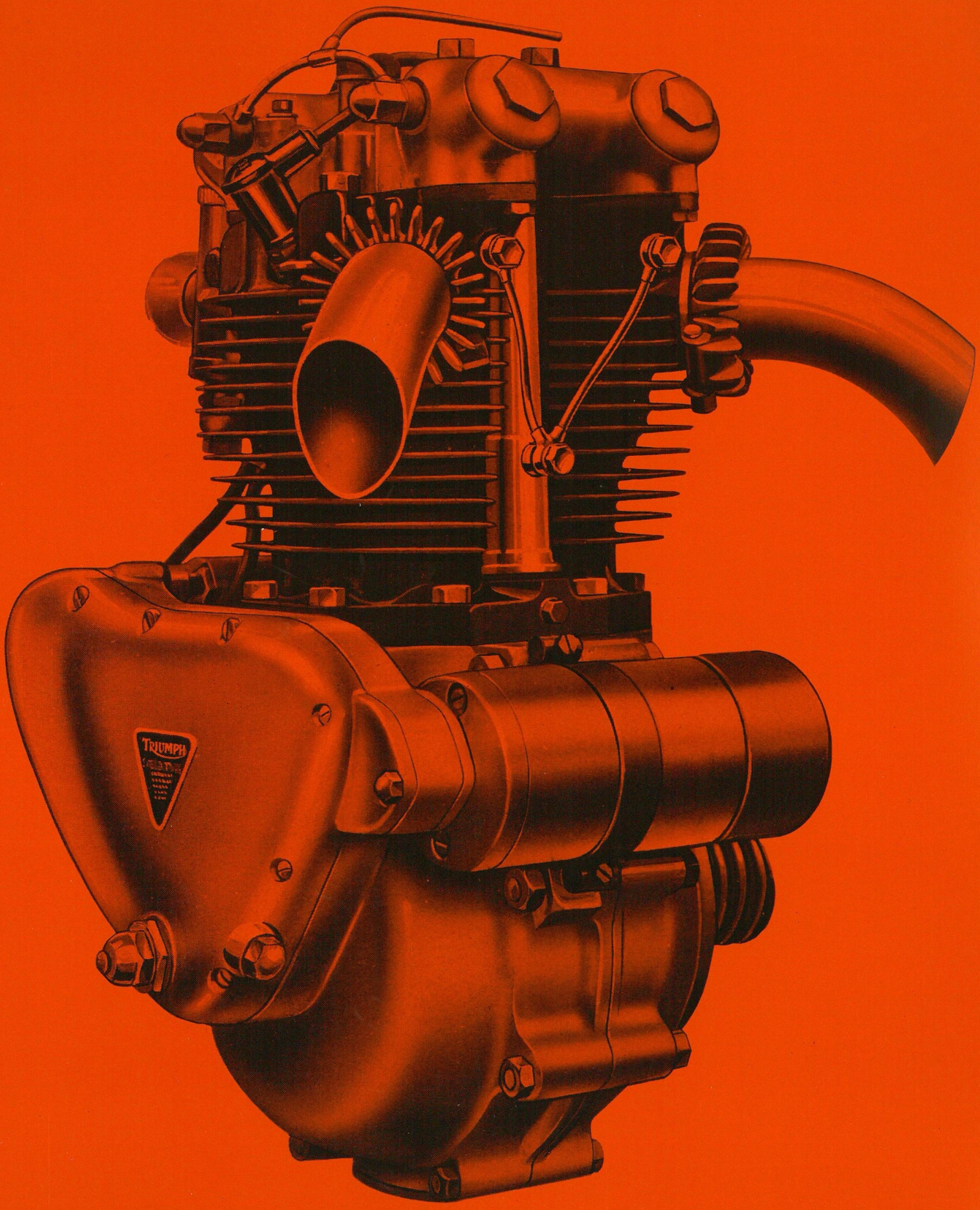
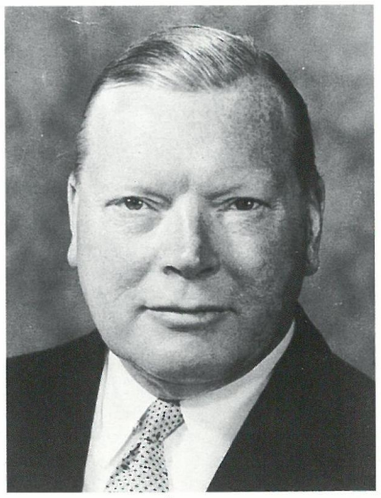


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1937

More than a motorcycle.

TRIUMPH

In 1937, one man changed the face of motorcycling. As chief designer and managing director of the Triumph Engineering Company, Edward Turner unveiled a 500cc twin cylinder machine. It was to set trends in motorcycle design for the next 40 years.

The Speed Twin was an overnight sensation because of its remarkable performance, smoothness and handling. Plus it had sleek styling to match.
Not least, it was a success because it was affordable. At just £74, the Speed Twin was in easy reach of almost anyone with two wheels in mind. In various guises, the Triumph twin was in continuous production for longer than any other motoring classic including the Volkswagen Beetle.It inspired every major UK motorcycle manufacturer of the time to build their own version. In the 1960s and early 1970s, the Triumph twin evolved into the legendary Trident. This shatteringly fast 750cc triple - with it's evocative and highly distinctive exhaust howl - became the world's first true performance bike. Now, in 1993, the legend lives on... and a new chapter begins.

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1993

Made in Britain, ridden worldwide.

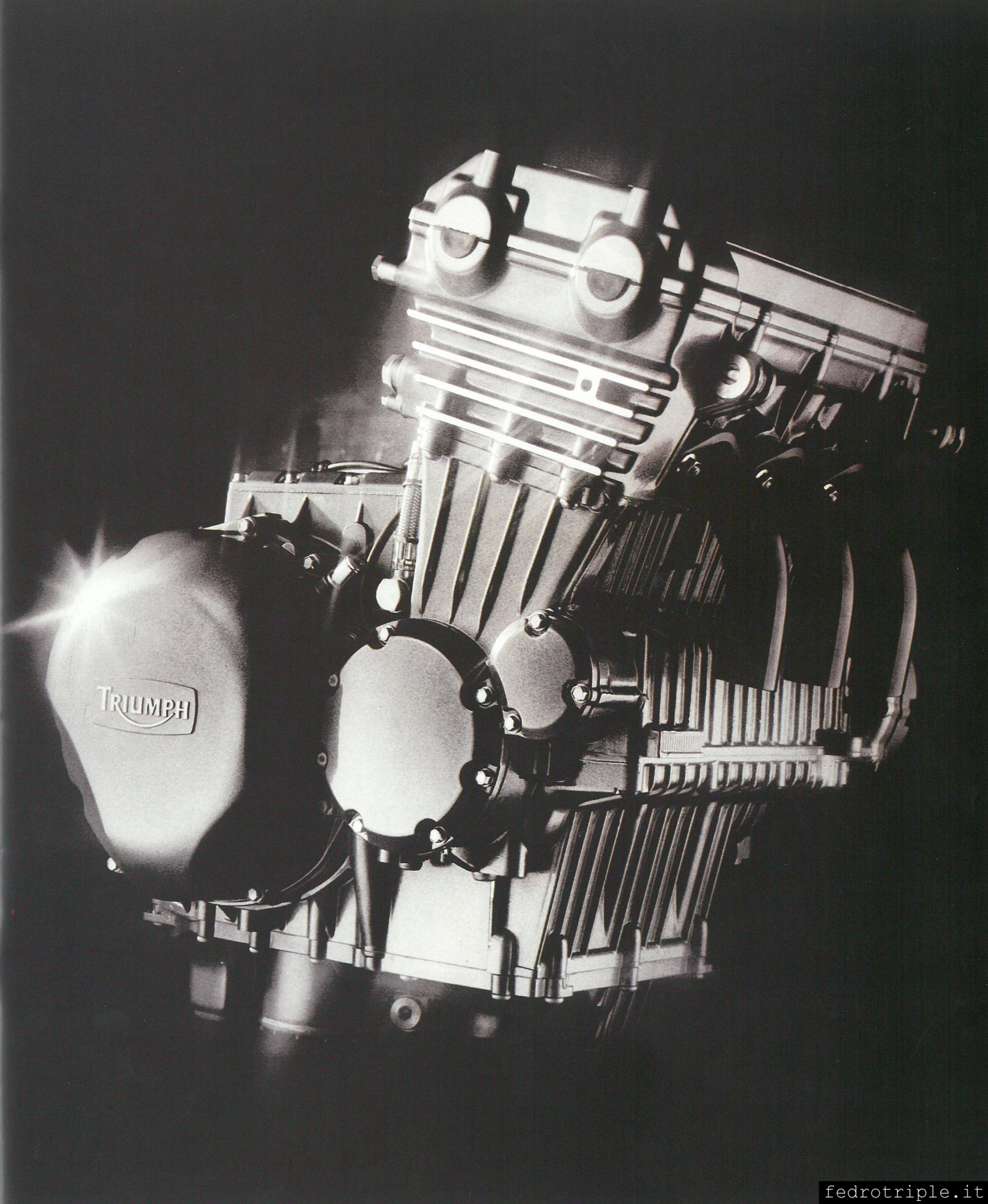
TRIUMPH

The new Triumph motorcycles bear little resemblance to Edward Turner's original designs. Yet they embody his philosophy. A philosophy of producing powerful, distinctive motorcycles that are a joy to own and ride.

The Triumph name now belongs to a completely new company. Wholly owned and financed by Bloor Holdings Ltd., Triumph is able to take a long term view over investment, symbolised by the building of a multi-million pound purpose-designed manufacturing plant in Hinckley, Leicestershire. It is one of the most modern factories of its type, anywhere in the world.
In 1991, after eight years of design, development and testing by a dedicated team of British engineers, Triumph quietly launched their first range of three- and four-cylinder motorcycles. There was a roar of approval - and it echoed around the world.

A key component of the Triumph philosophy is to listen carefully to rider comment. Early in 1992, subtle but important improvements were made for the 1993 range.
This immediate response to customer demand, the like of which the motorcycle industry has rarely experienced before, resulted in renewed acclaim at the Cologne and Birmingham Motorcycle Shows.

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Trident

750 900



The original Triumph Trident was Britain's first four-stroke triple and the world's first true superbike. While the famous name is now back on the street and still the only mass-produced triple on the market, this roadster is all brand new. Yet some things remain the same: the character, the style, the individuality and the sound of the original Triumph legend.

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Trident 750 • 900

If Meriden had been around today, this is the kind of bike they would be producing. The modern but naked styling combined with the distinctive throaty roar of three cylinders plus a host of built in features ensure that the Triumph Trident is one of the world's most charismatic new motorcycles.

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The Trident comes with a choice of engine sizes, either 750cc or 900cc. Each shares the same specification: a liquid cooled, DOHC motor with 4 valves per cylinder, finished in an easy-wipe 'crinkle' black heat resistant paint. Exhausts are black chromed stainless steel followed by deep-chrome wrapped silencers. The 1993 range offers a choice of classical new colours: green over cream, red over black and black over red. Each design is inspired by the distinctive Triumph tank livery of the past - complete with hand-painted gold coach lines.

Owner feedback has led our design team to lower the height of the new seat, which is also restyled and embossed. Other adjustments to handlebars and footpegs have combined to offer a more relaxed riding position.
Cast wheels are in satin black, with crinkle black handlebars and fork yokes to match. Polished alloy rims, alloy levers and chrome mirrors complete the distinctive 'retro' style, reminiscent of the classic Triumph look of yesteryear.

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We employ state-of-the-art manufacturing equipment which will not limit the skills of our people or the possibilities of their designs. Thus there are no compromises, no engineering short cuts at Triumph.
Our investment in the most modern technology means that quality can be 'programmed in' throughout the entire manufacturing stage, using automated machinery that is operating well within its capacity. This ensures that specifications are achieved 100% of the time.
We set our own standards. When sourcing outside components, we do not accept the 'industry norm' if it cannot match our original high specification. Zinc plating, for example, is a process that is notoriously difficult to check for quality. So we have eliminated all risk by bringing the entire process in-house.
Our philosophy for selecting outside suppliers is to use the best available components whatever their nation of origin. (In fact over 80% of every Triumph is made in the UK. Compared to our competitors the percentage of in-house manufacturing is much higher.)
We avoid buying 'off-the-shelf'. Instead, we prefer to work in partnership with our suppliers to develop specific items which are exactly right for our motorcycles.
Like all manufacturers, we test our motorcycles to the very limits of performance and handling. Yet the ultimate test is over the long term - a test which only Triumph owners can truly carry out. It is why we go to great lengths to listen carefully and respond quickly to feedback from our customers.



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Beginning with a clean sheet of paper.

Design



Motorcycle design has hardly changed since the 1930s. The big difference today is in the technology and the materials - and the way in which Triumph applies them. From the outset, the objectives were clear: to design all-new road bikes that would be practical, stable and quick, with reliability and durability built-in. In order to be easy to construct, easy to service and easy to repair, the machines would make maximum use from the minimum number of components. This is better for Triumph, better for dealers and ultimately better for customers.



▲ Human inspection at every stage compliments Triumph machine technology.
◀ Designing for the future. Triumph's in-house design team at work using the latest 3-dimensional computer aided systems.

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900

Trident Sprint



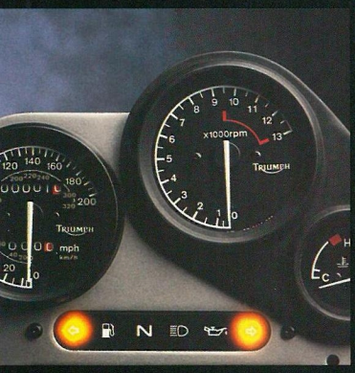
Enter the Triumph Trident Sprint. It's a roadster for longer distances, featuring a stylish half fairing for increased high speed stability and rider protection. But that's not all...

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Trident Sprint 900

A street bike or a tourer? The Sprint offers the best of both worlds. More comfort and more protection from the elements.

The Sprint is based on a 900 Trident set up for long distance riding. Designed exclusively for the Sprint and developed in a wind tunnel for the best possible aerodynamics, the Sprint fairing is fixed rigid to the frame. So too are the instruments, in order to eliminate blur.

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The fairing is fitted with twin quartz halogen headlamps to provide a broader beam of light for night riding. The Sprint shares the unfaired Trident's new lower riding position, and fully adjustable rear suspension from our much acclaimed Trophy model. A choice of colours are offered: Caspian Blue, Candy Apple Red and British Racing Green. To finish, we've given the Sprint a distinctive smooth charcoal lustre to the frame, engine and wheels. Exhausts are black chromed stainless steel with deep-chrome wrapped silencers.

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The true character of a motorcycle comes from its engine. Modern Triumph engines are totally new three- and four- cylinder units. They are produced in both short and long stroke versions to deliver astounding performance for either sports or touring purposes. Why are our engines renowned for their smoothness? It is due entirely to the engineering excellence which we build in. Consider, for example, the crankshaft. In general, the motorcycle industry works to tolerances of 20 microns. At Triumph we know we can do better by making the parts ourselves. Our robotic manufacturing process produces crankshafts with tolerances of between four and five microns - and 100% accuracy guaranteed. The cranks are then hardened using a plasma nitride process in a 'slow bake' oven (the only oven of its kind in the UK). This gives a totally consistent, very precise, hardening depth. Taking over 30 hours, the baking process is a lengthy one., producing some of the strongest cranks in the world. It assures that each Triumph engine has a long and trouble free life. Today, it may be considered fashionable for motorcycles to have aluminium frames. This is usually to reduce the overall weight of the machine. However at Triumph we reject the concept that a frame fabricated from aluminium is necessarily 'better' than one made from steel. (While aluminium is one third of the weight of steel, it is also one third as stiff.)
Our advanced computerised techniques use robots to make each frame weld. The result is a neat, aesthetically pleasing join, with any distortion caused by heat simply programmed out. This improved quality and strength means we can use lighter steel tubing. Through this process, each Triumph frame weighs just 12.5kg. This is lighter and more rigid than an equivalent aluminium frame. Precision engineering creates consistently high quality. This in turn ensures the owner excellent levels of reliability. Our confidence in our product is reflected in the offer of a two year unlimited mileage warranty on all Triumph motorcycles.

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In choosing to reject engineering short cuts and quality compromises, each complete Triumph motorcycle takes a little longer to assemble. But meticulous attention to detail plus our insistence on working to extremely fine tolerances has its own reward. This precision approach to engineering is the route to producing motorcycles recognised to be amongst the best in the world.

At the heart of every Triumph.

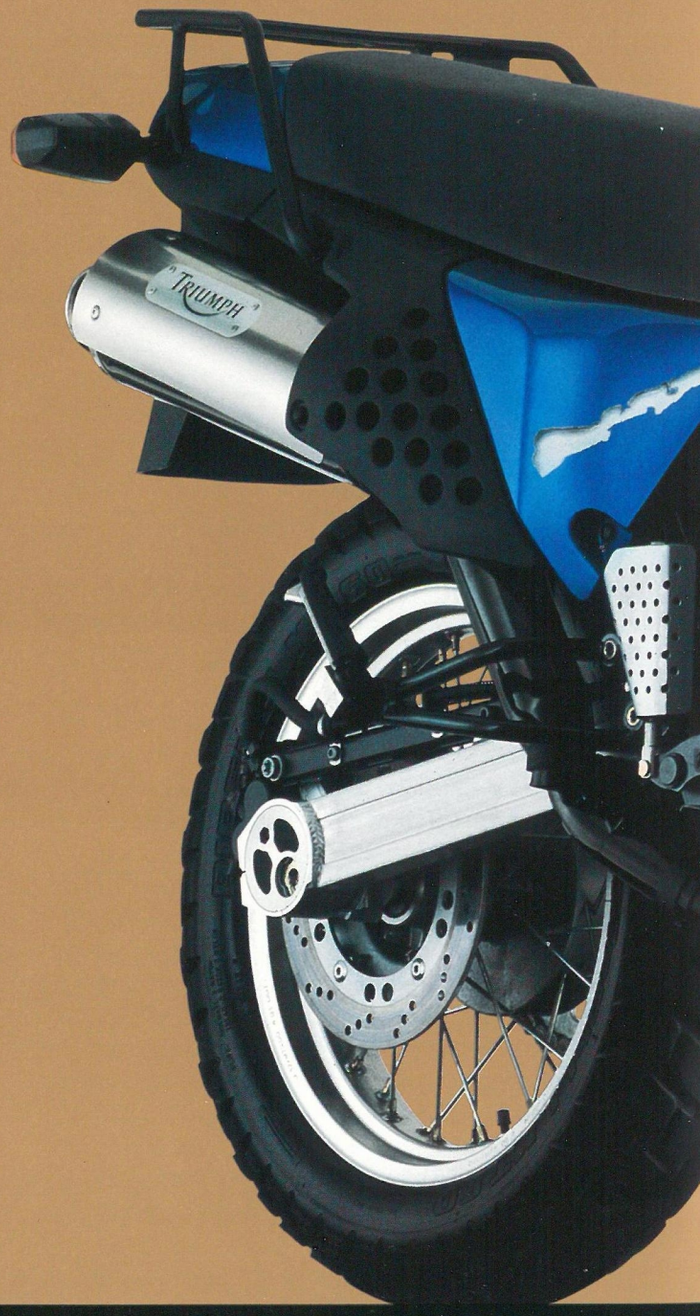
Engineering



▲ Automatic gauging of Triumph's proven crankshaft forms the last of a 20-stage operation from forging to final finished and balanced crankshaft.
◀ From raw local castings to finished cylinder head, another Triumph cylinder head embarks on its 12-stage journey of machining and in-process testing on a multi-million pound purpose built facility.

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Tiger 900



Untamed good looks and a wild engine mark the Triumph Tiger as a motorcycle that's more than just a bit different. In fact, this rarest of breeds is the world's first enduro-style motorcycle built with stunning superbike performance.

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Tiger 900

Beneath the Tiger's rugged exterior is a bike with more bite than bark. The long-stroke three-cylinder 900cc engine has specially boosted low- and mid-range torque to provide enormous pulling power - and makes this Tiger a mighty 'mid-range' performer.

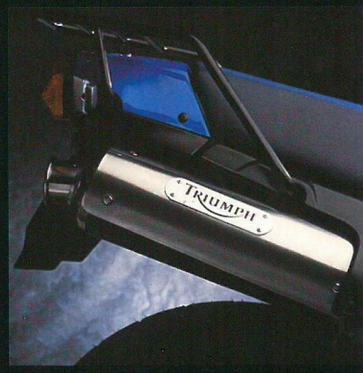


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Unleashed, the Tiger performs well compared with even the fastest road bike. The secret lies not just with the engine... but in the tyres. The specially developed radials ensure that the Tiger handles like no other enduro on the market. To complement its supreme sure-footedness, the Tiger is equipped with long travel gas-charged suspension and superb twin piston caliper, twin disc brakes at the front.

The riding position means maximum manoeuvrability, helped by high ground clearance and twin upswept exhausts - while the full length seat and fairing make welcome companions for long rides in the saddle. The colours match the character of this individual machine - available in Sandstone, Pimento Red and Caspian Blue.







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Fashion versus function

Style

We make our own rules. We make our own statements. At Triumph, we are not followers of fashion. We don't pursue the new or the different merely for the sake of it. Beauty is in the eye of the beholder and, in our view, the goal is to produce attractive and individual motorcycles that are a pleasure to own and ride. Yet each machine has a distinctive in-built elegance that is unmistakably Triumph. Each offers instant recognition at a time when other high performance motorcycles are looking increasingly similar.

Triumph is committed to styling for a reason, not just on a whim. Our choice of colours for the 1993 models is no happy accident. Each is carefully matched to enhance and reflect the character of the bikes. Strong solid colours for the performance-oriented Daytona. Natural tones for the Tiger. Understated yet powerful simplicity for the Trophy and Sprint. Classic elegance for the Trident. Attention to detail is also important. Gold coach lines on each Trident are painted entirely by hand - in the same traditional way as they were painted at Triumph, way back in Edward Turner's day. However small the part, however minor its function, it is designed with the same meticulous attention to detail and the same high standards as every other component. A good example of which are our fairings. We have taken great care to ensure that they actually do protect the rider from the weather, that they do enhance stability, and that they are comfortable to sit behind. It's something our customers appreciate - a commitment to individuality.

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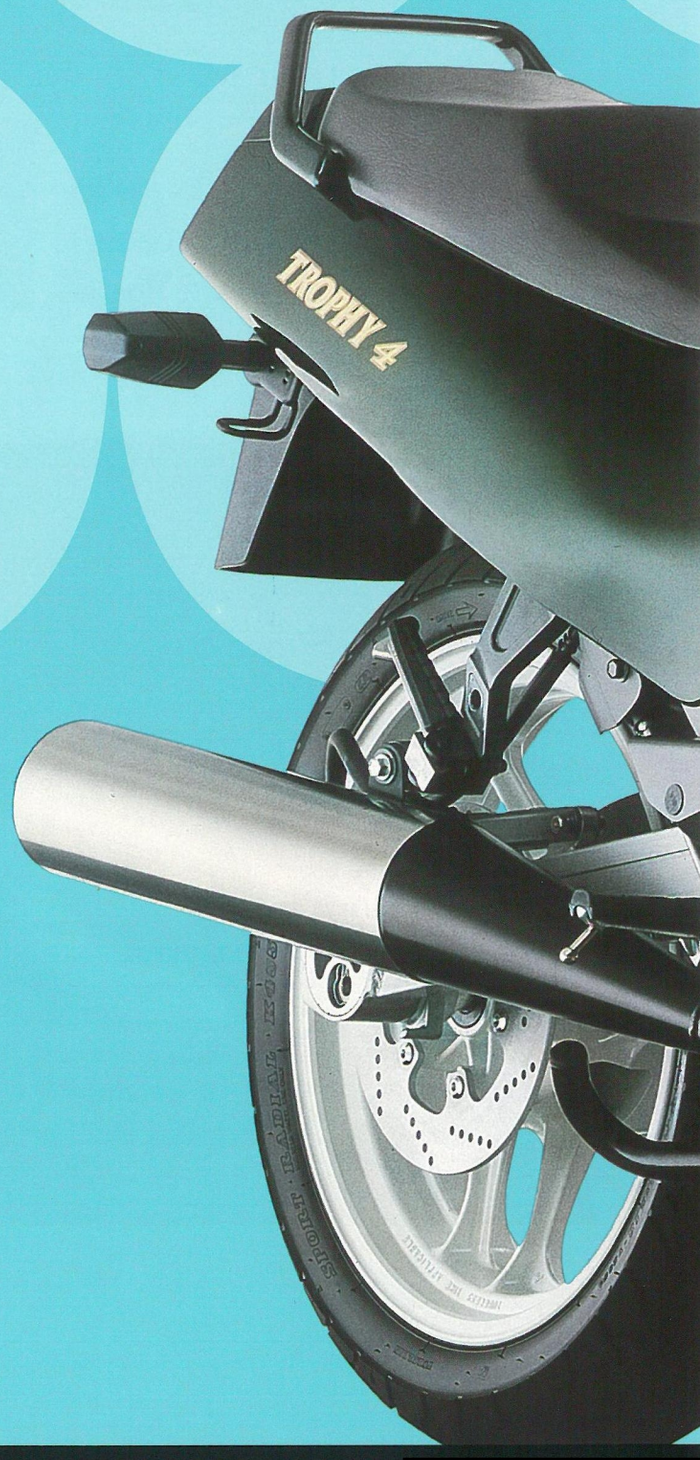
▲ Attention to detail at its best. Hand painting of coachlines on Triumph fuel tanks. A final lacquer coat enhances the finish.
◀ A detail check on paint prior to final assembly.

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Trophy

1200

900



The Trophy is designed as an all-purpose motorcycle for all seasons and all-round performance. Yet this remarkable sports tourer achieves all this and more without any hint of compromise. The unique blend of power and handling was described by the UK's leading motorcycle paper as 'an almost magical combination still rare even in today's high tech bike industry'.

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Trophy 900 • 1200

Comfort, stamina, strength and power. These are the qualities of the Triumph Trophy. The ultimate sports tourer is available in two guises: the 900 triple and the 1200 four - both using the long stroke Triumph engines.

The great British Bike is now even better. After listening to rider comment about long distance comfort, we've made several important improvements to the ergonomics of the 1993 Triumph Trophy models. Handlebars are higher, footrests are lower and moved further forward and the seat height is reduced.

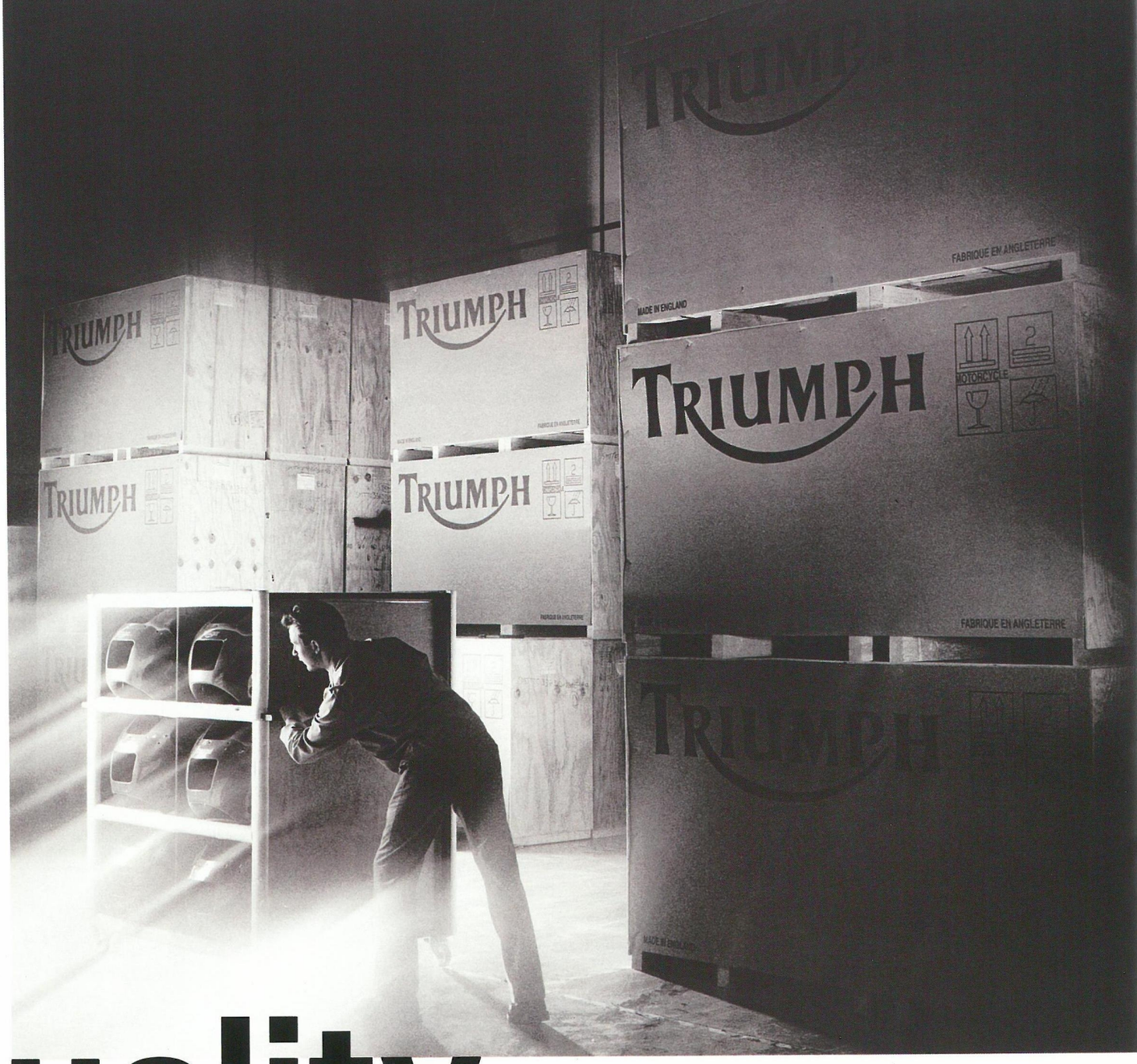
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The Trophy now has even better high speed stability thanks to the revised and lowered rear suspension. An improved windscreen design deflects more wind pressure from the rider. Brakes on the 1200 are significantly uprated, with 4-piston caliper twin floating front discs, as used on the Triumph Daytona.

The stylish Trophy is available in a choice of new colours: British Racing Green, Caspian Blue and Candy Apple Red. The look is enhanced with black chromed stainless steel exhaust pipes. All-new wide angle mirrors allow a clearer view of the road behind - and we've added a facia mounted clock.
A full range of touring equipment is available from the Triumph accessory range.

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Quality

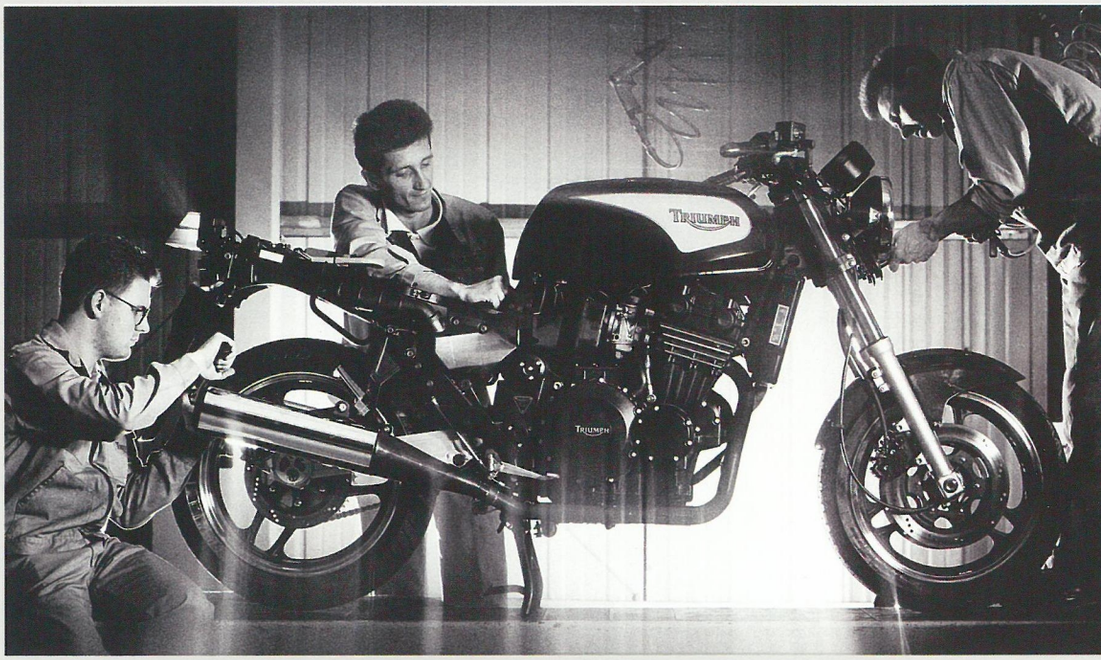
What we put in, you take out.

Quality is something that you can't simply bolt on at the end of a production line. Anyone who has visited the Hinckley factory will agree: our enthusiasm is infectious. Triumph the company is small and it is personal. We genuinely care about our motorcycles and about the people who ride them. What's more, we listen. Especially when someone makes a comment about finish, comfort or ease-of-use. Often, their observations can lead to a modification at the design department or production line. Not next year, more likely next week or next day. Make no mistake, owner feedback is a key ingredient in the ongoing development of Triumph motorcycles.

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We have great confidence in our products. Our 'cell' manufacturing process promotes total responsibility for total quality because production from raw material to finished component is controlled by the same team. This is why we are able to offer a 2-year unlimited mileage warranty on every bike. It is important for this quality to continue beyond the factory floor. So we only appoint motorcycle dealers and distributors who share our business philosophy and our commitment. Communication is deliberately two-way, with dealers having immediate and direct access to our people in Hinckley. After thorough rolling road tests, machines are supplied to dealers completely built. No new Triumph is ever assembled anywhere but in our own factory. Right from the start, our motorcycles were designed to keep servicing requirements to a bare minimum. There are only 11 different routine service parts across all machines. This keeps costs down and availability up. In short, Triumph commitment doesn't stop when we sell a bike.

▼ Quality inspection checks at all stages of the production programme.



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Daytona



The Triumph Daytona is a single-minded motorcycle. It was built with one purpose: real-world performance. It is one of the most powerful production bikes ever built. Yet its sheer brute force is more than merely academic. The Daytona's power is as impressive on the road as it is on paper.

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Daytona 900 • 1200

There are two Triumph Daytonas - the 1200 four and the 900 triple. Both are designed and built for the road. They are not modified racing bikes. This means that comfort is never sacrificed in the search for outright performance.

Both Daytonas aim to offer the ultimate in exhilaration - and instant recognition. Pimento Red, Racing Yellow or Barracuda Blue, the strong solid colours and restyled graphics guarantee that the 1993 Triumph Daytonas stand out from the crowd. Black chromed stainless steel exhaust pipes with high slung, sports style canister silencers give a distinctive sporty exhaust note to match the distinctive sporty look. Colour-matched black wheels, forks, engine, seat and top yoke complete the picture.

But it's not just decoration that marks the new Daytonas as being different. The engines now offered are the 900 triple and 1200 four. Why the change from last year? Because the longer stroke Triumph motors offer phenomenal torque, especially at the mid and bottom range. As a result, performance is no flash in the pan. The immense power is delivered with consistent smoothness to make the Daytona useable under all road conditions.







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MODEL	Trident 750	Trident 900	Trident Sprint 900	Tiger 900
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
Capacity	749cc	885cc	885cc	885cc
Bore/Stroke	76 x 55mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression ratio	11:1	10.6:1	10.6:1	10.6:1
Carburettors	3 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV	3 x 36mm flat side CV
TRANSMISSION				
Primary drive	Gear	Gear	Gear	Gear
Gearbox	6-speed	6-speed	6-speed	6-speed
Final drive	Chain	Chain	Chain	Chain
***PERFORMANCE**				
Max power @ RPM	97 PS DIN @ 11000	100 PS DIN @ 9500	100 PS DIN @ 9500	85 PS DIN @ 8500
Max torque	74 Nm	81 Nm	81 Nm	82 Nm
CYCLE PARTS				
Frame	High tensile steel	High tensile steel	High tensile steel	High tensile steel
Suspension	Front - 43mm forks with tri-rate springs Rear - Monoshock with adjustable pre-load	Front - 43mm forks with tri-rate springs Rear - Monoshock with adjustable pre-load	Front - 43mm forks with tri-rate springs Rear - Monoshock with adjustable pre-load	Front - 43mm forks with compression and rebound damping Rear - Monoshock with remote reservoir adjustable for pre-load, compression 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 296mm discs, 2 x 2 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper	Front - 2 x 276mm discs, 2 x 2 piston calipers Rear - 1 x 255mm disc,1 x 2 piston caliper
Tyres	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 110/80 x 19, 100/90 x 19 Rear - 140/80 x 17
DIMENSIONS				
Wheelbase	1490mm	1490mm	1490mm	1560mm
Seat height	775mm	775mm	775mm	850mm
Weight (dry)	212kg	212kg	215kg	209kg
Fuel capacity	25 litres	25 litres	25 litres	24 litres

MODEL	Trophy 900	Trophy 1200	Daytona 900	Daytona 1200
ENGINE				
Type	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 4 cylinder	Liquid cooled DOHC in - line 3 cylinder	Liquid cooled DOHC in - line 4 cylinder
Capacity	885cc	1180cc	885cc	1180cc
Bore/Stroke	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression ratio	10.6:1	10.6:1	10.6:1	12:1
Carburettors	3 x 36mm flat side CV	4 x 36mm flat side CV	3 x 36mm flat side CV	4 x 36mm flat side CV
TRANSMISSION				
Primary drive	Gear	Gear	Gear	Gear
Gearbox	6-speed	6-speed	6-speed	6-speed
Final drive	Chain	Chain	Chain	Chain
***PERFORMANCE**				
Max power @ RPM	100 PS DIN @ 9500	110 PS DIN @ 9000	100 PS DIN @ 9500	147 PS DIN @ 9500
Max torque	81 Nm	108 Nm	81 Nm	115 Nm
CYCLE PARTS				
Frame	High tensile steel	High tensile steel	High tensile steel	High tensile steel
Suspension	Front - 43mm forks with dual-rate springs Rear - Monoshock with adjustable pre-load and rebound damping	Front - 43mm forks with dual-rate springs Rear - Monoshock with adjustable pre-load and rebound damping	Front - 43mm forks adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load and rebound damping	Front - 43mm forks adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load 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 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
Tyres	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280	Front - 120/70 x 17 V280 Rear - 160/60 x 18 V280
DIMENSIONS				
Wheelbase	1490mm	1490mm	1490mm	1490mm
Seat height	780mm	780mm	790mm	790mm
Weight (dry)	220kg	235kg	216kg	228kg
Fuel capacity	25 litres	25 litres	25 litres	25 litres

TRIUMPH

TRIUMPH MOTORCYCLES LIMITED, Leicestershire, England.

Specifications and models correct at time of going to press. Manufacturer reserves the right to make changes without prior notice. *All figures relevant to UK specification.

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