

get a 900 cc triple and a 1200 cc four. The first, six-bike range consisted of two 750-3s, two 900-3s, a 1000-4 and a 1200-4. The first bike to hit the shops was the 1200 Trophy, a four-cylinder sports tourer which was immediately competitive in a very strong class. There was also a 900 cc, three-cylinder Trophy. The 750 and 1000 Daytonas used the short-stroke motor in three and four-cylinder forms in what were intended to be the sportsters of the range. The other two models, 750 and 900 cc three-cylinder Tridents, cashed in on the early-'80s fad for naked retro bikes that followed the world-wide success of the Kawasaki Zephyr.

Even though it was lumbered with the retro label, the Trident was in no way heading back to the good old days. Retro bikes were supposed to look like they'd stepped out of a 1970s time warp with wire wheels, twin shock absorbers and a sit-up-and-beg riding position, but the first Trident was clearly a modern bike that simply didn't have a fairing. It was fairly obviously a Trophy with some body panels removed.

The reborn Triumphs were received with acclaim from the motorcycle press – tinged with not a little surprise. They really were very good motorcycles, the big Trophy was a match for the Japanese opposition in a class full of very accomplished machinery. The fact it could live with a modern day classic like the Yamaha FJ1200 straight off the drawing board was a tribute to John Bloor's designers and production engineers. The bike was big, fast, heavy and quite high, but it worked and worked well. And it didn't leak oil or break down, it was obvious that whatever else people were going to say about Triumphs they weren't going to be able to resurrect the old jokes about British bangers leaving puddles of lubricant under them.

Six months into production, I surveyed a group of 1200 Trophy owners and found the only problem had been rust attacking a

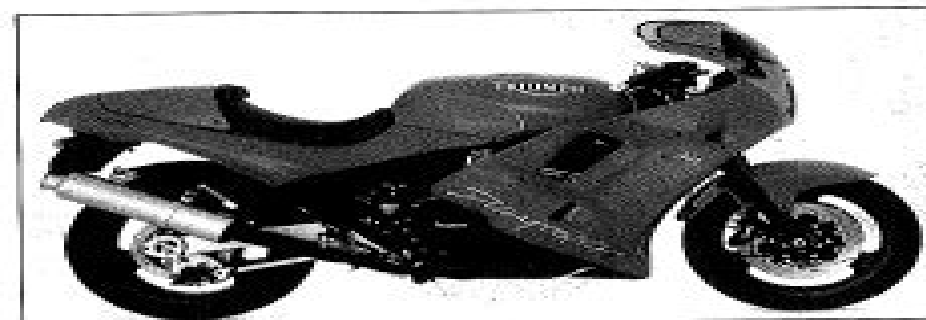


The 1996-on 1200 Trophy

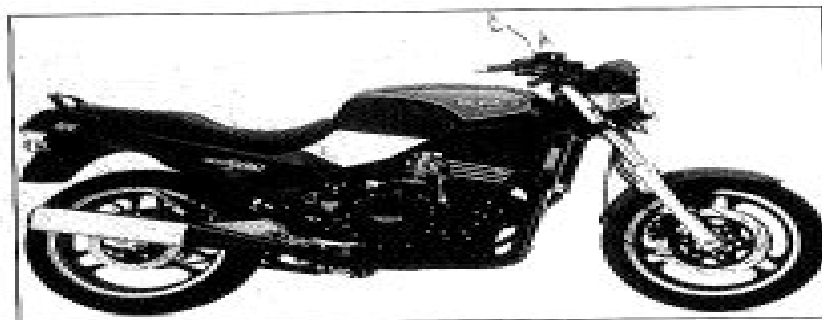
welded seam between the exhaust pipe and the hanger bracket that attached it to the chassis. For a brand new design to be so reliable was quite outstanding and gave the lie to the impression current in several countries that British industry could no longer produce a top-quality engineered product. John Bloor does not give interviews, but it is thought that his major motivation in spending a large chunk of his considerable personal fortune in setting up the Triumph factory was simply to prove that a British factory could still turn out high-tech products that could succeed in world markets. He succeeded.

As the rest of the range arrived and tests of

them got into print, the original impression was underlined and the star of the show emerged; it was the long-stroke, three-cylinder, 900 cc motor. It didn't matter how it was dressed up, the big triple had that indefinable quality – character. It was the motor the Japanese would never have made, very torquey but with a hint of vibration that endears rather than annoys. Somewhere among the modern, water-cooled, multi-valve technology, the 900-triple had the genes of the old air-cooled, OHV Triumph Tridents that appeared in 1969 and stayed in production until '75. If there was an under-achiever in the range it was the Daytona. With hindsight it is



The 1200 Daytona



The 900 Trident

Triumph Sprint Sport 900 885cc Service Repair Manual 1996 1998

S Marginson



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American Book Publishing Record ,2001 **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 **Triumph Daytona, Speed Triple, Sprint & Tiger** Max Haynes,2014-12-01 Complete coverage for your Triumph Daytona covering Daytona Speed Triple Sprint and Tiger 885cc and 955 cc models for 1997 to 2005 Does not include the 1050cc Speed Triple or Sprint Routine Maintenance and servicing Tune up procedures Engine clutch and transmission repair Cooling system Fuel and exhaust Ignition and electrical systems Brakes wheels and tires Steering suspension and final drive Frame and bodywork Wiring diagrams Reference Section *Triumph Triples & Fours (carburettor engines) '91 to '04* Editors of Haynes Manuals,2016-03-15 Complete coverage for your Triumph 750 900 Triples and 1200 Fours covering 750 900 and 1200cc for 1991 thru 2004 Fuel injected T509 955i Speed Triple Sprint ST RS T595 955i Daytona and 1999 on Tiger models are not covered Routine Maintenance and servicing Tune up procedures Engine clutch and transmission repair Cooling system Fuel and exhaust Ignition and electrical systems Brakes wheels and tires Steering suspension and final drive Frame and bodywork Wiring diagrams Reference Section With a Haynes manual you can do it yourself from simple maintenance to basic repairs Haynes writes every book based on a complete teardown of the vehicle We learn the best ways to do a job and that makes it quicker easier and cheaper for you Our books have clear instructions and hundreds of photographs that show each step Whether you re a beginner or a pro you can save big with Haynes Step by step procedures Easy to follow photos Complete troubleshooting section Valuable short cuts Color spark plug diagnosis Triumph Service Manual ,1999 Triumph 1050 Sprint ST, Speed Triple, and Tiger Service and Repair Manual Matthew Coombs,2014-01-01 This is another title in the ever popular Haynes vehicle maintenance range this edition covering the Triumph 1050 Sprint ST Speed Triple and Tiger models from 2005 until 2013 Step by step instructions are provided with hundreds of illustrations and photographs to aid the budding or experienced vehicle maintainer *Triumph Daytona, Speed Triple, Sprint & Tiger* Max Haynes,2014-12-01 Complete coverage for your Triumph Daytona covering Daytona Speed Triple Sprint and Tiger 885cc and 955 cc models for 1997 to 2005 Does not include the 1050cc Speed Triple or Sprint Routine Maintenance and servicing Tune up procedures Engine clutch and transmission repair Cooling system Fuel and exhaust Ignition and electrical systems Brakes wheels and tires Steering suspension and final drive Frame and bodywork Wiring diagrams Reference Section **Triumph 1050 Sprint ST,**

Speed Triple and Tiger (04-09) Matthew Coombs, 2009 Sprint ST 1050cc 05 09 Speed Triple 1050cc 05 09 Tiger 1050cc 07 09 *Triumph Sprint, Speed Triple and Tiger, 2005-2015 Haynes Repair Manual* Haynes Publishing, 2019-02-26 With a Haynes manual you can do it yourself from simple maintenance to basic repairs Haynes writes every book based on a complete teardown of the vehicle where we learn the best ways to do a job and that makes it quicker easier and cheaper for you Haynes books have clear instructions and hundreds of photographs that show each step Whether you are a beginner or a pro you can save big with a Haynes manual This manual features complete coverage for your Triumph Sprint Speed Triple and Tiger built between 2005 and 2015 covering routine maintenance tune up procedures engine repair cooling and heating air conditioning fuel and exhaust emissions control ignition brakes suspension and steering electrical systems and wiring diagrams **Triumph 900 & 1200, '16-'17** Haynes Publishing, 2018-05-01 Each Haynes manual provides specific and detailed instructions for performing everything from basic maintenance and troubleshooting to a complete overhaul of the machine in this case the Triumph 900 troubleshooting lubrication and routine maintenance engine top end engine lower end primary drive clutch and external shift mechanism transmission and internal shift mechanism engine management system electrical system wheels tires and drivebelt front suspension and steering rear suspension brakes body and color wiring diagrams An index makes the manual easy to navigate **Dolomite Sprint Repair Operation Manual** Triumph Motor Company. Service Division, 1973 **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

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OP Haynes,2013-08 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 Triples & Fours** Penny Cox,Matthew Coombs,1996 HY TRMPH TRIP 4 91 95 *SERVICE AND MAINTENANCE MANUAL TRIUMPH MOTORCYCLES 1935-1949* BROWN F.T & DAVIES A. C.,2009 **Triumph TR 2, 3, 3A, 4, 4A Owners Workshop Manual** John Harold Haynes,1997

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