

TRIUMPH

TRIUMPH

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The story of Triumph has been one of growth ever since the new Hinckley factory came on stream in 1990. It confounded those who thought the once great British motorcycle industry could never hope to regain its former glory, but there are three important factors behind the company's success which give it a unique advantage.

First, the factory itself is one of the most modern motorcycle manufacturing plants in the world, packed with modern facilities designed to maintain standards of quality and consistency.

Second, and just as important is Triumph's policy of listening to its customers, then responding with rapidity and accuracy.

Finally, its location in the heart of industrial Britain puts it in close contact with some of the world's most advanced specialist engineering consultancies.

In addition, Triumph's emphasis on direct communication with its worldwide distribution and dealer

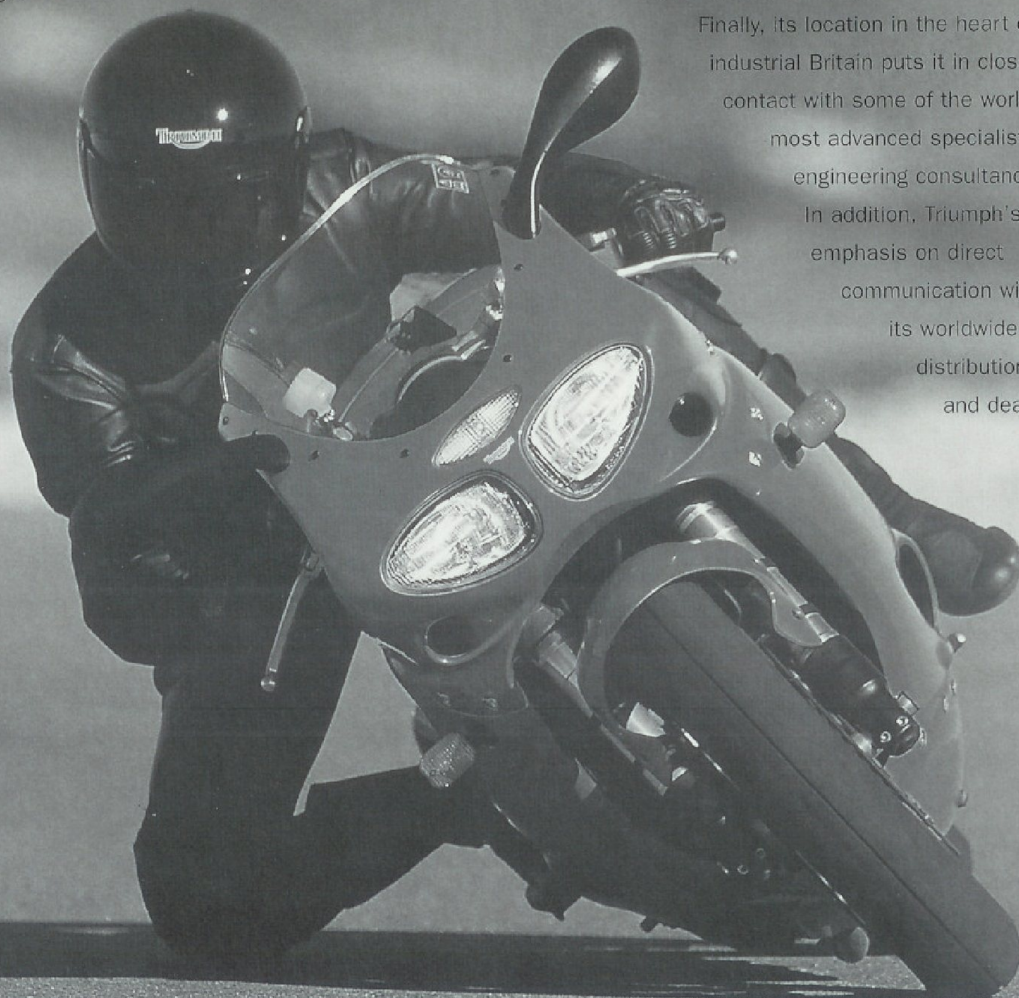


networks keeps the factory fully in touch with the requirements of Triumph owners, while the flexibility of its engineering and management structures ensures that changes can be put into effect quickly and efficiently.

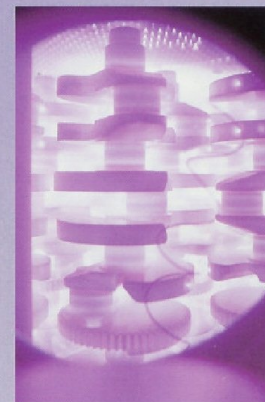
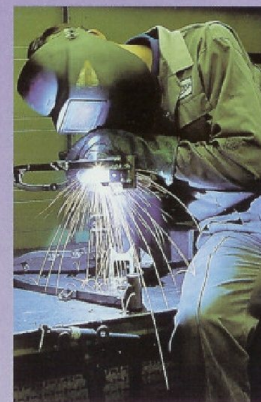
Satisfying existing customers will always be a priority, but Triumph understands the need to keep widening its appeal. The latest machine to do this is the Thunderbird Sport, a dazzling new machine in Triumph's authentic classic style which takes the handling of the original three-cylinder machines into a new and exciting arena.

Whether it's a tiny detail or a whole new model of motorcycle, Triumph's stamp of innovation, engineering excellence and empathy with the motorcyclist will always be in evidence.

That's why Triumph is so proud of its past, and so relishing its future.



TRIUMPH





TRIUMPH

Daytona
T595

Daytona
TRIPLE FUEL INJECTION



Daytona T595

The power of technology.

The sensational Daytona has thrust Triumph forcefully to the forefront of high performance supersports motorcycles with its blistering acceleration, inch-perfect handling and breathtaking brakes.

Yet it still offers additional qualities that single it out as a Triumph.

The fuel-injected engine's 130 PS (128 bhp) output is accompanied by the rasping howl that's the striking signature of a triple pumping out power.

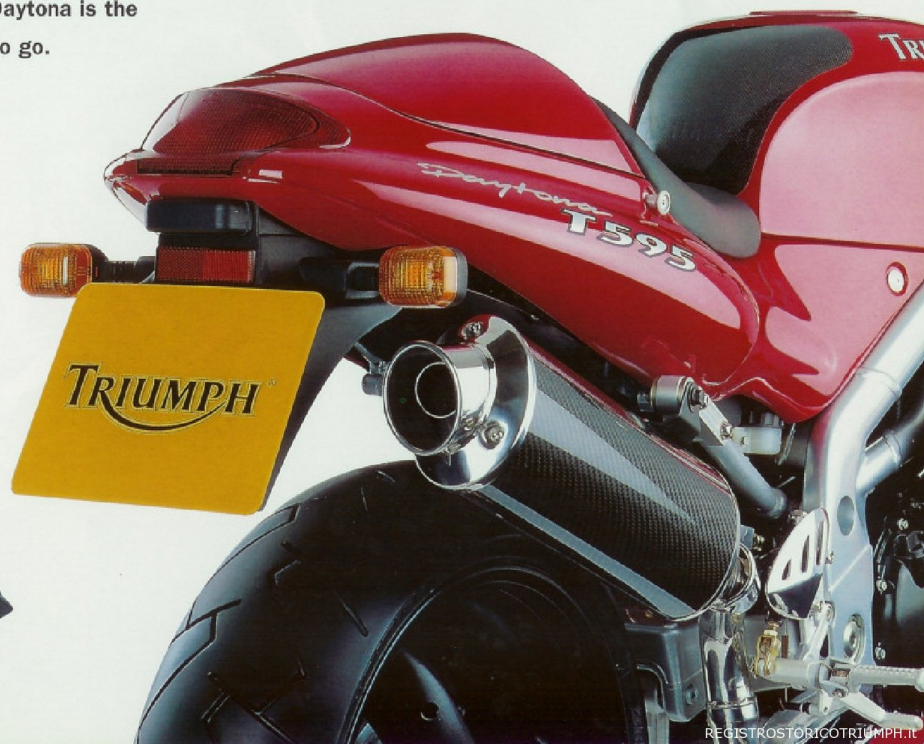
The unique, oval-section aluminium frame and single-sided swingarm provide a dynamic visual impact intrinsic in the Daytona's exquisite good looks.

The compliant, fully adjustable suspension is designed for real-world riding, confirming Triumph's understanding of the needs of the discerning, sports-minded road rider.

The Daytona is the way to go.



*Items featured may be Triumph accessories.
Please consult your dealer*



Tornado Red



Lightning Yellow



Jet Black

TRIUMPH



T509 SPEED *Triple*

Brute Force.

The boldest bike yet to wear the Triumph badge, the mean and moody Speed Triple is the ultimate in stripped-down café-racer style.

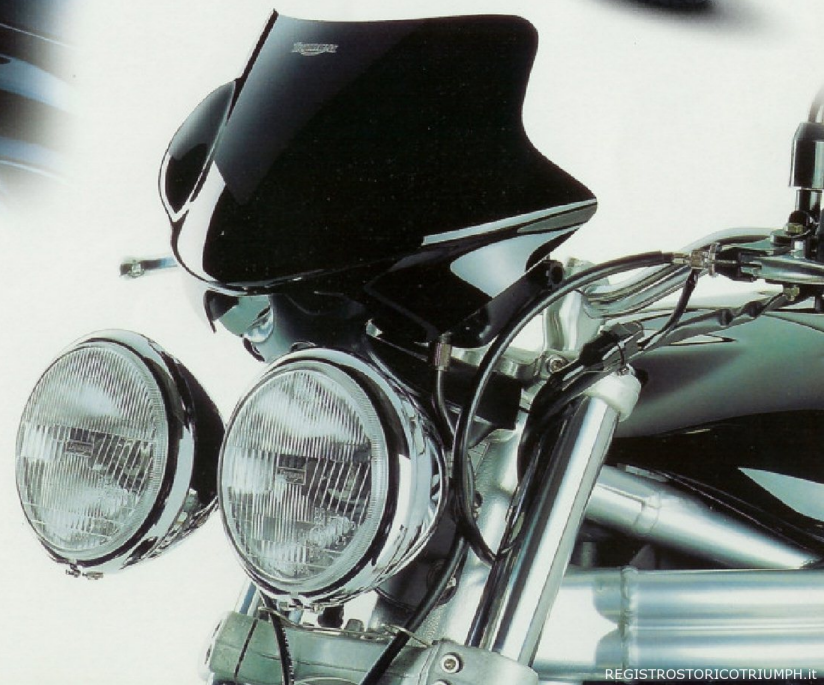
To some it isn't pretty, but to others its brutal looks appeal – the Speed Triple's beauty is in its functionality, exposed and single-minded, every part in place to do a job.

And what a job it does – the chassis is pure Daytona, which means a sports bike's frame, suspension and brakes.

The engine is unique to the Speed Triple,

based on the established three cylinder motors but lighter and more powerful with its charging fuel-injected 108 PS (106 bhp).

The two combine to produce a real rider's machine – precise, rapid and responsive, it's a truly rewarding ride. And with all the qualities of a Triumph, it's just as rewarding to own.



*Items featured may be Triumph accessories.
Please consult your dealer*



Jet Black



Roulette Green



Tornado Red

TRIUMPH

Sprint
EXECUTIVE



Pacific Blue



Volcanic Red



Platinum



British Racing Green

Sprint

SPORTS

Evolution Sprints ahead.

Triumph's policy of listen and respond has borne more fruit, as two Sprint models have been created from the original.

The Executive is designed for riders who use their Sprints to tour, so comes with integrated luggage. The Sports has lower bars, firmer suspension and higher exhausts to give it an edge when the pace hots up.

Yet each machine is as versatile as ever, ready to respond to the mood you're in with an all-round ability that makes it the perfect partner in real-world motorcycling.

At the heart of the Sprint's ability is its proven three cylinder engine, with the power to excite and a sound and feel that's still unique to Triumph.

With the Sprint's sure handling and powerful brakes the result is truly a bike for all seasons.



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Triumph accessories.
Please consult your dealer*



Tornado Red



Jet Black

TRIUMPH



Trophy

Whatever you want.

The Trophy has everything for the serious motorcyclist who gets as much pleasure from going far as going fast.

In its role as tourer it offers supreme comfort, excellent weather protection and enough torque to make light of the toughest trips.

For sportier riding the powerful engine and agile handling make an increase in pace something to savour.

But this is a Triumph, so you get even more.

The air of elegance is standard, but there's plenty of choice as well. You can select the evocative 900cc three cylinder engine with its unique blend of power and character, or the 1200cc four with its huge spread of torque and silky smoothness. And the range of

other options helps you create a motorcycle that meets your personal needs.

Trophy – miles ahead.



Platinum



Pacific Blue



British Racing Green



Turquoise

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Please consult your dealer*

TRIUMPH



Tiger

High profile.

There's no mistaking the off-road styled Tiger. Yet those features which give it its distinctive look add to its abilities too.

The long travel suspension responsible for its commanding height is ideal for coping with rougher roads, but it's still firm enough to maintain precise and reassuring handling.

The raised riding position gives extra visibility in heavy traffic and twisting country lanes, and puts the rider in charge of the machine.

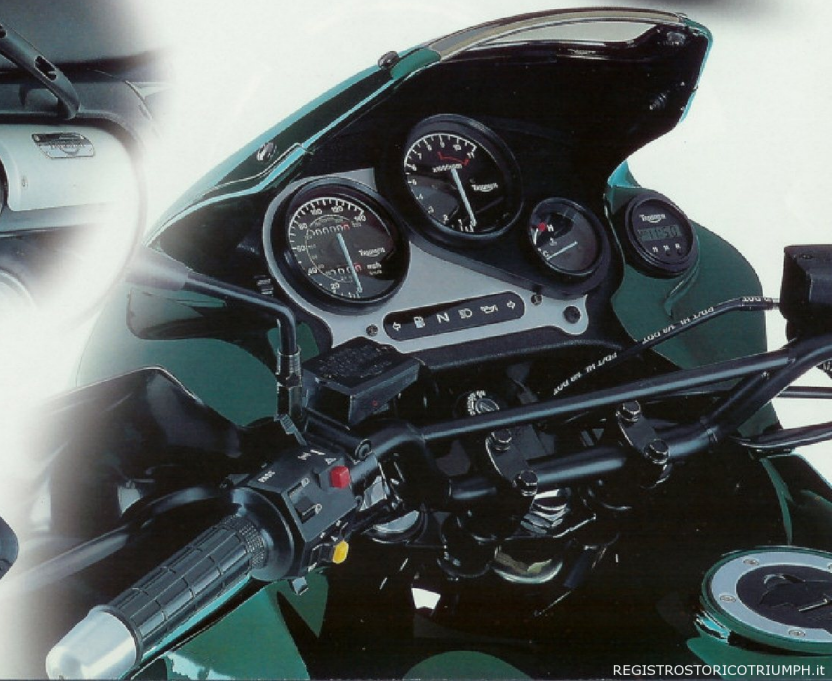
The integrated fairing makes motorway cruising effortless and comfortable, and carries a pair of powerful headlamps for night-time use.

Triumph's hallmark three cylinder engine is tuned for extra torque in the Tiger, perfect for crisp response and thrusting acceleration.

Big on looks, bigger on ability.



Items featured may be Triumph accessories.
Please consult your dealer



British Racing Green



Volcanic Red



Jet Black

TRIUMPH



TRIDENT

Built in tradition.

The Trident is the bike which has established everything that's right about Triumph's Hinckley factory.

The inspiring three cylinder engine which powers it has become an instant classic, blending useable, invigorating performance with character and endearing good looks, qualities which time has failed to dim.

It has also symbolised Triumph's listening approach, evolving since its introduction as owners fed back their comments to the dealer network.

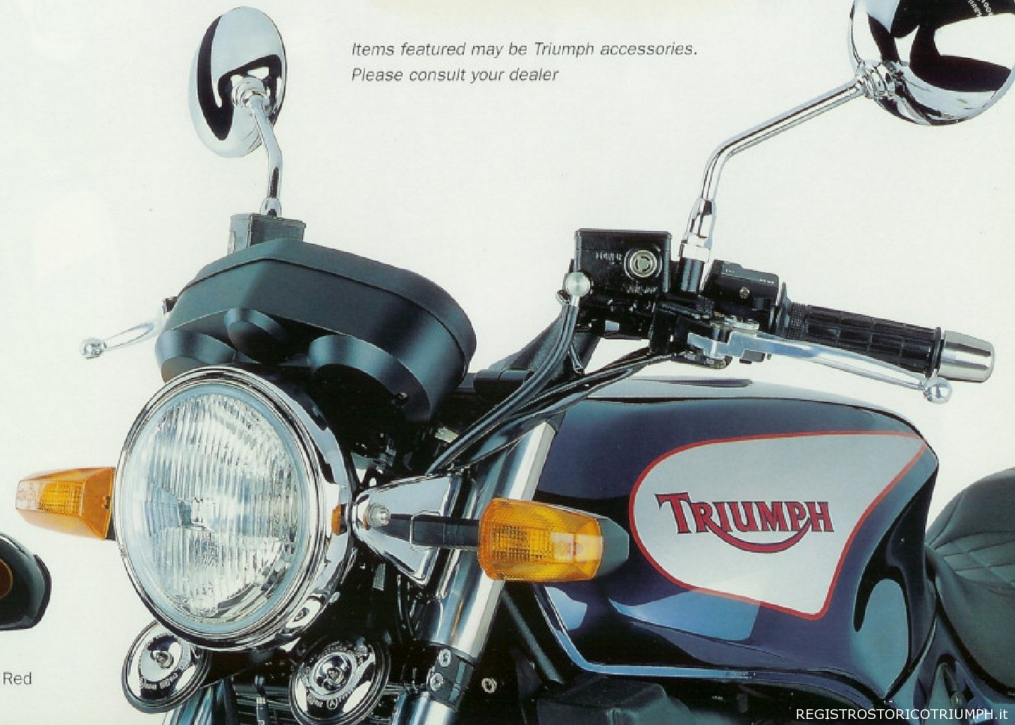
This policy continues, as the latest Trident now features swooping new rear bodywork, borrowed from

the Sprint and designed to be both stylish and functional.

Two engine options are available. The 750 provides the most affordable entry to the rewards of owning a Triumph, while the 900 adds its prodigious spread of torque.



Items featured may be Triumph accessories.
Please consult your dealer



Pacific Blue



Pacific Blue & Silver



Jet Black & Ruby Red

TRIUMPH



Adventurer

Original thinking.

The Adventurer interprets the popular custom theme as only Triumph can, with a unique blend of cruiser styling that sacrifices none of Triumph's history. The result is a bike with compelling looks which is not only distinct in design from other custom machines, but still provides the quality riding experience Triumph customers have come to expect.

From the security of the handling and the strength of the brakes to the forceful, responsive thrust from the high torque, three cylinder engine, the performance is something to relish. From the classic style of the fuel tank and stubby, megaphone silencers to the swathes

of chrome and authentic wire spoked wheels, the high profile image is something to revel in.

But it hasn't stood still – once again Triumph has responded to its customers' feedback, offering cruiser style bars as standard fitment for the first time on the Adventurer, while practicality is enhanced by the inclusion of a roadster seat, sissy bar and leather panniers as original equipment.



*Items featured may be Triumph accessories.
Please consult your dealer*



Jet Black & Silver



Turquoise & Silver

TRIUMPH



Jet Black

REGISTROSTORICOTRIUMPH.I

THUNDERBIRD

Advancing tradition.

The Thunderbird is the living image of Triumph's long and colourful past, brought up to date with state of the art engineering.

The style is classic, from the wire-spoked wheels and the lustrous chrome to the curvaceous tear-drop tank.

But the ride is unmistakably modern, with the security of handling, forceful acceleration and braking today's riders expect.

The traditional virtues extend to the power of the acclaimed three cylinder engine, which in the Thunderbird has been tuned for extra torque at low revs to suit the personality of the bike.

The modern advantage is the way it's achieved – dependable and easy to use.

To Triumph the bike is only the beginning in the quest for individuality. The wide range of optional factory accessories from embellishing trim to practical



Items featured may be Triumph accessories. Please consult your dealer



leather panniers lets you shape your Thunderbird to suit your personal taste.

Thunderbird – Triumph making history.



Imperial Green & Silver



Jet Black & Tornado Red



Cardinal Red & Silver

TRIUMPH



THUNDERBIRD SPORT

Daring and different.

The exhilarating new Thunderbird Sport is the machine for the rider who wants a mix of the classic style that only the Triumph badge makes authentic, with the thrilling performance of a sports bike.

A host of detail changes distinguishes the Sport from the Thunderbird, and central to the hard-riding, flat-track look are flat handlebars and the new, three-into-two exhaust, finished to perfection with two reverse-cone silencers, paired up on the right of the bike. But cosmetic changes are only part of the package. The 17 inch wheels and longer travel suspension with full adjustability endow the Sport with superb handling, complemented by updated, twin front disc brakes.

Add to that the soulful three cylinder engine with its eager 83 PS (82 bhp) and mighty 76Nm (56 lbf.ft) of torque, and the result is one of the



most intoxicating machines ever to leave the Hinckley factory.



Racing Yellow & Jet Black



Tornado Red & Jet Black

*Items featured may be
Triumph accessories.
Please consult your dealer*

Model	Daytona T595	T509 Speed Triple	Sprint Sports	Sprint Executive	Trophy 900	Trophy 1200
Engine						
Type	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 4 cylinder
Capacity	955cc	885cc	885cc	885cc	885cc	1180cc
Bore/Stroke	79 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression Ratio	11.2 : 1	11.0 : 1	10.6 : 1	10.6 : 1	10.6 : 1	10.6 : 1
Fuel System	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	4 x 36mm flat side CV carburettors
Transmission						
Primary Drive	Gear	Gear	Gear	Gear	Gear	Gear
Clutch	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox	6-speed	6-speed	6-speed	6-speed	6-speed	6-speed
Electrics						
Ignition	Digital - Inductive type via electronic engine management system	Digital - Inductive type via electronic engine management system	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4	2 x 12v 60/55w halogen H4
Cycle Parts						
Frame	Aluminium alloy	Aluminium alloy	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging Arm	Aluminium alloy, single sided with eccentric chain adjuster	Aluminium alloy, single sided with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	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 6.0"	Alloy 3 spoke, 17"x 3.5" Alloy 3 spoke, 17"x 6.0"	Alloy 3 spoke, 17"x 3.5" Alloy 3 spoke, 17"x 5.5"	Alloy 3 spoke, 17"x 3.5" Alloy 3 spoke, 17"x 5.5"	Alloy 3 spoke, 17"x 3.5" Alloy 3 spoke, 17"x 5.5"	Alloy 3 spoke, 17"x 3.5" Alloy 3 spoke, 17"x 5.5"
Tyres	Front: 120/70 ZR 17 Rear: 190/50 ZR 17	120/70 ZR 17 190/50 ZR 17	120/70 ZR 17 170/60 ZR 17	120/70 ZR 17 170/60 ZR 17	120/70 ZR 17 170/60 ZR 17	120/70 ZR 17 170/60 ZR 17
Suspension	Front: 45mm forks with dual rate springs adjustable for compression, rebound damping and spring pre-load Rear: Monoshock with adjustable pre-load, rebound damping and compression damping	45mm forks with dual rate springs adjustable for compression, rebound damping and spring pre-load Monoshock with adjustable pre-load, rebound damping and compression damping	43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Monoshock with remotely adjustable pre-load and remotely adjustable rebound damping	43mm forks with dual rate springs Monoshock with remotely adjustable pre-load and rebound damping	43mm forks with dual rate springs Monoshock with remotely adjustable pre-load and rebound damping	43mm forks with dual rate springs Monoshock with remotely adjustable pre-load and rebound damping
Brakes	Front: 2 x 320mm floating discs 2 x 4 piston calipers Rear: 1 x 220mm disc, 1 x 2 piston caliper	2 x 320mm floating discs 2 x 4 piston calipers 1 x 220mm disc, 1 x 2 piston caliper	2 x 310mm floating discs 2 x 4 piston calipers 1 x 255mm disc 1 x 2 piston caliper	2 x 310mm floating discs 2 x 4 piston calipers 1 x 255mm disc 1 x 2 piston caliper	2 x 310mm floating discs 2 x 4 piston calipers 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm	2 x 310mm floating discs 2 x 4 piston calipers 1 x 255mm disc, 1 x 2 piston caliper with frame mounted torque arm
Dimensions						
Length	2115mm (83.3in)	2115mm (83.3in)	2152mm (84.7in)	2152mm (84.7in)	2152mm (84.7in)	2152mm (84.7in)
Width	720mm (28.3in)	720mm (28.3in)	760mm (29.9in)	760mm (29.9in)	790mm (31.1in)	790mm (31.1in)
Height	1170mm (46in)	1230mm (48.4in)	1265mm (49.8in)	1265mm (49.8in)	1350mm (53.1in)	1350mm (53.1in)
Seat Height	800mm (31.5in)	800mm (31.5in)	780mm (30.7in)	780mm (30.7in)	790mm (31.1in)	790mm (31.1in)
Wheelbase	1440mm (56.7in)	1437mm (56.6in)	1490mm (58.7in)	1490mm (58.7in)	1490mm (58.7in)	1490mm (58.7in)
Weight (Dry)	198kg (436lb)	196kg (432lb)	215kg (474lb)	218kg (481lb)	220kg (485lb)	235kg (518lb)
Performance (Measured to DIN 70020)						
Maximum Power	130 PS (128 bhp) at 10200 rpm	108 PS (106 bhp) at 9100 rpm	98 PS (97 bhp) at 9000 rpm	98 PS (97 bhp) at 9000 rpm	98 PS (97 bhp) at 9000 rpm	108 PS (107 bhp) at 9000 rpm
Maximum Torque	100 Nm (74 lbf.ft) at 8500 rpm	85 Nm (63 lbf.ft) at 7500 rpm	83 Nm (61 lbf.ft) at 6500 rpm	83 Nm (61 lbf.ft) at 6500 rpm	83 Nm (61 lbf.ft) at 6500 rpm	104 Nm (77 lbf.ft) at 5000 rpm
Maximum Revs	10700 rpm	9700 rpm	9700 rpm	9700 rpm	9700 rpm	9700 rpm
Colours	Tornado Red Lightning Yellow Jet Black	Jet Black Roulette Green Tornado Red	Tornado Red Jet Black	Pacific Blue Volcanic Red Platinum British Racing Green	Platinum Pacific Blue British Racing Green Turquoise	Platinum Pacific Blue British Racing Green Turquoise

Model	Tiger	Trident 750	Trident 900	Adventurer	Thunderbird	Thunderbird Sport
Engine						
Type	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder	Liquid-cooled, DOHC, in-line 3 cylinder
Capacity	885cc	749cc	885cc	885cc	885cc	885cc
Bore/Stroke	76 x 65mm	76 x 55mm	76 x 65mm	76 x 65mm	76 x 65mm	76 x 65mm
Compression Ratio	10.6 : 1	11 : 1	10.6 : 1	10 : 1	10 : 1	10 : 1
Fuel System	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors	3 x 36mm flat side CV carburettors
Transmission						
Primary Drive	Gear	Gear	Gear	Gear	Gear	Gear
Clutch	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox	6-speed	6-speed	6-speed	5-speed	5-speed	6-speed
Electrics						
Ignition	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type	Digital - Inductive type
Headlight	2 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4	1 x 12v 60/55w halogen H4
Cycle Parts						
Frame	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel	Micro alloyed high tensile steel
Swinging Arm	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy with eccentric chain adjuster	Aluminium alloy	Aluminium alloy	Aluminium alloy
Wheels	Front: Alloy 36 spoke alloy rim, 19"x 2.5" Rear: Alloy 40 spoke alloy rim, 17"x 3.0"	Alloy 6 spoke, 17"x 3.5" Alloy 6 spoke, 18"x 4.5"	Alloy 6 spoke, 17"x 3.5" Alloy 6 spoke, 18"x 4.5"	Alloy 36 spoke, 18"x 2.5" Alloy 40 spoke, 16"x 3.5"	Alloy 36 spoke, 18"x 2.5" Alloy 40 spoke, 16"x 3.5"	Alloy 36 spoke, 17"x 3.5" Alloy 40 spoke, 17"x 4.25"
Tyres	Front: 110/80 19 Rear: 140/80 17	120/70 ZR 17 160/60 ZR 18	120/70 ZR 17 160/60 ZR 18	110/80 18 160/80 16 or 150/80 16	110/80 18 160/80 16 or 150/80 16	120/70 R 17 160/70 R 17
Suspension	Front: 43mm forks Rear: Monoshock with remote reservoir adjustable pre-load, compression and rebound damping	43mm forks with triple rate springs Monoshock with remotely adjustable pre-load	43mm forks with triple rate springs Monoshock with remotely adjustable pre-load and rebound damping	43mm forks with triple rate springs Monoshock adjustable for pre-load	43mm forks with triple rate springs Monoshock adjustable for pre-load	43mm forks with triple rate springs adjustable for compression, rebound damping and spring pre-load Monoshock adjustable for compression, rebound damping and spring pre-load
Brakes	Front: 2 x 276mm floating discs 2 x 2 piston calipers Rear: 1 x 255mm disc, 1 x 2 piston caliper	2 x 296mm discs 2 x 2 piston calipers 1 x 255mm disc 1 x 2 piston caliper	2 x 296mm discs 2 x 2 piston calipers 1 x 255mm disc 1 x 2 piston caliper	Single 320mm disc 285mm disc	Single 320mm disc 285mm disc	2 x 310mm disc 285mm disc
Dimensions						
Length	2175mm (85.6in)	2152mm (84.7in)	2152mm (84.7in)	2170mm (85.4in)	2250mm (88.6in)	2250mm (88.6in)
Width	860mm (33.8in)	760mm (29.9in)	760mm (29.9in)	750mm (29.5in)	860mm (33.8in)	700mm (27.5in)
Height	1345mm (52.9in)	1090mm (42.9in)	1090mm (42.9in)	1290mm (50.8in)	1150mm (45.3in)	1105mm (43.5in)
Seat Height	850mm (33.4in)	775mm (30.5in)	775mm (30.5in)	750mm (29.5in)	750mm (29.5in)	790mm (31.1in)
Wheelbase	1560mm (61.4in)	1510mm (59.4in)	1510mm (59.4in)	1580mm (62.2in)	1580mm (62.2in)	1580mm (62.2in)
Weight (Dry)	220kg (485lb)	212kg (467lb)	212kg (467lb)	225kg (496lb)	220kg (485lb)	224kg (494lb)
Performance (Measured to DIN 70020)						
Maximum Power	85 PS (84 bhp) at 8000 rpm	90 PS (89 bhp) at 10000 rpm	98 PS (97 bhp) at 9000 rpm	70 PS (69 bhp) at 8000 rpm	70 PS (69 bhp) at 8000 rpm	83 PS (82 bhp) at 8500 rpm
Maximum Torque	82 Nm (60 lbf.ft) at 6000 rpm	68 Nm (50 lbf.ft) at 8700 rpm	83 Nm (61 lbf.ft) at 6500 rpm	72 Nm (53 lbf.ft) at 4800 rpm	72 Nm (53 lbf.ft) at 4800 rpm	76 Nm (56 lbf.ft) at 6500 rpm
Maximum Revs	8750 rpm	11000 rpm	9700 rpm	8750 rpm	8750 rpm	8750 rpm
Colours	British Racing Green Volcanic Red Jet Black	Pacific Blue	Pacific Blue & Silver Jet Black & Ruby Red	Jet Black & Silver Turquoise & Silver	Imperial Green & Silver Jet Black & Tornado Red Cardinal Red & Silver Jet Black	Racing Yellow & Jet Black Tornado Red & Jet Black

Triumph Distributors Worldwide

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Triumph Motorcycles Limited
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Buenos Aires
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Fax: 541 865 3917

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Melbourne, Victoria
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Fax: 972 3 6826888

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Arese-Milan
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Fax: 39 2 935 81922

JAPAN

Rays Corporation
Osaka
Tel: 816 746 1010
Fax: 816 746 6652

KUWAIT/SAUDI ARABIA/BAHRAIN

Desert Star Trading Company
Safat
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Fax: 965 484 0078

MALAYSIA

Jayaplus Motor SDN BHD
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Fax: 603 2489 917

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Fax: 356 318877

MEXICO

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NEW ZEALAND

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NORWAY

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Fax: 47 67 113470

PORTUGAL

Abol Motos
Lisboa
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Fax: 351 1353 1233

SINGAPORE

Minerva Motor Pte Ltd
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Tel: 65 298 4777
Fax: 65 292 9800

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Huddinge
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Fax: 46 8 88 38 60

SWITZERLAND

MOHAG Motorfahrzeug-Handels AG
Zurich
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Fax: 41 1434 8606

THAILAND

Thunderbirds (Thailand) Ltd
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Fax: 662 731 1971

TURKEY

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Istanbul
Tel: 90 216 442 00 01
Fax: 90 216 383 06 34

UNITED ARAB EMIRATES

Motorcycle City
Dubai
Tel: 971 4 338 336
Fax: 971 4 338 337

URUGUAY

Deceleste SA
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Fax: 598 294 4229

USA

Triumph Motorcycles America Ltd
Peachtree City, Georgia
Tel: 1 770 631 9500
Fax: 1 770 631 6401

ZIMBABWE

Clark Marine (PVT) Limited
Harare
Tel: 263 4 305499
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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.