Maintenance and Adjustment

Contents

SCHEDULED MAINTENANCE

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

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

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

Scheduled Maintenance Chart

Operation Description	Odometer Reading in Miles (Kms)						
	Every	500 (800)	6000 (1000)	12000 (2000)	16000 (20000)	24000 (30000) (40000)	30000 (50000)
Engine oil – renew		●	●	●	●	●	●
Engine oil filter – renew	–	●	●	●	●	●	●
Valve clearances – check/adjust	–			●		●	
Air cleaner element – renew	–			●		●	
Engine ECM – check for stored DTCs	–	●	●	●	●	●	●
Spark plugs – check	–			●			
Spark plugs – renew	–					●	
Throttle bodies – balance	–			●		●	
Throttle cable – check/adjust	Day	●	●	●	●	●	●
Coolant level – check/adjust	Day	●	●	●	●	●	●
Coolant – renew	Every Two Years						
Cooling system -check for leaks	Day	●	●	●	●	●	●
Fuel system -check for leaks	Day	●	●	●	●	●	●
Fuel Filter – renew				●		●	
Steering – check for free operaton	Day	●	●	●	●	●	●

Scheduled Maintenance Chart (Continued)

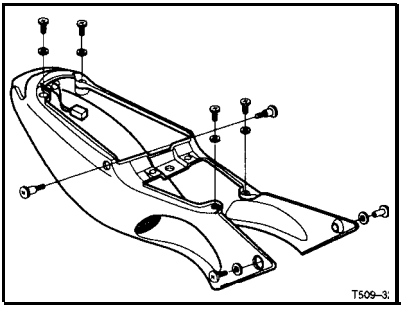
Operation Description	Odometer Reading in Miles (Kms)						
	Every	500 (800)	6000 (10000)	12000 (20000)	18000 (30000)	24000 (40000)	30000 (50000)
Headstock bearing -check/adjust	–			●		●	
Headstock bearing – lubricate	–			●		●	
Forks-check for leaks/smooth operation	Day	●	●	●	●	●	●
Fork oil – renew				●		●	
Brake fluid levels-check	Day	●	●	●	●	●	●
Brake fluid – renew	Every 2 years						
Brake hoses -renew	Every 4 years						
Brake light-check operation	Day	●	●	●	●	●	●
Brake pads – check wear levels	Day	●	●	●	●	●	●
Brake master cylinder – renew seals	Every 2 years						
Brake calipers – renew seals	Every 2 years						
Drive chain – lubricate	Every 200 miles (300 kms)						
Drive chain -wear check	Every 500 miles (800 kms)						
Drive chain slack – check/adjust	Day	●	●	●	●	●	●
Rear suspension – lubricate	3 years/24000 miles (40000 kms)						
Fasteners – inspect visually for security	Day	●	●	●	●	●	●
Wheels – inspect for damage	Day	●	●	●	●	●	●
Tyre wear/tyre damage – check	Day	●	●	●	●	●	●
Tyre pressures – check/adjust	Day	●	●	●	●	●	●
Battery electrolyte level – check/adjust	Day	●	●	●	●	●	●
Clutch cable – check/adjust	Day	●	●	●	●	●	●

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

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

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

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



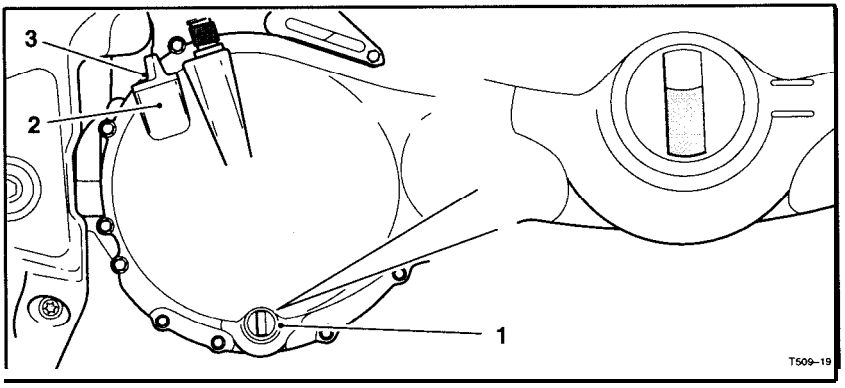
SIDE PANEL

Side Panel Removal

- Remove the seat(s).
- Disconnect the battery, negative (black) lead first.
- Release the fixings as shown in the diagram above.
- Disconnect the rear light.
- Lift and withdraw the side panel assembly in a rearward direction.

Side Panel Refitting

- Reverse the removal procedure with the exception of the following.
- Reconnect the battery positive (red) lead first.
- Tighten the panel fixings to 9 Nm.



1. Sight Glass
2. Filler
3. Filler Plug

ENGINE OIL

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

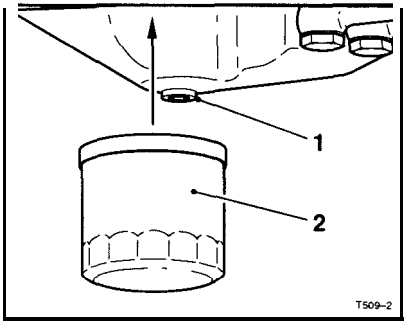
A WARNING: Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to loss of control and an accident.

Oil Level Inspection

- Stop engine, then wait for at least 10 minutes to allow the oil to settle.
- The oil level is indicated by a sight glass situated at the bottom of the clutch cover on the right hand side of the motorcycle. When the oil level is correct, the level of oil should be between the two lines marked on the clutch cover to the right of the sight glass.

NOTE:

- **The actual level is indicated when the motorcycle is level and upright, not on the side stand.**
- If the oil level is too low, remove the plug situated in the upper rear side of the clutch cover.
- Add oil, a little at a time, until the oil begins to show in the sight glass. Then adjust to the correct level and refit the plug.



1. Oil Drain Plug
2. Oil Filter

Oil and Oil Filter Change

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

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

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

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

- With the motorcycle on level ground, allow the oil to completely drain.
- Unscrew and remove the oil filter using the Triumph service tool T3880310.
- Discard the oil filter.
- Apply a smear of clean engine oil to the sealing ring of the new oil filter.
- Fit the oil filter and tighten to 12 Nm.
- After the oil has completely drained out, fit a new sealing washer to the engine drain plug. Fit and tighten the plug to 25 Nm.
- Fill the engine with new oil of the type and grade listed in the specification section.
- Start the engine and allow to idle.

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

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

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

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

Disposal of Used Engine Oil

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

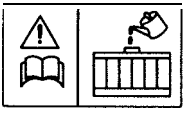
CAUTION: Triumph high performance fuel injected engines are designed to use semi or fully synthetic 10W/40 motorcycle engine oil which meets specification API SH.

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

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

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

COOLING SYSTEM



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

Corrosion Inhibitors

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

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

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

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

Coolant Change

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

Radiator Hoses

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

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

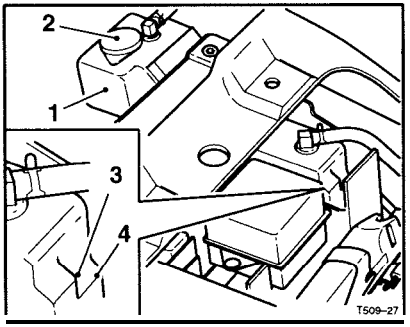
Radiator and Cooling Fan

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

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

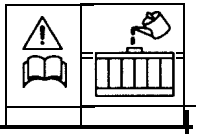
A CAUTION: Using high pressure water, such as from a car wash facility, can damage the radiator fins and impair the radiator's efficiency.

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



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

Coolant Level Inspection



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

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

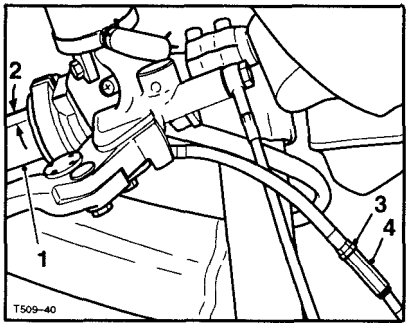
NOTE

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

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

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

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



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

THROTTLE GRIP

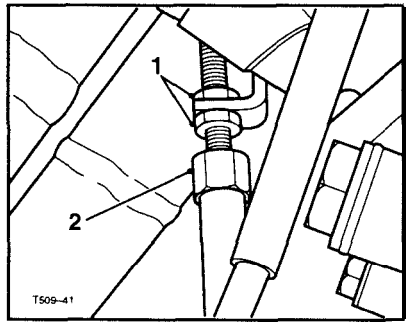
The throttle grip controls the throttle valves in the throttle bodies.

If the throttle cable is incorrectly adjusted, either too tight or too loose, the throttle may be difficult to control and performance will be adversely affected.

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

Inspection

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



1. Locknut
2. Adjuster (Throttle Body End)

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

Adjustment

NOTE:

- **Minor adjustments can be made using the adjuster near the twist grip end of the throttle. Where a correct setting cannot be achieved in this way, the adjuster at the throttle body end must be used.**
- Disconnect the battery negative (black) lead first.
- Set the cable adjuster at the twist grip end such that it has an equal amount of adjustment in each direction.

- Set the adjuster at the throttle body end of the cable to give 2-3 mm of play at the twist grip. Tighten the locknut.
- Make any minor adjustments as necessary to give 2-3 mm of play using the adjuster at the twist grip end of the cable. Tighten the locknut.

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

- Reconnect the battery, positive (red) lead first.
- Refit the seat.

CLUTCH

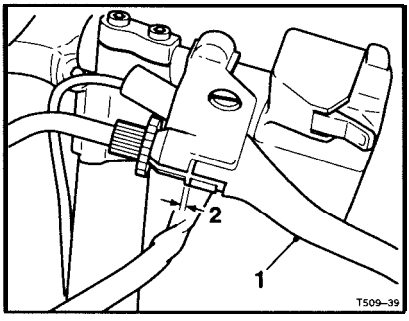
The motorcycle is equipped with a cable operated clutch.

If the clutch lever has excessive free-play, the clutch may not disengage fully and cause difficulty in changing gear and clutch drag. Conversely, if the clutch lever has insufficient free-play the clutch may not engage fully, causing clutch slip.

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

Inspection

- Check that there is 0.4-0.8 mm clutch lever free-play as shown in the diagram above.
- If there is an incorrect amount 01 free-play, adjustments must be made.



1. Lever
***2. 0.4-0.8* mm**

Adjustment

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

DRIVE CHAIN

For safety and to prevent excessive wear, the drive chain must be checked, adjusted, and lubricated in accordance with scheduled maintenance requirements. Checking, adjustment and lubrication must be carried out more frequently for extreme conditions such as salty or heavily gritted roads.

If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break.

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

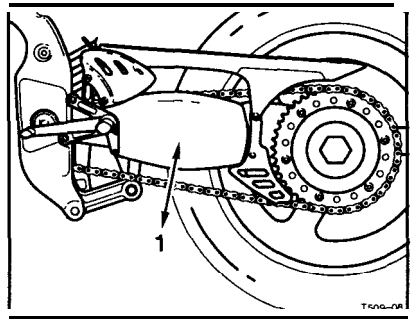
NOTE:

- **Checking, adjustment and lubrication of the drive chain must be carried out with the motorcycle set up on a paddock stand so that the rear suspension hangs free.**

Chain Free-movement Inspection

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

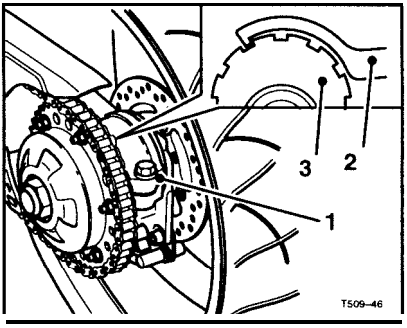
- Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.
- The vertical movement of the drive chain must be 35-40 mm.



1. **Maximum Movement Position (35-40 mm)**

Chain Free-movement Adjustment

- If the chain free-movement measurement is incorrect, adjustments must be made as follows:
- Loosen the clamp bolt which secures the rear hub/eccentric adjuster to the swinging arm.
- Using the 'C' spanner supplied in the motorcycle tool kit, turn the rear hub/eccentric adjuster (clockwise to loosen, anti-clockwise to tighten) until the drive chain is correctly adjusted (35-40 mm of vertical movement).
- Tighten the rear hub/eccentric adjuster clamp bolt to 55 Nm.
- Rotate the rear wheel and repeat the chain adjustment check. Re-adjust if outside the 35-40 mm limit.



1. **Adjuster Clamp Bolt**
2. **'C' Spanner**
3. **Eccentric Adjuster**

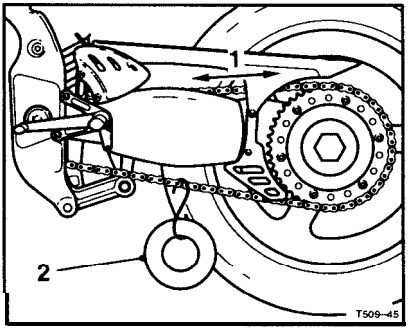
A WARNING: Operation of the motorcycle with an insecure rear hub/eccentric adjuster clamp bolt may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

- Check the rear brake effectiveness.

Chain Wear Inspection

WARNING: To prevent risk of injury from the motorcycle falling during inspection, ensure that the motorcycle is stabilized and secured on the paddock stand.

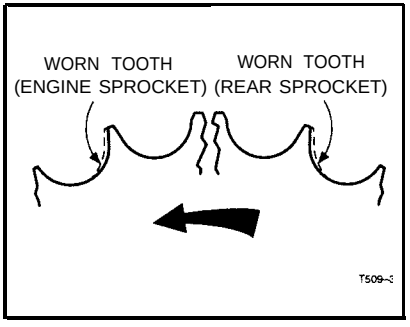
- Remove the chain guards.



1. **Measure Across 20 Links**
2. **Weight**

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

A WARNING: A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing loss of control and an accident.



NOTE:

- **Sprocket wear is exaggerated for illustration.**

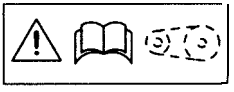
WARNING: The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets.

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

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

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

Chain Lubrication

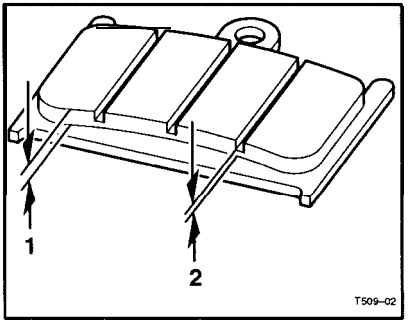


Lubrication is necessary every 500 miles and also after riding in wet weather, on wet roads, or any time that the chain appears dry.

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

- Apply lubricant to the sides of the rollers. This will allow the oil to penetrate to the chain rollers and bushings. Also apply oil to the chain '0' rings. Wipe off any excess oil.
- If the chain is especially dirty, clean first using paraffin and then apply oil as mentioned above.

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



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

BRAKES

Brake Wear Inspection

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

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

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

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

Disc Brake Fluid

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

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

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

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

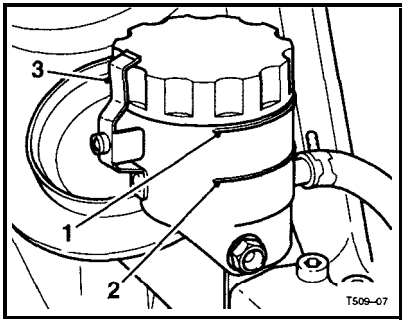
Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened.

Do not mix different brands or grades of brake fluid.

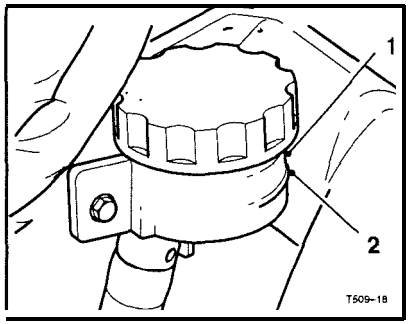
Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

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



1. Upper Level, Front Brake
2. Lower Level, Front Brake
3. Safety Clip



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

Brake Fluid Level Inspection and Adjustment

- The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal).
- At the rear, remove the side panel assembly.
- Remove the safety clip (front only).
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Refit the reservoir cap ensuring that the diaphragm seal is correctly fitted.
- Refit the safety clip.
- At the rear, refit the side panels.

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

Riding with defective brakes may lead to an accident.

Brake Pad Wear Compensation

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

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

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

Riding with defective brakes may lead to an accident.

Brake Light Switches

The brake light is activated independently by either the front or rear brake. If the brake light does not work when the front brake lever is pulled, or the rear brake pedal depressed, ask your authorised Triumph dealer to investigate and rectify the fault.

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

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

STEERING/WHEEL BEARINGS

Steering Inspection

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

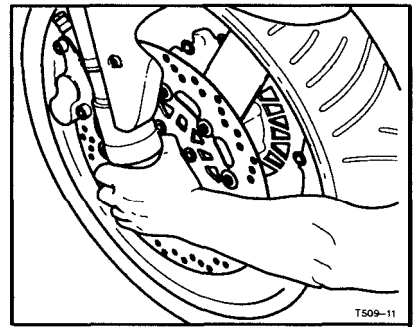
NOTE

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

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

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

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



Inspecting the Steering for Free-Play

Inspection

- Position the motorcycle on level ground, in an upright position.
- Remove the belly panel (where fitted).
- Raise the front wheel off the ground and place a block beneath the engine to support the motorcycle.
- Hold the lower end of the front forks and try to move them forward and backward.
- If any free-play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.

WARNING: Riding the motorcycle with incorrectly adjusted or defective steering may cause loss of motorcycle control and an accident.

- Leaving the support in place, inspect the wheel bearings as described over.

Wheel Bearings inspection

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

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

- Gently rock the top of the front wheel from side to side.
- If any free-play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.
- Reposition the lifting device and repeat for the rear wheel.

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

- Remove the support and place the motorcycle on the side stand.
- Refit the belly panel (where fitted).

FRONT SUSPENSION

All models are fitted with forks which are adjustable for spring pre load, compression damping and rebound damping.

Front Fork Inspection

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

To check that the forks operate smoothly:

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

NOTE:

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

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

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

LOADING		FRONT			REAR	
		SPRING PRE–LOAD*	REBOUND DAMPING*	COMPRESSION DAMPING*	REBOUND DAMPING*	COMPRESSION DAMPING*
SOLO RIDING	STANDARD	5.00	1.00	1.00	1.00	1.00
	SOFTER	6.00	1.25	1.50	1.50	1.50
	FIRMER	4.00	0.75	0.50	0.50	0.50
RIDER AND PASSENGER		4.00–5.00	0.75–1.0	0.50–1.0	0.75	0.50

* Number of adjuster turns out from the fully screwed in position.

NOTE:

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

Front Suspension Settings

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

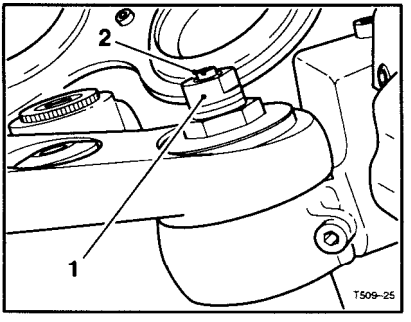
WARNING: Ensure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the chart above for further information or consult your Triumph dealer.

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

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

NOTE:

- **The setting figures above/over are all measured as adjuster turns out from the fully screwed in position.**



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

Spring Pm-load Adjustment

To change the spring pre-load, rotate the adjuster clockwise (screw-in) to increase pre-load, or anti-clockwise (screw-out) to decrease pre-load. Always set the pre-load adjusters such that there are an equal number of graduation lines visible on both forks.

NOTE:

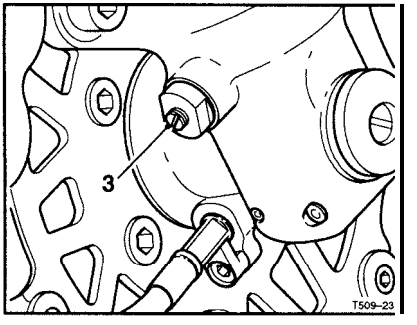
- **The motorcycle is delivered from the factory with the spring pre-load set on position 5.**

Compression Damping Adjustment

To change the compression damping force rotate the slotted adjuster clockwise (screw-in) to increase, or anti-clockwise (screw-out) to decrease.

Maximum damping force is obtained when the adjuster is rotated fully clockwise (screwed fully in).

Minimum damping force is obtained when the adjuster is rotated fully anti-clockwise (screwed fully out). Always count the turns out from the screwed fully in position and set both forks to the same setting.



3. Compression Damping Force Adjuster

NOTE:

- **The motorcycle is delivered from the factory with the compression damping set at position 1.**

Rebound Damping Adjustment

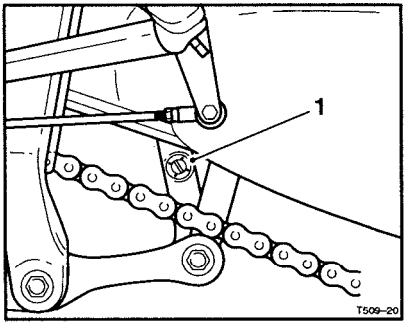
To change the rebound damping force, rotate the slotted adjuster clockwise (screw-in) to increase, or anti-clockwise (screw-out) to decrease. Always count the turns out from the screwed fully in position and set both forks to the same position.

Maximum damping force is obtained when the adjuster is rotated fully clockwise (screwed fully in).

Minimum damping force is obtained when the adjuster is rotated fully anti-clockwise (screwed fully out).

NOTE:

- **The motorcycle is delivered from the factory with the rebound set at position 1.**



1. Rebound Damping Adjuster

REAR SUSPENSION ADJUSTMENT

The rear suspension unit is adjustable for both compression and rebound damping.

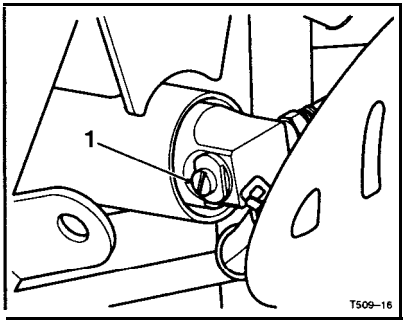
Rebound Damping Adjustment

The rebound damping adjuster is situated at the lower left hand end of the rear suspension unit.

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

NOTE

- **The settings are all measured as the number of adjuster turns out from the fully screwed in position.**
- **The motorcycle is delivered from the factory with the rebound adjuster set to position 1.**



1. Compression Damping Adjuster

Compression Damping Adjustment

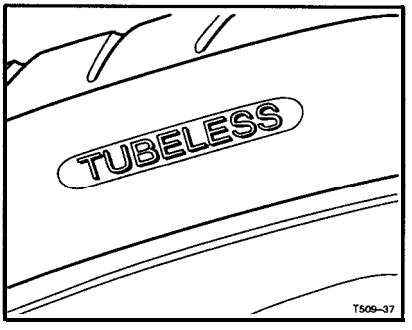
The compression damping adjuster is situated on the rear suspension unit reservoir.

To adjust the compression damping setting, rotate the slotted adjuster clockwise (screw-in) to increase, or antiilockwise (screw-out) to decrease.

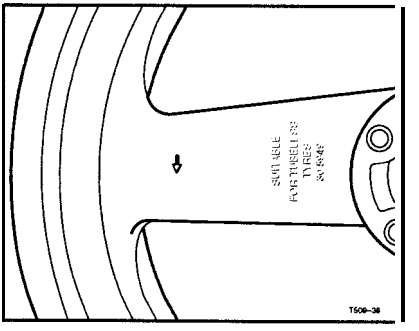
NOTE:

- **The motorcycle is delivered from the factory with the compression damping set at 1.**

A WARNING: Rear suspension unit spring pm-load is not rider adjustable. Any attempt to adjust the spring pre-load could result in a dangerous riding condition leading to loss of control and an accident.



Typical Tyre Marking



Wheel Marking

TYRES

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

Tyre Inflation Pressures

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

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

Under-inflation may result in the tyre slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

Tyre Wear

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

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

Minimum Recommended Tread Depth

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

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

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

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

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

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

Tyre Replacement

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

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

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

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

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

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

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

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

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

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

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

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

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

When wheel balancing is required, such as after tyre replacement, see your authorised Triumph dealer.

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

BATTERY

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

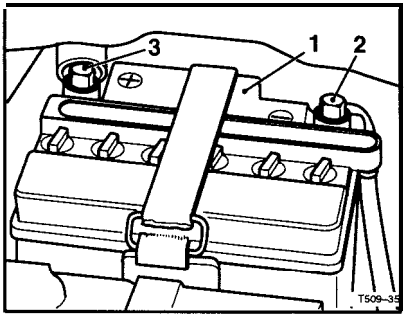
The battery contains sulphuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

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

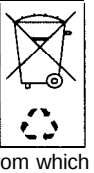
KEEP ELECTROLYTE OUT OF THE REACH OF CHILDREN.

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

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



1. **Battery**
2. **Negative Terminal**
3. **Positive Terminal**



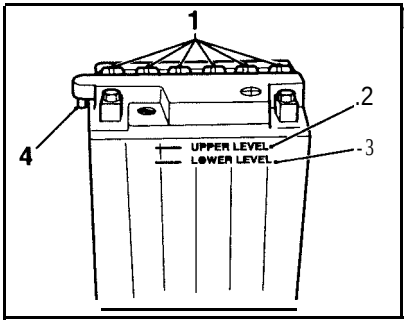
Battery Disposal

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

Battery Removal

- Remove the front seat
- Remove the battery strap and disconnect the breather tube.
- Disconnect the battery leads, negative (black) lead first.
- Take the battery out of the case.

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



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

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

Battery Electrolyte Level Inspection

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

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

- Remove the battery from the motorcycle.
- Check that the electrolyte level in each cell is between the upper and lower level lines.
- If the electrolyte level is low in any cell, fill with distilled water as follows:
- Remove the battery filler caps and fill with distilled water until the electrolyte level in each cell reaches the upper level line.
- Replace the caps.

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

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

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

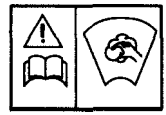
CAUTION: The battery breather tube must be routed to prevent restrictions in the tube. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurise the battery and damage its case.

Battery installation

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

- Place the battery in the battery case, and connect the battery breather tube.
- Reconnect the battery, positive (red) lead first.
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the protective cap.
- Refit the battery strap.

WINDSCREEN CLEANING



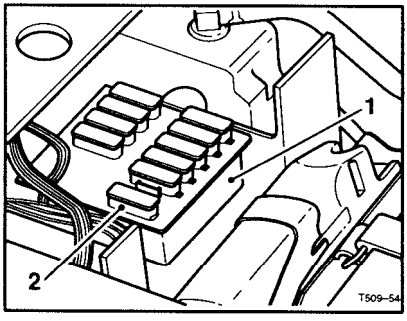
Always clean the windscreen with clean water and a soft cloth. Dry after cleaning with a soft, lint free cloth. Minor scratches can be removed using a commercial polishing compound suitable for plastic.

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

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

Operation of the motorcycle with a damage or scratched windscreen will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to an accident causing injury or death.

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



1. Fuse Box
2. Spare Fuses

FUSES

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

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

A WARNING: Always replace blown fuses with new ones of the correct current rating (as specified on the fuse box cover) and never use a fuse of higher rating. Although no spare 5 Amp. fuse is supplied in the fuse box, it is strongly recommended that a spare 5 Amp. fuse be carried.

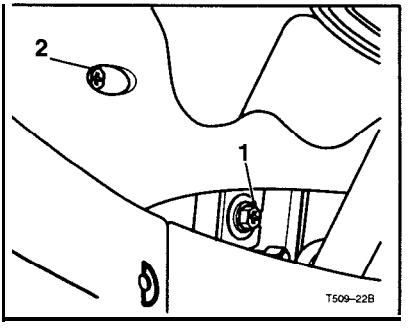
Fuse Identification

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

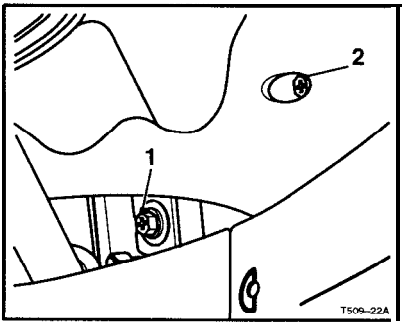
Fuse No	Circuits Protected	Fuse Rating
1	Ignition Control	10A
2	Dip and Main Beam Right Hand	15A
3	Side and Rear Light	5A
4	Indicators/Stop Light	10A
5	Fan	10A
6	Dip and Main Beam Left Hand	15A
7	Main Fuse	40A
a	Fuel Pump ECU	15A
9	All circuits from ignition switch	30A
10	Spare	-

NOTE:

- **The fuse identification numbers listed above correspond with those printed on the fuse box cover.**



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



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

HEADLIGHTS – DAYTONA

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

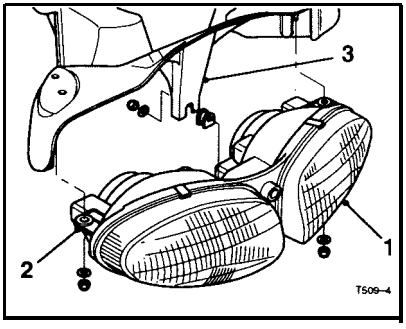
Ensure that the beam is adjusted to illuminate the road surface sufficiently far ahead without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing an accident.

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

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

Headlight Adjustment

- Each headlight can be adjusted by means of vertical and horizontal adjustment screws located on the rear of the headlight unit.
- Switch the headlight dipped beam on.
- Turn the vertical adjustment screw on each headlight clockwise to lower the beam or anti-clockwise to raise the beam.
- On the RH headlight turn the horizontal adjustment screw clockwise to move the beam to the right or anti-clockwise to move the beam to the left.
- On the LH headlight turn the horizontal adjustment screw anti-clockwise to move the beam to the right or clockwise to move the beam to the left.
- Switch the headlights off when the beam settings are satisfactory.

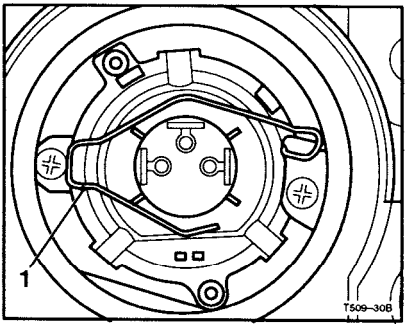


1. Headlight Unit
2. Side Fixing (RH)
3. Centre Fixing

Headlight Bulb Replacement

The complete headlight unit must be removed to gain access for bulb replacement.

- Remove the seat(s).
- Disconnect the battery, negative (black) lead first.
- Remove the cockpit.
- Unscrew the nuts securing the headlight unit to the support bracket and release the unit.
- Disconnect the multi-pin electrical connector from the bulb to be replaced and remove the rubber cover.
- Detach the wire bulb retainer from the clip. It is not necessary to undo the screw.
- Remove the bulb from the headlight unit.
- Installation is the reverse of the removal procedure.



1. Bulb Retainer

CAUTION: When reconnecting the battery, connect the positive (red) lead first.

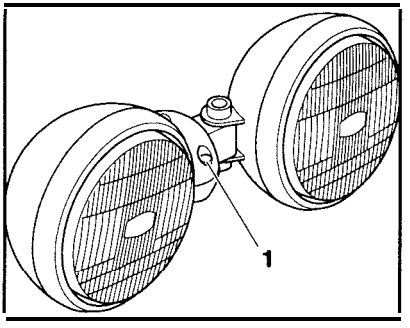
WARNING: Do not reconnect the battery until the assembly process has been completed. Premature battery reconnection could result in ignition of the battery gases causing risk of injury.

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

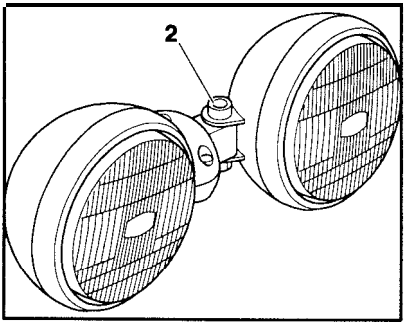
Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before re-use.

Position Lamp Bulb Replacement

The position lamp is fitted to the cockpit above the headlight aperture. Remove the cockpit panel to gain access for bulb replacement.



1. Vertical Adjustment Clamp



2. Horizontal Adjustment Clamp

HEADLIGHTS – SPEED TRIPLE

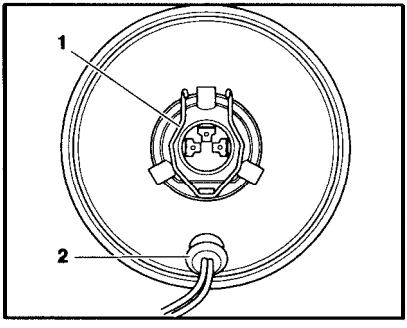
WARNING: Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

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

The horizontal beam of each headlight can be adjusted individually. The vertical beams are adjusted as a pair.

Headlight Adjustment

- Switch the headlight dipped beam on.
- Partially release the central clamp fixing on the headlight mounting bracket and pivot both headlights upward or downward as necessary.
- Tighten the central clamp fixing while holding the headlights in the desired position.
- Release the clamp fixing to the rear of the headlight bowl and pivot the headlamp to the left or right as necessary.
- Tighten the clamp fixing while holding the headlight in the desired position.
- Repeat for the other headlight.
- Switch the headlights off when the beam settings are satisfactory.



1. Bulb Retainer
2. Position Lamp

Headlight Bulb Replacement

Each halogen headlight bulb can be replaced as follows:

- Disconnect the battery, negative (black) lead first.
- Release the headlight bezel clamp screw.
- Support the headlight unit and remove the bezel. Ease the headlight from the headlight bowl.
- Disconnect the multi-pin electrical connector from the headlight bulb and remove the rubber cover.
- Unhook the wire retaining clip from behind the bulb.
- Remove the bulb from the headlight unit.
- Installation is the reverse of the removal procedure.

⚠ CAUTION: When reconnecting the battery, connect the positive (red) lead first.

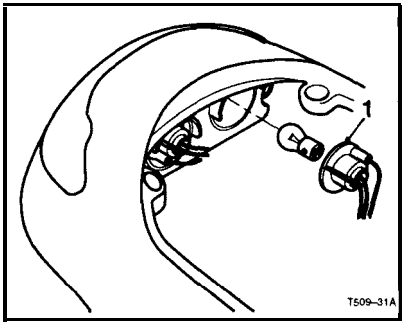
⚠ WARNING: Do not reconnect the battery until the assembly process has been completed. Premature battery reconnection could result in ignition of the battery gases causing risk of injury.

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

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

Position Lamp Bulb Replacement

Position lamps are fitted to both headlight units. To replace a position light bulb, remove the headlight unit from the headlight bowl to gain access for position light bulb replacement.



1. Rear Light Bulb Retainer

REAR LIGHT

Bulb Replacement-All Models

- Remove the rear seat/cover to gain access to the tail light unit.
- Rotate the bulb holder anti-clockwise to release.
- Replace the bulb. Fit the bulb holder to the tail light unit.
- Refit the seat/cover

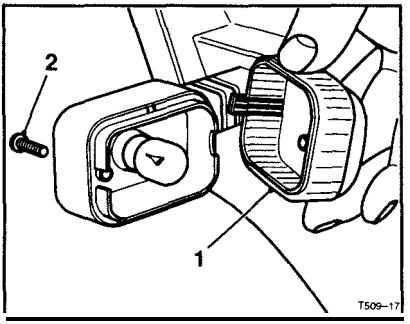
LICENCE PLATE LIGHT

Bulb Replacement-All Models

- Remove the side panels to gain access to the licence plate light unit.
- Carefully remove the rubber bulb holder from the back of the light unit.

CAUTION: To avoid cable damage, do not pull the bulb holder using the cables.

- Replace the bulb. Fit the bulb holder to the light unit.
- Refit the seat/cover.



1. Indicator Lens
2. Securing Screw

INDICATOR LIGHT

Bulb Replacement-All Models

The lens on each indicator light is held in place by a securing screw located in the body of the light.

- Release the screw and remove the amber lens to gain access to the bulb for replacement.

CLEANING

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years. Cleaning with warm water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle. Do not use household detergent as the use of such products will lead to premature corrosion.

Preparation for Washing

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

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

Where to be Careful

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

- Instruments.
- Brake cylinders and brake calipers.
- Under the fuel tank.
- Drive chain and headstock bearings.

NOTE:

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

After Washing

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

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

Unpainted Aluminium Items

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

Cleaning of the Exhaust System:

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

NOTE:

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

Washing

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

Drying

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

Protecting

- When the exhaust system is dry, rub *'Motorex 645 Clean And Protect'* into the surface.

CAUTION: The use of silicone products such as WD40 will cause discolouration of the chrome and must not be used. Similarly, the use of abrasive cleaners such as Solvol Autosol will damage the system and must not be used.

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

Storage

Preparation for Storage:

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

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

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

Preparation after Storage:

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

Specifications

	DAYTONA	SPEED TRIPLE
PERFORMANCE		
Maximum Power	130 PS @ 10200rpm (r/min)	108 PS @ 9100rpm (r/min)
Maximum Torque	100.0 Nm @ 8500rpm (r/min)	85.0 Nm @ 7500rpm (r/min)
DIMENSIONS		
Overall Length	2115mm	2115mm
Overall Width (to mirrors)	800mm	860mm
Overall Height	1170mm	1230mm
Wheelbase	1440mm	1440mm
Seat Height	800mm	800mm
Dry Weight	198kg	196kg
Maximum Payload (rider & passenger & accessories)	185kg	185kg
ENGINE		
Type	in-line 3 cyl.	in-line 3 cyl.
Displacement	955cc	885cc
Bore x Stroke	79x65mm	76x65mm
Compression Ratio	11.2:1	11.0:1
Cylinder Numbering	Left to Right	Left to Right
Sequence	1-2-3	1-2-3
Firing Order	1-2-3	1-2-3
Starting System	Electric Starter	Electric Starter
LUBRICATION		
Lubrication System	Forced Lubrication (wetsump)	Forced Lubrication (wetsump)
Engine Oil	Semi or fully synthetic 10W/40 motorcycle engine oil which meets API SH specification	Semi or fully synthetic 10W/40 motorcycle engine oil which meets API SH specification
Engine Oil Capacity (including filter, wet fill)	4.00 litres	4.00 litres

Specifications

	DAYTONA	SPEED TRIPLE
COOLING		
Coolant Type	Mobil Antifreeze	Mobil Antifreeze
Mixture Ratio	*50/50*	*50/50*
Coolant Capacity	*2.0* litre	*2.0* litre
Thermostat Opens (nominal)	*85°C*	*85°C*
FUEL SYSTEM		
Type	Electronic Fuel Injection	Electronic Fuel Injection
Injectors	Twin Pencil Solenoid Operated Plate Valve	Twin Pencil Solenoid Operated Plate Valve
Fuel Pump	Submerged Electric	Submerged Electric
Fuel Pressure	*3* Bar	3 Bar
FUEL		
Type	Unleaded (95 RON)	Unleaded (95 RON)
Tank Capacity	18 Litres	18 Litres
IGNITION		
Ignition System	Digital Inductive	Digital Inductive
Electronic Rev Limiter	10,800rpm (r/min)	9,700rpm (r/min)
Spark Plug	NGK DPR 8EA-9	NGK DPR 8EA-9
Gap	0.8-0.9mm	0.8-0.9mm

Specifications

	DAYTONA	SPEED TRIPLE
TRANSMISSION		
Transmission Type.	6 Speed, Constant Mesh	6 **Speed,** Constant Mesh
Clutch Type.....	Wet, Multi-Plate	Wet, Multi-Plate
Primary Drive.....	Gear	Gear
Final Drive.....	Chain Regina 136 ORP 108 Link Endless	Chain Regina 136 ORP 108 Link Endless
Primary Drive Ratio....	1.75 (105/60)	1.75 (105/60)
Final Drive Ratio....	2.388 (43/18)	2.388 (43/I 8)
Gear Ratio: 1st...	2.733 (41/15)	2.733 (41/I 5)
2nd...	1.947 (37/19)	1.947 (37/I 9)
3rd...	1.545 (34/22)	1.545 (34/22)
4th...	1.291 (31/24)	1.291 (31/24)
5th...	1.154 (30/26)	1.154 (30/26)
6th...	1.074 (29/27)	1.074 (29/27)
TYRES		
Tyre Pressures (Cold)		
Front...	2.5kg/cm2 (36lb/in^2)	2.5kg/cm2 (36lb/in^2)
Rear..	2.9kg/cm2 (42lb/in^2)	2.9kg/cm2 (42lb/in^2)
Option 1 Front. ...	Bridgestone BT56 120/70/17	Bridgestone BT56 120/70/17
Rear. ...	Bridgestone BT56 190/50/I7	Bridgestone BT56 190/50/I 7
Option 2 Front	Michelin Hi-Sport TX1 5 120/70/I 7	Michelin Hi-Sport TX15 120/70/17
Rear	Michelin Hi-Sport TX25 190/50/I 7	Michelin Hi-Sport TX25 190/50/I 7

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

Specifications

	BOTH MODELS
ELECTRICAL EQUIPMENT	
Battery	12V 14AH
Alternator	12V 40A
Headlight	Halogen H4
Tail/Brake Light	2xI2V 5/21W
Directional Indicator Lights	12v 10W
FRAME	
Castor	24*
Trail	86mm
Tightening Torques	
Oil Filter	8-12Nm
Sump Drain Plug	24Nm
Spark Plug	18Nm
Rear Wheel Eccentric Clamp Bolt	50Nm

FLUIDS AND LUBRICANTS

Engine Oil:

Fully synthetic motorcycle engine oil which meets specification API SH, such as Mobil 1 Racing 4T 10W40

Brake and Clutch Fluid Mobil Universal Brake Clutch Fluid DOT4

Coolant Mobil Antifreeze

Bearings and Pivots Mobil Grease HP 222

Drive Chain Mobil Chain Spray or MobilubeHD80

NOTE:

Mixing different specification oils or mixing oils of the same specification but of a different brand is not recommended except in emergency.

If in emergency, oils of different brands or specifications do become mixed, change the engine oil and filter at the earliest opportunity. Engine oils are of a fully synthetic type and must never be mixed with any other types of oil.