



SERVICE MANUAL

Part No: 3850300. Issue 8, 06/99

TROPHY

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DAYTONA

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DAYTONA SUPER 3

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TRIDENT

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SPRINT/SPORT/EXECUTIVE

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TIGER

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SPEED TRIPLE

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THUNDERBIRD/SPORT

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LEGEND TT

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ADVENTURER

TRIUMPH DESIGNS LIMITED
JACKNELL ROAD, DODWELLS BRIDGE INDUSTRIAL ESTATE, HINCKLEY,

LEICESTERSHIRE LE10 3BS, ANGLETERRE

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Motorcycle Service Manual

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All information contained in this publication is based on the latest product information available at the time of publication. Illustrations in this publication are intended for reference use only and may not depict actual model component parts.

CONTENTS

Introduction	
General Information	1
Servicing	2
Cylinder Head	3
Clutch	4
Balancers	5
Crankshaft/Rods/Pistons	6
Transmission	7
Lubrication	8
Fuel System/Exhaust	9
Cooling System	10
Rear Suspension/Final Drive	11
Front Suspension/Steering	12
Brakes	13
Wheels/Tyres	14
Frame/Fairings	15
Electrical System/Ignition	16
Appendix	17

INTRODUCTION

This manual is designed primarily for use by trained technicians in a properly equipped workshop. However, it contains enough detail and basic information to make it useful to the owner who desires to perform his own basic maintenance and repair work. The work can only be carried out if the owner has the necessary hand and special service tools to complete the job.

A basic knowledge of mechanics, including the proper use of tools and workshop procedures is necessary in order to carry out maintenance and repair work satisfactorily. Whenever the owner has insufficient experience or doubts his ability to do the work, all adjustments, maintenance, and repair work must be undertaken by an authorised Triumph Dealer.

In order to perform the work efficiently and to avoid costly mistakes, read the text and thoroughly familiarise yourself with procedures before starting work.

All work should be performed with great care and in a clean working area with adequate lighting.

Always use the correct special service tools or equipment specified. Under no circumstances use makeshift tools or equipment since the use of substitutes may adversely affect safe operation.

Where accurate measurements are required, they can only be made using calibrated, precision instruments.

For the duration of the warranty period, all repairs and scheduled maintenance must be performed by an authorised Triumph Dealer.

To maximise the life of your Motorcycle:

Accurately follow the maintenance requirements of the Periodic Maintenance Chart in the Service Manual.

Do not allow problems to develop. Investigate unusual noises and changes in the riding characteristics of the motorcycle. Rectify all problems as soon as possible (**Immediately if safety related**).

Use only Triumph Motorcycle Parts as listed in the parts catalogue/parts microfiche.

Follow the procedures in this manual carefully and do not take short cuts.

Keep complete records of maintenance and repair with dates and any new parts installed.

Use only approved lubricants, as specified in the Owner's Handbook, in the maintenance of the motorcycle.

How to use this manual

To assist in the use of this manual, the section title is given at the top.

Each major section starts with a contents page, listing the information contained in the section.

The individual steps comprising repair operations are to be followed in the sequence in which they appear.

Adjustment and repair operations include reference to Service Tool numbers and the associated illustration depicts the tool.

Where usage is not obvious the tool is shown in use.

Adjustment and repair operations also include reference to wear limits, relevant data, torque figures, specialist information and useful assembly details.

Particularly important information is presented in the following form:



WARNING: This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.



CAUTION: This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

NOTE:

- This note symbol indicates points of particular interest for more efficient and convenient operation.

ASBESTOS



This warning may apply to any of the following components or any assembly containing one or more of these components:-

- Brake Shoes or Pads**
- Clutch Friction Material**
- Gaskets**
- Insulators**

SAFETY INSTRUCTIONS

- Operate if possible out of doors or in a well ventilated place.
- Preferably use hand tools or low speed tools equipped with an appropriate dust extraction facility.
- Dampen dust and place in a properly closed receptacle. Dispose of the closed receptacle safely.
- Never use an airline to blow dust from components

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

REFERENCES

References

References to the left-hand or right-hand side given in this manual are made when viewing the motorcycle from the rear.

Operations covered in this manual do not always include reference to testing the motorcycle after repair. It is essential that work is inspected and tested after completion and if necessary a road test of the motorcycle is carried out particularly where safety related items are concerned.

Dimensions

The dimensions quoted are to design engineering specification with service limits where applicable.

During the period of running-in from new, certain adjustments may vary from the specification figures given in this manual. These will be reset by the Dealer at the After Sales Service, and thereafter should be maintained at the figures specified in this manual.

REPAIRS AND REPLACEMENTS

Before removal and disassembly, thoroughly clean the motorcycle. Any dirt entering the engine or other parts will work as an abrasive and shorten the life of the motorcycle. Particular attention should be paid when installing a new part, that any dust or metal filings are cleared from the immediate area.

Force

Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Never lever a component as this will cause damage both to the component itself and to the surface being levered against.

Whenever tapping to aid removal of an item is necessary, tap lightly using a hide or plastic faced mallet.

Edges

Watch for sharp edges, especially during engine disassembly and assembly. Protect the hands with industrial quality gloves when lifting the engine or turning it over.

When replacement parts are required, it is essential that only genuine Triumph parts are used.

Safety features and corrosion prevention treatments embodied in the motorcycle may be impaired if other than genuine Triumph parts are fitted. In certain territories, legislation prohibits the fitting of parts not to the manufacturer's specification.

Tightening procedure

Generally, when installing a part with several bolts, nuts or screws, they should all be started in their holes and tightened to a snug fit, evenly and in a cross pattern. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely, bolts, nuts, or screws, should all be loosened (in sequence if specified) by about a quarter of turn and then removed.

Where there is a tightening sequence specified in this Service Manual, the bolts, nuts, or screws must be tightened in the order and by the method indicated.

Torque wrench setting figures given in this Manual must be observed. The torque tools used must be of accurate calibration.

Locking devices, where specified, must be fitted. If the efficiency of a locking device is impaired during removal it must be renewed. This applies particularly to micro-encapsulated fixings which must always be replaced if disturbed. Where necessary, the text in this manual will indicate where such a fixing is used.

General Information

CONTENTS

General precautions and fitting instructions	
Ignition system safety precautions	1.2
Dangerous substances	1.2
Engine oils	1.2
Health protection precautions	1.2
Environmental protection precautions	1.3
Brakes	1.3
Jacking and lifting	1.4
Precautions against damage	1.4
Engine coolant caps and plugs	1.4
Cleaning components	1.4
Lubrication	1.5
Joints and joint faces	1.5
Gaskets, O-rings	1.5
Liquid gasket, non-permanent locking agent	1.5
Screw threads	1.5
Locking devices	1.6
Fitting a split pin	1.6
Circlips, retaining rings	1.6
Self locking nuts	1.6
Encapsulated bolt	1.6
Oil and grease seals	1.6
Press	1.6
Ball bearing	1.6
Fuel handling precautions	
General	1.7
Petrol - gasoline	1.7
Fuel tank removal	1.7
Chassis repairs	1.7
Electrical precautions	
Battery disconnecting	1.8
Grease for electrical connectors	1.8
Disciplines	1.9
Electrical wires	1.9
Replacement parts	1.9
Inspection	1.9
Service data	1.9
Service Tools	1.10
Full Specification - Trophy 1200, Trophy 900	1.13
Full Specification - Daytona 1000, Daytona 750	1.17
Full Specification - Daytona 1200, Daytona 900	1.21
Full Specification - Daytona Super 3 & Speed Triple	1.25
Full Specification - Trident / Sprint 900, Trident 750	1.29
Full Specification - Thunderbird Sport 900, Thunderbird/Adventurer 900	1.33
Full Specification - Legend TT / Tiger 900	1.37
Torques	1.41

IGNITION SYSTEM SAFETY PRECAUTIONS

WARNING: The ignition system produces extremely high voltages. Do not touch any part of the ignition system or any cables while the engine is running.

An electric shock caused by contact with the ignition system may lead to illness, injury or death.

WARNING: Wearers of surgically implanted heart pacemaker devices should not be in close proximity to ignition circuits and or diagnostic equipment.

The ignition system and any diagnostic equipment may interrupt the normal operation of such devices causing illness or death.

DANGEROUS SUBSTANCES

WARNING: Many liquids and other substances used in motor vehicles are poisonous and should under no circumstances be consumed and should, as far as possible, be kept from contact with the skin. These substances among others include acid, anti-freeze, asbestos, brake fluid, fuel, lubricants, and various adhesives. Always pay close attention to the instructions printed on labels and obey the instructions contained within. These instructions are included for your safety and well being. **NEVER DISREGARD THESE INSTRUCTIONS!**

fluoroelastomers

WARNING: fluoroelastomer material is used in the manufacture of the valve stem oil seals in Triumph motorcycles.

In fire conditions involving temperatures greater than 315°C this material will decompose and can then be potentially hazardous. Highly toxic and corrosive decomposition products, including hydrogen fluoride, carbonyl fluoride, fluorinated olefins and carbon monoxide can be generated and will be present in fumes from fires.

In the presence of any water or humidity hydrogen fluoride may dissolve to form extremely corrosive liquid hydrofluoric acid.

If such conditions exist, do not touch the material and avoid all skin contact. Skin contact with liquid or decomposition residues can cause painful and penetrating burns leading to permanent, irreversible skin and tissue damage.

ENGINE OILS

WARNING: The oil may be hot to the touch. Contact with hot oil may cause the skin to be scalded or burned.

WARNING: Prolonged or repeated contact with engine oil can lead to skin dryness, irritation and dermatitis. In addition used engine oil contains potentially harmful contaminants which can cause cancer. Wear suitable clothing and avoid skin contact.

Health Protection Precautions

- Avoid prolonged and repeated contact with oils, particularly used engine oils.
- Wear protective clothing, including impervious gloves where practicable.
- Do not put oily rags in pockets.
- Overalls must be cleaned regularly. Discard heavily soiled clothing and oil impregnated footwear.
- First aid treatment should be obtained immediately for open cuts and wounds. Always be aware of who your nearest first aider is and where the medical facilities are kept.
- Use barrier creams, applying before each work period to protect the skin from the effects of oil and grease and, to aid removal of the same after completing work.
- Wash with soap and water to ensure all oil is removed (skin cleansers and nail brushes will help). Preparations containing lanolin replace the natural skin oils which have been removed.
- Do not use petrol, kerosene, diesel fuel, gas oil, thinners or solvents for cleaning skin.
- If skin disorders develop, obtain medical advice without delay.
- Where practicable, degrease components prior to handling.

WARNING: Any risk of eye injury must be avoided. Always wear eye protection when using a hammer, air line, cleaning agent or where there is ANY risk of flying debris or chemical splashing

**ENVIRONMENTAL PROTECTION
PRECAUTIONS**

CAUTION: Do not pour oil on the ground, down sewers or drains, or into water courses. To prevent pollution of water courses etc., dispose of used oil sensibly. If in doubt contact your local authority.

Burning of used engine oil in small space heaters or boilers can be recommended only for units of approved design. If in doubt check with the appropriate local authority and/or manufacturer of the approved appliance.

Dispose of used oil and used filters through authorised waste disposal contractors, to licensed waste disposal sites, or to the waste oil reclamation trade. If in doubt, contact the Local Authority for advice on disposal facilities.

BRAKES

WARNING: Brake fluid is hygroscopic which means it will absorb moisture from the air. The absorbed moisture will greatly reduce the boiling point of the brake fluid causing a reduction in braking efficiency.

Replace brake fluid in line with the Periodic Maintenance chart. A dangerous riding condition could result if this important maintenance item is neglected!

Do not spill brake fluid onto any area of the bodywork as this will damage any painted or plastic surface.

Always use new brake fluid from a sealed container and never use fluid from an unsealed container or from one which has been previously opened.

Do not mix different brands of fluid. Check for fluid leakage around brake fittings, seals and joints.

Check regularly for brake hose damage.

FAILURE TO OBSERVE ANY OF THE ABOVE WARNINGS MAY REDUCE BRAKING EFFICIENCY LEADING TO AN ACCIDENT.



WARNING: If there has been an appreciable drop in the level of the fluid in either brake fluid reservoir, consult your authorized Triumph Dealer for advice before riding.

If the brake lever or pedal feels soft when it is applied, or if the lever/pedal travel becomes excessive, there may be air in the brake lines or the brake may be defective.

It is dangerous to operate the motorcycle under such conditions and remedial action must be taken by your authorized Triumph Dealer before riding the motorcycle.

Failure to take remedial action may reduce braking efficiency leading to an accident.



WARNING: Use only D.O.T. 4 specification brake fluid as listed in the general information section of this manual. The use of brake fluids other than those D.O.T. 4 fluids listed in the general information section may reduce the efficiency of the braking system leading to an accident.

Failure to change the brake fluid at the interval specified in the periodic maintenance chart may reduce braking efficiency resulting in an accident.



WARNING: Never use mineral based grease in any part of the braking system or in any area where contact with the braking system is possible. Mineral based grease will damage the hydraulic seals in the calipers and master cylinders.

Damage caused by contact with mineral based grease may reduce braking efficiency resulting in an accident.

Lubrication

Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. This is because used lubricants will have lost some lubricative qualities and may contain abrasive foreign particles.

Use recommended lubricants. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended. This manual makes reference to molybdenum disulphide grease in the assembly of certain engine and chassis parts. Always check manufacturer recommendations before using such special lubricants.

Joints and joint faces

Assemble joints dry unless otherwise specified in this Manual.

If gaskets and/or jointing compound is recommended for use; remove all traces of old jointing material prior to reassembly. Do not use a tool which will damage the joint faces and smooth out any scratches or burrs on the joint faces using an oil stone. Do not allow dirt or jointing material to enter any tapped holes.

Gaskets, O-rings

Do not re-use a gasket or O-ring once it has been in service. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.

Liquid gasket, non-permanent locking agent

Follow manufacturer's directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly as excessive amounts of sealer may block engine oil passages and cause serious damage.

Prior to reassembly, blow through any pipes, channels or crevices with compressed air.



WARNING: To prevent injury, always use eye, face and ear protection when using compressed air. Always wear protective gloves if the compressed air is to be directed in proximity to the skin.

Screw threads

Metric threads to ISO standard are used.

Damaged nuts, bolts and screws must always be discarded.

Castellated nuts must not be slackened back to accept a split-pin, except in those recommended cases when this forms part of an adjustment.

Do not allow oil or grease to enter blind threaded holes. The hydraulic action on screwing in the bolt or stud could split the housing.

Always tighten a nut or bolt to the recommended torque figure. Damaged or corroded threads can affect the torque reading.

Locking devices

Always release locking tabs and fit new locking washers, do not re-use locking tabs.

Fitting a split pin

Always fit new split-pins of the correct size for the hole in the bolt or stud. Do not slacken back castle nuts when fitting split pin.

Always fit new roll pins of an interference fit in the hole.

Circlips, retaining rings

Replace any circlips and retaining rings that are removed. Removal weakens and deforms circlips causing looseness in the circlip groove. When installing circlips and retaining rings, take care to compress or expand them only enough to install them.

Always use the correct replacement circlip as recommended in the Triumph parts catalogue.

Self locking nuts

Self-locking nuts can be re-used, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.

DO NOT re-use self-locking nuts in critical locations, e.g. suspension components. Always use the correct replacement self-locking nut.

Encapsulated bolt

An encapsulated bolt can be identified by a coloured section of thread which is treated with a locking agent.

Unless a specified repair procedure states otherwise, encapsulated bolts cannot be reused and **MUST** be replaced if disturbed or removed.



WARNING: Failure to replace an encapsulated bolt could lead to a dangerous riding condition. Always replace encapsulated bolts.

Oil and grease seals

Replace any oil or grease seals that are removed. Removal will cause damage to an oil seal which, if re-used, would cause an oil leak.

Ensure the surface on which the new seal is to run is free of burrs or scratches. Renew the component if the original sealing surface cannot be completely restored.

Protect the seal from any surface which could cause damage over which it has to pass when being fitted. Use a protective sleeve or tape to cover the relevant surface and avoid touching the sealing lip.

Lubricate the sealing lips with a recommended lubricant. This will help to prevent damage in initial use. On dual lipped seals, smear the area between the lips with grease.

When pressing in a seal which has manufacturer's marks, press in with the marks facing out.

Seals must be pressed into place using a suitable driver. Use of improper tools will damage the seal.

Press

A part installed using a press or driver, such as a wheel bearing, should first be coated with oil on its outer or inner circumference so that it will locate smoothly.

Ball bearing

When installing a ball bearing, the bearing race which is an interference fit should be pushed by a suitable driver. This prevents severe stress or damage to the load carrying components. Press a ball bearing until it touches the shoulder in the bore or on the shaft.

Press or drift seals to the depth of its housing, with the sealing lip facing the lubricant to be retained if the housing is shouldered, or flush with the face of the housing where no shoulder is provided.

FUEL HANDLING PRECAUTIONS

General

The following information provides basic precautions which must be observed if petrol (gasoline) is to be handled safely. It also outlines other areas of risk which must not be ignored. This information is issued for basic guidance only and, if in doubt, appropriate enquiries should be made of your local Fire Officer.

Petrol - Gasoline

When petrol (gasoline) evaporates it produces 150 times its own volume in vapour which when diluted with air becomes a readily ignitable mixture. The vapour is heavier than air and will always fall to the lowest level. It can readily be distributed throughout a workshop by air currents, consequently, even a small spillage of petrol (gasoline) is potentially very dangerous.



WARNING: Petrol (gasoline) is highly flammable and can be explosive under certain conditions. When opening the fuel tank cap always observe all the following items;

Turn the motorcycle ignition switch OFF.

Do not smoke.

Always have a fire extinguisher containing FOAM, CO², HALON or POWDER close at hand when handling or draining fuel or fuel systems. Fire extinguishers must also be present in areas where fuel is stored.

Always disconnect the vehicle battery, negative (black) lead first, before carrying out dismantling or draining work on a fuel system.

Whenever petrol (gasoline) is being handled, drained or stored or when fuel systems are being dismantled, make sure the area is well ventilated. All potential forms of ignition must be extinguished or removed (this includes any appliance with a pilot light). Any leadlamps must be flameproof and kept clear of any fuel spillage.

Warning notices must be posted at a safe distance from the site of the work to warn others that petrol is being openly handled. The notice must instruct the reader of the precautions which must be taken.

Failure to observe any of the above warnings may lead to a fire hazard which could result in personal injury.



WARNING: No one should be permitted to repair components associated with petrol/gasoline without first having specialist training on the fire hazards which may be created by incorrect installation and repair of items associated with petrol/gasoline.

Repairs carried out by untrained personnel could bring about a safety hazard leading to a risk of personal injury.



WARNING: Draining or extraction of petrol/gasoline from a vehicle fuel tank must be carried out in a well ventilated area.

The receptacle used to contain the petrol/ gasoline must be more than adequate for the full amount of fuel to be extracted or drained. The receptacle should be clearly marked with its contents, and placed in a safe storage area which meets the requirements of local authority regulations.

When petrol/gasoline has been extracted or drained from a fuel tank, the precautions governing naked lights and ignition sources should be maintained.

Failure to observe any of the above warnings could bring about a safety hazard leading to a risk of personal injury.

Fuel tank removal

Fuel tanks should have a 'PETROL (GASOLINE) VAPOUR' warning label attached to them as soon as they are removed from the vehicle. In all cases, they must be stored in a secured, marked area.

Chassis repairs



WARNING: If the motorcycle is involved in an accident or collision it must be taken to an authorised Triumph dealer for repair or inspection. Any accident can cause damage to the motorcycle which, if not correctly repaired, may cause a second accident which may result in injury or death.

The frame must not be modified as any modification to the frame such as welding or drilling may weaken the frame resulting in an accident.

ELECTRICAL PRECAUTIONS

The following guidelines are intended to ensure the safety of the operator whilst preventing damage to the electrical and electronic components fitted to the motorcycle. Where necessary, specific precautions are detailed in the relevant sections of this manual which should be referred to prior to commencing repair operations.

Equipment - Prior to commencing any test procedure on the motorcycle ensure that the relevant test equipment is working correctly and any harness or connectors are in good condition, in particular mains leads and plugs.

 **WARNING:** The ignition system produces extremely high voltages. Do not touch any part of the ignition system or any cables while the engine is running.

An electric shock caused by contact with the ignition system may lead to illness, injury or death.

 **WARNING:** Wearers of surgically implanted heart pacemaker devices should not be in close proximity to ignition circuits and or diagnostic equipment.

The ignition system and any diagnostic equipment may interrupt the normal operation of such devices causing illness or death.

 **WARNING:** The battery contains harmful materials. Always keep children away from the battery whether or not it is fitted in the motorcycle.

Do not jump start the battery, touch the battery cables together or reverse the polarity of the cables as any of these actions may cause a spark which would ignite battery gasses causing a risk of personal injury.

High Voltage Circuits - Whenever disconnecting live H.T. circuits always use insulated pliers and never allow the open end of the H.T. lead to come into contact with other components. Exercise caution when measuring the voltage on the coil terminals while the engine is running, high voltage spikes can occur on these terminals.

Connectors and Harness - The engine of a motorcycle is a particularly hostile environment for electrical components and connectors. Always ensure these items are dry and oil free before disconnecting and connecting test equipment. Never force connectors apart either by using tools or by pulling on the wiring itself. Always ensure locking mechanisms are disengaged before removal and note the orientation to enable correct reconnection. Ensure that any protective covers and substances are replaced if disturbed.

Having confirmed a component to be faulty, switch off the ignition and disconnect the battery negative (black) lead first. Remove the component and support the disconnected harness. When replacing the component keep oily hands away from electrical connection areas and push connectors home until any locking mechanism becomes fully engaged.

Battery disconnecting

Before disconnecting the battery, switch off all electrical equipment.

 **WARNING:** To prevent the risk of a battery exploding and to prevent damage to electrical components **ALWAYS** disconnect the battery negative (black) lead first. When reconnecting the battery, always connect the positive (red) lead first, then the negative (black) lead. Always disconnect the battery when working on any part of the electrical system. Failure to observe the above warnings may lead to electrical damage and a fire hazard which could cause personal injury.

Always ensure that battery leads are routed correctly and are not close to any potential chafing points.

Grease for electrical connectors

All connectors are protected against corrosion by the application of a special spray during production. Should connectors be disturbed in service, repaired or replaced, use 'Action Can AC90' or similar to re-protect the connection.

NOTE:

- The use of other sprays should be avoided as they can migrate into relays, switches etc. contaminating the contacts and leading to intermittent operation or failure.

Disciplines

Switch off the ignition prior to making any connection or disconnection in the system. An electrical surge can be caused by disconnecting 'live' connections which can damage electronic components.

Ensure hands and work surfaces are clean and free of grease, swarf, etc. as grease collects dirt which can cause tracking or high-resistance contacts.

Prior to commencing any test, and periodically during any test, touch a good earth to discharge body static. This is because some electronic components are vulnerable to static electricity.

Electrical wires

All the electrical wires are either single-colour or two-colour and, with only a few exceptions, must be connected to wires of the same colour. On any of the two-colour wires there is a greater amount of one colour and a lesser amount of a second colour. A two-colour wire is identified by first the primary colour and then the secondary colour. For example, a yellow wire with thin red stripes is referred to as a 'yellow/red' wire; it would be a 'red/yellow' wire if the colours were reversed to make red the main colour.

Inspection

Disassembled parts should be visually inspected and replaced with new ones if there are any signs of the following:

Abrasions, cracks, hardening, warping, bending, dents, scratches, colour changes, deterioration, seizure or damage of any nature.

Replacement Parts



WARNING: Only Triumph approved parts should be used to service, repair or convert Triumph motorcycles. To ensure that Triumph approved parts are used, always order parts, accessories and conversions from an authorised Triumph dealer. The fitting of non-approved parts, accessories or conversions may adversely affect the handling, stability or other aspects of the motorcycle operation which may result in an accident causing serious injury or death.



WARNING: Always have Triumph approved parts, accessories and conversions fitted by an authorised Triumph dealer. The fitment of parts, accessories and conversions by a dealer who is not an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle operation which may result in an accident causing serious injury or death.



WARNING: Always have Triumph approved parts, accessories and conversions fitted by a trained technician. To ensure that a trained technician is used, have an authorised Triumph dealer fit the parts. The fitment of parts, accessories and conversions by personnel other than a trained technician at an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle operation which may result in an accident causing serious injury or death.

Service data

The service data listed in this manual gives dimensions and specifications for brand new, original parts. Where it is permissible to allow a part to exceed these figures, then the service limit is given.

The terms of the motorcycle warranty will be invalidated by the fitting of other than genuine Triumph parts.

All genuine Triumph parts have the full backing of the motorcycle warranty. Triumph dealers are obliged to supply only genuine Triumph recommended parts.

Specification

Triumph are constantly seeking to improve the specification, design and production of their motorcycles and alterations take place accordingly.

While every effort has been made to ensure the accuracy of this Manual, it should not be regarded as an infallible guide to current specifications of any particular motorcycle.

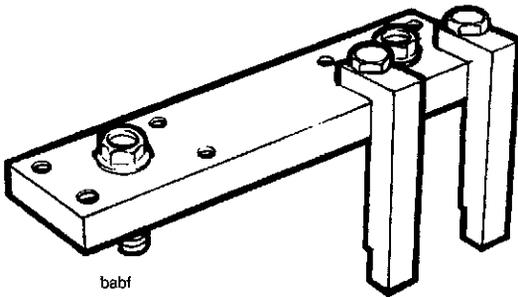
Authorised Triumph Dealers are not agents of Triumph and have no authority to bind the manufacturer by any expressed or implied undertaking or representation.

Service tools and garage equipment

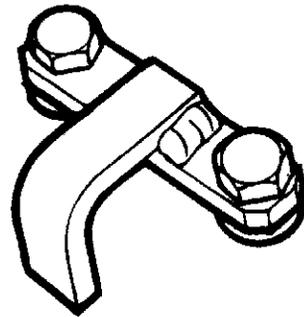
Special service tools have been developed to facilitate removal, dismantling and assembly of certain mechanical components in a practical manner without causing damage. Some operations in this Service Manual cannot be carried out without the aid of the relevant service tools. Where this is the case, the tools required will be described during the procedure.

Special service tools:-

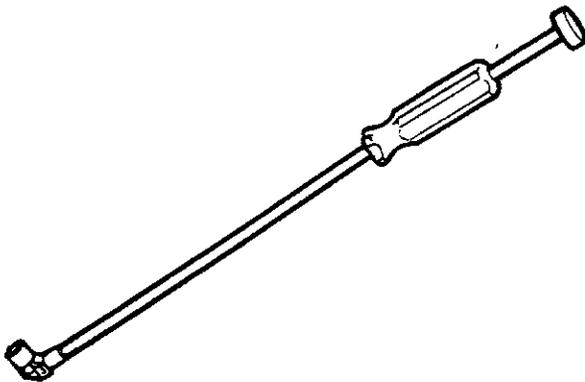
3880012 - Valve Shim Removal Tool



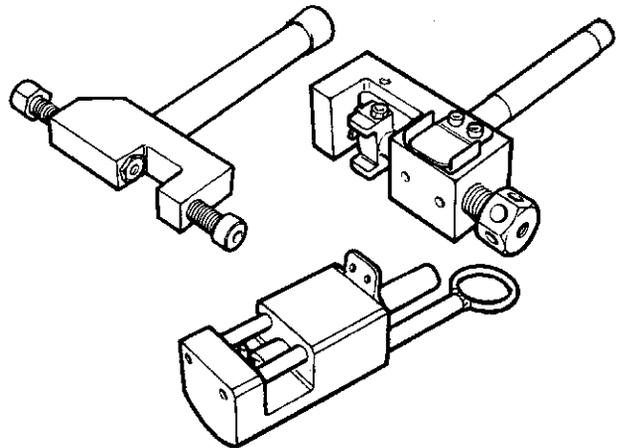
3880040 - Alternator Shaft Locking Jig



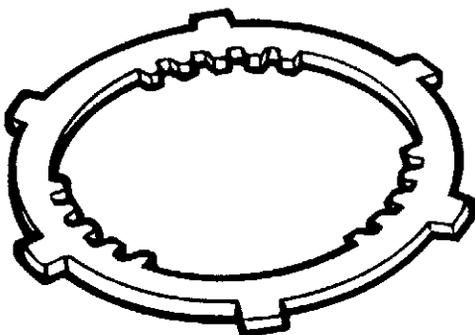
3880015 - Carburettor Adjustment Tool



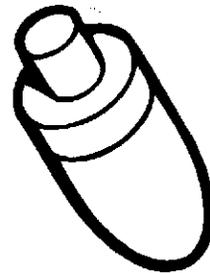
3880205 - Drive Chain Service (3 tools)



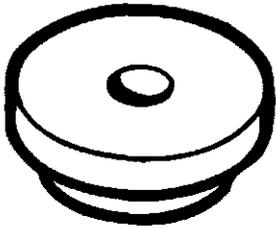
3880025 - Clutch Anti-rotation Tool



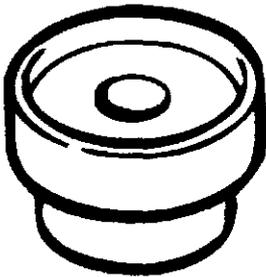
3880060 - Spindle Aligner



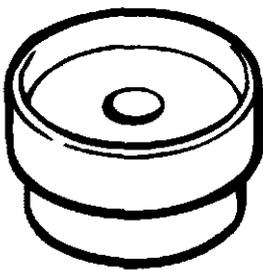
3880065 - Head Bearing Fitment



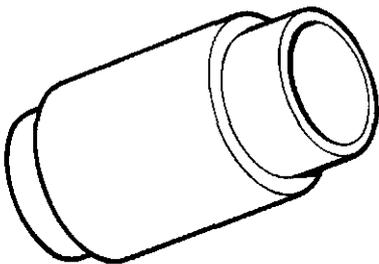
3880070 - Wheel Bearing Fitment



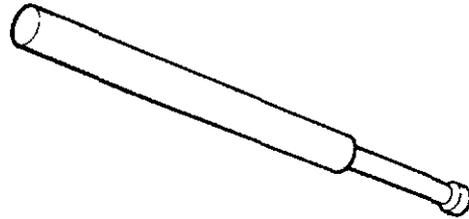
3880075 - Wheel Bearing Fitment



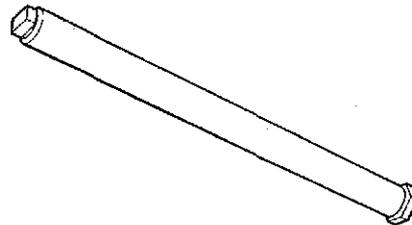
3880080 - Fork Seal/Bearing Drift



3880085 - Fork Assembler



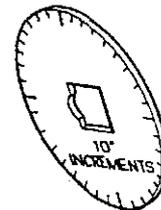
3880090 - Fork Service



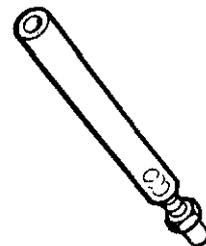
3880095 - Oil Pressure Adapter



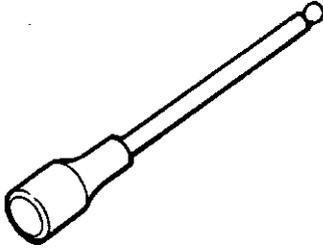
3880105 - Angular Torque Gauge



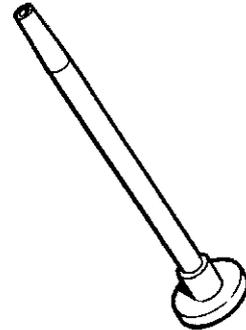
3880120/3880125 - Float Level Gauge



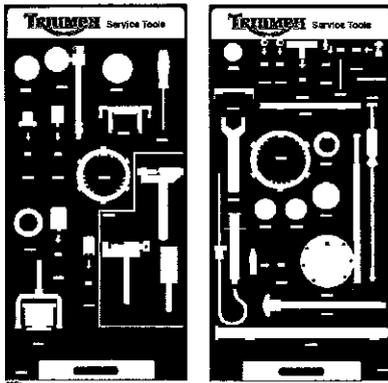
3880130 - Allen Socket



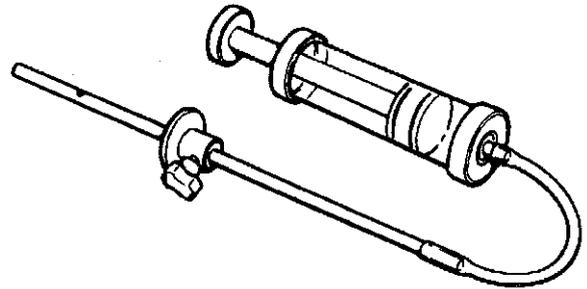
3880155 - Trim Button Fitment



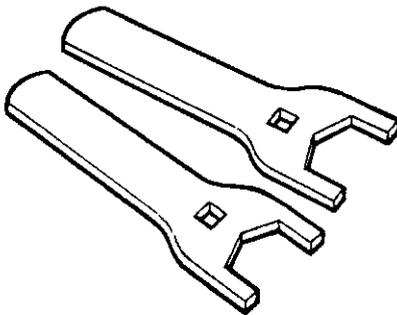
3880081 and 3880082 - Tool Boards



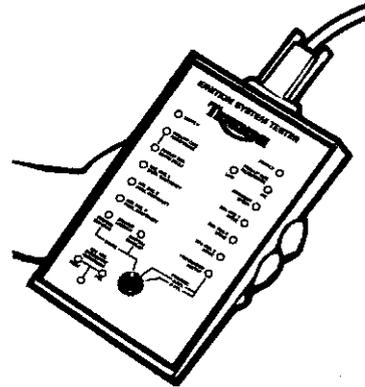
3880160 - Fork Filler/Evacuator



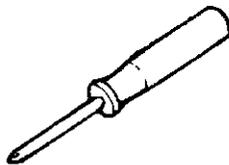
3880140 - Head Race Adjusters



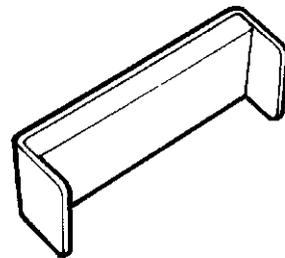
3880170 - Ignition Diagnostic Kit



3880145 - Screwdriver, Thunderbird Tank Badge



3880185 - Six Piston Caliper - Piston Retainer



Full Specification	TROPHY 1200	TROPHY 900
Engine Type	4 Cylinder 16 Valve DOHC	3 Cylinder 12 Valve DOHC
Arrangement	Transverse In-Line	Transverse In-Line
Displacement	1180 cc	885 cc
Bore x Stroke	76 mm x 65 mm	76 mm x 65 mm
Compression Ratio	10.6 : 1	10.6 : 1
Cylinder Numbering	Left to Right (No.4 adjacent to camchain)	Left to Right (No.3 adjacent to camchain)
Firing order	1-2-4-3	1-2-3
Max. Power	Refer to the owner's handbook for the model, model year and country required.	
Max. Torque	Refer to the owner's handbook for the model, model year and country required.	
Cylinder Head		
Valve Head Dia.	In. 30.0 mm	30.0 mm
	Ex. 26.0 mm	26.0 mm
Valve Lift	In. 7.1 mm	8.9 mm
	Ex. 7.0 mm	8.6 mm
Valve Stem Dia.	In. 5.490 mm/5.475 mm (5.47 mm min.)	5.490 mm/5.475 mm (5.47 mm min.)
	Ex. 5.470 mm/5.455 mm (5.45 mm min.)	5.470 mm/5.455 mm (5.45 mm min.)
Valve Guide Bore Dia.	5.515 mm/5.500 mm	5.515 mm/5.500 mm
Valve Stem to Guide Clearance	In. 0.04 mm/0.01 mm (0.07 mm max.)	0.04 mm/0.01 mm (0.07 mm max.)
	Ex. 0.06 mm/0.03 mm (0.09 mm max.)	0.06 mm/0.03 mm (0.09 mm max.)
Valve Seat Width (in head)	1.1 mm/0.9 mm (1.5 mm max.)	1.1 mm/0.9 mm (1.5 mm max.)
Valve Seat Width (valve)	2.5 mm/1.8 mm	2.5 mm/1.8 mm
Valve Seat Angle	45°	45°
Valve Spring 'Load at Length'	Inner .. 15 kg min. at 24.0 mm	15 kg min. at 24.0 mm
	Outer .. 41 kg min. at 26.5 mm	41 kg min. at 26.5 mm
Valve Clearance	In. 0.15 mm/0.10 mm	0.15 mm/0.10 mm
	Ex. 0.20 mm/0.15 mm	0.20 mm/0.15 mm
Valve Bucket Dia.	Blue .. 27.993 mm/27.983 mm	27.993 mm/27.983 mm
	Red .. 27.986 mm/27.980 mm	27.986 mm/27.980 mm
	White .. 27.979 mm/27.974 mm	27.979 mm/27.974 mm
Valve Bucket Bore Dia.	28.021 mm/28.000 mm	28.021 mm/28.000 mm
Valve Timing ¹	Inlet Open .. 1° BTDC (@ 1.0 mm Lift)	21° BTDC (@ 1.0 mm Lift)
	Close .. 30° ABDC (@ 1.0 mm Lift)	50° ABDC (@ 1.0 mm Lift)
	Duration 211°	251°
	Exhaust Open .. 28° BBDC (@ 1.0 mm Lift)	51° BBDC (@ 1.0 mm Lift)
	Close .. 2° ATDC (@ 1.0 mm Lift)	25° ATDC (@ 1.0 mm Lift)
	Duration 210°	256°
Valve Timing ²	Inlet Open .. 21° BTDC (@ 1.0 mm Lift)	1° BTDC (@ 1.0 mm Lift)
	Close .. 50° ABDC (@ 1.0 mm Lift)	30° ABDC (@ 1.0 mm Lift)
	Duration 251°	211°
	Exhaust Open .. 51° BBDC (@ 1.0 mm Lift)	28° BBDC (@ 1.0 mm Lift)
	Close .. 25° ATDC (@ 1.0 mm Lift)	2° ATDC (@ 1.0 mm Lift)
	Duration 256°	210°
Camshaft Journal Dia.	22.93 mm/22.90 mm	22.93 mm/22.90 mm
	22.936 mm/22.923 mm (Outrigger)	22.936 mm/22.930 mm (Outrigger)
Camshaft Journal Clearance	0.12 Max.	0.12 Max.
Camshaft Journal Bore Dia.	23.021 mm/23.000 mm	23.021 mm/23.000 mm
Camshaft End Float	0.13 mm/0.03 mm (0.2 mm max.)	0.13 mm/0.03 mm (0.2 mm max.)
Camshaft Run-out	0.05 mm max.	0.05 mm max.
Camchain Tensioner Spring Free Length	73.7 mm	73.7 mm
Clutch/Primary Drive		
Primary Drive	Type Gear	Gear
	Reduction Ratio .. 1.75 (105/60)	1.75 (105/60)
Clutch	Type Wet Multi-plate	Wet Multi-plate
No. of Friction Plates	9	9
Friction Plate Thickness (new)	3.80mm - 0 +0.80mm	3.80mm - 0 +0.80mm
Friction Plate Thickness (service limit)	3.60mm	3.60mm
Plate Flatness	0.15 mm (0.2 mm)	0.15 mm (0.2 mm)
Clutch Shim Clearance	0.125 mm/0.075 mm	0.125 mm/0.075 mm
Clutch Master Cylinder Bore Dia.	14.0 mm	14.0 mm
Clutch Slave Cylinder Bore Dia.	33.6 mm	33.6 mm
Recommended Clutch Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4

Valve Timing¹ - 108 PS 1200cc version and 98 PS 900cc versions.

Valve Timing² - 136 PS 1200cc version and 85 PS 900cc versions.

Full Specification

TROPHY 1200

TROPHY 900

Piston/Crankshaft

Cylinder Bore Dia.	76.05 mm/76.03 mm Cyl. Nos. 1, 3 & 4 76.05 mm/76.04 mm Cyl. No. 2	76.05 mm/76.03 mm Cyl. Nos. 1 & 3 76.05 mm/76.04 mm Cyl. No. 2
Piston Dia. (at 90° to gudgeon pin)	75.98 mm/75.96 mm Cyl. Nos. 1, 3 & 4 75.98 mm/75.97 mm Cyl. No. 2	75.98 mm/75.96 mm Cyl. Nos. 1 & 3 75.98 mm/75.97 mm Cyl. No. 2
Piston Ring to Groove Clearance Top ..	0.06 mm/0.02 mm	0.06 mm/0.02 mm
Second	0.06 mm/0.02 mm	0.06 mm/0.02 mm
Piston Ring Groove Width Top ..	1.03 mm/1.01 mm	1.03 mm/1.01 mm
Second	1.03 mm/1.01 mm	1.03 mm/1.01 mm
Oil ...	2.03 mm/2.01 mm	2.03 mm/2.01 mm
Piston Ring End Gap Top ..	0.20 mm/0.41 mm	0.20 mm/0.41 mm
(new ring when fitted in bore) Second	0.35 mm/0.56 mm	0.35 mm/0.56 mm
Oil ...	0.29 mm/0.85 mm	0.29 mm/0.85 mm
Gudgeon Pin Bore Dia. In Piston	19.008 mm/19.002 mm	19.008 mm/19.002 mm
Gudgeon Pin Dia.	19.000 mm/18.995 mm	19.000 mm/18.995 mm
Connecting Rod Small End Dia.	19.034 mm/19.016 mm	19.034 mm/19.016 mm
Connecting Rod Big End Side Clearance	0.03 mm/0.15 mm (0.5 mm max.)	0.03 mm/0.15 mm (0.5 mm max.)
Crankshaft Big End Journal Dia.	40.965 mm/40.951 mm	40.965 mm/40.951 mm
Crankshaft Big End Bearing Clearance .	0.066 mm/0.036 mm (0.1 mm max.)	0.066 mm/0.036 mm (0.1 mm max.)
Crankshaft Main Journal Dia.	37.981 mm/37.965 mm	37.981 mm/37.965 mm
Crankshaft Main Bearing Clearance	0.044 mm/0.020 mm (0.1 mm max.)	0.044 mm/0.020 mm (0.1 mm max.)
Crankshaft End Float	0.20 mm/0.05 mm (0.4 mm max.)	0.20 mm/0.05 mm (0.4 mm max.)

Transmission

Type	6 Speed Constant Mesh	6 Speed Constant Mesh
Gear Ratios	1st ... 2.733 (41/15)	2.733 (41/15)
2nd ..	1.947 (37/19)	1.947 (37/19)
3rd ...	1.545 (34/22)	1.545 (34/22)
4th ...	1.291 (31/24)	1.291 (31/24)
5th ...	1.154 (30/26)	1.154 (30/26)
6th ...	1.074 (29/27)	1.074 (29/27)
Gear Selector Fork Thickness	5.9 mm/5.8 mm (5.7 mm min.)	5.9 mm/5.8 mm (5.7 mm min.)
Gear Selector Groove Width	6.1 mm/6.0 mm (6.25 mm max.)	6.1 mm/6.0 mm (6.25 mm max.)
Gear Selector Fork to Groove Clearance	0.55 max.	0.55 max.
Final Drive	Chain	Chain
Final Drive Ratio	Variable according to model, model year and market designation	Variable according to model, model year and market designation
Chain Type	Regina 136 ORP	Regina 136 ORP
No. of Links	Variable according to model, model year and market designation	Variable according to model, model year and market designation
20 Link Length	321 mm max.	321 mm max.
Drive Chain Slack	35.0 - 40.0 mm	35.0 - 40.0 mm
Chain lubrication	Mobil chain spray	Mobil chain spray

Lubrication

Pressure Lubrication, Wet Sump		
Oil Capacity (incl. filter)	3.75 litres	4.00 litres
Recommended Oil	Semi synthetic 10w/40 oil meeting specification API/SG	Semi synthetic 10w/40 oil meeting specification API/SG
Oil Pressure (in main gallery)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)
Oil Pump Rotor Tip Clearance	0.15 mm (0.2 max.)	0.15 mm (0.2 max.)
Oil Pump Body Clearance	0.22 mm/0.15 mm (0.35 mm max.)	0.22 mm/0.15 mm (0.35 mm max.)
Oil Pump Rotor End Float	0.02 mm/0.007 (0.1 mm max.)	0.02 mm/0.007 (0.1 mm max.)

Ignition System

Type	Inductive Transistorised	Inductive Transistorised
Ignition Timing	Static	'F' Mark on Rotor
Idle	5° BTDC @ 1000 rpm	5° BTDC @ 1000 rpm
Max. Advance ...	29° @ 6500 rpm	26° @ 6500 rpm
Electronic Rev-Limiter	9700 rpm	9700 rpm
Pick up Coil Air Gap	0.8 mm/0.6 mm	0.8 mm/0.6 mm
Pick up Coil Resistance	530 Ohms	530 Ohms
Ignition Coil LT Resistance	0.6 Ohms	0.6 Ohms
Ignition Coil HT Resistance	10.5 kOhms	10.5 kOhms
Spark Plug Type	NGK DPR 8EA-9	NGK DPR 8EA-9
Spark Plug Gap	0.8 mm - 0.9 mm	0.8 mm - 0.9 mm

Full Specification	TROPHY 1200	TROPHY 900
Fuel System		
Fuel Type	Unleaded, 95 RON (U.S. 89 CLC/AKI)	Unleaded, 95 RON (U.S. 89 CLC/AKI)
Fuel Tank Capacity (inc. reserve)	25 Litres	25 Litres
Reserve Capacity	5 Litres	5 Litres
Low Level Warning Lamp	7 Litres	7 Litres
Fuel Tap	Vacuum Controlled, Auto Shut-off	Vacuum Controlled, Auto Shut-off
Carburettors		
Type	MIKUNI BST 36 mm Flat Slide CV	MIKUNI BST 36 mm Flat Slide CV or KEIHIN CVK 36 mm
Idle Speed	1000 rpm ± 50 rpm	1000 rpm ± 50 rpm
Cooling System		
Coolant Mixture	50/50 Distilled Water/Anti-Freeze	50/50 Distilled Water/Anti-Freeze
Anti-Freeze Type	Mobil Antifreeze	Mobil Antifreeze
Freezing Point	-35°C	-35°C
Cooling System Capacity	3.0 Litres	2.8 Litres
Radiator Cap Opening Pressure	1.1 Bar	1.1 Bar
Thermostat Opening Temperature	83°C	83°C
Cooling Fan Switch On Temperature	99°C	99°C
Suspension		
Front Fork Travel	150 mm	150 mm
Recommended Fork Oil	Refer to chart in front suspension section for full details	Refer to chart in front suspension section for full details
Oil Level (without spring)	Refer to chart in front suspension section for full details	Refer to chart in front suspension section for full details
Rear Wheel Travel	126 mm	126 mm
Rear Suspension Bearing Grease	Mobil Grease HP 222	Mobil Grease HP 222
Brakes		
Front type	Hydraulically Actuated Two Piston Sliding Calipers Operating on Twin Solid Discs	Hydraulically Actuated Two Piston Sliding Calipers Operating on Twin Solid Discs
(up to vin 4901 1200cc)		
(up to vin 9082 900cc)		
Caliper Piston Dia.	2 x 27.0 mm	2 x 27.0 mm
Disc Dia.	296.0 mm	296.0 mm
Disc Thickness	5.0 mm (4.5 mm min.)	5.0 mm (4.5 mm min.)
Disc Run-out Max.	0.15 mm (0.3 mm max.)	0.15 mm (0.3 mm max.)
Master Cylinder	14.0 mm dia. Adjustable Lever	14.0 mm dia. Adjustable Lever
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Front type	Hydraulically Actuated Four Piston Sliding Calipers Operating on Twin Floating Discs	Hydraulically Actuated Four Piston Sliding Calipers Operating on Twin Floating Discs
(from vin 4902 1200cc)		
(from vin 9083 900cc)		
Caliper Piston Dia.	2 x 33.96 mm & 2 x 30.23 mm	2 x 33.96 mm & 2 x 30.23 mm
Disc Dia.	310.0 mm	310.0 mm
Disc Thickness	5.0 mm (4.5 mm min.)	5.0 mm (4.5 mm min.)
Disc Run-out Max.	0.15 mm (0.3 mm max.)	0.15 mm (0.3 mm max.)
Master Cylinder	15.8 mm dia. Adjustable Lever	15.8 mm dia. Adjustable Lever
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Rear Type	Hydraulically Actuated Two Piston Sliding Caliper Operating on Single Rigid Rear Disc	Hydraulically Actuated Two Piston Sliding Caliper Operating on Single Rigid Rear Disc
Caliper Piston Dia.	2 x 27.0 mm	2 x 27.0 mm
Disc Dia.	255.0 mm	255.0 mm
Disc Thickness	6.0 mm (5.0 mm min.)	6.0 mm (5.0 mm min.)
Disc Run-out Max.	0.1 mm (0.3 mm max.)	0.1 mm (0.3 mm max.)
Master Cylinder	14.0 mm dia. Remote Reservoir	14.0 mm dia. Remote Reservoir
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4

Full Specification

TROPHY 1200

TROPHY 900

Wheels and Tyres

Front Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Front Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Front Tyres	Refer to the owner's handbook for approved tyres for each model year	
Front Tyre Pressure (cold)	2.5 kg/cm ²	2.5 kg/cm ²
Front Tyre Tread Depth min.	2.0 mm	2.0 mm
Rear Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Rear Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Rear Tyres	Refer to the owner's handbook for approved tyres for each model year	
Rear Tyre Pressure (cold)	2.9 kg/cm ²	2.9 kg/cm ²
Rear Tyre Tread Depth min.	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)



WARNING: Triumph motorcycles must not be operated above the legal road speed limit except in authorised closed course conditions.

Frame

Frame Type	Large dia. high tensile steel spine, stressed engine	Large dia. high tensile steel spine, stressed engine
Overall Length	2152 mm	2152 mm
Overall Width	760 mm	760 mm
Overall Height	1270 mm	1270 mm
Ground Clearance	138 mm (158mm to vin 4901)	138 mm (158mm to vin 4901)
Wheelbase	1490 mm	1490 mm
Seat Height	780 mm	780 mm
Steering Head Angle	27° from vertical	27° from vertical
Trail	105 mm	105 mm
Dry Weight	Refer to owner's Handbook	Refer to owner's Handbook
Max. Payload to VIN 29155	181 kg	181 kg
Max. Payload from VIN 29156	217 kg	217 kg

Electrical Equipment

Battery Type	YUASA YB14L-A2	YUASA YB14L-A2
Battery Rating	12V - 14AH	12V - 14AH
Alternator Rating	12V - 25A	12V - 25A
Regulated Voltage	14.5V at 5500 (engine) rpm	14.5V at 5500 (engine) rpm
Stator Coil Resistance	Less than 1.0 Ohm	Less than 1.0 Ohm
Rotor Coil Resistance	4.0 Ohms	4.0 Ohms
Slip Ring Dia.	14.4 mm (14.0 mm min.)	14.4 mm (14.0 mm min.)
Brush Length	10.5 mm (4.5 mm min.)	10.5 mm (4.5 mm min.)
Starter Motor Commutator Dia.	28.0 mm (27.0 mm min.)	28.0 mm (27.0 mm min.)
Commutator Groove Depth	0.7 mm (0.2 mm min.)	0.7 mm (0.2 mm min.)
Starter Brush Length	12.0 mm (8.5 mm min.)	12.0 mm (8.5 mm min.)

Fuses (up to VIN 29155)

Headlight	10A	10A
Tail Light	10A	10A
Main	30A	30A
Radiator Fan	15A (10A to vin 4901)	15A (10A to vin 4901)
Clock/Alarm	10A	10A
Inline fuse (1995 on) Brake Light	5A	5A

Fuses (from VIN 29156)

Alternator, headlights	30A	30A
Alarm, clock, hazard warning, indicators	15A	15A
Cooling fan	15A	15A
Auxiliary circuits	10A	10A
Engine start and run systems	15A	15A
Brake lights, horn, instruments	10A	10A
Instrument illumination	05A	05A
All circuits from ignition switch	30A	30A
Lights		
Head Light	60/55W H4 Halogen*	60/55W H4 Halogen*
Parking Light	4W	4W
Tail Light	21/5 W	21/5 W
Indicators	10W (21W Japan)	10W (21W Japan)

*1996 model year - 2x60/55W H4 Halogen

Full Specification	DAYTONA 1000	DAYTONA 750
Engine Type	4 Cylinder 16 Valve DOHC	3 Cylinder 12 Valve DOHC
Arrangement	Transverse In-Line	Transverse In-Line
Displacement	998 cc	748 cc
Bore x Stroke	76 mm x 55 mm	76 mm x 55 mm
Compression Ratio	11.0 : 1	11.0 : 1
Cylinder Numbering	Left to Right (No.4 adjacent to camchain)	Left to Right (No.3 adjacent to camchain)
Firing order	1-2-4-3	1-2-3
Max. Power	89.0 kW (121 PS model) @ 10500 rpm 73.5 kW (100 PS model) @ 9750 rpm	71.3 kW (97.0 PS model) @ 9750 rpm 36.7 kW (50.0 PS model) @ 8000 rpm 19.8 kW (27.0 PS model) @ 6250 rpm
Max. Torque	88.0 Nm (64.9 lbf.ft) @ 8500 rpm 78.0 Nm (57.0 lbf.ft) @ 7750 rpm	74.0 Nm (54.0 lbf.ft) @ 8250 rpm 55.0 Nm (40.0 lbf.ft) @ 5000 rpm (50 PS model) 44.0 Nm (32.0 lbf.ft) @ 2500 rpm (27 PS model)
Cylinder Head		
Valve Head Dia.	In. 30.0 mm Ex. 26.0 mm	30.0 mm 26.0 mm
Valve Lift	In. 8.9 mm Ex. 8.6 mm	8.9 mm 8.6 mm
Valve Stem Dia.	In. 5.490 mm/5.475 mm (5.47 mm min.) Ex. 5.470 mm/5.455 mm (5.45 mm min.)	5.490 mm/5.475 mm (5.47 mm min.) 5.470 mm/5.455 mm (5.45 mm min.)
Valve Guide Bore Dia.	5.515 mm/5.500 mm	5.515 mm/5.500 mm
Valve Stem to Guide Clearance	In. 0.04 mm/0.01 mm (0.07 mm max.) Ex. 0.06 mm/0.03 mm (0.09 mm max.)	0.04 mm/0.01 mm (0.07 mm max.) 0.06 mm/0.03 mm (0.09 mm max.)
Valve Seat Width (in head)	1.1 mm/0.9 mm (1.5 mm max.)	1.1 mm/0.9 mm (1.5 mm max.)
Valve Seat Width (valve)	2.5 mm/1.8 mm	2.5 mm/1.8 mm
Valve Seat Angle	45°	45°
Valve Spring 'Load at Length'	Inner .. 15 kg min. at 24.0 mm Outer .. 41 kg min. at 26.5 mm	15 kg min. at 24.0 mm 41 kg min. at 26.5 mm
Valve Clearance	In. 0.15 mm/0.10 mm Ex. 0.20 mm/0.15 mm	0.15 mm/0.10 mm 0.20 mm/0.15 mm
Valve Bucket Dia.	Blue .. 27.993 mm/27.983 mm Red .. 27.986 mm/27.980 mm White .. 27.979 mm/27.974 mm	27.993 mm/27.983 mm 27.986 mm/27.980 mm 27.979 mm/27.974 mm
Valve Bucket Bore Dia.	28.021 mm/28.000 mm	28.021 mm/28.000 mm
Valve Timing	Inlet Open .. 21° BTDC (@ 1.0 mm Lift) Close .. 50° ABDC (@ 1.0 mm Lift) Duration 251° Exhaust Open .. 51° BBDC (@ 1.0 mm Lift) Close .. 25° ATDC (@ 1.0 mm Lift) Duration 256°	21° BTDC (@ 1.0 mm Lift) 50° ABDC (@ 1.0 mm Lift) 251° 51° BBDC (@ 1.0 mm Lift) 25° ATDC (@ 1.0 mm Lift) 256°
Camshaft Journal Dia.	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)
Camshaft Journal Clearance	0.12 Max.	0.12 Max.
Camshaft Journal Bore Dia.	23.021 mm/23.000 mm	23.021 mm/23.000 mm
Camshaft End Float	0.13 mm/0.03 mm (0.2 mm max.)	0.13 mm/0.03 mm (0.2 mm max.)
Camshaft Run-out	0.05 mm max.	0.05 mm max.
Camchain Tensioner Spring Free Length	73.7 mm	73.7 mm
Clutch/Primary Drive		
Primary Drive	Type Gear Reduction Ratio . 1.75 (105/60)	Gear 1.75 (105/60)
Clutch	Type Wet Multi-plate	Wet Multi-plate
No. of Friction Plates	9	9
Friction Plate Thickness (new)	3.80mm - 0 +0.80mm	3.80mm - 0 +0.80mm
Friction Plate Thickness (service limit)	3.60mm	3.60mm
Plate Flatness	0.15 mm (0.2 mm)	0.15 mm (0.2 mm)
Clutch Shim Clearance	0.125 mm/0.075 mm	0.125 mm/0.075 mm
Clutch Master Cylinder Bore Dia.	14.0 mm	14.0 mm
Clutch Slave Cylinder Bore Dia.	33.6 mm	33.6 mm
Recommended Clutch Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4

Full Specification

DAYTONA 1000

DAYTONA 750

Piston/Crankshaft

Cylinder Bore Dia.	76.05 mm/76.03 mm Cyl. Nos. 1, 3 & 4 76.05 mm/76.04 mm Cyl. No. 2	76.05 mm/76.03 mm Cyl. Nos. 1 & 3 76.05 mm/76.04 mm Cyl. No. 2
Piston Dia. (at 90° to gudgeon pin)	75.98 mm/75.96 mm Cyl. Nos. 1, 3 & 4 75.98 mm/75.97 mm Cyl. No. 2	75.98 mm/75.96 mm Cyl. Nos. 1 & 3 75.98 mm/75.97 mm Cyl. No. 2
Piston Ring to Groove Clearance Top ..	0.06 mm/0.02 mm	0.06 mm/0.02 mm
Second	0.06 mm/0.02 mm	0.06 mm/0.02 mm
Piston Ring Groove Width Top ..	1.03 mm/1.01 mm	1.03 mm/1.01 mm
Second	1.03 mm/1.01 mm	1.03 mm/1.01 mm
Oil ...	2.03 mm/2.01 mm	2.03 mm/2.01 mm
Piston Ring Eng Gap Top ..	0.20 mm/0.41 mm	0.20 mm/0.41 mm
(new ring when fitted in bore) Second	0.35 mm/0.56 mm	0.35 mm/0.56 mm
Oil ...	0.29 mm/0.85 mm	0.29 mm/0.85 mm
Gudgeon Pin Bore Dia. In Piston	19.008 mm/19.002 mm	19.008 mm/19.002 mm
Gudgeon Pin Dia.	19.000 mm/18.995 mm	19.000 mm/18.995 mm
Connecting Rod Small End Dia.	19.034 mm/19.016 mm	19.034 mm/19.016 mm
Connecting Rod Big End Side Clearance	0.3 mm/0.15 mm (0.5 mm max.)	0.3 mm/0.15 mm (0.5 mm max.)
Crankshaft Big End Journal Dia.	40.965 mm/40.951 mm	40.965 mm/40.951 mm
Crankshaft Big End Bearing Clearance .	0.066 mm/0.036 mm (0.1 mm max.)	0.066 mm/0.036 mm (0.1 mm max.)
Crankshaft Main Journal Dia.	37.981 mm/37.965 mm	37.981 mm/37.965 mm
Crankshaft Main Bearing Clearance	0.044 mm/0.020 mm (0.1 mm max.)	0.044 mm/0.020 mm (0.1 mm max.)
Crankshaft End Float	0.20 mm/0.05 mm (0.4 mm max.)	0.20 mm/0.05 mm (0.4 mm max.)

Transmission

Type	6 Speed Constant Mesh	6 Speed Constant Mesh
Gear Ratios	1st ... 2.733 (41/15)	2.733 (41/15)
2nd ..	1.947 (37/19)	1.947 (37/19)
3rd ...	1.545 (34/22)	1.545 (34/22)
4th ...	1.291 (31/24)	1.291 (31/24)
5th ...	1.154 (30/26)	1.154 (30/26)
6th ...	1.074 (29/27)	1.074 (29/27)
Gear Selector Fork Thickness	5.9 mm/5.8 mm (5.7 mm min.)	5.9 mm/5.8 mm (5.7 mm min.)
Gear Selector Groove Width	6.1 mm/6.0 mm (6.25 mm max.)	6.1 mm/6.0 mm (6.25 mm max.)
Gear Selector Fork to Groove Clearance	0.55 max.	0.55 max.
Final Drive	Chain	Chain
Final Drive Ratio	2.7 (46/17)	2.8 (48/17)
Chain Type	D.I.D. 50ZV ('O' Ring)	D.I.D. 50ZV ('O' Ring)
No. of Links	112 Endless	114 Endless
20 Link Length	321 mm max.	321 mm max.
Drive Chain Slack	35.0 - 40.0 mm	35.0 - 40.0 mm
Chain lubrication	Mobil chain spray	Mobil chain spray

Lubrication

Pressure Lubrication, Wet Sump		
Oil Capacity (incl. filter)	3.5 litres	3.75 litres
Recommended Oil	Semi synthetic 10w/40 oil meeting specification API/SG	Semi synthetic 10w/40 oil meeting specification API/SG
Oil Pressure (in main gallery)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)
Oil Pump Rotor Tip Clearance	0.15 mm (0.2 max.)	0.15 mm (0.2 max.)
Oil Pump Body Clearance	0.22 mm/0.15 mm (0.35 mm max.)	0.22 mm/0.15 mm (0.35 mm max.)
Oil Pump Rotor End Float	0.02 mm/0.007 (0.1 mm max.)	0.02 mm/0.007 (0.1 mm max.)

Ignition System

Type	Inductive Transistorised	Inductive Transistorised
Ignition Timing	'F' Mark on Rotor	'F' Mark on Rotor
Idle	5° BTDC @ 1000 rpm	5° BTDC @ 1000 rpm
Max. Advance ...	38° @ 6500 rpm	35° @ 6500 rpm
Electronic Rev-Limiter	11000 rpm	11000 rpm
Pick up Coil Air Gap	0.8 mm/0.6 mm	0.8 mm/0.6 mm
Pick up Coil Resistance	530 Ohms	530 Ohms
Ignition Coil LT Resistance	0.6 Ohms	0.6 Ohms
Ignition Coil HT Resistance	10.5 kOhms	10.5 kOhms
Spark Plug Type	NGK DPR 9EA-9	NGK DPR 9EA-9
Spark Plug Gap	0.8 mm - 0.9 mm	0.8 mm - 0.9 mm

Full Specification	DAYTONA 1000	DAYTONA 750
Fuel System		
Fuel Type	Unleaded (95 RON)	Unleaded (95 RON)
Fuel Tank Capacity (inc. reserve)	25 Litres	25 Litres
Reserve Capacity	5 Litres	5 Litres
Low Level Warning Lamp	7 Litres	7 Litres
Fuel Tap	Vacuum Controlled, Auto Shut-off	Vacuum Controlled, Auto Shut-off
Carburettors		
Type	MIKUNI BST 36 mm Flat Slide CV	MIKUNI BST 36 mm Flat Slide CV
Idle Speed	1000 rpm \pm 50 rpm	1000 rpm \pm 50 rpm
Cooling System		
Coolant Mixture	50/50 Distilled Water/Anti-Freeze	50/50 Distilled Water/Anti-Freeze
Anti-Freeze Type	Mobil Antifreeze	Mobil Antifreeze
Freezing Point	-35°C	-35°C
Cooling System Capacity	3.0 Litres	2.8 Litres
Radiator Cap Opening Pressure	1.1 Bar	1.1 Bar
Thermostat Opening Temperature	83°C	83°C
Cooling Fan Switch On Temperature	99°C	99°C
Suspension		
Front Fork Travel	150 mm	150 mm
Recommended Fork Oil	SAE 5	SAE 10
Oil Level (without spring)	132 mm (fully compressed)	139 mm (fully compressed)
Rear Wheel Travel	126 mm	126 mm
Rear Suspension Bearing Grease	Mobil Grease HP 222	Mobil Grease HP 222
Brakes		
Front type	Hydraulically Actuated Four Piston Sliding Calipers Operating on Twin Floating Discs	Hydraulically Actuated Four Piston Sliding Calipers Operating on Twin Floating Discs
Caliper Piston Dia.	2 x 33.96 mm & 2 x 30.23 mm	2 x 33.96 mm & 2 x 30.23 mm
Disc Dia.	310.0 mm	310.0 mm
Disc Thickness	5.0 mm (4.5 mm min.)	5.0 mm (4.5 mm min.)
Disc Run-out Max.	0.15 mm (0.3 mm max.)	0.15 mm (0.3 mm max.)
Master Cylinder	15.8 mm dia. Adjustable Lever	15.8 mm dia. Adjustable Lever
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Rear Type	Hydraulically Actuated Two Piston Sliding Caliper Operating on Single Rigid Rear Disc	Hydraulically Actuated Two Piston Sliding Caliper Operating on Single Rigid Rear Disc
Caliper Piston Dia.	2 x 27.0 mm	2 x 27.0 mm
Disc Dia.	255.0 mm	255.0 mm
Disc Thickness	6.0 mm (5.0 mm min.)	6.0 mm (5.0 mm min.)
Disc Run-out Max.	0.1 mm (0.3 mm max.)	0.1 mm (0.3 mm max.)
Master Cylinder	14.0 mm dia. Remote Reservoir	14.0 mm dia. Remote Reservoir
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Wheels and Tyres		
Front Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Front Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Front Tyres	Refer to the owners handbook for approved tyres for each model year	Refer to the owners handbook for approved tyres for each model year
Front Tyre Pressure (cold)	2.5 kg/cm ² (36 psi)	2.5 kg/cm ² (36 psi)
Front Tyre Tread Depth min.	2.0 mm	2.0 mm
Rear Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Rear Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Rear Tyres	Refer to the owners handbook for approved tyres for each model year	Refer to the owners handbook for approved tyres for each model year
Rear Tyre Pressure (cold)	2.5 kg/cm ² (36 psi)	2.5 kg/cm ² (36 psi)
Rear Tyre Tread Depth min.	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)



WARNING: Triumph motorcycles must not be operated above the legal road speed limit except in authorised closed course conditions.

Full Specification	DAYTONA 1000	DAYTONA 750
Frame		
Frame Type	Large dia. high tensile steel spine, stressed engine	Large dia. high tensile steel spine, stressed engine
Overall Length	2160 mm (2172 mm - German model)	2160 mm (2172 mm - German model)
Overall Width	690 mm (to outside of handlebars)	690 mm (to outside of handlebars)
Overall Height	1270 mm (to top of screen)	1270 mm (to top of screen)
Ground Clearance	158 mm	158 mm
Wheelbase	1510 mm	1510 mm
Seat Height	810 mm	810 mm
Steering Head Angle	27° from vertical	27° from vertical
Trail	105 mm	105 mm
Dry Weight	Refer to owner's handbook	Refer to owner's handbook
Max. Payload	181 kg	181 kg
Electrical Equipment		
Battery Type	YUASA YB14L-A2	YUASA YB14L-A2
Battery Rating	12V - 14AH	12V - 14AH
Alternator Rating	12V - 25A	12V - 25A
Regulated Voltage	14.5V at 5500 (engine) rpm	14.5V at 5500 (engine) rpm
Stator Coil Resistance	Less than 1.0 Ohm	Less than 1.0 Ohm
Rotor Coil Resistance	4.0 Ohms	4.0 Ohms
Slip Ring Dia.	14.4 mm (14.0 mm min.)	14.4 mm (14.0 mm min.)
Brush Length	10.5 mm (4.5 mm min.)	10.5 mm (4.5 mm min.)
Starter Motor Commutator Dia.	28.0 mm (27.0 mm min.)	28.0 mm (27.0 mm min.)
Commutator Groove Depth	0.7 mm (0.2 mm min.)	0.7 mm (0.2 mm min.)
Starter Brush Length	12.0 mm (8.5 mm min.)	12.0 mm (8.5 mm min.)
Fuses	Headlight 10A	10A
	Tail Light 10A	10A
	Main 30A	30A
	Radiator Fan 10A	10A
Lights	Head Light 2 x 60/55W H4 Halogen	2 x 60/55W H4 Halogen
	Parking Light 4W	4W
	Tail Light 21/5 W	21/5 W
	Indicators 10W (21W Japan)	10W (21W Japan)

Full Specification	DAYTONA 1200	DAYTONA 900
Engine Type	4 Cylinder 16 Valve DOHC	3 Cylinder 12 Valve DOHC
Arrangement	Transverse In-Line	Transverse In-Line
Displacement	1180 cc	885 cc
Bore x Stroke	76 mm x 65 mm	76 mm x 65 mm
Compression Ratio	12.0 : 1	10.6 : 1
Cylinder Numbering	Left to Right (No.4 adjacent to camchain)	Left to Right (No.3 adjacent to camchain)
Firing order	1-2-4-3	1-2-3
Max. Power	Refer to the owner's handbook for the model, model year and country required.	
Max. Torque	Refer to the owner's handbook for the model, model year and country required.	
Cylinder Head		
Valve Head Dia.	In. 30.0 mm Ex. 26.0 mm	30.0 mm 26.0 mm
Valve Lift	In. 9.4 mm Ex. 9.3 mm	8.9 mm 8.6 mm
Valve Stem Dia.	In. 5.490 mm/5.475 mm (5.47 mm min.) Ex. 5.470 mm/5.455 mm (5.45 mm min.)	5.490 mm/5.475 mm (5.47 mm min.) 5.470 mm/5.455 mm (5.45 mm min.)
Valve Guide Bore Dia.	5.515 mm/5.500 mm	5.515 mm/5.500 mm
Valve Stem to Guide Clearance	In. 0.04 mm/0.01 mm (0.07 mm max.) Ex. 0.06 mm/0.03 mm (0.09 mm max.)	0.04 mm/0.01 mm (0.07 mm max.) 0.06 mm/0.03 mm (0.09 mm max.)
Valve Seat Width (in head)	1.1 mm/0.9 mm (1.5 mm max.)	1.1 mm/0.9 mm (1.5 mm max.)
Valve Seat Width (valve)	2.5 mm/1.8 mm	2.5 mm/1.8 mm
Valve Seat Angle	45°	45°
Valve Spring 'Load at Length'	Inner .. 15 kg min. at 24.0 mm Outer .. 41 kg min. at 26.5 mm	15 kg min. at 24.0 mm 41 kg min. at 26.5 mm
Valve Clearance	In. 0.15 mm/0.10 mm Ex. 0.20 mm/0.15 mm	0.15 mm/0.10 mm 0.20 mm/0.15 mm
Valve Bucket Dia.	Blue .. 27.993 mm/27.983 mm Red ... 27.986 mm/27.980 mm White .. 27.979 mm/27.974 mm	27.993 mm/27.983 mm 27.986 mm/27.980 mm 27.979 mm/27.974 mm
Valve Bucket Bore Dia.	28.021 mm/28.000 mm	28.021 mm/28.000 mm
Valve Timing ¹	Inlet Open .. 27° BTDC (@ 1.0 mm Lift) Close .. 55° ABDC (@ 1.0 mm Lift) Duration 262° Exhaust Open .. 54° BBDC (@ 1.0 mm Lift) Close .. 28° ATDC (@ 1.0 mm Lift) Duration 262°	21° BTDC (@ 1.0 mm Lift) 50° ABDC (@ 1.0 mm Lift) 251° 51° BBDC (@ 1.0 mm Lift) 25° ATDC (@ 1.0 mm Lift) 256°
Valve Timing ²	Inlet Open .. 21° BTDC (@ 1.0 mm Lift) Close .. 50° ABDC (@ 1.0 mm Lift) Duration 251° Exhaust Open .. 51° BBDC (@ 1.0 mm Lift) Close .. 25° ATDC (@ 1.0 mm Lift) Duration 256°	
Camshaft Journal Dia.	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)
Camshaft Journal Clearance	0.12 Max.	0.12 Max.
Camshaft Journal Bore Dia.	23.021 mm/23.000 mm	23.021 mm/23.000 mm
Camshaft End Float	0.13 mm/0.03 mm (0.2 mm max.)	0.13 mm/0.03 mm (0.2 mm max.)
Camshaft Run-out	0.05 mm max.	0.05 mm max.
Camchain Tensioner Spring Free Length	73.7 mm	73.7 mm
Clutch/Primary Drive		
Primary Drive	Type Gear Reduction Ratio .. 1.75 (105/60)	Gear 1.75 (105/60)
Clutch	Type Wet Multi-plate	Wet Multi-plate
No. of Friction Plates	9	9
Friction Plate Thickness (new)	3.80mm - 0 +0.80mm	3.80mm - 0 +0.80mm
Friction Plate Thickness (service limit)	3.60mm	3.60mm
Plate Flatness	0.15 mm (0.2 mm)	0.15 mm (0.2 mm)
Clutch Shim Clearance	0.125 mm/0.075 mm	0.125 mm/0.075 mm
Clutch Master Cylinder Bore Dia.	14.0 mm	14.0 mm
Clutch Slave Cylinder Bore Dia.	33.6 mm	33.6 mm
Recommended Clutch Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4

Valve Timing¹ - 147 PS 1200cc version and 98 PS 900cc versions.
Valve Timing² - 136 PS 1200cc version.

Full Specification

DAYTONA 1200

DAYTONA 900

Piston/Crankshaft

Cylinder Bore Dia.	76.05 mm/76.03 mm Cyl. Nos. 1, 3 & 4 76.05 mm/76.04 mm Cyl. No. 2	76.05 mm/76.03 mm Cyl. Nos. 1 & 3 76.05 mm/76.04 mm Cyl. No. 2
Piston Dia. (at 90° to gudgeon pin)	75.98 mm/75.96 mm Cyl. Nos. 1, 3 & 4 75.98 mm/75.97 mm Cyl. No. 2	75.98 mm/75.96 mm Cyl. Nos. 1 & 3 75.98 mm/75.97 mm Cyl. No. 2
Piston Ring to Groove Clearance	Top 0.06 mm/0.02 mm Second 0.06 mm/0.02 mm	0.06 mm/0.02 mm 0.06 mm/0.02 mm
Piston Ring Groove Width	Top 1.03 mm/1.01 mm Second 1.03 mm/1.01 mm Oil 2.03 mm/2.01 mm	1.03 mm/1.01 mm 1.03 mm/1.01 mm 2.03 mm/2.01 mm
Piston Ring Eng Gap (when fitted in bore)	Top 0.20 mm/0.41 mm Second 0.35 mm/0.56 mm Oil 0.29 mm/0.85 mm	0.20 mm/0.41 mm 0.35 mm/0.56 mm 0.29 mm/0.85 mm
Gudgeon Pin Bore Dia. In Piston	19.008 mm/19.002 mm	19.008 mm/19.002 mm
Gudgeon Pin Dia.	19.000 mm/18.995 mm	19.000 mm/18.995 mm
Connecting Rod Small End Dia.	19.034 mm/19.016 mm	19.034 mm/19.016 mm
Connecting Rod Big End Side Clearance	0.3 mm/0.15 mm (0.5 mm max.)	0.3 mm/0.15 mm (0.5 mm max.)
Crankshaft Big End Journal Dia.	40.965 mm/40.951 mm	40.965 mm/40.951 mm
Crankshaft Big End Bearing Clearance	0.066 mm/0.036 mm (0.1 mm max.)	0.066 mm/0.036 mm (0.1 mm max.)
Crankshaft Main Journal Dia.	37.981 mm/37.965 mm	37.981 mm/37.965 mm
Crankshaft Main Bearing Clearance	0.044 mm/0.020 mm (0.1 mm max.)	0.044 mm/0.020 mm (0.1 mm max.)
Crankshaft End Float	0.20 mm/0.05 mm (0.4 mm max.)	0.20 mm/0.05 mm (0.4 mm max.)

Transmission

Type	6 Speed Constant Mesh	6 Speed Constant Mesh
Gear Ratios	1st ... 2.733 (41/15) 2nd .. 1.947 (37/19) 3rd ... 1.545 (34/22) 4th ... 1.291 (31/24) 5th ... 1.154 (30/26) 6th ... 1.074 (29/27)	2.733 (41/15) 1.947 (37/19) 1.545 (34/22) 1.291 (31/24) 1.154 (30/26) 1.074 (29/27)
Gear Selector Fork Thickness	5.9 mm/5.8 mm (5.7 mm min.)	5.9 mm/5.8 mm (5.7 mm min.)
Gear Selector Groove Width	6.1 mm/6.0 mm (6.25 mm max.)	6.1 mm/6.0 mm (6.25 mm max.)
Gear Selector Fork to Groove Clearance	0.55 max.	0.55 max.
Final Drive	Chain	Chain
Final Drive Ratio	Variable according to model, model year and market designation	Variable according to model, model year and market designation
Chain Type	Regina 136 ORP	Regina 136 ORP
No. of Links	Variable according to model, model year and market designation	Variable according to model, model year and market designation
20 Link Length	321 mm max.	321 mm max.
Drive Chain Slack	35.0 - 40.0 mm	35.0 - 40.0 mm
Chain lubrication	Mobil chain spray	Mobil chain spray

Lubrication

Pressure Lubrication, Wet Sump		
Oil Capacity (incl. filter)	3.75 litres	4.00 litres
Recommended Oil	Fully synthetic 5w/40 oil meeting specification API/SG	Semi synthetic 10w/40 oil meeting specification API/SG
Oil Pressure (in main gallery)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)	40.0 lb/in ² min. (@ 80°C Oil Temp.) (@ 5000 rpm)
Oil Pump Rotor Tip Clearance	0.15 mm (0.2 max.)	0.15 mm (0.2 max.)
Oil Pump Body Clearance	0.22 mm/0.15 mm (0.35 mm max.)	0.22 mm/0.15 mm (0.35 mm max.)
Oil Pump Rotor End Float	0.02 mm/0.007 (0.1 mm max.)	0.02 mm/0.007 (0.1 mm max.)

Ignition System

Type	Inductive Transistorised	Inductive Transistorised
Ignition Timing	Static	Static
Idle	5° BTDC @ 1000 rpm	5° BTDC @ 1000 rpm
Max. Advance ...	26° @ 6500 rpm	26° @ 6500 rpm
Electronic Rev-Limiter	9700 rpm	9700 rpm
Pick up Coil Air Gap	0.8 mm/0.6 mm	0.8 mm/0.6 mm
Pick up Coil Resistance	530 Ohms	530 Ohms
Ignition Coil LT Resistance	0.6 Ohms	0.6 Ohms
Ignition Coil HT Resistance	10.5 kOhms	10.5 kOhms
Spark Plug Type	NGK DPR 8EA-9	NGK DPR 8EA-9
Spark Plug Gap	0.8 mm - 0.9 mm	0.8 mm - 0.9 mm

Full Specification	DAYTONA 1200	DAYTONA 900
Fuel System		
Fuel Type	Unleaded, 95 RON (U.S. 89 CLC/AKI)	Unleaded, 95 RON (U.S. 89 CLC/AKI)
Fuel Tank Capacity (inc. reserve)	25 Litres	25 Litres
Reserve Capacity	5 Litres	5 Litres
Low Level Warning Lamp	7 Litres	7 Litres
Fuel Tap	Vacuum Controlled, Auto Shut-off	Vacuum Controlled, Auto Shut-off
Carburettors		
Type	MIKUNI BST 36 mm Flat Slide CV	MIKUNI BST 36 mm Flat Slide CV
Idle Speed	1000 rpm \pm 50 rpm	1000 rpm \pm 50 rpm
Cooling System		
Coolant Mixture	50/50 Distilled Water/Anti-Freeze	50/50 Distilled Water/Anti-Freeze
Anti-Freeze Type	Mobil Antifreeze	Mobil Antifreeze
Freezing Point	-35°C	-35°C
Cooling System Capacity	3.0 Litres	2.8 Litres
Radiator Cap Opening Pressure	1.1 Bar	1.1 Bar
Thermostat Opening Temperature	83°C	83°C
Cooling Fan Switch On Temperature	99°C	99°C
Suspension		
Front Fork Travel	150 mm	150 mm
Recommended Fork Oil	Refer to chart in front suspension section for full details	
Oil Level (without spring)	Refer to chart in front suspension section for full details	
Rear Wheel Travel	126 mm	126 mm
Rear Suspension Bearing Grease	Mobil Grease HP 222	Mobil Grease HP 222
Brakes		
Front type	Hydraulically Actuated Four Piston Sliding Calipers Operating on Twin Floating Discs	
Caliper Piston Dia.	2 x 33.96 mm & 2 x 30.23 mm	2 x 33.96 mm & 2 x 30.23 mm
Disc Dia.	310.0 mm	310.0 mm
Disc Thickness	5.0 mm (4.5 mm min.)	5.0 mm (4.5 mm min.)
Disc Run-out Max.	0.15 mm (0.3 mm max.)	0.15 mm (0.3 mm max.)
Master Cylinder	15.8 mm dia. Adjustable Lever	15.8 mm dia. Adjustable Lever
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Rear Type	Hydraulically Actuated Two Piston Sliding Caliper Operating on Single Rigid Rear Disc	
Caliper Piston Dia.	2 x 27.0 mm	2 x 27.0 mm
Disc Dia.	255.0 mm	255.0 mm
Disc Thickness	6.0 mm (5.0 mm min.)	6.0 mm (5.0 mm min.)
Disc Run-out Max.	0.1 mm (0.3 mm max.)	0.1 mm (0.3 mm max.)
Master Cylinder	14.0 mm dia. Remote Reservoir	14.0 mm dia. Remote Reservoir
Recommended Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4
Wheels and Tyres		
Front Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Front Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Front Tyres	Refer to the owners handbook for approved tyres for each model year	
Front Tyre Pressure (cold)	2.5 kg/cm ²	2.5 kg/cm ²
Front Tyre Tread Depth min.	2.0 mm	2.0 mm
Rear Wheel Rim Axial Run-out	0.5 mm	0.5 mm
Rear Wheel Rim Radial Run-out	0.8 mm	0.8 mm
Rear Tyres	Refer to the owners handbook for approved tyres for each model year	
Rear Tyre Pressure (cold)	2.9 kg/cm ²	2.9 kg/cm ²
Rear Tyre Tread Depth min.	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)	2.0 mm - up to 80 mph (130 km/h) 3.0 mm - over 80 mph (130 km/h)



WARNING: Triumph motorcycles must not be operated above the legal road speed limit except in authorised closed course conditions.

Full Specification	DAYTONA 1200	DAYTONA 900
Frame		
Frame Type	Large dia. high tensile steel spine, stressed engine	Large dia. high tensile steel spine, stressed engine
Overall Length	2152 mm	2152 mm
Overall Width	690 mm	690 mm
Overall Height	1185 mm	1185 mm
Ground Clearance	158 mm	158 mm
Wheelbase	1490 mm	1490 mm
Seat Height	790 mm	790 mm
Steering Head Angle	27° from vertical	27° from vertical
Trail	105 mm	105 mm
Dry Weight	Refer to owner's handbook	Refer to owner's handbook
Max. Payload	181 kg	181 kg
Electrical Equipment		
Battery Type	YUASA YB14L-A2	YUASA YB14L-A2
Battery Rating	12V - 14AH	12V - 14AH
Alternator Rating	12V - 25A	12V - 25A
Regulated Voltage	14.5V at 5500 (engine) rpm	14.5V at 5500 (engine) rpm
Stator Coil Resistance	Less than 1.0 Ohm	Less than 1.0 Ohm
Rotor Coil Resistance	4.0 Ohms	4.0 Ohms
Slip Ring Dia.	14.4 mm (14.0 mm min.)	14.4 mm (14.0 mm min.)
Brush Length	10.5 mm (4.5 mm min.)	10.5 mm (4.5 mm min.)
Starter Motor Commutator Dia.	28.0 mm (27.0 mm min.)	28.0 mm (27.0 mm min.)
Commutator Groove Depth	0.7 mm (0.2 mm min.)	0.7 mm (0.2 mm min.)
Starter Brush Length	12.0 mm (8.5 mm min.)	12.0 mm (8.5 mm min.)
Fuses		
Headlight	10A	10A
Tail Light	10A	10A
Main	30A	30A
Radiator Fan	15A	15A
Alarm	10A	10A
Inline fuse (1995 on)		
Brake Light	5A	5A
Lights		
Head Light	2 x 60/55W H4 Halogen	2 x 60/55W H4 Halogen
Parking Light	4W	4W
Tail Light	21/5 W	21/5 W
Indicators	10W (21W Japan)	10W (21W Japan)

Full Specification	DAYTONA SUPER 3	SPEED TRIPLE 900
Engine Type	3 Cylinder 12 Valve DOHC	3 Cylinder 12 Valve DOHC
Arrangement	Transverse In-Line	Transverse In-Line
Displacement	885 cc	885 cc
Bore x Stroke	76 mm x 65 mm	76 mm x 65 mm
Compression Ratio	12.0 : 1	10.6 : 1
Cylinder Numbering	Left to Right (No.3 adjacent to camchain)	Left to Right (No.3 adjacent to camchain)
Firing order	1-2-3	1-2-3
Max. Power	Refer to the owner's handbook for the model, model year and country required.	
Max. Torque	Refer to the owner's handbook for the model, model year and country required.	
		<i>For engine details of the limited edition Speed Triple 750, refer to the Trident 750 section</i>
Cylinder Head		
Valve Head Dia.	In. 30.0 mm Ex. 26.0 mm	30.0 mm 26.0 mm
Valve Lift	In. 9.4 mm Ex. 9.3 mm	8.9 mm 8.6 mm
Valve Stem Dia.	In. 5.490 mm/5.475 mm (5.47 mm min.) Ex. 5.470 mm/5.455 mm (5.45 mm min.)	5.490 mm/5.475 mm (5.47 mm min.) 5.470 mm/5.455 mm (5.45 mm min.)
Valve Guide Bore Dia.	5.515 mm/5.500 mm	5.515 mm/5.500 mm
Valve Stem to Guide Clearance	In. 0.04 mm/0.01 mm (0.07 mm max.) Ex. 0.06 mm/0.03 mm (0.09 mm max.)	0.04 mm/0.01 mm (0.07 mm max.) 0.06 mm/0.03 mm (0.09 mm max.)
Valve Seat Width (in head)	1.1 mm/0.9 mm (1.5 mm max.)	1.1 mm/0.9 mm (1.5 mm max.)
Valve Seat Width (valve)	2.5 mm/1.8 mm	2.5 mm/1.8 mm
Valve Seat Angle	45°	45°
Valve Spring 'Load at Length'	Inner .. 15 kg min. at 24.0 mm Outer .. 41 kg min. at 26.5 mm	15 kg min. at 24.0 mm 41 kg min. at 26.5 mm
Valve Clearance	In. 0.15 mm/0.10 mm Ex. 0.20 mm/0.15 mm	0.15 mm/0.10 mm 0.20 mm/0.15 mm
Valve Bucket Dia.	Blue .. 27.993 mm/27.983 mm Red .. 27.986 mm/27.980 mm White .. 27.979 mm/27.974 mm	27.993 mm/27.983 mm 27.986 mm/27.980 mm 27.979 mm/27.974 mm
Valve Bucket Bore Dia.	28.021 mm/28.000 mm	28.021 mm/28.000 mm
Valve Timing	Inlet Open .. 27° BTDC (@ 1.0 mm Lift) Close .. 55° ABDC (@ 1.0 mm Lift) Duration 262° Exhaust Open .. 54° BBDC (@ 1.0 mm Lift) Close .. 28° ATDC (@ 1.0 mm Lift) Duration 262°	21° BTDC (@ 1.0 mm Lift) 50° ABDC (@ 1.0 mm Lift) 251° 51° BBDC (@ 1.0 mm Lift) 25° ATDC (@ 1.0 mm Lift) 256°
Camshaft Journal Dia.	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)	22.93 mm/22.90 mm 22.936 mm/22.923 mm (Outrigger)
Camshaft Journal Clearance	0.12 Max.	0.12 Max.
Camshaft Journal Bore Dia.	23.021 mm/23.000 mm	23.021 mm/23.000 mm
Camshaft End Float	0.13 mm/0.03 mm (0.2 mm max.)	0.13 mm/0.03 mm (0.2 mm max.)
Camshaft Run-out	0.05 mm max.	0.05 mm max.
Camchain Tensioner Spring Free Length	73.7 mm	73.7 mm
Clutch/Primary Drive		
Primary Drive	Type Gear Reduction Ratio .. 1.75 (105/60)	Gear 1.75 (105/60)
Clutch	Type Wet Multi-plate	Wet Multi-plate
No. of Friction Plates	9	9
Plate Flatness	0.15 mm (0.2 mm)	0.15 mm (0.2 mm)
Friction Plate Thickness (new)	3.80mm - 0 +0.80mm	3.80mm - 0 +0.80mm
Friction Plate Thickness (service limit)	3.60mm	3.60mm
Clutch Shim Clearance	0.125 mm/0.075 mm	0.125 mm/0.075 mm
Clutch Master Cylinder Bore Dia.	14.0 mm	14.0 mm
Clutch Slave Cylinder Bore Dia.	33.6 mm	33.6 mm
Recommended Clutch Fluid	Mobil Universal Brake and Clutch Fluid DOT 4	Mobil Universal Brake and Clutch Fluid DOT 4