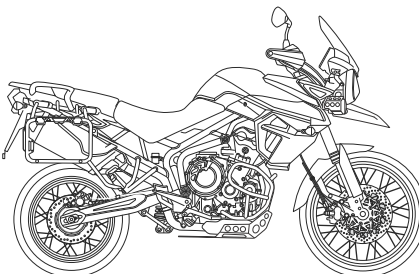
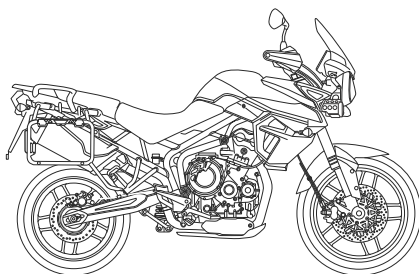




Owner's Handbook

Tiger XR, Tiger XRX, Tiger XRX-LRH, Tiger XRT, Tiger XC, Tiger XCX, Tiger XCX-LRH, Tiger XCA



This handbook contains information on the Triumph Tiger XR, Tiger XRX, Tiger XRX-LRH, Tiger XRT, Tiger XC, Tiger XCX, Tiger XCX-LRH, Tiger XCA 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.

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Publication part number 3855488-EN 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.

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FOREWORD

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 authorised Triumph dealership has your email address and registers this with us. You will then receive an online customer satisfaction survey invitation to your E-mail address where you can give us this feedback. Your Triumph Team.

Warnings, Cautions and Notes

Throughout this Owner's Handbook particularly important information is presented in the following form:

Foreword

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 (left) 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 12** 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 authorised Triumph dealer.

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

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

Off-road Use

The Tiger XR, Tiger XRX, Tiger XRX - LRH (Low Ride Height), Tiger XRT, Tiger XC, Tiger XCX, Tiger XCX - LRH (Low Ride Height), Tiger XCA are 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.

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.

Tiger XR_x-LRH and Tiger XC_x-LRH (Low Ride Height) Models

Unless stated otherwise, the information, instructions, and specifications for Tiger XR_x - LRH (Low Ride Height) and Tiger XC_x - LRH (Low Ride Height) models are identical to those detailed in this Owner's Handbook for the Tiger XR_x and Tiger XC_x standard ride height models.

Immobiliser and Tyre Pressure Monitoring System

This device complies with part 15 of the Federal Communications Commission (FCC) Rules.

Operation is subject to the following two conditions:

- This device may not cause harmful interference.
- 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.

Tyres

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

SAFETY FIRST

The Motorcycle

Warning

The Tiger XR, Tiger XR_X, Tiger XR_X - LRH (Low Ride Height), Tiger XRT, Tiger XC, Tiger XC_X, Tiger XC_X - LRH (Low Ride Height), Tiger XCA are 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

Tiger XR_X-LRH and Tiger XC_X-LRH (Low Ride Height) Models

The Tiger XR_X - LRH (Low Ride Height) and Tiger XC_X - LRH (Low Ride Height) motorcycles are equipped with lowered suspension and have reduced ground clearance.

Warning *Continued*

As a result, the cornering banking angles that can be achieved by the Tiger XR_X - LRH (Low Ride Height) and Tiger XC_X - LRH (Low Ride Height) are reduced, when compared with the standard ride height Tiger XR_X and Tiger XC_X models.

When riding, bear in mind that your motorcycle's ground clearance is limited. Operate your motorcycle in an area free from traffic to gain familiarity with the motorcycle's ground clearance and bank angle limitations.

Banking to an unsafe angle or unexpected contact with the ground may cause instability, loss of motorcycle control and an accident.

Warning

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

Warning

This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his/her own, or a rider and one passenger.

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of:

WarningContinued

Tiger XR - 222 kg (489 lb)
Tiger XRX - 219 kg (483 lb)
Tiger XRX - LRH (Low Ride Height) - 140 kg (308 lb)
Tiger XRT - 213 kg (469 lb)
Tiger XC - 220 kg (485 lb)
Tiger XCX - 217 kg (478 lb)
Tiger XCX - LRH (Low Ride Height) - 221 kg (487 lb)
Tiger XCA - 210 kg (463 lb).

Warning

This motorcycle is fitted with a catalytic converter below the engine, which along with the exhaust system reaches a very high temperature during engine operation. Flammable materials such as grass, hay/straw, leaves, clothing and luggage etc. could ignite if allowed to come into contact with any part of the exhaust system and catalytic converter; always ensure flammable materials are not allowed to contact the exhaust system or catalytic converter.

Fuel and Exhaust Fumes

Warning

PETROL IS HIGHLY FLAMMABLE:

Always turn off the engine when refuelling.

WarningContinued

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

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

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

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

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

Warning

Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in the open air or in an area with adequate ventilation.

Helmet and Clothing

Warning

When riding the motorcycle, both rider and passenger must always wear a motorcycle helmet, eye protection, gloves, boots, trousers (close fitting around the knee and ankle) and a brightly coloured jacket. Brightly

Safety First

WarningContinued

coloured clothing will considerably increase a rider's (or passenger's) visibility to other operators of road vehicles. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

Warning

A 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 coloured helmet will increase a rider's (or passenger's) visibility to other operators of road vehicles.

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

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



Riding

Warning

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

WarningContinued

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 licenced to operate the motorcycle. Operation of the motorcycle without a licence is illegal and could lead to prosecution.

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

Warning

Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword. Remember, in an accident, a motorcycle does not give the same impact protection as a car.

Warning

This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic

WarningContinued

situations are 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.

Handlebars and Footrests

Warning

The rider must maintain control of the vehicle by keeping hands on the handlebars at all times.

WarningContinued

The handling and stability of a motorcycle will be adversely affected if the rider removes his hands from the handlebars, resulting in loss of motorcycle control and an accident.

Warning

The rider and passenger 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, tyre condition and weather.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Warning

Use of a motorcycle with the bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle.

Safety First

WarningContinued

The bank angle indicators have reached the maximum wear limit and should be replaced when they have worn down to a length of:

20 mm - All models except Tiger XCA

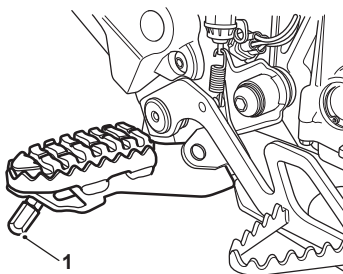
25 mm - Tiger XCA only.

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.

Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.



Bank angle indicator

Parking

Warning

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

When parking the motorcycle, always remember the following:

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 fitted to the motorcycle by an authorised dealer.

Warning_{Continued}

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

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

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

Maintenance/Equipment

Warning

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

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

Warning

Ensure all equipment that is required by law is installed and functioning correctly. The removal or alteration of the motorcycle's lights, silencers, emission or noise control systems can violate the law. Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation, which may result in an accident causing injury or death.

Warning

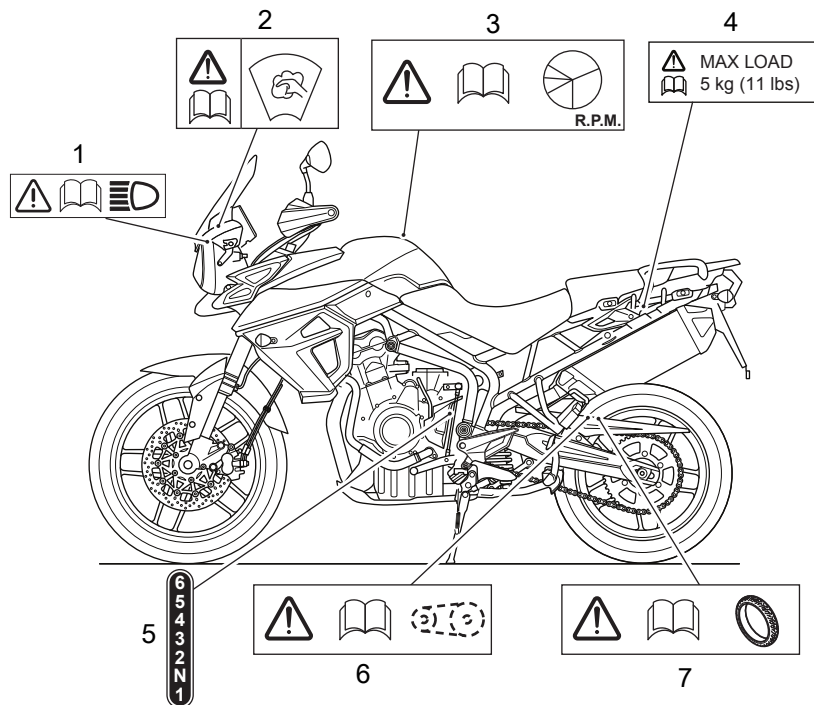
If the motorcycle is involved in an accident, collision or fall, it must be taken to an authorised Triumph dealer for inspection and repair. Any accident can cause damage to the motorcycle that, if not correctly repaired, may cause a second accident that may result in injury or death.

Warning Labels

WARNING LABELS

Warning Label Locations

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



cinf_4

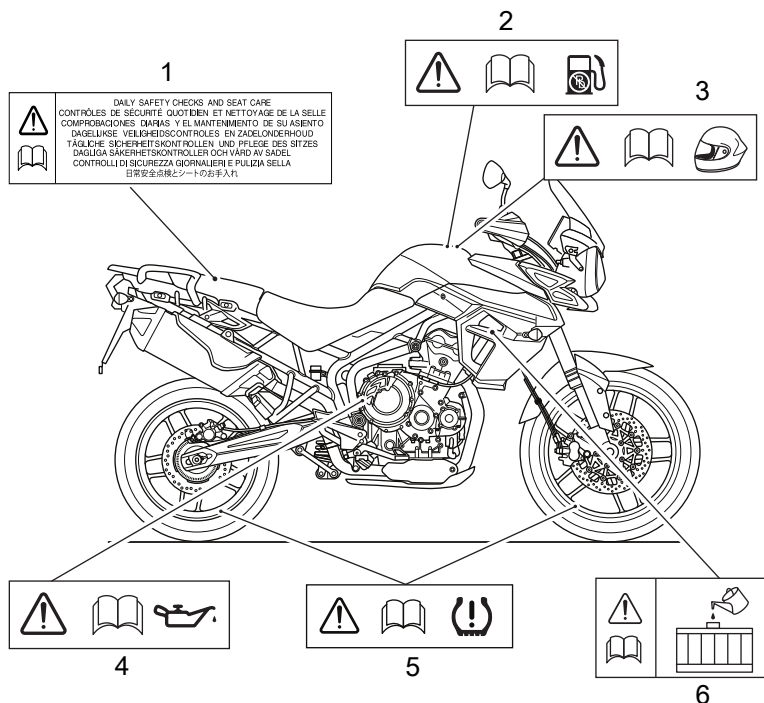
1. Headlight (page 154)
2. Windscreen (if fitted) (page 157)
3. Running-In (page 93)
4. Panniers (if fitted) (page 107)

5. Gear Position (page 98)
6. Drive Chain (page 124)
7. Tyres (page 140)

Warning Label Locations (continued)

! Caution

All warning labels and decals, with the exception of the Running-in label, are fitted to 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.



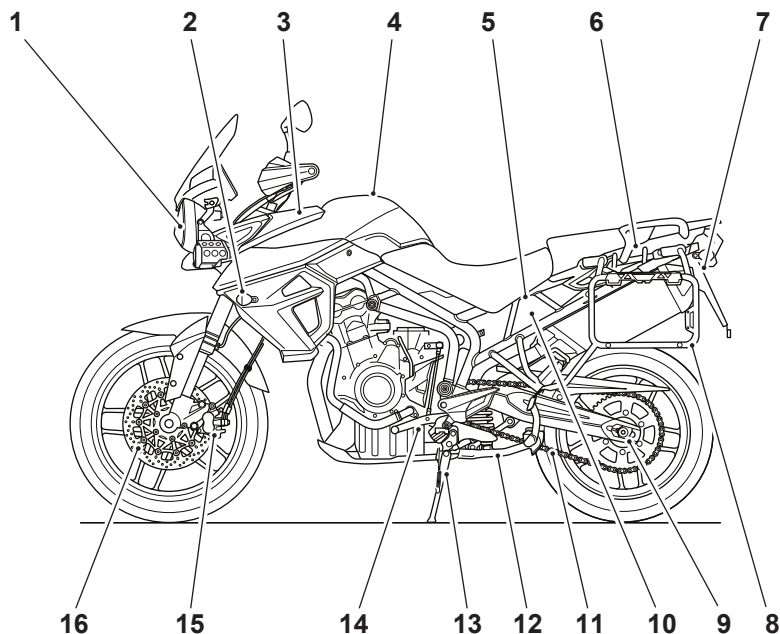
cine_5

- 1. Daily Safety checks (page 94)**
- 2. Unleaded Fuel (page 75)**
- 3. Helmet (page 7)**
- 4. Engine Oil (page 116)**
- 5. Tyre Pressure Monitoring System (if fitted) (page 142)**
- 6. Coolant (page 120)**

Parts Identification

PARTS IDENTIFICATION

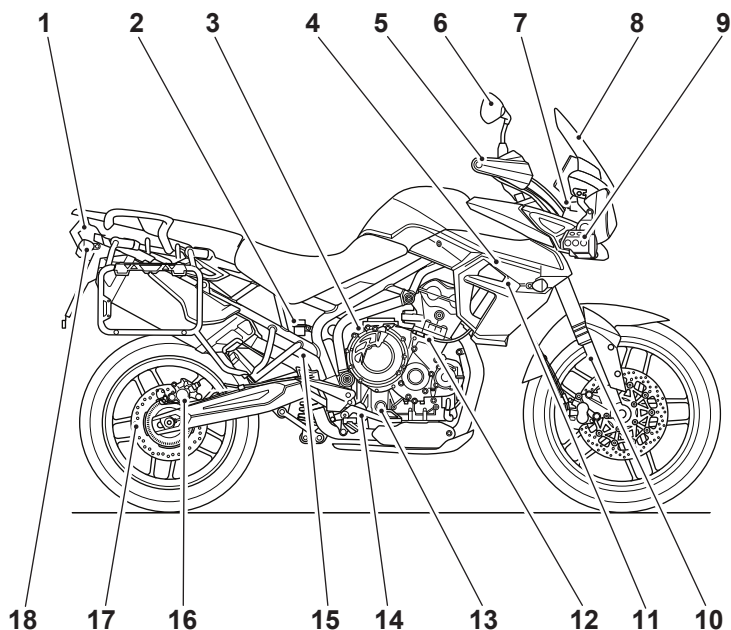
Tiger XR - All Models



cnf_8

- | | |
|---|--|
| 1. Headlight | 9. Rear wheel adjuster |
| 2. Front direction indicator | 10. Electrical accessory socket(s) (if fitted) |
| 3. Electrical accessory socket | 11. Drive chain |
| 4. Fuel tank and fuel filler cap | 12. Centre stand (if fitted) |
| 5. Battery and fuse boxes | 13. Side stand |
| 6. Tool kit/Accessory U-lock storage location | 14. Gear change pedal |
| 7. Seat lock | 15. Front brake caliper |
| 8. Pannier mounting rails (if fitted) | 16. Front brake disc |

Tiger XR - All Models (continued)

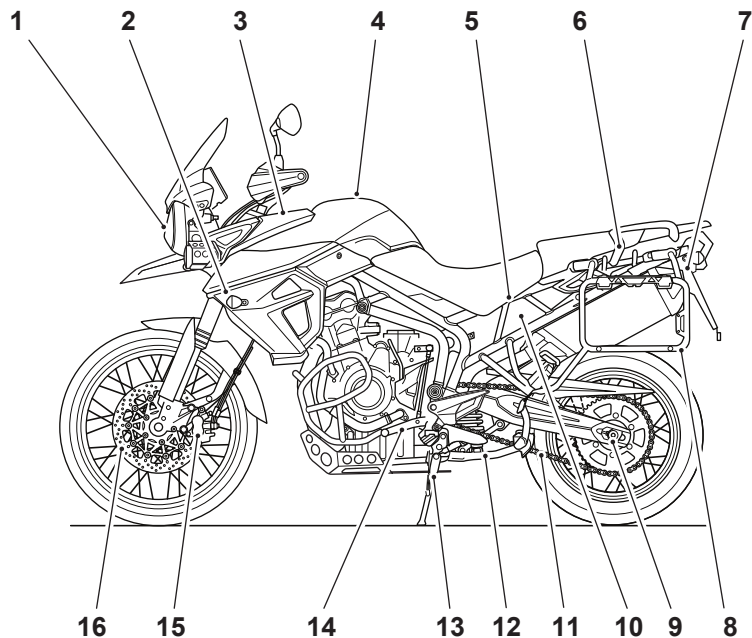


cine_7

- | | |
|-------------------------------|---|
| 1. Rear light | 11. Radiator/Coolant pressure cap |
| 2. Rear brake fluid reservoir | 12. Clutch cable |
| 3. Oil filler cap | 13. Engine oil level sight glass |
| 4. Coolant expansion tank | 14. Rear brake pedal |
| 5. Handguards (if fitted) | 15. Rear suspension spring preload adjuster |
| 6. Mirror | 16. Rear brake caliper |
| 7. Headlight adjuster | 17. Rear brake disc |
| 8. Windscreen | 18. Rear direction indicator |
| 9. Fog light (if fitted) | |
| 10. Front fork | |

Parts Identification

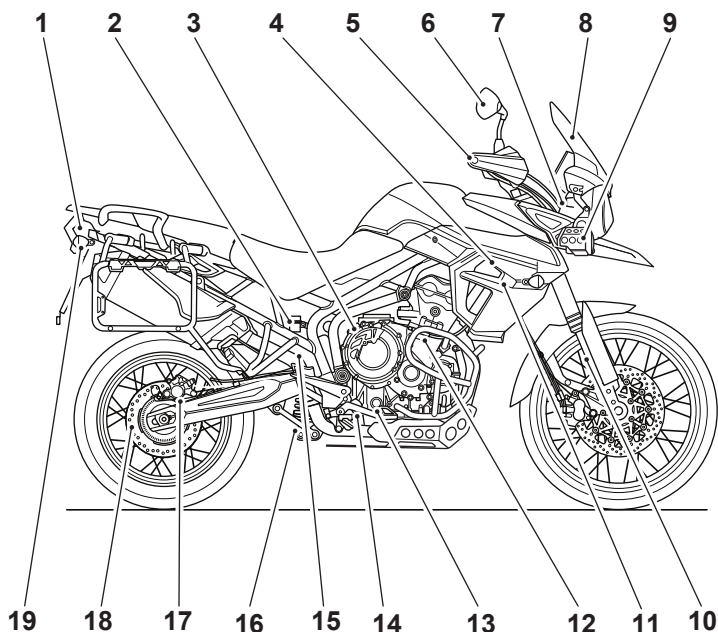
Tiger XC - All Models



cinrm_5

- | | |
|---|--|
| 1. Headlight | 9. Rear wheel adjuster |
| 2. Front direction indicator | 10. Electrical accessory socket(s) (if fitted) |
| 3. Electrical accessory socket | 11. Drive chain |
| 4. Fuel tank and fuel filler cap | 12. Centre stand (if fitted) |
| 5. Battery and fuse boxes | 13. Side stand |
| 6. Tool kit/Accessory U-lock storage location | 14. Gear change pedal |
| 7. Seat lock | 15. Front brake caliper |
| 8. Pannier mounting rails (if fitted) | 16. Front brake disc |

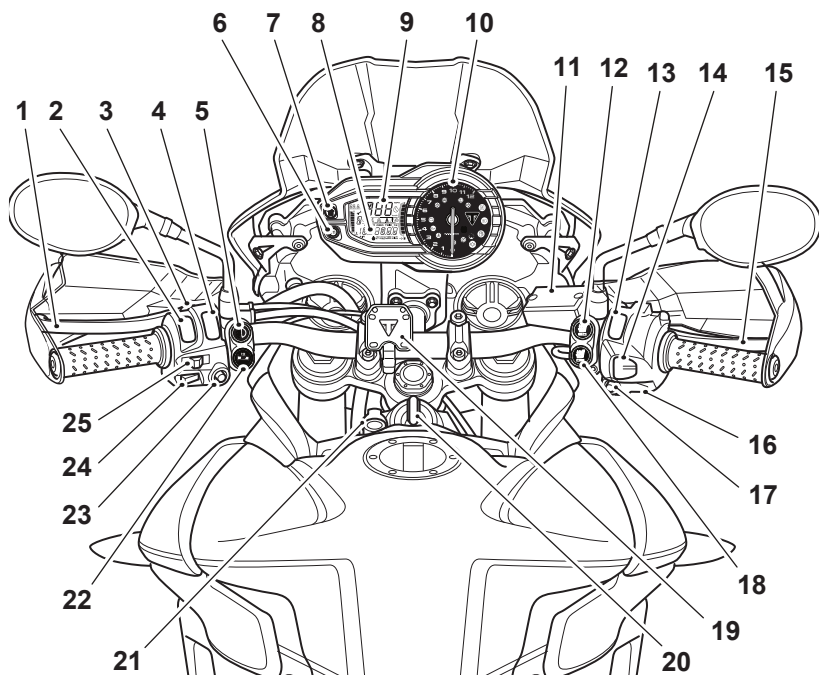
Tiger XC - All Models (continued)



- | | |
|-------------------------------|--|
| 1. Rear light | 11. Radiator/Coolant pressure cap |
| 2. Rear brake fluid reservoir | 12. Clutch cable |
| 3. Oil filler cap | 13. Engine oil level sight glass |
| 4. Coolant expansion tank | 14. Rear brake pedal |
| 5. Handguards (if fitted) | 15. Rear suspension rebound damping adjuster |
| 6. Mirror | 16. Rear suspension preload adjuster |
| 7. Headlight adjuster | 17. Rear brake caliper |
| 8. Windscreen | 18. Rear brake disc |
| 9. Fog light (if fitted) | 19. Rear direction indicator |
| 10. Front fork | |

Parts Identification

All Models (Tiger XCA shown)

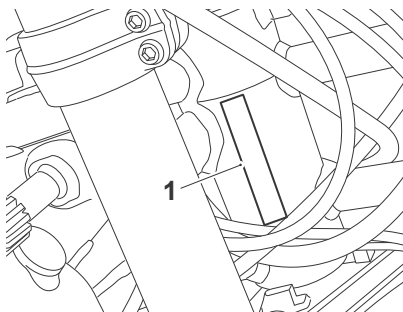


cink

- | | |
|--|---|
| 1. Clutch lever | 15. Front brake lever |
| 2. Headlight dip switch | 16. Starter button |
| 3. Passing button | 17. Hazard warning light button |
| 4. Instrument SCROLL button | 18. Passenger's heated seat switch (if fitted) |
| 5. Fog lights switch (if fitted) | 19. Satellite navigation mounting bracket (if fitted) |
| 6. MODE/TRIP button | 20. Ignition switch |
| 7. HOME button | 21. Electrical accessory socket |
| 8. Trip computer display | 22. Heated grips switch (if fitted) |
| 9. Speedometer | 23. Instrument SET button |
| 10. Tachometer | 24. Horn button |
| 11. Front brake fluid reservoir | 25. Direction indicator switch |
| 12. Rider's heated seat switch (if fitted) | |
| 13. Engine stop switch | |
| 14. Cruise control adjust button (if fitted) | |

SERIAL NUMBERS

Vehicle Identification Number (VIN)

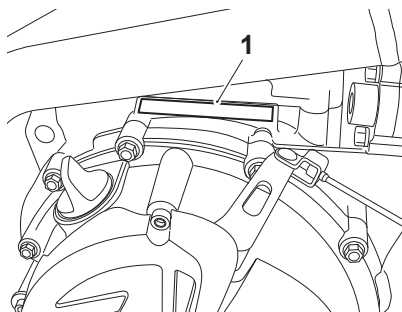


1. VIN number

The Vehicle Identification Number (VIN) is stamped into the steering head area of the frame. It is also displayed on a label attached to the left hand side of the headstock.

Record the vehicle identification number in the space provided below.

Engine Serial Number



1. Engine serial number

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

Record the engine serial number in the space provided below.

GENERAL INFORMATION

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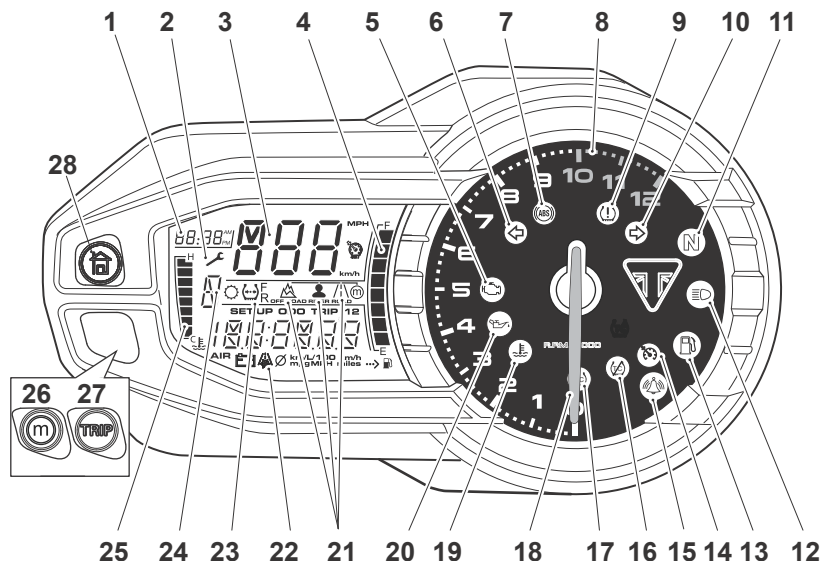
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Instrument Panel Layout



- | | |
|--|---|
| 1. Clock | 15. Alarm/immobiliser status indicator light (alarm is an accessory kit) |
| 2. Service interval indicator | 16. Traction control disabled warning light |
| 3. Speedometer | 17. Traction control indicator light |
| 4. Fuel gauge | 18. Tachometer |
| 5. Engine management malfunction indicator light | 19. High coolant temperature warning light |
| 6. Left hand direction indicator light | 20. Low oil pressure warning light |
| 7. ABS warning light | 21. Riding modes (all models except Tiger XR and Tiger XC) |
| 8. Tachometer red zone | 22. Frost symbol |
| 9. Tyre pressure warning light (if Tyre Pressure Monitoring System (TPMS) is fitted) | 23. Tyre pressure display (if Tyre Pressure Monitoring System (TPMS) is fitted) |
| 10. Right hand direction indicator light | 24. Selected gear |
| 11. Neutral indicator light | 25. Coolant temperature gauge |
| 12. High beam indicator light | 26. MODE button (all models except Tiger XR and Tiger XC) |
| 13. Low fuel level indicator light | 27. TRIP button (Tiger XR and Tiger XC models only) |
| 14. Cruise control light (all models except Tiger XR and Tiger XC) | 28. HOME button |

General Information

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).**

Direction Indicators



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

Neutral



The neutral warning light indicates when the transmission is in neutral (no gear selected). The warning light will illuminate when the transmission is in neutral with the ignition switch in the ON position.

High Beam



When the ignition is switched ON and the headlight dip switch is set to 'high beam', the high beam warning light will illuminate.

Low Fuel Light



The low fuel indicator will illuminate when there are approximately 4.0 litres of fuel remaining in the tank.

Cruise Control Light (All Models Except Tiger XR and Tiger XC)



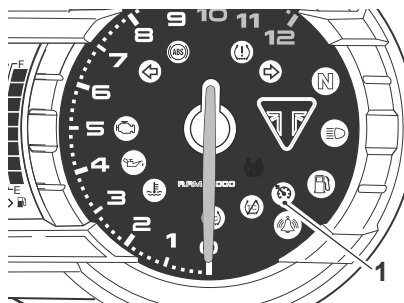
The cruise control can only be activated when the motorcycle is travelling at a speed between 20 to 100 mph (32 to 160 km/h) and is in 3rd gear or higher. When activated, the cruise control light in the tachometer will be illuminated (see [page 55](#)).

Warning

Cruise control must only be used where you can ride 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.



1. Cruise control light

ABS (Anti-Lock Brake System) 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 first reaches a speed exceeding 6 mph (10 km/h) when it will go off.

Note:

- Cruise control and 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.

The warning light should not illuminate again until the engine is restarted unless there is a fault, or:

- ABS is switched off - the warning light will remain illuminated.
- ABS is set to Off Road - the warning light will flash slowly.

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

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 warning light illuminated. Contact an authorised Triumph dealer as soon as possible to

WarningContinued

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.

For details on how to select different ABS settings see:

- Riding Modes **page 44** for all models except Tiger XR and Tiger XC
- ABS Disable **page 38** for Tiger XR and Tiger XC models only.

See also **page 99**.

Alarm/Immobiliser Indicator Light



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

If the motorcycle is fitted with a genuine Triumph accessory alarm, the immobiliser will operate as normal but the alarm/immobiliser light will operate as described below.

With Alarm Fitted

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

Without Alarm Fitted

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

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

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.

Warning

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 authorised 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 27](#)).

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 has a malfunction that requires investigation.

General Information

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 MIL becomes illuminated when the engine is running, this indicates that a fault has occurred in one or more of the systems controlled by the engine management system. In such circumstances, the engine management system will 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.

Warning

Reduce speed and do not continue to ride for longer than is necessary with the MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

Note:

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

High Coolant Temperature Warning Light



With the engine running, if the engine coolant temperature becomes dangerously high, the high coolant temperature warning light will illuminate.

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.

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.

Note:

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

Tyre Pressure Warning Light (If Fitted)

Note:

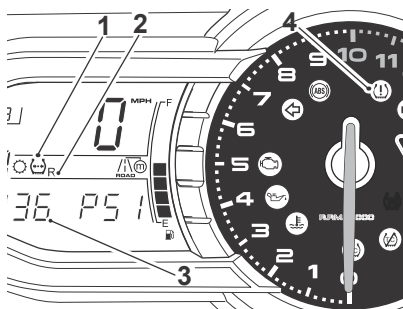
- TPMS is fitted as standard on Tiger XRT models and is available as an accessory option on all other Tiger XR models.
- TPMS is not available on Tiger XC model variants.



The tyre pressure warning light works in conjunction with the tyre pressure monitoring system (see [page 29](#)).

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

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



1. TPMS symbol
2. Rear tyre, identified
3. Tyre pressure
4. Tyre pressure warning light

General Information

The tyre pressure at which the warning light illuminates is temperature compensated to 20°C but the numeric pressure display associated with it is not (see **page 140**). Even if the numeric display seems at or close to the standard tyre pressure when the warning light is on, a low tyre pressure is indicated and a puncture is the most likely cause.

Warning

Stop the motorcycle if the tyre pressure warning light illuminates. Do not ride the motorcycle until the tyres have been checked and the tyre pressures are at their recommended pressure when cold.

Frost Symbol

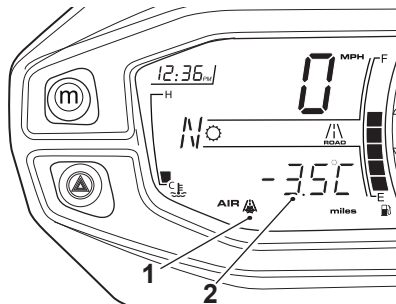


The frost symbol will illuminate if the ambient temperature is below 4°C (39°F) or lower.

The ambient air temperature is displayed for four seconds upon illumination of the frost symbol. The display will then revert back to the previous screen.

The frost symbol will remain illuminated until the temperature rises to 6°C (42°F).

The temperature display can be turned off by pressing either the SET or SCROLL buttons on the left hand switch housing. The previous screen will be displayed with the frost symbol illuminated until the temperature rises to 6°C (42°F).



1. Frost symbol
2. Ambient air temperature

Warning

Black ice (sometimes called clear ice) can form at temperatures several degrees above freezing (0°C (32°F)), especially on bridges and in shaded areas.

Always take extra care when the temperatures are low and reduce speed in potentially hazardous driving conditions such as bad weather.

Excess speed, hard acceleration, heavy braking or hard cornering when roads are slippery may result in loss of motorcycle control and an accident.

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.

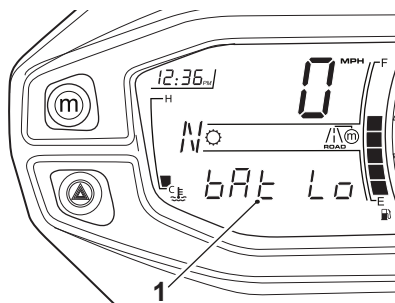
Low Battery Warning

If items such as the heated grips and accessory fog lights are fitted and are on with the engine at idle, over a period of time, the battery voltage may drop below a predetermined voltage and **bAt Lo** will be visible in the display screen.

The display will remain on until one of the following conditions is met:

- The charging system has charged the battery
- Either the **SCROLL** or **SET** buttons on the left hand switch housing has been pressed
- The ignition switch has been turned to the **OFF** position.

If necessary have the battery and charging system checked by your authorised Triumph dealer.



1. **Display screen**

General Information

Speedometer and Odometer

The digital speedometer indicates the road speed of the motorcycle. The read-out displays the motorcycle road speed in increments of one mile (or kilometre) per hour.

The electronic odometer and two trip meters are available to view in the display screen. For details of the operation of the odometer and trip meters see **page 35**.

Tachometer

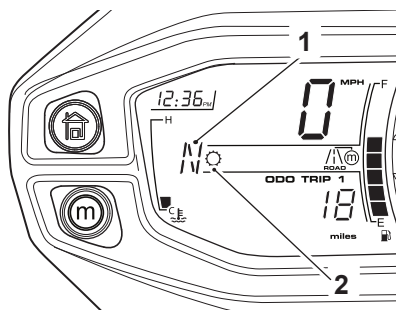
The tachometer shows the engine speed in revolutions per minute – rpm (r/min). At the end of the tachometer range there is the red zone. Engine rpm (r/min) in the red zone is above maximum recommended engine speed and is also above the range for best performance.



Caution

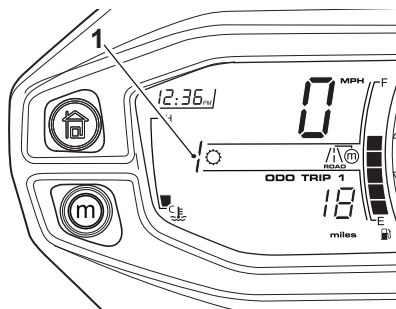
Never allow engine rpm to enter the red zone as severe engine damage may result.

Gear Position Display



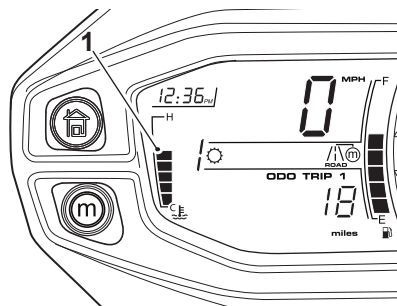
1. Gear position display (neutral position displayed)
2. Gear position symbol

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.



1. Gear position display (first gear shown)

Coolant Temperature Gauge



1. Coolant temperature gauge

The coolant temperature gauge indicates the temperature of the engine coolant.

When the ignition is switched on, all eight bars of the display will be shown. When the engine is started from cold the display will show one bar. As the temperature increases more bars in the display will be shown. When the engine is started from hot the display will show the relevant number of bars, dependant on engine temperature.

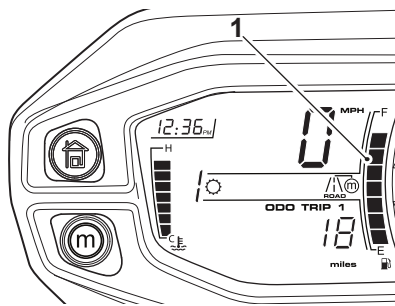
The normal temperature range is between four and six bars. If the coolant temperature becomes too high the display will show eight bars and will start to flash. The high coolant temperature light in the tachometer will also be illuminated.



Caution

Do not continue to run the engine if either of the high temperature warnings are displayed as severe engine damage may result.

Fuel Gauge



1. Fuel gauge

The fuel gauge indicates the amount of fuel in the tank.

With the ignition switched on, the number of bars shown in the display indicates the level of fuel.

When the fuel tank is full all eight bars are displayed and when empty, no bars are displayed. Other gauge markings indicate intermediate fuel levels between full and empty.

All models: When two bars are displayed the low fuel warning light will illuminate, five seconds later the display screen will switch to the Range to Empty display (see [page 36](#)). This indicates there are approximately 4.0 litres of fuel remaining in the tank and you should refuel at the earliest opportunity.

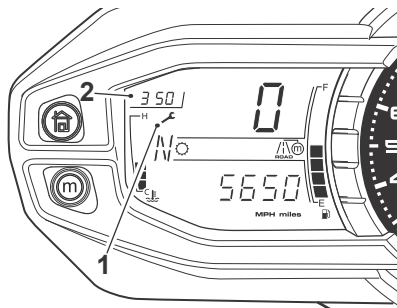
Tiger XR and Tiger XC models only: If the display screen is changed so that the Range to Empty is no longer shown, this information will not be shown again until the ignition is next switched on, whilst the fuel warning light is on. After refuelling, the fuel gauge will be updated only while riding the motorcycle.

General Information

Depending on riding style, updating could take up to five minutes. The Range to Empty information will be removed from the display and unavailable to review after refuelling.

All models except Tiger XR and Tiger XC: After refuelling, the fuel gauge 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. If the display screen is changed so that the Range to Empty is no longer shown, this information may be displayed again through the Information Menu as described in **page 36**.

Service Interval Indicator



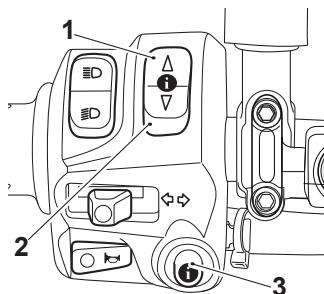
1. Service indicator
2. Remaining distance

When the ignition is switched on and the distance to the next service is 500 miles (800 km) or less, the display will briefly show the distance remaining before the next service. If the service is overdue, the distance will be displayed as a negative number.

When the service has been carried out by your authorised Triumph dealer, the system will be reset.

When the remaining distance is 0 miles (0 km) the service symbol will remain on until the service has been carried out and the system has been reset by your authorised Triumph dealer. If the service is overdue, the distance will be displayed as a negative number.

Trip Computer

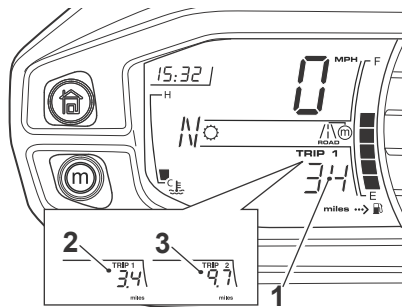


1. **SCROLL button, up**
2. **SCROLL button, down**
3. **SET button**

To access the trip computer information, press and release the SET button on the left hand switch housing until the desired display is visible. The display will cycle through in the following order:

- Trip Meter 1
- Trip Meter 2
- Information
- Setup.

Trip Meters



1. **Trip meter display**
2. **Trip meter 1 display**
3. **Trip meter 2 display**

Press and release the SET button on the left hand switch housing until the desired trip meter is visible.

Note:

- **The journey time, average fuel consumption and average speed displays are not available on Tiger XR and Tiger XC models.**

Press and release the SCROLL button on the left hand switch housing. The display will cycle through in the following order:

- Journey distance
- Journey time
- Average fuel consumption
- Average speed.

Each display provides the following information:

Journey Distance

The total journey distance travelled since the trip meter was last reset to zero.

Journey Time

The total time elapsed since the trip meter was last reset to zero.

Average Fuel Consumption

An indication of the average fuel consumption since the trip meter was last reset to zero. After being reset the display will show dashes until 0.1 miles/km has been covered.

Average Speed

The average speed is calculated from when the trip computer was last reset to zero. After being reset the display will show dashes until one mile/km has been covered.

General Information

Trip Meter Reset

To reset either of the trip meters, select and display the trip meter to be zeroed then press and hold the SET button for two seconds. After two seconds, all items within the selected trip meter will reset to zero.

Information Menu

To access the information menu, turn the ignition to the ON position. Press and release the SET button on the left hand switch housing until InFo appears in the display screen.

Note:

- **InFo will appear in the display screen for 0.5 seconds to indicate that the information menu has been selected. The display screen will then change to display one of the items listed below.**
- **The cruise set speed, range to empty, and instantaneous fuel consumption displays are not available on Tiger XR and Tiger XC models.**

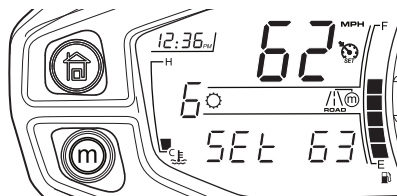
Press and release the SCROLL button on the left hand switch housing. The display will scroll through the information menu in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

- Cruise set speed
- Range to empty
- Ambient air temperature
- Odometer
- Front tyre pressure (if TPMS is fitted and activated, see **page 73**)
- Rear tyre pressure (if TPMS is fitted and activated, see **page 73**)
- Instantaneous fuel consumption.

Each display provides the following information:

Cruise Set Speed

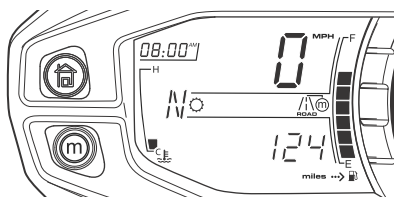
If the cruise control is activated, this display will show the road speed set for cruise control. If the cruise control is not activated, SET--- will be visible in the display area.



Cruise Set Speed

Range to Empty

This is an indication of the probable distance that can be travelled on the remaining fuel in the tank.

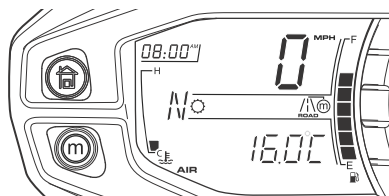


Range to Empty

Ambient Air Temperature

The current ambient air temperature is displayed in °C or °F.

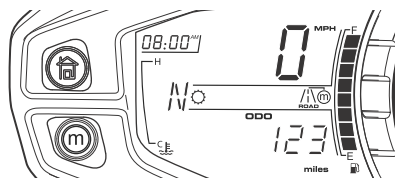
To change the temperature from °C or °F, see [page 43](#).



Ambient Air Temperature

Odometer

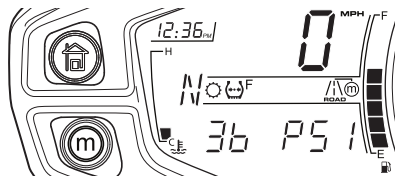
Shows the total distance that the motorcycle has travelled.



Odometer

Front and Rear Tyre pressures (if TPMS is fitted and activated, see [page 73](#))

The front and rear tyre pressures are displayed.

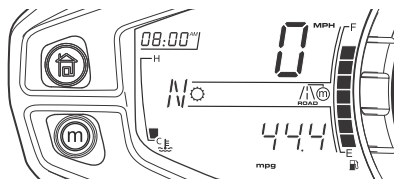


Front Tyre Pressure Shown

General Information

Instantaneous Fuel Consumption

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



Instantaneous Fuel Consumption

Warning

When the motorcycle is in motion, only attempt to switch between the information and trip meter display modes or reset the trip meter 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.

To exit the information menu, press and release the SET button until the desired trip meter is displayed.

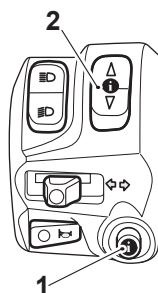
Setup Menu

To access the setup menu; with the motorcycle stationary and in neutral:

- Press and release the SET button on the left hand switch housing until SETUP is visible in the display screen.

Press and release the SCROLL button until the chosen menu item is visible.

Pressing the SET button allows the displayed menu item to be edited.



1. SET button
2. SCROLL button

The display will scroll through the menu in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

All Models Except Tiger XR and Tiger XC

- RiDER – RIDER Mode Setup
- t-SEt – Clock Adjustment
- Ind – Auto – Self-cancelling Direction Indicators
- SIA – Service Interval Announcement
- UnitS – Changing Units (imperial, metric or US)
- REtURn – Returns the instruments to the main display.

Tiger XR and Tiger XC Only

- ttc - Triumph Traction Control (TTC) settings
- AbS - Antilock Braking System (ABS) settings
- t-SEt - Clock Adjustment
- SIA - Service Interval Announcement
- UnitS - Changing Units (imperial, metric or US).

Each menu item can be edited as follows:

RiDER (All Models Except Tiger XR and Tiger XC)

This menu allows the rider to select from the various MAP, ABS and TTC options that are available within the RIDER Mode. For more information, refer to the following sections:

- Riding Modes (see **page 44**)
- RIDER Mode (see **page 44**)
- Setting the RIDER Mode Options (see **page 51**)

Traction Control (TTC) Disable (Tiger XR and Tiger XC only)

It is possible to temporarily disable the TTC system. The TTC system cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

Warning

Do not attempt to adjust the traction control settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

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.

To Disable the TTC

To access the traction control settings; with the motorcycle stationary and in neutral, turn the ignition to the ON position:

Press and release the SET button on the left hand switch housing until SEtUP is visible in the display screen.

Press and release the SCROLL button until ttc is visible.

Press the SET button and On or OFF will be displayed.

Press and release the SCROLL button until OFF is visible in the display screen.

General Information

Pressing the SET button will disable the TTC system; OFF will be displayed for two seconds, and the TTC disabled warning light will be illuminated.

Press the HOME button and trip 1 will be visible in the display screen.

To Enable the TTC

To enable the TTC system again, repeat the TTC disable procedure and select On.

Press the HOME button and trip 1 will be visible in the display screen.

An alternative way to enable the TTC system is to turn the ignition off and on.

ABS Disable (Tiger XR and Tiger XC Only)

It is possible to temporarily disable the ABS system. The ABS system cannot be permanently disabled, it will be automatically enabled when the ignition is turned off and then on again.

Warning

Do not attempt to adjust the ABS settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

Warning

If the ABS is disabled, the brake system will function as a non-ABS 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.

To Disable the ABS

To access the ABS Disable function; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

Press and release the SET button on the left hand switch housing until SetUP is visible in the display screen.

Press and release the SCROLL button until Abs is visible.

Press the SET button and On or OFF will be displayed.

Press and release the SCROLL button until OFF is visible in the display screen.

Pressing the SET button will disable the ABS system; OFF will be displayed for two seconds, and the ABS warning light will be illuminated.

Press the HOME button and trip 1 will be visible in the display screen.

Note:

- **With the ABS disabled, the traction control will still function.**

To Enable the ABS

To enable the ABS system again, repeat the ABS disable procedure and select on.

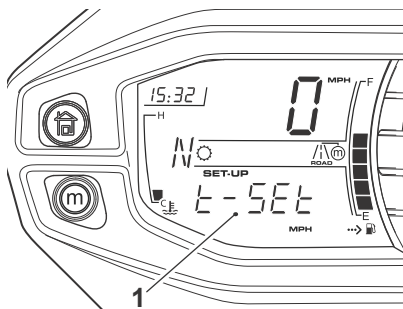
Press the HOME button and trip 1 will be visible in the display screen.

An alternative way to enable the ABS is to turn the ignition off and on.

Clock Adjustment – t-Set

To reset the clock; with the motorcycle stationary and in neutral turn the ignition to the ON position. Press and release the SET button on the left hand switch housing until SETUP is visible in the display screen.

Press and release the SCROLL button until t-Set is visible.



1. Time set

Press the SET button again and either 24 Hr or 12 Hr clock will be shown. Press the SCROLL button to select the desired clock display and then press the SET button. The hour display will start to flash and the word Hour is visible in the display screen.

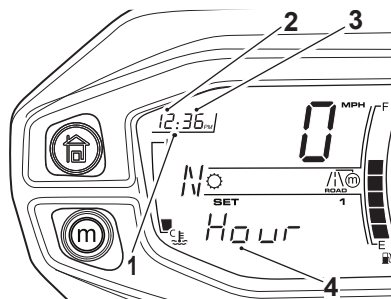
Note:

- The hour/minute display will increase when pressing up on the SCROLL button or decrease when pressing down on the SCROLL button.

To reset the hour display, ensure that the hour display is still flashing and the word Hour is visible. Press the SCROLL button to change the setting. Each individual button press will change the setting by one digit. If the button is held, the display will continuously scroll through in single digit increments.

When the correct hour display is shown, press the SET button. The minutes display will begin to flash and the word Min is visible in the display screen. The minutes display is adjusted in the same way as for the hours.

Once both hours and minutes are correctly set, press the SET button to confirm and t-Set will be visible in the display screen. Press the SCROLL button until the display shows RETURN and press the SELECT button, the odometer in the trip 1 menu will be visible in the display screen.



1. Clock display
2. Hours read-out
3. Minutes read-out
4. Display screen (Hour selected for adjustment)

General Information

Auto – Self-cancelling Direction Indicators – Ind (All Models Except Tiger XR and Tiger XC)

This Triumph model has a self-cancelling direction indicator function that can be disabled or enabled.

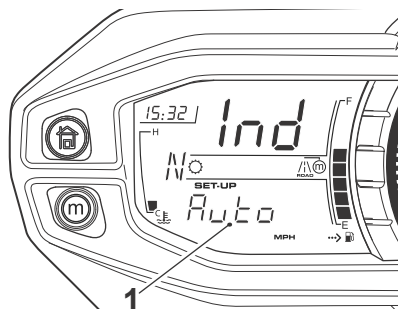
To disable or enable the self-cancelling function; with the motorcycle stationary and in neutral, press and release the SET button on the left hand switch housing until SETUP is visible in the display screen.

Press and release the SCROLL button until Ind is visible in the display screen.

Press and release the SET button and Auto or MAnUAL will flash on and off.

Press and release the SCROLL button to select Auto or MAnUAL then press the SET button.

- Auto – The self-cancelling function is on (see [page 66](#)).
- MAnUAL – The self-cancelling function is off. The direction indicators must be manually cancelled (see [page 66](#)).

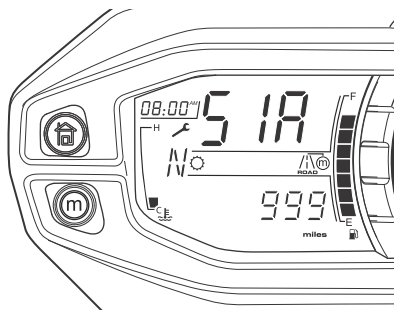


1. Auto selected

To exit the Auto – Self-cancelling Direction Indicators menu, press and release the SCROLL button until the display shows RETURn and press the select button. The trip 1 menu will be visible in the display screen.

Service Interval Announcement – SIA

Shows the total distance that the motorcycle has remaining before a service is required (see [page 34](#)).



Service Interval Announcement Screen

Changing Units – UnitS (Imperial, US or Metric)

Units has four selectable display modes. Each display provides the following information:

mpg (Imperial gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in imperial gallons.

mpg US (US gallons)

The speedometer and odometer will read in miles. The fuel consumption will be measured in US gallons.

L/100 km (Metric)

The speedometer and odometer will read in kilometres. The fuel consumption will be measured in litres of fuel per 100 km.

km/L (Metric)

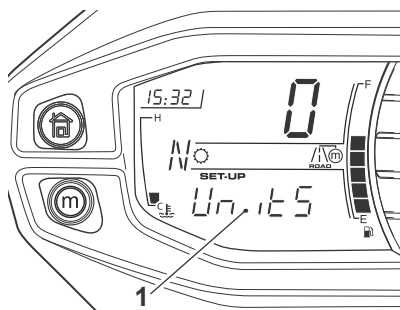
The speedometer and odometer will read in kilometres. The fuel consumption will be measured in kilometres per litre of fuel.

All Models

To access the units display, with the motorcycle stationary and in neutral, turn the ignition to the ON position.

Press and release the SET button on the left hand switch housing until SETUP is visible in the display screen.

Press and release the SCROLL button until UnitS is visible then press the SET button.



1. Display screen

Press and release the SCROLL button until the desired display is visible. The display will scroll through in the following order when pressing down on the SCROLL button (it will scroll through in the reverse order when pressing up on the SCROLL button):

- mpg – Imperial gallons
- mpg US – US gallons
- L/100 km – Metric
- km/L – Metric.

Tyre Pressure Units – Models with TPMS fitted

Press the SET button and do not touch the SCROLL or SET buttons again until PSI or bAr is displayed. Press and release the SCROLL button until the desired tyre pressure units are visible.

General Information

Ambient Air Temperature Units – All Models

Press the SET button and wait until °C or °F is visible. Press and release the SCROLL button until the desired temperature unit is displayed. Press the SET button and wait until Units is displayed.

To exit, press the SCROLL button until the display shows REtURn and press the SET button. The trip 1 menu will be visible in the display screen.

Return

Returns the instruments to the main display.

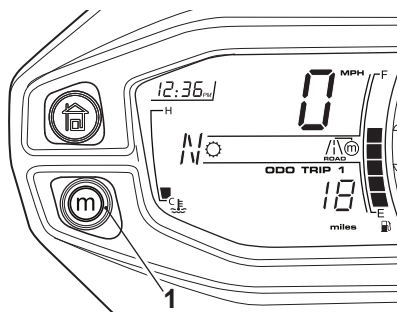
Riding Modes

Note:

- **Riding Modes are not available on Tiger XR and Tiger XC models.**

The riding mode system allows adjustment of the throttle response (MAP), Anti-lock Brake System (ABS) and Triumph Traction Control (TTC) settings to suit differing road conditions and rider preferences.

Riding modes can be conveniently selected using the MODE button on the instruments, whilst the motorcycle is stationary or moving.



1. MODE button

Pressing and releasing the MODE button allows the rider to select one of the following riding modes (see [page 44](#)).

- ROAD Mode – non adjustable
- OFF ROAD Mode – non adjustable
- RIDER Mode – adjustable.

Pressing and holding the MODE button allows the rider to access the RIDER Mode setup menu.

ROAD Mode



The ROAD Mode provides optimal MAP, ABS and TTC settings for normal road use.

System Settings	
MAP	Road – Standard throttle response.
ABS	Road – Optimal ABS setting for road use.
TTC	Road – Optimal TTC setting for road use, allows minimal rear wheel slip.

Warning

The OFF ROAD Mode is not intended for normal, on-road riding.

Riding on-road with the OFF ROAD Mode activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

OFF ROAD Mode



The OFF ROAD Mode provides optimal MAP, ABS and TTC settings for light off-road riding.

System Settings	
MAP	Off Road – Optimal throttle response setting for off-road use.
ABS	Off Road – Optimal ABS setting for off-road use: Front Wheel – The ABS system allows increased front wheel slip when compared to the Road setting. Rear Wheel – The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 25).
TTC	Off Road – TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see Triumph Traction Control (TTC) Indicator Light).

General Information

RIDER Mode



The RIDER Mode is fully adjustable and allows the rider to select MAP, ABS and TTC options to suit road conditions or personal preferences.

The MAP, ABS and TTC options available for selection are as follows:

MAP Options	
Rain	Reduced throttle response when compared to the Road setting, for wet or slippery conditions.
Road	Standard throttle response.
Sport	Increased throttle response when compared to the Road setting.
Off Road	Optimal throttle response setting for off-road use.

Warning

The OFF ROAD ABS and TTC options are not intended for normal, on-road riding.

Riding on-road with the Off Road ABS and TTC options activated can produce instability when braking if the ABS cuts in and under acceleration if the TTC intervenes, leading to loss of motorcycle control and an accident.

ABS Options

Road	Optimal ABS setting for road use.
Off Road	Optimal ABS setting for off-road use: Front Wheel - The ABS system allows increased front wheel slip when compared to the Road setting. Rear Wheel - The ABS system is disabled for the rear wheel, allowing it to lock under heavy braking. The ABS warning light will flash slowly (see page 25).
Off	ABS is turned off. The ABS warning light will be illuminated (see page 25).

TTC Options

Road	Optimal TTC setting for road use, allows minimal rear wheel slip.
Off Road	TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see page 27).
Off	TTC is turned off. The TTC disabled warning light will be illuminated (see page 27).

See **page 51** for details on setting the RIDER Mode options.

Riding Mode Selection



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.

Riding modes may be selected when the motorcycle is stationary or moving.

When the MODE button is pressed the riding modes are displayed in the following sequence:

- ROAD Mode
- OFF ROAD Mode
- RIDER Mode.

To allow the user to scroll between each of the modes there is a one second time-out to allow for further scrolling to take place.

The selected mode is automatically activated once the one second time-out has elapsed, and the conditions for switching modes have been met.

Note:

- The riding mode will default to ROAD when the ignition is switched ON if: The OFF ROAD Mode was active the last time the ignition was switched off; or The RIDER Mode was active the last time the ignition was switched off with ABS and/or TTC set to Off Road or Off.

Note:

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

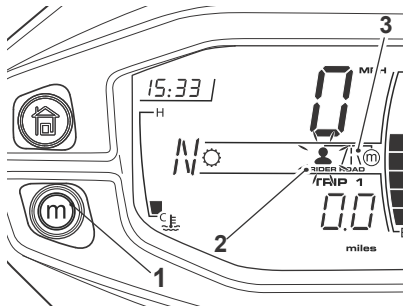
General Information

Selecting a Riding Mode – with the Motorcycle Stationary

Note:

- If the ignition is switched on and the engine not started, the instruments will display the odometer for five seconds. During this time, no mode changes can be made.

Press and release the MODE button on the instrument housing until the desired riding mode is flashing in the display.



1. MODE button
2. Selected riding mode (flashing)
3. Current (active) riding mode

Note:

- The selected riding mode is automatically activated one second after the MODE button is pressed, if the following conditions are met:

With the Engine Off

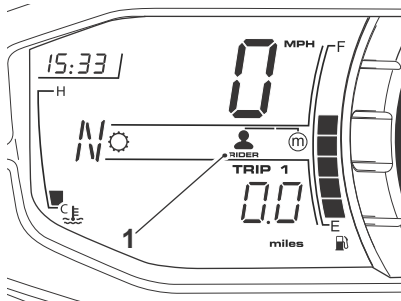
The ignition is switched ON

The engine stop switch is in the RUN position.

With the Engine Running

- Neutral gear is selected or the clutch is pulled in.

Once the MAP, ABS and TTC settings have changed, the selected riding mode will be displayed and the previous mode will no longer be visible.



1. Selected riding mode

Selecting a Riding Mode – when Riding the Motorcycle

Warning

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

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

At high speeds

Whilst riding in traffic

During cornering or on winding roads or surfaces

On steeply inclined roads or surfaces

In poor road/weather conditions

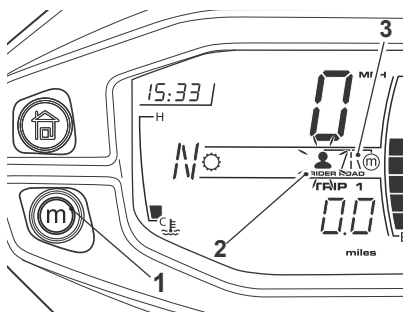
Where it is unsafe to allow the motorcycle to coast.

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

Note:

- It is not possible to select the **RIDER Mode** whilst the motorcycle is in motion if **ABS** and/or **TTC** are set to **Off** when setting the **RIDER Mode** options (see **page 51**).

Press and release the **MODE** button on the instrument housing until the desired riding mode is flashing in the display.



- MODE** button
- Selected riding mode (flashing)**
- Current (active) riding mode**

Note:

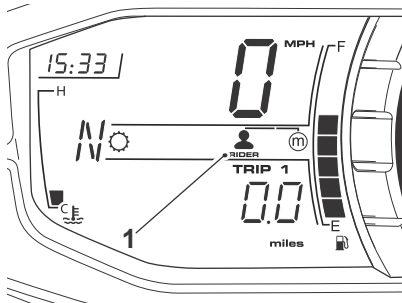
- The selected riding mode is automatically activated when the following conditions are met:

Within 30 seconds of pressing the **MODE** button the rider must carry out the following simultaneously:

- Close the throttle
- Pull the clutch in
- Ensure that the brakes are not engaged (allow the motorcycle to coast).

General Information

Once the MAP, ABS and TTC settings have changed, the selected riding mode will be displayed and the previous mode will no longer be visible.

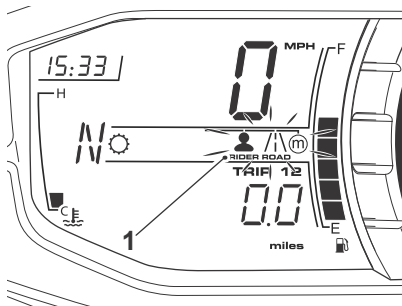


1. Selected riding mode

Resume riding as normal.

Note:

- If any one of the systems (MAP, ABS or TTC) fails to change to the settings specified by the selected riding mode, both the previous and the selected riding mode icons will flash.



1. Incomplete mode change (flashing)

The flashing of two riding mode icons together indicates that MAP, ABS or TTC settings specified by the selected riding mode have not been correctly selected.

In this case the MIL, ABS or TTC warning light(s) may be illuminated depending on the current state of each system.

In the event of an incomplete riding mode change:

- Safely bring the motorcycle to a stop
- Select neutral gear
- Turn the ignition OFF and then back ON again
- Select the desired riding mode
- Restart the engine and continue riding.

Warning

Do not stop the engine using the ignition switch or engine stop switch whilst the motorcycle is moving. Always bring the motorcycle to a stop safely and engage neutral gear prior to stopping the engine. Stopping the engine by turning off the ignition or engine stop switch whilst the motorcycle is moving can lock the rear wheel causing loss of motorcycle control and an accident.

Caution

The engine should not be stopped by turning the ignition switch to the OFF position when the motorcycle is moving. The engine stop switch is for emergency use only. Stopping the engine when the motorcycle is moving may cause damage to motorcycle components leading to loss of motorcycle control and an accident.

Note:

- If the mode icons are not visible when the ignition switch is in the ON position, ensure the engine stop switch is in the RUN position.

Setting the RIDER Mode Options

Note:

- During setup, ABS and TTC can be activated or de-activated in the RIDER Mode.
- If the RIDER Mode is currently selected, changes to the MAP, ABS and TTC systems will become immediately active.
- If the ROAD or OFF ROAD Modes are selected the RIDER settings will not become active until the RIDER Mode is selected (see **page 47**).

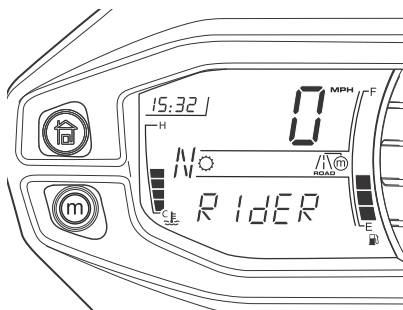
To set the RIDER Mode options; with the motorcycle stationary and in neutral, turn the ignition to the ON position.

- Press and hold the MODE button on the instruments until MAP is visible in the display screen.

General Information

or alternatively:

- Press and release the SET button on the left hand switch housing until SETUP is visible in the display screen.
- Press and release the SCROLL button until RidER is displayed in the lower instrument display, then press the SET button.

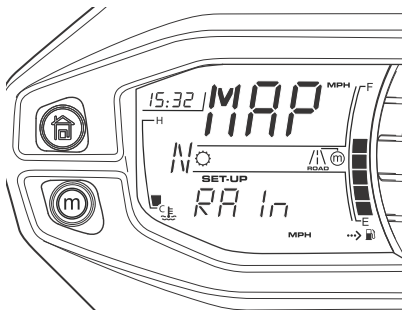


RidER Displayed

MAP Options

Press the SCROLL button and choose one of the available MAP options:

- Rain
- Road
- Sport
- Off Road.



Rain Option Shown

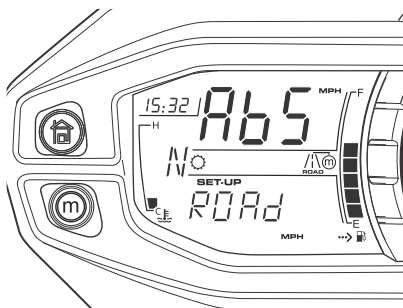
Press the SET button to confirm your selection.

ABS is now visible in the display screen.

ABS Options

Press the SCROLL button and choose one of the available ABS options:

- Road
- Off Road
- Off.



Road Option Shown

Warning

If the ABS is disabled, the brake system will function as a non-ABS 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.

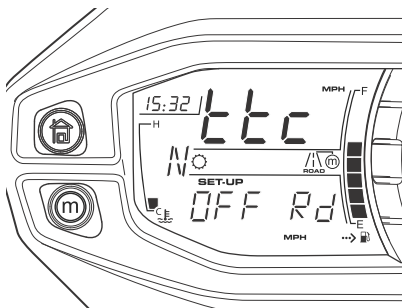
Press the SET button to confirm your selection.

TTC is now visible in the display screen.

TC Options

Press the SCROLL button and choose one of the available TC options:

- Road
- Off Road
- Off.



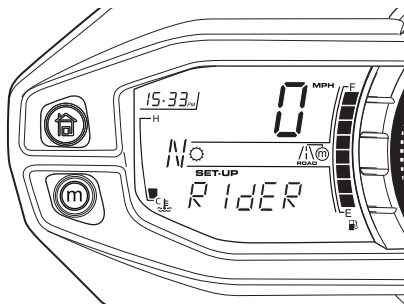
Off Road Option Shown

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/slippy road surfaces may cause the rear wheel to slip, and may result in loss of motorcycle control and an accident.

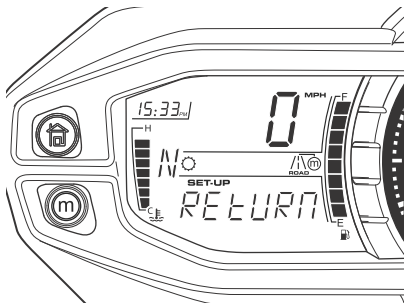
General Information

Press the SET button once. RidER is displayed.



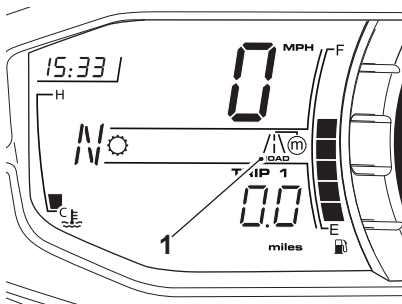
RidER Displayed

Press the SCROLL button up once. REtURn is displayed.



REtURn Displayed

Press the SET button. The trip screen and the current riding mode is displayed.



1. Current riding mode

To select a riding mode see [page 47](#).

Cruise Control

Note:

- **Cruise control is not available on the Tiger XR and Tiger XC models.**

Warning

Cruise control must only be used where you can ride 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 travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as 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

Warning *Continued*

riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's behaviour 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 will not function if there is a malfunction with the ABS system and the ABS warning light is illuminated.**
- **If the ABS system is disabled (see page 53), the ABS warning light will be illuminated and cruise control WILL function.**

The cruise control buttons are located on the right hand switch housing and can be operated with minimum movement by the rider.

Cruise control can be switched on or off at any time but it can not be activated until all the conditions described below have been met.

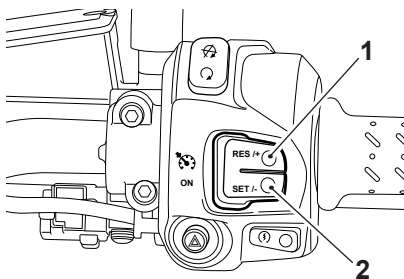
General Information

Activating Cruise Control

Note:

- The cruise control indicator light will not illuminate until cruise control has been activated by pressing the SET/- adjust button.

To turn on the cruise control, press the SET/- button. The cruise control symbol is shown in the display screen. The cruise control set speed is shown as '--' indicating that a speed has not yet been set.



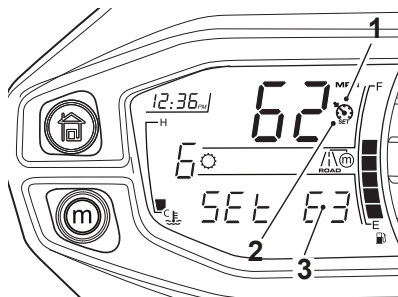
1. Cruise control adjust button, RES/+
2. Cruise control adjust button, SET/-

To activate cruise control, the following conditions have to be met:

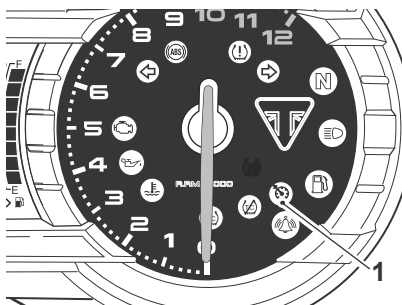
- The motorcycle is travelling at a speed between 20 to 100 mph (32 to 160 km/h)
- The motorcycle is in 3rd gear or higher
- The SET/- adjust button is pressed.

Once these conditions have been met, press the SET/- button to activate cruise control.

The word SET is shown below the cruise control set symbol, the cruise control set speed is shown and the cruise control light illuminates in the tachometer indicating that cruise control is active.



1. Cruise control symbol
2. Cruise control set indicator
3. Cruise control set speed



1. Cruise control light

Resuming the Cruise Control Set Speed

Warning

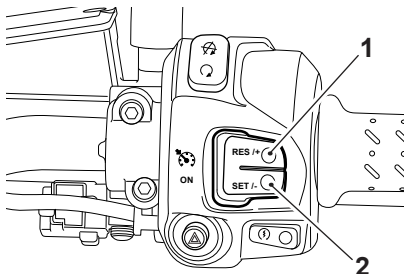
When resuming cruise control, always ensure that the traffic conditions are suitable for the set speed.

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.

Cruise control will be deactivated if one of the following actions has been taken:

- Roll the throttle twist grip fully forward
- Press and release the ON/OFF button on the right hand switch housing
- Pull the clutch lever
- Operate the front or rear brake
- Increase speed by using the throttle grip for more than 60 seconds.

The set speed can be resumed by pressing and releasing the RES/+ adjust button provided the conditions described on **page 56** have been met.



1. **Cruise control adjust button, RES/+**
2. **Cruise control adjust button, SET/-**



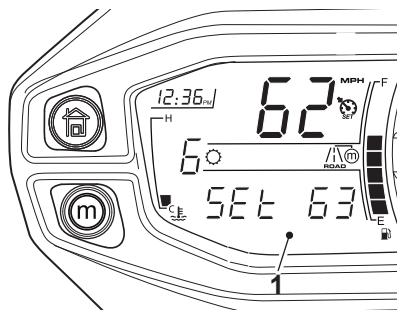
A stored set speed is indicated by the word SET, below the cruise control symbol in the display screen. The stored set speed remains in the cruise control memory until the ignition switch has been turned to the OFF position.

General Information

Adjusting the Speed while in Cruise Control

Increasing Speed while in Cruise Control

To increase the speed, press and release the RES/+ adjust button. Each press of the button will increase the speed by 1 mph or 1 km/h. If the button is held, the speed continuously increases in single digit increments. When the desired speed is shown in the display, release the adjust button.



1. Display screen

While increasing the speed, the display screen in the instruments will change to SET, and will show the new set speed. The new set speed will flash until the motorcycle has achieved the speed.

After four seconds the display screen will change to the previous display.

Note:

- If riding up a steep incline and cruise control is unable to maintain the set speed, the instruments will change to SET, show the set speed and will flash until the motorcycle has regained the speed.

An alternative way to increase the speed in cruise control is to accelerate to the desired speed using the throttle grip and then press the SET/- adjust button.

Decreasing Speed while in Cruise Control

To decrease speed, press and release the SET/- adjust button. Each press of the button will decrease the speed by 1 mph or 1 km/h. If the button is held, the speed will continuously decrease in single digit increments.

While decreasing the speed, the display screen in the instruments will change to SET and will show the new speed.

When the desired speed has been achieved, release the adjust button. After four seconds the display screen will change to the previous display.

Deactivating Cruise Control

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

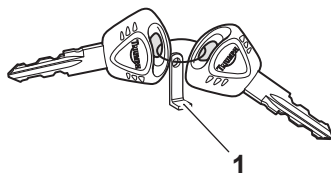
- Roll the throttle twist grip fully forward
- Pull the clutch lever
- Operate the front or rear brake
- Increase speed by using the throttle grip for more than 60 seconds.

Upon deactivation, the cruise control light is no longer shown in the tachometer but the SET indicator and set speed are still shown in the display screen, indicating that the cruise control set speed has been stored.

The cruise control set speed can be resumed as described in **page 56**, provided the cruise control has not been deactivated by turning the ignition switch to the OFF position.

Ignition

Ignition Key



1. Key number tag

In addition to operating the steering lock/ignition switch, the ignition key is required to operate the seat lock and fuel tank cap.

When the motorcycle is delivered from the factory, two keys are supplied together with a small tag bearing the key number. Make a note of the key number and store the spare key and key number tag in a safe place away from the motorcycle.

A transponder is fitted within the key to turn off the engine immobiliser. To ensure the immobiliser functions correctly, always have only one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobiliser. In this situation the engine immobiliser will remain active until one of the ignition keys is removed.

General Information

Always get replacement keys from your authorised Triumph dealer. Replacement keys must be 'paired' with the motorcycle's immobiliser by your authorised Triumph dealer.



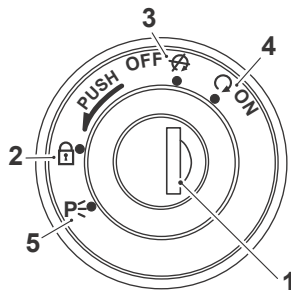
Caution

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

Engine Immobiliser

The ignition barrel housing acts as the antenna for the engine immobiliser. When the ignition switch is turned to the OFF position and the ignition key is removed, the engine immobiliser is active (see [page 26](#)). The engine immobiliser is deactivated when the ignition key is in the ignition switch and it is turned to the ON position.

Ignition Switch/Steering Lock



1. Ignition switch/steering lock
2. LOCK position
3. OFF position
4. ON position
5. PARK position

Ignition Switch Positions

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

TO LOCK: Turn the handlebar fully to the left, turn the key to the OFF position, push and fully release the key, then rotate it to the LOCK position.

PARKING: Turn the key from the LOCK position to the P position. The steering will remain locked, and the position lights will be switched on.

Note:

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

Warning

For reasons of security and safety, always move the ignition switch to the OFF position and remove the key when leaving the motorcycle unattended.

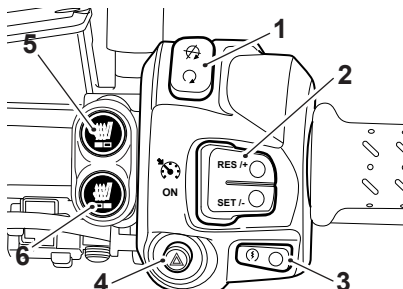
Any unauthorised use of the motorcycle may cause injury to the rider, other road users and pedestrians and may also cause damage to the motorcycle.

Warning

With the key in the LOCK or P position the steering will become locked.

Never turn the key to the LOCK or P positions while the motorcycle is moving as this will cause the steering to lock. Locked steering will cause loss of motorcycle control and an accident.

Right Handlebar Switches



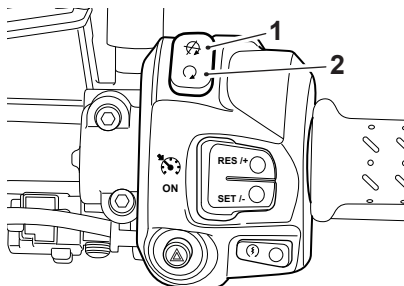
1. Engine stop switch
2. Cruise control adjust button (if fitted)
3. Starter button
4. Hazard warning light switch
5. Rider's heated seat switch (if fitted)
6. Passenger's heated seat switch (if fitted)

General Information

Engine Stop Switch

In addition to the ignition switch being turned to the ON position, the engine stop switch must be in the RUN position for the motorcycle to operate.

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



1. Engine stop switch, STOP position
2. Engine stop switch, RUN position

Note:

- Although the engine stop switch 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. Ordinarily, only the ignition switch should be used to stop the engine.



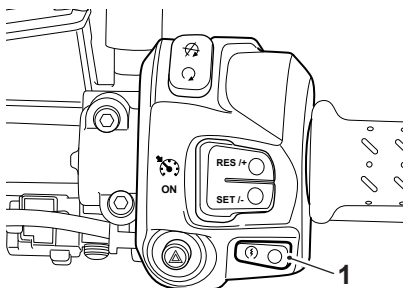
Do not leave the ignition switch in the ON position unless the engine is running as this may cause damage to electrical components and will discharge the battery.

Starter Button

The starter button operates the electric starter. For the starter to operate, the clutch lever must be pulled to the handlebar.

Note:

- Even if the clutch lever is pulled to the handlebar, the starter will not operate if the side stand is down and a gear is engaged.

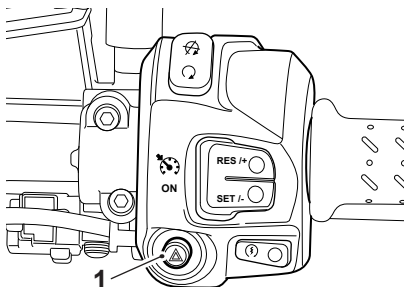


1. Starter button

Hazard Warning Lights

To turn the hazard warning lights on or off, press the hazard warning light button.

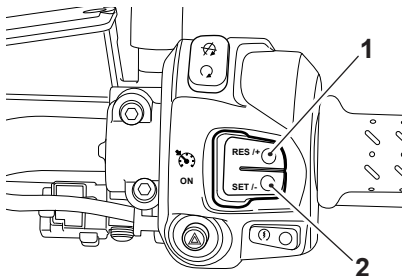
The ignition must be switched ON for the hazard warning lights to function, but the hazard warning lights remain on if the ignition is switched OFF until the hazard warning light button is pressed again.



1. Hazard warning light button

Cruise Control Adjust Button (If Fitted)

The cruise control adjust button is a two way switch with the top marked RES/+ and the bottom marked SET/- (see [page 56](#)).



1. Cruise control adjust button, RES/+
2. Cruise control adjust button, SET/-

General Information

Heated Seats Switches (If Fitted)

The heated seats switches (if fitted) are located on the right hand handlebar, next to the right handlebar switch housing.

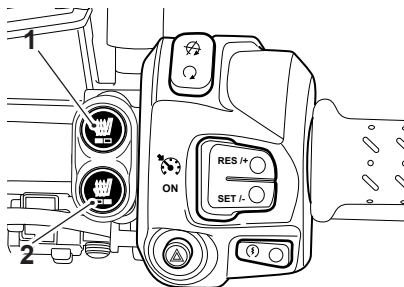
The heated seats will only heat when the engine is running.

The upper switch controls the heat level of the rider's seat with the lower switch controlling the passenger's seat.

The system is designed to offer a variable level of heat at the seats from warm to hot.

The outer ring of the switch will illuminate as follows for each heat setting:

- OFF - not illuminated
- HOT - red
- WARM - amber.



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

For maximum benefit in cold conditions, from the OFF position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (amber) when the seat has warmed up.

To turn either of the heated seats off, press and release the required switch until it is not illuminated.

Low Power Voltage Cut Off

When the detected voltage is lower than 11.8 volts continually for more than five minutes the LED in the heated seats switches will flash five times. After the fifth flash the main switch will power off the heated seats and the LED indicator.

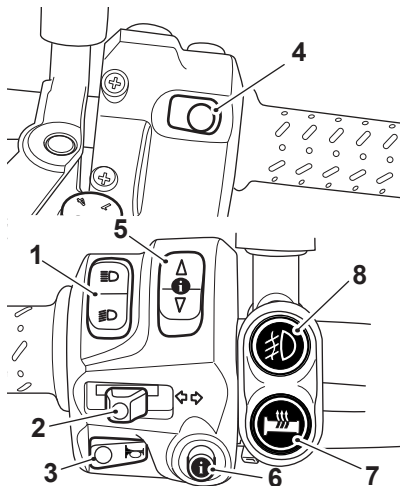
The main switch will not power back on automatically even if the voltage rises to the safe level.

The user must manually press the switches again to activate the heated seats.

If the detected voltage is still lower than 11.8 volts, the LED for the switches will flash five times again and cut off the power automatically.

Fuse number four of the front fuse box protects the heated seats circuit, refer to the label in the fuse box lid for fuse amperage.

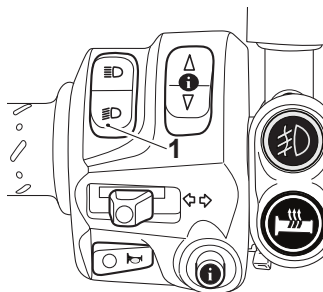
Left Handlebar Switches



1. Headlight dip switch
2. Direction indicator switch
3. Horn button
4. Pass button
5. Instrument SCROLL button
6. Instrument SET button
7. Heated grips switch (if fitted)
8. Fog lights switch (if fitted)

Headlight Dip Switch

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



1. Headlight dip switch

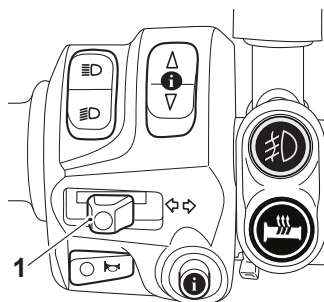
Note:

- A lighting ON/OFF switch is not fitted to this model. The position light, rear light and licence plate light all function automatically when the ignition is turned to the ON position.
- The headlight will only function when the ignition switch is turned to the ON position and the engine is running. An alternate way to turn on the headlight, without the engine running, is to pull in the clutch lever then turn the ignition to the ON position. The headlight will be on and remain on when the clutch lever is released. The headlight will go off while pressing the starter button until the engine starts.

General Information

Direction Indicator Switch

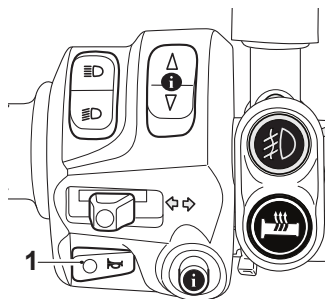
When the direction indicator switch is pushed to the left or right and released, the corresponding direction indicators will flash on and off.



1. Direction indicator switch

Horn Button

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



1. Horn button

Tiger XRX, Tiger XRT, Tiger XCX and Tiger XCA Models Only

The direction indicator self-cancel system becomes active eight seconds after operating a direction indicator. Eight seconds after turning the direction indicator on and after riding a further 65 metres, the direction indicator self-cancel system will automatically cancel the indicators.

To disable the direction indicator self-cancel system see **page 42**.

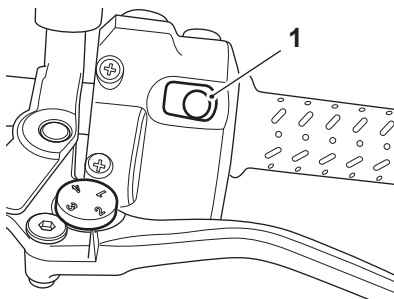
All Models

The direction indicators can also be cancelled manually. To manually cancel the indicators, press and release the direction indicator switch in the central position.

Pass Button

Note:

- The pass button will only operate when the engine is running.



1. Pass button

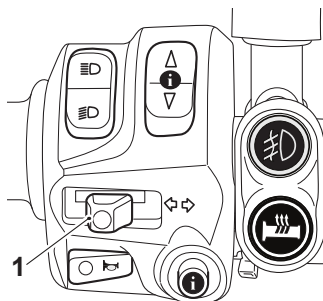
When the pass button is pressed, the headlight main beam will be switched on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

! Caution

The headlamp pass switch is intended for intermittent use only. Use of the pass switch for extended periods of time may cause the fuse to fail resulting in loss of headlamp operation.

Instrument SCROLL button

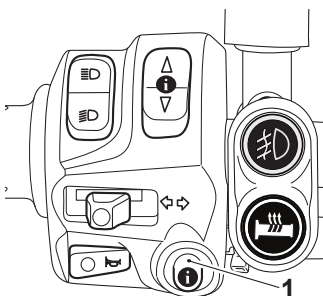
When the SCROLL button is pressed and released it will scroll through the menu visible in the instrument's display screen.



1. SCROLL button, up
2. SCROLL button, down

Instrument SET Button

When the SET button is pressed it will select the menu visible in the instrument's display screen.



1. SET button

General Information

Heated Grips Switch (If Fitted)

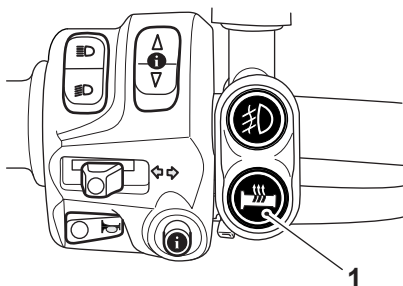
The heated grips switch (if fitted) is located on the left hand handlebar, next to the left handlebar switch housing.

The heated grips will only heat when the engine is running.

The system is designed to offer a variable level of heat at the grips from warm to hot.

The outer ring of the switch will illuminate as follows for each heat setting:

- OFF - not illuminated
- HOT - red
- WARM - amber.



1. Heated grip switch

For maximum benefit in cold conditions, from the OFF position press the switch once for hot (red) initially and then reduce the heat level by pressing the switch again for warm (amber) when the grips have warmed up.

To turn off the heated grips, press and release the switch until it is not illuminated.

Low Power Voltage Cut Off

When the detected voltage is lower than 11.8 volts continually for more than five minutes the LED in the heated grip switch will flash five times. After the fifth flash the main switch will power off the heated grips and the LED indicator.

The main 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.

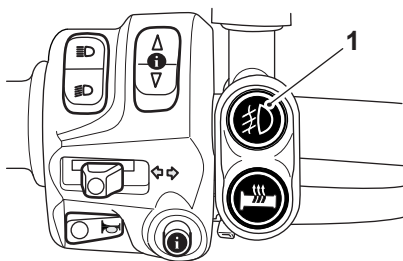
If the detected voltage is still lower than 11.8 volts, the LED for the switch will flash five times again and cut off the power automatically.

Fuse number four of the front fuse box protects the heated grip circuit, refer to the label in the fuse box lid for fuse amperage.

Fog Lights Switch (If Fitted)

To turn the fog lights on or off, with the ignition switch turned to the ON position, press and release the fog light switch.

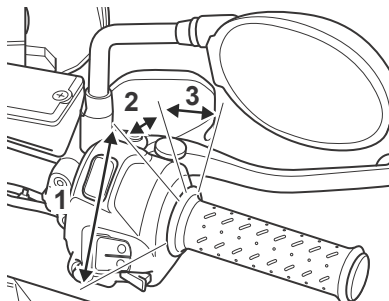
When the fog lights are switched on, the outer ring of the switch will illuminate green.



1. Fog light switch

The switch will automatically reset to off whenever the ignition switch is turned off then on again.

Throttle Control



1. Throttle open position
2. Throttle closed position
3. Cruise control cancel position

This Triumph model has 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.

From the closed position, the throttle twist grip can be rolled forward 3 - 4 mm to deactivate the cruise control (see [page 59](#)).

There are no user adjustments for the throttle control.

General Information

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 above conditions contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

Brake Use

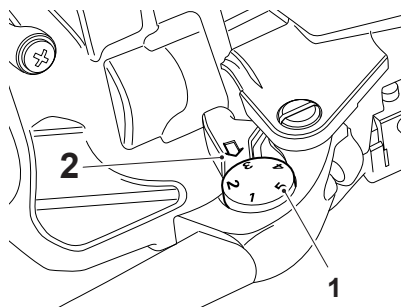
At low throttle opening (approximately 20°), the brakes and throttle can be used together.

At high throttle opening (greater than 20°), if the brakes are applied for greater than two seconds the throttles will close and the engine speed will reduce. To return to normal throttle operation, release the throttle control, release the brakes and then reopen the throttle.

Warning

Reduce speed and do not continue to ride for longer than is necessary with the MIL illuminated. The fault may adversely affect engine performance, exhaust emissions and fuel consumption. Reduced engine performance could cause a dangerous riding condition, leading to loss of control and an accident. Contact an authorised Triumph dealer as soon as possible to have the fault checked and rectified.

Brake and Clutch Lever Adjusters



1. Adjuster wheel, brake lever shown
2. Arrow mark

An adjuster is fitted to both the front brake and clutch levers. The adjusters allow the distance from the handlebar to the lever to be changed to one of five positions for the front brake lever or four positions for the clutch lever, to suit the span of the operator's hands.

To adjust the lever, push the lever forward and turn the adjuster wheel to align one of the numbered positions with the arrow mark on the lever holder.

The distance from the handlebar grip to the released lever is shortest when set to number five, and longest when set to number one.

Warning

Do not attempt to adjust the lever with the motorcycle in motion as this may lead to loss of motorcycle control and an accident.

After adjusting the lever, operate the motorcycle in an area free from traffic to gain familiarity with the new lever setting. Do not loan your motorcycle to anyone as they may change the lever setting from the one you are familiar with causing loss of motorcycle control and an accident.

General Information

Traction Control (TC)

Warning

Traction control is not a substitute for riding appropriately for the prevailing road and weather conditions. The traction control cannot prevent loss of traction due to:

excessive speed when entering turns
accelerating at a sharp lean angle
braking.

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.

Traction control 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 warning light will flash while it is engaged and the rider may notice a change to the sound of the engine.

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 Settings

Warning

Do not attempt to adjust the traction control settings while the motorcycle is in motion as this may lead to loss of motorcycle control and an accident.

The Triumph Traction Control can be set to one of the following conditions:

- **On/Road setting** – Optimal TTC setting for road use, allows minimal rear wheel slip
- **Off Road setting** (Tiger XRX, Tiger XRT, Tiger XCX and Tiger XCA only) – TTC is set up for off-road use, allowing increased rear wheel slip when compared to the Road setting. The TTC indicator light will flash slowly (see **page 27**)
- **Off** – TTC is turned off. The TTC disabled warning light will be illuminated (see **page 27**).

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.

To access the TTC settings see:

- **page 44** for all models except Tiger XR and Tiger XC
- **page 38** for Tiger XR and Tiger XC only.

Tyre Pressure Monitoring System (TPMS) (If Fitted)



Note:

- TPMS is fitted as standard on Tiger XRT models and is available as an accessory option on all other Tiger XR models.
- TPMS is not available on Tiger XC model variants.

Warning

The daily check of tyre pressures must not be excluded because of the fitment of the TPMS. Check the tyre pressure when the tyres are cold and using an accurate tyre pressure gauge (see **page 140**).

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

Function

Tyre pressure sensors are fitted to the front and rear wheels. These sensors measure the air pressure inside the tyre and transmit pressure data to the instruments. These sensors will not transmit the data until the motorcycle is travelling at a speed greater than 12 mph (20 km/h). Two dashes will be visible in the display area until the tyre pressure signal is received.

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

For motorcycles without the tyre pressure monitoring system fitted: The Tyre Pressure Monitoring System (TPMS) is an accessory fitted item and must be fitted by your authorised Triumph dealer. The TPMS display on the instruments will only be activated when the system has been fitted.

Tyre Pressure Sensor Serial Number

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

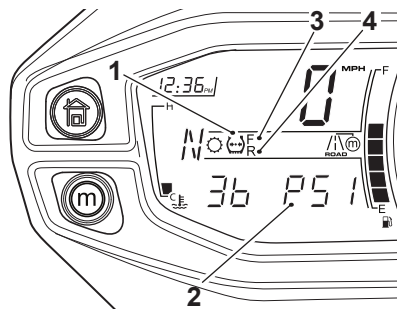
When the tyre pressure monitoring system is being fitted to the motorcycle, make sure that your authorised Triumph dealer records the serial numbers of the front and rear tyre pressure sensors in the spaces provided below.

Front Tyre Pressure Sensor

Rear Tyre Pressure Sensor

General Information

TPMS System Display



1. TPMS symbol
2. Tyre pressure display
3. Front tyre, identified
4. Rear tyre, identified

The tyre pressure display is accessed via the Information Menu (see [page 36](#)).

When the front or rear tyre pressure display has been selected, -- PSI or bAR will be visible in the display screen until the motorcycle is travelling at a speed greater than 12 mph (20 km/h) and the tyre pressure signal is received.

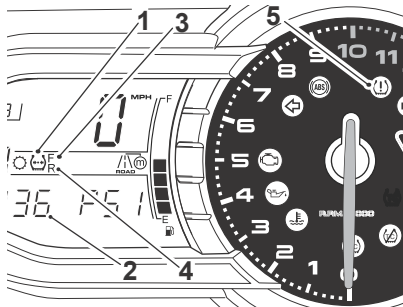
Once the tyre pressure signal has been received, the pressure of the selected tyre will be displayed.

To exit the tyre pressure display, press and release the SCROLL button to view another Information Menu item. Alternatively, press and release the SET button to select a trip meter.

TPMS Sensor Batteries

When the battery voltage in a pressure sensor is low, lo bAtt will be displayed for eight seconds and the TPMS symbol will indicate which wheel sensor has the low battery voltage. If the batteries are completely flat, only dashes will be visible in the display screen, the red

TPMS warning light will be on and the TPMS symbol will flash continuously. Contact your authorised Triumph dealer to have the sensor replaced and the new serial number recorded in the spaces provided in [page 73](#).



1. TPMS symbol
2. Tyre pressure display
3. Front tyre, identified
4. Rear tyre, identified
5. TPMS warning light

TPMS Symbol

With the ignition switch turned to the ON position, if the TPMS symbol flashes for 10 seconds and then remains on, there is a fault with the TPMS system. Contact your authorised Triumph dealer to have the fault rectified.

TPMS Tyre Pressures

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

Owners must only adjust tyre pressures when the tyres are cold using an accurate tyre pressure gauge (see **page 140**), and must not use the tyre pressure display on the instruments.

Warning

The tyre pressure monitoring system is not to be used as a tyre pressure gauge when adjusting the tyre pressures. For correct tyre pressures, always check the tyre pressures when the tyres are cold and using an accurate tyre pressure gauge (see **page 140**).

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

Replacement Tyres

When replacing tyres, always have an authorised Triumph dealer fit your tyres and ensure they are aware that tyre pressure sensors are fitted to the wheels (see **page 140**).

Fuel Requirement/Refuelling



Fuel Grade

Your Triumph engine is designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with a minimum octane rating of 91 RON.

In certain circumstances engine calibration may be required. Always refer to your authorised 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 fitted 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 journey.

General Information

Note:

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

Refuelling

Warning

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

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

Do not smoke.

Do not use a mobile telephone.

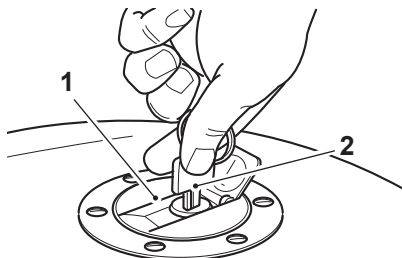
Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

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

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

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

Fuel Tank Cap



1. Fuel tank cap
2. Key

To open the fuel tank cap, lift up the flap covering the lock itself. Insert the key into the lock and turn the key clockwise.

To close and lock the cap, push the cap down into place with the key inserted, until the lock clicks into place. Withdraw the key and close the key cover.

Caution

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

Filling the Fuel Tank

Warning

Overfilling the tank can lead to fuel spillage.

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

Take care not to spill any fuel on the engine, exhaust pipes, tyres 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.

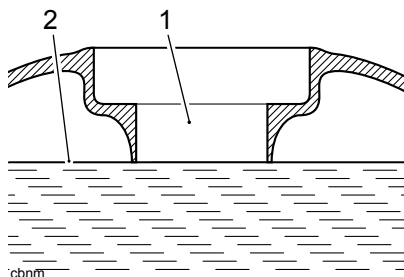
Fuel spilled near to, or onto the tyres will reduce the tyres' ability to grip the road. This will result in a dangerous riding condition potentially causing loss of motorcycle control and an accident.

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.

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

General Information

Handlebar Adjustment

The handlebars are adjustable for reach by approximately 20 mm.

Warning

It is recommended to have handlebar adjustments carried out by a trained technician of an authorised Triumph dealer. Handlebar adjustments carried out by a technician who is not of an authorised 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.

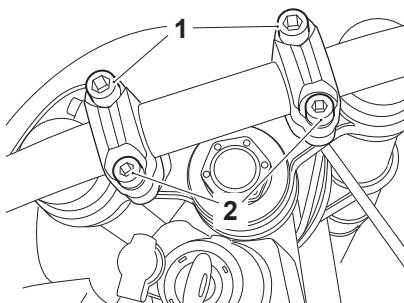
Warning

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

Note:

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

To adjust the handlebars, loosen and remove the handlebar rear (8 mm threaded) clamp fixings, and then the front (10 mm threaded) clamp and riser fixings.



1. 10 mm fixings
2. 8 mm fixings

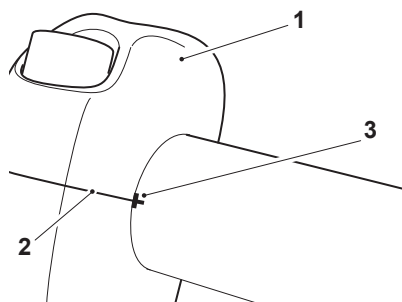
Lift the handlebars out of the handlebar risers and support with the aid of an assistant.

Rotate both risers through 180° and align the fixing holes.

Reposition the handlebars to the risers.

Refit the upper clamps, and secure with the two 10 mm threaded fixings in the rear fixing positions. Do not fully tighten the fixings at this stage.

Rotate the handlebar so that the alignment marking on the handlebar aligns with the split line on the upper clamps/risers.



1. Upper clamp
2. Clamp split line
3. Alignment marking (Tiger XRX shown)

Tighten the 10 mm fixings to **35 Nm**.

Refit the 8 mm fixings to the front positions and tighten to **26 Nm**.

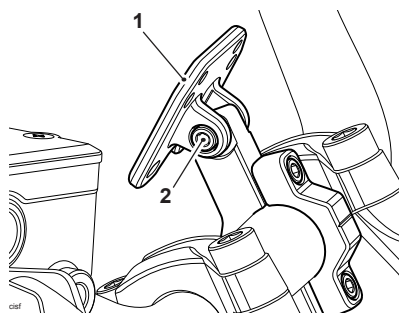
Satellite Navigation Mounting Bracket - Tiger XRT and Tiger XCA

Tiger XRT and Tiger XCA models are equipped with a satellite navigation mounting bracket. The bracket features a mounting plate that is compatible with Garmin Nuvi® Satellite Navigation Systems 660 and 220.

Other satellite navigation systems may be compatible.

When installing a satellite navigation system, refer to the manufacturer's instructions.

To adjust the mounting plate, loosen the pivot bolt and set the mounting plate to the desired position. Retighten the pivot bolt to **5 Nm**.



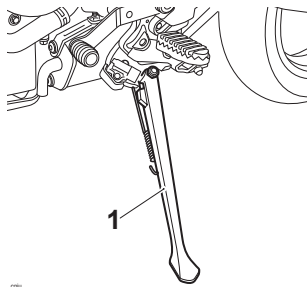
1. Mounting plate
2. Pivot bolt

The satellite navigation mounting bracket is also available as an accessory kit from your authorised Triumph dealer.

General Information

Stands

Side stand



1. Side stand

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

Warning

The motorcycle is fitted 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.

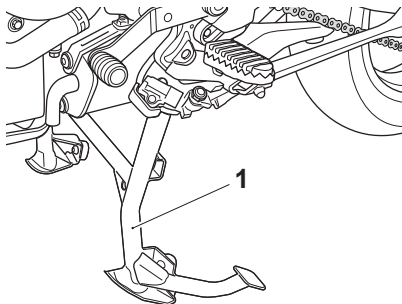
Note:

- **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 ensure that the side stand is fully up after first sitting on the motorcycle.

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

Centre Stand (If Fitted)



1. Centre stand

To set the motorcycle on the centre stand, hold the motorcycle upright, step down firmly on the foot finder part of the stand, then lift the motorcycle up and to the rear using the rear grab rail as a handhold. For instructions on safe parking, refer to the How to Ride the Motorcycle section.

Caution

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

Seats

Seat Care

To prevent damage to the seat or seat cover, care must be taken not to drop or lean the seat against any surface which may damage the seat or seat cover.

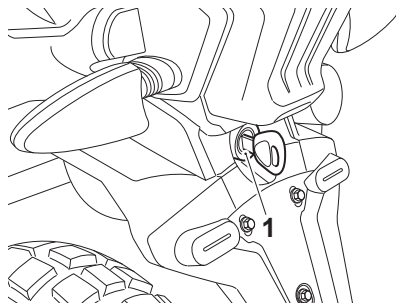
See **page 157** for seat cleaning information.

Caution

To prevent damage to the seat or seat cover, care must be taken not to drop the seat. Do not lean the seat against the motorcycle or any surface which may damage the seat or seat cover. Instead, place the seat, with the seat cover facing upwards, on a clean, flat surface which is covered with a soft cloth.

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

Pillion Seat

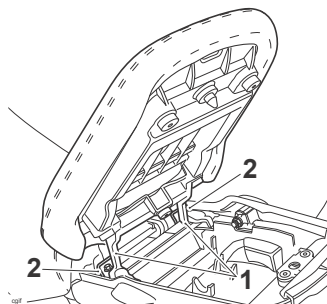


1. Seat lock

The seat lock is located on the rear mudguard, below the rear light unit. To remove the seat, insert the ignition key into the seat lock and turn it anticlockwise while pressing down on the rear of the seat. This will release the seat from its lock and allow it to be slid rearwards. If equipped with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.

General Information

To refit the seat, reconnect the heated seat's electrical connector (if equipped), engage the seat's two brackets under the loops on the subframe and press down at the rear to engage in the seat lock.



1. Pillion seat brackets
2. Subframe loops

Warning

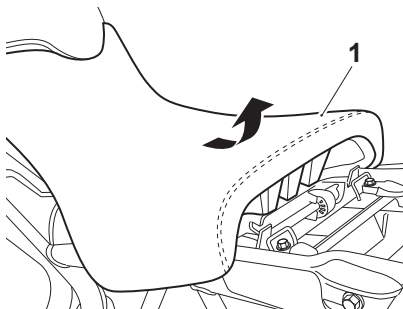
The rider's seat is only correctly retained and supported once the pillion seat is correctly fitted. Never ride the motorcycle with the pillion seat detached or removed, as the front seat will not be secure and may move.

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

Warning

To prevent detachment of the seat during riding, after fitting always grasp the seat and pull firmly upwards. If the seat is not correctly secured, it will detach from the lock. A loose or detached seat could cause loss of motorcycle control and an accident.

Rider's Seat



1. Rider's seat

To remove the rider's seat, remove the pillion seat (see [page 81](#)).

Grasp the rider's seat on either side, and slide it rearwards and upwards. If equipped with heated seats, disconnect the heated seat's electrical connector for complete removal from the motorcycle.

To refit the seat, reconnect the heated seat's electrical connector (if equipped). Engage the seat's front rail into the bracket at the rear of the fuel tank and lower the rear rail in to the rear brackets. Push down firmly on the rear of the seat. Refit the pillion seat (see [page 81](#)).

Warning

The rider's seat is only correctly retained and supported once the pillion seat is correctly fitted. Never ride the motorcycle with the pillion seat detached or removed, as the front seat will not be secure and may move.

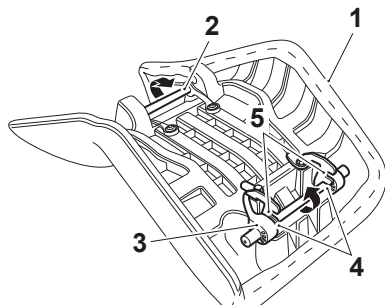
Warning_{Continued}

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

Warning_{Continued}

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

Rider's Seat Height Adjustment



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

The rider's seat is adjustable for height by approximately 25 mm.

To adjust the rider's seat:

Remove the rider's seat (see [page 82](#)).

Reposition both seat height adjusters to the higher or lower position as required. Ensure both adjuster rails are fully engaged in their brackets on the seat.

Refit the rider's seat (see Rider's Seat).

Warning

Always adjust both seat height adjusters. Adjusting only one height adjuster may prevent correct fitment of the seat.

Warning

After adjusting the seat, operate the motorcycle in an area free from traffic to gain familiarity with the new seat position. Riding the motorcycle with the seat in an unfamiliar position may cause loss of motorcycle control and an accident.

Heated Seats (If Fitted)

See [page 64](#) for details on heated seat operation.

General Information

Adjustable Windscreen (If Fitted)

Warning

Always ensure both windscreen adjusters are adjusted to the same position. Riding the motorcycle with an incorrectly adjusted windscreen could cause loss of motorcycle control and an accident.

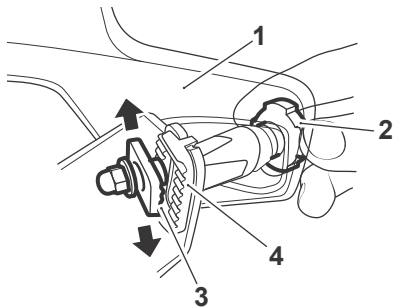
Warning

Always ensure both windscreen adjusters are tightened before riding the motorcycle. Riding the motorcycle with a loose windscreen or windscreen adjuster could cause loss of motorcycle control and an accident.

Warning

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

To adjust the windscreen height, loosen both adjuster knobs sufficiently to allow the adjustment blocks to slide over the adjustment plates.



1. **Windscreen**
2. **Adjuster knob (right hand side shown)**
3. **Adjustment block**
4. **Adjustment plate**

Position the windscreen to the desired height, ensuring both adjustment blocks are set to the same position.

Tighten the adjuster knobs to secure the windscreen in position.

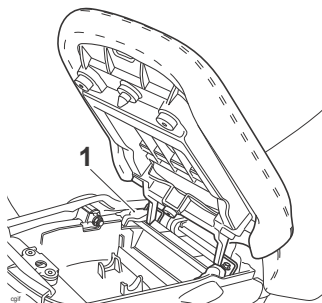
Tool Kit and Handbook

The tool kit is located under the pillion seat and is secured with a rubber strap.

The handbook assembly is located in a slot in the base of the pillion seat.

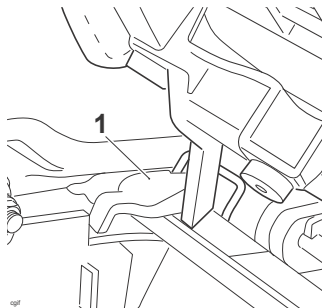
Helmet Hook

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



1. Helmet hook

To attach a helmet to the motorcycle, remove the pillion seat and loop the helmet chin strap over the hook. Ensure the flat area above the hook is not obstructed by the helmet strap, as this will prevent the pillion seat engaging correctly.



1. Helmet hook flat area

To secure the helmet, refit the seat and lock into position.

! Warning

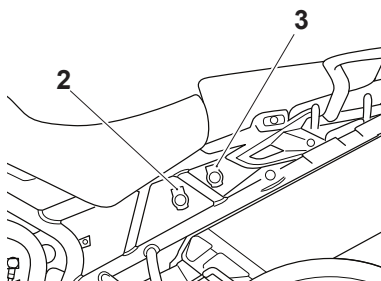
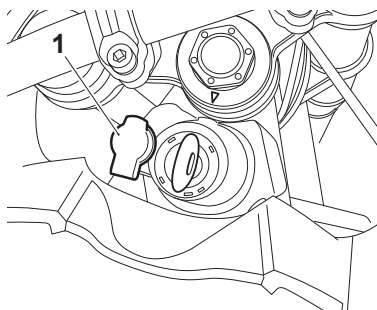
Never ride the motorcycle with helmet(s) secured to the helmet hook. Riding the motorcycle with helmet(s) secured to the helmet hook may cause the motorcycle to become unstable leading to loss of control and an accident.

! Caution

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

General Information

Electrical Accessory Sockets



1. Ignition switch socket (all models)
2. Second socket (all models except Tiger XR and Tiger XC)
3. Third socket (Tiger XRT and Tiger XCA only)

Up to three electrical accessory sockets are provided on the motorcycle, as described below.

- All models have a socket located next to the ignition switch.
- Tiger XRX, Tiger XRT, Tiger XCX and Tiger XCA models have a second socket located on the left hand side of the motorcycle.
- Tiger XRT and Tiger XCA models have a third socket, also located on the left hand side of the motorcycle.

An additional electrical accessory socket is available for Tiger XR and Tiger XC models as an accessory kit from your authorised Triumph dealer.

Note:

- Tiger XR, Tiger XRX, Tiger XC, Tiger XCX models can support a maximum of two electrical accessory sockets.
- The third electrical accessory socket is available on Tiger XRT and Tiger XCA models only.

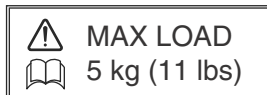
The sockets will provide a 12 Volt electrical supply.

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

To protect the battery from excessive discharge while using fitted electrical accessories, the combined total current which may be drawn through the electrical accessory sockets is five Amps.

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

Luggage Systems



Expedition Aluminium Panniers (if fitted)

Tiger XRT and Tiger XCA models are delivered from the factory pre-fitted with mounting rails for the Expedition Aluminium Panniers.

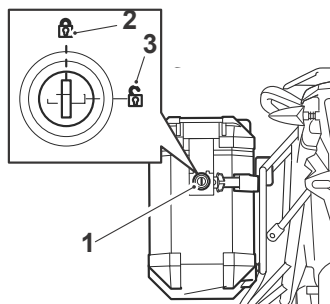
The mounting rails for the Expedition Aluminium Panniers, are also available as an accessory kit for all other Tiger XR and Tiger XC models.

The Expedition Aluminium Panniers are available as an accessory option on all Tiger XR and Tiger XC models.

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

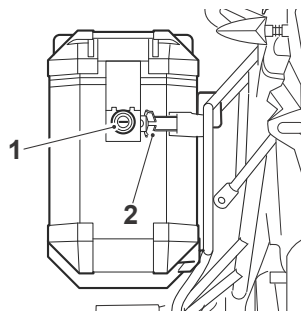
Note:

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



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

To Remove Each Pannier:



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

General Information

To unlock and remove the pannier from the pannier mountings, turn the key to the UNLOCK position. Whilst supporting the pannier, pull the locking mechanism release lever to detach the pannier from the upper mounting points, then lift the pannier free from the lower mounting points.

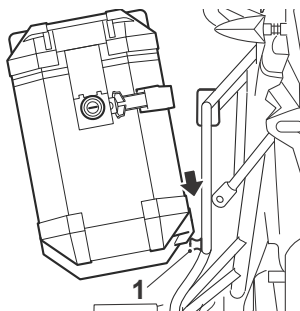
To Install Each Pannier:

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

Note:

- The left hand and right hand panniers must be mounted to the correct side of the motorcycle. When mounting the panniers, ensure that the lock barrels are facing towards the rear of the motorcycle.

Position the pannier onto the lower pannier mounting points as shown below.

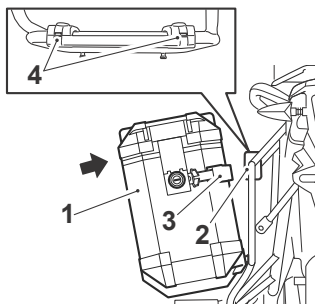


1. Lower pannier mounting point

Locate the pannier's locking mechanism to the upper mounting points and press the pannier inwards to engage the locking mechanism.

Note:

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



1. Pannier
2. Upper mounting point
3. Locking mechanism
4. Status indicators

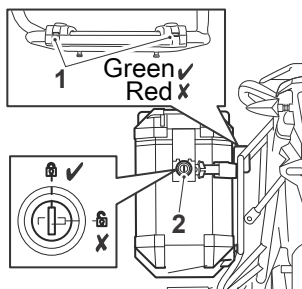
Lock the pannier to the rail by turning the key to the LOCK position. Remove the key.

Warning

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

WarningContinued

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

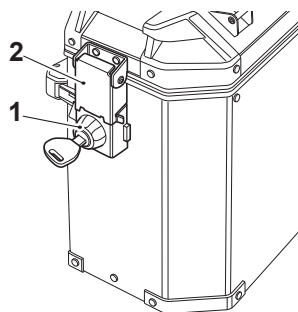


1. Locking mechanism status indicators
2. Lock barrel

A pannier that detaches whilst riding may cause loss of motorcycle control and an accident and/or injury to other road users.

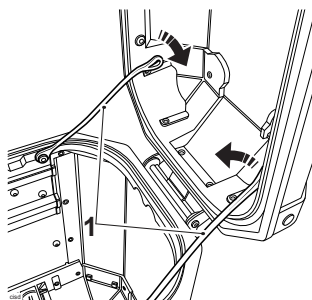
Pannier Operation

To unlock and open the pannier, insert the key and turn it to the UNLOCK position, then release the pannier lid latch. The lid can then be opened.



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

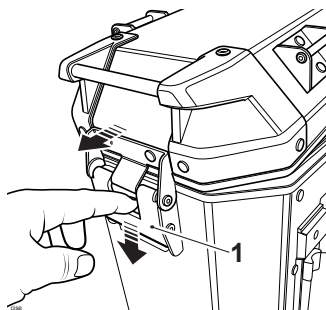
The lid can also be removed from the pannier. To remove the lid, detach the retaining straps as shown below.



1. Retaining straps

General Information

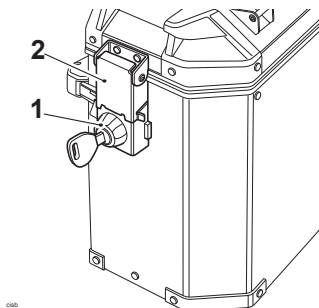
Press downwards on the quick release mechanism for the pannier lid hinge. Slide the lid down and to the rear to release the pannier lid hinge. The lid can now be removed from the pannier.



1. Pannier lid hinge quick release mechanism

To install the pannier lid, press downwards on the quick release mechanism and relocate the pannier lid hinge. Release the quick release mechanism, ensuring that the hinge is correctly engaged. Attach the retaining straps to the pannier lid.

To close and lock the pannier, close the lid and secure with the pannier lid latch. Turn the key to the LOCK position and remove it.



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

Warning

The maximum safe load for each pannier is 5 kg (11 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

Warning

The Expedition Aluminium Panniers are designed to be fitted as a pair. Never ride the motorcycle with only one pannier installed. Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

Warning

After fitting or removing the panniers, operate the motorcycle in a safe area free from traffic to gain familiarity with the new handling characteristics. Operation when not familiar with the new characteristics of the motorcycle may result in loss of motorcycle control and an accident.

Warning

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

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

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

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

Tiger XR - 222 kg (489 lb)

Tiger XRX - 219 kg (483 lb)

Tiger XRX - LRH (Low Ride Height) - 140 kg (308 lb)

Tiger XRT - 213 kg (469 lb)

Tiger XC - 220 kg (485 lb)

WarningContinued

Tiger XCX - 217 kg (478 lb)

Tiger XCX - LRH (Low Ride Height) - 221 kg (487 lb)

Tiger XCA - 210 kg (463 lb).

Warning

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

For models that have adjustable suspension settings, ensure that front and rear spring preload and damping settings are suitable for the loading condition of the motorcycle (**page 136**).

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

Warning

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

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

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

General Information

WarningContinued

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

Incorrectly balanced loads on both sides of the motorcycle.

Incorrectly adjusted front and rear suspension settings.

Incorrectly adjusted tyre pressures.

Excessively or unevenly worn tyres.

Side winds and turbulence from other vehicles.

Loose clothing.

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

WarningContinued

who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions.

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

Warning

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

Warning

Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed-course racetracks. High-speed operation should only be attempted by riders

Triumph Accessory D-lock Storage

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

Secure the lock as follows:

Release the strap securing the tool kit.

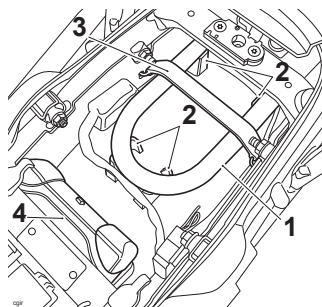
Position the U-section of the lock to the rear mudguard tray support features, ensuring the open end faces towards the rear of the motorcycle.

Secure the U-section using the tool kit strap as shown below.

Position the lock body to the tray in the rear mudguard.

Refit the tool kit.

Refit the pillion seat to secure the lock body.



1. Lock U-section
2. Rear mudguard lock support features
3. Tool kit strap (tool kit not shown removed for clarity)
4. Lock body

Running-In



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

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

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

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.

General Information

Both during and after running-in has been completed:

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

Safe Operation

Daily Safety Checks



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

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

Warning

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

Check:

Fuel: Adequate supply in tank, no fuel leaks ([page 75](#)).

Engine Oil: Correct level on dipstick. Add correct specification oil as required. No leaks from the engine or oil cooler ([page 116](#)).

Drive Chain: Correct adjustment ([page 124](#)).

Tyres/Wheels: Correct inflation pressures (when cold). Tread depth/wear, tyre/wheel damage, punctures etc. ([page 140](#)).

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 fixings.

Steering Action: Smooth but not loose from lock to lock. No binding of any of the control cables (page 133).

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 (page 128).

Brake Pads: There should be more than 1.5 mm of friction material remaining on all the brake pads (page 128).

Brake Fluid Levels: No brake fluid leakage. Brake fluid levels must be between the MAX and MIN marks on both reservoirs (page 131).

Front Forks: Smooth action. No leaks from fork seals (page 135).

Throttle: Ensure that the throttle grip returns to the idle position without sticking (page 69).

Clutch: Smooth operation and correct cable free play (page 123).

Coolant: No coolant leakage. Check the coolant level in the expansion tank (when the engine is cold) (page 121).

Electrical Equipment: All lights and the horn function correctly (page 154).

Engine Stop: Stop switch turns the engine off (page 97).

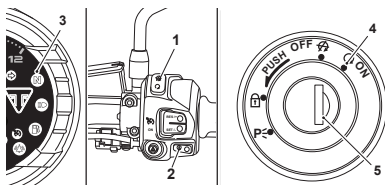
Stands: Returns to the fully up position by spring tension. Return springs not weak or damaged (page 80).

HOW TO RIDE THE MOTORCYCLE

Table of Contents

To Stop the Engine	97
To Start the Engine	97
Moving Off.....	98
Changing Gears.....	98
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To Stop the Engine



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

Close the throttle completely.

Select neutral.

Turn the ignition switch OFF.

Select first gear.

Support the motorcycle on a firm, level surface with the side stand.

Lock the steering.

Caution

The engine should normally be stopped by turning the ignition switch to the OFF position. The engine stop switch is for emergency use only. Do not leave the ignition switched on with the engine stopped. Electrical damage may result.

To Start the Engine

Check that the engine stop switch is in the RUN position.

Ensure the transmission is in neutral.

Turn the ignition switch ON.

Note:

- When the ignition is switched on, the tachometer needle will quickly sweep from zero to maximum and then return to zero. The instrument warning lights will illuminate and will then go off (except those which normally remain on until the engine starts – see **page 24**). It is not necessary to wait for the needle to return to zero before starting the engine.
- A transponder is fitted within the key to turn off the engine immobiliser. To ensure the immobiliser functions correctly, always have only one of the ignition keys near the ignition switch. Having two ignition keys near the switch may interrupt the signal between the transponder and the engine immobiliser. In this situation the engine immobiliser will remain active until one of the ignition keys is removed.

Pull the clutch lever fully into the handlebar.

Leaving the throttle fully closed, push the starter button until the engine starts.

How To Ride The Motorcycle

Warning

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

Caution

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

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

Caution

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

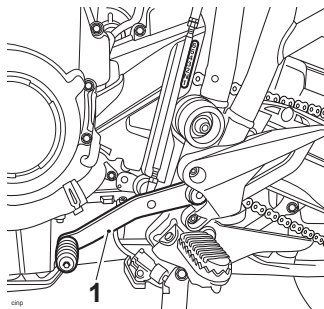
The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the side stand down.

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

Moving Off

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

Changing Gears



1. Gear change pedal



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

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 tyre 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.

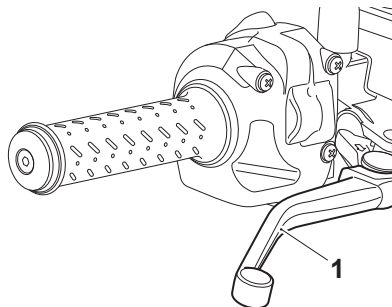
Note:

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

Warning

Do not change to a lower gear at speeds 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. Changing down should be done such that low engine speeds will be ensured.

Braking



1. Front brake lever

How To Ride The Motorcycle

Warning

WHEN BRAKING, OBSERVE THE FOLLOWING:

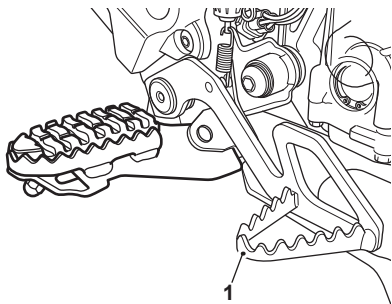
Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

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

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

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

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



1. Rear brake pedal

Warning

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

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

Warning

For your safety, always exercise extreme caution when braking (whether or not ABS is fitted), accelerating or turning as any incautious action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident (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 manoeuvre and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control and an accident.

How To Ride The Motorcycle

Warning

When descending a long, steep gradient or mountain pass, make use of the engine's braking effect by down changing and use both front and rear brakes intermittently. Continuous brake application or use of the rear brake only can overheat the brakes and reduce their effectiveness leading to loss of motorcycle control and an accident.

Warning *Continued*

conditions to ensure brake surfaces are cleaned by the braking action. Riding the motorcycle with brakes contaminated with dust, mud or moisture may cause loss of control and an accident.

Warning

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

Warning

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

Warning

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

How To Ride The Motorcycle

ABS (Anti-Lock Brake System)

Warning

ABS helps prevent the wheels from locking, therefore maximising 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 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.

ABS Warning Light



When the ignition switch is turned to the ON position, it is normal for the ABS warning light to flash on and off (see **page 25**). If the ABS warning light is constantly illuminated it indicates that the ABS function is not available because:

- The ABS has been disabled by the rider (see **page 38** for Tiger XR and Tiger XC models or, **page 44** for all other models).
- The ABS has a malfunction that requires investigation.

If the indicator light becomes illuminated while riding, it indicates that the ABS has a malfunction that requires investigation.

Note:

- **Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. As the ABS is not an integrated braking system and it does not control both the front and rear brake at the same time, this pulsation may be felt in the lever, the pedal or both.**
- **The ABS may be activated by sudden upward or downward changes in the road surface.**

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. In the event of a fault,

WarningContinued

contact an authorised 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 control and an accident.

Warning

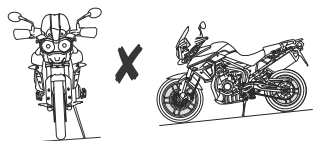
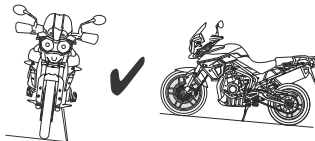
The ABS warning light will illuminate when the rear wheel is driven at high speed for more than 30 seconds when the motorcycle is on a stand. This reaction is normal.

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).

Warning

The ABS system operates by comparing the relative speed of the front and rear wheels. Use of non-recommended tyres 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.

Parking



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

Lock the steering to help prevent theft.

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

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

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

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

Note:

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

How To Ride The Motorcycle

Do not leave the switch in the P position for long periods of time as this will discharge the battery.

Warning

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

Warning

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

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.

Considerations for High Speed Operation

Warning

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

Warning

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

Steering

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

Luggage

Make sure that any luggage containers are closed, locked and securely fitted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tyres

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

Fuel

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

Caution

In many countries, the exhaust system for this model is fitted 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 journey.

Engine Oil

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

Drive Chain

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

How To Ride The Motorcycle

Coolant

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

Electrical Equipment

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

Miscellaneous

Visually check that all fixings are tight.

ACCESSORIES, PASSENGERS AND LOADING

Accessories and Loading

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

Warning

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

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

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

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

Never exceed the maximum vehicle loading weight of:

Tiger XR - 222 kg (489 lb)

Tiger XRX - 219 kg (483 lb)

Warning *Continued*

Tiger XRX - LRH (Low Ride Height) - 140 kg (308 lb)

Tiger XRT - 213 kg (469 lb)

Tiger XC - 220 kg (485 lb)

Tiger XCX - 217 kg (478 lb)

Tiger XCX - LRH (Low Ride Height) - 221 kg (487 lb)

Tiger XCA - 210 kg (463 lb).

Warning

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

Warning

Never ride an accessory equipped motorcycle, 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.

Accessories, Passengers And Loading

WarningContinued

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

Failure to allow for changes in motorcycle stability may lead to loss of motorcycle control and an accident. When riding at high speed, always be aware that various motorcycle configuration and environmental factors can adversely affect the stability of your motorcycle. For example:

Incorrectly balanced loads on both sides of the motorcycle

Incorrectly adjusted front and rear suspension settings

Incorrectly adjusted tyre pressures

Excessively or unevenly worn tyres

Side winds and turbulence from other vehicles

Loose clothing.

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

Warning

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

WarningContinued

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 travelling around corners and not to lean unless the rider does so.

Warning

Do not carry a passenger unless he or she is tall enough to reach the footrests provided.

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

Warning

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

Accessories, Passengers And Loading

Warning_{Continued}

should not attempt such operation unless trained to do so and without becoming familiar and comfortable with the changes in motorcycle operating characteristics that this brings about.

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

Warning

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.

Warning

Do not carry animals on your motorcycle.

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

Warning

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

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

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

MAINTENANCE

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Scheduled Maintenance

Warning

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

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorised 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 authorised Triumph dealer will have this knowledge and equipment.

Warning *Continued*

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.

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 authorised 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 travelling less than 6,000 miles (10,000 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 travelling approximately 6,000 miles (10,000 km) per year must have the annual maintenance and the specified mileage based items carried out together.

3. Motorcycles travelling more than 6,000 miles (10,000 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 authorised 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.

Maintenance

Scheduled Maintenance Table

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine oil – renew	-	*	*	*	*	*
Engine and oil filter – renew	-	*	*	*	*	*
Engine and oil cooler – check for leaks	Day	*	*	*	*	*
Fuel System and Engine Management						
Fuel system – check for leaks, chafing etc.	Day	*	*	*	*	*
Throttle body plate (butterfly) – check/clean	-			*	*	*
Autoscan – carry out a full Autoscan using the Triumph diagnostic tool (print a customer copy)	-	*	*	*		*
ABS modulator – check for stored DTCs	-	*	*	*	*	*
Secondary air injection system – check/clean	-				*	*
Air cleaner – renew	-				*	*
Throttle bodies – balance	-			*	*	*
Fuel hoses – renew	Every four years, regardless of mileage					
Evaporative loss hoses* – renew	Every four years, regardless of mileage					
Ignition System						
Spark plugs – check	-			*		
Spark plugs – renew	-				*	*
Cooling System						
Cooling system – check for leaks	Day	*	*	*	*	*
Coolant level – check/adjust	Day	*	*	*	*	*
Coolant – renew	Every three years, regardless of mileage					
Engine						
Clutch cable – check/adjust	Day	*	*	*	*	*
Valve clearances – check/adjust	-				*	*
Camshaft timing – adjust	First 12,000 miles (20,000 km) service only					
Wheels and Tyres						
Wheels – inspect for damage	Day	*	*	*	*	*
Wheel bearings – check for wear/smooth operation	-	*	*	*	*	*
Wheels – check wheels for broken or damaged spokes and check spoke tightness (Tiger XC models only)	Day	*	*	*	*	*
Tyre wear/tyre damage – check	Day	*	*	*	*	*
Tyre pressures – check/adjust	Day	*	*	*	*	*
Electrical						
Lights, instruments and electrical systems – check	Day	*	*	*	*	*

Operation Description	Odometer Reading in Miles (km) or Time Period, whichever comes first					
		First Service	Annual Service	Mileage Based Service		
	Every	500 (800) one month	Year	6,000 and 18,000 (10,000 and 30,000)	12,000 (20,000)	24,000 (40,000)
Steering and suspension						
Steering – check for free operation	Day	*	*	*	*	*
Forks – check for leaks/smooth operation	Day	*	*	*	*	*
Fork oil – renew	-					*
Headstock bearings – check/adjust	-		*	*	*	*
Headstock bearings – lubricate	-				*	*
Rear suspension linkage – check/lubricate	-				*	*
Brakes						
Brake pads – check wear levels	Day	*	*	*	*	*
Brake master cylinders – check for fluid leaks	Day	*	*	*	*	*
Brake calipers – check for fluid leaks and seized pistons	Day	*	*	*	*	*
Brake fluid levels – check	Day	*	*	*	*	*
Brake fluid – renew	Every two years, regardless of mileage					
Drive Chain						
Drive chain slack – check/adjust	Day	*	*	*	*	*
Drive chain – wear check	Every 500 miles (800 km)					
Drive chain – lubricate	Every 200 miles (300 km)					
Drive chain rubbing strip – check	Day	*	*	*	*	*
Drive chain rubbing strip – renew	-			*	*	*
General						
Fasteners – inspect visually for security	Day	*	*	*	*	*
Bank angle indicators – inspect visually for wear	Day	*	*	*	*	*
Accessory rack sliding carriage – check for correct operation†	-		*	*	*	*
Side stand – check operation	Day	*	*	*	*	*
Centre stand – check operation	Day	*	*	*	*	*
Centre stand flanged sleeves – check/clean/grease	-		*	*	*	*
Accessory pannier link mechanism – check for correct operation and adjustment‡	-		*	*	*	*

* Evaporative system fitted to models for certain markets only.

‡ Only if fitted.

Maintenance

Engine Oil

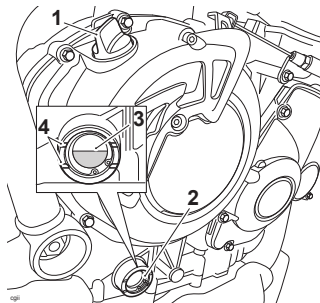


Warning

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 oil and oil filter in accordance with scheduled maintenance requirements.

Oil Level Inspection



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

Warning

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

Caution

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

Start the engine and run at idle for approximately five minutes.

Stop the engine, then wait for at least three minutes for the oil to settle.

Note the oil level visible in the sight glass.

When correct, oil should be visible in the sight glass at a point midway between the upper (maximum) and lower (minimum) horizontal lines marked on the crankcase.

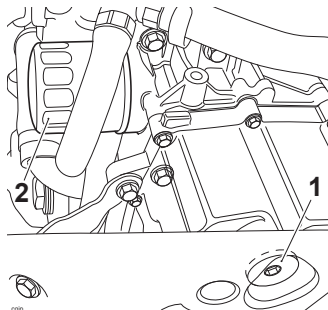
Note:

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

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

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

Oil and Oil Filter Change



1. Oil drain plug
2. Oil filter

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

Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains harmful contamination that can lead to skin cancer. Always wear suitable protective clothing and avoid skin contact with used oil.

Warm up the engine thoroughly, and then stop the engine and secure the motorcycle in an upright position on level ground.

Place an oil drain pan beneath the engine.

Remove the oil drain plug.

Maintenance

Warning

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.

Unscrew and remove the oil filter using Triumph service tool T3880313. Dispose of the old oil filter in an environmentally friendly way.

Apply a thin smear of clean engine oil to the sealing ring of the new oil filter. Fit the oil filter and tighten to **10 Nm**.

After the oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the drain plug to **25 Nm**.

Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) **and** JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic).

Start the engine and allow it to idle for a minimum of 30 seconds.

Caution

Raising the engine speed above idle before the 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 oil to circulate fully.

Caution

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

Ensure that the low oil pressure warning light remains off and the oil Pr message is not visible in the instrument display screen.

Stop the engine and recheck the oil level. Adjust if necessary.

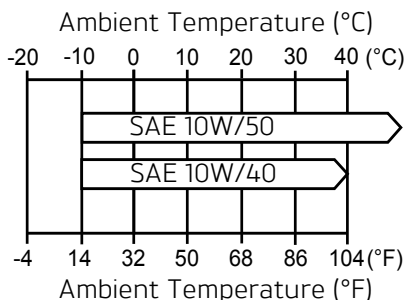
Disposal of Used Engine Oil and Oil Filters

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

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.

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

Maintenance

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.

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 coloured green, contains a 50% solution of ethylene glycol based antifreeze, and has a freezing point of -35°C (-31°F).

Note:

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

Corrosion Inhibitors

Warning

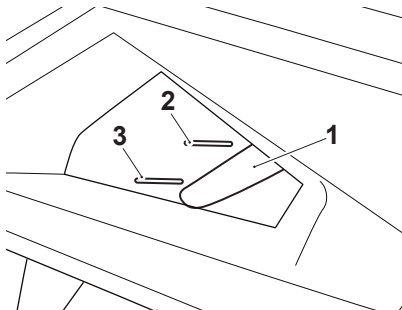
HD4X Hybrid OAT coolant contains corrosion inhibitors and antifreeze suitable for aluminium engines and radiators. Always use the coolant in accordance with the instructions of the manufacturer.

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.

Coolant Level Inspection

Note:

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



- Expansion tank
- MAX mark
- MIN mark

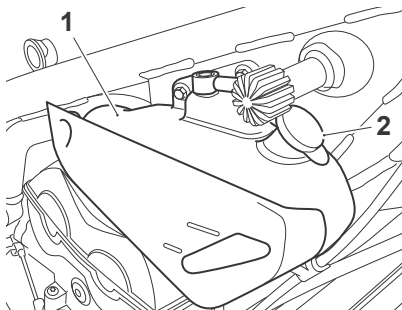
Position the motorcycle on level ground and in an upright position. The expansion tank can be viewed from the right hand side of the motorcycle, below and towards the front of the fuel tank.

Check the coolant level in the expansion tank. The coolant level must be between the MAX and MIN marks. If the coolant is below the minimum level, the coolant level must be adjusted.

Coolant Level Adjustment

Warning

Do not remove the expansion tank 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, pressurised coolant will cause scalds and skin damage.



- Expansion tank (fuel tank shown removed for clarity)
- Expansion tank cap

Allow the engine to cool.

The expansion tank cap can be removed from the right hand side of the motorcycle, between the front of the fuel tank and the frame.

Remove the cap from the expansion tank and add coolant mixture through the filler opening until the level reaches 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, distilled water can be added to the cooling system. However, the coolant must then be drained and replenished with HD4X Hybrid OAT coolant as soon as possible.

Caution

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

Coolant Change

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

Radiator and Hoses

Warning

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

Caution

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

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

Check the radiator hoses for cracks or deterioration, and hose clips for tightness in accordance with scheduled maintenance requirements. Have your authorised 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.

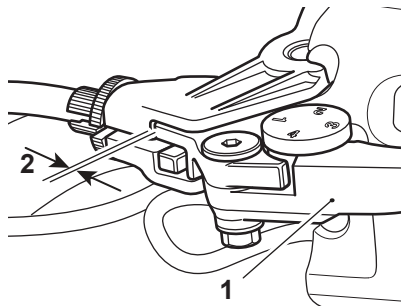
Throttle Control

Warning

Always be alert for changes in the 'feel' of the throttle control and have the throttle system checked by an authorised 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.

Clutch



1. Clutch lever
2. 2 - 3 mm

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 changing 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.

Maintenance

Clutch Inspection

Check that there is 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

Turn the adjuster sleeve until the correct amount of clutch lever free play is achieved.

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 2 - 3 mm of free play at the clutch lever.

Tighten the lock nut to **3.5 Nm**.

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 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. Therefore, always replace worn or damaged chains using genuine Triumph parts supplied by an authorised Triumph dealer.

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.

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.

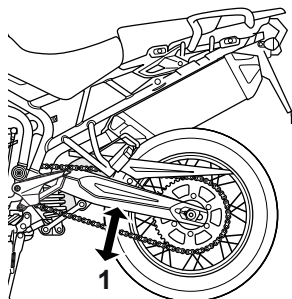
Before riding, wipe off any excess oil.

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.

Chain Free-Movement Inspection



1. Maximum movement position

Warning

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

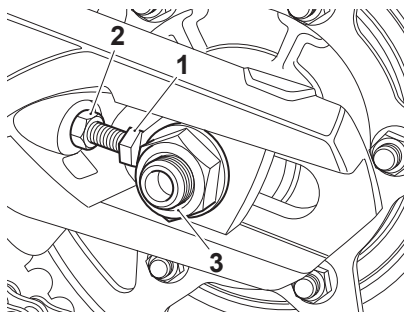
Place the motorcycle on a level surface and hold it in an upright position with no weight on it.

Rotate the rear wheel by pushing the motorcycle to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.

Maintenance

Chain Free-Movement Adjustment

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



1. Adjuster bolt
2. Adjuster bolt lock nut
3. Rear wheel spindle nut

Loosen the wheel spindle nut.

Loosen the lock nuts on both the left hand and right hand chain adjuster bolts.

Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase chain free movement and anticlockwise to reduce chain free movement.

When the correct amount of chain free movement has been set, push the wheel into firm contact with the adjusters. Tighten both adjuster lock nuts to **20 Nm** and the rear wheel spindle nut to **110 Nm**.

Repeat the chain adjustment check. Readjust if necessary.

! Warning

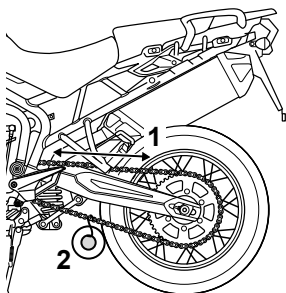
Operation of the motorcycle with insecure adjuster lock nuts or a loose wheel spindle may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

Check the rear brake effectiveness. Rectify if necessary.

! Warning

It is dangerous to operate the motorcycle with defective brakes; you must have your authorised 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.

Chain and Sprocket Wear Inspection



1. Measure across 20 links
2. Weight

Remove the chain guard.

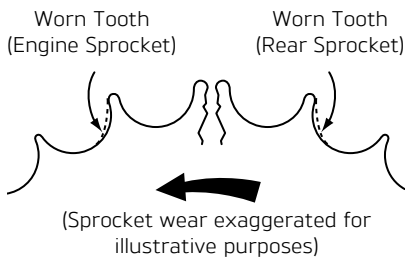
Stretch the chain taut by hanging a 10 - 20 kg (20 - 40 lb) weight on the chain.

Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to the pin centre of the 21st pin. Since the chain may wear unevenly, take measurements in several places.

If the length exceeds the maximum service limit of 319 mm, the 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.



If there is any irregularity, have the drive chain and/or the sprockets replaced by an authorised Triumph dealer.

Refit the chain guard, tightening the fixings to **9 Nm**.

Warning

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

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

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

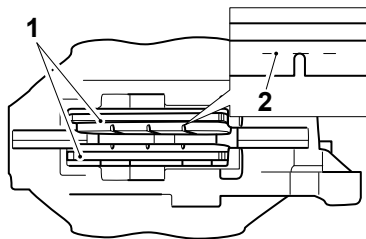


Caution_{Continued}

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

Brakes

Brake Wear Inspection



cbmz

1. **Brake pads**
2. **Minimum thickness line**

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

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

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

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

New brake discs and pads require a period of careful breaking-in that will optimise 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 pipes and hoses or the brakes may be defective.

It is dangerous to operate the motorcycle under such conditions and your authorised 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.

Maintenance

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 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.

Warning

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

Warning *Continued*

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

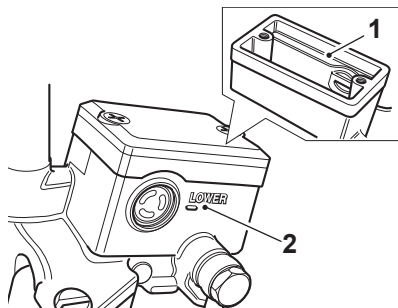
Inspect the level of brake fluid in both reservoirs and change the brake fluid in accordance with scheduled maintenance requirements. Use only DOT 4 fluid as recommended in the Specification section. The brake fluid must also be changed if it becomes, or is suspected of having become contaminated with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

Note:

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

Brake Fluid Level Inspection and Adjustment

Front Brake Fluid Level Inspection and Adjustment



1. Front brake fluid reservoir, upper level line
2. Lower level line

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

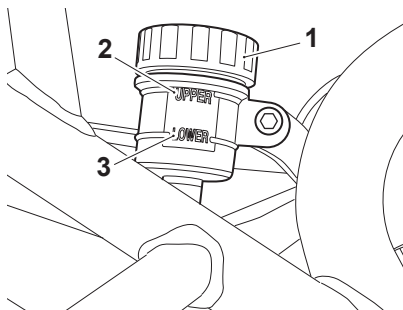
To inspect the fluid level, check the level of fluid visible in the window at the front of the reservoir body.

To adjust the fluid level, remove the cap screws and detach the cover noting the position of the sealing diaphragm.

Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws to **1 Nm**.

Rear Brake Fluid Inspection and Adjustment



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

The reservoir is visible from the right hand side for the motorcycle, forward of the exhaust intermediate pipe, below the rider's seat.

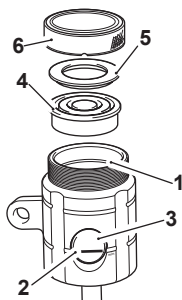
To inspect the fluid level, check the level of fluid visible in the reservoir. The fluid level must be kept between the upper and lower level lines (reservoir held horizontal).

To adjust the fluid level, remove the reservoir cap. 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.

Maintenance

Rear Brake Fluid Inspection and Adjustment - Accessory Rear Brake Reservoir (If Fitted)



1. Upper level line
2. Lower level line
3. Window
4. Diaphragm
5. Diaphragm support ring
6. Reservoir cap

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

To inspect the fluid level, check the level of fluid visible in the window at the front of the reservoir body.

To adjust the fluid level, remove the reservoir cap.

Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.

Fit the diaphragm and diaphragm support ring into the fluid reservoir.

Fit the reservoir cap and carefully screw it down, ensuring it is fully tightened.

Warning

If there has been an appreciable drop in the level of the fluid in either fluid reservoir, consult your authorised 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.

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 authorised Triumph dealer investigate and rectify the fault.

Steering/Wheel Bearings

Warning

To prevent risk of injury from the motorcycle falling during the inspection, make sure that the motorcycle is stabilised 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.

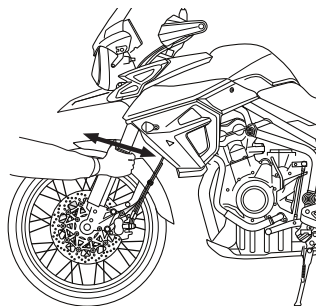
Steering Inspection

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

Note:

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

Inspecting the Steering (Headstock) Bearings for Free Play



Inspecting the Steering for Free Play

Inspection

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 authorised Triumph dealer to inspect and rectify any faults before riding.

Warning

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

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

Wheel Bearings Inspection

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

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

Position the motorcycle on level ground, in an upright position.

Raise the front wheel above the ground and support the motorcycle.

Standing at the side of the motorcycle, gently rock the top of the front wheel from side to side.

If any free play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.

Reposition the lifting device and repeat the procedure for the rear wheel.

Warning

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

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

Front Suspension

Front Fork Inspection

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 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.
- If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.

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

Front Suspension Adjustment – Tiger XR – All Models

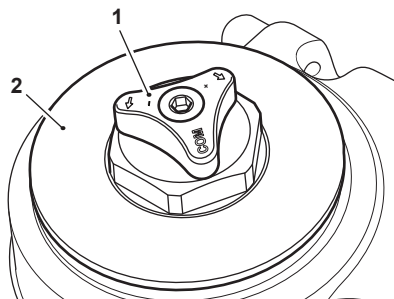
The Tiger XR model variants have no front suspension adjustment.

Front Suspension Adjustment – Tiger XC – All Models

Compression Damping Adjustment – Tiger XC – All Models

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

To change the compression damping force rotate the (white) adjuster clockwise to increase, or anticlockwise to decrease. Always count the number of clicks back from the fully clockwise (closed) position.



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

Note:

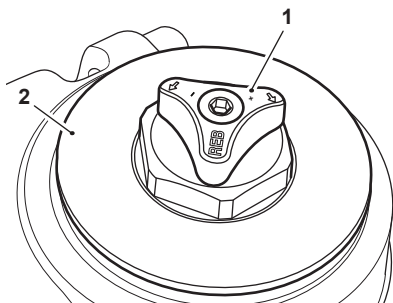
- The motorcycle is delivered from the factory with the front suspension set at the Solo (normal) riding setting, as shown in the relevant suspension chart (see **page 136**).

Maintenance

Rebound Damping Adjustment – Tiger XC – All Models

The rebound damping adjuster is located at the top of the right hand fork.

To change the rebound damping force, rotate the (red) adjuster clockwise to increase, or anticlockwise to decrease. Always count the number of clicks back from the fully clockwise (closed) position.



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

Note:

- The motorcycle is delivered from the factory with the front suspension set at the Solo (normal) riding setting, as shown in the relevant suspension chart (see **page 136**).

Front Suspension Setting Chart – Tiger XC – All Models

Loading	Front	
	Compression Damping ¹ (left hand fork)	Rebound Damping ¹ (right hand fork)
Solo (Normal) Riding	-12	-12
Solo (Comfort) Riding	-19	-19
Solo (Sport) Riding	-4	-4
Solo (with any loaded luggage items where applicable)	-10	-10
Rider and Passenger	-7	-7
Rider and Passenger (with any loaded luggage items where applicable)	-6	-6

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

The Solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the front 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 front and rear suspension setting charts for further information or consult your dealer.

Note:

- The left hand fork has a compression damping adjuster. The right hand fork is fitted with a rebound damping adjuster.
- The motorcycle is delivered from the factory with the front suspension set at the Solo (normal) riding setting, as shown in the front suspension setting chart (see **page 136**).
- These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding suspension adjustment.

Rear Suspension

Rear Suspension Setting Chart – Tiger XR – All Models

Loading	Spring Preload ¹
Solo (Normal) Riding	30
Rider and Luggage	0
Rider and Passenger, or Rider, Passenger and Luggage	0

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

Rear Suspension Setting Chart – Tiger XC – All Models

Loading	Spring Preload ¹	Rebound Damping ¹
Solo (Normal) Riding	-9	-1.5
Solo (Comfort) Riding	-9	-3.0
Solo (Sport) Riding	-9	-0.5
Solo (with any loaded luggage items where applicable)	-4.5	-1
Rider and Passenger	Fully Clockwise	-0.5
Rider and Passenger (with any loaded luggage items where applicable)	Fully Clockwise	-0.25

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

Maintenance

The Solo suspension settings provide a comfortable ride and good handling characteristics for general, solo riding. The charts above show suggested settings for the rear suspension.

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

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

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

Note:

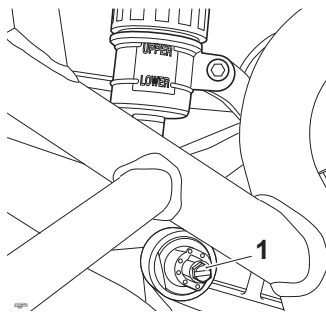
- The motorcycle is delivered from the factory with the rear suspension set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see **page 137**).
- These charts are only a guide. Setting requirements may vary for rider weight and personal preferences. See the following pages for information regarding rear suspension adjustment.

Rear Suspension Adjustment

The Rear Suspension Unit (RSU) on Tiger XR model variants is adjustable for spring preload.

The RSU on Tiger XC model variants is adjustable for spring preload and rebound damping.

Spring Preload Adjustment – Tiger XR – All Models



1. Spring preload adjuster, Tiger XR

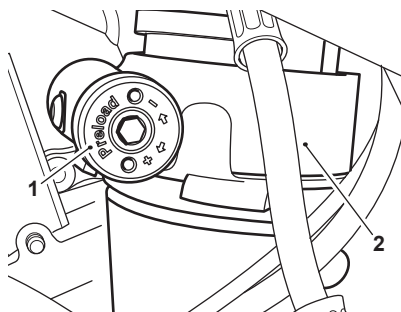
The spring preload adjuster is situated on the right hand side of the motorcycle, at the top of the RSU.

To adjust the spring preload setting rotate the slotted adjuster clockwise to increase, or anticlockwise to decrease.

Note:

- The setting is measured as the number of clicks anticlockwise from the fully clockwise (closed) position.
- The motorcycle is delivered from the factory with the spring preload set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see **page 137**).

Spring Preload Adjustment – Tiger XC - All Models



1. Spring preload adjuster, Tiger XC
2. RSU

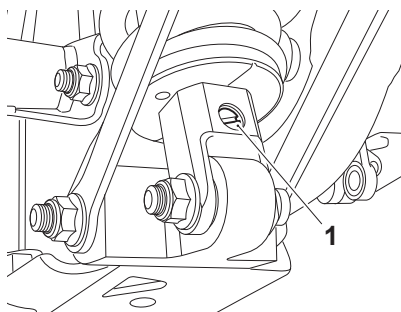
The spring preload adjuster is situated on the right hand side of the motorcycle, at the top of the RSU.

To adjust the spring preload setting, rotate the 5 mm hexagon adjuster clockwise to increase, or anticlockwise to decrease.

Note:

- The setting is measured as the number of adjuster turns anticlockwise from the fully clockwise (closed) position.
- The motorcycle is delivered from the factory with the spring preload set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see **page 137**).

Rebound Damping Adjustment – Tiger XC - All Models



1. Rebound damping adjuster

The rebound damping adjuster is located at the bottom of the RSU and is accessible from either side of the motorcycle.

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

Note:

- The setting is measured as the number of adjuster turns anticlockwise from the fully clockwise (closed) position.
- The motorcycle is delivered from the factory with the rebound adjuster set at the Solo (normal) riding settings, as shown in the relevant suspension chart (see **page 137**).

Bank Angle Indicators

Warning

Use of a motorcycle with bank angle indicators worn beyond the maximum limit (as described below) will allow the motorcycle to be banked to an unsafe angle.

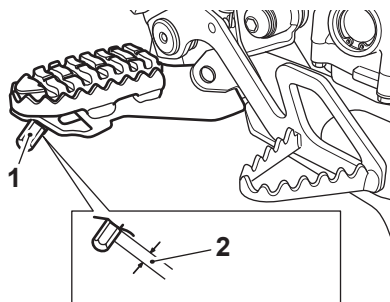
Banking to an unsafe angle may cause instability, loss of motorcycle control and an accident.

Bank angle indicators are located on the riders footrests.

Regularly check the bank angle indicators for wear.

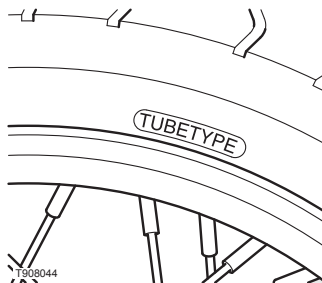
The bank angle indicators have reached the maximum wear limit and should be replaced when they have worn down to a length of:

- 20 mm - All models except Tiger XCA
- 25 mm - Tiger XCA only.



1. Bank angle indicator
2. Wear limit measurement

Tyres



Typical Tyre Marking

The Tiger XC model variants are fitted with spoked wheels which require a tyre suitable for use with an inner tube.

Warning

Failure to use an inner tube in a spoked wheel will cause deflation of the tyre resulting in loss of motorcycle control and an accident.

The Tiger XR model variants are equipped with tubeless tyres, valves and wheel rims. Use only tyres marked TUBELESS and tubeless valves on rims marked SUITABLE FOR TUBELESS TYRES.

! Warning

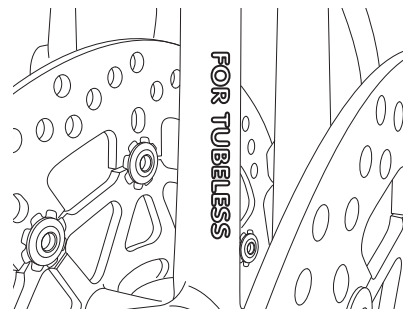
Do not install tube-type tyres on tubeless rims. The bead will not seat and the tyres could slip on the rims, causing rapid tyre deflation that may result in a loss of vehicle control and an accident. Never install an inner tube inside a tubeless tyre. This will cause friction inside the tyre and the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



**TUBELESS
RADIAL**



Typical Tyre Marking - Tubeless Tyre



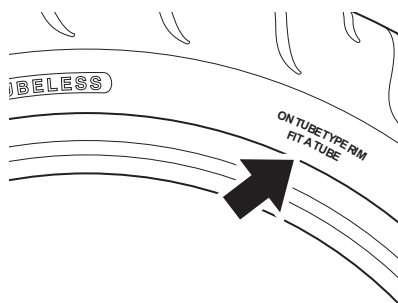
Wheel Marking - Tubeless Wheel

! Warning

Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked TUBE TYPE.

Some brands of approved tyre marked TUBELESS may be suitable for use with an inner tube. Where this is the case, the tyre wall will be marked with text permitting the fitment of an inner tube (see illustration below).

Use of an inner tube with a tyre 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 tyre resulting in loss of motorcycle control and an accident.



**Typical Tyre Marking - Tubeless Tyre
Suitable For Use With An Inner Tube**

Tyre Inflation Pressures



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

Underinflation may result in the tyre 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 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.

Tyre Pressure Monitoring System (if fitted)

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

Only adjust tyre pressures when the tyres are cold using an accurate pressure gauge. Do not use the tyre pressure display on the instruments.

Tyre Wear

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

Minimum Recommended Tread Depth

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, embedded nails or other sharp objects. Operation with punctured or damaged tyres 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 tyres is dangerous and loss of motorcycle control or an accident could result.

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

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, or beyond the minimum allowable tread depth specified in the table below:

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

Warning

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

Warning

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

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 and inner tubes (if installed) fitted in approved combinations, are used when purchasing replacement items. The use of non-approved tyres and inner tubes, or approved tyres and inner tubes in non-approved combinations, may lead to motorcycle instability, loss of control and an accident.

A list of approved tyres and inner tubes specific to your motorcycle are available from your authorised Triumph dealer, or on the Internet at www.triumph.co.uk. Always have tyres and inner tubes fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure safe, effective fitment.

Different wheel speeds, caused by non-approved tyres, 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 tyres 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 tyre or inner tube sustains a puncture, the tyre and inner tube must be replaced. Failure to replace a punctured tyre and inner tube, or operation with a repaired tyre or inner tube can lead to instability, loss of motorcycle control or an accident.

Warning

Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked 'TUBE TYPE'.

Use of an inner tube with a tyre marked 'TUBELESS' and/or on an alloy wheel can lead to loss of motorcycle control and 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 heat build-up may cause the tube to burst resulting in rapid tyre deflation, loss of vehicle control and an accident.

Warning

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

Warning

Tyres 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 tyre.

Tyres and inner tubes must be replaced after such use as continued use of a damaged tyre 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 tyre or inner tube replacement, see your authorised Triumph dealer.

Warning*Continued*

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

Warning

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

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

Initially, the new tyres and inner tubes will not produce the same handling characteristics as the worn tyres and inner tubes and the rider must allow adequate riding distance (approximately 100 miles (160 km)) to become accustomed to the new handling characteristics.

Warning Continued

24 hours after fitting, the tyre pressures must be checked and adjusted, and the tyres 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 travelled after fitting.

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

Tyre Pressure Monitoring System (Only on models fitted with TPMS)

Caution

An adhesive label is fitted to the wheel rim to indicate the position of the tyre pressure sensor. Care must be taken when replacing the tyres to prevent any damage to the tyre pressure sensors. Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

Caution

Do not use anti puncture fluid or any other item likely to obstruct air flow to the TPMS sensor's orifices. Any blockage to the air pressure orifice of the TPMS sensor during operation will cause the sensor to become blocked, causing irreparable damage to the TPMS sensor assembly. Damage caused by the use of anti puncture fluid or incorrect maintenance is not considered a manufacturing defect and will not be covered under warranty. Always have your tyres fitted by your authorised Triumph dealer and inform them that tyre pressure sensors are fitted to the wheels.

Battery

Warning

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

The battery contains sulphuric 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**.

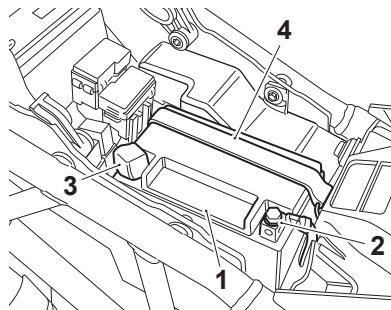
KEEP BATTERY ACID OUT OF THE REACH OF CHILDREN.

Warning

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



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

Remove the rider's seat.

Remove the battery strap.

Disconnect the battery leads, negative (black) lead first.

Take the battery out of the case.

Warning

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

Maintenance

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



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



The charge level in the battery must be maintained to maximise 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 crystallise 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 sulphuric 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 authorised Triumph dealer.

Maintenance

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



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

Place the battery in the battery case.

Reconnect the battery, positive (red) lead first and tighten the battery terminals to **4.5 Nm**.

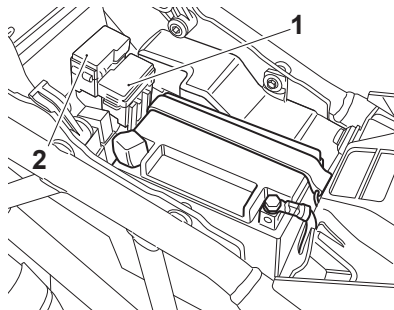
Apply a light coat of grease to the terminals to prevent corrosion.

Cover the positive terminal with the protective cap.

Refit the battery strap.

Refit the rider's seat.

Fuse Boxes



1. Front fuse box
2. Rear fuse box

The fuse boxes are located beneath the rider's seat.

To allow access to the fuse boxes, the rider's seat must be removed.

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.

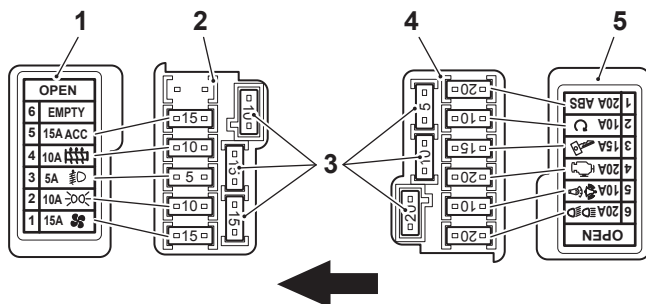
Fuse Identification

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

The fuse identification numbers listed in the tables correspond with those printed on the fuse box covers, as shown below. Spare fuses are located at right angles to the main fuses and should be replaced if used.

Maintenance

Fuse Boxes - Tiger XRT and Tiger XCA Only



cebw_9

1. Front fuse box cover
2. Front fuse box
3. Spare fuses
4. Rear fuse box
5. Rear fuse box cover

Front fuse box

Circuit Protected	Position	Rating (Amps)
Not used	6	-
Accessory sockets	5	15
Heated grips	4	10
Accessory lights	3	5
Auxiliary lighting	2	10
Cooling fan	1	15

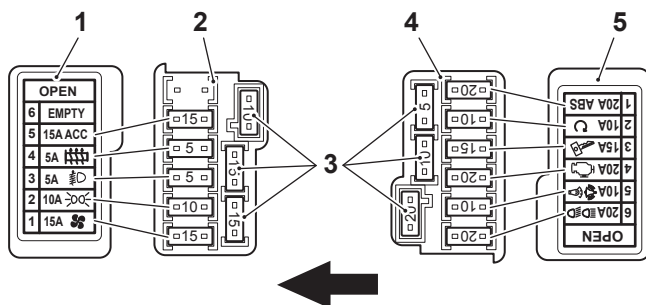
Rear fuse box

Circuit Protected	Position	Rating (Amps)
ABS	1	20
Fuel pump	2	10
Alarm, instruments, ECM	3	15
Engine management	4	20
Alarm, diagnostic connector, instruments	5	10
Dip and main beam headlights, starter relay	6	20

Note:

- The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid, beneath the rider's seat.

Fuse Boxes - All Models Except Tiger XRT and Tiger XCA



cebaw_3

1. Front fuse box cover
2. Front fuse box
3. Spare fuses
4. Rear fuse box
5. Rear fuse box cover

Front fuse box

Circuit Protected	Position	Rating (Amps)
Not used	6	-
Accessory sockets	5	15
Heated grips	4	5
Accessory lights	3	5
Auxiliary lighting	2	10
Cooling fan	1	15

Rear fuse box

Circuit Protected	Position	Rating (Amps)
ABS	1	20
Fuel pump	2	10
Alarm, instruments, ECM	3	15
Engine management	4	20
Alarm, diagnostic connector, instruments	5	10
Dip and main beam headlights, starter relay	6	20

Note:

- The starter solenoid has an additional 30 Amp fuse, attached directly to the solenoid, beneath the rider's seat.

Maintenance

Headlights



Warning

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

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

Warning

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

Any attempt to adjust a headlamp 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.

CautionContinued

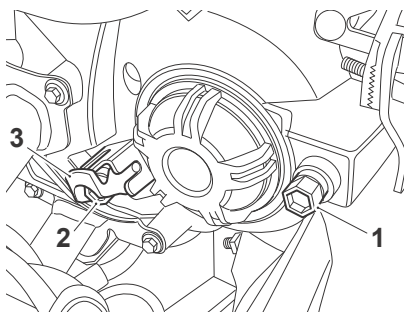
Covering the headlight lens during operation with items of clothing, luggage, adhesive tape, devices intended to alter or adjust the headlight beam or non genuine headlight lens covers will cause the headlight lens to overheat and distort, causing irreparable damage to the headlight assembly.

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.

Headlight Adjustment

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



1. **Horizontal (LEFT - RIGHT) adjustment screw**
2. **Vertical (UP - DOWN) adjustment screw**
3. **Headlight adjuster lever for loaded conditions**

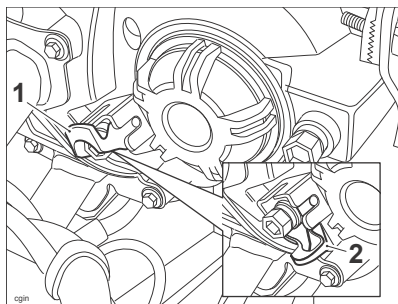
Switch the headlight dipped beam on.

Turn the vertical (UP - DOWN) adjustment screw on the headlight clockwise to raise the beam or anti-clockwise to lower the beam.

Turn the horizontal (LEFT - RIGHT) adjustment screw clockwise to move the beam to the right or anticlockwise to move the beam to the left.

Switch the headlights off when the beam settings are satisfactory.

Headlight Adjustment Lever for Loaded Conditions



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

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

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

Headlight Bulb Replacement



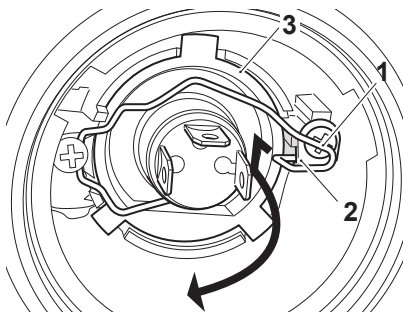
Caution

The use of non-approved headlight bulbs may result in damage to the headlight lens.

Use a genuine Triumph-supplied headlight bulb as specified in the Triumph Parts Catalogue.

Always have replacement headlight bulbs installed by an authorised Triumph dealer.

It is not necessary to remove the headlight when bulb replacement becomes necessary.



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



Warning

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

To replace a bulb:

Remove the rider's seat.

Disconnect the battery, negative (black) lead first.

Remove the bulb cover from the bulb to be replaced by rotating it anticlockwise.

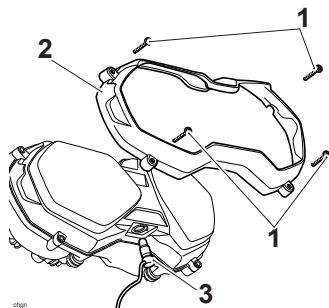
Disconnect the multiplug from the bulb.

Detach the bulb retainer from the hook on the headlight assembly and rotate it away from the bulb as shown.

Remove the bulb from the bulb retainer.

Installation is the reverse of the removal procedure.

Position Light Bulb Replacement



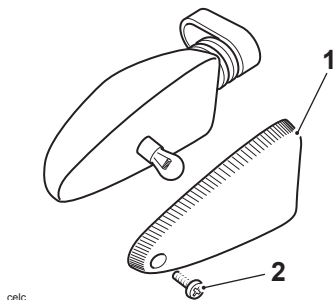
1. Fixings
2. Headlight surround
3. Position light bulb

The position light is fitted to the centre of the headlight. To replace the bulb, remove the four fixings and remove the headlight surround, detach the rubber retainer from the headlight and pull out the bulb.

Installation is the reverse of the removal procedure.

Direction Indicator Lights

Bulb Replacement



1. Indicator lens
2. Securing screw

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

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

Fog Lights (if Fitted)

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

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.

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 components.
- Do not try and polish out scratches.

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.

Maintenance

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 jewellery 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 mudguards) will be exposed to more abrasive road grime and dust, which may then scratch painted or polished surfaces, if the same sponge or cleaning cloths are used.

Where to be Careful

Caution

Do not spray any water at all under the rider's seat. The rider's seat has the engine's air intake duct fitted to its base and 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;
- Headstock bearings;
- Wheel bearings.

Note:

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

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.

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.

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 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 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 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 exhausts.

Drying

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

Protecting

Caution

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

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

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

Seat Care

Caution

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

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

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

Windscreen Cleaning (if fitted)



Warning

Never attempt to clean the windscreen 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 windscreen will reduce the rider's forward vision. Any such reduction in forward vision is dangerous and may lead to loss of motorcycle control and an accident.

Caution

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

Caution

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

Never allow these products to contact the windscreen.

Clean the windscreen with a solution of mild soap or detergent and lukewarm water.

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

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

- 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

Clean and dry the entire vehicle thoroughly.

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

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 plug from each cylinder and put several drops (5 cc) 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 **12 Nm**.

Change the engine oil and filter (see **page 117**).

Check and if necessary correct the tyre pressures (see **page 164**).

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 tyres.)

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

Lubricate and if necessary adjust the drive chain (see **page 124**).

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 120**).

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 147**).

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

Install the battery (if removed) (see **page 147**).

If the motorcycle has been stored for more than four months, change the engine oil (see **page 117**).

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.

Refit the spark plugs, tightening to **12 Nm**, and start the engine.

Check and if necessary correct the tyre pressures (see **page 164**).

Clean the entire vehicle thoroughly.

Check the brakes for correct operation.

Test ride the motorcycle at low speeds.

SPECIFICATIONS

Tiger XR - All Models

Tiger XC- All Models

Dimensions, Weights and Performance

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

Payload

Maximum Payload	222 kg (489 lb) - Tiger XR	220 kg (485 lb) - Tiger XC
	219 kg (483 lb) - Tiger XR	217 kg (478 lb) - Tiger XC
	140 kg (308 lb) - Tiger XR - LRH (Low Ride Height)	221 kg (487 lb) - Tiger XC - LRH (Low Ride Height)
	213 kg (469 lb) - Tiger XRT	210 kg (463 lb) - Tiger XCA

Tiger XR - All Models

Tiger XC - All Models

Engine

Type	In-line 3 cylinder	In-line 3 cylinder
Displacement	800 cc	800 cc
Bore x Stroke	74 x 61.94 mm	74 x 61.94 mm
Compression Ratio	11.3:1	11.3:1
Cylinder Numbering	Left to Right	Left to Right
Cylinder Sequence	1 at left	1 at left
Firing Order	1-2-3	1-2-3
Starting System	Electric Starter	Electric Starter

		Tiger XR - All Models		Tiger XC - All Models	
Lubrication					
Lubrication		Pressure (wet sump)	Lubrication	Pressure (wet sump)	Lubrication
Engine Oil Capacities					
Dry Fill		4.1 litres		4.1 litres	
Oil/Filter Change		3.6 litres		3.6 litres	
Oil Change Only		3.4 litres		3.4 litres	
Cooling					
Coolant Type		Triumph HD4X Hybrid OAT coolant		Triumph HD4X Hybrid OAT coolant	
Water/Antifreeze Ratio		50/50 (premixed as supplied by Triumph)	as	50/50 (premixed as supplied by Triumph)	as
Coolant Capacity		2.69 litres		2.69 litres	
Thermostat (nominal)	Opens	88°C		88°C	
		Tiger XR - All Models		Tiger XC - All Models	
Fuel System					
Type		Electronic Fuel Injection		Electronic Fuel Injection	
Injectors		Solenoid Operated		Solenoid Operated	
Fuel Pump		Submerged Electric		Submerged Electric	
Fuel Pressure (nominal)		3.5 bar		3.5 bar	
Fuel					
Type		91 RON unleaded		91 RON unleaded	
Tank Capacity (motorcycle upright)		20.0 litres		20.0 litres	
Ignition					
Ignition System		Digital Inductive		Digital Inductive	
Electronic Rev Limiter		10,000 r/min		10,000 r/min	
Spark Plug		NGK CR9EK		NGK CR9EK	
Spark Plug Gap		0.7 mm		0.7 mm	
Gap Tolerance		+0.05/-0.1 mm		+0.05/-0.1 mm	

Specifications

	Tiger XR - All Models	Tiger XC - All Models
Transmission		
Transmission Type	6 Speed, Constant Mesh	6 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Final Drive Chain	DID O-ring, 124 link	DID O-ring, 124 link
Primary Drive Ratio	1.667:1 (85/51)	1.667:1 (85/51)
Gear Ratios:		
Final Drive Ratio	3.125:1 (50/16)	3.125:1 (50/16)
1st	2.313:1 (37/16)	2.313:1 (37/16)
2nd	1.857:1 (39/21)	1.857:1 (39/21)
3rd	1.500:1 (36/24)	1.500:1 (36/24)
4th	1.285:1 (27/21)	1.285:1 (27/21)
5th	1.136:1 (25/22)	1.136:1 (25/22)
6th	1.043:1 (24/23)	1.043:1 (24/23)

Tiger XR - All Models

Tiger XC - All Models

Tyres

Approved Tyres

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

Triumph Recommended Tyre Sizes:

Front Size	100/90 - 19 M/C 57V	90/90 - 21 M/C 54V
Rear Size	150/70 R 17 M/C 69V	150/70 R 17 M/C 69V
On-Road Tyre Pressures (Cold):		
Front	2.5 bar (36 lb/in ²)	2.5 bar (36 lb/in ²)
Rear	2.9 bar (42 lb/in ²)	2.9 bar (42 lb/in ²)

Warning

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

Tyres (continued)

Approved Dual Purpose

Tyres:

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

Warning

Tyre pressures which have been reduced for off-road riding will impair on-road stability. Always ensure the tyre pressures are set as described in **page 164** for on-road use.

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

Specifications

Warning

The use of dual purpose tyres will result in reduced motorcycle stability. Always operate a motorcycle equipped with dual purpose tyres at reduced speeds. The permissible maximum speed must be indicated by a sticker, positioned so that it is clearly visible to the rider. Operation of the motorcycle above the permissible maximum speed may result in loss of motorcycle control and an accident.

	Tiger XR - All Models	Tiger XC - All Models
Electrical Equipment		
Battery Type	YTX-16BS	YTX-16BS
Battery Rating	12 Volt, 14 Ah	12 Volt, 14 Ah
Alternator - All Models Except Tiger XRT and Tiger XCA	14 Volt, 34 Amp at 5,000 rpm	14 Volt, 34 Amp at 5,000 rpm
Alternator - Tiger XRT and Tiger XCA only	14 Volt, 42 Amp at 5,000 rpm	14 Volt, 42 Amp at 5,000 rpm
Headlight	2 x 12 Volt, 55/60 Watt, H4 Halogen	2 x 12 Volt, 55/60 Watt, H4 Halogen
Tail/Brake Light	LED	LED
Directional Indicator Lights	12 Volt, 10 Watt	12 Volt, 10 Watt
Fog Lights (If Fitted)	LED	LED
Frame		
Rake	23.5° 23.9° - Tiger XRX - LRH (Low Ride Height)	22.9° 22.9° - Tiger XCX - LRH (Low Ride Height)
Trail	85.0 mm 86.6 mm - Tiger XRX - LRH (Low Ride Height)	90.0 mm 89.6 mm - Tiger XCX - LRH (Low Ride Height)

All Models

Tightening Torques

Oil Filter	10 Nm
Oil Drain Plug	25 Nm
Spark Plug	12 Nm
Rear Wheel Spindle	110 Nm
Chain Adjuster Lock Nut	15 Nm

Fluids and Lubricants

Engine Oil	Semi or fully synthetic 10W/40 or 10W/50 motorcycle engine oil which meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
Brake and Clutch Fluid	DOT 4 Brake and Clutch Fluid
Coolant	Triumph HD4X Hybrid OAT coolant
Bearings and Pivots	Grease to NLGI 2 specification
Drive Chain	Chain spray suitable for O-ring chains

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