



07

MOTORCYCLES

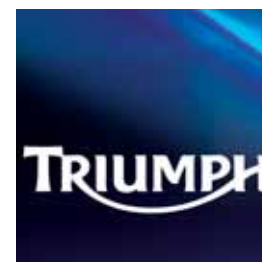


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PARALLEL
TWIN



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 carts. Talk to anyone from the factory – they all love Triumphs, even the few who don't ride.

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

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If you feel like being sociable, the 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 other brands, Triumphs are powered only by parallel twins and triples. There are 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. Our 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 where committed employees constantly come 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 candy store?



Maybe because when you thumb the starter, you feel like you've just unleashed a monster. True, the Rocket III is a cruiser with astonishing performance but as soon as you ride it you realize that the luscious, inexhaustible flow of power from the 2.3 liter engine can be reined in with two fingers. That the low center of gravity and composed riding position gives you a fine sense of balance and control.

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So, if you want to tear up the road, tear 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. 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, but 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 your legs and the passenger gets a more generous seat. Perfect.

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The low center of gravity and light as a feather clutch makes maneuvering a breeze and the motor sounds glorious - 2294 cc's gently massaging the vital organs of anyone you pass. That'll be practically everyone.

Motorcycle featured is fitted with optional Triumph Accessories.

AMERICA



Cool as a chrome
ice pick



The America. Custom Bonnie, bathed in chrome, classy as hell in its new colors and - even with its bigger engine - still as chilled as a frozen margarita. The America is 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.

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More torque means fewer gear changes - just what you want for relaxed cruising. The riding position puts you at the center 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 passenger gets a soft sell too with a new, bigger seat. Don't forget, there are loads of custom factory parts for anyone who just has to be different. At the top of most people's wish list: screens and bags.

SPEEDMASTER



Lone wolf



Some bikes are more sociable than others. The Speedmaster isn't one of them. Passengers 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.

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Nothing on the Speedmaster is superfluous or without purpose; everything from the classic, white-faced tach 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 asphalt. The Speedmaster gets slash-cut pipes for 2007 and keeps the powerful twin disc brakes at the front.

TECHNICAL DETAILS

MODEL ROCKET III ROCKET III Classic 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 caliper
	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

PAINT COLORS



Contemporary Retro

Modern Classics

Bonneville &
Bonneville Black
Bonneville T100
Thruxton
Scrambler



BONNEVILLE & BONNEVILLE BLACK



OK.
Who started all this?



Triumph has always made iconic bikes, so when we revisit the past there isn't far to go. The drum brakes and kick starters are gone, but hey, even Dylan went electric. Today's Bonnevilles 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 - a parallel twin of course, which sounds gorgeous through its 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 radar guns, goggles looked cool and wearing black leather labeled you a rebel. The bike you wanted so much it hurt was a Triumph Twin. The 2007 Bonnie T100 still looks and sounds like the classic Sixties speedster. No anodized titanium bolts. No carbon fiber. It's a real, 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 gauges and beautiful, hand finished coachwork on the tank are as genuinely delicious as mom's meatloaf. The T100 is a two up blast; a sweet handling, torquey machine that's made for trips to biker bars and hamburger joints. Like black leather, 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 race from café to café in the 60's. The next, those cut-down, color-matched fenders, clip-on handlebars, single seat and megaphone pipes have sucked you in and you're on it, clicking through the gears, tucked-in low over the racing-stripe decorated tank, and going like the wind.

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The Thruxton is such a faithful version of those home-built, Sixties racers - with adjustable front and rear suspension, aluminum 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 thru traffic. It's got high pipes and chunky rubber that make you feel like riding to Baja and back.

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It's got classy, authentic detailing – a single gauge, hand-striped paintwork, and white piped seat. On some bikes you feel like you're on public transportation. You get on a Scrambler, you feel like you're on vacation.

Motorcycle featured is fitted with optional Triumph Accessories.

TECHNICAL DETAILS

MODEL	BONNEVILLE & BONNEVILLE BLACK	BONNEVILLE T100	THRUXTON	SCRAMBLER
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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

PAINT COLORS

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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 beauty. The all-round sports tourer that Triumph has lovingly tweaked and refined for years has just jumped up the evolutionary ladder and hit the street with its tail up. A 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 tires. 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 bad road surfaces on long travel, 43mm upside down forks; you can go for miles on the comfortable new seat. It commutes. It flies on the corners. 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
optional Triumph Accessories.

DAYTONA 675



Wire directly to central nervous system



The Daytona 675 is, quite simply, extraordinary. It's stormed the supersports class - dominated until now by 600cc, four cylinder bikes - and come out on top in one magazine test after another. Want to know why? Scorching performance - the 675cc triple delivers a wide spread of usable power all the way to the screaming redline.



Supersport Winner. Master Bike & Supertest 2006

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Performance like this is almost surreal in a bike so compact and light it feels like a 250 GP bike. Multi-function instruments feature a sophisticated lap timer and programmable rev limit warning lights. And the handling? Great chassis, standard steering damper, powerful radial brakes, USD forks... sharp enough to split hairs. Oh and did we mention the looks? No? We didn't think we needed to.

SPEED TRIPLE



Not much looks this good with its clothes off



The first streetfighter bikes were home-brewed. They came out of the back streets, stripped down, and 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, stubby twin exhausts and beautiful single-sided swingarm. Best of all, the 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. It wins most bike mag tests just by turning up.

SPRINT ST



Oops.
Just drove 300 miles
for a quart of milk



Just because you want to do a bit of touring, it doesn't mean you're condemned to ride a bike with the personality of a wet rag. Oh no. This is what you do: Take one lusty, 125 bhp 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 anaesthetizing your posterior. The balance tips in favor of two-up touring on the 2007 bike with lockable, quick-detach bags 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



Jet Black



Caspian Blue



Scorched Yellow



Fusion White



Fusion White

DAYTONA 675



Graphite



Tornado Red



Scorched Yellow



Scorched Yellow

SPEED TRIPLE



Jet Black



Fusion White



Roulette Green



Roulette Green

SPRINT ST



Phantom Black



Caspian Blue



Tornado Red



Tornado Red

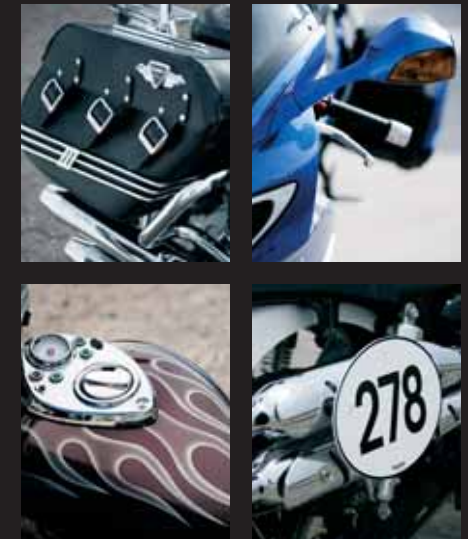
PAINT COLORS

The Triumph Accessories Brochure contains all manner of shinier, lighter and faster parts. 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. They're also 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 the bike 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. Our clothing is treated with total contempt by Triumph testers for thousands of hard miles. Riding in all weather tells you how stuff performs in the real world and if clothing leaves riders too hot or too cold, if a zipper jams or a glove leaks, then it ends up in the trash.

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 proper tailored fit.

If we can't fault it, we let you try





CLOTHING

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Check out Triumph's clothing (including some cool stuff for wearing off your 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.

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Please consult your dealer for model and colour availability.

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