



Technical Bulletin 184 02.2018

Contents

Item	Subject	Model Affected
184.1	Electronic Systems Commissioning and Motorcycle Unlocking	Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA
184.2	Final Drive Belt	Thunderbird, Thunderbird - ABS, Thunderbird SE, Thunderbird Commander, Thunderbird LT, Thunderbird Storm and Thunderbird Night Storm
184.3	Front Fork Reflector	Bonneville T100, Bonneville T100 Black, Bonneville T120, Bonneville T120 Black, Bonneville Bobber, Street Cup, Street Scrambler, Street Twin and Thruxton 1200
184.4	Front Fork Reflector	Thruxton 1200R
184.5	Clutch Cable Guide	Bonneville Bobber
184.6	Big End Bearing Selection Chart	Street Triple S From VIN 803572, Street Triple R From VIN 806646, Street Triple R (LRH) From VIN 822626 and Street Triple RS From VIN 800262
184.7	Detent Wheel and Detent Lever Spring	Speed Triple S, Speed Triple R, Tiger Sport
184.8	Triumph Diagnostic Tool Compatibility with Windows Operating Systems	Not Applicable
184.9	Rider Foot Pegs	Bonneville Bobber and Bonneville Bobber Black
184.10	Factory Activated Batteries (replaces Technical Bulletin 182, December 2017)	Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA, Tiger 800 XR, Tiger 800 XRX, Tiger 800 XRX-LRH, Tiger 800 XRT, Tiger 800 XCX, Tiger 800 XCA

Item: 184.1
Description: Electronic Systems Commissioning and Motorcycle Unlocking
Model Affected: Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA

Note:

- **This item is released as an update to Technical Bulletin 182 Item 2. Please use the following updated procedure when commissioning and unlocking the electronic systems on the above models.**

When performing a Pre-Delivery Inspection on the above models, the motorcycle's electronic systems must be commissioned and the motorcycle unlocked before the engine can be started.

 **Warning**

Failure to download the latest calibrations to the above model(s) may cause an unsafe riding condition leading to loss of motorcycle control and an accident.

Dealers are requested to commission the electronic systems and unlock the motorcycle by performing the following operations in order:

Note:

- **It is not necessary to re-register the keys on models built after the VINs listed below. Omit the Key Pairing section of this procedure for models falling into the listed VIN ranges.**

Market	Key pairing not required from VIN:
All markets except Brazil and Japan	869067 onwards
Brazil	873458 onwards
Japan	TBC

- Chassis ECM calibration download
- Re-register all keys (if necessary)
- Instrument calibration download
- Engine ECM calibration download
- Unlock the engine ECM.

Initial Steps

 **Warning**

Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

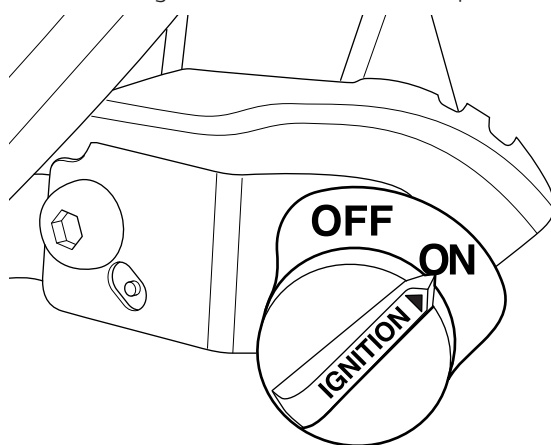
Note:

- **It can take up to 40 minutes to complete the system pairings and downloads necessary to commission the motorcycle.**
- **Before starting the setup procedure, ensure the battery voltage is at least 12.8 Volts.**
- **An approved battery charger suitable for use with maintenance free batteries, may be used to maintain battery charge during the setup process.**

1. Unpack the motorcycle as described in the Motorcycle Unpacking Guide.
2. Assemble the motorcycle as described in the Motorcycle Assembly Guide.
3. Ensure that the motorcycle battery is fully charged and installed as described in the service manual.
4. Download and install the latest version of the Triumph Diagnostic Tool Software to your computer as described in the Triumph Diagnostic Tool Installation Guide.
5. Retrieve all of the motorcycle's keys.

Note:

- The motorcycle is supplied with one smart key and two passive keys.
 - The smart key has two modes of operation, active mode and passive mode.
 - With the smart key in active mode, the motorcycle can be powered ON when the smart key is positioned within 1 meter (3 feet) of the Low Frequency (LF) antenna.
 - With the smart key in passive mode, the key must be positioned against the LF antenna to power the motorcycle ON.
 - Passive keys must be positioned against the LF antenna to power the motorcycle ON.
 - The smart key should be set to active mode and kept within 1 meter (3 feet) of the LF antenna for the duration of this procedure.
6. To check the smart key is in active mode, press the smart key button and ensure the LED flashes green. If the LED flashes red, press and hold the button until the LED changes to green.
 7. Remove the rider's seat.
 8. Connect the Triumph Diagnostic tool.
 9. **US markets Only:** Turn the master ignition switch to the ON position.

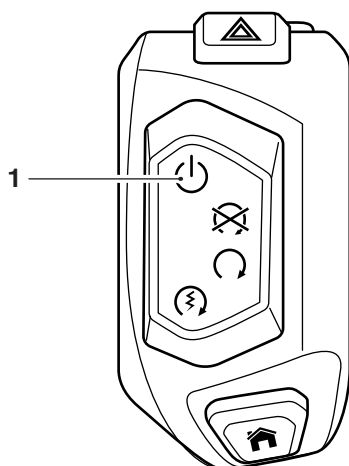


ckde

Master Ignition Switch

Note:

- The smart key may be placed in the fuel tank filler cap lock to ensure it is kept in range through out this procedure.
10. Position the smart key in range the LF antenna and press the Power ON/OFF button to power the motorcycle ON.



ckdp_2

1. **Power ON/OFF button**

Core Activity

Warning

Always use Automatic Model Selection when downloading calibrations.

Manual model selection must only be used when attempting to restart an interrupted or failed download, or if an incorrect model is detected by Automatic Model Selection.

Always ensure that the correct model is detected or selected before selecting a calibration for download and never attempt to download calibrations listed for an incorrect model.

Downloading calibrations for an incorrect model will cause a dangerous riding condition which may lead to loss of motorcycle control and an accident.

Caution

If the download is cancelled or interrupted (either by accidental disconnection of the interface, a discharged battery, or by turning the ignition off) before it has completed, it will prevent the instruments/ECM from operating in the normal way. This is because the instrument's/ECM's operating system has been erased from memory and has not yet been fully replaced. The download must be restarted using Manual Model Selection.

Note:

- **The current password for all downloads can be found at www.triumphonline.net.**
- **It is normal for DTCs to be stored after a download has completed. This is due to the download process interrupting CAN communications between the ECMs.**
- **After a download has completed, you will be prompted to check and erase any stored Chassis ECM, Immobiliser, TPMS, Engine ECM and ABS DTCs. This must be completed after all downloads are complete.**

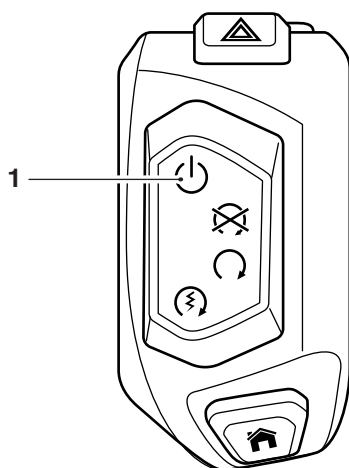
Chassis ECM Calibration Download

1. On the diagnostic tool, navigate to DOWNLOAD - CHASSIS ECM DOWNLOAD.
2. Enter the password and click Next.
3. Click Automatic Model Selection. On the Motorcycle Connection Instructions screen, click Connect.
4. Check that the motorcycle is correctly detected then click Next.
5. Select the available calibration and click Next.
6. In the download confirmation screen, check the selected calibration is correct for the motorcycle and click Confirm.

Note:

- **Upon clicking confirm to start the download, the diagnostic tool will prompt you the turn the ignition OFF.**

7. Press the Power ON/OFF button to turn the ignition OFF. Click Next, the download will begin.



1. Power ON/OFF button

Note:

- The calibration download has two stages. When the first download stage has completed, the diagnostic tool will prompt you to present a paired key to the LF antenna and press the Power ON/OFF button to start the second download stage.
 - For this process, the smart key should be used to start the second stage of the download.
8. When prompted by the diagnostic tool, ensure the smart key is still in range of the LF antenna and press the Power ON/OFF button.

Note:

- Multiple files are transferred during the download. The progress bar displayed on the diagnostic tool may repeatedly rise from 0% to 100% as each file is downloaded.
 - Always wait for the Verifying Download screen to appear to confirm the download has successfully completed.
9. Click Finish when the download has completed.

Key Pairing

Note:

- It is not necessary to re-register the keys on models built after the VINs listed below. Omit this section of the procedure for models falling into the listed VIN ranges.

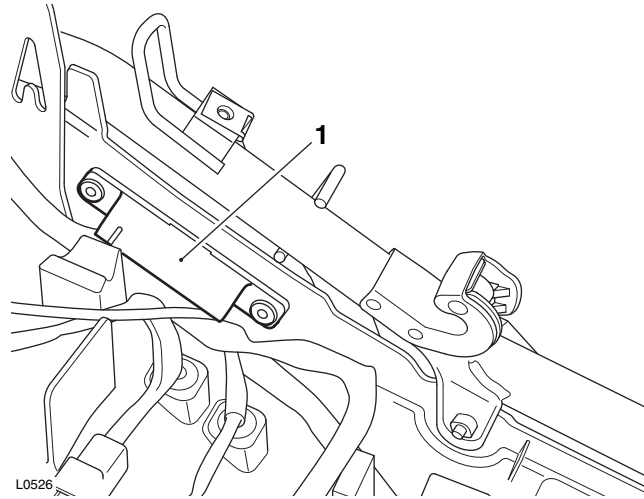
Market	Key pairing not required from VIN:
All markets except Brazil and Japan	869067 onwards
Brazil	873458 onwards
Japan	TBC

Note:

- All three keys supplied must be re-paired to the chassis ECM on models built up to the VINs listed above.
- The Smart key must be paired first, followed by the passive keys.
- Ensure the Smart key is in active mode (LED flashes green when the button is pressed).
- Before selecting Re-Register All Keys, ensure that you have all keys being paired to hand.
- A ten minute (600 second) security time delay is initiated at the start of the first key pairing. Do not leave the motorcycle unattended during this time.
- During the ten minute time delay, the pairing of the smart key used to power the motorcycle On is retained. All other paired keys are marked inactive until they are re-paired.

Note:

- After the time delay has elapsed, a pairing command will be transmitted by the Low Frequency (LF) antenna. The diagnostic tool will prompt you to position the key being paired against the LF antenna.
- Only allow one key to be brought into close proximity of the LF antenna during each key pairing.
- A five minute (300 second) security time delay is applied to both the second and third key pairings.

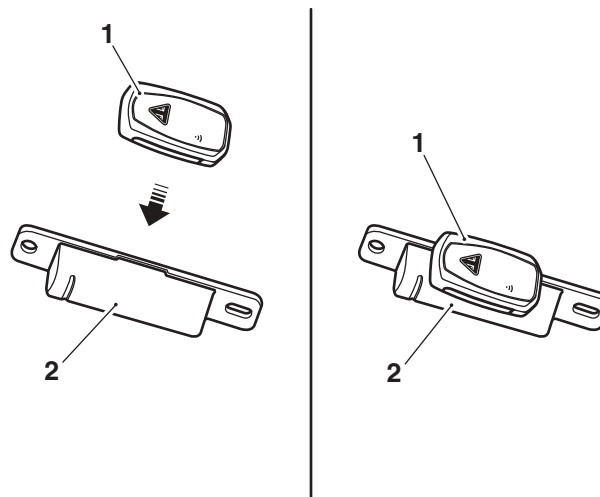


1. LF antenna

1. Navigate to CHASSIS DIAGNOSTICS - IMMOBILISER DIAGNOSTICS - Configure.
2. Click Re-Register All Keys.
3. A ten minute (600 second) security time delay will begin.
4. When the time delay has elapsed, remove the smart key from the fuel tank filler cap lock and place it against the LF antenna as prompted by the diagnostic tool.

Note:

- Smart keys should be positioned so that the side with the logo/button is facing away from the LF antenna.



1. Key (smart key shown)

2. LF antenna

5. Hold the key against the LF antenna until the Triumph diagnostic tool reports the key has been successfully paired.

Note:

- If pairing does not occur immediately, slowly adjust the position of the key to the LF antenna (keeping it in close proximity) until the pairing is achieved.
- After the diagnostic tool has confirmed that the smart key has paired, the smart key button must be pressed to complete the process.

6. Press the button on the smart key to complete the smart key pairing. The LED should flash green briefly.
7. Return the smart key to the fuel tank filler cap lock for the remainder of this procedure.
8. Click Add to pair the first passive key. A five minute (300 second) time delay will apply. Position the first passive key against the LF antenna (as prompted) when the time delay has elapsed.
9. Click Add to pair the second passive key. A five minute (300 second) time delay will apply. Position the second passive key against the LF antenna (as prompted) when the time delay has elapsed.
10. When all keys are paired, click Finish.

Instruments Calibration Download

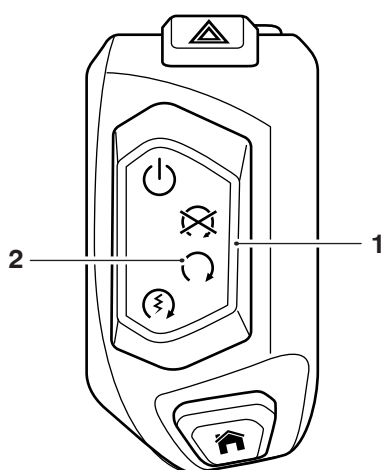
1. Disconnect the Triumph diagnostic tool.
2. power the motorcycle OFF, wait 10 seconds, then power the motorcycle back ON.
3. Connect the Triumph diagnostic tool.
4. Navigate to DOWNLOAD - INSTRUMENT DOWNLOAD.
5. Enter the password and click Next.
6. Click Automatic Model Selection. On the Motorcycle Connection Instructions screen, click Connect.
7. Check that the motorcycle is correctly detected then click Next.
8. Select the available calibration and click Next.
9. In the download confirmation screen, check the selected calibration is correct for the motorcycle and click Confirm. The Download will begin.

Note:

- **During the download, the instrument display will turn off and the red immobiliser/alarm LED will flash.**
 - **Multiple files are transferred during the download. The progress bar displayed on the diagnostic tool may repeatedly rise from 0% to 100% as each file is downloaded.**
 - **Do not assume the download has completed when the instrument display turns back on. Always wait for the Verifying Download screen to appear to confirm the download has successfully completed.**
10. Click Finish when the download has completed.

Engine ECM Download

1. Switch the engine stop switch to the RUN (ON) position.



ckdp_1

1. **Engine stop switch**
2. **RUN (ON) position**

2. Download the latest calibration as normal, using automatic model detection.

Unlock the Engine ECM

1. Unlock the engine ECM as described in the Triumph Diagnostic Tool User Guide.

Note:

- There is a small delay while the instruments and chassis ECM are checked for up to date calibrations.
- The software will report if any calibrations are out of date and will prevent unlocking until the correct calibrations are installed.
- The unlock code can be found at www.triumphonline.net.

Final Steps

- Check and erase all stored Chassis ECM, Engine ECM and ABS DTC's.
- Disconnect the Triumph Diagnostic Tool.
- Refit the rider's seat.
- Check that the motorcycle can be powered ON and started using each key.
- Set the instruments to display the correct language and units for your region, as described in the Owners Handbook.

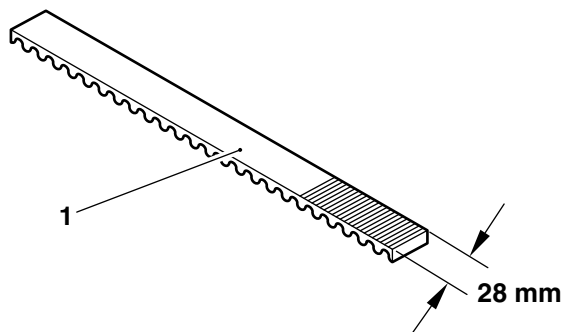
Item: 184.2

Description: Final Drive Belt

Model Affected: Thunderbird, Thunderbird - ABS, Thunderbird SE, Thunderbird Commander, Thunderbird LT, Thunderbird Storm and Thunderbird Night Storm

The inspection of the final drive belt for the above models is as described in the Service Manual with the addition of the following instruction.

Measure the width of the final drive belt. If the width of the final drive belt is 28 mm or less, the drive belt must be replaced.



1. Final drive belt

When ordering replacement parts, refer to the EPC.

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

Item: 184.3

Description: Front Fork Reflector

Model Affected: Bonneville T100, Bonneville T100 Black, Bonneville T120, Bonneville T120 Black, Bonneville Bobber, Street Cup, Street Scrambler, Street Twin and Thruxton 1200

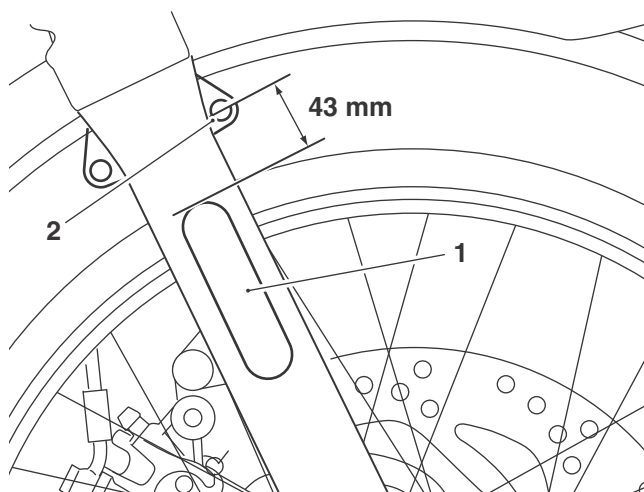
The installation instructions for the front fork reflector for the above models will be added to the relevant Service Manuals at their next update.

Note:

- **When fitting a new reflector to the front fork, it must be fitted 43 mm from the centre of the front mudguard mounting holes.**
1. Using a cleaning wipe, clean the area of the front fork prior to fitting the reflector to the front forks.
 2. After allowing the cleaned area to dry naturally, peel the protective film from the back of the reflector.

Note:

- **When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.**
3. Fit the reflector to the front fork 43 mm below the centre of the front mounting holes, as shown in the illustration below.



1. Reflector
2. Front mudguard mounting

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

Item: 184.4
Description: Front Fork Reflector
Model Affected: Thruxton 1200R

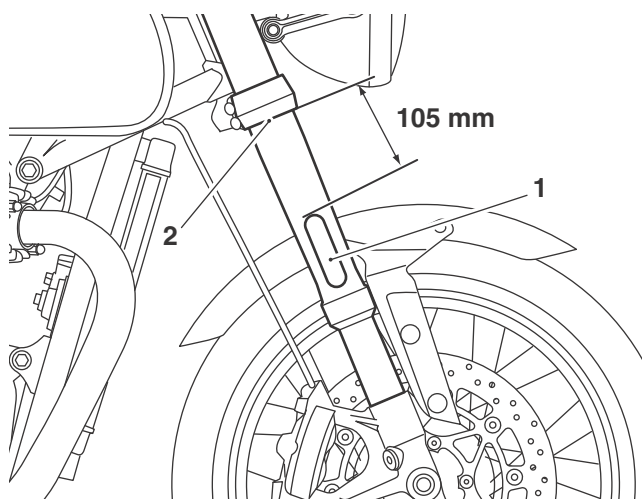
The installation instructions for the front fork reflector for the above models will be added to the relevant Service Manuals at their next update.

Note:

- **When fitting a new reflector to the front fork, it must be fitted 105 mm from the lower edge of the lower yoke.**
1. Using a cleaning wipe, clean the area of the front fork prior to fitting the reflector to the front forks.
 2. After allowing the cleaned area to dry naturally, peel the protective film from the back of the reflector.

Note:

- **When fitting self-adhesive parts care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.**
3. Fit the reflector to the front fork 105 mm from the lower edge of the lower yoke, as shown in the illustration below.



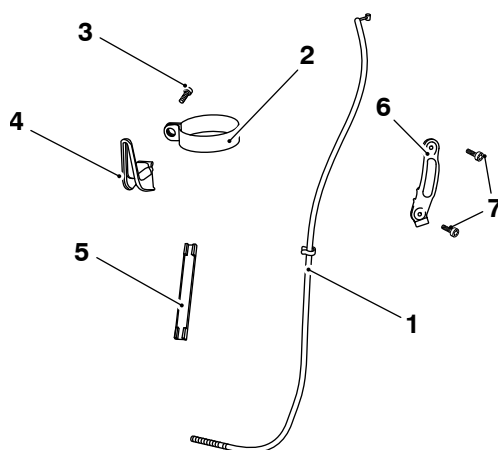
1. Reflector
2. Lower edge of the lower yoke

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

Item: 184.5
Description: Clutch Cable Guide
Model Affected: Bonneville Bobber

A new clutch cable guide and clutch cable rubbing strip has been introduced to the above models from VIN 863367.

For models up to VIN 863366, Triumph recommends that if the clutch cable requires replacing the cable guide on the left hand fork is to be replaced also. To facilitate this a parts kit (part number T2021648) is available and consists of the following:



1. Clutch cable
2. Cable guide clamp
3. Fixing M5 x 10 mm encapsulated
4. Cable guide
5. Rubbing strip
6. Harness guide
7. Fixings M5 x12 mm

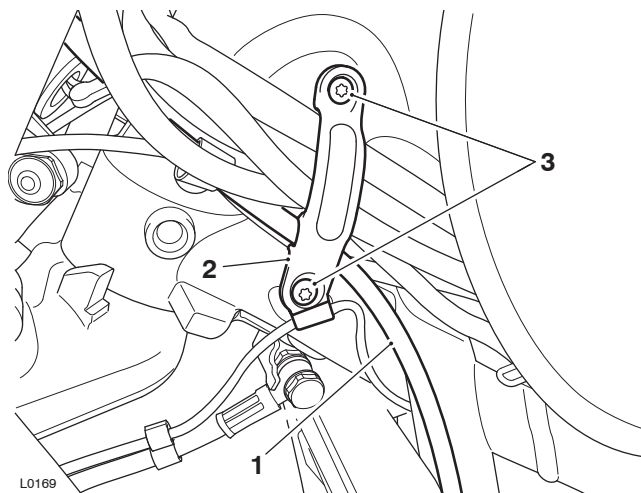
To fit the parts kit, follow the procedure described below.

Warning

Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

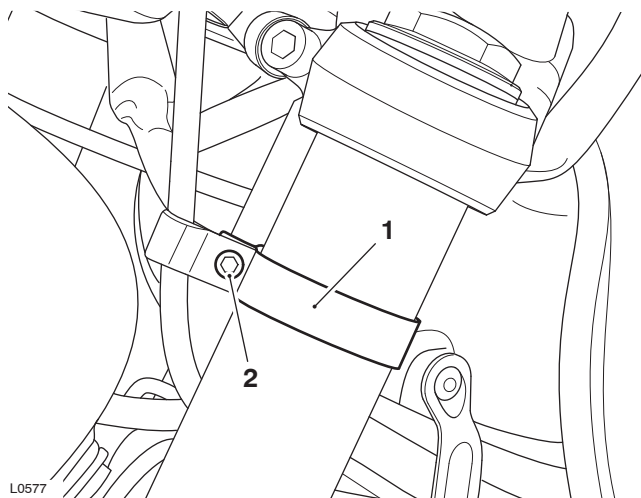
Clutch Cable Removal

1. From the left hand side of the headstock, remove the harness guide and discard the fixings and the harness guide.



1. **Clutch cable**
2. **Fixings**
3. **Harness guide**

2. Remove the clutch cable, as described in the Service Manual.
3. Release the clutch cable guide fixing and remove the cable guide from the left hand fork. Discard the cable guide and fixing.

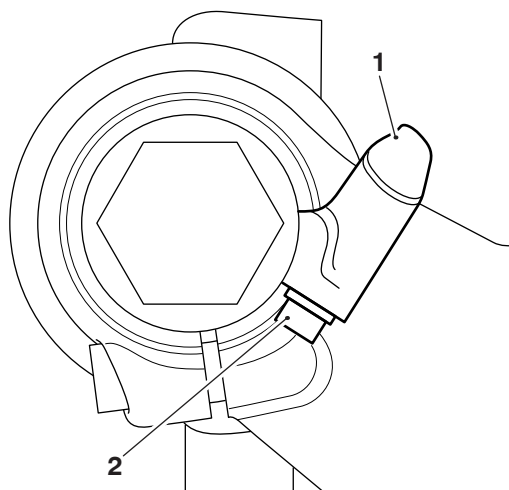


1. **Clutch cable guide**
2. **Fixing**

Clutch Cable Installation

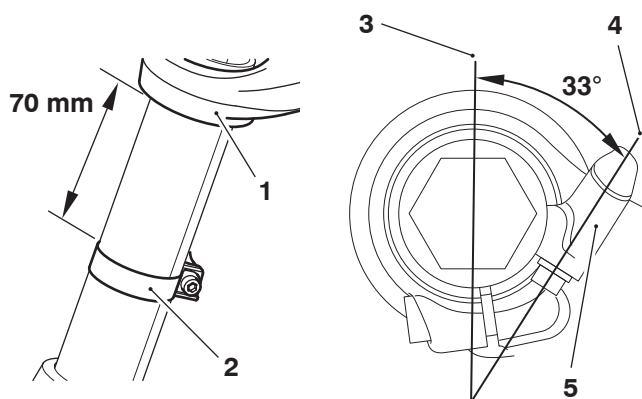
1. Carefully fit the clutch cable guide clamp to the left hand fork inner tube.

- Position the clutch cable guide to its clamp as shown in the following illustration. Secure with the M5 x 10 mm fixing but do not fully tighten at this stage.



- Cable guide**
- Fixing**

- With the steering in the straight ahead position, the clutch cable guide is to be positioned 33° from the centre line of the fork and the top edge of the clutch cable guide clamp 70 mm from the lower edge of the upper yoke.



L0544_5

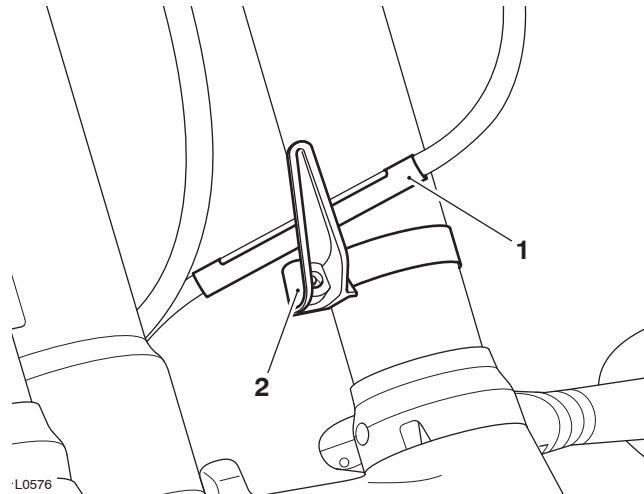
- Upper yoke**
- Cable guide clamp**
- Centre line for fork**
- Centre line for cable guide**
- Cable guide**

- With the clutch cable guide assembly in its correct position, tighten the fixing to **3 Nm**.

Note:

- The installation of the clutch cable is as described in the Service Manual with the addition of the following three steps at the start of installation.
- Position the cable to the motorcycle following the same routing as noted during removal.
 - Ensure the clutch cable is clear of the upper yoke and is positioned through the cable guide on the front fork.

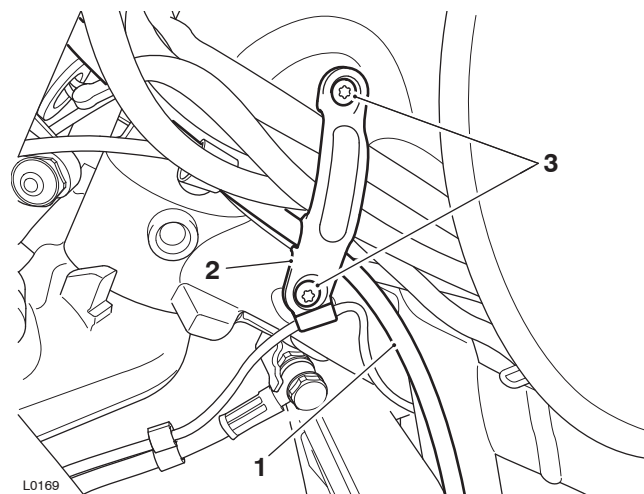
-
7. Fit the rubbing strip to the clutch cable and ensure it is central in the cable guide.



1. Rubbing strip

2. Clutch cable guide (headlight removed for clarity)

8. Continue fitting the clutch cable as described in the Service Manual.
9. On the left hand side of the headstock, fit the new harness guide and tighten the new M5 x 12 mm fixings to **1.5 Nm**.



1. Clutch cable

2. Fixings

3. Retaining bracket

When ordering replacement parts, refer to the EPC.

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

Item: 184.6

Description: Big End Bearing Selection Chart

Model Affected: Street Triple S From VIN 803572, Street Triple R From VIN 806646, Street Triple R (LRH) From VIN 822626 and Street Triple RS From VIN 800262

The dimensions given in the big end bearing selection chart in the workshop manual are incorrect. The correct information is displayed in the following table:

Big End Bearing Selection Chart

Shell Colour	Connecting rod bore diameter	Big end bearing journal diameter
WHITE	36.009 to 36.000 mm	33.026 to 33.018 mm
RED	36.009 to 36.000 mm	33.017 to 33.010 mm

For instance:	
Connecting rod Big End Diameter	36.003
Crankshaft Journal Diameter	33.015
Required Bearing	Red

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

Item: 184.7
Description: Detent Wheel and Detent Lever Spring
Model Affected: Speed Triple S, Speed Triple R, Tiger Sport

A new detent wheel and detent lever spring has been introduced to the Tiger Sport from the engine numbers detailed below:

New Parts Introduced In Production

Model	From Engine Number	To Engine Number	Markets
Tiger Sport	867674	-	All except Brazil
Tiger Sport	869255	-	Brazil only

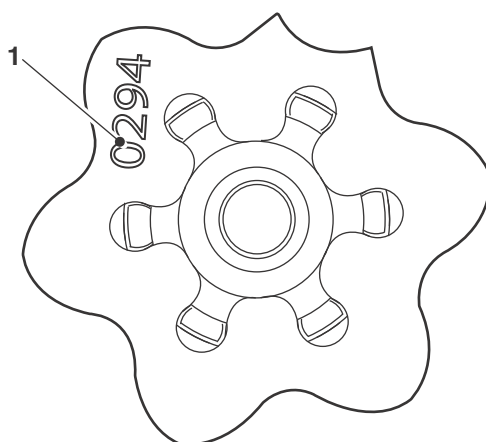
The new parts are available for Tiger Sport, Speed Triple S and Speed Triple R models detailed below:

New Parts Available As Spare Parts

Model	From VIN Number	To VIN Number	Markets
Tiger Sport	750470	-	All
Speed Triple S	735438	846800	All
Speed Triple R	735337	858022	All

- If replacing the detent lever spring, an original condition part can be ordered unless a new condition detent wheel has already been fitted.
- If replacing the detent wheel with a new condition part, both parts must be replaced. To facilitate this, a parts kit (part number T1190758) is available.

The new detent wheel has a revised profile and is identified by the marking '0294' on the face. The new detent lever spring has increased spring torque.



1. Identifying mark of new condition detent wheel

Parts Kit T1190758 - Detent Wheel Spares

Kit Contents	Quantity
T1190294	Detent Wheel
T1190678	Detent Lever Spring

When ordering replacement parts, refer to the EPC.

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

Item: 184.8

Description: Triumph Diagnostic Tool Compatibility with Windows Operating Systems

Model Affected: Not Applicable

From April 2018, the Triumph Diagnostic Tool will no longer operate on computers running Microsoft Windows XP® or Vista®.

Users still using these operating systems should upgrade their operating systems, and if necessary their hardware, before April 2018.

Further reminders and details of the software version incorporating this change will be provided in the coming months.

Details of the minimum equipment required to run the Triumph Diagnostic Tool are listed below:

- A desktop or laptop Personal Computer (PC) running 32 bit or 64 bit versions of Microsoft Windows 7®, Windows 8®, Windows 8.1® or Windows 10®.
- A 1 GHz processor or equivalent, 10 GB of free hard disk space and a minimum of 512 to 1024 MB of memory (RAM).
- The PC must have a free USB (Universal Serial Bus) port.
- The PC must be connected to the internet (Broadband is not essential but is preferred).
- 1024 x 768 standard XGA monitor or a 1200 x 800 widescreen monitor.
- Administrator level access is required for software installation and updates.

Item: 184.9

Description: Rider Foot Pegs

Model Affected: Bonneville Bobber and Bonneville Bobber Black

The removal and installation of the rider left and right hand foot rests have not been covered in the Bonneville Bobber and Bonneville Bobber Service Manuals. For the removal and installation of the rider foot pegs follow procedure described below.

Warning

Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

Removal

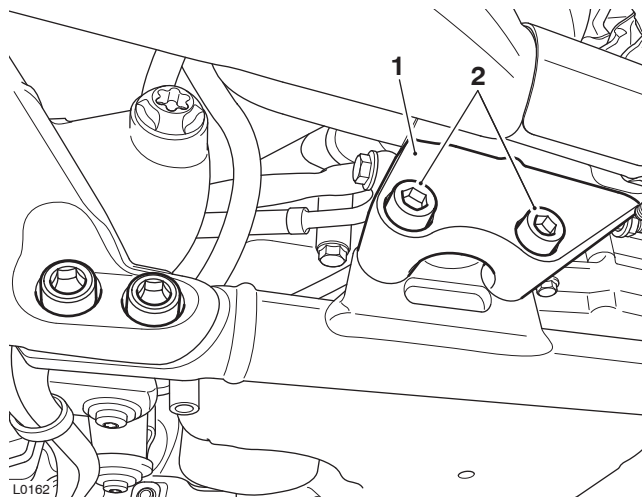
Rider Right Hand Foot Peg

Caution

When removing the right hand foot peg clevis pin it may contact the alternator cover and damage the paint work.

To prevent paint work damage to the alternator cover, remove the two fixings securing the right hand control plate to the cradle assembly.

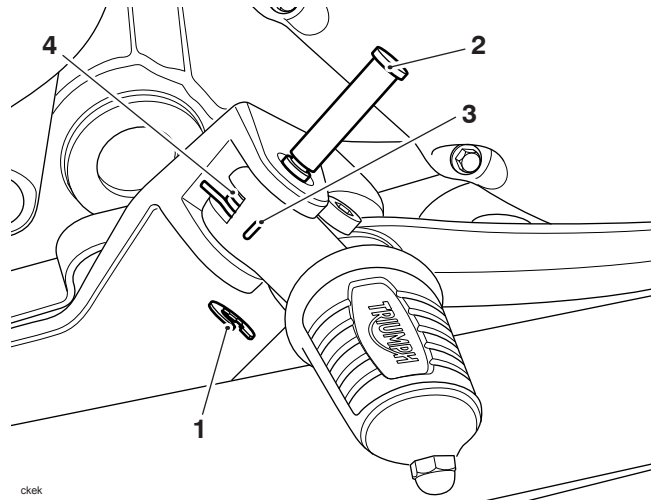
1. Remove the two fixings and manoeuvre the right hand side control plate slightly rearwards.



1. **Right hand control plate**
2. **Fixings**

Note:

- **Note the position of the foot peg spring for installation.**
2. Remove the E-clip, clevis pin, foot peg and spring from its mounting.



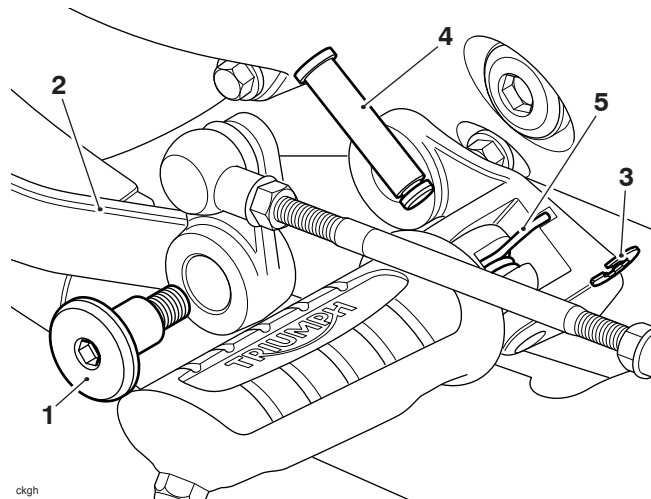
1. E-clip
2. Clevis pin
3. Foot peg
4. Spring

Left Hand Foot Peg

1. Remove and discard the shouldered bolt securing the gear change pedal to the left hand control plate.
2. Detach the gear change pedal from the control plate.

Note:

- **Note the position of the foot peg spring for installation.**
3. Remove the E-clip, clevis pin, foot peg and spring from its mounting.



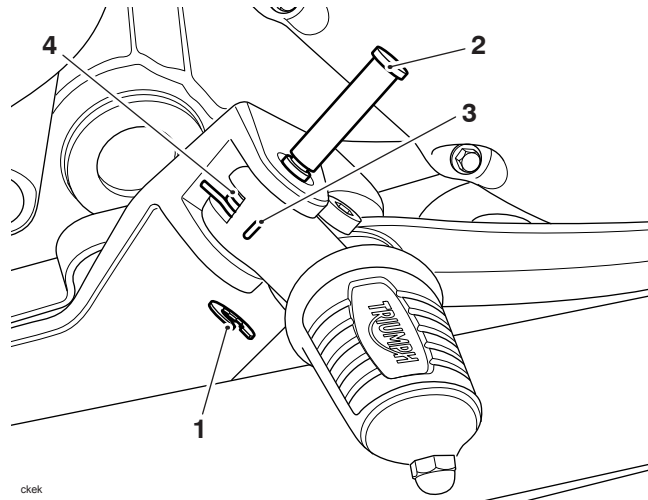
1. Shouldered bolt
2. Gear change pedal
3. E-clip
4. Clevis pin
5. Spring

Installation

Rider Right Hand Foot Peg

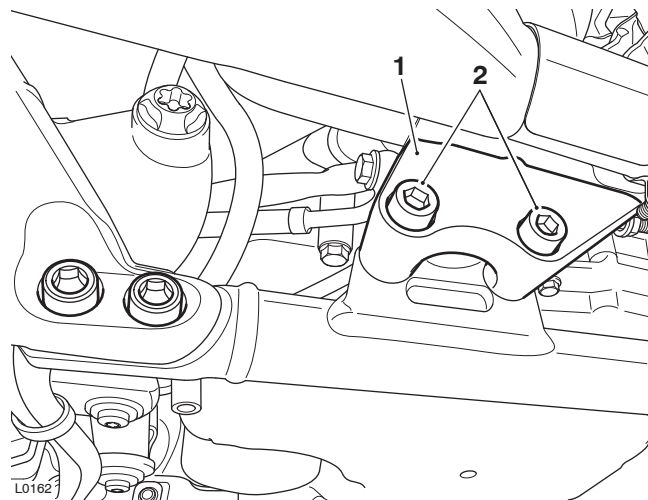
1. Fit the spring to the foot peg as noted for removal.
2. Position the foot peg to the right hand control plate, fit the clevis pin and secure with the E-clip.

-
3. Remove the E-clip, clevis pin, foot peg and spring from its mounting.



1. E-clip
2. Clevis pin
3. Foot peg
4. Spring

4. Fit the right hand side control plate to the frame and tighten the fixings to **24 Nm**.

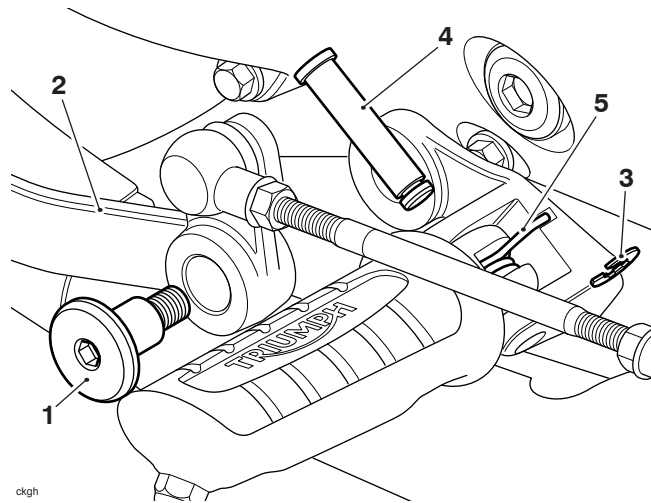


1. Right hand control plate
2. Fixings

Left Hand Foot Peg

1. Fit the spring to the foot peg as noted for removal.

-
2. Position the foot peg to the left hand control plate, fit the clevis pin and secure with the E-clip.
 3. Fit the gear change pedal to the control plate and tighten the new shouldered bolt to **22 Nm**.



1. Shouldered bolt
2. Gear change pedal
3. E-clip
4. Clevis pin
5. Spring

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

Item:	184.10
Description:	Factory Activated Batteries (replaces Technical Bulletin 182, December 2017)
Model Affected:	Tiger 1200 XR, Tiger 1200 XRX, Tiger 1200 XRX-LRH, Tiger 1200 XRT, Tiger 1200 XCX, Tiger 1200 XCA, Tiger 800 XR, Tiger 800 XRX, Tiger 800 XRX-LRH, Tiger 800 XRT, Tiger 800 XCX, Tiger 800 XCA

The following information regarding to the storage and maintenance of the factory activated battery replaces the previous version released as part of Technical Bulletin 182, item 1, December 2017.

The motorcycle preparation guide has been updated with the latest information and can be found at at www.tritun.net or www.triumphonline.net.

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.

Do not attach jump leads to 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.

The battery contains sulphuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective gloves, clothing and eye protection when handling the battery.

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 BATTERIES AND ELECTROLYTE OUT OF THE REACH OF CHILDREN.

Factory activated batteries will be supplied with all new models released from 1st December 2017 with the exception of Bonneville Bobber Black and Bonneville Speedmaster models.

The factory activated batteries are fully charged during manufacture. The live batteries are supplied in the motorcycle packing crate, packaged in a white sealed bag.

Note:

- **The battery may be located in the motorcycle battery tray for some models/markets.**

The factory activated batteries do not require any commissioning but upon receipt, the battery must be checked and if necessary charged as described below. The batteries must then be checked and maintained every four months until handover to the customer.

The YTZ Factory Activated Battery Condition Log Sheet must be used to record the motorcycle details, battery type and the condition of the battery at each check. Warranty claims will not be honoured if a correctly filled YTZ Factory Activated Battery Condition Log Sheet is not provided.

Note:

- **The YTZ Factory Activated Battery Condition Log Sheet is available to download at www.tritun.net or www.triumphonline.net.**

Spares supplied factory activated batteries must also be checked upon receipt and every four months until handover to the customer. A box is provided on the YTZ Factory Activated Battery Condition Log Sheet to record the order number of spares supplied batteries.

Battery Condition Checks

Note:

- **If the battery voltage is 12.5 Volts or lower at any point, charge the battery using an approved battery charger suitable for use with maintenance free batteries (such as the BatteryMate 150-9).**
- **If the battery voltage is 11.0 Volts or lower at any point, take a photograph clearly showing the battery, battery VIN label and multimeter reading, then contact Triumph service. Record any actions advised by Triumph service on the YTZ Factory Activated Battery Condition Log Sheet.**

First Check

Within seven days of receipt of the motorcycle:

- Remove the battery from the motorcycle packing crate.
- Remove and discard the battery packaging.
- Check the battery VIN label matches the motorcycle VIN.
- Using a multimeter of known calibration, check the battery voltage.
- Charge the battery if necessary.
- Record the motorcycle details, battery details and results of the first battery voltage check on the YTZ Factory Activated Battery Condition Log Sheet.

Four Monthly Check

- Check the battery voltage every four months until Pre-Delivery Inspection and handover to the customer.
- Charge the battery if necessary.
- Record the details of each four monthly check on the YTZ Factory Activated Battery Condition Log Sheet.

Pre-Delivery Inspection Check

- Perform a final battery voltage check before handover to the customer.
- Charge the battery if necessary.
- Record the details of the Pre-Delivery Inspection check on the YTZ Factory Activated Battery Condition Log Sheet.
- Retain the YTZ Factory Activated Battery Condition Log Sheet for your records. A correctly completed battery log sheet will be required to support any warranty claims.

Circulation

Initial and date when read and return to central file holder

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