



America

slimy bar and single seat. 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 run of 750 Speed Triples. The bigger Speed Triple's motor was inserted in the Sprint and the result called the Sprint Sport. 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 T500 Speed Triple and T595 Daytona of 1997.

The first fuel-injected Triumph, the Daytona T595, was a major milestone for the Factory. It

represented a change of policy, the first time Triumph would venture to confront their opposition on the cutting edge of technology. In early 1997, the Honda Fireblade and Ducati 916 ruled. The T595 was able to play in the same ball park. Only on a race track could the Japanese and Italian machines be shown to be better. In the real world the T595 was at least as good a bike. The old long stroke of 85 mm was retained but everything else was new. It was a radical departure from the modular concept that had dominated production until now. You could see how the new motor was a lightened version of the

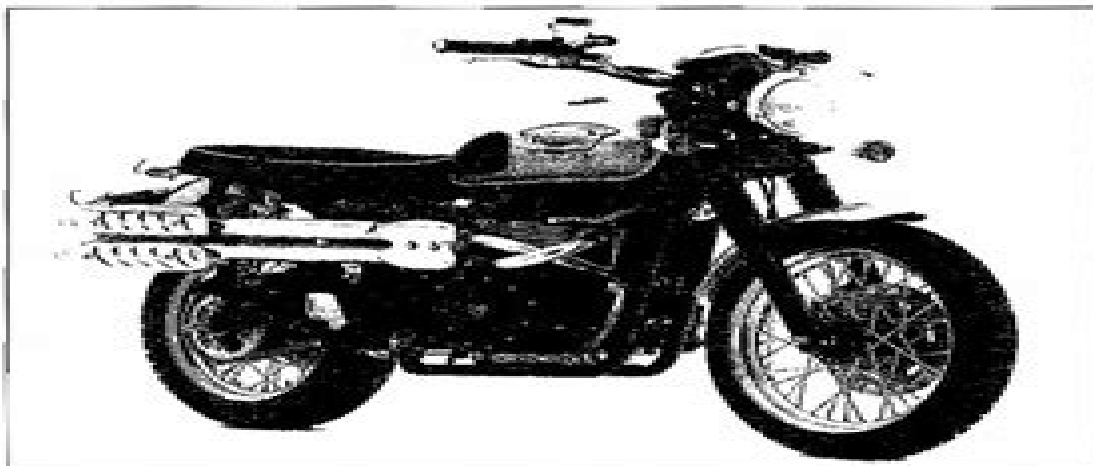


Speedmaster

old triple, but fuel injection was new and the frame was a radical departure from previous practice. Serpentine tubing ran from steering head to swingarm pivot and it was aluminium. Bodywork looked tasty too. Despite what Triumph had said about not taking on the Japanese back in 1991, the T595 came out of comparative tests with the 'Blade and 916 on equal terms. The new bike was also given the Speed Triple treatment and adorned with bug-eyed twin headlights in the fashionable 'streetfighter' style. You liked it or loathed it, but you couldn't ignore it.

The trouble with the Supersports end of the market is that the goal posts keep moving, so Triumph hedged their bets by softening the 955's nominal 125 PS to 108, housing it in a simpler twin-beam frame and calling the result the Sprint ST. This continuation of the original Sprint concept was one of the hits of 1999. As a sports tourer, the fuel-injected Sprint ST was right up there with Honda's class leader, the VFR. Some magazines even preferred the British bike. High praise. The Tiger got the fuel-injected 855 cc motor in '99. Not that development of the carburetted bikes was neglected. Triumph got a Thunderbird derivative right in 1998 with the Thunderbird Sport. The Legend TT is the same bike with a different exhaust system and graphics.

Up to 1999 Triumph concentrated on big bikes but then they took another giant step towards the big time by taking on the Japanese in the most competitive market sector of them all, Supersports 600, with the TT600. For 2001 the most famous name of all was bought out of retirement: Bonneville. The new Bonneville shared the name, engine configuration and style of its predecessors, the T120 and T140, but that was where the similarity ended. It used a 360° carburetted air-cooled twin engine in a utterly non-traditional capacity of 790 cc. The nostalgic picture was



Scrambler

Triumph Bonneville 2006 Factory Service Repair Manual

Matthew Coombs, Phil Mather



Triumph Bonneville 2006 Factory Service Repair Manual:

Triumph Bonneville, T100, Speedmaster, America, Thruxton & Scrambler Service & Repair Manual Matthew Coombs, Phil Mather, Penny Cox, 2016 **Triumph Bonneville, T110, Speedmaster, America, Thruxton and Scrambler Service and Repair Manual** Matthew Coombs, Phil Mather, 2007 Bonneville 790cc 01 06 Bonneville 865cc 2007 T100 790cc 02 04 T100 865cc 05 07 America 790cc 02 06 America 865cc 2007 Speedmaster 790cc 03 04 Speedmaster 865cc 05 07 Thruxton 865cc 04 07 Scrambler 865cc 06 07 *Triumph Bonneville, T110, Speedmaster, America & Thruxton Service & Repair Manual* Matthew Coombs, 2006-01-01 Covering both basic and advanced service and maintenance tasks for the Triumph Bonneville T100 Speedmaster America and Thruxton this garage manual covers models built between 2001 and 2005 **Triumph Motorcycles Illustrated Workshop Manual 1945-1955** Floyd Clymer, 2007-02-01 1945 to 1955 and later Models An illustrated workshop manual covering Triumph twin cylinder motorcycles from 1945 to 1955 This is a faithful reproduction of the Factory Workshop Manual No 11 originally published in the US by Floyd Clymer The major revision in the later pre unit factory manuals was the addition of technical specifications for the T120 Bonneville 1959 Unfortunately those revisions also included the deletion of repair data for rigid frame sprung hub and 3T models This makes the Factory Workshop Manual No 11 the most comprehensive workshop manual available for pre unit twin cylinder Triumph motorcycles up to and including 1962 models as it includes repair and maintenance data for the full line of rigid frame sprung hub swing arm and 350cc models Much more detailed than the owner s handbook this manual provides the information necessary for the overhaul of engines gear boxes frames swing arm forks wheels hubs carburetors electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Size 5 5 x 8 5 with 224 pages and 84 illustrations includes 8 pages of detailed technical specification charts and both an illustration index and a comprehensive index of contents Applicable to the following models 5T Speed Twin T100 Tiger 100 TR5 Trophy 6T Thunderbird T110 Tiger 110 and 3T De Luxe Includes maintenance and repair data for the following engines Twin Cylinder 350cc OHV 500cc OHV and 650cc OHV 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 Bonneville, T100, Speedmaster, America, Thruxton & Scrambler '01 to '15* Editors of Haynes Manuals, 2015-12-01 Complete coverage for your Triumph Bonneville covering Bonneville T100 Speedmaster America Thruxton and Scrambler for 2001 to 2012 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 motorcycle We learn the best ways to do a job and that makes it quicker

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C.,2009 Triumph Water-cooled Twins Matthew Coombs,Phil Mather,2020 **Triumph Daytona, Speed Triple, Sprint & Tiger 885/955cc** Matthew Coombs,Phil Mather,2006 *Triumph 2000 and 2500 Workshop Manual* Brooklands Books,1986-10-01 **Triumph Bonneville and TR6 Motorcycle Restoration Guide** David Gaylin,2011-05-12 Triumph s Bonneville and its sibling the TR6 are two of the most revered models in all of motorcycling Distinguished by their handsome lines and pace setting performance the Bonneville and Tiger ruled the streets and race tracks from their introduction in the late 1950s through Triumph s golden age in the 1960s Devotion to the marque remained strong even as the sun slowly set on the company s fortunes in the late 1970s and early 1980s The original Triumph s demise in 1983 simply served to cement the legendary status of its long lived top guns the Bonneville and TR6 Today the Bonnie and Tiger are highly sought after classics machines whose pedigree demands correct mechanical restoration and accurate refinishing Triumph Bonneville and TR6 Motorcycle Restoration Guide 1956 1983 contains all the information needed to guarantee the correct restoration of your classic More than 250 photos and extensive technical appendices supplement Triumph expert David Gaylin s thoroughly researched text *Triumph TR 2/4A, Range 1952-1967* Drake Publishers,1972 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

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