



MOTORCYCLES



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PARALLEL
TWIN



TRIPLES



GO YOUR OWN WAY

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You think for yourself.
That's probably why you want a Triumph.



We live, breathe, eat and sleep Triumphs. If we didn't we might as well be making shopping trolleys. Talk to anyone from the factory - even the few who don't ride bikes love Triumphs.

Our dealers have Triumphs in their blood; most are old friends who look after customers and their bikes like no other dealer network on Earth.



Photo: Alberto Cervetti/Superbike Italia.



A personal Triumph



And if you feel like being sociable, Riders Association of Triumph is the official, factory-run, owner's group. You couldn't find a nicer bunch of fanatics. Check them out at www.triumphmotorcycles.com

Are we living in a parallel universe? Or a triple one? Unlike any other manufacturer, Triumphs are powered only by parallel twins and triples. Plenty of rational, technological reasons for this: Our parallel twins are smooth and well balanced; our triples deliver power by the bucket load, exactly where and when you want it most. The emotional reason? No other engines sound or feel anything like them. And the bikes are built in a state of the art factory, one of the most advanced in the world, with a Design & Development department of over 100 people and where employees are so committed they are constantly coming up with new ideas and innovations.

A technological Triumph





Draw crowds,
don't follow them

Cruisers

Rocket III
Rocket III Classic
America
Speedmaster





ROCKET III



Why does this bike make everyone who rides it grin like a kid in a sweet shop?



Maybe because when you thumb the starter, you feel like you've just poked a bear with a sharp stick and you're not sure if it's going to eat you from the boots up. True, the Rocket III is a cruiser with astonishing performance but as soon as you ride it you realise that the luscious, inexhaustible flow of power from the triple's 2.3 litres engine can be reined in with two fingers. That the low centre of gravity and composed riding position give you a fine sense of balance and control.

So, if you want to scorch along - scorch away. But if you want to hang in fifth, drop the revs to barely believable and proceed at a leisurely pace, you can do that too. And while we're on about manners, a word about handling: The Rocket III sails round corners that would make most cruisers twitch. Grin? You may find yourself laughing out loud.

ROCKET III Classic



Thrill with chill



This is the Rocket III for riders who like their thrills laced with a bit of chill. The torquey motor stays the same, the ergonomics change, making the Classic the perfect bike for those lazy, long haul trips. Bars are higher and pulled back further; you get footboards to stretch out on and the pillion gets a more generous seat. Almost yogic.

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The low centre of gravity and light as a feather clutch make manoeuvring a breeze and the motor sounds gorgeous - 2294 cc gently massaging the vital organs of anyone you pass. That'll be practically everybody then.

Motorcycle featured is fitted with
Triumph Accessories.

AMERICA



Cool as a chrome
ice pick



The America. Custom Bonnie, bathed in chrome, classy as hell in its new colours and - even with its bigger engine - still as chilled as a deep frozen margarita. The America is just made for the open road. It feels planted and rides easy. The jet-black, parallel twin motor has been cranked up to 865cc to give the bike more torque.

And more torque means fewer gear changes - just what you want for relaxed cruising. The riding position puts you at the centre of the universe with a low, lazy sofa of a seat that lets you plant your feet firmly on the ground when you come to a stop. The pillion gets a soft sell too with a bigger seat. And don't forget, the America is a Bonnie at heart so there are loads of custom factory parts for anyone who just has to be different. Top of most people's wish list: Screen and bags.

SPEEDMASTER



Lone wolf



Some bikes are more sociable than others. The Speedmaster isn't one of them. Pillion can try and hitch a ride, but this is a bike that prefers its own company. Straight bars remind you even more of this tough individuality, conjuring up an old-school street-rod tearing up the drag strip.

Nothing on the Speedmaster is superfluous or without purpose; everything from the classic, white-faced tacho to the restyled, solid-spoked wheels is uncluttered and purposeful. The twin that drives this stripped down factory custom is gun metal black and as parallel as railway tracks. No simpering V-twin wannabe this. With 865cc of low down torque, short shift up through the box and the bike eats tarmac. The Speedmaster gets slash-cut silencers for 2007 and keeps those powerful twin disc stoppers at the front.

TECHNICAL DETAILS

MODEL		ROCKET III	ROCKET III <i>Classic</i>	AMERICA	SPEEDMASTER
Engine Type		Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder	Air-cooled, DOHC, parallel twin, 270° firing interval	Air-cooled, DOHC, parallel twin, 270° firing interval
Capacity		2294cc	2294cc	865cc	865cc
Bore/Stroke		101.6 x 94.3mm	101.6 x 94.3mm	90 x 68mm	90 x 68mm
Compression Ratio		8.7:1	8.7:1	9.2:1	9.2:1
Fuel System		Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters
Ignition		Digital - inductive type - via electronic engine management system	Digital - inductive type - via electronic engine management system	Digital - inductive type	Digital - inductive type
TRANSMISSION					
Primary Drive		Gear	Gear	Gear	Gear
Final Drive		Shaft	Shaft	X ring chain	X ring chain
Clutch		Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox		5-speed	5-speed	5-speed	5-speed
CYCLE PARTS					
Frame		Tubular steel, twin spine	Tubular steel, twin spine	Tubular steel cradle	Tubular steel cradle
Swingarm		Twin-sided, steel	Twin-sided, steel	Twin-sided, tubular steel	Twin-sided, tubular steel
Wheels	Front	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 3.5in	Alloy 12-spoke, 18 x 2.5in	Alloy 5-spoke, 18 x 2.5in
	Rear	Alloy 5-spoke, 16 x 7.5in	Alloy 5-spoke, 16 x 7.5in	Alloy 12-spoke, 15 x 3.5in	Alloy 5-spoke, 15 x 3.5in
Tyres	Front	150/80 R 17	150/80 R 17	110/90 18	110/80 18
	Rear	240/50 R 16	240/50 R 16	170/80 15	170/80 15
Suspension	Front	43mm upside down forks	43mm upside down forks	41mm forks	41mm forks
	Rear	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload
Brakes	Front	Twin 320mm floating discs, 4 piston calipers	Twin 320mm floating discs, 4 piston calipers	Single 310mm disc, 2 piston caliper	Twin 310mm discs, 2 piston calipers
	Rear	Single 316mm disc, 2 piston caliper	Single 316mm disc, 2 piston caliper	Single 285mm disc, 2 piston caliper	Single 285mm disc, 2 piston caliper
DIMENSIONS					
Length		2500mm (98.4in)	2500mm (98.4in)	2420mm (95.3in)	2420mm (95.3in)
Width (Handlebars)		970mm (38.2in)	970mm (38.2in)	960mm (37.8in)	830mm (32.7in)
Height		1165mm (45.9in)	1165mm (45.9in)	1170mm (46.1in)	1160mm (45.7in)
Seat Height		740mm (29.1in)	740mm (29.1in)	720mm (28.3in)	720mm (28.3in)
Wheelbase		1695mm (66.7in)	1695mm (66.7in)	1655mm (65.2in)	1655mm (65.2in)
Rake/Trail		32°/152mm	32°/152mm	33.3°/153mm	33.3°/153mm
Weight (Dry)		320kg (704lbs)	320kg (704lbs)	226kg (497lbs)	229kg (504lbs)
Fuel Tank Capacity		24 litres (6.3 gal US)	24 litres (6.3 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)
PERFORMANCE (Measured at Crankshaft to DIN 70020)					
Maximum Power		142PS (140bhp) at 6,000 rpm	142PS (140bhp) at 6,000 rpm	55PS (54bhp) at 6,750 rpm	55PS (54bhp) at 6,750 rpm
Maximum Torque		200Nm (147ft.lbf) at 2,500 rpm	200Nm (147ft.lbf) at 2,500 rpm	69Nm (51ft.lbf) at 4,800 rpm	69Nm (51ft.lbf) at 4,800 rpm

ROCKET III



Mulberry Red



Phantom Black



Mulberry Red

ROCKET III Classic



Phantom Black/Sunset Red



Pacific Blue/New England White



Phantom Black/Tornado Red



Phantom Black/Tornado Red

AMERICA



Phantom Black/Sunset Red



Phantom Black/Tornado Red



Phantom Black



Pacific Blue/New England White



Pacific Blue/New England White

SPEEDMASTER



Mulberry Red



Phantom Black/Tornado Red



Phantom Black



Phantom Black/Sunset Red



Phantom Black/Sunset Red



Contemporary Retro

Modern Classics

Bonneville &
Bonneville Black
Bonneville T100
Thrupton
Scrambler



BONNEVILLE & BONNEVILLE BLACK



OK.
Who started all this?



Triumph have always made iconic bikes, so when they revisit the past there isn't far to go. The drum brakes and kick starts have gone, but hey, even Dylan went electric. Today's Bonneville's have all the modern technology that their predecessors in the Sixties lacked. So you get a bike that's utterly reliable but still looks the part.

They also have more power. The 2007 bike gets a torquey, 865cc engine - still a parallel twin of course, which sounds gorgeous through those evocative chrome pipes. So if you want a bike with retro looks, that haven't been grafted on from some imaginary past, ride a Bonneville. It's where it all really started.

BONNEVILLE T100



The original rebel



The Sixties: You didn't have to wear a helmet, there were no speed cameras, goggles looked cool and chewing bubble gum labelled you a tearaway. And the bike you wanted so much it hurt was a Triumph Twin. The 2007 Bonnie T100 still looks and sounds like that classic Sixties speedster. No anodised titanium bolts. No carbon fibre. It's a proper, authentic roadster with its heart on its air-cooled sleeve: Polished chrome covers bolt up to a punchy, 865cc motor.

Chrome rear shocks, pea-shooter exhausts, spoked wheels, analogue clocks and beautiful, hand finished coachwork on the tank are as genuinely delicious as Yorkshire pudding and gravy. The T100 is a two up blast; a sweet handling, torquey machine that's made for trips to seaside cafes and country pubs. Like fridge magnets, this bike will never lose its cool.

THRUXTON



865cc of double
espresso, to go



One minute you're looking at the direct descendant of the bikes that used to hang out at all-night truck stops or hammer down main roads in the 60's. The next, those cut-down, colour-matched mudguards, clip-on handlebars, single seat hump and upswept megaphones have sucked you in and you're on it, hooking up the gears, tucked low over 865cc of bike, going like the wind.

The Thruxton is such a faithful version of those often home-built, Sixties racers - with adjustable front and rear suspension, aluminium rims and floating front disc - that the most design conscious nation on Earth has built a cult race series round it. The Triumph Thruxton. One authentic café racer, to go. Or as they say in Italy, da portare via.

SCRAMBLER



Make a great escape



The Scrambler is a street-wise retro that makes you remember why you always wanted a bike. It's got attitude. It breezes through gaps where fat bikes can't. It's got a strong motor but it won't bite your hand off when you're delicately scything through traffic. It's got swept back pipes and chunky rubber that make you feel like riding from A to B via Z – possibly dropping in at G.

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It's got classy, authentic detailing – a single clock, hand finished paintwork, white piped seat. You get on some bikes and you feel like you're on public transport. You get on a Scrambler, you feel like you're on holiday.

Motorcycle featured is fitted with
Triumph Accessories.

TECHNICAL DETAILS

MODEL		BONNEVILLE & BONNEVILLE BLACK	BONNEVILLE T100	THRUXTON	SCRAMBLER
Engine Type		Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 360° firing interval	Air-cooled, DOHC, parallel twin, 270° firing interval
Capacity		865cc	865cc	865cc	865cc
Bore/Stroke		90 x 68mm	90 x 68mm	90 x 68mm	90 x 68mm
Compression Ratio		9.2:1	9.2:1	9.2:1	9.2:1
Fuel System		Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters	Twin carburettors with throttle position sensor and electric carburettor heaters
Ignition		Digital - inductive type	Digital - inductive type	Digital - inductive type	Digital - inductive type
TRANSMISSION					
Primary Drive		Gear	Gear	Gear	Gear
Final Drive		X ring chain	X ring chain	X ring chain	X ring chain
Clutch		Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox		5-speed	5-speed	5-speed	5-speed
CYCLE PARTS					
Frame		Tubular steel cradle	Tubular steel cradle	Tubular steel cradle	Tubular steel cradle
Swingarm		Twin-sided, tubular steel	Twin-sided, tubular steel	Twin-sided, tubular steel	Twin-sided, tubular steel
Wheels	Front	36-spoke, 19 x 2.5in	36-spoke, 19 x 2.5in	36-spoke, 18 x 2.5in	36-spoke, 19 x 2.5in
	Rear	40-spoke, 17 x 3.5in	40-spoke, 17 x 3.5in	40-spoke, 17 x 3.5in	40-spoke, 17 x 3.5in
Tyres	Front	100/90 19	100/90 19	100/90 18	100/90 19
	Rear	130/80 17	130/80 17	130/80 R 17	130/80 17
Suspension	Front	41mm forks	41mm forks	41mm forks with adjustable preload	41mm forks
	Rear	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload	Chromed spring twin shocks with adjustable preload
Brakes	Front	Single 310mm disc, 2 piston caliper	Single 310mm disc, 2 piston caliper	Single 320mm floating disc, 2 piston caliper	Single 310mm disc, 2 piston caliper
	Rear	Single 255mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper
DIMENSIONS					
Length		2230mm (87.8in)	2230mm (87.8in)	2150mm (84.6in)	2213mm (87.1in)
Width (Handlebars)		840mm (33.1in)	840mm (33.1in)	695mm (27.4in)	865mm (34.1in)
Height		1100mm (43.3in)	1100mm (43.3in)	1095mm (43.1in)	1202mm (47.3in)
Seat Height		775mm (30.5in)	775mm (30.5in)	790mm (31.1in)	825mm (32.5in)
Wheelbase		1500mm (59.1in)	1500mm (59.1in)	1490mm (56.7in)	1500mm (59.1in)
Rake/Trail		28°/110mm	28°/110mm	27°/97mm	27.8°/105mm
Weight (Dry)		205kg (451lbs)	205kg (451lbs)	205kg (451lbs)	205kg (451lbs)
Fuel Tank Capacity		16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)	16.6 litres (4.4 gal US)
PERFORMANCE (Measured at Crankshaft to DIN 70020)					
Maximum Power		67PS (66bhp) at 7,200 rpm	67PS (66bhp) at 7,200 rpm	70PS (69bhp) at 7,200 rpm	57PS (56bhp) at 7,000 rpm
Maximum Torque		71Nm (52ft.lbf) at 6,000 rpm	71Nm (52ft.lbf) at 6,000 rpm	72Nm (53ft.lbf) at 6,400 rpm	69Nm (51ft.lbf) at 4,500 rpm

BONNEVILLE



Jet Black



Goodwood Green



Aluminium Silver

BONNEVILLE BLACK

Jet Black with black engine covers.

BONNEVILLE T100



Jet Black/Tornado Red



Jet Black/White

THRUXTON



Jet Black



Tornado Red

SCRAMBLER



Caspian Blue/White



Tornado Red/White



Roulette Green/Aluminium Silver



Aluminium Silver



Jet Black/White



Tornado Red



Roulette Green/Aluminium Silver



Adrenalin pumps

Urban Sports

Tiger
Daytona 675
Speed Triple
Sprint ST



TIGER



Big cat lovers,
this way



The new Tiger is a stunner. The all-round sports tourer that Triumph have lovingly tweaked and refined year on year has just jumped a few evolutionary stages and hit the streets with its tail up. Great new engine for more power (derived from the same terrific 1050cc motor as the Speed Triple). A striking new, angular body. Wider, 17" wheels for a greater choice of road tyres. Optional ABS. And still capable of doing over 200 miles between fill ups.

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This bike goes everywhere and does everything most riders will ever want – and then some - while being more fun than you've a right to expect. You sit so high above the crowd you can see into the future; you float over rubbish road surfaces on long travel, 43mm upside down forks; you can go for miles on the comfy new seat. It commutes. It flies on the bends. And with a couple of clicks on the preload and the addition of its very own hard luggage, it will go to the moon and back - two up.

Motorcycle featured is fitted with
Triumph Accessories.

DAYTONA 675



Wire directly to central nervous system



The Daytona 675 is, quite simply, fabulous. A machine that's stormed the supersports class - dominated until now by 600cc, four cylinder bikes - and come out top in one group test after another. Want to know how? Scorching performance - that 675cc triple delivers a wide spread of usable power all the way through to the screaming top end.



Supersport Winner. Master Bike & Supertest 2006

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Performance like this is almost surreal in a bike so compact and light you feel you could put it in your pocket. Multi-function instruments feature a sophisticated lap timer and programmable rev limit warning lights. And the handling? Great chassis, steering damper as standard, powerful radial brakes, USD forks... sharp enough to split hairs. Oh and did we mention the looks? No, didn't think we'd have to.

SPEED TRIPLE



Not much looks this good with its kit off



The first streetfighter bikes were home brewed, they came out of the back streets, stripped down, deconstructed - the complete opposite of 'pretty' factory bikes. The very first Speed Triple grew up at the factory in the same way as those raw, unfaired machines. Dominating the scene ever since, it's still the coolest kid on the block.

Check out the USD forks, radial brakes, twin stubby exhausts and beautiful single-sided swingarm. And best of all, that bare-boned, fuel-injected 1050cc engine, wrapped in nothing but a matt black tubular frame. Sheer high performance stomp all the way to the red line. With those stark, unadorned headlights, it should be ugly. Actually, it's gorgeous. Wins most bike mag group tests just by turning up.

SPRINT ST



Oops.
Just drove 300 miles
for a pint of milk



Just because you want to do a bit of touring, it doesn't mean all excitement drains from your life and you're condemned to ride a bike with the personality of a wet tea towel. Oh no. This is what you do: Take one lusty, 125bhp sports bike, mate it with a mile-munching, ABS optioned tourer and get ... the Sprint ST - a sporty touring bike. Or a brilliant sports bike that tours, whichever you prefer.

To pull this off, we matched 1050cc of torquey triple, a sweet handling chassis and top notch suspension to a relaxed riding position and more creature comforts than sports bikes ever get. Result? A great looking bike you can ride all day without breaking your wrists, developing terminal cramp or anaesthetising your posterior. The balance tips in favour of two-up touring on the 2007 bike with lockable, quick-detach panniers as standard.

TECHNICAL DETAILS

MODEL		TIGER	DAYTONA 675	SPEED TRIPLE	SPRINT ST
Engine Type		Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder	Liquid-cooled, DOHC, in-line 3-cylinder
Capacity		1050cc	675cc	1050cc	1050cc
Bore/Stroke		79 x 71.4mm	74.0 x 52.3mm	79 x 71.4mm	79 x 71.4mm
Compression Ratio		12.0:1	12.65:1	12.0:1	12.0:1
Fuel System		Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection with forced air induction	Multipoint sequential electronic fuel injection	Multipoint sequential electronic fuel injection
Ignition		Digital - inductive type - via electronic engine management system	Digital - inductive type - via electronic engine management system	Digital - inductive type - via electronic engine management system	Digital - inductive type - via electronic engine management system
TRANSMISSION					
Primary Drive		Gear	Gear	Gear	Gear
Final Drive		X ring chain	O ring chain	X ring chain	X ring chain
Clutch		Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Gearbox		6-speed	6-speed, close ratio	6-speed	6-speed
CYCLE PARTS					
Frame		Aluminium beam perimeter	Aluminium beam twin spar	Tubular, fabricated aluminium alloy perimeter	Aluminium beam perimeter
Swingarm		Braced, twin-sided, aluminium alloy	Braced, twin-sided, aluminium alloy with adjustable pivot position	Single-sided, aluminium alloy with eccentric chain adjuster	Single-sided, aluminium alloy with eccentric chain adjuster
Wheels	Front	Cast, multi spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 3.5in	Alloy 5-spoke, 17 x 3.5in
	Rear	Cast, multi spoke, 17 x 5.5in	Alloy 5-spoke, 17 x 5.5in	Alloy 5-spoke, 17 x 5.5in	Alloy 5-spoke, 17 x 5.5in
Tyres	Front	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17
	Rear	180/55 ZR 17	180/55 ZR 17	180/55 ZR 17	180/55 ZR 17
Suspension	Front	43mm upside down forks with adjustable preload, rebound and compression damping	41mm upside down forks with adjustable preload, rebound and compression damping	43mm upside down forks with dual rate springs and adjustable preload, rebound and compression damping	43mm cartridge forks with dual rate springs and adjustable preload
	Rear	Monoshock with adjustable preload and rebound damping	Monoshock with piggy back reservoir adjustable for preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping	Monoshock with adjustable preload, rebound and compression damping
Brakes	Front	Twin 320mm floating discs, 4 piston radial calipers	Twin 308mm floating discs, 4 piston radial calipers with radial master cylinder	Twin 320mm floating discs, 4 piston radial calipers	Twin 320mm floating discs, 4 piston calipers (ABS model available)
	Rear	Single 255mm disc, 2 piston caliper	Single 220mm disc, single piston caliper	Single 220mm disc, 2 piston caliper	Single 255mm disc, 2 piston caliper
DIMENSIONS					
Length		2110mm (83.1in)	2010mm (79.1in)	2115mm (83.3in)	2114mm (83.2in)
Width (Handlebars)		840mm (33.1in)	710mm (28in)	780mm (30.7in)	750mm (29.5in)
Height		1320mm (52.0in)	1109mm (43.7in)	1250mm (49.2in)	1215mm (47.8in)
Seat Height		835mm (32.8in)	825mm (32.5in)	815mm (32.1in)	805mm (31.7in)
Wheelbase		1510mm (59.4in)	1392mm (54.8in)	1429mm (56.2in)	1457mm (57.4in)
Rake/Trail		23.2°/87.7mm	23.5°/86.8mm	23.5°/84mm	24°/90mm
Weight (Dry)		198kg (436lbs)	165kg (363lbs)	189kg (416lbs)	210kg (462lbs) (ABS model: 213kg (469lbs))
Fuel Tank Capacity		20 litres (5.2 gal US)	17.4 litres (4.6 gal US)	18 litres (4.7 gal US)	20 litres (5.2 gal US)
PERFORMANCE (Measured at Crankshaft to DIN 70020)					
Maximum Power		115PS (114bhp) at 9,400 rpm	125PS (123bhp) at 12,500 rpm	132PS (131bhp) at 9,250 rpm	127PS (125bhp) at 9,250 rpm
Maximum Torque		100Nm (74ft.lbf) at 6,250 rpm	72Nm (53ft.lbf) at 11,750 rpm	105Nm (77ft.lbf) at 7,550 rpm	105Nm (77ft.lbf) at 7,500 rpm

TIGER

DAYTONA 675

SPEED TRIPLE

SPRINT ST



Jet Black



Graphite



Jet Black



Phantom Black



Caspian Blue



Tornado Red



Fusion White



Caspian Blue



Scorched Yellow



Scorched Yellow



Roulette Green



Tornado Red



Fusion White



Fusion White



Scorched Yellow



Roulette Green



Tornado Red

The Triumph Accessories Brochure contains all manner of shinier, lighter and faster bits. If you want to make your bike *your* bike – it's the only place to go (tell a lie, there's always your Triumph dealer).

Triumph accessories evolve in parallel with the bikes. So when the Speed Triple was just a glint in a designer's eye, its belly pan was twinkling there too. In addition, owners of Modern Classics get cool stuff all to themselves with the 'sixty8' range of contemporary accessories.

Bikes and accessories are always tested together on a specially designed endurance road, covering the equivalent of 120,000 miles in just two weeks. And put through thousands of miles of regular, all weather testing by Triumph riders.

Design your very own Triumph





ACCESSORIES

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This philosophy of evolving and perfecting accessories in tandem with bike development means you can be confident they not only look the part but do the job perfectly.

You can't have one standard for your bikes and another for your clothing. So both get the same treatment. For many thousand hard miles our clothing is treated with total contempt by Triumph testers. Riding in all weathers tells you how stuff performs in the real world and if clothing leaves riders too hot or too cold, if a zip jams or a glove leaks, then it ends up in the bin.

We're just as hard on the looks. Some motorcycle clothing fits like the skin on a cow that's been on a crash diet. As this is rarely flattering, never mind cool, we make sure our clothing has a properly tailored fit.

If we can't fault it, we let you have a go





CLOTHING

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Check out Triumph's clothing (including some cool stuff for wearing off the bike) in our separate Clothing and Personal Accessories Brochure, available from your dealer.





GO YOUR OWN WAY

The photography within this brochure shows Triumph motorcycles being used by expert professional riders in protective gear under professionally controlled, closed course conditions. Triumph does not endorse or encourage stunts, tricks or any form of irresponsible riding. Triumph motorcycles are street motorcycles. Triumph motorcycles are not suitable for off-road use. Triumph does not endorse or encourage the use of Triumph motorcycles off-road. Off-road use could expose yourself and others to serious personal injuries or even death.

At Triumph, we want every ride to be safe and enjoyable. Always ride safely, defensibly and within the limits of the law. Always ride appropriately for road conditions. Always ride within your ability.

Take a riding skills course. Always wear an approved helmet, eye protection and appropriate protective clothing. Always insist that all passengers do the same. Never ride whilst under the influence of alcohol or drugs. Study your owners' manual and inspect your Triumph motorcycle before riding.

Data given to UK market specification. Specification may vary by market.

All details correct at time of going to press.

Triumph Motorcycles Limited reserve the right to make changes without prior notice.

Please consult your dealer for model and colour availability.

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