Recall Action Notice
Service Bulletin 375 issue 2

October 2006

Affected Models	**Sprint ST (1050cc), Sprint ST ABS (1050cc), Speed Triple (1050cc), Daytona 955i**
VIN Range	**From VIN 258442 to VIN 275223**
Markets	**All**
Subject	**Rear brake caliper carrier positioning stud (stop bolt) replacement**

Background information

In service quality feedback has identified a potential problem with the rear brake caliper carrier positioning stud (stop bolt) which could result in brake caliper carrier movement. Dealers are required to replace the rear brake caliper carrier positioning stud (stop bolt) part number T3050155 with a modified part (part number T3050164), following the procedure overleaf.

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 rear brake caliper carrier positioning stud (stop bolt). 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), Sprint ST ABS (1050cc), Speed Triple (1050cc) and Daytona 955i motorcycles from VIN 258442 to VIN 272561.

Warranty claim instructions

Fault code	02026199
Repair code	99375
Repair time allowance	0.50 hrs
Parts required	1 x T3050164 Stop Bolt 1 x T2012534 Nut 1x T3500050 Circlip
Parts ordering instructions	Orders should be placed using the normal parts ordering procedure
Parts return instructions	Dealer to retain parts for 90 days, then scrap

Other instructions

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

Checking procedure

Replace the rear brake caliper carrier positioning stud (stop bolt) 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

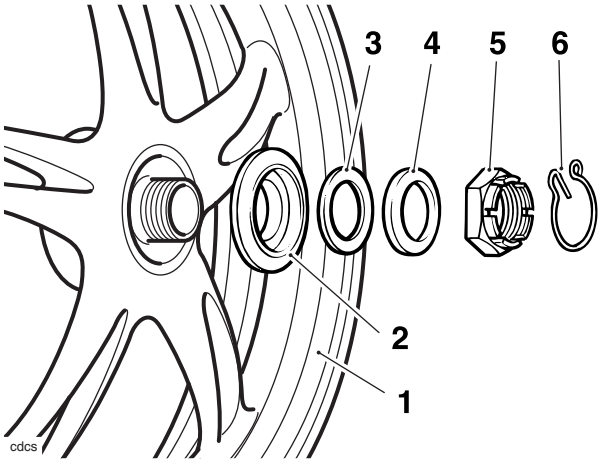
1. Remove the seat and disconnect the battery, negative (black) lead first.

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.

2. Raise and support the rear of the motorcycle to allow removal of the rear wheel.
3. To release the wheel, remove the:
   - clip,
   - nut,
   - Belleville washer,
   - plain washer,
   - conical spacer.

4. Remove the wheel.

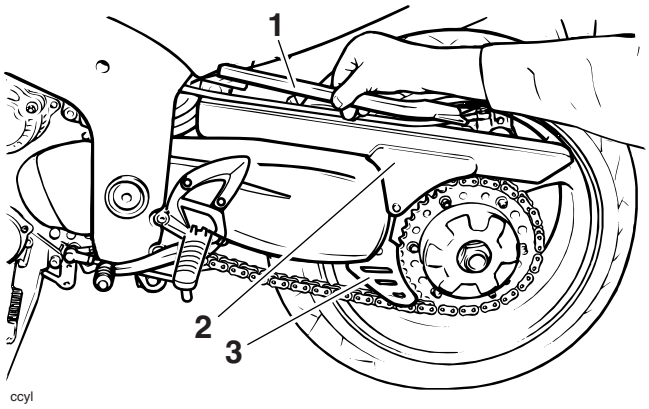


1. **Rear wheel**
2. **Conical spacer**
3. **Plain washer**
4. **Belleville washer**
5. **Nut**
6. **Clip**

5. Remove the rear brake hose cover from the upper chain guard.

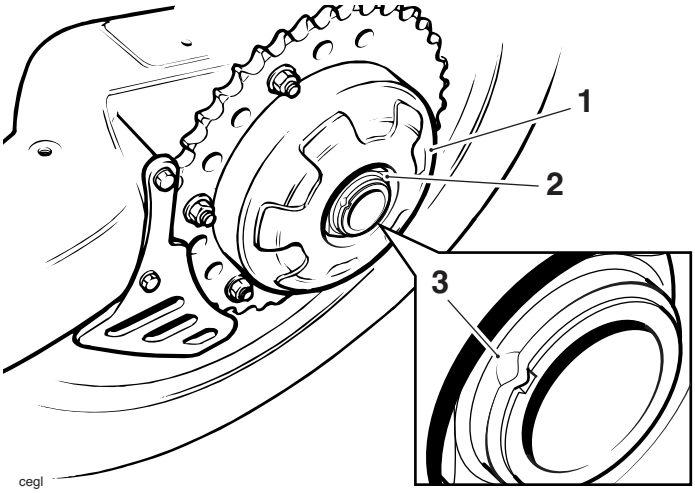
6. Remove the chain guard from the swinging arm.

7. Remove the lower chain guard.



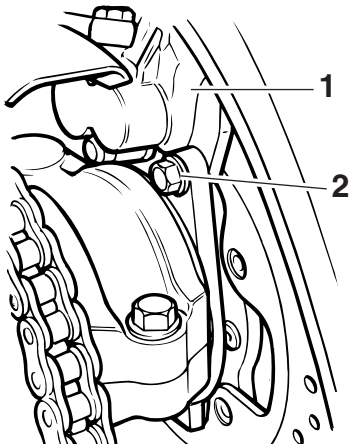
1. **Brake hose cover**
2. **Upper chain guard**
3. **Lower chain guard**

8. De-stake then slacken the nut securing the final drive unit to the axle shaft.



1. **Final drive unit**
2. **Retaining nut**
3. **Area of 'stake'**

9. Without disconnecting the brake hose, detach then support the rear brake caliper.



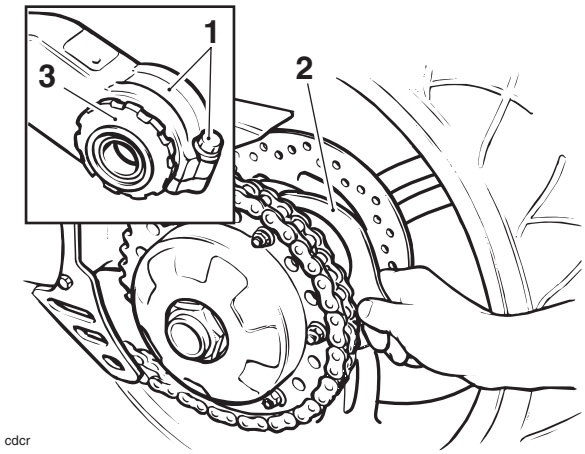
1. **Rear brake caliper**
2. **Caliper mounting bolts (1 of 2 shown)**

Caution

To prevent damage to the brake pipe and caliper, do not allow the caliper to hang on the brake pipe.

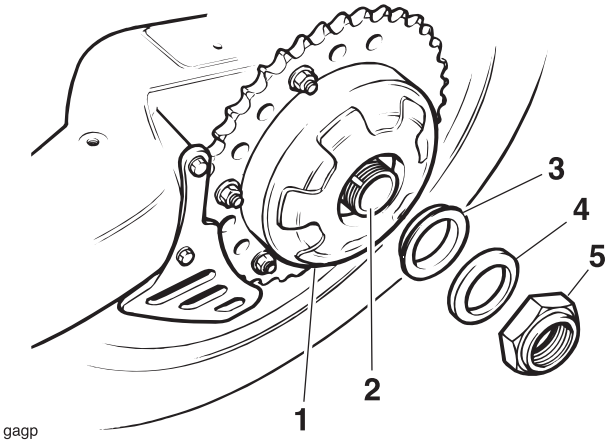
10. Slacken the swinging arm/hub pinch bolt.

11. Use the 'C' spanner from the motorcycle tool kit to turn the hub and slacken the drive chain.



1. **Swinging arm/hub pinch bolt**
2. **'C' spanner**
3. **Hub**

12. Remove the staked nut (discard the nut), Belleville washer and stepped washer from the axle shaft.

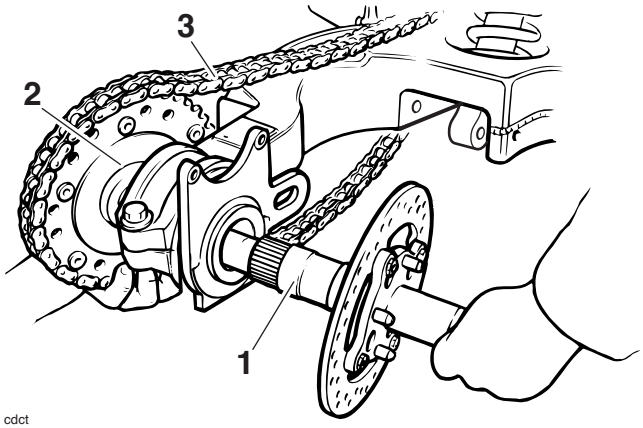


1. **Final drive unit**
2. **Axle shaft**
3. **Stepped washer**
4. **Belleville washer**
5. **Retaining nut**

13. Pull the axle shaft through the hub to the right hand side such that the shaft clears the final drive assembly. Support the final drive unit and chain as the axle is removed.

Note:

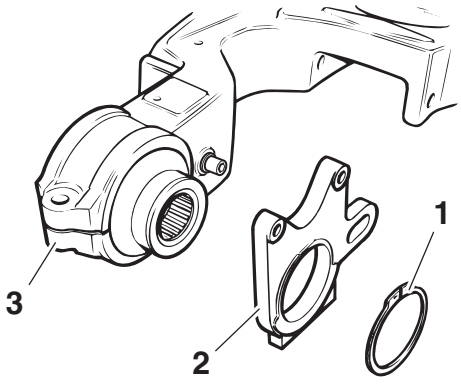
- Collect the spacer fitted between the final drive and the hub.
- Support the chain and final drive to protect it from contamination.



1. **Axle shaft**
2. **Final drive unit**
3. **Chain**

14. Place the axle shaft/brake disc assembly to one side.

15. Remove and discard the circlip retaining the brake caliper carrier to the hub, and remove the caliper carrier.

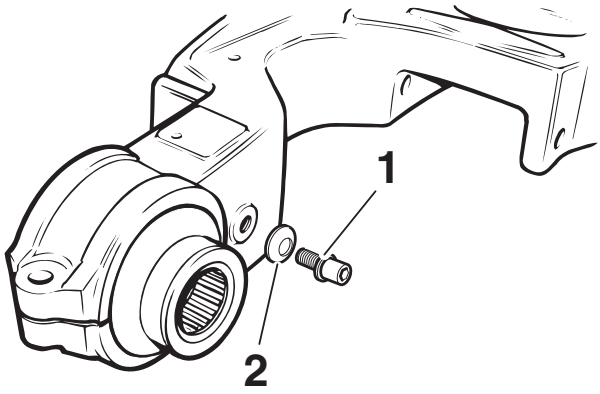


1. **Circlip**
2. **Brake caliper carrier**
3. **Swinging arm**

Note:

- On motorcycles fitted with ABS brakes, support the caliper carrier whilst the caliper carrier positioning stud is replaced. It is not necessary to remove the ABS sensor.

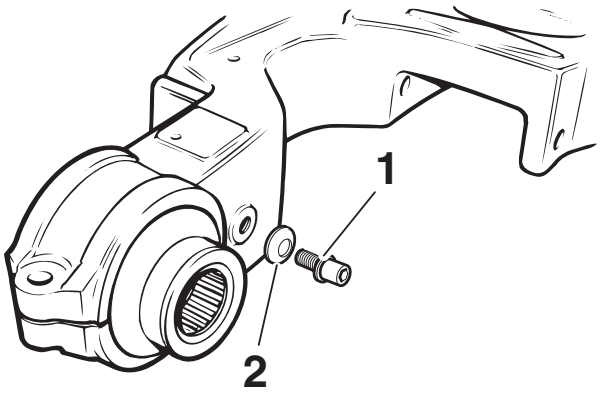
16. Remove the caliper carrier positioning stud and Belleville washer from the swinging arm. Noting its orientation, (the convex side of the washer must face outwards) remove the Belleville washer from the stud.



1. **Caliper carrier positioning stud**
2. **Belleville washer**

Installation

1. Install the Belleville washer (convex side facing outwards) to the new caliper carrier positioning stud in the same orientation as noted during removal, and install the stud and washer in the swinging arm. Tighten to **40 Nm.**



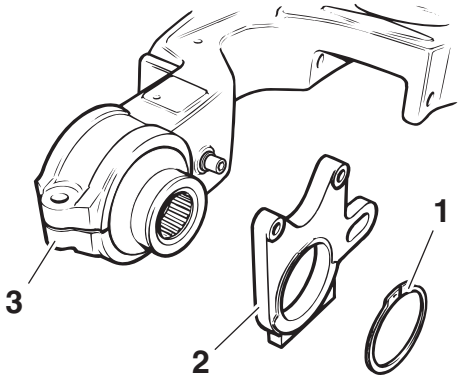
1. **Caliper carrier positioning stud**
2. **Belleville washer**

2. Check the axle bearings in both sides of the hub for damage, pitting, and cracks. Replace as necessary.

3. Check the axle bearing seals for damage and splits etc. Replace as necessary.

4. Lubricate the right hand needle roller bearing and the inner and outer seal lips with 5 grammes of grease to NLGI 2 specification (we recommend Mobil grease HP222).

5. Refit the brake caliper carrier (logo side facing to the right) and secure with a new circlip.

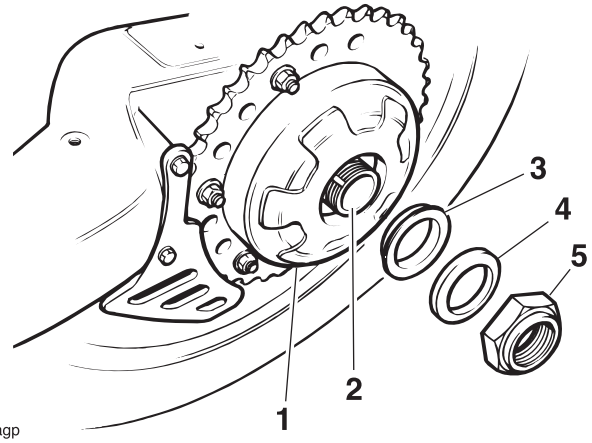


1. **Circlip**
2. **Brake caliper carrier**
3. **Swinging arm**

6. Fit the axle shaft/rear disc assembly ensuring that the final drive spacer is fitted to the left hand side of the axle shaft.

7. Align the chain and final drive assembly to the axle shaft.

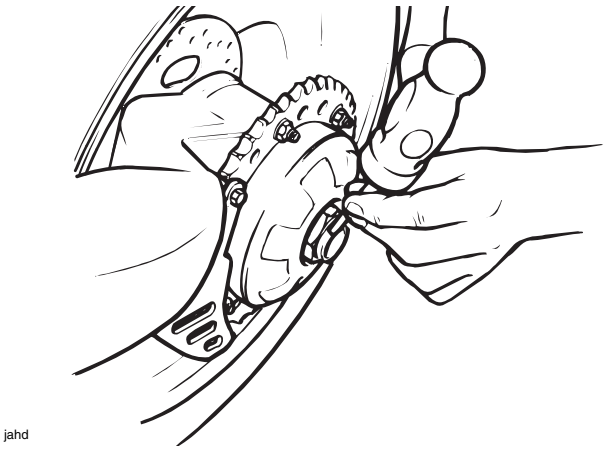
8. Fit the stepped washer, belleville washer (convex side facing outwards) and a new staked nut to the shaft.



1. **Final drive unit**
2. **Axle shaft**
3. **Stepped washer**
4. **Belleville washer**
5. **Retaining nut**

9. Refit the rear brake caliper. Tighten the caliper fixings to **40 Nm.**

10. Prevent the axle from turning and tighten the nut to **146 Nm.** Stake to secure.

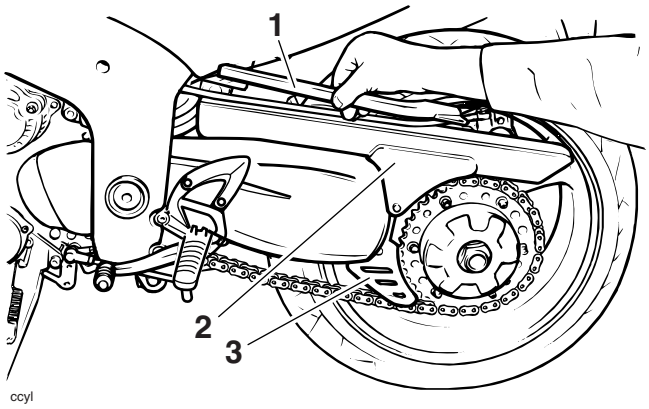


Staking the Nut

11. Thoroughly clean and degrease the brake disc.

12. Refit the upper and lower chain guards, tightening the fixings to **4.5 Nm.**

13. Refit the rear brake hose cover to the upper chain guard, tightening the fixings to **2 Nm.**

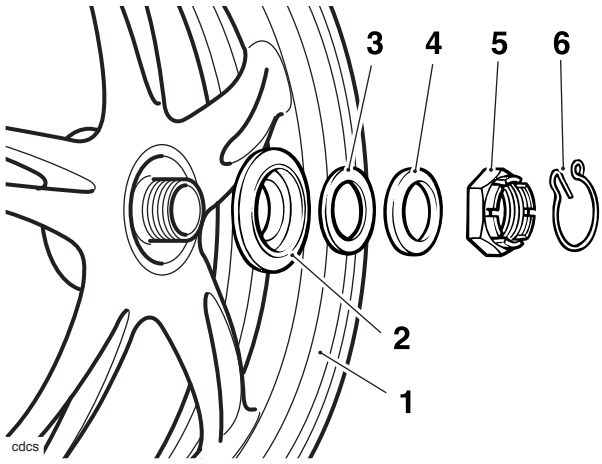


1. **Brake hose cover**
2. **Upper chain guard**
3. **Lower chain guard**

14. Fit the wheel, aligning with the four location dowels.

15. Hold the wheel squarely in position while fitting the:
    - conical spacer,
    - plain washer,
    - Belleville washer, convex side facing outwards,
    - nut.

16. Tighten the wheel nut to **146 Nm**, and fit the clip.

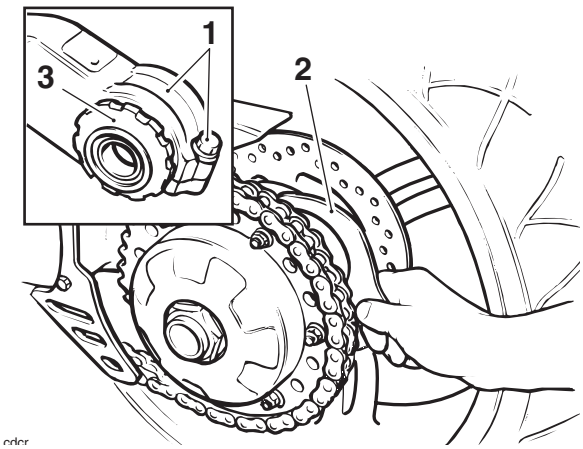


1. **Rear wheel**
2. **Conical spacer**
3. **Plain washer**
4. **Belleville washer**
5. **Nut**
6. **Clip**

17. Lower the motorcycle to the ground and place on the side stand.

18. Adjust the chain tension to give 35-40 mm of slack by turning the hub with the 'C' spanner.

19. Tighten the swinging arm/hub pinch bolt to **55 Nm.**



1. **Swinging arm/hub pinch bolt**
2. **'C' spanner**
3. **Hub**

20. Reconnect the battery, positive (red) lead first and refit the seat.

Circulation

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

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