



Motorcycle
Range

2006

50



Technical Details

Urban Sports



Model	Daytona 675	Speed Triple	Sprint ST	Daytona 955i	Tiger
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 3-cylinder
Capacity	675cc	1050cc	1050cc	955cc	955cc
Bore / Stroke	74.0 x 52.3mm	79 x 71.4mm	79 x 71.4mm	79 x 65mm	79 x 65mm
Compression Ratio	12.65:1	12.0:1	12.0:1	12.0:1	11.65:1
Fuel System	Multipoint sequential electronic fuel injection with forced air induction	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	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
Transmission					
Primary Drive	Gear	Gear	Gear	Gear	Gear
Final Drive	O 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, close ratio	6-speed	6-speed	6-speed	6-speed
Cycle Parts					
Frame	Aluminium beam twin spar	Tubular, fabricated aluminium alloy perimeter	Aluminium beam perimeter	Tubular, fabricated aluminium alloy perimeter	Tubular steel perimeter
Swingarm	Braced, twin-sided, aluminium alloy with adjustable pivot position	Single-sided, aluminium alloy with eccentric chain adjuster	Single-sided, aluminium alloy with eccentric chain adjuster	Single-sided, aluminium alloy with eccentric chain adjuster	Twin-sided, aluminium alloy
Wheels	Front Rear	Front Rear	Front Rear	Front Rear	Front Rear
Tyres	Front Rear	Front Rear	Front Rear	Front Rear	Front Rear
Suspension	Front Rear	Front Rear	Front Rear	Front Rear	Front Rear
Brakes	Front Rear	Front Rear	Front Rear	Front Rear	Front Rear
Dimensions					
Length	2010mm (79.1in)	2112mm (83.1in)	2114mm (83.2in)	2072mm (81.6in)	2250mm (88.6in)
Width (handlebars)	673mm (26.5in)	780mm (30.7in)	750mm (29.5in)	725mm (28.5in)	860mm (33.8in)
Height	1109mm (43.7in)	1240mm (48.8in)	1145mm (45.1in)	1165mm (45.9in)	1390mm (54.7in)
Seat Height	825mm (32.5in)	815mm (32.1in)	805mm (31.7in)	815mm (32.1in)	840-860mm (33.1-33.8in)
Wheelbase	1392mm (54.8in)	1425mm (56.1in)	1457mm (57.4in)	1426mm (56.1in)	1515mm (59.6in)
Rake / Trail	23.5°/86.8mm	23.5°/84mm	24°/90mm	22.5°/78.7mm	25.8°/79mm
Weight (dry)	165kg (363lbs)	189kg (416lbs)	210kg (462lbs)	191kg (420lbs)	215kg (474lbs)
Fuel Tank Capacity	17.4 litres (4.6 gal US)	18 litres (4.7 gal US)	20 litres (5.2 gal US)	20 litres (5.2 gal US)	24 litres (6.3 gal US)
Performance (Measured at crankshaft to DIN 70020)					
Maximum Power	125PS (123bhp) at 12,500rpm	130PS (128bhp) at 9,100rpm	125PS (123 bhp) at 9,100rpm	149PS (147bhp) at 10,700rpm	106PS (105bhp) at 8,900rpm
Maximum Torque	72Nm (53ft.lbf) at 11,750rpm	105Nm (78ft.lbf) at 7,500rpm	105Nm (77ft.lbf) at 7,500rpm	100Nm (74ft.lbf) at 8,200rpm	98Nm (71ft.lbf) at 5,700rpm
Colour	Graphite, Tornado Red, Scorched Yellow	Jet Black, Neon Blue, Fusion White, Scorched Yellow	Caspian Blue, Sunset Red, Aluminium Silver	Jet Black, Scorched Yellow	Jet Black, Caspian Blue, Aluminium Silver

AUSTRALIA
Triumph Australia
Tel: +61 3 9381 9766
Fax: +61 3 9381 9798

AUSTRIA
Triumph Motorrad
Deutschland GmbH
Tel: +49 6175 933610
Fax: +49 6175 933627

BENELUX
Triumph Motorcycles BV
Tel: +31 725 410311
Fax: +31 725 410312

BRAZIL
Izzo Triumph
Tel: +55 11 3081 7873
Fax: +55 11 3081 7873

CANADA
Triumph Motorcycles
(America) Ltd
Tel: +1 678 854 2010
Fax: +1 678 854 2025

CYPRUS
Fairways Nicosia Ltd
Tel: +357 2266 3131
Fax: +357 2268 1903

DENMARK
Triumph Motorcycles AB
Tel: +46 868 00725
Fax: +46 868 00785

EIRE
Triumph Motorcycles Limited
Tel: +44 1455 251700
Fax: +44 1455 453104

FINLAND
Triumph Motorcycles AB
Tel: +46 868 00725
Fax: +46 868 00785

FRANCE
Triumph S.A.
Tel: +33 1 64 62 38 38
Fax: +33 1 64 80 58 28

GERMANY
Triumph Motorrad
Deutschland GmbH
Tel: +49 6175 933610
Fax: +49 6175 933627

GREECE
Eliofil S.A.
Tel: +30 210 28 49 200
Fax: +30 210 28 42 226

GUATEMALA
Comeca
Tel: +502 420 8989
Fax: +502 334 7453

HONG KONG
MF Jebsen International Ltd
Tel: +852 2366 2017
Fax: +852 2191 9117

HUNGARY
Frontosa Motor Ltd
Tel: +36 1 270 0755
Fax: +36 1 270 0785

ITALY
Triumph Motorcycles srl
Tel: +39 02 934 5451
Fax: +39 02 935 82575

JAPAN
Triumph Japan KK
Tel: +81 3 5501 3474
Fax: +81 3 5501 3469

**KUWAIT/SAUDI
ARABIA/BAHRAIN**
Desert Star Trading Co
Tel: +965 484 9830
Fax: +965 484 0078

MALTA
Cycle World Ltd
Tel: +356 2147 0053
Fax: +356 2147 0051

MEXICO
Triumph Mexico
Tel: +52 81 1001 8900
Fax: +52 81 1001 8942

NEW ZEALAND
Triumph Motorcycles
(NZ) Ltd
Tel: +64 9 270 0904
Fax: +64 9 270 0680

NORWAY
Triumph Motorcycles AB
Tel: +46 868 00725
Fax: +46 868 00785

POLAND
Inter Motors
Tel: +0801 88 20 88
Fax: +22 714 1918

PORTUGAL
Cimpomóvel Dealer, SA
Tel: +351 21 845 5300
Fax: +351 21 845 5301

PUERTO RICO
Bella Retail Group
Tel: +787 620 6970
Fax: +787 620 6990

RUSSIA
Triumph Motorcycles AB
Tel: +46 868 00725
Fax: +46 868 00785

SINGAPORE
Cydenet Pte Ltd
Tel: +65 6295 6393
Fax: +65 6295 0748

SLOVENIA
Triumph Motorrad
Deutschland GmbH
Tel: +49 6175 933610
Fax: +49 6175 933627

SOUTH AFRICA
Triumph South Africa
Tel: +27 11 448 1112
Fax: +27 11 448 2340

SPAIN
Proeuropa Motor SL
Tel: +34 91 433 2585
Fax: +34 91 552 2576

SWEDEN
Triumph Motorcycles AB
Tel: +46 868 00725
Fax: +46 868 00785

SWITZERLAND
Triumph S.A.S.
Tel: +33 1 64 62 38 38
Fax: +33 1 64 80 58 28

TAIWAN
Triumph Taiwan
Motorcycles Limited
Tel: +886 2 8511 0185
Fax: +886 2 8511 0187

UNITED ARAB EMIRATES
Motorcycle City
Tel: +971 433 38336
Fax: +971 433 38337

UNITED KINGDOM
Triumph Motorcycles Limited
Tel: +44 1455 251700
Fax: +44 1455 453104

USA
Triumph Motorcycles
(America) Ltd
Tel: +1 678 854 2010
Fax: +1 678 854 2025

Information and Distributors

At Triumph we want every ride to be safe and enjoyable. Be sure to ride safely, defensively and within the limits of the law, the road conditions and your abilities. Take a riding skills course. Always wear an approved helmet, eye protection and appropriate clothing and always 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.

Data given to UK market specification. Specification may vary by market.

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.

© 2005 Triumph Motorcycles Limited.

All rights reserved.

Triumph Motorcycles Limited,
Normandy Way, Hinckley LE10 3BZ
England

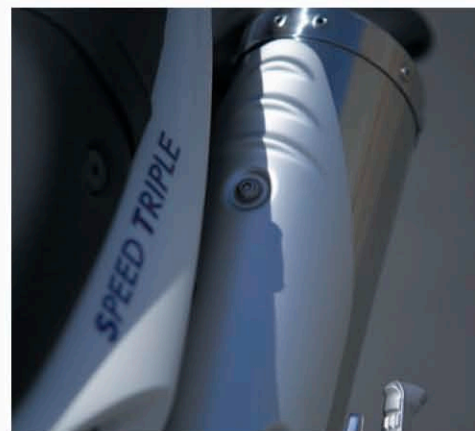
www.triumphmotorcycles.com

51

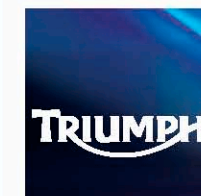


GO YOUR OWN

WAY



Individuality
Twins & Triples
Factory
Triumph Dealers
Riders Association of Triumph
Cruisers
Modern Classics
Urban Sports
Accessories
Clothing
Technical Details

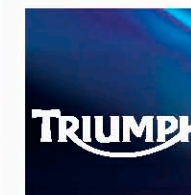


Motorcycle
Range

4



5



Freedom of expression

Some people think for themselves.

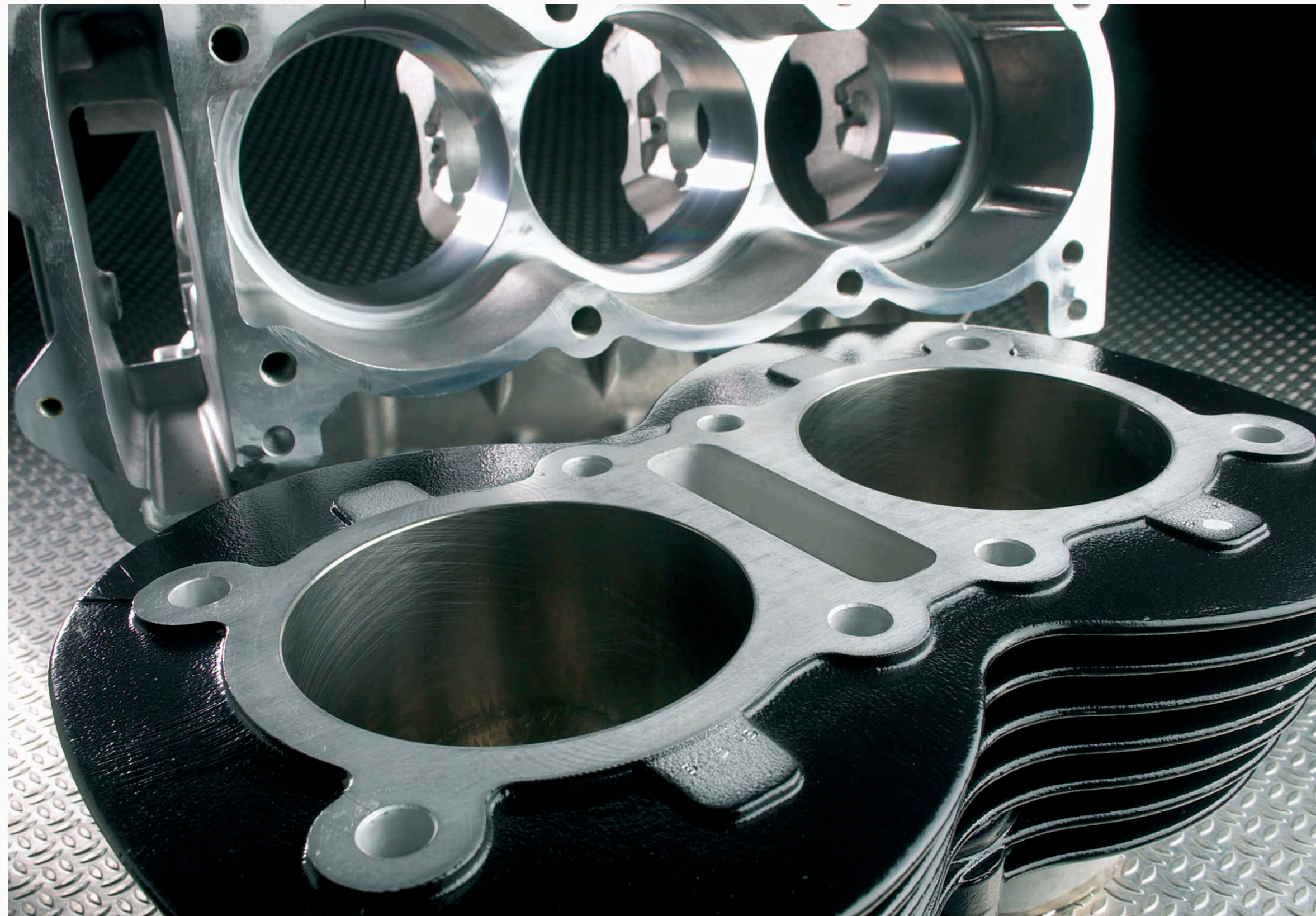
Most follow the beaten path.

Guess who Triumph make bikes for?

6



Congratulations. It's twins. No, triples.



7

Twins & Triples

One thing sets Triumphs apart from any other bike. The engines. Triumphs are powered only by three cylinder triples and parallel twins. No other manufacturer can make this claim.

The rational reasons for choosing these engine layouts? Parallel twins are an integral part of Triumph's rich and unique heritage. Also they're smooth and well balanced and neat in the frame.

Triples have the perfect balance between torque and power - they deliver in the low and mid range, which is precisely where most of us ride most of the time. And they do it without getting over excited like a high-revving four. Triples are also narrow, which is pretty essential in sports bikes.

That's rationality out the way. The other reason is purely emotional - absolutely nothing to do with engineering: Triumphs powered by these engines feel and sound like no other bikes on earth.



Dream Factory.

Factory

One of the most advanced motorcycle factories in the world.

An R&D department with over one hundred personnel.

A production line with neighbour checks, where each person works with the next to ensure high quality throughout.

People who are passionate about bikes.

Now that's what makes a great motorcycle.





Look out, they're behind you.



Triumph Dealers

Triumph dealers are different.

Individuals, like the bikes.

Most have bought and sold our machines for quite a few years. For some, Triumphs are in the blood.

You'll find your Triumph dealer goes out of their way to make sure you get the bike you want. To make sure you get the very best after-sales service. And to do everything they can to get you out and enjoying your riding.

Yes, they're good business people.

They want you to come back year after year. But for all of them, taking good care of you is more than a numbers game. They do it because they want you to enjoy owning a bike of which they too, are inordinately proud.



The perfect excuse to get out more.



Riders Association of Triumph

The Riders Association of Triumph is the official, factory-run owners' group that organises everything from track days to touring adventures for owners of bikes made at Hinckley. It also brings you the inside line on what's going on at Triumph.

There's a pretty diverse calendar. Choose whatever suits and you could be in for some serious fun. Touring? Anywhere from the Mendips to Morocco. Track days? How's scorching round the Assen TT circuit sound? Or what about a social get-together at your local dealer's R.A.T. Pack?

Easiest way to find out more is to visit our website at www.triumphmotorcycles.com and click on R.A.T.

14



15

Cruisers

Miles to go?
Oh good.

Rocket III
America
Speedmaster

16

The Rocket III



Big is too small a word for it.



17

Colours



Jet Black



Graphite



Cardinal Red



Scorched Yellow

Rocket III

The largest capacity production motorcycle in the world. But a bike so balanced it can be ridden with the lightest of touches.

You already know the numbers: a 2294cc triple engine; torque, 147ft.lbf at 2,500 rpm; giant, 240 section rear.

What you don't know is how it feels to push a bike like this through a few twisties.

It's a revelation. A 2.3 litres bike that corners, that doesn't just go in a straight line. But then, this is a bike built to ride not just to sit on - an impeccable cruiser with easy handling and a motor so torquey, you're always in the right gear.

And dearly, should you require it, performance is not an issue.

The America



Relax, it's got cool in its genes.



Colours



Jet Black



Graphite/Silver



Mulberry Red/Graphite

America

Cruising should be chrome, custom and cool. And cool is something you can't invent. It's in the genes.

The America is genuine cool.

It's a custom Bonnie powered by a bulletproof 790cc parallel twin - a motor that churns out mile after mile of relaxed, useable power. The seat's sunk low so you're never going to be balancing on tip toe at traffic lights.

Everything else is so laid back it makes an armchair seem stressed. There's deep chrome everywhere, wire wheels, slash cut mufflers and highway style riding position.

Oh, and if you like to do your own thing, plenty of factory custom parts too.

Speedmaster



Just add tarmac.



Colours



Jet Black



Jet Black/Neon Blue



Jet Black/Sunset Red

Speedmaster

There's a due in the name:
Speedmaster.

A pared down, factory custom with a hot-rodded, 865cc parallel twin engine to gun it along.

A bike of bare essentials; if it doesn't make it perform better or look better, it isn't there. Tuned for low down torque, the Speedmaster is made for quick get aways via short shift changes through the box.

Twin front discs and a great chassis match the increased performance. And the sleek touches: Blacked out engine and castings. Machined, 15" solid rear wheel. White faced tacho.

Gorgeous.



Modern Classics

The retro revolution

Bonneville

Bonneville T100

Thruxton

Scrambler

Bonneville



Ride the genuine article.

Colours



Jet Black*



Aluminium Silver



Goodwood Green

Bonneville

If you want to experience the elemental fun of motorcycling without it all getting too serious and full on, a Bonneville's for you.

The modern bike beautifully captures the design of the original iconic machine and adds the reliability of today's technology.

Fire it up, blip the throttle and you're rewarded by a sound from its 790cc parallel twin engine that couldn't belong to any other bike.

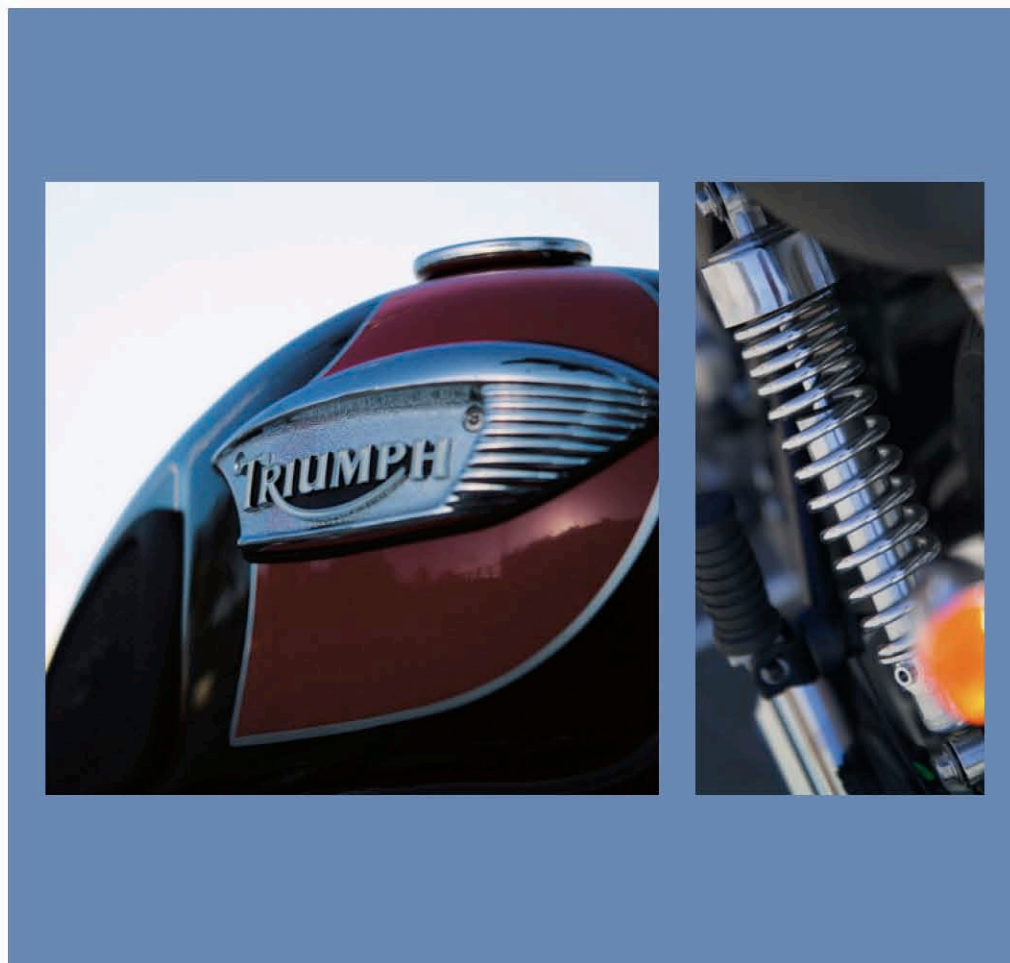
Polished engine covers, speedo in a cast mounting and metallic paintwork are all cues to the authentic design of this classic roadster.

*Also available with black engine finish



26

Bonneville T100



The classic bike for a new generation.



27

Colours



White/Tangerine



Jet Black/Tornado Red

Bonneville
T100

Modelled on the classic sixties speedster, the Bonneville T100 is a real blast.

The 865cc engine with its distinctive air cooling fins delivers real punch.

But despite the performance on tap, it's the look that sets the T100 apart.

This is a roadster you roll out for a two-up hop to the coast, listening out for the distinctive throaty burble from those twin, pea shooter exhausts.

Heavily chromed engine covers, twin clocks and delicious, hand finished coachwork on the tank make it as good to look at as it is to ride.

Thruxton



True original. Modern icon.



Colours



Jet Black/Silver



Racing Yellow/Silver



Caspian Blue/Silver

Thruxton

A café racer with an obvious race heritage (just check the ground clearance), power is made by the responsive 865cc parallel twin engine.

This is a bike that really involves the rider.

The handling has plenty of feel with damping tuned for a sportier ride and preload adjustable front and rear suspension.

Aluminium rims, grippy tyres and a floating front disc are just the cocoa powder sprinkled on the mocha.

Scrambler



You've either got it or you haven't.

Colours



Caspian Blue/White



Tornado Red/White

Scrambler

Triumph's new street Scrambler is the good looking kid from the wrong side of the tracks.

Fire up the 865cc parallel twin engine and it flicks its collar up, hunches its shoulders and gives you a load of torque.

Just what you need to punch through traffic without constantly using the box.

Swept back pipes sound cool and look pretty neat too. Wheels shod with chunky rubber keep the whole thing planted.

Single dock and hand finished paintwork? Sheer retro.





Urban Sports

Boredom.
Not an option.

Daytona 675

Speed Triple

Sprint ST

Daytona 955i

Tiger

34

Daytona 675



Took the mould. Trashed it.



Colours



Graphite



Tornado Red



Scorched Yellow

Daytona
675

The new Daytona 675 doesn't just break the mould, it takes a very big hammer and smashes it.

Where to begin?

OK, the frame: It's so compact it feels slimmer than a pencil. Strap in a high performance, 675cc triple, give it radial brakes, USD forks and what have you got?

Not only the first ever triple engined middleweight in a sea of fours - but sizzling performance in a smaller, more flickable package. Brakes and handling characteristics are class leading.

Looks are stunning.

35

36

The Speed Triple



Naked aggression.



Colours



Jet Black



Neon Blue



Fusion White



Scorched Yellow

Speed Triple

The bare knuckled Speed Triple.

A factory street fighter that gets high spec kit, not jumble from a parts bin: USD forks, radial brakes, tubular frame and a mean, stubby swingarm.

This is a very naughty bike.

The brilliant 1050cc motor has instant drive all the way from nowhere to the redline. Fuel injection delivers the power as smoothly as extra virgin olive oil.

Minimalist styling removes flab, leaving exhausts as short as a left hook to the chin.

And those eyes.

37

Sprint ST



A quick sports bike. A quick tourer.

Colours



Sunset Red



Caspian Blue



Aluminium Silver

Sprint ST

OK. So you no longer want a full-on sports bike. But just because you want to tour a bit you don't want a camel either.

Enter the Sprint ST, a bike that does more things brilliantly than any other sports tourer. The 1050cc, 123bhp triple gives masses of torque, pulls from any gear and embarrasses many sports bike riders.

Handling matches performance with a suspension set-up and chassis that are as happy to mix it on twisty back roads as on straight tarmac.

Touring accessories include GPS, heated grips and panniers. Also available, the Sprint ST ABS.

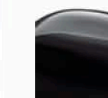


The Daytona 955i



Continent crossing power.

Colours



Jet Black



Scorched Yellow

Daytona
955i

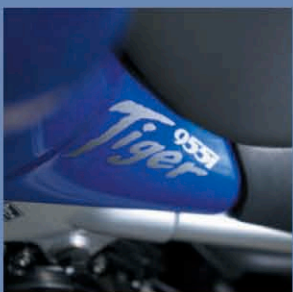
The three cylinder, fuel-injected engine of the Daytona 955i develops more power than any other Triumph Triple - a thumping 147bhp.

Put that in any other bike and you've got a snarling brute that will bite your ankles.

But match it to fully adjustable suspension, four pot brakes, a brilliant aluminium frame, sophisticated ergonomics and you've got a really quick, really comfortable road bike that waits by the door and begs to be ridden.

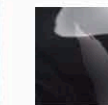


Tiger

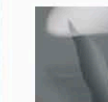


It's earned its stripes.

Colours



Jet Black



Aluminium Silver



Caspian Blue

Tiger

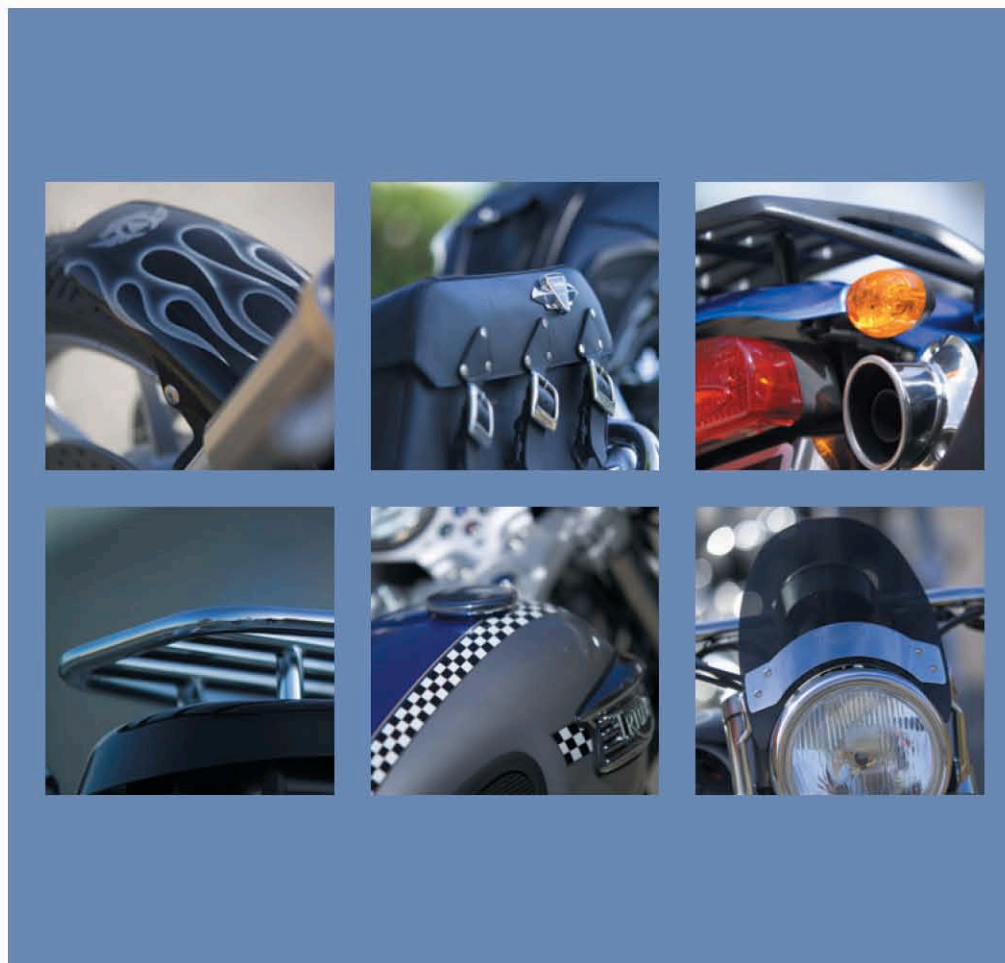
The Tiger is the great all-rounder.

A bike Triumph have developed so that you can depend on it to get you, a pillion and enough luggage to stock a small department store wherever you want to go.

An enduro-style bike with a gutsy, dependable 955cc triple in a quick-steering frame. The motor sits under a cavernous tank with a range of 200 plus miles. It's as happy commuting as it is two up touring - custom-fit panniers stuffed to the gills.

It'll scratch down back lanes or hack hundreds of miles along roads that time forgot.





Make your bike, your bike.



Accessories

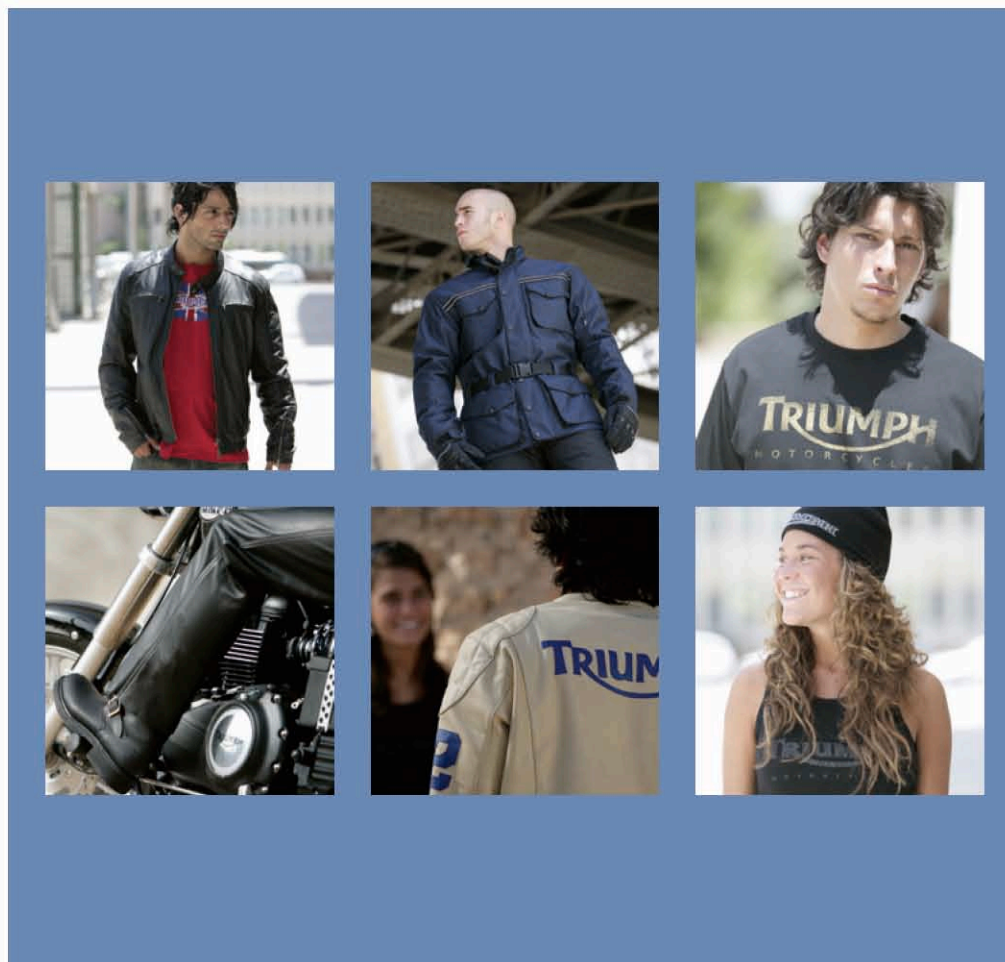
Probably one of the best feelings you can have after the "I've just bought my new bike" feeling, is the "I've just made my bike mine", feeling.

Triumph Accessories individualise your bike and, importantly, are developed at the same time as the bikes not as afterthoughts.

For some people, a fly screen is all it takes to make their bike look different. Others like to get more radical - make it perform or sound different.

Whatever.

Get stuck into the Triumph Accessories Brochure or visit your Triumph Dealer and as you'll see, there's more than enough to keep everybody happy.



Performance doesn't stop at the bikes.

Clothing

Triumph motorcycle clothing has to do a lot more than your average garment. First, it has to keep you safe. Then it has to keep you warm in the freezing cold, dry in the pouring rain and fresh in a heat wave. It has to do all this without compromising your wish to look pretty damn cool.

And you know what? It succeeds. Thanks to clever design, attention to detail and hours of testing by our high mileage test riders.

Triumph's casual clothing doesn't have quite as many unreasonable demands made on it. But we've made sure it still performs off the bike, wherever you happen to be.

See what makes Triumph clothing so individual in our separate Clothing and Personal Accessories Brochure.

Or visit your Triumph dealer.



48



Technical Details

Cruisers



Model	Rocket III	America	Speedmaster
Engine Type	Liquid-cooled, DOHC in-line 3-cylinder	Air-cooled, DOHC, parallel twin, 270° firing interval	Air-cooled, DOHC, parallel twin, 270° firing interval
Capacity	2294cc	790cc	865cc
Bore / Stroke	101.6 x 94.3mm	86 x 68mm	90 x 68mm
Compression Ratio	8.7:1	9.2:1	9.2:1
Fuel System	Multipoint sequential electronic fuel injection	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters
Ignition	Digital – inductive type – via electronic engine management system	Digital – inductive type	Digital – inductive type
Transmission			
Primary Drive	Gear	Gear	Gear
Final Drive	Shaft	X ring chain	X ring chain
Clutch	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox	5-speed	5-speed	5-speed
Cycle Parts			
Frame	Tubular steel, twin spine	Tubular steel cradle	Tubular steel cradle
Swingarm	Twin-sided, steel	Twin-sided, tubular steel	Twin-sided, tubular steel
Wheels	Front Alloy 5-spoke, 17 x 3.5in Rear Alloy 5-spoke, 16 x 7.5in	Front 36-spoke, 18 x 2.5in Rear 40-spoke, 15 x 3.5in	Front Alloy 15 x 3.5in Rear Alloy 15 x 3.5in
Tyres	Front 150/80 R 17 Rear 240/50 R 16	Front 110/90 18 Rear 170/80 15	Front 110/80 18 Rear 170/80 15
Suspension	Front 43mm USD forks Rear Chromed spring twin shocks with adjustable preload	Front 41 mm forks Rear Chromed spring twin shocks with adjustable preload	Front 41mm forks Rear Chromed spring twin shocks with adjustable preload
Brakes	Front Twin 320mm floating discs, 4 piston calipers Rear Single 316mm disc, 2 piston caliper	Front Single 310mm disc, 2 piston caliper Rear Single 285mm disc, 2 piston caliper	Front Twin 310mm discs, 2 piston calipers Rear Single 285mm disc, 2 piston caliper
Dimensions			
Length	2500mm (98.4in)	2420mm (95.2in)	2420mm (95.3in)
Width (handlebars)	970mm (38.2in)	960mm (37.8in)	830mm (32.7in)
Height	1165mm (45.9in)	1170mm (46.1in)	1160mm (45.7in)
Seat Height	740mm (29.1in)	720mm (28.3in)	720mm (28.3in)
Wheelbase	1695mm (66.7in)	1655mm (65.2in)	1655mm (65.2in)
Rake / Trail	32°/152mm	33.3°/153mm	33.3°/153mm
Weight (dry)	320kg (704lbs)	226kg (497lbs)	229kg (504lbs)
Fuel Tank Capacity	24 litres (6.3 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)
Performance (Measured at crankshaft to DIN 70020)			
Maximum Power	142PS (140bhp) at 6,000rpm	62PS (61bhp) at 4,700rpm	55PS (54bhp) at 6,750rpm
Maximum Torque	200Nm (147ft.lbf) at 2,500rpm	60Nm (44ft.lbf) at 3,500rpm	69Nm (51ft.lbf) at 4,800rpm
Colour	Jet Black, Cardinal Red, Scorched Yellow, Graphite	Jet Black, Graphite/Silver, Mulberry Red/Graphite	Jet Black, Jet Black/Neon Blue, Jet Black/Sunset Red

49



Technical Details

Modern Classics



Model	Bonneville	Bonneville T100	Thruxton	Scrambler
Engine Type	Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 270° firing interval
Capacity	790cc	865cc	865cc	865cc
Bore / Stroke	86 x 68mm	90 x 68mm	90 x 68mm	90 x 68mm
Compression Ratio	9.2:1	9.2:1	9.2:1	9.2:1
Fuel System	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters
Ignition	Digital – inductive type	Digital – inductive type	Digital – inductive type	Digital – inductive type
Transmission				
Primary Drive	Gear	Gear	Gear	Gear
Final Drive	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
Gearbox	5-speed	5-speed	5-speed	5-speed
Cycle Parts				
Frame	Tubular steel cradle	Tubular steel cradle	Tubular steel cradle	Tubular steel cradle
Swingarm	Twin-sided, tubular steel	Twin-sided, tubular steel	Twin-sided, tubular steel	Twin-sided, tubular steel
Wheels	Front 36-spoke, 19 x 2.5in Rear 40-spoke, 17 x 3.5in	Front 36-spoke, 19 x 2.5in Rear 40-spoke, 17 x 3.5in	Front 36-spoke, 18 x 2.5in Rear 40-spoke, 17 x 3.5in	Front 36-spoke, 19 x 2.5in Rear 40-spoke, 17 x 3.5in
Tyres	Front 100/90 19 Rear 130/80 17	Front 100/90 19 Rear 130/80 17	Front 100/90 18 Rear 130/80 R 17	Front 100/90 19 Rear 130/80 17
Suspension	Front 41mm forks Rear Chromed spring twin shocks with adjustable preload	Front 41mm forks Rear Chromed spring twin shocks with adjustable preload	Front 41mm forks with adjustable preload Rear Chromed spring twin shocks with adjustable preload	Front 41mm forks Rear Chromed spring twin shocks with adjustable preload
Brakes	Front Single 310mm disc, 2 piston caliper Rear Single 255mm disc, 2 piston caliper	Front Single 310mm disc, 2 piston caliper Rear Single 255mm disc, 2 piston caliper	Front Single 320mm floating disc, 2 piston caliper Rear Single 255mm disc, 2 piston caliper	Front Single 310mm disc, 2 piston caliper Rear Single 255mm disc, 2 piston caliper
Dimensions				
Length	2230mm (87.8in)	2230mm (87.8in)	2150mm (84.6in)	2213mm (87.1in)
Width (handlebars)	840mm (33.1in)	840mm (33.1in)	695mm (27.4in)	865mm (34.1in)
Height	1100mm (43.3in)	1100mm (43.3in)	1095mm (43.1in)	1202mm (47.3in)
Seat Height	775mm (30.5in)	775mm (30.5in)	790mm (31.1in)	825mm (32.5in)
Wheelbase	1500mm (59.1in)	1500mm (59.1in)	1490mm (56.7in)	1500mm (59.1in)
Rake / Trail	28°/110mm	28°/110mm	27°/97mm	27°/105mm
Weight (dry)	205kg (451lbs)	205kg (451lbs)	205kg (451lbs)	205kg (451lbs)
Fuel Tank Capacity	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)
Performance (Measured at crankshaft to DIN 70020)				
Maximum Power	62PS (61bhp) at 7,300rpm	67PS (66bhp) at 7,200rpm	70PS (69bhp) at 7,200rpm	55PS (54bhp) at 7,000rpm
Maximum Torque	60Nm (44ft.lbf) at 7,200rpm	70.5Nm (52ft.lbf) at 6,000rpm	72Nm (53ft.lbf) at 6,400rpm	69Nm (51ft.lbf) at 5,000rpm
Colour	Jet Black ¹ Aluminium Silver, Goodwood Green	White/Tangerine, Jet Black/Tornado Red	Jet Black/Silver, Racing Yellow/Silver, Caspian Blue/Silver	Caspian Blue/White, Tornado Red/White

¹Also available with black engine finish



www.triumphmotorcycles.com

Your local dealer



T3864900

