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Msida
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Nieporet
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Harare
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Fax: 263 4 305498

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:
<http://www.triumph.co.uk>

All details correct at time of going to press. Triumph Motorcycles Limited reserves the right to make changes without prior notice. All data relevant to UK specification. Please consult your dealer for model and colour availability.

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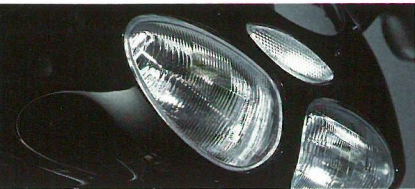


■ The extraordinary rise
of Triumph has
continued since
production started
in 1990

- INVESTMENT into innovative new manufacturing processes and strong links with some of the World's leading engineering consultancies have ensured that Triumph motorcycles continue to benefit from state of the art technology.
- THROUGH CLOSE LINKS with its dealer and distributor network, Triumph's empathy with its customers is second to none, and this, coupled with its commitment to quality, has ensured that new models are designed to satisfy the desires and expectations of the rider.
- BUILDING upon the success of the fuel injected Daytona and Speed Triple, introduced in 1997, and acknowledging the need to continually improve the product in what is an increasingly competitive market, 1999 sees the radical overhaul of a number of Triumph machines resulting in, among others, a brand new sports tourer: the SPRINT ST and a totally redesigned TIGER.
- HAVING DEVELOPED such a solid foundation, Triumph are poised to enter the next millennium with confidence.

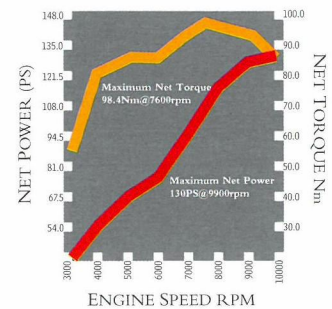


ITEMS FEATURED MAY BE TRIUMPH ACCESSORIES. PLEASE CONSULT YOUR DEALER.



- BLISTERING ACCELERATION, enhanced for 1999 through a modified exhaust camshaft giving increased performance across the rev range. Revised air bypass and throttle body assemblies give a sharp, progressive throttle response.
- CONFIDENCE INSPIRING from the awesome brakes to the inch perfect handling, refined to perfection by the inclusion of a revised Rear Suspension Unit.
- IMPROVED GROUND CLEARANCE provided by the more compact exhaust header system.
- STUNNING LOOKS underlined by the unique oval sectioned aluminium frame, which, by using the engine as a structural member weighs a mere 12kg – one of the lightest frames around.

- The Daytona 955i is further refined for 1999 with improvements to both chassis and engine



1999 POWER AND TORQUE CURVES



TORNADO RED



LIGHTNING YELLOW

JET BLACK

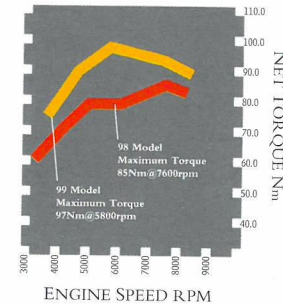
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Daytona 955i



■ **Awesome! Naked bikes just don't come any better than this! It's the ultimate streetfighter with its stripped-down, brutal looks**

- **INCREASED POWER** – For 1999 the Speed Triple is equipped with the fuel injected 955cc engine, re-tuned for maximum mid-range power.
- **PIN SHARP HANDLING** thanks to the strength and stability of Triumph's lightweight aluminium alloy perimeter frame and fully adjustable suspension.
- **SUPERB BRAKING PERFORMANCE** through the 320mm front discs with lightweight, 4 piston calipers.
- **POWERFUL HEADLIGHTS**, mounted on a lightweight magnesium casting, not only emphasise the aggressive styling but also give an excellent spread of light.

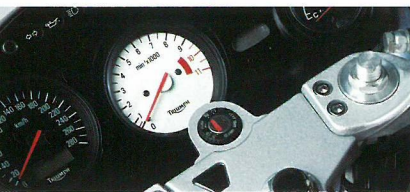


1998 vs 1999 TORQUE CURVE



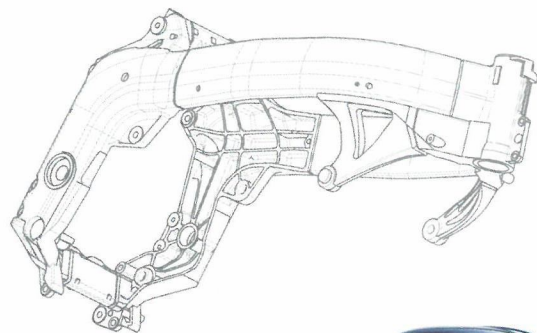
■ JET BLACK





- **OUTSTANDING PERFORMANCE** from the Sprint ST's powerful, fuel injected 955cc engine, re-tuned for optimum mid-range performance.
- **SLEEK AND POWERFUL**, the machine combines functionality, with beautifully integrated bodywork.
- **A HOST OF ACCESSORIES** are available from integrated, colour co-ordinated panniers to solo seat cowl and performance silencer.
- **SUPERB HANDLING** with adjustable suspension to suit individual riding styles from hard solo sports riding to relaxed touring.

THE SPRINT ST'S PERIMETER BEAM FRAME



- **Stunning new machine** which combines sports bike performance with excellent ergonomics to create a motorcycle equally capable of solo sports riding or two-up touring



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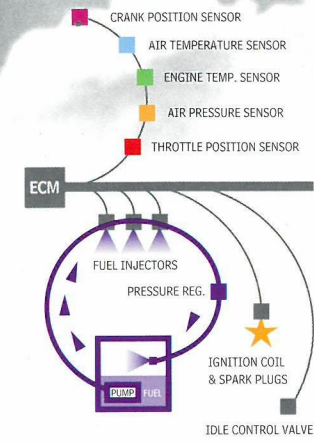
TORNADO RED

ITEMS FEATURED MAY BE TRIUMPH ACCESSORIES. PLEASE CONSULT YOUR DEALER.

**SPRINT
ST**



■ The Triumph Engine Management System



SAGEM FUEL INJECTION MANAGEMENT SYSTEM

- UNTIL RECENTLY the motorcycle lagged behind the car in the use of sophisticated engine management systems, that was until the launch of the fuel injected Triumph range. These were the first motorcycles in the World to use a full engine management system combined with on-board diagnostics.
- THE TRIUMPH SYSTEM encompasses control of both ignition and fuel delivery. The electronic control module (ECM), which is capable of analysing three million instructions per second, draws information from sensors positioned around the engine, cooling and air intake systems and precisely calculates ignition and fuelling requirements for all engine speeds and loads. This ensures that at any altitude, and in any air temperature or humidity, the engine management system automatically compensates for changes in road and climatic conditions.

- IN ADDITION, the system has hardware diagnostic functions similar to the American requirements for on-board diagnostics (OBDII). This function ensures that, in the rare event of a problem in the system, the malfunction type and the conditions at the time the malfunction occurred are stored in the ECM memory. This stored data can be recovered by a Triumph dealer using a computerised service tool. A precise diagnosis of the fault can then be made and the fault quickly rectified.
- IN SHORT, the Triumph engine management system offers the rider reliability, fuel and servicing economy combined with superb performance.



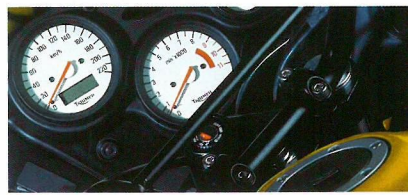


■ Lean, aggressively styled new Tiger featuring minimalist bodywork and a twin elliptical headlight fairing



INTEGRATED TIGER PANNIERS – AVAILABLE AS AN ACCESSORY

- LOWER CENTRE OF GRAVITY achieved through the new tubular steel perimeter frame.
- IMPRESSIVE MID-RANGE POWER from the re-tuned 885cc, fuel injected engine.
- PRECISE, REASSURING HANDLING, from the excellent suspension and complemented by powerful brakes.
- AN IDEAL TOURING MACHINE with adjustable seat height, a power take off socket as standard and beautifully styled, colour co-ordinated, integral panniers available as an accessory.



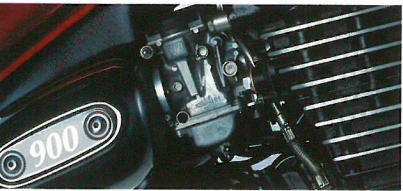
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■ LIGHTNING YELLOW

ITEMS FEATURED MAY BE TRIUMPH ACCESSORIES. PLEASE CONSULT YOUR DEALER.

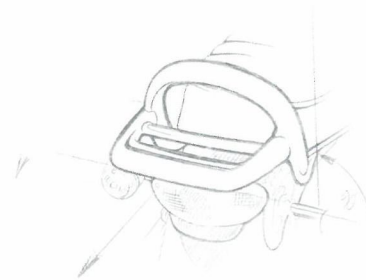


Tiger



- MODERN HANDLING, braking and acceleration with the three-cylinder engine tuned for extra torque at low revs.
- LOW SEAT HEIGHT, at just 675mm (26½ in) tall, and with carefully positioned side panels to give a narrower profile, the Legend TT is a manoeuvrable, confidence-inspiring machine.
- A CUSTOMISER'S DELIGHT with an enormous range of accessories available to embellish and personalise your machine.
- RESTRICTION KIT available which complies with the European Union Category A Licence regulations [34PS (33bhp)].

- Classic style, from the wire-spoked wheels, lustrous metallic paintwork and a curvaceous tear-drop tank



LEGEND TT GRAB RAIL AND LUGGAGE RACK
AVAILABLE AS AN ACCESSORY



IMPERIAL GREEN



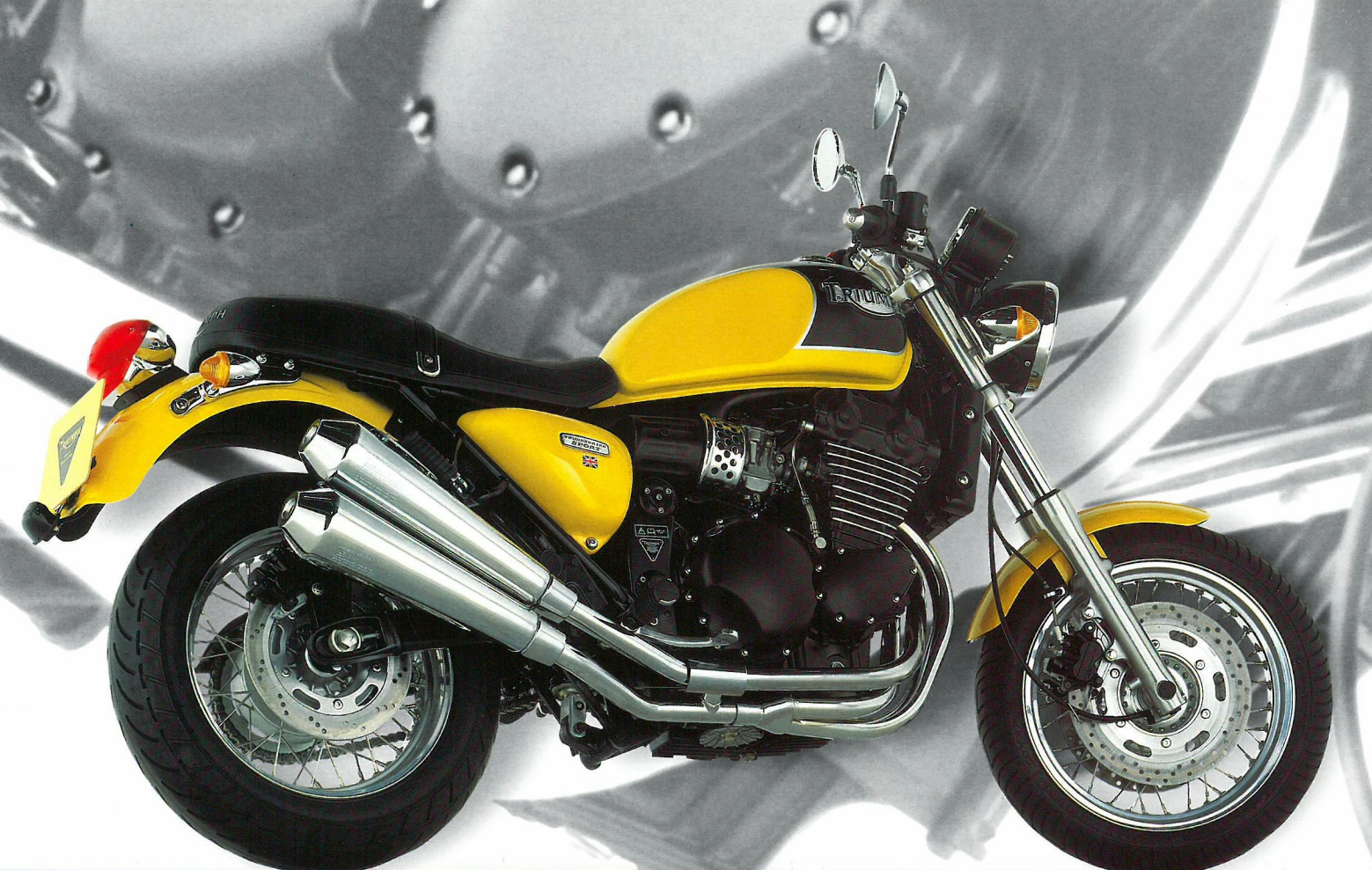
OBSDIAN BLACK



CARDINAL RED

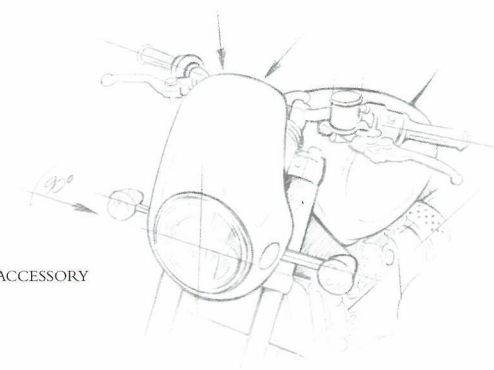
ITEMS FEATURED MAY BE TRIUMPH ACCESSORIES. PLEASE CONSULT YOUR DEALER





- Classic flat-track styling combined with striking colours and featuring a three-into-two exhaust, finished to perfection with two reverse-cone silencers paired up on the right

- THRILLING PERFORMANCE of a sports bike, powered by a soulful three cylinder, 83PS (82bhp) engine with a mighty 76Nm (56lb.ft) of torque.
- SUPERB HANDLING, with fully adjustable front and rear suspension for a level of performance unparalleled in classic-styled machines.
- STYLISH 17IN WHEEL RIMS laced to twin 310mm front discs and a single 285mm disc on the rear.
- FULL RANGE OF ACCESSORIES available from which the rider can personalise their machine.



THUNDERBIRD SPORT FLY SCREEN – AVAILABLE AS AN ACCESSORY

**THUNDERBIRD
SPORT**

ITEMS FEATURED MAY BE TRIUMPH ACCESSORIES. PLEASE CONSULT YOUR DEALER

■ RACING YELLOW & BLACK



■ TORNADO RED & BLACK



Daytona
955i

SPEED Triple

SPRINT S

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 4 cylinder
Capacity	955cc	955cc	955cc	1180cc
Bore/Stroke	79 x 65mm	79 x 65mm	79 x 65mm	76 x 65mm
Compression Ratio	11.2:1	11.2:1	11.2:1	10.6:1
Fuel System	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	4 x 36mm flat slide CV carburetors
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
Transmission				
Primary Drive	Gear	Gear	Gear	Gear
Final Drive	'O' Ring Chain	'O' Ring Chain	'O' Ring Chain	'O' Ring Chain
Clutch	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox	6-speed	6-speed	6-speed	6-speed
Cycle Parts				
Frame	Aluminium alloy	Aluminium alloy	Aluminium alloy, beam	Micro alloyed high tensile steel
Swingarm	Aluminium alloy, single sided with eccentric chain adjuster	Aluminium alloy, single sided with eccentric chain adjuster	Aluminium alloy, single sided with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster
Wheels	Front: Alloy 3 spoke, 17 x 3.5" Rear: Alloy 3 spoke, 17 x 6.0"	Front: Alloy 3 spoke, 17 x 3.5" Rear: Alloy 3 spoke, 17 x 6.0"	Front: Alloy 3 spoke, 17 x 3.5" Rear: Alloy 3 spoke, 17 x 6.0"	Front: Alloy 3 spoke, 17 x 3.5" Rear: Alloy 3 spoke, 17 x 5.5"
Tyres	Front: 120/70 ZR 17 Rear: 190/50 ZR 17	Front: 120/70 ZR 17 Rear: 190/50 ZR 17	Front: 120/70 ZR 17 Rear: 180/55 ZR 17	Front: 120/70 ZR 17 Rear: 170/60 ZR 17
Suspension	Front: 45mm forks with dual rate springs adjustable for compression, rebound damping and spring pre-load Rear: Monoshock with adjustable pre-load, rebound damping and compression damping	Front: 45mm forks with dual rate springs adjustable for compression, rebound damping and spring pre-load Rear: Monoshock with adjustable pre-load, rebound damping and compression damping	Front: 43mm forks with dual rate springs adjustable for pre-load Rear: Monoshock with hydraulic pre-load adjustment and adjustable rebound damping	Front: 43mm forks with triple rate springs Rear: Monoshock with remotely adjustable pre-load and rebound damping
Brakes	Front: 2 x 320mm floating discs, 2 x 4 piston calipers Rear: 1 x 220mm disc, 1 x 2 piston caliper	Front: 2 x 320mm floating discs, 2 x 4 piston calipers Rear: 1 x 220mm disc, 1 x 2 piston caliper	Front: 2 x 320mm 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	2115mm (83.3")	2115mm (83.3")	2160mm (85.1")	2152mm (84.7")
Width	720mm (28.3")	720mm (28.3")	750mm (29.5")	790mm (31.1")
Height	1170mm (46")	1230mm (48.4")	1220mm (48.0")	1430mm (56.3")
Seat Height	800mm (31.5")	800mm (31.5")	800mm (31.5")	790mm (31.1")
Wheelbase	1440mm (56.7")	1440mm (56.7")	1470mm (57.9")	1490mm (58.7")
Weight (Dry)	198kg (436lb)	196kg (432lb)	207kg (456lb)	235kg (518lb)
Fuel Capacity	18 litres (4.8 gal US)	18 litres (4.8 gal US)	21 litres (5.6 gal US)	25 litres (6.6 gal US)
Performance (measured to DIN 70020)				
Maximum Power*	130 PS (128bhp) at 9,900rpm	110 PS (108bhp) at 9,200rpm	110 PS (108bhp) at 9,200rpm	108 PS (107bhp) at 9,000rpm
Maximum Torque*	100Nm (74 lbf.ft) at 6,400rpm	97Nm (72 lbf.ft) at 5,800rpm	97Nm (72 lbf.ft) at 6,200rpm	104Nm (77 lbf.ft) at 5,000rpm
Colours	Jet Black, Tornado Red, Lightning Yellow	Roulette Green, Jet Black	Tornado Red, Jet Black	Platinum, Pacific Blue, British Racing Green



Trophy 900

Tiger

Adventurer

LEGEND

THUNDERBIRD SPORT

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 3 cylinder
885cc	885cc	885cc	885cc	885cc
76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
10.6:1	11.3:1	10:1	10:1	10:1
3 x 36mm flat slide CV carburetors	Multipoint sequential electronic fuel injection	3 x 36mm flat slide CV carburetors	3 x 36mm flat slide CV carburetors	3 x 36mm flat slide CV carburetors
Digital – inductive type	Digital – inductive type – via electronic engine management system	Digital – inductive type	Digital – inductive type	Digital – inductive type
Transmission				
Gear	Gear	Gear	Gear	Gear
'O' Ring Chain	'O' Ring Chain	'O' Ring chain	'O' Ring chain	'O' Ring chain
Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
6-speed	6-speed	5 speed	5 speed	6 speed
Cycle Parts				
Micro alloyed high tensile steel	Tubular steel perimeter	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy	Aluminium alloy	Aluminium alloy
Alloy 3 spoke, 17 x 3.5" Alloy 3 spoke, 17 x 5.5"	Alloy 36 spoke, 19 x 2.5" Alloy 40 spoke, 17 x 4.25"	Chromed steel 36 spoke, 19 x 2.5" Chromed steel 40 spoke, 16 x 3.5"	36 spoke, 17 x 3.5" 40 spoke, 17 x 4.25"	Alloy 36 spoke, 17 x 3.5" Alloy 40 spoke, 17 x 4.25"
120/70 ZR 17 170/60 ZR 17	110/80 ZR 19 150/80 ZR 17	100/90 R 19 150/80 R 16	120/70 R 17 160/70 R 17	120/70 R 17 160/70 R 17
43mm forks with triple rate springs	43mm forks	43mm forks with triple rate springs	43mm forks with triple rate springs	43mm forks with triple rate springs, adjustable for compression, rebound damping and spring pre-load
Monoshock with remotely adjustable pre-load and rebound damping	Direct acting monoshock with remotely adjustable pre-load and rebound damping	Monoshock adjustable for pre-load	Monoshock adjustable for pre-load	Monoshock adjustable for pre-load
2 x 310mm floating discs, 2 x 4 piston calipers 1 x 255mm disc, 1 x 2 piston caliper	2 x 310mm floating discs, 2 x 2 piston calipers 1 x 285mm disc, 1 x 2 piston caliper	Single 320mm disc, 1 x 2 piston caliper Single 285mm disc, 1 x 2 piston caliper	Single 320mm disc, 1 x 2 piston caliper Single 285mm disc, 1 x 2 piston caliper	2 x 310mm discs, 2 x 2 piston calipers 285mm disc, 1 x 2 piston caliper
Dimensions				
2152mm (84.7") 790mm (31.1") 1430mm (56.3") 790mm (31.1") 1490mm (58.7") 220kg (485lb) 25 litres (6.6 gal US)	2175mm (85.6") 860mm (33.8") 1345mm (52.9") 840 - 860mm (33 - 33.8") adjustment range 1550mm (61.0") 215kg (474lb) 24 litres (6.4 gal US)	2340mm (92.1") 860mm (33.8") 1355mm (53.3") 675mm (26.5") 1620mm (63.8") 211kg (464lb) 15 litres (4 gal US)	2320mm (91.4") 870mm (34.3") 1340mm (52.8") 675mm (26.5") 1580mm (62.2") 215kg (474lb) 15 litres (4 gal US)	2250mm (88.6") 700mm (27.5") 1105mm (43.5") 790mm (31.1") 1580mm (62.2") 224kg (494lb) 15 litres (4 gal US)
Performance (measured to DIN 70020)				
98 PS (97bhp) at 9,000rpm	87 PS (86bhp) at 8,200rpm	70PS (69bhp) at 8,000 rpm Kit available to restrict to 34PS (33bhp)	70PS (69bhp) at 8,000 rpm Kit available to restrict to 34PS (33bhp)	83PS (82bhp) at 8,500 rpm
83Nm (61 lbf.ft) at 6,500rpm	85Nm (62 lbf.ft) at 6,400rpm	72Nm (53lbf.ft) at 4,800 rpm	72Nm (53lbf.ft) at 4,800 rpm	76Nm (56lbf.ft) at 6,500 rpm
Platinum, Pacific Blue, British Racing Green	Lightning Yellow, Jet Black	Jet Black & Silver	Cardinal Red, Imperial Green, Obsidian Black	Racing Yellow & Black, Tornado Red & Black

* Maximum power/torque 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 for details.