

Engine Management System

System Description

The Daytona 675, Street Triple and Street Triple R models are fitted with an electronic engine management system which incorporates control of both ignition and fuel delivery. The electronic control module (ECM) draws information from sensors positioned around the engine, cooling and air intake systems and precisely calculates ignition advance and fueling requirements for all engine speeds and loads.

In addition, the system has an onboard diagnostic function. For additional information, see page 12.33.

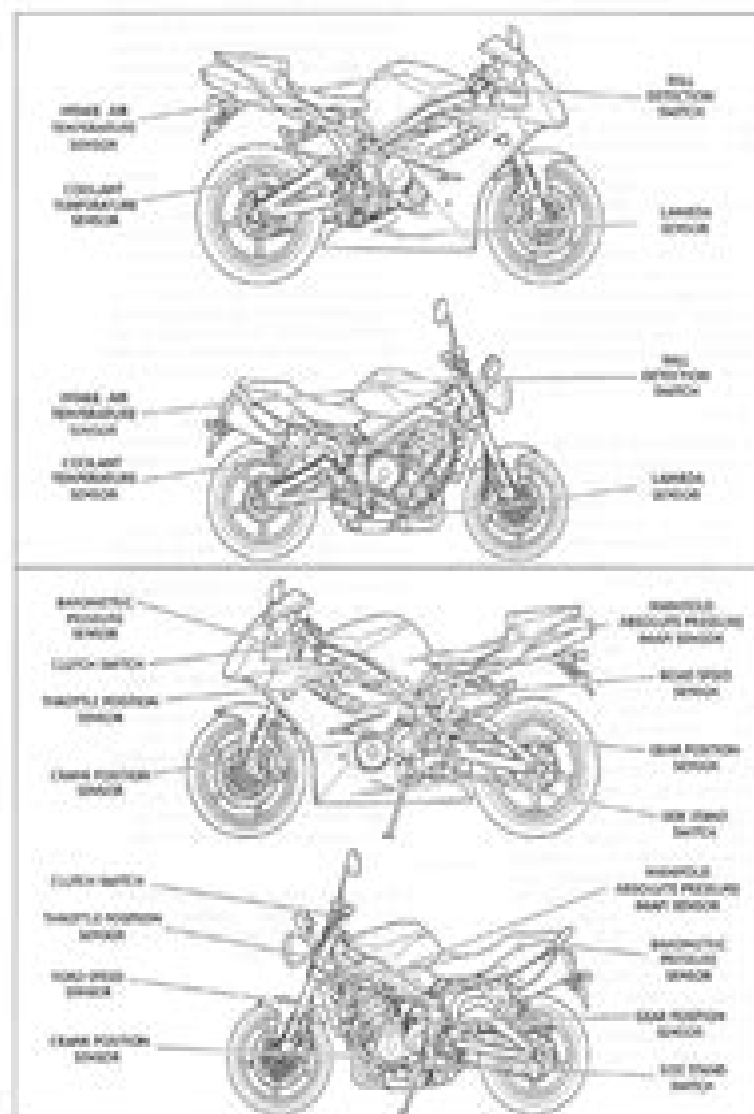
System Sensors

- Intake air temperature sensor** - situated in the top of the airbox. As the density of the air fed therefore the amount of oxygen available to ignite the fuel changes with temperature, an intake air temperature sensor is fitted. Changes in air temperature feed therefore air density/are compensated for by adjusting the amount of fuel injected to a level consistent with clean combustion and low emissions.
- Barometric pressure sensor** - Daytona 675 - situated behind the cockpit and below the instrument pack, Street Triple and Street Triple R - situated on the rear subframe, forward of the rear light unit. The barometric pressure sensor measures atmospheric air pressure. With this information, the amount of fuel injected is adjusted to suit the prevailing conditions.
- Manifold Absolute Pressure (MAP) sensor** - situated to the left side of the airbox, connected to each of the three throttle bodies by equal length tubes. The MAP sensor provides information to the ECM which is used at throttle throttle angle vary small throttle opening to provide accurate engine load indication to the ECM. This degree of engine load accuracy allows the ECM to make very small adjustments to fuel and ignition which would otherwise not be possible from throttle angle data alone.
- Clutch switch** - situated on the clutch lever. The clutch must be pulled in for the starter motor to operate.
- Crankshaft position sensor** - situated in the alternator cover. The crankshaft position sensor detects movement of teeth attached to the alternator rotor. The toothed rotor gives a reference point

from which the actual crankshaft position is calculated. The crankshaft position sensor information is used by the ECM to determine engine speed and crankshaft position in relation to the point where fuel is injected and ignition of the fuel occurs.

- Engine coolant temperature sensor** - situated at the rear of the cylinder head. Coolant temperature information, received by the ECM, is used to optimize fueling at all engine temperatures and to calculate hot and cold start fueling requirements.
- Throttle position sensor** - situated at the right end of the throttle body. Used to relay throttle position information to the ECM. Throttle opening angle is used by the ECM to determine fueling and ignition requirements for all throttle positions.
- Road speed sensor** - situated in the upper crankcase, in front of the engine location. The road speed sensor provides the ECM with data from which road speed is calculated and displayed on the speedometer.
- Lambda sensor** - situated in the exhaust header system upstream of the catalyst. The lambda sensor constantly feeds information to the ECM on the content of the exhaust gases. Based on this information, adjustments to the air/fuel ratio are made.
- Side stand switch** - situated at the top of the sidestand leg. If the sidestand is in the down position, the engine will not run unless the transmission is in neutral.
- Gear position sensor** - situated in the upper crankcase, behind the gearbox output sprocket cover, on the left hand side of the engine. The gear position sensor provides the ECM with selected gear information. This is used to prevent the engine from starting if the transmission is in gear. The sensor also provides information to the gear position indicator and the neutral lamp in the instrument.
- Fuel detection switch** - Daytona 675 - situated below the instrument pack, Street Triple and Street Triple R - situated on the tray and fuel tank bracket below the fuel tank. The fuel detection switch will detect if the motorcycle is on its side and will cut power to the ECM immediately. This prevents the engine from running and the fuel pump from delivering fuel in the event of a fall, the switch is reset by returning the bike to an upright position and releasing the ignition off then back on again.

Sensor Locations



Triumph Street Triple Service Manual

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