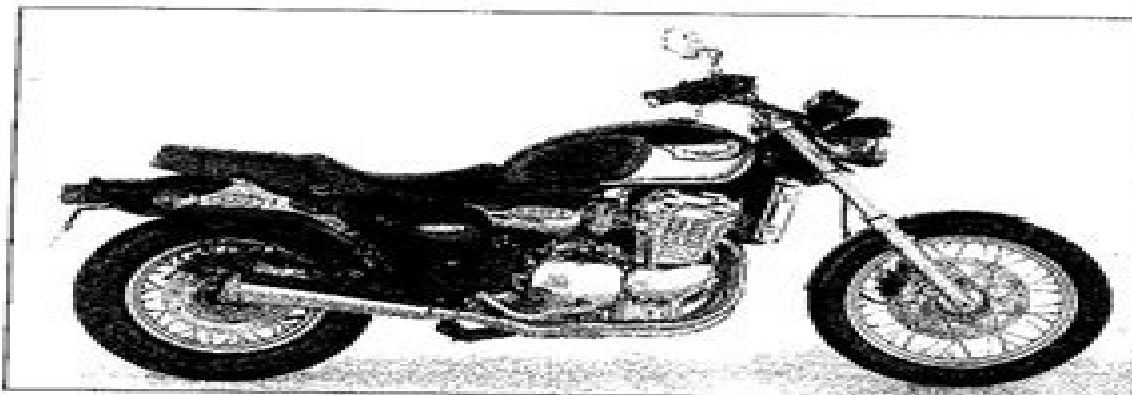




The Adventurer

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.

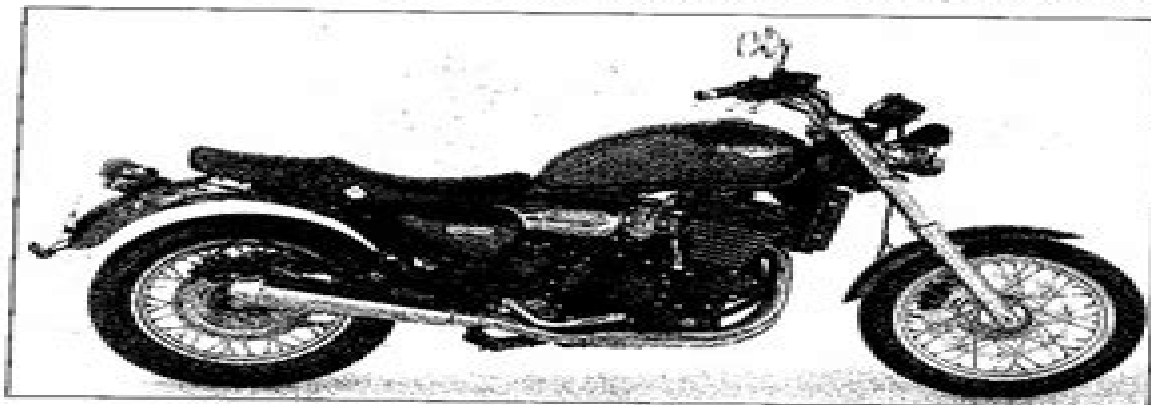
The first Thunderbird derivative, the Adventurer, appeared for 1996 with a different rear subframe and rear-end styling including a sissy bar and single seat. Frankly, it looked like a naff '70s custom Harley and sold like one. That same year, the short-stroke 750 cc motor bowed out of the range, but 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 748cc 885cc Digital Workshop Repair Manual 1991 1998

Haynes



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