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WORDS BY: ALASTAIR FAGAN PICS BY: GOLD & GOOSE

# TRIUMPH STREET TRIPLE

What do you get if you cross  
a Speed Triple and a Daytona  
675? A Street Triple

**W**ith Triumph's resurrection now well under way, Mr Bloor and co have raised their game and they're taking the fight to the big four.

Now Triumph are battling for supremacy in the middleweight naked division with the new Street Triple.

Let's be honest, when we first saw the tech spec and price, we thought the new Trip' was guilty of raiding the parts bin in a hasty attempt at filling a gap in the range.

their trademark, and with it, the best mono bikes around.

The minor internal fettling on the Street Triple has far from spoiled the party, and the typical triple torque is still there in abundance. The power is lower down in the range, making the naked bike more street bruiser than the screaming, rev happy, track-hugger that was the 675.

The Street Triple thought nothing of the Italian roads, tackling 180° hairpins as happily in first gear as it does in third, not to mention the ease with which it dispatches fast, top gear sweepers that are normally owned by hardcore sportsbikes.

You could almost leave it in sixth gear and treat it like a rev-and-go machine, as there's more than 60Nm of

## FRANKENSTEIN'S MONSTER OR MORE KELLY LEBROCK? JJ

The Street Triple is essentially a naked 675, sharing the same frame and a version of the motor that has been slightly modified for usability. Speed Triple DNA comes by way of a family resemblance, rather than performance kit.

We jetted out to Italy's scenic Lake Garda to see if Triumph's new model was Frankenstein's monster or Kelly LeBrock from Weird Science.

Triumph have very much made the triple configuration



torque from 3,500rpm until just before the limiter kicks in. Peak power is at just over 11,500rpm, but the exhaust note keeps your right hand pinned until the redline.

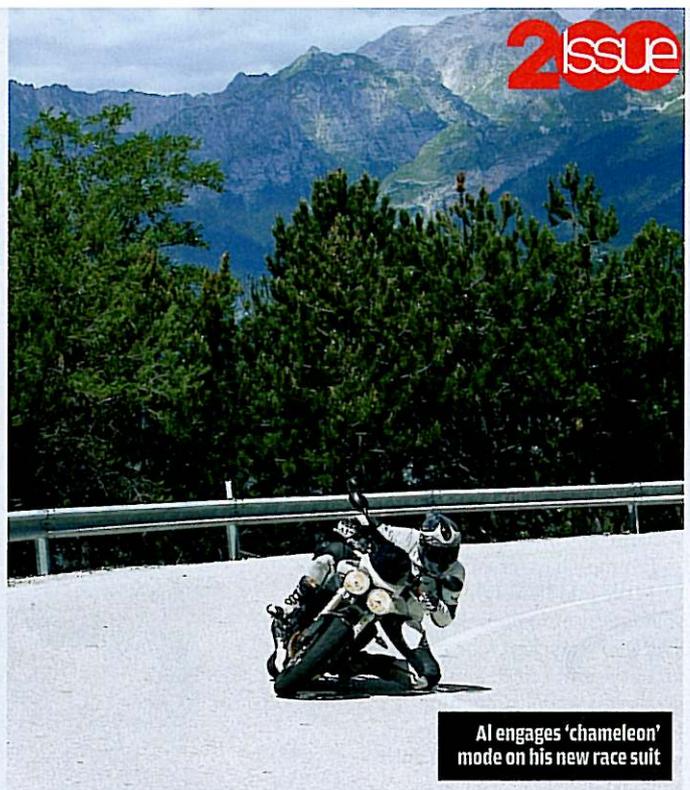
With the two years of development behind the Street Triple, there was plenty of time to sort the guff fuelling that plagues other members of the Triumph family. The clever ECU gives class-leading fuelling and throttle response, but still couldn't help the power sap when we reached higher altitudes, so we had to say goodbye to second gear clutch ups.

This is the easiest wheelie bike on the market without a doubt. Just ask Triumph sponsored stunt guru, Kevin Carmichael. Big Kev was on hand at the launch, and he just

jumped on a standard bike and was doing the same big nuts stuff he performs on his modded Speed Triple.

You'd expect the Street Triple's downfall to be its non-adjustable suspension and budget brakes, but Triumph have made the compromise of looking after both novices and the hardcore thrashers just right. Admittedly, the front end is a bit soft for the banzai bunch, but that gives it a heightened edge of fun when piling on the pressure.

The Triple gets on with the job of barreling into hairpins with no real fuss, and even purposely trying to unsettle it proved tricky. It would benefit from a touch more rebound on the front end, as the bars can come up a bit too quickly when letting off the anchors. ➤



Al engages 'chameleon' mode on his new race suit

THE FRONT END IS A BIT SOFT FOR THE BANZAI BUNCH, BUT THAT GIVES AN EDGE OF FUN



EXTRA! EXTRA! SPEND ALL...

SO YOU'VE BOUGHT THE BIKE, WHAT ELSE CAN YOU GET?

Get your wallet out

Arrow continue their partnership with Triumph and head the performance upgrade list, with a number of exhaust systems. We tested the 3-into-1 'low boy' option on the launch, which not only looks damn fly, but brings extra power, a weight loss of 8kgs, and releases a proper bark. It also lowers the centre of gravity to assist handling. Arrow are also planning a set of slip-on silencers for early next year. In terms of chassis, Triumph have a range of bolt-on goodies to enhance the streetfighter look, with a kit similar to that on Beej's Speed Triple: a fly screen, belly pan and seat cowl. Carbon parts help with both looks and weight savings. For the mile-munchers out there, there's a few practical features, such as tank bag, gel seat and a pillion grab rail, available.

It feels as stable as any rival bike in class mid-corner and exits with just as much ease. European spec Dunlop Qualifiers as standard mean proper lean angles, and you don't have to worry about the front tucking at random. They're half decent in the wet too.

Braided lines as standard trade off against the low spec brakes, and even constant downhill mountain sections didn't faze the Street Triple, with no fade or overheating.

Triumph have created a versatile middleweight naked that looks set to dominate this ever-growing class. The motor kicks the shit out of any of its rivals and, as you'd imagine from the proven 675 chassis, handling is right up there with the best of them.

No matter who you are or how you ride, the new Trumpet will give you a buzz. Parts bin special? Forget the parts bin, this one's just special. **FB**



## TECHNICAL TRIUMPH STREET TRIPLE



### Specification

ENGINE	
TYPE	675cc, liquid cooled, DOHC, inline three
BORE X STROKE	74.0 x 52.3mm
COMPRESSION	12.65:1
FUELLING	Fuel Injection
TESTED POWER	107bhp @ 11,700rpm
TESTED TORQUE	69Nm @ 9,100rpm
CHASSIS	
FRAME	Aluminium beam twin spar
F SUSPENSION	41mm non-adjustable USD fork
R SUSPENSION	Monoshock, adjustable for preload only
FRONT BRAKES	Twin piston calipers, 308mm discs
REAR BRAKES	One piston caliper, 220mm disc
DIMENSIONS	
WHEELBASE	1395mm
SEAT HEIGHT	800mm
DRY WEIGHT	167kg
FUEL CAPACITY	17.4L
PRICE	
PRICE FROM	£5,395 otr 01455 251700 Triumph.co.uk

### What The Press Blurb Says

"Through a potent combination of performance DNA extracted from the Daytona 675 and aggressive streetfighter styling drawn from the Speed Triple, Triumph have created the most desirable naked middleweight motorcycle in the market. The Street Triple is a rebel with plenty of cause."

### Highlights

- Daytona 675 motor
- 33bhp option
- 12,650 rpm redline
- Braided brake hoses
- 167kgs
- 107bhp

**£5,395** (otr)

### Don't be fooled by:

Santa Claus. Sorry kids, he may have been real once upon a time, but he ain't around now



### Rivals

- Yamaha FZ6
- Honda Hornet 600
- Kawasaki Z750
- Aprilia SL 750 Shiver

### Chassis

The Daytona 675 lump gets a new cam profile for more torque, usability and a redline down to 12,650rpm. The Keihin fuel-injection system uses three 44mm throttle bodies, with multi-spray injectors. Sensors for throttle position, crank position, road speed, air pressure and air and coolant temp, are all controlled by the ECU, as is the secondary air injection system.

The aluminium twin spar frame comes directly from the 675, and is fabricated from open-back and closed-back castings. A small increase in rake means stability is improved. Nissin two-pot sliding calipers, pads from the 675, and braided lines make for class-leading anchors and standard fit Euro spec Dunlop Qualifiers are the hoops of choice on this Triumph.

### Verdict

A new, laugh-a-minute, naked middleweight ready to jump in and take the crown at its first attempt

Attitude, price, brakes, adaptability

Vibration through both bars and pegs

**Final Score**  
 Score relates to this bike in isolation

**9/10**

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