset from the Main menu, see page 47.

Fuel
The Fuel status information tray shows fuel consumption information.

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

Range to Empty
This is an indication of the predicted distance that can be traveled on the remaining fuel in the tank.

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

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

Coolant
The coolant information tray menu indicates the temperature of the engine coolant.

Average Fuel Consumption
This is an indication of the average fuel consumption. After being reset the display will show dashes until 0.1 miles/km has been covered.
The coolant temperature is shown in the information tray with a status message. The coolant temperature is also shown in a gage in the right hand side display section. The gage ranges between C (cold) and H (hot). When the engine is started from cold the gage will show grey bars. As the temperature increases more bars in the gage will be shown illuminated. When the engine is started from hot the gage will show the relevant number of illuminated bars, dependant on engine temperature.

With the engine running, if the coolant temperature becomes dangerously high, the high coolant temperature warning light on the display will be illuminated and a message will be shown in the information tray.

### Caution

Stop the engine immediately if the high coolant temperature warning light illuminates. Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when the high coolant temperature warning light is illuminated.

---

### Service Indicator and Odometer

The Service Indicator display shows the service symbol, the distance/days remaining before the next service and the current odometer reading. The odometer reading shows the total distance that the motorcycle has traveled.

For more information on service indicator announcements, see page 47.
Tire Pressure Monitoring System (TPMS) (if equipped)

The Tire Pressure Monitoring System (TPMS) information tray item shows the front and rear tire pressures. For more information on TPMS, see page 72.

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

Main Menu

To access the Main Menu:

- The motorcycle must be stationary with the ignition switched on.
- Press the HOME button on the right handlebar switch housing.

- Scroll the Main Menu by pushing the joystick down/up until the required option is selected and then press the joystick center to confirm.

The Main Menu allows access to the following options:

**Riding Modes**

This menu allows configuration of the riding modes. For more information, see page 42.

**Bike Setup**

This menu allows configuration of the different features of the motorcycle. For more information, see page 45.

**Trip Setup**

This menu allows configuration of Trip 1 and Trip 2 meters. For more information, see page 47.

**Display Setup**

This menu allows configuration of the display options. For more information, see page 49.

**Reset to Defaults**

This menu allows all instrument settings to be returned to the default setting. For more information, see page 55.
General Information

Riding Modes

To change the riding modes settings:

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

- Push the joystick down/up until the required setting option is selected and press the joystick center to confirm.

- Push the joystick down/up until the required option is selected and press the joystick center to confirm.
**Riding Mode Configuration**

Riding modes are available depending on the motorcycle model’s specification. Refer to the following table for the ABS, MAP and TC options available for each riding mode.

<table>
<thead>
<tr>
<th>Riding Mode</th>
<th>Rider</th>
<th>Rain</th>
<th>Road</th>
<th>Sport</th>
<th>Off-Road</th>
<th>Off-Road Pro</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ABS (Anti-lock Braking System)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Off-Road¹</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
</tr>
<tr>
<td>Off</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
</tr>
<tr>
<td><strong>MAP (Throttle Response)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rain</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Road</td>
<td>●</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Sport¹</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Off-Road¹</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td><strong>TC (Traction Control)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rain</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Road</td>
<td>●</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Sport¹</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
<td>〇</td>
</tr>
<tr>
<td>Off-Road¹</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>〇</td>
<td>●</td>
<td>〇</td>
</tr>
<tr>
<td>Off</td>
<td>〇</td>
<td>Via Menu</td>
<td>Via Menu</td>
<td>Via Menu</td>
<td>〇</td>
<td>●</td>
</tr>
</tbody>
</table>

¹ Model Specific

**Key**

- ● Standard (Factory Default Setting)
- ○ Selectable Option
- 〇 Option Not Available
General Information

ABS Options

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Off-Road ABS option is not intended for use with normal, on-road riding. Use of the rear brake pedal in this situation can cause the rear wheel to lock under heavy braking. Riding on the road with the ABS set to Off-Road can lead to instability when braking which may result in loss of motorcycle control and an accident.</td>
</tr>
</tbody>
</table>

ABS Option Descriptions

Road and Sport - Optimal ABS setting for road use.

Rain - Optimal ABS setting for rain use.

Off-Road - Front ABS is less intrusive. Rear ABS is disabled. Optimized cornering ABS is disabled.

Off-Road Pro - Front ABS is disabled. Rear ABS is disabled. Optimized cornering ABS is disabled. The ABS warning light will be illuminated.

MAP Options

<table>
<thead>
<tr>
<th>MAP Option Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road - Standard throttle response.</td>
</tr>
<tr>
<td>Rain - Reduced throttle response when compared to the Road setting for wet or slippery conditions.</td>
</tr>
<tr>
<td>Sport - Increased throttle response when compared to the Road setting.</td>
</tr>
<tr>
<td>Off-Road - Optimal throttle response setting for off-road use.</td>
</tr>
</tbody>
</table>

Traction Control Options

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Off-Road traction control option is not intended for normal, on-road riding. Riding on the road with traction control set to Off-Road can produce instability under acceleration due to the increased amount of rear wheel slip allowed. Instability caused by rear wheel slip may result in loss of motorcycle control and an accident.</td>
</tr>
</tbody>
</table>

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

### Traction Control Option Descriptions

**Road** - Optimal traction control setting for road use. Allows a small amount of rear wheel slip.

**Rain** - Optimal traction control setting for wet or slippery conditions. Allows reduced rear wheel slip when compared with the Road setting.

**Sport** - Allows increased rear wheel slip when compared with the Road setting.

**Off-Road** - Traction control is set up for off-road use. Allows increased rear wheel slip when compared to the Rain, Road and Sport setting. The traction control indicator light will flash slowly.

**Off-Road Pro** - Traction control is turned OFF. The traction control disabled warning light will be illuminated.

### Bike Setup Menu

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

The Bike Setup menu allows access to the following options:
- Indicators
- Traction Control (TC)
- Service

### Bike Setup - Turn Signals

The turn signals can be set to Auto Basic, Auto Advanced or Manual mode.

To select the required turn signals mode:
- From the Bike Setup menu, push the joystick down to select Indicators and press the joystick center to confirm.
General Information

- Push the joystick down/up to scroll between Auto Basic, Auto Advanced or Manual.
  - **Auto Basic** - The self-canceling function is on. The turn signals will activate for eight seconds and an additional 65 meters.
  - **Auto Advanced** - The self-canceling function is on. A short press activates the turn signals for three flashes. A longer press activates the turn signals for eight seconds and an additional 71 yards (65 meters).
  - **Manual** - The self-canceling function is off. The turn signals must be manually canceled using the turn signal switch.
- Press the joystick center to confirm the required selection.
- The display will then return to the Bike Setup menu.

Bike Setup - Traction Control (TC)

It is possible to temporarily disable the traction control system. The traction control cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again, or if the default riding mode is activated by a long press of the MODE button.

To select the required option:
- From the Bike Setup menu, push the joystick down to select TC and press the joystick center to confirm.
- Push the joystick down/up to scroll between Enabled and Disabled.
- Press the joystick center to select the required option.
- The display will then return to the Bike Setup display.
Bike Setup - Service
The service interval is set to a distance and/or time period.

To review the service interval:
• From the Bike Setup menu, push the joystick down to select Service and press the joystick center to confirm.
• The service time and distance information are then shown.

Trip Setup Menu
The Trip Setup menu allows configuration of the trip meters. Each trip meter can be configured to be reset either manually or automatically. The setup procedure is the same for both trip meters.

To access the Trip Setup menu:
• Press the HOME button to display the Main menu.
• Push the joystick down and then press the joystick center to select Trip Setup.

The options available are:
• Trip 1 Reset
• Trip 2 Reset
• Trip 2 Display.

Trip Setup - Manual Reset
This menu allows the manual reset of each trip meter individually.

To set a trip meter manually:
• Push the HOME button to display the Main Menu.
• Push the joystick down and then press the joystick center to select Trip Setup.
• Push the joystick down and then press the joystick center to select either Trip 1 Reset or Trip 2 Reset.
General Information

- Push the joystick center to select Manual.

There are two options available:
- **Reset Now and Continue** - Resets all trip meter data in the relevant trip meter.
- **Continue without Reset** - The trip meter will not be reset.

- Press the joystick center to confirm the selection and return to the previous menu.

Trip Setup - Automatic Reset

This menu allows the automatic reset of a trip meter after the ignition has been switched off for a set time.

To set the trip meters to automatically reset:
- Push the HOME button to display the Main Menu.
- Push the joystick down and then press the joystick center to select Trip Setup.
- Push the joystick down/up and then press the joystick center to select Trip 1 Reset or Trip 2 Reset.
- Push the joystick down/up and select Automatic and then press the joystick center.

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

The following table shows two examples of the automatic trip reset functionality.

<table>
<thead>
<tr>
<th>Ignition Turned Off</th>
<th>Selected Time Delay</th>
<th>Trip Meter Resets to Zero</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:30 hrs</td>
<td>4 Hrs</td>
<td>14:30 hrs</td>
</tr>
<tr>
<td>18:00 hrs</td>
<td>16 Hrs</td>
<td>10:00 hrs (next day)</td>
</tr>
</tbody>
</table>

Trip 2 Enable/Disable

This menu allows Trip 2 meter to be enabled or disabled. If Trip 2 is disabled it will no longer be shown in the instrument display.

To enable or disable the Trip 2 meter:
- Push the MODE button to display the Main Menu.
- Push the joystick down to select Trip Setup.
General Information

• Push the joystick center to display the Trip Setup menu.
• Push the joystick down/up to scroll to the Trip 2 Display and press the joystick center.
• Push the joystick down/up to scroll between Enabled and Disabled and press the joystick center.

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

Display Setup - Themes
To select a different theme the motorcycle must be stationary with the ignition turned to the ON position.
• Push the HOME button to display the Main Menu.
• Push the joystick down and then press joystick center to select Display Setup.
• Push the joystick center to display the Theme menu.
• Press the joystick center to select the required theme.

The Display Setup menu allows access to the following options:
• Theme
• Brightness (High Contrast)
• Brightness (Low Contrast)
• Visible Tray
• Shift Indicator
• RIDER NAME

The new theme will be shown and saved. Press the HOME button to exit.
General Information

Display Setup - Brightness
The brightness feature allows the screen’s brightness contrast to be changed for day time and night time riding.

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

To change the brightness level:
- From the Display Setup menu, push the joystick down to select Brightness (High Contrast) or Brightness (Low Contrast).
- Push the joystick center to confirm.
- Push the joystick down/up to adjust the brightness.
- Press the joystick center to confirm the required level of brightness.
- Press the HOME button to return to the main display.

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

Display Setup - Visible Tray
The Visible Tray feature allows the selection of required information tray items to be shown in the instrument panel display.

To select the Visible Tray menu:
- From the Display Setup menu, push the joystick down to select Visible Tray and press the joystick center to confirm.
- Push the joystick down/up until the required information tray item is selected.
- Press the joystick center to select/deselect the information tray item.

The options include:
- Trip 1
- Trip 2
- Fuel Status
- Service Interval
- Theme
- Detail
- Contrast
- Coolant.
• An information tray item with a tick next to it will be shown in the instrument panel display. An information tray item without a tick next to it will not be shown in the instrument panel display.

**Display Setup - Shift Indicator**

This menu allows the adjustment of the gear shift indicator. The gear shift indicator changes the tachometer color to orange when the specified engine speed threshold is reached, indicating to change gear.

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

- Push the joystick left/right to select each individual number.
- Push the joystick down/up to change the number.
- Press the joystick center to confirm selection.
- Repeat this process with each individual number until the correct RPM number is shown.

To reset the gear shift indicator:

- Push the joystick down/up to select Reset and press the joystick center to confirm. This resets the RPM to 07000.
General Information

Display Setup - Rider Name
This menu allows the rider name to be entered into the instrument panel system and shown in the welcome/start up display screen.

To enter a rider’s name:
- From the Display Setup menu, push the joystick down to select Rider Name and press the joystick center to confirm.
- Using the joystick, navigate the keyboard and select the first letter of the rider’s name. Press the joystick button to confirm. The letter appears at the top of the keyboard.
- Repeat the procedure until the whole rider name has been selected. There is a character limit of 13 characters.
- Selecting ?123 shows a new keyboard of symbols and numbers to select from.
- Once the rider’s name has been completed, select Enter and click on the joystick button to confirm.
- The rider’s name will now appear on the welcome screen the next time the instruments are started.

Display Setup - Language
There are several different languages that can be selected to be shown in the instrument display screen.

To select a different language:
- From the Display Setup menu, push the joystick down to select Language and press the joystick center to confirm.
- Push the joystick down/up until the required language is selected. The following options are available:
  - English
  - French
  - German
  - Italian
  - Dutch
  - Portuguese
  - Spanish
  - Swedish.
- Press the joystick center to select/deselect the required language.
Display Setup - Units
There are different units of measurement options that can be shown in the display screen.

To select the units of measurement required:
• From the Display Setup menu, push the joystick down to select Units and press the joystick center to confirm.
• Push the joystick down/up to select the required unit: Distance/Economy, Temperature or Pressure.

• Push the joystick down/up to select the required unit of measurement from the following options:
  - **Distance/Economy:**
    - Miles and MPG (UK)
    - Miles and MPG (US)
    - KM and L/100KM
    - KM and KM/L
  - **Temperature:**
    - °C
    - °F
  - **Pressure:**
    - PSI
    - Bar
    - KPa
• Press the joystick center to confirm.

Display Setup - Clock
This function allows the adjustment of the clock.

To set the clock:
• From the Display Setup menu, push the joystick down to select Clock and press the joystick center to confirm.
General Information

- Push the joystick down/up to select between either 12 Hr or 24 Hr clock and press the joystick center to confirm selection. The clock will display in either 12 or 24 hour format. Once the clock format is set the display will return to the Clock menu.

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

To adjust the hour setting:
- Select Hours on the display and press the joystick center, a tick will appear next to Hours and the hours display will flash as shown below.
- Push the joystick down/up to set the hour and press the joystick center to confirm.

To adjust the minute setting:
- Select Minutes on the display and press the joystick center, a tick will appear next to Minutes and the minutes display will flash as shown below.
- Push the joystick down/up to set the correct minute and press the joystick center to confirm.

Display Setup - Date

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

To set the date format:
- From the Display Setup menu, push the joystick down to select Date and press the joystick center to confirm.
General Information

• Press the joystick center to display Date Format.

The following options are available:
- DD-MM-YYYY
- MM-DD-YYYY
- YYYY-MM-DD.

Press the joystick center to confirm the selection. Once the date format is set the display will return to the Date menu.

• Push the joystick down/up to select the required date format.

To set the date, push the joystick down/up to select the Year, Month and Day.

• Select Year and then press the joystick center, a tick will appear next to the Year and the Year display will flash.

• Push the joystick down/up to set the current year and then press the joystick center to confirm.

• To set the Month and Day repeat the procedure used to set the year. Once the date is set the display will return to the Date menu.

Reset to Defaults

This function allows the Main Menu items to be reset to the default setting.

To reset the Main Menu display:
• Press the HOME button to display the Main Menu.
General Information

- Push the joystick down and then press the joystick center to select Reset To Defaults.
  The options are:
  - **Confirm** - The following main menu settings and data will be reset to the factory default values - Riding Modes, Indicator Setup, Trip Computers, Visible Trays, Language, Traction Control, Themes and Display Brightness.
  - **Cancel** - The main menu settings and data will remain unchanged and the display will return to the previous level.

- Select the required option and press the joystick button to confirm.

Instrument Panel Position Adjustment

**Warning**

Operation of the motorcycle with an incorrectly adjusted instrument panel is dangerous.

An incorrectly adjusted instrument panel will result in loss of instrument vision when riding and may cause a distraction leading to loss of control of the motorcycle and an accident.

Always adjust the instrument panel to provide sufficient vision of the instruments before riding the motorcycle.

**Warning**

Never attempt to clean or adjust the instrument panel while riding the motorcycle. Removal of the rider’s hands from the handlebar while riding the motorcycle will diminish the ability of the rider to maintain control of the motorcycle.

Attempting to clean or adjust the instrument panel while riding the motorcycle may result in loss of control of the motorcycle and an accident.

Only attempt to clean or adjust the instrument panel while stationary.
Caution
Do not press directly onto the instrument panel display screen. Only adjust the position of the instrument panel using the adjustment lever. Pressing directly on the instrument panel display screen may damage the instrument panel.

The instrument panel can be adjusted to allow for improved visibility of the display screen.

Keys
There are three keys supplied with the motorcycle. One smart key and two standard keys.

Warning
Additional keys, key rings/chains or items attached to the key may interfere with the steering, leading to loss of motorcycle control and an accident. Remove all additional keys, key rings/chains and items from the key before riding the motorcycle.

Caution
Additional keys, key rings/chains or items attached to the key may cause damage to the motorcycle’s painted or polished components. Remove all additional keys, key rings/chains and items from the key before riding the motorcycle.

Caution
The motorcycle must not be ridden with the key in the steering lock or seat lock. Always lock the seat and remove the key before riding the motorcycle.

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

1. Adjustment lever

To adjust the instrument panel:
• Using the lever, move the instrument panel to allow an unobstructed view of the display screen.

Note
Moderate force using the thumb and finger is required to adjust the position of the instrument panel.
General Information

Smart Key
There is one smart key supplied with the motorcycle.

Caution
All keys supplied with the motorcycle are specific to the individual motorcycle. They cannot be used on another motorcycle.
If all keys are lost, misplaced or damaged, then the KCU control unit on the motorcycle will need to be replaced.
To avoid unnecessary cost and time, make sure that all spare keys are kept in a secure location.

Caution
If there is a fault with the smart key or the smart key battery is discharged then take the smart key to the nearest Triumph dealer to rectify.

Note
An additional smart key can be purchased from your Triumph dealer. However, only three keys can be programmed to the motorcycle. This can be a combination of smart keys and standard keys.

1. Smart key blade
2. Status symbol
3. ON/OFF button
The smart key operates the keyless ignition system. The smart key blade operates the seat lock, steering lock and fuel tank cap.

Smart Key Battery Replacement

Warning
There is a risk of explosion if an incorrect battery is used.
Always make sure that the correct battery size and type is used.
General Information

⚠️ Warning

Batteries contain harmful materials. Always keep batteries out of the reach of infants and young children to prevent them being swallowed. If swallowed, consult a doctor immediately.

⚠️ Caution

Do not touch the contact faces of the battery with your skin. Only touch the edges of the battery when you hold it. The natural materials in your skin can cause corrosion and shorten the life of the battery.

To replace the smart key battery:
- Make sure that the smart key is in passive mode (red LED).
- Remove the battery cover fastener using a 1.5 mm AF Allen key.
- Remove the battery cover.
- Remove the battery, noting its orientation.
- Insert a new 3 Volt CR2032 Lithium battery.
- Replace the battery cover making sure that it aligns correctly.
- Reinstall the battery cover fastener and tighten to 2.7 lbf in (0.3 Nm).

Battery Disposal

The used battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Standard Key

There are two standard keys supplied with the motorcycle. The standard key operates the seat lock, steering lock and the fuel tank cap.

1. Key number tag

They have a small tag attached to them bearing the key number. Make a note of the key number and store the spare key and key number tag in a safe place away from the motorcycle. Always get replacement keys from your authorized Triumph dealer.
General Information

Keyless Ignition
The keyless ignition system allows the motorcycle to be started without the use of a mechanical key.

Smart Key Operation
To turn the motorcycle on with the keyless ignition:

- The smart key must be within close proximity (one meter/three feet) of a system sensor. There is a system sensor located under the seat, and another system sensor located in the headlight unit. If the smart key is out of range of a system sensor then it will be unresponsive and the keyless ignition cannot be activated.
- Press the button on the smart key to turn the key on. The button light shows green briefly to indicate that the smart key is on.

A short press on the smart key button shows the status of the smart key: red is OFF and green is ON.

A long press of the button will change the status to OFF or ON after briefly showing the original status color first.
- For more information on starting the engine with keyless ignition, see page 92.

Note
For security reasons, the smart key should be switched off every time it is removed from the motorcycle.

If the smart key battery is discharged, then use the smart key in the standard key operation method.

1. System sensor location

Standard Key Operation
To turn the motorcycle on with the standard key (or the smart key if the battery is discharged):

- Remove the seat.

- The system sensor location is shown as a signal symbol in the seat storage tray.

- Hold the standard key on the system sensor located under the seat.

- The standard key must be held against the system sensor while pressing the Engine Start/Stop switch in either the QUICK START or Power ON/OFF position (see page 62).
Master Ignition Switch
(if equipped)

The master ignition switch is only mounted to motorcycles in the United States and Canada. The master ignition switch is located on the left hand side of the motorcycle.

To operate the motorcycle with the keyless ignition, the master ignition switch must be in the ON position. If the master ignition switch is in the OFF position then the keyless ignition cannot be used and the motorcycle cannot be started.

Steering Lock

**Warning**

Always disengage the steering lock before riding. If the steering lock is engaged, it is not possible to turn the handlebars or steer the motorcycle. Riding without motorcycle steering control will lead to loss of motorcycle control and an accident.

The steering lock is located on the upper yoke. It is a two position, key operated lock. The key can be removed in either the engaged or disengaged positions.

To engage the steering lock:
- Insert the key and turn clockwise.
- At the same time, turn the handlebar fully left until the lock engages.

To disengage the steering lock:
- Insert the key.
- Turn the handlebar slightly to relieve any weight on the steering lock, and turn the key counter-clockwise.

To remove the key:
- Rotate the key clockwise slightly to disengage the retaining mechanism before it can be removed from the lock.
General Information

Right Handlebar Switches

1. Hazard warning lights switch
2. Engine start/stop switch
3. Power ON/OFF position
4. STOP position
5. RUN position
6. QUICK START position
7. HOME button

Hazard Warning Lights Button
To turn the hazard warning lights on or off, press and release the hazard warning light button.

The ignition must be switched on for the hazard warnings lights to be activated, but the hazard lights will remain active if the ignition is switched off until the hazard warning light button is pressed again.

Power ON/OFF Position
The Power ON/OFF position switches the electrical circuits and the instrument display between on or off. This allows access to the instrument display without starting the engine.

Caution
Do not leave the switch in the Power ON position for a long period of time as this may cause damage to electrical components and will discharge the battery.

STOP Position
The STOP position stops the engine.

Note
Although the engine stop position stops the engine, it does not turn off all the electrical circuits and may cause difficulty in restarting the engine due to a discharged battery.

RUN Position
The engine start/stop switch must be in the RUN position for the motorcycle to operate.

QUICK START Position
The QUICK START position operates the electric starter allowing for a quicker ignition start.

From the ignition off, press and hold the engine start/stop switch in the QUICK START position with all the correct conditions met, to start the motorcycle. For more information, see page 92.

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

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

1. Daytime Running Lights (DRL) switch (if equipped)
2. MODE button
3. Turn signal switch
4. Joystick button
5. Horn button
6. Heated grips switch (if equipped)
7. Front fog lights switch
8. Cruise control button
9. High beam button

**Daytime Running Lights (DRL) Switch (if equipped)**

When the ignition is switched ON and the daytime running lights switch is set to DRL mode, the daytime running lights warning light will illuminate. The daytime running lights and low beam headlights are operated manually using the DRL switch. Press the top of the switch for DRL mode, and the bottom of the switch for low beam headlight mode.

**Warning**

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

Riding with the daytime running lights when dark, in tunnels or where poor ambient light is apparent may reduce the riders vision or blind other road users.

Blinding other road users or reduced vision in low ambient light levels may result in loss of motorcycle control and an accident.

**Note**

During daylight hours the daytime running lights improve the motorcycles visibility to other road users.

Low beam headlights must be used in any other conditions unless the road conditions allow for high beam headlights to be used.

**MODE Button**

When the MODE button is pressed and released it will activate the Riding Mode Selection Menu in the display screen. Further presses of the MODE button will scroll through the available riding modes, see Riding Mode Selection on page 33.

Press and hold the MODE button when a riding mode is selected provides direct access to the riding mode’s configuration menu.

For more information on riding mode selection and configuration, see page 43.
General Information

Turn Signals Switch
When the turn signal switch is pushed to the left or right and released, the corresponding turn signals will flash on and off. To turn off the turn signals, push and release the switch in the central position.

There are three turn signals options:
- **Auto Basic** - The self-canceling function is on. The turn signals will activate for eight seconds and an additional 65 meters.
- **Auto Advanced** - The self-canceling function is on. A short press activates the turn signals for three flashes. A longer press activates the turn signals for eight seconds and an additional 71 yards (65 meters).
- **Manual** - The self-canceling function is off. The turn signals must be manually canceled using the turn signal switch.

To select a turn signal option, refer to the Bike Setup section on page 45.

The turn signals can be canceled manually. To manually turn off the turn signal, press and release the turn signal switch in the central position.

Joystick Button
The Joystick is used to operate the following functions of the instruments:
- **Up** - scroll the menu from the bottom to the top
- **Down** - scroll the menu from the top to the bottom
- **Left** - scroll the menu to the left
- **Right** - scroll the menu to the right
- **Center** - press to confirm selection.

Horn Button
When the horn button is pushed, with the ignition ON, the horn will sound.

Heated Grips Switch (if equipped)
The heated grips will only heat when the engine is running.

When the heated grips are switched on, the heated grips symbol will appear in the display and the selected heat level will be shown.

There are three levels of heat: low, medium and high. This is indicated by the different colors of the symbols shown in the instrument display.

![Heated grips symbols]

1. **Low heat symbol (yellow)**
2. **Medium heat symbol (orange)**
3. **High heat symbol (red)**

For maximum benefit in cold conditions, from the OFF position press the switch once for the high heat setting initially and then reduce the heat level by pressing the switch again for a low heat setting when the grips have warmed up.

To turn off the heated grips, press and release the switch until the heated grips symbol is no longer shown in the display.

Low Power Voltage Cut Off
If a low voltage is detected, the heated grips switch will power off. The heated grips will not function again until the voltage rises to a safe level.
The switch will not power back on automatically even if the voltage rises to the safe level. The user must manually press the switch again to activate the heated grips.

**Fog Lights Switch**

To turn the fog lights on or off, with the headlights on, press and release the fog lights switch. When the fog lights are turned on, the fog lights indicator will illuminate in the display.

*Note*

The fog lights switch will only operate when the headlights are on.

The fog lights switch will reset to off when the ignition is turned off then on again.

**Cruise Control Button (if equipped)**

When the cruise control button is pressed, the cruise control is on. Cruise control remains on until the button is pressed again to turn off the cruise control. Cruise control can be switched on or off at any time but it cannot be activated until certain conditions have been met. For more information, see page 66.

**High Beam Button**

The high beam button has a different function depending on whether Daytime Running Lights (DRL) are installed or not. When the high beam is turned on, the high beam indicator light will illuminate in the display.

**Models with Daytime Running Lights (DRL)**

If the DRL switch is in the Daytime Running Lights (DRL) position, then press and hold the high beam button to turn the high beam on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

If the DRL switch is in the dip beam position, press the high beam button to switch the high beam on. Each press of the button will swap between dip and high beam.

*Note*

A lighting on/off switch is not installed on this model. The brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.

The headlight will function when the ignition is turned on and the engine is running.

**Models without Daytime Running Lights (DRL)**

Press the high beam button to switch the high beam on. Each press of the button will swap between dip and high beam.

*Note*

A lighting on/off switch is not installed on this model. The position light, brake/tail light and license plate light all function automatically when the ignition is turned to the ON position.

The headlight will function when the ignition is turned on and the engine is running.
Cruise Control

⚠️ Warning

Cruise control must only be used where you can drive safely at a steady speed.
Cruise control should not be used when riding in heavy traffic, on roads with sharp/blind bends or when they are slippery.
Using cruise control in heavy traffic, on roads with sharp/blind bends or when they are slippery, may result in loss of motorcycle control and an accident.

⚠️ Warning

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

⚠️ Warning

Only operate this Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks.
High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle’s behavior in all conditions.
High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.

Note

Cruise control may not function if there is a malfunction with the ABS system and the ABS warning light is illuminated.
Cruise control will continue to function if a riding mode is selected with ABS set to Off road or Off.
Cruise control will continue to function if ABS has been disabled.
The cruise control button is located on the left hand switch housing and can be operated with minimum movement by the rider.

1. Cruise control button
Cruise control can be switched on or off at any time but it cannot be activated until all the conditions described on page 67 have been met.

Activating Cruise Control
The following conditions must be met to activate cruise control:

- The motorcycle must be traveling at a speed between 19 to 100 mph (30 to 160 km/h).
- The motorcycle must be in 3rd gear or higher.

To activate cruise control:

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

- The word SET will be shown next to the cruise control symbol. The cruise control set speed will then be shown.

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

- Roll the throttle twist grip fully forward.
- Pull the clutch lever.
- Operate the front or rear brake.
- Increase speed by using the throttle for more than 60 seconds.

Upon deactivation, the cruise control symbol will disappear but the SET indicator and set speed will still be shown in the display screen, indicating that the cruise control set speed has been stored.
### Traction Control (TC)

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>
| The traction control and optimized cornering traction control systems are not a substitute for riding appropriately for the prevailing surface and weather conditions. The systems cannot prevent loss of traction due to:
- excessive speed when entering turns
- accelerating at a sharp lean angle
- braking.
Traction control or optimized cornering traction control cannot prevent the front wheel from slipping.
Failure to observe any of the above may result in loss of motorcycle control and an accident. |

### Warning

If the traction control system is not functioning, care must be taken when accelerating and cornering on wet/slippery road surfaces to avoid rear wheel spin.
In the event of a fault, the traction control disabled warning light may be accompanied by the engine management system malfunction indicator light and/or the ABS warning light.
Do not continue to ride for longer than is necessary with any of the above warning lights illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.
Hard acceleration and cornering in this situation may cause the rear wheel to spin resulting in loss of motorcycle control and an accident.

All motorcycles are equipped with Traction Control (TC). Traction control is a system that helps to maintain traction when accelerating on wet/slippery road surfaces. If sensors detect that the rear wheel is losing traction (slipping), the traction control system will engage and alter the engine power until traction to the rear wheel has been restored. The traction control indicator light will flash while it is engaged and a change to the sound of the engine may be noticed. For information on the traction control indicator light operation, see page 28.
Note
Traction control may not always be active depending on the riding mode selected.

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

Optimized Cornering Traction Control (if equipped)

⚠️ Warning

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

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

- There are no other faults with the traction control system.
- Traction control has NOT been disabled (see Bike Setup on page 46 or Riding Mode Configuration on page 43).

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

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

Do not continue to ride for longer than is necessary with any of the above warning lights illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

Hard acceleration and cornering in this situation may cause the rear wheel to spin resulting in loss of motorcycle control and an accident.
Optimized cornering traction control is a system designed to provide increased control should the traction control be activated while the motorcycle is leaning in a corner.

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

Note

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

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

For full details of the traction control disabled warning light operation and its associated instrument warning messages, see page 29.

Traction Control Settings

Warning

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

In this situation accelerating too hard on wet/slippery road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

The traction control system can be disabled as described in Bike Setup on page 46, or set to the conditions described in Riding Mode Configuration on page 43.
**ABS Enable**

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

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

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

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

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

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

**Warning**

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

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

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

Riding with the ABS disabled will, if braking too hard, cause the wheels to lock resulting in loss of motorcycle control and an accident.
General Information

Tire Pressure Monitoring System (TPMS) (if equipped)

⚠️ Warning

The daily check of tire pressures must not be excluded because of the installation of the TPMS. Check the tire pressure when the tires are cold and using an accurate tire pressure gage (see page 145).

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

Function

Tire pressure sensors are mounted to the front and rear wheels. These sensors measure the air pressure inside the tire and transmit pressure data to the instruments. The sensors will not transmit data until the motorcycle reaches a speed of approximately 12 mph (20 km/h). Two dashes will be shown in the system display until the tire pressure signal is received.

After bringing the motorcycle to a stop, the sensors continue to transmit data for approximately seven minutes before switching off. The tire pressure values remain shown in the system display until the sensors switch off.

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

Note

The Tire Pressure Monitoring System (TPMS) is available as an accessory kit. It must be installed by your authorized Triumph dealer.

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

Tire Pressure Sensor Serial Number

The serial number for the tire pressure sensor is printed on a label attached to the sensor. This number may be required by your authorized Triumph dealer for service or diagnostics.

When the tire pressure monitoring system is being installed to the motorcycle, make sure that your authorized Triumph dealer records the serial numbers of the front and rear tire pressure sensors in the spaces provided below.

Front Tire Pressure Sensor

Rear Tire Pressure Sensor
TPMS System Display

The tire pressure warning light works in conjunction with the Tire Pressure Monitoring System (TPMS).

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

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

![TPMS System Display Diagram]

1. TPMS warning light
2. Front tire pressure indicator
3. Rear tire pressure indicator
4. TPMS information tray message

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

TPMS System Fault
If a fault occurs with the TPMS system, the TPMS warning light will be illuminated red to indicate that the system can’t show the pressure or the pressure is low. If the TPMS warning light illuminates amber then that indicates that the battery is low but the pressure is available. A message will also be shown in the information tray. Contact your authorized Triumph dealer to have the fault rectified.

Tire Pressures

| Warning |
The Tire Pressure Monitoring System (TPMS) is not to be used as a tire pressure gage when adjusting the tire pressures. For correct tire pressures, always check the tire pressures when the tires are cold and using an accurate tire pressure gage (see page 145).

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

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

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

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

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

Only adjust tire pressures when the tires are cold using an accurate tire pressure gage (see page 145), and do not use the tire pressure display on the instruments.
Replacement Tires
When replacing tires, always have an authorized Triumph dealer mount your tires and make sure they are aware that tire pressure sensors are mounted to the wheels.

Front Brake Lever
Scrambler 1200 XE
There are two adjusters fitted to the brake lever: a span adjuster and a ratio adjuster.

![Brake Lever Diagram]

1. Brake lever
2. Span adjuster
3. Ratio adjuster

Span Adjuster
The span adjuster allows the distance from the handlebar to the lever to be changed to suit the span of the rider’s hands.

To adjust the front brake lever span:
• Rotate the span adjuster counter-clockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.
• The distance from the handlebar grip to the released lever is shortest when the span adjuster is rotated fully counter-clockwise.

Ratio Adjuster
The ratio adjuster moves the brake master cylinder push rod to the left or right in 0.04 in (1 mm) increments from 0.75 in (19 mm) to 0.83 in (21 mm).
To adjust the front brake lever ratio:

- Rotate the ratio adjuster to the rider’s preferred position. The ratio adjuster can be rotated both clockwise and counter-clockwise to set the desired preference.
- An audible click can be heard when the ratio adjuster is locked into position.

The ratio adjuster has three lever positions:

- 19 (0.75 in (19 mm)) for a softer brake feel with a longer lever travel.
- 20 (0.79 in (20 mm)) for a firmer brake feel and a medium lever travel.
- 21 (0.8 in (21 mm)) for a firm brake feel and a shorter lever travel.

Scrambler 1200 XC

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

1. Brake lever
2. Span adjuster

To adjust the brake lever span:

- Rotate the span adjuster counter-clockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.
Clutch Lever

A span adjuster is installed to the clutch lever. The adjuster allows the distance from the handlebar to the lever to be changed to suit the span of the rider’s hands.

**Scrambler 1200 XE**

1. Span adjuster
2. Clutch lever

To adjust the clutch lever span:

- Rotate the span adjuster counterclockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.
- The distance from the handlebar grip to the released lever is shortest when the adjuster wheel is adjusted fully counterclockwise.

**Scrambler 1200 XC**

1. Clutch lever
2. Span adjuster

To adjust the clutch lever span:

- Rotate the span adjuster counterclockwise to decrease the distance to the handlebar or clockwise to increase the distance from the handlebar.
Throttle Control

1. Throttle open position
2. Throttle closed position

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

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

There are no user adjustments for the throttle control.

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

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

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

Unleaded fuel only
Carburant san plomb
Gasolina sin plomo
Bliefrones Benzin
Endast blyfri bensin
Benzina senza piombo
Ongelode Brandstof
Combustival sem schumbo

RON/ROZ 95 min. 91

Fuel Grade

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

Ethanol

In Europe, Triumph motorcycles are compatible with Ethanol E5 and E10 (5% and 10% Ethanol) unleaded fuel.

In all other markets Ethanol up to E25 (25% Ethanol) may be used.

Engine Calibration

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

Caution

The motorcycle can be permanently damaged if it is allowed to operate with the incorrect grade of fuel or incorrect engine calibration.

Always make sure the fuel used is of the correct grade and quality.

Damage caused by using the incorrect fuel or engine calibration is not considered a manufacturing defect and will not be covered under warranty.

Caution

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

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

Always make sure you have adequate fuel for your trip.

Note

The use of leaded fuel is illegal in some countries, states or territories.

Note

If ‘knocking’ or ‘pinging’ occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline which has a higher octane rating.
Oxygenated Gasoline
To help in meeting clean air standards, some areas of the U.S. use oxygenated gasoline to help reduce harmful emissions. These gasolines are a blend of conventional gasoline and another compound such as alcohol. This Triumph motorcycle will give its best performance when using unleaded gasoline. However, the following should be used as a guide if you use any oxygenated fuels.

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

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

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

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

Refueling

⚠️ Warning
To help reduce hazards associated with refueling, always observe the following fuel safety instructions:
- Gasoline (fuel) is highly flammable and can be explosive under certain conditions. When refueling, turn the ignition switch to the OFF position.
- Do not smoke.
- Do not use a mobile telephone.
- Make sure the refueling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.
- Never fill the tank until the fuel level rises into the filler neck. Heat from sunlight or other sources may cause the fuel to expand and overflow creating a fire hazard.
- After refueling always check that the fuel filler cap is correctly closed.
- Because gasoline (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard, which could cause damage to property, injury to persons or death.
Fuel Tank Cap

1. Fuel tank cap

To open the fuel tank cap:
- Remove the cover or lift up the flap.
- Insert the key into the lock and turn the key clockwise.
- Rotate the cap counterclockwise and lift clear of the tank filler neck.

To close and lock the cap:
- Align the cap to the tank filler neck and rotate the cap clockwise until the cap seals against the filler neck.
- In the fully closed position, a ratchet mechanism prevents overtightening of the cap by allowing the outer part of the cap to turn independently of the internal part.
- Turn the key counterclockwise to lock and withdraw the key.
- Replace the cover.

Filling the Fuel Tank

**Warning**
Overfilling the tank can lead to fuel spillage.

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

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

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

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

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

Contaminated fuel may cause damage to fuel system components.
General Information

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

1. Fuel filler neck
2. Maximum fuel level

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

Side Stand

⚠️ Warning

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

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

⚠️ Warning

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

This may cause the motorcycle to fall over leading to motorcycle damage and an accident.

The motorcycle is equipped with a side stand on which it can be parked. When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.
Whenever the side stand is used, before riding, always make sure that the stand is fully up after first sitting on the motorcycle.

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

### Center Stand (if equipped)

#### Warning

Do not lean, sit or climb on the motorcycle when it is supported on the center stand. This may cause the motorcycle to fall over leading to motorcycle damage and an accident.

#### Caution

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

1. **Center stand**

   To set the motorcycle on the center stand:
   - Hold the motorcycle upright.
   - Step down firmly on the foot finder part of the stand.
   - Lift the motorcycle up and to the rear using the passenger grab rail as a handhold.
General Information

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

Side Panels

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

Left Hand Side Panel Removal

To remove the left hand side panel:

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

Left Hand Side Panel Reinstallation

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

To re-install the left hand side panel:

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

The tool kit consists of an adjustment tool.

1. Adjustment tool

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

Seats

Seat Care

<table>
<thead>
<tr>
<th>Caution</th>
</tr>
</thead>
</table>
To prevent damage to the seats or seat covers, care must be taken not to drop the seats.
Do not lean the seats against the motorcycle or any surface which may damage the seats or seat covers. Instead, place the seats, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.
Do not place any item on the seats which may cause damage or staining to the seat covers.

See page 162 for seat cleaning information.

Seat Lock

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>
To prevent detachment of the seat during riding, after installation always grasp the seat and pull firmly upwards.
If the seat is not correctly secured in the lock, it will detach from the lock.
A loose or detached seat could cause loss of motorcycle control and an accident.
General Information

**Caution**
The motorcycle must not be ridden with the key in the seat lock. Always lock the seat and remove the key before riding the motorcycle.

The motorcycle must not be ridden with the key in the seat lock. Always lock the seat and remove the key before riding the motorcycle.

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

1. **Seat lock**

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

**Seat Removal and Installation**

---

**Warning**

To prevent detachment of a seat during riding, after installation always grasp the seat and pull firmly upwards. If the seat is not correctly secured it will detach from the lock.

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

**Seat Removal**

To remove the seat:

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

**Seat Installation**

To reinstall the seat:

- Engage the seat’s tongue underneath the bracket near the fuel tank.
- Line up the hinges and press down at the rear to engage the seat lock.

**Note**

An audible click can be heard when the seat is fully engaged into its lock.

**Seat Storage**

There is a small storage compartment located on the storage tray underneath the seat. The seat storage compartment may be used to store electrical devices when using the USB socket, and small items when riding.
Caution
Loose and unsecured items in the storage compartment may get damaged or cause damage to the motorcycle.
Make sure there is sufficient space surrounding any electronic devices or other items for the seat to close without causing any damage to the items or the motorcycle.
Secure all electronic devices, cables and any other items safely in the storage compartment before riding.

Universal Serial Bus (USB) Socket

Warning
The USB socket is not waterproof unless the waterproof cap is installed. Do not connect electronic devices while it is raining.
Water in the USB socket could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

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

Caution
Always make sure that all electronic devices and cables are safely secured under the seat when riding.
Always make sure there is sufficient space surrounding any electronic devices for the seat to close without causing any damage to the electronic device or the motorcycle.

The Universal Serial Bus (USB) socket allows a 5 Volt USB connection for charging electronic devices such as mobile phones, cameras and GPS devices. Loads up to two Amps can be connected to the USB socket.
To access the USB socket:
• Remove the seat (see page 85).
General Information

- The USB socket is located in the storage tray on top of the battery.
- Remove the cap.
- Plug the relevant USB adaptor cable into the socket. Adapter cables are not supplied with the motorcycle.

Breaking-In

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

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

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

During the first 500 miles (800 km):
- Do not use full throttle;
- Avoid high engine speeds at all times;
- Avoid riding at one constant engine speed, whether fast or slow, for a long period of time;
- Avoid aggressive starts, stops, and rapid accelerations, except in an emergency;
- Do not ride at speeds greater than 3/4 of maximum speed.

From 500 to 1,000 miles (800 to 1,500 km):
- Engine speed can gradually be increased to the rev limit for short periods.
Both during and after breaking-in has been completed:

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

### Daily Safety Checks

**Warning**

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

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

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

Check:

- **Fuel**: Adequate supply in tank, no fuel leaks (see page 81).
- **Engine Oil**: Correct level on dipstick or shown in sight glass. Add correct specification oil as required. No leaks from the engine or oil cooler (see page 115).
- **Drive Chain**: Correct adjustment (see page 124).
- **Tires/Wheels**: Correct inflation pressures (when cold). Tread depth/wear, tire/wheel damage, loose/broken spokes, punctures etc. (see page 144).
Nuts, Bolts, Fasteners: Visually check that steering and suspension components, axles, and all controls are properly tightened or fastened. Inspect all areas for loose/damaged fasteners.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (see page 136).

Brakes: Pull the brake lever and push the brake pedal to check for correct resistance. Investigate any lever/pedal where the travel is excessive before meeting resistance, or if either control feels spongy in operation (see page 128).

Brake Pads: Check that the correct amount of friction material is remaining on all the brake pads (see page 128).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (see page 129).

Front Forks: Smooth action. No fork oil leakage (see page 139).

Throttle: Make sure that the throttle grip returns to the idle position without sticking (see page 121).

Clutch: Smooth operation and correct cable free play (see page 122).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (see page 119).

Electrical Equipment: All lights and horn function correctly (see page 63).

Engine Stop: Engine start/stop switch turns the engine OFF when the switch is moved to the STOP position (see page 62).

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

## Table of Contents
- Stopping the Engine ................................................................. 92
- Starting the Engine ................................................................. 92
- Moving Off .............................................................................. 93
- Changing Gears ....................................................................... 93
- Braking .................................................................................... 94
  - Anti-Lock Braking System (ABS) ............................................ 96
  - Optimized Cornering ABS .................................................... 98
- Parking .................................................................................... 100
- Considerations for High Speed Operation ................................. 101
How to Ride the Motorcycle

Stopping the Engine

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

To stop the engine:

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

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

Starting the Engine

Warning

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

Caution

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

1. Master ignition switch - ON position (if equipped)
2. Engine stop switch - QUICKSTART position
3. Neutral indicator

To start the engine:

• Make sure that the master ignition switch (if equipped) is turned to the ON position.
How to Ride the Motorcycle

• Pull the clutch lever fully into the handlebar.
• Press and hold the QUICK START position on the engine start/stop switch until the engine starts.
• Check that the engine stop switch is in the RUN position.
• Make sure the transmission is in neutral.

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

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

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

Changing Gears

⚠️ Warning
Take care to avoid opening the throttle too far or too fast in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a ‘wheelie’) and to the rear tire breaking traction (wheel spin).

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

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

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

1. Gear shift pedal (6 speed shown)
How to Ride the Motorcycle

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

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

Braking

1. Front brake lever

1. Rear brake pedal

The rear brake pedal on Scrambler 1200 XE is height adjustable. For more information, see page 133.
Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:
- Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.
- Shift down one gear at a time such that the transmission is in first gear when the motorcycle comes to a complete stop.
- When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear.
- Shift down or fully disengage the clutch as necessary to keep the engine from stalling.
- Never lock the brakes, as this may cause loss of control of the motorcycle and an accident.

Warning

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

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

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

Warning

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

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

Warning

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

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

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

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

Anti-Lock Braking System (ABS)

⚠️ Warning
ABS helps prevent the wheels from locking, therefore maximizing the effectiveness of the braking system in emergencies and when riding on slippery surfaces. The potentially shorter braking distances ABS allows under certain conditions are not a substitute for good riding practice. Always ride within the legal speed limit. Never ride without due care and attention and always reduce speed in consideration of weather, road and traffic conditions.
Take care when cornering. If the brakes are applied in a corner, ABS will not be able to counteract the weight and momentum of the motorcycle. This can result in loss of motorcycle control and an accident.
Under some circumstances it is possible that a motorcycle equipped with ABS may require a longer stopping distance than an equivalent motorcycle without ABS.
Warning

If the ABS is not functioning or has been disabled, the brake system will continue to function as a non-ABS braking system.

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

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

Warning

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

Riding on public roads with the ABS disabled will, if braking too hard, cause the wheels to lock resulting in loss of motorcycle control and an accident.

Note

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

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

ABS Warning Light

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

The warning light will not illuminate again until the engine is restarted unless there is a fault, or the ABS is disabled by the rider.

If the ABS is disabled by the rider the warning light will illuminate until the ABS is enabled again.

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

Warning

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

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

97
How to Ride the Motorcycle

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

Optimized Cornering ABS

Note
Only on Scrambler 1200 XE.

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

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

⚠️ Warning
The optimized cornering ABS is a system designed to help the rider in emergency braking situations.
The system is designed to give the rider increased control should the ABS be activated while the motorcycle is leaning in a corner.
The potential increased control that the optimized cornering braking system allows under certain conditions is not a substitute for good riding practice.
How to Ride the Motorcycle

⚠️ Warning
Always ride within the legal speed limit. Never ride without due care and attention and always reduce speed in consideration of weather, surface and traffic conditions.
Take care when cornering.
If the motorcycle is leaning in a corner and the ABS is activated, the optimized cornering ABS will use the lean angle measurement from a sensor to apply the ABS in a manner most suitable to help the rider maintain motorcycle control. The optimized cornering ABS will not however be able to fully counteract the weight and momentum of the motorcycle and braking too hard while cornering may result in loss of motorcycle control and an accident.
Under some circumstances it is possible that a motorcycle equipped with optimized cornering ABS may require a longer stopping distance than an equivalent motorcycle without ABS, or an equivalent motorcycle equipped with ABS but not equipped with optimized cornering ABS.

⚠️ Warning
If the optimized cornering ABS is not functioning, the ABS warning light will illuminate and a warning message is shown in the display.
In this situation, the ABS will continue to operate but without the optimized cornering function, provided that:
- There are no other ABS faults.
- The ABS has not been disabled by the rider.
Do not continue to ride for longer than is necessary with the warning light illuminated. In the event of a fault, contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.
In this situation, braking too hard during cornering may result in loss of motorcycle control and an accident.
How to Ride the Motorcycle

Parking

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

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

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

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

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

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

Considerations for High Speed Operation

⚠️ Warning

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

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

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

⚠️ Warning

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

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

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

⚠️ Warning

The handling characteristics of a motorcycle at high speed may vary from those you are familiar with at legal road speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills as a serious accident may result from incorrect operation.

⚠️ Warning

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

General

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

Brakes

Check that the front and rear brakes are functioning correctly.

Coolant

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

Electrical Equipment

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

Engine Oil

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

Drive Chain

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

Fuel

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

⚠️ Caution

In many countries, the exhaust system for this model is equipped with a catalytic converter to help reduce exhaust emission levels. The catalytic converter can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low. Always make sure you have adequate fuel for your trip.

Luggage

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

Miscellaneous

Visually check that all fasteners are tight.
How to Ride the Motorcycle

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

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

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

Accessories

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>
| Never ride an accessory equipped motorcycle, or a motorcycle carrying a payload of any kind, at speeds above 80 mph (130 km/h). In either/both of these conditions, speeds in excess of 80 mph (130 km/h) should not be attempted even where the legal speed limit permits this. The presence of accessories and/or payload will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may lead to loss of motorcycle control and an accident. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:
- Incorrectly balanced loads on both sides of the motorcycle
- Incorrectly adjusted front and rear suspension settings |

<table>
<thead>
<tr>
<th>Warning Continued</th>
</tr>
</thead>
</table>
| - Incorrectly adjusted tire pressures
- Excessively or unevenly worn tires
- Side winds and turbulence from other vehicles
- Loose clothing. Remember that the 80 mph (130 km/h) absolute limit will be reduced by the installation of non-approved accessories, incorrect loading, worn tires, overall motorcycle condition and poor road or weather conditions. |

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do not install accessories or carry luggage that impairs the control of the motorcycle. Make sure that you have not adversely affected any lighting component, road clearance, banking capability (i.e. lean angle), control operation, wheel travel, front fork movement, visibility in any direction, or any other aspect of the motorcycle’s operation.</td>
</tr>
</tbody>
</table>

Loading

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 463 lb (210 kg).
Accessories, Loading and Passengers

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

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

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

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

Never exceed the maximum vehicle loading weight listed above. This maximum loading weight is made up from the combined weight of the rider, passenger, any accessories installed and any load carried.

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

For models that have adjustable suspension settings, make sure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (see page 140). Note the maximum permissible payload for the panniers is stated on a label inside the pannier.

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>

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

The rider should instruct the passenger as follows:

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

To keep his or her feet on the passenger footrests and to firmly hold onto the seat strap or the rider’s waist or hips.

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

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>

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

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

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
</table>

Do not carry animals on your motorcycle.

An animal could make sudden and unpredictable movements that could lead to loss of motorcycle control and an accident.
This page intentionally left blank
Table of Contents

Scheduled Maintenance ................................................................. 111
  Scheduled Maintenance Table .................................................. 113
Engine Oil ............................................................................. 115
  Engine Oil Level Inspection ..................................................... 115
  Engine Oil and Oil Filter Change ............................................... 116
  Disposal of Used Engine Oil and Oil Filters ............................. 118
  Engine Oil Specification and Grade .......................................... 118
Cooling System ..................................................................... 119
  Coolant Level Inspection .......................................................... 119
  Coolant Level Adjustment ......................................................... 120
  Coolant Change ................................................................... 121
Throttle Control ...................................................................... 121
  Throttle Inspection ................................................................. 121
Clutch .................................................................................... 122
  Clutch Inspection .................................................................. 122
  Clutch Adjustment ................................................................. 122
Drive Chain .......................................................................... 124
  Drive Chain Lubrication ............................................................ 124
  Drive Chain Free Movement Inspection .................................... 125
  Drive Chain Free Movement Adjustment ................................ 125
  Drive Chain and Sprocket Wear Inspection ............................. 126
Brakes ..................................................................................... 128
  Breaking-in New Brake Pads and Discs ..................................... 128
  Brake Pad Wear Compensation .................................................. 129
  Disc Brake Fluid ................................................................... 129
  Front Brake Fluid Level Inspection and Adjustment .................. 130
  Rear Brake Fluid Level Inspection ......................................... 131
  Rear Brake Fluid Level Adjustment ......................................... 131
  Rear Brake Pedal Adjustment .................................................. 133
  Brake Light Switches ............................................................... 133
Mirrors .................................................................................... 134
Handlebars ............................................................................. 134
Steering/Wheel Bearings ............................................................ 136
  Steering Inspection ................................................................ 136
  Wheel Bearings Inspection ..................................................... 137
Scheduled Maintenance

⚠️ Warning

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

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

⚠️ Warning

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

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

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

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

To maintain the motorcycle in a safe and reliable condition, the maintenance and adjustments outlined in this section must be carried out as specified in the schedule of daily checks, and also in line with the scheduled maintenance chart. The information that follows describes the procedures to follow when carrying out the daily checks and some simple maintenance and adjustment items.
Scheduled maintenance may be carried out by your authorized Triumph dealer in three ways: annual maintenance, mileage based maintenance or a combination of both, depending on the mileage the motorcycle travels each year.

1. Motorcycles traveling less than 10,000 miles (16,000 km) per year must be maintained annually. In addition to this, mileage based items require maintenance at their specified intervals, as the motorcycle reaches this mileage.

2. Motorcycles traveling approximately 10,000 miles (16,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.

3. Motorcycles traveling more than 10,000 miles (16,000 km) per year must have the mileage based items maintained as the motorcycle reaches the specified mileage. In addition to this, annual based items will require maintenance at their specified annual intervals.

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

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

**Service Symbol/General Warning Symbol**

The service symbol will illuminate for five seconds after the motorcycle start up sequence as a reminder that a service is due in approximately 60 miles (100 km). The service symbol will illuminate permanently when the mileage is reached, it will remain permanently illuminated until the service interval is reset using the Triumph Diagnostic tool.

The general warning symbol will flash if an ABS or engine management fault has occurred and the ABS and/or MIL warning lights are illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.
### Scheduled Maintenance Table

<table>
<thead>
<tr>
<th>Operation Description</th>
<th>Odometer Reading in Miles (Km) or Time Period, whichever comes first</th>
<th>First Service</th>
<th>Annual Service</th>
<th>Mileage Based Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Every 500 (800)</td>
<td>1 month</td>
<td>Year</td>
</tr>
<tr>
<td>Lubrication</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine - check for leaks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine oil - replace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine oil filter - replace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel System and Engine Management</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Autoscan - Carry out a full Autoscan using the Triumph Diagnostic Tool (print a customer copy)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel system - check for leaks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel system - check fuel hoses for chafing, cracks or damage. Replace if necessary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air filter - renew</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel filter - replace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Throttle body plate (butterfly) - check/clean</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel hoses - replace</td>
<td>Every 4 years regardless of mileage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evaporative loss hoses* - replace</td>
<td>Every 4 years regardless of mileage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ignition System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spark plugs - check</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spark plugs - replace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling system - check for leaks</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling system - check hoses for chafing, cracks or damage. Replace if necessary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coolant level - check/adjust</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coolant - replace</td>
<td>Every 3 years regardless of mileage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clutch cable - check function and adjust as necessary</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valve clearances - check/adjust</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camshaft timing - check/</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels and Tires</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels - inspect for damage</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheel bearings - check for wear/smooth operation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels - check for broken or damaged spokes and check spoke tightness (not alloy wheels)</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire wear/tire damage - check</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire pressures - check/adjust</td>
<td></td>
<td>Day</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Maintenance and Adjustment

**Operation Description**

<table>
<thead>
<tr>
<th>Odometer Reading in Miles (Km) or Time Period, whichever comes first</th>
<th>First Service</th>
<th>Annual Service</th>
<th>Mileage Based Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every 500 (800) miles</td>
<td>Day</td>
<td>Year</td>
<td></td>
</tr>
<tr>
<td>10,000 and 30,000 (16,000 and 48,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20,000 (32,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40,000 (64,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Steering and Suspension

- **Steering - check for free operation**
  - Every 500 (800) miles: Day
- **Steering head bearings - check/adjust**
  - 1 month: Year
- **Steering head bearings - lubricate**
  - Year: Year
- **Front and rear suspension - check for damage/leaks/smooth operation**
  - Day: Year
- **Fork oil - replace**
  - Year: Year

#### Brakes

- **Brake pads - check wear levels**
  - Day: Year
- **Brake master cylinders - check for fluid leaks**
  - Every 500 miles (800 km): Day
- **Brake calipers - check for fluid leaks and seized pistons**
  - Every 500 miles (800 km): Day
- **Brake fluid levels - check**
  - Every 500 miles (800 km): Day
- **Brake fluid - replace**
  - Every 2 years regardless of mileage

#### Drive Chain

- **Drive chain slack - check/adjust**
  - Day: Year
- **Drive chain - wear check**
  - Every 500 miles (800 km): Day
- **Drive chain - lubricate**
  - Every 200 miles (300 km): Day
- **Drive chain rubbing strip - check for wear, cracks or damage. Replace if necessary**
  - Every 500 miles (800 km): Day

#### Electrical

- **Lights, instruments and electrical systems - check/adjust**
  - Year: Year

#### General

- **Instruments and engine ECM - check for latest calibration download using the Triumph diagnostic tool**
  - Every 500 miles (800 km): Day
- **Bank angle indicators - check for wear**
  - Every 200 miles (300 km): Day
- **Fasteners - inspect visually for security**
  - Every 200 miles (300 km): Day
- **Center stand and/or side stand - check for wear/smooth operation**
  - Every 200 miles (300 km): Day
- **Center stand pivots - clean/grease**
  - Every 200 miles (300 km): Day
- **Side stand pivot pin - clean**
  - Every 200 miles (300 km): Day
- **Rear brake pedal adjuster pivot pin - clean/ lubricate**
  - Every 200 miles (300 km): Day
- **Carry out all outstanding Service Bulletin and warranty work**
  - Year: Year
- **Carry out road test**
  - Year: Year
- **Complete the service record book and reset the service indicator (if equipped)**
  - Year: Year

*Evaporative system equipped on models for certain markets only.*
Maintenance and Adjustment

Engine Oil

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

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

Engine Oil Level Inspection

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

⚠️ Warning
If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

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

1. Filler plug
2. Sight glass
3. Maximum limit
4. Minimum limit
To inspect the engine oil level:

- Start the engine and run at idle for approximately five minutes. Stop the engine and wait for at least three minutes to allow the engine oil to settle.
- Note the engine oil level visible in the sight glass.
- When correct, engine oil should be visible in the sight glass at a point midway between the upper (maximum) and lower (minimum) markings on the sight glass.

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

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

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

Engine Oil and Oil Filter Change

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains harmful contamination that can lead to skin cancer. Always wear suitable protective clothing and avoid skin contact with used oil.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>The oil may be hot to the touch. Avoid contact with the hot oil by wearing suitable protective clothing, gloves, eye protection, etc. Contact with hot oil may cause the skin to be scalded or burned.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.</td>
</tr>
</tbody>
</table>

The engine oil and filter must be replaced in accordance with scheduled maintenance requirements.
To change the engine oil and filter:
- Warm up the engine thoroughly then stop the engine. Secure the motorcycle on the side stand.
- Allow the engine oil to settle for five minutes before draining.
- Place an oil drain pan beneath the engine.
- Remove the sump plug from the bottom of the sump and allow the engine oil to drain.
- Remove the sump plug from the bottom of the sump and allow the engine oil to drain.
- Apply a smear of clean engine oil to the sealing ring of the new engine oil filter. Install the engine oil filter and tighten to 89 lbf in (10 Nm).
- After the engine oil has completely drained out, install a new sealing washer to the sump plug. Install and tighten the plug to 18 lbf ft (25 Nm).
- Remove the engine oil filler plug.
- Using a suitable funnel, fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
- Do not overfill or exceed the capacities given in the Specifications section.
- Start the engine and allow it to idle for a minimum of 30 seconds.

**Caution**

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

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

- Make sure that the low oil pressure warning light extinguishes shortly after starting.
Maintenance and Adjustment

⚠️ Caution

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

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

Disposal of Used Engine Oil and Oil Filters

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

Engine Oil Specification and Grade

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

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

Oil Viscosity Temperature Range

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

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

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

Cooling System

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

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

Corrosion Inhibitors

**Warning**

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

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

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

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

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

Coolant Level Inspection

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

![Coolant Level Inspection Diagram](image)
To inspect the coolant level:

- Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the left hand side of the motorcycle, towards the rear of the engine.
- Check the coolant level in the expansion tank. The coolant level must be between the MIN and MAX marks. If the coolant is below the minimum lower level, the coolant level must be adjusted.

**Coolant Level Adjustment**


## Warning

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

When the engine is hot, the coolant inside the radiator will be hot and also under pressure. Contact with this hot, pressurized coolant will cause scalds and skin damage.


## Caution

If hard water is used in the cooling system, it will cause scale accumulation in the engine and radiator and considerably reduce the efficiency of the cooling system. Reduced cooling system efficiency may cause the engine to overheat and suffer severe damage.

**Note**

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

In an emergency, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.

The expansion tank can be accessed from the left hand side of the motorcycle, towards the rear of the engine.

1. Expansion tank cap
2. MAX level
3. MIN level

To adjust the coolant level:

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

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

Radiator and Hoses

Warning

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

Caution

Using high pressure water sprays, such as from a car wash facility or household pressure washer, can damage the radiator fins, cause leaks and impair the radiator’s efficiency. Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories, either in front of the radiator or behind the cooling fan. Interference with the radiator airflow can cause overheating, potentially resulting in engine damage.

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

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

Throttle Control

Warning

Always be alert for changes in the ‘feel’ of the throttle control and have the throttle system checked by an authorized Triumph dealer if any changes are detected. Changes can be due to wear in the mechanism, which could lead to a sticking throttle control. A sticking or stuck throttle control will lead to loss of motorcycle control and an accident.

Throttle Inspection

Warning

Use of the motorcycle with a sticking or damaged throttle control will interfere with the throttle function resulting in loss of motorcycle control and an accident. To avoid continued use of a sticking or damaged throttle control, always have it checked by your authorized Triumph dealer.

To inspect the throttle:

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

- If there is an incorrect amount of free play, Triumph recommends that you have your authorized Triumph dealer investigate.
- Check that there is 0.04 - 0.08 in (1 - 2 mm) of throttle grip free play when lightly turning the throttle grip back and forth.

**Clutch**

The motorcycle is equipped with a cable-operated clutch.

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

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

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

**Clutch Inspection**

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

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

**Clutch Adjustment**

To adjust the clutch:

- Turn the adjuster sleeve until the correct amount of clutch lever free play is achieved.
- Check that there is 0.08 - 0.12 in (2 - 3 mm) clutch lever free play at the lever.
- If there is an incorrect amount of free play, adjustments must be made.
Scrambler 1200 XE

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

Scrambler 1200 XC

1. Adjuster nut
2. Lock nut
3. Clutch cable

- Tighten the lock nut to 31 lbf in (3.5 Nm).

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

- If correct adjustment cannot be made using the lever adjuster, use the cable adjuster at the lower end of the cable.
- Loosen the adjuster lock nut.
- Turn the outer cable adjuster to give 0.08 - 0.12 in (2 - 3 mm) of free play at the clutch lever.
Maintenance and Adjustment

Drive Chain

⚠️ Warning

A loose or worn chain, or a chain that breaks or jumps off the sprockets could catch on the engine sprocket or lock the rear wheel.
A chain that snags on the engine sprocket will injure the rider and lead to loss of motorcycle control and an accident.
Similarly, locking the rear wheel will lead to loss of motorcycle control and an accident.

For safety and to prevent excessive wear the drive chain must be checked, adjusted and lubricated in accordance with the scheduled maintenance requirements. Checking, adjustment and lubrication must be carried out more frequently for extreme conditions such as high speed riding, salty or heavily gritted roads.
If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break. Therefore, always replace worn or damaged chains using genuine Triumph parts supplied by an authorized Triumph dealer.

Drive Chain Lubrication

Lubrication is necessary every 200 miles (300 km) and also after riding in wet weather, on wet roads, or any time that the chain appears dry.
To lubricate the drive chain:

- Use the special chain lubricant as recommended in the Specifications section.
- Apply lubricant to the sides of the rollers then allow the motorcycle to stand unused for at least eight hours (overnight is ideal). This will allow the oil to penetrate to the chain O-rings etc.
- Before riding, wipe off any excess oil.
- If the chain is especially dirty, clean first and then apply oil as mentioned above.

⚠️ Caution

Do not use a pressure washer to clean the chain as this may cause damage to the chain components.
Drive Chain Free Movement Inspection

**Warning**

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

1. **Maximum movement position**

To inspect the drive chain free movement:

- Place the motorcycle on a level surface and hold it in an upright position with no weight on it.
- Rotate the rear wheel by pushing the motorcycle to find the position where the drive chain is tightest, and measure the vertical movement of the drive chain midway between the sprockets.

**Drive Chain Free Movement Adjustment**

The vertical movement of the drive chain must be in the range 0.79 - 1.18 in (20 - 30 mm).

1. Spindle adjuster
2. Adjuster markings
3. Adjuster bolt lock nut
4. Adjuster bolt
5. Rear wheel spindle nut

If the drive chain free movement measurement is incorrect, adjustments must be made as follows:

- Loosen the wheel spindle nut.
- Loosen the lock nuts on both the left hand and right hand drive chain adjuster bolts.
- Move both adjusters by an equal amount using the adjuster markings as a guideline.
- Turn the adjuster bolts clockwise to increase drive chain free movement and counterclockwise to reduce drive chain free movement.
- When the correct amount of drive chain free movement has been set, push the wheel into firm contact with the adjusters.
Maintenance and Adjustment

- Make sure the same adjuster marking is aligned with the spindle adjuster on both sides of the swinging arm.
- Tighten both adjuster lock nuts to 15 lbf ft (20 Nm) and the rear wheel spindle nut to 81 lbf ft (110 Nm).
- Repeat the drive chain adjustment check. Readjust if necessary.

**Warning**

Operation of the motorcycle with insecure adjuster lock nuts or a loose wheel spindle may result in impaired stability and handling of the motorcycle.

This impaired stability and handling may lead to loss of control or an accident.

- Check the rear brake effectiveness. Rectify if necessary.

**Warning**

It is dangerous to operate the motorcycle with defective brakes; you must have your authorized Triumph dealer take remedial action before you attempt to ride the motorcycle again.

Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control or an accident.

**Drive Chain and Sprocket Wear Inspection**

**Warning**

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

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

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

**Caution**

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

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

1. Measure across 20 links
2. Weight
To inspect the drive chain and sprocket wear:

- Remove the drive chain guard.
- Stretch the drive chain taut by hanging a 20 - 40 lb (10 - 20 kg) weight on the drive chain.
- Measure the length of 20 links on the straight part of the drive chain from pin center of the 1st pin to the pin center of the 21st pin. Since the drive chain may wear unevenly, take measurements in several places.
- If the length exceeds the maximum service limit of 12.6 in (320 mm), the drive chain must be replaced.
- Rotate the rear wheel and inspect the drive chain for damaged rollers, and loose pins and links.
- Also inspect the sprockets for unevenly or excessively worn or damaged teeth.

**Note**

Illustration shows wear on sprockets mounted on the left hand side of the motorcycle.

For sprockets mounted on the right hand side of the motorcycle, the wear is on the opposite side of the tooth.

- If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorized Triumph dealer.
- Reinstall the chain guard and tighten the front fastener to 35 lbf in (4 Nm) and the rear fastener to 80 lbf in (9 Nm).
Brakes

1. Brake pads
2. Minimum thickness line

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

If the lining thickness of any pad is less than 0.04 in (1.0 mm) from the backing, replace all the pads on the wheel.

Breaking-in New Brake Pads and Discs

Warning

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

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

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

New brake discs and pads require a period of careful breaking-in that will optimize the performance and longevity of the discs and pads. The recommended distance for breaking-in new pads and discs is 200 miles (300 km).

During this period, avoid extreme braking, ride with caution and allow for greater braking distances.
Brake Pad Wear Compensation

**Warning**

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

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

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

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

Disc Brake Fluid

**Warning**

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

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

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

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

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake installed, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

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

**Warning**
If the ABS is not functioning, the brake system will continue to function as a non-ABS equipped brake system. In this situation, braking too hard will cause the wheels to lock resulting in loss of control and an accident. Reduce speed and do not continue to ride for longer than is necessary with the indicator light illuminated. Contact an authorized Triumph dealer as soon as possible to have the fault checked and rectified.

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

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

**Front Brake Fluid Level Inspection and Adjustment**

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

Inspect and adjust the brake fluid level as described below.

![Brake Fluid Level Illustration]

1. Reservoir cap retaining screws
2. MAX level line
3. MIN level line

The brake fluid level in the reservoir must be kept between the MAX and MIN level lines (reservoir held horizontal).

To adjust the brake fluid level:
- Loosen the reservoir cap retaining screws and remove the reservoir cap and the diaphragm seal.
Maintenance and Adjustment

- Fill the reservoir to the MAX level line using new DOT 4 fluid from a sealed container.
- Reinstall the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and reservoir body.
- Tighten the reservoir cap retaining screws to 9 lbf in (1 Nm).

Rear Brake Fluid Level Inspection

⚠️ Warning

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

The rear brake fluid reservoir is located under the sprocket cover on the left hand side of the motorcycle.

To inspect the rear brake fluid level:
- The brake fluid lever in the rear brake reservoir can be viewed through a section in the sprocket cover.
- The brake fluid level must be kept between the UPPER and LOWER level lines.

Rear Brake Fluid Level Adjustment

⚠️ Warning

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

The rear brake fluid reservoir is located under the sprocket cover on the left hand side of the motorcycle.
To adjust the rear brake fluid level:

- Loosen the fasteners and remove the sprocket outer cover.

![Diagram of sprocket components]

1. Sprocket outer cover
2. Fasteners

**Note**

The fastener securing the sprocket middle cover also secures the rear brake fluid reservoir to the sprocket cover.

- Loosen the fastener and remove the sprocket middle cover. Discard the fastener.

1. Sprocket middle cover
2. Fastener

- Detach the rear brake fluid reservoir from the sprocket cover.

- Loosen the rear brake fluid reservoir cap retaining screws and remove the reservoir cap noting the position of the sealing diaphragm.

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

- Reinstall the reservoir cap making sure that the diaphragm seal is correctly positioned between the reservoir cap and the reservoir body.

- Tighten the reservoir cover retaining screws to 9 lbf in (1 Nm).

- Reattach the rear brake fluid reservoir to the sprocket cover.

- Reinstall the sprocket middle cover and tighten the new fastener to 27 lbf in (3 Nm).

- Reinstall the sprocket outer cover and tighten the fasteners to 80 lbf in (9 Nm).
Rear Brake Pedal Adjustment

**Warning**
The rear brake pedal may require pressure to be applied to adjust it.
The rear brake pedal has sharp edges that may cause injury to the hands and fingers when applying pressure to adjust it.
When adjusting the rear brake pedal wear suitable gloves to avoid injury to the hands and fingers.

**Scrambler 1200 XE Only**

1. Rear brake pedal
The rear brake pedal is height adjustable.
To adjust the rear brake pedal height:
   - Lift the rear brake pedal up and rotate it 180°. This will adjust the height by +/- 0.39 in (10 mm).

Brake Light Switches

**Warning**
Riding the motorcycle with defective brake lights is illegal and dangerous.
An accident causing injury to the rider and other road users may result from use of a motorcycle with defective brake lights.

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

⚠️ Warning
Operation of the motorcycle with incorrectly adjusted mirrors is dangerous.
Operation of the motorcycle with incorrectly adjusted mirrors will result in loss of vision to the rear of the motorcycle. It is dangerous to ride a motorcycle without sufficient rearward vision.
Always adjust the mirrors to provide sufficient rearward vision before riding the motorcycle.

⚠️ Warning
Never attempt to clean or adjust mirrors while riding the motorcycle. Removal of the rider’s hands from the handlebars while riding the motorcycle will diminish the ability of the rider to maintain control of the motorcycle.
Attempting to clean or adjust mirrors while riding the motorcycle may result in loss of control of the motorcycle and an accident.
Only attempt to clean or adjust the mirrors while stationary.

Handlebars

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

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

Note
This procedure assumes the handlebars are in the standard position, as delivered from the factory. If the handlebars have already been adjusted as described below, then rotate the handlebars risers through 180° to return the handlebars to the standard position.

The handlebars are adjustable for reach by approximately 0.79 in (20 mm). This is achieved by rotating the handlebars risers.
To adjust the handlebars:

- Loosen and remove the handlebars upper clamp bolts.

1. Front upper clamp bolts
2. Rear upper clamp bolts

- Remove the upper clamp.
- Lift the handlebars out of the handlebars risers and support with the aid of an assistant.

**Note**

Scrambler 1200 XE - Spacers are supplied to adjust the height of the handlebars. The spacers are located under the handlebars risers. Remove the handlebars risers. Add or remove the spacers depending on the required height needed. Reinstall the handlebars risers and tighten the handlebars riser bolts to 28 lbf ft (38 Nm).

- Rotate both risers through 180° and align the bolt holes.

- Reposition the handlebars to the risers.

1. Upper clamp
2. Clamp split line, front
3. Handlebars alignment mark

- Reinstall the upper clamp, and secure with the threaded upper clamp bolts. Do not fully tighten the bolts at this stage.
- Rotate the handlebars so that the alignment mark on the handlebars aligns with the front left hand split line of the clamp riser.
- Tighten the upper clamp bolts to 18 lbf in (24 Nm). Tighten the rear clamp bolts first and then the front clamp bolts.
Maintenance and Adjustment

Steering/Wheel Bearings

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

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

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

The steering head bearings must be lubricated and inspected in accordance with scheduled maintenance requirements. Always inspect the wheel bearings at the same time as the steering bearings.

Inspecting the Steering for Free Play

To inspect the steering:

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel above the ground and support the motorcycle.
- Standing at the front of the motorcycle, hold the lower end of the front forks and try to move them forward and backward.
- If any free play can be detected in the steering (headstock) bearings, ask your authorized Triumph dealer to inspect and rectify any faults before riding.
- Remove the support and place the motorcycle on the side stand.

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

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

**Warning**

Riding with worn or damaged front or rear wheel bearings is dangerous and may cause impaired handling and instability leading to an accident. If in doubt, have the motorcycle inspected by an authorized Triumph dealer before riding.

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

**Inspecting the Wheel Bearings**

To inspect the wheel bearings:

- Reposition the lifting device and repeat the procedure for the rear wheel.
- Remove the support and place the motorcycle on the side stand.

**Note**

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

Front Suspension

⚠️ Warning
Make sure that the adjusters are set to the same setting on both front suspension units.
Settings that vary from left to right may affect handling and stability resulting in loss of motorcycle control and an accident.

⚠️ Warning
Make sure that the correct balance between front and rear suspension is maintained.
Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident.
Refer to the table for further information or consult your authorized Triumph dealer.

The Standard suspension setting provides a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for the front suspension.

Front Suspension Settings

The motorcycle is delivered from the factory with all the suspension settings set at the Standard setting, as shown in the relevant suspension tables.
The settings shown in the tables are only a guide. Setting requirements may vary for rider and passenger weight and personal preferences.

Scrambler 1200 XC

<table>
<thead>
<tr>
<th>Loading Condition</th>
<th>Rebound Damping</th>
<th>Compression Damping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solo Riding</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Comfort (Softer)</td>
<td>4 (Minimum)</td>
<td>4 (Minimum)</td>
</tr>
<tr>
<td>Sport (Firmer)</td>
<td>0.25</td>
<td>0.25</td>
</tr>
<tr>
<td>Rider and Passenger</td>
<td>1.5</td>
<td>1.5</td>
</tr>
</tbody>
</table>

1 Number of adjuster turns counter-clockwise from the fully clockwise position.

Scrambler 1200 XE

<table>
<thead>
<tr>
<th>Loading Condition</th>
<th>Rebound Damping</th>
<th>Compression Damping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solo Riding</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Comfort (Softer)</td>
<td>4 (Minimum)</td>
<td>4 (Minimum)</td>
</tr>
<tr>
<td>Sport (Firmer)</td>
<td>0.25</td>
<td>0.25</td>
</tr>
<tr>
<td>Rider and Passenger</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Off Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smooth Terrain</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Broken Terrain</td>
<td>4 (Minimum)</td>
<td>4 (Minimum)</td>
</tr>
</tbody>
</table>

1 Number of adjuster turns counter-clockwise from the fully clockwise position.
Front Suspension Compression and Rebound Damping Adjustment

Compression Damping Adjustment
The compression damping adjuster is located at the top of the right hand fork.

1. Compression damping adjuster
2. Fork top cap

To adjust the compression damping setting:
• Rotate the COMP slotted adjuster clockwise to increase (H = harder suspension), or counter-clockwise to decrease (S = softer suspension).
• Always count the number of turns from the fully clockwise position.

Rebound Damping Adjustment
The rebound damping adjuster is located at the top of the left hand fork.

1. Rebound damping adjuster
2. Fork top cap

To adjust the rebound damping setting:
• Rotate the TEN slotted adjuster clockwise to increase (H = harder suspension), or counter-clockwise to decrease (S = softer suspension).
• Always count the number of turns from the fully clockwise position.

Front Fork Inspection

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

Never attempt to dismantle any part of the suspension units, as all units contain pressurized oil. Skin and eye damage can result from contact with the pressurized oil.

Front Fork Inspection

To inspect the forks:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.
- If roughness or excessive stiffness is detected, consult your authorized Triumph dealer.
- Examine each fork for any sign of damage, scratching of the slider surface, or for oil leaks.
- If any damage or leakage is found, consult an authorized Triumph dealer.

Rear Suspension

Warning

Make sure that the adjusters are set to the same setting on both rear suspension units. Settings that vary from left to right may affect handling and stability resulting in loss of motorcycle control and an accident.

Warning

Make sure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the table for further information or consult your authorized Triumph dealer.

The standard rear suspension preload settings provide a comfortable ride and good handling characteristics for general, solo riding. The following tables show suggested settings for rear suspension under different load conditions for all models.
The rear suspension units on the motorcycle are installed with plastic spring guides. These guides will gradually wear. If the motorcycle is used in dirty or dusty environments, this wear will be accelerated. The plastic spring guides are a replaceable item and can be replaced by an authorized Triumph dealer. Spring guide wear will not affect suspension performance.

**Note**

To reduce the wear on the rear suspension spring guides, dirt should be washed from between them after use in dirty or dusty environments.

### Rear Suspension Settings

The motorcycle is delivered from the factory with all the suspension settings set at the Standard setting, as shown in the relevant suspension tables.

The settings given in the tables are only a guide. Setting requirements may vary for rider and passenger weight and personal preferences.

#### Scrambler 1200 XC and Scrambler 1200 XE

<table>
<thead>
<tr>
<th>Preload Suspension Settings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loading Condition</strong></td>
</tr>
<tr>
<td>Solo Riding</td>
</tr>
<tr>
<td>Comfort (Softer)</td>
</tr>
<tr>
<td>Sport (Firmer)</td>
</tr>
<tr>
<td>Rider and Passenger</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Rear Suspension Settings</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loading Condition</strong></td>
</tr>
<tr>
<td>Solo Riding</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Rider and Passenger</td>
</tr>
</tbody>
</table>

1 Number of adjuster clicks counter-clockwise from the fully clockwise position noting that the first stop (click) is counted as one.

#### Scrambler 1200 XC

<table>
<thead>
<tr>
<th>Damping Suspension Settings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loading Condition</strong></td>
</tr>
<tr>
<td>Solo Riding</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Rider and Passenger</td>
</tr>
<tr>
<td>Off Road</td>
</tr>
<tr>
<td>Broken Terrain</td>
</tr>
</tbody>
</table>

1 Number of adjuster clicks counter-clockwise from the fully clockwise position noting that the first stop (click) is counted as one.
Rear Suspension Spring Preload Adjustment

The spring preload adjuster is located at the top of the rear suspension unit.

Note

It is not necessary to remove the rear suspension unit shroud or muffler to adjust the suspension. Access to the rear spring preload adjuster is from the rear of the motorcycle, under the seat.

1. Adjuster grub screw

To adjust the rear spring preload setting:

- Locate the grub screw at the top of the rear suspension unit.

Note

Make sure that the screwdriver has a secure and tight fit in the grub screw slot before loosening the grub screw, otherwise the grub screw may get damaged.

- Loosen the grub screw.
- Rotate the adjuster ring clockwise to increase spring preload, and counter-clockwise to decrease spring preload.
- Carefully tighten the grub screw to 4.5 lbf in (0.5 Nm).

Rear Suspension Rebound Damping Adjustment

The rebound damping adjuster is located at the bottom of the rear suspension unit.

1. Rear suspension rebound damping adjuster

To adjust the rebound damping setting:

- Rotate the rebound damping adjuster clockwise to increase and counter-clockwise to decrease.
- Always count the number of adjuster clicks counterclockwise from the fully clockwise position.
Rear Suspension Compression Damping Adjustment

The compression damping adjuster is located at the top of the rear suspension unit.

1. Rear suspension compression damping adjuster

To adjust the compression damping setting:
- Rotate the compression damping adjuster clockwise to increase (H = harder suspension), or counterclockwise to decrease (S = softer suspension).
- Always count the number of adjuster clicks counterclockwise from the fully clockwise position.

Bank Angle Indicators

A Warning

Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle. Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Bank angle indicators are located on the rider’s footrests.

1. Bank angle indicator

Bank angle indicators must be replaced when they have reached the maximum wear limit of 0.59 in (15 mm) in length. The maximum wear limit is shown by a groove on the bank angle indicator. Regularly check the bank angle indicators for wear.
Tires

This motorcycle is equipped with tubeless tires, valves and spoked wheels.

**Warning**

Inner tubes must only be used on motorcycles equipped with spoked wheels and with tires marked 'TUBE TYPE'.

Some brands of approved tires marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tire wall will be marked with text permitting the mounting of an inner tube (see illustration below).

Use of an inner tube with a tire marked 'TUBELESS', and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked 'SUITABLE FOR TUBELESS TYRES' will cause deflation of the tire resulting in loss of motorcycle control and an accident.
Tire Inflation Pressures

**Warning**
Incorrect tire inflation will cause abnormal tread wear and instability problems that may lead to loss of control and an accident. Underinflation may result in the tire slipping on, or coming off the rim. Overinflation will cause instability and accelerated tread wear. Both conditions are dangerous as they may cause loss of control leading to an accident.

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

Tire Pressure Monitoring System (if equipped)

**Caution**
An adhesive label is installed to the wheel rim to indicate the position of the tire pressure sensor. Care must be taken when replacing the tires to prevent any damage to the tire pressure sensors. Always have your tires mounted by your authorized Triumph dealer and inform them that tire pressure sensors are installed on the wheels.

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

Only adjust tire pressures when the tires are cold using an accurate pressure gage. Do not use the tire pressure display on the instruments.

**Caution**
Do not use anti puncture fluid or any other item likely to obstruct air flow to the TPMS sensor’s orifices. Any blockage to the air pressure orifice of the TPMS sensor during operation will cause the sensor to become blocked, causing irreparable damage to the TPMS sensor assembly. Damage caused by the use of anti puncture fluid or incorrect maintenance is not considered a manufacturing defect and will not be covered under warranty.

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

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

Minimum Recommended Tread Depth

<table>
<thead>
<tr>
<th>Under 80 mph (130 km/h)</th>
<th>0.08 in (2 mm)</th>
</tr>
</thead>
</table>
|Over 80 mph (130 km/h)  | Front 0.08 in (2 mm)  
                         | Rear 0.12 in (3 mm) |

Warning

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

When tubeless tires, used without a tube, become punctured, leakage is often very slow. Always inspect tires very closely for punctures. Check the tires for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tires will adversely affect motorcycle 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 tires is dangerous and loss of motorcycle control or an accident could result.

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

Tire Replacement

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tire combinations are approved for use on each model. It is essential that approved tires and inner tubes (if installed) mounted in approved combinations, are used when purchasing replacement items. The use of non-approved tires and inner tubes, or approved tires and inner tubes in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tires and inner tubes specific to your motorcycle are available from your authorized Triumph dealer, or on the Internet at www.triumph.co.uk. Always have tires and inner tubes mounted and balanced by your authorized Triumph dealer who has the necessary training and skills to ensure safe, effective installation.

Different wheel speeds, caused by non-approved tires, can affect the function of the ABS computer.
**Warning**

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

**Warning**

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

**Warning**

Inner tubes must only be used on motorcycles equipped with spoked wheels and with tires marked 'TUBE TYPE'.

Some brands of approved tires marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tire wall will be marked with text permitting the installation of an inner tube.

Use of an inner tube with a tire marked 'TUBELESS', and NOT marked as suitable for use with an inner tube, or use of an inner tube on an alloy wheel marked 'SUITABLE FOR TUBELESS TYRES' will cause deflation of the tire resulting in loss of motorcycle control and an accident.

**Warning**

Do not install tube-type tires on tubeless rims. The bead will not seat and the tires could slip on the rims, causing rapid tire deflation that may result in a loss of vehicle control and an accident. Never install an inner tube inside a tubeless tire without the appropriate marking. This will cause friction inside the tire and the resulting heat build-up may cause the tube to burst resulting in rapid tire deflation, loss of vehicle control and an accident.
Warning
If tire damage is suspected, such as after striking the curb, ask your authorized Triumph dealer to inspect the tire both internally and externally. Remember, tire damage may not always be visible from the outside. Operation of the motorcycle with damaged tires could lead to loss of control and an accident.

Warning
Tires and inner tubes that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tire. Tires and inner tubes must be replaced after such use as continued use of a damaged tire or inner tube may lead to instability, loss of motorcycle control and an accident.

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

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

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

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

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

Initially, the new tires and inner tubes will not produce the same handling characteristics as the worn tires and inner tubes and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

24 hours after mounting, the tire pressures must be checked and adjusted, and the tires and inner tubes examined for correct seating. Rectification must be carried out as necessary. The same checks and adjustments must also be carried out when 100 miles (160 km) have been traveled after mounting.

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

---

**Battery**

**Warning**

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

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

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

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

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

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

---

**Warning**

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

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

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

To remove the battery:
- Remove the seat (see page 86).
- Loosen the three fasteners and carefully detach the storage tray.

1. Front fasteners
2. Storage tray
3. Rear fastener

**Note**
Take note of the positioning and routing of the USB connector and the Low Frequency (LF) antenna cables for reinstalling.

- Carefully turn over the storage tray and detach the USB connector and the Low Frequency (LF) antenna cables from the storage tray.

1. USB connector cable
2. USB connector cable retaining clips
3. Low Frequency (LF) antenna cable retaining clips
4. Low Frequency (LF) antenna cable

- Position the storage tray to allow access to the battery.

1. Battery strap
2. Battery
3. Negative (-) terminal
4. Positive (+) terminal

- Disconnect the battery leads, negative (black) lead first.
- Remove the battery strap.
- Take the battery out of the case.
Battery Disposal
Should the battery ever require replacement, the original battery must be handed to a recycling agent who will make sure that the dangerous substances from which the battery is manufactured do not pollute the environment.

Battery Maintenance

![Warning]

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

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

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

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

Battery Discharge

![Caution]
The charge level in the battery must be maintained to maximize battery life. Failure to maintain the battery charge level could cause serious internal damage to the battery.

Under normal conditions, the motorcycle charging system will keep the battery fully charged. However, if the motorcycle is unused, the battery will gradually discharge due to a normal process called self discharge; the clock, Engine Control Module (ECM) memory, high ambient temperatures, or the addition of electrical security systems or other electrical accessories will all increase this rate of battery discharge. Disconnecting the battery from the motorcycle during storage will reduce the rate of discharge.

Battery Discharge During Storage and Infrequent Use of the Motorcycle

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

Should the battery voltage fall below 12.7 Volts, the battery should be charged.
Allowing a battery to discharge or leaving it discharged for even a short period of time causes sulphation of the lead plates. Sulphation is a normal part of the chemical reaction inside the battery, however over time the sulphate can crystallize on the plates making recovery difficult or impossible. This permanent damage is not covered by the motorcycle warranty, as it is not due to a manufacturing defect.

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

Battery Charging

⚠️ Warning

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

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

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

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

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

KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

⚠️ Caution

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

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

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

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

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

Battery Installation

⚠️ Warning

Make sure that the battery terminals do not touch the motorcycle frame.

This may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury.
To install the battery:

- Place the battery in the battery case.
- Secure with the battery strap.
- Reconnect the battery, positive (red) lead first.
- Tighten the battery terminals to 40 lbf in (4.5 Nm).
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the protective cap.
- Reattach the USB connector and the Low Frequency (LF) antenna cables to the storage tray as noted for removal.

- Reinstall the storage tray and tighten the two front fasteners to 44 lbf in (5 Nm) and the rear fasteners to 27 lbf in (3 Nm).

1. Front fasteners
2. Storage tray
3. Rear fastener

- Reinstall the seat (see page 86).

1. USB connector cable
2. USB connector cable retaining clips
3. Low Frequency (LF) antenna cable retaining clips
4. Low Frequency (LF) antenna cable
Fuses

⚠️ Warning

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

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

Note

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

The fuse box is located behind the left hand side panel. To gain access to the fuse box, the side panel must be removed (see page 84).

<table>
<thead>
<tr>
<th>Position</th>
<th>Circuit Protected</th>
<th>Rating (Amps)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Accessory socket, heated grip</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>Instruments</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Auxiliary (alarm, horn)</td>
<td>7.5</td>
</tr>
<tr>
<td>4</td>
<td>Lighting</td>
<td>7.5</td>
</tr>
<tr>
<td>5</td>
<td>EMS</td>
<td>15</td>
</tr>
<tr>
<td>6</td>
<td>Ignition</td>
<td>10</td>
</tr>
<tr>
<td>7</td>
<td>ABS</td>
<td>25</td>
</tr>
<tr>
<td>8</td>
<td>Fuel pump</td>
<td>10</td>
</tr>
<tr>
<td>9</td>
<td>Cooling fan</td>
<td>15</td>
</tr>
</tbody>
</table>

Note

The 30 Amp main fuse is in a separate fuse box also located behind the left hand side panel.
Headlights

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

⚠️ Warning
Never attempt to adjust a headlight beam when the motorcycle is in motion.
Any attempt to adjust a headlight beam when the motorcycle is in motion may result in loss of control and an accident.

⚠️ Caution
Do not cover the headlight or lens with any item likely to obstruct air flow to, or prevent heat escaping from, the headlight lens.
Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.
Damage caused by overheating is not considered a manufacturing defect and will not be covered under warranty.
If the headlight must be covered during use - such as taping of the headlight lens required during closed-course conditions - the headlight must be disconnected.

Headlights
The headlight unit is a sealed, maintenance free LED unit. The headlight unit must be replaced in the event of the failure of the headlight.
Maintenance and Adjustment

Headlight Adjustment

1. Headlight assembly mounting bolt

To adjust the headlight beam:

- Always make sure the handlebars are in the straight ahead position.
- Vertical adjustment of the headlight beam is controlled by loosening the headlight assembly mounting bolts and altering the position of the headlight assembly.
- Retighten the headlight assembly mounting bolts after adjustment to 89 lbf in (10 Nm).

Brake/Tail Light

The LED brake/tail light units are sealed, maintenance free LED units. The brake/tail light assembly must be replaced in the event of the failure of the brake/tail light.

Multifunctional Tail Lights (if equipped)

The multifunctional tail light units operate as the rear position light, brake light and turn signals.

The multifunctional tail light units are a sealed, maintenance free LED unit and must be replaced in the event of the failure of the tail lights.

Turn Signal Lights

The turn signal light units are sealed, maintenance free LED units. A turn signal light unit must be replaced in the event of the failure of the turn signal light.

License Plate Light

The license plate light unit is a sealed, maintenance free LED unit. The license plate light unit must be replaced in the event of the failure of the license plate light.
Cleaning and Storage

Table of Contents

Cleaning ............................................................................................................................. 158
Preparation for Washing ............................................................................................... 158
Where to be Careful ....................................................................................................... 159
Washing .......................................................................................................................... 159
After Washing ................................................................................................................ 159
Care of Gloss Paintwork ............................................................................................... 160
Care of Matt Paintwork ................................................................................................. 160
Aluminum Items - not Lacquered or Painted ............................................................... 160
Cleaning of Chrome and Stainless Steel Items .......................................................... 160
Black Chrome ................................................................................................................ 161
Cleaning of the Exhaust System .................................................................................... 161
Seat Care ......................................................................................................................... 162
Windshield Cleaning (if equipped) ................................................................................ 162
Care of Leather Products .............................................................................................. 163
Storage ............................................................................................................................ 164
Cleaning and Storage

Cleaning

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years.

Cleaning with cold water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

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

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle.

Preparation for Washing

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

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

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

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

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

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

Where to be Careful

⚠️ Caution
Do not spray any water at all near the air intake duct.

The air intake duct is normally located under the rider’s seat, under the fuel tank or near the steering head.

Any water sprayed in this area could enter the airbox and engine, causing damage to both items.

⚠️ Caution
Use of high pressure spray washers is not recommended.

When using pressure washers, water may be forced into bearings and other components causing premature wear from corrosion and loss of lubrication.

Avoid spraying water with any great force near the following places:
- Instruments,
- Brake cylinders and brake calipers,
- Under the fuel tank,
- Air intake duct,
- Steering head bearings,
- Wheel bearings,
- Suspension seals and bearings.

Note
Use of soaps that are highly alkaline will leave a residue on painted surfaces, and may also cause water spotting.

Always use a low alkaline soap to aid the cleaning process.

Washing

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

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

Rinse the motorcycle thoroughly with cold water.

After Washing

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

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

Lubricate the pivots, bolts and nuts.

Test the brakes before motorcycle operation.

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

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

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

Care of Matt Paintwork
Matt paintwork requires no greater care than that already recommended for high gloss paintwork.
- Do not use any polish or wax on matt paintwork.
- Do not try and polish out scratches.

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

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

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

Warranty claims due to inadequate maintenance will not be allowed.

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

Washing
Wash as previously described.

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

Protecting

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

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

It is recommended that regular protection be applied to the motorcycle as this will both protect and enhance its appearance.
Black Chrome
Items such as headlight bowls and mirrors on some models must be correctly cleaned to preserve their appearance. Please contact your dealer if you are unsure which components on your motorcycle are black chrome parts. Maintain the appearance of black chrome items by rubbing a small amount of light oil into the surface.

Cleaning of the Exhaust System
All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance. These instructions can be applied to chrome, brushed stainless steel and carbon fiber components; matt painted exhaust systems should be cleaned as above, noting the care instructions in the Matt Paintwork section previously.

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

Washing
Wash as previously described.
Make sure that no soap or water enters the exhausts.

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

Protecting

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

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

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

Seat Care

<table>
<thead>
<tr>
<th>Caution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of chemicals or high pressure spray washers is not recommended for cleaning the seat. Using chemicals or high pressure spray washers may damage the seat cover.</td>
</tr>
</tbody>
</table>

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

Windshield Cleaning (if equipped)

<table>
<thead>
<tr>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never attempt to clean the windshield while the motorcycle is in motion as releasing the handlebars may cause loss of motorcycle control and an accident. Operation of the motorcycle with a damaged or scratched windshield will reduce the rider’s forward vision. Any such reduction in forward vision is dangerous and may lead to loss of motorcycle control and an accident.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Caution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corrosive chemicals such as battery acid will damage the windshield. Never allow corrosive chemicals to contact the windshield.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Caution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Products such as window cleaning fluids, insect remover, rain repellent, scouring compounds, gasoline or strong solvents such as alcohol, acetone, carbon tetrachloride, etc. will damage the windshield. Never allow these products to contact the windshield.</td>
</tr>
</tbody>
</table>
Cleaning and Storage

Clean the windshield with a solution of mild soap or detergent and cold water.
After cleaning, rinse well and then dry with a soft, lint-free cloth.
If the transparency of the windshield is reduced by scratches or oxidation which cannot be removed, the windshield must be replaced.

Care of Leather Products

We recommend that you periodically clean your leather products with a damp cloth and allow them to dry naturally at room temperature. This will maintain the appearance of the leather and ensure the long life of your product.

Your Triumph leather product is a natural product and lack of care can result in damage and permanent wear. Follow these simple instructions and give your leather product the respect it deserves:

• Do not use household cleaning products, bleach, detergents containing bleach or any kind of solvent to clean your leather product.

• Do not immerse your leather product in water.

• Avoid direct heat from fires and radiators which can dry out and distort the leather.

• Do not leave your leather product in direct sunlight for prolonged periods of time.

• Do not dry your leather product by applying direct heat to it at any time.

• If your leather product does get wet, absorb any excess water with a soft clean cloth then leave the product to dry naturally at room temperature.

• Avoid exposure of your leather product to high levels of salt, for example sea/salt water or road surfaces that have been treated during the winter for ice and snow.
Cleaning and Storage

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

Storage

Preparation for Storage

To prepare the motorcycle for storage, do the following:

- Clean and dry the entire vehicle thoroughly.
- Fill the fuel tank with the correct grade of unleaded fuel and add a suitable fuel stabilizer (if available), following the fuel stabilizer manufacturer's instructions.

⚠️ Warning

Gasoline is extremely flammable and can be explosive under certain conditions.

Turn the ignition switch OFF. Do not smoke.

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

- Remove one of the spark plugs from each cylinder and put several drops 0.17 fl oz (5 ml) of engine oil into each cylinder. Cover the spark plug holes with a piece of cloth or rag. With the engine stop switch in the RUN position, push the starter button for a few seconds to coat the cylinder walls with oil. Install the spark plugs, tightening to 9 lbf ft (12 Nm).
- Change the engine oil and filter (see page 116).
- Check and if necessary correct the tire pressures (see page 145).
• Set the motorcycle on a stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tires.)

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

• Make sure the cooling system is filled with a 50% mixture of coolant (noting that HD4X Hybrid OAT coolant, as supplied by Triumph, is pre-mixed and requires no dilution) and distilled water solution (see page 119).

• Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one Ampere or less) about once every two weeks (see page 152).

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

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

---

### Preparation after Storage

To prepare the motorcycle to be ridden after storage, do the following:

• Install the battery (if removed) (see page 152).

• If the motorcycle has been stored for more than four months, change the engine oil (see page 116).

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

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

• Put the side stand down.

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

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

• Check and if necessary correct the tire pressures (see page 145).

• Check and if necessary adjust the drive chain tension (see page 125).

• Clean the entire vehicle thoroughly.

• Check the brakes for correct operation.

• Test ride the motorcycle at low speeds.
Cleaning and Storage

This page intentionally left blank
### Specifications

#### Dimensions, Weights and Performance

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

<table>
<thead>
<tr>
<th>Payload</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Payload</td>
<td>463 lb (210 kg)</td>
<td>463 lb (210 kg)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Liquid cooled parallel twin, 270° firing angle</td>
<td>Liquid cooled parallel twin, 270° firing angle</td>
</tr>
<tr>
<td>Displacement</td>
<td>73.2 cu in (1,200 cc)</td>
<td>73.2 cu in (1,200 cc)</td>
</tr>
<tr>
<td>Bore x Stroke</td>
<td>3.84 x 3.15 in (97.6 x 80 mm)</td>
<td>3.84 x 3.15 in (97.6 x 80 mm)</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>11:1</td>
<td>11:1</td>
</tr>
<tr>
<td>Cylinder Numbering</td>
<td>Left to right</td>
<td>Left to right</td>
</tr>
<tr>
<td>Cylinder Sequence</td>
<td>1-2</td>
<td>1-2</td>
</tr>
<tr>
<td>Firing Order</td>
<td>1-2</td>
<td>1-2</td>
</tr>
<tr>
<td>Starting System</td>
<td>Electric starter</td>
<td>Electric starter</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lubrication</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lubrication System</td>
<td>Wet sump</td>
<td>Wet sump</td>
</tr>
<tr>
<td>Engine Oil Capacities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Fill</td>
<td>1 US gallon (3.8 liters)</td>
<td>1 US gallon (3.8 liters)</td>
</tr>
<tr>
<td>Oil/Filter Change</td>
<td>0.9 US gallons (3.4 liters)</td>
<td>0.9 US gallons (3.4 liters)</td>
</tr>
<tr>
<td>Oil Change Only</td>
<td>0.85 US gallons (3.2 liters)</td>
<td>0.85 US gallons (3.2 liters)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cooling</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant Type</td>
<td>Triumph HD4X Hybrid OAT</td>
<td>Triumph HD4X Hybrid OAT</td>
</tr>
<tr>
<td>Water/Coolant Ratio</td>
<td>50/50 (pre-mixed as supplied by Triumph)</td>
<td>50/50 (pre-mixed as supplied by Triumph)</td>
</tr>
<tr>
<td>Coolant Capacity</td>
<td>1.89 liters</td>
<td>1.89 liters</td>
</tr>
<tr>
<td>Thermostat Opens</td>
<td>190°F (88°C) +/- 35°F (2°C)</td>
<td>190°F (88°C) +/- 35°F (2°C)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fuel System</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Electronic fuel injection</td>
<td>Electronic fuel injection</td>
</tr>
<tr>
<td>Fuel Pump</td>
<td>Submerged electronic</td>
<td>Submerged electronic</td>
</tr>
<tr>
<td>Fuel Pressure (nominal)</td>
<td>50.8 lb/in² (3.5 bar)</td>
<td>50.8 lb/in² (3.5 bar)</td>
</tr>
</tbody>
</table>
## Specifications

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>AKI octane rating (R+M)/2 of 87 unleaded</td>
<td>AKI octane rating (R+M)/2 of 87 unleaded</td>
</tr>
<tr>
<td>Tank Capacity</td>
<td>16.0 liters</td>
<td>16.0 liters</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ignition</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition System</td>
<td>Digital inductive</td>
<td>Digital inductive</td>
</tr>
<tr>
<td>Spark Plug</td>
<td>NGK LMAR8A-9</td>
<td>NGK LMAR8A-9</td>
</tr>
<tr>
<td>Spark Plug Gap</td>
<td>0.4 in +0.0/-0.004 in (0.9 mm +0.0/-0.1 mm)</td>
<td>0.4 in +0.0/-0.004 in (0.9 mm +0.0/-0.1 mm)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transmission</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transmission Type</td>
<td>6 speed, constant mesh</td>
<td>6 speed, constant mesh</td>
</tr>
<tr>
<td>Clutch Type</td>
<td>Wet, multiplate</td>
<td>Wet, multiplate</td>
</tr>
<tr>
<td>Final Drive Chain</td>
<td>EK 525 ZVX3, 110 link</td>
<td>EK 525 ZVX3, 114 link</td>
</tr>
<tr>
<td>Primary Drive Ratio</td>
<td>93/74 (1.26)</td>
<td>93/74 (1.26)</td>
</tr>
<tr>
<td>Gear Ratio:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>49/14 (3.5)</td>
<td>49/14 (3.5)</td>
</tr>
<tr>
<td>2nd</td>
<td>45/18 (2.5)</td>
<td>45/18 (2.5)</td>
</tr>
<tr>
<td>3rd</td>
<td>37/20 (1.85)</td>
<td>37/20 (1.85)</td>
</tr>
<tr>
<td>4th</td>
<td>37/25 (1.48)</td>
<td>37/25 (1.48)</td>
</tr>
<tr>
<td>5th</td>
<td>35/27 (1.3)</td>
<td>35/27 (1.3)</td>
</tr>
<tr>
<td>6th</td>
<td>34/29 (1.17)</td>
<td>34/29 (1.17)</td>
</tr>
<tr>
<td>Final Drive Ratio</td>
<td>44/16 (2.75)</td>
<td>44/16 (2.75)</td>
</tr>
</tbody>
</table>

### Approved Tires

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

### Approved Mud and Snow/Dual Purpose Tires

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

### Warning

The use of mud and snow/dual purpose tires will result in reduced motorcycle stability.
Always operate a motorcycle equipped with mud and snow/dual purpose tires at reduced speeds. The permissible maximum speed is 60 mph (100 km/h). This is also shown on a warning sticker on the motorcycle.

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

Tire pressures which have been reduced for off-road riding will impair on-road stability.

Always make sure that the tire pressures are set as described in the Specifications section for on-road use.

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

Use the recommended tires ONLY in the combinations given.

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

<table>
<thead>
<tr>
<th>Tires</th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tire Sizes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>90/90-21 54H</td>
<td>90/90-21 54H</td>
</tr>
<tr>
<td>Rear</td>
<td>150/70R17 69V</td>
<td>150/70R17 69V</td>
</tr>
<tr>
<td>Tire Pressures (Cold):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>36 lb/in² (2.5 bar)</td>
<td>36 lb/in² (2.5 bar)</td>
</tr>
<tr>
<td>Rear</td>
<td>42 lb/in² (2.9 bar)</td>
<td>42 lb/in² (2.9 bar)</td>
</tr>
</tbody>
</table>
## Specifications

### Electrical Equipment

<table>
<thead>
<tr>
<th></th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery Type</td>
<td>YTZ10S</td>
<td>YTZ10S</td>
</tr>
<tr>
<td>Battery Rating</td>
<td>12 Volt, 8.6 Ah</td>
<td>12 Volt, 8.6 Ah</td>
</tr>
<tr>
<td>Alternator</td>
<td>18 Amps at 1,000 rpm</td>
<td>18 Amps at 1,000 rpm</td>
</tr>
<tr>
<td></td>
<td>33 Amps at 6,000 rpm</td>
<td>33 Amps at 6,000 rpm</td>
</tr>
<tr>
<td>Headlight</td>
<td>LED</td>
<td>LED</td>
</tr>
<tr>
<td>Tail/Brake Light</td>
<td>LED</td>
<td>LED</td>
</tr>
<tr>
<td>Turn Signal Lights</td>
<td>LED</td>
<td>LED</td>
</tr>
<tr>
<td>License Plate Light</td>
<td>LED</td>
<td>LED</td>
</tr>
</tbody>
</table>

### Frame

<table>
<thead>
<tr>
<th></th>
<th>Scrambler 1200 XC</th>
<th>Scrambler 1200 XE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rake</td>
<td>25.8°</td>
<td>26.9°</td>
</tr>
<tr>
<td>Trail</td>
<td>4.76 in (121 mm)</td>
<td>5.01 in (129 mm)</td>
</tr>
</tbody>
</table>

### Tightening Torques

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery Terminals</td>
<td>39.8 lbf in (4.5 Nm)</td>
</tr>
<tr>
<td>Chain Adjuster Lock Nuts</td>
<td>15 lbf ft (20 Nm)</td>
</tr>
<tr>
<td>Chain Guard - Front Fastener</td>
<td>35 lbf in (4 Nm)</td>
</tr>
<tr>
<td>Chain Guard - Rear Fastener</td>
<td>80 lbf in (9 Nm)</td>
</tr>
<tr>
<td>Clutch Lever Nut</td>
<td>30.1 lbf in (3.4 Nm)</td>
</tr>
<tr>
<td>Oil Filter</td>
<td>89 lbf in (10 Nm)</td>
</tr>
<tr>
<td>Spark Plug</td>
<td>9 lbf ft (12 Nm)</td>
</tr>
<tr>
<td>Storage Box Front Fasteners</td>
<td>44 lbf in (5 Nm)</td>
</tr>
<tr>
<td>Storage Box Rear Fastener</td>
<td>27 lbf in (3 Nm)</td>
</tr>
<tr>
<td>Sump Plug</td>
<td>18 lbf ft (25 Nm)</td>
</tr>
<tr>
<td>Rear Wheel Spindle Nut</td>
<td>81 lbf ft (110 Nm)</td>
</tr>
</tbody>
</table>
## Fluids and Lubricants

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bearings and Pivots</td>
<td>Grease to NLGI 2 specification</td>
</tr>
<tr>
<td>Brake Fluid</td>
<td>DOT 4 brake fluid</td>
</tr>
<tr>
<td>Coolant</td>
<td>Triumph HD4X Hybrid OAT coolant (pre-mixed)</td>
</tr>
<tr>
<td>Drive Chain</td>
<td>Chain spray suitable for XW-ring chains</td>
</tr>
<tr>
<td></td>
<td>Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.</td>
</tr>
<tr>
<td>Engine Oil</td>
<td>JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.</td>
</tr>
</tbody>
</table>
Index

A
Accessories .............................................. 105
Ambient Air Temperature
  Warning Light ........................................... 31
Anti-Lock Braking System (ABS) ......................... 96
  Enable ................................................. 71
  Indicator Light ......................................... 28
  Optimized Cornering ABS ............................... 98

B
Bank Angle Indicators .................................. 143
Battery ...................................................... 149
  Charging ................................................. 152
  Discharge ............................................... 151
  Disposal .................................................. 151
  Installation .............................................. 153
  Maintenance .............................................. 151
  Removal .................................................. 150
  Storage .................................................. 151
Brake/Tail Light .......................................... 156
Brakes
  Anti-Lock Braking System (ABS) ......................... 96
  Brake Lever Adjuster .................................... 75, 76
  Brake Wear Inspection .................................. 128
  Braking .................................................. 95
  Breaking in New Pads and Discs ......................... 128
  Disc Brake Fluid ......................................... 130
  Front Brake Fluid Adjustment ........................... 130
  Front Brake Fluid Inspection ........................... 130
  Light Switches .......................................... 133
  Optimized Cornering ABS ................................ 98
  Pad Wear Compensation .................................. 129
  Rear Brake Fluid Adjustment ............................ 132
  Rear Brake Fluid Inspection ............................ 131
Breaking-In .................................................. 88

C
Cleaning
  After Washing .......................................... 159
  Aluminum Items - not Lacquered or Painted .......... 160
  Black Chrome Items ..................................... 161
  Care of Leather Products ................................ 163
  Chrome and Stainless Steel ............................ 160
  Drying .................................................... 161
  Exhaust System ......................................... 161
  Frequency of Cleaning .................................. 158
  Gloss Paintwork ......................................... 160
  Matt Paintwork ......................................... 160
  Preparation for Washing ................................ 158
  Protecting ............................................... 161
  Seat Care ................................................ 162
  Washing .................................................. 159
  Washing the Exhaust .................................... 161
  Where to be Careful ..................................... 159
  Windshield ................................................ 162
Clutch ....................................................... 122
  Adjustment .............................................. 122
  Inspection ............................................... 122
  Lever Adjustment ........................................ 77
Cooling System ............................................ 119
  Coolant Change ......................................... 121
  Coolant Level Inspection ................................ 119
  Coolant Temperature ..................................... 39
  Corrosion Inhibitors ...................................... 119
  Level Adjustment ........................................ 120
  Specifications .......................................... 167
Cruise Control ............................................. 67
  Activating ............................................... 67
  Button .................................................... 65
  Deactivating .............................................. 67

D
Daily Safety Checks ....................................... 89
Daytime Running Lights (DRL) ......................... 30
  Switch .................................................... 63
Drive Chain ............................................... 124
  Lubrication .............................................. 124
  Movement Adjustment .................................... 125
  Movement Inspection .................................... 125
  Wear Inspection ......................................... 127
Index

E
Electrical Equipment Specifications 170
Engine
Moving Off 93
Serial Number 19
Specifications 167
Starting the Engine 92
Stopping the Engine 92
Engine Oil 115
Disposal of Oil and Filters 118
Level Inspection 116
Low Oil Pressure Warning Light 27
Oil Filter Change 116
Specification and Grade 118
Engine Start/Stop Switch
Power ON/OFF Position 62
QUICK START Position 62
RUN Position 62
STOP Position 62
Fluids Specifications 171
Fog Lights Switch 65
Frame Specifications 170
Fuel
Filling the Fuel Tank 82
Fuel Grade 79
Fuel Tank Cap 81
Gage 31
Low Fuel Warning Light 30
Refueling 80
Specifications 168
Status Information 39
System Specifications 167
Fuses
Fuse Box Location 154
Fuse Identification 154
G
Gears
Gear Position Display 32
Shift Indicator Display 51
Shifting 94
Handlebars
Adjustment 134
Hazards
Warning Lights 29
Warning Lights Button 62
Headlights 155, 155
Adjustment 156
Heated Grips 64
Switch 64
High Beam Button 65
Indicator Light 29
High Speed Operation 102
HOME Button 62
Horn Button 64
Ignition
Keyless 60
Smart Key 58
Specifications 168
Immobilizer
Indicator Light 28
Instruments
Clock Display 53
Contrast 36
Coolant Temperature 39
Date Display 54
Detail 38
Display Brightness 50
Display Set Up 49
Fuel Gage 31
Fuel Status 39
Gear Position Display 32
Information Tray 35
Language Options 52
Main Menu 41