

ENGINE AND TRANSMISSION		SPEED TRIPLE	
Capacity		1050cc	
Bore/Stroke		79.0 x 71.4mm	
Fuel System		Multipoint sequential electronic fuel injection with SAI	
Exhaust		Stainless Steel 3 into 1 into 2, twin high level stainless steel silencers	
Clutch		Wet, multi-plate	
Gearbox		6-speed	
Oil Capacity		3.8 litres	1.0 US gals

CHASSIS, RUNNING GEAR AND DISPLAYS			
Frame		Aluminium beam twin-spar	
Swingarm		Single-sided, aluminium alloy with eccentric chain adjuster	
Wheels	Front	Cast aluminium alloy multi-spoke 17 x 3.5in	
Wheels	Rear	Cast aluminium alloy multi-spoke 17 x 6.0in	
Tyres	Front	120/70 ZR 17	
Tyres	Rear	190/55 ZR 17	
Suspension	Front	Showa 43mm upside down forks with adjustable rebound and compression damping, 120mm travel	
Suspension	Rear	Showa Monoshock with rebound and compression damping, 130mm rear wheel travel	
Brakes	Front	Twin 320mm floating discs, Brembo 4-piston 4-pad radial calipers (ABS model available)	
Brakes	Rear	Single 255mm disc, Nissin single 2-piston sliding caliper (ABS model available)	
Front brake master cylinder		Brembo radial master cylinder, 18mm diameter	
Instrument display/functions		LCD multi-functional instrument pack with digital speedometer, fuel gauge, trip computer, analogue tachometer, lap timer, programmable gear change lights, service interval announcement display, tyre pressure monitoring system ready	

DIMENSIONS			
Length	2086mm	82.1in	
Width (Handlebars)	728mm	28.6in	
Height without mirrors	1033mm	40.6in	
Seat height	825mm	32.5in	
Wheelbase	1435mm	56.5in	
Rake/Trail	22.8° / 90.9mm		
Fuel tank capacity	17.5 litres	4.6 US gals	
Wet weight (ready to ride)	214kg	471lbs	

PERFORMANCE (MEASURED AT CRANKSHAFT TO 95/1/EC)				
Maximum Power EC	135PS	133bhp	99kW	@ 9400rpm
Maximum Torque EC	111Nm	82ft.lbs	@ 7750rpm	

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*Silencers: Unless otherwise stated, Triumph accessory mufflers do not conform to on-road noise or emissions standards in countries where such standards apply. Use on-road may therefore violate the law. These products are designed for closed circuit competition use only. Triumph accessory mufflers will require a specific tune download, which is available from your authorized Triumph dealer. Specification may vary by market. Some accessories are prohibited by local law. As a motorcycle owner/rider, it is your responsibility to know of and comply with all local laws. If you have any doubt, contact your local authorities. All details correct at time of going to press. Triumph Motorcycles Limited reserve the right to make changes without prior notice. Please consult your dealer for model and colour availability.

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Introducing the new

SPEED TRIPLE



THE 2011 SPEED TRIPLE HAS A LOT TO LIVE UP TO. A FLAGSHIP OF THE TRIUMPH RANGE SINCE 1994, IT HAS ALWAYS MADE A STATEMENT. REBELLING AGAINST CONVENTION AND STANDING OUT FROM THE CROWD, THIS BLOODLINE HAS HAD A LOOK, SOUND AND CHARACTER THAT HAS SEEN IT CONSISTENTLY REGARDED AS THE BEST IN CLASS. AND IN AN INCREASINGLY POPULAR AND COMPETITIVE MARKET SECTOR TRIUMPH HAS SET A NEW BENCHMARK WITH THE BRAND NEW MODEL. WITH A BRUTISHLY HANDSOME NEW LOOK, MORE POWER, MORE TORQUE AND A NIMBLE CHASSIS THAT BELIES THE BIKE'S AGGRESSIVE DEMEANOUR, THE LATEST TRIPLE IS ONCE AGAIN SET TO TAKE THE NAKED SPORTSBIKE CLASS TO ANOTHER LEVEL

BEWARE

The new Speed Triple is out there





TOP LEFT The aluminium chassis is all new. The wheelbase is slightly longer than the previous Speed Triple, but thanks to radically different weight distribution, new suspension, brake and frame design, the 2011 is faster and better handling.

TOP RIGHT New headlights are a brave move, but the Speed Triple is a cutting edge naked sportsbike and evolution has always been crucial to its success. This photo shows the colour-coded accessory fly screen.

BELOW LEFT All change. New light, new number plate hanger, new rear bodywork. The cans pictured, with carbon tips, are Arrow optional twin high level silencers.

BELOW RIGHT The legendary name remains the same but pretty much everything else is new. LED indicator is genuine Triumph accessory.



THE NEW BIKE LAPPED THE TWISTY TEST TRACK CLOSE TO SUPERSPORT RACE PACE AND A MASSIVE SEVEN SECONDS QUICKER THAN THE MODEL IT WOULD REPLACE

For the next 12 months detailed design and analysis went on with Hinckley's design departments (see separate Development Details story). At the end of that year the first representative prototypes were built and sent to Triumph's private Spanish test track for extensive chassis development work. Initial feedback was very positive with development rider Felipe Lopez confirming that the new bike's geometry and mass distribution was exactly as expected and that low speed agility and high speed stability was already better than expected.

"All previous Speed Triples were very good fun to ride and capable bikes in all sorts of environments, but when we were given the opportunity to develop a whole new chassis around the 1050 engine, specifically for the new Speed Triple, we knew what we wanted to do," said Felipe. "We wanted more 'edge' performance while maintaining its versatility. We wanted the bike to remain as user-friendly, but we wanted our customers to have a very effective and precise 'tool' if they wanted to pick up their pace on a mountain road, or even on a race track.

When Triumph owner John Bloor joined the first project meeting for the 2011 Speed Triple in August 2007 the brief was simple: "The Speed Triple is probably our most important mode 1 – don't screw it up!"

And he was not exaggerating. With almost 65,000 sold, the Speed Triple is the biggest selling model of the Triumph Hinckley era and arguably the machine that best embodies the company's DNA. As the name suggests, the heart of the Speed Triple has always been the three cylinder engine, while the style and attitude has remained edgy and raw. For the 2011 model, the iconic 1050cc triple has been retained and updated but everything else would be brand new. Their mission was to further refine the powerplant and house it in the best ever chassis to grace a Speed Triple.

Having raised the handling bar with the Daytona 675 and Street Triple R, it's accepted that Triumph's engineers know a thing or two about making motorcycles go around corners. So armed with that knowledge, less than a month after the official start of the project a rough looking 'mule' prototype, based on the existing Speed Triple, was undergoing tests to check the validity of the initial geometry and weight distribution calculations.

Following these initial tests it was determined that the optimum weight distribution for the Speed Triple was a sporting 50.7% bias towards the front (compared to a 51.3% rear bias on the previous model). To achieve

this, the team effectively tore up their initial concept and developed a new chassis specification with the engine moved 20mm forward and an increased wheelbase of 1435mm. They looked at the possibility of relocating the battery and reducing silencer mass through the use of lighter internal materials. By now it was October 2007, three years before the planned release date, and development of the project known internally as NV was to start in earnest.

Styling work commenced immediately, while the team pored over customer feedback gleaned from the surveys that are sent out to purchasers of all new Triumphs. Although the feelings towards the existing Speed Triple were incredibly positive (92% of customers rated their bikes as either 'very good' or 'outstanding'). Improved seat comfort, greater field of vision from the mirrors and a more comprehensive instrumentation package, including a fuel gauge were part of their wish list. The Californian designer Tim Prentice, whose most recent work for Triumph was the award-winning Thunderbird, produced initial sketches.

By late April 2008, the first full-sized styling models were ready and reviewed in-house. Happy with Prentice's concept, the basic design was set. The main discussion points centred on the radiator cowls, a new design element for the 2011 model, and, unsurprisingly, the headlights.



Ergonomics 825mm seat height is lower than previous Speed Triple and the all-new riding position places the rider further forward and gives more confidence to hustle the 1050 through twisty corners. Longer seat and narrower bodywork allows more space to move around. Pillion provision is also improved.

Frame All-new and beautifully sculpted. Traditional styling cues such as the twin over-engine spars remain, but geometry is all-new. Weight distribution has been altered by moving the engine forward in the frame and relocating the battery. Narrower frame and improved packaging allows much improved ground clearance for even better handling.

Bodywork All-new body panels and heavily sculpted seat accentuate the Speed Triple's aggressive street fighting stance. Colour-coded radiator cowls are a new feature and sport new decals. Three colour options are available: Crystal White, Phantom Black and Diablo Red. There are a host of accessories including colour-coded flyscreen, seat cowl and belly pan.

Security Coded-key immobiliser prevents thieves from 'hot wiring' the Speed Triple. Optional accessory alarm provides added peace of mind.

Instruments New comprehensive instrumentation includes digital speedometer, fuel gauge, trip computer, analogue tachometer, lap timer, programmable gear change lights and service interval announcement display. Also pre-wired to accept the accessory tyre pressure monitoring system.

Headlights One of the biggest decisions to be made on the styling of the Speed Triple revolved around the look of the headlamps. The twin 'bug eye' headlamps have been a unique feature of the Speed Triple since the T509 model of 1997, and the challenge was finding a way to create a more contemporary 'race' without losing the distinctive Speed Triple look. The result is a sharply styled pentagonal design that's both more aggressive and more modern in its look.

Suspension 43mm upside-down Showa forks offer excellent control and plushness and are fully-adjustable for preload, rebound and compression damping on both legs.

Brakes Brembo radial callipers grip 320mm discs which are 0.5mm thinner than the outgoing Speed Triple for further reduction in unsprung weight and steered inertia. ABS is an option for the first time on the Speed Triple.

Exhaust Having been a popular feature of the Speed and Street Triples since 2005, the 2011 model retains the twin underseat silencer set-up. Freer flowing exhaust releases additional power and torque, while the technique of using thinner materials for the internals has been carried over from the Daytona 675 project and saves 1.5kg. Finish has switched from a polished to a brushed finish to complement the new bike's more contemporary and aggressive look. Optional accessory exhaust options have been developed for track use in conjunction with performance house Arrow Special Parts. Both the slip-on end silencers and full 'low boy' system are beautifully crafted and offer weight reductions and performance gains – as well as turning up the volume on the glorious three cylinder soundtrack.

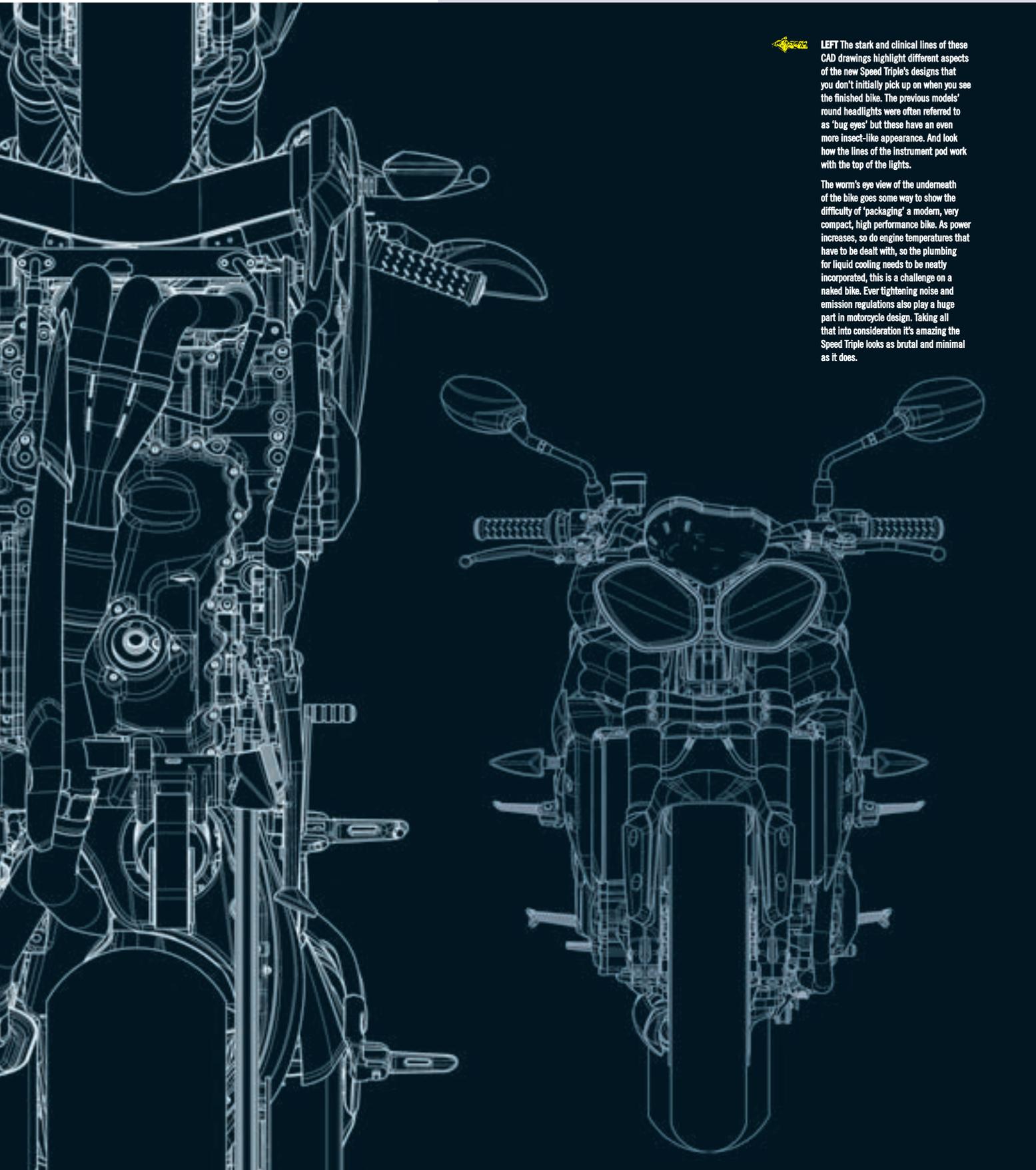
Wheels Front and rear wheels are each over 1kg lighter than previous model for greater agility. Factory fit Metzeler Racetec K3 Interact tyres confirm the Speed Triple's sporting pretensions.

Swingarm The single-sided swingarm is a classic Speed Triple ingredient and is retained for 2011 model. Clever design allows chain to run through the swingarm, with brake lines also neatly packaged underneath. Despite being 18.5mm longer than that of its predecessor, the all-new design is 1kg lighter than the previous Speed Triple.

Engine The iconic 1050cc triple is just about the only thing that carries over from the previous model, although even that hasn't remained untouched. The already class-leading torque has been increased by 8%, with a 5PS increase in top end power and improved refinement throughout thanks to the latest generation ECU software and modified gearbox.

Battery OK, so there's nothing intrinsically special about the battery itself, but take a look and you'll see that it's been located behind the headstock to give optimum weight distribution for the most agile Speed Triple yet.





← **LEFT** The stark and clinical lines of these CAD drawings highlight different aspects of the new Speed Triple's designs that you don't initially pick up on when you see the finished bike. The previous models' round headlights were often referred to as 'bug eyes' but these have an even more insect-like appearance. And look how the lines of the instrument pod work with the top of the lights.

The worm's eye view of the underneath of the bike goes some way to show the difficulty of 'packaging' a modern, very compact, high performance bike. As power increases, so do engine temperatures that have to be dealt with, so the plumbing for liquid cooling needs to be neatly incorporated, this is a challenge on a naked bike. Ever tightening noise and emission regulations also play a huge part in motorcycle design. Taking all that into consideration it's amazing the Speed Triple looks as brutal and minimal as it does.



THE DESIGN BRIEF WAS SIMPLE:
 "THE SPEED TRIPLE IS PROBABLY OUR MOST
 IMPORTANT MODEL – DON'T SCREW IT UP!"

"Straight away we could feel that we were achieving what we set out to do and now we can say that we exceeded our targets. The changes we made to geometry, weight distribution, suspension, brakes and ergonomics made the bike not only much faster and precise on a racetrack, but also much easier, practical and fun to ride at any speed on any kind of conditions. We are very happy with how the final bike has turned out."

As the results of the first tests got back to Hinckley, a huge buzz started to go around the factory. In June 2009, project NV underwent extensive circuit tests at the Calafat circuit in Spain to continue suspension development. Even in its prototype state, the new bike was exceptionally quick around the twisty Catalan track, lapping close to Supersport race pace and a massive seven seconds quicker than the model it would replace. Quiet confidence turned into full on excitement as staff placed orders for their own 'NVs'. Back in the UK, disguised NVs underwent endurance testing on the roads and at various proving grounds. Final detail changes to the headlight and radiator cowl were agreed, tooling of parts commissioned and final development of ergonomics and braking systems took place.

On January 11, 2010 the first prototype 'NV' built on the Hinckley production line was completed. In total, over 100 prototypes were built on the production line before the start of volume production on October 11, 2010.

While bikes were being tortured with flat out runs at Bruntingthorpe Proving Ground, another test rider embarked on a mammoth 3000-mile European tour from the UK to Spain, stopping off at the famous Nürburgring for a few laps on the way back. Despite the huge journey, the test rider remembers the trip with affection: "I had almost everything on that trip, from glorious sunshine to the heaviest rain I have ever experienced, through super twisty roads in the Pyrenees and flat out German autobahns. It was just the sort of conditions a rider experiences on a long European trip. I felt so connected to the bike after the ride and when I got back to the factory I just wanted to jump back on and do it all again."

Fittingly for the model that has played such a major role in the success of Triumph, the new Speed Triple was unveiled to the public at the Intermot show in Cologne, Germany, in October – the very same venue that Triumph debuted its revived brand in 1990.

DEVELOPMENT DETAILS

IT HAS TAKEN A TEAM OF OVER 20 STAFF THREE YEARS TO DEVELOP THE LATEST SPEED TRIPLE. LEADING THE CHASSIS TEAM WAS STEVE DAY, ONE OF THE ENGINEERS INVOLVED IN THE ORIGINAL DEVELOPMENT OF THE 1050 ENGINE. WE ASKED STEVE SOME QUESTIONS TO GET UNIQUE INSIGHT INTO THE BIKE'S DEVELOPMENT.

What are the challenges of working on such an iconic bike? There was pressure because this bike is our 'icon' but equally that helps in some ways, because we had a very clear brief.

What are the main areas the team concentrated on? Triumph's understanding of chassis development has come on in leaps and bounds in recent years and in a lot of ways the Street Triple was our benchmark in terms of handling and ergonomics. Our way of working with mule bikes (prototypes based around 'cut and shut' existing models) at the very early concept stage allows us to change things around, iron out any problems and set very clear objectives for our engineers.

The chassis development team put in a lot of work at this stage, tweaking geometry, adjusting rider position and moving blocks of lead around the mule to establish the optimum centre of gravity and weight distribution, which was invaluable in determining the specification.

What were the toughest decisions to make? Probably the biggest discussions revolved around the styling of the headlights, which took around 18 months to finalise. In the end I think we have got it spot on, with an aggressive and modern look that is still a Speed Triple.

We understand even things we'd regard as fairly small details took a lot of time. Yes, we had a lot of meetings about battery position. We had to do a lot of testing to evaluate the durability of the battery, to ensure that the working temperature would be stable and to look at the packaging. The challenge for both the engine and chassis design teams was then to package nearly 5kg of battery in a plastic airbox without affecting performance, reducing air filter life or fuel tank volume, as well as packaging the ABS lines and harness.

What's it like when you see the 'baby' being born? We were all holding our breath when the first prototype was built in May 2009, hoping the actual bike would perform as well as the mule. This bike was sent over to Spain for evaluation and when I called to make sure it had arrived OK I got a bit of an unexpected surprise. Testing hadn't been scheduled to take place for a couple of weeks but the development riders over there were so eager to try it out that they'd literally filled it up with fuel and gone for a ride! They were so positive after those first tests that a real buzz started going around the factory. There were times when testers were almost fighting each other for the keys of the new bike.

And how excited are you now the bike has been seen by the public? It's been a fantastic project to work on and I really believe that our customers are going to love this bike. I know that I will. I've already put my deposit down for a red ABS Speed Triple and can't wait for it to arrive.



MEET THE PARENTS

OVER THE LAST 16 YEARS THE SPEED TRIPLE HAS DEVELOPED FROM CULT CAFÉ RACER TO UNDISPUTED KING OF THE STREET FIGHTERS. THIS IS THE JOURNEY

It's impossible, and unfair, to say one Triumph is more important to the company than another, but the Speed Triple has been crucial to the success, image and perception of the brand.

Since the birth of the Speed Triple family, in 1994, these models have evolved to keep ahead of the following pack, to the point where the 2011 Speed Triple is untouchable as a complete package of power, dynamic ability, looks, usability, build quality and value. And it's all down to good breeding.

T309

Introduced: 1994 // The rebirth of the café racer. Clip-on handlebars, stripped-back muscular styling and that imposing 885cc triple ensured it was like nothing else on the market. Now it's a bona fide modern classic sought by collectors.

T509

Introduced: 1997 // The Speed Triple's attitude can be traced back to 1994, but the styling template was set with this model. The world's first factory streetfighter, the 509's tubular frame, single-sided swingarm and twin headlights are now fundamental elements of the Speed Triple.

T509/955i

Introduced: 1999 // Echoing the opinion of streetfighter riders all over the world that 'Too much is never enough' the naked bike's engine was pumped up to 955cc. Seat unit and exhaust also evolved.

Speed Triple 1050

Introduced: 2005 // With the 1050, the Speed Triple no longer shared bodywork with Triumph's current sportsbike but developed it's own brutal sawn-off appearance. Power was increased, and component specification set the benchmark. The world now expected the Speed Triple to be the most exhilarating naked available. Triumph didn't disappoint.

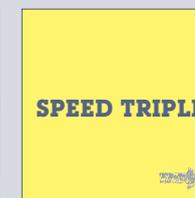
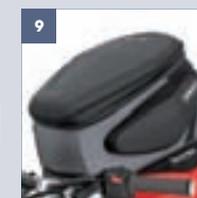
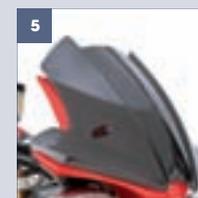
Speed Triple 1050 15th Anniversary SE

Introduced: 2009 // This Special Edition had all the 2008 updates of stunning multispoke wheels, Brembo radial callipers and Magura 'bars, but with the added extras of a colour-coded flyscreen and belly pan; hand pinstriped wheel rims; Phantom Black paint and exclusive graphics.



WE KNOW OUR SPEED TRIPLE OWNERS LOVE ACCESSORISING TO SUIT THEIR OWN PERSONAL TASTE. IT'S A WAY OF LIFE. WITH A FANTASTIC NEW RANGE OF GENUINE ACCESSORY PRODUCTS FOR THE 2011 SPEED TRIPLE THEY'LL ONCE AGAIN BE SPOILT FOR CHOICE. EACH DESIGNED, DEVELOPED AND RIGOROUSLY TESTED IN CONJUNCTION WITH THE BIKE TO GUARANTEE PERFECT INTEGRATION.

SPEED TRIPLE: GO YOUR OWN WAY



1_Flyscreen
Colour-coded by the factory to ensure an exact colour match, the flyscreen offers style and substance, giving the rider an increased level of wind protection.

2_Belly Pan
Like the other accessory body parts, the belly pan kit is colour-coded to match the Speed Triple range and is made from high impact ABS to ensure it is as well made and durable as the standard bodywork.

3_Arrow Low Boy
The 3-into-1 'Low Boy' system radically changes the styling, performance and handling of the Speed Triple. Manufactured from stainless steel and super lightweight titanium the low level 3 into 1 system provides a 70% weight saving. The weight that remains sits lower, reducing the centre of gravity and benefiting handling. A dedicated engine tune guarantees optimum performance, coupled with a power boost and the all important sound track, what more could you ask for!

4_Seat Cowl
Factory colour-coded seat cowl offers a quick, easy change of look for solo riding.

5_Flyscreen Visor
Mounting to the flyscreen, the visor provides additional protection allowing you to ride in comfort for longer.

6_Low Seat
With a 20mm reduction in seat height, the low seat makes it easier to get your feet to the ground, helping you feel confident and in control.

7_Tyre Pressure Monitoring System
The instruments on the new Speed Triple have been designed to work seamlessly with the new accessory tyre pressure monitoring system. Current front and rear tyre pressures are displayed via the instrument panel with automatic warning alerts if tyres are below optimum levels.

8_Arrow Slip-On Silencers
Manufactured from stainless steel with a titanium wrap construction and carbon fibre end caps, the E mark noise approved Arrow slip-on silencers offer significant weight reduction and performance increases. A bespoke engine tune ensures the exhaust and engine perform at their optimum levels.

9_Tank Bag
This compact tank bag features pre-formed construction with expandable capacity from 16 to 20 litres. Features include water resistant zips, detachable map pocket and waterproof rain cover. Shoulder straps are included for converting the bag into a cool backpack for use off the bike.

10_LED Indicators
Trick new CE approved LED indicators launched as an accessory for the Speed Triple will fit to all Triumph sports models.

11_Bar end mirrors
Sold singularly, the bar end mirror is a stylish alternative to the standard equipment. CNC machined and available in a clear or black anodised finish, this option features laser etched Triumph logo detailing with tinted mirror glass.

12_Tail Pack
This is the bag of choice for carrying your everyday essentials. Offering 10 litres of capacity, expandable to 16 litres, the tail pack mounts to the passenger seat. Features include pre-formed construction, water resistant zips, integral rain cover and shoulder straps for use as a backpack off bike.