

The Daytona has changed very little in 5 years.

You don't fool around with a classic.

Today's Daytona 500 has the traditional, low-silhouette styling made famous by Triumph five years ago. It isn't just another good-looking bike. It's a classic.

And Daytona's 4-stroke vertical twin engine hasn't had any major changes since 1959. It's the same basic engine that boosted Gary Nixon into two Grand National Championships. And won five straight National Enduro Championships.

At Triumph, we know when we have a great thing going. But we haven't been idle all these years. We've been refining. Perfecting. Making subtle improvements in the engine. Tightening up the instrument package to make it more readable.

Shaving the dry weight down to 356 pounds. With a more efficient power/weight ratio, Daytona gets off like a jack-rabbit. And handles more like a racer than a roadster.

Surprise yourself. Go dig a classic. Triumph's Daytona 500. It's a bike you don't fool around with.

ENGINE TYPE OHV-4 stroke
CYLINDERS 2
MAX. TORQUE 30.2 ft. lbs. @ 6750 rpm
BORE/STROKE 69 x 65.5
COMP. RATIO 9:1
TRANSMISSION 4-Speed gearbox
CARBURETOR 2 Amal 26mm conc.
FRONT TIRE Dunlop 3.25 x 19" K70

REAR TIRE Dunlop 4.00 x 18" K70
FRONT BRAKE 8" DLS
REAR BRAKE 7" SLS
WHEEL BASE 53 1/2"
GND. CLEAR. 7 1/8"
DRY WEIGHT 356 lbs.
FUEL TANK 2 3/4 gals.
OIL 7 pts.



The Hot One
TRIUMPH

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Specifications subject to change without notice

