

TRIUMPH BONNEVILLE HANDBOOK



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IMPORTANT!

IN ORDER TO PRESERVE THE APPEARANCE AND ENHANCE THE RESIDUAL VALUE OF YOUR TRIUMPH MOTORCYCLE, MANY COMPONENTS INCORPORATED IN ITS CONSTRUCTION REQUIRE CLEANING AND PROTECTION EACH TIME THE MOTORCYCLE IS USED. SUCH ITEMS INCLUDE:-

- UNTREATED ALUMINIUM ITEMS
- CHROME PLATED ITEMS
- EXHAUST SYSTEM
- WHEELS
- BOLTS, SCREWS ETC.
- ALL BODYWORK

IT IS ESSENTIAL THAT THE MOTORCYCLE IS CLEANED AND DRIED EACH TIME IT IS USED AS THE APPEARANCE OF THE MOTORCYCLE WILL RAPIDLY DETERIORATE IF CLEANING IS NEGLECTED. THIS IS PARTICULARLY IMPORTANT IF THE MOTORCYCLE IS USED IN INCLEMENT WEATHER CONDITIONS.

WARRANTY CLAIMS FOR COSMETIC DETERIORATION OF PARTS WILL NOT BE ALLOWED IF IT IS APPARENT THAT THIS IMPORTANT ADVICE HAS BEEN NEGLECTED.

FOR FURTHER INFORMATION ON CLEANING THE MOTORCYCLE, PLEASE REFER TO THE MAINTENANCE AND ADJUSTMENT SECTION OF THIS OWNER'S HANDBOOK.

REMARQUE IMPORTANTE!

POUR CONSERVER LA BELLE APPARENCE DE VOTRE MOTO TRIUMPH ET AMELIORER SA VALEUR A SA REVENTE, PLUSIEURS DE SES COMPOSANTS DOIVENT ETRE NETTOYES ET PROTEGES APRES CHAQUE UTILISATION DE LA MOTO. PARMI CES COMPOSANTS, CITONS:-

- PIECES EN ALUMINIUM NON TRAITE
- COMPOSANTS CHROMES
- SYSTEME D'ECHAPPEMENT
- ROUES
- BOULONS, VIS, ETC.
- TOUTE LA CARROSSERIE

IL EST INDISPENSABLE DE NETTOYER LA MOTO ET DE LA SECHER APRES CHAQUE UTILISATION CAR SON APPARENCE SERA AFFECTEE SI ON NEGLIGE SON NETTOYAGE. CELA EST PARTICULIEREMENT IMPORTANT LORSQUE LA MOTO EST UTILISEE DANS DES CONDITIONS ATMOSPHERIQUES DEFAVORABLES.

LES REVENDICATIONS SOUS GARANTIE CONCERNANT UNE DETERIORATION D'APPARENCE ESTHETIQUE DES PIECES SERONT REFUSEES S'IL EST EVIDENT QUE CES CONSEILS IMPORTANTS ONT ETE NEGLIGES.

PRIERE DE CONSULTER LA SECTION D'ENTRETIEN ET DE REGLAGE DE CE MANUEL DU CONDUCTEUR POUR TOUT COMPLEMENT D'INFORMATION CONCERNANT L'ENTRETIEN DE LA MOTO.

ACHTUNG!

ZUR BEWAHRUNG DER OPTIK IHRES TRIUMPH-MOTORRADES SOWIE SEINES RÜCKKAUFWERTES IST BEI ZAHLREICHEN TEILEN NACH JEDER FAHRT REINIGUNGS- UND KONSERVIERUNGSMASSNAHMEN DURCHZUFÜHREN:

- UNBEHANDELTE ALUMINIUMTEILE
- CHROMTEILE
- AUSPUFFANLAGE
- RÄDER
- SCHRAUBEN USW.
- ALLE KAROSSERIETEILE

ES IST WICHTIG, DAS MOTORRAD NACH JEDER FAHRT ZU REINIGEN UND ZU TROCKNEN. WIRD DIE REINIGUNG VERNACHLÄSSIGT, VERLIERT DAS FAHRZEUG SCHNELL AN OPTISCHEM WERT. DAS GILT BESONDERS FÜR FAHRTEN BEI SCHLECHTEM WETTER.

GEWÄHRLEISTUNGSANSPRÜCHE WEGEN MINDERUNG DES OPTISCHEN ERSCHEINUNGSBILDS VON TEILEN WERDEN NICHT ANERKANNT, SOFERN DIE ERFORDERLICHEN REINIGUNGSARBEITEN OFFENSICHTLICH NICHT REGELMÄSSIG DURCHGEFÜHRT WURDEN.

WEITERE HINWEISE ZUR REINIGUNG DES MOTORRADES SIND DEM ABSCHNITT WARTUNG UND EINSTELLUNGEN DER BEDIENUNGSANLEITUNG ZU ENTNEHMEN.

Foreword

This handbook contains information on the Triumph Bonneville, Bonneville T100, America, Speedmaster and Thruxton motorcycles. Always store this owner's handbook with the motorcycle.

WARNING, CAUTION AND NOTE

Throughout this owner's handbook particularly important information is presented in the following form:

 **WARNING:** This warning symbol identifies special instructions or procedures which, if not correctly followed could result in personal injury, or loss of life.

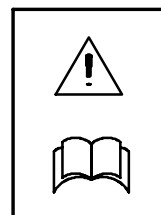
 **CAUTION:** This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to, or destruction of, equipment.

NOTE:

- This note symbol indicates points of particular interest for more efficient and convenient operation.

Warning Labels

At certain areas of the motorcycle, the symbol (right) can be seen. The symbol means 'CAUTION: REFER TO THE HANDBOOK' and will be followed by a pictorial representation of the subject concerned. Never attempt to ride the motorcycle or make any adjustments without reference to the relevant instructions contained in this handbook. See pages 8 to 11 for the location of all labels bearing this symbol. Where necessary, this symbol will also appear on the pages containing the relevant information.



Maintenance

To ensure a long, safe and trouble free life for your motorcycle, maintenance should always be carried out by an authorised Triumph dealer. Only an authorised Triumph dealer will have the necessary knowledge, equipment and skills to maintain your Triumph motorcycle correctly.

Information

The information contained in this publication is based on the latest information available at the time of printing. Triumph reserves the right to make changes at any time without prior notice, or obligation.

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Foreword

Owner's Handbook

Thank you for choosing a Triumph motorcycle. This motorcycle is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance. Please read this owner's handbook before riding in order to become thoroughly familiar with the correct operation of your motorcycle's controls, its features, capabilities and limitations.

This owner's handbook includes safe riding tips, but does not contain all the techniques and skills necessary to ride a motorcycle safely. Triumph strongly recommends that all riders undertake the necessary training to ensure safe operation of this motorcycle.



WARNING: This owner's handbook and all other instructions which are supplied with your motorcycle should be considered a permanent part of your motorcycle and should remain with it even if your motorcycle is subsequently sold.

All riders must read this owner's handbook and all other instructions which are supplied with your motorcycle before riding in order to become thoroughly familiar with the correct operation of your motorcycle's controls, its features, capabilities and limitations. Do not lend your motorcycle to others, as riding when not familiar with your motorcycle's controls, features, capabilities and limitations can lead to an accident.

Table of Contents

This handbook contains a number of different sections. The table of contents below will help you find the beginning of each section where, in the case of the major sections, a further table of contents will help you find the specific subject required.

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Foreword – Safety First

THE MOTORCYCLE



WARNING: This motorcycle is designed for on-road use only. It is not suitable for off-road use.

Off-road operation could lead to loss of control of the motorcycle resulting in an accident causing injury or loss of life.



WARNING: This motorcycle is not designed to tow a trailer or be fitted with a sidecar. Fitting a sidecar and/or a trailer may result in loss of control and an accident.



WARNING: This motorcycle is designed for use as a two-wheeled vehicle capable of carrying a rider on his own, or a rider and one passenger (subject to a passenger seat being fitted).

The total weight of the rider, and any passenger, accessories and luggage must not exceed the maximum load limit of 200 kg (440 lbs).

FUEL & EXHAUST FUMES



WARNING: PETROL IS HIGHLY FLAMMABLE:

Always turn off the engine when refuelling.

Do not refuel or open the fuel filler cap while smoking or in the vicinity of any open (naked) flame.

Take care not to spill any petrol on the engine, exhaust pipes or silencers when refuelling.

If petrol is swallowed, inhaled or allowed to get into the eyes, seek immediate medical attention.

Spillage on the skin should be immediately washed off with soap and water and clothing contaminated with petrol should immediately be removed.

Burns and other serious skin conditions may result from contact with petrol.



WARNING: Never start your 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 your motorcycle in the open-air or in an area with adequate ventilation.

Foreword - Safety First

CRASH HELMET & CLOTHING

 **WARNING:** When riding the motorcycle both rider and passenger must always wear a crash helmet, eye protection, gloves, trousers (close fitting around the knee and ankle) and a brightly coloured jacket. Brightly coloured clothing will considerably increase a rider's (or passenger'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.

 **WARNING:** A crash helmet is one of the most important pieces of riding gear as it offers protection against head injuries. You and your passenger's crash helmet should be carefully chosen and should fit you or your passenger's head comfortably and securely. A brightly coloured helmet will increase a rider's (or passenger's) visibility to other operators of road vehicles.

An open face helmet offers some protection in an accident though a full face helmet will offer more.

Always wear a visor or approved goggles to help vision and to protect your eyes.



HANDLEBARS & FOOTRESTS

 **WARNING:** The rider must maintain control of the vehicle by keeping hands on the handlebars at all times.

The handling and stability of a motorcycle will be adversely affected if the rider removes his hands from the handlebars, resulting in loss of control or an accident.

 **WARNING:** Footrests provided must always be used by rider and passenger during operation of the vehicle.

By using the footrests, both rider and passenger will reduce the risk of inadvertent contact with any motorcycle components and will also reduce the risk of injury from entrapment of clothing.

Foreword – Safety First

RIDING



WARNING: Never ride the motorcycle when fatigued or under the influence of alcohol or other drugs.

Riding when under the influence of alcohol or other drugs is illegal.

Riding when fatigued or under the influence of alcohol or other drugs reduces the rider's ability to maintain control of motorcycle and may lead to loss of control and an accident.



WARNING: All riders must be licensed to operate the motorcycle. Operation of the motorcycle without a licence is illegal and could lead to prosecution. In addition, operation without a licence is dangerous and may lead to loss of motorcycle control and an accident.



WARNING: Always ride defensively and wear the protective equipment mentioned elsewhere in this foreword. Remember, in an accident, a motorcycle does not give the same impact protection as a car.



WARNING: This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled.

Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases.

Always reduce speed in potentially hazardous driving conditions such as bad weather or heavy traffic.



WARNING: Continually observe and react to changes in road surface, traffic and wind conditions. All two-wheeled vehicles are subject to external forces which may cause an accident. These forces include but are not limited to:

- Wind draft from passing vehicles.
- Uneven or holed road surfaces.
- Bad weather.
- Rider error.

Always operate the motorcycle at moderate speed and away from heavy traffic until you have become thoroughly familiar with its handling and operating characteristics. Never exceed the legal speed limit.

Foreword - Safety First

PARKING



WARNING: Always turn off the engine and remove the ignition key before leaving the motorcycle unattended. By removing the key, the risk of use of the motorcycle by unauthorised or untrained persons is reduced.

When parking the motorcycle, always remember the following:-

The engine and exhaust system will be hot after riding. **DO NOT** park where pedestrians, animals and/or children are likely to touch the motorcycle.

Do not park on soft ground or on a steeply inclined surface. Parking under these conditions may cause the motorcycle to fall over.

For further details, please refer to the 'How to Ride the Motorcycle' section of this owner's handbook.

PARTS & ACCESSORIES



WARNING: Owners should be aware that the only approved parts, accessories and conversions for any Triumph motorcycle are those which carry official Triumph approval and are fitted to the motorcycle by an authorised dealer.

Triumph does not accept any liability whatsoever for defects caused by the fitting of non-approved parts, accessories or conversions or the fitting of any approved parts, accessories or conversions by non-approved personnel.

In particular, it is extremely hazardous to fit or replace parts or accessories whose fitting requires the dismantling of, or addition to, either the electrical or fuel systems and any such modification could cause a safety hazard.

The fitting of any non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspect of the motorcycle operation which may result in an accident causing injury or death.

Foreword – Safety First

MAINTENANCE & EQUIPMENT



WARNING: Consult your authorised Triumph dealer whenever there is doubt as to the correct or safe operation of this Triumph motorcycle.

Remember that continued operation of an incorrectly performing motorcycle may aggravate a fault and may also prejudice safety.



WARNING: Use of a motorcycle with bank angle indicators worn beyond the maximum limit (when 10 mm or more of the radiused tip of either front footrest is worn away) will allow the motorcycle to be banked to an unsafe angle.

Never change the setting of the brake pedal adjustment pushrod as this may adversely affect the bank angle at which the bank angle indicators contact the ground.

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



WARNING: Ensure all equipment which is required by law is installed and functioning correctly.

The removal or alteration of the motorcycles lights, silencers, emission or noise control systems can violate the law.

Incorrect or improper modification may adversely affect the handling, stability or other aspect of the motorcycle operation which may result in an accident causing injury or death.

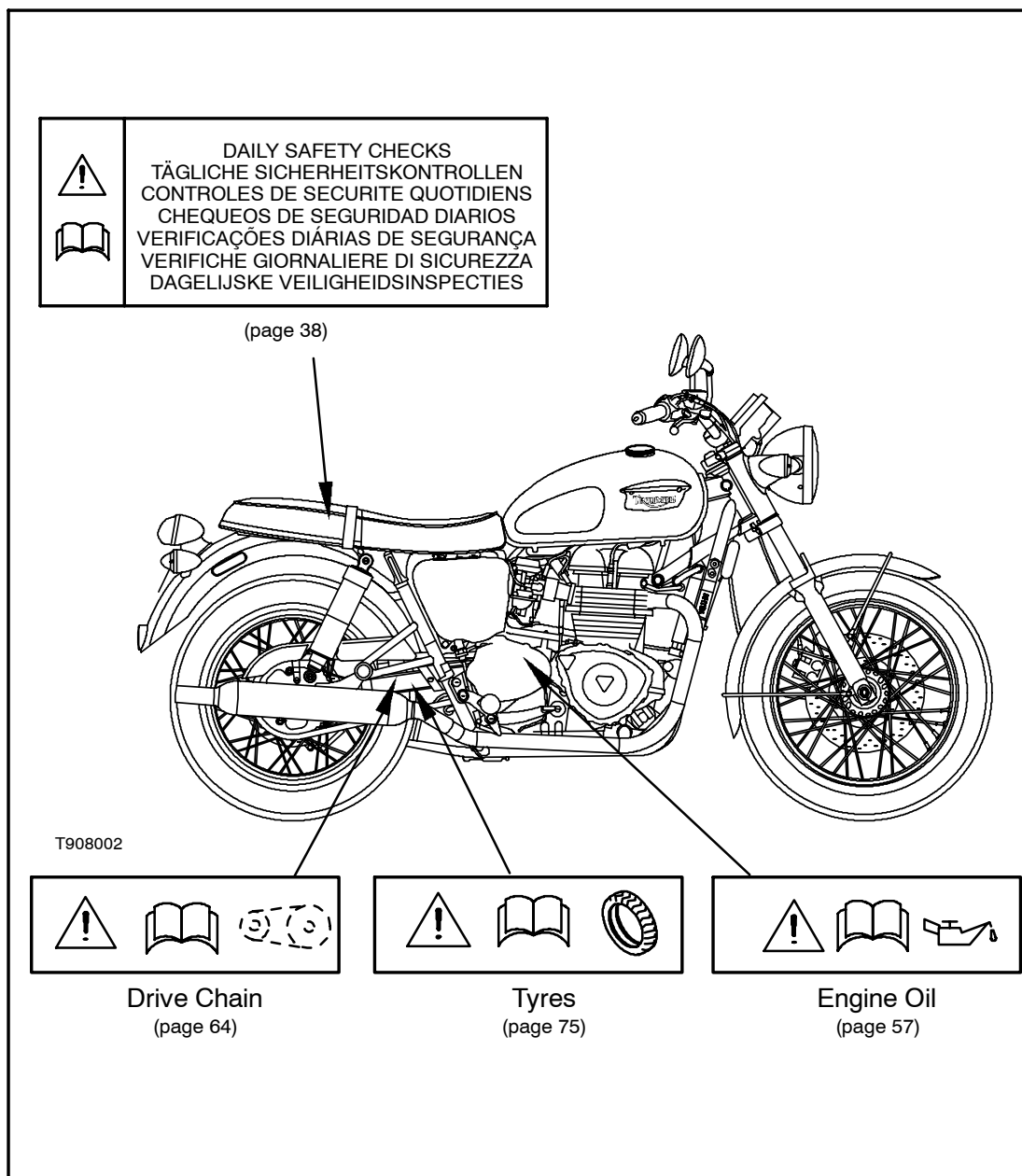


WARNING: If the motorcycle is involved in an accident or collision it must be taken to an authorised Triumph dealer for inspection and repair. Any accident can cause damage to the motorcycle which, if not correctly repaired, may cause a second accident which may result in injury or death.

Warning Labels

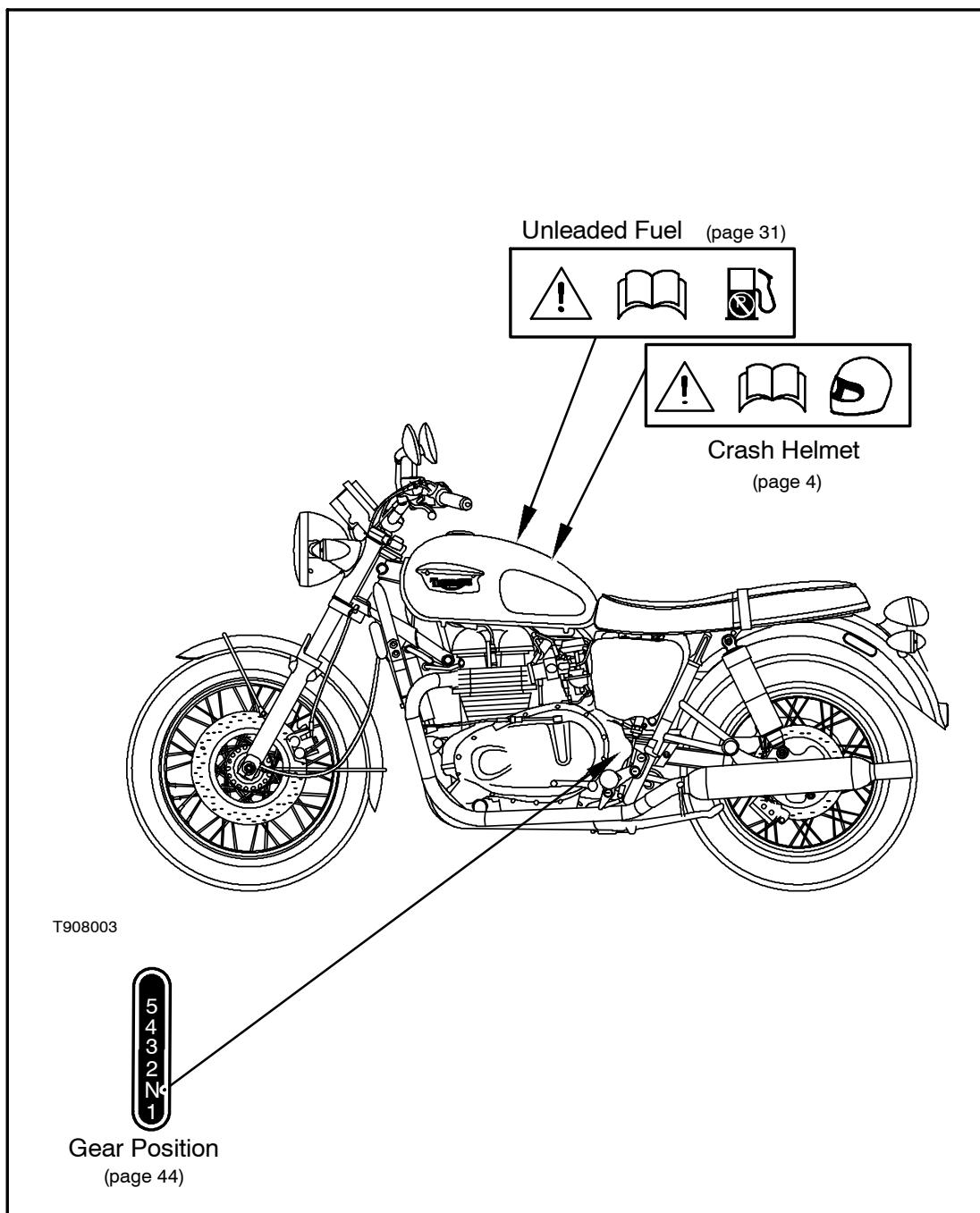
WARNING LABEL LOCATION - BONNEVILLE, BONNEVILLE T100 & THRUXTON

The labels detailed on this and the following page draw your attention to information in this handbook. Before riding, ensure that all riders have understood and complied with all the information to which these labels relate.



Warning Labels

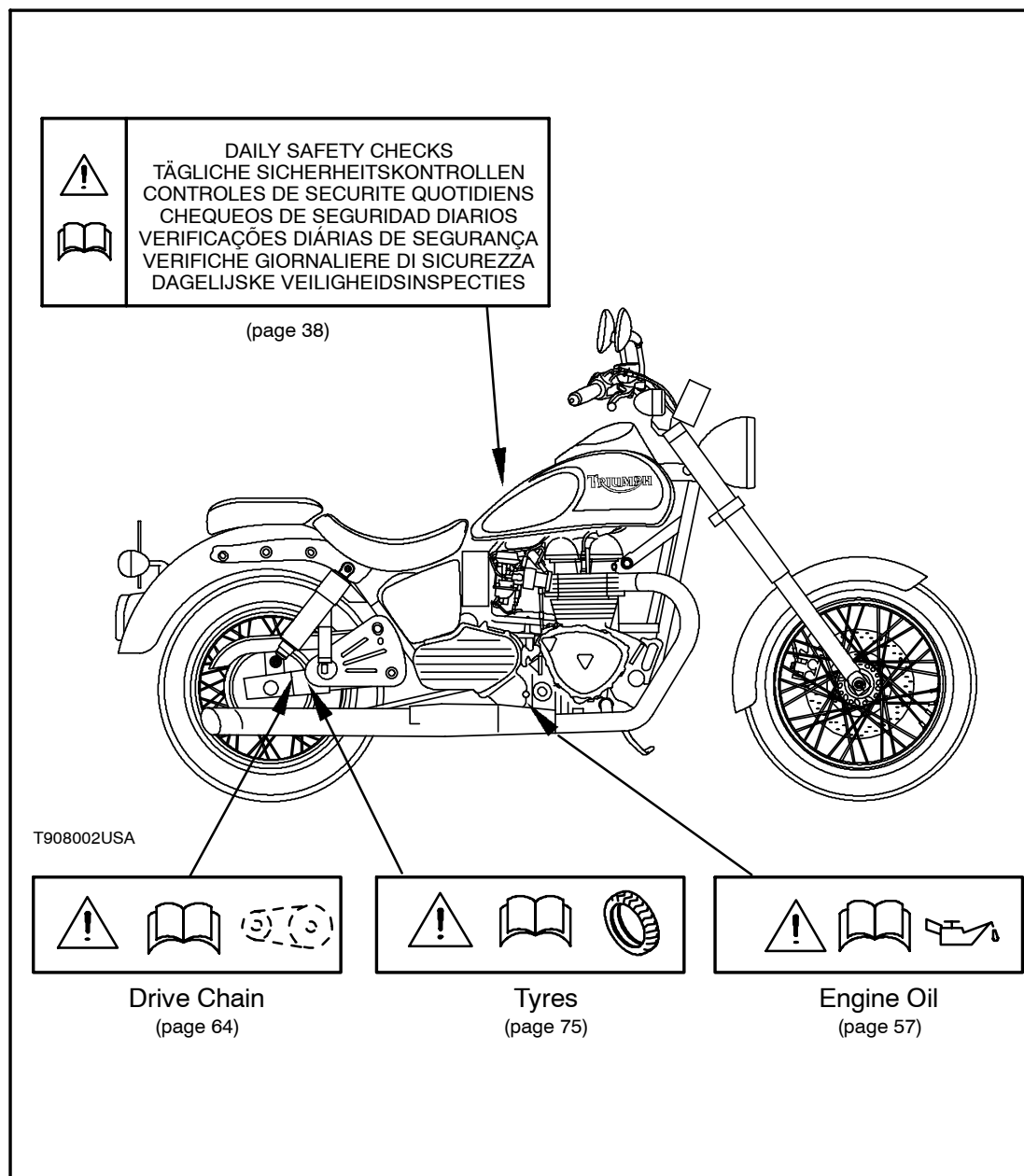
WARNING LABEL LOCATION - BONNEVILLE, BONNEVILLE T100 & THRUXTON (continued)



Warning Labels

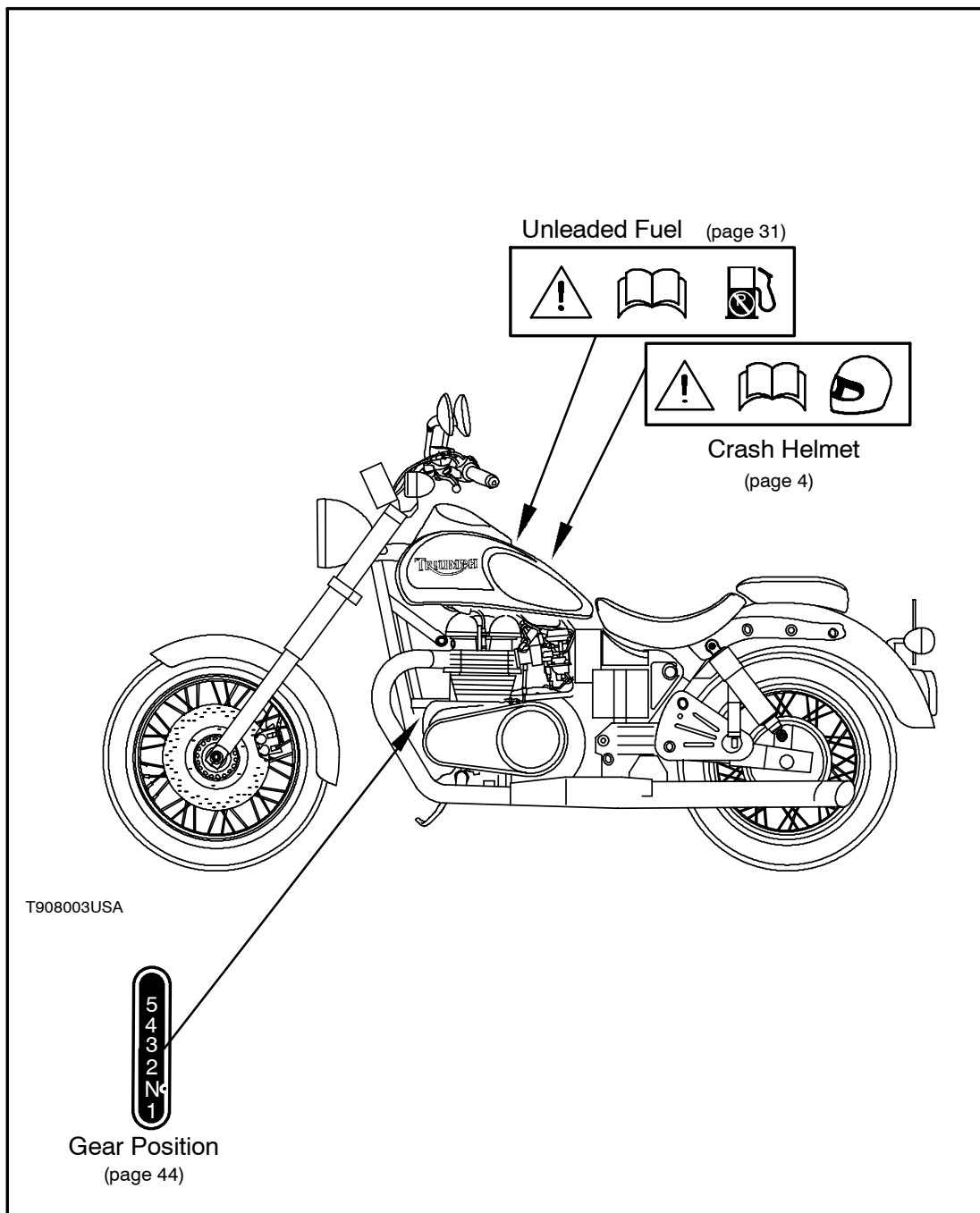
WARNING LABEL LOCATION - AMERICA & SPEEDMASTER

The labels detailed on this and the following page draw your attention to information in this handbook. Before riding, ensure that all riders have understood and complied with all the information to which these labels relate.



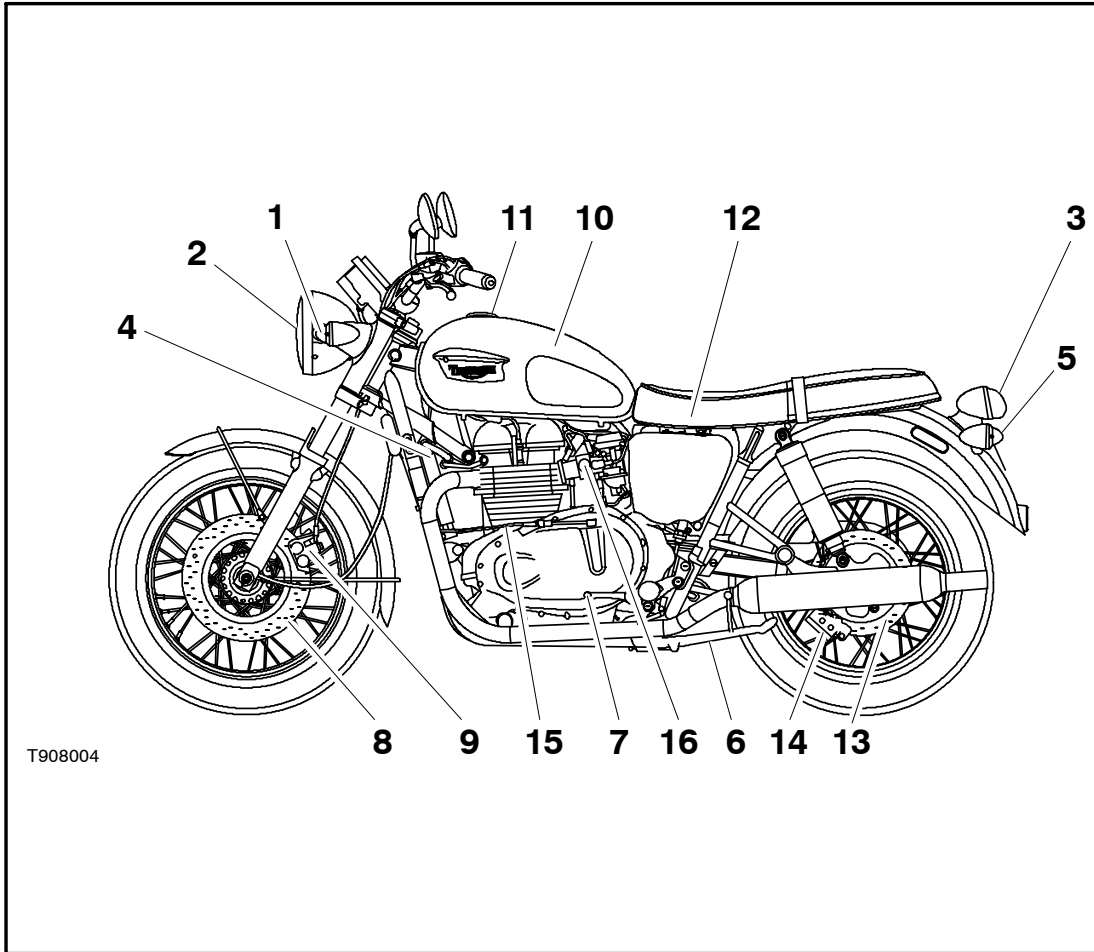
Warning Labels

WARNING LABEL LOCATION - AMERICA & SPEEDMASTER (continued)



Parts Identification

PARTS IDENTIFICATION - BONNEVILLE & BONNEVILLE T100

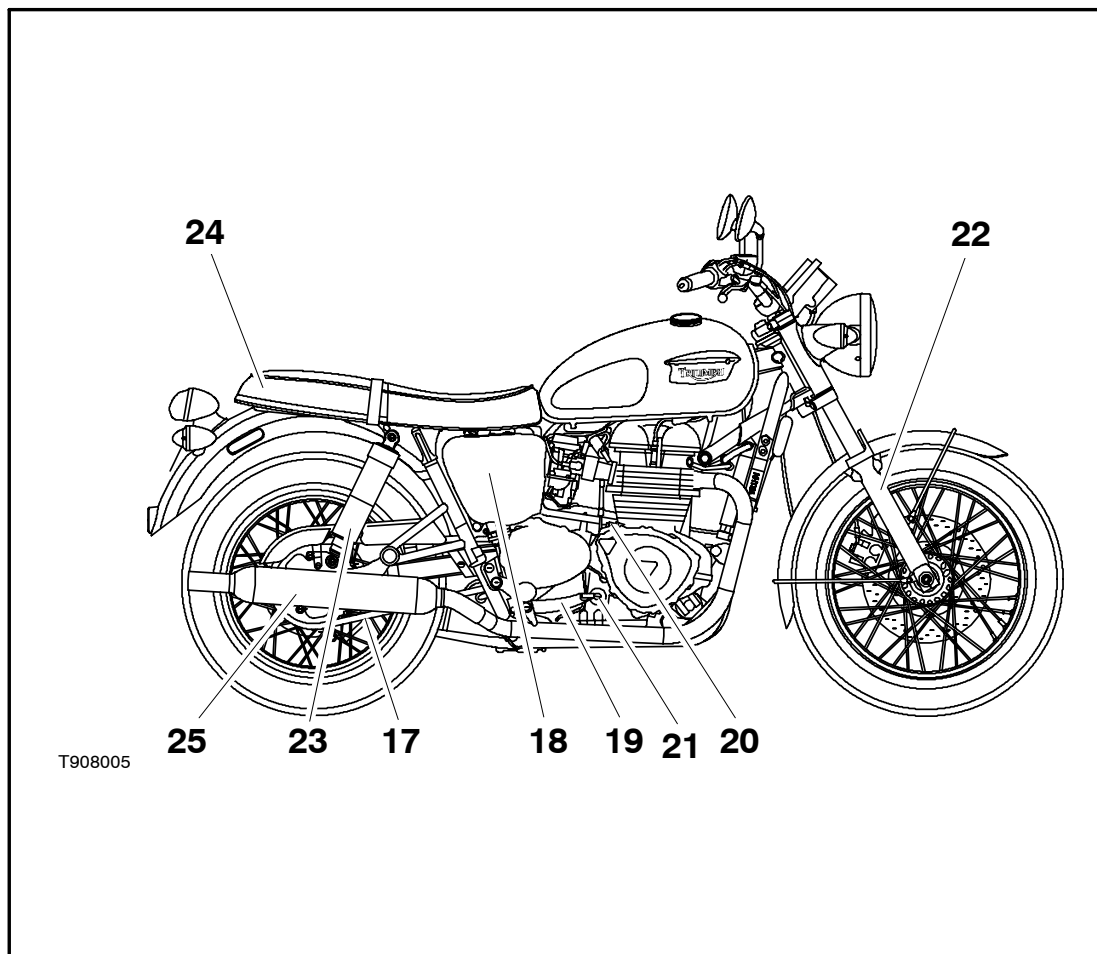


T908004

- | | |
|---------------------|------------------------|
| 1. Front Indicator | 9. Front Brake Caliper |
| 2. Headlamp | 10. Fuel Tank |
| 3. Rear Lamp | 11. Fuel Filler Cap |
| 4. Oil Cooler | 12. Battery |
| 5. Rear Indicator | 13. Rear Brake Disc |
| 6. Side Stand | 14. Rear Brake Caliper |
| 7. Gearchange Pedal | 15. Clutch Cable |
| 8. Front Brake Disc | 16. Choke control |

Parts Identification

PARTS IDENTIFICATION - BONNEVILLE & BONNEVILLE T100 (continued)



17. Drive Chain

18. Rear Brake Fluid Reservoir

19. Rear Brake Pedal

20. Oil Filler Plug

21. Oil Level Sight Glass

22. Front Fork

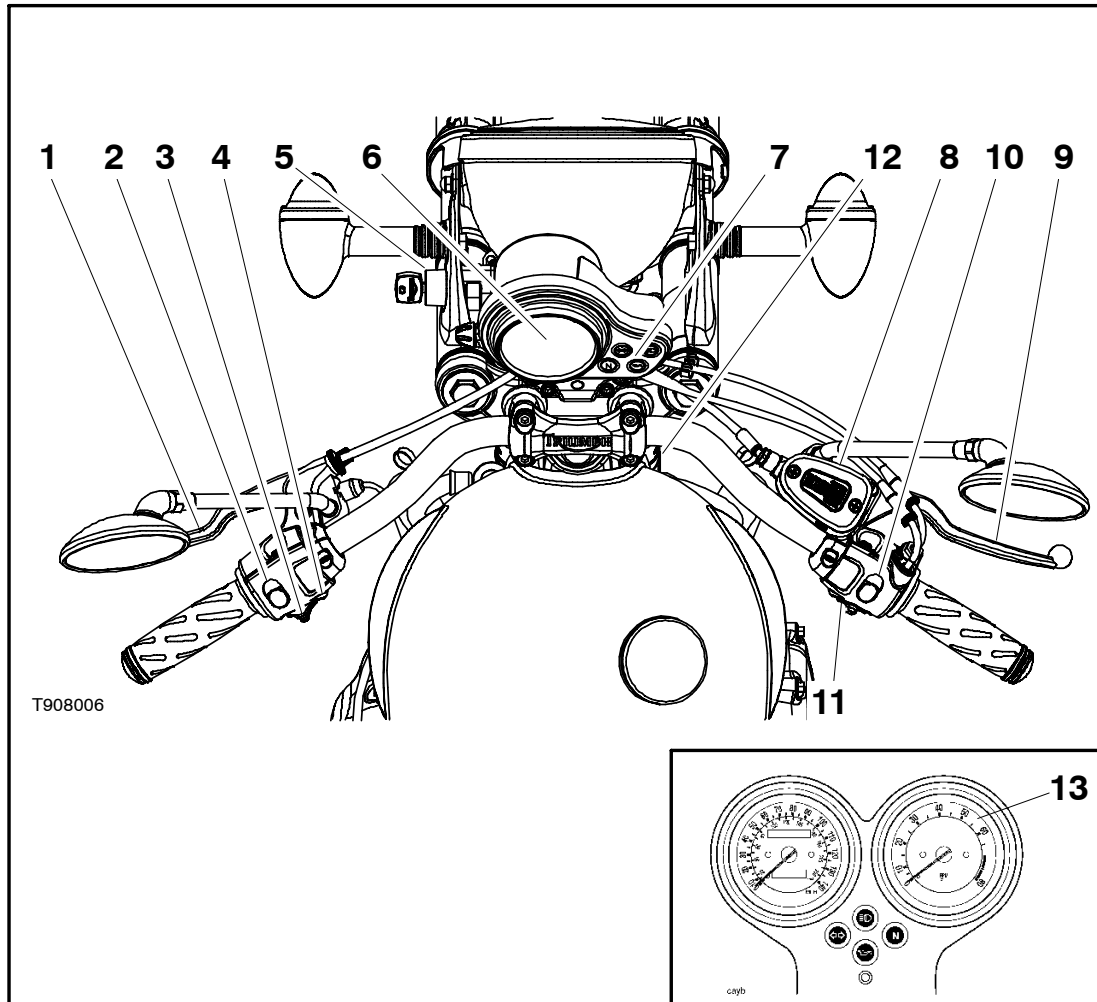
23. Rear Suspension Unit

24. Igniter Unit

25. Silencer

Parts Identification

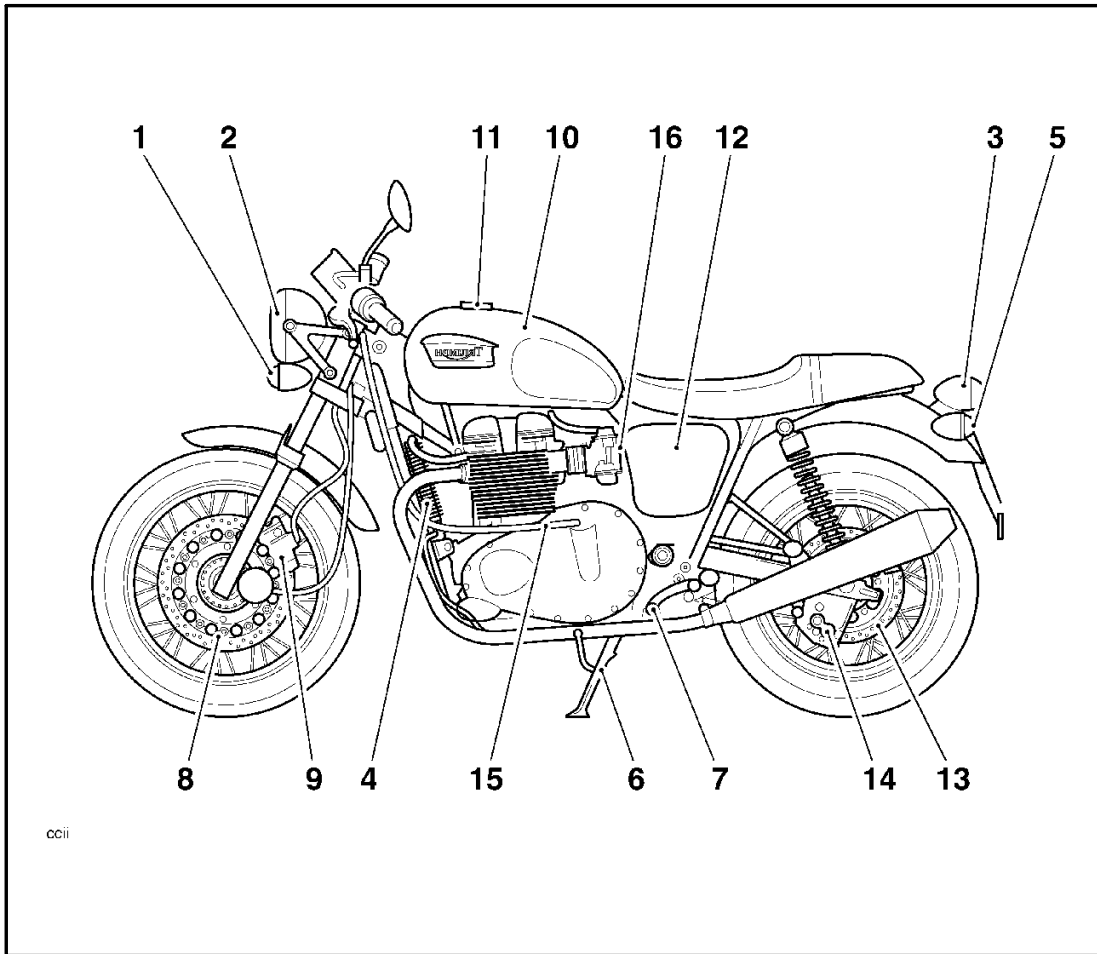
PARTS IDENTIFICATION - BONNEVILLE & BONNEVILLE T100 (continued)



- | | |
|-----------------------|---------------------------------------|
| 1. Clutch Lever | 8. Front Brake Fluid Reservoir |
| 2. Headlamp Dipswitch | 9. Front Brake Lever |
| 3. Indicator Switch | 10. Engine Stop Switch |
| 4. Horn Button | 11. Starter Button |
| 5. Ignition Switch | 12. Steering Lock |
| 6. Speedometer | 13. Tachometer (Bonneville T100 only) |
| 7. Warning Lights | |

Parts Identification

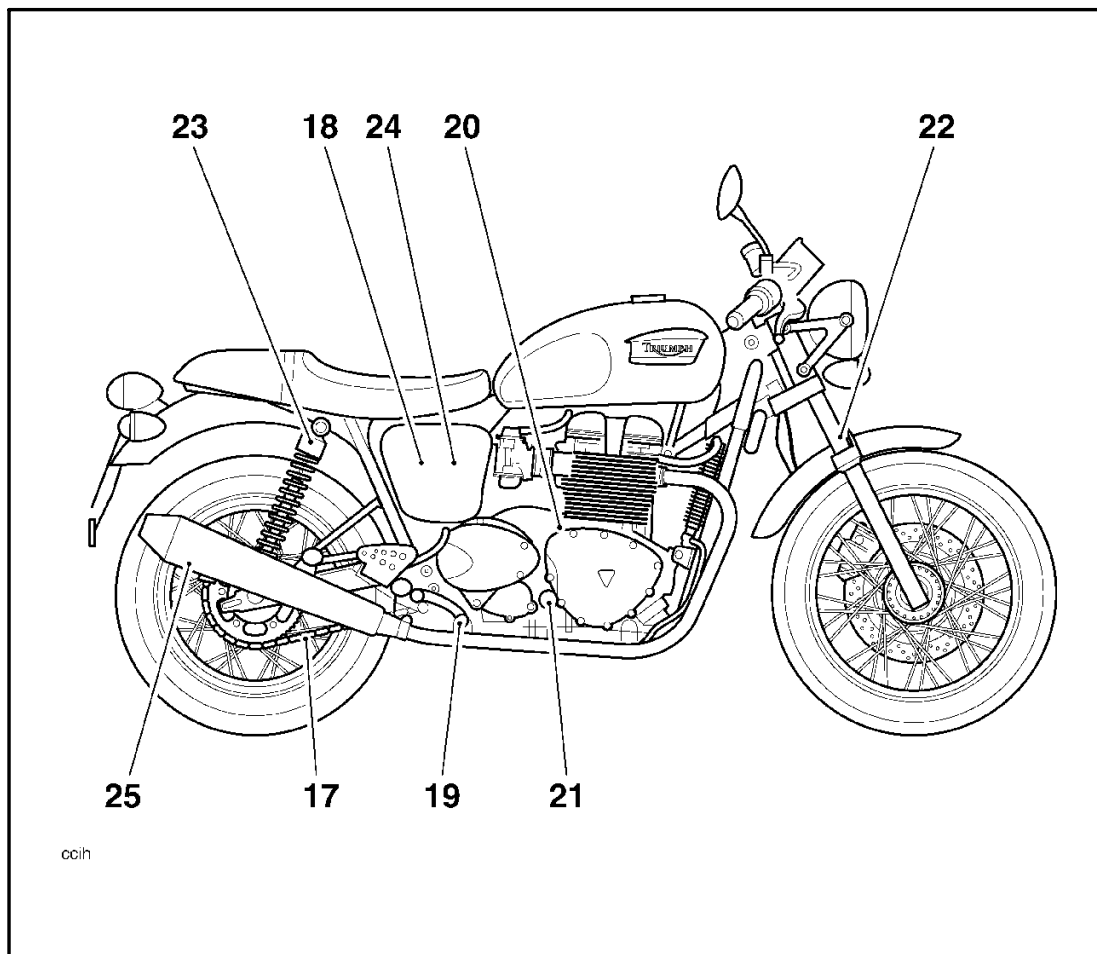
PARTS IDENTIFICATION - THRUXTON



- | | |
|---------------------|------------------------|
| 1. Front Indicator | 9. Front Brake Caliper |
| 2. Headlamp | 10. Fuel Tank |
| 3. Rear Lamp | 11. Fuel Filler Cap |
| 4. Oil Cooler | 12. Battery |
| 5. Rear Indicator | 13. Rear Brake Disc |
| 6. Side Stand | 14. Rear Brake Caliper |
| 7. Gearchange Pedal | 15. Clutch Cable |
| 8. Front Brake Disc | 16. Choke control |

Parts Identification

PARTS IDENTIFICATION - THRUXTON (continued)



17. Drive Chain

18. Rear Brake Fluid Reservoir

19. Rear Brake Pedal

20. Oil Filler Plug

21. Oil Level Sight Glass

22. Front Fork

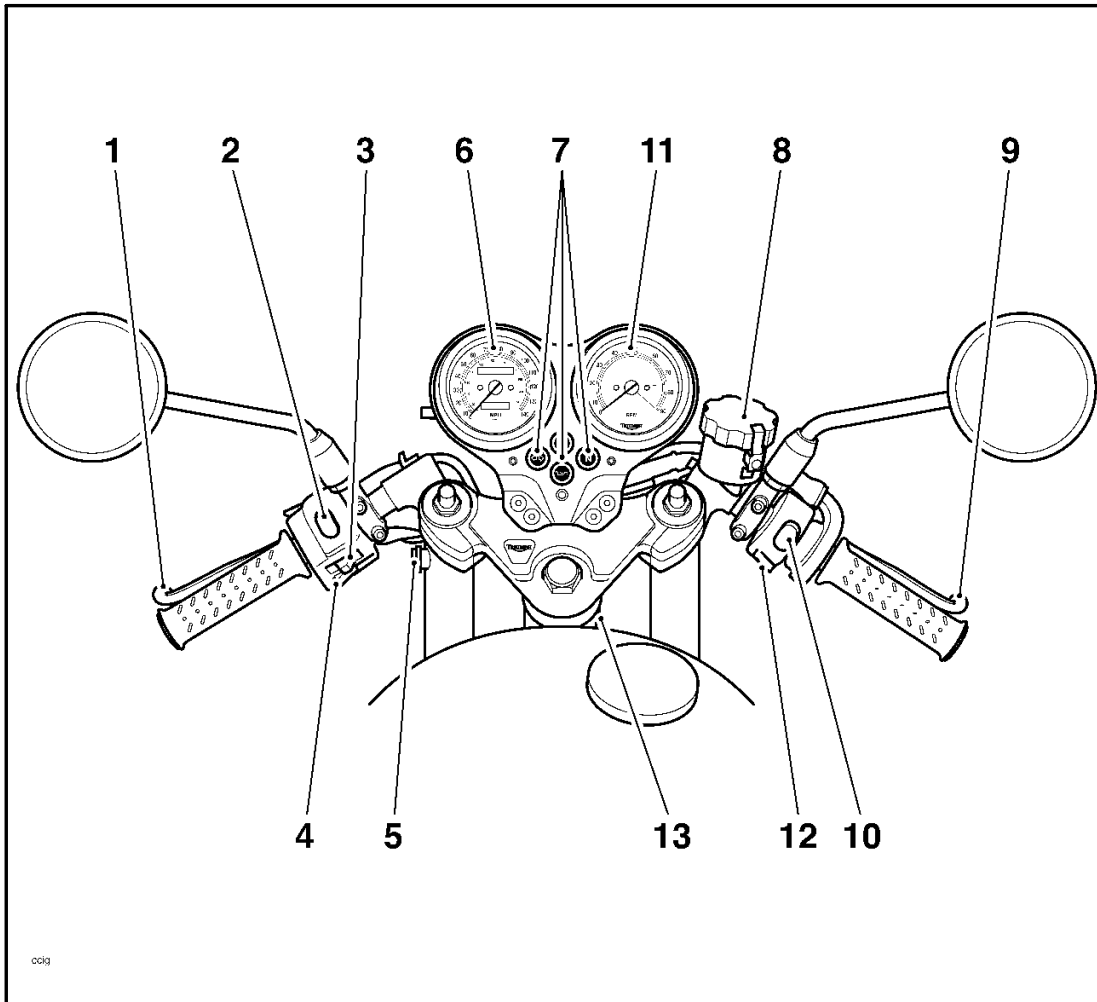
23. Rear Suspension Unit

24. Igniter Unit

25. Silencer

Parts Identification

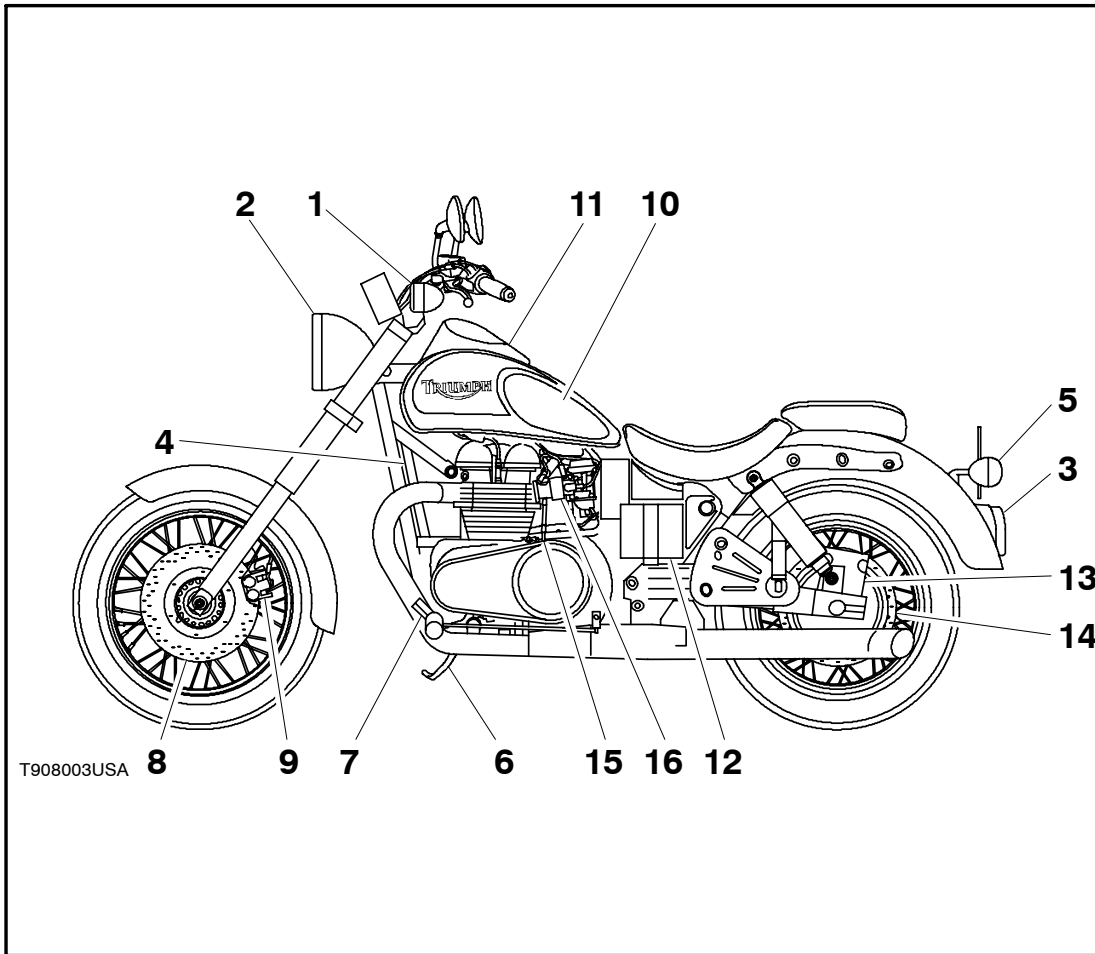
PARTS IDENTIFICATION - THRUXTON (continued)



- | | |
|-----------------------|--------------------------------|
| 1. Clutch Lever | 8. Front Brake Fluid Reservoir |
| 2. Headlamp Dipswitch | 9. Front Brake Lever |
| 3. Indicator Switch | 10. Engine Stop Switch |
| 4. Horn Button | 11. Tachometer |
| 5. Ignition Switch | 12. Starter Button |
| 6. Speedometer | 13. Steering Lock |
| 7. Warning Lights | |

Parts Identification

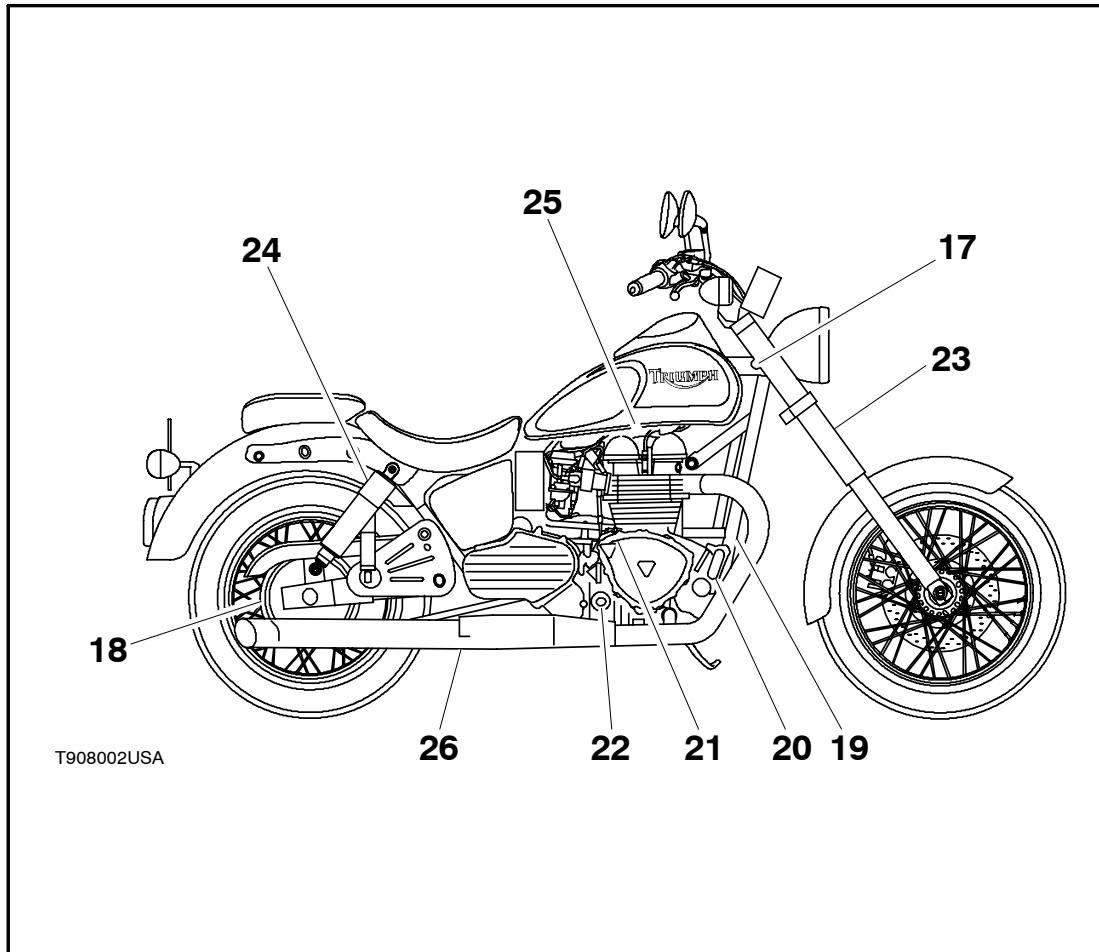
PARTS IDENTIFICATION - AMERICA & SPEEDMASTER



- | | |
|---------------------|------------------------|
| 1. Front Indicator | 9. Front Brake Caliper |
| 2. Headlamp | 10. Fuel Tank |
| 3. Rear Lamp | 11. Fuel Filler Cap |
| 4. Oil Cooler | 12. Battery |
| 5. Rear Indicator | 13. Rear Brake Caliper |
| 6. Side Stand | 14. Rear Brake Disc |
| 7. Gearchange Pedal | 15. Clutch Cable |
| 8. Front Brake Disc | 16. Choke control |

Parts Identification

PARTS IDENTIFICATION - AMERICA & SPEEDMASTER (continued)



17. Steering Lock

18. Drive Chain

19. Rear Brake Fluid Reservoir

20. Rear Brake Pedal

21. Oil Filler Plug

22. Oil Level Sight Glass

23. Front Fork

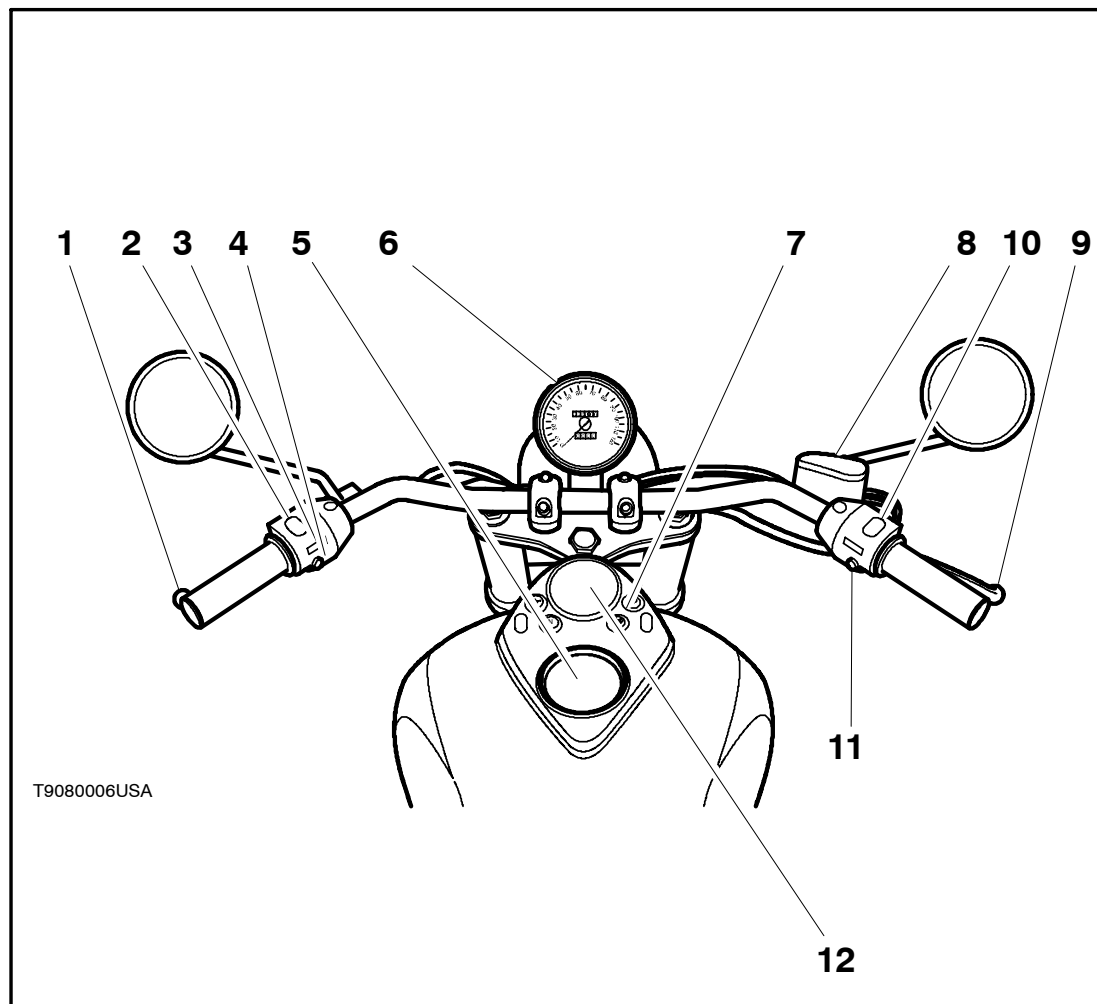
24. Rear Suspension Unit

25. Igniter Unit

26. Silencer

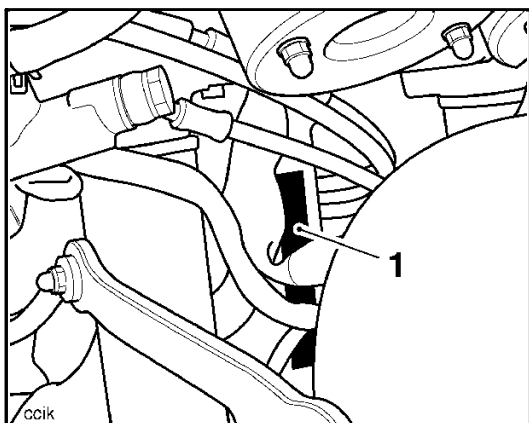
Parts Identification

PARTS IDENTIFICATION - AMERICA & SPEEDMASTER (continued)

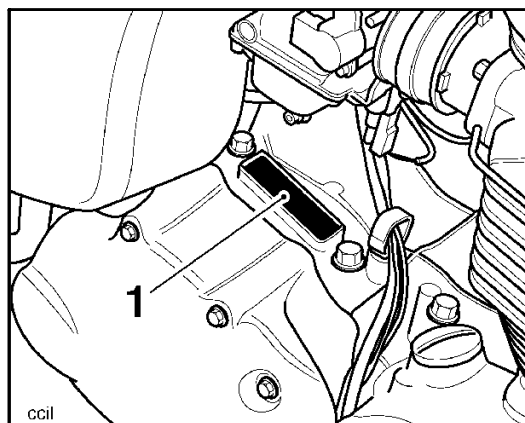


- | | |
|-----------------------|-----------------------------------|
| 1. Clutch Lever | 7. Warning Lights |
| 2. Headlamp Dipswitch | 8. Front Brake Fluid Reservoir |
| 3. Indicator Switch | 9. Front Brake Lever |
| 4. Horn Button | 10. Engine Stop Switch |
| 5. Fuel Filler | 11. Starter Button |
| 6. Speedometer | 12. Tachometer (Speedmaster only) |

Serial Numbers



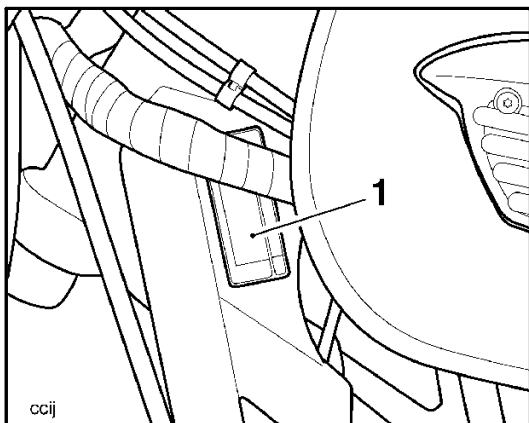
1. V.I.N. Number stamping



1. Engine Serial Number

Engine Serial Number

The engine serial number is stamped on the crankcase, immediately above the drive chain sprocket cover.



1. V.I.N. Plate Location

Vehicle Identification Number (V.I.N.)

The vehicle identification number is stamped into the steering head.

It is also displayed on a plate, riveted to the frame, immediately behind the steering head on the left hand side of the motorcycle.

Serial Numbers

This page is intentionally free from information

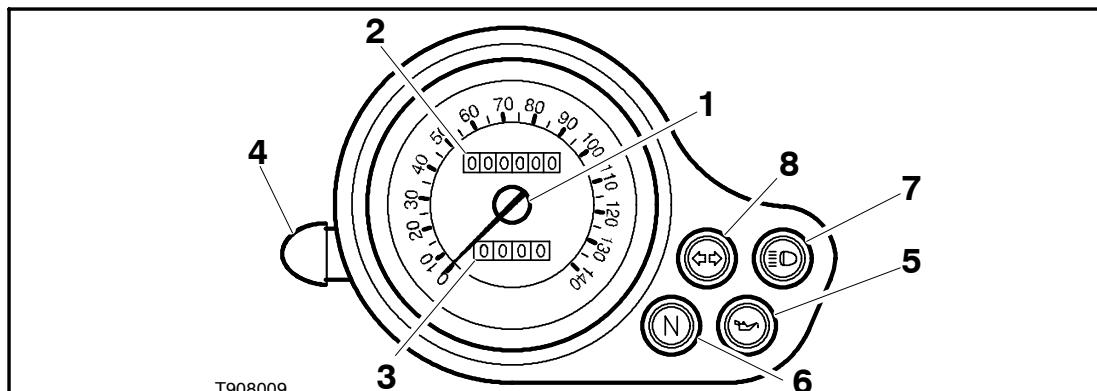
General Information

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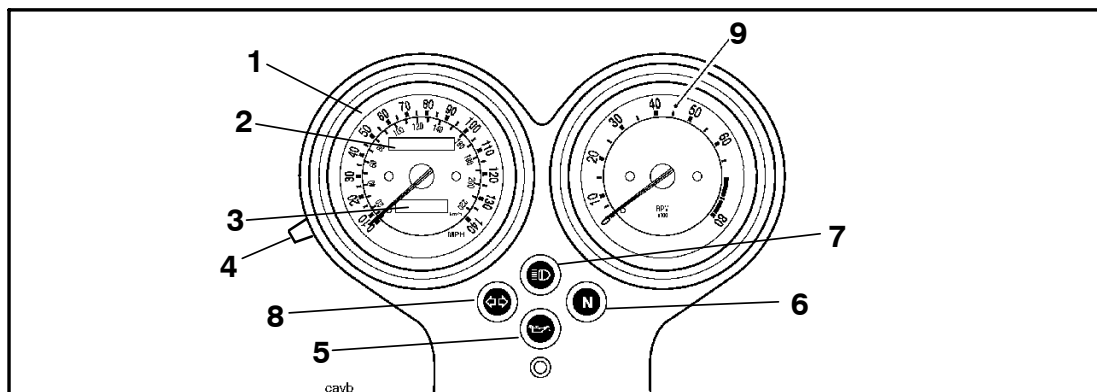
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General Information

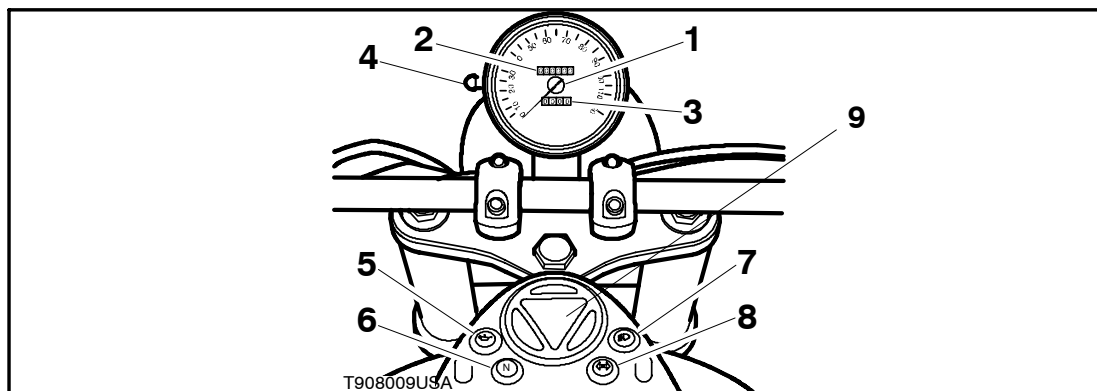
INSTRUMENTS - BONNEVILLE



INSTRUMENTS - BONNEVILLE T100 & THRUXTON



INSTRUMENTS - AMERICA & SPEEDMASTER



- | | |
|--------------------------|--------------------------------------|
| 1. Speedometer | 5. Low Oil Pressure Warning Light |
| 2. Odometer | 6. Neutral Indicator Light |
| 3. Trip Meter | 7. High Beam Indicator Light |
| 4. Trip Meter Reset Knob | 8. Turn Indicator Light |
| | 9. Tachometer Location (Speedmaster) |

General Information

SPEEDOMETER

The speedometer indicates the road speed of the motorcycle.

ODOMETER

In the speedometer face is the odometer. The odometer indicates the total distance that the motorcycle has travelled.

TRIP METER

The trip meter indicates the distance that the motorcycle has travelled since the meter was last set to zero.

To zero the trip meter, turn the reset knob anti-clockwise (when viewed from the left hand side of the motorcycle) until all the digits read zero.

TACHOMETER (where fitted)

The tachometer shows the engine speed in revolutions per minute - rpm (r/min). On the right side of the tachometer face is the 'red zone'. Engine rpm (r/min) in the red zone is above maximum recommended engine speed and is also above the range for best performance.



CAUTION: Never allow engine RPM to enter the 'red zone' as severe engine damage may result.

WARNING LIGHTS



INDICATORS: When the indicator switch is turned to left or right, the corresponding direction indicator light flashes on and off.



HIGH BEAM: When the headlights are switched on and the headlight dip switch is set to 'high beam', the high beam warning light will illuminate.



NEUTRAL: The neutral warning light indicates when the transmission is in neutral (no gear selected). The warning light will illuminate when the transmission is in neutral with ignition switch in the 'ON' position.



LOW OIL PRESSURE: The low oil pressure warning light becomes illuminated whenever the oil pressure is dangerously low (or the ignition switch is in the 'ON' position with the engine not running). When the engine is running, the light will remain off when sufficient oil pressure is present.

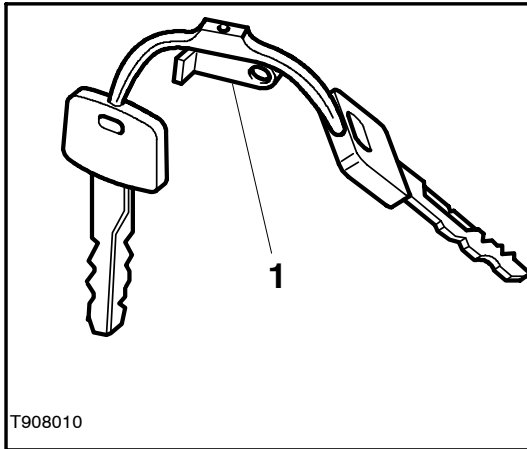
When starting the motorcycle, check that the light comes on when the ignition is in the 'ON' position, but goes out as soon as the engine starts.



CAUTION: Stop the engine immediately if the low oil pressure warning light comes on during normal operation. Do not restart the engine until the fault has been rectified.

Severe engine damage will result from running the engine when the low oil pressure warning light is illuminated.

General Information



1. Key Number Tag

IGNITION KEY

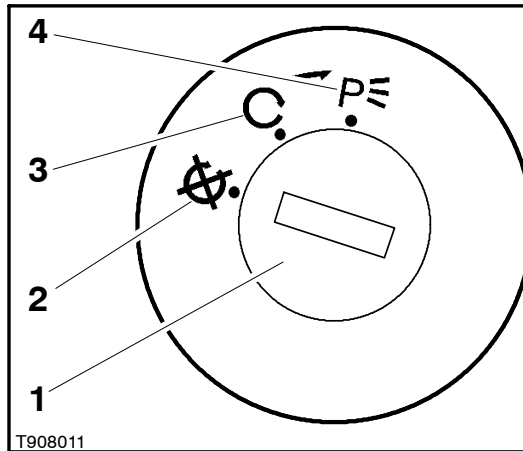
The ignition key operates the ignition switch only. A different key operates the steering lock.

When the motorcycle is delivered from the factory, two ignition keys are supplied together with a small tag bearing the key number. Make a note of the key number and store the spare key and key number tag in a safe place away from the motorcycle.

Your authorised Triumph dealer can supply a replacement key cut from details of the key number or can cut a new key using the original as a master.



CAUTION: Do not store the spare key with the motorcycle as this will reduce all aspects of security.



1. Ignition Switch
2. 'OFF' position
3. 'ON' position
4. P (Park) position

IGNITION SWITCH

Switch location

On Bonneville, Bonneville T100 & Thruxton models, on the headlight support bracket on the left hand side of the motorcycle. **On America & Speedmaster models**, on the left-hand side of the motorcycle, at the rear of the side cover.

Switch operation

This is a three position, key operated switch. The key can be removed from the switch only when it is in the OFF, or P (PARK) positions.

To turn the switch from OFF to ON, insert the key and turn the key clockwise to the ON position.

To turn the switch from ON to PARK, push the key barrel further into the lock and turn clockwise to the PARK position. Use the PARK position only when temporarily leaving the motorcycle in a situation where the position lights must remain on.

To turn the key back to OFF, turn the key anti-clockwise.

General Information

Ignition Switch Positions

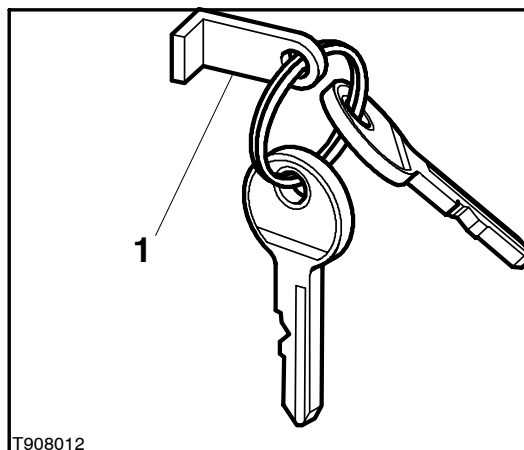
	Engine off. All electrical circuits off.
	Engine on. All electrical equipment can be used.
	Engine off. Tail, side and licence plate lights on, all other electrical circuits cut off.

WARNING: For reasons of security and safety, always turn the ignition to the 'OFF' or 'PARK' position and remove the key when leaving the motorcycle unattended.

Any unauthorised use of the motorcycle may cause injury to the user, other road users and pedestrians and may also cause damage to the motorcycle.

NOTE:

- Do not leave the ignition switch in the 'P' position for long periods as this will cause the battery to discharge.



1. Steering Lock Key Tag

STEERING LOCK KEY

The steering lock key operates the steering lock only. A different key operates the ignition switch.

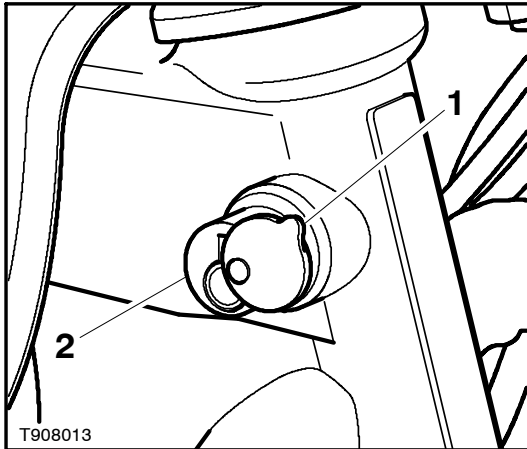
When the motorcycle is delivered from the factory, two steering lock keys are supplied together with a small tag bearing the key number. Make a note of the key number and store the spare key and key number tag in a safe place away from the motorcycle.

Your authorised Triumph dealer can supply a replacement key cut from details of the key number or can cut a new key using the original as a master.



CAUTION: Do not store the spare key with the motorcycle as this will reduce all aspects of security.

General Information



1. Steering Lock Cover
2. Steering Lock

STEERING LOCK

This is a two position, key operated lock. The key can be removed in either the engaged or disengaged positions.

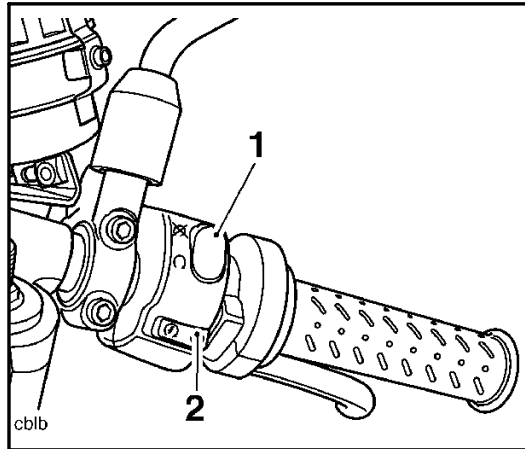
To engage the lock, insert the key and push the complete lock inwards while turning anti-clockwise. At the same time turn the handlebars fully left until the lock engages (at which point, the lock will turn and move inwards).

To disengage the steering lock, insert the key, turn the handlebars slightly to relieve any weight on the lock and turn the key further anti-clockwise until the lock springs outwards. Remove the key.



WARNING: Always disengage the steering lock before riding as, with the steering lock engaged, it will not be possible to turn the handlebars or steer the motorcycle.

Riding without motorcycle steering control will lead to loss of control and an accident.



1. Engine Stop Switch
2. Starter Button

RIGHT HANDLEBAR SWITCHES



Engine Stop Switch

In addition to the ignition switch being turned to the 'ON' position, the engine stop switch must be in the  position for the motorcycle to operate. The engine stop switch is for emergency use. If an emergency arises which requires the engine to be stopped, move the engine stop switch to the  position.

NOTE:

- Although the engine stop switch stops the engine, it does not turn off all the electrical circuits. Ordinarily, the ignition switch should be used to stop the engine.



CAUTION: Do not leave the ignition switch in the 'ON' position unless the engine is running as this may cause damage to electrical components and the battery.

General Information



Starter Button

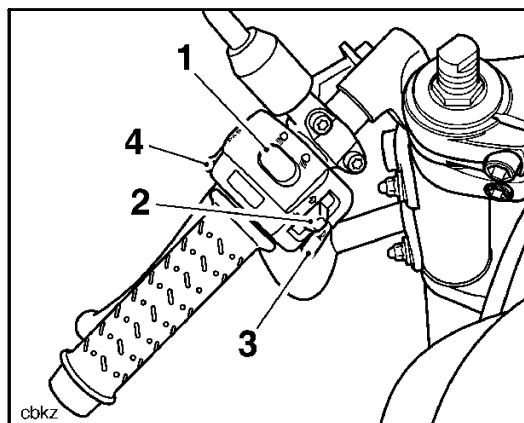
The starter button operates the electric starter.

The starter will always operate if the transmission is in neutral.

However, the starter will also operate if the transmission is not in neutral provided the sidestand is retracted and the clutch lever is pulled to the handlebar.

NOTE:

- **Light switches are no longer fitted to any Triumph model. Instead, the head and tail lights automatically come on when the ignition is in the ON position.**



1. Headlight Dip Switch
2. Direction Indicator Switch
3. Horn Button
4. Passing Button (Thruxton only)

LEFT HANDLEBAR SWITCHES



Headlight Dip Switch

High or low beam can be selected with the headlight dip switch. To select high beam, push the switch forward. To select low beam, push the switch rearwards. When the high beam is turned on, the high beam warning light will illuminate.



Direction Indicator Switch

When the indicator switch is pushed to ◀ (left) or ▶ (right) and released, the corresponding indicator flashes. To turn off the indicators, push and release the button in the centre of the switch.



Horn Button

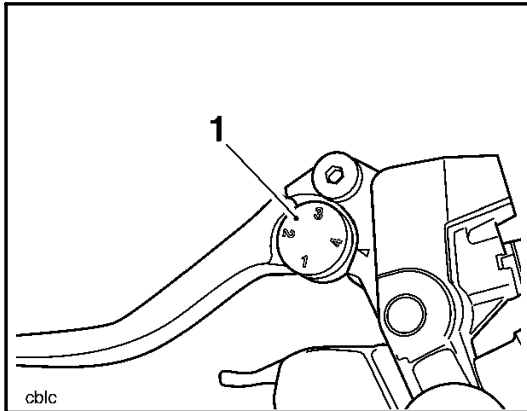
When the horn button is pushed, with the ignition switch turned to the 'ON' position, the horn will sound.



Pass Button

When the pass button is pressed, the headlight main beam will be switched on. It will remain on as long as the button is held in and will turn off as soon as the button is released.

General Information



1. Lever Adjuster Wheel

BRAKE & CLUTCH LEVER ADJUSTERS (all models except Bonneville & America)

An adjuster is fitted to the front brake and clutch levers. The adjusters allow the distance from the handlebar to the lever to be changed to one of four positions, to suit the span of the operator's hands.

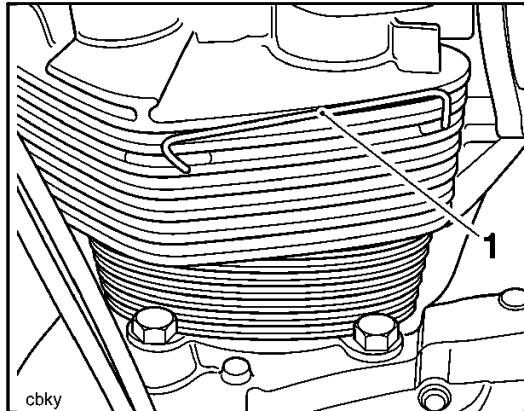
To adjust a lever, push the lever forward and turn the adjuster wheel to align one of the numbered positions with the triangular mark on the lever pivot (seen aligned with position 4 above).

The distance from the hand grip to the released lever is shortest when set to number four and longest when set to number one.



WARNING: Do not attempt to adjust the levers with the motorcycle in motion as this may lead to loss of control and an accident.

After adjusting the levers, operate the motorcycle in an area free from traffic to gain familiarity with the new lever settings. Do not loan your motorcycle to anyone as they may change the lever settings from the one you are familiar with possibly causing loss of control or an accident.



1. Heat Shield

HEAT SHIELD - THRUXTON ONLY

Heat shields are fitted to the cylinder head, on both sides of the motorcycle. The shields are fitted in order to protect the rider's knee from potential contact with the cylinder head which will be hot whenever the engine is running and for a period afterwards.



WARNING: Never remove the heat shields from the cylinder head and always repair or replace the heat shields if they become damaged or detached.

Removal of either heat shield may lead to contact of the rider's leg with hot engine parts. Contact with hot engine parts may lead to burns and other skin damage.

General Information

FUEL



Fuel Grade

Your Triumph engine is designed to use unleaded fuel and will give optimum performance if the correct grade of fuel is used. Always use unleaded fuel with an octane rating of 95 RON minimum.



CAUTION: In many countries, the exhaust systems for these models are fitted with catalytic converters to help reduce exhaust emission levels. The catalytic converters can be permanently damaged if the motorcycle is allowed to run out of fuel or if the fuel level is allowed to get very low. Always ensure you have adequate fuel for your journey.



CAUTION: The use of leaded petrol is illegal in some countries, states or territories. Use of leaded fuel will damage the catalytic converter.

REFUELLING



WARNING: To help reduce hazards associated with fuel handling, always observe the following fuel safety instructions:

Petrol (fuel) is highly flammable and can be explosive under certain conditions. When refuelling, turn the ignition switch to the 'OFF' position.

Do not smoke.

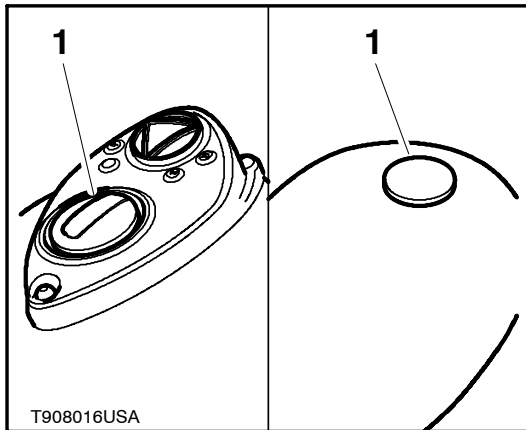
Make sure the refuelling area is well ventilated and free from any source of flame or sparks. This includes any appliance with a pilot light.

Never fill the tank until the fuel level rises into the filler neck. Heat from sunlight or other sources may cause the fuel to expand and overflow creating a fire hazard.

After refuelling always check that the fuel filler cap is correctly closed.

Because petrol (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard which could cause damage to property, injury to persons or death.

General Information



1. Fuel Tank Cap

Fuel Tank Cap

To open the fuel tank cap, rotate the cap anti-clockwise and lift clear of the tank filler neck.

To close the cap, align the cap to the tank filler neck and rotate the cap clockwise until the cap seals against the filler neck. In the fully closed position, a ratchet mechanism prevents overtightening of the cap by allowing the outer part of the cap to turn independently of the internal part.

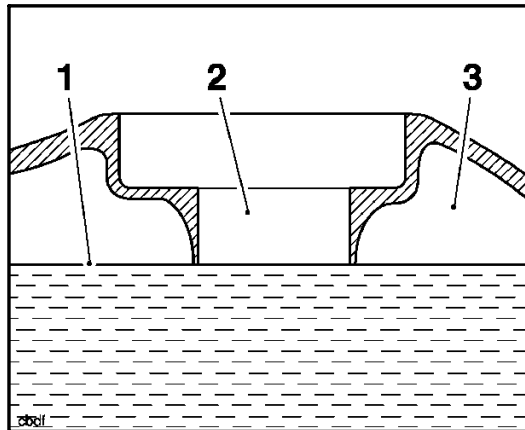
Filling the Fuel Tank

Avoid filling the tank in rainy or dusty conditions where airborne material can contaminate the fuel.



CAUTION: Contaminated fuel may cause damage to fuel system components.

Fill the fuel tank slowly to help prevent spillage. Do not fill the tank to a level above the bottom of the filler neck. This will ensure there is enough air space to allow for fuel expansion if the fuel inside the tank expands through absorption of heat from the engine or from direct sunlight.



1. Fuel level
2. Filler neck
3. Air space

After refuelling always check that the fuel filler cap is correctly closed and locked.



WARNING: Overfilling the tank can lead to fuel spillage.

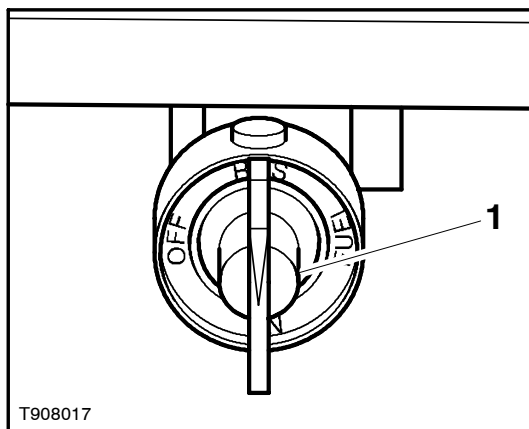
If petrol (fuel) is spilled, thoroughly wipe off the spilled fuel immediately and dispose of the cleaning cloth safely.

Take care not to spill any petrol (fuel) on the engine, exhaust pipes, tyres or any other part of the motorcycle.

Because petrol (fuel) is highly flammable, any fuel leak or spillage, or any failure to observe the safety advice given above will lead to a fire hazard which could cause damage to property, injury to persons or death.

Petrol (fuel) spilled near to or on the tyres will reduce the tyre's ability to grip the road. This will give rise to a dangerous riding condition causing loss of motorcycle control and an accident.

General Information



1. Fuel Tap

FUEL TAP

The fuel tap has three positions: ON, RES (reserve), and OFF. If the fuel runs out with the tap in the ON position, turn the tap to RES.

The reserve fuel (3.0 litres - Thruxton, Bonneville and Bonneville T100/3.5 litres - America & Speedmaster) can be used by turning the fuel tap to RES.

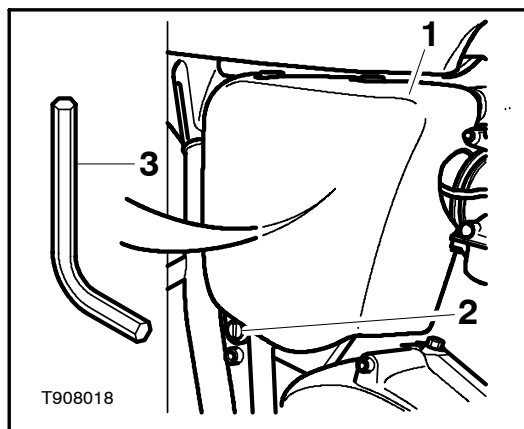
When parking the motorcycle, always turn the fuel tap to the OFF position.



WARNING: Always turn the fuel tap to the OFF position when the engine is not running. If the fuel tap is left in the ON position, a fuel leak could begin which would create a fire hazard leading to damage to property and personal injury.



CAUTION: Riding distance is limited when on 'RES' (reserve). Refuel at the earliest opportunity. Make certain that the fuel tap is turned to 'ON' (not 'RES') after refuelling.



1. Side Cover

2. Fastener

3. Seat Removal Tool

SIDE COVER - BONNEVILLE, BONNEVILLE T100 & THRUXTON

The right hand side cover can be removed to gain access to the fuse box, seat removal tool, rear brake fluid reservoir etc.

To remove the side cover, release the cover's threaded fastener using a coin.

Lift the cover until it clears its retaining dowels and then remove the cover from the motorcycle.

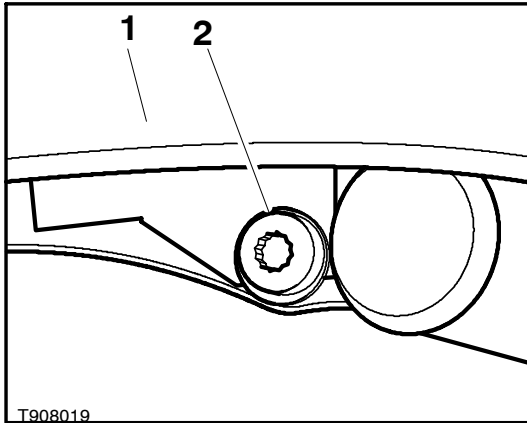
To refit, position the cover over its locating dowels, fit the threaded fastener and tighten with a coin.

Finally, grasp the cover and ensure that it is fully retained.

NOTE: AMERICA & SPEEDMASTER RIGHT HAND SIDE COVER

- Under normal circumstances, it is not necessary to remove the right hand side cover from the America & Speedmaster models, except for major service or repair work, which must be carried out by an authorised Triumph dealer.

General Information



1. Seat
2. Fasteners

SEAT - BONNEVILLE, BONNEVILLE T100 & THRUXTON

The seat can be removed to gain access to the battery, owner's handbook etc. An Allen key, located beneath the right hand side panel, is provided to allow removal of the seat fasteners.

To locate the Allen key, remove the right hand side cover as described earlier in this section. The Allen key is located in a retainer, beneath the fuse box.

Remove the fixings from the rear of the seat and lift the seat clear of the frame.

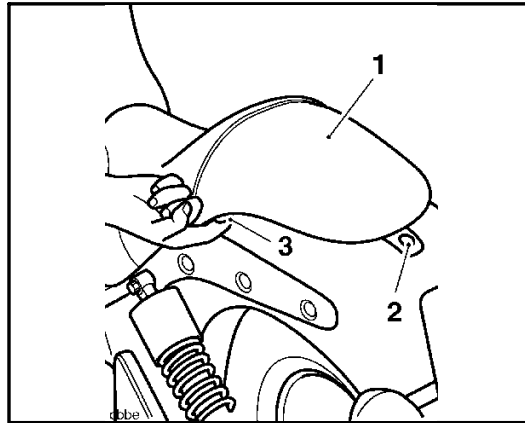
To refit, locate the seat to the frame ensuring the locating tongue is correctly positioned beneath the fuel tank bridge.

Finally, tighten the seat retaining screws, store the Allen key in the space provided and refit the right hand side cover.

SEAT - AMERICA

NOTE:

- On America models, under normal circumstances, it is not necessary to remove the seat to gain access to rider-serviceable items.



1. Seat
2. Fastener
3. Lock release

SEAT - SPEEDMASTER

The seat can be removed to gain access to the owner's handbook. An Allen key, located inside the fuse-box cover, is provided to allow removal of the seat fasteners.

To remove the fuse cover and locate the Allen key, gently pull on the lower edge of the fuse cover to release it from its locating grommet. Once free of the grommet, continue to raise the lower edge until the upper edge can be detached from its locating slot.

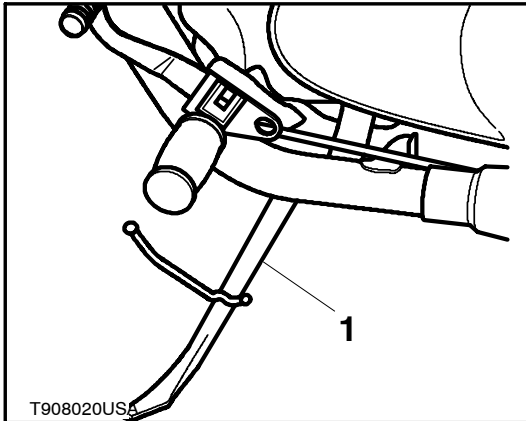
Remove the fixing from the rear of the seat.

Pull the lock release outwards to release the centre of the seat then raise the seat from the rear and detach the front edge from the fuel tank.

To refit, locate the seat to the frame ensuring the locating tongue is correctly positioned beneath the fuel tank bridge. Press firmly down to engage the centre of the seat in the seat lock

Finally, tighten the seat retaining screws, store the Allen key in the space provided and refit the right hand side cover.

General Information



1. Side Stand

STAND

Side Stand

The motorcycle is equipped with a side stand on which the motorcycle can be parked. Whenever the stand is used, before riding, always ensure that the stand is fully up after first sitting on the motorcycle.

For instructions on safe parking, refer to the 'How to Ride the Motorcycle' section.

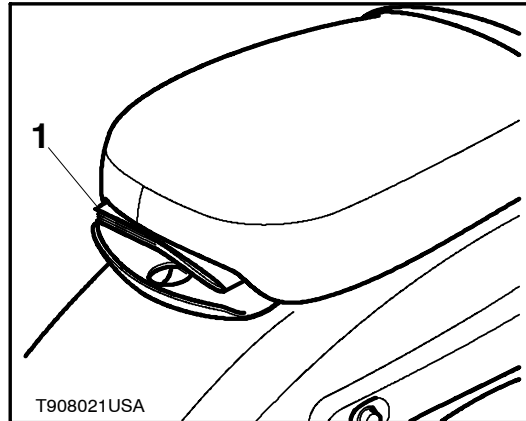


WARNING: The motorcycle is fitted with an interlock system to prevent it from being ridden with the sidestand in the down position.

Never attempt to ride with the sidestand down or interfere with the interlock mechanism as this cause a dangerous riding condition leading to loss of motorcycle control and an accident.

NOTE:

- When using the side stand, always turn the handlebars fully to the left and leave the motorcycle in first gear.



1. Owners Handbook Storage - America

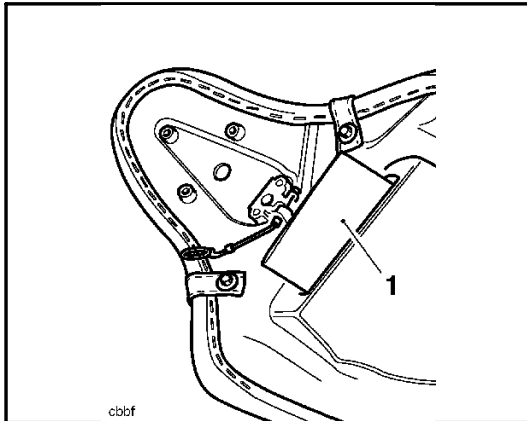
OWNER'S HANDBOOK

America Handbook Storage

The motorcycle owner's handbook is stored in a pocket beneath the passenger seat. To access the handbook, pull back the pocket cover (which is hinged at its lower edge) using the finger-hole. Once the cover is open, the handbook may be slid rearwards to remove it from the space beneath the seat.

To store the handbook, place it back in the pocket and close the cover, ensuring it is fully secured.

General Information



1. Owners Handbook Storage - Speedmaster

Speedmaster Handbook Storage

The motorcycle owner's handbook is stored in a pocket beneath the seat.

To access the handbook, remove and invert the seat. The handbook may be slid rearwards to remove it from the space beneath the seat.

To store the handbook, place it back in the space beneath the seat, then refit the seat as described under 'seat refit'.

Bonneville, Bonneville T100 & Thruxton Handbook Storage

The motorcycle owner's handbook is stored in the space between the rear mudguard and the seat.

Access to the handbook can be gained by removing the seat.

General Information

RUNNING IN

Running-in is the name given to the process that occurs during the first hours of a new vehicle's operation.

In particular, internal friction in the engine will be higher when components are new. Later on, when continued operation of the engine has ensured that the components have 'bedded in', this internal friction will be greatly reduced.

A period of careful running in will ensure lower exhaust emissions, and will optimise performance, fuel economy and longevity of the engine and other motorcycle components.

During the first 500 miles (800 kilometres):-

- Do not use full throttle.
- Avoid high engine speeds at all times.
- Avoid riding at one constant engine speed, whether fast or slow, for a long period of time.
- Avoid aggressive starts, stops, and rapid accelerations, except in an emergency.
- Do not ride at speeds greater than 3/4 of maximum speed.

From 500 to 1000 miles (800 to 1500 kilometres):-

- Engine speed can gradually be increased to the rev limit for short periods.

Both during and after running in has been completed:-

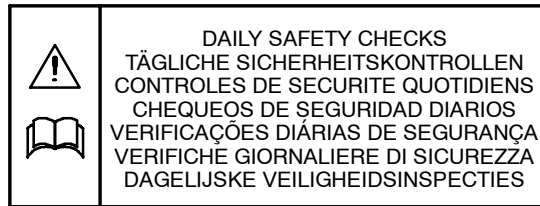
- Do not over-rev the engine when cold.
- Do not let the engine labour. Always downshift before the engine begins to 'struggle'.
- Do not ride with engine speeds unnecessarily high. Changing up a gear helps reduce fuel consumption, reduces noise and helps to protect the environment.

General Information

SAFE OPERATION

Daily Safety Checks

Check the following items each day before you ride. The time required is minimal, and these checks will help ensure a safe, reliable ride.



If any irregularities are found during these checks, refer to the Maintenance and Adjustment section or see your authorised Triumph dealer for the action required to return the motorcycle to a safe operating condition.



WARNING: Failure to perform these checks every day before you ride, or operation of the motorcycle with faults noted in any of the areas below, may result in serious motorcycle damage, loss of motorcycle control and an accident.

Check:-

- **Fuel** Adequate supply in tank, no fuel leaks (Page 31).
- **Engine oil** Correct level in the sight glass. Add correct specification oil as required (Page 57).
- **Tyres/Wheels** Correct inflation pressures (when cold) (Pages 75 and 96).
Tread depth/wear (min 2.0 mm tread depth), tyre/wheel damage, punctures etc.
- **Drive chain** Check drive chain for correct adjustment and lubrication (Page 62).
- **Nuts, bolts, fasteners** Check that steering and suspension components, axles, and all controls are properly tightened or fastened. Visually inspect all areas for loose/damaged fixings.
- **Steering** Action smooth but not loose from lock to lock. No binding of any of the control cables (Page 71).
- **Brakes** Brake pad wear: There should be more than 1.5 mm lining remaining. No brake fluid leakage. Brake fluid levels must be between max and min (Page 67).
- **Front Forks** Smooth action. No fork oil leakage (Page 71).
- **Throttle** Throttle grip free-play 2-3 mm. Ensure that the throttle grip returns to the idle position without sticking (Page 60).
- **Clutch** Smooth operation and correct cable free-play (Page 62).

General Information

- **Electrical equipment** All lights and horn function correctly (Page 79).
- **Engine stop** Stop switch turns the engine off (Page 28 & 42).
- **Stand** Return to the fully up position by spring tension. Return springs not weak or damaged (Page 35).

General Information

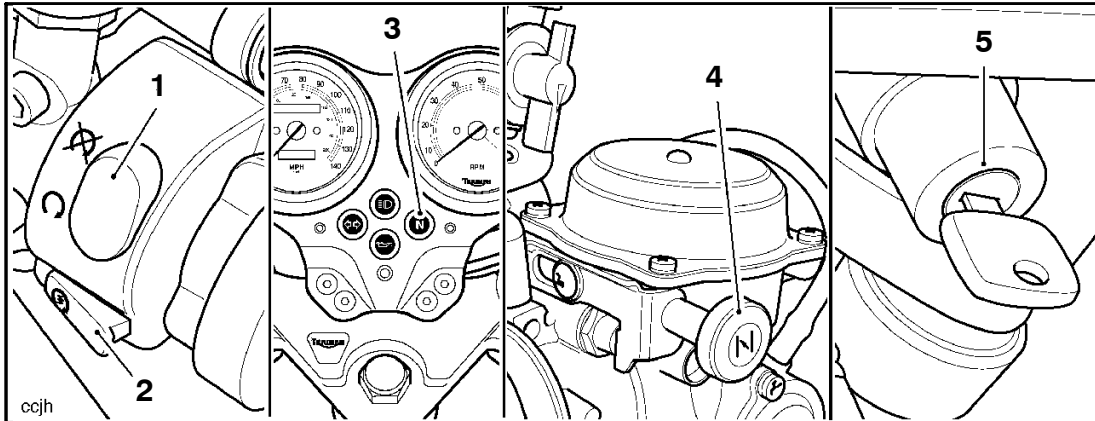
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How to Ride the Motorcycle

Contents

To Stop the Engine	42
To Start The Engine	42
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Changing Gears	44
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Parking	47
Considerations For High Speed Operation	48
Accessories, Loading and Passengers	50

How to Ride the Motorcycle



1. Engine Stop Switch
2. Starter Button
3. Neutral Indicator Light

4. Choke
5. Ignition Switch

TO STOP THE ENGINE

- Close the throttle completely.
- Select neutral.
- Turn the ignition switch off.
- Support the motorcycle on a firm and level surface with the side stand.
- Withdraw the ignition key from the ignition switch.
- Engage the steering lock.
- Turn the fuel tap to the off position.



CAUTION: The engine should normally be stopped by turning the ignition switch to the off position. The engine stop switch is for emergency use only.

Do not leave the ignition switched on with the engine stopped. Electrical damage may result.

TO START THE ENGINE

- Release the steering lock.
- Check that the engine stop switch is in the run position.
- Turn the fuel tap to the on position (or reserve if the fuel level in the tank is low).
- Insert the ignition key and turn the ignition switch to the ON position.
- Ensure that the transmission is in neutral.
- If the engine is cold, pull out the choke.
- Leaving the throttle completely closed, push the starter button until the engine starts.
- During warm-up, gradually push the choke in a little at a time as necessary to prevent the engine from racing or stalling.
- When the engine is sufficiently warm to idle without the choke, push the choke knob fully in.

How to Ride the Motorcycle

- If the engine is hot, ensure that the choke is pushed fully in.

 **WARNING:** Never start the engine or run the engine in a confined area. Exhaust fumes are poisonous and can rapidly cause loss of consciousness and death within a short time.

Always operate your motorcycle in the open-air or in an area with adequate ventilation.

 **CAUTION:** This Triumph motorcycle is air cooled and consequently requires air-flow over the cylinders and head to maintain correct engine operating temperature. Extended periods of idling or prolonged rides at very slow speeds, such as in very slow moving or stationary traffic, may overheat the engine resulting in severe damage.

 **CAUTION:** Do not operate the starter continuously for more than 5 seconds as the starter motor will overheat and battery power will drop. Wait 15 seconds between each operation of the starter to allow for cooling and recovery of battery power.

 **CAUTION:** The low oil pressure warning light should go out as soon as the engine starts.

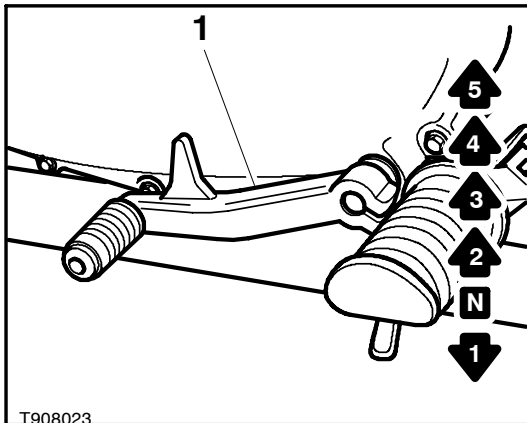
If the low oil pressure warning light stays on after starting the engine, stop the engine immediately and investigate the cause.

Running the engine with low oil pressure will cause severe engine damage.

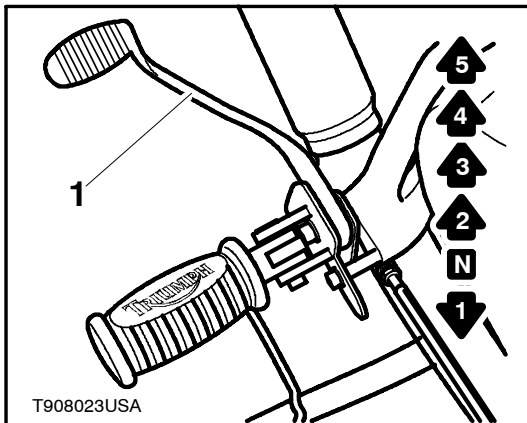
NOTE:

- If the engine is flooded, crank the engine over, with the throttle fully open and the choke fully in.
- The motorcycle is equipped with starter lockout switches. The switches prevent the electric starter from operating when the transmission is not in neutral with the sidestand down.
- If the sidestand is extended whilst the engine is running, and the transmission is not in neutral then the engine will stop irrespective of clutch position.

How to Ride the Motorcycle



1. Gear Change Pedal - Bonneville, Bonneville T100 & Thruxton



1. Gear Change Pedal - America & Speedmaster

MOVING OFF/CHANGING GEARS

- Pull in the clutch lever and select first gear. Open the throttle slightly and let out the clutch lever slowly. As the clutch starts to engage, open the throttle a little more, allowing enough engine speed to avoid stalling.
- Close the throttle while pulling in the clutch lever. Change into the next higher or lower gear. Open the throttle part way, while releasing the clutch lever. Always use the clutch when changing gear.



WARNING: Take care to avoid opening the throttle too far in any of the lower gears as this can lead to the front wheel lifting from the ground (pulling a “wheelie”) and the rear tyre breaking traction (wheel spin).

Always open the throttle cautiously, particularly if you are unfamiliar with the motorcycle as a “wheelie” or loss of traction will cause loss of motorcycle control and an accident.

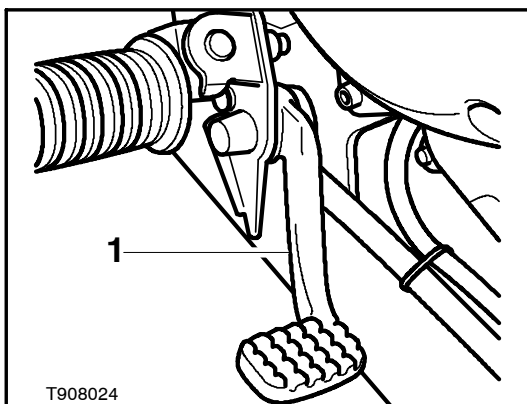
NOTE:

- The gear change mechanism is the ‘positive stop’ type. This means that, for each movement of the gear change pedal, you can only select each gear, one after the other, in ascending or descending order.

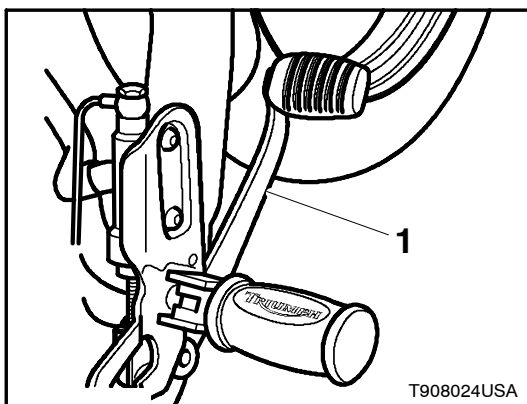


WARNING: Do not change to a lower gear at speeds which will cause excessive engine rpm (r/min). This can lock the rear wheel causing loss of control and an accident. Engine damage may also be caused. Changing down should only be at moderate engine speeds for each gear.

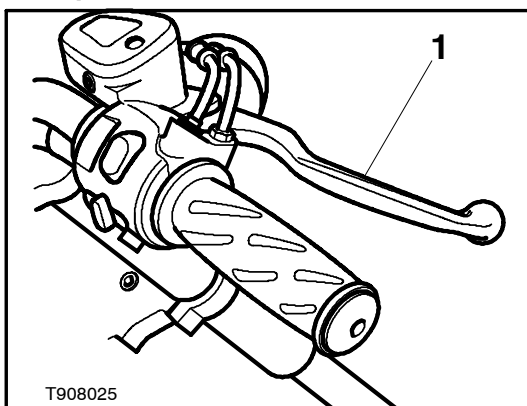
How to Ride the Motorcycle



1. Rear Brake Pedal - Bonneville, Bonneville T100 & Thruxton



1. Rear Brake Pedal - America & Speedmaster



1. Front Brake Lever - All Models

BRAKING



WARNING: WHEN BRAKING, OBSERVE THE FOLLOWING:

Close the throttle completely, leaving the clutch engaged to allow the engine to help slow down the motorcycle.

Change down one gear at a time such that the transmission is in first gear when the motorcycle comes to a complete stop.

When stopping, always apply both brakes at the same time. Normally the front brake should be applied a little more than the rear.

Change down or fully disengage the clutch as necessary to keep the engine from stalling.

Never lock the brakes, as this may cause loss of control of the motorcycle and an accident.



WARNING: For emergency braking, disregard down changing, and concentrate on applying the front and rear brakes as hard as possible without skidding. Riders should practice emergency braking in a traffic-free area.

Triumph strongly recommend that all riders take a course of instruction which includes advice on safe brake operation. Incorrect brake technique could result in loss of control and an accident.

How to Ride the Motorcycle



WARNING: For your safety, always exercise extreme caution when braking, accelerating or turning as any incautious action can cause loss of control and an accident. Independent use of the front or rear brakes reduces overall braking performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle and causing an accident.

When possible, reduce speed or brake before entering a turn as closing the throttle or braking in mid-turn may cause wheel slip leading to loss of control and an accident.

When riding in wet or rainy conditions, or on loose surfaces, the ability to manoeuvre and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control and an accident.

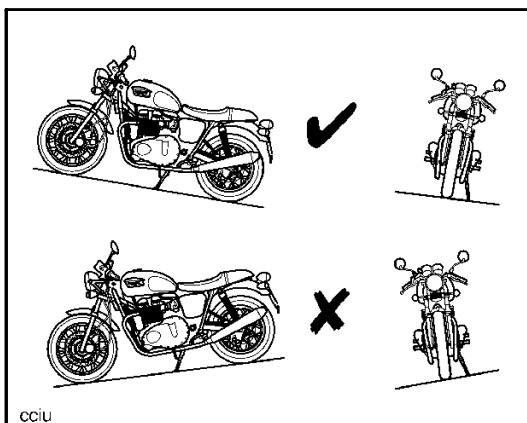


WARNING: When descending a long, steep gradient, use engine braking by down-changing and use the brakes intermittently. Continuous brake application can overheat the brakes and reduce their effectiveness.

Riding with your foot on the brake pedal or your hands on the brake lever may actuate the brake light, giving a false indication to other drivers. It may also overheat the brake, reducing braking effectiveness.

Do not coast with the engine switched off, and do not tow the motorcycle. The transmission is pressure-lubricated only when the engine is running. Inadequate lubrication may cause damage or seizure of the transmission which can lead to sudden loss of motorcycle control and an accident.

How to Ride the Motorcycle



PARKING

Select neutral and turn the ignition switch to the 'OFF' position.

Lock the steering to help prevent theft.

Turn the fuel tap to the off position.

Always park on a firm, level surface to prevent the motorcycle from falling.

When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the stand.

On a lateral (sideways) incline, always park such that the incline naturally pushes the motorcycle towards the sidestand.

Do not park on a lateral (sideways) incline of greater than 6° and never park facing downhill.

NOTE:

- When parking near traffic at night, or when parking in a location where parking lights are required by law, leave the tail, licence plate and position lights on by turning the ignition switch to P (Park).
- Do not leave the switch in the 'P' position for long periods as this will discharge the battery.



WARNING: Do not park on a soft or on a steeply inclined surface as parking under these conditions may cause the motorcycle to fall over. Ensure that the stand is fully retracted before riding off.

Petrol (fuel) is extremely flammable and can be explosive under certain conditions. If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks. This includes any appliance with a pilot light.

The engine and exhaust system will be hot after riding. **DO NOT** park where pedestrians and children are likely to touch the motorcycle as touching any of the hot parts may cause unprotected skin to become burnt.

How to Ride the Motorcycle

CONSIDERATIONS FOR HIGH SPEED OPERATION



WARNING: This Triumph motorcycle should be operated within the legal speed limits for the particular road travelled. Operating a motorcycle at high speeds can be potentially dangerous since the time available to react to given traffic situations is greatly reduced as road speed increases. Always reduce speed in consideration of weather and traffic conditions.



WARNING: Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed course race tracks. High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.



WARNING: The handling characteristics of a motorcycle at high speed may vary from those you are familiar with at legal road speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills as a serious accident may result from incorrect operation.



WARNING: The items listed are extremely important and must never be neglected. A problem which may not be noticed at normal operating speeds may be greatly exaggerated at high speeds.

How to Ride the Motorcycle

General

Ensure the motorcycle has been maintained according to the scheduled maintenance chart.

Steering

Check that the handlebar turns smoothly without excessive free play or tight spots. Ensure that the control cables do not restrict the steering in any way.

Luggage:

Make certain that any luggage containers are closed, locked and securely fitted to the motorcycle.

Brakes

Check that the front and rear brakes are functioning properly.

Tyres

High speed operation is hard on tyres, and good tyres are crucial for riding safely. Examine their overall condition, inflate to the correct pressure (when the tyres are cold), and check the wheel balance. Securely fit the valve caps after checking tyre pressures. Observe the information given in maintenance and specification sections on tyre checking and tyre safety.

Fuel

Have sufficient fuel for the higher consumption experienced during high speed operation.

Engine Oil

Make certain that the oil level is correct. Ensure that the correct grade and type of oil is used when topping-up.

Electrical Equipment

Make certain that the headlight, rear/brake light, indicators, horn etc., all work properly.

Miscellaneous

Make certain that all fixings are tight and that all safety related parts are in good condition.

Accessories, Loading and Passengers

The addition of accessories and carriage of additional weight can affect the motorcycle's handling characteristics causing changes in stability and necessitating a reduction in speed. The following information has been prepared as a guide to the potential hazards of adding accessories to a motorcycle and carrying passengers and additional loads.



WARNING: Incorrect loading may result in an unsafe riding condition leading to an accident.

Always ensure any loads carried are evenly distributed on both sides of the motorcycle. Ensure that the load is correctly secured such that it will not move around while the motorcycle is in motion.

Always check the load security regularly (though not while the motorcycle is in motion) and ensure that the load does not extend beyond the rear of the motorcycle.

Never exceed the maximum vehicle loading weight of 200 Kg (440 lbs).

This maximum weight is made up from the combined weight of the rider, passenger and any load carried.



WARNING: Do not install accessories or carry luggage that impairs the control of the motorcycle. Make sure that you have not adversely affected the visibility or operation of any lighting component, changed road clearance or banking capability (i.e. lean angle), control operation, wheel travel, front fork movement, or any other aspect of the motorcycle's operation.



WARNING: Never ride an accessory equipped motorcycle at speeds above 80mph (130km/h).

The presence of accessories will cause changes in the stability and handling of the motorcycle.

Failure to allow for changes in motorcycle stability may lead to loss of control or an accident.

Remember that the 80mph (130km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.



WARNING: This motorcycle must not be operated above the legal road speed limit except in authorised closed course conditions.



WARNING: Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed course race tracks. High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions. High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.

Accessories, Loading and Passengers

 **WARNING:** The handling and braking capabilities of a motorcycle will be affected by the presence of a passenger. The rider must make allowances for these changes when operating the motorcycle with a passenger and should not attempt such operation unless trained to do so and without becoming familiar and comfortable with the change in operating characteristics that this brings about.

Motorcycle operation without making allowances for the presence of a passenger could lead to loss of motorcycle control and an accident.

 **WARNING:** Your passenger should be thoroughly familiar with motorcycle operation.

The passenger can cause loss of control of the motorcycle by incorrect positioning during cornering and sudden movements.

It is important that the passenger sits still while the motorcycle is in motion and does not interfere with the operation of the motorcycle.

If a passenger is carried, the rider should instruct the passenger to keep his or her feet on the passenger footrests and to firmly hold onto the seat strap or the rider's waist or hips.

The passenger should also be advised to lean with the rider when travelling in corners and not to lean unless the rider does so.

Do not carry animals on your motorcycle.

 **WARNING:** Do not carry a passenger unless he or she is tall enough to reach the footrests provided.

A passenger who is not tall enough to reach the footrests will be unable to sit securely on the motorcycle and may cause instability leading to loss of control and an accident.

 **WARNING:** Never attempt to store any items between the frame and the steering equipment. This can restrict the steering and will cause loss of control leading to an accident.

Weight attached to the handlebar or front fork will increase the mass of the steering assembly and can result in loss of steering control leading to an accident.

 **WARNING:** If the passenger seat is used to carry small objects, they must not exceed 5 kg in weight, must not impair control of the motorcycle, must be securely attached and must not extend beyond the rear or sides of the motorcycle.

Carriage of objects in excess of 5kg in weight, that are insecure, impair control or extend beyond the rear or sides of the motorcycle may lead to loss of motorcycle control and an accident.

Accessories, Loading and Passengers

This page is intentionally free from information

Maintenance and Adjustment

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Maintenance and Adjustment

SCHEDULED MAINTENANCE

To maintain the motorcycle in a safe and reliable condition, the maintenance and adjustments outlined in this section must be carried out as specified in the schedule of daily checks, and also in line with the scheduled maintenance chart. The information which follows describes the procedures to follow when carrying out the daily checks and some simple maintenance and adjustment items.



WARNING: In order to correctly carry out the maintenance items listed in the scheduled maintenance chart, special tools and specialist knowledge will be required. Only an authorised Triumph dealer will have this knowledge and equipment.

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorised Triumph dealer carry out the scheduled maintenance of this motorcycle.

Scheduled Maintenance Chart						
Operation Description	Odometer Reading in Miles (Kms) or time period, whichever comes first.					
	Every	500 (800) 1 month	6000 (10000) 1 year	12000 (20000) 2 years	18000 (30000) 3 years	24000 (40000) 4 years
Engine/oil cooler - check for leaks	Day	●	●	●	●	●
Engine oil - renew	-	●	●	●	●	●
Engine oil filter - renew	-	●	●	●	●	●
Valve clearances - check/adjust	-			●		●
Air cleaner element - renew	-			●		●
Spark plugs - check	-		●		●	
Spark plugs - renew	-			●		●
Carburettors - balance	-		●	●	●	●
Idle CO level - check/adjust	-	●	●	●	●	●
Fuel system - check for leaks, chafing etc.	Day	●	●	●	●	●
Throttle cables - check/adjust	Day	●	●	●	●	●
Lights, instruments & electrical systems - check	Day	●	●	●	●	●

Maintenance and Adjustment

Scheduled Maintenance Chart (Continued)						
Operation Description	Odometer Reading in Miles (Kms) or time period, whichever comes first.					
	Every	500 (800) 1 month	6000 (10000) 1 year	12000 (20000) 2 years	18000 (30000) 3 years	24000 (40000) 4 years
Steering - check for free operation	Day	●	●	●	●	●
Steering head bearing - check/adjust	-	●	●	●	●	●
Steering head bearing - lubricate	-			●		●
Forks - check for leaks/smooth operation	Day	●	●	●	●	●
Fork oil - renew	-					●
Brake fluid levels - check	Day	●	●	●	●	●
Brake calipers, check for leaks/seized pistons	-	●	●	●	●	●
Brake master cylinders - check for leaks	-	●	●	●	●	●
Brake fluid - renew	Every 2 years					
Brake light - check operation	Day	●	●	●	●	●
Brake pads wear - check	Day	●	●	●	●	●
Drive chain - lubricate	Every 200 miles (300 kms)					
Drive chain - wear check	Every 500 miles (800 kms)					
Drive chain slack - check/adjust	Day	●	●	●	●	●
Fasteners - inspect visually for security	Day	●	●	●	●	●
Wheels - inspect for damage	Day	●	●	●	●	●
Tyre wear/tyre damage - check	Day	●	●	●	●	●
Tyre pressures - check/adjust	Day	●	●	●	●	●
Clutch cable - check/adjust	Day	●	●	●	●	●
Fuel and evaporative* hoses - renew						●
Secondary air injection system - clean	-			●		●

* Evaporative hoses on California models only

Maintenance and Adjustment



WARNING: All maintenance is vitally important and must not be neglected. Incorrect maintenance or adjustment may cause one or more parts of the motorcycle to malfunction. A malfunctioning motorcycle is dangerous and may lead to an accident.

Weather, terrain and geographical location affects maintenance. The maintenance schedule should be adjusted to match the particular environment in which the vehicle is used and the demands of the individual owner.

Triumph Motorcycles cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment carried out by the owner.

Since incorrect or neglected maintenance can lead to a dangerous riding condition, always have an authorised Triumph dealer carry out the scheduled maintenance of this motorcycle.

Recording Scheduled Maintenance

Scheduled Service

**4/6000 Miles
6/10,000 Kms or
1 Year whichever comes first.**

Dealer Stamp

Service carried out in accordance with the scheduled maintenance chart.

Date

Miles/Kms

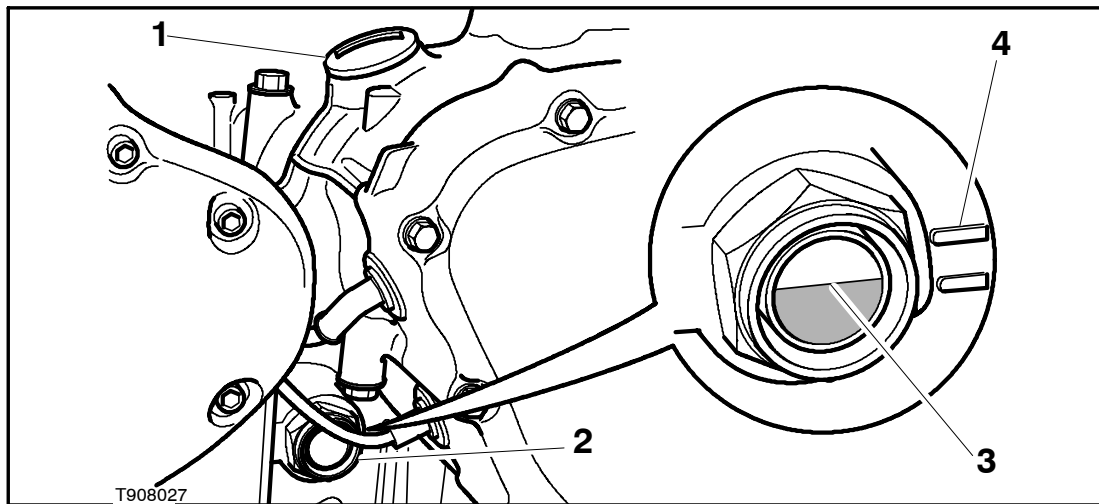
Service Handbook Entry

Each time you visit your authorised Triumph dealer for scheduled servicing, always present your service handbook to the dealer's reception staff.

The service handbook is your record that the scheduled maintenance procedures have been carried out as required under the terms of the motorcycle warranty.

On collecting the motorcycle after servicing, always ensure that your service handbook has been stamped and the date of servicing and current odometer reading recorded.

This information will be needed in the event of a warranty claim and will also enhance the value of your motorcycle for future owners.



1. Filler
2. Sight Glass
3. Oil Level (correct level shown)
4. Crankcase Oil Level Lines

ENGINE OIL



In order for the engine, transmission, and clutch to function correctly, maintain the engine oil at the correct level, and change the oil and oil filter in accordance with scheduled maintenance requirements.

WARNING: Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated engine wear and may result in engine or transmission seizure. Seizure of the engine or transmission may lead to loss of control and an accident.

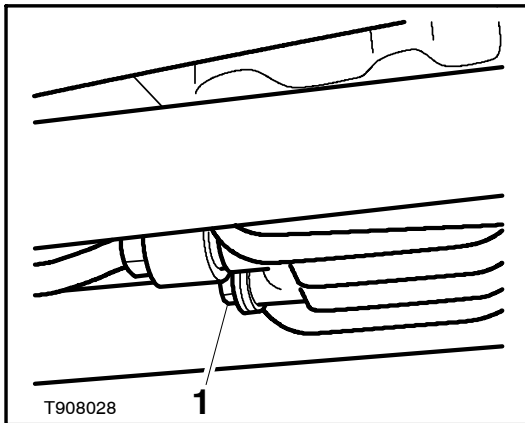
Oil Level Inspection

- Stop engine, then wait for at least 10 minutes to allow the oil to settle.
- Note the oil level visible in the sight glass.
- When correct, oil should be visible in the sight-glass at a point mid-way between the two horizontal lines marked on the crankcase.

NOTE:

- **The actual level is indicated when the motorcycle is level and upright, not on the side stand.**
- If it is necessary to top-up the oil level, remove the filler plug and add oil, a little at a time, until the level registered in the sight glass is correct.
- Once the correct level is reached, fit and fully tighten the filler plug.

Maintenance and Adjustment



1. Oil Drain Plug

Oil and Oil Filter Change

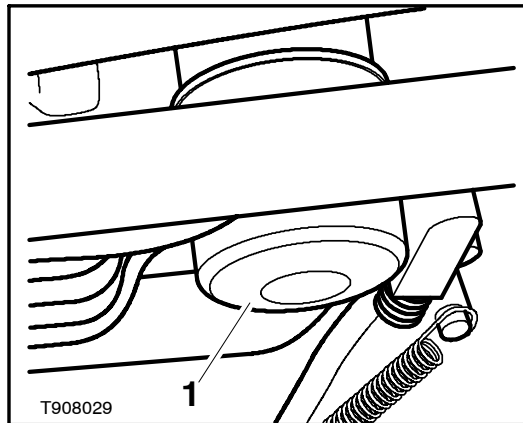


WARNING: Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition, used engine oil contains potentially harmful contaminants which can cause cancer. Wear suitable clothing and avoid skin contact.

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

- Warm up the engine thoroughly, and then stop the engine.
- Place an oil pan beneath the engine.
- Remove the engine drain plug.

WARNING: The oil may be hot to the touch. Avoid contact with the hot oil by wearing suitable protective clothing, gloves, eye protection etc. Contact with hot oil may cause the skin to be scalded or burned.



1. Oil Filter

- Unscrew and remove the oil filter using the Triumph service tool T3880312.
- Discard the oil filter.
- Pre-fill the replacement oil filter with new engine oil.
- Apply a smear of clean engine oil to the sealing ring of the new oil filter. Fit the oil filter and tighten to 12 Nm.
- After the oil has completely drained out, fit a new sealing washer to the drain plug. Fit and tighten the plug to 25 Nm.
- Fill the engine, with new oil of the type and grade listed in the specification section, until oil begins to show in the sight glass.
- Do not overfill or exceed the capacities given in the specification section.

Maintenance and Adjustment

- Start the engine and allow to idle.



CAUTION: Racing the engine before the oil reaches every part can cause engine damage or seizure.

Only raise engine speed after running the engine for a few seconds to allow the oil to circulate fully.

- 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 warning 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.

- Stop the engine and re-check the oil level. Adjust if necessary.

Disposal of Used Engine Oil

To protect the environment, do not pour oil on the ground, down sewers or drains, or into water courses. Dispose of used oil sensibly. If in doubt contact your local authority.

OIL SPECIFICATION & GRADE



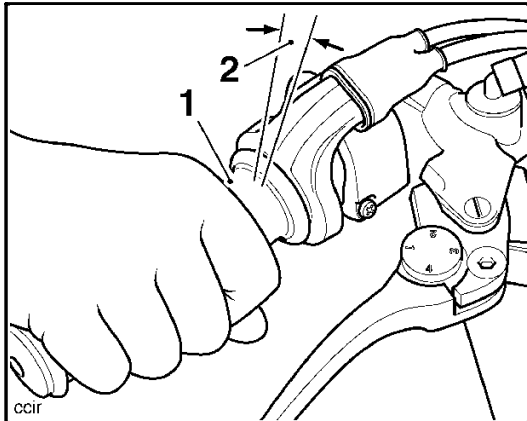
CAUTION: Triumph high performance engines are designed to use semi or fully synthetic 10W/40 or 15W/50 motorcycle engine oil which meets specification API-SH or higher (i.e. SJ, SK or SL) AND JASO MA.

Do not add any chemical additives to the engine oil. The engine oil also lubricates the clutch and any additives could cause the clutch to slip.

Do not use mineral, vegetable, non-detergent oil, castor based oils or any oil not conforming to the required specification. The use of these oils may cause instant, severe engine damage.

Ensure no foreign matter enters the crankcase during an oil change or top-up.

Maintenance and Adjustment



1. Throttle Grip
2. 2-3 mm

THROTTLE GRIP

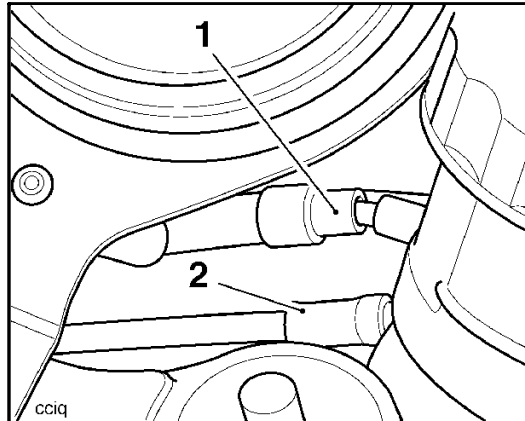


WARNING: The throttle grip controls the throttle valves in the carburettors. If the throttle cables are incorrectly adjusted, either too tight or too loose, the throttle may be difficult to control and performance will be adversely affected.

Check the throttle grip free-play in accordance with scheduled maintenance requirements and make adjustments as necessary.

Always be alert for changes in the 'feel' of the throttle and have the throttle system checked by an authorised Triumph dealer if any changes are detected. Changes can be due to wear in the mechanism, which could lead to a sticking throttle.

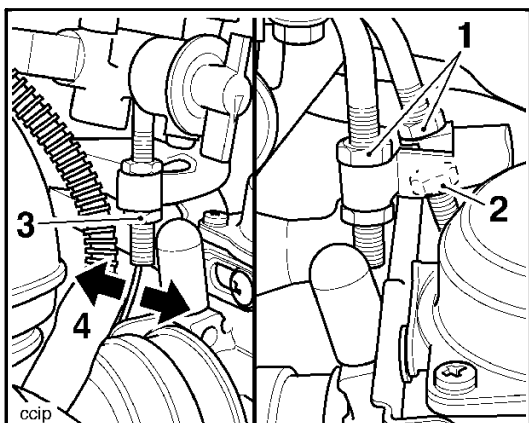
An incorrectly adjusted, sticking or stuck throttle will lead to loss of motorcycle control and an accident.



1. 'Opening' cable adjuster - twist grip end
 2. 'Closing' cable
- ### Inspection

- Check that the throttle opens smoothly, without undue force and that it closes without sticking. Have your authorised Triumph dealer check the throttle system if a problem is detected or any doubt exists.
- Check that there is 2-3 mm throttle grip free-play when lightly turning the throttle grip back and forth.
- If there is an incorrect amount of free-play, Triumph recommends that you have adjustments made by an authorised Triumph dealer. However, in emergency, throttle adjustments may be made as follows:

Maintenance and Adjustment



1. Locknuts
2. Opening cable adjuster
3. Closing cable adjuster
4. Closing cable - free-play measurement point

Adjustment

NOTE:

- Minor adjustments can be made using the adjusters near the twist grip end of the throttle. Where a correct setting cannot be achieved in this way, the adjusters at the carburettor end must be used. The 'opening' cable must be set first followed by the 'closing' cable.
- Remove the seat.
- Disconnect the battery negative (black) lead first.
- Set the 'opening' cable adjuster at the twist grip end such that it has an equal amount of adjustment in each direction.
- Set the 'opening' cable adjuster at the carburettor end of the cable to give 2-3 mm of play at the twist grip. Tighten the locknut.

- Make any minor adjustments as necessary to give 2-3 mm of play using the adjuster near the twist grip end of the cable. Tighten the locknut.
- With the throttle fully closed, ensure that there is 2-3mm of free play in the 'closing' cable. Adjust as for the 'opening' cable if necessary. Tighten the locknut.



WARNING: Ensure that both the adjuster locknuts of both cables are tightened as a loose locknut could result in a sticking throttle. An incorrectly adjusted, sticking or stuck throttle can lead to loss of motorcycle control and an accident.

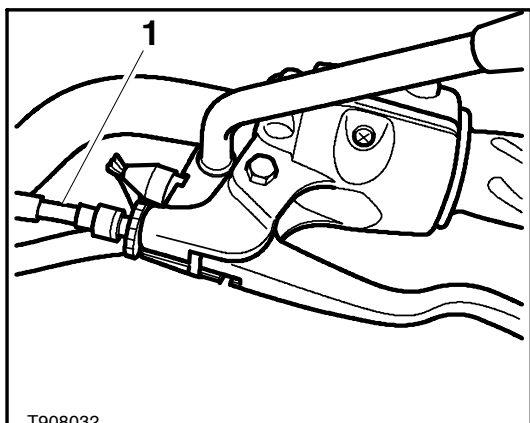
- Reconnect the battery, positive (red) lead first.
- Refit the seat.
- Check that the throttle opens smoothly, without undue force and that it closes without sticking.
- Ride carefully to your nearest authorised Triumph dealer and have him check the throttle system thoroughly before riding again.



WARNING: Use of the motorcycle with incorrectly adjusted, incorrectly routed, sticking or damaged throttle cables could interfere with the throttle function resulting in loss of control of the motorcycle and an accident.

To avoid incorrect adjustment, incorrect routing, or continued use of a sticking or damaged throttle, always have the throttle checked and adjusted by your authorised Triumph dealer.

Maintenance and Adjustment

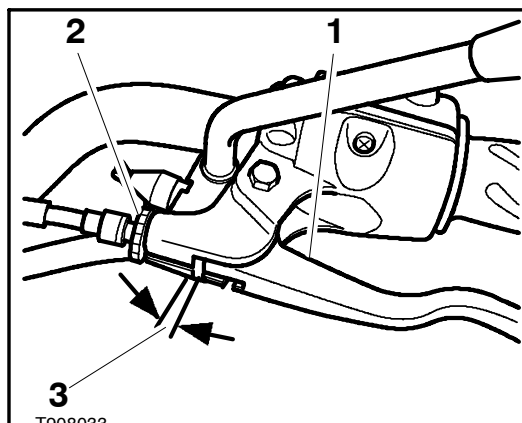


1. Clutch Cable **CLUTCH**

The motorcycle is equipped with a cable operated clutch.

If the clutch lever has excessive free-play, the clutch may not disengage fully and could then cause the engine to stall and create difficulties when changing gear. Conversely, if the clutch lever has insufficient free-play the clutch may not engage fully, causing clutch slip.

Clutch lever free-play must be checked in accordance with scheduled maintenance requirements.

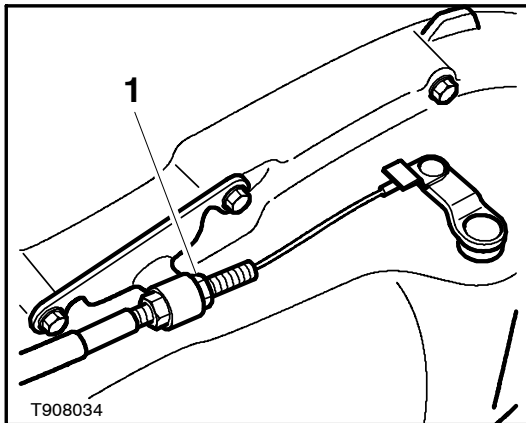


- 1. Lever**
- 2. Adjuster (lever end)**
- 3. 2-3 mm**

Inspection

- Check that there is 2-3 mm of clutch lever free-play at the point shown in the diagram above.
- If there is an incorrect amount of free-play, adjustments must be made.

Maintenance and Adjustment



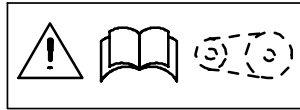
1. Adjuster (engine end)

Adjustment

- Loosen the knurled locknut at the lever end of the clutch cable and turn the adjuster sleeve until the correct amount of clutch lever free-play is achieved.
 - Tighten the knurled locknut against the clutch lever assembly.
 - If the correct adjustment setting cannot be achieved using the lever adjuster, use the adjuster at the engine end of the cable.
- Loosen the adjuster locknut.
 - Turn the outer cable adjuster to give 2-3 mm of free-play at the clutch lever.
 - Tighten the locknut.
 - Use the lever adjuster to make minor adjustments as necessary.
 - Ensure all locknuts are secured at both ends of the cable.

Maintenance and Adjustment

DRIVE CHAIN



For safety and to prevent excessive wear, the drive chain must be checked, adjusted, and lubricated in accordance with scheduled maintenance requirements. Checking, adjustment and lubrication must be carried out more frequently for extreme conditions such as dusty, wet, salty or heavily gritted roads.

If the chain is badly worn or incorrectly adjusted (either too loose or too tight) the chain could jump off the sprockets or break.

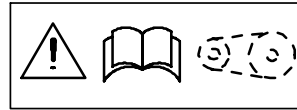


WARNING: A loose or worn chain, or a chain that breaks or jumps off the sprockets could catch on the engine sprocket or lock the rear wheel

A chain that catches on the engine sprocket will injure the rider and lead to loss of motorcycle control and an accident

Similarly, locking the rear wheel will lead to loss of motorcycle control and an accident.

Chain Lubrication



Lubrication is necessary every 500 miles (800 kms) and also after riding in wet weather, on wet roads, or any time that the chain appears dry.

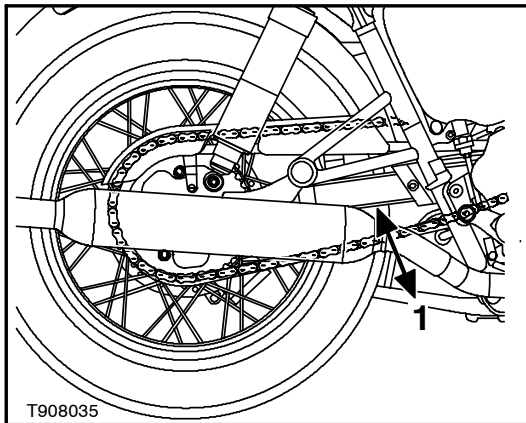
Use the special chain lubricant as recommended in the specification section.

- Apply lubricant to the sides of the rollers. This will allow the oil to penetrate to the chain rollers and bushes. Also apply oil to the chain 'X' rings. Wipe off any excess oil.
- If the chain is especially dirty, clean first using paraffin and then apply lubricant as mentioned above.



CAUTION: Do not use a power 'jet' wash to clean the chain as this may cause damage to the chain components.

Maintenance and Adjustment



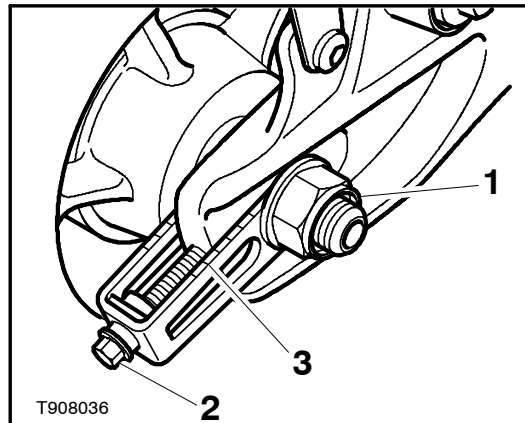
1. Maximum Movement Position

Chain Free-movement Inspection

- Support the motorcycle on a firm, level surface with the side stand.
- Rotate the rear wheel to find the position where the chain is tightest, and measure the vertical movement of the chain midway between the sprockets.
- The vertical movement of the drive chain must be:
 - 25-35 mm on Bonneville, Bonneville T100 & Thruxton
 - 20-30 mm on America & Speedmaster.

Chain Free-movement Adjustment

- If the chain free-movement measurement is incorrect, adjustments must be made as follows:
- Loosen the wheel spindle nut.
- Moving both adjusters by an equal amount, turn the adjuster bolts clockwise to increase chain free-movement and anti-clockwise to reduce chain free-movement.



1. Rear Wheel Spindle Nut

2. Adjusters

3. Wheel Alignment Markings

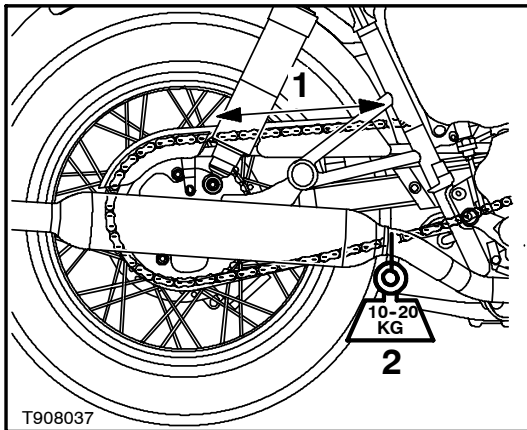
- When the correct amount of chain free-movement has been set, tighten the rear wheel spindle nut to 85 Nm.
- Ensure that the wheel alignment markings fall in the same position on both sides of the motorcycle. Adjust as necessary if incorrect.
- Rotate the rear wheel and repeat the chain adjustment check. Re-adjust if necessary.



WARNING: Operation of the motorcycle with a loose wheel spindle may result in impaired stability and handling of the motorcycle. This impaired stability and handling may lead to loss of control or an accident.

- Check the rear brake effectiveness.

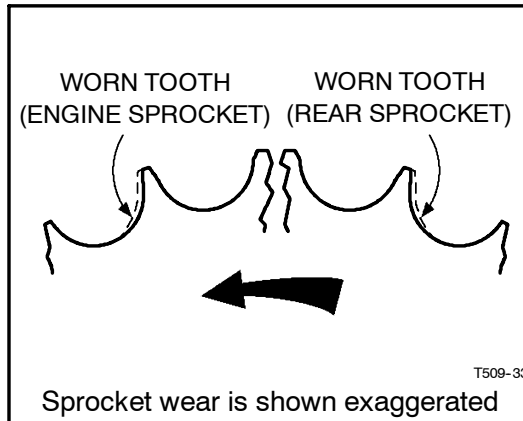
Maintenance and Adjustment



1. Measure Across 20 Links
2. Weight

Chain Wear Inspection

- Remove the chain guard.
- Stretch the chain taut by hanging a 10-20 kg (20-40 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin centre of the 1st pin to the centre of the 21st pin. Since the chain may wear unevenly, take measurements at several places.
- If the length exceeds the maximum service limit of 321 mm, the chain must be replaced.
- Rotate the rear wheel and inspect the drive chain for damaged rollers, and loose pins and links.
- Also remove the sprocket cover and inspect the sprockets for unevenly or excessively worn or damaged teeth.



- If there is any irregularity, have the drive chain and sprockets replaced by an authorised Triumph dealer.
- Refit the chain guard and sprocket cover.



WARNING: The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets. Either condition could lock the rear wheel, severely damaging the motorcycle and causing loss of control and an accident.

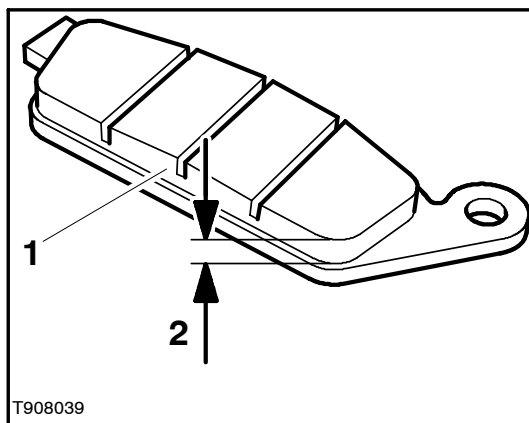
For safety, use a genuine Triumph supplied chain as specified in the Triumph parts catalogue.

Never neglect chain maintenance and always have chains installed by an authorised Triumph dealer.



CAUTION: If the sprockets are found to be worn, always replace the sprockets and drive chain together.

Replacing worn sprockets without also replacing the chain will lead to premature wear of the new sprockets.



1. Lining Material Thickness
2. 1.5 mm (0.06 in) Groove Thickness

BRAKES

Brake Pad Wear Inspection

Brake pads must be inspected in accordance with scheduled requirements and replaced if worn to, or beyond the minimum service thickness.

If the lining thickness of any pad (front or rear brakes) is less than 1.5 mm (0.06 in), that is, if the pad has worn down to the bottom of the grooves, replace all the pads on the wheel.

! WARNING: Brake pads must always be replaced as a wheel set. At the front, where two calipers may be fitted on the same wheel, replace all the brake pads in both calipers.

Replacing individual pads will reduce braking efficiency and may cause loss of motorcycle control and an accident.

After replacement pads have been fitted, ride with extreme caution until the new pads have 'broken in'.

Brake Pad Wear Compensation

Disc and disc pad wear is automatically compensated for and has no effect on the brake lever or pedal action. There are no parts that require adjustment on the front and rear brakes.



WARNING: If the brake lever or pedal feels soft when it is applied, or if the lever/pedal travel becomes excessive, there may be air in the brake lines or the brake may be defective.

It is dangerous to operate the motorcycle under such conditions and remedial action must be taken by your authorised Triumph dealer before riding.

Riding with defective brakes may lead to loss of motorcycle control and an accident.

Brake Light Switches

The brake light is activated independently by either the front or rear brake. If the brake light does not work when the front brake lever is pulled, or the rear brake pedal depressed, ask your authorised Triumph dealer to investigate and rectify the fault.



WARNING: Riding the motorcycle with defective brake lights is illegal and dangerous.

An accident causing injury to the rider and other road users may result from use of a motorcycle with defective brake lights.

Maintenance and Adjustment

Brake Fluid

Inspect the level of brake fluid in both reservoirs and change the brake fluid in accordance with scheduled maintenance requirements. At the front, use only DOT 4 fluid.

At the rear, DOT3 or DOT4 specification fluid may be used on the Bonneville, Bonneville T100 & Thruxton models only. On Speedmaster & America models, only DOT4 fluid may be used.

The brake fluid must be changed if it becomes, or is suspected of having become contaminated with moisture or any other contaminants.



WARNING: If the brake fluid in either reservoir has become, or is suspected of having become contaminated, consult your authorised Triumph dealer for advice, before riding. Contaminated brake fluid may cause the brakes to become defective. Riding with defective brakes may lead to loss of motorcycle control and an accident.



WARNING: Brake fluid is hygroscopic which means it will absorb moisture from the air.

Any absorbed moisture will greatly reduce the boiling point of the brake fluid causing a reduction in braking efficiency.

Because of this, always replace brake fluid in accordance with scheduled maintenance requirements.

Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened.

Do not mix different brands or grades of brake fluid.

Check for fluid leakage around brake fittings, seals and joints and also check the brake hoses for splits, deterioration and damage.

Always rectify any faults before riding.

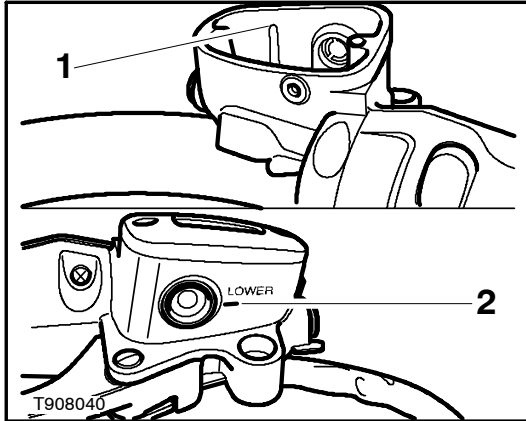
Failure to observe and act upon any of these items may cause a dangerous riding condition leading to loss of motorcycle control and an accident.



WARNING: If there has been an appreciable drop in the level of fluid in either fluid reservoir, consult your authorised Triumph dealer before riding. Riding with depleted brake fluid levels or with a brake fluid leak is dangerous and will cause reduced brake performance potentially leading to loss of motorcycle control and an accident.

Maintenance and Adjustment

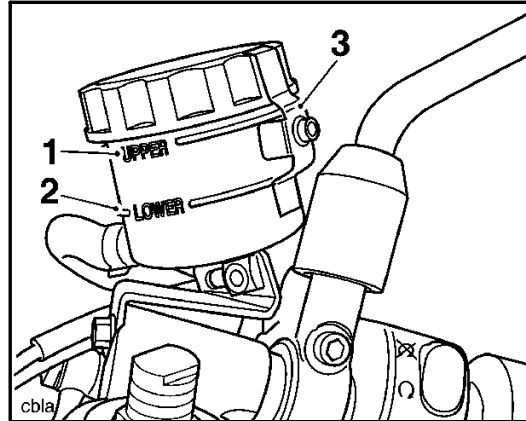
Front Brake Fluid Level Inspection and Adjustment - All models except Thruxton



- 1. Upper Level Line, Front Brake**
- 2. Lower Level Line, Front Brake**

- To inspect the front fluid level, check the level of fluid visible in the window at the front of the reservoir body.
- The brake fluid level must be kept between the upper and lower level lines (reservoir held horizontal).
- To adjust the fluid level, release the cap screws and detach the cover noting the position of the sealing diaphragm.
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Refit the cover, ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body.
- Tighten the cap retaining screws.

Brake Fluid Level Inspection and Adjustment - Thruxton

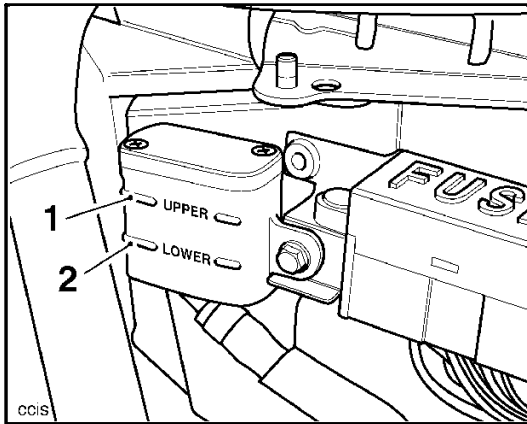


- 1. Upper Level Line, Front Brake**
- 2. Lower Level Line, Front Brake**
- 3. Safety Clip**

- The brake fluid level in the reservoirs must be kept between the upper and lower level lines (reservoir held horizontal).
- Remove the safety clip.
- Fill the reservoir to the upper level line using new DOT 4 fluid from a sealed container.
- Refit the reservoir cap ensuring that the diaphragm seal is correctly fitted.
- Refit the safety clip.

Maintenance and Adjustment

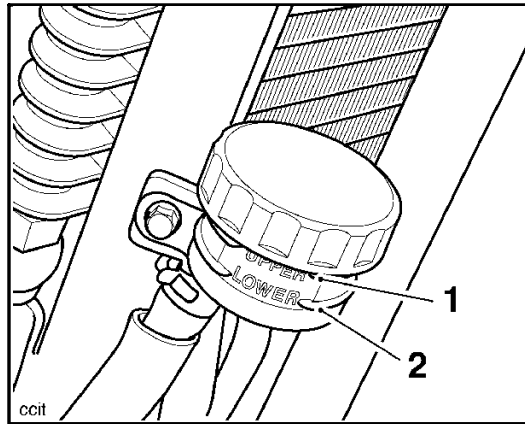
Rear - Bonneville, Bonneville T100 and Thruxton



1. Upper Level, Rear Brake 2. Lower Level, Rear Brake

- To inspect the rear brake fluid level, remove the right hand side cover as described in the general information section.
- The brake fluid level in the rear reservoir must be kept between the upper and lower level lines.
- To adjust the fluid level, release the reservoir from the airbox without detaching the connecting hose.
- Release the cap screws and detach the cover noting the position of the sealing diaphragm.
- Fill the reservoir to the upper level line using new DOT3 or DOT 4 fluid from a sealed container.
- Refit the reservoir cap ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body. Tighten the cap retaining screws.
- Retain the reservoir to the airbox by tightening the original fixing.
- Refit the right hand side cover.

Rear - America & Speedmaster



1. Upper Level, Rear Brake 2. Lower Level, Rear Brake

- The rear brake fluid level is visible from the front without removing the reservoir.
- The brake fluid level in the rear reservoir must be kept between the upper and lower level lines.
- To adjust the rear brake fluid level, release the screw securing the reservoir to the frame and detach the reservoir cover.
- While holding the reservoir upright, remove the cover noting the position of the diaphragm inside.
- Fill the reservoir to the upper level line using DOT4 fluid from a sealed container.
- Refit the reservoir cap ensuring that the diaphragm seal is correctly positioned between the cap and reservoir body.
- Locate the black reservoir cover, position the assembly to the frame and secure with the screw previously removed. Tighten the screw to 7Nm.

STEERING/WHEEL BEARINGS

Steering Inspection

Lubricate and inspect the condition of the headstock (steering) bearings in accordance with scheduled maintenance requirements.

NOTE

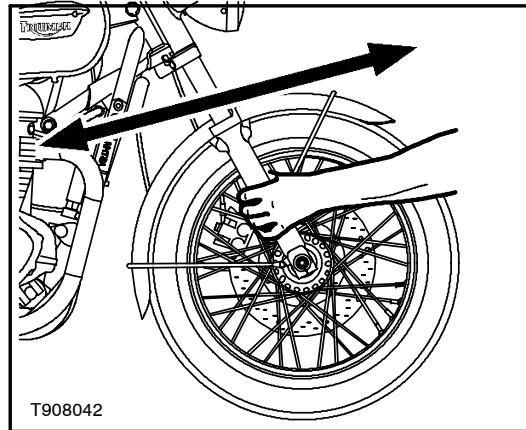
- Always inspect the wheel bearings at the same time as the steering bearings.



WARNING: To prevent risk of injury from the motorcycle falling during the inspection, ensure that the motorcycle is stabilised and secured on the support.

Do not exert extreme force against each wheel or rock each wheel vigorously as this may cause the motorcycle to become unstable or cause injury by falling from its support.

Ensure that the position of the support block will not cause damage to the oil lines or oil filter beneath the sump.



Inspecting the Steering for Free-Play Inspection

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel off the ground.
- Hold the lower end of the front forks and try to move them forward and backward.
- If any free-play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.



WARNING: Riding the motorcycle with incorrectly adjusted or defective steering bearings may cause loss of motorcycle control and an accident.

- Remove the support and place the motorcycle on the side stand.

Maintenance and Adjustment

Wheel Bearings Inspection

If the wheel bearings in the front or rear wheel allow play in the wheel hub, are noisy, or if the wheel does not turn smoothly, have your authorised Triumph dealer inspect the wheel bearings.

The wheel bearings must be inspected at the intervals specified in the scheduled maintenance chart.

- Position the motorcycle on level ground, in an upright position.
- Raise the front wheel off the ground.
- Gently rock the top of the front wheel from side to side.
- If any free-play can be detected, ask your authorised Triumph dealer to inspect and rectify any faults before riding.
- Reposition the lifting device and repeat for the rear wheel.



WARNING: Operation with worn or damaged wheel bearings may cause impaired handling and instability leading to loss of motorcycle control and an accident. If in doubt, have the motorcycle inspected by an authorised Triumph dealer before riding.

- Remove the support and place the motorcycle on the side stand.

FRONT SUSPENSION

Front Fork Inspection

- Examine each fork stanchion for any sign of damage, scratching of the slider surface, or for oil leaks.
- If any damage or leakage is found consult an authorised Triumph dealer.

To check that the forks operate smoothly:

- Position the motorcycle on level ground.
- While holding the handlebars and applying the front brake, pump the forks up and down several times.

NOTE:

- If roughness or excessive stiffness is detected, consult your authorised Triumph dealer.



WARNING: Riding the motorcycle with defective or damaged suspension can damage the motorcycle, cause loss of motorcycle control and an accident.

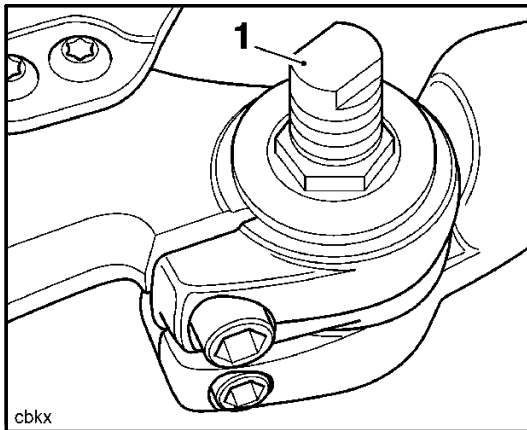
SUSPENSION SETTING

Bonneville, Bonneville T100, America and Speedmaster models all have non-adjustable front suspension. Only the Thruxton is fitted with adjustable front suspension.



WARNING: Never attempt to dismantle any part of the suspension units, as all units contain pressurised oil. Skin and eye damage can result from contact with the pressurised oil.

Maintenance and Adjustment



1. Front Suspension Pre-load Adjuster - Thruxton only

Front Suspension Adjustment

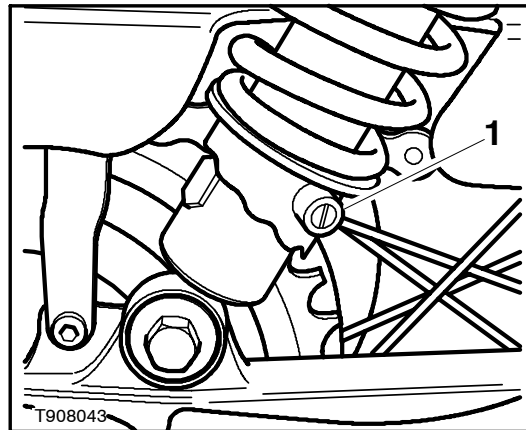
To change the spring pre-load, rotate the adjuster clockwise (screw-in) to increase pre-load, or anti-clockwise (screw-out) to decrease pre-load. Always set the pre-load adjusters such that there are an equal number of graduation lines visible on both forks.

Each graduation line should be set in alignment with the upper surface of the fork cap.

! WARNING: Ensure that the adjusters are set to the same setting on both rear suspension units. Settings which vary from left to right may affect handling and stability resulting in loss of motorcycle control, and an accident.

NOTE:

- The motorcycle is delivered from the factory with the spring pre-load adjuster set with 4 graduation lines visible.



1. Rear Suspension Pre-load Adjusters - All Models

Rear Suspension Adjustment

The standard rear suspension pre-load settings provide a comfortable ride and good handling characteristics for general, solo riding. The table (below-right) shows suggested settings for rear suspension pre-load under differing load conditions.

To change the rear suspension spring pre-load setting, insert a suitable tool into the hole provided in the adjuster ring.

Turn the adjuster ring clockwise to increase spring pre-load, and anti-clockwise to decrease spring pre-load.

! WARNING: Ensure that the adjusters are set to the same setting on both rear suspension units. Settings which vary from left to right may affect handling and stability resulting in loss of motorcycle control, and an accident.

Maintenance and Adjustment

Suggested Suspension Settings

Front adjuster settings refer to the number of exposed graduation lines. There are seven adjuster position in total. Position one gives the maximum amount of spring pre-load.

Rear adjuster settings are counted from one with position one being with the adjuster turned fully anti-clockwise. There are five adjuster position in total. Position one gives the minimum amount of spring pre-load.



WARNING: Ensure that the correct balance between front and rear suspension is maintained. Suspension imbalance could significantly change handling characteristics leading to loss of control and an accident. Refer to the chart for further information or consult your Triumph dealer.

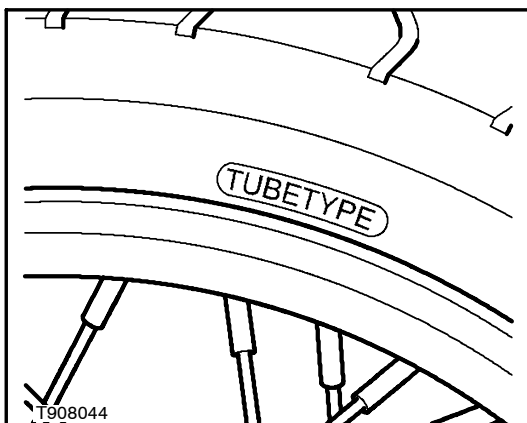
Loading Condition	Front adjuster position*	Rear - Adjuster position
Solo riding - softer	6	1
Solo riding - standard	4	2
Solo riding - firmer	2	3
Rider and passenger	2	5

***Thruxton only**

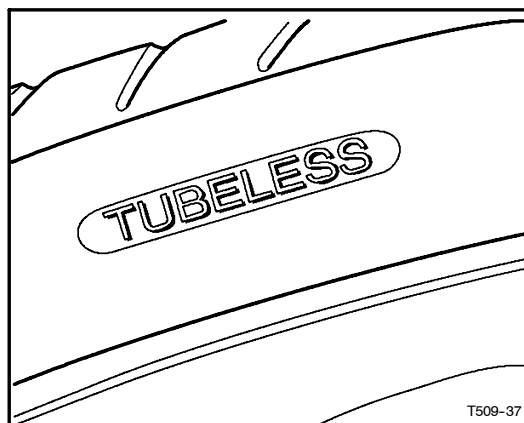
NOTE:

The details given in the table are to be used as a guide only where the rider and passenger each weigh 90kg or less. Setting requirements should be increased for heavier riders and passengers according to personal preferences.

Maintenance and Adjustment



Typical Tyre Marking - Bonneville, Bonneville T100, Thruxton & America



Typical Tyre Marking - Speedmaster

TYRES

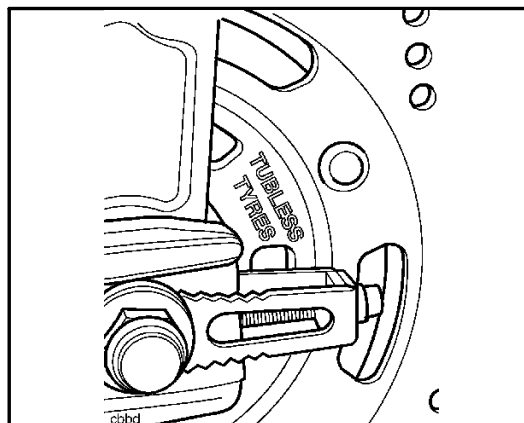
Bonneville,
Bonneville T100,



Thruxton and America models are fitted with spoked wheels which require a tyre suitable for use with an inner-tube.



WARNING: Failure to use an inner tube in a spoked wheel will cause deflation of the tyre resulting in loss of motorcycle control and an accident.



Wheel Marking - Speedmaster

Speedmaster models are equipped with tubeless tyres, valves and wheel rims. Use only 'tyres marked 'TUBELESS' and tubeless valves on rims marked 'SUITABLE FOR TUBELESS TYRES'.

Tyre Inflation Pressures

Correct tyre inflation pressures will provide maximum stability, rider comfort and tyre life. Always check tyre pressures before riding when the tyres are cold. Check tyre pressures daily and adjust if necessary (see specification section for correct inflation pressures). Alternatively, ask your authorised Triumph dealer to inspect your wheels and tyres.



WARNING: Incorrect tyre inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.

Under-inflation may result in the tyre slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

Maintenance and Adjustment

Tyre Wear

As the tyre tread wears down, the tyre becomes more susceptible to punctures. It is estimated that 90% of all tyre problems occur during the last 10% of tread life (90% worn). It is, therefore, false economy and unsafe to use tyres until they are worn to their minimum.



Minimum Recommended Tread Depth

In accordance with the periodic maintenance chart, measure the depth of the tread with a depth gauge, and replace any tyre that has worn to, or beyond, the minimum allowable tread depth specified in the table below:

Under 130 km/h (80 mph)	2 mm (0.08 in)
Over 130 km/h (80 mph)	Rear 3 mm (0.12 in) Front 2 mm (0.08 in)



WARNING: This motorcycle must not be operated above the legal road speed limit except in authorised closed course conditions.



WARNING: Only operate this Triumph motorcycle at high speed in closed-course on-road competition or on closed course race tracks. High speed operation should only then be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions. High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.



WARNING: Operation with excessively worn tyres is hazardous and will adversely affect traction, stability and handling which may lead to loss of control and an accident.

When tyres become punctured, leakage is often very slow. Always inspect tyres very closely for punctures. Check the tyres for cuts, embedded nails or other sharp objects. Operation with punctured or damaged tyres will adversely affect stability and handling which may lead to loss of control or an accident.

Check the rims for dents or deformation and spokes for looseness and damage. Operation with damaged or defective wheels, spokes or tyres is dangerous and loss of control or an accident could result.

Always consult your authorised Triumph dealer for tyre replacement, or for a safety inspection of the wheels, spokes and tyres.

Tyre Replacement



WARNING: Inner tubes must only be used on motorcycles fitted with spoked wheels and with tyres marked 'TUBETYPE'.

Use of an inner tube with a tyre marked 'TUBELESS' and/or on an alloy wheel can lead to loss of motorcycle control and an accident.

NOTE:

Some brands of approved tyre marked 'TUBELESS' may be suitable for use with an inner tube. Where this is the case, the tyre wall will be marked with text permitting the fitment of an inner tube.

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyres and inner tubes, fitted in approved combinations, are used when purchasing replacement items. The use of non approved tyres and inner tubes, or approved tyres and inner tubes in non approved combinations, may lead to motorcycle instability, loss of control and an accident. See the specification section for details of approved tyre and inner tube combinations. Always have tyres and inner tubes fitted and balanced by your authorised Triumph dealer who has the necessary training and skills to ensure safe, effective fitment.



WARNING: If a tyre or inner tube sustains a puncture, the tyre and inner tube must be replaced. Failure to replace a punctured tyre and inner tube, or operation with a repaired tyre or inner tube can lead to instability, loss of motorcycle control or an accident.



WARNING: If tyre or inner tube damage is suspected, such as after striking the kerb, ask your authorised Triumph dealer to inspect the tyre both internally and externally and to also inspect the inner tube. Remember, tyre damage may not always be visible from the outside. Operation of the motorcycle with damaged tyres could lead to loss of control and an accident.



WARNING: When replacement tyres or inner tubes are required, consult your authorised Triumph dealer who will arrange for the tyres and inner tubes to be selected, in a correct combination, from the approved list and fitted according to the tyre and inner tube manufacturer's instructions.

When tyres and inner tubes are replaced, allow time for the tyres and inner tubes to seat to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tyre or inner tube could cause instability, loss of motorcycle control and an accident.

Initially, the new tyres and inner tubes will not produce the same handling characteristics as the worn tyres and inner tubes and the rider must allow adequate riding distance (approximately 100 miles) to become accustomed to the new handling characteristics.

Maintenance and Adjustment



WARNING (continued from previous page): 24 hours after fitting, the tyre pressures must be checked and adjusted, and the tyres and inner tubes examined for correct seating. Rectification must be carried out as necessary.

The same checks and adjustments must also be carried out when 100 miles have been travelled after fitting.

Use of a motorcycle with incorrectly seated tyres or inner tubes, incorrectly adjusted tyre pressures, or when not accustomed to its handling characteristics may lead to loss of motorcycle control and an accident.



WARNING: Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. Incorrect wheel balance may cause instability leading to loss of control and an accident.

When wheel balancing is required, such as after tyre or inner tube replacement, see your authorised Triumph dealer.

Only use self-adhesive weights. Clip on weights may damage the wheel, tyre or inner tube resulting in tyre deflation, loss of motorcycle control and an accident.



WARNING: Tyres and inner tubes that have been used on a rolling road dynamometer may become damaged. In some cases, the damage may not be visible on the external surface of the tyre.

Tyres and inner tubes must be replaced after such use as continued use of a damaged tyre or inner tube may lead to instability, loss of motorcycle control and an accident.

Maintenance and Adjustment

BATTERY



WARNING: Under some circumstances, the battery can give off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.

The battery contains sulphuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.

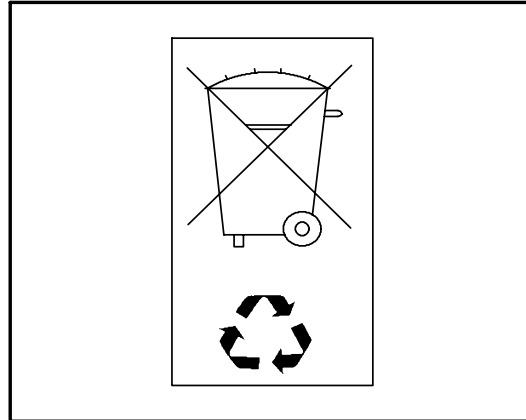
- If electrolyte gets on your skin, flush with water immediately.
- If electrolyte gets in your eyes, flush with water for at least 15 minutes and **SEEK MEDICAL ATTENTION IMMEDIATELY.**
- If electrolyte is swallowed, drink large quantities of water and **SEEK MEDICAL ATTENTION IMMEDIATELY.**

KEEP ELECTROLYTE OUT OF THE REACH OF CHILDREN.

WARNING: The battery contains harmful materials. Always keep children away from the battery whether or not it is fitted in the motorcycle.

Do not jump start the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gases causing a risk of personal injury.

Battery Disposal



Should the battery ever require replacement, the original battery must be handed to a recycling agent who will ensure that the dangerous substances from which the battery is manufactured do not pollute the environment.

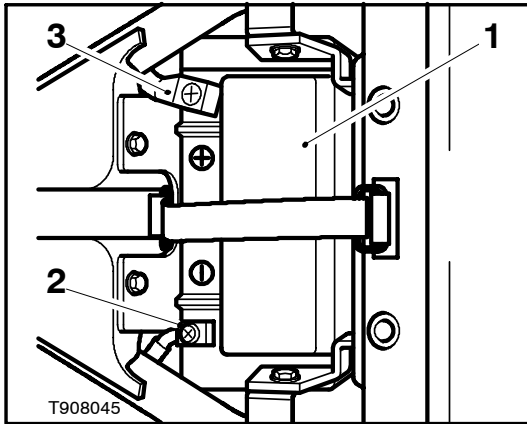
Battery Maintenance

The battery is a sealed type and will not require any maintenance other than routine recharging, such as during periods of motorcycle storage without use.

It is not possible to adjust the electrolyte level in the battery.

Maintenance and Adjustment

Battery Removal - Bonneville, Bonneville T100 & Thruxton



1. Battery
2. Negative (-) Terminal
3. Positive (+) Terminal

- Remove the seat as described in the general information section.
- Disconnect the battery leads, negative (black) lead first.
- Remove the battery strap.
- Take the battery out of the case.

WARNING: Ensure that the battery terminals do not touch any part of the motorcycle as this may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury and damage to the motorcycle.

- Clean the battery using a clean, dry, cloth. Be sure that the cable connections are clean.

Battery Installation - Bonneville, Bonneville T100 & Thruxton

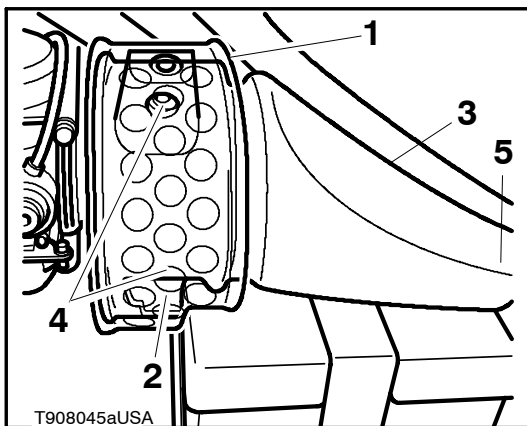


WARNING: Ensure that the battery terminals do not touch any part of the motorcycle as this may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury and damage to the motorcycle.

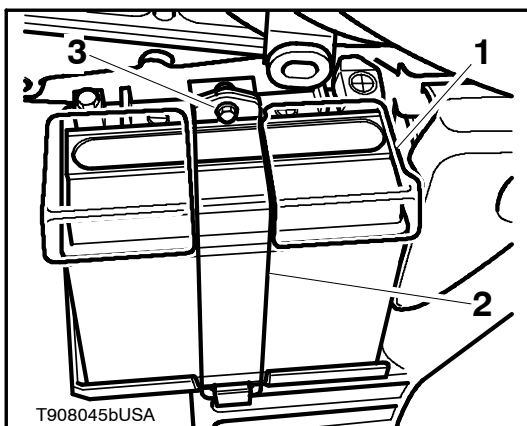
- Place the battery in the battery case.
- Reconnect the battery leads, positive (red) lead first.
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the protective cap.
- Refit the battery strap.
- Refit the seat as described in the general information section.

Maintenance and Adjustment

Battery Removal - America & Speedmaster



1. Airbox Finisher
2. Airbox Finisher Fixing
3. Airbox Cover
4. Airbox Cover Fixings
5. Stud Location



1. Battery cover
2. Battery cover strap.
3. Battery cover-strap fixing

- Release the screw securing the airbox finisher to the airbox cover. Remove the finisher.
- Release the screws securing the airbox cover to the airbox.

- Ease the cover outwards from the motorcycle releasing a stud, located at the rear of the cover, from its grommet.
- Remove the fixing from the battery cover strap.
- Detach the strap from its lower hinge and remove the battery cover.
- Disconnect the battery leads, negative (black) lead first.



WARNING: Ensure that the battery terminals do not touch any part of the motorcycle as this may cause a short circuit or spark which would ignite battery gases causing a risk of personal injury and damage to the motorcycle.

- Tilt the battery outward from the top to remove it from the battery tray.

Battery Installation - America & Speedmaster

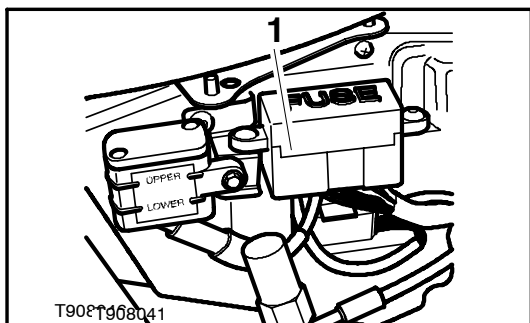
- Place the battery onto the battery tray taking care not to touch the terminals to the motorcycle.
- Reconnect the battery leads, positive (red) lead first.
- Apply a light coat of grease to the terminals to prevent corrosion.
- Cover the positive terminal with the protective cap.
- Fit the battery cover and assemble the battery strap. Tighten the battery strap fixing to 9 Nm.
- Assemble the airbox cover and finisher, tightening all fixings to 3 Nm. Ensure the airbox cover stud is correctly located.

Maintenance and Adjustment

FUSES

Location - Bonneville, Bonneville T100 & Thruxton

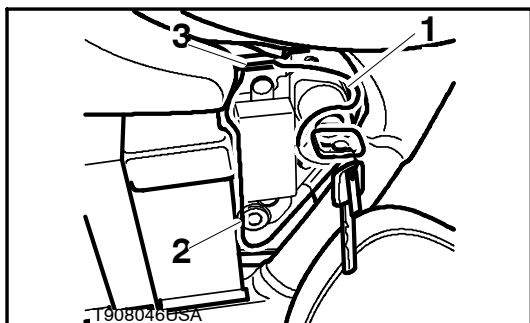
Fuses are arranged in the fuse box located behind the right hand side cover.



1. Fuse Box

Location - America and Speedmaster

To access America and Speedmaster fuses, ease the ignition switch finisher outwards from the bottom. Once free of its retaining grommet, hinge the cover upwards and detach from the slot in the bracket.



1. Ignition Switch Cover

2. Retaining Grommet

3. Bracket Slot

Fuse replacement

If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of the same (correct) current rating.



WARNING: Always replace blown fuses with new ones of the correct current rating (as specified on the fuse box cover) and never use a fuse of higher rating.

Use of an incorrectly rated fuse could lead to an electrical problem, resulting in motorcycle damage, loss of motorcycle control and an accident.

Fuse Identification

A blown fuse is indicated when all of the systems protected by that fuse become inoperative. When checking for a blown fuse, use the table below to establish which fuse has blown.

Fuse No	Circuits Protected	Fuse Rating (Amp.)
1	Not used	-
2	Ignition switch main feed	30
3	Accessory socket	10
4	Alarm - Bonneville/Bonneville T100 Alarm - America & Speedmaster	5 10
5	Instruments, ignition ECU, starter relay	15
6	Not used	-
7	Indicators, brake light, horn	10
8	Position light, instrument illumination	5
9	Dip/main beam	10
10	Position lights	5
11	Main battery fuse	30

Maintenance and Adjustment

NOTE:

- The fuse identification numbers listed above correspond with those printed on the fuse box cover.
- Only 30 and 15 and 10 amp. spare fuses are provided in the fuse box. A spare 5 amp. fuse must also be carried on the motorcycle.

HEADLIGHT

Bonneville, Bonneville T100 & Thruxton



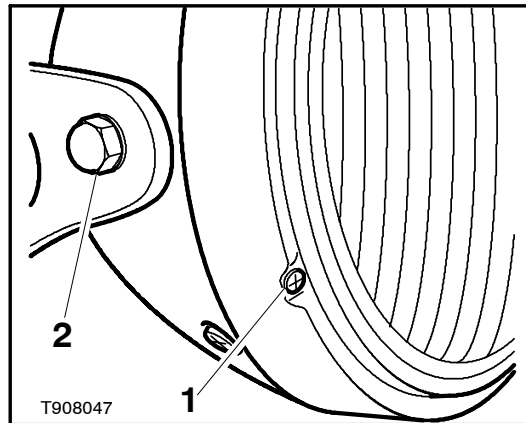
WARNING: Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Ensure that the beam is adjusted to illuminate the road surface sufficiently far ahead, but without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing loss of motorcycle control and an accident.



WARNING: Never attempt to adjust the headlamp beam when the motorcycle is in motion.

Any attempt to adjust the headlamp beam when the motorcycle is in motion may result in loss of control and an accident.



1. Horizontal Adjustment Screw
2. Vertical Adjustment Fixings

Headlight Adjustment

- Horizontal adjustment of the headlight beam is controlled by the screw in the rim of the headlight. Turn the screw clockwise to move the beam to the left and anti-clockwise to move the beam to the right.
- Vertical adjustment of the headlight beam is controlled by slackening the headlight assembly mounting bolts and altering the position of the headlight assembly.
- Re-tighten the fixings after adjustment.

NOTE:

Changes made to the horizontal adjusters will marginally change the vertical setting of the headlamp beam. Always allow for additional adjustment to compensate for this factor.

Maintenance and Adjustment

HEADLIGHT

America and Speedmaster



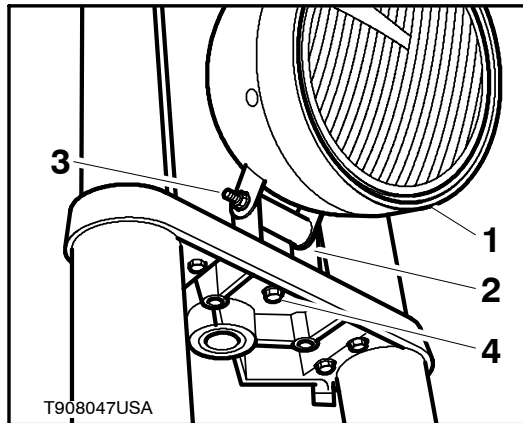
WARNING: Adjust road speed to suit the visibility and weather conditions in which the motorcycle is being operated.

Ensure that the beam is adjusted to illuminate the road surface sufficiently far ahead, but without dazzling oncoming traffic. An incorrectly adjusted headlight may impair visibility causing loss of motorcycle control and an accident.



WARNING: Never attempt to adjust the headlamp beam when the motorcycle is in motion.

Any attempt to adjust the headlamp beam when the motorcycle is in motion may result in loss of control and an accident.

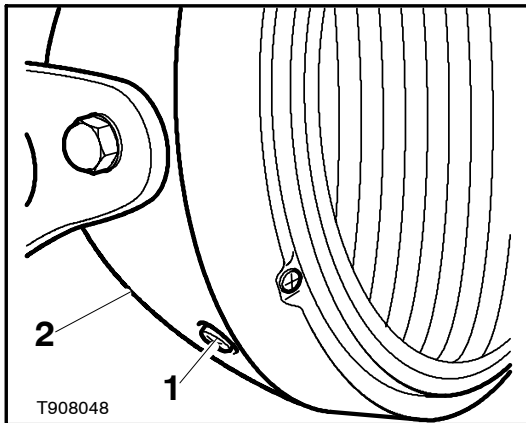


1. Headlight
2. Headlight Bracket
3. Pinch-Bolt (vertical setting)
4. Bracket Fixing (horizontal setting)

Headlight Adjustment

- Horizontal adjustment of the headlight beam is controlled by the position of the bracket on which the headlight is mounted. To adjust the horizontal position of the headlight, slacken the bracket retaining bolt and turn the headlight assembly left or right. When set to the correct position, tighten the bracket fixing to 27 Nm.
- Vertical adjustment of the headlight is controlled by the position of the headlight bowl in relation to the bracket on which it is mounted. To adjust the vertical setting, slacken the headlight bowl pinch-bolt and move the headlight assembly up or down. When set to the correct position, tighten the bracket pinch-bolt to 27 Nm.

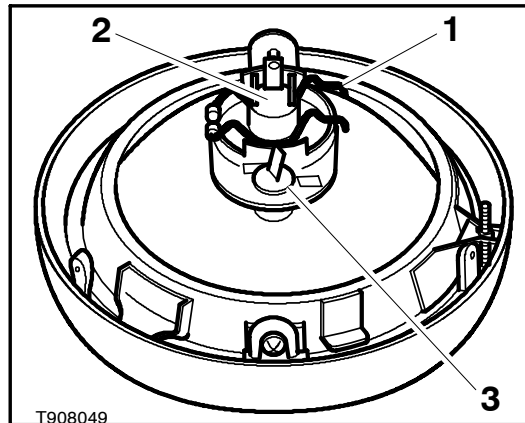
Maintenance and Adjustment



1. Headlight Rim Screws
2. Headlight Bowl

Headlight/Position Light Bulb Replacement

- Disconnect the battery, negative (black) lead first.
- Remove the headlight rim screws.
- Detach the headlight and rim assembly from the headlight bowl.
- While supporting the light unit, disconnect the multi-pin electrical connector from the headlight bulb and the two spade connectors from the position light.
- Remove the rubber dust cover.
- Unhook the headlight bulb's wire retainer.
- The headlight bulb can now be removed.
- To remove the position light bulb, detach the bulb holder from the headlight body and release the bulb.
- Installation is the reversal of removal.



1. Wire Retainer
2. Headlight Bulb
3. Position Light



WARNING: Do not reconnect the battery until the assembly process has been completed. Premature battery reconnection could result in ignition of the battery gases causing risk of injury.



WARNING: The bulb becomes hot during use. Always allow sufficient time for the bulb to cool before handling.

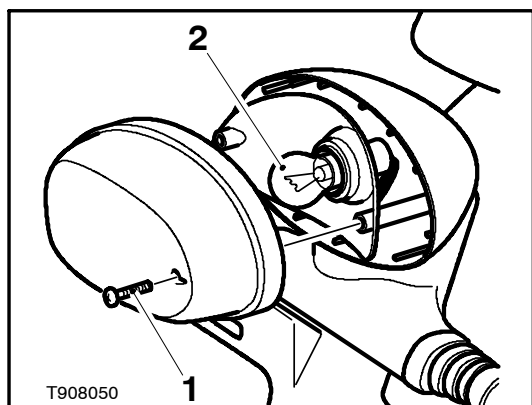
Avoid touching the glass part of the bulb. If the glass is touched or gets dirty, clean with alcohol before re-use.



CAUTION: When reconnecting the battery, connect the positive (red) lead first.

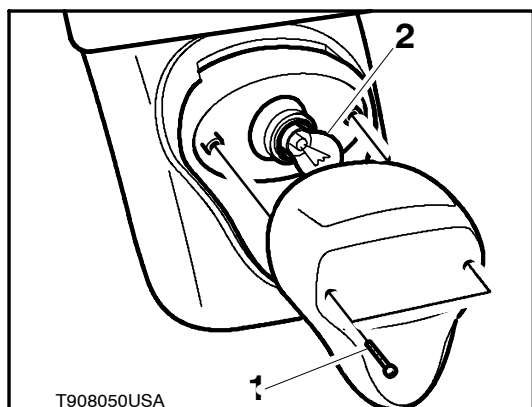
Maintenance and Adjustment

Rear Light - Bonneville, Bonneville T100 & Thruxton



1. Rear Light Lens Screws
2. Bulb

Rear Light - America and Speedmaster



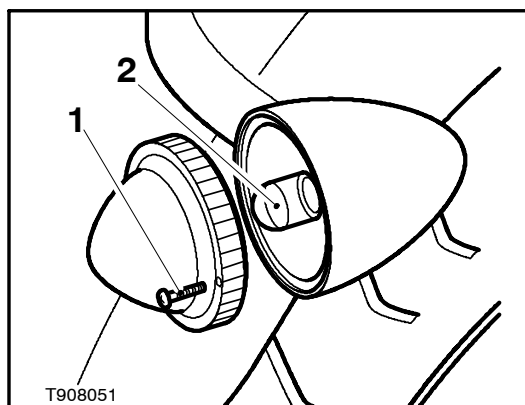
1. Rear Light Lens Screws
2. Bulb

REAR LIGHT/NUMBER PLATE LIGHT

Bulb Replacement

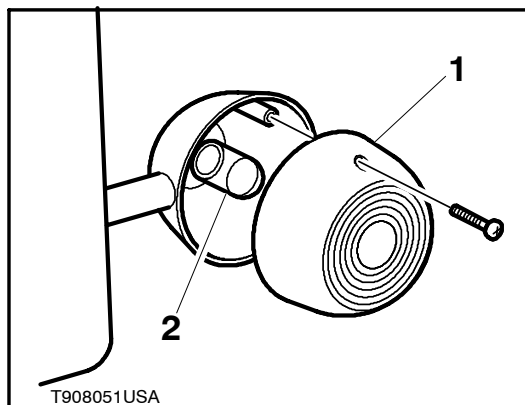
- Release the screws securing the rear light lens.
- Remove the lens.
- The bulb is a bayonet type. To remove the bulb, gently press inwards and twist anti-clockwise.
- Installation is the reversal of removal.

Indicators - Bonneville, Bonneville T100 & Thruxton



1. Indicator Lens Screws
2. Bulb

Indicators - America and Speedmaster



1. Indicator Lens Screws
2. Bulb

INDICATOR LIGHTS

Bulb Replacement

- The lens on each indicator light is held in place by screws.
- Release the screws and remove the lens to gain access to the bulb for replacement.

Maintenance and Adjustment

CLEANING

Frequent, regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance will be preserved for many years. Cleaning with warm water containing an automotive cleaner is essential at all times but particularly so after exposure to sea breezes, sea water, dusty or muddy roads and in winter when roads are treated for ice and snow.

Although, under the terms of your motorcycle warranty, cover is provided against the corrosion of certain items, the owner is expected to observe this reasonable advice which will safeguard against corrosion and enhance the appearance of the motorcycle. Do not use household detergent as the use of such products will lead to premature corrosion.

Preparation for Washing

Before washing, precautions must be taken to keep water off the following places.

- Rear opening of the mufflers: Cover with a plastic bag secured with rubber bands.
- Clutch and brake levers, switch housings on the handlebar: Cover with plastic bags.
- Ignition switch and steering lock: Cover the keyholes with tape.

Where to be Careful

Avoid spraying water with any great force near the following places:

- Instruments.
- Brake cylinders and brake calipers.
- Under the fuel tank.
- Drive chain and headstock bearings.

NOTE:

- **High pressure spray washers are not recommended. The water may be forced into bearings and other components often causing deterioration from rust and corrosion. Some of the soaps which are highly alkaline leave a residue or cause spotting.**

After Washing

- Remove the rubber bands, plastic bags and tape, and clear the air intakes.
- Lubricate the pivots, bolts and nuts.
- Test the brakes before motorcycle operation.
- Start the engine and run it for 5 minutes. **Ensure adequate ventilation for the exhaust fumes.**
- Use a dry cloth to absorb water residue. Do not allow water to stand on the machine as this will lead to corrosion.

Maintenance and Adjustment



WARNING: Never wax or lubricate the brake discs. Loss of braking power and an accident could result. Clean the disc with a proprietary brand of oil-free brake disc cleaner.

Unpainted Aluminium Items

- Items such as brake and clutch levers must be correctly cleaned to preserve their appearance.
- Use a proprietary brand of aluminium cleaner which does not contain abrasive or caustic elements.
- Clean aluminium items regularly, in particular after use in inclement weather, where the components must be hand washed and dried each time the machine is used.
- On Thruxton and Speedmaster models only, additional care is required to ensure that the finished edges of the cylinder head fins are cleaned and dried each time the motorcycle is used.
- Warranty claims due to inadequate maintenance will not be allowed.

Cleaning of the Exhaust System:

All parts of the exhaust system of your motorcycle must be cleaned regularly to avoid a deterioration of its appearance.

NOTE:

- **The exhaust system must be cool before washing to prevent water spotting.**

Washing

- Prepare a mixture of water and mild soap. Do not use a high alkaline content soap as commonly found at

commercial car washes because it leaves a residue.

- Wash the exhaust system with a soft cloth. Do not use an abrasive scouring pad or steel wool. They will damage the finish.
- Rinse the exhaust system thoroughly.
- Ensure no soap or water enters the mufflers.

Drying

- Dry the exhaust system completely with a soft cloth. Do not run the engine to dry the system or spotting will occur.

Protecting

- When the exhaust system is dry, rub 'Motorex 645 Clean And Protect' into the surface.



CAUTION: The use of silicone products such as WD40 will cause discolouration of the chrome and must not be used. Similarly, the use of abrasive cleaners such as Solvol Autosol will damage the system and must not be used.

- It is recommended that regular protection be applied to the system as this will both protect and enhance the system's appearance.

Storage

Preparation for Storage:

- Clean the entire vehicle thoroughly.
- Empty the fuel from the fuel tank, and any fuel in the carburettor float bowls, into a secure container.



WARNING: Petrol (fuel) is extremely flammable and can be explosive under certain conditions. Turn the ignition switch OFF. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Remove the spark plugs and put several drops (5 ml) of engine oil into each cylinder. Push the starter button for a few seconds to coat the cylinder walls with oil, and install the spark plugs.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tyre rubber).
- Spray oil on all unpainted metal surfaces to prevent rusting. Prevent oil from getting on rubber parts, brake discs or in the brake calipers.
- Lubricate the drive chain and all the control cables.
- Remove the battery, and store it where it will not be exposed to direct sunlight, moisture, or freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month.

- Reduce tyre pressure by about 20%.
- Keep the battery well charged during cold weather so that the electrolyte does not freeze and crack the battery. The more discharged the battery becomes, the more easily it freezes.
- Tie plastic bags over the exhaust pipes to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

Preparation after Storage:

- Charge the battery if necessary, and install it in the motorcycle.
- Fill the fuel tank with fuel.
- Change the engine oil and filter.
- Check all the points listed in the daily safety checks section.
- Before starting the engine, remove spark plugs.
- Put side stand down.
- Crank the engine on the starter motor several times until the oil pressure light goes out.
- Replace spark plugs and start engine.
- Check brakes and operation.

Storage

This page is intentionally free from information

Specifications

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Specifications

	Bonneville	Bonneville T100
PERFORMANCE		
Maximum Power	62 PS	64 PS
	@ 7,400 rpm	@ 7,250 rpm
Maximum Torque	60 Nm	68 Nm
	@ 3,500 rpm	@ 6,000 rpm
DIMENSIONS		
Overall Length	2230 mm	2230 mm
Overall Width	840 mm	840 mm
Overall Height	1100 mm	1100 mm
Wheelbase	1500 mm	1500 mm
Seat Height	775 mm	775 mm
Dry Weight	205 kg	205 kg
Maximum Payload	200 kg	200 kg
(rider, passenger & accessories)		
ENGINE		
Type	Air cooled parallel	Air cooled parallel
	twin cylinder	twin cylinder
	360° firing angle	360° firing angle
Displacement	790 cc	865 cc
Bore x Stroke	86 x 68 mm	90 x 68 mm
Compression Ratio	9.2:1	9.2:1
Cylinder Numbering	Left to Right	Left to Right
Sequence	1-2	1-2
Firing Order	1-2	1-2
Starting System	Electric Starter	Electric Starter
LUBRICATION		
Lubrication System	Wet-sump	Wet-sump
Engine Oil Capacity Guidelines		
(dry fill)	4.5 litres	4.5 litres
(oil and filter change)	3.8 litres	3.8 litres
(oil change only)	3.3 litres	3.3 litres

NOTE: Always refer to sight glass markings for correct level.

Specifications

	Thruxton	America
PERFORMANCE		
Maximum Power	70 PS @ 7,250 rpm	62 PS @ 7,400 rpm
Maximum Torque	72 Nm @ 5,750 rpm	60 Nm @ 3,500 rpm
DIMENSIONS		
Overall Length	2150 mm	2420 mm
Overall Width	695 mm	960 mm
Overall Height	1095 mm	1170 mm
Wheelbase	1490 mm	1655 mm
Seat Height	790 mm	720 mm
Dry Weight	205 kg	226 kg
Maximum Payload	200 kg	200 kg
(rider, passenger & accessories)		
ENGINE		
Type	Air cooled parallel twin cylinder 360° firing angle	Air cooled parallel twin cylinder 270° firing angle
Displacement	865 cc	790 cc
Bore x Stroke	90 x 68 mm	86 x 68 mm
Compression Ratio	9.2:1	9.2:1
Cylinder Numbering	Left to Right	Left to Right
Sequence	1-2	1-2
Firing Order	1-2	1-2
Starting System	Electric Starter	Electric Starter
LUBRICATION		
Lubrication System	Wet-sump	Wet-sump
Engine Oil Capacity Guidelines		
(dry fill)	4.5 litres	4.5 litres
(oil and filter change)	3.8 litres	3.8 litres
(oil change only)	3.3 litres	3.3 litres

NOTE: Always refer to sight glass markings for correct level.

Specifications

Speedmaster

PERFORMANCE

Maximum Power	55 PS
	@ 6,500 rpm
Maximum Torque	68 Nm
	@ 3,500 rpm

DIMENSIONS

Overall Length	2420 mm
Overall Width	830 mm
Overall Height	1160 mm
Wheelbase	1655 mm
Seat Height	720 mm
Dry Weight	229 kg
Maximum Payload	200 kg
(rider, passenger & accessories)	

ENGINE

Type	Air cooled parallel twin cylinder 270° firing angle
Displacement	865 cc
Bore x Stroke	90 x 68 mm
Compression Ratio	9.2:1
Cylinder Numbering	Left to Right
Sequence	1-2
Firing Order	1-2
Starting System	Electric Starter

LUBRICATION

Lubrication System	Wet-sump
Engine Oil Capacity Guidelines	
(dry fill)	4.5 litres
(oil and filter change)	3.8 litres
(oil change only)	3.3 litres

NOTE: Always refer to sight glass markings for correct level.

Specifications

All Models

FUEL SYSTEM

Type Electrically heated
twin Keihin
carburettors
with throttle position
sensor (TPS) and air
control valves (ACV)

FUEL

Type Unleaded
(95 RON minimum)

Tank Capacity 16.6 Litres

Reserve fuel 3.5 litres

EMISSIONS CONTROL EQUIPMENT

Type Twin oxidation
catalysts with pulsed
secondary air
injection

IGNITION

Ignition System Digital
Inductive

Spark Plug DPR8EA-9

Gap 0.8-0.9 mm

Specifications

Bonneville

Bonneville T100

TRANSMISSION

Transmission Type	5 Speed, Constant Mesh	5 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Primary Drive	Gear	Gear
Final Drive	Chain DID 525 VM2 104 Link Endless	Chain DID 525 VM2 104 Link Endless
Primary Drive Ratio	1.74:1 (62/108)	1.74:1 (62/108)
Final Drive Ratio	2.53:1 (17/43)	2.39:1 (18/43)
Gear Ratio: 1st	2.73:1 (41/15)	2.73:1 (41/15)
2nd	1.95:1 (37/19)	1.95:1 (37/19)
3rd	1.55:1 (34/22)	1.55:1 (34/22)
4th	1.29:1 (31/24)	1.29:1 (31/24)
5th	1.07:1 (29/27)	1.07:1 (29/27)

TYRES

Tyre Pressures (Cold)

Front	Solo	33 lb/in ² (2.27 Bar)	33 lb/in ² (2.27 Bar)
	Fully Laden	33 lb/in ² (2.27 Bar)	33 lb/in ² (2.27 Bar)
Rear	Solo	38 lb/in ² (2.62 Bar)	38 lb/in ² (2.62 Bar)
	Fully Laden	38 lb/in ² (2.62 Bar)	38 lb/in ² (2.62 Bar)
Option 1	Front	Bridgestone BT 45F 100/90-19	Metzeler ME 33 Laser 100/90-19
	Rear	Bridgestone BT 45R 130/80-17	Metzeler ME Z2 130/80-R17
Option 2	Front	Metzeler ME 33 Laser 100/90-19	N/A
	Rear	Metzeler ME Z2 130/80-17	N/A



WARNING: Use recommended tyre options **ONLY** in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Specifications

	Speedmaster	America
TRANSMISSION		
Transmission Type	5 Speed, Constant Mesh	5 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate	Wet, Multi-Plate
Primary Drive	Gear	Gear
Final Drive	Chain DID 525 VM2 112 Link Endless	Chain DID 525 VM2 112 Link Endless
Primary Drive Ratio	1.74:1 (62/108)	1.74:1 (62/108)
Final Drive Ratio	2.63:1 (16/42)	2.47:1 (17/42)
Gear Ratio: 1st	2.73:1 (41/15)	2.73:1 (41/15)
2nd	1.95:1 (37/19)	1.95:1 (37/19)
3rd	1.55:1 (34/22)	1.55:1 (34/22)
4th	1.29:1 (31/24)	1.29:1 (31/24)
5th	1.07:1 (29/27)	1.07:1 (29/27)
TYRES		
Tyre Pressures (Cold)		
Front	Solo	30 lb/in ² (2.06 Bar)
	Fully Laden	31 lb/in ² (2.13 Bar)
Rear	Solo	31 lb/in ² (2.13 Bar)
	Fully Laden	36 lb/in ² (2.50 Bar)
Option 1	Front	Metzeler ME33T
		110/80-18
	Rear	Metzeler ME880
		170/80B15
Option 2	Front	N/A
	Rear	N/A



WARNING: Use recommended tyre options ONLY in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Specifications

Thruxton

TRANSMISSION

Transmission Type	5 Speed, Constant Mesh
Clutch Type	Wet, Multi-Plate
Primary Drive	Gear
Final Drive	Chain DID 525 VM2 112 Link Endless
Primary Drive Ratio	1.74:1 (62/108)
Final Drive Ratio	2.39:1 (18/43)
Gear Ratio: 1st	2.73:1 (41/15)
..... 2nd	1.95:1 (37/19)
..... 3rd	1.55:1 (34/22)
..... 4th	1.29:1 (31/24)
..... 5th	1.07:1 (29/27)

TYRES

Tyre Pressures (Cold)

Front	Solo	33 lb/in ² (2.27 Bar)
	Fully Laden	38 lb/in ² (2.62 Bar)
Rear	Solo	33 lb/in ² (2.27 Bar)
	Fully Laden	38 lb/in ² (2.62 Bar)
Option 1	Front	Metzeler ME33 100/90 - 18
	Rear	Metzeler MEZ2 130/80 - 17



WARNING: Use recommended tyre options **ONLY** in the combinations given. Do not mix tyres from different manufacturers or mix different specification tyres from the same manufacturers.

Specifications

Bonneville & Bonneville T100 &

America & Speedmaster

ELECTRICAL EQUIPMENT

Battery	12V 10Ah	12V 10Ah
Alternator	14V 27A	14V 27A
Headlight	12V 60/55W	12V 60/55W
	Halogen H4	Halogen H4
Tail/Brake Light	12V 5/21W	12V 5/21W
Directional Indicator Lights	12V 10W	12V 21W

FRAME

Castor	29°	33.3°
Trail	117 mm	153 mm

TIGHTENING TORQUES

Oil Filter	12 Nm	12 Nm
Sump Drain Plug	25 Nm	25 Nm
Spark Plug	18 Nm	18 Nm

FLUIDS AND LUBRICANTS

Engine Oil:

Semi or fully synthetic 10W/40 or 15W/50
motorcycle engine oil which meets specification

API SH or higher AND JASO MA, such as Mobil 1 Racing 4T (fully synthetic)
or Mobil Extra 4T (semi synthetic)

Brake and Clutch Fluid Mobil Universal Brake & Clutch Fluid DOT4

Bearings and Pivots Mobil Grease XHP 222

Drive Chain Mobil Chain Spray
or Mobilube HD 80

Specifications

Thruxton

ELECTRICAL EQUIPMENT

Battery	12V 10Ah
Alternator	14V 27A
Headlight	12V 60/55W Halogen H4
Tail/Brake Light	12V 5/21W
Directional Indicator Lights	12V 10W

FRAME

Castor	27°
Trail	97 mm

TIGHTENING TORQUES

Oil Filter	12 Nm
Sump Drain Plug	25 Nm
Spark Plug	18 Nm

FLUIDS AND LUBRICANTS

Engine Oil:

Semi or fully synthetic 10W/40 or 15W/50
motorcycle engine oil which meets specification

API SH or higher AND JASO MA, such as Mobil 1 Racing 4T (fully synthetic)
or Mobil Extra 4T (semi synthetic)

Brake and Clutch Fluid Mobil Universal Brake & Clutch Fluid DOT4

Bearings and Pivots Mobil Grease XHP 222

Drive Chain Mobil Chain Spray

or Mobilube HD 80

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