



Super III

Dimensions: Length 2152mm, Width 690mm, Height 1185mm, Seat height 790mm,

Wheelbase 1490mm, Weight (dry) 211kg. **Fuel capacity:** 25 litres. **Colour:** Racing Yellow.



Engine and Transmission. Based on the standard specification Daytona 900 - liquid cooled, 3 cylinder, 885cc DOHC engine with a bore and stroke of 76 x 65mm, the Super III engine delivers 15% more power. The compression ratio is raised to 12:1 with redesigned head and ports, and a different profile camshaft. It uses the same triple 36mm flat slide CV carburettor arrangement and digital inductive electronic ignition. Drive is through a wet multiplate clutch and 6-speed gearbox. Cosworth Engineering have developed the key engine components in conjunction with Triumph. The result is a trim, swift machine with 115PS on tap at 9,500rpm and 89Nm of torque at 8,500rpm.

Frame and Suspension. Frame is micro alloyed high tensile steel with aluminium alloy swinging arm with an integrated eccentric chain adjuster.

Suspension can be finely tuned front and rear. The 43mm forks with triple rate springs are adjustable for compression, rebound damping and spring preload; the monoshock rear is adjustable for preload, and rebound damping. **Brakes and Wheels.** The 6 piston caliper front brakes are machined from a solid aluminium billet with two 310mm fully floating discs. The rear brake is a single 255mm disc and 2-piston caliper with frame-mounted torque arm. Wheels are 17" three-spoke alloys. Tyres are hand finished, soft compound - 120/70 ZR17 on 3.5" rim front, 180/55 ZR17 on 5.5" rim rear.

Daytona 900 and 1200

Dimensions: Length 2152mm, Width 690mm,

Height 1185mm, Seat height 790mm, Wheelbase 1490mm, Weight (dry) 900 - 213kg, 1200 - 225kg. **Fuel capacity:** 25 litres.

Colours: Diablo Black, Racing Yellow, Pimento Red.



Engine and Transmission. Two engine options, both liquid cooled, DOHC with a bore and stroke of 76 x 65mm - one 3 cylinder 885cc, one 4-cylinder 1180cc. The 900, on a compression ratio of 10.6:1 and with triple 36mm flat slide CV carburettors and digital inductive electronic ignition delivers super smooth power that reaches a maximum of 98PS at 9,000rpm and torque of 83Nm at 6,500rpm. The 1200 is a Herculean engine. A high compression head, 12:1, four 36mm flat slide CV carburettors and digital inductive electronic ignition help to deliver 147PS of raw power at 9,500rpm and a massive 115Nm of torque at 8,000rpm. Both machines drive through a wet multiplate clutch and six speed gearbox and hit the rev. limiter at 9,700rpm.

Frame and Suspension. Frame is micro alloyed high tensile steel with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. A 'ride-on' rear wheel-guard improves air-flow and aerodynamics. Tune the handling to suit your style. The triple rate springs in the front forks are adjustable for compression, rebound damping and spring preload, the rear monoshock for preload and rebound damping.

Brakes and Wheels. Stopping power is via two 310mm floating discs and two 4 piston calipers up front and a single 255mm disc and 2 piston caliper on the rear, with a frame mounted torque arm.

Wheels are alloy three spoke 17" x 3.5" front and 5.5" rear shod with 120/70 ZR17 and a massive 180/55 ZR17 respectively.

Seat cowl shown on the Daytona is an extra cost accessory item available from authorised Triumph dealers.

Trophy 900 and 1200

Dimensions: Length 2152mm, Width 760mm,

Height 1270mm, Seat height 780mm, Wheelbase 1490mm, Weight (dry) 900 - 217kg 1200 - 232kg. **Fuel capacity:** 25 litres.

Colours: British Racing Green, Nightshade.



Engine and Transmission. The ideal long haul companion, the Trophy is offered with two engine options: the 900, a beautifully balanced package; the 1200, a genuine Grand Tourer with huge quantities of torque available over a wide range. The smaller of the two engines breathes through three 36mm flat slide CV carburetors with digital inductive electronic ignition. Maximum power is 98PS at 9,000rpm with maximum torque of 83Nm reached at only 6,500rpm. It is hard to stress the 1200 - fitted with four 36mm flat slide CV carburetors with the same electronic ignition, wet multiplate clutch and 6-speed gearbox, this mighty engine produces 108PS at 9,000rpm and features a wide spread of torque that peaks at 104Nm at only 5,000rpm. Maximum revs on both bikes is 9,700rpm. **Frame and Suspension.** The quality and strength of the micro alloyed high tensile steel frame provides the core of a bike that will tirelessly eat up the miles. The aluminium alloy swinging arm incorporates an eccentric chain adjuster. Rear suspension is adjustable for all conditions, the monoshock has settings for preload and rebound damping. Dual rate springs in 43mm forks take care of the front.

Brakes and Wheels. Front brakes originate from the Daytona - two 310mm floating discs and two 4 piston calipers. Rear brake uses a single 255mm disc and 2-piston caliper. Wheels are 17" 3-spoke alloys, 3.5" on the front and 5.5" on the rear wearing 120/70 ZR17 and 170/60 ZR17 respectively.

Speed Triple

Dimensions: Length 2152mm, Width 690mm, Height 1090mm, Seat height 790mm,

Wheelbase 1490mm, Weight (dry) 209kg. **Fuel capacity:** 25 litres. **Colours:** Fireball Orange, Diablo Black.



Engine and Transmission. Triumph's classic liquid-cooled, DOHC Triple in café racer form. With a bore and stroke of 76 x 65mm and a compression ratio of 10.6:1, triple 36mm flat slide CV carburetors and digital inductive electronic ignition, this muscle delivers nearly a hundred horses - 98PS at 9,000rpm and 83Nm of torque at 6,500rpm. Driving through a wet multiplate clutch and a 5-speed gearbox, and weighing in at just 209kg, it is quick and responsive. The rev limiter cuts in at 9,700rpm. **Frame and Suspension.** Strength comes from a micro alloyed high tensile steel frame with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. Whatever your riding style you can adjust the suspension to suit. The 43mm front forks, which feature triple rate springs, and the rear monoshock are both adjustable for preload and rebound damping. The front forks are also adjustable for compression damping.

Brakes and Wheels. Stopping power is taken care of by two 310mm floating discs and two 4 piston calipers up front and one 255mm disc and 2 piston caliper at the rear, with a frame mounted torque arm. Wheels are black 3-spoke alloys, 17" x 3.5" on the front fitted with a 120/70 ZR17 and to help you hang onto the rear, a 17" x 5.5" rim with meaty 180/55 ZR17 rubber.

Seat cowl shown on the Speed Triple is an extra cost accessory item available from authorised Triumph dealers.

Thunderbird

Dimensions: Length 2250mm, Width 860mm, Height 1150mm,

Seat Height 750mm, Wheelbase 1550mm, Weight 220kg. **Fuel capacity:** 15 litres.

Colours: Cherry Red/Cream, Cherry Red, Diablo Black, Aegean Blue.



Engine and Transmission. This version of Triumph's classic 3-cylinder liquid-cooled DOHC engine provides relaxed riding with a lot of punch. Retaining a bore and stroke of 76 x 65mm and three 36mm flat slide CV carburettors, the compression ratio is lowered to 10.0:1. Digital inductive type ignition is retained. A 5-speed gearbox is driven through a wet multiplate clutch. Maximum power of 70PS is reached at 8,000rpm with loads of low down torque peaking at 72Nm at just 4,800rpm. Revs peak at 8,750rpm. **Frame and Suspension.** The Thunderbird utilises Triumph's distinctive micro alloyed high tensile steel frame with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. The 43mm front forks incorporate triple-rate springs, the rear monoshock is adjustable for preload. Seat height is just 750mm. **Brakes and Wheels.** Front brakes use a single big 320mm disc and the rear a 285mm disc. Both operated by a single 2-piston caliper. Classic 36 spoke 2.5" front and 40 spoke 3.5" rear alloy rims set this bike apart. A 110/80 18 is fitted up front and a squat 160/80 16 on the rear.

Sprint 900

Dimensions: Length 2152mm, Width 760mm, Height 1265mm, Seat height 780mm, Wheelbase 1490mm, Weight (dry) 215kg. **Fuel capacity:** 25 litres. **Colours:** Nightshade, British Racing Green, Candy Apple Red.



Engine and Transmission. The distinctive Triumph 885cc three cylinder liquid cooled engine powers this versatile machine. With a compression ratio of 10.6:1, 76 x 65mm bore and stroke, triple 36mm flat slide CV carburettors and digital-inductive electronic ignition, 98PS at 9,000rpm and 83Nm of torque at 6,500rpm is delivered to the back wheel via a wet multiplate clutch and a 6-speed gearbox. Maximum revs - 9,700rpm.

Frame and Suspension. The Sprint is predictable and sure-footed, with a rigid micro alloy high tensile steel frame and an aluminium alloy swinging arm incorporating an eccentric chain adjuster. A comfortable ride is aided by dual rate springs in 43mm front forks and a rear monoshock adjustable for preload and rebound damping.

Brakes and Wheels. Daytona derived brakes give plenty of feedback and stopping power - two 310mm floating discs and two 4 piston calipers at the front and a single 255mm disc and 2 piston caliper at the rear. New, charcoal grey 3 spoke alloy 17" wheels front and rear, carry 120/70 ZR17 on a 3.5" rim and a new 170/60 ZR17 on a 5.5" rim respectively.

Trident 750 and 900

Dimensions: Length 2152mm, Width 760mm,

Height 1090mm, Seat height 775mm, Wheelbase 1510mm, Weight (dry) 212kg. **Fuel Capacity:** 25 litres.

Colours: British Racing Green (750), British Racing Green/Cream (900), Diablo Black/Red (900).

Engine and Transmission. A choice of two powerplants, 749cc or 885cc liquid cooled, DOHC, four valves per cylinder engines sporting three 36mm flat slide CV carburetors and digital inductive electronic ignition. The smaller engine has a slightly higher compression ratio - 11:1 against 10.6:1. Drive is through a wet multiplate clutch and 6 speed gearbox with the 750 delivering 90PS at 10,000rpm and maximum torque of 68Nm, at 8,700rpm. Revs peak at 11,000. The 900 delivers 98PS at 9,000rpm and maximum torque of 83Nm at 6,500rpm. Revs peak at 9,700rpm.

Frame and Suspension. Nimble and agile the Trident uses Triumph's micro alloyed high tensile steel frame with aluminium alloy swinging arm incorporating an eccentric chain adjuster. The 43mm front forks incorporate triple rate springs with the rear monoshock being adjustable for preload (Rebound damping is an additional feature of the 900).

Brakes and Wheels. The front brakes use two 296mm discs and two 2 piston calipers, the rear brake, a single 255mm disc and 2 piston caliper. Wheels are six spoke alloys, 17" x 3.5" on the front and 18" x 4.5" on the rear - fitted with a 120/70 ZR17 and 160/60 ZR 18 respectively.

