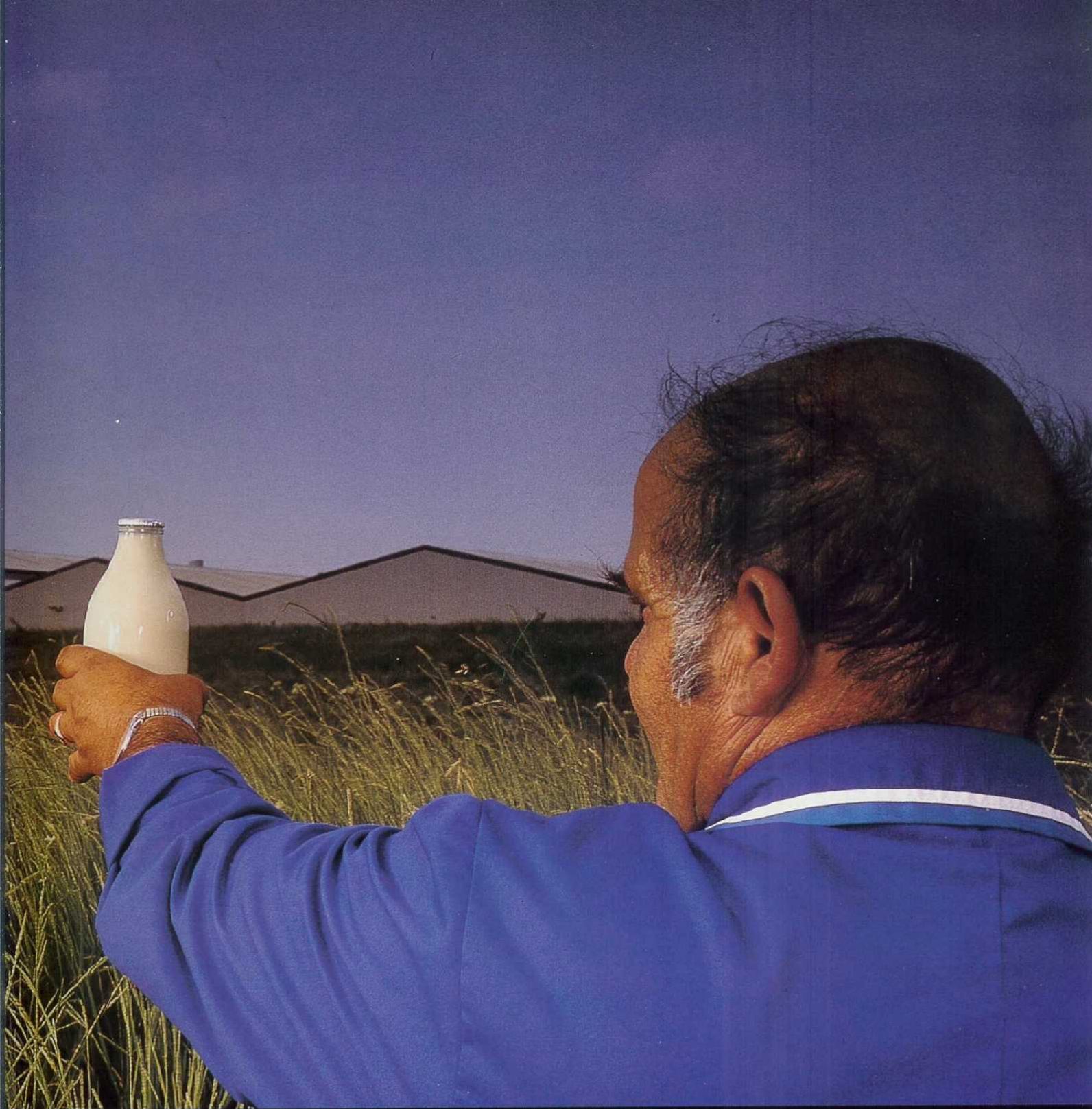






Last year was a good one

His philosophy has paid off. Get up a little earlier.
Then double check that every bottle arrives fresh from
the dairy each day.



for Alf

This commitment to service and quality has made his milk round the best in the business. People have noticed. Alf is now so much in demand that he finds himself in the happy position of knowing that each pint is sold before it's delivered. His largest client has seen similar

success. The Hinckley factory that Alf has nurtured from the very start seems to have grown bigger by the week. Now they are building more premises to cope with demand and Alf is looking forward to expanding his round. He's even heard a whisper that his

favourite customer is now exporting across the pond. (A case of history repeating itself, he chuckles.) Alf is quietly enjoying his crucial role in Britain's thriving motorcycle industry. He feels that wherever in the world the bikes are sent a little of his spirit goes too.

'As a part of the Triumph quality team, it's my job to be dissatisfied.' Harry Robson greets you with a warm handshake and a wide grin.

Underneath that smile, you know that Harry is deadly serious. 'I'm not interested in what's right with a part. It's the tiniest blemish that I'm looking for. A mark that perhaps only one in every hundred customers might notice.' Harry has been with the company ever since it began. Yet his eye for detail is just as keen and

Stubborn



his enthusiasm still bubbles, even after inspecting hundreds of parts a week, every week. 'You know what helps Triumph stand out?' he muses, prodding a stubby finger into the headlamp recess of a fairing. You lean a little closer, eager to receive his wisdom. 'It's the standard of the engineering and the quality of

the finish.' 'Quality' he explains, 'is a way of life here, and I'll not apologise if that sounds like a cliché, because it really is true. Each of us is committed to producing the best bikes in the world. If parts that come in from outside don't meet our specifications they'll never see the assembly line. Wherever possible, we prefer to

make the parts ourselves...and' (he rubs his chin thoughtfully) 'if you can spare a minute or two, I'll show you exactly what I mean.' Harry knows that this is the offer you've been waiting for. With an impish wink, he leads you towards the factory floor...

and difficult to please



A black and white photograph of a busy industrial factory floor. In the foreground, a worker is bent over, working on a machine. In the middle ground, another worker is standing and working on a machine. In the background, a third worker is visible. The factory is filled with machinery, pipes, and overhead structures. The lighting is dramatic, with strong highlights and deep shadows. The overall atmosphere is one of intense industrial activity.

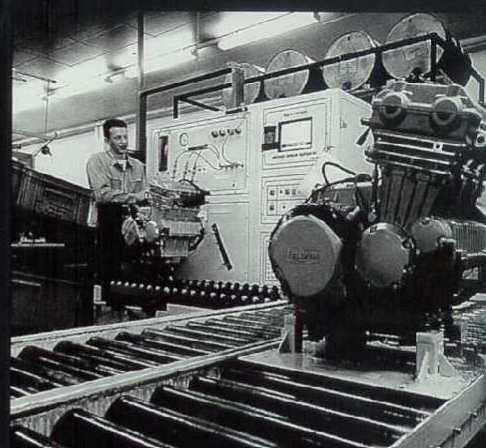
Compromise? There's no su



'Triumph's fully computerised stores are amongst the most sophisticated in the industry.'



'The key to Triumph's success is meticulous attention to detail.'



'Every engine is given an integrity test on the line to check ignition, alternator, voltage, compression, vibration, leaks etc.'



'On the shop floor everyone is accountable, and a system of neighbour checking is used.'



'All bodywork is inspected and finished by hand.'



'Here's the rolling road test. Billy checks each bike's performance through the gears and tests brakes too. We reckon he travels 10,000 miles a year but never goes anywhere!'

word.

Triumph operates one of the most modern manufacturing facilities in the world - the result of a multi-million pound investment. But investment in technology doesn't necessarily guarantee success. The secret is meticulous attention to detail, from precision engineering of raw materials to final assembly. This is one of the many reasons why we were one of the

first manufacturers to offer a 2-year unlimited mileage warranty on every bike we produce. There's total commitment from everyone who works here. Each member of staff knows when he joins Triumph that he is joining a team in which he will play an important part, sharing responsibility and contributing to the spirit of enthusiasm evident throughout the Triumph

factory. You'll find this rigorous insistence on 'Total Quality' is evident in every department. Ask any one of the thousands who have been on a factory tour.



The Foundry, Port Talbot.

Speed Triple



ENGINE AND TRANSMISSION

Triumph's classic liquid-cooled, DOHC Triple in café racer form. With a bore and stroke of 76 x 65mm and a compression ratio of 10.6:1, triple 36mm flat slide CV carburetors and digital inductive electronic ignition, this muscle delivers nearly a hundred horses -

98PS at 9,000rpm and 83Nm of torque at 6,500rpm.

Driving through a wet multiplate clutch and a 5-speed gearbox, and weighing in at just 209kg, it's quick and responsive. The rev limiter cuts in at 9,700rpm.

FRAME AND SUSPENSION

Strength comes from a micro alloyed high tensile steel frame with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. Whatever your riding style you can adjust the suspension to suit. The front forks which feature triple rate springs and the rear

monoshock are both adjustable for preload and rebound damping. The 43mm front forks are also adjustable for compression damping.

BRAKES AND WHEELS

Stopping power is taken care of by two 310mm floating discs and two 4 piston calipers up front, and one

255mm disc and 2 piston caliper at the rear, with a frame mounted torque arm.

Wheels are black 3-spoke alloys, 17" x 3.5" on the front fitted with a 120/70 ZR17 and, to help you hang onto the rear, a 17" x 5.5" rim with meaty 180/55 ZR17 rubber.



Speed Triple

It's tough and it's hot.

To stay the distance you need strength enough to maintain split-second reactions and you need the stamina to keep going, regardless of the heat. The pressure? It's always on, but the promise of breaking out into cool air, open space, fills your mind with anticipation. The moment, that moment when you unleash nearly a hundred horses with one twist of the wrist, brings a whole new meaning to the phrase 'clocking-off.' It's sweet release at the end of each shift. So take the long way home and leave the rigours of the day far behind.

Seat cowl shown on the Speed Triple is an extra cost accessory item available from authorised Triumph dealers.

DIMENSIONS

- Length 2152mm
- Width 690mm
- Height 1090mm
- Seat height 790mm
- Wheelbase 1490mm
- Weight (dry) 209kg
- Fuel Capacity 25 litres



Fireball Orange



Diablo Black



Manor Bier, Swansea



Tiger 900

Tiger 900

Friend or foe?

It's not easy to tell. Awkward, angular and unorthodox - it's not clear how it will react.

Yet here is a creature that's perfectly adapted to its environment. When it takes off, you quickly realise how extraordinary it is: fast, purposeful, and agile. It flaunts its colours proudly - a warning to careless predators. (Most have learned to stay away. There is easier prey to catch.) It may not be what you expect. But get to know it, and you'll discover a near perfect example of 'natural selection.'



Diablo Black



Pimento Red



Caspian Blue



ENGINE AND TRANSMISSION

Not what you would expect to find in a machine with these looks - a liquid cooled, DOHC, long stroke, 76 x 65mm, 3 cylinder 885cc engine with a 10.6:1 compression ratio, triple carbs (36mm flat slide CV) and electronic ignition (Digital inductive type.) Driving through a

wet multiplate clutch and 6-speed gearbox the engine develops 85PS at 8,000rpm and dumps 82Nm of torque at just 6,000rpm. You'll hit maximum revs at 8,750rpm.

FRAME AND SUSPENSION

Frame is tough micro alloyed high tensile steel with an aluminium alloy

swinging arm incorporating an eccentric chain adjuster. Front forks are 43mm, the rear monoshock with a remote reservoir is adjustable for preload, compression and rebound damping.

BRAKES AND WHEELS

This bike handles and stops superbly,

two 276mm floating discs with two 2 piston calipers up front and one 255mm disc and a 2 piston caliper at the rear take care of that. Front wheel is alloy 36 spoke, the 19" x 2.5" front rim comes with tyre size 110/80 19. The 40 spoke 17" x 3.0" rear with a 140/80 17.

DIMENSIONS

Length 2175mm
Width 860mm
Height 1345mm
Seat height 850mm
Wheelbase 1560mm
Weight (dry) 209kg
Fuel capacity 24 litres



Commitment

Engines and engineering

Perfection is our goal. We strive for it every day by working to extremely high standards. Take our engines, for example. While the motorcycle industry generally works to crankshaft tolerances of around 20 microns, we machine ours in-house to a consistent five microns. We also take great care over the fine balancing and finishing of the primary drive

gears. As a result, our engines have gained a reputation for being smooth, extremely quiet and highly durable. What's more, our crankshafts are amongst the toughest in the motorcycle world. That's because we harden them at over 500°C using the plasma nitriding system. At over 30 hours, it's a very lengthy process but it eliminates crankshaft distortion.

This no-compromise approach is also built-in at the design stage. Our patented four-cylinder balancer shaft, is yet another method of eliminating any possibility of shake, rattle or roll in the engines. In this way, there's no need to rubber mount the engines. Instead they are bolted into the cradleless frame to act as a stressed member for extra rigidity.



o quality.

High-tech steel frames

Triumph have chosen steel for their frames because we know that we can build them lighter and stiffer than an equivalent alloy frame. The secret lies with our accurate MIG welding process which is carried out by robots. Controlled by computers, they can weld a complete frame in seven and a half minutes. Any excess heat is simply programmed out, so

preventing distortion and stress in the joints and surrounding metal.

Manufacturers who weld their frames manually may have difficulty achieving this standard of precision. Therefore, they have no choice but to use a heavier than necessary aluminium section to take account of heat distortion.

All in all, our approach means extra durability

for the bikes, improved comfort for the riders and greater cost efficiency for us.



Eastbourne Promenade



Sprint 900

It takes all sorts.

Dreamers, their eyes locked into the horizon in search of what might be. Walkers, always on the move, up and down, up and down, seeing and being seen. Talkers, standing around, discussing what was, what is, and what will surely come. But all have one belief in common - it's not where you are that matters, it's how you get there.



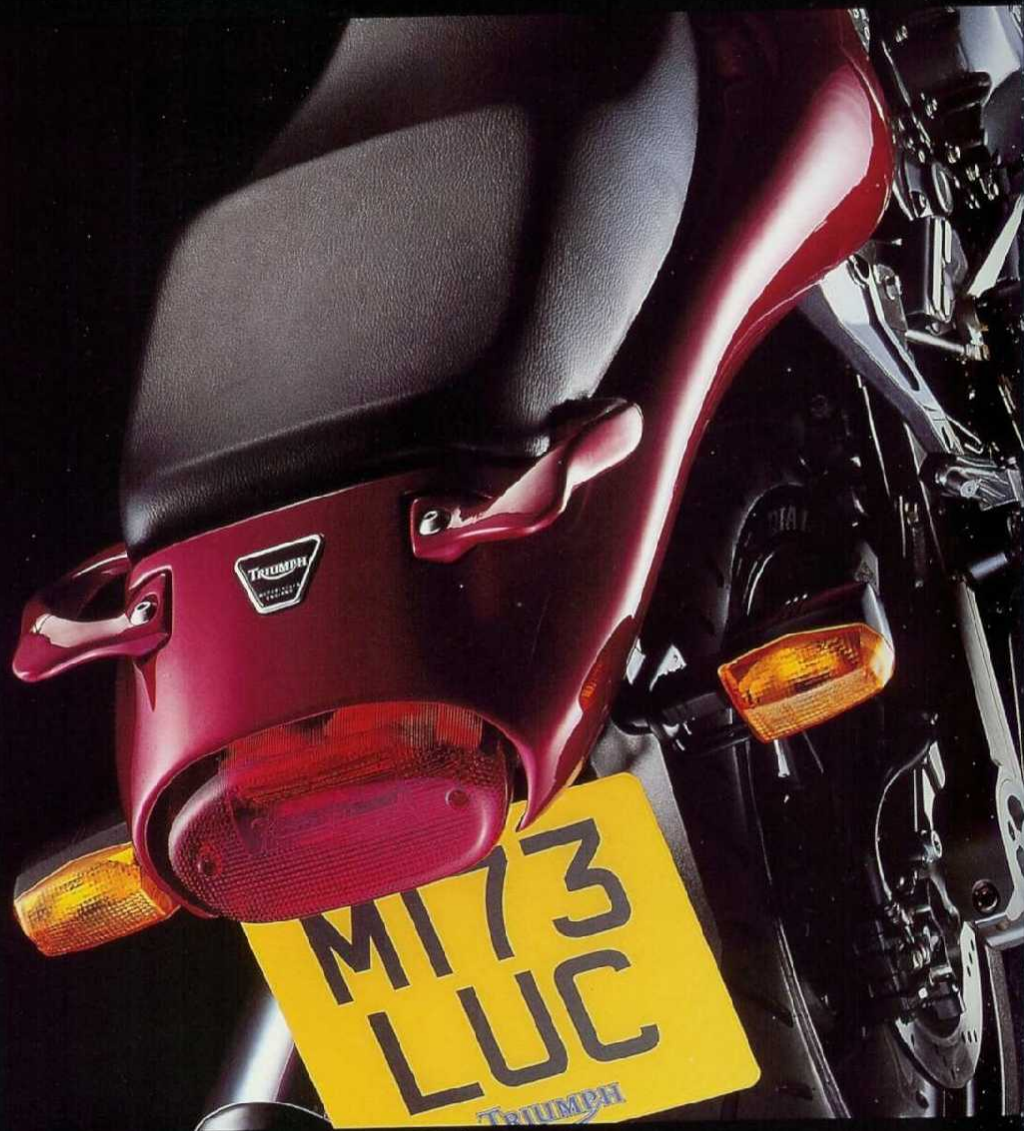
Nightshade



British Racing Green



Candy Apple Red



ENGINE AND TRANSMISSION

The distinctive Triumph 885cc three cylinder liquid cooled engine powers this versatile machine.

With a compression ratio of 10.6:1, 76 x 65mm bore and stroke, triple 36mm flat slide CV carburettors and digital inductive electronic ignition, 98PS at 9,000 and 83Nm of torque at 6,500rpm is delivered to the

back wheel via a wet multiplate clutch and a 6-speed gearbox. Maximum revs - 9,700rpm.

FRAME AND SUSPENSION

The Sprint is predictable and sure-footed, with a rigid micro alloyed high tensile steel frame and an aluminium alloy swinging arm incorporating an eccentric chain

adjuster. A comfortable ride is aided by dual rate springs in 43mm front forks and a rear monoshock adjustable for preload and rebound damping.

BRAKES AND WHEELS

Daytona derived brakes give plenty of feedback and stopping power - two 310mm floating discs and two

4 piston calipers at the front and a single 255mm disc and 2 piston caliper at the rear.

New charcoal grey 3 spoke alloy 17" wheels, carry a 120/70 ZR17 on the front 3.5" rim and a new 170/60 ZR17 on the rear 5.5" rim.

DIMENSIONS

- Length 2152mm
- Width 760mm
- Height 1265mm
- Seat height 780mm
- Wheelbase 1490mm
- Weight (dry) 215kg
- Fuel capacity 25 litres





Hardknott Pass, Cumbria.



Daytona Super III

REGISTRAR GENERAL OF COMPRAH



Effortless flight

The sensation is extraordinary. Sweeping across the landscape; diving into valleys, cresting peaks, feeling every breath of wind. Eyes alert for any movement ahead. It's a unique state of awareness, the product of immense physical power with a single unswerving purpose of being. To see it is a rare experience, for this is a species small in numbers. Yet it continues to thrive and delight those who would love to fly.

ENGINE AND TRANSMISSION

Delivering 15% more power than the standard Daytona 900, this is a very special engine. Based on the same specification - liquid cooled, 3 cylinder, 885cc DOHC engine with a bore and stroke of 76 x 65mm - the compression ratio is raised to 12:1 with redesigned head and ports, and a different profile camshaft. It uses the same triple 36mm flat slide CV carburettor arrangement and digital inductive electronic ignition. Drive is through a wet multiplate clutch and 6-speed gearbox.

Cosworth Engineering have developed the key engine components in conjunction with Triumph.

The result is a trim and very swift machine with 115PS on tap at 9,500rpm and 89Nm of torque at 8,500rpm.

FRAME AND SUSPENSION

Frame is micro alloyed high tensile steel with aluminium alloy swinging arm with an integrated eccentric chain adjuster. Suspension can be finely tuned front and rear.

The 43mm forks with triple rate springs are adjustable for compression, rebound damping and spring preload, the monoshock rear is adjustable for preload and rebound damping.

BRAKES AND WHEELS

The 6 piston caliper front brakes are a unique feature of this model. Machined from a solid aluminium billet with two 310mm fully floating discs they were developed from technology within US Indy car racing. The rear brake is a single 255mm disc and 2 piston caliper with frame-mounted torque-arm. Wheels are 17" three spoke alloys, 3.5" rim on the front, 5.5" on the rear. Tyres are hand finished, soft compound to deliver outstanding grip - 120/70 ZR17 front, 180/55 ZR17 on the rear.

DIMENSIONS

Length 2152mm

Width 690mm

Height 1185mm

Seat height 790mm

Wheelbase 1490mm

Weight (dry) 211kg

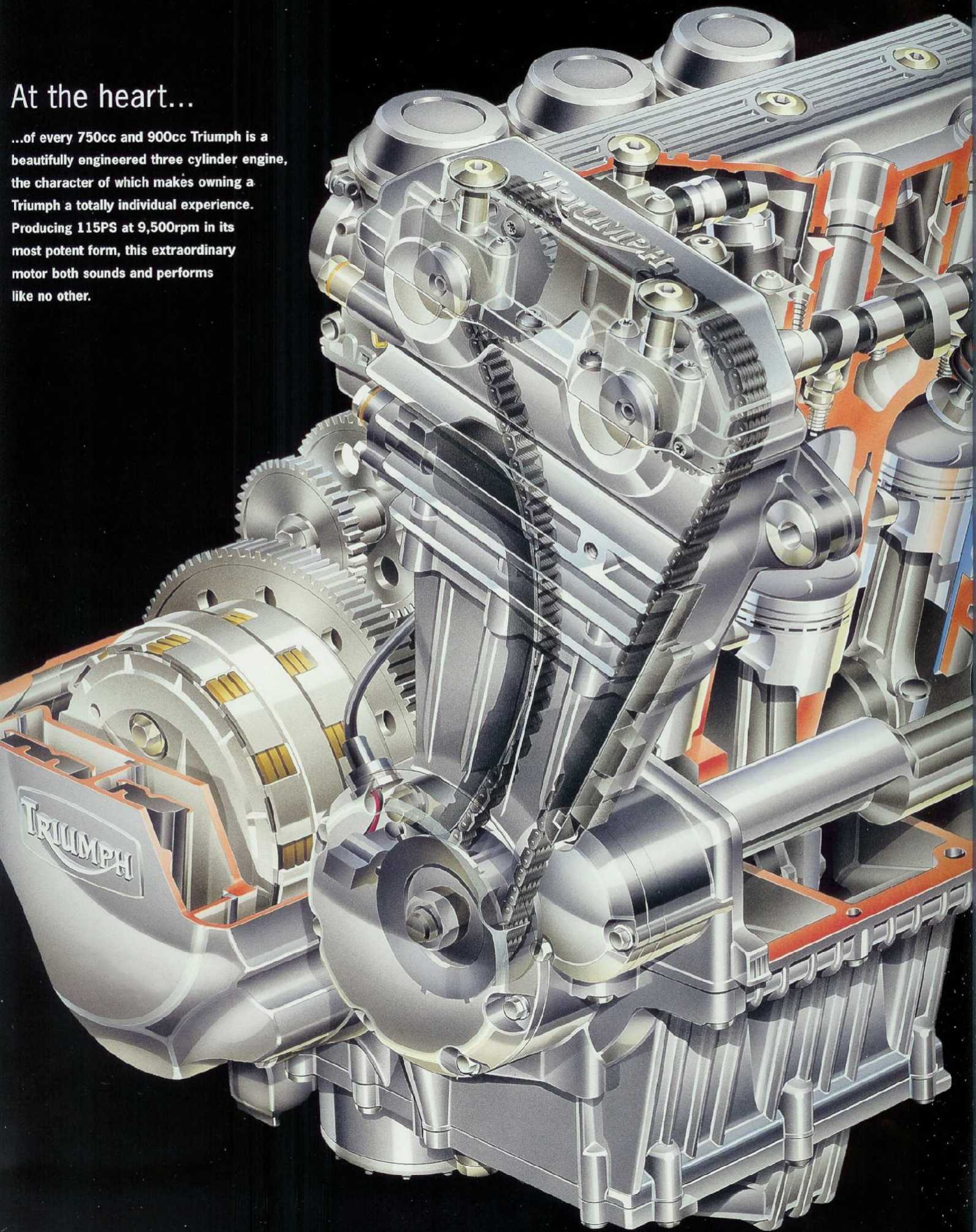
Fuel capacity 25 litres

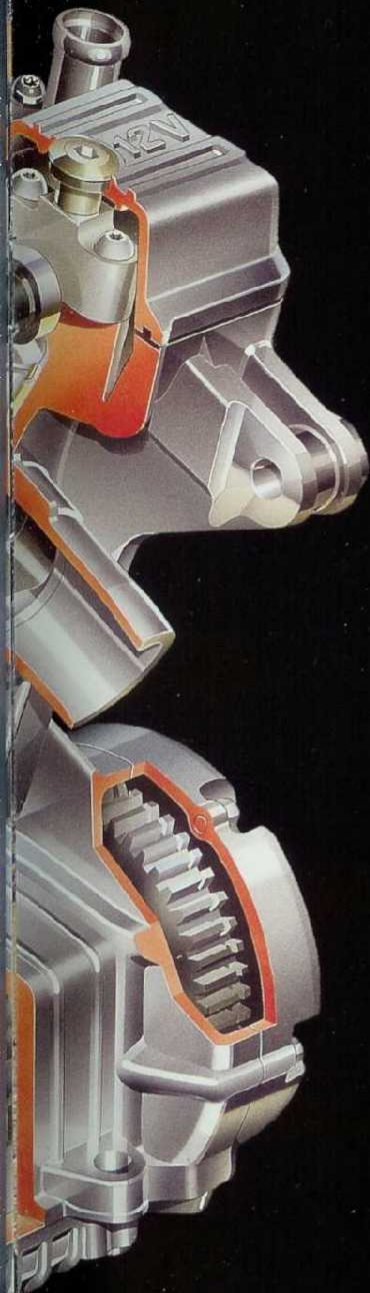


Racing Yellow

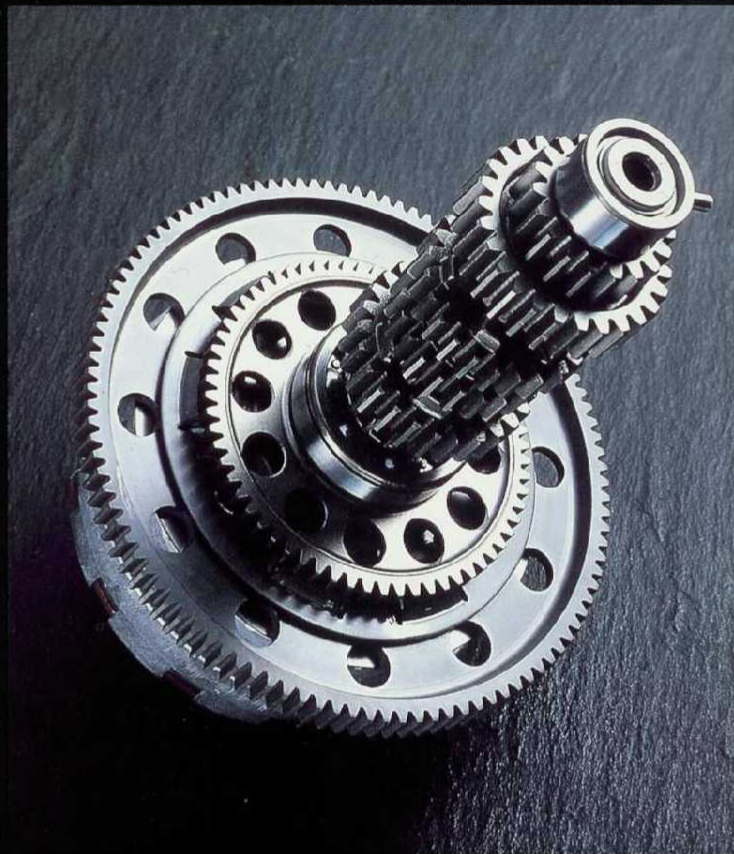
At the heart...

...of every 750cc and 900cc Triumph is a beautifully engineered three cylinder engine, the character of which makes owning a Triumph a totally individual experience. Producing 115PS at 9,500rpm in its most potent form, this extraordinary motor both sounds and performs like no other.

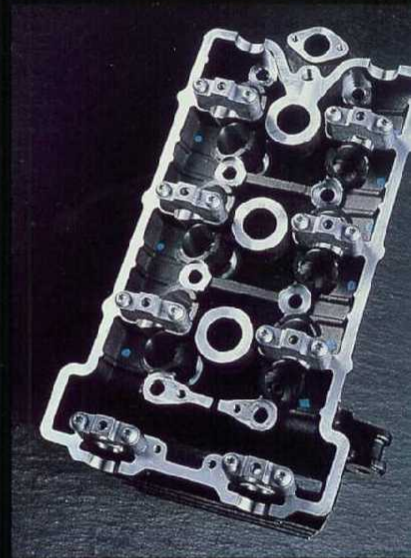




900 Primary Drive



900 Triple Gear Cluster



900 Triple Cylinder Head

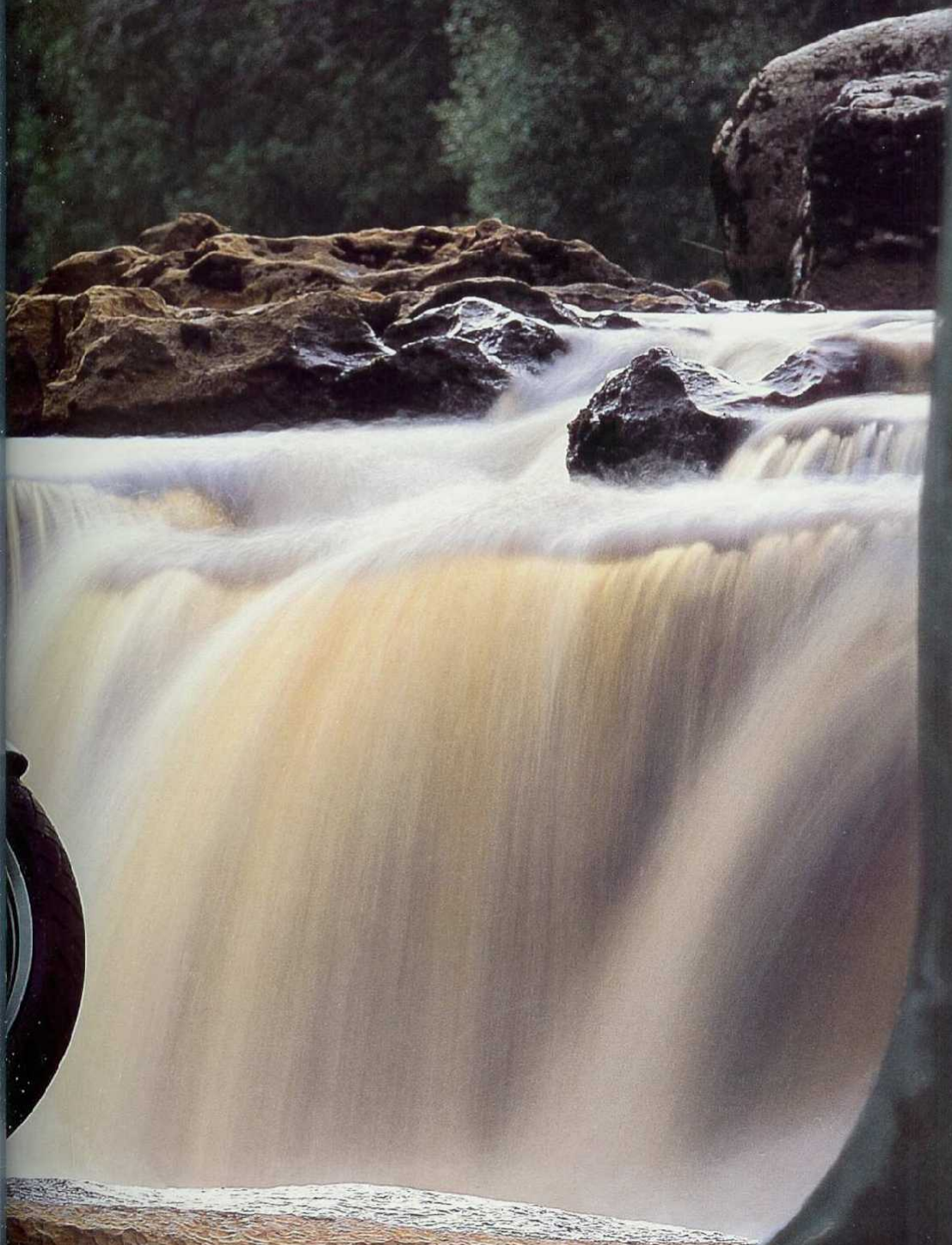


Plasma Nitrided Crankshaft

Wain Wath



Falls, Keld, North Yorkshire



Trophy 900 and 1200

It can take a long time.

This is part of the attraction. Extended periods of concentration, senses attuned to the slightest change in conditions. Yet you're relaxed and confident - unaware of any discomfort, no matter how harsh the conditions might be. Then come those moments when the natural scenery gives way to pockets of civilisation - lights, colour, noise, shapes merge - but there is another destination. This is one trip that can last a lifetime.



British Racing Green



Nightshade

ENGINE AND TRANSMISSION

The ideal long haul companion, the Trophy is offered with two engine options: the 900, a beautifully balanced package; the 1200, a genuine Grand Tourer with huge quantities of torque available over a wide range. The smaller of the two engines breathes through three 36mm flat slide CV carburettors with digital inductive electronic ignition. Maximum power is 98PS at 9,000rpm with maximum torque of 83Nm reached at only 6,500rpm. It is hard to 'stress' the 1200. Fitted with four 36mm flat slide CV carburettors with the same electronic ignition, wet multiplate

clutch and 6-speed gearbox, this mighty engine produces 108PS at 9,000rpm and features a wide spread of torque that peaks at 104Nm at only 5,000rpm. Maximum revs on both bikes is 9,700rpm.

FRAME AND SUSPENSION

The quality and strength of the micro alloyed high tensile steel frame provides the core of a bike that will tirelessly eat up the miles.

The aluminium alloy swinging arm incorporates an eccentric chain adjuster. Rear suspension is adjustable for all conditions, the monoshock has settings for preload



and rebound damping. Dual rate springs in 43mm forks take care of the front.

BRAKES AND WHEELS

Front brakes originate from the Daytona - two 310mm floating discs and two 4 piston calipers. Rear brake uses a single 255mm disc and 2 piston caliper. Wheels are 17" 3-spoke alloys, 3.5" on the front and 5.5" on the rear

wearing 120/70 ZR17 and 170/60 ZR17 respectively.

DIMENSIONS

Length 2152mm
Width 760mm
Height 1270mm
Seat height 780mm
Wheelbase 1490mm
Weight (dry) 900 - 217kg
Weight (dry) 1200 - 232kg
Fuel capacity 25 litres



TROPHY 4

1200

M175
LUC
TRIUMPH





Ye Olde Cobblers, Dent.

Daytona 900 and 1200

Treasured possessions

They become a part of the way you live, the way you feel. They exist with you through bad times and good times, through love and hate. Some keep you on your toes. Some help you relax. Some help you do both. The beauty of treasured possessions is the knowledge that they're there when you want them. They won't let you down, fight back or argue. They'll always deliver exactly what you expect and a bit more besides.

ENGINE AND TRANSMISSION

Two engine options, both liquid cooled, DOHC with a bore and stroke of 76 x 65mm - one 3 cylinder 885cc, one 4-cylinder 1180cc. The 900, on a compression ratio of 10.6:1 and with triple 36mm flat slide CV carburetors and digital inductive electronic ignition delivers super smooth power that reaches a maximum of 98PS at 9,000rpm and torque of 83Nm at 6,500rpm.

The 1200 is a Herculean engine. A high compression head, 12:1, four 36mm flat slide CV carburetors and digital inductive electronic ignition help to deliver 147PS of raw power at 9,500rpm and a massive 115Nm of torque at 8,000rpm. Both machines drive through a wet multiplate clutch and 6-speed gearbox and hit the rev. limiter at 9,700rpm.

FRAME AND SUSPENSION

Frame is micro alloyed high tensile steel with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. A 'ride-on' rear wheelguard incorporating the chainguard hugs the back wheel and moves with the swinging-arm improving aerodynamics.

Tune the handling to suit your style.

The triple rate springs in the front forks are adjustable for compression, rebound damping and spring preload, the rear monoshock for preload and rebound damping.

BRAKES AND WHEELS

Stopping power is via two 310mm floating discs and two 4 piston calipers up front and a single 255mm disc and 2 piston caliper on the rear, with a frame mounted torque arm.

Wheels are alloy three spoke 17" x 3.5" front and 5.5" rear, shod with 120/70 ZR17 and a massive 180/55 ZR17 respectively.

DIMENSIONS

Length 2152mm
Width 690mm
Height 1185mm
Seat height 790mm
Wheelbase 1490mm
Weight (dry) 900 - 213kg
Weight (dry) 1200 - 225kg
Fuel capacity 25 litres



Seat cowl shown on the Daytona is an extra cost accessory item available from authorised Triumph dealers.



Diablo Black



Racing Yellow



Pimento Red

Durability and Quality.

At our newly built paint facility we go to extraordinary lengths in order to achieve the highest standards. All tanks and bodywork undergo a thorough preparation process designed to eliminate any surface imperfection before entering the paint process.

Each painted surface undergoes an extensive

five hour treatment programme in our fully automated facility. The two final coats of lacquer are the secret to the deep gloss finish now winning Triumph praise world-wide.

Setting our



With chrome, as with paint, it is extremely difficult to check for quality. You will never know the depth of the finish until it's too late - unless, that is, you bring it all in-house, as we have recently done. All black and bright chromed items are triple plated onto a multi-nickel surface for extra protection. Chromed

surfaces undergo extensive salt spray tests as well as rigorous road trials. This ensures that each plated part will not peel, pit or rust at the first touch of winter road salt or rain.

It's a philosophy we've applied to all finishes, which are now processed internally.

own standards.





Victoria Square, Birmingham



Trident 900 and 750



Few gain immortality.

There are those whose vision endures, whose perspective on life remains untouched by the passage of time. Whose philosophy is as relevant today as it has always been.

Invariably, on examination, this philosophy turns out to be simple and sound, full of purpose and perception. Followed today, it often proves more relevant to the modern world than ever before. Some ideas deserve to be carved in stone.



British Racing Green (750)



British Racing Green/Cream (900)



Diablo Black/Red (900)



ENGINE AND TRANSMISSION

A choice of two powerplants, both offering smooth, controllable power in 750cc or 900cc form. Liquid cooled, DOHC, four valves per cylinder engines of 749cc and 885cc respectively, sport three 36mm flat slide CV carburetors and digital inductive electronic ignition. The smaller engine has a slightly higher compression ratio - 11:1 against 10.6:1. Drive is through a wet multiplate clutch and 6-speed gearbox with the 750 delivering 90PS at 10,000rpm and maximum torque of 68Nm, at 8,700rpm. Revs peak at 11,000rpm.

The 900 delivers 98PS at 9,000rpm and maximum torque of 83Nm at 6,500rpm. Revs peak at 9,700rpm

FRAME AND SUSPENSION

Nimble and agile, the Trident uses Triumph's micro alloyed high tensile steel frame with aluminium alloy swinging arm incorporating an eccentric chain adjuster. The 43mm front forks incorporate triple rate springs with the rear monoshock being adjustable for preload. (Rebound damping is an additional feature of the 900.)

BRAKES AND WHEELS

Front brakes use two 296mm discs and two 2 piston calipers, the rear brake, a single 255mm disc and 2 piston caliper. Wheels are six spoke alloys, 17" x 3.5" on the front and 18" x 4.5" on the rear - fitted with 120/70 ZR17 and 160/60 ZR18 respectively.

DIMENSIONS

Length 2152mm
Width 760mm
Height 1090mm
Seat height 775mm
Wheelbase 1510mm
Weight (dry) 212kg
Fuel capacity 25 litres



Christmas Steps, Bristol.



Thunderbird

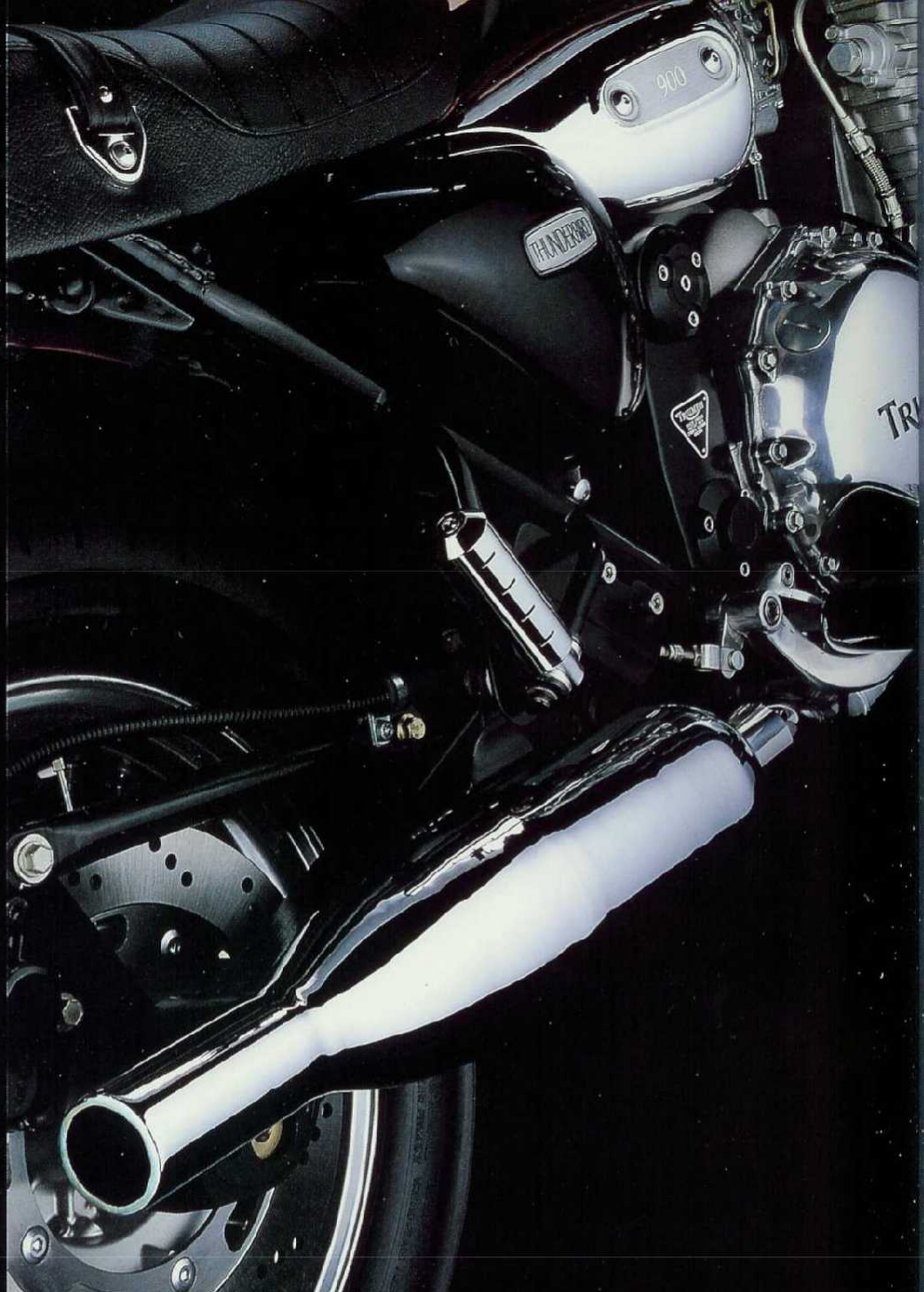
Thunderbird

There is a time...

There is a time in the morning which is best used for quiet reflection. A time when the city returns to its natural state, when the tide of humanity turns in for bed, leaving the locals some brief respite to consider how it used to be.... the people, the music, the clothes, the mood.

Then dawn brings its challenge, and wistful memories are merged into the bustle and noise of the here and now.

In a single moment, you can experience the best of both worlds.



Thunderbird shown features optional chrome-plated items available at extra cost. For full details consult your authorised Triumph dealer.



Thunderbird



Cherry Red/Cream



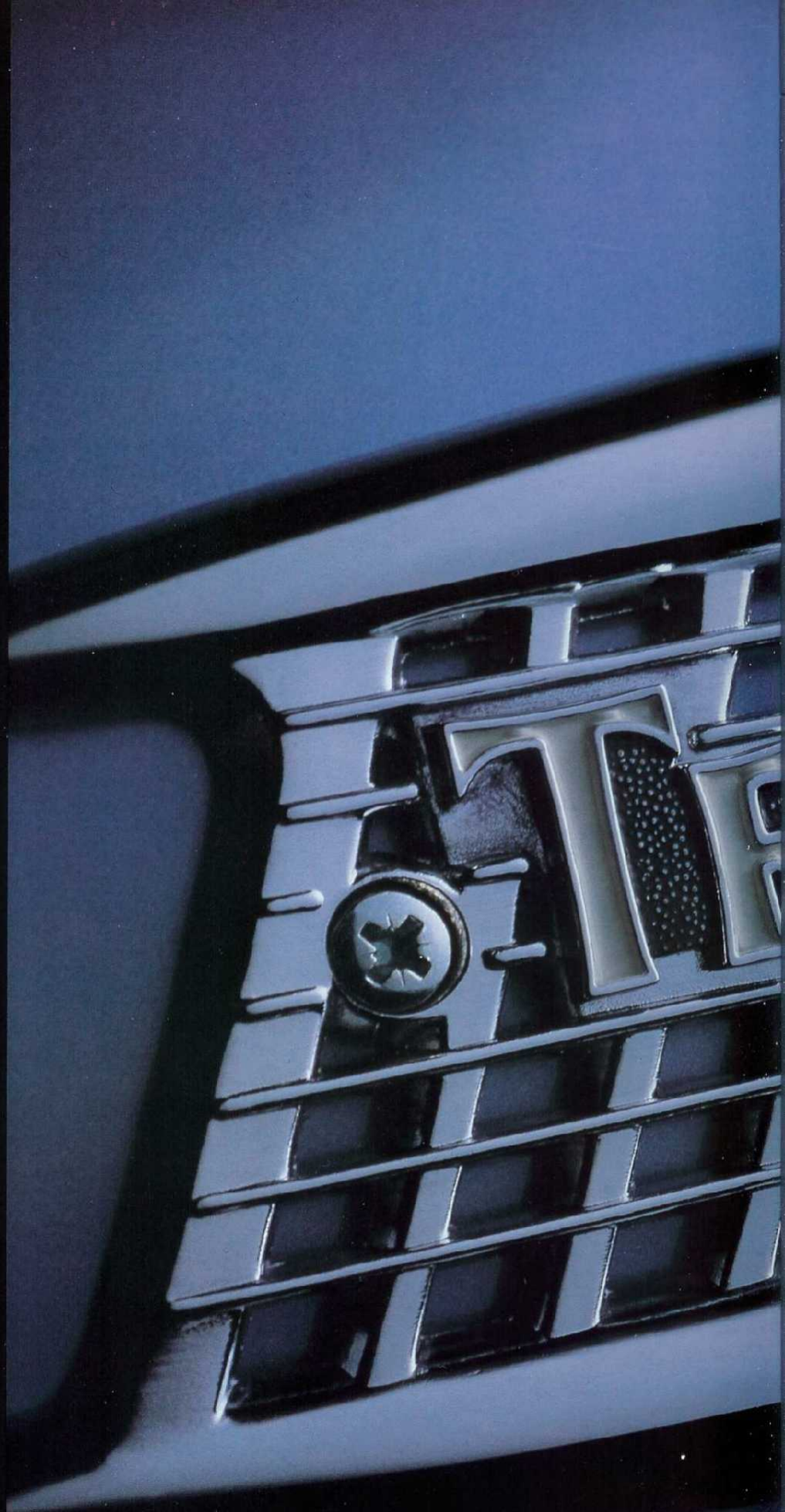
Cherry Red

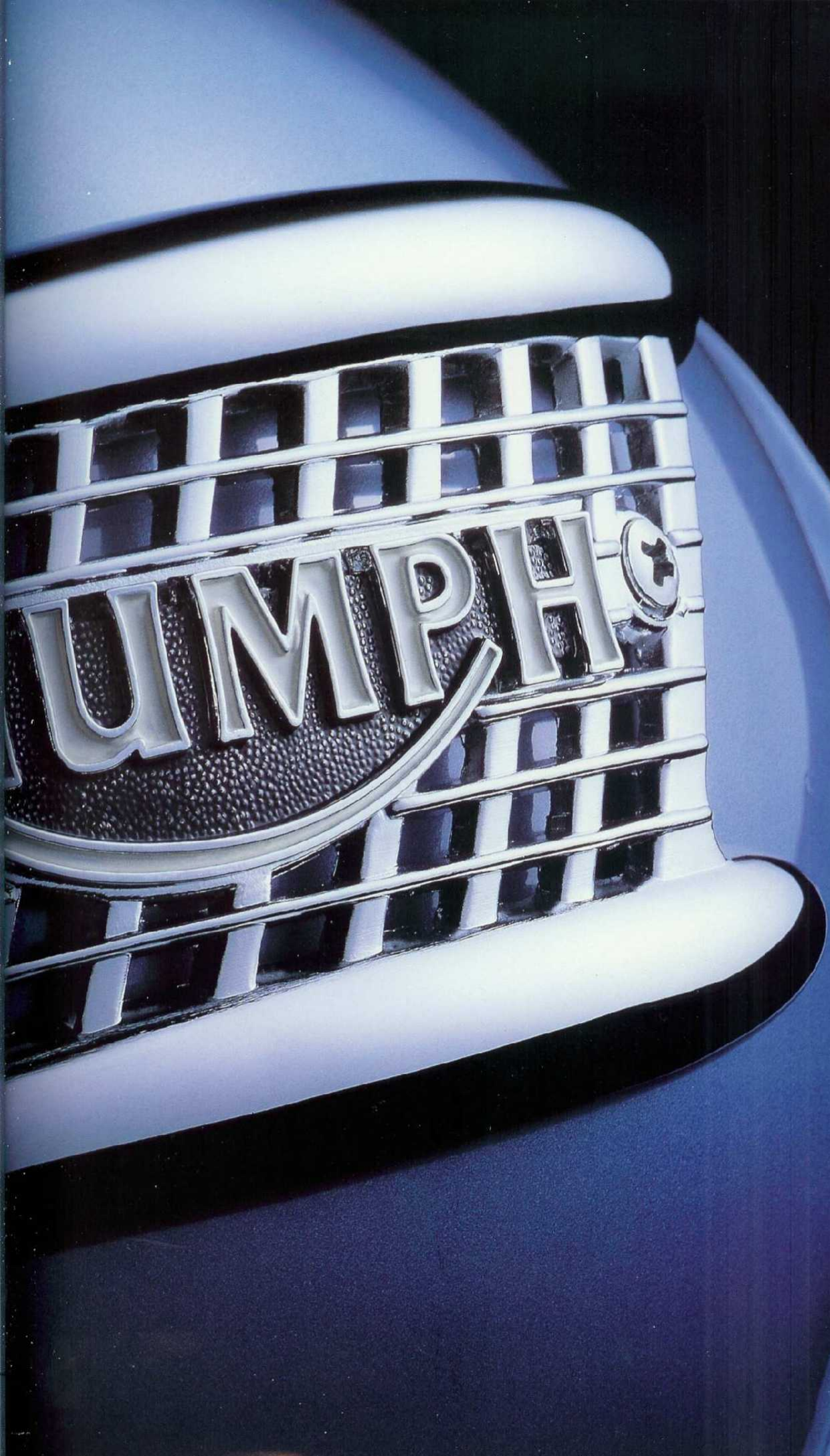


Aegean Blue



Diablo Black





ENGINE AND TRANSMISSION

This version of Triumph's classic 3-cylinder liquid-cooled DOHC engine provides relaxed riding with a lot of punch. Retaining a bore and stroke of 76 x 65mm and three 36mm flat slide CV carburetors, the compression ratio is lowered to 10.0:1. Digital inductive type ignition is retained. A 5-speed gearbox is driven through a wet multiplate clutch. Maximum power of 70PS is reached at 8,000rpm with loads of low down torque peaking at 72Nm at just 4,800rpm.

FRAME AND SUSPENSION

The Thunderbird utilises Triumph's distinctive micro alloyed high tensile steel frame with an aluminium alloy swinging arm incorporating an eccentric chain adjuster. The 43mm front forks incorporate triple-rate springs, the rear monoshock is adjustable for preload. Seat height is just 750mm.

BRAKES AND WHEELS

Front brakes use a single big 320mm disc and the rear a 285mm disc. Both operated by a single 2 piston caliper. Classic 36 spoke 2.5" front and 40 spoke 3.5" rear alloy rims set this bike apart. 110/80 18 is fitted up front and a squat 160/80 16 on the rear.

DIMENSIONS

Length 2250mm

Width 860mm

Height 1150mm

Seat Height 750mm

Wheelbase 1550mm

Weight 220kg

Fuel capacity 15 litres

Triumph Distributors Worldwide

GREAT BRITAIN
Triumph Motorcycles Limited
Hinckley
Leicestershire
Tel: 44 1455 251 700
Fax: 44 1455 251 367

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Moto Mel
Buenos Aires
Tel: 54 1 865 3879
Fax: 54 1 865 3917

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Triumph Australia
Melbourne, Victoria
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Fax: 61 3 670 2691

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Fax: 852 807 1246

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P.T.S. Limited
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Fax: 972 3 6826888

ITALY
Numero Tre srl
Arese, Milano
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Fax: 39 2935 81933

JAPAN
Rays Corporation
Osaka
Tel: 81 6 746 1010
Fax: 813 746 6652

KUWAIT
Desert Star Trading Company
Safat
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Fax: 965 4840078

MALTA
Cycle World Limited
Meida
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Fax: 356 318877

MEXICAN REPUBLIC
Pro-Pisa
Mexico City
Tel: 52 5 554 8081
Fax: 52 5 659 0103

NEW ZEALAND
Northern Accessories Limited
Auckland
Tel: 649 276 6453
Fax: 649 276 4065

NORWAY
Colbjornsen & Co
Bekkestau
Tel: 47 67 53 8562
Fax: 47 67 53 2074

PACIFIC ASIA
Aero Auto
Singapore
Tel: 65 2967272
Fax: 65 2933368

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ABOL Motos
Lisboa
Tel: 351 1 3159920
Fax: 351 1 3131233

SWEDEN
English Motorcycles A. B.
Norsburg
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Fax: 46 853 174342

SOUTH AFRICA
Slippery Sam Motorcycles
Johannesburg
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Fax: 27 11 6468105

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Onex SA
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Fax: 34 6 1520692

SWITZERLAND
Mohag
Zurich
Tel: 41 1 432 1525
Fax: 41 1 432 8114

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Dubai
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Fax: 9714 330078

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Triumph Motorcycles USA
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Tel: 404 631 9500
Fax: 404 631 6401

URUGUAY
Deceleste SA
Montevideo
Tel: 598 294 8848
Fax: 598 294 4229

ZIMBABWE
Clarke Marine (PVT) Limited
Harare
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At Triumph . . .

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

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All figures relevant to UK specification. Performance measured to DIN 70020. Please consult your local dealer for model and colour availability.

Triumph Motorcycles Limited, Leicestershire, England.

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