



Technical Bulletin 205

02.2020

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Item: 205.1
Description: Adaption Processes
Model Affected: All models with Fuel Injection

This Technical News item has been created to remind dealers of the various adaptations used by our motorcycles. The status of each of these adaptations can be examined using the Triumph Diagnostic Tool. Currently, the adaptations are:

1. Engine Adaption
2. Neutral Position Adaption
3. Crankshaft Position Adaption - Euro 5 Motorcycles in Applicable Markets Only
4. Gear Position Adaption - Models fitted with Triumph Shift Assist Only
5. Shift Force Sensor Adaption (Triumph Shift Assist)

Further information about each of these adaptations can be found in the Triumph Diagnostic Tool User Guide and relevant Service Manual.

1. Engine Adaption

General Information

The engine management system fitted to this model is adaptive. This means that the system is able to learn about new or changing operating conditions. The fuelling and throttle system can continuously adapt itself without needing to constantly make major adjustments from a fixed baseline setting.

Adaptive changes can become necessary because of different fuels, changes in the region in which the motorcycle is operated (i.e. operation at high altitude where it was previously used at sea level) or because a new part may have been fitted which has slightly different characteristics to the old part. Fuelling and throttle system adaptive changes are automatic and require no intervention by rider or dealer.

Adaption Status and Range

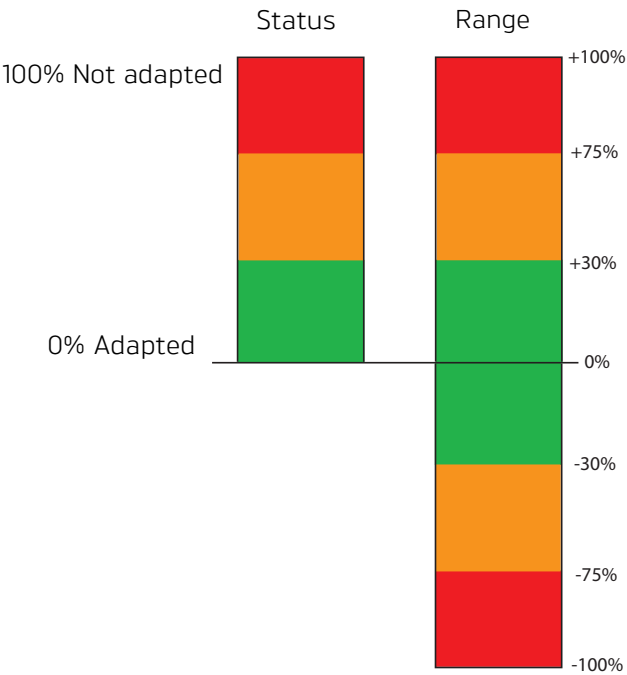
To see if a motorcycle has fully adapted, a facility is provided on the diagnostic tool under Engine Diagnostics - Sensor Data - Engine Adaption. The following adaption details can be examined:

Function Examined	Report Method	Range/Status Description
Closed throttle position reference status	Adapted/not adapted	N/A
Twist grip adapted	Adapted/not adapted	N/A
Idle speed control adaption status	%	N/A
Oxygen sensor 1 adaption status (off idle)	%	Status off idle
Oxygen sensor 1 adaption range (off idle)	%	Range off idle
Oxygen sensor 1 adaption status (idle)	%	Status idle
Oxygen sensor 1 adaption range (idle)	%	Range idle
Oxygen sensor 2 adaption status (off idle)	%	Status off idle
Oxygen sensor 2 adaption range (off idle)	%	Range off idle
Oxygen sensor 2 adaption status (idle)	%	Status idle
Oxygen sensor 2 adaption range (idle)	%	Range idle

Terminology

Where the term 'status' is used, this indicates how far the present operating parameter is from the stored (adapted) value. The nearer these figures are to zero the better as it indicates the motorcycle has adapted to its current operating conditions.

The term 'range' indicates how much (in percentage terms) of the adjustment range has been used to reach the current operating status.



Typical Values

In a correctly adapted motorcycle, the following will be typical:

Function Examined	Read Out	Range/Status Description
Closed throttle position reference status	Adapted	N/A
Twist grip adapted	Adapted	N/A
Idle speed control adaption status	Between +100 and -100%	N/A
Oxygen sensor 1 adaption status (off idle)	0% +/- 10%	Status off idle
Oxygen sensor 1 adaption range (off idle)	Between +100 and -100%	Range off idle
Oxygen sensor 1 adaption status (idle)	0% +/- 10%	Status idle
Oxygen sensor 1 adaption range (idle)	Between +100 and -100%	Range idle
Oxygen sensor 2 adaption status (off idle)	0% +/- 10%	Status off idle
Oxygen sensor 2 adaption range (off idle)	Between +100 and -100%	Range off idle
Oxygen sensor 2 adaption status (idle)	0% +/- 10%	Status idle
Oxygen sensor 2 adaption range (idle)	Between +100 and -100%	Range idle

Forcing Adaption to Take Place

If the read out indicates that the motorcycle is not adapted, the following will force the system to make adaptations:

Warning

Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate the motorcycle in the open-air or in an area with adequate ventilation.

Note:

- **Resetting adaptations with the motorcycle connected to an exhaust extraction system may cause incorrect values to be set, causing poor engine running. Always reset the adaptations with the engine disconnected from any exhaust extraction system whilst ensuring the motorcycle is positioned in a well ventilated area.**
1. Ensure the engine is cold.
 2. WITHOUT TOUCHING THE THROTTLE, start the engine and allow it to warm up until the cooling fan comes on.
 3. Turn the ignition OFF for at least 60 seconds to allow the adaption settings to be stored in ECM memory.

Resetting the Adaptions

A reset engine adaptations facility is provided in the diagnostic tool. This function can be used to:

- Force fast fuelling and throttle adaption.
- Reset (erase) current adaptations.

Fast Fuelling and Throttle Adaption

To force the fuelling and throttle system to quickly adapt to the current operating conditions:

1. Connect the diagnostic tool and turn the ignition ON.
2. Start the engine.
3. Allow the engine to reach normal operating temperature (90°C for liquid cooled models, 60°C for air cooled models).
4. Make sure the system is in closed loop control mode.
5. Navigate to Engine Diagnostics - Adjust.
6. Select 'RESET ENGINE ADAPTIONS' and click 'ADJUST'.

Note:

- **This will force a fast adaption routine to take place in around five seconds. For this to happen, the engine MUST be running, it must be at normal operating temperature and in closed loop control mode. Under any other conditions fast adaption will not take place and the current adaption settings may be erased as described below.**

Reset (Erase) Current Adaptions

To reset the currently stored adaptions:

1. Connect the diagnostic tool and turn the ignition ON. Do NOT start the engine.
2. Navigate to Engine Diagnostics - Adjust.
3. Select 'RESET ENGINE ADAPTIONS' and click 'ADJUST'.

The following adaptions will be reset:

- Fuelling
- Throttle
- Twist Grip
- Crankshaft Position (Euro 5 Motorcycles in Applicable Markets Only)

Note:

- **The following adaptions will not be reset:**
 - - Neutral Position
 - - Gear Position
 - - Shift Force Sensor (TSA)

To Re-Adapt

1. Connect the diagnostic tool and turn the ignition ON.
2. Start the engine.
3. Allow the engine to reach normal operating temperature (90°C for liquid cooled models, 60°C for air cooled models).
4. Adapt the crankshaft position (see **Crankshaft Position Adaption - Euro 5 Motorcycles in Applicable Markets Only**).
5. If applicable, perform a cruise control switch check as described in the Service Manual.

Fault Indications

If 'range' figures at 100% are seen, then the adjustment has reached maximum indicating a mechanical fault exists on the motorcycle. This can be due to a number of faults but possible causes will be incorrect fuel pressure, incorrectly connected oxygen sensors, faulty injectors or air leaks at the throttle bodies or airbox. In these circumstances, locate and rectify the fault, and reset the adaptions as described above.

2. Neutral Position Adaption

The neutral position adaption is required to allow for manufacturing tolerances of the gearbox and gear position sensor. The motorcycle is delivered from the factory with the neutral position fully adapted.

The neutral position adaption must be reset and re-adapted under the following conditions:

- If a gear position sensor malfunction occurs (DTC P0914, P0915 (if applicable) and P0917, see Gear Position Sensor in the Fuel - Pinpoints section in the Service Manual).
- The gear position sensor has been removed or disconnected for any reason.

Adaption Reset

The Gear Position/Neutral Position Adaption Reset function provided in the Triumph diagnostic tool will erase all previous Gear Position/Neutral Position Adaptions.

To reset the Neutral Position adaptions:

1. Connect the Triumph diagnostic tool and turn the ignition ON.
2. Make sure the engine stop switch is in the RUN (ON) position.
3. Select ENGINE DIAGNOSTICS.
4. Check and erase any stored DTCs.
5. Select ADJUST TUNE then select Gear Position/Neutral Position Adaption Reset.
6. Click Start.
7. The software will confirm that the adaption has been successfully reset.
8. The neutral position will now be reported as Not Adapted.

Re-Adaption

Warning

Exhaust fumes are poisonous, always operate a motorcycle in the open-air or in an area with adequate ventilation.

Do not operate a motorcycle in an enclosed area without adequate ventilation.

Operating a motorcycle in an enclosed area without adequate ventilation can cause loss of consciousness and death within a short period of time.

To re-adapt the neutral position:

1. Ensure the transmission is in neutral.
2. Start the engine.

Note:

- **For successful and accurate adaption, The engine must be at normal idle speed and the gear change pedal and clutch lever must be in their normal rested position.**
 - **During adaption, do not raise the engine speed and do not touch or move the gear change pedal.**
3. The neutral position will adapt shortly after engine start provided the above conditions are met.
 4. The adaption status can be confirmed by selecting GEAR POSITION ADAPTION STATUS on the Triumph diagnostic tool.
 5. Turn the ignition OFF for at least 60 seconds to allow the adaption settings to be stored in ECM memory.

3. Crankshaft Position Adaption - Euro 5 Motorcycles in Applicable Markets Only

Signals from the crankshaft position sensor are used by the motorcycle's engine misfire detection system. In order to accurately detect an engine misfire, the crankshaft position must be adapted to allow for manufacturing and assembly tolerances.

The motorcycle is delivered from the factory with the crankshaft position fully adapted. If for any reason the crankshaft position is not adapted, the Malfunction Indicator Light (MIL) will be illuminated and DTC P0315 will be stored.

In service, the crankshaft position must be re-adapted under the following conditions:

- The MIL is illuminated and DTC P0315 is stored, indicating that the crankshaft position sensor is not adapted.
- The crankshaft position sensor has been disturbed, removed or disconnected.
- The crankshaft position sensor has been replaced.
- The crankcases have been disassembled/reassembled.
- The engine ECM has been replaced.*
- The engine adaptations have been reset using the 'Reset Engine Adaptions' function in the Triumph diagnostic tool.*

* Under these conditions, the MIL is illuminated and DTC P0315 will be stored.

Preliminary Steps

1. Make sure the transmission is in neutral.
2. Connect the Triumph diagnostic tool and turn the ignition ON.
3. Make sure the engine stop switch is in the RUN position.
4. Navigate to ENGINE DIAGNOSTICS - Sensor Data - Inputs.
5. Make sure the Gear Position Status is reporting as Neutral.
6. Navigate to Sensor Data - Gear Position Adaption.
7. Make sure the Neutral Position Adaption Status is reporting as Adapted.
8. Reset and re-adapt the neutral position if any of the following conditions exist:
 - The Neutral Position Adaption is reported as Not Adapted (See 2.Neutral Position Adaption).
 - The Gear Position Status is not reported as Neutral when the transmission is in neutral (regardless of the current Neutral Position Adaption Status).

Note:

- **If the neutral position adaption is reset and re-adapted, the ignition must be turned off for at least 60 seconds before starting the crankshaft position adaption process.**

To Adapt the Crankshaft Position:

Warning

Exhaust fumes are poisonous, always operate a motorcycle in the open-air or in an area with adequate ventilation.

Do not operate a motorcycle in an enclosed area without adequate ventilation.

Operating a motorcycle in an enclosed area without adequate ventilation can cause loss of consciousness and death within a short period of time.

1. Navigate to ENGINE DIAGNOSTICS - Function Test - Adapt the crankshaft position.
2. Click Start.
3. Follow the on-screen instructions.

Note:

- **The function test will check that the transmission is in neutral and that the neutral position is adapted. If these conditions are not met, the test will be aborted and you will be prompted to check the transmission and neutral adaption status.**

Note:

- If the transmission conditions are correct, you will be prompted to start the engine and bring the engine up to the required temperature.
 - Once the engine has reached the required temperature the test will progress automatically and you will be prompted to hold the throttle (twist grip) fully open.
 - The test will be aborted if the throttle is not opened within 60 seconds.
 - It is important that the throttle is held fully open during this stage of the test. The diagnostic tool will display a red light if the throttle is not in the correct position. The light will change to green when the throttle is held fully open.
4. Hold the throttle fully open within 60 seconds of being prompted by the diagnostic tool. Do not close the throttle until instructed to do so by the diagnostic tool.

Note:

- Upon holding the throttle open, the engine speed will increase and decrease in cycles at approximately one cycle per second. The cycles are repeated until the crankshaft position adaption is complete.
 - Adaption is typically completed after the fourth cycle.
 - You will be prompted to close the throttle when adaption has completed.
 - The diagnostic tool will allow the test to operate with the throttle held open for a maximum of 10 seconds (approximately 10 cycles). If adaption is not completed in this time, the test will stop and you will be prompted to close the throttle and turn the ignition OFF. Note any on-screen messages and investigate the cause before attempting to restart the test.
5. Close the throttle when prompted by the diagnostic tool.
 6. Note the results of the adaption and follow the on-screen instructions.
 7. Click Finish.
 8. Turn the ignition OFF as prompted by the diagnostic tool and wait for 60 seconds for the Engine ECM to fully power down.

Final Steps

Successful crankshaft position adaption can be verified as follows:

1. Turn the ignition ON.
2. Navigate to ENGINE DIAGNOSTICS - Read DTCs.
3. Check that DTC P0315 has cleared.
4. Check that the MIL light goes out when the engine is started.

Note:

- The presence of other DTCs may cause the MIL light to remain illuminated. Where this is the case, rectify and erase any other stored DTCs as necessary.

Trouble Shooting

Symptom	Possible Causes	Action
Test is aborted immediately after clicking Start.	Transmission is not in neutral. Neutral position is not adapted. Neutral position adaption is in a state of error.	Check the transmission is in neutral. Reset the neutral position adaption. Start the engine and allow the neutral position to adapt. Turn the ignition off for at least 60 seconds before restarting the crankshaft position adaption test.
Test is aborted after the engine has reached the required temperature.	The throttle was not held open within 60 seconds of the engine reaching the required temperature.	Turn the ignition off for at least 60 seconds before restarting the crankshaft position adaption test. Make sure the throttle is held open within 60 seconds of being instructed to do so by the diagnostic tool.
Crank adaption failed. Throttle was held fully open for 10 seconds before the diagnostic tool displayed an instruction to close the throttle.	Ignition was not turned off for 60 seconds after adapting the neutral position.	Turn the ignition off for at least 60 seconds before restarting the crankshaft position adaption test.
Crank adaption failed. The diagnostic tool displayed an instruction to close the throttle at the expected time (after the forth engine revving cycle).	Adaption has completed abnormally. Mechanical fault. Crankshaft position signal out of range. Crankshaft trigger wheel out of tolerance.	Investigate potential mechanical faults. Contact Triumph Service.

4. Gear Position Adaption - Models fitted with Triumph Shift Assist Only

Gear position adaption is required to allow for manufacturing tolerances of the gearbox and gear position sensor.

If Triumph Shift Assist is fitted as standard, the motorcycle is delivered from the factory with each gear position fully adapted.

If the Triumph Shift Assist has been fitted as an accessory, each gear position must be fully adapted as part of the accessory kit installation process.

Gear position adaption must be reset and re-adapted under the following conditions:

- If a gear position sensor malfunction occurs (DTC P0914, P0915 (if applicable) and P0917, see Gear Position Sensor in the Fuel - Pinpoints section in the Service Manual).
- The gear position sensor has been removed or disconnected for any reason.

Adaption Reset

The Gear Position/Neutral Position Adaption Reset function provided in the Triumph diagnostic tool will erase all previous Gear Position/Neutral Position Adaptions.

To reset the Gear Position/Neutral Position adaptions:

1. Connect the Triumph diagnostic tool and turn the ignition ON.
2. Select ENGINE DIAGNOSTICS.
3. Check and erase any stored DTCs.
4. Select ADJUST TUNE then select Gear Position/Neutral Position Adaption Reset.
5. Click Start.
6. The software will confirm that the adaption has been successfully reset.
7. The neutral position and each gear position will now be reported as Not Adapted.

Re-Adaption

Warning

Exhaust fumes are poisonous, always operate a motorcycle in the open-air or in an area with adequate ventilation.

Do not operate a motorcycle in an enclosed area without adequate ventilation.

Operating a motorcycle in an enclosed area without adequate ventilation can cause loss of consciousness and death within a short period of time.

Warning

Do not start the motorcycle and engage gears while it is parked on its centre stand. Do not attempt to adapt the gear positions with the motorcycle parked on its centre stand.

Should the motorcycle fall off its centre stand while the rear wheel is in motion, the motorcycle would accelerate rapidly. This could result in serious injury or death as well as causing damage to the motorcycle and other property.

To re-adapt the gear positions:

1. Ensure the transmission is in neutral.
2. Start the engine and allow the neutral position to adapt (see Neutral Position Adaption).

Warning

When riding the motorcycle the rider must always wear a safety helmet, eye protection, gloves, boots, trousers (close fitting around the knee and ankle) and a brightly coloured jacket. Brightly coloured clothing will considerably increase a rider's visibility to other operators of road vehicles. Although full protection is not possible, wearing correct protective clothing can reduce the risk of injury when riding.

Note:

- **A suitable safe place should be found to carry out the road test.**
 - **The Transmission Warning symbol is illuminated on the instrument display.**
3. Road test the motorcycle as follows:
- Ride the motorcycle smoothly at low engine speeds, changing up through each gear in turn.
 - Fully close the throttle and use the clutch at each gear change.
 - As soon as each gear engages, allow the gear change pedal to return to its normal resting position. Do not rest your foot on the pedal as any movement of the pedal can cause incorrect adaption.
 - When each gear change is complete, release the clutch and ride normally using gentle acceleration. Avoid rapid acceleration or deceleration as this will prevent adaption.
 - The gear position will adapt a few seconds after each gear change is completed.
 - When all gear positions have successfully adapted, the Transmission Warning symbol will turn off.
 - After completing the road test, turn the ignition OFF for at least 60 seconds to allow the adaption settings to be stored in ECM memory.
 - The gear position adaption status can be confirmed using the Triumph diagnostic tool.

5. Shift Force Sensor Adaption (Triumph Shift Assist)

The shift force sensor adaption is required to allow for manufacturing tolerances of the shift force sensor.

If Triumph Shift Assist is fitted as standard, the motorcycle is delivered from the factory with the shift force sensor fully adapted.

If the Triumph Shift Assist has been fitted as an accessory, the shift force sensor must be adapted as part of the accessory kit installation process.

The shift force sensor adaption must be reset and re-adapted under the following conditions:

- If a shift force sensor malfunction occurs (DTC P1702 and P1703, see Shift Force Sensor Circuit (Triumph Shift Assist)).
- If the shift force sensor has been removed or disconnected for any reason.

Adaption Reset

The Shift Force Sensor Adaption Reset function provided in the Triumph diagnostic tool will erase all previous shift force sensor adaptations.

To reset the shift force sensor adaption:

1. Connect the Triumph diagnostic tool and turn the ignition ON.
2. Select ENGINE DIAGNOSTICS.
3. Check and erase any stored DTCs.
4. Select ADJUST TUNE then select Shift Force Sensor Adaption Reset.
5. Click Start.
6. The software will confirm that the adaption has been successfully reset.
7. The Shift Force Sensor Adaption Status will now be reported as Not Adapted.

Re-Adaption



Warning

Exhaust fumes are poisonous, always operate a motorcycle in the open-air or in an area with adequate ventilation.

Do not operate a motorcycle in an enclosed area without adequate ventilation.

Operating a motorcycle in an enclosed area without adequate ventilation can cause loss of consciousness and death within a short period of time.

Note:

- **If necessary, the neutral position can be re-adapted simultaneously with the shift force sensor re-adaption (see Neutral Position Adaption).**

To re-adapt the shift force sensor:

1. Ensure the transmission is in neutral.
2. Start the engine.

Note:

- **For successful and accurate adaption, The engine must be at normal idle speed and the gear change pedal must be in its normal rested position.**
 - **During adaption, do not raise the engine speed and do not touch or move the gear change pedal.**
3. The shift force sensor will adapt shortly after engine start provided the above conditions are met.
 4. The adaption status can be confirmed by selecting TRIUMPH SHIFT ASSIST ADAPTION STATUS on the Triumph diagnostic tool.
 5. Turn the ignition OFF for at least 60 seconds to allow the adaption settings to be stored in ECM memory.

Item: 205.2

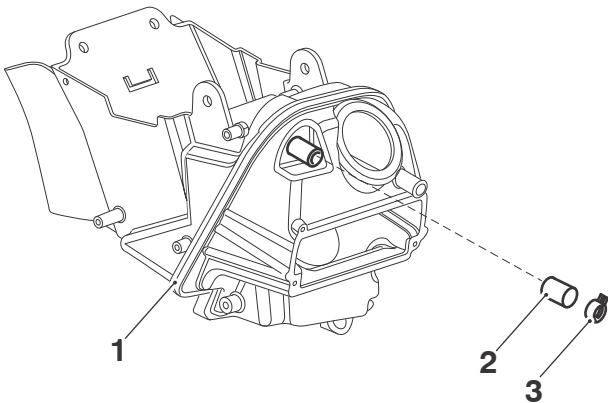
Description: Airbox Parts Kit

Model Affected: Bonneville T100, Bonneville T100 Black, Street Twin, Street Scrambler

A new airbox has been introduced to the above models from VIN 968257 (all markets except Brazil, China and India) and from VIN 969083 (Brazil only) and is retrofittable. The new airbox has a secondary air injection spigot at the front for compatibility with other models or markets. When ordering a replacement airbox, a parts kit (part number T2203146) is available consisting of an airbox assembly, a plastic cap and a hose clip.

The plastic cap and hose clip must be fitted before assembling the airbox to the motorcycle.

Removal and installation of the airbox remains as described in the Service Manual.



- 1. Airbox assembly
- 2. Plastic cap
- 3. Hose clip

Parts Kit T2203146 - Airbox Assembly

Part Number	Description
T2203146	Airbox Assembly Kit Contents: Airbox Assembly, Qty 1 Cap, PVC, 12.7 x 25 mm, Qty 1 Clip, hose dia 17 - 19 x 8 mm, Qty 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: 205.3
Description: Fairing Assembly
Model Affected: Daytona MOT02™ 765

Due to the precise manufacturing methods of the fairing assembly on the above models, a new fairing will only be supplied in a subassembly consisting of an upper and lower fairing and fairing infill.
The upper and lower fairing are a matched pair and must not be separated.
The fairing infills (RH part number 2309460, LH part number 2309457) are also available as a separate item.
A revised installation method is described below.

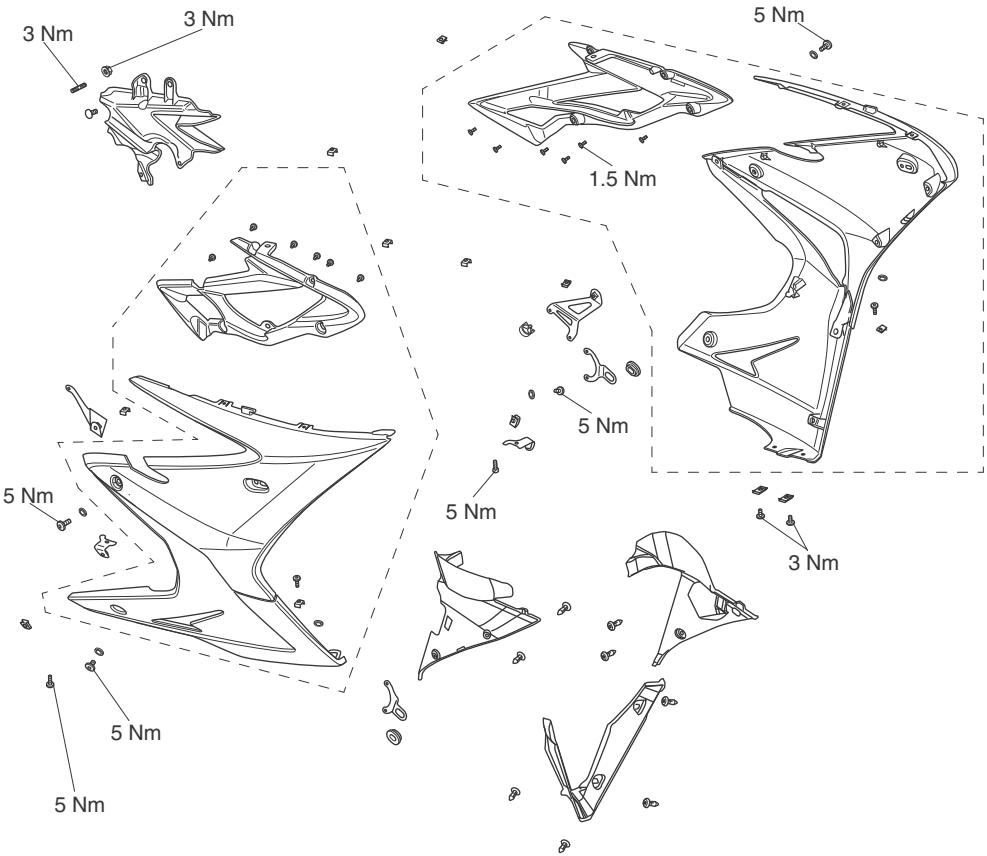
Subassembly, Fairing, RH

Part Number	Description
2310491 (US and Canada Only) or 2310465 (All markets except US and Canada)	Subassembly, Fairing, RH Contents: Fairing, Upper RH, Qty 1 Fairing, Lower, RH, Qty 1 Infill, Fairing, RH, Qty 1 Nut, Captive, M5, Qty 1 Screw, M5, Qty 1 Washer, Nylon Screw, S/Tap, Qty 6

Subassembly, Fairing, LH

Part Number	Description
2310498 (US and Canada Only) or 2310482 (All markets except US and Canada)	Subassembly, Fairing, LH Contents: Fairing, Upper LH, Qty 1 Fairing, Lower, LH, Qty 1 Infill, Fairing, LH, Qty 1 Nut, Captive, M5, Qty 1 Screw, M5, Qty 1 Washer, Nylon Screw, S/Tap, Qty 6

Exploded View - Fairing

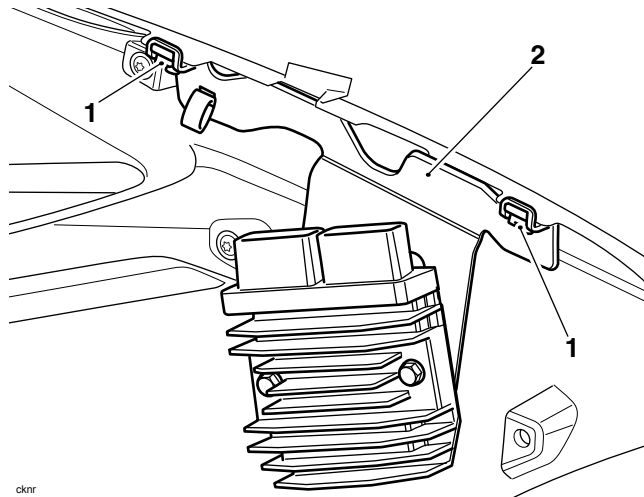


Fairings - Installation

1. Route the direction indicator harness as noted for removal and connect to the main harness.

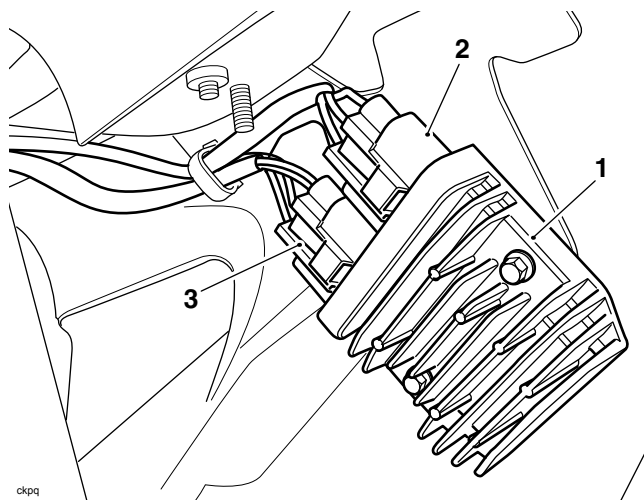
Note:

- The alternator rectifier/regulator is mounted to the inside of the left hand fairing.
2. If removed, refit the regulator/rectifier to the mounting bracket and tighten the fixings to **9 Nm**.



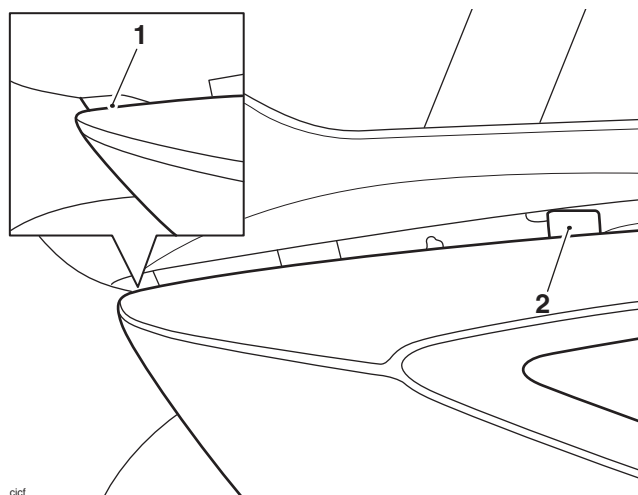
1. Mounting lugs
2. Bracket

3. Connect the two main harness connectors to the regulator/rectifier.



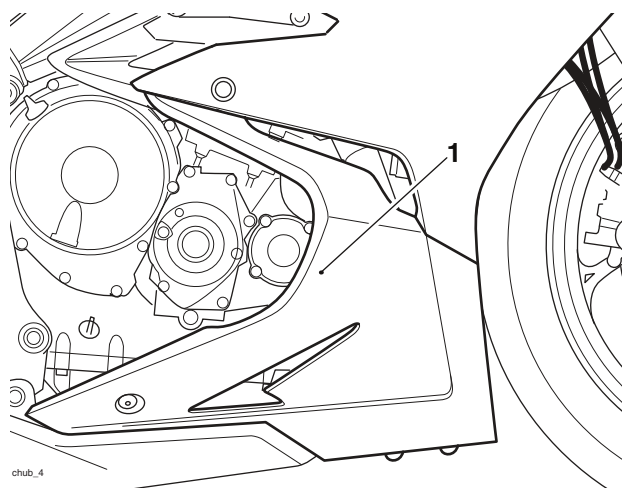
1. Regulator/rectifier
2. Electrical connector (grey)
3. Electrical connector (black)

-
4. Align the two locating lugs on the fairing to their slots in the cockpit.



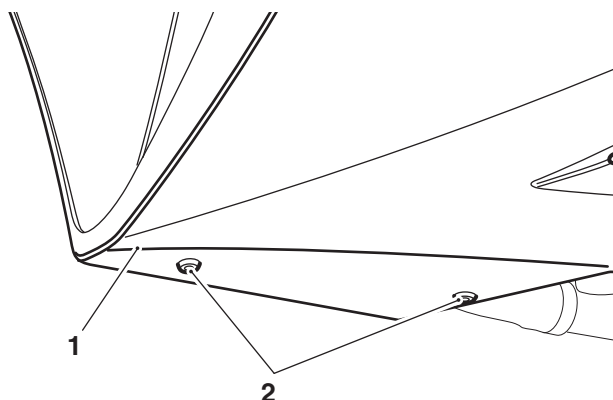
- 1. Front locating lug**
2. Rear locating lug

5. Slide the fairing forward and align the fairing stud to the frame grommet and refit.



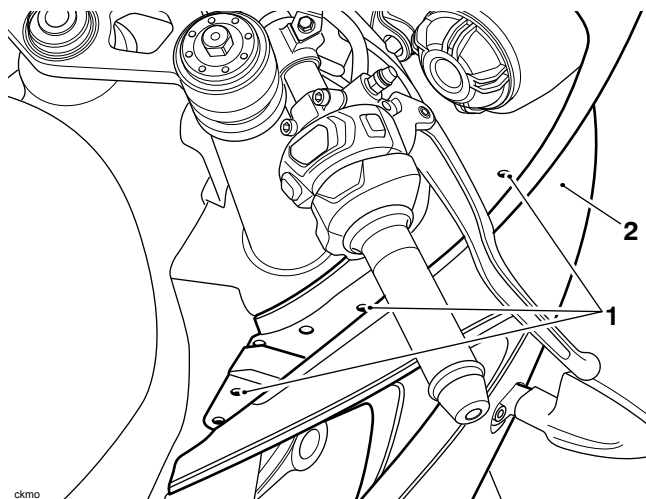
- 1. Fairing stud/grommet location (right hand location shown)**

6. Fit the two fixings securing the fairing lower halves to each other, do not fully tighten.



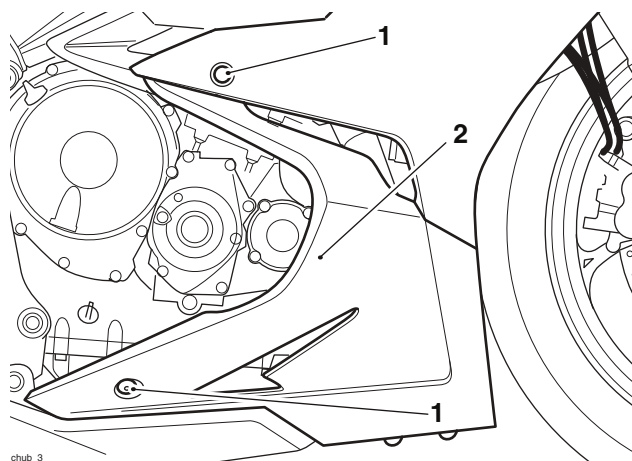
- 1. Fairing**
2. Fixings

-
7. Refit the fairing to cockpit fixings, do not fully tighten.



1. Fixings
2. Fairing

8. Refit the fairing to frame fixings and tighten to **5 Nm**.



1. Fixings
2. Fairing (right hand shown)

9. Tighten the two fixings securing the fairing lower halves to each other to **3 Nm**.
10. Tighten the fairing to cockpit fixings to **3 Nm**.

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:	205.4
Description:	Vehicle Identification Number Description - from 1,000,000 (AA0001)
Model Affected:	Bonneville T100 Black, Bonneville T100, Street Scrambler, Speed Twin 1200, Thruxton 1200 RS, Street Twin, Scrambler 1200 XC, Scrambler 1200 XE, Bonneville T120, Bonneville T120 Black, Bobber, Bobber Black, Bobber TFC, Bonneville Speedmaster, Bonneville T120 Bud Ekins, Bonneville T100 Bud Ekins, Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XCX, Tiger 1200 XRT, Tiger 1200 XCA, Tiger 1200 XRX (LRH), Tiger 1200 Alpine, Tiger 1200 Desert, Tiger Sport, Speed Triple S, Speed Triple RS, Rocket 3 GT, Rocket 3 R, Rocket 3 TFC, Street Triple S 660 cc "LAMS", Street Triple 660cc A2 licence, Street Triple R, Street Triple R (LRH), Street Triple RS, Daytona MOT02TM 765, Tiger 900, Tiger 900 GT, Tiger 900 GT Pro, Tiger 900 GT (LRH), Tiger 900 Rally, Tiger 900 Rally Pro

Triumph motorcycles have now produced over one million motorcycles since the start of production. The last motorcycle with a six digit chassis identification number has been produced and allocated number 999999. The six digits are replaced by an alpha numeric chassis identification number and the first motorcycle has been allocated AA0001.

Models with a Chassis Identification Number (known as the VIN) from VIN number 1,000,000 (one million), two prefix letters replace the first two numbers followed by four numbers e.g AA1234.

Models with a Chassis Identification Number starting at VIN 000001 up to VIN 999999 are displayed as numbers only e.g 123456.

VIN Number	000001 - 999999	Up to one million
VIN Number	AA0001 - AA9999	From one million to one million nine thousand, nine hundred and ninety nine
VIN Number	AB0001 - AB9999	From one million ten thousand to one million ten thousand, nine hundred and ninety nine

- A VIN consists of 17 characters (digits and capital letters) that act as a unique form of identification.
- No two motorcycles have the same VIN.
- A VIN displays the Motorcycles unique features, specifications and manufacturer.
- A VIN can be used for information regarding service bulletins, warranty claims and general search functions related to the individual motorcycle

A standard 17 character vehicle identification number (VIN) is required to display the motorcycles individual build characteristics.

The illustrations displayed within this bulletin explain the logic related to the 17 digits.

All Markets Except USA, Canada, China and Brazil From VIN 1,000,000 (one million)

TRIUMPH MOTORCYCLES LTD

L3e-A3

e11*168/2013*00208

SMT V1 F42 E 9 L AA0001

94dB(A) - 4650 min-1

MAX 508 kg

1

2

3

4

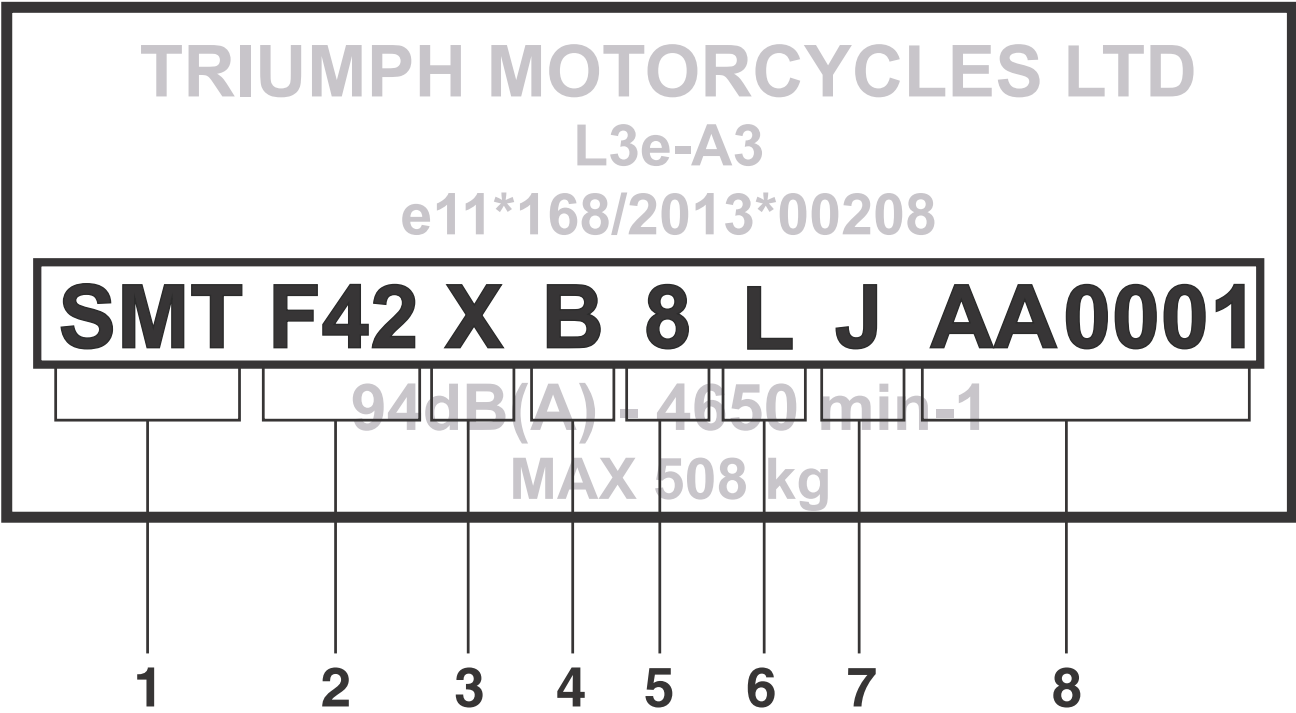
5

6

7

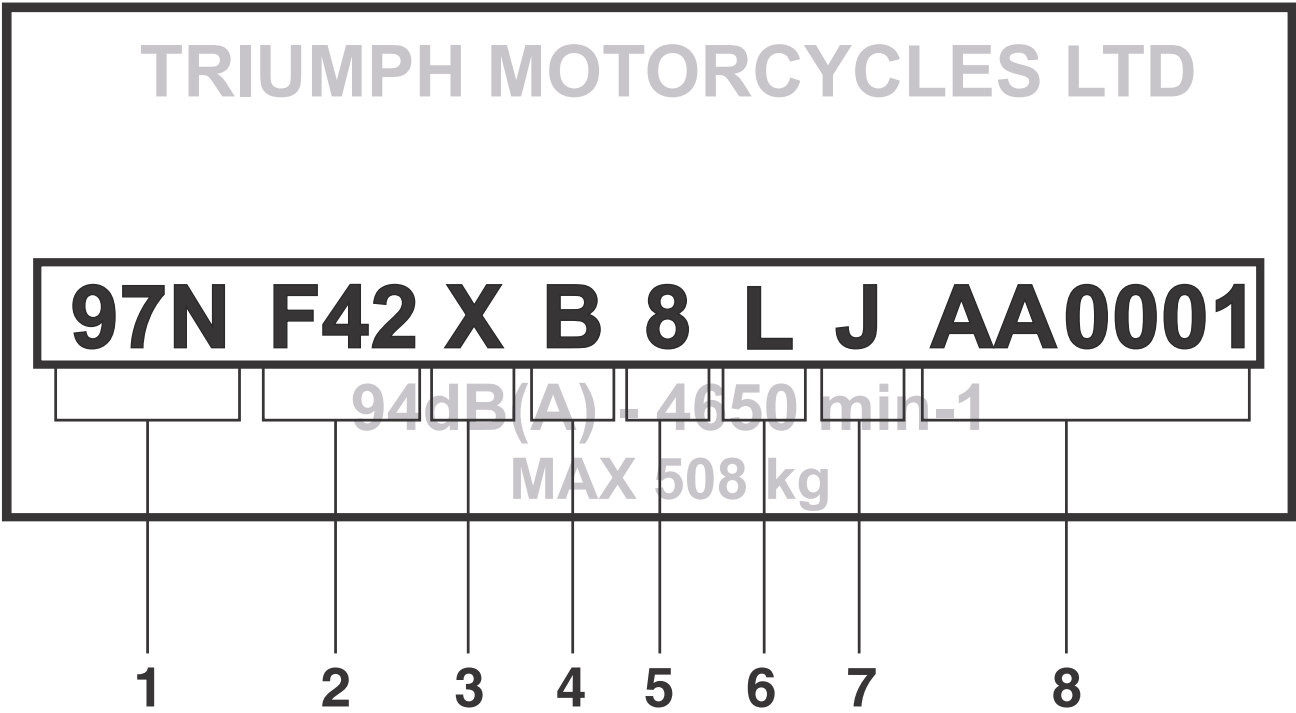
- 1. Manufacturers Identification Code
- 2. Model Type
- 3. Model Specification/Market
- 4. Engine Identification Code
- 5. Final Drive Ratio
- 6. Model Year
- 7. Chassis Identification Number

USA, Canada and China Markets Only From VIN 1,000,000 (one million)



- 1. **Manufacturers Identification Code**
- 2. **Model Type**
- 3. **Engine Type**
- 4. **Net Brake Horsepower**
- 5. **Check Digit**
- 6. **Model Year**
- 7. **Plant Identifier**
- 8. **Chassis Identification Number**

Brazil Markets Only From VIN 1,000,000 (one million)



- 1. Manufacturers Identification Code
- 2. Model Type
- 3. Engine Type
- 4. Net Brake Horsepower
- 5. Check Digit
- 6. Model Year
- 7. Plant Identifier
- 8. Chassis Identification Number

Model Years 2000 to 2035 are displayed in the following table

Model Year List

Model Years 2000 and 2010 - 2017		Model Years 2001 - 2009		Model Years 2018 - 2026		Model Years 2027 - 2036	
Model Year	Alphabetical Suffix	Model Year	Alphabetical Suffix	Model Year	Alphabetical Suffix	Model Year	Alphabetical Suffix
2000	Y	2001	1	2018	J	2027	V
2010	A	2002	2	2019	K	2028	W
2011	B	2003	3	2020	L	2029	X
2012	C	2004	4	2021	M	2030	Y
2013	D	2005	5	2022	N	2031	1
2014	E	2006	6	2023	P	2032	2
2015	F	2007	7	2024	R	2033	3
2016	G	2008	8	2025	S	2034	4
2017	H	2009	9	2026	T	2035	5

Circulation

Initial and date when read and return to central file holder

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