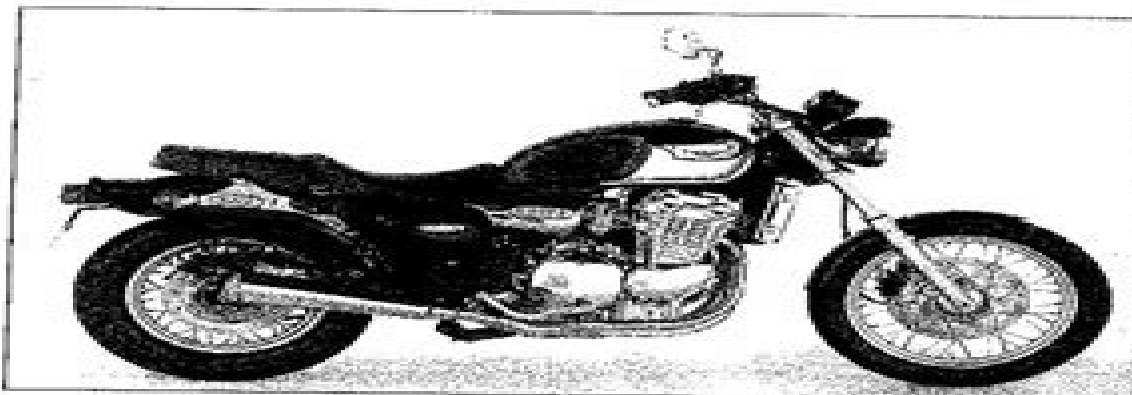




The Adventurer

edges and large expanses of polished alloy. Inside those restyled oses, the motor was retuned even more than the Tiger's to give 70 PS for a very user friendly dose of low-down punch and mid-range power – maximum torque is at just 4800 rpm as opposed to the 900 Trident's 6500 rpm. The cycle parts were given an equally radical redesign, although the retro style stopped short of giving the Thunderbird twin rear shock absorbers. But everything else, the shape of the tank, the chrome headlight and countless other details, harks back to the original Thunderbird and nothing does so as shamelessly as the 'mouth-organ' tank badge, a classic loon if ever there was one.

But the Thunderbird was more than just another new model, it was the start of a whole

new marketing game. With one eye on Harley-Davidson's success, Triumph designed a range of bolt-on accessories for the Thunderbird and a family of Thunderbird derivatives. The first bolt-on goodies offered extra chrome, leather panniers, a windshield, and two-tone front mudguards for the bike, with boots, leathers, jackets and helmet options for the rider. Sounds familiar? It looks very like the formula that Harley-Davidson used to such effect in their comeback from the commercial grave.

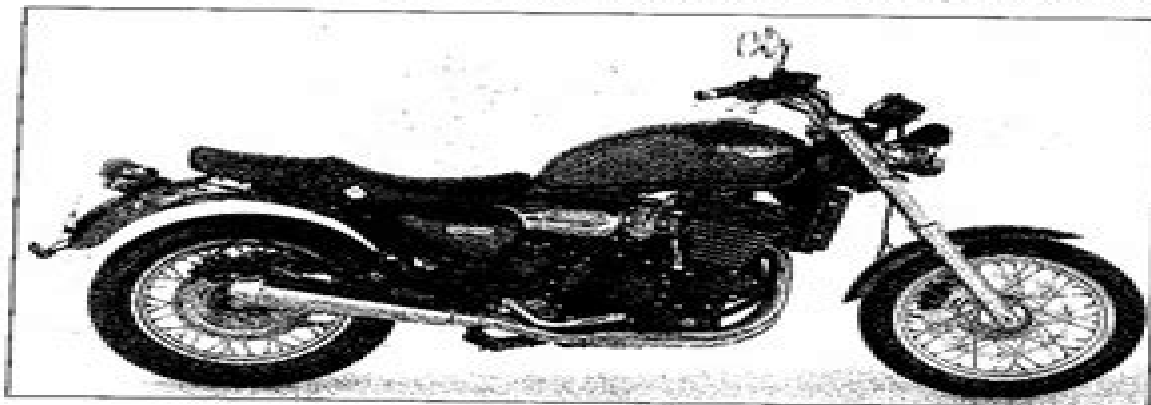
The first Thunderbird derivative, the Adventurer, appeared for 1996 with a different rear subframe and rear-end styling including a sissy bar and single seat. Frankly, it looked like a naff '70s custom Harley and sold like one. That same year, the short-stroke 750 cc motor bowed out of the range, but it went with

a bang not a whimper not in a final batch of Tridents but in a limited-edition (limited to the number of spaces they had on the shelves) run of 750 Speed Triples. Another very clever piece of marketing, as was putting the original, bigger Speed Triple's motor in the Sprint and calling it the Sprint Sport. The 750 Speed Triple only stayed in the range for one year, 1996, while the Sprint Sport hung on for an extra two years. The reason for using up all those motors was the advent of the new range of fuel-injected and heavily revised three-cylinder engines that first powered the T509 Speed Triple and T595 Daytona of 1997.

Not that development of the carburetted bikes was neglected. Triumph got a Thunderbird derivative right in '96 with the Thunderbird Sport. If there was a criticism of the original Tbird it was that it was a trifle soft and underbraked. That was cured with the Speed Triple's forks and twin front disc brakes, 17-inch wheels front and rear, and the styling was cleverly reminiscent of the old Hurricane version of the first Triumph triples. The Legend TT is the same bike with a different exhaust system and graphics. For the rider who didn't want the hard-edge of the Daytonas or the custom style of the Thunderbird it was the perfect compromise and looked as good as the Adventurer looked wrong.

The long-serving Trophy 900 and 1200 models weren't neglected. In 1996 they received total restyles complete with fox-eye headlights, a new fairing and integrated panniers. The carburetors were changed on the 900 and the gearing lengthened on the 1200 to try and get better fuel consumption. The Trophy models were still big, heavy bikes but the new bodywork vastly improved the way in which they performed their chosen task.

From '97 on, the cutting-edge sports bikes in the range were all using the new fuel-injected motor but Triumph had one last hunch with their biggest carburetted engine. The company had never tried to build four-cylinder engines to compete with the Japanese race-replicas despite the 147 PS Daytona 1200 of 1992, instead concentrating on developing the three-cylinder bikes that are Triumph's hallmark. Nevertheless, in 1999 the final batch of 250 1200 Daytonas were released as the 1200SE (for Special Edition). In yet another clever little marketing ploy, the SE got six-piston calipers, a pillion seat cover and black paintwork with gold detailing. There is also a little numbered plaque telling which of the 250 examples it is. The colour scheme manages to make the Daytona look a lot older than it is. It's yet another example of how Triumph use a comparatively limited kit of parts to produce the maximum number of models but manage to make them all not just distinctive but different to ride as well.



The Legend TT

Triumph Trident 750 900 Workshop Manual 1991 1998

John Haynes



Triumph Trident 750 900 Workshop Manual 1991 1998:

American Book Publishing Record ,2001 *Subject Guide to Books in Print* ,1993 *Triumph Triples & Fours (carburettor engines) '91 to '04* Ken Freund,2007-08-01 This repair manual covers Triumph with carburetor engines Trident 750 1991 1998 Trident 900 1991 1998 Sprint 900 1993 1998 Trophy 900 1991 2001 Trophy 1200 1991 2003 Speed Triple 750 1996 Speed Triple 900 1994 1996 Daytona 750 1991 1993 Daytona 900 1992 1996 Daytona Super III 1994 1996 Daytona 1000 1991 1993 Daytona 1200 1993 1998 Thunderbird 900 1995 2003 Thunderbird 900 Sport 1998 2004 Adventurer 900 1996 2001 Legend TT 900 1998 2001 and Tiger 900 1993 1998 Note the fuel injected 1997 on Triumph T509 955i Speed Triple 1998 on 955i Sprint ST 1997 on T595 955i Daytona and 1999 Tiger models are not covered in this manual

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Bonneville 750 and Tiger 750 Unit Construction Twins ,198? **Triumph TR7 Service and Repair Manual** John Harold Haynes,Peter Ward,2014-06 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work Triumph TR 2, 3, 3A, 4, 4A Owners Workshop Manual John Harold Haynes,John Lennox Sim Maclay,Brian Leonard Chalmers-Hunt,1980 How to Restore Triumph Trident T150/T160 & BSA Rocket III Chris Rooke,2016-05-01 Written by an enthusiast with many years experience of working on classic British motorcycles this book covers the complete dismantling refurbishment and rebuilding of two Tridents a 1973 Triumph T150V and a 1975 Triumph T160 This immensely helpful book covers all parts of the rebuild in great detail parts that other manuals gloss over leaving the restorer confused and frustrated From the simplest of jobs such as removing the fuel tank through to detailed explanations of rebuilding the engine and carburettors this manual is an absolute must for any enthusiast contemplating working on their Triumph or BSA triple Over 650 colour photographs and detailed text descriptions clarify every stage engine gearbox clutch electrics frame wheels forks swinging arm brakes instruments the whole bike Highly readable and entertaining the author readily admits to the various pitfalls and mistakes he makes in order for others to avoid them Designed to sit alongside existing workshop manuals this book is intended to help the owner complete a full restoration of their beloved triple Essential garage literature

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