

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report¹

On 27th November, 2006, Triumph Motorcycles Ltd [MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exits in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 **Defect and Noncompliance Reports**.

Date this report was prepared: 27th November 2006

Furnish the manufacturer's identification code for this recall (if applicable): _____

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and **mailing address** of the designated agent as prescribed by 49 U.S.C. §30164.

Triumph Motorcycles America Ltd,
385 Walt Sanders Memorial Drive
suite 100
Newnan, Georgia GA30265
United States of America

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Mr. Shell Barr

Telephone Number: 001 678 854 2010 **Fax No.:** 001 678 854 2027

Name and Title of Person who prepared this report.

Mr. Charles Smart, Head of Dept, Triumph Motorcycles Ltd

Signed:

¹Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5227 or by FAX at (202) 366-7882.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): Triumph_ **Model Years Involved:** 2006 & 2007_____ **Model(s):** Sprint ST 1050 & Sprint ST1050 ABS

Production Dates: Beginning: Nov 2004. **Ending:** Nov 2006

VIN Range: Beginning: 221423_____ **Ending:** 298255_____

Vehicle Type: M/cycle **Body style:** Urban Sports

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Modified vehicles will carry a single sleeve at the pivot point where the drag link and drop links hinge. Unmodified vehicles will carry 3 separate sleeves in this area.

Make(s): _____ **Model Years Involved:** _____ **Model(s):** _____

Production Dates: Beginning: _____ **Ending:** _____

VIN Range: Beginning: _____ **Ending:** _____

Vehicle Type: _____ **Bodystyle:** _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): _____ **Model Years Involved:** _____ **Model(s):** _____

Production Dates: Beginning: _____ **Ending:** _____

VIN Range: Beginning: _____ **Ending:** _____

Vehicle Type: _____ **Bodystyle:** _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with

certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
<u>Sprint ST1050</u>	<u>2006/7</u>	
<u>Sprint ST1050 ABS</u>	<u>2006/7</u>	

Total Number Potentially Affected by the Recall: 1,913

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or non compliance: 0.1%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

Warranty feedback from markets with predominantly uneven road surfaces, highlighted that the through bolt (T3330335) used to connect the unique drop link to drag link assemblies used only on Sprint ST1050 models, could bend and if left unattended fracture. This arrangement was introduced at start of production for the models in question and is to be superseded by a single sleeve and revised nut arrangement from Vin 298256 in November 2006.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

Triumph Service Bulletins 378 and 379 refer in detail. The drag link to drop link assembly may be found beneath the single rear suspension unit forward of the rear wheel, at approximately the same height as the machines wheel spindles.

Describe the cause(s) of the defect or noncompliance condition.

Under heavy load conditions, the force exerted on the joint can place the through bolt in shear, resulting in a bending of the bolt.

Describe the consequence(s) of the defect or noncompliance condition.

If not replaced the through bolt may fracture. This would allow the rear suspension to drop. The underside of the rear mudguard will then permanently contact the top surface of the tyre fitted to the rear wheel.

Identify any warning which can (a) precede or (b) occur.

Prior to the bolt fracturing the rider may experience a stiffening of the rear suspension. Once the through bolt has fractured the seat height of the bike will drop. The rear tyre will rub constantly against the underside of the rear mudguard.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

Not applicable

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Not applicable

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

- 6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.**

End June 2006	First report of bike in service having experienced a fractured through-bolt from overseas market. Warranty data checked & 1 other claim recorded. Investigation underway.
End July 2006	Further similar claim. Note bike has high capacity non-approved luggage system fitted. Strong evidence of overloading. Engineering trials underway.
Aug 2006	Further 3 warranty claims from overseas markets.
Oct 2006	Engineering repair identified and testing completed. Agreed item represents a safety recall. Identify affected no of bikes globally and prepare paperwork. Orders placed for replacement parts for bikes in service
End Nov 2006	Sufficient parts (60%) to launch campaign arrived. Recall launched. Note: no injuries or fatalities occurred. A total of 10 incidents recorded.

- 7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.**

Included above

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

Please refer to Triumph Service Bulletins 378 & 379

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The remedy components include a higher grade nut (T3350005) than the original arrangement and a single through sleeve (T2050102); the original design included 3 separate sleeves.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The recall condition was corrected in production in November 2006 at Vin XXX.

The production remedy is the same as that used in service.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

27th November 06 – UK advise subsidiary offices of need to remedy machines.

28th November 06 – remedy enters production.

30th November 06 – delivery of 5000 parts to UK parts warehouse enable recall to be announced.

30th November 06 – announced to dealers.

4th December 06 – announced to public.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. A *DRAFT* copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.



Recall Action Notice Service Bulletin 378 December 2006

Affected Model **Sprint ST (1050cc) and Sprint ST (1050cc) ABS**

VIN Range **VIN 221423 to VIN 287719, and from VIN 290144 to 298255**

Markets **All**

Subject **Drag Link to Drop Link Bolt, sleeve and nut**

Background Information

In-service quality feedback has identified a potential problem with the drag link to drop link bolt (part number T3330335), which could result in the bolt becoming bent or fractured.

Dealers are required to remove and discard the drag link to drop link bolt, nut, bearing sleeve and spacers, and install a new, longer bearing sleeve with hardened washers, new spacers and a new bolt and nut.

In addition, dealers are required to inspect the bolt for any signs of bending once it has been removed. If the bolt is bent, dealers are required to replace the drag link rear bearing and seals with new parts.

Customer Contact Instructions

UK: Triumph Motorcycles Limited will write directly to the UK owners of the affected machines instructing them to contact their nearest dealer to arrange for the replacement of the drag link to drop link bolt, bearing sleeve, spacers and nut, and potential replacement of the drag link rear bearing and seals. For vehicles in dealer stock, the recall **MUST** be actioned before 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) and Sprint ST ABS (1050cc) models from VIN 221423 to VIN 287719, and from VIN 290144 to 298255.

Warranty Claim Instructions

Fault code 020560991

Repair code - Drag link bolt and nut, ground sleeve, spacers & hardened washers only 99378

Repair code - Drag link bolt and nut, ground sleeve, spacers, hardened washers, bearing & seals. . . . 993781

Repair time allowance (including Admin)

Drag link bolt and nut, ground sleeve, spacers & hardened washers only 0.31 hrs

Drag link bolt and nut, ground sleeve, spacers, hardened washers, bearing & seals.0.51 hrs

Parts Information

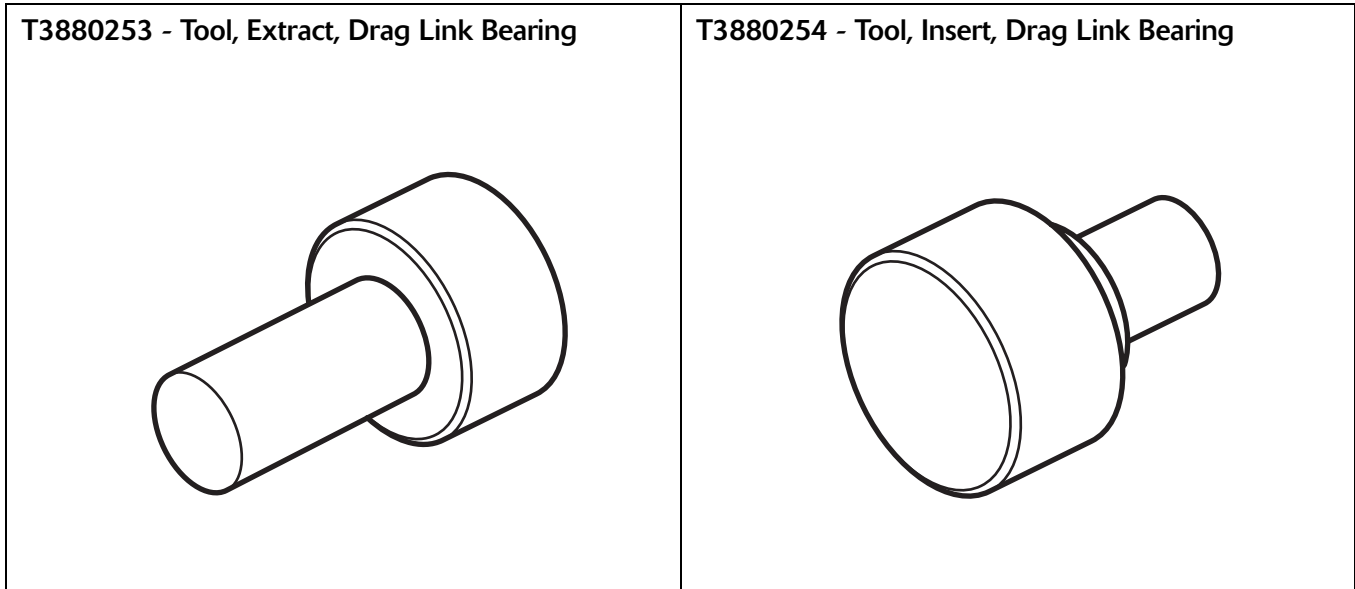
Parts required..... 1 x T3330335 - Bolt, Skt Hd, M10 x 100
1 x T3350005 - Nut
1 x T2050102 - Bearing Sleeve
2 x T2050103 - Spacer
2 x T3550166 - Washer, M10, Hardened

Additional parts (Only if required) 1 x T3800155 - Bearing, Needle Roller
2 x T3600122 - Seal, Oil
1 x T3350005 - Nut

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

Parts return instructions Dealer to retain all parts for 90 days. All parts must be stored in a secure, non-public accessed area and correctly identified with a completed warranty label. Thereafter the parts must be rendered unusable prior to scrapping. It is suggested the bolt is damaged by placing the threaded portion in a vice and the threads crushed, and then the bolt bent over. Similarly, the nut, bearing sleeve, spacers and if replaced, the bearing and seals should be crushed in a vice until they are unusable.

Service tools T3880253 - Tool, Extract, Drag Link Bearing
T3880254 - Tool, Insert, Drag Link Bearing



Other Instructions

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

Replacement Procedure

Replace the drag link to drop link bolt, nut, bearing sleeve and spacers, and inspect and if necessary replace the drag link rear bearing and seals, following the procedure listed below:

Warning

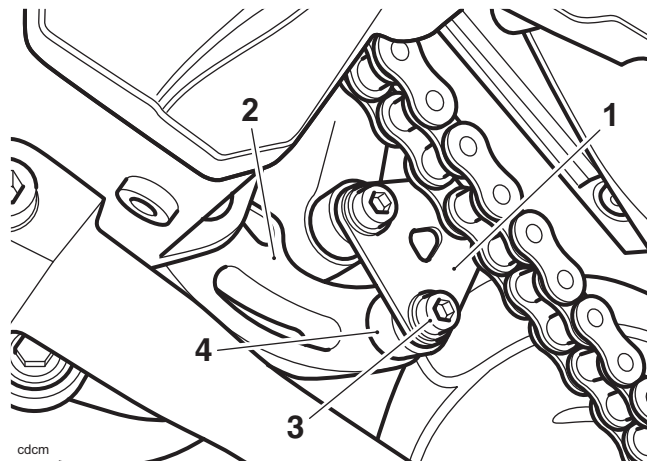
Throughout the following procedure, ensure that the motorcycle is stabilised and adequately supported to prevent the risk of injury from the motorcycle falling.

Warning

Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident.

Removal

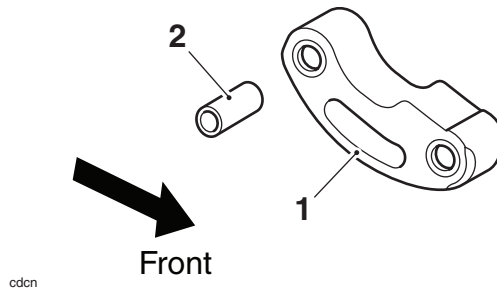
1. Raise and support the rear of the motorcycle beneath the frame or engine. Position a block to support the rear wheel.
2. Remove the nut and bolt securing the drag link to the drop link. Collect the washer from under the bolt head and retain for re-use.



1. Drop link
2. Drag link
3. Drag link to drop link bolt
4. Spacer (left hand shown)

3. Release the drag link from the drop link and collect the spacers.

4. Remove the bearing sleeve from the drag link.



1. Drag link (shown removed from the motorcycle for clarity)
2. Bearing sleeve

5. Discard the nut, bolt, bearing sleeve and spacers, noting the parts return instructions given on page 1.

Inspection

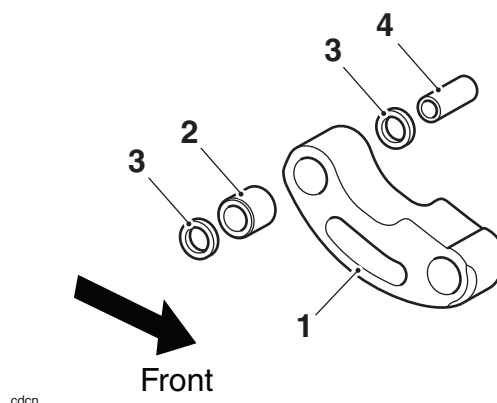
1. Inspect the bolt for any signs of bending. If the bolt is bent, the drag link rear bearing and seals must be replaced.

Note:

- If the bolt shows no signs of bending, the drag link rear bearing or seals **DO NOT** need to be replaced. However the bolt, bearing sleeve, spacers and nut **MUST** be replaced in all cases, even if they appear to be in good condition.

Bearing Replacement (only if required)

1. Remove the drag link as follows:
 - Remove the bolt and nut (discard the nut) securing the drag link to the frame.
 - Detach the drag link from the frame.
2. Remove the two rear drag link seals.



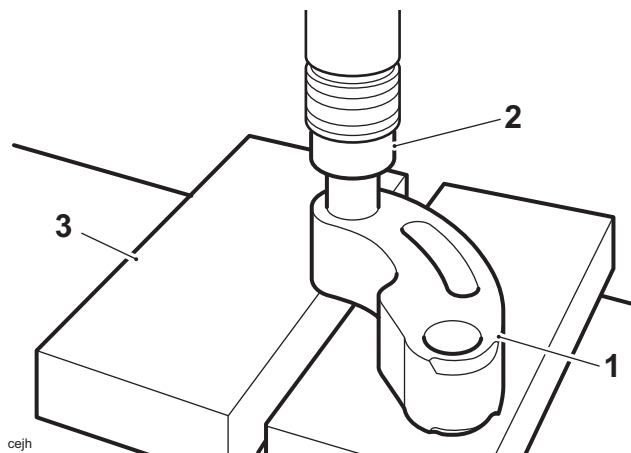
1. Drag link
2. Rear bearing
3. Seals
4. Bearing sleeve

Warning

When using a press, always wear overalls, eye, face and hand protection. Objects such as bearings frequently break-up under load and the debris caused during break-up may cause damage and injury to unprotected parts of the body.

Never wear loose clothing which could become trapped in the press and cause a crushing injury to the hand, arms or other parts of the anatomy.

3. Transfer the drag link to a press, and using service tool T3880253, press out the rear bearing through the drag link as shown below. Collect the bearing as it is released, and remove the tool from the drag link.

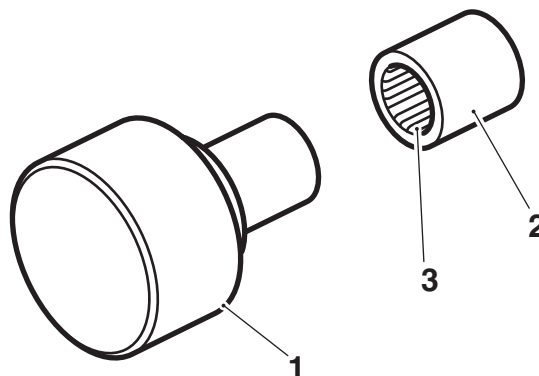


1. Drag link
2. Tool T3880253
3. Press bars

Caution

The bearing must be installed with the marked side of the bearing facing towards service tool T3880254. Failure to follow this instruction will result in damage to the bearing.

4. Position the new bearing to service tool T3880254, with the marked side of the bearing facing towards the tool.



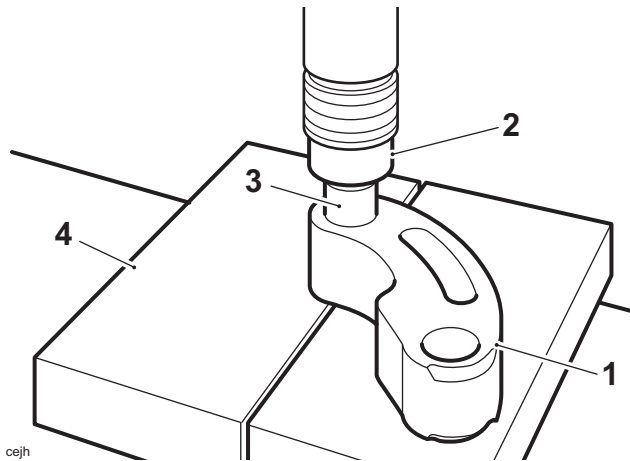
1. Tool T3880254
2. Bearing (shown with marked side facing the service tool)
3. Bearing markings

Warning

When using a press, always wear overalls, eye, face and hand protection. Objects such as bearings frequently break-up under load and the debris caused during break-up may cause damage and injury to unprotected parts of the body.

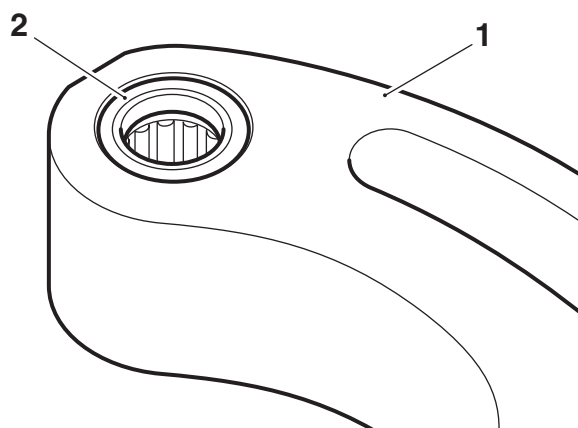
Never wear loose clothing which could become trapped in the press and cause a crushing injury to the hand, arms or other parts of the anatomy.

5. Position the service tool and bearing to the press as shown below, and press in the new bearing until the tool contacts the drag link.



1. Drag link
2. Tool T3880254
3. Bearing
4. Press bars

6. Install two new seals, with the marked side of the seal facing outwards, until they are flush with the surface of the drag link.



1. Drag link
2. Seal (flush with surface of drag link)

Note:

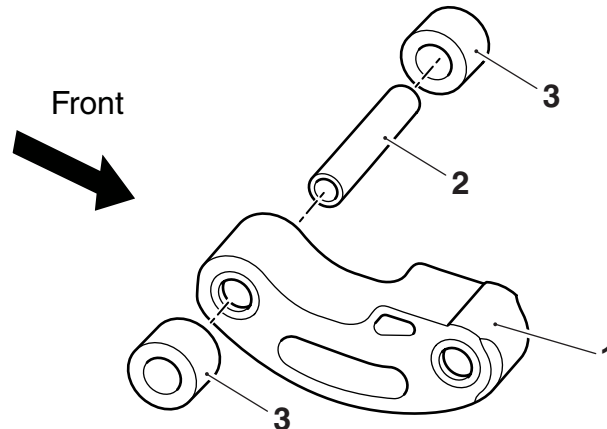
- **This bulletin does not include replacement of the front drag link bearing, seals or bearing sleeve. Replacement of these items, if required, must be treated as a separate repair item, and claimed using a separate warranty claim.**
7. Remove the front bearing sleeve and inspect the front bearing and seals for damage or wear. Replace any damaged or worn components. Lubricate the front bearing and seals with grease to NLGI 2 specification (we recommend Mobil grease HP222). Clean and refit the bearing sleeve.

Drag link Installation (only if the bearing or seals have been replaced)

1. Position the drag link in the correct orientation to the frame and refit the original front bolt. Fit a new nut (part number T3350005) and tighten to **48 Nm**.

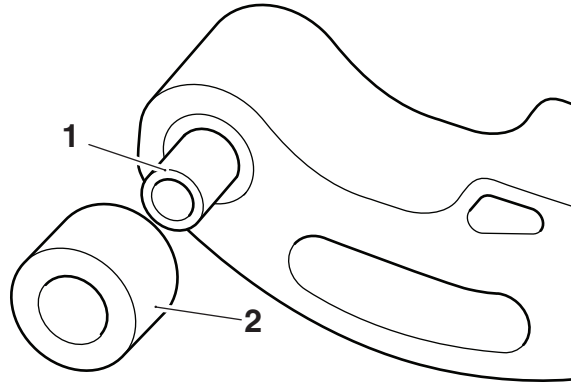
Assembly

1. Lubricate the rear bearing with grease to NLGI 2 specification (we recommend Mobil grease HP222).
2. Lubricate the rear seal's knife-edges with grease to NLGI 2 specification (we recommend Mobil grease HP222).
3. Install the new, longer bearing sleeve (part number T2050102) to the drag link, ensuring it protrudes evenly through either side of the drag link.



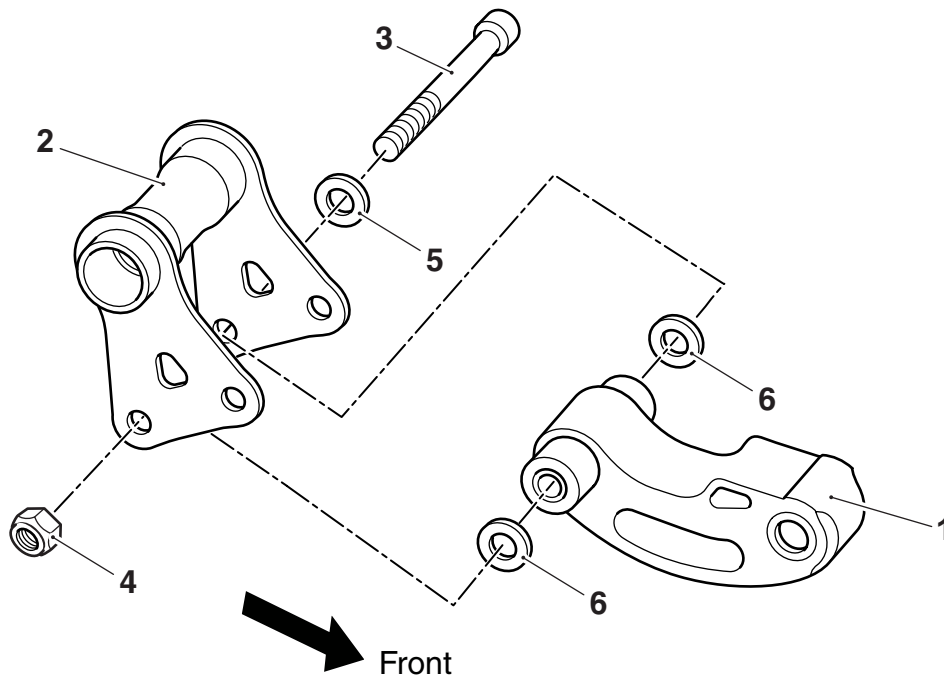
1. **Drag link (shown with the bearing and seals assembled)**
 2. **Bearing sleeve**
 3. **Spacers**
4. Lubricate the exposed outer surface of the bearing sleeve with grease to NLGI 2 specification (we recommend Mobil grease HP222).

5. Fit the two spacers (part number T2050103) to the outside of the bearing sleeve (one on each side) as shown below.



1. New bearing sleeve
2. Spacer (Right hand shown)

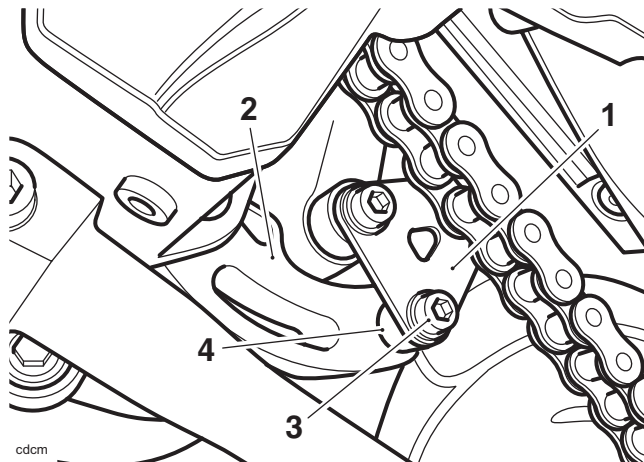
6. Align the drag link to the drop link and fit a new hardened washer to each end of the bearing sleeve, between the side plates of the drop link.



1. Drag link (shown with the bearing sleeve and spacers assembled)
2. Drop link
3. Drag link to drop link bolt
4. Nut
5. Hardened washer (removed from original bolt)
6. New hardened washers

7. Fit the hardened washer (removed from the original bolt) to the new bolt (part number T3330335).

8. Install the new drag link to drop link bolt (part number T3330335) from the left hand side, fit a new nut (part number T3350005) and tighten to **48 Nm**.



1. Drop link
2. Drag link
3. Drag link to drop link bolt
4. Spacer (left hand shown)

9. Lower the motorcycle to the ground and remove the support.

Circulation

(Initial and date when read and return to central file holder)

Service Manager	Parts Manager	Sales Manager	Workshop Supervisor	Technician 1	Technician 2



Recall Action Notice

Service Bulletin 379

December 2006

Affected Model Sprint ST (1050cc) and Sprint ST (1050cc) ABS
VIN Range VIN 287720 to VIN 290143
Markets All
Subject Drag Link to Drop Link Bolt, Sleeve and Nut -
Vehicles with the drag link bolt installed from the
right hand side

Background Information

In-service quality feedback has identified a potential problem with the drag link to drop link bolt (part number T3330335), which could result in the bolt becoming bent or fractured.

Dealers are required to remove and discard the drag link to drop link bolt, nut, bearing sleeve and spacers, and install a new, longer bearing sleeve with hardened washers, new spacers and a new bolt and nut.

Note:

- The bolt will have been installed from the right hand side, and will require removal of the intermediate exhaust pipe in order to remove it.

In addition, dealers are required to inspect the bolt for any signs of bending once it has been removed. If the bolt is bent, dealers are required to replace the drag link rear bearing and seals with new parts.

Customer Contact Instructions

UK: Triumph Motorcycles Limited will write directly to the UK owners of the affected machines instructing them to contact their nearest dealer to arrange for the replacement of the drag link to drop link bolt, bearing sleeve, spacers and nut, and potential replacement of the drag link rear bearing and seals. For vehicles in dealer stock, the recall **MUST** be actioned before 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) and Sprint ST ABS (1050cc) models from VIN 287720 to VIN 290143.

Warranty Claim Instructions

Fault code 020560992

Repair code - Drag link bolt and nut, ground sleeve, spacers & hardened washers only 99379

Repair code - Drag link bolt and nut, ground sleeve, spacers, hardened washers, bearing & seals ... 993791

Repair time allowance (including Admin)

Drag link bolt and nut, ground sleeve, spacers & hardened washers only 0.91 hrs

Drag link bolt and nut, ground sleeve, spacers, hardened washers, bearing & seals. 1.11 hrs

Parts Information

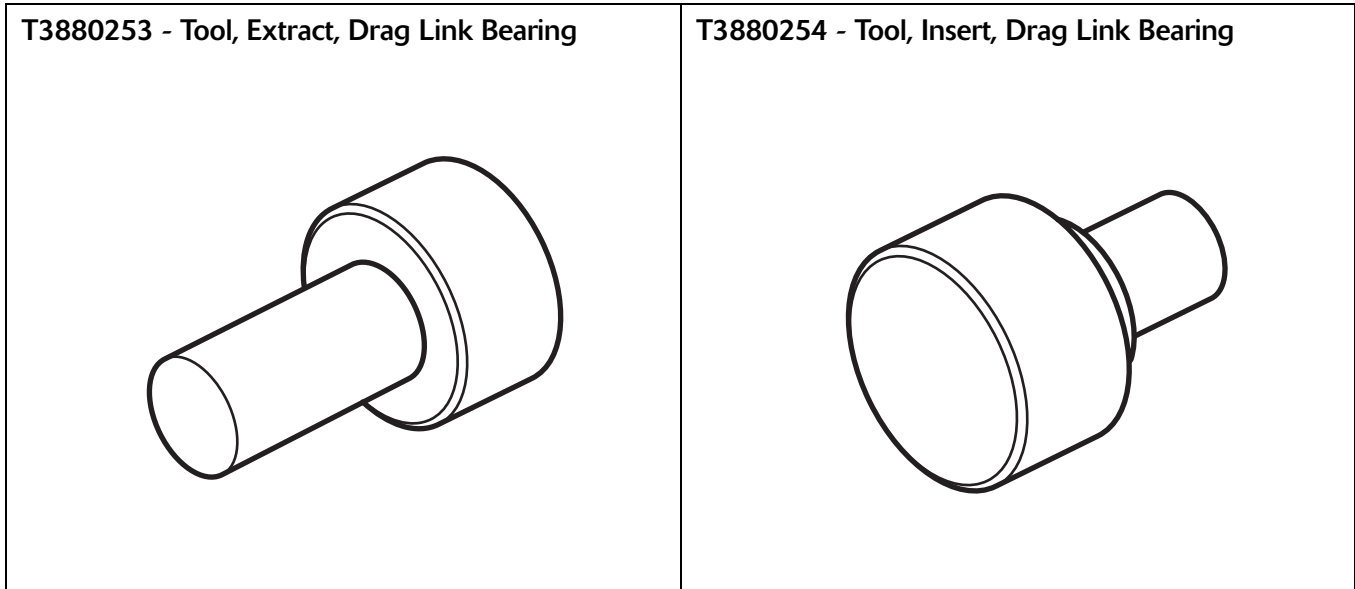
Parts required..... 1 x T3330335 - Bolt, Skt Hd, M10 x 100
1 x T3350005 - Nut
1 x T2050102 - Bearing Sleeve
2 x T2050103 - Spacer
2 x T3550166 - Washer, M10, Hardened

Additional parts (Only if required) 1 x T3800155 - Bearing, Needle Roller
2 x T3600122 - Seal, Oil
1 x T3350005 - Nut

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

Parts return instructions Dealer to retain all parts for 90 days. All parts must be stored in a secure, non-public accessed area and correctly identified with a completed warranty label. Thereafter the parts must be rendered unusable prior to scrapping. It is suggested the bolt is damaged by placing the threaded portion in a vice and the threads crushed, and then the bolt bent over. Similarly, the nut, bearing sleeve, spacers and if replaced, the bearing and seals should be crushed in a vice until they are unusable.

Service tools T3880253 - Tool, Extract, Drag Link Bearing
T3880254 - Tool, Insert, Drag Link Bearing



Other Instructions

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

Replacement Procedure

Note:

- **Replacement of the drag link to drop link bolt, when installed from the right hand side, will require removal of the pannier rails, rear bodywork, exhaust intermediate pipe and silencer.**

Replace the drag link to drop link bolt, nut, bearing sleeve and spacers, and inspect and if necessary replace the drag link rear bearing and seals, following the procedure listed below:

Warning

Throughout the following procedure, ensure that the motorcycle is stabilised and adequately supported to prevent the risk of injury from the motorcycle falling.

Warning

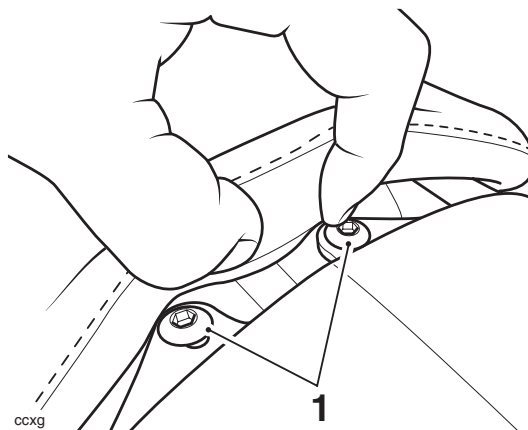
Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident.

Warning

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

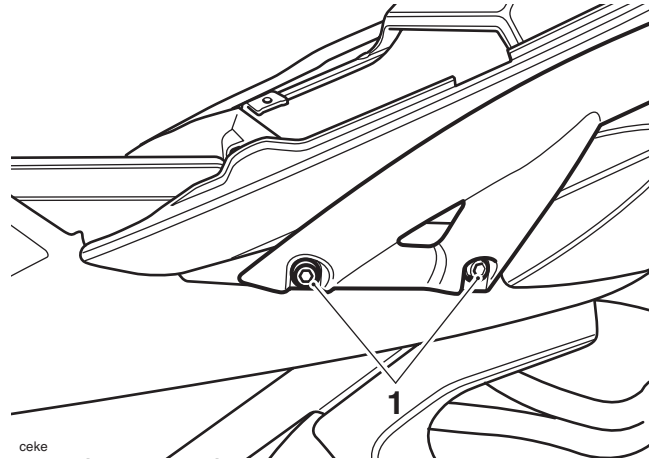
Removal

1. Raise and support the rear of the motorcycle beneath the frame or engine. Position a block to support the rear wheel.
2. Push back the rear edge of the seat and unscrew the exposed fixings. Collect the spacers from beneath the fixings.



1. Seat fasteners

3. To remove the seat, lift the rear of the seat and slide it towards the rear of the motorcycle.
4. Disconnect the battery, negative (black) lead first.
5. Release the four front pannier rail fixings (two on each side). Collect the washers from under the fixings.

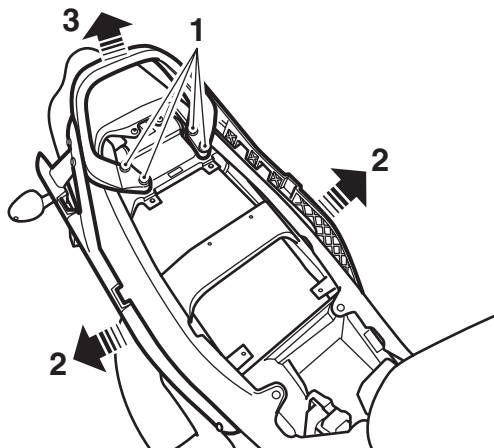


1. Front pannier rail fixings (left hand side shown)

Caution

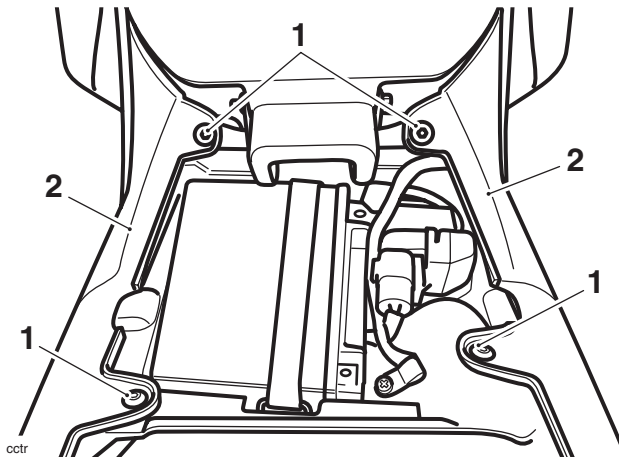
When removing the pannier rails, ensure that the surfaces of the rear bodywork are protected from damage. Damage to the rear bodywork, and particularly the painted surfaces could result from inadequate care and/or protection during this process.

6. Remove the four grab rail fixings and carefully remove the grab rail and pannier rails as an assembly. Collect the four spacers from under the grab rail.



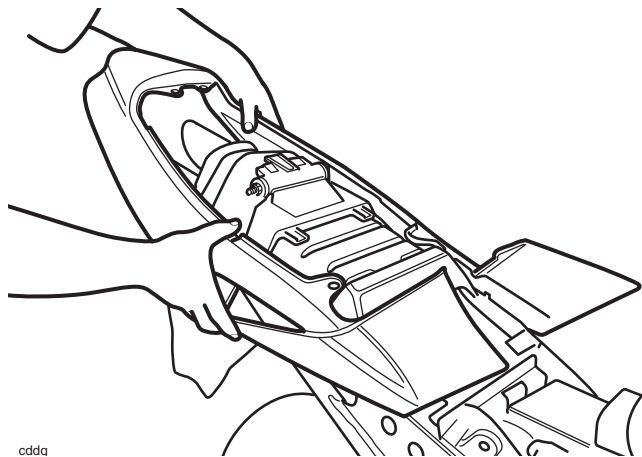
1. Grab rail fixings
2. Pannier rail removal direction
3. Grab rail and pannier rail assembly removal direction

7. Remove the fixings securing the bodywork/side panel to the frame.



1. Fixings
2. Bodywork/side panel

8. Remove the bodywork/side panel.

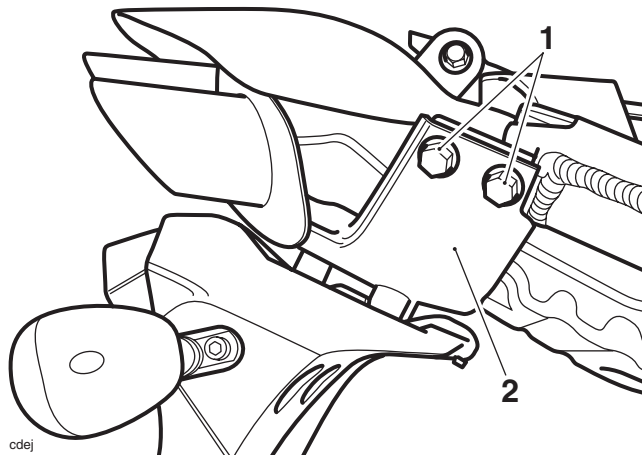


Bodywork/side Panel Removal

9. Undo and remove the four fixings securing the rear light unit bracket to the frame. Support the rear light unit/mudguard assembly.

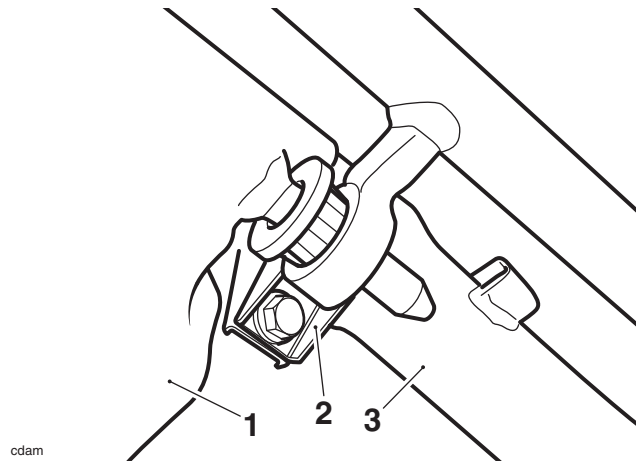
! Caution

Do not allow the light unit/mudguard assembly to hang unsupported. Damage to the wiring harness supplying the rear lights may occur if the light unit/mudguard assembly is allowed to hang unsupported.



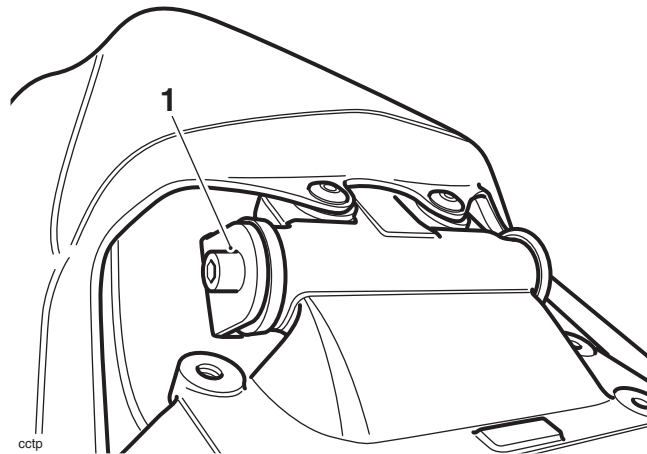
1. Fixings (right hand side shown)
2. Rear light unit bracket

10. Release the clamp securing the silencer to the intermediate pipe.



1. Silencer
2. Clamp
3. Intermediate pipe

11. Support the silencer and release the nut and bolt securing the silencer mounting bracket to the rear frame.



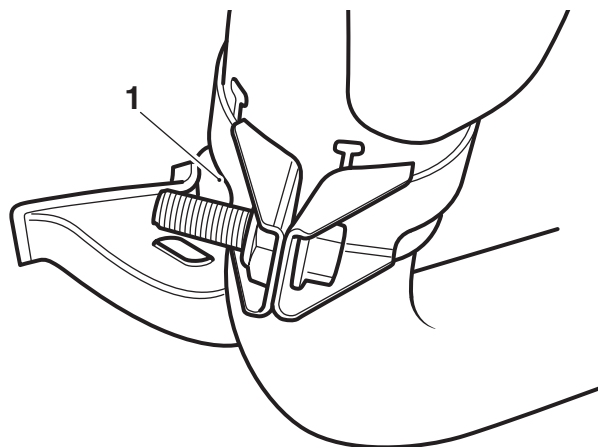
1. Silencer mounting bracket/fixing

12. Move the silencer rearwards to disengage its front mountings and remove.



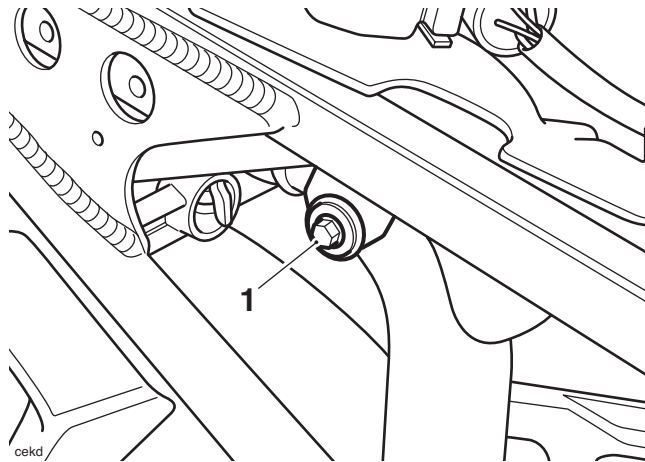
1. Silencer mounting points

13. Release the clamp at the downpipe to intermediate pipe joint.



1. Downpipe to intermediate pipe joint

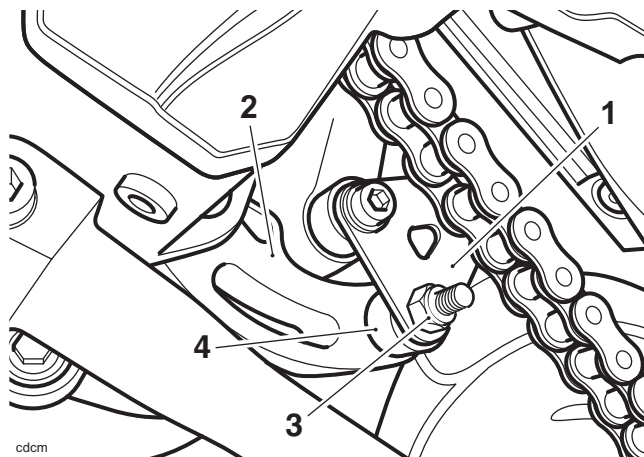
14. Release the bolt from the intermediate pipe rear mounting point.



- 1. Intermediate pipe mounting**

15. Remove the intermediate pipe.

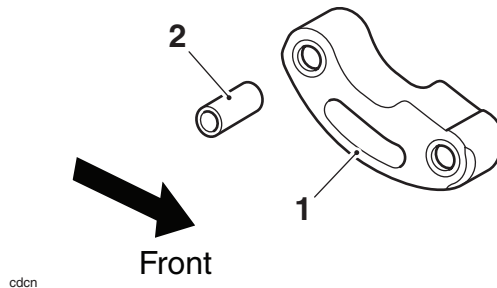
16. Remove the nut and bolt securing the drag link to the drop link from the right hand side. Collect the washer from under the bolt head and retain for re-use.



- 1. Drop link**
2. Drag link
3. Drag link to drop link bolt/nut
4. Spacer (left hand shown)

17. Release the drag link from the drop link and collect the spacers.

18. Remove the bearing sleeve from the drag link.



1. Drag link (shown removed from the motorcycle for clarity)
2. Bearing sleeve

19. Discard the nut, bolt, bearing sleeve and spacers, noting the parts return instructions given on page 1.

Inspection

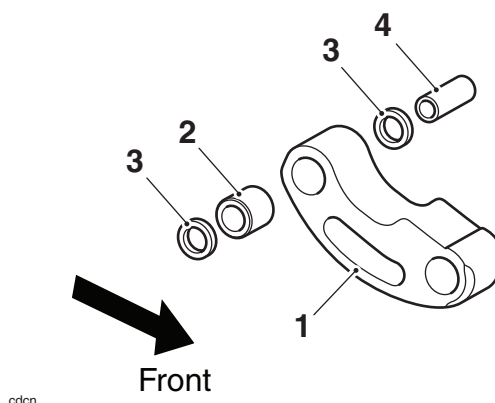
1. Inspect the bolt for signs of bending. If the bolt is bent, the drag link rear bearing and seals must be replaced.

Note:

- If the bolt shows no signs of bending, the drag link rear bearing or seals **DO NOT** need to be replaced. However the bolt, bearing sleeve, spacers and nut **MUST** be replaced in all cases, even if they appear to be in good condition.

Bearing Replacement (only if required)

1. Remove the drag link as follows:
 - Remove the bolt and nut (discard the nut) securing the drag link to the frame.
 - Detach the drag link from the frame.
2. Remove the two rear drag link seals.



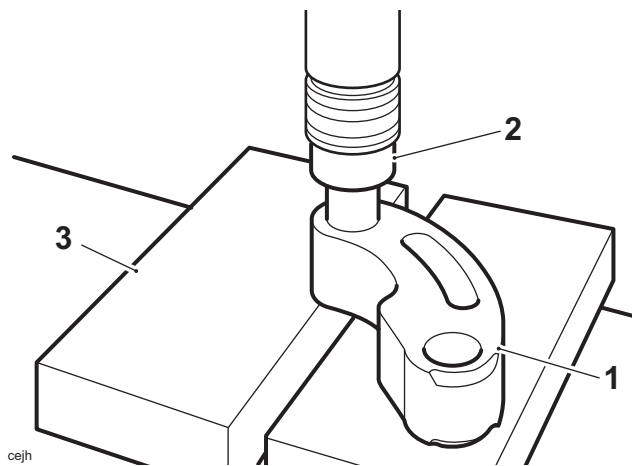
1. Drag link
2. Rear bearing
3. Seals
4. Bearing sleeve

Warning

When using a press, always wear overalls, eye, face and hand protection. Objects such as bearings frequently break-up under load and the debris caused during break-up may cause damage and injury to unprotected parts of the body.

Never wear loose clothing which could become trapped in the press and cause a crushing injury to the hand, arms or other parts of the anatomy.

3. Transfer the drag link to a press, and using service tool T3880253, press out the rear bearing through the drag link as shown below. Collect the bearing as it is released, and remove the tool from the drag link.

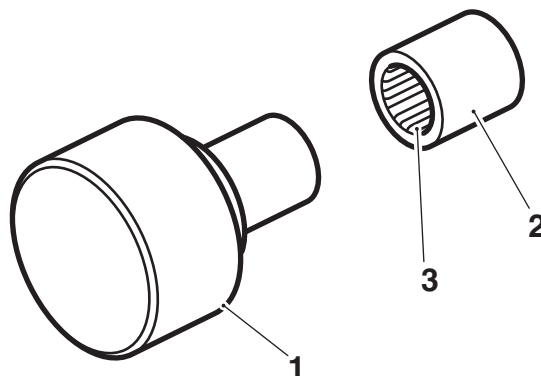


1. Drag link
2. Tool T3880253
3. Press bars

Caution

The bearing must be installed with the marked side of the bearing facing towards service tool T3880254. Failure to follow this instruction will result in damage to the bearing.

4. Position the new bearing to service tool T3880254, with the marked side of the bearing facing towards the tool.



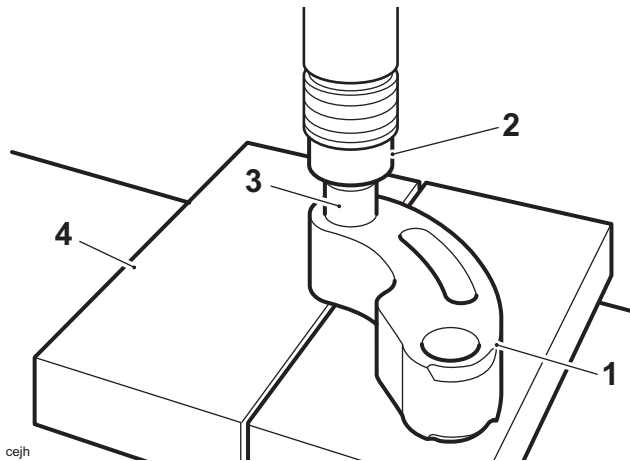
1. Tool T3880254
2. Bearing (shown with marked side facing the service tool)
3. Bearing markings

Warning

When using a press, always wear overalls, eye, face and hand protection. Objects such as bearings frequently break-up under load and the debris caused during break-up may cause damage and injury to unprotected parts of the body.

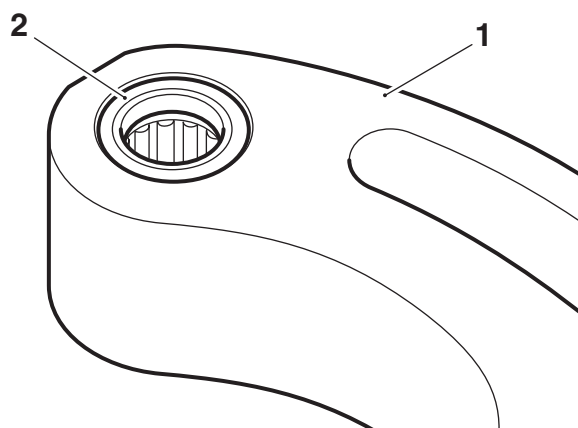
Never wear loose clothing which could become trapped in the press and cause a crushing injury to the hand, arms or other parts of the anatomy.

5. Position the service tool and bearing to the press as shown below, and press in the new bearing until the tool contacts the drag link.



1. Drag link
2. Tool T3880254
3. Bearing
4. Press bars

6. Install two new seals, with the marked side of the seal facing outwards, until they are flush with the surface of the drag link.



1. Drag link
2. Seal (flush with surface of drag link)

Note:

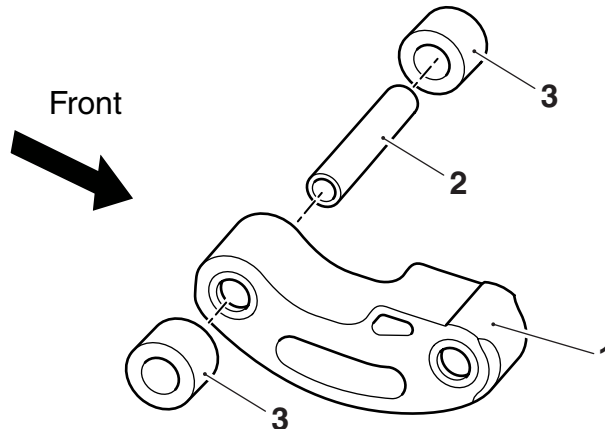
- **This bulletin does not include replacement of the front drag link bearing, seals or bearing sleeve. Replacement of these items, if required, must be treated as a separate repair item, and claimed using a separate warranty claim.**
7. Remove the front bearing sleeve and inspect the front bearing and seals for damage or wear. Replace any damaged or worn components. Lubricate the front bearing and seals with grease to NLGI 2 specification (we recommend Mobil grease HP222). Clean and refit the bearing sleeve.

Drag link Installation (only if the bearing or seals have been replaced)

1. Position the drag link in the correct orientation to the frame and refit the original front bolt. Fit a new nut (part number T3350005) and tighten to **48 Nm**.

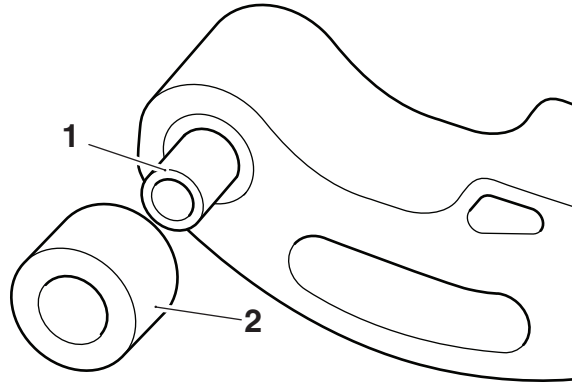
Assembly

1. Lubricate the rear bearing with grease to NLGI 2 specification (we recommend Mobil grease HP222).
2. Lubricate the rear seal's knife-edges with grease to NLGI 2 specification (we recommend Mobil grease HP222).
3. Install the new, longer bearing sleeve (part number T2050102) to the drag link, ensuring it protrudes evenly through either side of the drag link.



1. **Drag link (shown with the bearing and seals assembled)**
 2. **Bearing sleeve**
 3. **Spacers**
4. Lubricate the exposed outer surface of the bearing sleeve with grease to NLGI 2 specification (we recommend Mobil grease HP222).

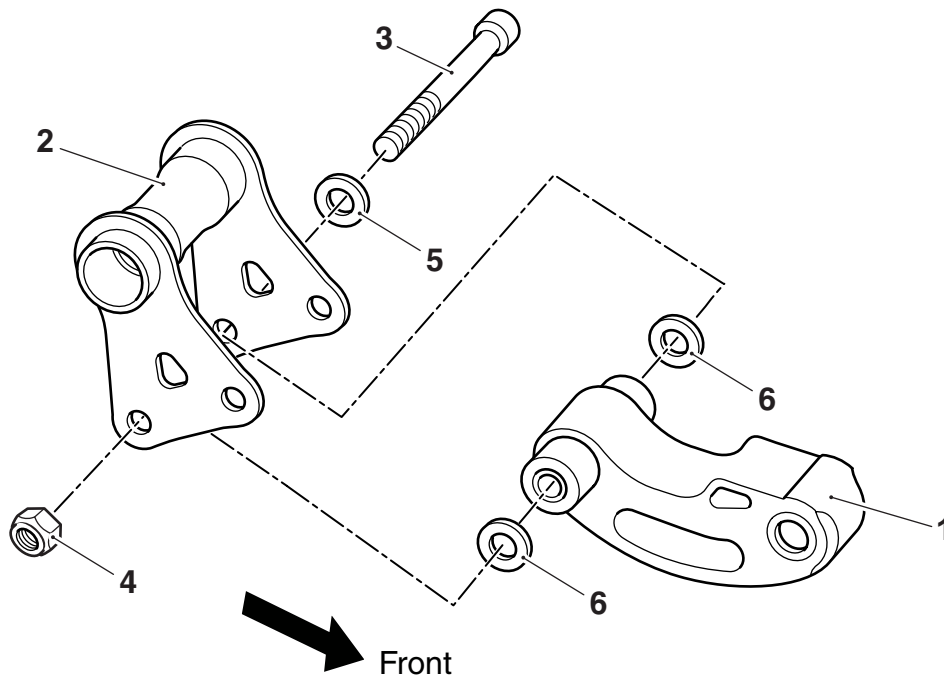
5. Fit the two spacers (part number T2050103) to the outside of the bearing sleeve (one on each side) as shown below.



1. New bearing sleeve

2. Spacer

6. Align the drag link to the drop link and fit a hardened washer to each end of the bearing sleeve, between the side plates of the drop link.



1. Drag link (shown with the bearing sleeve and spacers assembled)

2. Drop link

3. Drag link to drop link bolt

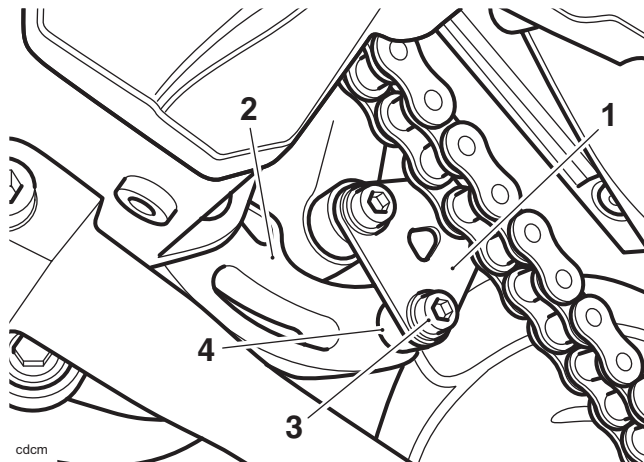
4. Nut

5. Hardened washer (removed from original bolt)

6. New hardened washers

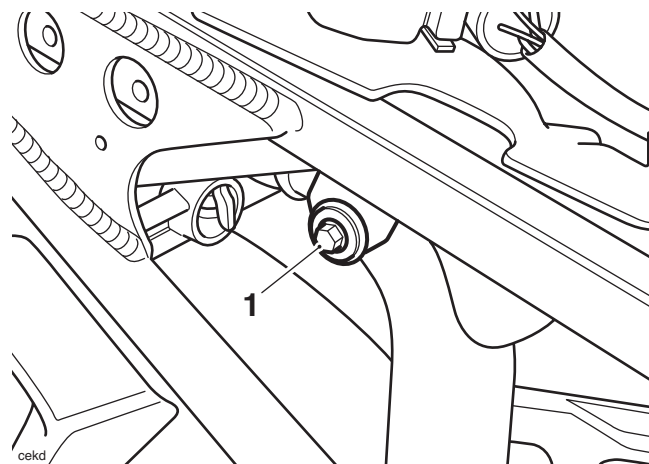
7. Fit the hardened washer (removed from the original bolt) to the new bolt (part number T3330335).

8. Install the new drag link to drop link bolt (part number T3330335) from the left hand side, fit a new nut (part number T3350005) and tighten to **48 Nm**.



1. Drop link
2. Drag link
3. Drag link to drop link bolt
4. Spacer (left hand shown)

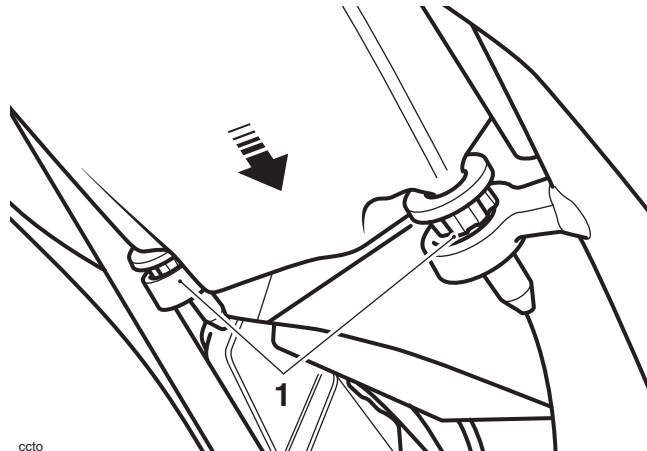
9. Refit the intermediate pipe to the downpipe.
10. Align the intermediate pipe upper fixing and tighten to **15 Nm**.



1. Intermediate pipe mounting

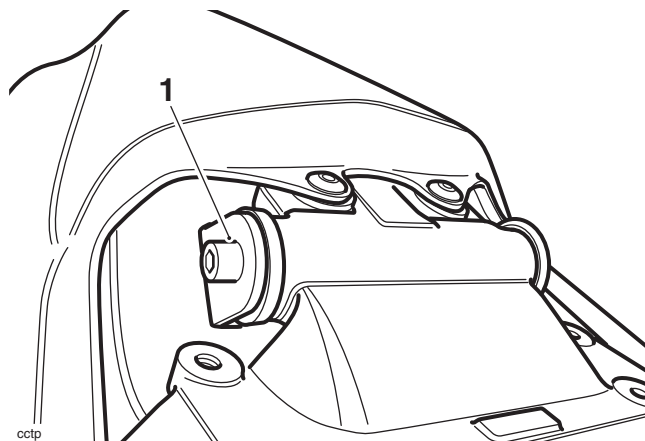
11. Orientate the lower intermediate pipe clamp such that, when tightened, its fixing will not foul the rear suspension linkage (when at full travel or any other point). Tighten to **15 Nm**.

12. Position and engage the silencer to its front mountings.



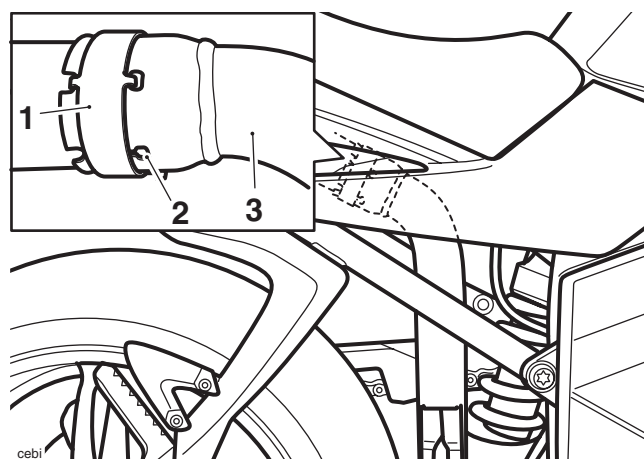
ccto
1. Silencer mounting points

13. Position and engage the silencer to the intermediate pipe.
14. Align the silencer mounting brackets to the frame. Refit the nut and bolt and tighten to **15 Nm**.



cctp
1. Silencer mounting bolt

15. Align the silencer to intermediate pipe joint clamp, ensuring that it is oriented in the position shown and that the tabs in the clamp locate to the correct slots cut in the secondary pipe. Tighten the clamp to **15 Nm**.

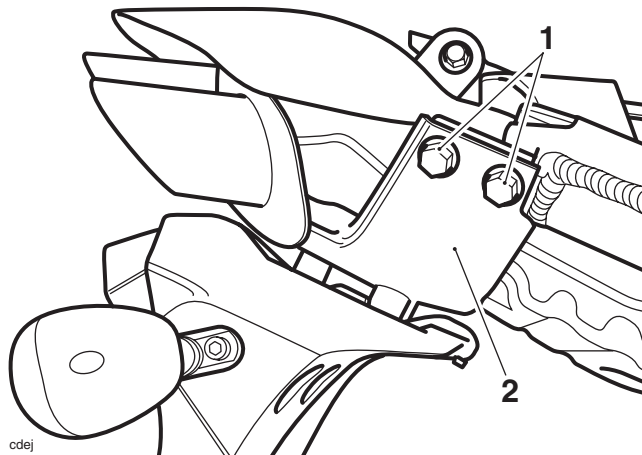


cebl
1. Exhaust pipe clamp
2. Tabs and slot
3. Intermediate exhaust pipe

16. Align the rear light unit bracket to the frame. Secure the rear light unit bracket with the four fixings and tighten to **18 Nm**.

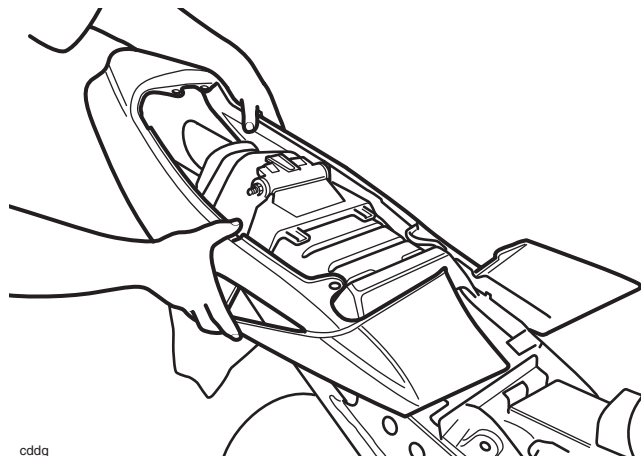
! Caution

Do not allow the light unit/mudguard assembly to hang unsupported. Damage to the wiring harness supplying the rear lights may occur if the light unit/mudguard assembly is allowed to hang unsupported.



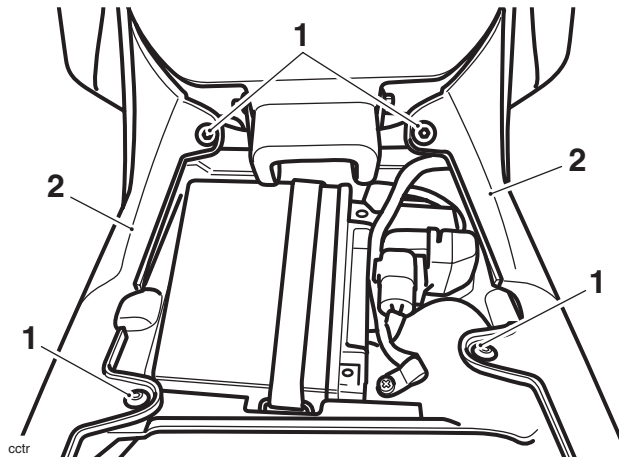
1. Fixings (right hand side shown)
2. Rear light unit bracket

17. Align the bodywork/side panel to the frame.



Bodywork/side Panel Removal

18. Refit the fixings securing the bodywork/side panel to the frame. Tighten to **3 Nm**.

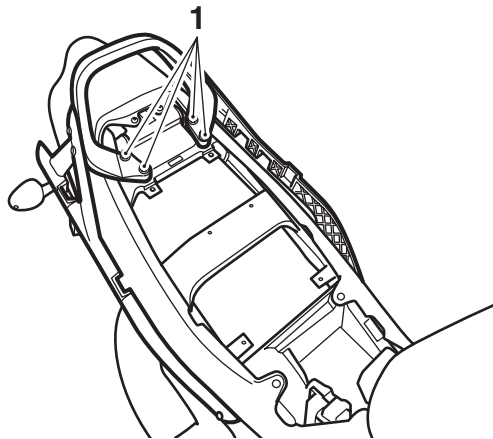


- 1. Fixings
- 2. Bodywork/side panel

! Caution

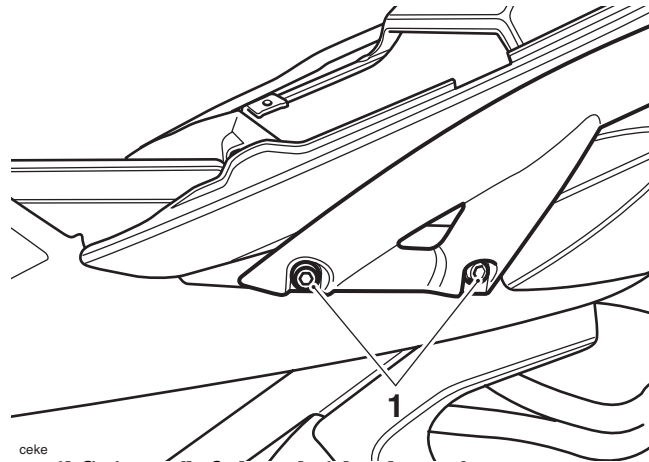
When removing the pannier rails, ensure that the surfaces of the rear bodywork are protected from damage. Damage to the rear bodywork, and particularly the painted surfaces could result from inadequate care and/or protection during this process.

- 19. Carefully refit the grab rail and pannier rails, ensuring the four spacers are installed under the grab rail.
- 20. Refit the four grab rail fixings. Tighten to **27 Nm**.



- 1. Grab rail fixings

21. Refit the four pannier rail front capscrews and washers. Tighten to **9 Nm**.

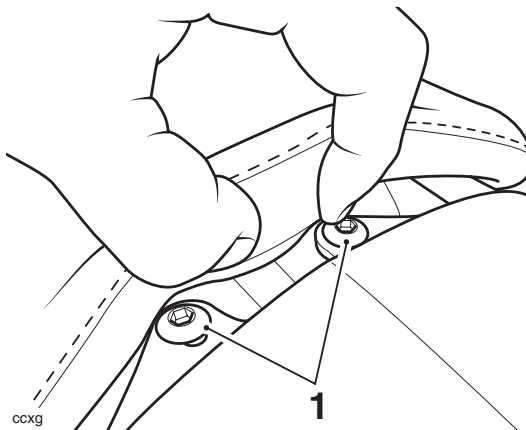


1. Front pannier rail fixings (left hand side shown)

22. Connect the battery, positive (red) lead first.

23. Position the seat to the motorcycle.

24. Push back the rear edge of the seat and refit the seat fixings. Tighten to **3 Nm**.



1. Seat fasteners

25. Lower the motorcycle to the ground and remove the support.

Circulation

(Initial and date when read and return to central file holder)

Service Manager	Parts Manager	Sales Manager	Workshop Supervisor	Technician 1	Technician 2