

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 harking 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 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 Trophy 900 1200 1998 Workshop Service Repair Manual

Ken Freund



Triumph Trophy 900 1200 1998 Workshop Service Repair Manual:

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 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

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