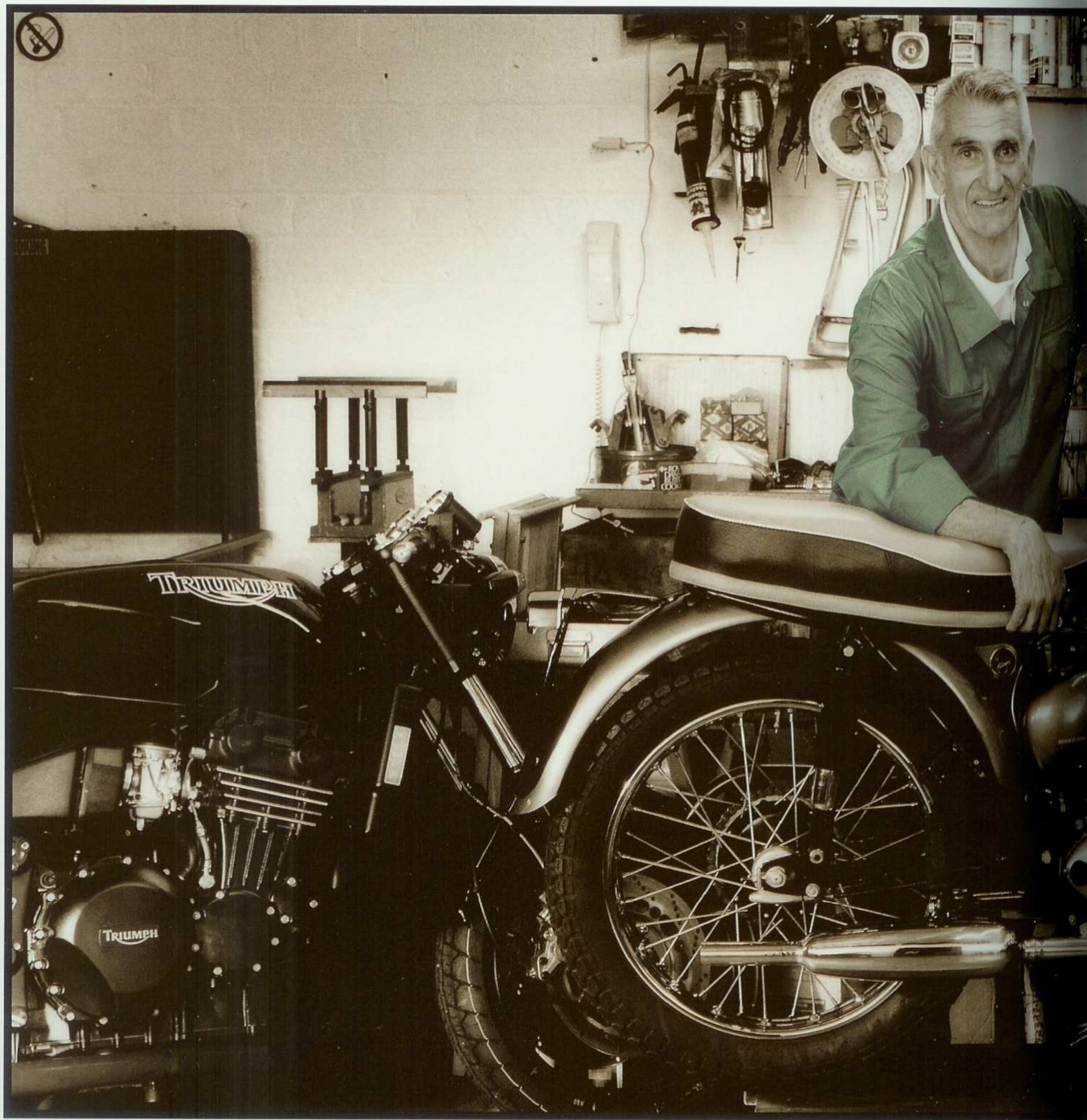


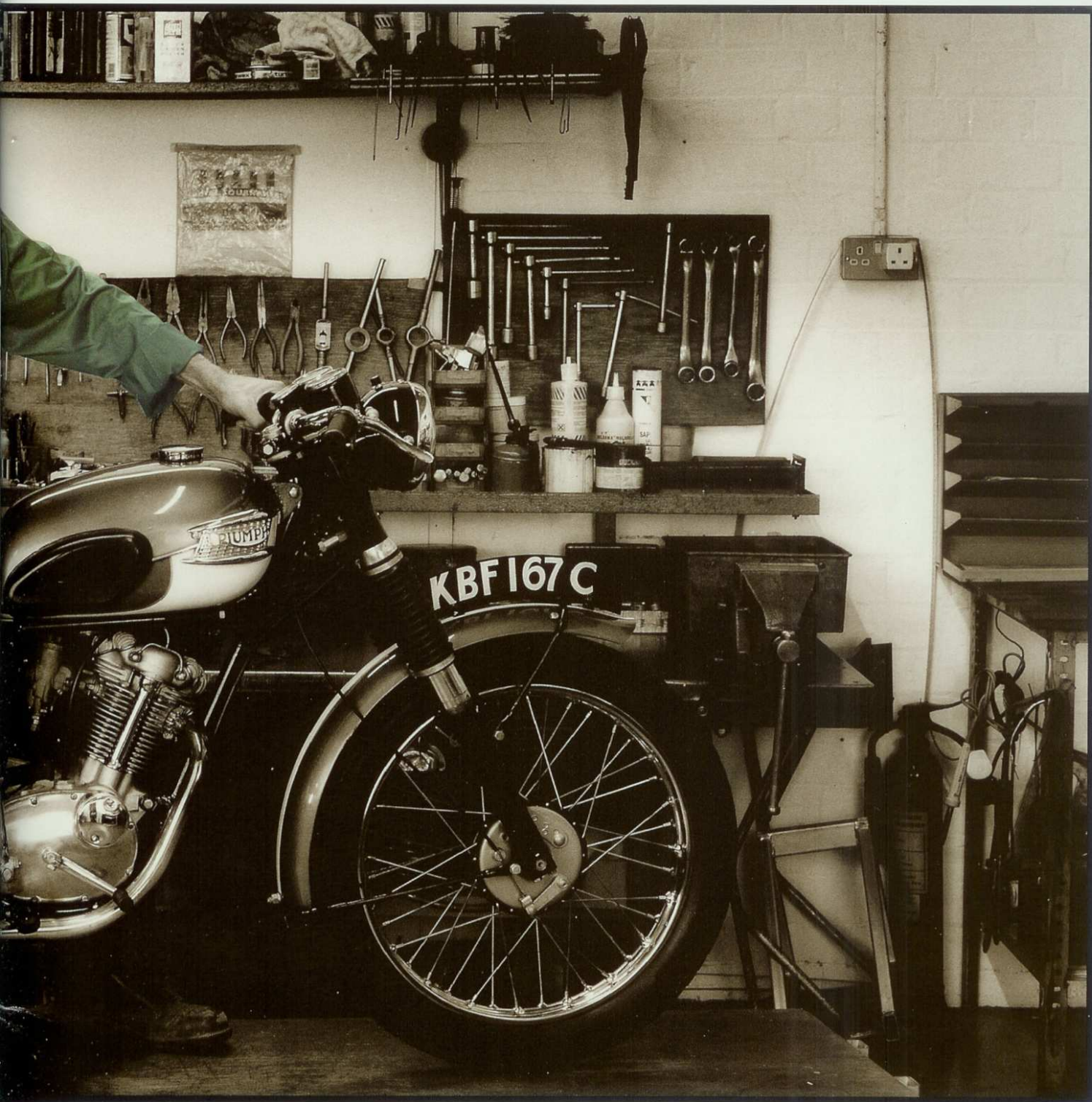
The milkmen of Great Britain have never been properly acclaimed as serious economic experts. Yet few individuals are better placed to monitor the health of a company. More pints mean more workers - and only the fittest of firms is expanding these days.

Alf Smith has delivered milk to Triumph Motorcycles since their arrival at Hinckley, and

he considers them as being very fit indeed. Not only has he seen his favourite customer increase its milk consumption tenfold in four years, he has just learned from his son in America that Triumph is now up and running and already making its mark over there.



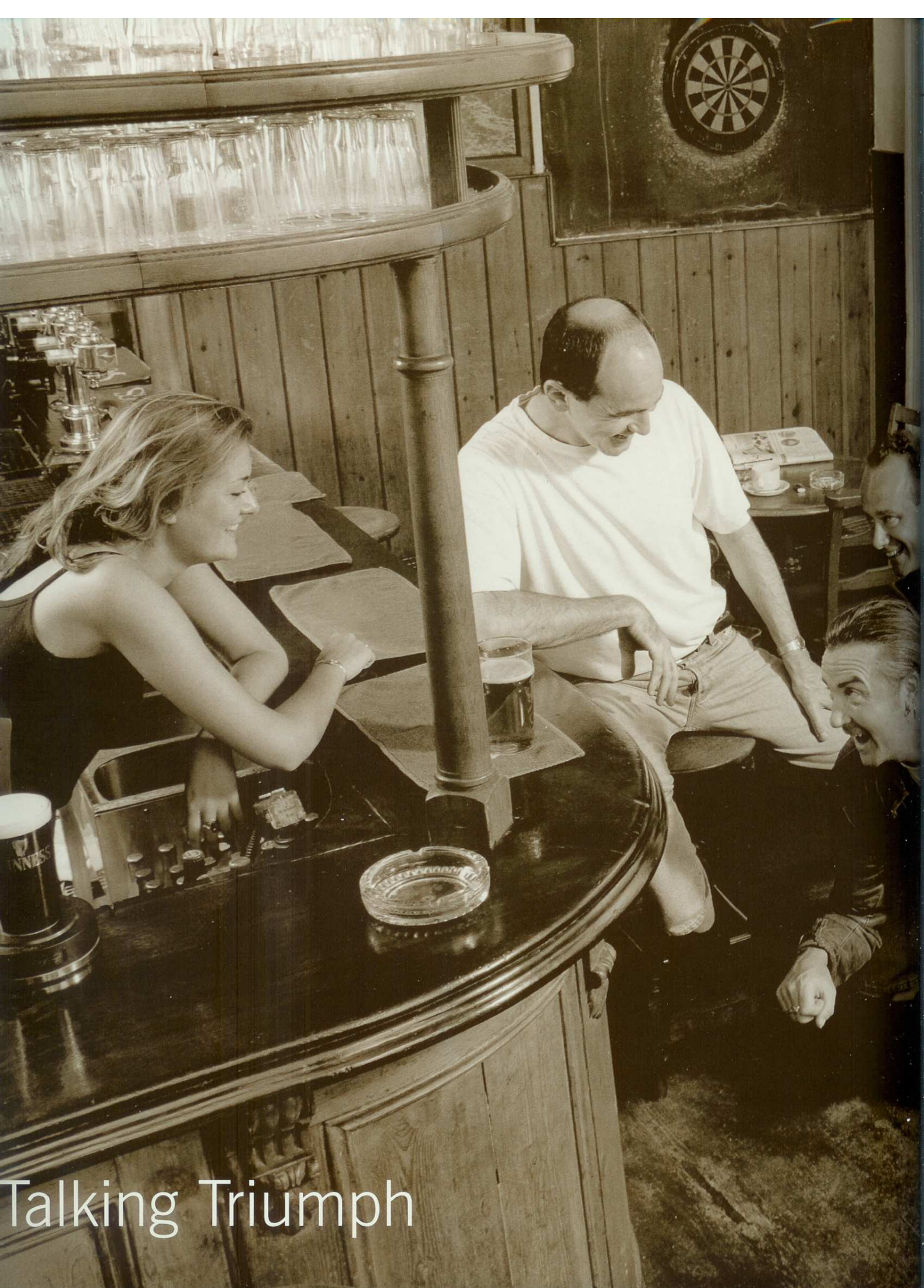
A Long Term Investment



When David Green found out that he'd been accepted as an apprentice draughtsman at Triumph Motorcycles, he was over the moon. The first of his ambitions had been achieved and now he was prepared to give his all to realise the rest. The management at Triumph considered themselves fortunate, as well. David had presented himself as a bright, 'well turned-out, enthusiastic lad with a passion for motorcycles and a clear view of what he wanted in life.

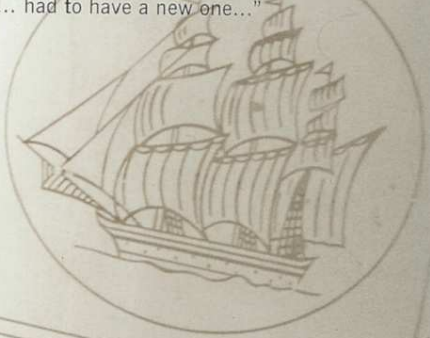
His motivation was right and his qualifications impeccable. Here was someone worth investing in. That was in December 1944. David was 14. Now, 51 years later, that mutual commitment has certainly paid dividends. As one of the company's top component designers, David made crucial contributions to such classics as the first 350, the Bonneville and the Meriden Tridents. More recently, he has been responsible for the engine design of the Tiger and the

Thunderbird. Being a Triumph man through and through, his first aim in retirement is to set about restoring a '57 Tiger Cub. Like all members of the 360-strong workforce, David's character is perfectly in tune with Triumph's philosophy – an attitude that demands total involvement and loyalty, accepts no compromise and requires every employee to be as proud of their daily performance as they are of the badge on the tank.



Talking Triumph

"...same here. My parents went berserk when I blew Grandad's legacy on a Bonneville. Nearly chucked me out... But it was worth it... Friday nights up at the Saltbox Cafe, Gene Vincent on the juke box at 6d a go... I've still got the Bonnie in the back of my garage... couldn't bear to sell her - can't ride her either - does my back in five minutes... Always been a Triumph man though... had to have a new one..."



TRIUMPH

Never ride while
under the influence
of alcohol or drugs.



TAYLOR WALKER
OPENING HOURS

MONDAY
11.00 - 3.30 & 10.15 - 11.00
TUESDAY
11.00 - 3.30 & 10.15 - 11.00
WEDNESDAY
11.00 - 3.30 & 10.15 - 11.00
THURSDAY
11.00 - 3.30 & 10.15 - 11.00
FRIDAY
11.00 AM - 11.00 PM
SATURDAY
12.00 - 3.00 & 7.00 - 10.15
SUNDAY
12.00 - 3.00 & 7.00 - 10.15

PUB GARDEN
TRADITIONAL ALES



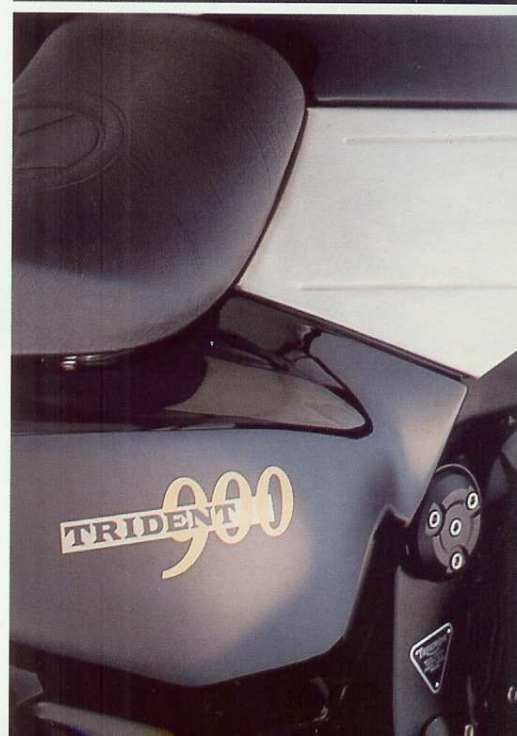
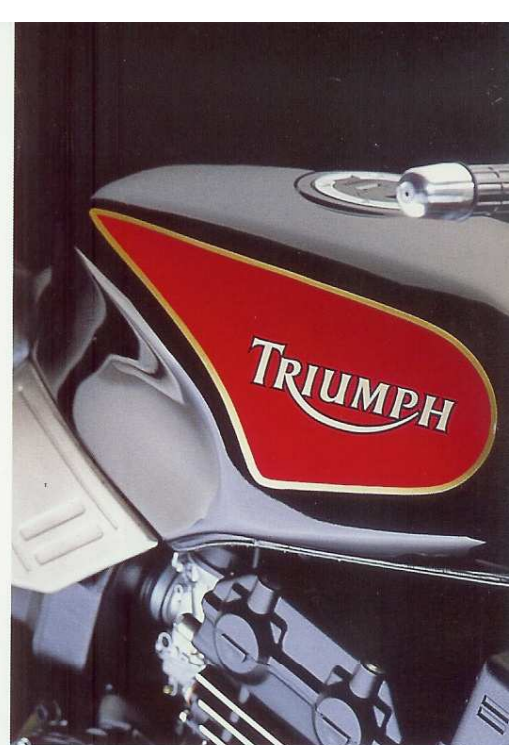
Triumph Trident

As an introduction to the Triumph range, the Trident plays its part to perfection. Its classic styling, rugged reliability and tremendous value for money exemplify the core values for which Triumph is justly famous.

Available with either a 750cc or 900cc three cylinder engine, the Trident's reputation for agility is second to none. The traditional two-tone tank of the 900, with its hand painted gold coachline is typical of the attention to detail that's paid to recreating the character of Triumph's past and makes it as distinctive as it is dependable.

Model updates on the 900 include a new aluminium rear suspension unit adjustable for preload and rebound damping that will further enhance the Trident's reputation as a pleasure to ride.

This is a motorcycle with longevity built in and owners will speak fondly of it for many years to come.





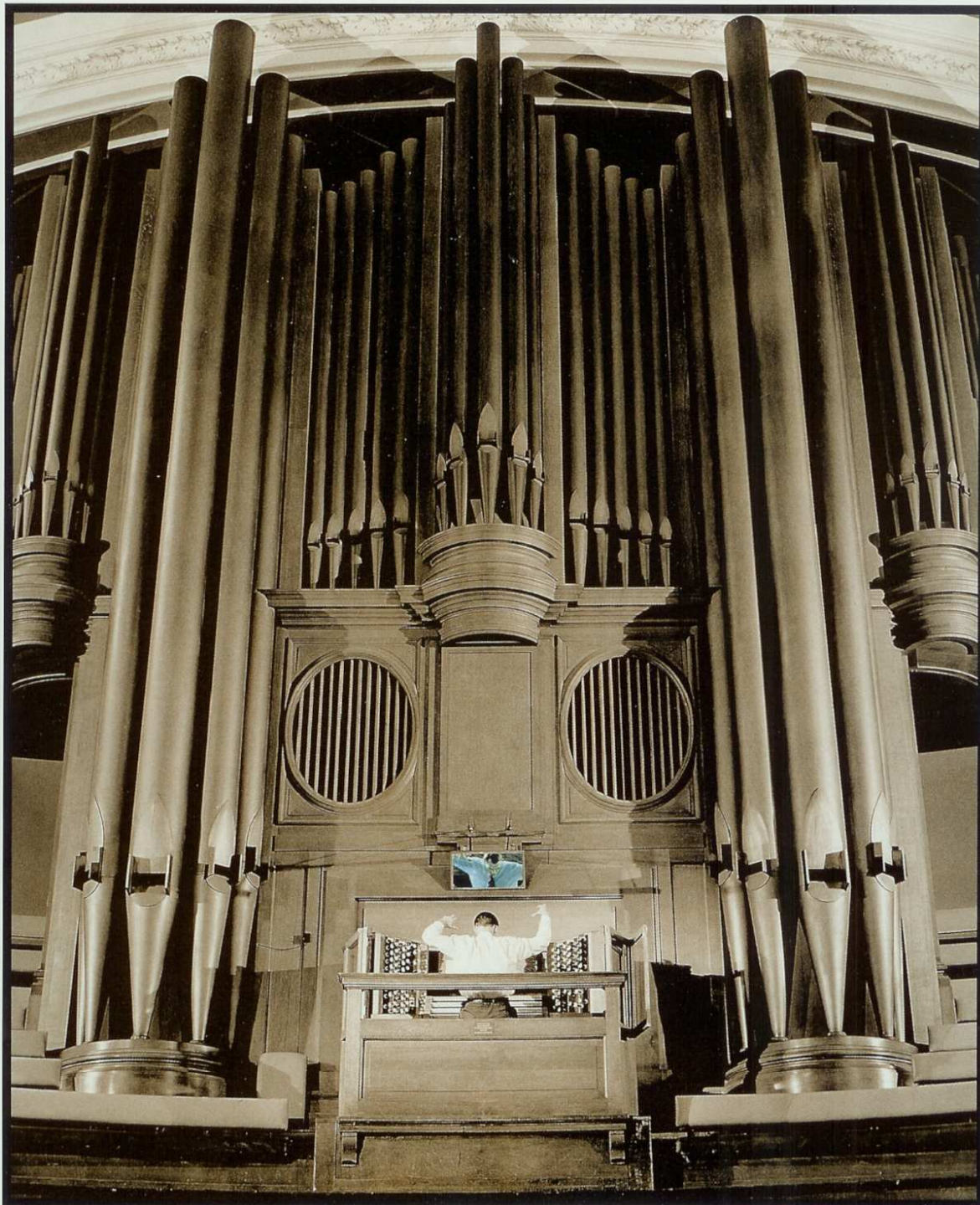
Diablo Black and Red



British Racing Green

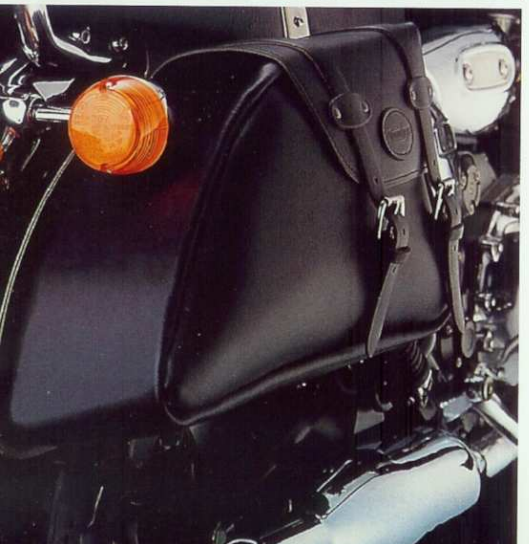


British Racing Green and Cream



Pipe Dreams

It's an imposing sight, with so much intricate detail that there's almost too much to take in. Most people have to take a step back to fully absorb its grandeur. Precision is vital to produce what is required. As is the skill of the craftsman. Every pipe is shaped and fashioned to critical lengths in differing bores. Burnished and polished, the beholder is inspired. Fine tuning then produces those marvellous sounds, that unique pitch and deep resonance. Its virtuosity is beyond compare, its ability to arouse great passion, unequalled.



Triumph Thunderbird 900

The style of the Thunderbird spans more than a generation and can be said to symbolise the whole tradition of the legendary Triumph marque. This evocative name captures the spirit of the company heritage like no other.

The 1996 Thunderbird is no present-day throwback, though. Judging by its success as Triumph's number one seller, this bike has struck a chord with today's new breed of enthusiasts who have firm ideas as to what constitutes a modern classic.

The latest model looks smarter than ever with its neat oval swinging arm and rear suspension unit adding further to the polished aluminium features and glistening chrome that make this bike one to cherish. Already, the growing range of custom parts on offer mean that the chances of coming across an identical machine on the streets are becoming rare indeed.

Attention to detail and expert craftsmanship have conspired to produce this all-purpose masterpiece and once again the world is singing the praises of the Triumph Thunderbird.

Items featured may be Triumph accessories.
Please consult your dealer.



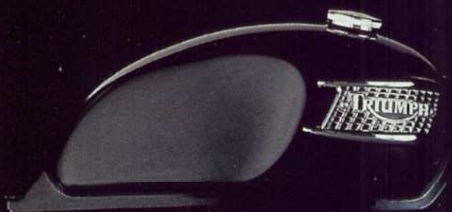




Aegean Blue



British Racing Green and Cream



Diablo Black



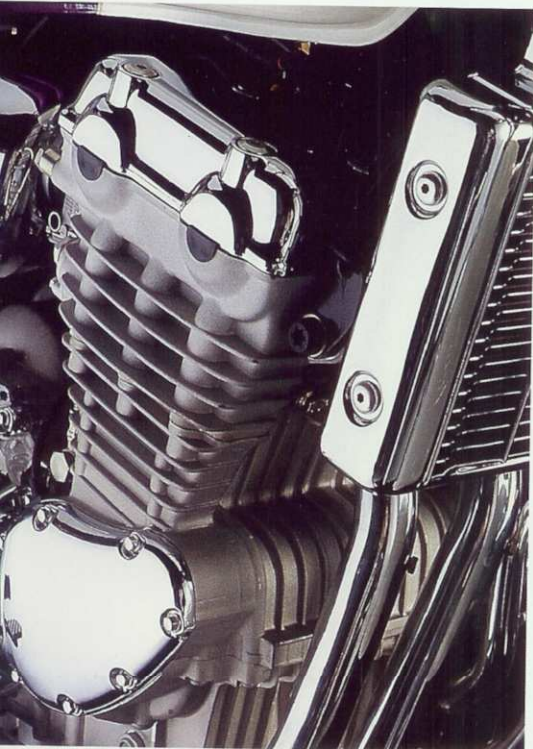
Cherry Red and Cream
(also available in Cherry Red)





A Special Relationship

Come across it **unexpectedly** and you could be excused for thinking you had been beamed magically across the Atlantic. Looking as if it were fresh out of the West Coast, it sits there glistening flamboyantly. Seldom going without notice, few pass by without a smile or a comment or two, for this is surely the product of another culture – or so it seems. But then a word catches the eye, a word that says British better than a Union Jack and you realise that this is the product of a marriage between two nations of kindred spirit.



Triumph Adventurer

If convention isn't your cup of tea, then you may well find a new partner in the Triumph Adventurer. A 900cc triple, this distinctive machine wears its soul on the outside.

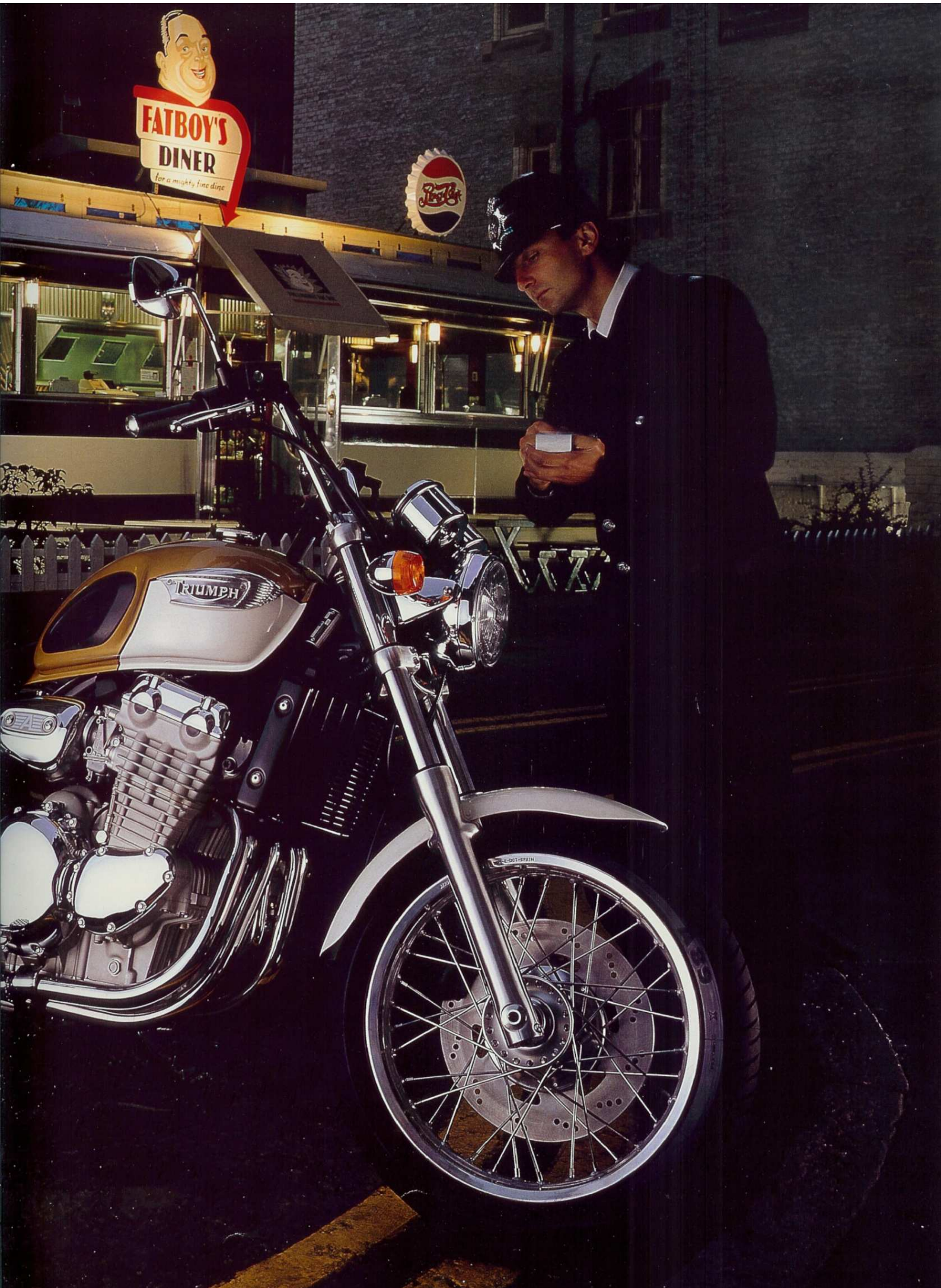
The American influence is self evident, nothing is conventional on this Triumph. High rise bars, single seat, megaphone exhaust and ducktail rear mudguard create an uncompromising appearance highlighted by colour schemes originated by Triumph in the early 60's.

The detail and quality of this bike deserves a closer look. An evocative tank badge, tail lamp, side panel badge and tank knee pads are just some of the finer points that make this street cruiser a genuine Triumph.

A full range of factory accessories mean it can stay a genuine Triumph too, however far you want to take it.

Items featured may be Triumph accessories.
Please consult your dealer.







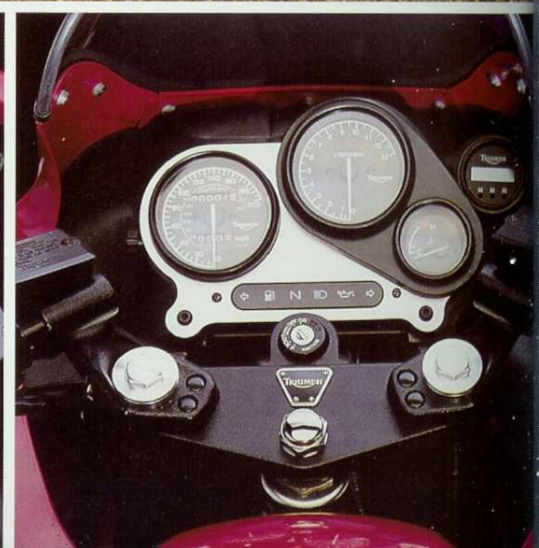
Stage Gold and Ivory

Violet and Ivory



Polished Performance

When you get to grips with it, its versatility is amazing, adapting to your style immediately. Ideally weighted and in perfect symmetry, it goes where you tell it to, whatever the conditions. It is as much at home giving a relaxed performance on a lazy summer's afternoon, as it can be fast and furious in front of an admiring home crowd. Polished to perfection, it will deliver whatever is required. It's all up to you and a flick of the wrist.





Triumph Sprint

Acclaimed worldwide, the 900 Sprint has drawn enthusiasts of every persuasion. The ultimate all-rounder, the Sprint's appeal lies in the eye of the beholder.

As a tourer, it has all the power and low-down torque you're likely to need, along with a relaxed and comfortable riding position behind a surprisingly effective half fairing. A range of dedicated touring luggage provides ample

storage whilst its all-new aluminium rear suspension unit is adjustable for preload and rebound damping to adapt to the load.

As a sports bike, the Sprint will mix it with more specialist machines, though offering considerably more comfort. The improved aerodynamics provided by the lightweight fairing allowing the 98bhp on tap to work to best advantage, whilst Daytona-derived brakes provide the reassurance you need whatever your style of riding.

But it is as an all-round sports tourer that the Sprint really shows its true colours, few bikes can match the changing moods of the rider so effectively.



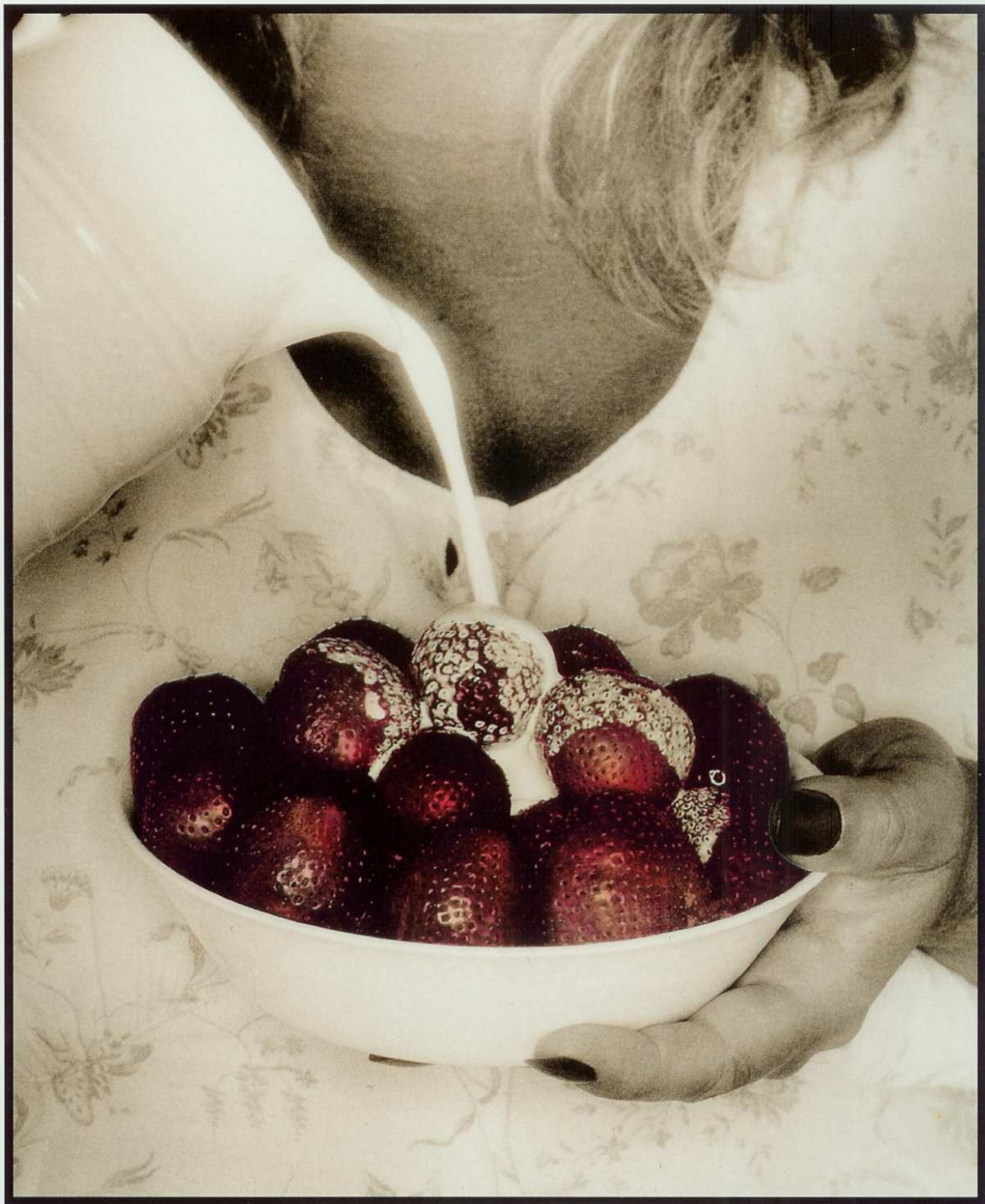
British Racing Green



Candy Apple Red



Nightshade



Strawberries and Cream

A new crop has arrived. One look, and memories of great pleasures fill the mind... of journeys undertaken, of places visited and friends made... of wonderful Summer days when England blossoms, or the gloom of others when such a sight is the only ray of sunshine. But always the satisfaction of knowing that, however far you've travelled or still have to go, this is one taste that is utterly dependable and one you know you'll never tire of.



Triumph Trophy 900 and 1200

It is the striking new bodywork that says it all. The Trophy has come of age as a touring motorcycle.

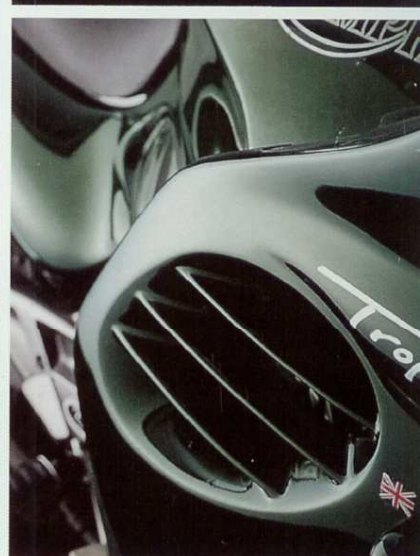
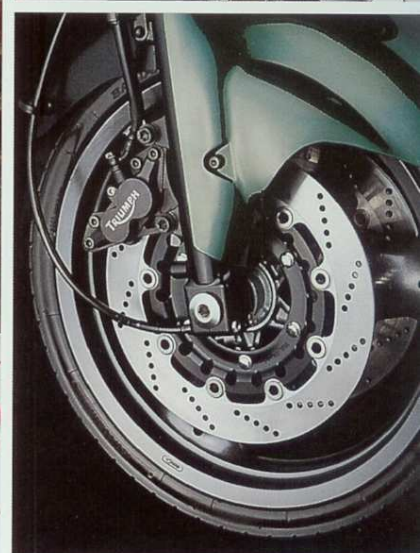
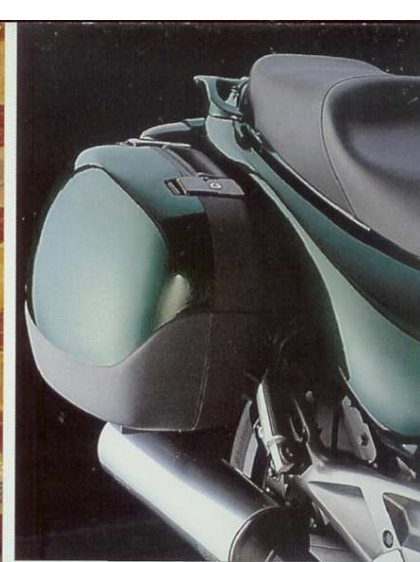
Triumph's view of the modern tourer is that it's every bit a precision machine as any sports bike and that it deserves just as much innovation and development.

Hence the new Trophy 900 and 1200 – built for those with a taste for something special.

Retaining the long stroke 900 Triple and 1200 four cylinder engine options that have proved themselves to be such effortless tourers, the Trophy has undergone extensive development to tailor it to the requirements of the longer distance rider. Extensive wind tunnel testing has led to all new fairing and side panels

that provide maximum protection from the elements, efficient heat dispersal and stability at speed. Panniers and frames, designed as an integral part of the machine, further enhance its touring capabilities and its looks.

Small details, so important to the touring rider, have also been addressed. A clock and fuel gauge have been added to the instrumentation along with other thoughtful features



such as lockable fascia pockets, remote headlight adjuster and luggage hooks on the seat.

But more than anything else, it's the flowing lines and subtle curves of the bodywork that mark this machine as a new taste in tourers.



British Racing Green

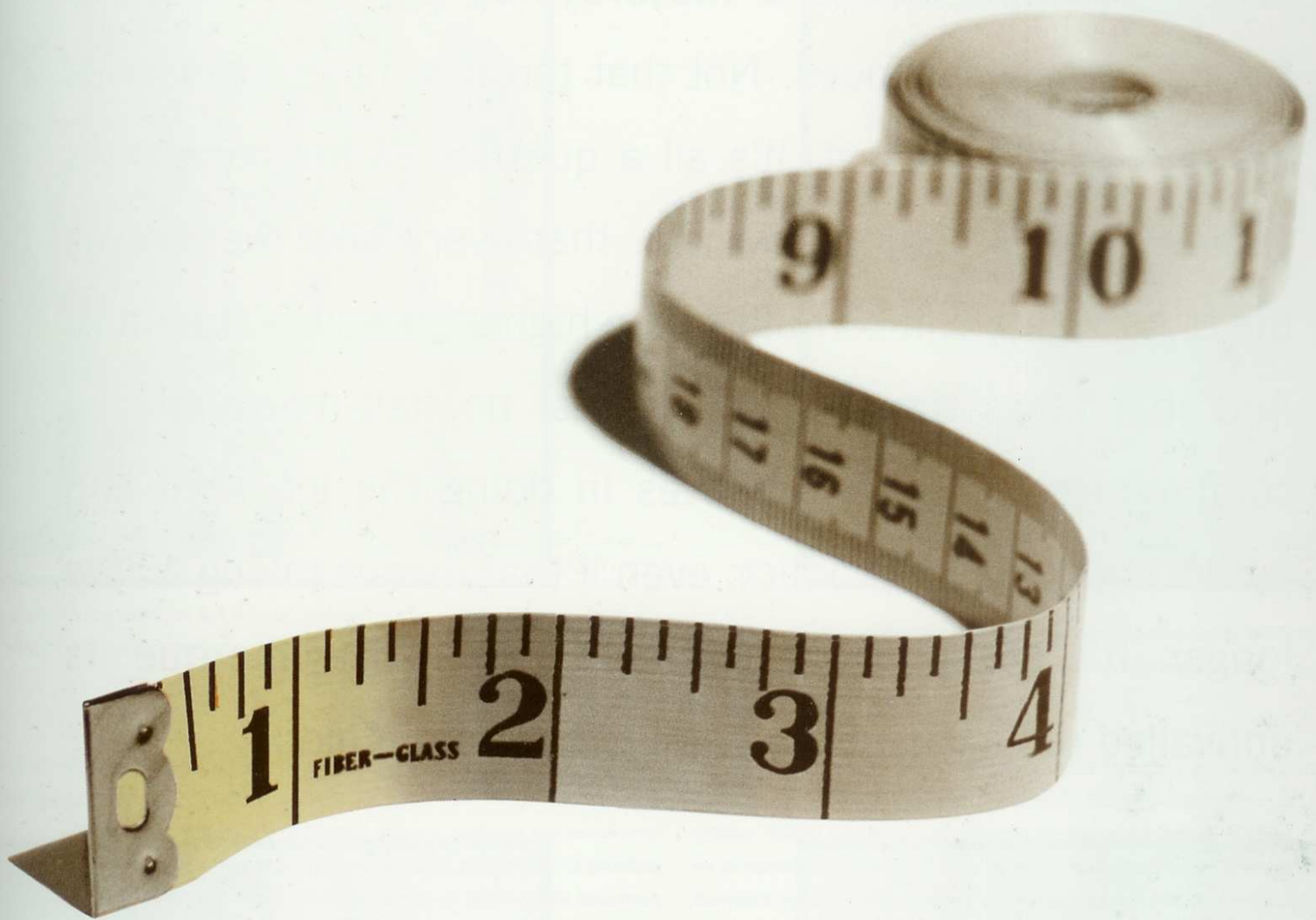


Merlot Red



Pacific Blue





The Fitting Room

It's what goes on in here that really counts. This is where the expert's skills come into their own – those unique talents that have been gained over long apprenticeships and years of on-the-job training. Ultimately, everything hangs on the design. "If it looks right, it is right" is the watchword of this establishment. Precise patterns ensure the fit is perfect and, only the finest materials are considered. Rigorous quality control

is enforced and anything that fails to measure up is instantly discarded. Minute attention is paid to the final trim and how this blends in with the style and shape, whilst equal care is taken with the matching accessories so that the overall look is not compromised. Trends may come and trends may go but the appeal of the finest quality workmanship transcends generations.

When Triumph builds a motorcycle, the last thing it's concerned with is speed. Not that the machines themselves are sedate – far from it. It's all a question of the company's commitment to Triumph owners: that every bike that leaves the factory gate will be built to the highest possible standard. And that takes time. No shortcuts, no half-measures, no compromises. Triumph believes in doing the job right and producing a quality product, even if that means taking a little longer. It's the philosophy that's gained the marque its unrivalled reputation for reliability across the globe.

Take the Triumph crankshaft, for example. The secret of a smooth running engine is in the precision of its crank, which is generally machined to an industry-wide norm of 20 microns. All Triumph crankshafts are machined in-house to a tolerance of 5 microns, a process which takes a little more time, but which pays huge dividends in minimising power loss, noise and overall wear.

Then there's the question of hardening. Triumph crankshafts are heat treated in a plasma-nitriding furnace for no less than 24 hours at 520 degrees centigrade. An electric current in the hydrogen / nitrogen atmosphere causes a hard coating to form on the crank's surface to a specific depth that can be guaranteed precisely, improving fatigue resistance. Computer control of the process ensures that there is no distortion whatsoever during this treatment, with the finished component delivering increased durability, reliability and longevity. It's a long, slow, but ultimately worthwhile process.

Working practices on the shopfloor also promote quality and accuracy over speed. A mixture of 'cellular' manufacturing techniques and 'neighbour checking', where each individual is responsible for checking his colleagues work, cultivates feelings of ownership and pride amongst the workforce, further contributing to the overall spirit of enthusiasm in the Company.

Unconventional solutions are also applied to engineering problems, like choosing to manufacture frames in high tensile steel. The use of computer-controlled MIG welding by robots avoids the excess heat that can induce stress and distortion in such complex structures. The same process is used to even more advantage in the manufacture of the aluminium swinging arm.

New equipment installed by Triumph during the past year enables the complete control of the finishes on every motorcycle from bright and black chrome plating to zinc plating and the final paint and lacquer coating.

Despite the trend towards robots and computerisation, nothing can replace the inherent skill and eagle eye of the Triumph craftsman, who can tell by instinct what's right and what's wrong and are always on hand to remedy a problem. Some processes, in fact, can never be performed as well by machines, like the spraying by hand of every petrol tank and the hand painting of the Trident's gold coach lines.

Triumph owners can relax in the knowledge that a little more trouble has been taken to make their motorcycles. And, as a result, each one comes complete with a 2-year unlimited mileage warranty. Quality is the key – a built-in feature that's appreciated by satisfied bikers in over 30 countries worldwide.



Look at any Triumph and you will see that 'quality' and 'welding' are inseparable.

A 'Neighbour Checking' system is used, where individuals are responsible for checking the quality of their colleagues' work.



Over 11,000 riders from all over the world have toured the factory and listened to the Triumph story since it opened in 1990.

Getting to grips with a clean sheet of paper. The largest department in the company is dedicated to the Triumph of tomorrow.



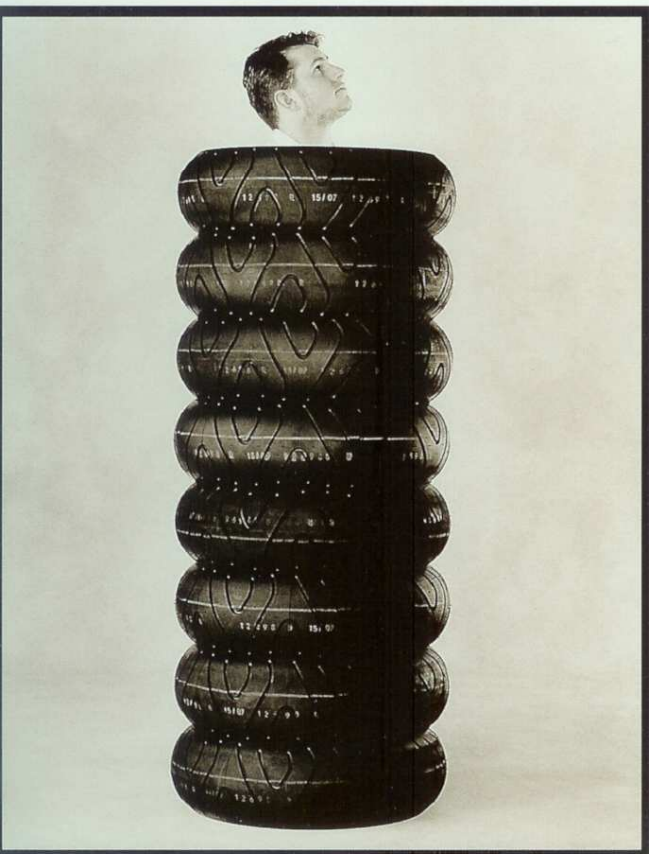


Reflecting Triumph's commitment to quality, chrome work is now undertaken in-house to ensure standards are maintained.

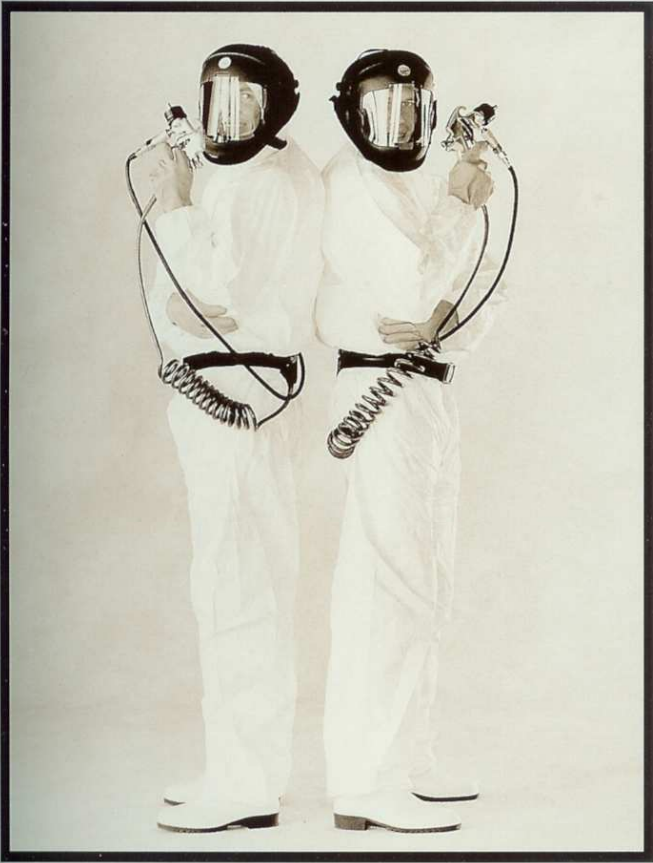


Decals are applied with a delicate touch before a lacquer seals them for life.

Puts more rubber on the road than any other in Triumph.



The meticulous attention to detail that goes into the 40ft of wiring in every Triumph motorcycle goes entirely unnoticed.



The eagle eye of the Triumph craftsman is key to the 5-hour paint process that produces Triumph's renowned gloss finish.

Every bike is packed in a hand made crate, fully assembled, ensuring safe distribution worldwide.



Every Triumph goes through a 15-point rolling test before it sees the light of day.

From raw engine castings, it takes 12 separate machining processes at Triumph to transform them into a work of art.







The Perfect Handlebar

It all starts with a vision. Of who you really are. And how you would have others see you. It's a project that requires careful consideration. The ultimate personal statement. So planning is all important. Nurturing, of course, takes time – the honing, the shaping and the balance. But the discipline of meticulous attention metered out unerringly and unsparingly will pay dividends in the future. At last it becomes part of you, maybe even your trademark. It's as comfortable as you'd hoped it would be, individual, charismatic – and always a surprise to the uninitiated.



Pimento Red

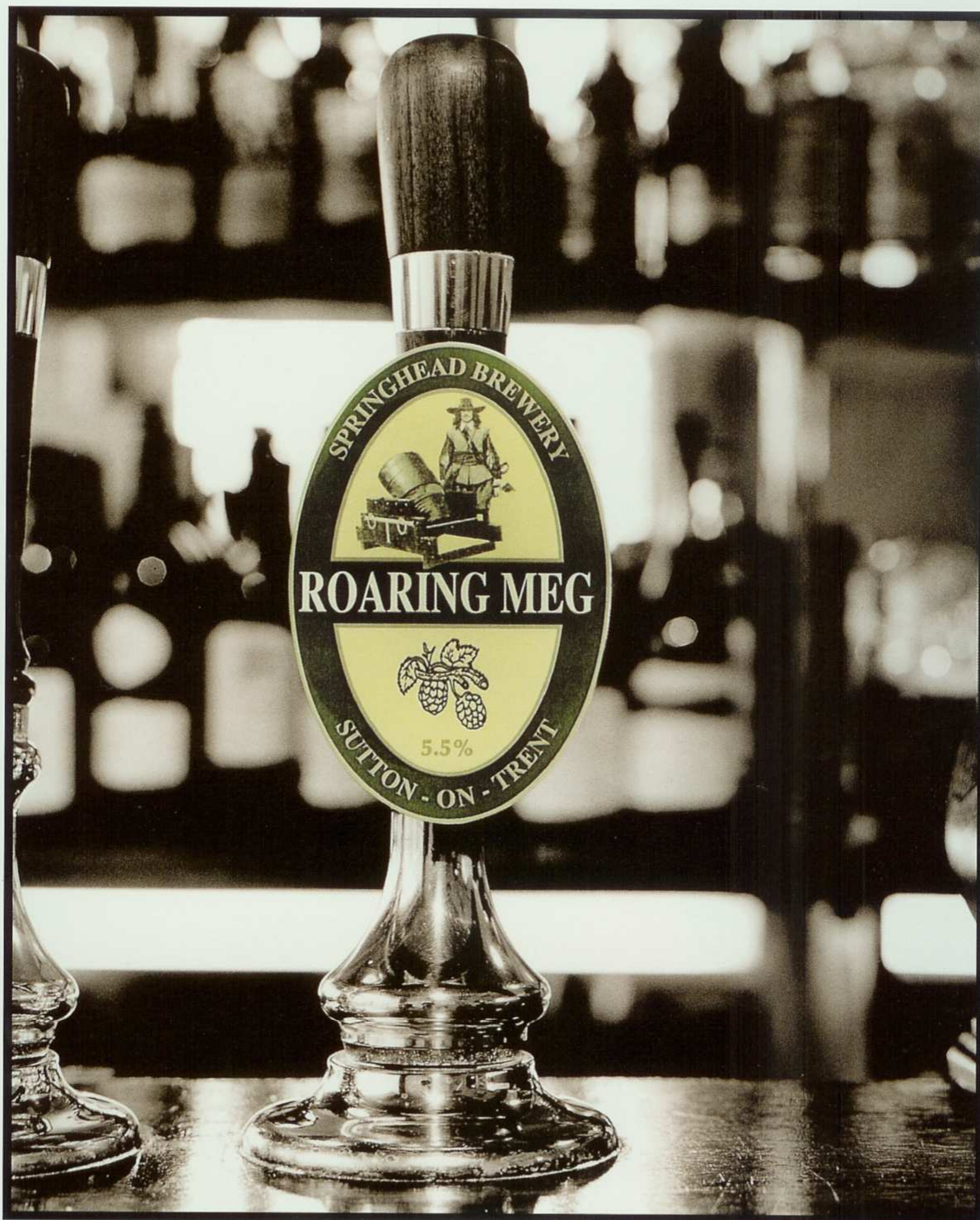


Diablo Black



Caspian Blue





Roaring Meg

Only those with a very special thirst can fully appreciate the subtle qualities of this rare, modern-day masterpiece and really do it justice. Its potency derives from a very special recipe, the produce of inspiration and ingenuity in a process of painstaking evolution. It is for the true virtuoso and respected as such. The casual observer may recognise its potential but shy away. The aficionado, however, will demand to explore the hidden depths, the rich, liquid tones belying its secret strengths. Of course, there's a premium to be paid. But with so much on offer, this is small beer. Once tasted, nothing else in the world will do.





Triumph Super III

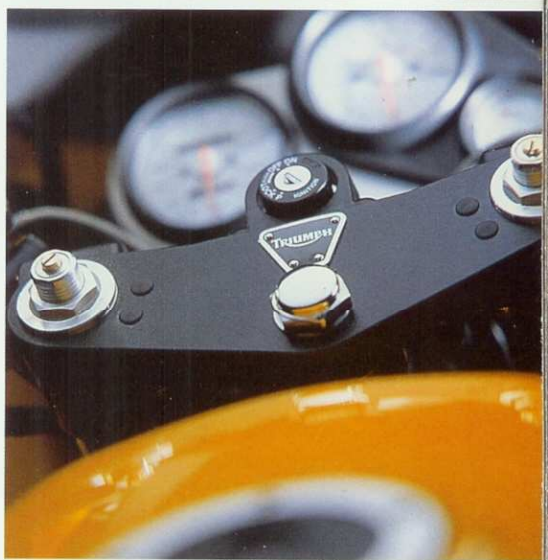
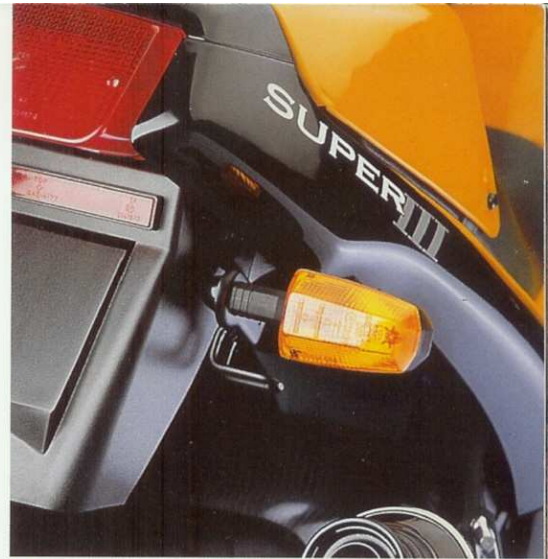
Study the picture of the Super III carefully and savour it. You might never see this bike again!

Such is the exclusivity of this machine that less than 150 examples are being built for worldwide distribution this year.

This is the most rapid production triple ever made. Its uprated, Daytona-based, 900cc engine features a hand-finished cylinder head, reworked gas flowed exhaust and inlet ports and a high lift cam.

Indycar-derived, six piston caliper, aluminium front brakes with fully floating twin discs are machined from a single aluminium billet and provide phenomenal stopping power, whilst fully adjustable suspension and sport compound tyres match this performance.

Extensive use of carbon fibre reduces body weight and adds distinctive style. Painted only in Triumph's exclusive racing yellow and black, a Super III is reserved for the privileged few.



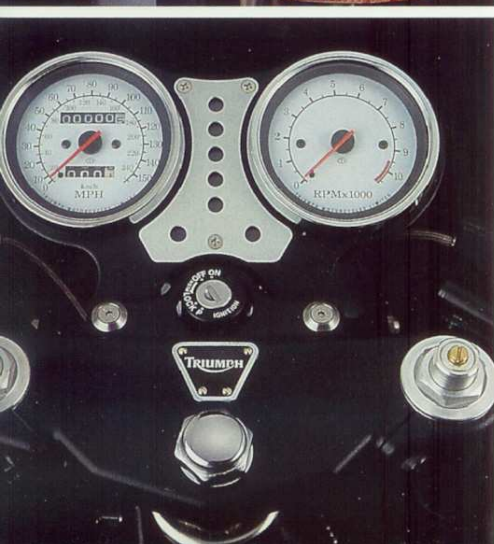
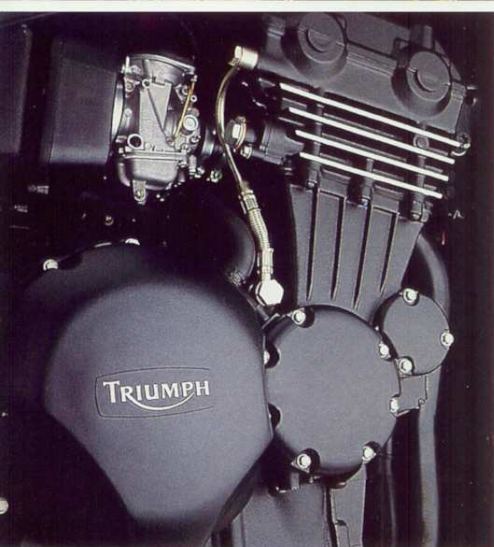
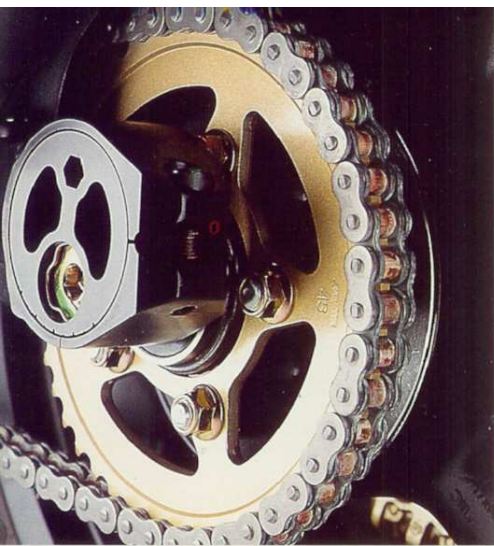


Racing Yellow



The Firm

Don't say much, don't need to... Nothing too flashy, just stand there and you've made the point. Don't be heavy handed, a light touch is intimidating enough. Just look and listen. Let others do the talking – they will when they see you – and don't forget if you need a bit of muscle we've got it...



Speed Triple

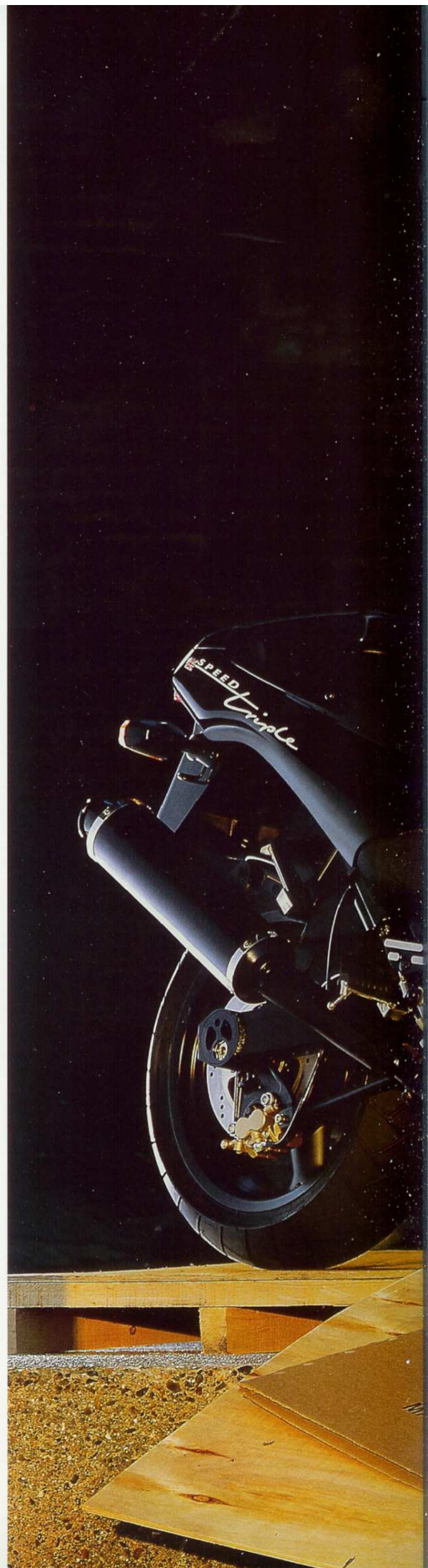
All muscle and stripped for action, the Speed Triple is an awesome sight.

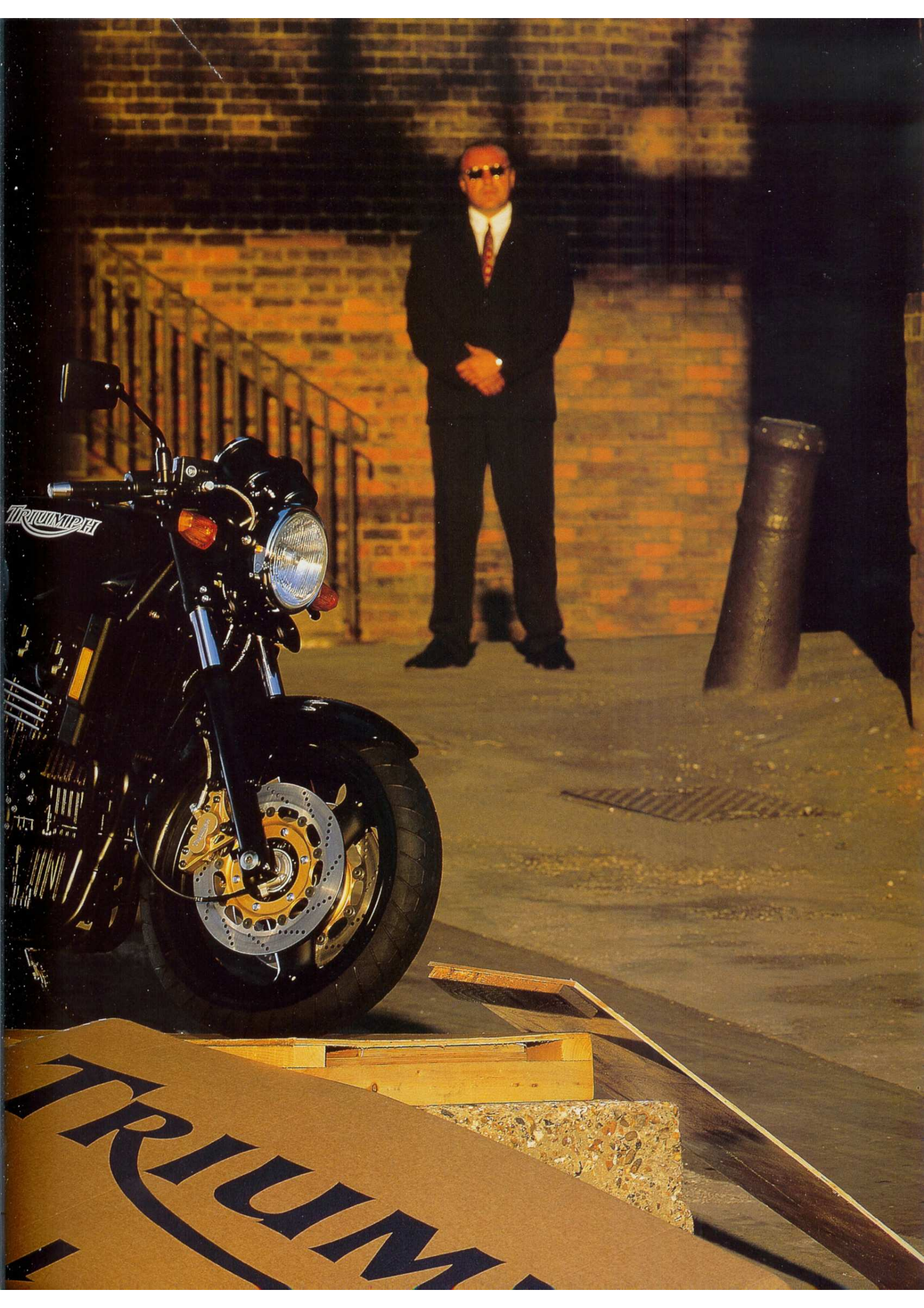
In the style of the classic cafe racer, it packs a mighty punch – close to 100bhp being produced by a 900cc three cylinder engine that's now linked to a new 6-speed gearbox.

The Daytona-derived frame, all new fully-adjustable aluminium rear suspension unit and 180/55 section rear tyre ensure that the power is put down firmly on the tarmac, a fact that has been conclusively proved on the racetrack. In the UK's Speed Triple Challenge series, near standard road machines, ridden by some of the world's top racers, have achieved new lap records at two of the UK's leading circuits, Thruxton and Oulton Park.

With the Speed Triple, what you see is what you get – a bike with a very clear sense of purpose.

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







TRIUMPH

Reball Orange

TRIUMPH

Diablo Black

TRIUMPH

Speed Triple

SPEED Triple

Q11 G LA TPE 1237 3AG-A-77 1141575



Rocket Man

Subtle changes take place when excitement beckons. The pulse races, the temperature rises, muscles tense and breathing quickens. Then comes "The Rush", that all-engulfing climax, when pure adrenaline takes over the higher functions in a frenzy of unbridled elation that ignites the very soul. The quest for this high is as old as mankind itself. Sought by the many but experienced by the few it remains the grail of those who are determined not to let compromise thwart their ambitions. That rare breed that demands new challenges above and beyond the perspectives of lesser mortals and insists on living life to the full.



The Daytona 900 and 1200

The Daytona is a bike of contradictions.

Explosive performance is a feature of both models – handfuls of low-down torque from the 900 triple and honest brute force from the 1200 four make these two machines sports bikes to be reckoned with. Bold styling and dramatic colours drive the point home.

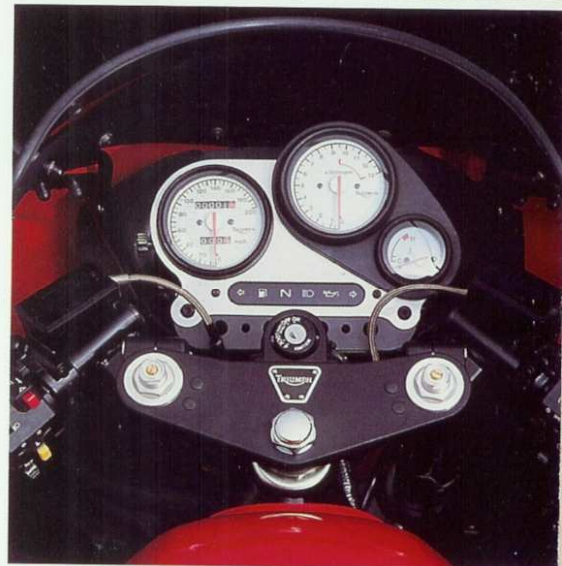
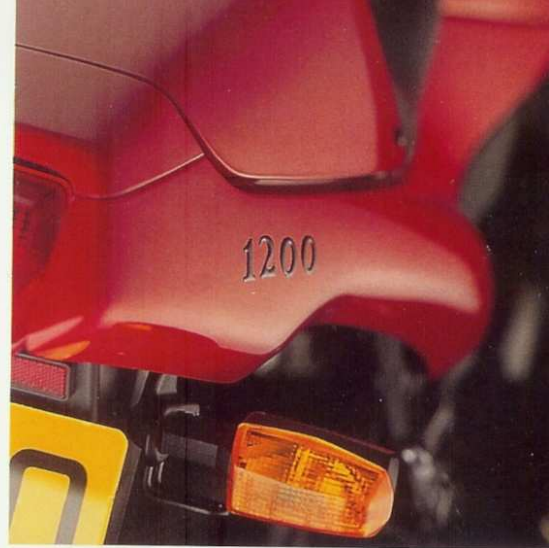
But the trade-off for such formidable performance is often a sensitive nature, skittish behaviour and a back-breaking riding position.

Not so the Daytona.

This is a practical road-going performance bike, long stretches in the saddle are a pleasure not a pain.

The new aluminium rear suspension unit adjustable for preload and rebound damping, and four-piston caliper floating disc brakes provide all the reassurance you need.

Rest assured, engineered as only Triumph know how – the Daytona can get you from A to B as rapidly as your skills will allow.



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



Saddle Black



Pimento Red



Racing Yellow



BRITISH AIRWAYS | 19

ATLANTA



MODEL		SPEED TRIPLE 900	TIGER 900	SPRINT 900	TROPHY 900	TROPHY 1200	TRIDENT 750
ENGINE							
Type		Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC
		in - line 3 cylinder	in - line 3 cylinder	in - line 3 cylinder	in - line 3 cylinder	in - line 4 cylinder	in - line 3 cylinder
Capacity		885cc	885cc	885cc	885cc	1180cc	749cc
Bore/Stroke		76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 55mm
Compression ratio		10.6 : 1	10.6 : 1	10.6 : 1	10.6 : 1	10.6 : 1	11 : 1
Carburettors		3 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV	4 x 36mm flat side CV	3 x 36mm flat side CV
TRANSMISSION							
Primary drive		Gear	Gear	Gear	Gear	Gear	Gear
Clutch		Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate
Gearbox		6-speed	6-speed	6-speed	6-speed	6-speed	6-speed
ELECTRICS							
Ignition		Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type
Headlight		1 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4
CYCLE PARTS							
Frame		Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging arm		Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster
Wheels	Front	Alloy three spoke, 17" x 3.5"	36 spoke alloy rim, 19" x 2.5"	Alloy three spoke, 17" x 3.5"	Alloy three spoke, 17" x 3.5"	Alloy three spoke, 17" x 3.5"	Alloy six spoke, 17" x 3.5"
	Rear	Alloy three spoke, 17" x 5.5"	40 spoke alloy rim, 17" x 3.0"	Alloy three spoke, 17" x 5.5"	Alloy three spoke, 17" x 5.5"	Alloy three spoke, 17" x 5.5"	Alloy six spoke 18" x 4.5"
Tyres	Front	120/70 ZR 17	110/80 19	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17
	Rear	180/55 ZR 17	140/80 17	170/60 ZR 17	170/60 ZR 17	170/60 ZR 17	160/60 ZR 18
Suspension	Front	43mm forks with triple rate springs adjustable for compression, rebound damping & spring preload	43mm forks	43mm forks with dual rate springs	43mm forks with dual rate springs	43mm forks with dual rate springs	43mm forks with triple rate springs
	Rear	Monoshock with adjustable preload and rebound damping	Monoshock with remote reservoir adjustable for preload, compression and rebound damping	Monoshock with adjustable preload, and rebound damping	Monoshock with adjustable preload and rebound damping	Monoshock with adjustable preload and rebound damping	Monoshock with adjustable preload
Brakes	Front	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 276mm floating discs, 2 x 2 piston calipers	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 296mm discs, 2 x 2 piston calipers
	Rear	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	1 x 255mm disc, 1 x 2 piston caliper	1 x 255mm disc, 1 x 2 piston caliper	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	1 x 255mm disc, 1 x 2 piston caliper
DIMENSIONS							
Length		2152mm	2175mm	2152mm	2152mm	2152mm	2152mm
Width		690mm	860mm	760mm	790mm	790mm	760mm
Height		1090mm	1345mm	1265mm	1350mm	1350mm	1090mm
Seat height		790mm	850mm	780mm	790mm	790mm	775mm
Wheelbase		1490mm	1560mm	1490mm	1490mm	1490mm	1510mm
Weight (dry)		209kg	209kg	215kg	220kg	235kg	212kg
PERFORMANCE		(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)
Maximum power		98 PS at 9000 rpm	85 PS at 8000 rpm	98 PS at 9000 rpm	98 PS at 9000 rpm	108 PS at 9000 rpm	90 PS at 10000 rpm
Maximum torque		83 Nm at 6500 rpm	82 Nm at 6000 rpm	83 Nm at 6500 rpm	83 Nm at 6500 rpm	104 Nm at 5000 rpm	68 Nm at 8700 rpm
Maximum revs		9700 rpm	8750 rpm	9700 rpm	9700 rpm	9700 rpm	11000 rpm
COLOURS		Diablo Black Fireball Orange	Caspian Blue Diablo Black Pimento Red	British Racing Green Candy Apple Red Nightshade	British Racing Green Merlot Red Pacific Blue	British Racing Green Merlot Red Pacific Blue	British Racing Green

Model		Trident 900	Daytona 900	Daytona 1200	Daytona Super III	Thunderbird	Adventurer
Engine							
Type		Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC	Liquid cooled DOHC
		In - line 3 cylinder	In - line 3 cylinder	In - line 4 cylinder	In - line 3 cylinder	In - line 3 cylinder	In - line 3 cylinder
Capacity		885cc	885cc	1180cc	885cc	885cc	885cc
Bore/Stroke		76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression ratio		10.6 : 1	10.6 : 1	12 : 1	12 : 1	10 :1	10 : 1
Carburettors		3 x 36mm flat side CV	3 x 36mm flat side CV	4 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV
Transmission							
Primary drive		Gear	Gear	Gear	Gear	Gear	Gear
Clutch		Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate
Gearbox		6-speed	6-speed	6-speed	6-speed	5-speed	5-speed
Electrics							
Ignition		Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type	Digital – Inductive type
Headlight		1 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4
Cycle Parts							
Frame		Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging arm		Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy	Aluminium alloy
Wheels	Front	Alloy six spoke, 17" x 3.5"	Alloy three spoke, 17" x 3.5"	Alloy three spoke, 17" x 3.5"	Alloy three spoke, 17" x 3.5"	Alloy 36 spoke, 18" x 2.5"	Alloy 36 spoke, 18" x 2.5"
	Rear	Alloy six spoke 18" x 4.5"	Alloy three spoke, 17" x 5.5"	Alloy three spoke, 17" x 5.5"	Alloy three spoke, 17" x 5.5"	Alloy 40 spoke, 16" x 3.5"	Alloy 40 spoke, 16" x 3.5"
Tyres	Front	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17 sport compound	110/80 18	110/80 18
	Rear	160/60 ZR 18	180/55 ZR 17	180/55 ZR 17	180/55 ZR 17 sport compound	160/80 16 or 150/80 16	160/80 16 OR 150/80 16
Suspension	Front	43mm forks with triple rate springs	43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload	43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload	43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload	43mm forks with triple rate springs	43mm forks with triple rate springs
	Rear	Monoshock with adjustable preload and rebound damping	Monoshock with adjustable preload and rebound damping	Monoshock with adjustable preload and rebound damping	Monoshock with adjustable preload and rebound damping	Monoshock adjustable for preload	Monoshock adjustable for preload
Brakes	Front	2 x 296mm discs, 2 x 2 piston calipers	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 310mm floating discs, 2 x 4 piston calipers	2 x 310mm floating discs, 2 x 6 piston 'Triumph 6' calipers	Single 320mm disc	Single 320mm disc
	Rear	1 x 255mm disc, 1 x 2 piston caliper	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	285mm disc	285mm disc
Dimensions							
Length		2152mm	2152mm	2152mm	2152mm	2250mm	2170mm
Width		760mm	690mm	690mm	690mm	860mm	750mm
Height		1090mm	1185mm	1185mm	1185mm	1150mm	1290mm
Seat height		775mm	790mm	790mm	790mm	750mm	750mm
Wheelbase		1610mm	1490mm	1490mm	1490mm	1550mm	1550mm
Weight (dry)		212kg	213kg	225kg	211kg	220kg	225kg
Performance		(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)
Maximum power		98 PS at 9000 rpm	98 PS at 9000 rpm	147 PS at 9500 rpm	115 PS at 9500 rpm	70 PS at 8000 rpm	70 PS at 8000 rpm
Maximum torque		83 Nm at 6500 rpm	83 Nm at 6500 rpm	115 Nm at 8000 rpm	89 Nm at 8500 rpm	72 Nm at 4800rpm	72 Nm at 4800 rpm
Maximum revs		9700 rpm	9700 rpm	9700 rpm	9700 rpm	8750 rpm	8750 rpm
Colours		British Racing Green and Cream Diablo Black and Red	Diablo Black Pimento Red Racing Yellow	Diablo Black Pimento Red Racing Yellow	Racing Yellow	Aegean Blue British Racing Green and Cream Cherry Red Cherry Red and Cream Diablo Black	Heritage Gold and Ivory Violet and Ivory

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