



PRESS 

## A Very Short 5 Years

The rebirth of Triumph has taken place during a very exciting period for specialist motorcycles. Sales of large capacity bikes have increased, or stabilised in most of the world's major markets. There is now greater choice and diversity from all the European makers than perhaps ever before for the benefit of an appreciative and maturing audience worldwide.

Triumph's contribution to this growth has become increasingly significant. In 1991 Triumph manufactured less than 1,500 motorcycles, across 6 models. For 1996 that number will rise to 15,000 across 12 models, machines as diverse as the Tiger and Super III.

There are now close to 30,000 owners worldwide of 'Hinckley' Triumphs and the company's turnover has increased approximately 10 times since 1991. The award winning brochures, new accessory and clothing collections, are testament to the commitment Triumph has made to bring quality and style to all aspects of the industry.

For 1996, the new Trophy and Adventurer models dramatically widen the appeal of the range and are clear results of Triumph's strategy of listening to customer feedback. Ongoing market research and close contact with dealers worldwide will ensure that the range will never stand still.

**TRIUMPH**<sup>®</sup>

# Adventurer

## Engine

Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76 x 65mm
Compression ratio	10 : 1
Carburettors	3 x 36mm flat side CV

## Transmission

Primary drive	Gear
Clutch	Wet multiplate
Gearbox	5-speed

## Electrics

Ignition	Digital - Inductive type
Headlight	1 x 12v 60/55w halogen H4

## Cycle Parts

Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy
Wheels	Front - Alloy 36 spoke, 18" x 2.5" Rear - Alloy 40 spoke, 16" x 3.5"
Tyres	Front - 110/80 18 Rear - 160/80 16 or 150/80 16
Suspension	Front - 43mm forks with triple rate springs Rear - Monoshock adjustable for pre-load
Brakes	Front - Single 320mm disc Rear - 285mm disc

## Dimensions

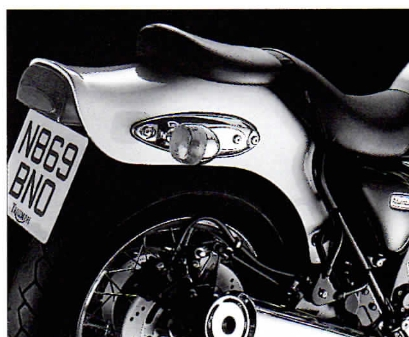
Length	2170mm
Width	750mm
Height	1290mm
Seat height	750mm
Wheelbase	1550mm
Weight (dry)	225kg

## Performance

	(Measured to DIN 70020)
Maximum power	70PS at 8000rpm
Maximum torque	72Nm at 4800rpm
Maximum revs	8750rpm

## Colours

Heritage Gold and Ivory  
Violet and Ivory



## Cruiser

The Adventurer represents Triumph's second bike in the Thunderbird family, and has brought a new style to the Triumph range.

Triumph's launch into the American market in mid-1994 brought new customers and with these customers came more market feedback. This spawned a new design brief for the Triumph engineers, to create a stylish, easy-going bike to take the Thunderbird concept a stage further.

The new Adventurer is set to expand the market that the Thunderbird has exposed. Its 'treacle thick' paint schemes, the blend of chrome and polished alloy and its distinctive styling – from tank badge to rear mudguard – suggest that this is a luxury bike for the most discerning rider.

The almost endless list of accessories will ensure that the Adventurer can be personalised as little or as much as its owner wishes.

Although based on the Thunderbird, the Adventurer differs in many significant respects. The seating position and ergonomics are altered through the addition of higher and pulled back handlebars and a new single seat. The fuel tank sports a new cast metal badge, new knee pads and has two tone paint schemes of either violet/ivory or heritage gold/ivory. The engine covers and cam cover are chrome plated for the first time and the engine output of 70PS is the same as that of the Thunderbird.

New "megaphone" style chromed twin silencers, and the all new colour matched rear mudguard demonstrate a clear design style for this model complemented by a new rear light.

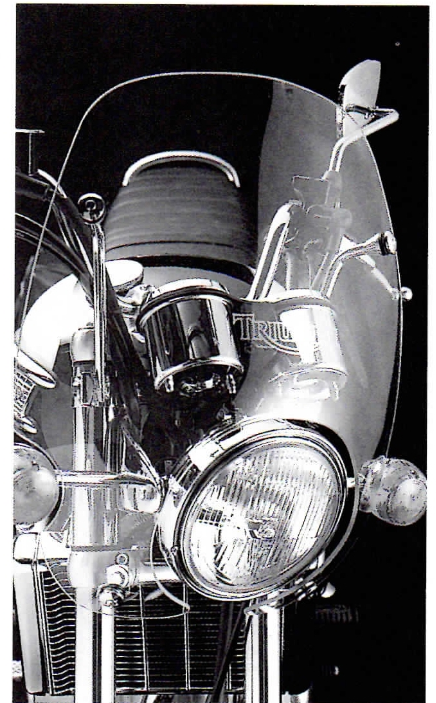
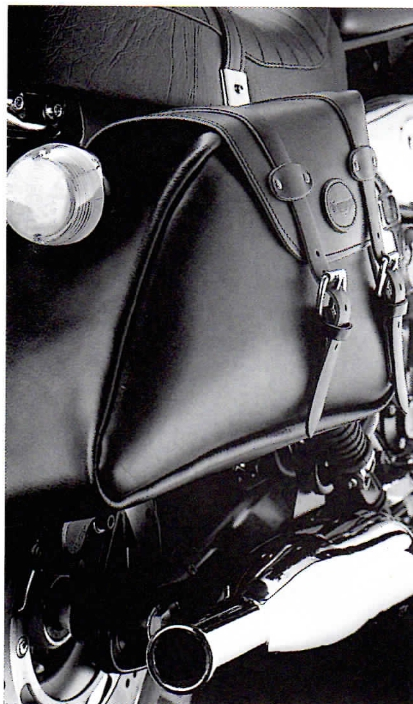
## Features

- New handlebar and seat designed for comfort.
- Chrome plated engine covers. New rear mudguard and rear light.
- Megaphone silencers.
- New tank badge and two tone colour schemes.
- Single seat as standard.

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# Thunderbird

Engine	
Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76 x 65mm
Compression ratio	10 : 1
Carburettors	3 x 36mm flat side CV
Transmission	
Primary drive	Gear
Clutch	Wet multiplate
Gearbox	5-speed
Electrics	
Ignition	Digital - Inductive type
Headlight	1 x 12v 60/55w halogen H4
Cycle Parts	
Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy
Wheels	Front - Alloy 36 spoke, 18" x 2.5" Rear - Alloy 40 spoke, 16" x 3.5"
Tyres	Front - 110/80 18 Rear - 160/80 16 or 150/80 16
Suspension	Front - 43mm forks with triple rate springs Rear - Monoshock adjustable for pre-load
Brakes	Front - Single 320mm disc Rear - 285mm disc
Dimensions	
Length	2250mm
Width	860mm
Height	1150mm
Seat height	750mm
Wheelbase	1550mm
Weight (dry)	220kg
Performance	
(Measured to DIN 70020)	
Maximum power	70 PS at 8000 rpm
Maximum torque	72 Nm at 4800 rpm
Maximum revs	8750 rpm
Colours	
Aegean Blue	
British Racing Green and Cream	
Cherry Red and Cream	
Diablo Black	



## Classic Roadster

The Thunderbird enters its second year of production having established itself as Triumph's best selling model worldwide.

With over 3,000 sales during 1995 this model has created a new audience for the Hinckley built Triumphs.

Designed in response to public demand for a classically styled Triumph, the Thunderbird has combined the build quality and reliability of modern Triumphs with the genuine heritage afforded to it by many motorcycles of the 50's and 60's that carried the same name on their tanks. In doing so, the Thunderbird has created a market of its own.

From the timeless tank badge to the wire spoked wheels and hand polished engine covers, the Thunderbird celebrates a British approach to motorcycling, and with a fully

comprehensive accessory line available the owner can tailor the look of the machine to his or her own personal preference.

Awarded the prestigious "Cruiser of the Year 1995" in America by Motorcyclist magazine, the Thunderbird has opened a new era for traditional British styled motorcycles, where function and on-road performance are not compromised by style and a relaxed ride.

## New Features

- For 1996 the Thunderbird now also boasts a new design swinging-arm. Constructed of an oval section in aluminium, and complete with traditional style screw and locknut adjusters, the classical looks of the Thunderbird are further enhanced.

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# Speed Triple

## Engine

Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76 x 65mm
Compression ratio	10.6:1
Carburettors	3 x 36mm flat side CV

## Transmission

Primary drive	Gear
Clutch	Wet multiplate
Gearbox	6-speed

## Electrics

Ignition	Digital - Inductive type
Headlight	1 x 12v 60/55w halogen H4

## Cycle Parts

Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 3 spoke, 17" x 3.5" Rear - Alloy 3 spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR 17 Rear - 180/55 ZR 17
Suspension	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load and rebound damping
Brakes	Front - 2 x 310mm floating discs 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm

## Dimensions

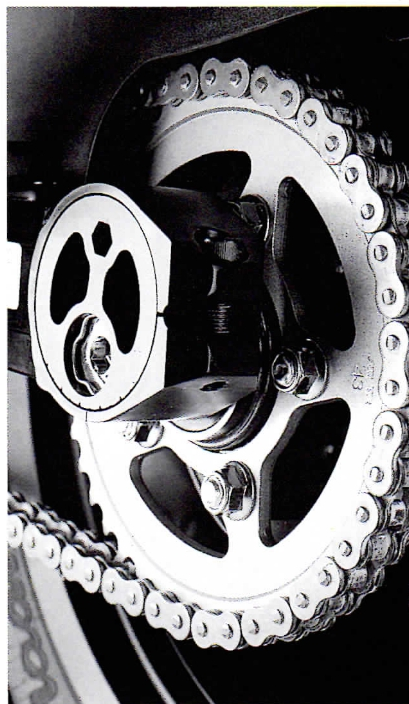
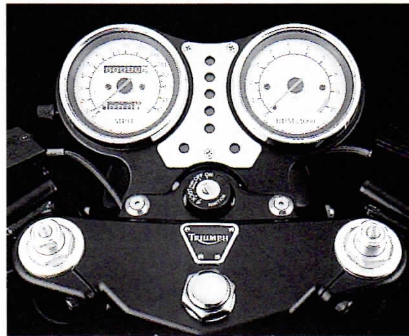
Length	2152mm
Width	690mm
Height	1090mm
Seat height	790mm
Wheelbase	1490mm
Weight (dry)	209kg

## Performance

Maximum power	98PS at 9000rpm
Maximum torque	83Nm at 6500rpm
Maximum revs	9700rpm

## Colours

Diablo Black
Fireball Orange



## Cafe-Racer Roadster

The Speed Triple is one of the most distinctive motorcycles on the market today. Born out of a desire to provide stripped-to-the-bone, no frills style – with emphasis on performance and real-world fun, the Speed Triple remains the favourite of motorcyclists worldwide. The features of this unfaired bike characterise its sporting pedigree – a meaty 180/55 ZR rated rear tyre riding on a 3 spoke 17" wheel, multi adjustable suspension, sports riding position, twin 4 piston calipers up front and last but not least, a 98PS engine now mated to a 6-speed gear box.

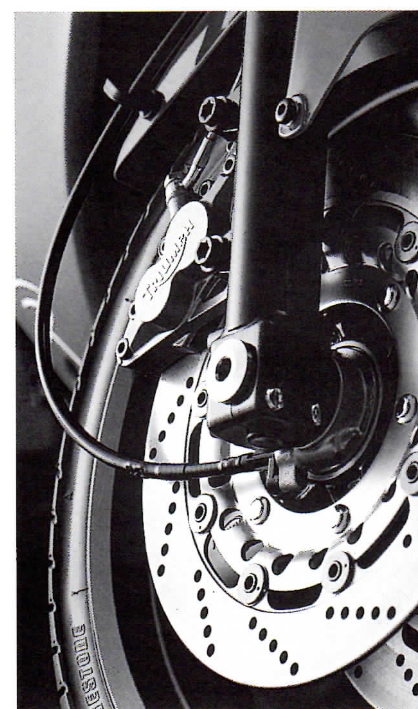
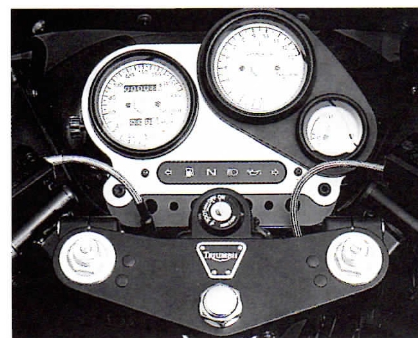
The Speed Triple has captured the hearts of many an enthusiast young and old, and has found a strong following for its single make race series. The Speed Triple Challenge started in the UK in 1994 with an inaugural race at the British G.P., Donington. It was so successful an event that the Speed Triple Challenge Series has been extended to races in the USA, France and Germany with riders from as far away as Australia and South America taking part.

## New Features

- Gold brake discs, and gold caliper.
- Shorter, flush topped front forks.
- Six-speed gearbox.
- Aluminium bodied nitrogen gas-charged rear shock absorber featuring a hard anodised internal finish for increased service life.
- Seven stage spring preload, 12 settings for rebound damping and weight reduction from 4.0kg to 2.7kg

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Engine	900	1200
Type	Liquid cooled DOHC, in-line 3 cylinder	Liquid cooled DOHC, in-line 4 cylinder
Capacity	885cc	1180cc
Bore/Stroke	76 x 65mm	76 x 65mm
Compression ratio	10.6 : 1	12 : 1
Carburettors	3 x 36mm flat side CV	4 x 36mm flat side CV
<b>Transmission</b>		
Primary drive	Gear	Gear
Clutch	Wet multiplate	Wet multiplate
Gearbox	6-speed	6-speed
<b>Electrics</b>		
Ignition	Digital - Inductive type	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4
<b>Cycle Parts</b>		
Frame	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 3 spoke, 17" x 3.5" Rear - Alloy 3 spoke, 17" x 5.5"	Front - Alloy 3 spoke, 17" x 3.5" Rear - Alloy 3 spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR17 Rear - 180/55 ZR17	Front - 120/70 ZR17 Rear - 180/55 ZR17
Suspension	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load and rebound damping	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load and rebound damping
Brakes	Front - 2 x 310mm floating discs 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	Front - 2 x 310mm floating discs 2 x 4 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm
<b>Dimensions</b>		
Length	2152mm	2152mm
Width	690mm	690mm
Height	1185mm	1185mm
Seat height	790mm	790mm
Wheelbase	1490mm	1490mm
Weight (dry)	213kg	225kg
<b>Performance</b> (Measured to DIN 70020)		
Maximum power	98 PS at 9000 rpm	147 PS at 9500 rpm
Maximum torque	83 Nm at 6500 rpm	115 Nm at 8000 rpm
Maximum revs	9700 rpm	9700 rpm
<b>Colours</b>		
Diablo Black		Diablo Black
Pimento Red		Pimento Red
Racing Yellow		Racing Yellow



## Street Sportsbike

For 1996 the Daytona continues its pre-eminent position of sports "musclebike". Designed to combine a sophisticated suspension, tyre, brake and high-performance engine set-up with high levels of rider comfort, the Daytona has a strong following worldwide.

Distinctive styling is a hallmark of the Daytona series. The bold, single colour paintwork singles the Daytona out in the world of "graffiti-graphics", while the twin headlight fairing, the large 25litre fuel tank and long, comfortable seat suggest that this machine can also go the distance.

With a 147PS power output (where legislation allows), the Daytona 1200 is right at the top in the performance stakes, and it's distinctive 4 cylinder engine mated to the famous Triumph 6-speed gearbox provides on-road performance to equal any. The 900cc 3 cylinder version, rated at 98PS, gives the rider the benefit of the outstanding low and mid range torque offered by the highly regarded Triumph triple engine.

## New Features

- Gold brake calipers and brake discs.
- New aluminium bodied nitrogen gas-charged rear shock absorber featuring a hard anodised internal finish for increased service life.
- Seven stage spring preload, 12 settings for rebound damping and weight reduction from 4.0kg to 2.7kg. Shorter, flush-topped front forks.

# Super III

## Engine

Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76x65mm
Compression ratio	12:1
Carburettors	3 x 36mm flat side CV

## Transmission

Primary drive	Gear
Clutch	Wet multiplate
Gearbox	6-speed

## Electrics

Ignition	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4

## Cycle Parts

Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 3 spoke, 17" x 3.5" Rear - Alloy 3 spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR 17 sport compound Rear - 180/55 ZR 17 sport compound
Suspension	Front - 43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Rear - Monoshock with adjustable pre-load and rebound damping
Brakes	Front - 2 x 310mm floating discs 2 x 6 piston 'Triumph 6' calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm

## Dimensions

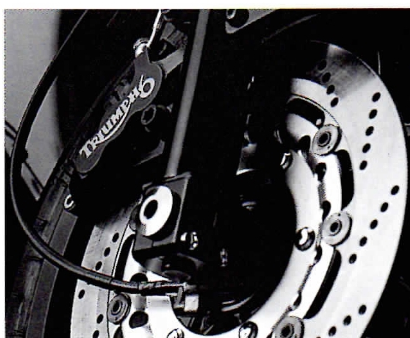
Length	2152mm
Width	690mm
Height	1185mm
Seat height	790mm
Wheelbase	1490mm
Weight (dry)	211kg

## Performance

	(Measured to DIN 70020)
Maximum power	115 PS at 9500rpm
Maximum torque	89 Nm at 8500rpm
Maximum revs	9700 rpm

## Colours

Racing Yellow



## Limited Edition Sportsbike

The Super III will be available as a limited edition of about 150 machines worldwide for 1996. It represents a combination of distinctive Triumph values and leading edge, crafted components.

The front and rear mudguards, silencer canisters and fairing inner panels are made from probably the finest carbon fibre in the world. The complexity of weave pattern, and quality of finish is unsurpassed anywhere else in production motorcycling.

The 6 piston caliper front brakes are made exclusively for Triumph by Alcon, a company specialising in Indy-car brake systems.

The cylinder head and crank case designs were the result of a collaboration with Cosworth Casting of England, famous for their racing applications worldwide. Even the tyres represent leading edge technology, with the race developed Pirelli Dragon Corsa being fitted as standard equipment.

Available exclusively in Triumph's signature racing yellow and black, the Super III is as unique as an exotic machine yet is suitable for real-world usage.

## New Features

- Shorter flush-topped front forks.
- Pirelli Dragon Corsa tyres fitted
- Aluminium bodied nitrogen gas-charged rear shock absorber featuring a hard anodised internal finish for increased service life.
- Seven stage spring preload, 12 settings for rebound damping and weight reduction from 4.0kg to 2.7kg.

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## Engine

Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76 x 65mm
Compression ratio	10.6 : 1
Carburettors	3 x 36mm flat side CV

## Transmission

Primary drive	Gear
Clutch	Wet multiplate
Gearbox	6-speed

## Electrics

Ignition	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4

## Cycle Parts

Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 3 spoke, 17" x 3.5" Rear - Alloy 3 spoke, 17" x 5.5"
Tyres	Front - 120/70 ZR17 Rear - 170/60 ZR17
Suspension	Front - 43mm forks with dual rate springs Rear - Monoshock with adjustable pre-load and rebound damping
Brakes	Front - 2 x 310mm floating discs 2 x 4 piston calipers Rear - 1 x 255mm disc 1 x 2 piston caliper

## Dimensions

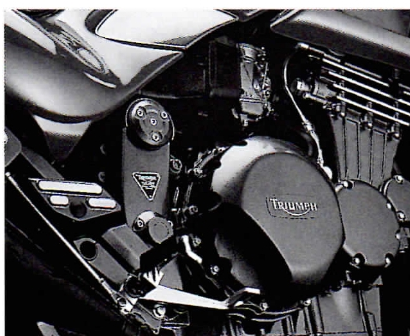
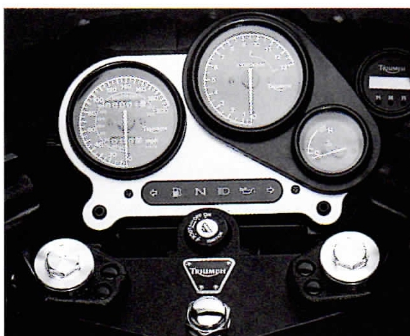
Length	2152mm
Width	760mm
Height	1265mm
Seat height	780mm
Wheelbase	1490mm
Weight (dry)	215kg

## Performance

	(Measured to DIN 70020)
Maximum power	98PS at 9000rpm
Maximum torque	83Nm at 6500rpm
Maximum revs	9700rpm

## Colours

British Racing Green
Candy Apple Red
Nightshade



## Half-Faired Sports Tourer

The stylish half-fairing serves many purposes. Firstly, extensive wind tunnel testing honed a design that offers exceptional upper body wind and weather protection. Secondly, the large fronted area allows the housing of two full sized circular headlights that give the rider unrivalled night-time vision. Combine all of this with a carefully designed ergonomic seating position and you create the perfect Sports Tourer.

Daytona - developed floating front discs, twin four piston calipers, and sophisticated suspension featuring a new rear shock for 1996 prove the point that the Sprint is a model packed with features desirable to the modern rider seeking a multifaceted machine. The Sprints' popularity increases yearly. Positive word-of-mouth, and a large satisfied customer base ensure that this model is always one of the top 3 in the range.

## New Features

- Aluminium bodied nitrogen gas-charged rear shock absorber featuring a hard anodised internal finish for increased service life.
- Seven stage spring preload, twelve settings for rebound damping and weight reduction from 4.0kg to 2.7kg.
- Lighter exhaust system with swaged collector.

# TRIUMPH®



## Engine

Type	Liquid cooled DOHC, in-line 3 cylinder
Capacity	885cc
Bore/Stroke	76 x 65mm
Compression ratio	10.6 : 1
Carburettors	3 x 36mm flat side CV

## Transmission

Primary drive	Gear
Clutch	Wet multiplate
Gearbox	6-speed

## Electrics

Ignition	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4

## Cycle Parts

Frame	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 36 spoke alloy rim, 19" x 2.5" Rear - Alloy 40 spoke alloy rim, 17" x 3.0"
Tyres	Front - 110/80 19 Rear - 140/80 17
Suspension	Front - 43mm forks Rear - Monoshock with remote reservoir adjustable for pre-load, compression and rebound damping
Brakes	Front - 2 x 276mm floating discs 2 x 2 piston calipers Rear - 1 x 255mm disc, 1 x 2 piston caliper

## Dimensions

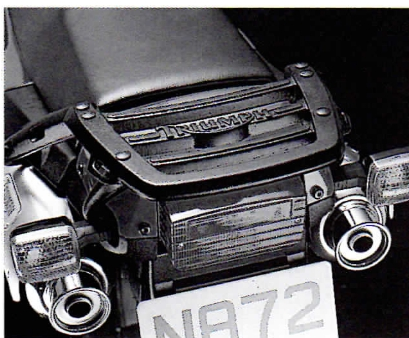
Length	2175mm
Width	860mm
Height	1345mm
Seat height	850mm
Wheelbase	1560mm
Weight (dry)	209kg

## Performance

(Measured to DIN 70020)	
Maximum power	85 PS at 8000rpm
Maximum torque	82 Nm at 6000rpm
Maximum revs	8750rpm

## Colours

Caspian Blue
Diablo Black
Pimento Red



## Dual – Sports Tourer

The Tiger operates almost in a market of its own. The combination of long-travel, suspension, an 85PS 3 cylinder engine and the distinctive riding position of a dual purpose bike mean that the Tiger is a true long distance tourer.

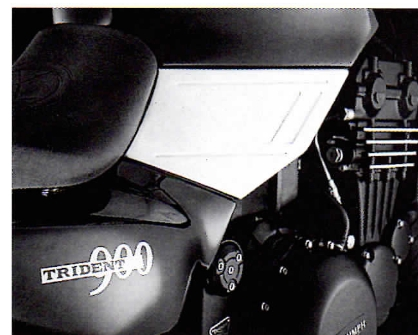
This model is designed for riding environments as diverse as busy urban streets, long distance highways or twisting country lanes.

The Tiger breaks many of the Sport and Touring bike rules by combining the best elements of both.

## New Features

- New rear luggage rack.

Engine	750	900
Type	Liquid cooled DOHC, in-line 3 cylinder	Liquid cooled DOHC, in-line 3 cylinder
Capacity	749cc	885cc
Bore/Stroke	76 x 55mm	76 x 65mm
Compression ratio	11 : 1	10.6 : 1
Carburettors	3 x 36mm flat side CV	3 x 36mm flat side CV
<b>Transmission</b>		
Primary drive	Gear	Gear
Clutch	Wet multiplate	Wet multiplate
Gearbox	6-speed	6-speed
<b>Electrics</b>		
Ignition	Digital - Inductive type	Digital - Inductive type
Headlight	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4
<b>Cycle Parts</b>		
Frame	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging arm	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster
Wheels	Front - Alloy 6 spoke, 17" x 3.5" Rear - Alloy 6 spoke, 18" x 4.5"	Front - Alloy 6 spoke, 17" x 3.5" Rear - Alloy 6 spoke, 18" x 4.5"
Tyres	Front - 120/70 ZR17 Rear - 160/60 ZR18	Front - 120/70 ZR17 Rear - 160/60 ZR18
Suspension	Front - 43mm forks with triple rate springs Rear - Monoshock with adjustable pre-load	Front - 43mm forks with triple rate springs Rear - Monoshock with adjustable pre-load and rebound damping
Brakes	Front - 2 x 296mm floating discs 2 x 2 piston calipers Rear - 1 x 255mm disc 1 x 2 piston caliper	Front - 2 x 296mm floating discs 2 x 2 piston calipers Rear - 1 x 255mm disc 1 x 2 piston calipers
<b>Dimensions</b>		
Length	2152mm	2152mm
Width	760mm	760mm
Height	1090mm	1090mm
Seat height	775mm	775mm
Wheelbase	1510mm	1510mm
Weight (dry)	212kg	212kg
<b>Performance</b> (Measured to DIN 70020)		
Maximum power	90PS at 10000rpm	98PS at 9000rpm
Maximum torque	68Nm at 8700rpm	83Nm at 6500rpm
Maximum revs	11000rpm	9700rpm
<b>Colours</b>		
	British Racing Green	British Racing Green and Cream Diablo Black and Red



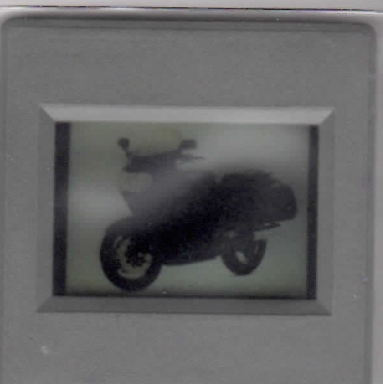
## Standard Roadster

The Trident series has been a mainstay of the Triumph range since the inception of the Hinckley built machines in 1991. Designed as a straight forward British Roadster, the Trident has remained popular with enthusiasts worldwide for nearly 5 years. The torquey three cylinder engines of 750 or 900cc provide excellent throttle response and usable power across the whole rev range. The relaxed ergonomics, upright seating position and uncluttered body lines give this model a clear identity.

Its body styling gives more than a nod to its classical heritage, distancing itself from other naked bikes on the market by having a genuine character. The picture is completed by the choices of British Racing Green, or classic Diablo Black for the colour schemes – with the Trident 900 also featuring two-tone panels finished with hand-painted gold coachlines.

## New Features

- Black painted swinging arm and caliper carriers.
- Aluminium bodied nitrogen gas-charged rear shock-absorber featuring hard anodised internal finish for increased service life.
- For Trident 900 - seven stage spring preload, 12 settings for rebound damping and weight reduction from 4.0kg to 2.7kg.



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