



Technical Bulletin 192

07.2018

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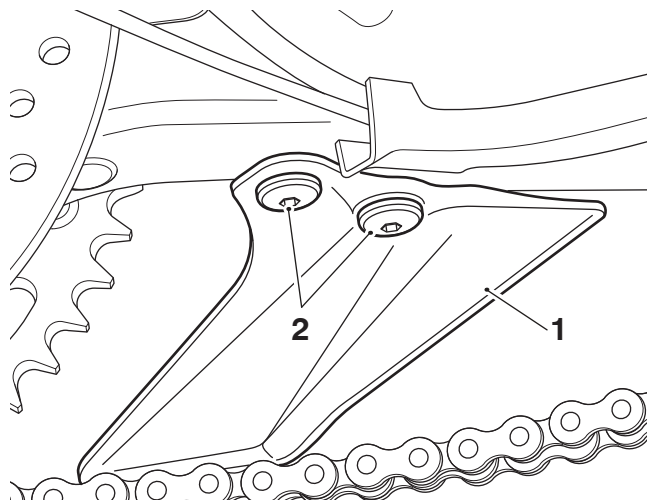
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192.3	Evaporative Canister Fixing	Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA
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Item: 192.1
Description: Lower Chain Guard
Model Affected: Tiger Sport

New lower chain guard fixings with a decreased torque have been introduced to the above models from VIN 900639. The fixings are retrofittable.

The torque figure has changed. If loosened or removed for any reason the encapsulated fixing(s) must be replaced.

Tighten the fixings to **5 Nm**.



- 1. Lower chain guard
- 2. Fixings

When ordering replacement parts, refer to the EPC.

Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it when working on the relevant Triumph motorcycle. This information will be included in the next service manual update.

Item: 192.2
Description: Right Hand Switch Housing
Model Affected: Street Triple S models

A new right hand switch housing and harness has been introduced to the above models from VIN 897698 (all markets except Brazil and India) and from VIN 902862 (Brazil and India only).

The new switch housing is not retrofittable without the new harness and parts kit T2501991 has been introduced to accommodate this.

Parts will continue to support the old condition switch housing but customers requiring a new harness will need the parts kit T2501991.

Parts Kit T2501991 - Harness, LCD

Kit Contents	Quantity
T2507650 - Harness, Main, LCD	1
T2042276 - Switch Housing, RH	1

When ordering replacement parts, refer to the EPC.

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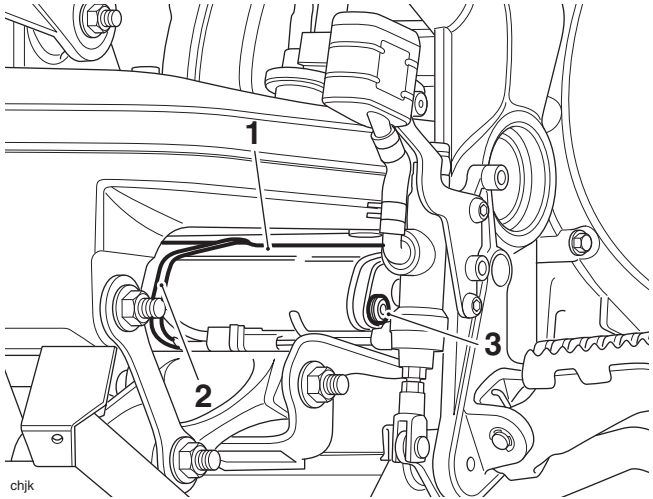
Item: 192.3

Description: Evaporative Canister Fixing

Model Affected: Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA

The torque figure of the evaporative canister fixing on the above models has been decreased.
The torque figure has changed for the fixing(s). If loosened or removed for any reason the fixing(s) must be tightened to:

Application	Torque (Nm)	Notes
Evaporative Canister	5 Nm	



- 1. Canister
- 2. Cable tie
- 3. Fixing

• Models already in service need not be re-tightened unless the fixings have been loosened or removed.
When ordering replacement parts, refer to the EPC.

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Item:	192.4
Description:	Clutch Assembly Parts Kit
Model Affected:	Tiger Explorer XR, Tiger Explorer XRX, Tiger Explorer XRX-LRH, Tiger Explorer XRT, Tiger Explorer XC, Tiger Explorer XCX, Tiger Explorer XCX-LRH, Tiger Explorer XCA, Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA

A new clutch assembly has been introduced to the above models from engine number 897378 (all markets except Brazil) and from engine number 897696 (Brazil only) and is retrofittable.

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

Old condition clutch assemblies can be updated using the following parts kit:

Parts Kit T1170199 - Clutch Kit

Kit Contents	Quantity
T1170137 - Clutch, Centre	1
T1170138 - Clutch Pressure Plate	1
T1170139 - Lifter Plate	1

When ordering replacement parts, refer to the EPC.

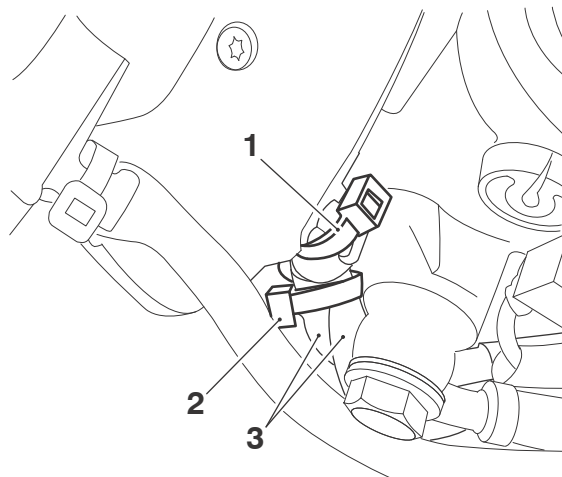
Please mark your copy of the Service Manual with this information. For electronic service manuals, store this information in a readily accessible place and refer to it when working on the relevant Triumph motorcycle. This information will be included in the next service manual update.

Item: 192.5

Description: Right Hand Switch Housing Cables

Model Affected: Speed Triple S from VIN 867685, Speed Triple RS

An additional cable tie has been introduced to the above models from VIN 891339 and is retrofittable. The new cable tie retains the two right hand switch housing cables.



1. Existing cable tie (around tab and switch housing rubber boot)
2. Additional cable tie
3. Right hand switch housing cables

When ordering replacement parts, refer to the EPC.

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Item:	192.6
Description:	New UK Legislation Affecting the Sale of Batteries
Model Affected:	Not Applicable

New regulations will change the way that motorcycle batteries can be sold.

From July 1st 2018, all motorcycle batteries must be filled by the retailer before being sold to a member of the public in the UK who does not possess a valid EPP licence.

New changes to government legislation mean that from July 1st 2018 it will be illegal for a member of the public to purchase a motorcycle battery that is supplied with a separate acid pack without them holding an Explosives Precursors and Poisons (EPP) licence. This will have far reaching effects for motorcycle battery resellers and consumers.

What is the new legislation?

Sulphuric acid has been reclassified as a regulated substance. From July 1st 2018 members of the public wishing to acquire, possess or use sulphuric acid above a 15% concentration will need an EPP Licence to do so. This means that it will be an offence to buy or possess an unfilled motorcycle battery with a separate electrolyte bottle without a valid EPP licence, as the electrolyte contains sulphuric acid above 15% concentration.

Why has it come into force?

In responding to recent events and following an industry wide consultation, the government has introduced measures to further control the sale of sulphuric acid which has been reclassified as an explosive precursor. Explosive precursors are chemicals that may be used in the illicit manufacture of explosives.

What products are affected?

The new regulations affect all battery products where acid is supplied in a bottle alongside the battery for the customer to self-activate. It also affects separate electrolyte bottles.

EPP licencing is not required for batteries that are supplied with the acid already inside. These are exempt as a filled battery is classified as "specific object".

The exemption is provided by new paragraph 2 (9) (b) of the Poisons Act 1972: A substance or mixture is excluded if it is contained in a specific object.

How does this affect distributors and dealers? It is the responsibility of all distributors, dealers and retailers to ensure they comply with these new regulations?

See here for government guidance for businesses:

Distributors and dealers will not need an EPP licence providing they are acquiring, importing, possessing or using sulphuric acid for purposes connected with their trade or business, although they may be asked to provide evidence of this and explain the intended use of the chemicals.

Businesses do however have an obligation to report suspicious transactions (both business to business and to members of the public), disappearances and thefts of sulphuric acid. This also includes sulphuric acid contained within batteries.

A transaction is suspicious if there are reasonable grounds for suspecting that the substance in question is intended for the illicit manufacture of explosives, or, is intended for any illicit use.

Business to consumer transactions

On July 1st 2018 it will become an offence to supply an unfilled motorcycle battery sold with an acid pack to members of the public without verifying that that person has a valid EPP licence. Members of the public without a valid EPP Licence We believe it is unlikely that consumers will apply for an EPP licence to buy a motorcycle battery. Therefore, retailers will need to fill any motorcycle batteries before sale to a member of the public who does not hold a valid EPP licence.

Once the battery has been filled it should be charged as advised on the battery to ensure maximum service life and prevent premature failure.

Members of the public with a valid EPP Licence

Members of the public with a valid EPP licence are allowed to purchase, acquire or possess unfilled batteries with separate acid packs. The retailer must inspect the licence along with the forms of identification specified by the licence.

The retailer must:

1. Ask to see their licence and associated photographic ID
2. Compare the photograph to the customer
3. Verify the photographic ID reference against the ID reference on the front page of the licence
4. Check the product being purchased is allowed as part of the licence conditions (substance, concentration, quantity)
5. Record the transaction details in the table on the back of the licence.

See [here](#) for guidance on checking EPP licences:

A warning label indicating that it is an offence for members of the public to acquire, possess or use the substance without an EPP licence must be affixed to the packaging.

See [here](#) for guidance on producing the warning label:

If the battery is to be sold unfilled with an acid pack, it is the retailer's responsibility to check for a valid EPP licence, attach an appropriate warning label and report any suspicious activity.

Failure to do so could result in prosecution, a fine and up to 2 years in prison.

Selling online

For online transactions, the retailer must comply with all the requirements set out by the new regulations

Online selling to members of the public with a valid EPP licence

For all online transactions, the online seller will need to see a digital scan of the valid EPP licence before completing the transaction. The battery with acid pack must then be delivered using a specialist courier who is able to follow the full EPP licence verification procedure at the doorstep before giving the customer possession of the product.

Online selling to members of the public without a valid EPP licence

If selling to members of the public who do not have an EPP licence, online retailers will need to ensure that the filled battery is packed appropriately and labelled correctly. Please note that some types will require additional packaging and special shipping arrangements to ensure compliance with the regulations that affect the transportation of dangerous goods.

Item: 192.7

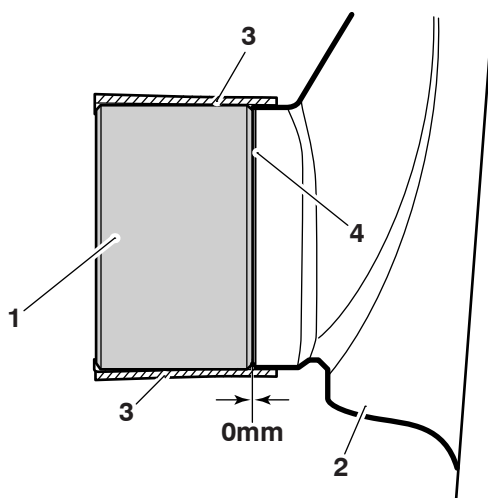
Description: Header Pipe to Catalytic Converter Gasket

Model Affected: Street Cup, Street Twin, Bonneville T100 models from VIN 759204, Street Scrambler, Thruxton 1200, Thruxton 1200R, Bonneville T120 models, Bonneville Bobber, Bonneville Speedmaster from VIN 739143, Bonneville Bobber Black

When installing the header pipe to the catalytic converter on the above models make sure the exhaust gasket is fully inserted into the header pipe. Position the exhaust clamp to allow the swaged area of the exhaust header pipe to compress before tightening the fixings as described below.

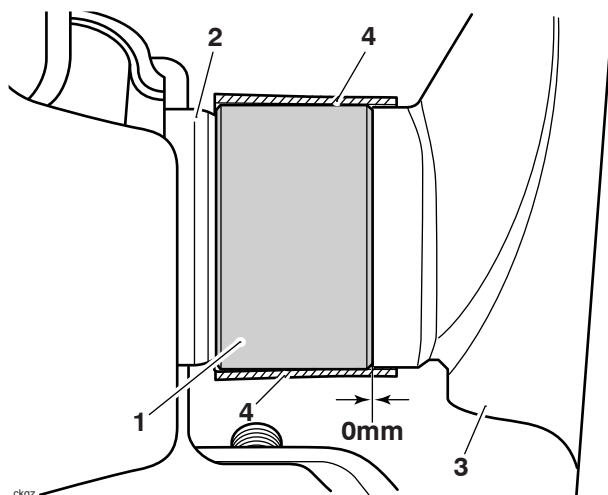
Note:

- Make sure the exhaust gasket is fully inserted against the swaged cup of the exhaust header pipe flange prior to installation.
1. Position the exhaust gasket fully into the exhaust header pipe flange.



1. Exhaust gasket
2. Exhaust header pipe
3. Exhaust header pipe flange (illustration sectioned for clarity)
4. Swaged cup hard stop

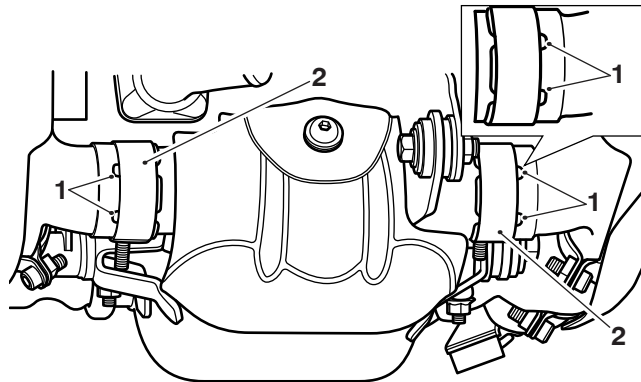
2. Fit the header pipe to the catalytic converter.



1. Exhaust gasket
2. Catalytic converter
3. Exhaust header pipe
4. Exhaust header pipe flange (illustration sectioned for clarity)

Note:

- The compression slots on the exhaust header pipe must be visible to allow correct clamping of the header pipe to the catalytic converter.
3. Position the exhaust clamp to the exhaust header pipe as shown below and tighten the fixing to **10 Nm**.



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1. Compression slots
2. Exhaust clamp

When ordering replacement parts, refer to the EPC.

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Item: 192.8

Description: Alternator Diagnosis

Model Affected: Explorer XR, Explorer XRX, Explorer XRX-LRH, Explorer XRT, Explorer XC, Explorer XCX, Explorer XCX-LRH, Explorer XCA, Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA

The pinpoint test for Alternator Diagnosis has changed for the above models. This information amends the current Service Manual procedure.

Alternator Diagnosis Procedure

If the charging circuit does not operate correctly, the following basic checks must be carried out before further diagnosis is performed:

- Check the battery terminals are clean and tight.
- Check the engine earth connections are clean, tight and free from corrosion.
- Ensure the battery is fully charged and in good condition.
- Check that any fuse in the circuit is not blown and is of the correct rating.

Rectify any defects as necessary.

To check the alternator output, carry out the alternator pinpoint tests as described below.

Note:

- **The alternator is located under the fuel tank. To allow access to the alternator connections and terminals, It is recommended that the fuel tank is mounted remotely and connected using service tool T3880001 and service tool T3880123. Refer to the Fuel Pressure Checking section of the Service Manual.**
- **The Alternator does not contain any serviceable parts and must be replaced if faulty.**
- **The alternator and regulator/rectifier are integrated in the same unit. It is not possible to check for continuity and short circuit through the coils and to ground.**
- **Do not attempt to open the alternator.**
- **A multimeter is required to perform the pinpoint tests detailed below. The multimeter must be set to DC voltage for all voltage measurements.**
- **If the battery is not fully charged, the charging Voltage may be lower than specified when checking at 2,000 rpm.**
- **Before starting, make sure all additional accessories (auxiliary lights, heated grips etc.) are switched off.**

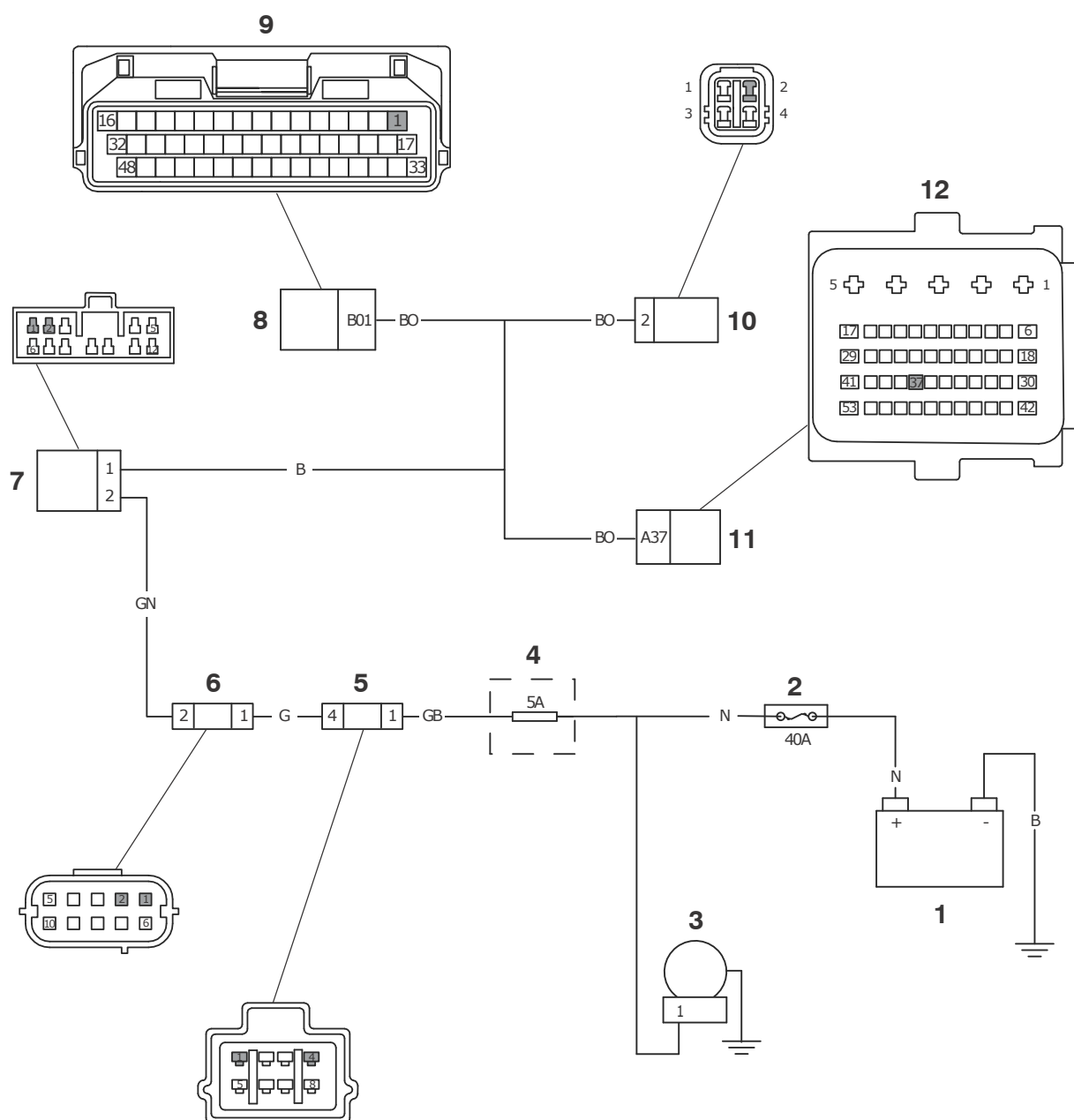
Fault	Possible Cause	Action
Battery not charging	Battery	Check the condition of the battery Test the battery using the BatteryMate 150-9. Refer to the instructions supplied with the BatteryMate 150-9 Ensure the battery is serviceable
	Alternator/Rectifier/Regulator	Proceed to pinpoint test 1

Pinpoint Tests - Tiger Explorer XR, Tiger Explorer XRX, Tiger Explorer XRX-LRH, Tiger Explorer XRT, Tiger Explorer XC, Tiger Explorer XCX, Tiger Explorer XCX-LRH, Tiger Explorer XCA, Tiger 1200 XR

Test	Result	Action
1	Check cable and terminal integrity: - Battery positive (+) terminal - Battery negative (-) terminal - Alternator control connector pin 2 - Alternator output terminal - Crankcase negative (-) terminal	OK
	Faulty	Proceed to test 2 Rectify fault, proceed to test 2
2	Check fuses: - Main fuse 40 A - Fuse No 6, main fuse box	OK
	Faulty	Proceed to test 3 Replace fuse, proceed to test 3
3	Check alternator control Voltage: - Disconnect alternator control connector - Turn ignition ON - Make sure the engine stop switch is in the RUN position - Disarm the alarm if fitted - Make sure the instruments turn on and the gear position is displayed - Measure the Voltage between alternator control pin 2 and battery negative (-) terminal	Same as battery Voltage (12.5 V +/- 0.5 V)
	Faulty	Turn the ignition off, reconnect the alternator control connector. Proceed to test 4 Turn the ignition off, proceed to test 4
4	Disconnect the battery and check cable continuity: - Battery negative (-) cable ring terminal to alternator metal housing (ground) - Battery positive (+) cable ring terminal to alternator output terminal - Alarm connector 1 to Alternator control connector pin 2 - Engine ECM Connector B, pin B01 to Alternator control connector pin 2	OK
	Open circuit	Reconnect the battery leads, positive (red) lead first and proceed to test 5 Locate and rectify wiring fault. Reconnect the battery leads, positive (red) lead first and proceed to test 5
5	Ensure the alternator control connector is plugged and secured. Run the engine. Check the charging Voltage at 2,000 rpm between: - Alternator output terminal and alternator metal housing (ground) - Alternator output terminal and battery negative (-) - Battery positive (+) and battery negative (-)	13 V - 15 V
	Fault still present	Action complete - quit test Proceed to test 6

Test		Result	Action
6	Measure voltage drop in the charging circuit. Run the engine at 2,000 rpm. Turn all loads on (including heated grips, heated seats and fog lights if fitted). Measure the voltage between: - Battery negative (-) cable ring terminal and alternator metal housing (ground) - Battery positive (+) cable ring terminal and alternator output terminal	OK - Voltage drop less than 0.5 V	Contact Triumph service Provide details of results and observations of any test steps that have failed.
		Faulty - Voltage drop greater than 0.5 V	

Circuit Diagram



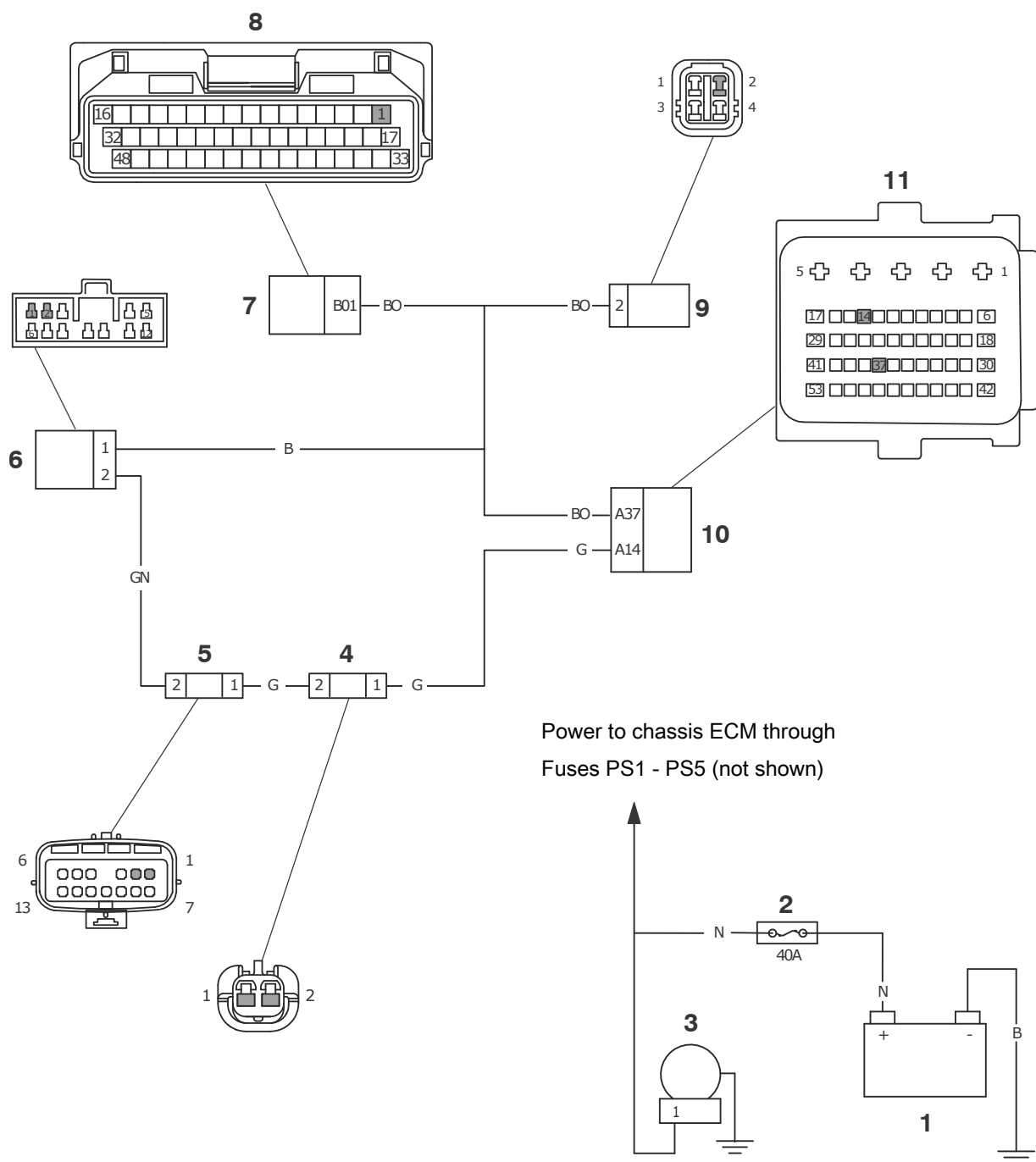
1. Battery
2. Main fuse
3. Alternator
4. Main fuse box - fuse 6
5. Ignition switch connector
6. Right hand switch housing connector (10 way)
7. Alarm
8. Engine ECM
9. Engine ECM connector B
10. Alternator control
11. Chassis ECM
12. Chassis ECM connector A

Pinpoint Tests - Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA

Test	Result	Action
1 Check cable and terminal integrity: - Battery positive (+) terminal - Battery negative (-) terminal - Alternator control connector pin 2 - Alternator output terminal - Crankcase negative (-) terminal	OK	Proceed to test 2
	Faulty	Rectify fault, proceed to test 2
2 Check fuses: - Main fuse 40 A	OK	Proceed to test 3
	Faulty	Replace fuse, proceed to test 3
3 Check alternator control Voltage: - Disconnect alternator control connector - Make sure the master ignition switch (if fitted) is turned to the ON position - Turn ignition ON - Make sure the engine stop switch is in the RUN position - Disarm the alarm if fitted - Make sure the instruments turn on and the gear position is displayed - Measure the Voltage between alternator control pin 2 and battery negative (-) terminal	Same as battery Voltage (12.5 V +/- 0.5 V)	Turn the ignition off, reconnect the alternator control connector. Proceed to test 4
	Faulty	Turn the ignition off, proceed to test 4
4 Disconnect the battery and check cable continuity: - Battery negative (-) cable ring terminal to alternator metal housing (ground) - Battery positive (+) cable ring terminal to alternator output terminal - Alarm connector 1 to Alternator control connector pin 2 - Engine ECM Connector B, pin B01 to Alternator control connector pin 2	OK	Reconnect the battery leads, positive (red) lead first and proceed to test 5
	Open circuit	Locate and rectify wiring fault. Reconnect the battery leads, positive (red) lead first and proceed to test 5
5 Ensure the alternator control connector is plugged and secured. Run the engine. Check the charging Voltage at 2,000 rpm between: - Alternator output terminal and alternator metal housing (ground) - Alternator output terminal and battery negative (-) - Battery positive (+) and battery negative (-)	13 V - 15 V	Action complete - quit test
	Fault still present	Proceed to test 6

Test		Result	Action
6	Measure voltage drop in the charging circuit. Run the engine at 2,000 rpm. Turn all loads on (including heated grips, heated seats and fog lights if fitted). Measure the voltage between: - Battery negative (-) cable ring terminal and alternator metal housing (ground) - Battery positive (+) cable ring terminal and alternator output terminal	OK - Voltage drop less than 0.5 V	Contact Triumph service Provide details of results and observations of any test steps that have failed.
		Faulty - Voltage drop greater than 0.5 V	

Circuit Diagram



1. Battery
2. Main fuse
3. Alternator
4. Ignition master switch/shorting link connector
5. Switch housing sub harness connector (10 way)
6. Alarm
7. Engine ECM
8. Engine ECM connector B
9. Alternator control
10. Chassis ECM
11. Chassis ECM connector A

Item: 192.9
Description: Engine Oil and Filter Change
Model Affected: Speed Triple S, Speed Triple RS

A new procedure for the engine oil and oil filter change has been introduced for the above models. It has come to our attention that a small number of the above models oil pressure warning light did not extinguish after an engine oil and oil filter change. The cause of this is an air lock between the oil pump and oil filter.

To prevent the air lock, dealers should fill the engine with oil before the oil filter is fitted. The revised procedure is described below.

At the end of this bulletin a revised handbook oil and filter change procedure is attached, this should be printed and given to customers when collecting their motorcycles. The handbook will be updated as soon as possible.

Warning

Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains potentially harmful contamination which can cause cancer. Wear suitable clothing and avoid skin contact.

The engine oil and filter must be replaced in accordance with scheduled maintenance requirements.

Caution

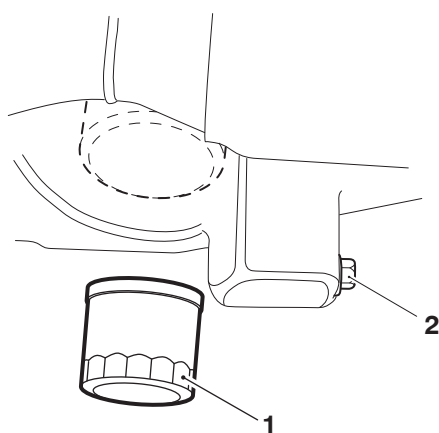
Do not pour engine oil on the ground, down sewers or drains, or into watercourses. To prevent pollution of watercourses etc., dispose of used oil sensibly. If in doubt contact your local authority.

1. Warm up the engine thoroughly, and then stop the engine.
2. Place an oil pan beneath the engine.

Warning

The oil may be hot to the touch. Contact with hot oil may cause the skin to be scalded or burned.

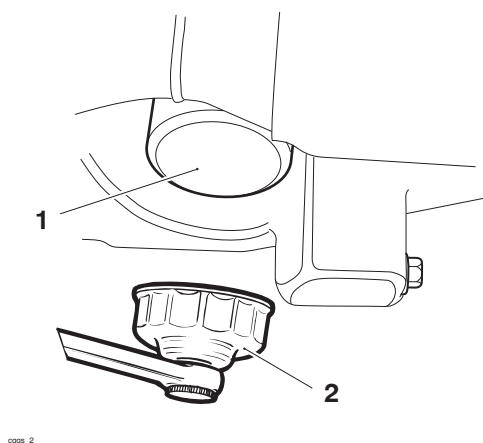
3. Remove the oil drain plug.



1. Oil filter
2. Oil drain plug

4. With the motorcycle on level ground, and on the side stand, allow the oil to completely drain.

-
5. Unscrew and remove the oil filter using service tool T3880313.



1. Oil filter

2. T3880313 - Oil Filter Wrench

6. Dispose of the old oil filter in an environmentally friendly way.
7. After the oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the plug to 25 Nm.
8. Fill the engine with a 10W/40 or 10W/50 semi or fully synthetic motorcycle engine oil that meets specification API SH (or higher) and JASO MA, such as Castrol Power 1 Racing 4T 10W-40 (fully synthetic) engine oil, sold as Castrol Power RS Racing 4T 10W-40 (fully synthetic) in some countries.
9. Apply a smear of clean engine oil to the sealing ring of the new oil filter.
10. Fit the oil filter and tighten to 10 Nm.
11. Start the engine and allow to idle.

! Caution

Raising the engine speed above idle before the oil reaches all parts of the engine can cause engine damage or seizure. Only raise engine speed after running the engine for 30 seconds to allow the oil to circulate fully.

12. Ensure that the oil pressure warning light extinguishes shortly after starting.

! Caution

If the engine oil pressure is too low, the low oil pressure warning light will illuminate. If this light stays on when the engine is running, stop the engine immediately and investigate the cause. Running the engine with low oil pressure will cause engine damage.

13. Stop the engine and check the oil level. Adjust if necessary.

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Item: 192.10

Description: Service Manual Update

Model Affected: Street Twin, Street Twin - A2 restricted licence Version, Street Scrambler, Street Cup, Bonneville T100, Bonneville T100 Black, Bonneville T120, Bonneville T120 Black, Thruxton 1200, Thruxton 1200R

The Service Manual has been updated for the following models:

- Street Twin
- Street Twin - A2 restricted licence Version
- Street Scrambler
- Street Cup
- Bonneville T100
- Bonneville T100 Black
- Bonneville T120
- Bonneville T120 Black
- Thruxton 1200
- Thruxton 1200R.

When using the Service Manual, ensure the latest version is being used and any printed pages replaced with the latest version.

Circulation

Initial and date when read and return to central file holder

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