

Bonneville

The first model in this new parallel twin range, the Bonneville, was launched in November 2000 for the 2001 model year. It combined the styling and character derived from the most popular of the original Meriden models with the technology of modern design and technology.

The Bonneville used a 790 cc parallel twin air- and oil-cooled unit engine. Its 360° crank meant the pistons rose and fell simultaneously, but were set to fire on alternate strokes. Twin balance shafts ran off a gear on the right-hand end of the crankshaft to eliminate most of the vibration, leaving enough to provide some essential character. A central cam chain drove the double overhead camshafts actuating the four valves per cylinder.

The cable-operated clutch was a wet, multi-plate unit with conventional springs. The five-speed constant-mesh transmission drove the rear wheel via chain and sprockets that ran unconventionally down the right-hand side of the bike, allowing the looks of the original design engine covers to be retained.

The engine had a wet-sump lubrication system incorporating two pumps. The rear pump drew oil from the sump via a strainer and distributed it, via the filter, to the crankshaft's main and big-end bearings, the camshafts, and to the transmission output shaft. The front pump drew oil in the same way and circulated it around the cylinder block and head to cool them before sending it to the oil cooler at the front. The cooled oil then returned to the sump. The front pump also fed a lubrication circuit for the transmission input shaft and the clutch.

Fuel was fed by gravity to the two 36 mm CV carburettors. The carburettors were electrically heated to prevent icing and incorporated a throttle position sensor that transmitted information on throttle angle and rate of change to the ignition control unit (ICU).

The ignition system was fully digital electronic. A pick-up coil mounted on the right-hand side of the engine received signals from projections on the alternator rotor and sent information on crankshaft position and speed to the ICU. This, together with information from the throttle position sensor, was used to determine the ideal firing point. A primary voltage was sent to the single ignition coil which provided the HT voltage to each spark plug simultaneously on a 'wasted spark' system.

The engine sat in a tubular steel, twin-cradle frame with removable sections. Front suspension was by 41 mm oil-damped telescopic forks. Rear suspension was by tubular steel swingarm pivoting through the crankcase and acting on twin shock absorbers that were adjustable for spring pre-load.

The front brake had an hydraulic, twin-piston sliding caliper acting on a single 310 mm disc, and the rear brake had an hydraulic, twin-piston sliding caliper acting on a 285 mm disc. The wheels were steel-spoked and ran tubeless tyres.

In 2007 the Bonneville was given the new, larger capacity 865 cc engine originally fitted to the Thruxton. The engine was all-black with polished covers.

A major mechanical change took place in 2008 with the introduction of electronic fuel injection, ensuring the 865cc twin kept within Euro 3 legislation. The throttle bodies were cleverly designed to give the appearance of carburettors and thus retain the bike's traditional look.

The year 2009 was significant because it marked the 50th anniversary of the Bonneville name. There were no mechanical changes for 2009, but the bike's styling reflected many features of the 1970s T140D. Cast wheels replaced the wire-spoked items of the 2008 models, the mudguards were smaller and neater, the shorter silencers were borrowed from the Thruxton, the front brake master cylinder had a remote reservoir and decals replaced the chromed fuel tank badges of the earlier model.

For 2010, new electronic instruments were fitted and the speedometer was activated by a pick-up off the gearbox rather than via a cable off the front wheel.

Bonneville SE

A slightly higher spec Special Edition Bonneville was introduced for 2009. It was as the regular model (including its 2009 improvements), but with a tachometer included in the instruments, brushed alloy engine covers and a chrome tank badge. The SE model received updated electronic instruments in 2010.

T100

Launched initially as a centennial edition of the Bonneville for the 2002 model year, the T100 was then incorporated into the Triumph range in its own right the following year.

From 2002 to 2004 it used the same engine, frame and suspension as the Bonneville, but with added styling cues reminiscent of the sixties machine. Differences included the addition of a tachometer, rubber knee pads mounted on the fuel tank, alternative colour schemes and polished engine covers.

In November 2004, for the 2005 model year, the T100 was given a slightly de-tuned version of the new 865 cc engine first used in the Thruxton.

Apart from receiving electronic fuel injection in 2008, changes to the T100 have amounted to the addition of fork gaiters in 2009 and electronic instruments in 2010. In celebration of the Bonneville's 50th, an anniversary model was produced for 2009 only with a special logo on the side panels, two-tone paintwork and chromed valve cover. A Steve McQueen edition T100 was released in 2012 in the style of the TR6 Trophy he rode in the film *The Great Escape*; it differed from the standard model in having a single seat, push plate, khaki paintwork and special graphics. Also in 2012, a special edition T100 was launched to celebrate 110 years of Triumph motorcycles and is recognisable by its two-tone silver and Brooklands

green paintwork, black mudguards, chromed valve cover, chainguard and grabrail and its tank-mounted jubilee crest.

America

The Bonneville America was launched in 2002 and was designed to compete directly with the cruisers and low-riders so popular in America.

It used the 790 cc engine of the Bonneville but with a different crankshaft throw giving it a firing interval between the cylinders of 270°, and a resultant off-beat feel and sound. Combined with slightly taller gearing achieved by changing the final drive ratio, it mimicked the traditional V-twin cruiser characteristics of the bikes against which it was designed to compete.

While the cone of the bike remained the same as the Bonneville, with shared frame, suspension and braking components, a number of design features such as the forward-mounted foot-controls, low-slung seat, raked-back handlebars and raked-out forks, and instruments mounted on the fuel tank, gave it an entirely different character and establish it as a significantly different machine.

In 2007 the America was given the new, larger capacity 865 cc engine originally fitted to the Thruxton. The engine was all-black with polished covers. Additional changes included newly styled cast alloy wheels, and re-designed pillion footrest brackets, fork shrouds drive sprocket cover and front fork shrouds.

In 2008 the America received electronic fuel injection and a new fuel tank with increased capacity. Electronic instruments were fitted in 2010, then for the following year the America received a make-over with changes to riding position and steering geometry. The front wheel diameter was reduced by two inches to 16", the front turn signals were repositioned from the handlebars to the bottom yoke and the separate rider and passenger seats were replaced by the dualseat already fitted to Speedmaster models.

Speedmaster

The Speedmaster was launched in 2003 and was designed to be a Bonneville America with attitude.

For 2003 and 2004 it used the 790 cc engine of the America but with shorter gearing, achieved by altering the final drive ratio, to give it more acceleration. For 2005 the Speedmaster was given the new, larger capacity 865 cc engine, further detuned than the 2005 T100, giving it more torque at lower engine speeds, and again utilising the 270° crankshaft of the original America to retain the off-beat firing pattern.

The Speedmaster had twin front brake calipers and discs, different handlebars, controls and seat, and cast alloy wheels which ran tubeless tyres.

In 2007 the Speedmaster was equipped with newly styled cast alloy wheels, and re-designed pillion footrest brackets, fork shrouds and drive sprocket cover.

Triumph Bonneville Thruxton Scrambler Workshop Manual 2006 Onwards

Floyd Clymer



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