

Technical News

Issue 151

Strictly Confidential

November 2013

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Item 1.

Description: **Change to Service Record Book - Warranty Terms and Conditions - Battery Warranty, Item 11 for US and Canada, Item 12 for all other markets**

Models affected: **All Models**

All motorcycles sold on or after the 01/07/2013 will now include a 12 month battery warranty. This now aligns with the 12 month warranty offered on correctly commissioned batteries sold as replacement parts.

We would like to remind dealers that it is essential that all new batteries are correctly commissioned using the BatteryMate 150-9.

A **Battery Maintenance** video describing the Triumph approved battery commissioning procedure is available to view online at www.triumphonline.net. Alternatively, the battery commissioning procedure can be found in the electrical section of any Triumph Service Manual.

Note:

- **Warranty claims associated with poor or improper battery commissioning will not be accepted.**

The necessary changes to the Motorcycle Service Record book will be made at the next update. In the meantime, dealers are requested to manually modify the existing content in Motorcycle Service Record books provided with motorcycles sold on or after the 01/07/2013.

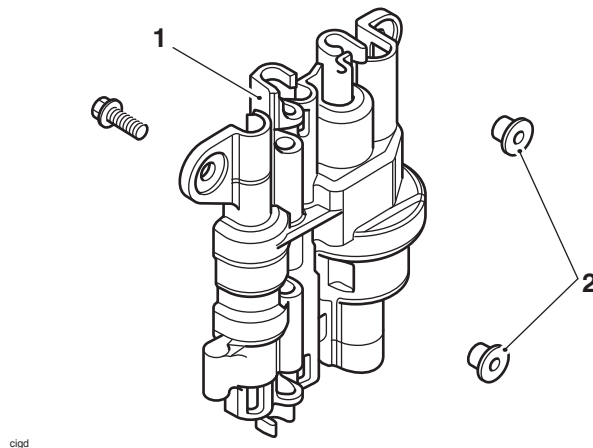
Please mark your copy of the Service Manual with this information.

Item 2.

Description: Crankcase Harness Guide

Models affected: Tiger Explorer, Tiger Explorer XC, Trophy and Trophy SE

Flanged sleeves have been introduced to the crankcase harness guide on the above models from engine number 627230. To facilitate the use of the flanged sleeves, the mounting holes in the harness guide have been enlarged.



1. Harness guide

2. Flanged sleeves

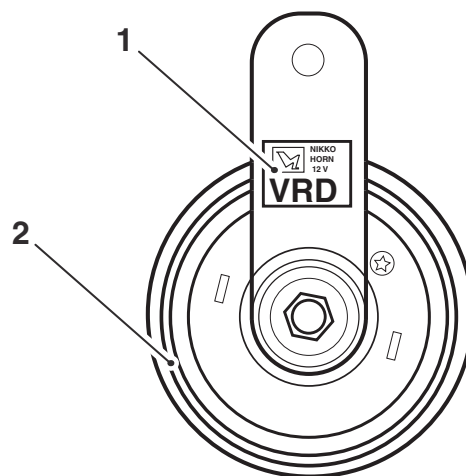
Please mark your copy of the Service Manual with this information.

Item 3.

Description: Horn

Models affected: Trophy SE from VIN 626143

A revised horn has been fitted to the above models. The revised horn's internal circuit is fitted with a suppressor to eliminate any possible interruption to the audio playback via the USB connection during operation. The revised horn is identified by the letters **VRD** included in the part number label.



1. Identification mark

2. Horn

When replacing parts, always refer to the EPC.

Please mark your copy of the Service Manual with this information.

Item 4.

Description: Regulator/Rectifier Spares Kit

Models affected: Sprint ST 1050 from VIN 354280 and Sprint GT

A new regulator/rectifier has been introduced on the above models and is retrofittable as a kit.

The regulator/rectifier spares kit allows the regulator/rectifier to be fitted to the left hand side of the frame adjacent to the radiator filler cap.

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

Sprint ST up to VIN 354280

The original fitment regulator/rectifier is fitted to the right hand side of the frame, behind the fairing. Spares kit part number T1300095 will enable the regulator/rectifier to fit to the left hand side of the frame.

Note:

- **Parts kit T1300095 is for use only with motorcycles listed in the VIN range above.**

Parts Kit Contents

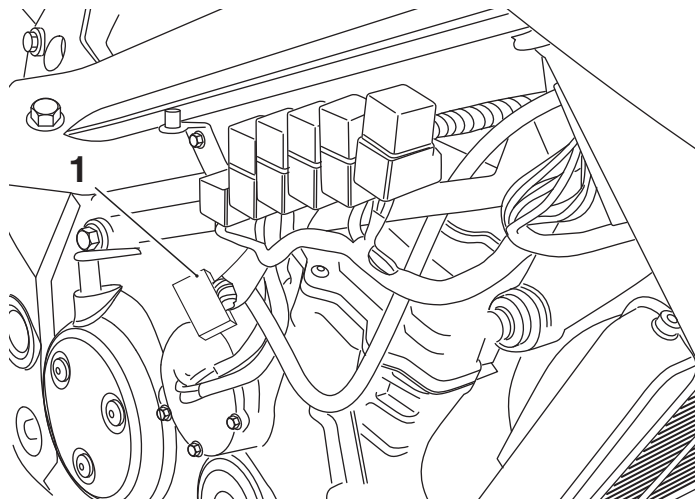
Model	Kit Part Number	Kit Contents	Part Numbers
Sprint ST up to VIN 354280	T1300095	Regulator/Rectifier Regulator bracket Harness Coolant hose Bolts M6 x 12 mm	T1304040 T2306889 T2501035 T2106107 T3205062

Fitting the Parts Kit

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

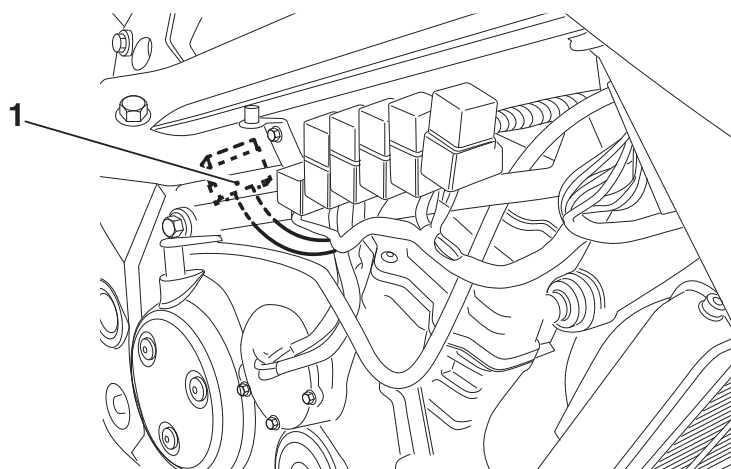
All the original parts must be discarded.

1. Remove the seat; refer to the Service Manual.
2. Disconnect the battery, negative (black) lead first; refer to the Service Manual.
3. Remove the fuel tank; refer to the Service Manual.
4. Remove the lower fairings; refer to the Service Manual.
5. Drain the coolant; refer to the Service Manual.
6. Disconnect the regulator/rectifier electrical connector. Remove the regulator/rectifier and bracket assembly.



1. Main harness electrical connector

7. Route the regulator/rectifier electrical connector so that it is positioned to the rear of the cylinder head, above the starter motor casing.



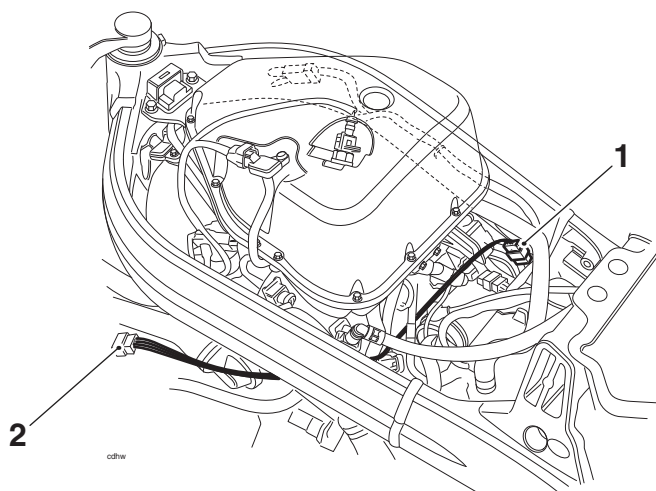
1. Main harness electrical connector



Caution

The sub-harness connectors will only fit one way to the regulator/rectifier, do not force them to fit. Connectors and their pins will get damaged if excessive force is used.

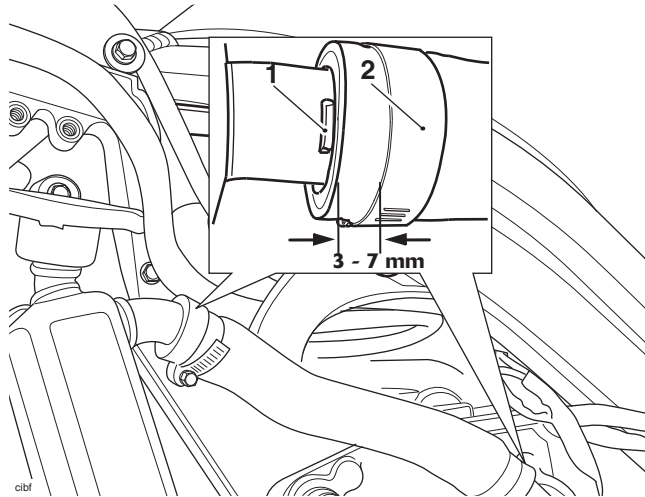
8. Connect the regulator/rectifier electrical connector to the sub-harness electrical connector. Route the sub-harness as shown below:



- 1. Main harness electrical connector**
- 2. Sub-harness electrical connector**

9. Fit the coolant hose from the kit.

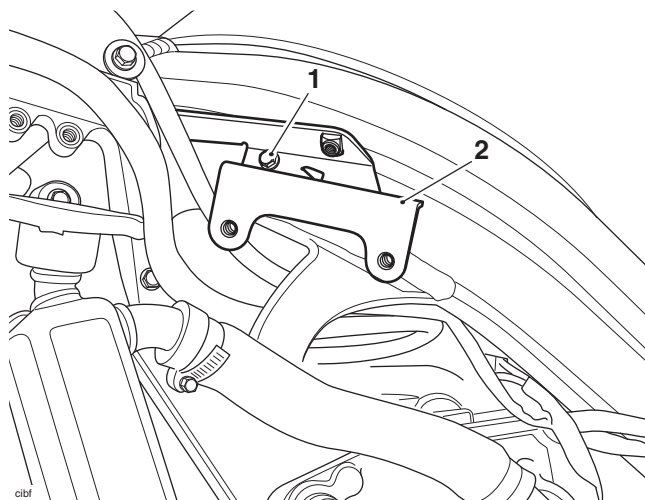
- Position the hose to the spigot mark.
- Position the hose clamps between 3 mm and 7 mm from the edge of the hose; do not fully tighten at this stage.



1. Spigot mark

2. Hose clamp

10. Fit the bracket from the kit, tighten the fixing to **9 Nm**.



1. Fixing

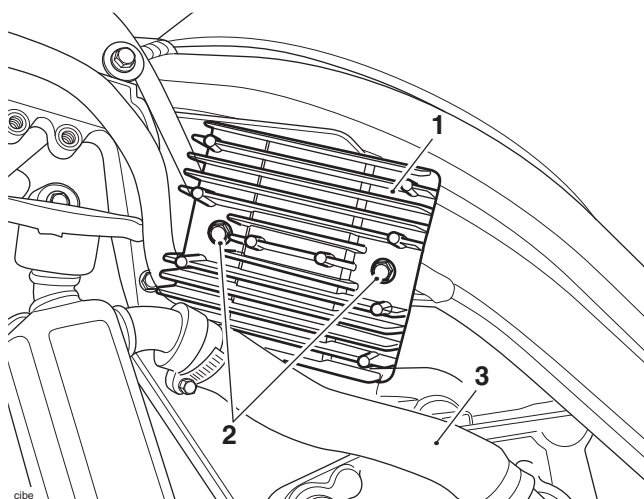
2. Bracket



Caution

The sub-harness connectors will only fit one way to the regulator/rectifier, do not force them to fit. Connectors and their pins will get damaged if excessive force is used.

11. Fit the regulator/rectifier from the kit, tighten the fixings to **7 Nm**.



1. Regulator/rectifier

2. Fixing

3. Coolant hose

12. Connect the regulator/rectifier electrical connector.
13. Position the coolant hose ensuring clearance is maintained between the cylinder head and regulator/rectifier, tighten the hose clamps to **2 Nm**.
14. Refill the coolant; refer to the Service Manual.
15. Refit the left hand lower fairing; refer to the Service Manual.
16. Refit the fuel tank; refer to the Service Manual.
17. Connect the battery, positive (red) lead first; refer to the Service Manual.
18. Refit the seat; refer to the Service Manual.

Please mark your copy of the Service Manual with this information.

Item 5.

Description: Output Shaft Leaks

Models affected: Street Triple, Street Triple R, Daytona 675, Daytona 675 R

In the event dealers feel there is oil leaking from the output shaft seal, first ensure this is not assembly grease which, under normal running conditions, can melt and give the impression of an oil leak.

Dealers are advised to proceed as follows:



Warning

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

1. Remove and clean the sprocket cover.
2. Wipe away any further traces of what appears to be a leak.
3. Refit the sprocket cover. Tighten the fixings to **9 Nm**.
4. Road test the motorcycle and check for leaks.

Following the Road Test

- If no leaks are observed, no further action is required.

If a leak persists and is confirmed to be engine oil, replace the output shaft oil seal.

Please mark your copy of the Service Manual with this information.

Item 6.

Description: New Footrest Assemblies Incorporating Replaceable Bank Angle Indicators

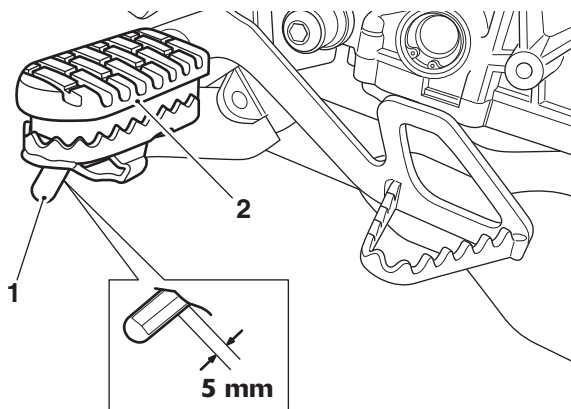
Models affected: Tiger 800, Tiger 800 ABS and Tiger 800XC ABS

New front footrest assemblies which incorporate replaceable bank angle indicators will shortly be introduced on the above models.

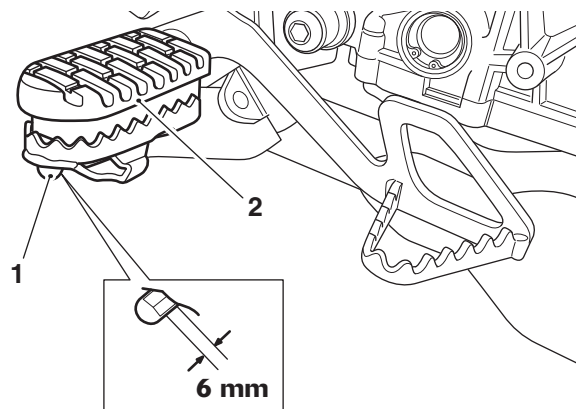
The new front footrests are available to order as a spares kit and are retrofittable to all earlier Tiger 800, Tiger 800 ABS, Tiger 800XC and Tiger 800XC ABS models. When ordering replacement parts, always refer to the EPC.

Note:

- **Inspect the bank angle indicators on the rider's footrests for wear. The bank angle indicator wear limits are as follows:**
- Tiger 800 and Tiger 800 ABS - The bank angle indicator is worn out when **5 mm** of the indicator remains.
- Tiger 800XC and Tiger 800XC ABS - The bank angle indicator is worn out when **6 mm** of the indicator remains.



Tiger 800 and Tiger 800 ABS



Tiger 800XC and Tiger 800XC ABS

1. Bank angle indicator

2. Footrest



Warning

Use of a motorcycle with bank angle indicators worn beyond the maximum limit will allow the motorcycle to be banked to an unsafe angle.

Banking to an unsafe angle may cause instability, loss of control and an accident causing injury or death.

This information will be added to the Owner's Handbook and Service Manual at the next revision.

Please mark your copy of the Service Manual with this information.

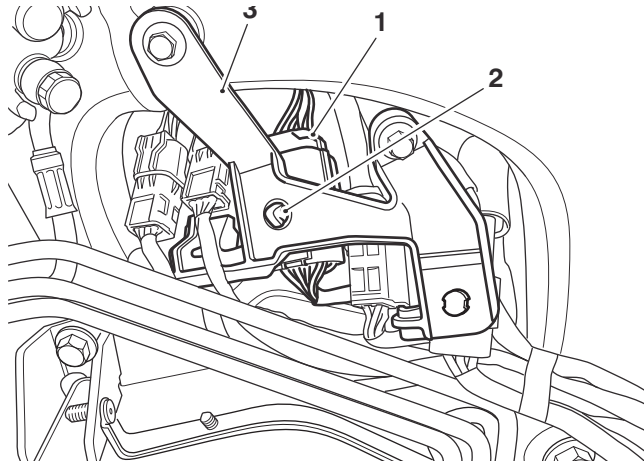
Item 7.

Description: Switch Housing Harness Connector

Models affected: Trophy and Trophy SE up to VIN 605448

Internal investigations have identified that the connector terminals of the switch harness may be affected by tension when the handlebars are turned from lock to lock, affecting the operation of the starter motor. If for any reason the fuel tank is removed i.e a full service or component replacement that requires the fuel tank removing, dealers are requested to remove the connector from its bracket and reposition it as described below:

1. Disconnect the right hand switch housing connector from its bracket.

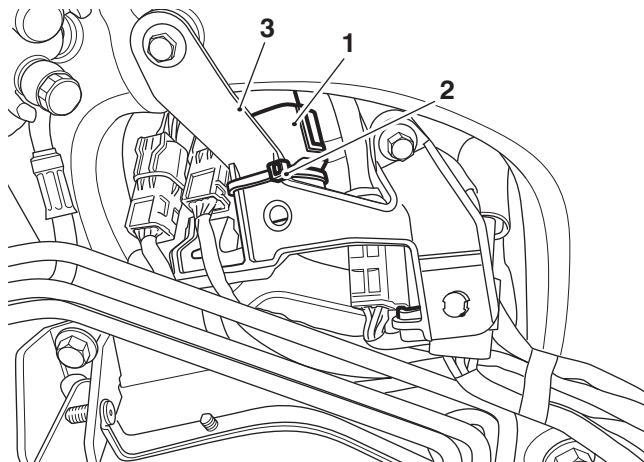


1. Electrical connector

2. Fir tree clip

3. Bracket

2. Remove and discard the fir tree clip from the connector.
3. Position the main harness electrical connector until the narrow part is adjacent to the bend in the bracket and secure using a cable tie.



1. Electrical connector

2. Cable tie

3. Bracket

4. Check that the handlebars can be turned to full lock and do not put undue strain on any cables or wiring.
5. Refit the fuel tank.
6. Refit and connect the battery, red (positive) lead first.

Please mark your copy of the Service Manual with this information.

Item 8.

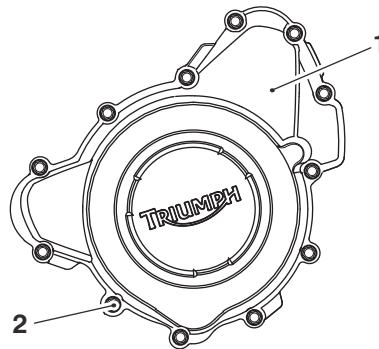
Description: Alternator Cover

Models affected: Tiger 800, Tiger 800 with ABS, Tiger 800XC and Tiger 800XC with ABS

The torque figure for the fixings securing the alternator cover has changed to **10 Nm** on the above models. The tightening sequence for these fixings is as described in Technical News 131 issued January 2012.

Note:

- If removed for any reason the fixings must be replaced.
- Models already in service need not be re-tightened unless the fixings have been loosened or removed.



1. Alternator cover

2. Fixings

Please mark your copy of the Service Manual with this information.

Item 9.

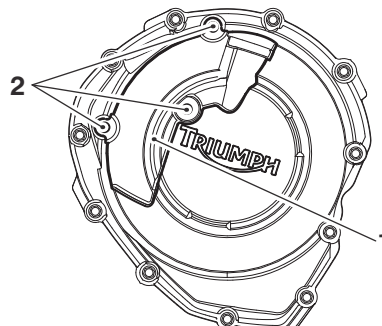
Description: Clutch Cover Protector

Models affected: Tiger 800, Tiger 800 with ABS, Tiger 800XC and Tiger 800XC with ABS

The torque figure for the fixings securing the clutch cover protector has changed to **5 Nm** on the above models.

Note:

- Models already in service need not be re-tightened unless the fixings have been loosened or removed.



1. Clutch cover protector

2. Fixings

Please mark your copy of the Service Manual with this information.

Item 10.

Description: Engine Mounting Washers

Models affected: Daytona 675, all models from VIN 617994 and Street Triple, all models from VIN 629222

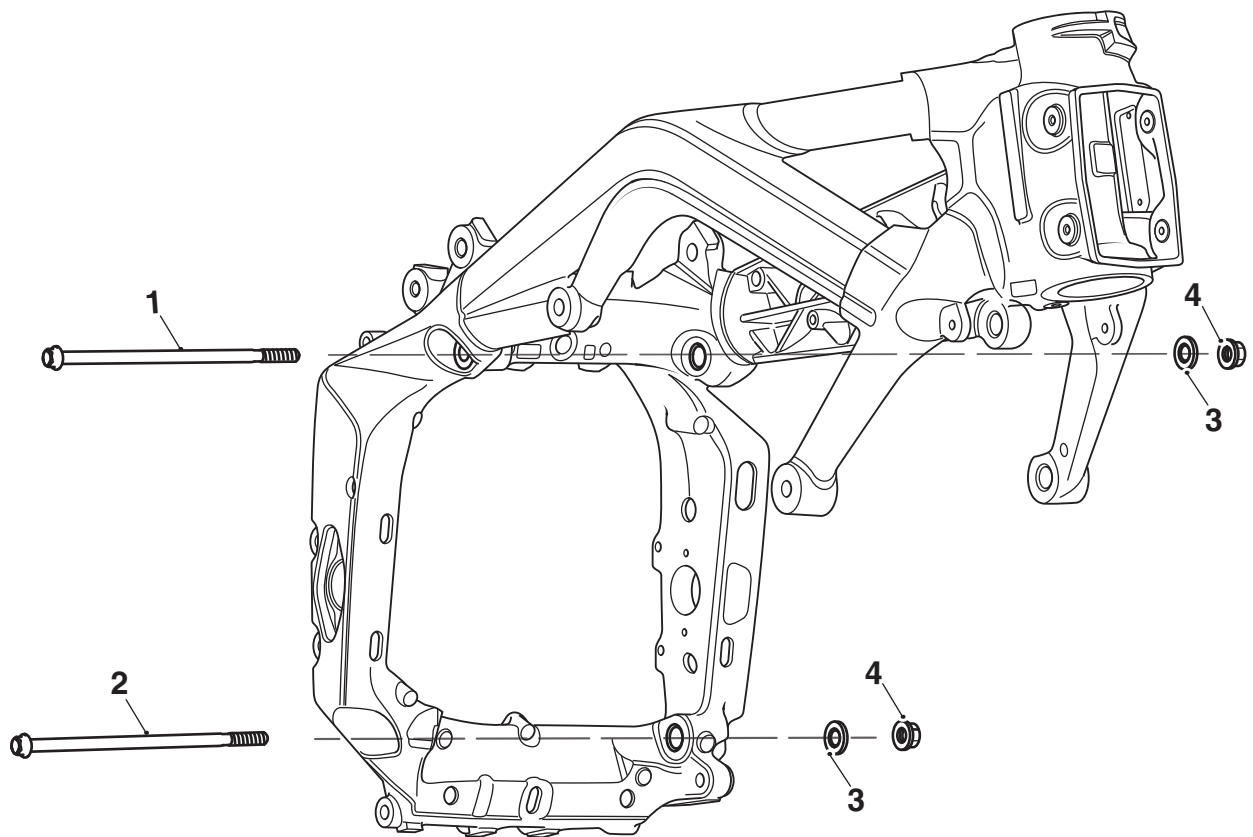
A washer is now fitted between the lock nut and the frame adjuster. To allow for the washer, replacement longer bolts are fitted from the right hand side of the motorcycle as shown below. The washers are fitted between the frame adjuster and the lock nuts to reduce contact stress between the lock nut and frame during final tightening.

The tightening sequence is unchanged; refer to the Service Manual.

When ordering replacement parts, always refer to the EPC.

Note:

- **Models already in service need not be re-tightened unless the fixings have been loosened or removed.**



1. Bolt, 241 mm

2. Bolt, 270 mm

3. Washer

4. Lock nut

Please mark your copy of the Service Manual with this information.

Item 11.**Description:** **Crankcase Spares Kit****Models affected:** **Speed Triple, Speed Triple R, Sprint GT and Tiger 1050**

A new crankcase spares kit incorporating the components necessary for the sliding selector shaft mechanism has been released for use with the above models from VIN 537881 up to VIN 562631.

The new crankcase spares kit has been released to ensure continued parts support for the models listed in the VIN range above. The kit enables the conversion of non-sliding selector shaft models to the current condition, where crankcase replacement is required.

Parts will no longer support old condition, non-sliding selector shaft crankcases and any replacement will be the new condition.

Note:

- **New condition crankcases can be installed as described in the Service Manual.**
- **The sliding selector shaft can be installed as described in Technical News 139, Item 1.**

Crankcase Spares Kit Contents

Kit Part Number	Kit Contents	Part Numbers	Quantity
T1169090	Crankcase spares assembly	T1169111	1
	Detent arm assembly	T1190115	1
	Detent lever spring	T1190666	1
	Keeper plate	T1190207	1
	Dry seal plug, N.P.S.I. 3/8	T3450005	1
	'E'-clip	T3500044	2
	Selector shaft, sliding	T1191424	1

When ordering replacement parts, always refer to EPC.

Please mark your copy of the Service Manual with this information.

Initial and date when read and return to central file holder

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