

TRIUMPH

NEW STREET TRIPLE

WORLD PRESS LAUNCH



street triple
650

STREET TRIPLE – OVERVIEW

- Class leader since June 2007
 - Engine character and performance
 - Light weight
 - Chassis dynamics
 - Fun for beginners and experts
- 50,000 sold – best selling over the past 5 years



STREET TRIPLE - PRIORITIES

- Sharpen the style
- Improve already class leading handling
- Increase fun factor
- Reduce weight



STREET TRIPLE – KEY ELEMENTS

CLASS LEADING PERFORMANCE

106PS / 6KG WEIGHT LOSS

EVEN MORE FUN TO RIDE

OPTIONAL ABS

ENHANCED SECURITY FEATURES

STYLING



street triple
650 **R**

STYLING



- Evolution of Street Triple, but sharper lines and a more dynamic, and aggressive appearance without being intimidating
- Emphasises qualities and abilities of the bike
- Attention to detail



streettriple
65 R

STYLING



State:EXP0001(+)
and Simp Rep:REP0001



Rear end has been designed for easy removal of number plate hanger for occasional track use

CHASSIS



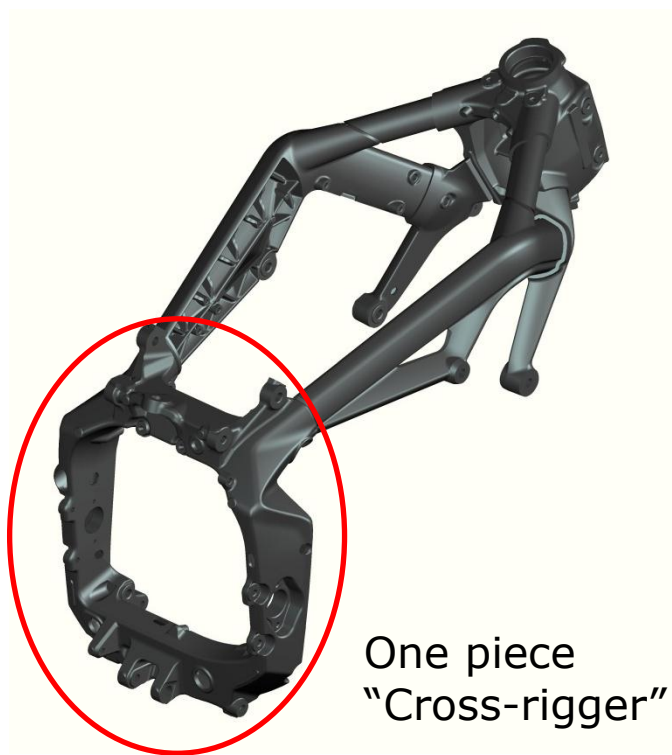
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CHASSIS

- Current Street Triple is still winning press accolades for handling and fun
- We knew that we could make it better still
 - New frame
 - Better weight distribution
 - New geometry



NEW FRAME



- New frame is constructed of 8 parts – old frame was 11 parts
- Revised rear subframe mounting to suit HPDC rear subframe
- Adjustable swingarm pivot position
- Increased clearance for steering angle
- Changes to steering geometry

REAR SUBFRAME

- New, high-pressure die-cast rear subframe
- Two pieces bolted together
- Contributes to slimline rear end



SWINGARM



- New swingarm is 0.6kg lighter than previous model



SUSPENSION AND BRAKES – STREET TRIPLE / R



WHEELS

- New wheels front and rear
 - Improved style
 - Reduced weight (0.5kg on rear wheel)
 - Improved suspension response
 - Improved agility
 - Improved performance
 - Can be fitted with Triumph's Tyre Pressure Monitoring System (TPMS)



TYRES

- Pirelli Diablo Rosso tyres as OE
- Other recommended options
 - Metzeler M5 Interact
 - Dunlop Qualifier II
 - Bridgestone BT016 Pro



UNSPRUNG MASS

- New rear caliper, disc and lighter wheel mean 7% reduction in unsprung mass
- Inertia reduction
- Improved suspension response and wheel control



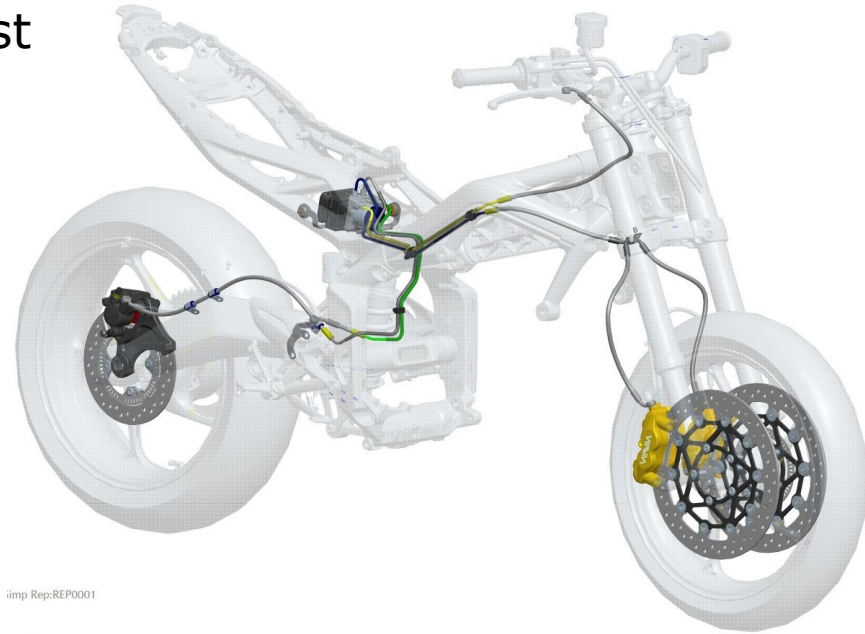
TECHNOLOGY / PRACTICALITY



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ABS

- New Switchable ABS option
- New Nissin regulator means lightest ABS system yet – only 1.5Kgs.



imp Rep:REP0001

ENHANCED SECURITY

- Customer requests for improved equipment:
 - D-lock storage under seat
 - Fuel gauge
 - Coded key immobiliser



INSTRUMENTS

Instruments:

- Two fully-featured trip computers
- Gear selected
- Clock
- Service indicator
- Programmable shift lights
- Lap timer

New:

- Fuel gauge
- ABS control (if fitted)
- Tyre pressure display (if fitted)



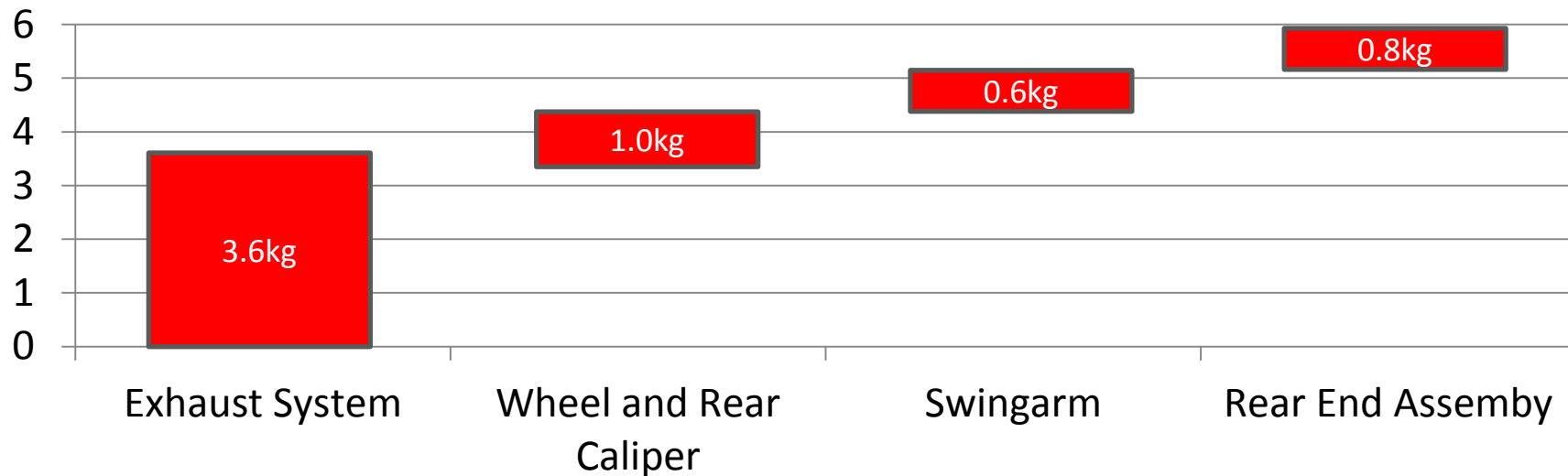
STEERING ANGLE

- Steering angle increased from 28 to 31 degrees – more than 10% improvement



WEIGHT REDUCTION

- 6kg lighter than previous model



Most weight reduction has been from the rear end of the bike, contributing to a significant change in weight distribution

GEOMETRY AND WEIGHT DISTRIBUTION

SWINGARM PIVOT:

Street Triple **R**
4mm lower than
Street Triple



48.0%
(was 51%)

52.0%
(was 49%)

RAKE

Street Triple 24.1
(was 24.3)

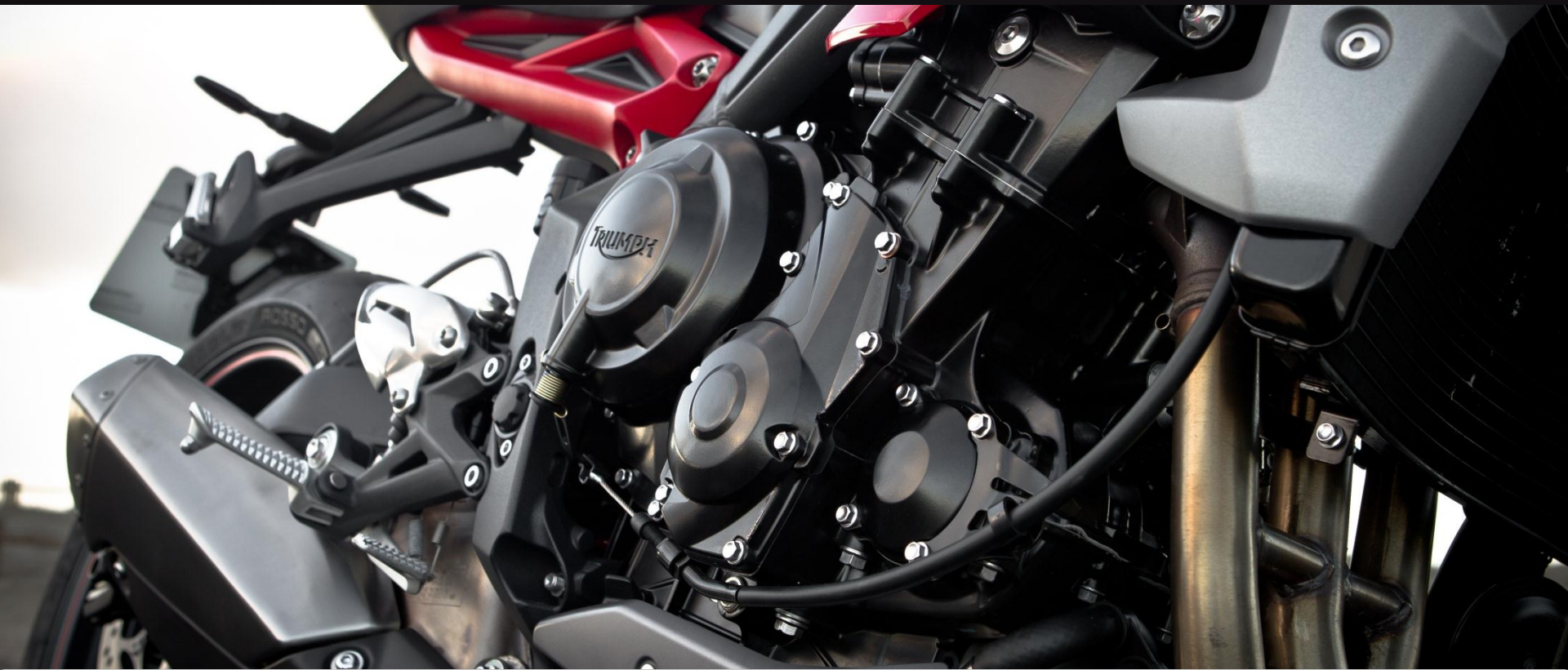
Street Triple **R**
23.4
(was 23.9)

TRAIL

Street Triple 99.6
(was 95.3)

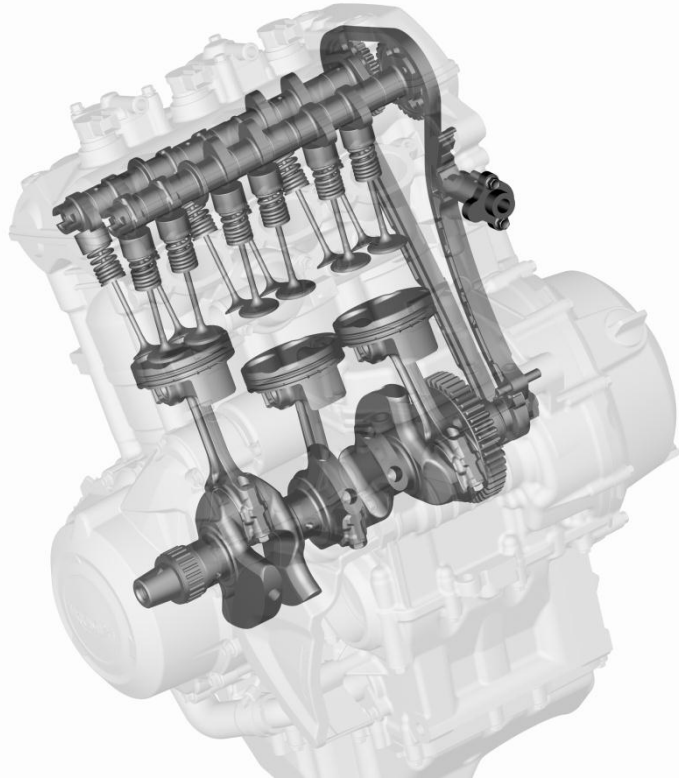
Street Triple **R** 95
(was 92.4)

ENGINE



street triple
650 **R**

ENGINE

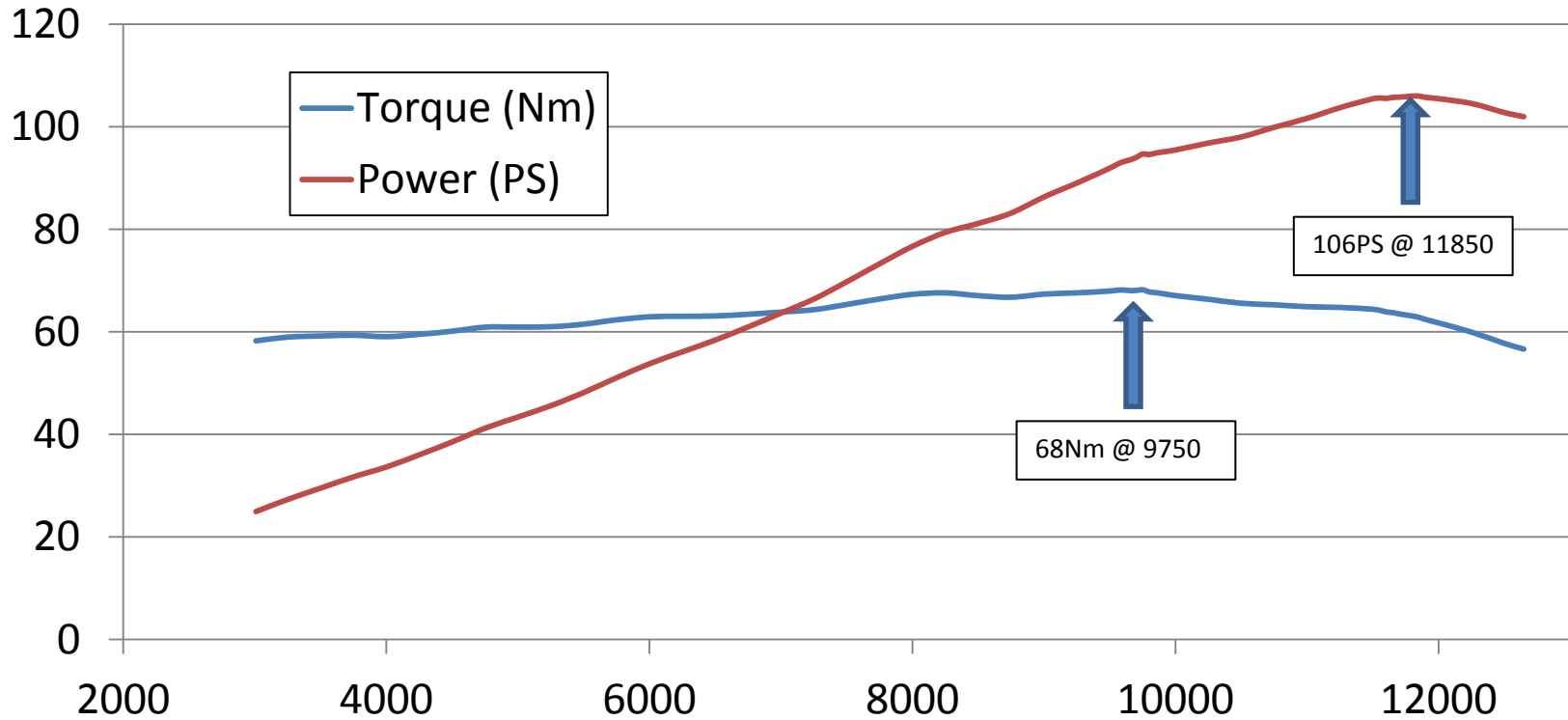


- The Triumph 675 triple appreciated for its torque, power, character and sound. A new intake system gives an enhanced intake sound
 - **New first gear** is higher for easier control in traffic and smoother changes 1st to 2nd
 - **New throttle bodies and EFI calibration** give much improved fuel consumption, especially in varied use:

ENGINE

	2012 Street Triple/R			2013 Street Triple/R			
	l/100km	Mpg	Mpg (US)	l/100km	Mpg	Mpg (US)	Improvement
Urban	7.1	39.9	33.2	5.5	51.7	43.1	30%
90kph	4.6	61.4	51.1	4.1	68.8	57.3	12%
120kph	5.2	53.9	44.9	5.2	53.9	44.9	-

POWER AND TORQUE





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ACCESSORIES

ACCESSORIES - STYLING



- Fly Screen
- Belly Pan
- Single Seat



ACCESSORIES - STYLING



- LED Alloy Indicators
- CNC Machined levers
- Tank Pad
- Anodised Brake Reservoirs

ACCESSORIES - PROTECTION

- **Moulded Frame Protectors**

- Part of frame specification from concept
- Designed to deflect to reduce force applied to frame
- Styled to integrate with bodywork
- Enclosed design to reduce "dig-in"
- Fully tested

- **Engine Case Protectors**

- Manufactured from 60% long glass filled nylon
- Engine covers designed for easy fitment

- **Front Axle Protectors**

- CNC machined alloy collars
- Acetal slider sections
- Laser etched branding



ACCESSORIES - SAFETY

TPMS

- Optional Tyre Pressure Monitoring System
 - Pressure alerts via screen



ACCESSORIES - PERFORMANCE



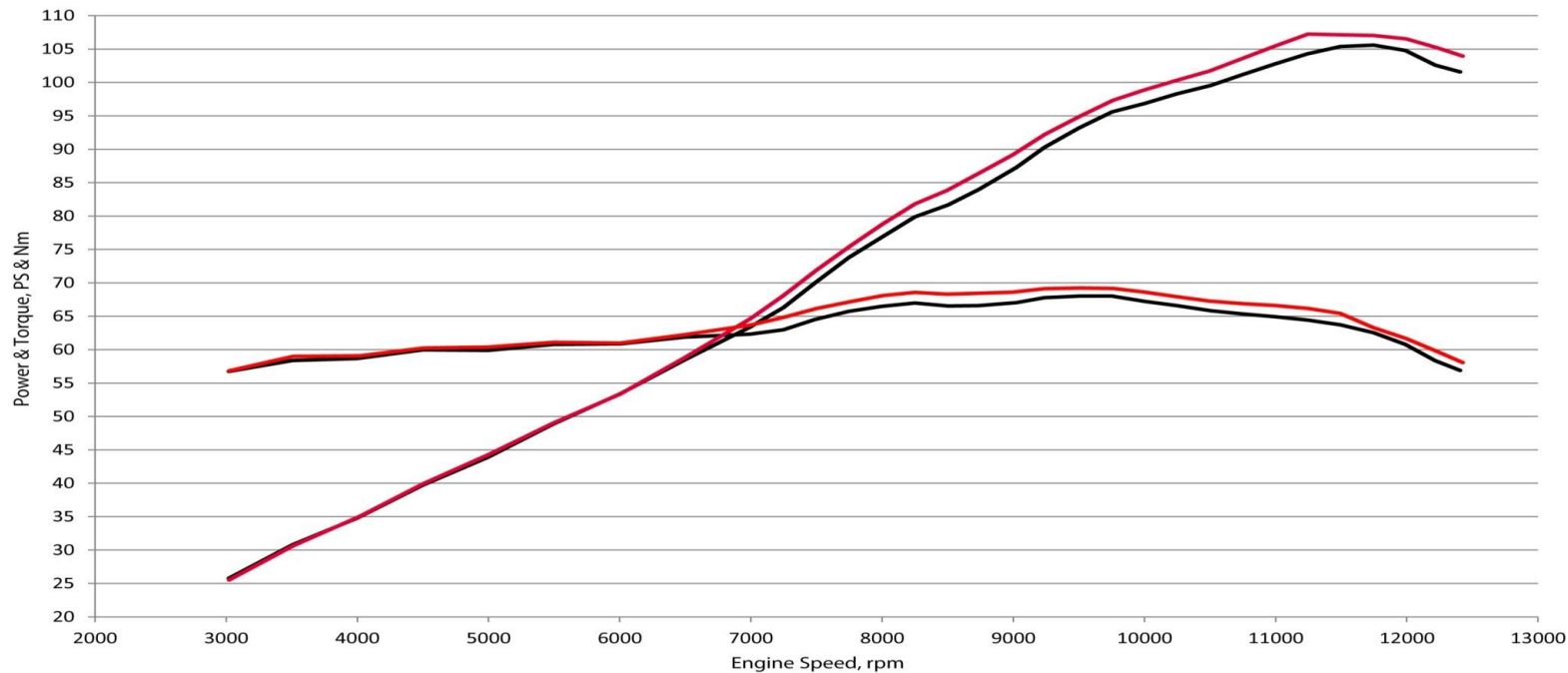
- **New “Intellishift” Quickshifter**
 - Enhanced Quickshifter software
 - Optimised cuts dependant on gearbox loading & speed
 - For high-speed track riding and low-speed town riding
 - Phased cylinder reinstatement
 - Plug and Play installation
- **Stainless Steel Slip-On Silencer**
 - Bespoke pressed construction
 - Carbon Fibre end cap
 - 0.6KG Weight reduction
 - E Approved for Noise and Emissions
 - Power increase of 2ps (With dB killer removed)

ACCESSORIES - PERFORMANCE



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— OE SILENCER
— ARROW SILENCER



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65R

SUMMARY



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STREET TRIPLE R

- The Street Triple R is differentiated by:
 - Red rear subframe
 - Body colour / red radiator cowls
 - Red pinstripe details to wheels
 - Rear Hugger



STREET TRIPLE V. STREET TRIPLE **R**

	STREET TRIPLE	STREET TRIPLE R
Front suspension	Non-adjustable, 110mm travel	Adjustable for preload compression and rebound damping, 115mm travel
Rear Suspension	Preload adjustable, 124.5mm travel	Adjustable for compression and rebound damping, with piggyback reservoir, 135mm travel
Seat height	800mm	820mm (due to suspension differences)
Rake / Trail	24.1° / 99.6mm	23.4° / 95.0mm (due to suspension differences)
Front brake calipers	2-piston floating	4-piston radially mounted
Rear hugger	Accessory	Standard

SUMMARY – 2012 vs 2013

	STREET TRIPLE			STREET TRIPLE <i>R</i>		
	2012	2013	<i>Change</i>	2012	2013	<i>Change</i>
Seat height (mm)	800	800	<i>0</i>	805	820	<i>15</i>
Rake (°)	24.3	24.1	<i>-0.2</i>	23.9	23.4	<i>-0.5</i>
Trail (mm)	95.3	99.6	<i>4.3</i>	92.4	95	<i>2.6</i>
Steering angle (°)	28	31	<i>3</i>	28	31	<i>3</i>
Fuel tank capacity (l)	17.4	17.4	<i>0</i>	17.4	17.4	<i>0</i>
Wet weight (kg)	189	183	<i>-6</i>	189	183	<i>-6</i>
Weight Distribution	49% Front	52% Front	<i>+3%</i>	49% Front	52% Front	<i>+3%</i>
Power (PS) / Torque (Nm)	106 / 68	106 / 68	<i>0</i>	106 / 68	106 / 68	<i>0</i>
Fuel consumption improvement (urban)	7.1l/100km 39.9mpg 33.2mpg (US)	5.5l/100km 51.7mpg 43.1mpg(US)	<i>30%</i>	7.1l/100km 39.9mpg 33.2mpg (US)	5.5l/100km 51.7mpg 43.1mpg(US)	<i>30%</i>

COLOURS – STREET TRIPLE

Street Triple

Phantom Black
Caribbean Blue
Crystal White



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COLOURS – STREET TRIPLE R

Street Triple R

Matt Graphite
Crystal White
Phantom Black



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ON SALE DATES



- Street Triple and Street Triple R go on sale in Europe from mid November
- ABS models will follow from mid-December
- Both models will be launched in the USA from January 2013

PRICING

- Country Representatives will share with you the pricing for your markets



SUMMARY

CLASS LEADING PERFORMANCE

106PS / 6KG WEIGHT LOSS

EVEN MORE FUN TO RIDE

ENHANCED SECURITY FEATURES

TAKING STREET TRIPLE TO ANOTHER LEVEL

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675