



2003 MOTORCYCLE RANGE

**TRIUMPH**<sup>®</sup>

SPORTS

Every model in Triumph's sportsbike range is a treat for the senses. Created for the rider's heart and head, each is a thrill-laden statement of individuality, controlled power and high tech design.

The flagship Daytona 955i model hoists the Union flag to the top of Triumph's sportsbike podium, delivering consummate performance in a refined package. The torquey Speed Triple is a true British Bulldog, with its three-fanged powerplant proudly on display for the world to see, whilst practical considerations are high on the rapid Sprint RS's list of endowments. Triumph's stunning TT600 fuses lightweight materials, class-leading handling and brakes and competitive power output to create a credible alternative to the rest of the 600 supersports pack. And the unique new Speed Four is dripping with street attitude and sporting ability fit to create a whole new class of sports riding.



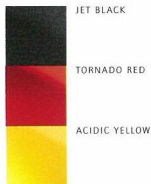


## DAYTONA 955i

A unique interpretation of the sportsbike ideal, Triumph's flagship machine has been tailored from the outset for those riders with a discerning attitude and a lust for adrenaline.

The Daytona's eager triple-cylinder motor delivers a full 147bhp output, accompanied by a distinctive triple howl. Completing the user-friendly real-world package is an efficient chassis, featuring fully adjustable suspension, a single-sided rear swingarm, powerful brakes and sports-oriented steering geometry. All attributes that contribute to making the Daytona poised yet agile on road or track.

The 955i's sophistication is underscored with subtle single colour paint schemes, silver wheels and restrained graphics, separating it from the sportsbike herd even at a standstill.



RIDER WEARING TRIUMPH CLOTHING – SEE CLOTHING BROCHURE FOR MORE DETAILS.

MOTORCYCLE FITTED WITH TRIUMPH ACCESSORY COLOUR CO-ORDINATED AIR-INTAKES, HIGH LEVEL SILENCER\*, AERO SCREEN AND REAR AXLE COVERS.

FOR MORE DETAILS PLEASE CONSULT YOUR TRIUMPH DEALER.

\*SEE SPECIFICATION PAGE



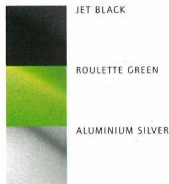


## SPEED TRIPLE

A cult machine in every sense, the Speed Triple is attitude made metal. A rebel with a very clear cause – maximum impact allied to full rider control. Its brutal image belies a silken handling package, taming the extreme torque produced in the fuel-injected, three-cylinder engine's low and mid-range.

Sharing the same sports chassis as the Daytona, with fully adjustable suspension, a purposeful riding position and potent brakes, riding the Speed Triple is sure to induce an unsuppressible grin. The single-sided swingarm, distinctive twin headlights, striking paint schemes and a one-of-a-kind exhaust note underline its uniqueness.

A wolf in wolf's clothing, this is not a machine to be taken lightly, nor one that can be ignored.



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MOTORCYCLE FITTED WITH TRIUMPH ACCESSORY CUSTOM PAINT KIT.

RADIATOR COWLS, FLY SCREEN, BELLY PAN, SEAT COWL, CARBON SIDE

PANELS, HIGH LEVEL SILENCER\* AND REAR AXLE COVERS. FOR MORE

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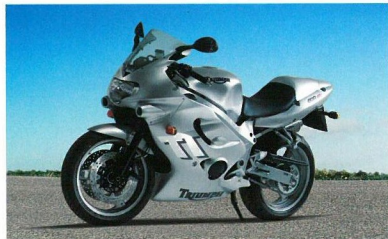
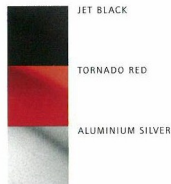


TT600

Lightweight components, a razor sharp handling package and fully adjustable suspension mark the TT600 as a front-runner in the middleweight sports pack.

Refined substantially in 2002, the high-revving, fuel-injected four-cylinder engine delivers seamless power while, multiplying the fun factor, the comfortable real-world ergonomics let you slake your thirst for adrenaline daylong. Impressively powerful twin floating disc brakes put effortless control at your fingertips.

Conservative single colour paint schemes underline the TT600 as the more sophisticated middleweight choice. Enigmatic Jet Black is retained as a 2003 colour option, with Aluminium Silver and Tornado Red the new ways to assert your individuality in the fast lane.



RIDER WEARING TRIUMPH CLOTHING – SEE CLOTHING BROCHURE FOR MORE DETAILS.

MOTORCYCLE FITTED WITH ACCESSORY SEAT COWL, REAR HUGGER AND AERO SCREEN. FOR MORE DETAILS PLEASE CONSULT YOUR TRIUMPH DEALER.







## SPEED FOUR

Less is definitely more with the Speed Four. The stripped-down style steals the limelight thanks to its eye-catching silhouette, distinctive detailing and vivid colour options. Tuned to deliver a mighty punch in the mid-range, the fuel-injected four-cylinder engine propels Triumph's newest 600 cleanly throughout its free-revving 13,250 range, eating revs for breakfast and hardtop for lunch.

Aiding its streetfighter credentials is the same proven leading-edge handling package as the TT600, with its lightweight agile chassis, fully adjustable suspension and class-leading brakes. Digital instrumentation, seat cowl and fly screen add a touch of functionality.

Stripped down it may be but the Speed Four comes fully loaded for as much performance combat as you could wish for.



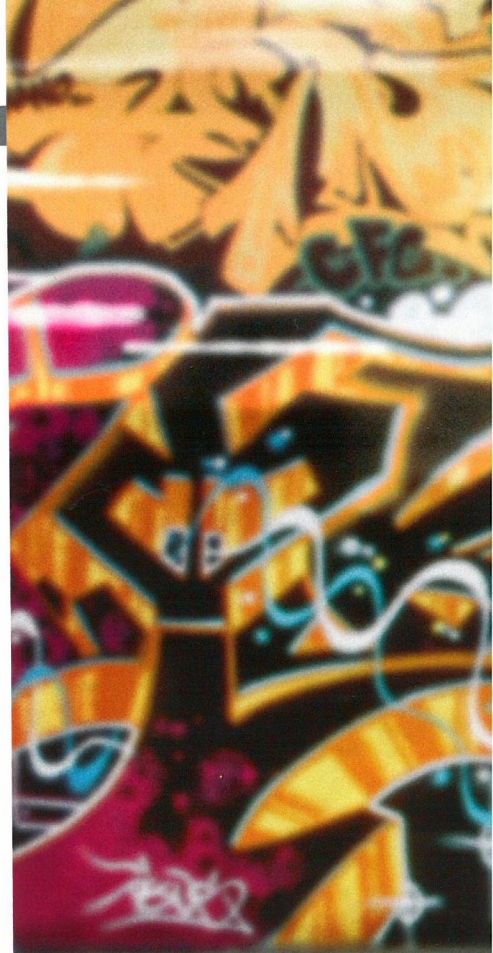
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MOTORCYCLE FITTED WITH ACCESSORY RADIATOR COWLS,

REAR HUGGER AND BELLY PAN. FOR MORE DETAILS PLEASE

CONSULT YOUR TRIUMPH DEALER.







SP R I N T R S

Practicality has never been so pumped with adrenaline. The half fairing may cosset the rider from the elements, but the RS's punchy 955cc, fuel-injected triple engine and sporty chassis set-up channel excitement to all the right nerve endings.

Offering the rider the best of all worlds it's a machine that is just as at home with the everyday haul as it is with the lust for adventure. The adjustable suspension, Daytona-spec brake set-up and firm grasp of ergonomic sensibilities, combine to give a smooth and responsive ride. Restrained single colour paintwork, complete with eye-catching RS graphics, adds the finishing touch to this versatile machine.



JET BLACK

CASPIAN BLUE



RIDER WEARING TRIUMPH CLOTHING – SEE CLOTHING BROCHURE FOR MORE DETAILS.

MOTORCYCLE FITTED WITH ACCESSORY BELLY PAN, REAR HUGGER, CARBON SILENCER\* AND AERO SCREEN. FOR MORE DETAILS PLEASE CONSULT YOUR TRIUMPH DEALER.

\*SEE SPECIFICATION PAGE





From our elemental roadsters to the leading-edge 955i, all Triumphs go through the same comprehensive design, production and quality control processes as they move from drawing board to hard-edged reality.

The design brief for each individual model is compiled in consultation with production, marketing and sales personnel. Stylists and aerodynamic experts then formulate these ideals into the initial concept models. A series of forums, comprising factory personnel, dealers, distributors and importantly, both Triumph and non-Triumph motorcycle owners, make this a truly interactive stage of development. Next, state-of-the-art technology such as performance prediction simulation, dynamic analysis of engine internal components, finite element stress analysis and computational fluid dynamics are utilised to prove the performance and reliability of an engine design before the first piece of steel or alloy is even cast. Similar techniques are used to refine the chassis proposal before the first prototype machines are built. These are evaluated by Triumph's skilled and experienced test team in a number of environments, from road to track and from hot deserts to high altitude. Fine-tuning of the designs takes place until finally the design team is satisfied and the new model is ready for production.

Boasting one of the world's most modern motorcycle production facilities, the key aspects of the manufacturing process are carried out in-house at the Triumph factory in Hinckley. Not only does this ensure continuity of supply it also allows us to better control the quality of components used in our motorcycles. Where finished components are sourced from specialist third parties, for example suspension units, brakes and wheels, Triumph engineers work closely with the supplier to ensure the parts meet our exact specifications.





Our machine shop comprises many complex, purpose-built Fanuc™ CNC controlled machining centres. These produce in excess of 300 different components including cylinder heads, crankcases, crankshafts, conrods, cams, swinging arms, engine covers, suspension parts and many smaller turned components. Components are manufactured from a spectrum of materials, including aluminium and magnesium castings, forgings and extrusions, alloy steel forgings and iron castings and are machined to tight tolerances. Geometric tolerances on crankshafts for example are just 5 microns and our inspection equipment can measure to within 2 microns (0.002mm).

However Triumph's manufacturing capabilities go well beyond machining. Ancillary processes such as polishing, powder coating, zinc and chrome plating and crankshaft hardening are also carried out under the same roof. The latter uses a purpose built plasma-nitriding furnace to harden the crank at 500°C for 24 hours, giving it excellent wear properties. Our robotic welding section produces chassis components such as frames, swinging arms and exhaust header systems whilst our in-house paint shop prepares, paints and polishes tanks and body panels for all models. Recently we have also begun to produce Daytona and Speed Triple bodywork in our newly installed injection moulding plant.



## ASSEMBLY EXPOSED



Triumph's assembly line is one of the most versatile in the industry as it builds all models simultaneously rather than in batches. It is divided into four sections; the engine line, chassis line, bodywork line and lastly, inspection.

Some clever touches form an integral part of the assembly process. During the line boring process in the main machine shop, for example, every pair of crankcases is individually bar coded with the precise post-machining measurements of the bore – just as every crankshaft comes complete with its own exact diameter bar-coded. The result is that during assembly of one within the other, the bar codes from both are scanned, which calculates the exact size shell bearing required. This means that every crankcase and crankshaft pairing is uniquely matched for smoother running and longer life.

The engine assembly line also includes an Air Decay and Cold Test machine. Designed to test the oil and cooling systems for any pressure variance, this machine fills the internal chambers of the engine with 0.4 bar of air and then monitors the pressure inside. The compression on each cylinder is individually checked in the same way. Finally, the engine is tested 'wet' (i.e. oil is added to the engine), undergoing an eight-point test sequence including alternator, compression, crankshaft sensor, oil pressure sensor, starter motor, gear change mechanism and on all fuel-injection models, potentiometer (throttle body position sensor) checks.

Completed engines are then transferred to the chassis line. Once the front and rear chassis has been assembled it is then mounted onto the appropriate engine and torqued. The chassis moves through the various assembly stations where items such as front and rear suspension, electrical harness, coolant system, wheels, exhaust system, handlebars, ignition





and lock sets are fitted. The machine continues onto the bodyline where the headlights, cockpits, body panels and tanks are mounted. Despite all the processes that go into the assembly of each machine it only takes about two-and-a-half hours to traverse the full length of the engine and chassis assembly lines.

If the bike in question is a fuel-injected model, the 'tune' programme is downloaded from the main computer at the end of the assembly process. This takes about two and a half minutes and its information interprets and controls all the bike's sensors and electrics for optimum running, economy and performance.

Triumph was the first motorcycle manufacturer to significantly adopt EFI technology with the advent of the fuel-injected Daytona T595 and Speed Triple back in 1996. Since extended to the rest of Triumph's sports range, including the TT600 – the world's first four-cylinder, fuel-injected, 600cc supersports machine – Triumph's fuel injection is more accurately described as an Engine Management System. The sophisticated MC1000 electronic control module interrogates an extensive list of sensory inputs – at a rate of 3 million instructions per second – and adjusts the ignition, fuelling and idle settings to suit temperature, altitude, air-filter condition and engine load. This ensures performance and economy is optimised for all conditions whilst minimising emissions.

After a preliminary examination, each machine is run up to normal temperature and the electrical system checked. It is then moved to the rolling road where the braking system, gearbox and final engine tests are carried out. Each machine then undergoes a thorough final inspection and quality audit before being passed to the despatch department for forwarding to the dealer network and onto its proud owner.





## TECHNICAL INFORMATION

	DAYTONA 955i	SPEED TRIPLE	TT600	SPEED FOUR	SPRINT RS
<b>ENGINE</b>					
Type	Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 4-cylinder	Liquid-cooled, DOHC, in-line 4-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder
Capacity	955cc	955cc	599cc	599cc	955cc
Bore/Stroke	79 x 65mm	79 x 65mm	68 x 41.3mm	68 x 41.3mm	79 x 65mm
Compression Ratio	12.0:1	12.0:1	12.5:1	12.5:1	12.0:1
Fuel System	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection with forced air induction	Multipoint sequential electronic fuel injection with forced air induction	Multipoint sequential electronic fuel injection
Ignition	Digital – inductive type – via electronic engine management system	Digital – inductive type – via electronic engine management system	Digital – inductive type – via electronic engine management system	Digital – inductive type – via electronic engine management system	Digital – inductive type – via electronic engine management system
<b>TRANSMISSION</b>					
Primary Drive	Gear	Gear	Gear	Gear	Gear
Final Drive	X ring chain	X ring chain	X ring chain	X ring chain	X ring chain
Clutch	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox	6-speed	6-speed	6-speed	6-speed	6-speed
<b>CYCLE PARTS</b>					
Frame	Tubular, fabricated aluminium alloy perimeter	Tubular, fabricated aluminium alloy perimeter	Aluminium beam perimeter	Aluminium beam perimeter	Aluminium beam perimeter
Swingarm	Single-sided, aluminium alloy with eccentric chain adjuster	Single-sided, aluminium alloy with eccentric chain adjuster	Twin-sided, aluminium alloy	Twin-sided, aluminium alloy	Twin-sided, aluminium alloy
Wheels	Front Alloy 3-spoke, 17 x 3.5in Rear Alloy 3-spoke, 17 x 6.0in	Alloy 3-spoke, 17 x 3.5in Alloy 3-spoke, 17 x 6.0in	Alloy 3-spoke, 17 x 3.5in Alloy 3-spoke, 17 x 5.5in	Alloy 3-spoke, 17 x 3.5in Alloy 3-spoke, 17 x 5.5in	Alloy 3-spoke, 17 x 3.5in Alloy 3-spoke, 17 x 5.5in
Tires	Front 120/70 ZR 17 Rear 190/50 ZR 17	120/70 ZR 17 190/50 ZR 17	120/70 ZR 17 180/55 ZR 17	120/70 ZR 17 180/55 ZR 17	120/70 ZR 17 180/55 ZR 17
Suspension	Front 45mm forks with dual rate springs and adjustable preload, compression and rebound damping Rear Monoshock with adjustable preload, compression and rebound damping	45mm forks with dual rate springs and adjustable preload, compression and rebound damping Monoshock with adjustable preload, compression and rebound damping	43mm forks with dual rate springs and adjustable preload, compression and rebound damping Monoshock with adjustable preload, compression and rebound damping	43mm forks with dual rate springs and adjustable preload, compression and rebound damping Monoshock with adjustable preload, compression and rebound damping	43mm forks with dual rate springs and adjustable preload Monoshock with adjustable preload and rebound damping
Brakes	Front Twin 320mm floating discs, 4 piston calipers Rear Single 220mm disc, 2 piston caliper	Twin 320mm floating discs, 4 piston calipers Single 220mm disc, 2 piston caliper	Twin 310mm floating discs, 4 piston calipers Single 220mm disc, single piston caliper	Twin 310mm floating discs, 4 piston calipers Single 220mm disc, single piston caliper	Twin 320mm floating discs, 4 piston calipers Single 255mm disc, 2 piston caliper
<b>DIMENSIONS</b>					
Length	2072mm (81.6in)	2115mm (83.3in)	2060mm (81.1in)	2060mm (81.1in)	2120mm (83.5in)
Width (Handlebars)	725mm (28.5in)	780mm (30.7in)	690mm (27.2in)	690mm (27.2in)	735mm (28.9in)
Height	1165mm (45.9in)	1250mm (49.2in)	1150mm (45.3in)	1150mm (45.3in)	1170mm (46.1in)
Seat Height	815mm (32.1in)	815mm (32.1in)	810mm (31.9in)	810mm (31.9in)	805mm (31.7in)
Wheelbase	1426mm (56.1in)	1429mm (56.2in)	1395mm (54.9in)	1395mm (54.9in)	1470mm (57.9in)
Rake/Trail	22.5°/78.7mm	23.5°/84mm	24.6°/89.1mm	24.6°/89.1mm	24.5°/89mm
Weight (Dry)	191kg (420lb)	189kg (416lb)	170kg (374lb)	170kg (374lb)	199kg (438lb)
Fuel Tank Capacity	21 litres (5.5 gal US)	21 litres (5.5 gal US)	18 litres (4.7 gal US)	18 litres (4.7 gal US)	19.5 litres (5.1 gal US)
<b>PERFORMANCE</b>					
(MEASURED AT CRANKSHAFT TO DIN 70020)					
Maximum Power	149PS (147bhp) at 10,700rpm	120PS (118bhp) at 9,100rpm	110PS (108bhp)** at 12,750rpm	98PS (97bhp)** at 11,750rpm	120PS (118bhp) at 9,100rpm
Maximum Torque	100Nm (74ft.lbf) at 8,200rpm	100Nm (74ft.lbf) at 5,100rpm	68Nm (50.5ft.lbf) at 11,000rpm	68Nm (50.5ft.lbf) at 10,500rpm	100Nm (74ft.lbf) at 5,100rpm
COLOURS	Jet Black, Tornado Red, Acidic Yellow	Jet Black, Roulette Green, Aluminium Silver	Jet Black, Tornado Red, Aluminium Silver	Jet Black, Roulette Green, Tangerine Orange	Jet Black, Caspian Blue

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At Triumph we want every ride to be safe and enjoyable. Be sure to ride safely, defensively and within the limits of the law and your abilities. Take a riding skills course. Always wear an approved helmet, eye protection and appropriate protective clothing and insist that any passenger does the same. Never ride while under the influence of alcohol or drugs. Study your owner's manual and always inspect your Triumph before riding.

Triumph Web Site:  
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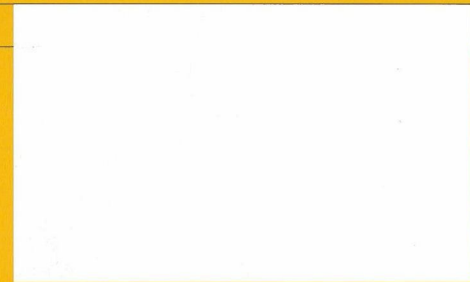
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All data to UK specification – Note maximum power/torque and other features may vary according to specific market restrictions. All Triumph motorcycles come with a 2 year, unlimited mileage warranty. A full range of Triumph accessories is available for all models – see separate Accessories & Clothing catalogue or consult your Triumph dealer for details. \*Note: This product is designed for closed circuit competition use only. It does not conform to EPA noise standards. Use on motorcycles subject to EPA regulation constitutes tampering and is a violation of federal law.

\*\*Excludes effect of forced air induction



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