Recall Action Notice
Service Bulletin 364

June 2005 Strictly Confidential

Affected Models	**Sprint ST (1050cc) - motorcycles fitted with Anti-lock Braking System (ABS)**
VIN Range	**Up to and including VIN 234916**
Markets	**All**
Subject	**1. Oil pressure switch connector and lead** **2. Coolant bypass hose replacement**

Background information

In order to aid efficiency, two procedures are included in this bulletin. Dealers are required to carry out the procedures in the order in which they are listed:

1. **Oil pressure switch connector and lead** - Sprint ST (ABS) motorcycles within the above VIN range were fitted with an incorrect oil pressure switch connector. Dealers are required to replace this connector following the procedure listed in part 1 of this bulletin.
2. **Coolant bypass hose** - The coolant bypass hose fitted to Sprint ST (ABS) motorcycles within the above VIN range was manufactured incorrectly. Dealers are required to replace the bypass hose following the procedure listed in part 2 of this bulletin.

2.2SB 364.fm

Customer contact instructions

UK: Triumph Motorcycles Limited will write directly to the owners of the affected machines instructing them to contact their nearest dealer to arrange for the work, detailed below, to be carried out. For vehicles in dealer stock, the recall MUST be actioned prior to delivery to the customer.

Overseas: Triumph subsidiaries and distributors must instigate a recall action in their country in accordance with the national recall code of practice.

Identification of affected motorcycles

Sprint ST (1050cc) motorcycles in the VIN range specified above are affected.

Warranty claim instructions

Fault code	021035928		
Repair code	99364		
Total repair time allowance for procedures 1 and 2	0.75 hours		
Parts required	T2501625	Fly lead	1 off (procedure 1)
	T2101605	Hose	1 off (procedure 2)
Parts ordering instructions	Orders should be placed using the normal parts ordering procedure.		
Parts return instructions	Parts are to be retained for 90 days, then scrapped.		

Other instructions

Once completed, please mark the service record book that the requirements of this bulletin have been complied with.

Warning

Whilst carrying out the following procedures ensure that the motorcycle is stabilised and adequately supported on a paddock stand to prevent risk of injury from the motorcycle falling.

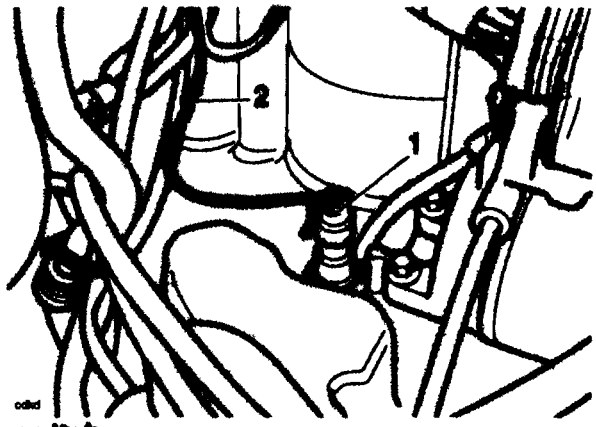
1. Oil pressure switch connector and lead

1. Remove the seat and disconnect the battery, negative (black) lead first.

Warning

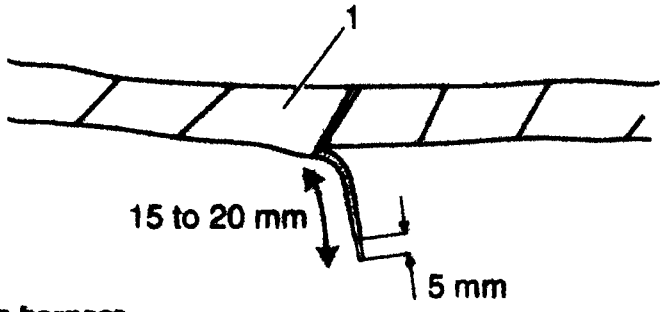
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

2. Remove the rear bodywork and the fuel tank as described in the service manual.
3. Disconnect the connector to the oil pressure switch.



1. Oil pressure switch
2. Oil pressure switch wiring

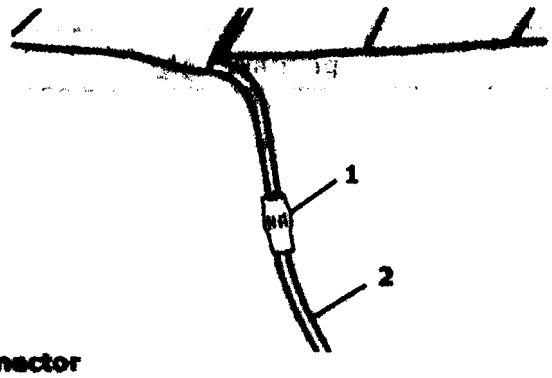
4. Cut the oil pressure switch wiring approximately 15 to 20 mm from where it joins the main wiring harness, discard the connector and length of wire. Strip approximately 5 mm of sheathing from the remaining end attached to the main harness (see below).



1. Main wiring harness

5. Slide the supplied length of heat shrink tubing over the end of the new fly lead (T2501625).

6. Join the wiring prepared in step 4 to the new oil pressure switch fly lead using the crimping connector supplied. Ensure the joint is secure.



1. Crimping connector
2. New fly lead

Note:

- **To complete the task, insulate the new joint with the heat shrink tubing supplied with the fly lead (T2501625) as follows:**

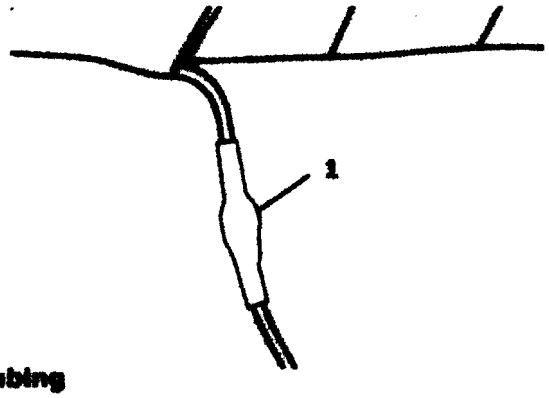
Warning

The air from a heat gun and the heat gun itself is very hot. Wear suitable protective gloves and do not point the heat gun at any part of your body as serious burns to the skin may result.

Caution

When fitting the heat shrink tubing, take care not to burn any part of the wiring harness or serious damage will result to the cable. Excessive heat will also cause the tubing to become brittle rendering it useless.

7. Slide the heat shrink tubing over the joint and, using a heat gun, shrink the tubing around the joint.



1. Heat shrink tubing

8. Connect to the oil pressure switch.
9. Before refitting the bodywork and fuel tank, carry out the additional work described in this bulletin.

2. Coolant bypass hose replacement

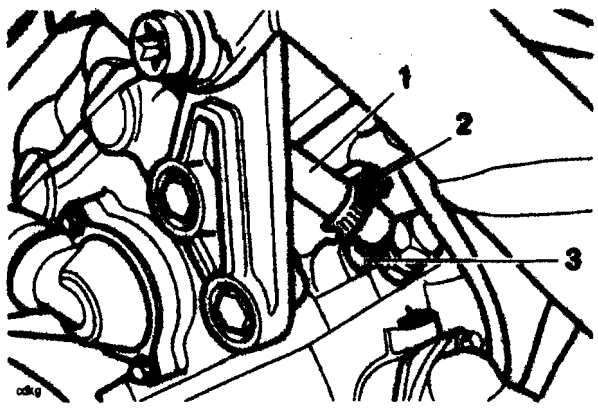
Warning

Do not carry out the following procedure when the engine is hot. When the engine is hot, the coolant inside the radiator is hot and also under pressure. Contact with the pressurised coolant will cause scalds and skin damage.

Note:

- **It is not necessary to remove the radiator cap in order to replace the coolant bypass hose.**

1. Remove the left-hand lower fairing as described in the service manual.
2. Position a container to collect any coolant displaced as a result of replacing the bypass hose.
3. Slacken the hose clip securing the bypass hose to the engine outlet.



1. Bypass hose
2. Hose clip
3. Engine outlet

Note:

- **To keep coolant loss to a minimum, the following step should be carried out as quickly as possible.**

4. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
5. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
6. Slide the hose clip over the free end of the new bypass hose and use it to secure the hose to the engine outlet.

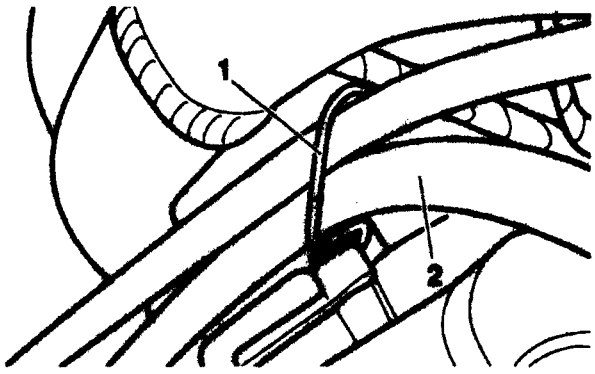
Note:

- **To prevent coolant loss, keep the end of the new hose raised above the level of the radiator. The old hose can be allowed to hang free as coolant loss through this hose is minimal.**

7. Pull the old bypass hose free from the wire guide at the top of the engine.

2.258 364.fm

8. Pass the new bypass hose through the wire guide at the top of the engine as shown.



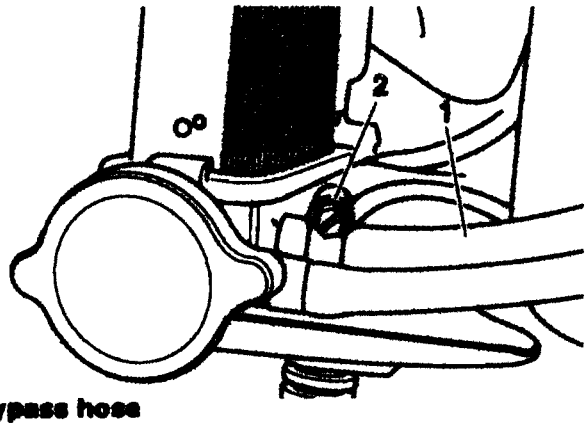
1. Wire guide
2. Coolant bypass hose

9. Slacken the hose clip securing the old bypass hose to the radiator spigot and remove the hose.

Caution

The radiator spigot is fragile. To help prevent damage to the radiator spigot, care should be taken when connecting/disconnecting the bypass hose.

2.2SB 364.fm



1. Coolant bypass hose
2. Hose clip

10. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
11. Slide the hose clip over the free end of the new hose, push the hose into position over the radiator spigot and secure with the hose clip.
12. Check/top up the coolant level as described in the service manual.
13. Refit the fuel tank, rear bodywork and left-hand lower fairing as described in the service manual.
14. Reconnect the battery, positive (red) lead first.
15. Refit the seat.
16. Start the engine and check that the low oil pressure warning light illuminates when the ignition is switched on and goes out shortly after the engine has started.
17. Check for coolant leaks. Rectify as necessary.

Recall Action Notice
Service Bulletin 366

June 2005 Strictly Confidential

Affected Models . . . . . **Daytona 955i**

VIN Range . . . . . **227652 to 234933**

Markets . . . . . **All**

Subject . . . . . **Coolant bypass hose replacement**

Background information

The coolant bypass hose fitted to Daytona 955i motorcycles within the above VIN range was manufactured incorrectly. Dealers are required to replace the bypass hose following the procedure listed in this bulletin.

Customer contact instructions

UK: Triumph Motorcycles Limited will write directly to the owners of the affected machines instructing them to contact their nearest dealer to arrange for the work, detailed below, to be carried out. For vehicles in dealer stock, the recall MUST be actioned prior to delivery to the customer.

Overseas: Triumph subsidiaries and distributors must instigate a recall action in their country in accordance with the national recall code of practice.

2.2SB 366.fm

Identification of affected motorcycles

Daytona 955i motorcycles in the VIN range specified above are affected.

Warranty claim instructions

Fault code	021035930
Repair code	99366
Repair time allowance	0.50 hours
Parts required	T2101615 Hose 1 off
Parts ordering instructions	Orders should be placed using the normal parts ordering procedure.
Parts return instructions	Parts are to be retained for 90 days, then scrapped.

Other instructions

Once completed, please mark the service record book that the requirements of this bulletin have been complied with.

⚠ Warning

Whilst carrying out the following procedures ensure that the motorcycle is stabilised and adequately supported on a paddock stand to prevent risk of injury from the motorcycle falling.

Coolant bypass hose replacement

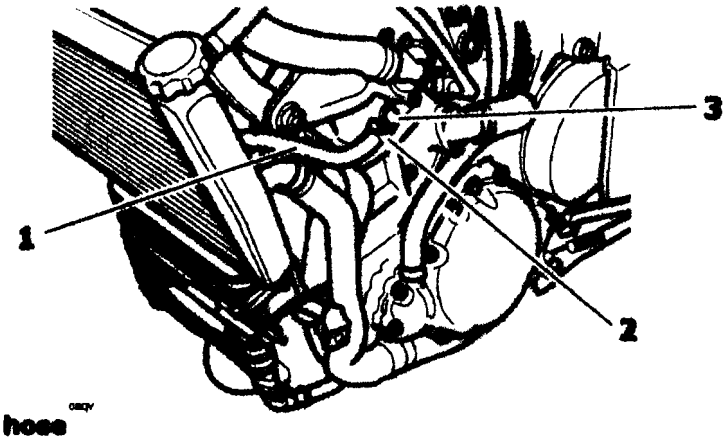
Warning

Do not carry out the following procedure when the engine is hot. When the engine is hot, the coolant inside the radiator is hot and also under pressure. Contact with the pressurised coolant will cause scalds and skin damage.

Note:

- **It is not necessary to remove the radiator cap in order to replace the coolant bypass hose.**

1. Remove the left-hand lower fairing as described in the service manual.
2. Position a container to collect any coolant displaced as a result of replacing the bypass hose.
3. Slacken the hose clip securing the bypass hose to the engine outlet.



1. Bypass hose
2. Hose clip
3. Engine outlet

Note:

- **To keep coolant loss to a minimum, the following step should be carried out as quickly as possible.**

4. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
5. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
6. Slide the hose clip over the free end of the new bypass hose and use it to secure the hose to the engine outlet.

Note:

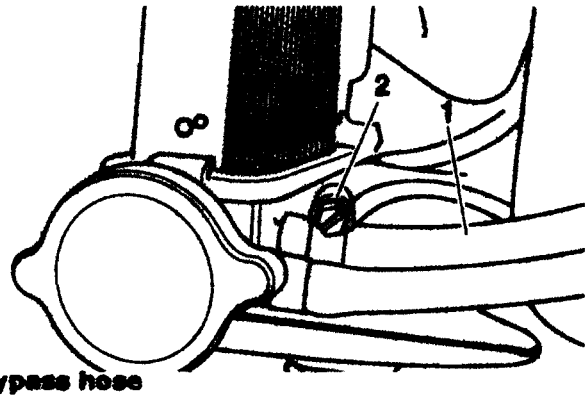
- **To prevent coolant loss, keep the end of the new hose raised as high as possible. The old hose can be allowed to hang free as coolant loss through this hose is minimal.**

2.25B 366.fm

7. Slacken the hose clip securing the old bypass hose to the radiator spigot and remove the hose.

Caution

The radiator spigot is fragile. To help prevent damage to the radiator spigot, care should be taken when connecting/disconnecting the bypass hose.



1. Coolant bypass hose
2. Hose clip

2.2SB 366.fm

8. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
9. Slide the hose clip over the free end of the new hose, push the hose into position over the radiator spigot and secure with the hose clip.
10. Check/top up the coolant level as described in the service manual.
11. Refit the left-hand lower fairing as described in the service manual.
12. Reconnect the battery, positive (red) lead first.
13. Refit the seat.
14. Check for coolant leaks. Rectify as necessary.