



Technical Bulletin 174

03.2017

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174.16	Service Manual - Rear Brake Disc Runout Specification Correction	Trophy, Trophy SE
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Item: 174.1
Description: Front Brake Calipers
Model Affected: Thruxton 1200 R

Note:

- **Technical Bulletin 171 item 1 (TB1 171.1) dated 02.2017 does not include an ABS sensor air gap check after the grooved 24.6 mm wheel spacers have been fitted. This revised publication replaces the previous issue and refers the user to the Service Manual instruction for the checking and adjustment procedure.**

The front brake calipers are aligned to the brake discs to maintain a minimum amount of clearance when the front wheel is mounted during manufacture. Therefore if the wheel or brake components are removed and refitted for any reason the following clearance check and alignment procedure must be followed.

Clearance Check

1. Support the motorcycle on a paddock stand.
2. Remove the front brake calipers as described in the Service Manual.

 Caution

Never lever directly against the disc, caliper or the pad lining material as this will damage these components. Always use a levering tool made from a soft material which will not cause damage to the load bearing surfaces.

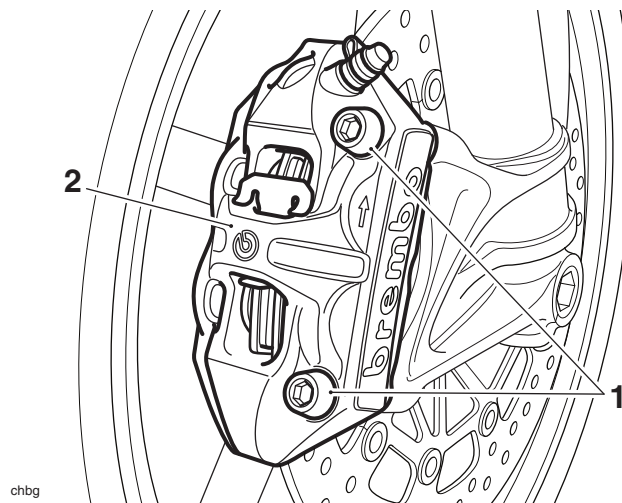
Brake fluid will be displaced as the caliper pistons are compressed. To prevent body damage, ensure that the displaced fluid does not come into contact with any part of the bodywork.

3. Push the pistons fully back into the caliper body. Observe the fluid level in the reservoir whilst retracting the pistons to prevent fluid spillage.
4. Thoroughly clean the threaded fixing holes for the front fork brake caliper fixings.
5. Thoroughly clean the threaded part of the fixing and smear the first four threads with a proprietary copper based grease.
6. Position the caliper over the disc.

Note:

- **DO NOT operate the front brake.**
- **Operating the front brake will allow the brake pads to come into contact with the discs.**
- **Allowing the brake pads to come into contact with the discs will affect the front wheel and forks positioning.**

-
7. Secure the brake caliper with the fixings, until the mating face of the caliper touches its mounting point but is able to slide from side to side, do not fully tighten at this stage.



- 1. Fixings**
2. Caliper

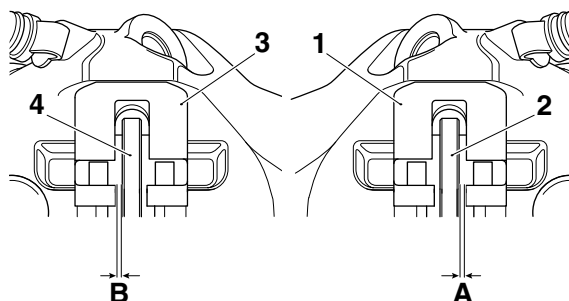
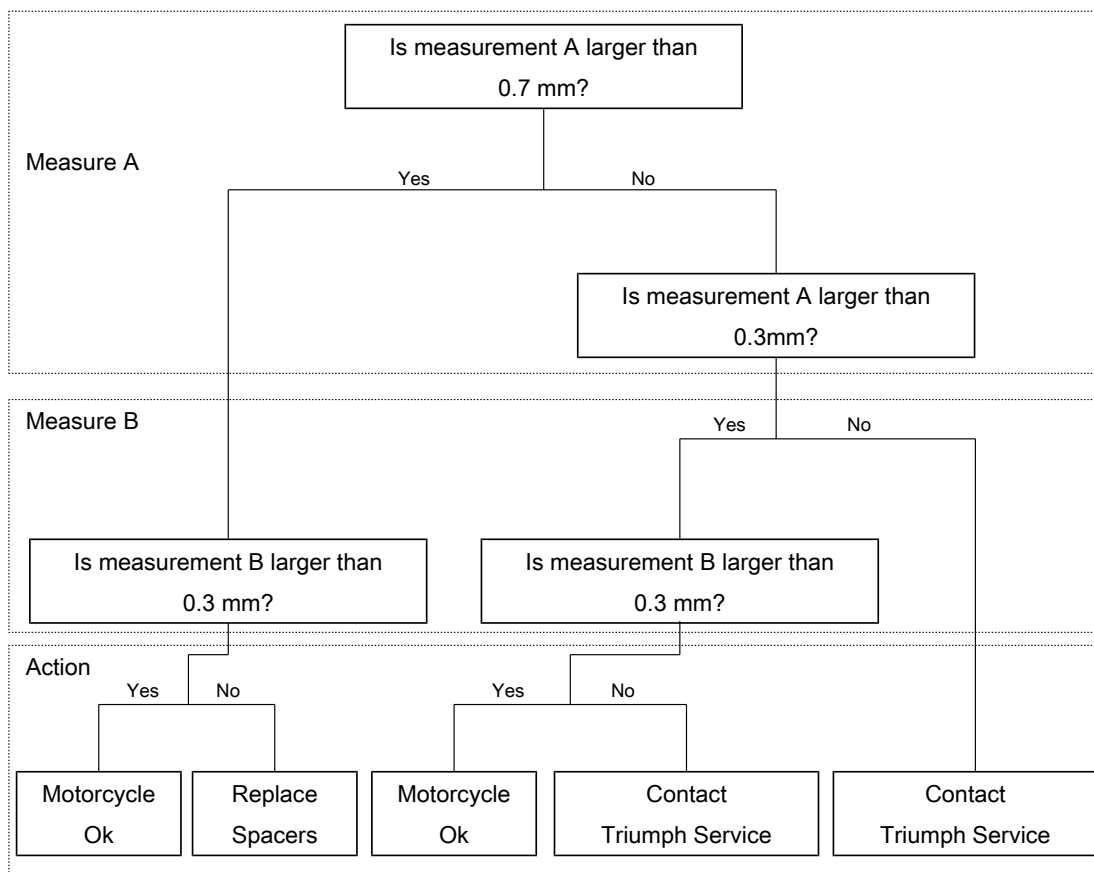
8. Loosen the front fork lower pinch bolts on the right hand fork to allow the right hand front fork lower to move freely on the spindle. Do not fully remove the bolts.
9. Without operating the front brake, position the front wheel against a fixed surface (i.e against a wall) and bounce the motorcycle on it's front forks twice allowing the forks to move through their travel and then rest in their natural position.

Note:

- **Do not lean on the motorcycle or operate the front brakes prior to tightening the fork pinch bolts.**
10. Tighten the fork lower pinch bolts to **22 Nm**.
11. Push both front brake calipers as far as possible inwards towards the wheel.
12. Using feeler gauges, measure the clearance between the front brake calipers and the brake discs at A and B, as shown in the following flow chart.

Note:

- **Care must be taken to not allow the brake disc to move on its mountings during measurement.**



1. Left hand brake caliper
2. Left hand front brake disc
3. Right hand brake caliper
4. Right hand front brake disc

13. If clearances A and B are greater than 0.3 mm no further adjustment is required, hold the caliper in position against its mounting. Initially tighten the fixings to **10 Nm** and then fully tighten to **55 Nm**.

Note:

- Only continue with the following steps if instructed to do so in the flow chart.

Wheel Spacer Fitment

The front brake caliper to brake disc clearance can be adjusted by using a pair of 24.6 mm grooved wheel spacers, part number T2000562. When fitting a pair of grooved spacers the groove must always be positioned away from the wheel bearing and closer to the front fork.

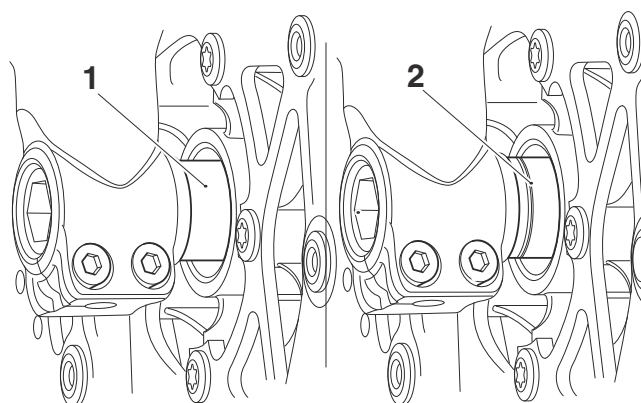
Note:

- During manufacture the front wheel is installed with either a matching pair of 24.6 mm (grooved) or 25.0 mm (non grooved) spacers.
- Grooved and non grooved wheel spacers must not be fitted on the same axle.

! Caution

Failure to fit the wheel spacers in pairs may cause cosmetic damage to the brake disc(s) and or brake caliper(s).

Carry out a visual check to identify which wheel spacers are fitted to the motorcycle.



1. Spacer 25.0 mm (no groove)
2. Spacer 24.6 mm (grooved)

Note:

- If a pair of 24.6 mm grooved wheel spacers part number T2000562 are already fitted and clearances A and B suggest the spacers require changing contact Triumph Service for further instructions.
- If a pair of 25.0 mm wheel spacers part number T2000227 are fitted, follow the instructions below.

1. Remove the front wheel, refer to the Service Manual.
2. Remove the 25.0 mm wheel spacers from the wheel hub.

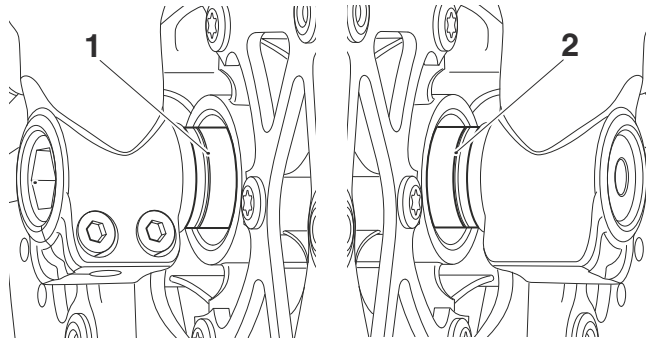
! Caution

Grooved spacers (24.6 mm) must always be fitted as pairs with the groove positioned away from the grease seal.

Fitting the spacers with the groove closer to the grease seal will damage the seals.

Damage to the grease seals will allow dirt ingress into the wheel bearings causing premature wear and possible failure.

-
3. Using a pair of grooved spacers (24.6 mm) part number T2000562, refit the wheel as described in the Service Manual, making sure the grooves on the wheel spacers are positioned away from the wheel bearing and closer to the front fork as shown below.



1. Grooved spacer (24.6 mm) right hand spacer

2. Grooved spacer (24.6 mm) left hand spacer

4. Using feeler gauges, measure the air gap between the wheel speed sensor and the pulser ring as described in the Service Manual.
5. Carry out a final clearance check, as described in the clearance check section.

Note:

- **If the clearance is still less than 0.3 mm contact Triumph service for further instruction.**
6. If clearances A and B are greater than 0.3 mm, hold the caliper in position against its mounting. Initially tighten the fixings to **10 Nm** and then fully tighten to **55 Nm**.

When ordering replacement parts, refer to the EPC.

Remove the motorcycle from the paddock stand and place it on the sidestand.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.2
Description: Rider Configurable Modes
Model Affected: All Models with Rider Modes

The riding modes allow the rider to adjust the throttle response (MAP), Anti-lock Brake System (ABS) and Traction Control (TC) settings to suit differing road conditions and rider preference.

Before disconnecting the battery or removing a fuse for any reason note and record the rider's settings. Once the fuse has been refitted or the battery reconnected the rider's settings should be reset as noted.

 Warning

If the battery has been disconnected or the fuses removed for any reason advise the rider to confirm the original mode settings have been correctly set. Failure to reset the motorcycle to the rider's preferred rider mode settings and subsequently being ridden may cause loss of motorcycle control and an accident.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

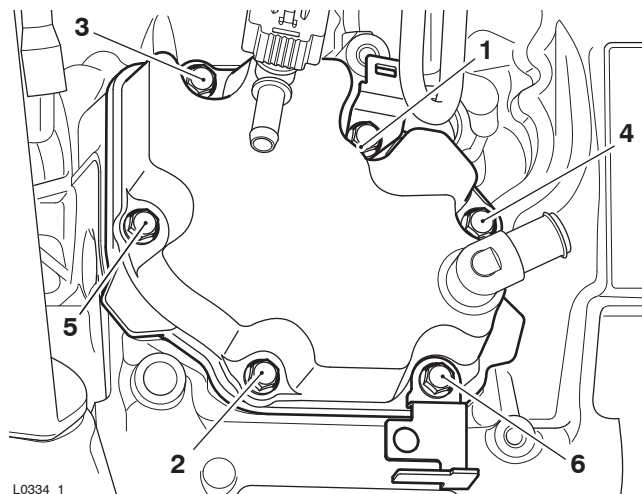
Item: 174.3

Description: Breather Cover Bolts Tightening Sequence

Model Affected: Street Triple RS from VIN 800262, Street Triple S from VIN 803572, Street Triple R from VIN 806646, Street Triple R - LRH from VIN 822626 and Street Triple S 660 cc from VIN 800262

The torque figure has changed. If loosened or removed for any reason the fixing(s) must be torqued as required.

Tighten the bolts in the sequence described in the Service Manual to **10 Nm**.



When ordering replacement parts, refer to the EPC.

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Item: 174.4

Description: Crankcase Tightening Sequence

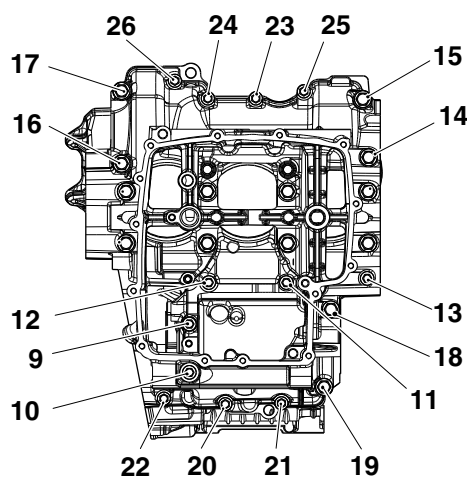
Model Affected: Street Triple RS from VIN 800262, Street Triple S from VIN 803572, Street Triple R from VIN 806646, Street Triple R - LRH from VIN 822626 and Street Triple S 660 cc from VIN 800262

The tightening sequence for the crankcase fixings has changed to the sequence described below.

Crankcase Tightening Sequence

Stage 1

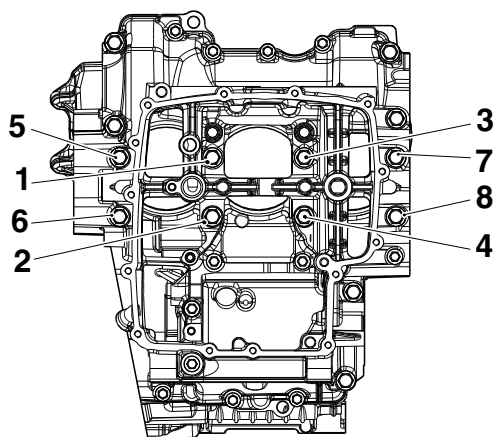
1. In the sequence shown below, tighten only the M8 size crankcase bolts (number 9 to 26) to 12 Nm.



Crankcase Bolt 9 to 26 Tightening Sequence

Stage 2

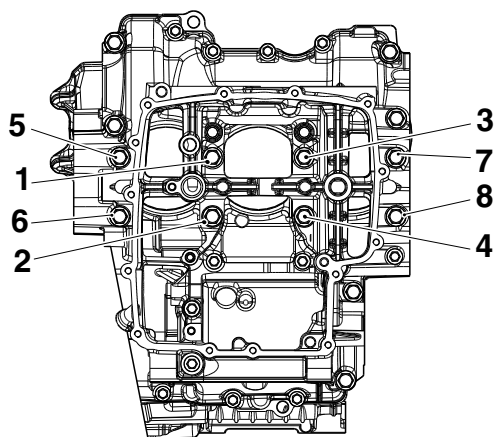
1. In the sequence shown below, tighten the new crankcase bolts 1 to 8 to 10 Nm.



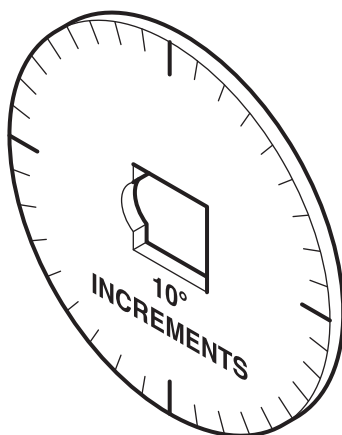
Crankcase Bolt 1 to 8 Tightening Sequence

Stage 3

1. In the sequence shown below, tighten the crankcase bolts 1 to 8 to 100° of bolt rotation using the service tool T3880105.



Crankcase Bolt 1 to 8 Tightening Sequence



T3880105 - Torque Angle Gauge

Item: 174.5

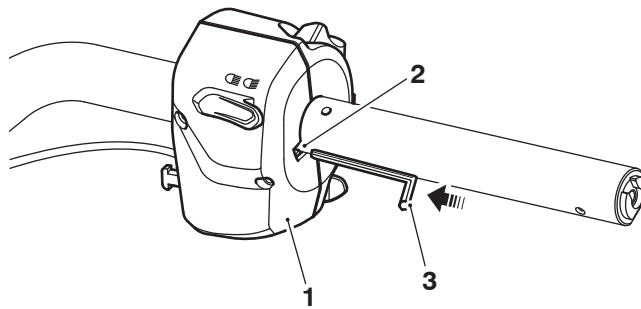
Description: Left and Right Hand Switch Housings

Model Affected: Street Triple R from VIN 806646, Street Triple R - LRH from VIN 822626, Street Triple RS from VIN 800262

Service tool T3880369 is temporarily unavailable. Until the new tool is available a 1.5 mm Allen key can be used.

To remove the switch housings, follow the instruction described in the Service Manual whilst replacing T3880369 with a 1.5 mm Allen key.

1. Insert a 1.5 mm Allen key into the opening until a click is felt/heard.



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1. Switch housing (left hand shown)
2. Opening
3. 1.5 mm Allen key

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.6
Description: Owner's Handbook - Rake specification correction
Model Affected: Street Cup

The Street Cup Owner's Handbook and Service Manual specification sections state the rake incorrectly. The correct information for the Street Cup is displayed in the following table:

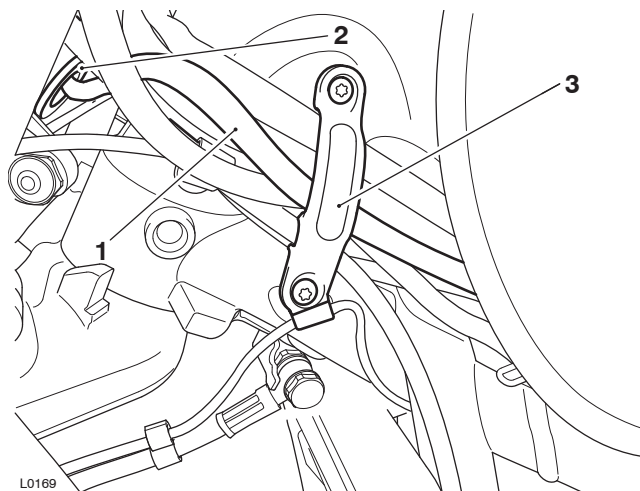
Frame	Street Cup
Rake	24.3°
Trail	100.2 mm (3.94 in)

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.7
Description: Headlight Wiring Harness Routing
Model Affected: Bonneville Bobber

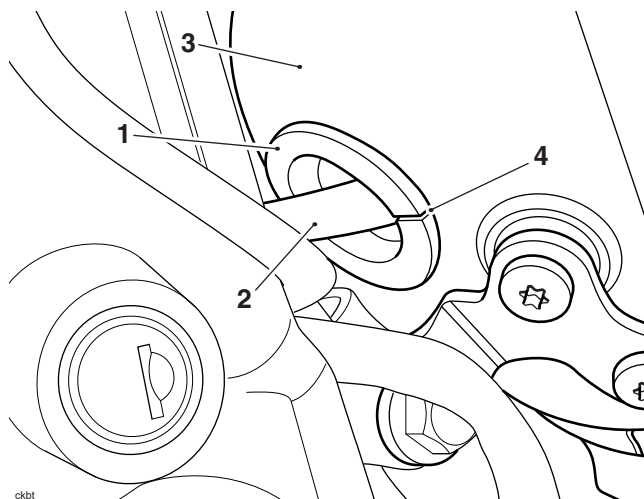
The headlight wiring harness is protected from rubbing on the headlight bowl by a split grommet. If for any reason the headlight bulb, bowl or harness are removed the grommet must be fitted with the split facing to the right hand side. The harness is routed along the left hand side of the frame and secured into position as shown.

1. Position the harness and secure using the bracket, tighten the fixings to **2.5 Nm**.



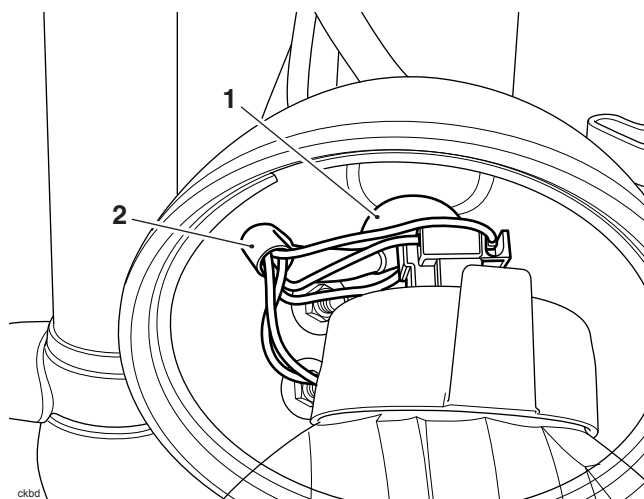
1. **Harness**
2. **Split grommet**
3. **Bracket**

-
2. Position the grommet so that the split faces to the right hand side.



- 1. Split grommet
- 2. Harness
- 3. Headlight bowl
- 4. Grommet split line

3. Position the harness so that the spare cables are positioned to the right hand side of the headlight bowl.



- 1. Harness
- 2. grommet

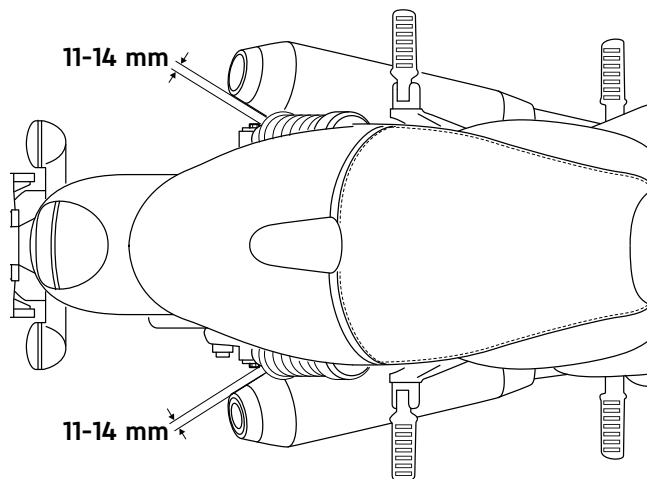
Refit the headlight and rim assembly as described in the Service Manual.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.8
Description: Silencer Alignment_DZ
Model Affected: Street Cup

Alignment of the silencers is critical to the appearance of the motorcycle, therefore when refitting a silencer follow the instruction described in the Service Manual in conjunction with the illustration below.

- Measure the clearance between the rear shock absorber lower fixing and the silencer as shown.



Silencer Alignment

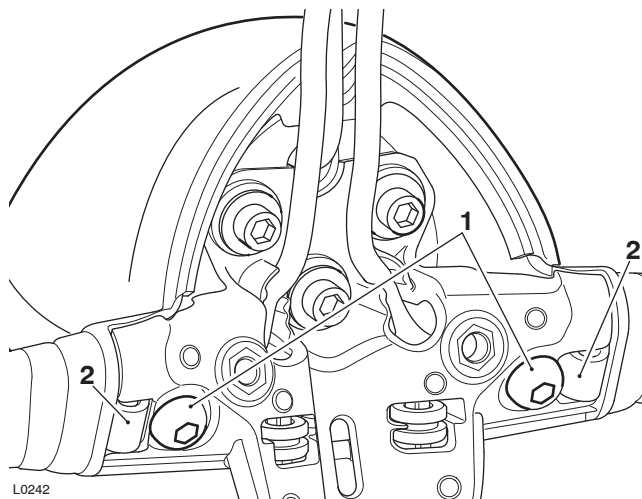
Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.9

Description: Rear indicator bracket

Model Affected: Bonneville T100 from VIN 759204, Bonneville T120

The rear indicator bracket fixings are now encapsulated, if removed for any reason the original fixing must be discarded and the new fixings tightened to **3 Nm**.



1. Fixing

2. Indicator bracket

When ordering replacement parts, refer to the EPC.

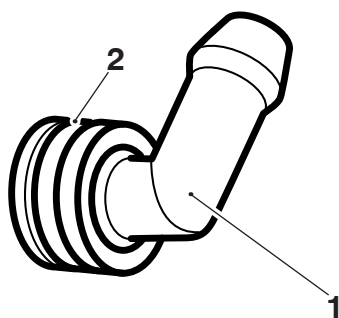
• **Models already in service need not be re-tightened unless the fixings have been loosened or removed.**
Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.10

Description: Master Cylinder Hose Inlet Replacement

Model Affected: Daytona 675 from VIN 564948, Street Triple RS from VIN 800262, Speed Triple S from VIN 735438 , Speed Triple R from VIN 735337, Thruxton 1200R

This procedure describes the replacement of the master cylinder hose inlet fitted to a Brembo front brake master cylinder.



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1. Hose Inlet
2. Grommet

Warning

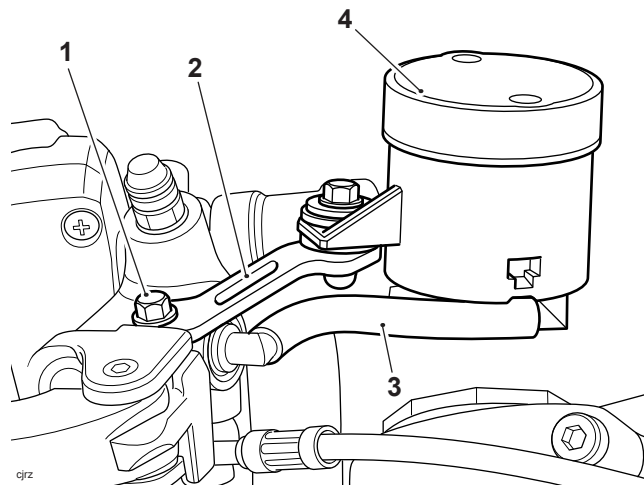
Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

Caution

To prevent paint damage, do not spill brake fluid onto any area of the bodywork. Spilled brake fluid will damage paintwork.

1. To drain the fluid from the fluid reservoir, loosen the fixings and remove the reservoir cap. Using a suitable extraction tool, extract the fluid into a suitable container. Discard the fluid.
2. Release the fixing and detach the brake fluid reservoir bracket from the master cylinder.

3. Disconnect the brake fluid reservoir hose from the master cylinder and remove the brake fluid reservoir.



1. Fixing
2. Bracket
3. Brake fluid reservoir hose
4. Brake fluid reservoir

Warning

Do not operate the front brake lever.

Operating the front brake lever with the fluid reservoir disconnected will allow air to enter the brake system.

A brake system containing air reduces braking efficiency and may cause loss of motorcycle control and an accident.

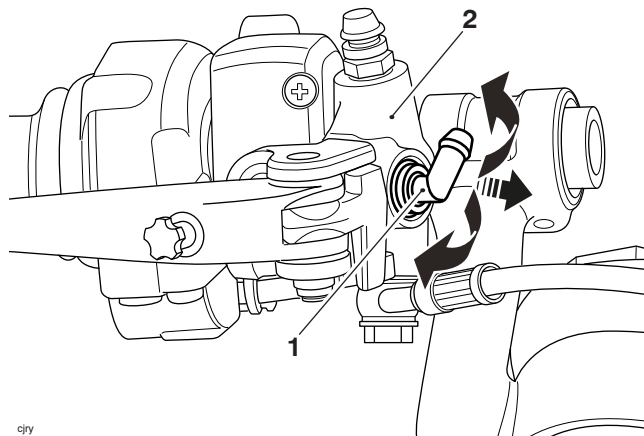
Warning

Ensure that the caliper bores do not become scratched during piston removal and assembly. Ensure that the pistons remain square to their bores during fitment otherwise damage to the caliper could result. Loss of motorcycle control and an accident could result if this warning is ignored.

Note:

- Note the orientation of the hose inlet prior to removing it from the master cylinder.
 - In some instances the grommet may remain located in the aperture of the master cylinder.
4. With the aid of an assistant to support the handlebars, loosen the hose inlet by moving from side to side whilst pulling and remove the hose inlet assembly from the master cylinder.

-
5. Discard the hose inlet.

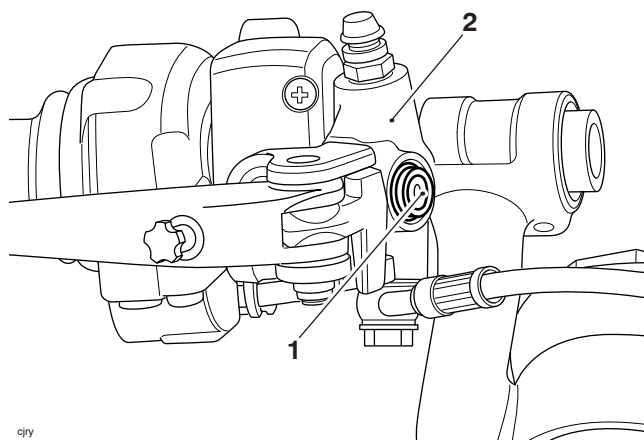


1. Hose inlet
2. Master cylinder

Caution

Never lever directly against the brake master cylinder as this will damage these components. Always use a levering tool made from a soft material which will not cause damage to the machined surfaces.

6. Remove the grommet from the master cylinder.

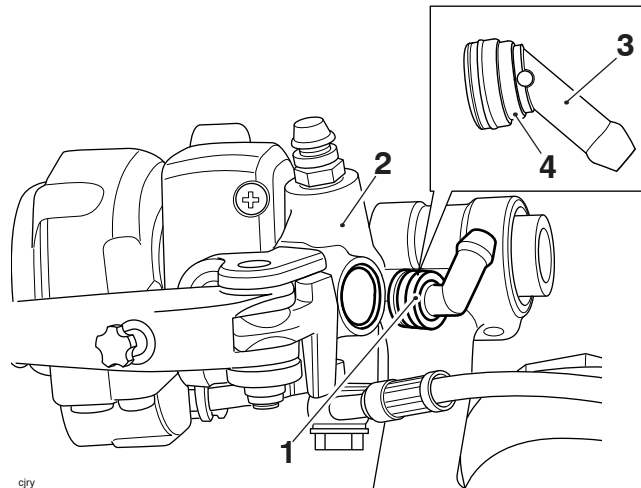


1. Grommet
2. Master cylinder

Note:

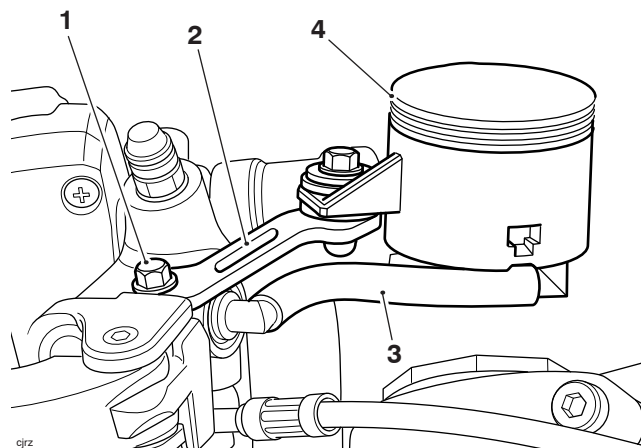
- Prior to fitting the hose inlet assembly ensure the grommet is positioned with the smaller diameter closer to the hose inlet.

1. Install the hose inlet assembly into the master cylinder until the grommet is fully seated.



1. **Hose inlet assembly**
2. **Master cylinder**
3. **Hose inlet**
4. **Grommet (smaller diameter)**

2. Rotate the hose inlet to the position noted during removal.
3. Refit the brake fluid reservoir hose to the master cylinder and refit the brake fluid reservoir.
4. Tighten the fixing to **7 Nm**.



1. **Fixing**
2. **Bracket**
3. **Brake fluid reservoir hose**
4. **Brake fluid reservoir**

5. Bleed the front brakes as described in the Service Manual.
6. Refit the reservoir diaphragm and cover. Secure the cap with its fixings and tighten to **1 Nm**.
7. Check the operation of the front brake. Rectify as necessary.

 Warning

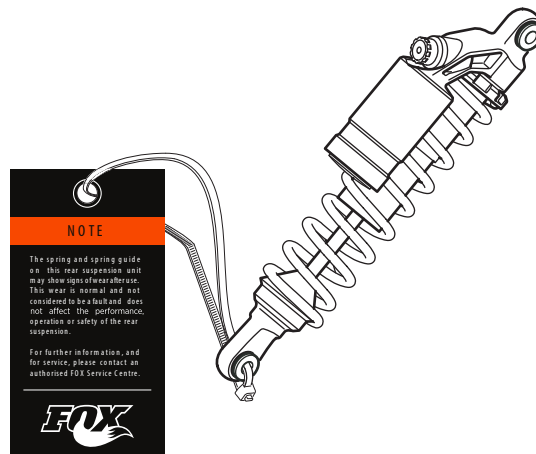
It is dangerous to operate the motorcycle with defective brakes; you must have your authorised Triumph dealer take remedial action before you attempt to ride the motorcycle again. Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control and an accident.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.11
Description: FOX Accessory Rear Suspension Unit
Model Affected: Bonneville Bobber

Dealer staff are reminded to inform owners that the FOX accessory rear suspension unit may display some cosmetic wear during use. This wear is normal and not considered to be a fault. It will not affect the operation of the suspension system.

The label and its fastener must be removed prior to fitting the rear suspension unit to the motorcycle and the label presented to the owner during handover.



Label Location

Note:

- Dealer fitment of the rear suspension unit is recommended, refer to the fitting instructions at www.triumphinstructions.com

Note:

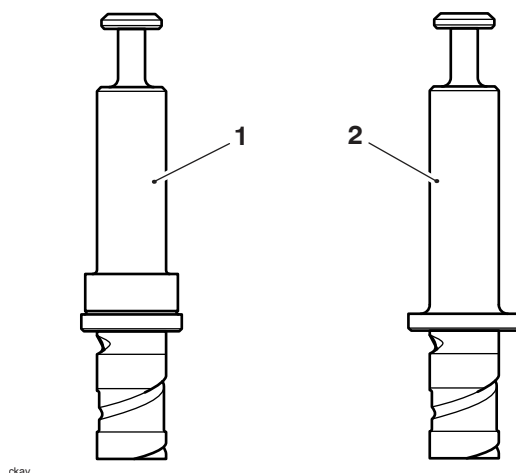
- For further information or service of the rear suspension unit always contact an authorised FOX Service Centre.

Item: 174.12

Description: Clutch Lifter Piece

Model Affected: Tiger Sport, Speed Triple S, Speed Triple R from VIN 735377

A revised clutch lifter piece is fitted to the clutch assembly from VIN 735377. Parts will no longer support earlier lifter pieces for the slipper clutch as the revised part is retrofittable to models from the start of production.



1. Clutch lifter piece (old condition)
2. Clutch lifter piece (new condition)

When ordering replacement parts, refer to the EPC.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.13

Description: Regulator Rectifier Parts Kit

Model Affected: Tiger 1050 from VIN 287504 to VIN 512846, Tiger 1050 ABS from VIN 304659 to VIN 483341, Tiger 1050 SE ABS from VIN 392458 to VIN 565755

A retrofittable regulator/rectifier parts kit has been introduced on the above models. The parts kit includes a bracket and additional fixings for use during installation.

Parts will no longer support the old condition item and any replacement will be the new condition.

Parts kit T1308300 has been released for use when replacing the regulator/rectifier as follows:

Parts Kit T1308300- Regulator Rectifier

Kit Contents	Quantity
T1304040 - Regulator/rectifier	1
T1305555 - Bracket Regulator/ rectifier	1
T3330959 - Screw, CSK M6 x 1.0 x 16, SLV, ENC	2
T3331044 - Screw, Pan HD, TX, M6 x 16 ENC	2

When ordering replacement parts, always refer to EPC.

Fitting the Parts Kit

Note:

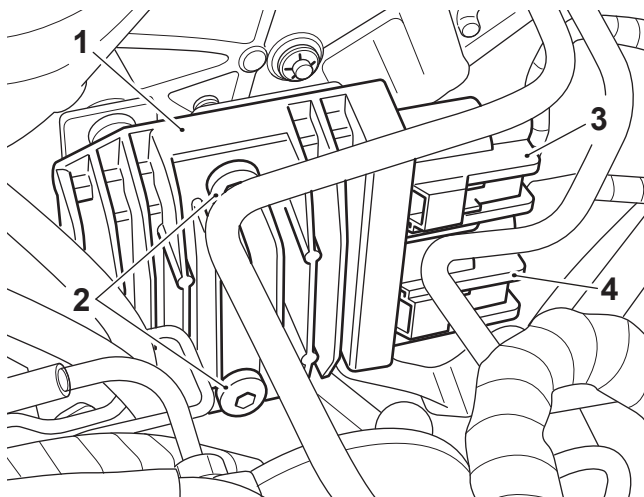
- For the correct fitment of the new regulator/rectifier, all items in the kit must be fitted to the motorcycle.
- All the original parts must be discarded.

Warning

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

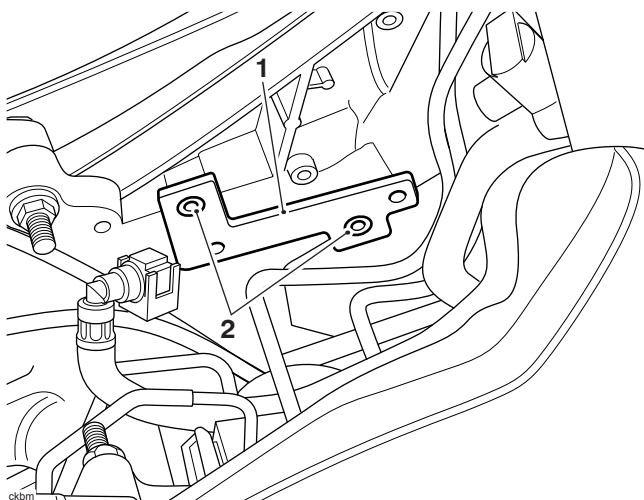
1. Remove the seat, refer to the Service Manual.
2. Disconnect the battery, negative (black) lead first, refer to the Service Manual.
3. Remove the fuel tank.
4. Disconnect the regulator/rectifier electrical connector.
5. Release and discard the fixings.

-
6. Remove the regulator/rectifier.



- 1. **Regulator/rectifier**
- 2. **Fixings**
- 3. **Black electrical connector**
- 4. **Grey electrical connector**

7. Using the countersunk screws, fit the bracket in the orientation shown and tighten to **10 Nm**.



- 1. **Bracket**
- 2. **Countersunk screws**

- 8. Fit the regulator/rectifier using the pan head screws and tighten to **7 Nm**.
- 9. Connect the regulator/rectifier electrical connectors.
- 10. Reconnect the battery, positive (red) lead first, and tighten the terminals to **4.5 Nm**.
- 11. Refit the seat, refer to the Service Manual.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.14

Description: Regulator Rectifier Parts Kit

Model Affected: Sprint RS from VIN 139204 to VIN 207201, Sprint ST from VIN 139194 to VIN 208166

A retrofittable regulator/rectifier parts kit has been introduced on the above models. The parts kit includes a bracket, link leads and additional fixings for use during installation.

Parts will no longer support the old condition item and any replacement will be the new condition.

Parts kit T1308383 has been released for use when replacing the regulator rectifier as follows:

Parts Kit T1305383- Regulator Rectifier

Kit Contents	Quantity
T1300675 - Regulator/rectifier 50 A	1
T2308305 - Bracket Regulator/rectifier	1
T3050348 - Screw, Cap/HD, M6 x 1.0 x 12, SLV, ENC	2
T3205094 - Bolt, HHF, M6 x 1.0 x 20, SLV, ENC	2
T2500953 - Link lead, Alternator	1
T2500954 - Link lead, Regulator/rectifier	1

When ordering replacement parts, always refer to EPC.

Fitting the Parts Kit

Note:

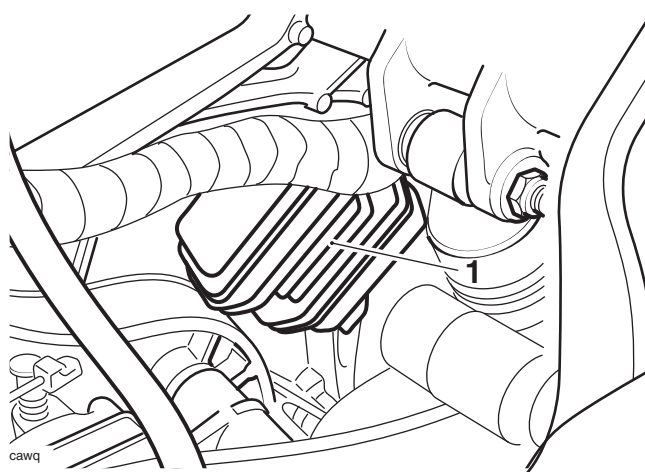
- For the correct fitment of the new regulator/rectifier, all items in the kit must be fitted to the motorcycle.
- All the original parts must be discarded.

Warning

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

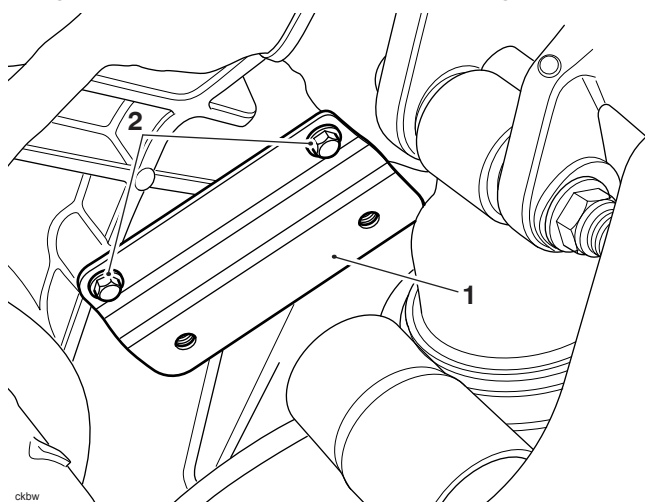
1. Remove the seat, refer to the Service Manual.
2. Disconnect the battery, negative (black) lead first, refer to the Service Manual.
3. Remove the fuel tank.
4. Disconnect the regulator/rectifier electrical connector.
5. Release and discard the fixings.

-
6. Remove the regulator/rectifier.



1. Regulator/rectifier

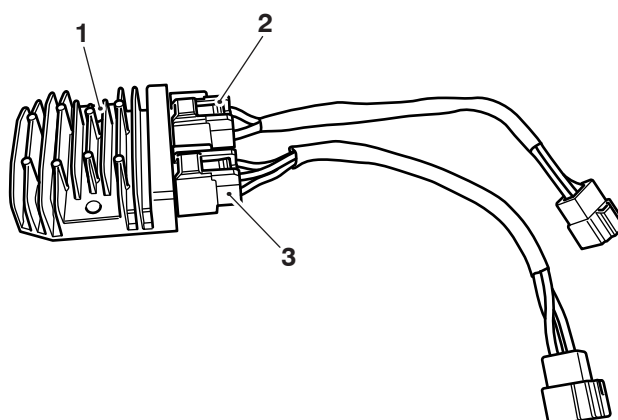
7. Using the M6 x 12 mm fixings, fit the bracket from the kit and tighten to **7 Nm**.



1. Bracket

2. Fixing

8. Connect the link leads from the kit to the regulator/rectifier electrical connectors.

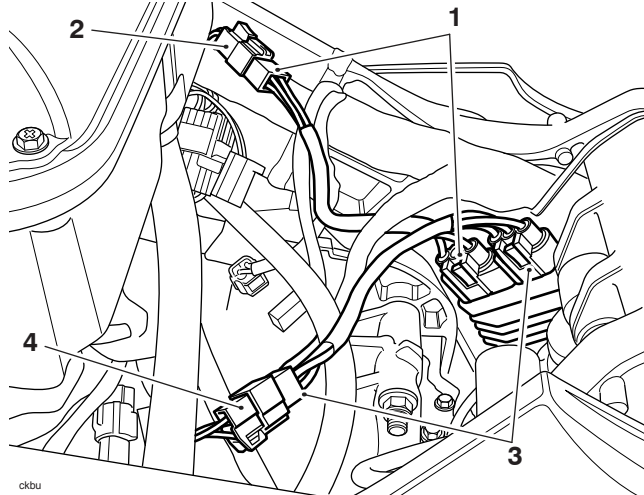


1. Regulator/rectifier

2. Link lead battery connector (black connectors)

3. Link lead alternator (grey connectors)

-
9. Using the M6 x 20 mm fixings, fit the regulator/rectifier and tighten to **7 Nm**.



1. Link lead connector alternator
2. Main harness alternator connector
3. Link lead connector battery
4. Main harness battery connector

10. Reconnect the battery, positive (red) lead first, and tighten the terminals to **4.5 Nm**.
11. Refit the seat, refer to the Service Manual.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Item: 174.15

Description: Scheduled Maintenance Chart - AIR COOLED Bonneville Models

Model Affected: Bonneville and Bonneville SE up to VIN 730579, Bonneville T100 up to VIN 739040, Thruxton up to VIN 736777, Scrambler up to VIN 788684

Internal investigations have identified the need to release a revised scheduled maintenance chart to replace the current information displayed in the Service Manual.

Note:

- **Service Manuals purchased via the Parts Department will contain the original scheduled maintenance chart, therefore the original pages must be updated with the revised scheduled maintenance chart.**

Paper copies of the Service Manual are available from the parts department.

When ordering replacement parts, refer to the EPC.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.

Scheduled Maintenance Chart

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 (10,000a and 30,000)	12,000 (20,000)	24,000 (40,000)
Lubrication						
Engine oil cooler - check for leaks	Day	•	•	•	•	•
Engine oil - renew	-	•	•	•	•	•
Engine oil filter - renew	-	•	•	•	•	•
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)	-	•	•	•	•	•
Secondary exhaust clamp bolt - check/adjust	-	•	•	•	•	•
Secondary air injection system - check/clean	-				•	•
Air cleaner - renew	-			•	•	•
Carburettors - balance (Carburettor models only)			•	•	•	•
Throttle cables - check/adjust	Day	•	•	•	•	•
Throttle bodies - balance*	-			•	•	•
Fuel filter - renew					•	•
Fuel hoses - renew	Every four years, regardless of mileage					
Evaporative loss hoses* - renew	Every four years, regardless of mileage					

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 (10,000a nd 30,000)	12,000 (20,000)	24,000 (40,000)
Ignition System						
Spark plugs - check	-			•		
Spark plugs - renew	-				•	•
Engine						
Clutch cable - check/adjust	Day	•	•	•	•	•
Valve clearances - check/adjust	-				•	•
Wheels and Tyres						
Wheels - inspect for damage	Day	•	•	•	•	•
Wheels - check wheels for broken or damaged spokes and check spoke tightness (models with spoked wheels only)						
Wheel bearings - check for wear/smooth operation	-	•	•	•	•	•
Tyre wear/tyre damage - check	Day	•	•	•	•	•
Tyre pressures - check/adjust	Day	•	•	•	•	•
Electrical						
Lights, instruments and electrical systems - check	Day	•	•	•	•	•
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	-				•	•
Brakes						
Brake pad wear - check	Day	•	•	•	•	•
Brake master cylinders - check for fluid leaks	Day	•	•	•	•	•
Brake calipers - check for leaks and seized pistons	Day	•	•	•	•	•
Brake fluid levels - check	Day	•	•	•	•	•
Brake fluid - renew	Every 2 years, regardless of mileage					
Drive Chain						
Drive chain slack - check/adjust	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)
Drive chain - wear check	Every 500 miles (800 km)					
Drive chain - lubricate	Every 200 miles (300 km)					
Drive rubbing strip - check	-		•	•	•	•
Drive rubbing strip - renew	-			•	•	•
General						
Fasteners - inspect visually for security	Day	•	•	•	•	•
Bank angle indicators - inspect visually for wear	Day	•	•	•	•	•
Stand - check operation	Day	•	•	•	•	•

* Fuel injected models only

** Evaporative system fitted to models for certain markets only.

Item: 174.16

Description: Service Manual - Rear Brake Disc Runout Specification Correction

Model Affected: Trophy, Trophy SE

The Service Manual specification sections states the rear brake disc runout incorrectly.
The correct information is displayed in the following table:

Brakes	
Rear Disc Run-out Max.	0.5mm

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it often. This information will be included in the next service manual update.