TriumphOnline.Net Notice : New *RECALL* Service Bulletins No. 357 - 366

Notice Information		Notice History	
Subject:	Service/Technical	**Posted Date:**	7/22/2005 8:08:35 PM
Posted To:	Dealer Principal, Service and Technical, Motorcycle Sales	**Open Date:**	7/22/2005 8:32:13 PM
		Acknowledged:	7/22/2005 8:32:34 PM

TRIUMPH

NEW *RECALL* SERVICE BULLETINS NUMBERS 357 - 366

SPRINT ST 1050. SoP* to Vin 234545 (By-pass hose & rear brake hose).

SPRINT ST 1050. Vin 234546 to 234915 (By-pass hose only).

SPRINT ST 1050 ABS Vin 234917 to 239096 (By-pass hose).

SPEED TRIPLE 1050. SoP* to Vin 234916 (By-pass hose only).

DAYTONA 955i. Vin 227652 to 234933 (By-pass hose only).

* Start of '05 production.

Sent by Conventional mail and TriumphOnLine.Net.

Dear Service Manager,

We require your **immediate attention** to rectify the above machines.

Our in-service quality monitoring has identified the need to replace the coolant by-pass hose on a number of 2005 SPEED TRIPLES, SPRINT ST's & DAYTONA 955i's.

Certain SPRINT ST's also require the introduction of a P' clip to the rear brake hose.

Further to this, we have taken the opportunity of upgrading these machines to better guarantee their future reliability. The attached Service Bulletins provide clear details. We therefore require your assistance to replace the original parts.

Please see the chart below for more information.

These Bulletins will be deposited into the Service Bulletin library over the next 24 hours.
We require you to quarantine any unsold or undelivered machines. The priority will, of course, be to modify existing owners machines. Unsold or undelivered machines may then be modified.

Triumph Motorcycles America Ltd will write directly to those owners listed. Click here to view a specimen customer letter.

It is imperative that any owner having recently purchased an affected machine within the above VIN range should be contacted and asked to return the machine to you for modification.

This action is being monitored via the National Highway & Transportation Safety Administration (NHTSA) in the United States and Transport Canada in Canada and is being run in compliance with the Industry Code of Conduct

governing motorcycle safety recalls. We are sorry if this unexpected workload inconveniences you and, in advance, thank you for your anticipated co-operation. If you have any questions please contact Triumph Warranty Department at 678-854-2010.

Your Action.

- **Quarantine all unsold and undelivered stock** and schedule their modification. You can quickly check those machines in your unsold stock that require modification by using TriumphOnLine.Net. Once signed-onto the site, select Motorcycle Sales and then Inventory Management (this will provide you a display summary of your unsold machines by model). Select the appropriate model to view the individual VIN details. We strongly recommend you check this listing against your physical stock and advise us of any discrepancies. Machines displayed that contain a symbol of a 'wrench' (indicating service bulletin outstanding) will require attention. Select the specific VIN to open a dialogue window. Details of outstanding bulletin(s) are contained in the bottom half of the screen. To view the bulletin content, click on the appropriate language flag (USA for English language) to open a PDF document. This can be read and /or printed off as required. We will be updating our computer files over the next 3 days.
- **Read, download and circulate relevant Service Bulletins to relevant staff.** A copy of the relevant Service Bulletins (Nos. 357 - 366) containing detailed instructions on how to modify the motorcycle are attached. Please read and use the ACKNOWLEDGE button (found bottom right of the screen) to signify that you have read the document. Please print off the Bulletin for your workshop files and ensure all appropriate staff are made aware of its contents. Refer to your dealer principal for sign-in details if you do not already have access to this facility.
- **Ensure all Sales and Service staff are aware of this action.** We have sent one pack of literature by conventional mail to each dealer.
- **The Service Bulletin enquiry button** contained within your Warranty On Line program may also be used to check the outstanding bulletin claim status of each affected vehicle. We will update our computer files in the next 3-working days. Please therefore conduct a Warranty On Line Full Download daily to be sure of picking up our information as soon as it is available. Note: We recommend a daily full download as good practice when using Warranty On Line as previously recommended.
- **New Priors produced in Warranty On Line** will automatically order replacement parts as a standard function to support this action. Triumph has sufficient stock to satisfy 100% of the bikes affected by this recall.
- **Owners of machines** outside the affected VIN range are not connected with this recall but may still require reassurance.

Our Action.

- A letter to existing customers will be mailed explaining the action and also advising that the modification will be carried out free of charge to the owner. A specimen letter is enclosed for your information.

Model	VIN Range	English	French	Spanish
Speed Triple	223673 - 232290	SB 357*	SB 357*	SB 357*
Speed Triple	232291 - 233909	SB 358*	SB 358*	SB 358*
Speed Triple	233910 - 234916	SB 359*	SB 359*	SB 359*
Speed Triple	234917 - 238114	SB 360	SB 360	SB 360
Sprint ST	221423 - 234545	SB 361*	SB 361*	SB 361*
Sprint ST	234546 - 234915	SB 362*	SB 362*	SB 362*
Sprint ST	234916 - 238623	SB 363	SB 363	SB 363
Sprint ST ABS	230900 - 234916	SB 364*	SB 364*	SB 364*

Sprint ST ABS	234917 - 239096	SB 365*	SB 365*	SB 365*
Daytona 955i	227652 - 234933	SB 366*	SB 366*	SB 366*

***Safety Recall**

Recall Action Notice
Service Bulletin 357

June 2005 Strictly Confidential

Affected Models	**Speed Triple (1050cc)**
VIN Range	**Up to and including VIN 232290**
Markets	**All**
Subject	**1. Oil pressure switch connector and lead** **2. Ignition switch sub-harness security** **2a. Ignition switch sub harness fly lead** **3. Engine breather hose security** **4. Coolant bypass hose replacement**

Background information

In order to aid efficiency, a number of 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** - Speed Triple 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. **Ignition switch sub-harness security** - In order to prevent the sub-harness for the ignition switch from rubbing against the front subframe, dealers are required to secure the sub-harness to the ignition switch body following the procedure listed in part 2 of this bulletin.

2a. Ignition switch sub-harness fly lead - In some instances, the sub-harness for the ignition switch will be too short to be secured correctly. In these cases, dealers are required to extend the length of the sub-harness by fitting a fly lead following the procedure listed in part 2a of this bulletin.

3. **Engine breather hose security** - In order to prevent the engine breather hose contacting the throttle mechanism, dealers are required to secure the breather hose to the main wiring harness following the procedure listed in part 3 of this bulletin.
4. **Coolant bypass hose** - The coolant bypass hose fitted to Speed Triple motorcycles within the above VIN range was manufactured incorrectly. Dealers are required to replace the bypass hose following the procedure listed in part 4 of 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.

Identification of affected motorcycles

Speed Triple (1050cc) motorcycles in the VIN range specified above are affected.

Warranty claim instructions

Fault code 021035921

Repair code 99357

Total repair time allowance for procedures 1, 2, 3 and 4 . . . . . 0.80 hours

Repair time allowance for procedure 2a. (if necessary) . . . . . 0.20 hours

Parts required . . . . . .

T2501625	Fly lead	1 off (procedure 1)
T3700015	Cable tie	2 off (procedures 2&3)
T2501595*	Fly lead	1 off (procedure 2a)
T2101610	Hose	1 off (procedure 4)

* Optional

Parts ordering instructions . . . . . .Orders should be placed using the normal parts ordering procedure.

Note:

- **Warranty on line users should note that all above parts will be automatically added to the new prior, with the exception of T2501595 (*optional fit part).**

Parts return instructions. . . . . .Parts are to be retained for 90 days, then scrapped.

2.2SB 357.fm

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.

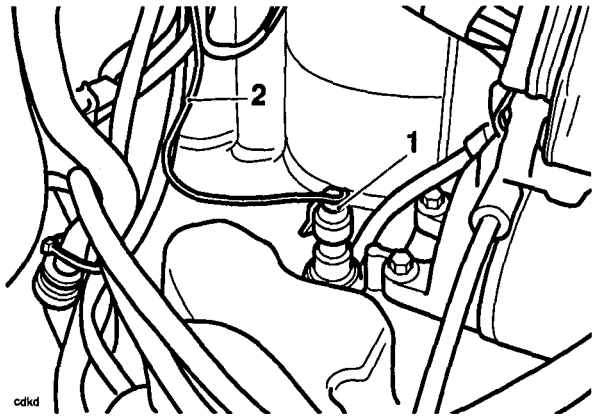
1. Oil pressure switch connector and lead

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

⚠ Warning:

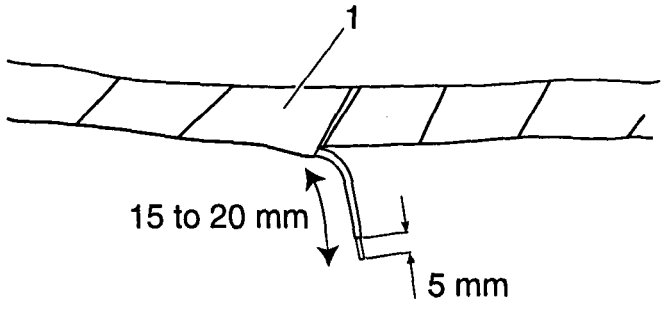
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

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

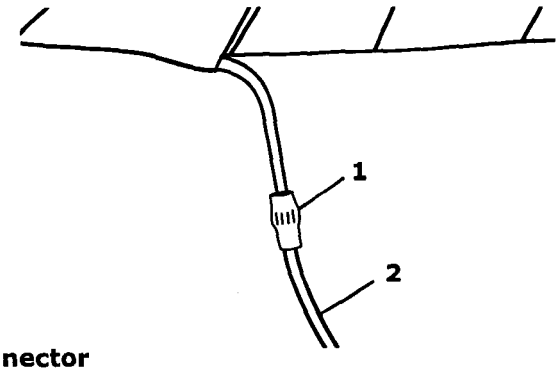
4. Cut the oil pressure switch wiring approximately 15 to 20 mm from where it joins the main wiring harness, discard the connector and length of wire. Strip approximately 5 mm of sheathing from the remaining end attached to the main harness (see below).



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:**

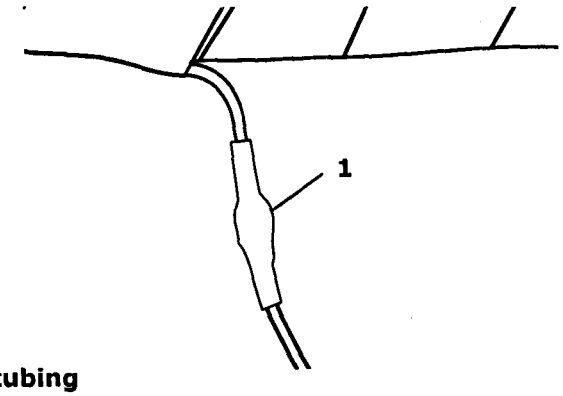
Warning

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

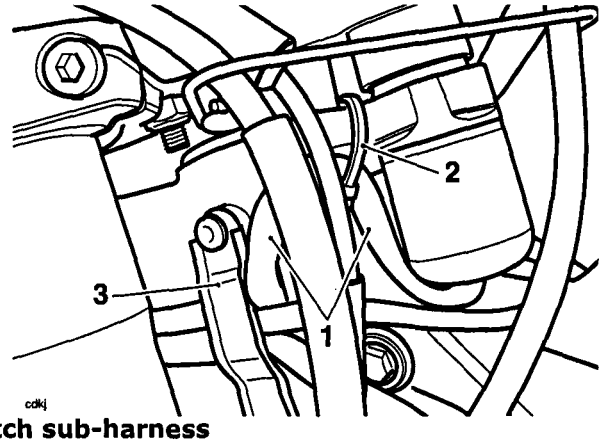
8. Connect to the oil pressure switch.
9. Before refitting the bodywork and fuel tank, carry out the additional work described in this bulletin.

2. Ignition switch sub-harness security

1. Turn the steering to full right-hand lock to gain access to the sub-harness for the ignition switch.
2. Secure the sub-harness to the body of the ignition barrel as shown using 1 off cable tie (T3700015).

Note:

- **If the sub-harness is too short to be secured in this manner (or if there is insufficient slack left in the harness once secured), a sub-harness fly lead (T2501595) must be fitted as described in procedure 2a.**



1. Ignition switch sub-harness
2. Cable tie
3. Right-hand harness guide

3. Ensure that sufficient harness is pulled through the right-hand harness guide to allow the steering to move freely from left to right full lock.

Warning

Move the handlebars to left and right full lock while checking that cables and harnesses do not bind. Cables or harnesses that bind will restrict the steering and may cause loss of control and an accident.

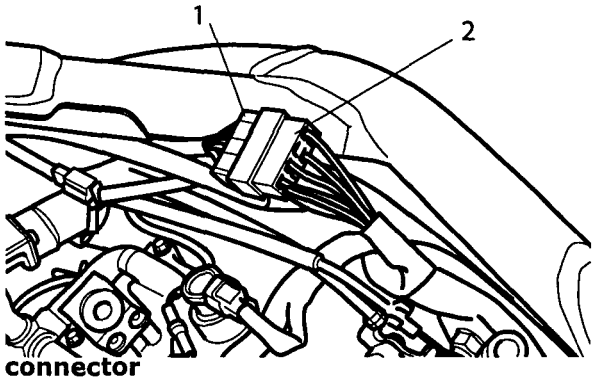
4. Before refitting the bodywork and fuel tank, carry out the additional work described in this bulletin.

2a.Ignition switch sub-harness fly lead

Note:

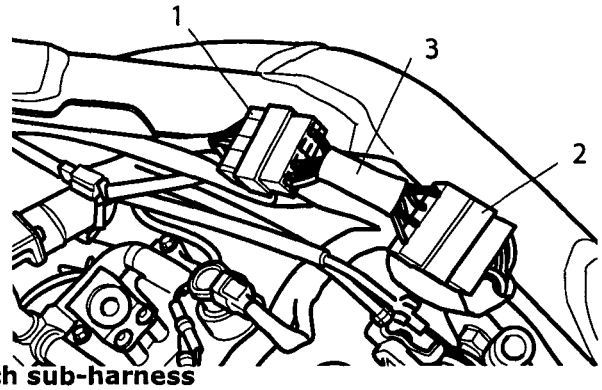
- **The following procedure must only be carried out if the ignition switch sub-harness is too short to be secured in the manner described in procedure 2, or, once secured, there is insufficient slack in the harness.**

1. Remove the airbox as described in the service manual.
2. Disconnect the sub-harness connector for the ignition switch from the connector on the main wiring harness.



1. Sub-harness connector
2. Main wiring harness connector

3. Connect the fly lead (T2501595) in between the sub-harness connector and the main wiring harness connector as shown.



1. Ignition switch sub-harness
2. Main wiring harness
3. Fly lead

4. Ensure that the wiring does not interfere with the correct operation of the throttle mechanism.

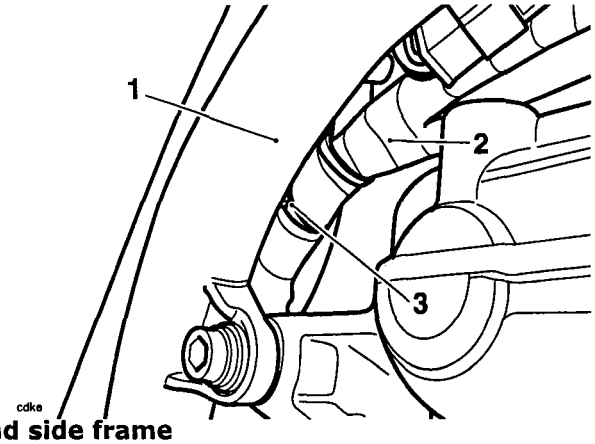
⚠ Warning:

Failure to ensure that the wiring is held clear of the throttle mechanism may lead to a sticking throttle. A sticking or stuck throttle will lead to loss of motorcycle control and an accident.

5. Before refitting the airbox, bodywork and fuel tank, carry out the additional work described in this bulletin.

3. Engine breather hose security

1. Check that the main electrical harness is secured to the right-hand side of the frame by the fir-tree fastener as shown. Rectify as necessary.



1. Right-hand side frame
2. Main electrical harness
3. Fir tree fastener

2. Secure the engine breather hose to the main electrical harness using 1 off cable tie (T3700015) in the position shown below. Do not over-tighten the cable tie.

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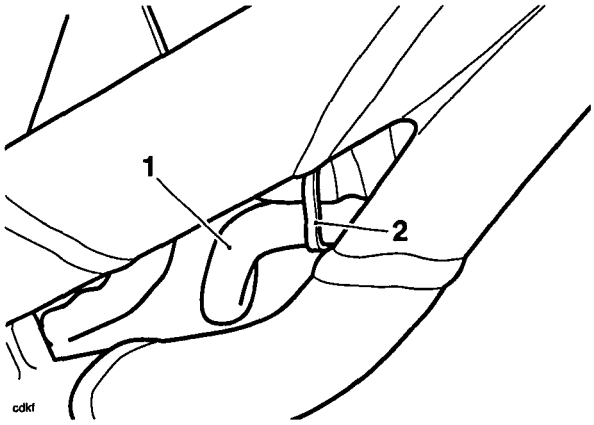
⚠ Caution

Ensure that the breather hose is not held too tightly by the cable tie. A cable tie which is too tight will cause a restriction in the breather hose which may lead to engine damage.



1. Breather hose
2. Cable tie

3. Cut the cable tie so that the trimmed end is no longer than 10 mm. Rotate the tie so that the trimmed end does not catch or rub against any part of the motorcycle.
4. Before refitting the airbox (if removed), bodywork and fuel tank, carry out the additional work described in this bulletin.

4. Coolant bypass hose replacement

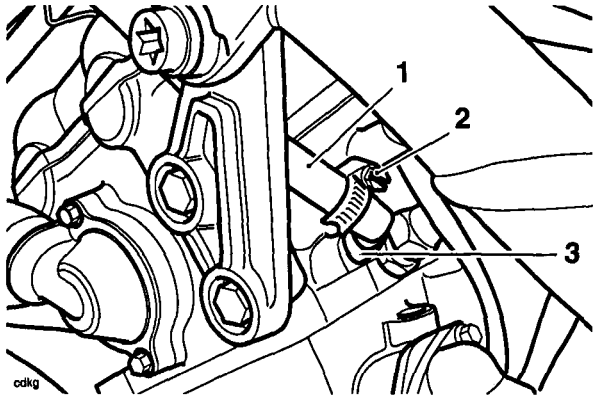
Warning:

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. Position a container to collect any coolant displaced as a result of replacing the bypass hose.
2. 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.**

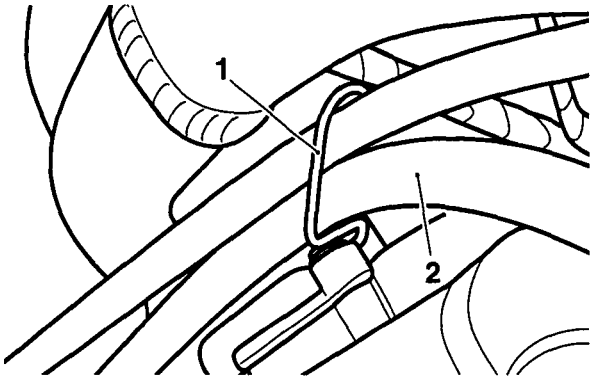
3. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
4. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
5. Slide the hose clip over the free end of the new bypass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

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

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

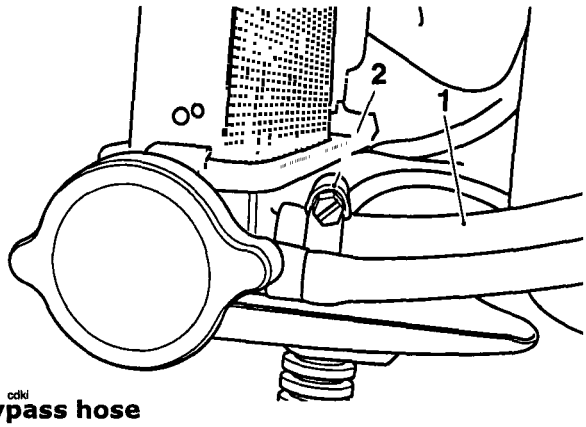


1. Wire guide
2. Coolant bypass hose

8. 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

9. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
10. 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.
11. Check/top up the coolant level as described in the service manual.
12. Refit the airbox (if removed), fuel tank and rear bodywork as described in the service manual.
13. Reconnect the battery, positive (red) lead first.
14. Refit the seat.
15. 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.
16. Check for coolant leaks. Rectify as necessary.

Recall Action Notice
Service Bulletin 358

June 2005 Strictly Confidential

Affected Models ..... **Speed Triple (1050cc)**

VIN Range ..... **From VIN 232291 to VIN 233909**

Markets ..... **All**

Subject ..... **1. Oil pressure switch connector and lead**
2. Engine breather hose security
3. Coolant bypass hose replacement

Background information

In order to aid efficiency, a number of 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** - Speed Triple 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. **Engine breather hose security** - In order to prevent the engine breather hose contacting the throttle mechanism, dealers are required to secure the breather hose to the main wiring harness following the procedure listed in part 2 of this bulletin.
3. **Coolant bypass hose** - The coolant bypass hose fitted to Speed Triple motorcycles within the above VIN range was manufactured incorrectly. Dealers are required to replace the bypass hose following the procedure listed in part 3 of this bulletin.

2.2SB 358.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

Speed Triple (1050cc) motorcycles in the VIN range specified above are affected.

Warranty claim instructions

Fault code 021035922

Repair code 99358

Total repair time allowance for procedures 1, 2, and 3 ..... 0.70 hours

Parts required	T2501625	Fly lead	1 off (procedure 1)
	T3700015	Cable tie	1 off (procedure 2)
	T2101610	Hose	1 off (procedure 3)

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.

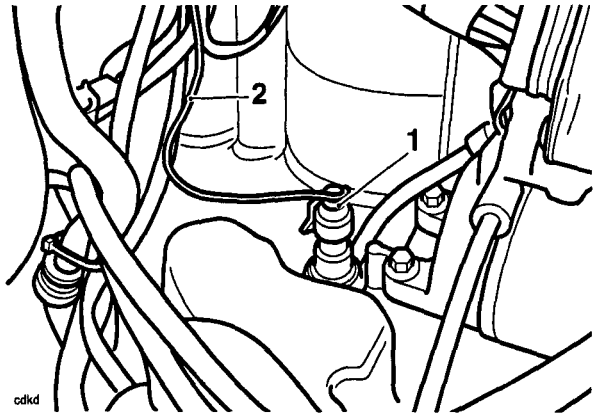
1. Oil pressure switch connector and lead

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

⚠ Warning

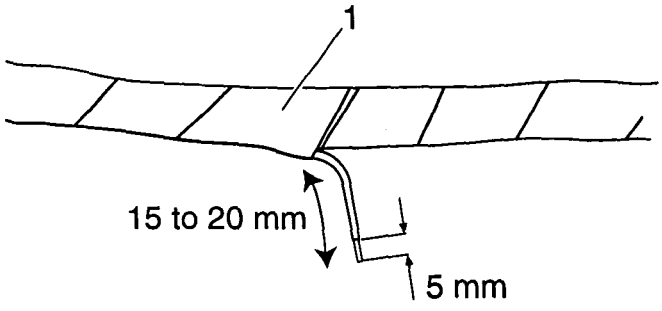
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

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

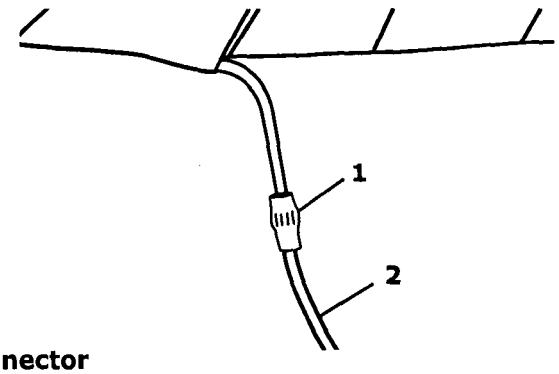
4. Cut the oil pressure switch wiring approximately 15 to 20 mm from where it joins the main wiring harness, discard the connector and length of wire. Strip approximately 5 mm of sheathing from the remaining end attached to the main harness (see below).



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:**

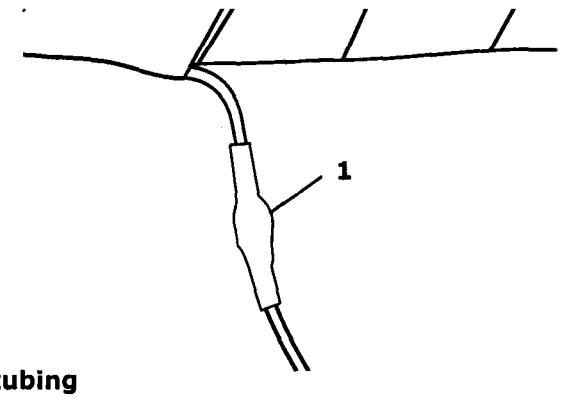
Warning

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.

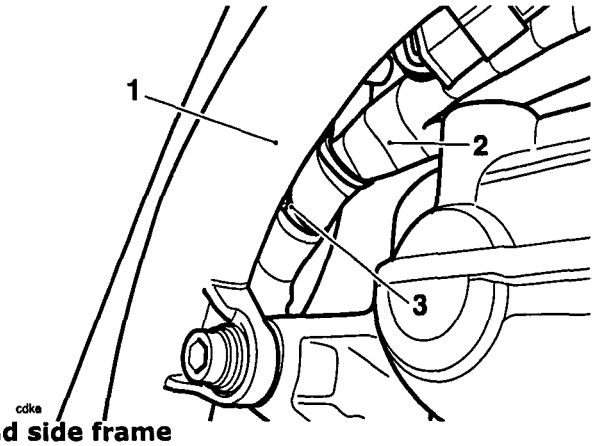


1. Heat shrink tubing

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. Engine breather hose security

1. Check that the main electrical harness is secured to the right-hand side of the frame by the fir-tree fastener as shown. Rectify as necessary.



1. Right-hand side frame
2. Main electrical harness
3. Fir tree fastener

2. Secure the engine breather hose to the main electrical harness using 1 off cable tie (T3700015) in the position shown below. Do not over-tighten the cable tie.

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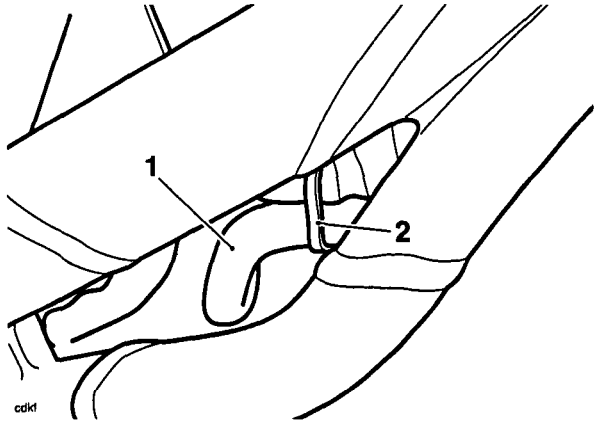
⚠ Caution
Ensure that the breather hose is not held too tightly by the cable tie. A cable tie which is too tight will cause a restriction in the breather hose which may lead to engine damage.



1. Breather hose
2. Cable tie

3. Cut the cable tie so that the trimmed end is no longer than 10 mm. Rotate the tie so that the trimmed end does not catch or rub against any part of the motorcycle.
4. Before refitting the bodywork and fuel tank, carry out the additional work described in this bulletin.

3. Coolant bypass hose replacement

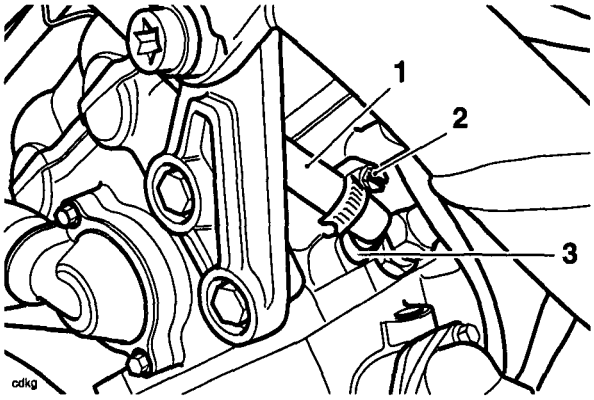
Warning:

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. Position a container to collect any coolant displaced as a result of replacing the bypass hose.
2. 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.**

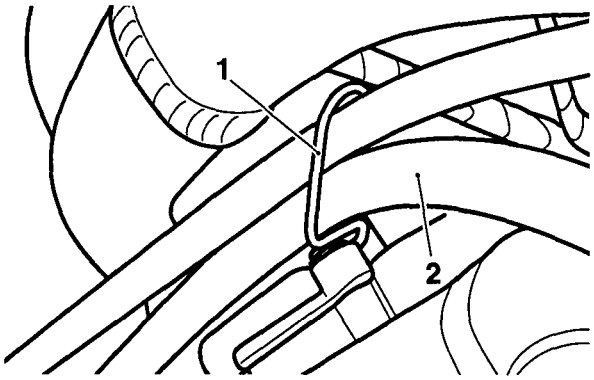
3. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
4. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
5. Slide the hose clip over the free end of the new bypass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

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

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

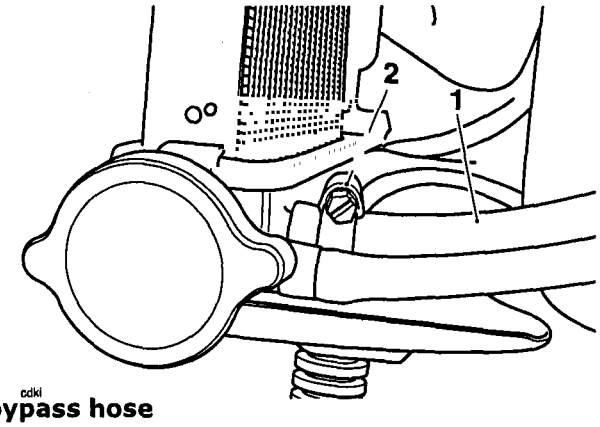


1. Wire guide
2. Coolant bypass hose

8. 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.



cdki

1. Coolant bypass hose
2. Hose clip

9. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
10. 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.
11. Check/top up the coolant level as described in the service manual.
12. Refit the fuel tank and rear bodywork as described in the service manual.
13. Reconnect the battery, positive (red) lead first.
14. Refit the seat.
15. 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.
16. Check for coolant leaks. Rectify as necessary.

Recall Action Notice
Service Bulletin 359

June 2005 Strictly Confidential

Affected Models ..... **Speed Triple (1050cc)**

VIN Range ..... **From VIN 233910 to 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** - Speed Triple 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 Speed Triple 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.

Customer contact instructions

2.2SB 359.fm

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

Speed Triple (1050cc) motorcycles in the VIN range specified above are affected.

Warranty claim instructions

Fault code ..... .021035923

Repair code ..... .99359

Total repair time allowance for procedures 1 and 2 ..... 0.60 hours

Parts required	T2501625	Fly lead	1 off (procedure 1)
	T2101610	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.

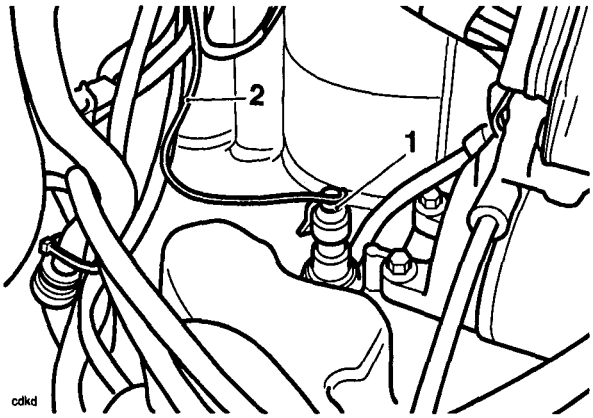
1. Oil pressure switch connector and lead

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

Warning

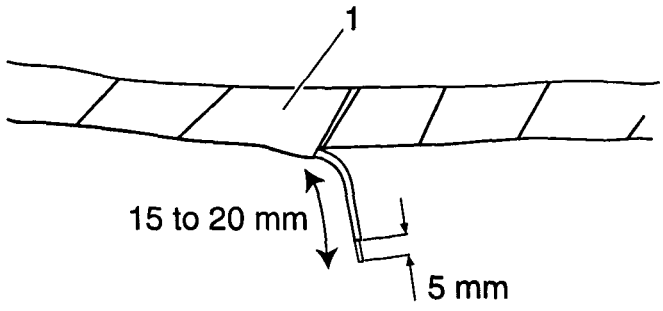
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

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

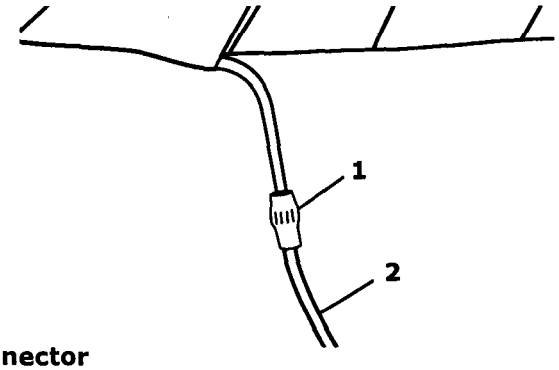
4. Cut the oil pressure switch wiring approximately 15 to 20 mm from where it joins the main wiring harness, discard the connector and length of wire. Strip approximately 5 mm of sheathing from the remaining end attached to the main harness (see below).



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:**

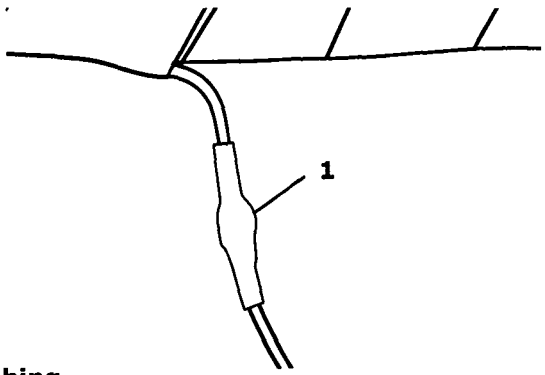
Warning

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

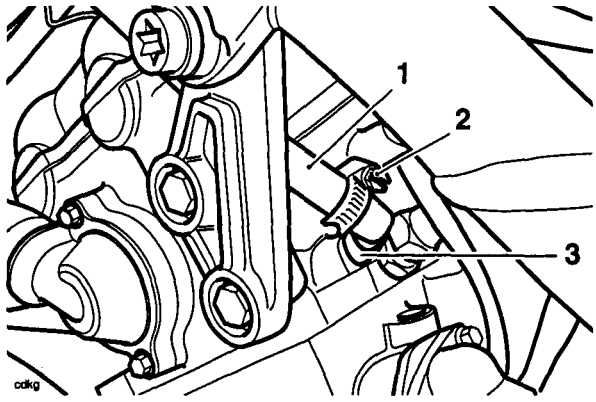
Warning

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. Position a container to collect any coolant displaced as a result of replacing the bypass hose.
2. 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.**

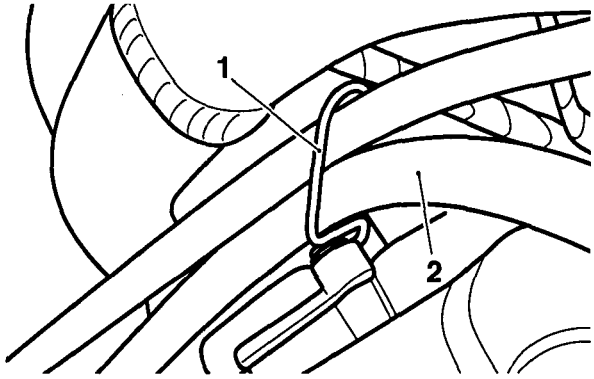
3. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
4. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
5. Slide the hose clip over the free end of the new bypass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

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

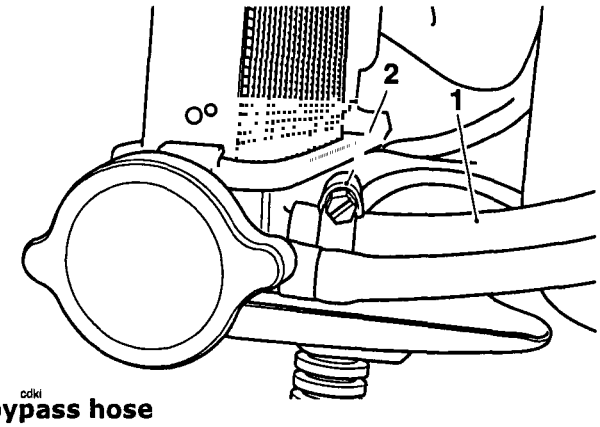
7. Pass the new bypass hose through the wire guide at the top of the engine as shown.



1. Wire guide
2. Coolant bypass hose

8. 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.



cdki

1. Coolant bypass hose
2. Hose clip

9. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
10. 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.
11. Check/top up the coolant level as described in the service manual.
12. Refit the fuel tank and rear bodywork as described in the service manual.
13. Reconnect the battery, positive (red) lead first.
14. Refit the seat.
15. 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.
16. Check for coolant leaks. Rectify as necessary.

Recall Action Notice
Service Bulletin 361

June 2005 Strictly Confidential

Affected Models ..... **Sprint ST (1050cc)**

VIN Range ..... **Up to and including VIN 234545**

Markets ..... **All**

Subject ..... **1. Oil pressure switch connector and lead**
2. Coolant bypass hose replacement
3. Rear brake hose routing

Background information

In order to aid efficiency, a number of 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 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 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.
3. **Rear brake hose routing** - We have identified that on a small number of Sprint ST motorcycles, the rear brake hose is routed close to the top run of the final drive chain. To ensure that the rear brake hose is supported with adequate clearance from the final drive chain, dealers are required to fit a 'P' clip following the procedure listed in part 3 of this bulletin.

2.2SB 361.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 021035925

Repair code 99361

Total repair time allowance for procedures 1, 2 and 3 ..... 0.85 hours

Parts required .....

T2501625	Fly lead	1 off (procedure 1)
T2101605	Hose	1 off (procedure 2)
T3700092	'P' clip	1 off (procedure 3)
3330030-T0301	Screw, M6	1 off (procedure 3)

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.

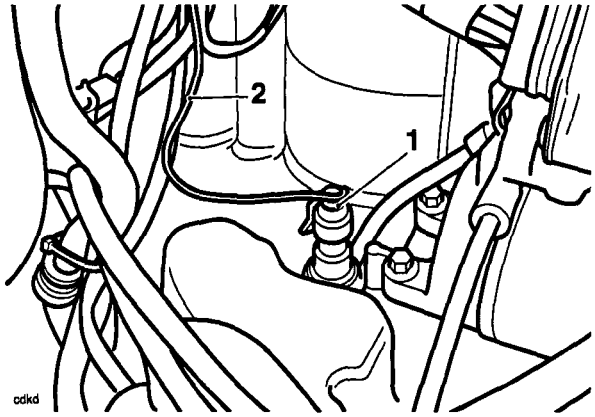
1. Oil pressure switch connector and lead

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

Warning

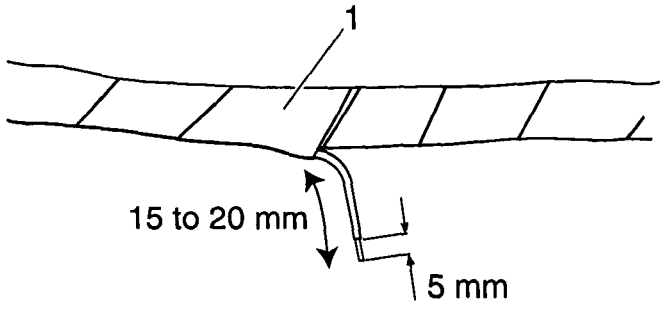
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

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).

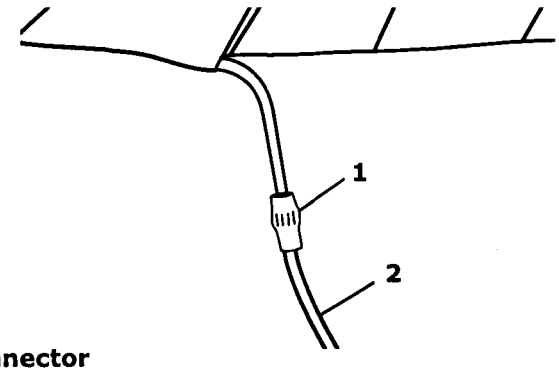


1. Main wiring harness

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

2.2SB 361.fm

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:**

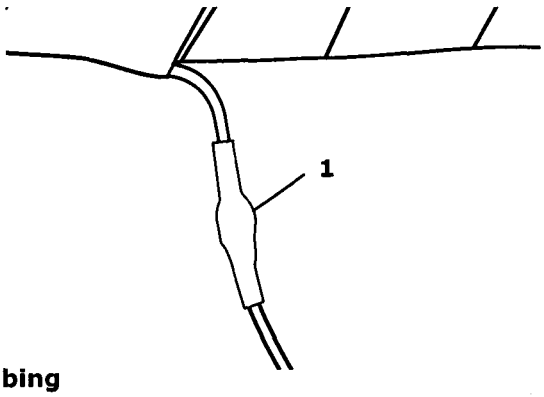
Warning

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

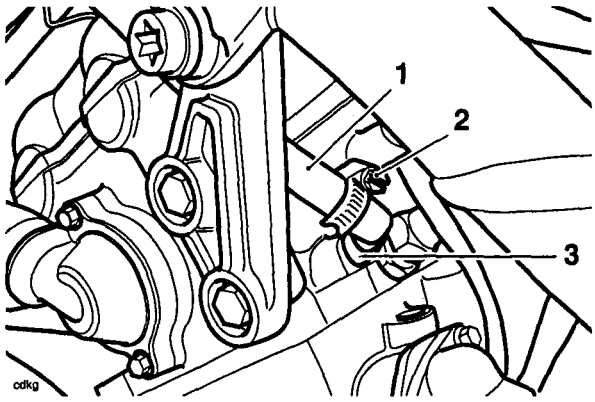
Warning

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.**

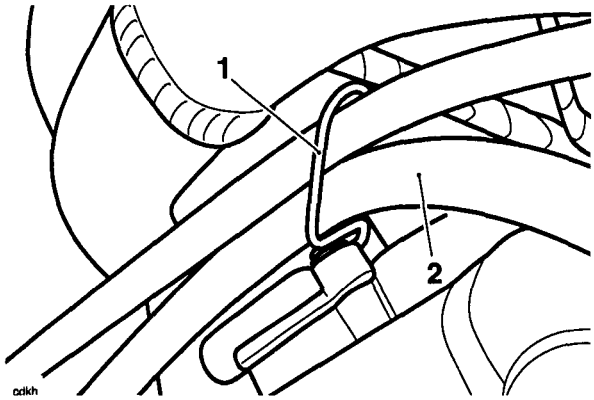
4. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
5. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
6. Slide the hose clip over the free end of the new bypass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

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

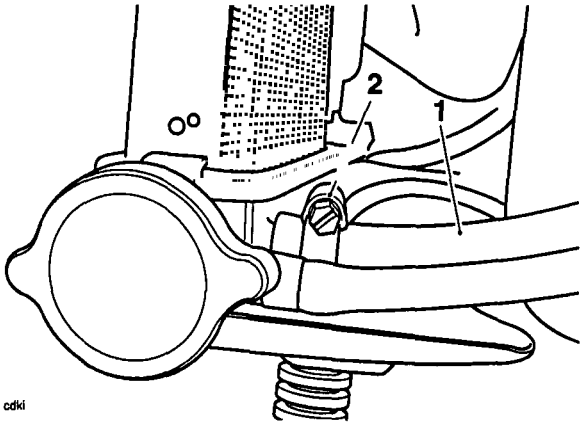


1. Wire guide
2. Coolant bypass hose

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.



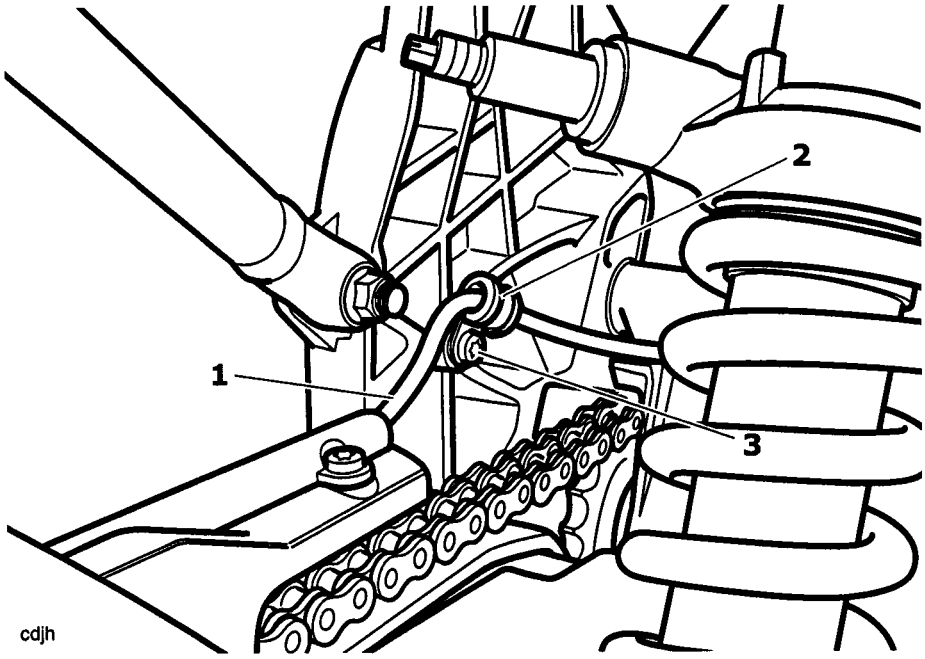
1. Coolant bypass hose
2. Hose clip

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. Carry out the additional work described in this bulletin.

3. Rear brake hose routing

Note:

- **It is not necessary to remove the rear brake hose to fit the 'P' clip.**



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1. Rear brake hose
2. 'P' clip (T3700092)
3. Screw, M6 (3330030-T0301)

1. Secure the brake hose to the frame with the 'P' clip using the M6 screw.

Note:

- **The brake hose must pass above the screw as shown.**

2. Tighten the screw to **7 Nm.**

⚠ Warning

Do not route the brake hose through too sharp an angle. Routing the brake hose through too sharp an angle could cause a restriction in the brake hose. A restriction in the brake hose will reduce braking efficiency leading to loss of motorcycle control and an accident.

3. Reconnect the battery, positive (red) lead first.
4. Refit the seat.
5. 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.
6. Check for coolant leaks. Rectify as necessary.

Recall Action Notice
Service Bulletin 362

June 2005 Strictly Confidential

Affected Models	**Sprint ST (1050cc)**
VIN Range	**From VIN 234546 to VIN 234915**
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 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 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 362.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	021035926		
Repair code	99362		
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.

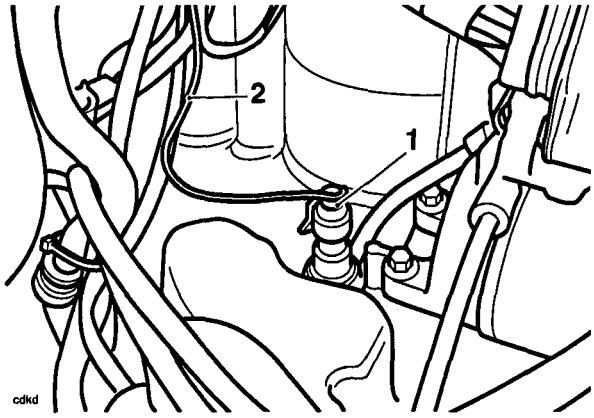
1. Oil pressure switch connector and lead

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

Warning

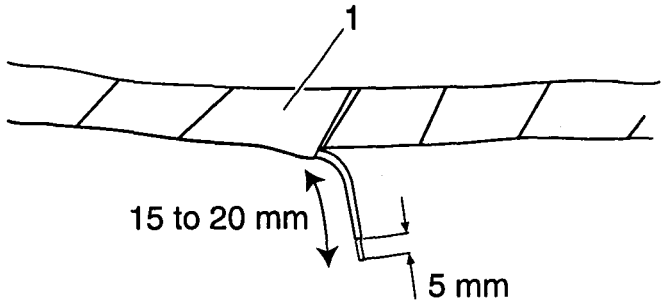
Observe the warning advice given in the general information section of the service manual on the safe handling of fuel and fuel containers. A fire causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

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

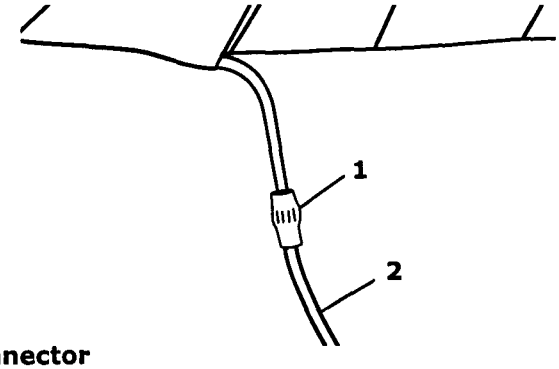
4. Cut the oil pressure switch wiring approximately 15 to 20 mm from where it joins the main wiring harness, discard the connector and length of wire. Strip approximately 5 mm of sheathing from the remaining end attached to the main harness (see below).



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:**

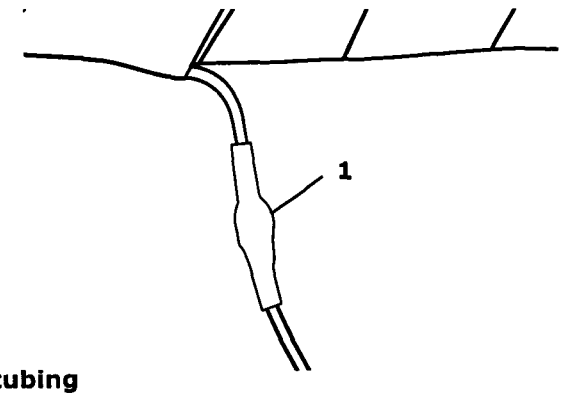
Warning

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

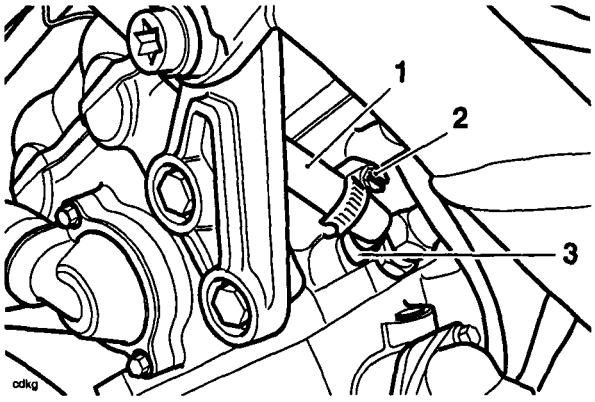
Warning

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.**

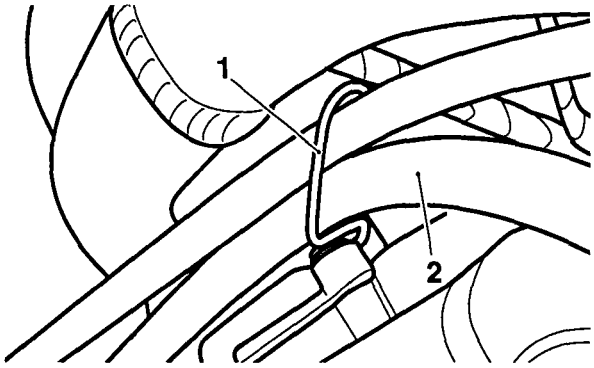
4. Pull the old bypass hose free from the engine outlet and quickly slide one end of the new hose in it's place.
5. Examine the original hose clip for damage and, if serviceable, reuse. If the hose clip is damaged, replace the clip with a new one.
6. Slide the hose clip over the free end of the new bypass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

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



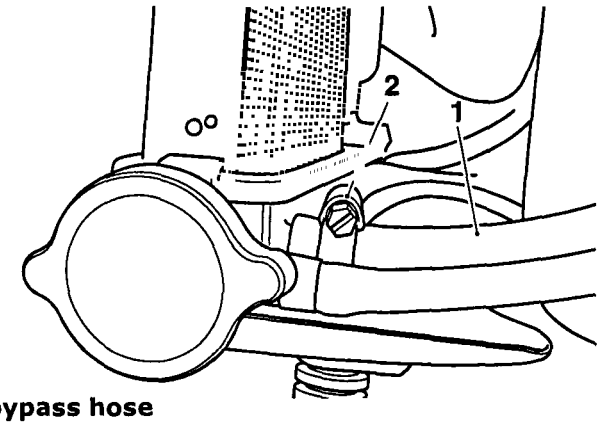
1. Wire guide
2. Coolant bypass hose

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 362.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.