

TRIUMPH





Triumph is truly British. The entire range has been conceived, designed, developed and manufactured at Hinckley, Leicestershire, by our own designers and engineers.

The all new purpose built Triumph factory is now widely accepted as one of the most modern high quality automated motorcycle production plants in the world. The 150,000 square foot facility houses the world's finest tooling and production equipment.

The current range of six models is based on a modular philosophy which shares many key components. This ensures that our motorcycles are not only affordable but also easy and therefore quick to maintain.

Each new Triumph is also designed to capture the spirit of motorcycling. Our prime objective is to produce quality machines that, above all, are a pleasure to ride.

At the core of the range is a universal high tensile micro-alloyed tubular steel frame manufactured in our state of the art robotic welding facility. Each frame is dip primed to provide corrosion resistance to the highest automotive standards.

The engines at the heart of every modern Triumph are totally new three and four cylinder motors. They are built in both short and long stroke versions to produce astounding sports or touring performance.

In-house production accounts for approximately one third of the motorcycles' components which, combined with other UK sourced materials, means that the majority of each machine is produced in the UK. Meanwhile, a number of specialist items are sourced from the world's most respected suppliers.

Body panels and fairings are unique. Made from a material specially developed by ICI, neither the material nor the paintwork will crack, even when severely flexed.

The build quality of the new Triumphs consistently shines through - with every member of the production team checking the previous team member's work. Each machine undergoes a cold engine test during assembly and culminates with a rolling road test for every completed motorcycle.

The result is a true British range of motorcycles with genuine character and a reputation not earned through a high profile advertising or public relations exercise, but on their own merit. In terms of all-round performance, comfort and quality, we have no need to exaggerate.

## Trident Sports Roadster

750  
900

"The Trident's weight and mid-range power gave it a secure feel, yet the steering was light enough to let you drop into bends, confident that the bike could be flicked upright round the other side. Its engine, riding position and handling conspire to make it fun and invigorating to ride ... and the competition is nowhere." BIKE MAGAZINE



Few modern day motorcycles can have the same character as the Trident 750 and 900 triples. Their modern but naked styling, the distinctive, throaty sound of the liquid cooled 12-valve engine and a host of built in features give you one of the world's most charismatic new motorcycles.

Both Tridents share a high level of specification and are designed to deliver performance and handling characteristics which are virtually unrivalled among other sports roadster machines.



"Its credits are the ride position, ride quality and control for which it can't be beat. It has handling and steering that match or exceed the absolute best Japan can muster in its class." FAST BIKES



The two Daytonas are crafted for the road rather than being modified track bikes, with both machines using the short stroke engines.

The 750 triple provides surprising amounts of torque that make it as tractable around town as it is on the open road. The 1000 four cylinder gives turbine smooth power delivery from zero to 8000 revs - then produces astonishing performance to the red-line at 10,500 rpm.

Both models share the same high level of equipment which, most refreshingly, can be enjoyed in a comfortable riding position. Even long distances become a pleasure.



## Trophy Sports Tourer

900  
1200

"The motor has more grunt than a charging rhino on speed but the chassis and tyres give the agility of a gazelle - an almost magical combination still rare even in today's high-tech bike industry." MOTOR CYCLE NEWS

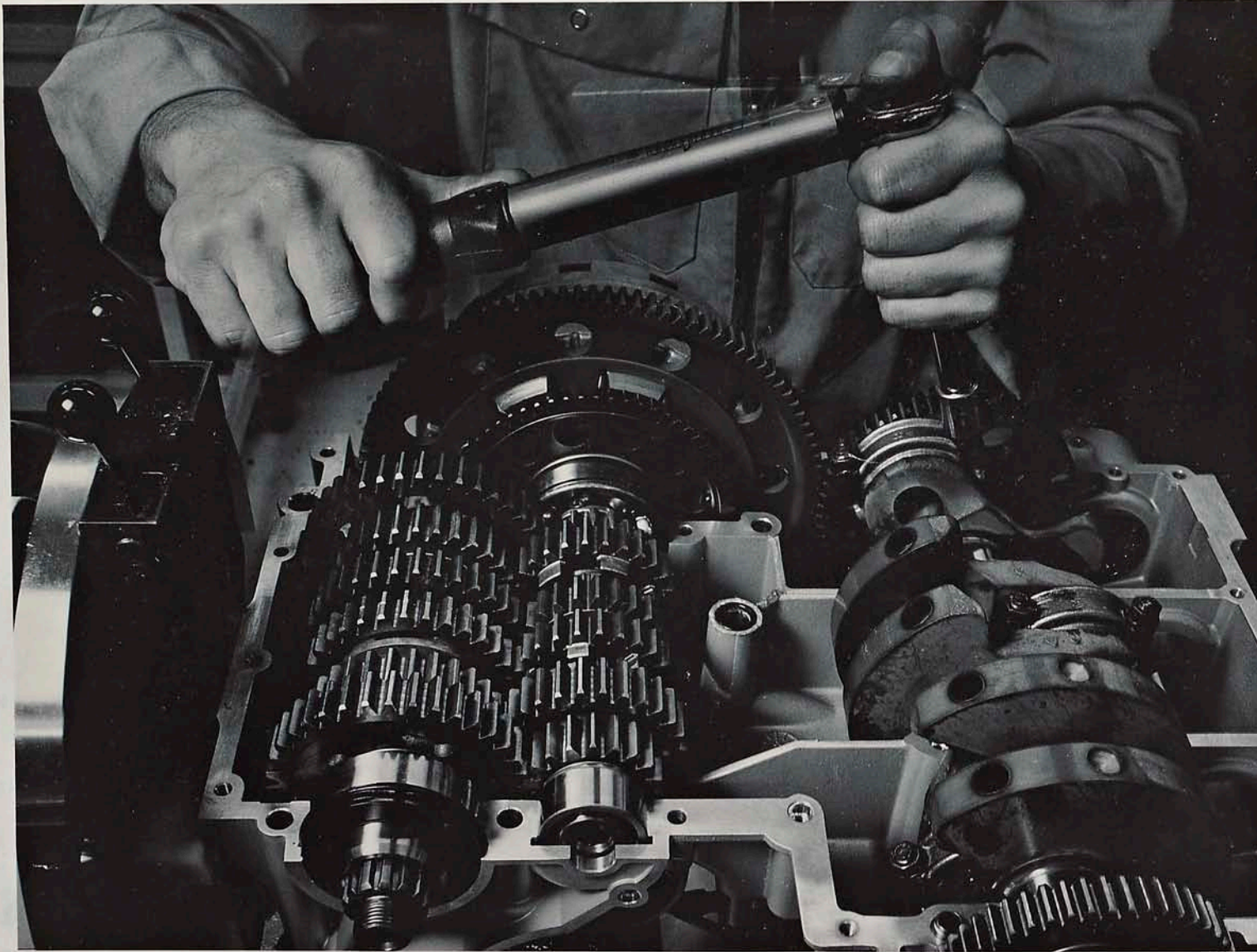




The Trophy is an all-purpose motorcycle, designed for all seasons and all-round performance. Both the 1200 and 900 versions use the long stroke engines.

The 1200 four cylinder has an exceptionally broad spread of power, producing breathtaking acceleration from the lowest engine speeds right through to the red-line. The 900 triple offers an ideal combination of power, weight, braking and suspension creating a motorcycle which inspires confidence and can be ridden deceptively fast.





The word 'care' is often an over-used cliché in sales and service. Not so at Triumph. We believe in caring for our customers and distributors because 'care' in this context ensures the highest customer satisfaction and customer retention.

Meanwhile, the modular construction of each Triumph ensures that the cost of components and replacement service items are kept to a minimum and that parts are readily available.

We believe that our dealer and distributor network throughout the world is of the highest standard. Selection depends very much on their long term outlook and their willingness to build a genuine partnership with both ourselves and our customers. In return we provide them with direct and personal access to specialist support from Hinckley.

All new Triumphs carry a 12 month unlimited mileage warranty.

# Triumph Specification

	TRIDENT 750	TRIDENT 900	DAYTONA 750	DAYTONA 1000	TROPHY 900	TROPHY 1200
<b>ENGINE:</b>						
Type:	In-line 3 cylinder DOHC 12-valve liquid cooled	In-line 3 cylinder DOHC 12-valve liquid cooled	In-line 3 cylinder DOHC 12-valve liquid cooled	In-line 4 cylinder DOHC 16-valve liquid cooled	In-line 3 cylinder DOHC 12-valve liquid cooled	In-line 4 cylinder DOHC 16-valve liquid cooled
Capacity:	749 cc	885 cc	749 cc	998 cc	885 cc	1180 cc
Bore/Stroke:	76 x 55 mm	76 x 65 mm	76 x 55 mm	76 x 55 mm	76 x 65 mm	76 x 65 mm
Compression ratio:	11:1	10.6:1	11:1	11:1	10.6:1	10.6:1
Carburettors:	3 x BST 36 mm flat slide CV	3 x BST 36 mm flat slide CV	3 x BST 36 mm flat slide CV	4 x BST 36 mm flat slide CV	3 x BST 36 mm flat slide CV	4 x BST 36 mm flat slide CV
<b>TRANSMISSION:</b>						
Primary drive:	By gear	By gear	By gear	By gear	By gear	By gear
Clutch:	Wet multi-plate	Wet multi-plate	Wet multi-plate	Wet multi-plate	Wet multi-plate	Wet multi-plate
Gearbox:	Six speed	Six speed	Six speed	Six speed	Six speed	Six speed
<b>ELECTRICS:</b>						
Ignition:	Digital electronic	Digital electronic	Digital electronic	Digital electronic	Digital electronic	Digital electronic
Headlight:	1 x 7" dia. round 60/55 W Halogen	1 x 7" dia. round 60/55 W Halogen	2 x 5.5" dia round 60/55 W Halogen	2 x 5.5" dia round 60/55 W Halogen	1 x rectangular 60/55 W Halogen	1 x rectangular 60/55 W Halogen
<b>CYCLE PARTS:</b>						
Frame:	High tensile (600 MPa micro alloyed) steel	High tensile (600 MPa micro alloyed) steel	High tensile (600 MPa micro alloyed) steel	High tensile (600 MPa micro alloyed) steel	High tensile (600 MPa micro alloyed) steel	High tensile (600 MPa micro alloyed) steel
Swing arm:	Extruded high tensile aluminium	Extruded high tensile aluminium	Extruded high tensile aluminium	Extruded high tensile aluminium	Extruded high tensile aluminium	Extruded high tensile aluminium
Wheels:	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear	Three spoked die cast aluminium: 17" dia. x 3.5" rim front 18" dia. x 4.5" rim rear
Wheel axles:	Large dia. hollow axles	Large dia. hollow axles	Large dia. hollow axles	Large dia. hollow axles	Large dia. hollow axles	Large dia. hollow axles
Tyres:	120/70 x 17 V280 front 160/60 x 18 V280 rear	120/70 x 17 V280 front 160/60 x 18 V280 rear	120/70 x 17 V280 front 160/60 x 18 V280 rear	120/70 x 17 V280 front 160/60 x 18 V280 rear	120/70 x 17 V280 front 160/60 x 18 V280 rear	120/70 x 17 V280 front 160/60 x 18 V280 rear
Suspension:	Front – 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with mechanically adjustable pre-load Axle travel 120 mm	Front – 43 mm telescopic forks with adjustable and rebound damping Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with mechanically adjustable pre-load Axle travel 120 mm	Front – 43 mm telescopic forks with adjustable compression and rebound damping, and adjustable pre-load Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with adjustable pre-load and rebound damping Axle travel 120 mm	Front – 43 mm telescopic forks with adjustable compression and rebound damping, and adjustable pre-load Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with adjustable pre-load and rebound damping Axle travel 120 mm	Front – 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with hydraulic adjustable pre-load and rebound damping Axle travel 120 mm	Front – 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear – Gas charged monoshock Tri-link rising rate with hydraulic adjustable pre-load and rebound damping Axle travel 120 mm
Brakes:	Front – 2 x 296 mm discs plus 2 x 2 piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle	Front – 2 x 296 mm discs plus 2 x 2 piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle	Front – 2 x 310 mm floating discs & 2 x 4 differential piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted below the wheel axle with floating torque arm	Front – 2 x 310 mm floating discs & 2 x 4 differential piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted below the wheel axle with floating torque arm	Front – 2 x 296 mm discs plus 2 x 2 piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle	Front – 2 x 296 mm discs plus 2 x 2 piston calipers Rear – 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle
<b>DIMENSIONS:</b>						
Wheel base:	1490 mm	1490 mm	1490 mm	1490mm	1490 mm	1490 mm
Fuel Capacity:	25 litres (inc. 5 litres reserve)	25 litres (inc. 5 litres reserve)	25 litres (inc. 5 litres reserve)	25 litres (inc. 5 litres reserve)	25 litres (inc. 5 litres reserve)	25 litres (inc. 5 litres reserve)
Seat height:	800 mm	800 mm	800 mm	800 mm	800 mm	800 mm
Weight:	212 kg (dry), 239 kg (wet)	212 kg (dry), 239 kg (wet)	218 kg (dry), 245 kg (wet)	235 kg (dry), 262 kg (wet)	222 kg (dry), 249 kg (wet)	240 kg (dry), 267 kg (wet)
<b>* PERFORMANCE:</b>						
Maximum power:	97PS DIN (71.5 kw) at 9750 rpm	100PS DIN (73.5 kw) at 9500 rpm	97PS DIN (71.5 kw) at 9750 rpm	121PS DIN (89 kw) at 10500 rpm	100PS DIN (73.5 kw) at 9500 rpm	125PS DIN (91.9 kw) at 9000 rpm
Maximum torque:	6.79 kg.m (74 Nm) at 8250 rpm	8.26kg.m (81 Nm) at 6500 rpm	6.79 kg.m (74 Nm) at 8250 rpm	9.0 kg.m (88 Nm) at 8500 rpm	8.26 kg.m (81 Nm) at 6500 rpm	10.11 kg.m (99.2 Nm) at 8000 rpm
Maximum revs:	11000 rpm	9500 rpm	11000 rpm	11000rpm	9500 rpm	9500 rpm
<b>COLOURS:</b>	British Racing Green (metallic), Cherry Red (metallic), Cherry Black (metallic).		Lancaster Red, Assam Black, or Radiant Red.		Burgundy (metallic), Charcoal Grey (metallic), Oxford Blue (metallic), Caribbean Blue (metallic).	

\*All figures relevant to UK specification

All specifications are based on the latest information available at the time of printing. Motorcycles pictured in this brochure may vary slightly from actual models. Manufacturer reserves the right to make changes to colours, materials, equipment, specifications, and models without prior notice. Details and specifications are further subject to change due to local conditions and regulations, and not all Triumph models are available in every market. Copyright Triumph Motorcycles Limited.

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