

## **Balancing the Throttles**

The essential tool is either TuneBoy or TuneECU. I have triple filters and so the air plumbing has been removed. The manual has instructions on page 11.184 (PDF page 388 ).

1. Raise the tank and let it sit on the prop-stick.
2. Connect TuneBoy or TuneECU and click the "Tests" button. This will then show Cylinder #1, 2, & 3 and a big number. With the engine warmed up and idling they should be the same. That number will be different on each bike depending on things such as idle RPM and altitude (air pressure).
3. If the numbers are different then Cylinder #2 and Cylinder #3 can be adjusted to match Cylinder #1. The adjustment can be made by inserting a long thin screwdriver down to the adjusting screws and turning them. You can use either a straight or Phillips Head screwdriver. The Triumph Tool will tell the mechanic that it is "close enough". With TuneBoy or TuneECU you can get them exactly the same.

The screws are carefully hidden but can be seen and accessed without too much difficulty. They are in the throttle linkages between the throttle bodies.

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4. When you make an adjustment wait for a couple of seconds for the effect to show up. After you have adjusted it so that they are balanced give the throttle a rev and let it drop back to idle. If they remain balanced you can turn off the engine, drop the tank, etc. If they need a bit more adjustment then use your imagination.
5. If you have the original plumbing then you will have to remove some of it to get access to the screws, and then replace it, so this would be a good time to consider fitting triple filters or a Ramair system.

Balancing the throttles will not only make the engine idle smoother but will also make it run better under power or cruising.