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Twin.pdfBonneville T100 Black.pdfBonneville T120 Black.pdfThruXton.pdfScrambler 1200.pdfSpeed Twin.@RHB pdf. Also, you're right, you can do it in an hour (or two) if you're diligent, if you slow three hours should be a lot of IMHO in this You'll be out all \$22. Just another kind of lazy... some people are too lazy to click, some people are too lazy to dork around with computers. You have to choose to choose you want a guide. We're all lazy. P.S. I'm technically enough to do something to automate the download, but in the end I went in a tedious and fast way and just got a copy of any old way I could. I'm really glad people here are talking about getting a manual on service in a meaningful way, this thread has gone kinda dark because I think most of us don't want to discover the topic of trying to get a guide for ourselves. It's not that bad, and we all offer community-like moral support. Forum to win. Welcome! I would use up to an hour just trying to make it work, restart, work again... You can take two hours to get him to work, or ten hours without spending a dime. The script can only be configured and tested with free registration for tritun.net subscription is required. The script will work and make all the PDF files, but they will all be empty, since your subscription is not yet live. But you'll know how to run the script at least, and will be fully ready to the point where you pay for a subscription. At this point, buy a subscription and start the script again. This time it will generate fully fleshed out PDFs just as you would expect. Aside from the memory error, it's really easy to use. As posted, it involves Street Twin. Other models will require their own specialized model files. In addition, tritun.net changes in manual service indices, this will break the script. Either way, it worked for me and allowed me to get all the service manual for as little as \$7.50 with minimal effort. Thank you very much @Sabathius! Please stay on the forums! You can take two hours to get him to work, or ten hours without spending a dime. The script can only be configured and tested with free registration for tritun.net subscription is required. The script will work and make all the PDF files, but they will all be empty, since your subscription is not yet live. Well, this is a key bit of information, thanks, but the running script involves basic knowledge, since I have 64 bits of W10, then can I also assume of memory problems? and in any case it is worth a try even for me. nothing dared got nothing. · Help for Auto machines First, there is a page that was broken on the site tritun when I downloaded the files, if you look at the file: Immobiliser System Components Location.pdf (not sure what number is on your list) you can see a number of broken images. There had to be 6 images, all but one was broken for me. These images were broken for me when I used the user interface in my browser and probably just broke the page in the HTML guide as it lives on tritun.net. It's just FYI. There were several pages which strange for me, when I downloaded and required some strange intervention to get a download to work, I think there was a Java viewer image or something on the page, although I didn't look at it too closely. Carefully. be curious if someone with an automated download (from scrapper.zip) check their page with a name start with some image? On each of these pages, the correct version will have the image as the first item on the page after the title. ABS System Chain Diagram - Auxiliary and Auxiliary Chain Scheme - Full Basic Harness Chart - Lighting Chain Chart - Starting and Charging Chain Chart Simply Curious how the scrapper dealt with these pages. · can work on a Mac, need someone who doesn't have the guide to check it out! I've already received an error from memory when testing on a relatively well-prepared VM, so I suggest implementing a multi-index file approach from the start. I just ran a scraper on osx, and seemed as happy as I can imagine it being without me logged on. I had some time ago installed phantomjs using homegrown (. After installing the homegrown I probably would work from the terminal line to brew to install phantomjs and magic would have followed. Either way it works on osx as well (the best thing I can say is without spending \$7.50). · Thanks for the feedback! Hey guys! Thanks for all the reviews :wink2: the points about the merits of the manual process are fully valid. A few thoughts to add to the discussion ... 1. For many people, installing the necessary software and running this scenario will be more than they care to tinker with. The manual process works. It's frustrating from time to time, but it works. I was hoping to provide an alternative that could save community members time and money. To be clear, I said that everyone was within their rights to drive me back to the nerd dungeon from which I came out. :nerd: 2. I took this effort because I am disappointed with this payment model of access to the website where I am being restricted in my access to the information I need to take care of my car. I hope that other manufacturers will not go down this path. 3. I would love to pay for the official, printed version of the service manual. In fact, I bought a maintenance manual for almost every car and bike I've ever owned, but the printed version wasn't available. I would like to consolidate another guide in my collection if given a chance. In short, if you are technically inclined this is an alternative that can save you time and money. My approach is to start the process, look for bugs, and then pay again for the time to download individual files to complete my manual. I spent more than I should have in the development process in order to bring back to the community of like-minded people who gave me so much as I hid through the posts. These days, people spend time on platforms like Facebook sharing content that is virtually irrelevant. Message boards like Triumphrat, where real information gets shared and helps its members learn and reach them them I have had a lot of experience in the past with other motorcycle boards (screaming svrider.com) and hope this makes a valuable contribution. · \ 1. I'd love to pay for the official, printed version of the service manual. In fact, I bought a maintenance manual for almost every car and bike I've ever owned, but the printed version wasn't available. I would like to consolidate another guide in my collection if given a chance. Yes yes yes. No 1, the same here, preaching to the choir, shelled out C notes for guides for previous cars and motorcycles more than once. I spent more than I should have in the development process in order to bring back to the community of like-minded people who gave me so much as I hid through the posts. I think within this theme we are collectively nailed to get people engaged and receive a service guide in the least onerous and least uncertain way. Collectively, the problem of the meme Service Guide, which I have preached for too long, has been solved not only for myself, but also for all those who are willing to spend (no more) 20 dollars. The cheapest service guide I've received on any vehicle I've ever owned! These days, people are spending time on crappy platforms like Facebook sharing content that is virtually irrelevant. Bulletin boards like Triumphrat, where real information gets shared and helps its members learn and achieve their goals. I have had a lot of experience in the past with other motorcycle boards (screaming svrider.com) and hope this makes a valuable contribution. I talked about it last night to my wife, all the changes on the internet has gone on ever since, one constant is that motorcyclists and the internet are a great combination, something about personality types makes it just work. I remember I was amazed at how helpful people were to each other back in 1991, when the best use of the Internet was usenet newsgroups... so I went and searched and comically first post mine I found for me to ask questions about my \$200 beat RD350 that developed a bad case of piston slapping (probably because he didn't need a cam and instead wanted to destroy himself by doing wheelies in the 1st and 2nd gear over the academic buildings in my college... anyway I agree about crappy platforms and I widely hate and don't use any social media EXCEPT if you count old school bulletin boards like this triumphrat. searchin/rec.motorcycles/np0x|sort:date|rec.motorcycles/5O240nDrlmg/98TzYH4hhAYJ Finally, it's funny that my message is that I found someone telling me to go get a manual on service, I find in my life everything comes back around at least once. · After some starts and stops to figure out exactly what part of phantomjs.exe should be, where in scraper (see photo attached for those like me who stumble through this stuff). Material). Ran a dummy session with out of subscription, and it worked like a charm. I went to pay my subscription thinking I would need some checking email or something and suddenly he informed me my session had started... SH. Now I had to close it, race back to open the CMD request and painfully slowly slowly reopen the correct syntax to get back to the scraper catalog. I'm a pathetically slow keyboard player. I started the team by entering phantomjs scraper.js text pushed to enter and it started. 50 minutes later I received a memory message, but it seems (see again attached photo) that I got almost all the manual. 583 PDF plus about 20 folders with odd pages in them. Anyway, this is good news and it saves a lot of time to get the whole text and many of the images... but some of the my own exploded opinions did not download apparently. They are scattered over from the guide and show what I illustrate in the two photos below. Not sure if this is just an internal link error, and an illustration somewhere else. Either way I can go back another 7.50 and get what I missed manually, considering that I know where to find him. Worth it to get 90% of the manual for sure, and easy enough to perform even for a dummy. EDIT: After studying the download, I realized that the dead folders contain pages not listed in the PDF list, requiring the folder content to be renamed and copied to insert them into the PDF list, after which they accept their proper sequence. One small step... More screenshots added for simpletons like me. Awesome info here, everyone! Does anyone know why, when I enter my VIN for my 2018 ST, it shows how the AT or A2 version (which I think is a limited version of the EU) is defaulted only with the 2018 standard guide not out? don't know about VIN decryption... He didn't recognize the VIN for my 2016 street twin, so I just gave him a year and a model to get a guide when I got mine. · He didn't recognize the VIN for my 2016 street twin, so I just gave him a year and a model to get a guide when I got mine. In my few visits, sometimes he learned wines, sometimes not. No one's talking about leadership itself? That's nice? Worth downloading etc. I'll be frank, if not kind, I've seen a much better guide to modern bikes, and they've wasted too much space on useless information like explaining ohms law, shop purity, warnings (mandatory in the modern world, of course) and rejections. In addition, the procedures don't tell you what steps you need to complete the task, other than providing links (which, of course, don't work in the downloaded version) to other pages. However, I don't bitchin too much as there is a lot of useful information in it and is worth having yet. One bit of advice use a PDF program like Nitro Pro which allows you to consolidate all pages into one archive and automatically automatically bookmark index for each page. It also provides advanced search options and tools to add internal links that I'm in the process of doing now. You have to pay for a program (or any good one), free ones are pretty limited and useless, often having page number limits and watermarks. Free pdf combiners also have trouble ordering pages properly and don't add bookmarks in some cases. · I finished downloading my copy of the 2018 Bonneville T120 service guide this weekend. I figured it was best to grab the manual before tritun.net makes it impossible to do so (and that day will definitely come). It took me about 4 hours - I signed up for an hour at a time for a few days and got it in pieces. Some suggestions: 1) Create a catalog tree before you pay/log in and receive files. Thanks to np0x for securing that in post 45 of this theme. The T120 has one or two additional sections in the ELECTRICAL section, but the np0x tree catalog is 99% the same. 2) Google Chrome seemed to be the best browser to capture PDF because you can just browse and then highlight the title of the manual section (CTRL-C to copy it) and then click save and click the file name in save the dialogue and paste (CTRL-V) header as the file name. So you can save the manual section with a descriptive name. Once you get the hang of it, you can move very fast. 3) HOW TO GET DIAGRAMS IN A SCALABLE FORM. There are several scalable diagrams in the ABS and ELECTRICAL sections that you can click on and zoom in/out. Some of them in particular, the chief harness would be impossible to read if you had just saved the chart in the form of a jpeg file. It turns out that scalable charts are stored as files. svc on the site tritun - they can be downloaded and stored, then they can be viewed with any web browser, twice clicking on them - they are fully scalable. Browse the Main Harness chart (or whatever) and click on it to get your browser's attention to the scalable chart. Using the Google Chrome browser, click on the button ... in the top right corner of the browser to view the retractable menu. Click on additional tools for the developer' tools. The Developer Tools window will open at the bottom of the browser. Click on the App tab. On the left side you will see a scroll of the catalog tree - scroll down the tree until you see the Footage section. Starting at the top of the frames section, start expanding sections of trees by clicking on them - you're looking for an image section. Inside you'll see EN_GB - a double click on the subject. The new browser tab will open with the image. If it's the right EN_GB file, it will open the Main Harness chart (or whatever). Just right click on this image and save it as a EN_GB.svc file (or you can rename it Main Harness.svc). Now you have a scalable chart - you just click on the file and it will open as chart in your favorite browser. I wish I thought to save a fragment of the image tree to get a chance to post here, but unfortunately I was moving too fast to think about it - so it's all from memory. However, just click around - you'll find the image. For the record, I'm an old weirdo. This T120 is probably my last bike before I'm too old to ride. I swore I would never buy a bike that doesn't have a print service guide, but I just liked the T120 too much to not buy it. :smile2: I'm very happy to be able to get the guide! Thank you all! Not sure if I should put this answer in the For Sale section, but I have a new Haynes Street Twin guide if anyone wants to. I also have a new Pitbull rear-century (with a removable pen) which is specific to Street Twin. Please PM if interested. Thank you for this thanks to Sabathius for the program in I also have a 2016 street twin, but I found that the links were different, so the download failed. I attach a zipper that contains updated links that worked for me. It sure annoys that Triumph won't just sell a PDF. Below is a brief explanation of my steps to create a list of links: I found that www.tritun.net/tritun/service/document/1989.html uploaded to iframe on the service manual page, and this HTML page has links to all the chapters of the manual. I wrote a small python script to convert HTML from this page to the json format required by Sabathius. I guess this can be used by people who have other models. Code: B! /usr/bin/python3 import requests for json import from bs4 import BeautifulSoup def main (): open (1989.html), as f: download above the URL and save file html_doc f.read() soup - BeautifulSoup (html_doc, 'html.parser') procedures - soup.find_all ('a', 'target': 'procedure-iframe')) links to pro in procedures: anchor - pro.contents.0-anchor 'and ') Don't create a folder, if 'section' in pro.parent.get: anchor - 'Section - ' - anchor URL - pro.get ('href') prefix ' ' if url.startswith (prefix): URL and URL (prefix): links.append : anchor) print (json.dumps (links, Indentations)) if __name__ == __main__ : basic () I was trying to see if I could improve the PhantomJS scraper by writing one in a python, but I couldn't get far enough in 2 hours of work (and \$15 paid for the triumph). I think the PDF from the original scraper is good enough, although it runs out of memory and doesn't download some of the wiring schemes. 15.5 Views KB: 85 Have you seen this link? I downloaded all the guide for my 2017 T120 as well as all newsletters and a guide to choosing tires in one hour of TriTun subscription time. (I have 50 Mbps download download The FireFox browser and TriTun Add On are free downloads. If you don't like the FireFox browser, you can easily delete it after you're done and go back to your old browser. Much easier! All manual loading in one process. I saved my downloads in PDF and HTML format as the stream mentions. Unfortunately, hyperlinks aren't transmitted, but I don't think you get that with a scraper, either. However, the current version of the Acrobat viewer allows you to have a sketch index (which can be increased for better handling) and text search, so you still have some navigation. I'm not a techie, but it worked really well for me. Read the thread in full before proceeding. While on TriTun, I recommend looking for your applicable guide to VIN - as the most accurate way to find documents applicable to your bike. I tried the scraper, but couldn't make it work. · · I just did a manual download (page by page) for my new 2020 Street Twin - it took about 2.5 hours, but it was my own fault as I was kinda watching TV at the same time. One thing I noticed was that some of the pages were broken images. I scanned the code - and the links of the image were missing/vices in the code, so it was a bug on their side. I emailed them with two of the PDFs to show the broken images and asked for a refund (no harm to ask) - or at least the images. I haven't heard from them. Has anyone had any success contacting Tritun on email protected? Do you think the delay is related to COVID or do they just not care? Care?

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