



TRIUMPH

It was a new address in Jacknell Road, Hinckley. At this time, with the paint on the factory walls barely dry, Alf would deliver but one solitary pint of milk.

However, an unshakeable belief in traditional quality, reliability and service has proved to be an excellent way to build business.

For Alf, as well as for his customer.

Today, his cheery 6.00am delivery - still to the same address - has grown to three full crates.

The 200 workers are already busy in the factory, which has grown to five times its original size.

But Alf isn't surprised. He knows that this is one of the most modern factories of its kind. He's heard that their products are considered to be among the best in the world, reflected by sales figures which have risen rapidly since business began.

Alf is rather proud of his contribution to Britain's new motorcycle industry.

**Eight year's ago Alf Smith was given
an addition to his round.**



BAY 5

TRIUMPH

TRIUMPH

TRIUMPH

TRIUMPH

TRIUMPH

DAYTONA

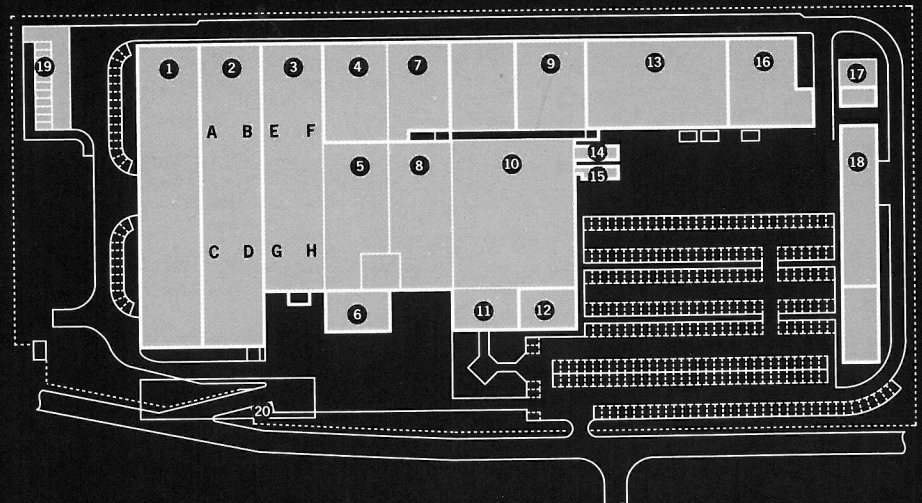
Inside the factory, a frown creases Harry Robson's chiselled features.

He has detected a tiny blemish on fairing number 300169 and the panel is already on its way back to the paint shop.

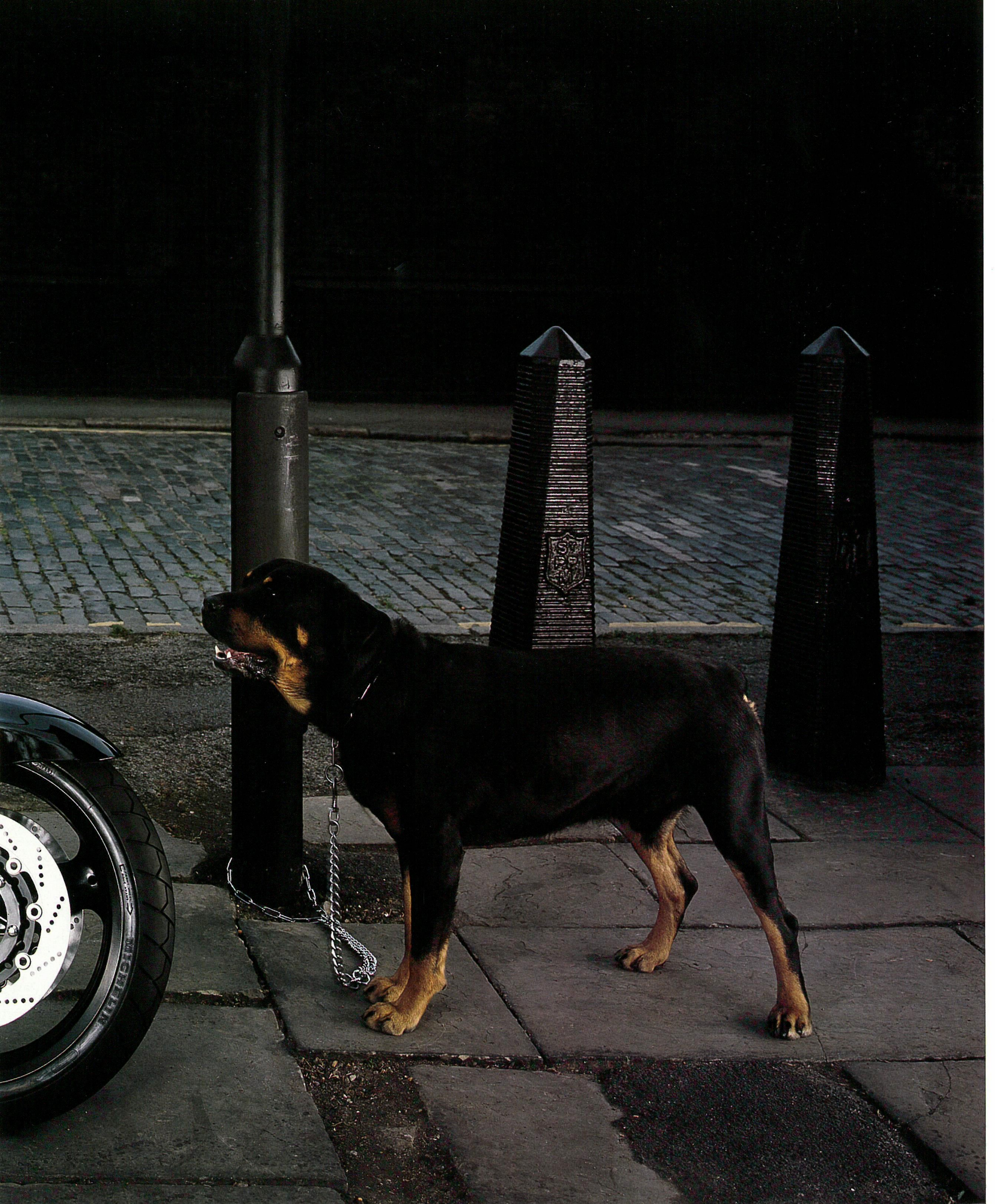
Yet, among his colleagues, Harry is by no means unique. Everyone shares the same dedication to quality, with each team seeing their job through from raw material to finished component. Each is his own critic, flatly refusing to accept anything that isn't 100% perfect - even at 5.00pm on a Friday. Or, for that matter, at 8.00am on a Monday. In a quiet moment of reflection, Harry leans forward as if to take you into his confidence. "Before we launched these bikes," he murmurs in a low voice, "no-one outside the factory would believe we could build a British motorcycle that would be taken seriously, but our commitment to quality is starting to pay off. Why else do you think we offer a two-year unlimited mileage warranty?" As Harry continues, you notice the spark of enthusiasm dancing across his eyes. "Motorcyclists all over the world want to be seen on a Triumph," he says, the corners of his mouth turning into a faint smile, "and now we're exporting to Japan."

Plant Layout - Key

- | | |
|----------------------|-------------------------------|
| 1. New workshop | 16. New Paint Shop |
| 2. Machine Shop No.2 | 17. Hazardous Materials Store |
| 3. Machine Shop No.1 | 18. Research & Development |
| 4. Spares Store | 19. Waste Processing |
| 5. Production Stores | 20. Gatehouse |
| 6. Goods Inward | |
| 7. Welding Shop | A. Plating |
| 8. Despatch | B. Turning |
| 9. Paint Shop | C. Auxiliaries |
| 10. Assembly | D. Con Rods |
| 11. Reception | E. Crankshafts |
| 12. Canteen | F. Camshafts |
| 13. Paint Store | G. Crankcases |
| 14. Effluent Plant | H. Cylinder Heads |
| 15. Hot Test | |







Speed Triple 900





One look at this bike and you're left in no doubt. Mean, with no frills - it's a modern-day cafe-racer. Except that no cafe-racer ever looked like this.

Just gaze over the no-nonsense lines of this muscled streetfighter, its tough good looks flanked by twin upswept exhausts and a 'clip-on' riding position. Even standing still, the Speed Triple looks as if it's straining at the leash. This is motorcycling in the original mould. A rorty engine, superb brakes and sure-footed handling - plus a massive rear tyre that leaves you in no doubt of the purpose for which this Triumph was built.

The Speed Triple has never been seen on the streets before. Its chassis is developed from the Daytona and shares its 900 cc long-stroke engine. The bike turns out close to 100 bhp and 83 Nm of torque - yet weighs-in at a trim 209 kg. The Speed Triple may be simple in its purpose but that doesn't mean it's not sophisticated. The front brake is powerful and progressive, being a twin 4-piston caliper fully floating double disc arrangement. Whatever your riding style - from street scratching to straight-line flat-out

performance* - you can fully adjust front and rear suspension to match. The handlebar levers can also be set in four different positions. Then there's that tyre. The rear is a massive 180/55 section on a 5.5" 3-spoke rim, kept in line by the 120/70 section front - both made from super-grip sports compound. Colours? All black, of course. Or in Triumph's famous Racing Yellow if you prefer.

*Where conditions allow.





Tiger 900





On paper it doesn't work. Powerful superbike performance with rugged off road styling seems an ill-matched blend of extremes.

Until, that is, you actually ride a Tiger. Pull away and there's no need to slip the clutch. The long-stroke 900 cc engine dumps effortless torque at the back wheel. Twist the throttle to redline in second gear, then third, fourth, and into fifth before snicking into sixth to leave the opposition lagging. At the first corner, you're struck with its nimble agility. Flick left, flick right and you're into a long sweeping bend. Handling is impeccable, with specially-developed radial tyres and stiff gas-charged rear suspension to keep you on the rails. Yet something nags that this bike is somehow different to what you'd expected... Suddenly, it dawns on you: with styling like this, the Tiger ought to have the bark of a big single

or a twin. Then the spine-tingling rasp of three cylinders cuts in to tell you that the engine is on cam - and instinctively, you know which sound you prefer.

Don't just take our word for it, the Tiger has been accepted throughout the motorcycling world as an exciting new breed of motorcycle. It will surprise and outpace all but the most high-performance machines - rendering many a sports-bike rider speechless as it disappears into the distance. Yet its offroad-inspired design is more than just cosmetic. The Tiger is a tall bike, with the rear monoshock suspension sitting you high off the ground, but offering plenty of adjustment for all kinds of riding conditions.

The three-into-two high-level exhausts tuck away unobtrusively either side of the seat, with strategically placed heat shields to protect both your pillion and throwover panniers alike. Engine bars and a chunky stone deflector keep the black, black motor free from collecting dents and scratches. Colour schemes for 1994 are a striking Pimento Red, or a cool Caspian Blue - complemented by the most distinctive graphics on two wheels.



It has taken seven years for the Bryant Brothers to perfect their famous 'triple top'

A challenge to any artiste, this precision manoeuvre has only once been perfected, several decades earlier, by a troupe of British performers - the Brothers' legendary uncles.

Today, the feat is no less demanding and is a test of balance, poise and strength. It represents the centre-piece of the Brothers' act, gracefully practiced day-in day-out, in fair weather or foul. The secret of each faultless performance, the three men will cheerfully disclose, is in meticulous preparation married to a supreme trust in his fellows. Why do they do it? The question draws a broad grin from each of them and, instinctively, you know the answer.





Sprint 900



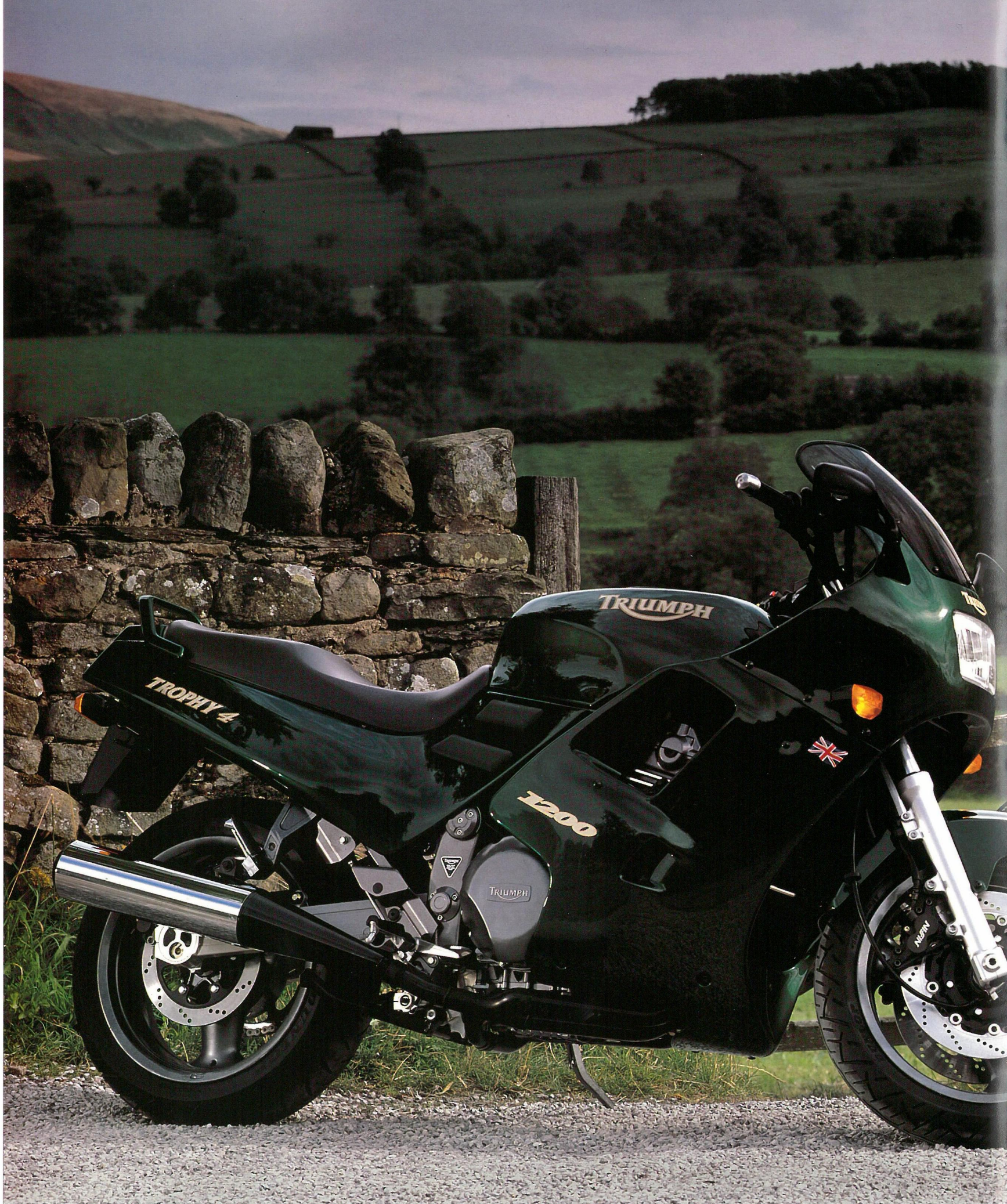


The Sprint combines the classic appeal of the roadster with the versatility of a sports tourer, giving less of a white-knuckle ride at speed without taking the edge off the exhilaration.

Tuck yourself behind the integral half-fairing as the bike surges forward and you'll find more than a little protection from the elements. Designed exclusively for the Sprint, the fairing provides broad upper-body protection as well as improved aerodynamics for a rock-solid ride. The fairing also gives you a bonus because, protected from the rushing wind, you can actually hear more of that distinctive three-cylinder roar. Whatever your reason for wanting to turn short trips into longer journeys, the Sprint gives you every excuse to go 'just another mile'.

Look a little closer and you'll find that the Sprint 900 is a distinguished motorcycle in more ways than one. Increased stopping power is provided by the proven 4-piston disc brakes developed from the Daytona. Designed to give more bite with less squeeze, the new brakes give you plenty of feedback of road conditions - especially when combined with the Sprint's comfortably firm suspension, which is fully adjustable at the rear. Handlebar levers, also, are adjustable, with four different positions to suit your riding style. In common with the instrument panel (now including a digital clock), the fairing is fixed rigid to the frame to eliminate vibration.

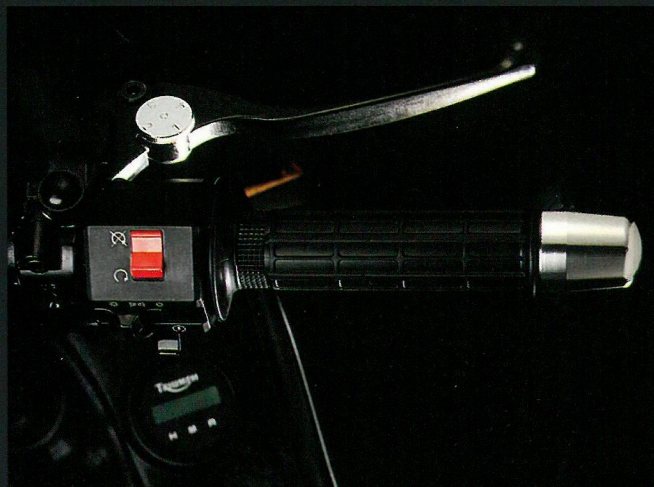
Frame, engine and wheels are finished in a satin charcoal-grey. This both contrasts and co-ordinates with the paint options of Candy Apple Red, Caspian Blue or classic British Racing Green. The quality finish extends throughout the whole bike, with neat touches such as downpipe covers to protect the black-chrome stainless steel exhausts from stone chips and high kerbstones.





REAL ALES
BED &
BREAKFAST
**THE
GEORGE
INN**
HOT
BAR MEALS
FIRST RIGHT

Trophy 900/1200





Strange, isn't it? The further away you get from home, the clearer you can see it in your mind's eye. Situations, people, jobs - everything is put into perspective after a few days in the saddle.

As a long-haul companion, the Trophy is ideal. It's a big motorcycle with seemingly limitless stamina and strength. Even fully-loaded, two-up with a tent and panniers stuffed close-to-bursting, the Trophy tirelessly eats up mile-after-mile to make the last leg of the trip as effortless as the first.

The secret of its comfortable ride rests with the almost laid-back nature of the 900 and 1200 Triumph engines and, of course, the full protective fairing and relaxed riding position. Yet this is no lazy motorcycle. Grab a handful of throttle and you'll find the Trophy gives a seemingly endless surge as you power up through the gears. Or, if you prefer, you

can let the torquey engine pull smoothly from just a couple of thousand revs in top. Whichever model you choose, the Trophy is the kind of motorcycle that you'll find any excuse to stay aboard.

Mechanically unstressed, The Trophy's boundless energy owes thanks to the long-stroke 3- and 4-cylinder engines. This, plus a gearbox with a distinct touring bias make for a motorcycle that is remarkably long in the leg.

Hauling you down from speed, the Daytona-developed 4-pot brakes need just a light squeeze to bring you safely to a halt. For 1994 these highly-acclaimed brakes have become standard fittings on both Trophy models.

As you would expect on an adaptable sports touring motorcycle, rear suspension is fully adjustable so you can simply 'dial-in' the firmness of ride, according to your load.

If you're the kind of person who actually prefers riding your bike to polishing it, then you'll appreciate the almost fully enclosed engine and the simple lines of the new 3-spoke alloy wheels, which don't require hours of fiddly cleaning to keep them looking smart. Trophy colours for 1994 are either British Racing Green or Caspian Blue.

Trophy 900/1200



**It's British Summertime.
One false promise of bright blue
through swirling black clouds
and then the sky empties
its heavy load over the
stark stone walls of
the White Horse Inn.**

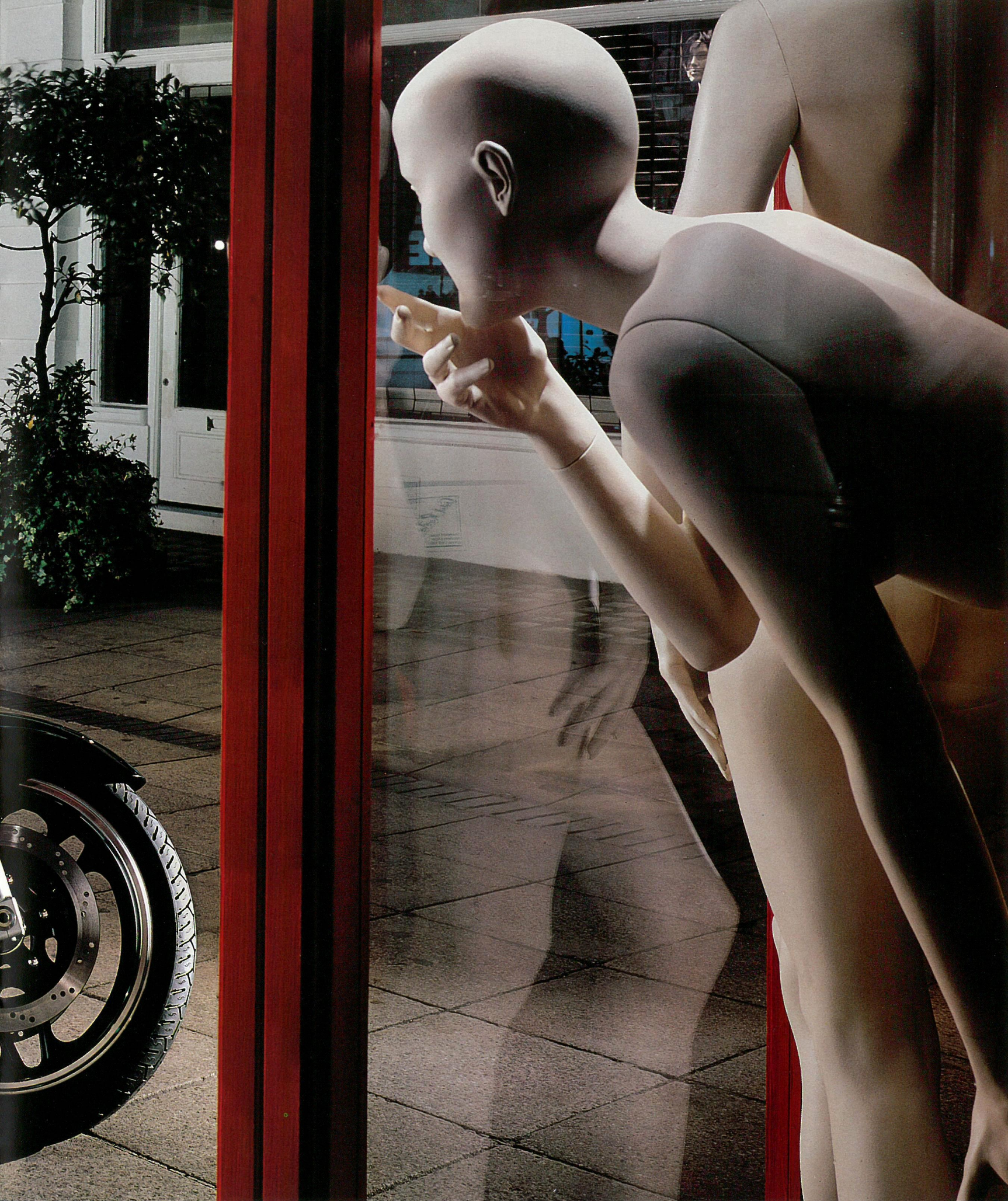
One of the highest pubs in the British Isles, perched atop a lonely Pennine moor, gets another taste of 'typical British weather'.

Inside, landlord Arthur Callow warms his hands by a crackling fire. He looks right through you, silently pondering the likelihood of welcoming his new barman this evening. "Few can take the weather," he tells you mournfully, "if this is the summer, then it can only get worse." Yet tonight is a revelation. Arthur's ears twitch as

they catch the distinctive throaty rumble of a big triple and a piercing beam of light sweeps into the car park. The lounge door bursts open and the rider strides purposefully towards the bar, leaving pools of water in his wake.

Arthur beams! At last he's employed someone who has the good sense to buy a bike with built-in durability. A bike that will thrive in what is, without question, one of the most unforgiving climates in Europe.





Trident 750/900

TRIUMPH





The Trident isn't a bike that you merely watch out for. You listen for it, too.

Before you know it, the throaty snarl of three cylinders greets your ears. You turn and catch a glimpse of the taut, clean lines of this modern-day classic. Around the next corner and it's parked.

It has no fairing, so there's no reason why you shouldn't take a closer look at the naked elegance of the engine: DOHC, liquid cooled, four valves per cylinder, in a coal-black crinkle-finish.

It's nimble, it's agile and with a choice of either 750cc or 900cc powerplants, the Trident gives you responsive, controllable power, smoothly delivered in a way which no other motorcycle has been able to replicate since its famous original Meriden namesake of the 1970s.

These are, perhaps, some of the reasons why the Trident has quickly established itself among motorcyclists worldwide.

Yet the biggest reason of all remains a little more difficult to explain. Sure, the Trident gives that traditional 'wind in the hair' sensation that makes motorcycling what it is. But there's something more, something that you can't even begin to appreciate until you've had your first test ride.

Good manners, smooth torque and readily available power typify the three-cylinder Triumph engine which in engineering terms, offers a near-perfect configuration for a motorcycle. The 750 Trident is the ideal introduction to the Triumph range. It comes in the classic livery of British Racing Green with detail touches such as chrome mirrors and indicators, black chrome stainless steel exhausts and deep - chrome wrapped silencers.

With additional power and torque, the 900 has a character of its own, enhanced by the distinctive two-tone fuel tank with hand-painted gold pinstriping reminiscent of the classic period of Triumph motorcycling.

Every bike in the Triumph range has gained a reputation for being a pleasure to ride. This latest Trident 900 now features 4-position handlebar levers, and fully adjustable rear suspension so you can adjust your ride according to passenger and luggage load. Wherever you look, attention to detail is evident - typified by new exhaust downpipe covers that protect the finish against stone chips and help preserve the Trident as a classic for many years to come.





Daytona 900/1200





This isn't just a bike - it's a battleship built to outperform, outmanoeuvre and outlast.

The Daytona is nothing if not an honest motorcycle, capable of putting down more power at the back wheel than most riders will ever have experienced. Strange then, that the word 'comfort' is often used in descriptions of this, one of the world's most powerful production sports motorcycles. Crouched forward and low over the handlebars, knees tucked behind the full fairing, you'd expect more than a little muscle-ache after an hour of hard riding. Yet this is simply not so with the Daytona, because it has been designed as a practical road-going performance bike, not as a modified track machine.

As with many things Triumph, when you look beyond your first impressions you find the

attention to detail that makes all the difference. Detail, for example, like the quality and depth of paint, the stainless fasteners, precision machining, the smooth castings and welds that set a unique standard in motorcycle finish. This all ensures that the Daytona, while being one of the fastest and best handling bikes on the road, is also one of the most durable.

Whatever engine configuration you choose, either the 900 triple or the 1200 four, the Daytona gives you immense power.

The engines produce massive torque, especially at the bottom and mid-range to provide maximum acceleration all the way through the rev band. Stopping power is via 4-piston caliper floating

discs and suspension, both front and rear, is fully adjustable. The new 'ride-on' rear wheelguard hugs the back wheel and moves with the swinging arm. It also incorporates the chainguard for improved air-flow and aerodynamics. A revised cockpit includes new fascia panels containing full instrumentation. The Daytona is available in the popular and striking colours of Racing Yellow, Pimento Red and metallic Barracuda Blue.

Daytona 900/1200



**Charlie Barnett hates clutter.
That's why he's stripped
his warehouse flat
of furniture
and frills.**

His three essentials in life: his cherished motorcycle, his leather chair and a hi-fi – a product which he designed and his company has produced, in modest numbers, for the past ten years. In that time it has come to be recognised as among the finest in the world.

With increasing frequency. Charlie's competitors have developed ever more dazzling examples of their own sound systems, with ever more knobs, flashing lights and dials to play with. Yet Charlie isn't fazed. He knows he will continue to innovate in his own uniquely understated way.

He's confident that his own simplicity of design will produce ever-improving performances.

His latest development represents the pinnacle of his achievement so far. Distortion free, Charlie's hi-fi reproduces music and voice with uncanny clarity - whether playing gentle classics to relax by, or pumping solid balls of rock against the windows across the road.

His secret, he reveals, is that less often leads to more. "What else do you need?" he asks.

It's a philosophy of design that applies equally to motorcycles as it does to hi-fi.





Daytona Super III





Whatever the question, with the Daytona Super III, you know the answer just has to be 'yes'.

In this top-of-the-range motorcycle, the Daytona concept is taken into a new dimension, without sacrificing its inherent easy-to-ride nature.

With an updated, lighter engine made from tough Cosworth-developed castings, super-powerful 6-piston aluminium brakes, and cycle parts built from low weight carbon fibre, you just know that this is the Triumph for 1994. For some, this would be enough to put the Super III on a pedestal - admiring the beautifully crafted and hand-finished machine as a perfectly-engineered object of desire. Yet this is not a bike where looks take precedent over performance. One ride and you'll know, the Super III is not built just to be put on show.

It is a bike to be ridden. Hard.

The ultimate 1994 Triumph is a 900cc triple. Yet with 15% more power over the standard 900 Daytona, boosted torque and reduced weight through the use of hi-tech materials, the Super III is quite simply the most rapid production triple ever built.

The aluminium crankcase and cylinder head are developed from a Cosworth manufacturing process which leaves the castings far stronger and lighter than ever before.

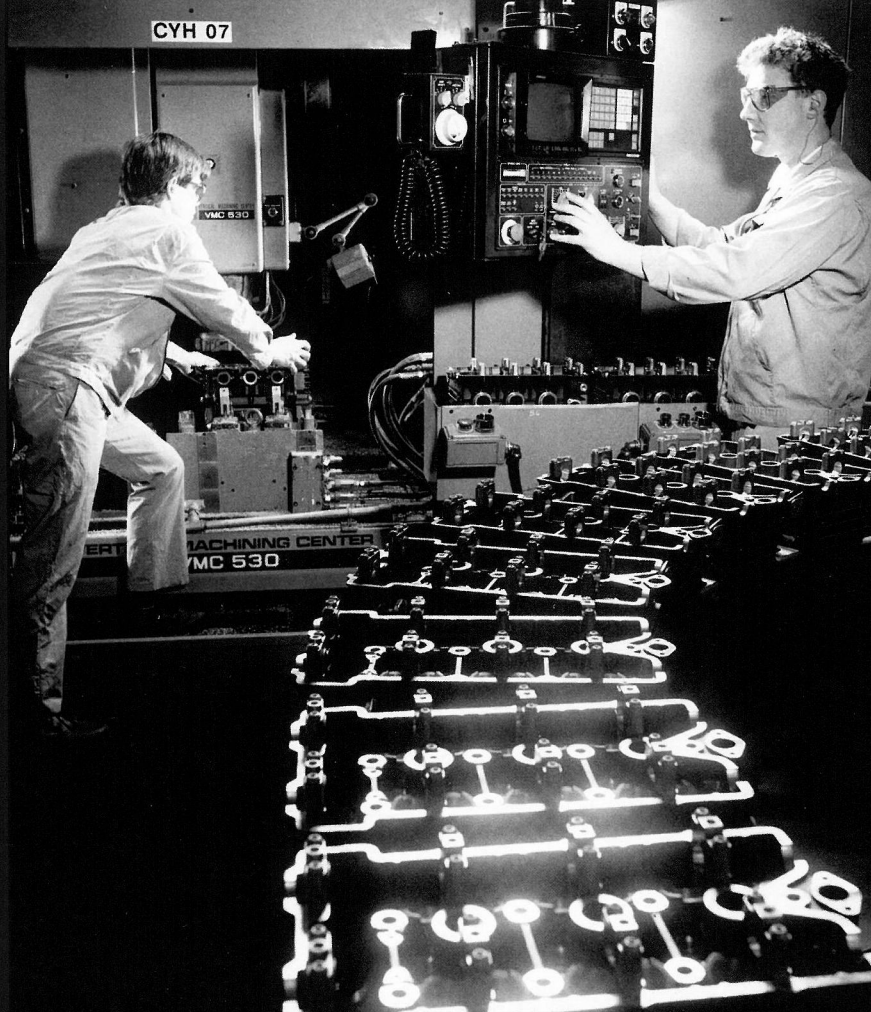
Stopping power is phenomenal. Developed in the tough arena of US Indy Car Racing, and manufactured exclusively for Triumph, the 6-piston caliper front brakes with fully floating twin discs are machined from solid aluminium billet.

Unmatched by brakes on any other production bike, they have a performance specification that is normally reserved for World Championship

racing machines. All-new 3-spoke 17" wheels are fitted with hand-finished sports race-compound tyres for maximum grip - 120/70 section at the front and 180/55 section at the rear.

You don't have to look far to find state-of-the-art materials on the Super III. Carbon fibre is in abundance in the new shape aerodynamic mudguards front and rear, combining enormous strength with minimum weight. Carbon fibre also wraps the silencers to give a rasping exhaust note that's guaranteed to have you blipping the throttle under bridges. The Super III is available in Racing Yellow.

Daytona Super III



The ultimate aim at Triumph is to produce motorcycles of quality and durability.

After spending tens of millions of pounds on the very best machinery available, we are now able to build motorcycles that stand the test of time just as easily as they endure the most uncompromising demands of motorcyclists all over the world. Here are just three examples of the Triumph philosophy.

The Cosworth Connection

Cosworth is a company renowned for its developments in Formula One motor racing. Our Research and Development department has been working with the Cosworth Castings team in Worcester to benefit from their vast experience of performance engines. An area of particular interest is the design and manufacture of the crankcase and cylinder head castings.

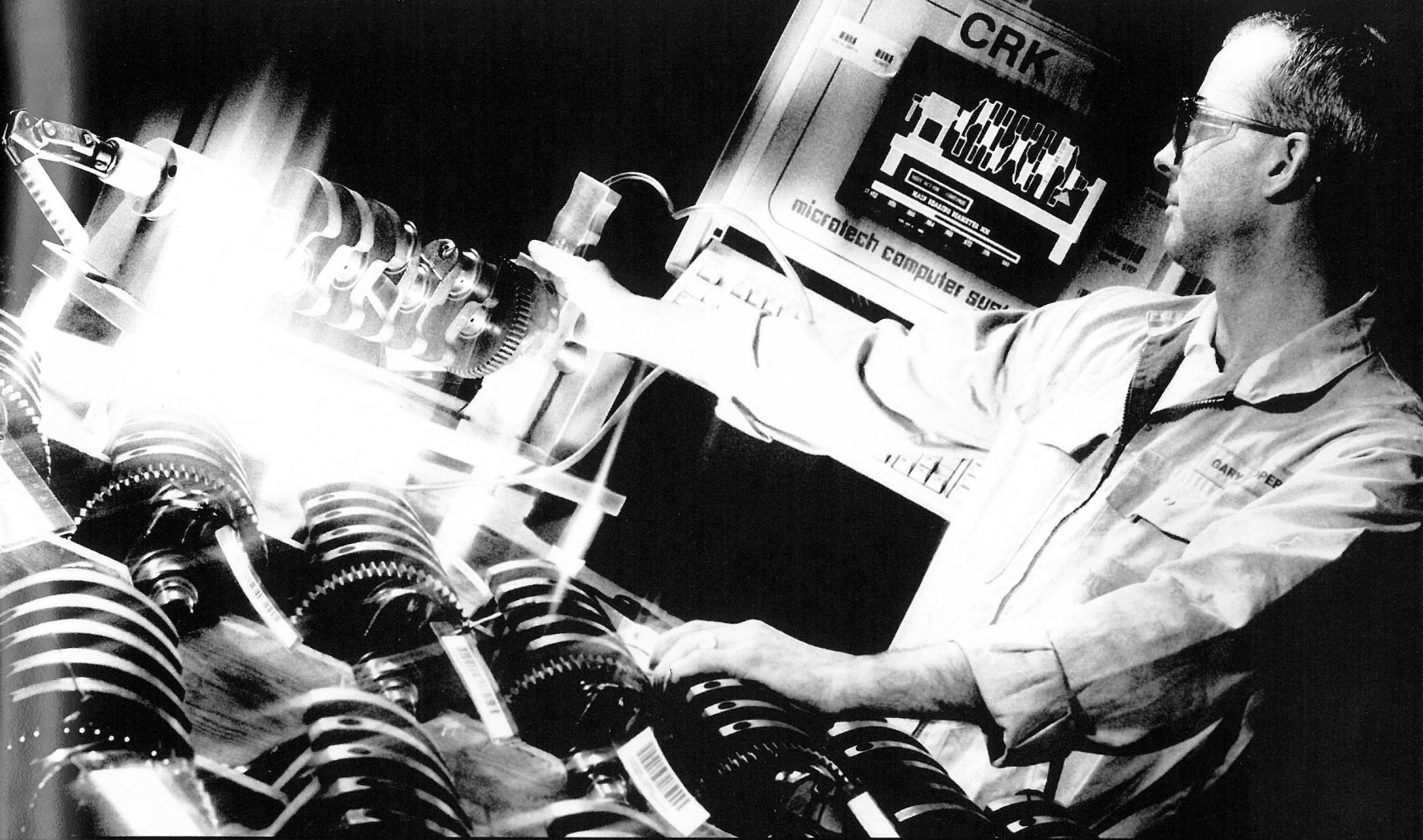
Our objectives? To lighten the castings and to produce high-quality in volume by using Cosworth Castings tooling methods.

The results so far have been extraordinary. The crankcase has been totally revised to save an astonishing 2.5 kilos in weight (20% of the original). Instead of diecasting, Cosworth Castings use the inherently stronger low pressure sandcasting method. Instead of allowing gravity to feed the mould with liquid aluminium the material is pumped into the mould electro-magnetically. This pumping process produces a casting inherently free from defects with improved tensile strength and to much finer tolerances. Currently only used on the Daytona Super III these improvements will eventually be passed to the entire Triumph range.

Secrets of a smooth engine

The secret of a turbine-smooth engine is in the fine balancing, machining and finishing of the crankshaft and primary drive gears, to avoid loss of power and increased noise and wear. Yet, for us, this is not enough. For the crankshaft to run free within the main-bearings, the motorcycle industry generally works to tolerances of 20 microns (8/10000 of an inch).

At Triumph, we machine our cranks in-house to a consistent 5 microns tolerance - an exceptional level of engineering resulting from our investment in technology. The hardening process for each crank is also key. Our cranks are heat treated in a plasma-nitriding furnace for 30 hours and Triumph is the only UK company, bar one, to use such a system. It is a slow process, but produces



crankshafts which are outstandingly strong. The plasma-nitride furnaces, heat the crankshafts to 520°C in an atmosphere of hydrogen and nitrogen. An electric current causes the gasses to react and form a hard coating on the surface of the cranks. The depth of coating and the degree of hardness itself can be guaranteed precisely. Computer-control ensures that there is no distortion whatsoever of the crank during this process. Each crankshaft and crankcase is polished, measured and barcoded so that all matching parts fit onto the same engine. (In the event of a later problem, the barcoding ensures we can identify the original forging and associated key dimension.) The resulting benefits of quality, durability, reliability and longevity of crankshafts give us the confidence to offer a 2-year unlimited mileage warranty on all Triumph motorcycles.

An unconventional swinging arm

Alloy swinging arms are manufactured in-house by a somewhat unconventional process: they are MIG welded instead of TIG welded. MIG welding is a low heat process which induces far less stresses into the material and produces a cleaner, smoother result more quickly. However, precision MIG-welding of aluminium is only possible by the use of a robotic production line - which, in our case, can weld over a metre a minute.

Typically, a conventionally TIG-welded swinging arm will distort by 12mm. By comparison, our MIG-welded versions distort by only 0.75mm - and need no corrective heat treatment to relieve stress. The high quality raw alloy that we use (similar to that used in the defence and aircraft industries), is another reason why our swinging arms need no further treatment.



British Racing Green

Trident 750



Diablo Black/Red



British Racing Green/Cream

Trident 900



Pimento Red



Caspian Blue

Tiger 900



Caspian Blue



British Racing Green



Candy Apple Red

Sprint 900



British Racing Green



Caspian Blue

Trophy 900/1200



Racing Yellow



Pimento Red

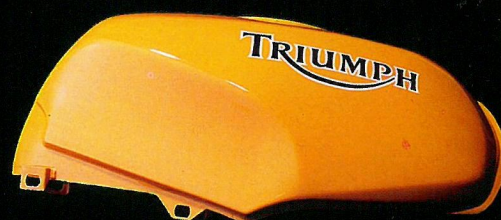


Metallic Barracuda Blue

Daytona 900/1200

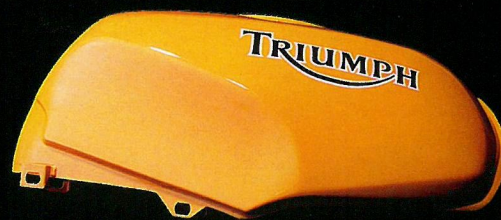


Diablo Black



Racing Yellow

Speed Triple



Racing Yellow

Super III

MODEL	SPEED TRIPLE 900	TIGER 900	SPRINT 900	TROPHY 900	TROPHY 1200
ENGINE					
Type	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 4 cylinder
Capacity	885cc	885cc	885cc	885cc	1180cc
Bore/Stroke	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression ratio	10.6 : 1	10.6 : 1	10.6 : 1	10.6 : 1	10.6 : 1
Carburetors	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
TRANSMISSION					
Primary drive	Gear	Gear	Gear	Gear	Gear
Clutch	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate
Gearbox	5-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
Headlight	1 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
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
Wheels	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"	Front - 36 spoke alloy rim, 19" x 2.5" Rear - 40 spoke alloy rim, 17" x 3.0"	Front - alloy six spoke, 17" x 3.5" Rear - alloy six spoke, 18" x 4.5"	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR 17 Rear - 180/55 ZR 17	Front - 110/80 19 or 100/90 19 Rear - 140/80 17	Front - 120/70 ZR 17 Rear - 160/60 ZR 18	Front - 120/70 ZR 17 Rear - 170/60 ZR 17	Front - 120/70 ZR 17 Rear - 170/60 ZR 17
Suspension	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload Rear - monoshock with adjustable preload and rebound damping	Front - 43mm forks Rear - monoshock with remote reservoir adjustable for preload, compression and rebound damping	Front - 43mm forks with triple rate springs Rear - monoshock with adjustable preload, and rebound damping	Front - 43mm forks with dual rate springs Rear - monoshock with adjustable preload and rebound damping	Front - 43mm forks with dual rate springs Rear - monoshock with adjustable preload and rebound damping
Brakes	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	Front - 2 x 276mm floating discs, 2 x 2 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper
DIMENSIONS					
Length	2152mm	2175mm	2152mm	2152mm	2152mm
Width	690mm	860mm	760mm	760mm	760mm
Height	1090mm	1345mm	1265mm	1270mm	1270mm
Seat height	790mm	850mm	775mm	780mm	780mm
Wheelbase	1490mm	1560mm	1490mm	1490mm	1490mm
Weight (dry)	209kg	209kg	215kg	217kg	232kg
PERFORMANCE					
	(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
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
Maximum revs	9700 rpm	8750 rpm	9700 rpm	9700 rpm	9700 rpm
COLOURS					
	Racing Yellow Diablo Black	Pimento Red Caspian Blue	British Racing Green Caspian Blue Candy Apple red	British Racing Green Caspian Blue	British Racing Green Caspian Blue

MODEL	TRIDENT 750	TRIDENT 900	DAYTONA 900	DAYTONA 1200	DAYTONA SUPER III
ENGINE					
Type	Liquid cooled DOHC in-line 3 cylinder	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 3 cylinder
Capacity	749cc	885cc	885cc	1180cc	885cc
Bore/Stroke	76 x 55mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression ratio	11 : 1	10.6 : 1	10.6 : 1	12 : 1	12 : 1
Carburettors	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
Clutch	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate	Wet multiplate
Gearbox	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
Headlight	1 x 12v 60/55w halogen H4	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
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
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
Wheels	Front - alloy six spoke, 17" x 3.5" Rear - alloy six spoke 18" x 4.5"	Front - alloy six spoke, 17" x 3.5" Rear - alloy six spoke 18" x 4.5"	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"	Front - alloy three spoke, 17" x 3.5" Rear - alloy three spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR 17 Rear - 160/60 ZR 18	Front - 120/70 ZR 17 Rear - 160/60 ZR 18	Front - 120/70 ZR 17 Rear - 180/55 ZR 17	Front - 120/70 ZR 17 Rear - 180/55 ZR 17	Front - 120/70 ZR 17 sport compound Rear - 180/55 ZR 17 sport compound
Suspension	Front - 43mm forks with triple rate springs Rear - monoshock with adjustable preload	Front - 43mm forks with triple rate springs Rear - monoshock with adjustable preload and rebound damping	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload Rear - monoshock with adjustable preload and rebound damping	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload Rear - monoshock with adjustable preload and rebound damping	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring preload Rear - monoshock with adjustable preload and rebound damping
Brakes	Front - 2 x 296mm discs, 2 x 2 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 296mm discs, 2 x 2 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	Front - 2 x 310mm floating discs, 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	Front - 2 x 310mm floating discs, 2 x 6 piston 'Triumph 6' calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm
DIMENSIONS					
Length	2152mm	2152mm	2152mm	2152mm	2152mm
Width	760mm	760mm	690mm	690mm	690mm
Height	1090mm	1090mm	1185mm	1185mm	1185mm
Seat height	775mm	775mm	790mm	790mm	790mm
Wheelbase	1510mm	1510mm	1490mm	1490mm	1490mm
Weight (dry)	212kg	212kg	213kg	225kg	211kg
PERFORMANCE					
	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)	(Measured to DIN 70020)
Maximum power	90 PS at 10000 rpm	98 PS at 9000 rpm	98 PS at 9000 rpm	147 PS at 9500 rpm	115 PS at 9500 rpm
Maximum torque	68 Nm at 8700 rpm	83 Nm at 6500 rpm	83 Nm at 6500 rpm	115 Nm at 8000 rpm	89 Nm at 8500 rpm
Maximum revs	11000 rpm	9700 rpm	9700 rpm	9700 rpm	9700 rpm
COLOURS					
	British Racing Green	British Racing Green/Cream Diablo Black/Red	Racing Yellow Barracuda Blue Pimento Red	Racing Yellow Barracuda Blue Pimento Red	Racing Yellow

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