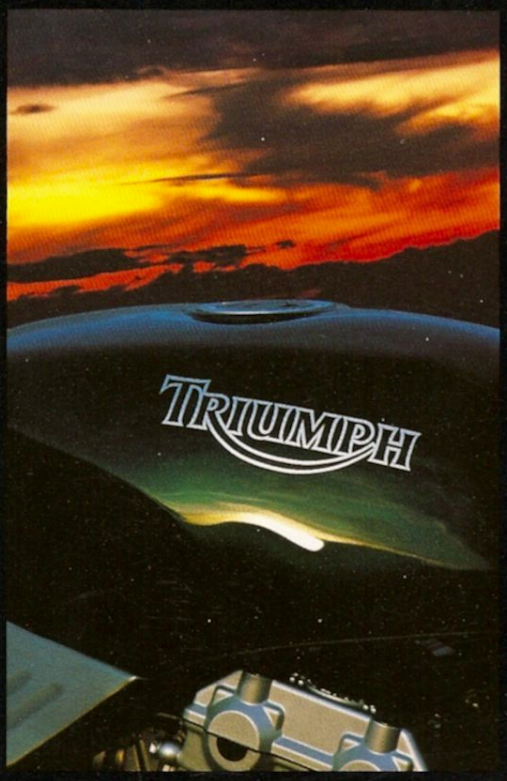



Where technology meets character...

For people who know and love motorcycles, the name Triumph has always had a special significance.

We have to tell you though that the Triumph motorcycles described in this brochure bear about as much relationship to the past as the modern jet does to the first glider.

This stunning new range of machines has been carefully developed to relaunch and build upon the name of Triumph.

## Six brand new interpretations of the classic performance motorcycle

Trident, Trophy, Daytona – three ranges which add up to six different models.

And we mean different: because each model is available with two engines... which differ not only in capacity, but in character as well.

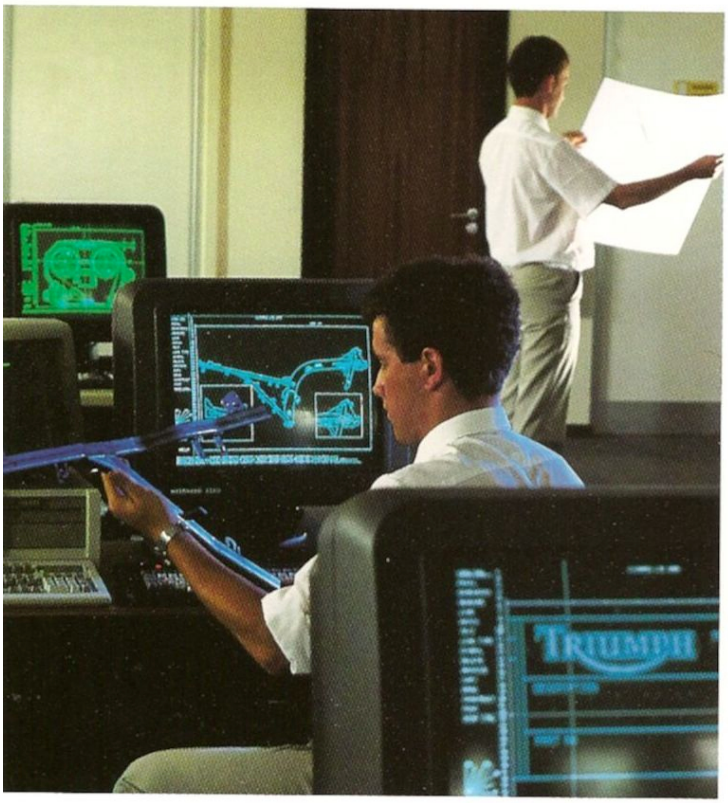
For example, our modern interpretation of the classic roadster, the Trident, offers a punchy 750 cc short-stroke triple or – by way of contrast – a relaxed, long-stroke 900 cc unit.

The sports tourer model, the Trophy, is powered by a long-legged 3-cylinder 900 cc or by a 1200 cc four.

It's the same story with our sports bike – the Daytona. Here the options are between the muscle of the 750 cc and the power and authority of a beautifully made 1000 cc four.

1200, 1000, 900, 750... long-stroke, short-stroke... sports, sports tourer, 'open' roadster... six characterful bikes, with totally different characters.

One of them will match up perfectly with your notion of the ideal motorcycle.




Every model in the range is a fundamentally new state of the art design. This does not mean that we have attempted to push back the barriers of technology. (That sort of thing may be exciting for engineers but can cause problems for the customers who have to live with their experiments).

On the contrary, we have concentrated on proven design and production engineering methods because these provide the best guarantees of problem-free ownership. That was our most important objective – and to help us achieve it we have invested heavily in the latest design and manufacturing technology.

One hundred per cent of all components made in the factory are produced on new computer - controlled machines whose ability to work to close tolerances has been established on production lines throughout Europe and the rest of the World.

Our intention is to provide a high quality product which combines understated style with confidence and character.

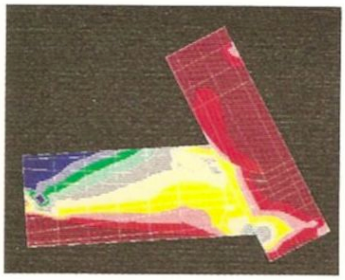
We have chosen to designate our models simply by stating the engine capacity together with a name synonymous with past Triumph machines: Trident, Daytona and Trophy.

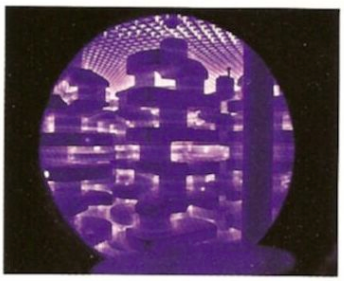
ABOVE
*A section of the Triumph Computer Aided Design (CAD) facility.*

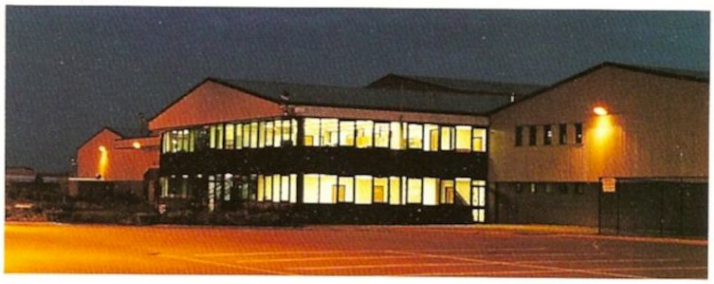
CENTRE
*Computer Aided Design techniques (for example finite element stress analysis of the frame) have been used to optimise components.*

BOTTOM
*The latest heat treatment techniques are employed within the factory.*

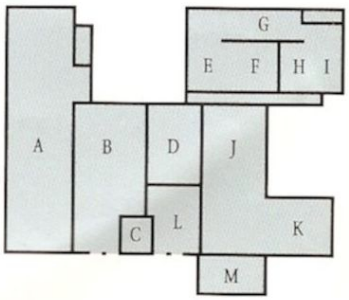
BOTTOM RIGHT
*Triumph's new purpose built 100,000sq.ft. factory stands on a ten acre site at Hinckley, Leicestershire, in central England.*

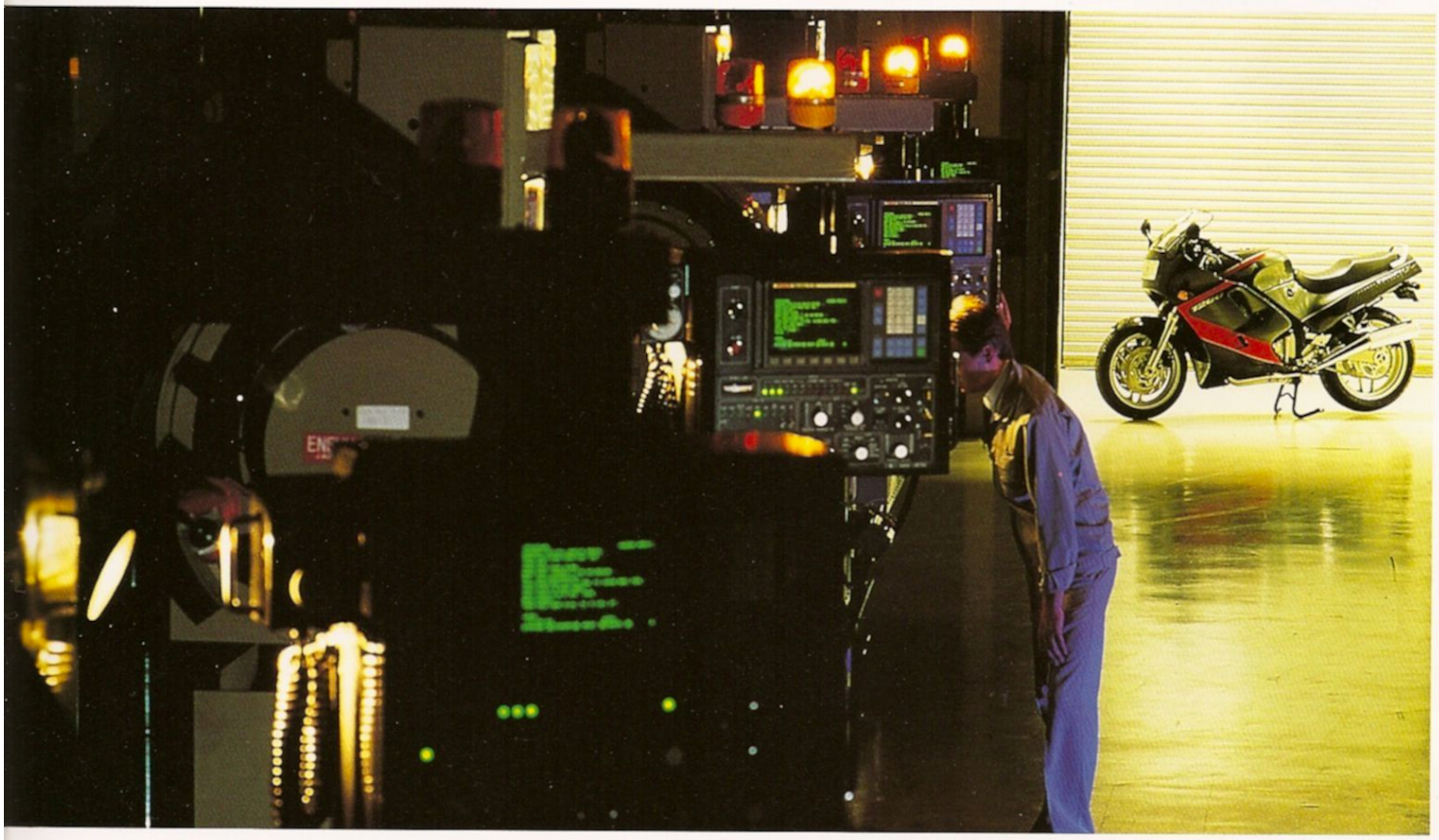






A *Number one machine shop*
B *Components stores*
C *Quality control area*
D *Number two machine shop*
E *Tube preparation*
F *Welding shop*
G *Casting pre-treatment*
H *Paint pre-treatment*
I *Painting shop*
J *Assembly tracks*
K *Final inspection*
L *Packing and dispatch*
M *Reception and main offices*





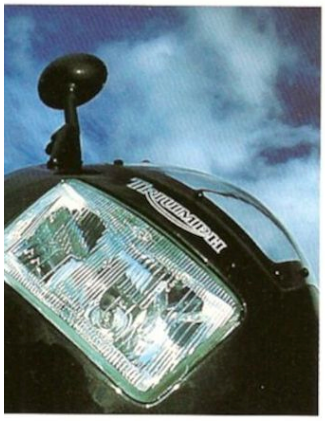
FAR LEFT
*All engines are tested and functions checked using a computer controlled facility.*

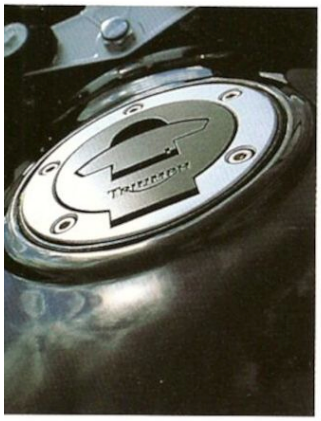
LEFT
*Every new Triumph is thoroughly tested on the rolling road, the final check on overall quality and engine, electrical and braking performance.*

TOP
*The Triumph manufacturing commitment in using the latest technology to guarantee product quality and reliability is total.*

ABOVE
*One of the robots (essential in the drive for high quality and precision) used to weld the new Triumph frame and swinging arm assemblies.*

# Triumph Trophy: The sports tourer





TOP
*Trophy models have a single rectangular headlight installed in the elegant sports touring fairing.*

BOTTOM
*The flush fitting lockable filler cap crowns the twenty five litre Trophy petrol tank: all Triumph models have this extra range capability.*

By definition, a sports tourer is expected to have two different personalities. There can't be many motorcycles which pull off that trick as beautifully and elegantly as the new Triumph Trophy models.

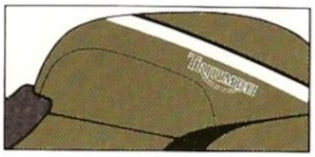
The 4 cylinder Trophy has the ability to cover large distances on demand.

For many the 3 cylinder Trophy 900 will represent the ulitmate sports tourer.

Whichever you choose, the new Trophy has the ability to shoulder touring loads with ease... no matter where the way leads, or how far it goes.

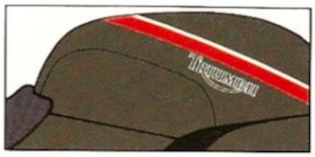
| | TROPHY 900 | TROPHY 1200 |
|---|---|---|
| **ENGINE** | | |
| *Type:* | In-line 3-cylinder DOHC 12-valve liquid cooled | In-line 4-cylinder DOHC 16-valve liquid cooled |
| *Capacity:* | 885 cc | 1180 cc |
| *Bore/Stroke:* | 76 x 65 mm | 76 x 65 mm |
| *Compression ratio:* | 10.6:1 | 10.6:1 |
| *Carburettors:* | 3 x BST 36 mm flat slide CV | 4 x BST 36 mm flat slide CV |
| **TRANSMISSION** | | |
| *Primary drive:* | By gear | By gear |
| *Clutch:* | Wet multi-plate | Wet multi-plate |
| *Gear box:* | Six speed | Six speed |
| **ELECTRICS** | | |
| *Ignition:* | Digital electronic | Digital electronic |
| *Headlight:* | 1 x rectangular 60/55 W Halogen | 1 x rectangular 60/55 W Halogen |
| **CYCLE PARTS** | | |
| *Frame:* | High tensile (600 MPa micro alloyed) steel | High tensile (600 MPa micro alloyed) steel |
| *Swing arm:* | Extruded high tensile aluminium | Extruded high tensile aluminium |
| *Wheels:* | Three spoke die cast aluminium: 17"dia. x 3.5" rim front 18"dia. x 4.5"rim rear | Three spoke die cast aluminium: 17"dia. x 3.5"rim front 18"dia. x 4.5"rim rear |
| *Wheel axles:* | Large dia. hollow axles | Large dia. hollow axles |
| *Tyres:* | 120/70 x 17 V280 front 160/60 x 18 V280 rear | 120/70 x 17 V280 front 160/60 x 18 V280 rear |
| *Suspension:* | Front - 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with hydraulic adjustable pre-load and rebound damping Axle travel 120 mm | Front - 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with hydraulic adjustable pre-load and rebound damping Axle travel 120 mm |
| *Brakes:* | Front – 2 x 296 mm discs plus 2 x 2 piston calipers Rear - 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle | Front - 2 x 296 mm discs plus 2 x 2 piston calipers Rear - 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle |
| **DIMENSIONS** | | |
| *Wheel base:* | 1490 mm | 1490 mm |
| *Fuel Capacity:* | 25 litres (inc. 5 litres reserve) | 25 litres (inc. 5 litres reserve) |
| *Seat height:* | 800 mm | 800 mm |
| *Weight:* | 222 kg (dry), 249 kg (wet) | 240 kg (dry), 267 kg (wet) |
| **PERFORMANCE** | | |
| *Maximum power:* | 100PS DIN (73.5 kw) at 9000 rpm | 141PS DIN (103.7 kw) at 9000 rpm |
| *Maximum torque:* | 8.15 kg.m (79.9 Nm) at 6500 rpm | 11.41 kg.m (111.87 Nm) at 8000 rpm |
| *Maximum revs:* | 9500 rpm | 9500 rpm |

TROPHY 900



*Metallic gun metal grey with silver flash*

TROPHY 900

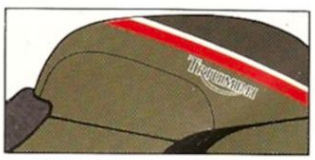


*Metallic black with red flash*

TROPHY 1200

*Metallic gun metal grey and black with silver flash*

TROPHY 1200

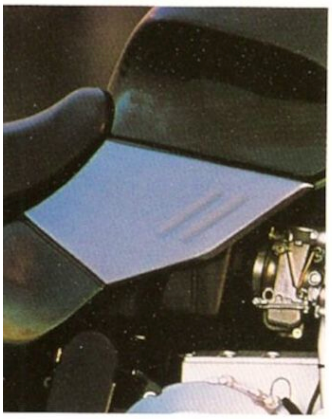


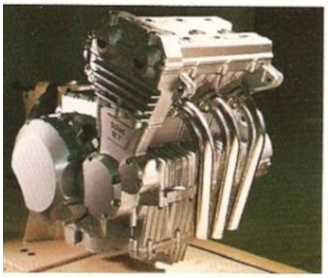
*Metallic black and gun metal grey with red flash*

TROPHY 1200


TROPHY 900

# Triumph Trident: the roadster redefined





TOP
*The Trident roadster look is further enhanced by the angular stainless steel styling body panels.*

BOTTOM
*The distinctive new Triumph three cylinder engine powers all 900 cc and 750 cc models.*

We happen to think that the new Triumph in-line triples are among the most elegant motorcycle engines around: and they are seen to good advantage in the two un-faired roadster models.

Externally, there's little to choose between the Trident 750 and the Trident 900.

The same elegantly-contoured tank. The same no-nonsense stance. The same immaculate British racing green finish, (should you opt for it).

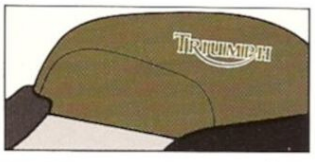
But take them through the twists and turns of a fast country road and enjoyable differences emerge.

If it's flexibility you're after, you'll find true happiness with the Trident 900. Twist open the throttle in top gear and the engine responds with a gush of power – yet it does it so quietly and smoothly that it's easy to overlook how quickly it's all happening.

If you're after a rather more extrovert machine, the Trident 750 short-stroke triple – which delivers all the power you could ask for – is the roadster for you.

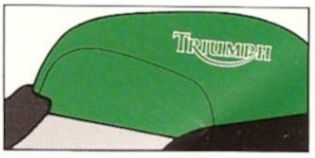
| | TRIDENT 750 | TRIDENT 900 |
|---|---|---|
| **ENGINE** | | |
| *Type:* | In-line 3-cylinder DOHC 12-valve liquid cooled | In-line 3-cylinder DOHC 12-valve liquid cooled |
| *Capacity:* | 749 cc | 885 cc |
| *Bore/Stroke:* | 76 x 55 mm | 76 x 65 mm |
| *Compression ratio:* | 11:1 | 10.6:1 |
| *Carburettors:* | 3 x BST 36 mm flat slide CV | 3 x BST 36 mm flat slide CV |
| **TRANSMISSION** | | |
| *Primary drive:* | By gear | By gear |
| *Clutch:* | Wet multi-plate | Wet multi-plate |
| *Gear box:* | Six speed | Six speed |
| **ELECTRICS** | | |
| *Ignition:* | Digital electronic | Digital electronic |
| *Headlight:* | 1 x 7"dia. round 60/55W Halogen | 1 x 7"dia. round 60/55W Halogen |
| **CYCLE PARTS** | | |
| *Frame:* | High tensile (600 MPa micro alloyed) steel | High tensile (600 MPa micro alloyed) steel |
| *Swing arm:* | Extruded high tensile aluminium | Extruded high tensile aluminium |
| *Wheels:* | Three spoke die cast aluminium: 17"dia. x 3.5"rim front 18"dia. x 4.5"rim rear | Three spoke die cast aluminium: 17"dia. x 3.5"rim front 18"dia. x 4.5"rim rear |
| *Wheel axles:* | Large dia. hollow axles | Large dia. hollow axles |
| *Tyres:* | 120/70 x 17 V280 front 160/60 x 18 V280 rear | 120/70 x 17 V280 front 160/60 x 18 V280 rear |
| *Suspension:* | Front - 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with mechanically adjustable pre-load Axle travel 120 mm | Front - 43 mm telescopic forks with compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with mechanically adjustable pre-load Axle travel 120 mm |
| *Brakes:* | Front- 2 x 296 mm discs plus 2 x 2 piston calipers Rear - 1 x 255 mm disc plus 1 x 2 piston caliper, mounted above the wheel axle | Front - 2 x 296 mm discs plus 2 x 2 piston calipers Rear - 1 x 255 mm discs plus 1 x 2 piston caliper, mounted above the wheel axle |
| **DIMENSIONS** | | |
| *Wheel base:* | 1490 mm | 1490 mm |
| *Fuel Capacity:* | 25 litres (inc. 5 litres reserve) | 25 litres (inc. 5 litres reserve) |
| *Seat height:* | 800 mm | 800 mm |
| *Weight:* | 212 kg (dry), 239 kg (wet) | 212 kg (dry), 239 kg (wet) |
| **PERFORMANCE** | | |
| *Maximum power:* | 90.PS DIN (66.2 kw) at 10500 rpm | 100PS DIN (73.5 kw) at 9000 rpm |
| *Maximum torque:* | 6.79kg.m (66.6 Nm) at 8500 rpm | 8.15kg.m (79.9 Nm) at 6500 rpm |
| *Maximum revs:* | 11000 rpm | 9500 rpm |

TRIDENT 750/900




*Metallic gun metal grey and black*

TRIDENT 750/900




*Metallic British racing green and black*


# Triumph Daytona: the sports alternative

TOP
*The Daytona's white face instruments provide, at a glance, all the information the prone sporting rider needs.*

CENTRE
*The Daytona sports exhaust system is high on looks and performance.*

BOTTOM
*Daytona sports models have twin four piston opposed calipers coupled with dual 310 mm floating discs.*

The specifications of the Daytona 750 and 1000 models read like a run-down of all that's accepted as good practice in modern motorcycle engineering.

That's no coincidence. We've unashamedly learnt from the successes of others and selected technology which has proved its worth.

The result is a machine in which the rider can have complete confidence – an essential quality in sports motorcycling.

The excellent handling and balance of the Daytona sports range offers you the opportunity to discover the benefits of combining technology with character.

| | DAYTONA 750 | DAYTONA 1000 |
|---|---|---|
| ENGINE | | |
| *Type:* | In-line 3-cylinder DOHC 12-valve liquid cooled | In-line 4-cylinder DOHC 16-valve liquid cooled |
| *Capacity:* | 749 cc | 998 cc |
| *Bore/Stroke:* | 76 x 55 mm | 76 x 55 mm |
| *Compression ratio:* | 11:1 | 11:1 |
| *Carburettors:* | 3 x BST 36 mm flat slide CV | 4 x BST 36 mm flat slide CV |
| TRANSMISSION | | |
| *Primary drive:* | By gear | By gear |
| *Clutch:* | Wet multi-plate | Wet multi-plate |
| *Gear box:* | Six speed | Six speed |
| ELECTRICS | | |
| *Ignition:* | Digital electronic | Digital electronic |
| *Headlight:* | 2 x 5.5"dia. round 60/55W Halogen | 2 x 5.5"dia. round 60/55W Halogen |
| CYCLE PARTS | | |
| *Frame:* | High tensile (600 MPa micro alloyed) steel | High tensile (600 MPa micro alloyed) steel |
| *Swing arm:* | Extruded high tensile aluminium | Extruded high tensile aluminium |
| *Wheels:* | Three spoke die cast aluminium: 17"dia. x 3.5"rim front 18"dia. x 4.5"rim rear | Three spoke die cast aluminium: 17"dia. x 3.5"rim front 18"dia. x 4.5"rim rear |
| *Wheel axles:* | Large dia. hollow axles | Large dia. hollow axles |
| *Tyres:* | 130/60 x 17 V280 front 170/60 x 18 V280 rear | 130/60 x 17 V280 front 170/60 x 18 V280 rear |
| *Suspension:* | Front - 43 mm telescopic forks with adjustable compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with adjustable pre-load and rebound damping Axle travel 120 mm | Front - 43 mm telescopic forks with adjustable compression and rebound damping Axle travel 150 mm Rear - Gas charged monoshock, Tri-link rising rate with adjustable pre-load and rebound damping Axle travel 120 mm |
| *Brakes:* | Front- 2 x 310 mm floating discs & 2 x 4 differential piston calipers Rear - 1 x 255 mm disc plus 1 x 2 piston caliper, mounted below the wheel axle with floating torque arm | Front- 2 x 310 mm floating discs & 2 x 4 differential piston calipers Rear - 1 x 255 mm disc plus 1 x 2 piston caliper, mounted below the wheel axle with floating torque arm |
| DIMENSIONS | | |
| *Wheel base:* | 1490 mm | 1490 mm |
| *Fuel Capacity:* | 25 litres (inc. 5 litres reserve) | 25 litres (inc. 5 litres reserve) |
| *Seat height:* | 780 mm | 780 mm |
| *Weight:* | 218 kg (dry), 245 kg (wet) | 235 kg (dry) 262 kg (wet) |
| PERFORMANCE | | |
| *Maximum power:* | 90.PS DIN (66.2 kw) at 10500 rpm | 121PS DIN (89.0 kw) at 10500 rpm |
| *Maximum torque:* | 6.79 kg.m (66.6 Nm) at 8500 rpm | 9.00 kg.m (88.0 Nm) at 8500 rpm |
| *Maximum revs:* | 11000 rpm | 11000 rpm |

DAYTONA 750/1000

*Red, white and black*

DAYTONA 750/1000

*Blue, white and black*

DAYTONA 750/1000

*Metallic black, gun metal grey and black*

DAYTONA 1000


DAYTONA 750

*4-cylinder test motorcycle on endurance run*

The reliability of the new Triumphs is underpinned by our stated policy of using only proven technology and proven components.

The absolute consistency made possible by automation is, in itself, a crucial factor in product quality and reliability.

Computer-aided design systems, computer-controlled machining centres, robot welding equipment and sophisticated testing apparatus... we've made a colossal investment in the technology and the skilled people upon which quality and reliability ultimately depend.

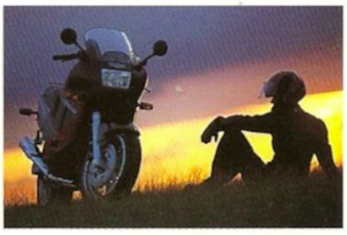
*Commitment to service*

As many motorcyclists know, availability of parts should not only be a promise it should be a fact.

Triumph will set new standards in this respect as well.

A great number of service parts are interchangeable right across the model range. Because the number of items required to cover routine support for all six Triumph machines is just 11, you can be absolutely certain that the parts for your Triumph - not just the routine service and maintenance ones but rarely - needed items too - will be available whenever you want them.

Ride a new Triumph and you ride with the confidence that we're right behind you.





TRIUMPH

WHERE TECHNOLOGY MEETS CHARACTER

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Printed in the United Kingdom