



Technical Bulletin 220

10.2021

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220.5	TriTun Document Portal to be Replaced by a New System	All Models

Item: 220.1
Description: Encapsulated Fixings
Model Affected: All Models

When carrying out any maintenance or repairs, unless a specified repair procedure states otherwise, encapsulated or patch locked fixings if disturbed or removed must be discarded and replaced with new. Encapsulated fixings can be identified on the Electronic Parts Catalogue (EPC) by the text 'Enc' in the part description. Patch locked fixings can be identified on the Electronic Parts Catalogue (EPC) by the text 'Pat' in the part description.

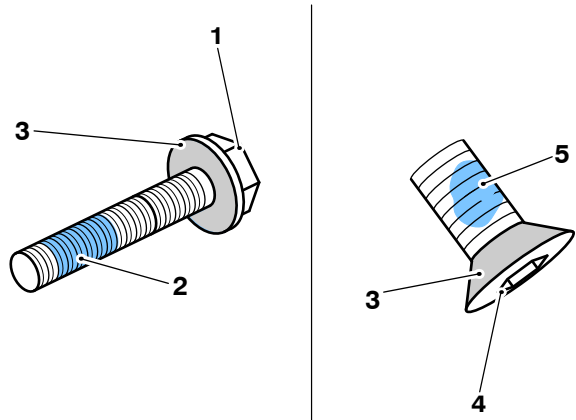
Example

Fixing	Type	Dimension	Colour	Type of Locking (if applicable)
Bolt	RHHF (reduced hex head flanged)	M6 x 32	BLK (black)	Enc (encapsulated)
Screw	SKT, CSK (Socket, countersunk)	M8 X10	SLV (silver)	Pat (patch locked)

Identification

Note:

- The motorcycles Service Manual will indicate where encapsulated fixings are used and the recommended torque tightening procedure.
- Thread locking compound must not be used except where stated in the appropriate service instructions.
- An encapsulated fixing can be identified when the diameter of threads is encompassed by the locking agent.
- A patch locked fixing can be identified by a section of thread which is treated with a coloured locking agent.



1. Fixing (reduced hex head flanged)
2. Encapsulation
3. Mating surface
4. Fixing (countersunk)
5. Patch locking agent

Warning

Make sure the motorcycle is stabilised and adequately supported.

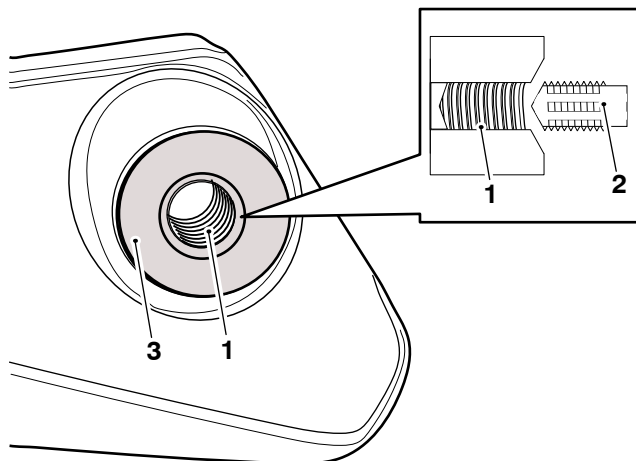
Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

New Fixing Installation Procedure

1. Inspect and if necessary, clean off any old locking agent and remove any burrs or sharp edges.
2. Using a proprietary cleaning agent, clean and dry the thread and its mating faces.



1. **Thread**
2. **Suitable thread cleaning tool**
3. **Mating face**

Note:

- When fitting new encapsulated or patch locked fixings make sure the threaded holes are cleaned, dried and free from old locking agent, grease and/or fluids.
3. Fit the new fixing and tighten to the required torque.

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:	220.2
Description:	Cruise Control Switch Check Process and Clearing DTC P1575
Model Affected:	All models fitted with cruise control

The following information applies to all models fitted with cruise control.

When performing a cruise control switch check in order to clear DTC P1575 (Cruise Control disabled until button press sequence completed), the switch check process must be completed within 255 seconds of turning the motorcycle ignition On.

If the cruise control switch check process is not completed within 255 seconds of turning the ignition On, the check will not take effect and DTC P1575 will remain stored. In this scenario, the switch check can be attempted again as follows:

1. Turn the motorcycle ignition Off.
2. Wait at least 120 seconds (2 minutes) for the engine ECM to power down.
3. Turn the ignition On.
4. Make sure the engine stop switch is in the RUN position.
5. Perform the cruise control switch check within 255 seconds.
6. Check that DTC P1575 has cleared.

On models where the Triumph Diagnostic Tool provides a cruise control switch check feature which will guide users through the switch check process (refer to the Triumph Diagnostic Tool User Guide for details). It is also possible to perform the switch check without using the diagnostic tool by operating the following switches:

- Front brake switch (operate the front brake lever)
- Rear brake switch (operate the rear brake pedal)
- Clutch switch (operate the clutch lever)
- Twist grip cruise cancel switch (operate by rotating the the twist grip forwards to the fully closed position)
- Cruise control ON/OFF switch (if fitted)
- Cruise control Res/+ switch (if fitted)
- Cruise control activate (or Set/-) switch.

Item: 220.3

Description: Clutch Switch

Model Affected: Tiger 800 XR, Tiger 900, Tiger 800 XRX, Tiger 900 GT, Tiger 800 XCX, Tiger 900 Rally, Tiger 800 XRT, Tiger 900 GT Pro, Tiger 800 XCA, Tiger 900 Rally Pro, Tiger 800 XRX - LRH, Tiger 900 GT - LRH, Tiger 850 Sport, Scrambler 1200 Bond Edition, Scrambler 1200 Steve McQueen Edition, Scrambler 1200 XC, Scrambler 1200 XC, Scrambler 1200 XE, Scrambler 1200 XC, Daytona Moto2™ 765, Street Triple S, Street Triple R, Street Triple S (LAMS), Street Triple R - LRH, Street Triple RS, Street Triple S - A2 Licence Version, Street Triple S (LAMS), Street Triple S - A2 Licence Version, Street Triple R, Street Triple R - LRH, Street Triple RS, Speed Triple S, Speed Triple RS, Speed Triple 1200 RS, 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.

A small number of the above models have seen the clutch switch slider stick in its housing.

In certain circumstances, this may cause the engine not to start.

Applying a small amount of grease to the square area of the slider eliminates this.

The procedure for removing the clutch switch and greasing the slider is described below.

Warning

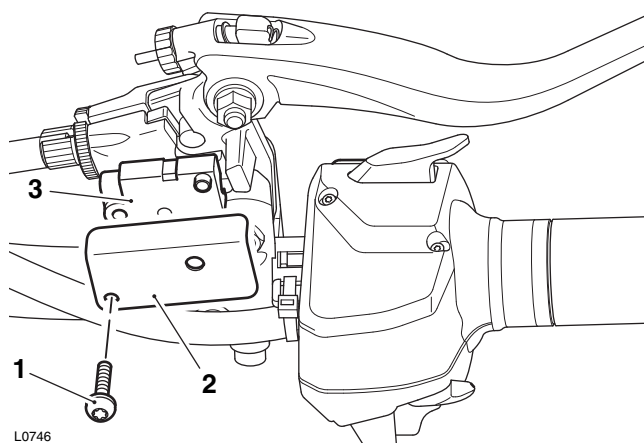
Make sure the motorcycle is stabilised and adequately supported.

Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.

A correctly supported motorcycle will help prevent it from falling.

An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

1. Release the fixing and retain for reuse during installation.
2. Remove the clutch switch and switch cover (if fitted) from the clutch lever assembly.



1. Fixing
2. Switch cover (if fitted)
3. Clutch switch

Warning

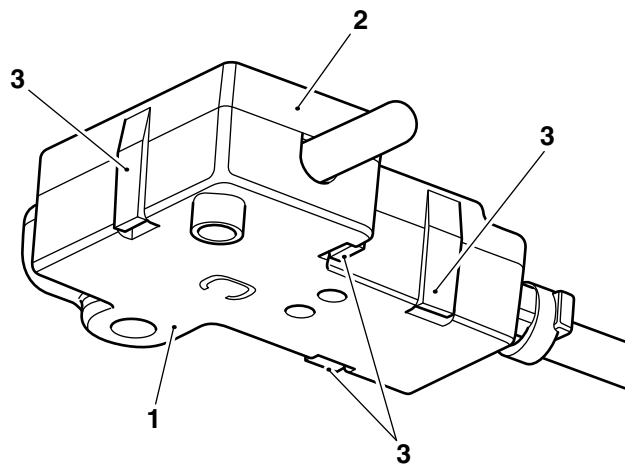
Springs under load can cause injury if released suddenly.

Always wear suitable protective eye wear and release the spring slowly.

Failure to wear protective eye wear may cause injury to the eyes.

Note:

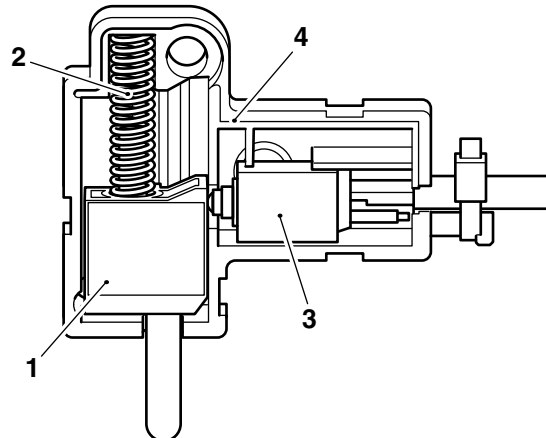
- When opening the casings make sure the return spring does not become detached from the slider.
3. Gently release the locking features and open the casings.



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1. Casing (grooved side)
 2. Casing (smooth side)
 3. Locking features

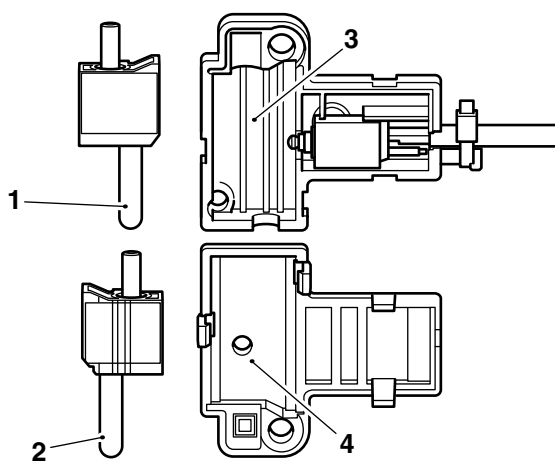
Note:

- Do not cut the cable tie or remove the micro switch from the casing.
4. Noting the position of the spring and the micro switch in relation to the slider for installation, remove the slider and spring from the casing.



- claz
1. Slider
 2. Spring
 3. Micro switch
 4. Casing (grooved side)

5. Using a soft brush or similar, gently clean both casings, slider and the spring.

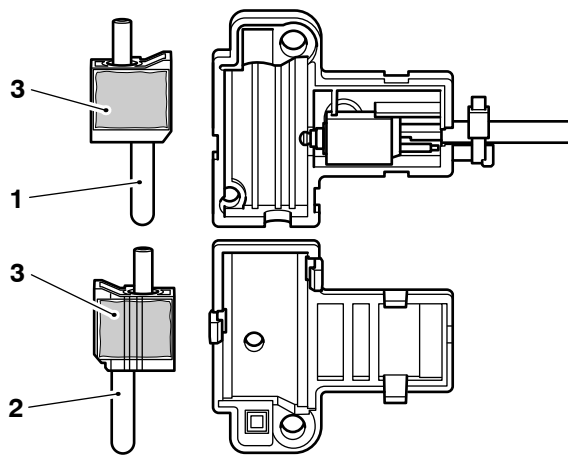


- 1. Slider (smooth side)
- 2. Slider (grooved side)
- 3. Casing (grooved side)
- 4. Casing (smooth side)

Caution

Failure to clean and grease the clutch switch may affect the operation of the clutch switch. Applying a silicon based grease to the internal components of the switch will aid smooth operation. A stuck switch may cause the motorcycles not to start.

6. Apply a smear of a silicon based grease to both sides of the slider as shown below.



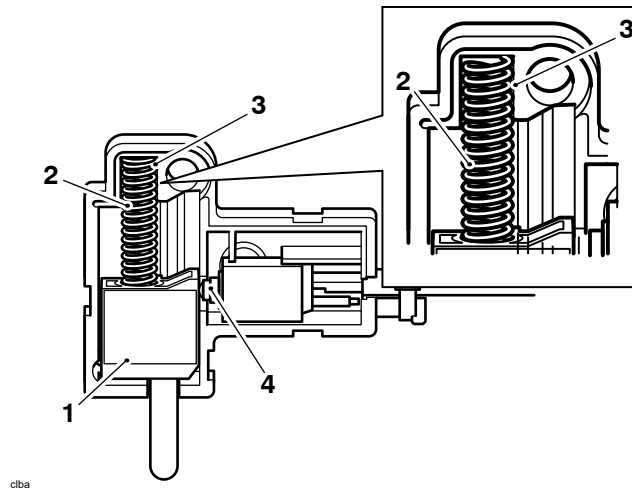
- 1. Slider (smooth side)
- 2. Slider (grooved side)
- 3. Area to grease

Warning

Springs under load can cause injury if released suddenly. Always wear suitable eye protection and release the spring slowly. Failure to wear eye protection may result injury to the eyes.

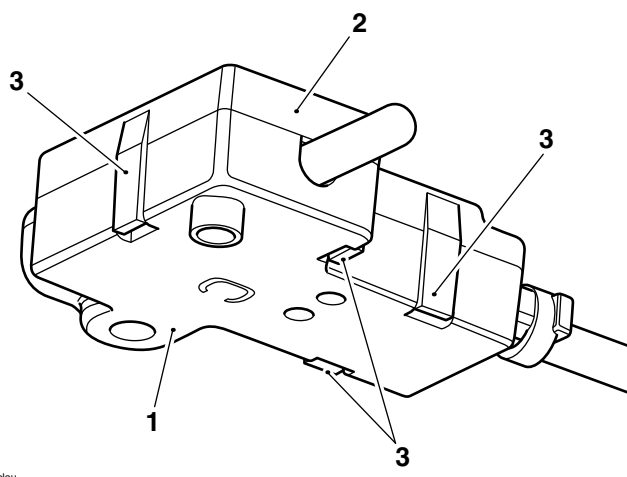
7. Compress the spring and fit onto the slider.

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8. Fit the spring and slider into the casing (grooved side), making sure that the spring and tip of the micro switch are positioned as noted during removal.



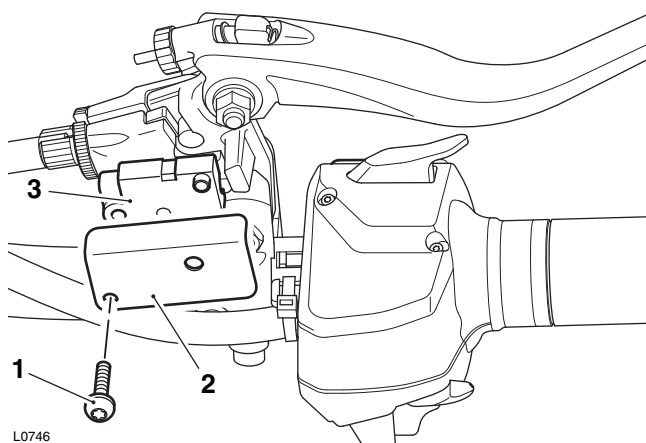
- 1. Slider
- 2. Spring
- 3. Spring location in casing
- 4. Micro switch

9. Assemble the two casings together, making sure the clips locate and lock into their respective locking features.



1. Casing (grooved side)
2. Casing (smooth side)
3. Locking features

10. Refit the switch and cover (if fitted) onto the clutch lever assembly and tighten the fixing to **3 Nm**.



1. Fixing
2. Switch cover (if fitted)
3. Clutch switch

Check the operation of the clutch lever and switch.

Make sure the motorcycle is stationary, on it's side stand and in neutral then check motorcycle starts correctly.

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: 220.4

Description: Gear Change Selector Mechanism Parts Kit

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 and Bonneville Bobber Black

Parts kit T1191968 has been replaced by T1191977.

Parts kit T1191977 has been released for use when replacing the gear change selector mechanism. The kit consists of a fully assembled selector mechanism an auxiliary chain guide and a detent wheel.

Parts will no longer support the old condition gear change selector, coil spring, return spring and pivot plate.

A list of individual components that are available separately are listed in the table below.

Kit contents	Quantity	Available to Purchase Separately	Notes
Selector mechanism	1	No	
Coil spring	1	No	
Return spring	1	No	
Pivot plate	1	No	
Circlip	5	Yes	
Washer 14x20x1.6	2	Yes	
Washer 14.5x25x1.5	1	Yes	
Cable tie	1	Not required	Remove prior to installing the selector shaft
Auxiliary drive chain guide	1	Yes	Fit new fixing(s) if loosened or removed
Detent wheel	1	Yes	Fit new fixing(s) if loosened or removed

Caution

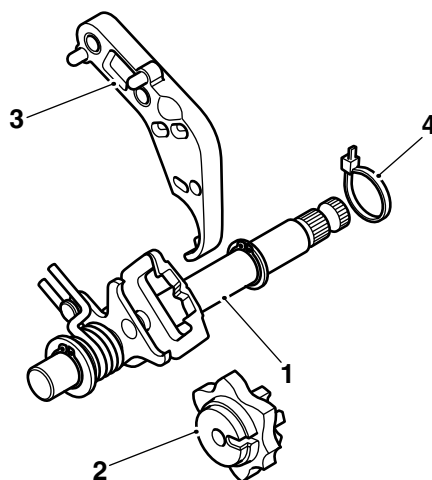
Always fit all of the kit contents when replacing the gear change selector mechanism.

Always remove and discard the (black coloured) auxiliary drive chain guide.

Failure to fit the replacement (natural coloured) auxiliary drive chain guide will stop the correct operation of the gear change selector mechanism.

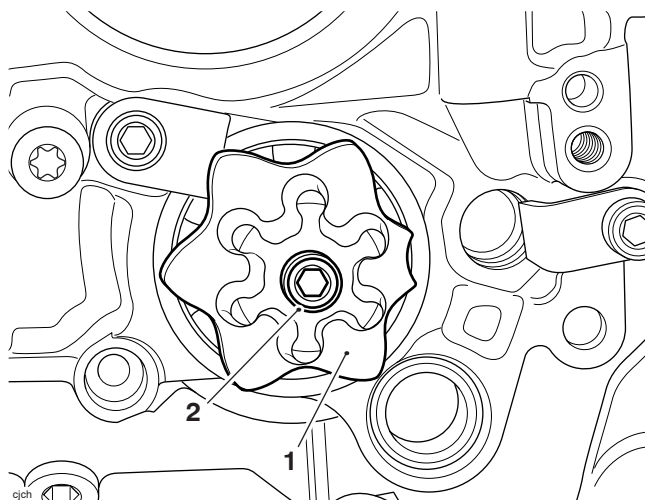
Note:

- The washer at the splined end of the selector shaft is retained by a cable tie for transportation purposes. The cable tie must be removed and discarded before installing the selector shaft.



1. Selector shaft
2. Detent wheel
3. Auxiliary chain guide
4. Cable tie (for transportation only)

1. Fit the detent wheel to the selector drum, make sure the pin on the drum locates in the slot in the detent wheel. Prevent the drum from turning and tighten the new fixing to **12 Nm**.



1. Detent wheel
2. Fixing

Caution

Remove the cable tie before fitting the gear change shaft.
The cable tie is fitted to the shaft for transportation purposes only.
Failure to remove the cable tie will cause damage to the motorcycles transmission.

2. Remove and discard the cable tie.
 3. Fit the gear change shaft, refer to the Service Manual.
- 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.

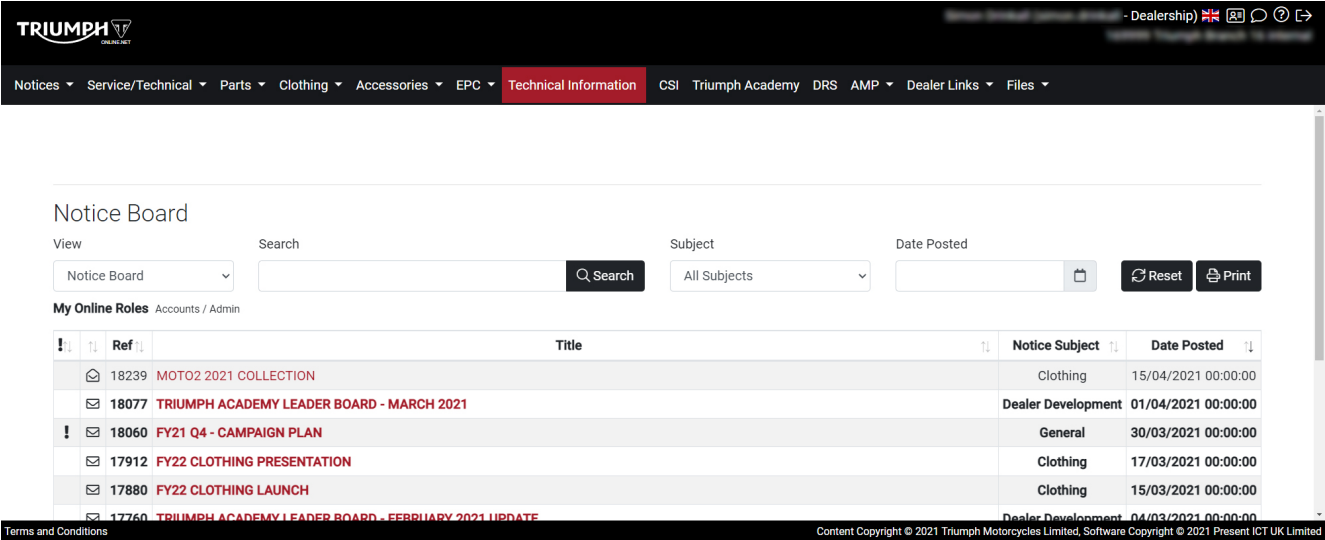
Item: 220.5

Description: TriTun Document Portal to be Replaced by a New System

Model Affected: All Models

In late October 2021 (exact date to be confirmed), Triumph’s information portal TriTun will be replaced by an all new system, called Triumph Technical Information.

The new system will be accessed from a link within the main menu of www.triumphonline.net (TOL) as shown below.



The existing TOL 'Service Manuals' link to TriTun will be removed when Technical Information goes live.

Further information will be provided in the next few weeks.

TriTun will be switched off on the 31st October 2021.

Circulation

Initial and date when read and return to central file holder

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