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Triumph Sprint 1995 Triumph Sprint

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900 Restoration Triumph Sprint ST

Review (1999) ~~1998 Triumph 900~~

~~Sprint Tourer~~ Best Sport touring

Motorcycles - Triumph Sprint ST

1050 Review 1996 Triumph Sprint

900 Used engine Triumph Sprint 900

1998-1999 Executive (T300A)

273962 Suntum Motors 1996

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Triumph Sprint 900 - how to take
carburettors apart for cleaning

~~Triumph 900 Sprint - DNM Probefahrt~~

NEW BIKE!!! Triumph Sprint ST 1050

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SPRINT 1050 ST REVIEW MARK

SAVAGE TRIUMPH SPRINT 1050 ABS

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FIRST RIDE OF MY WINTER TRUMPY

Sports Tourers Review: Ducati ST4,

Triumph Sprint ST /u0026 Honda

VFR 800 2001 Triumph Sprint ST

955 Triple 2007 TRIUMPH SPRINT

ST 1050 REVIEW AND THOUGHTS

Triumph Speed Triple D /u0026D

Exhaust Triumph Sprint ST Review

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2009 Triumph Sprint ST - Bike Review

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Triumph Sprint ST10501998

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Triumph Sprint Executive 1st start

Triumph 3HW resto - Part 6

TRIUMPH SPRINT SPORT 1998 Test

Driving Triumph 955i (Super Sport)

Triumph Sprint 900 Sport Executive

Home Triumph Parts Sprint 900,

Sport, Executive Sprint 900, Sport,

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Executive Brakes (4) Chains, Repair

Sprockets, Cush Drive Rubbers (9)

Clutch (8) Control Cables (4) Control

Levers (3) Cooling System (5)

Electrical (27) Engine, Gaskets and

Seals (18) Exhaust (9) Footpegs,

Frame Finishers, Crash bungs (8)

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Sprint 900, Sport, Executive - Triumph
Motorcycle Parts ...

The Triumph Sprint Executive is a competent sports-touring machine that rides like it looks – top-heavy, fast and old. It ' s essentially a 900 Trophy with a Rickman-style fairing

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slapped across its... Workshop Repair
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TRIUMPH SPRINT EXECUTIVE
(1997-1998) Motorcycle Review |
MCN

Triumph Sprint 900; Manufacturer:
Triumph: Production: 1991-1998:

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Triumph Sprint 900 Sport

Class: Sport touring motorcycle: Repair

Engine: 885 cc (54.0 cu in) 4-stroke,
inline-3, 4 valve per cylinder DOHC,

liquid-cooled: Bore / stroke: 76 mm ×

65 mm (3.0 in × 2.6 in) Top speed:

140 mph (230 km/h) Power: 92 hp

(69 kW) (claimed) Torque: 59 lb ft

(80 N m) (claimed) Transmission:

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Triumph Sprint 900 - Wikipedia

In this version sold from year 1997 ,
the dry weight is 215.0 kg (474.0
pounds) and it is equipped with a In-
line three, four-stroke motor. The

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engine produces a maximum peak output power of 98.00 HP (71.5 kW) @ 9000 RPM and a maximum torque of 83.00 Nm (8.5 kgf-m or 61.2 ft.lbs) @ 6500 RPM . With this drive-train, the Triumph Sprint 900 is capable of reaching a maximum top speed of 225.0 km/h (139.8 mph) .

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Triumph Sprint 900 Technical
Specifications

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Sport, Executive Exhaust Exhaust.

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reviews) £ 495.00. Part Ref: EX078.

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legal system complete (0 reviews) £

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basket. Triumph Parts 3:1 system with

choice of outlet size 38, 45 ...

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Exhaust - Triumph Motorcycle Parts
for Sale from Sprint...

Trophy 1200 (grey engines only - not black Trophy 1200 engines). Kit to stop oil leak. Normally just the clutch pushrod seal leaking, but a new gasket is required to do the job and changing the gear shaft seal while the

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sprocket cover is off is a good idea.
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Triumph Sprint 900, Sprint Sport &
Executive Gear Seal ...

Production Years: 1997 to 1998.

Towards the end of the (Trident)
Sprint 900 production, the factory

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Triumph Sprint 900 Sport

released a Sport model with improved suspension, higher pegs, higher exhaust, and lower bars. The use of Speed Triple components made this, in many opinions, the best version of the Sprint - though it was never more than a sports tourer.

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Sprint Sport 900 - Triumph Owners'
Motor Cycle Club

Home Triumph Parts Sprint 900,
Sport, Executive Screens Screens.

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Parts - including models not in the
'Bike Models' section. Sprint 900 high

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Sprint Manufacturing parts and accessories – since 1978. ...

Screens - Triumph Motorcycle Parts
for Sale from Sprint ...

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Triumph Sprint 900 Sport

Triumph Sprint 900 885cc. 1997 (R
reg) | Tourer | 885cc | 98.6BHP |

2,420 miles | Manual | Petrol. Trade
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III Cruiser / Naked (2020 -) review.

Triumph has revived its monster
Rocket 3 with an all-new, leaner,

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meaner and far more sophisticated
2500cc version. With 165bhp, a ...

Triumph Sprint bikes for sale |

AutoTrader Bikes

Trident 750/900; Tiger 900

(carburettor) Thunderbird 900, Sport,

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Triumph Sprint 900 Sport

Legend; Sprint 900, Sport, Executive;

Speed Triple 750/900; Daytona

900/1200; TT600 Daytona 600/650

Speed 4; Tiger 900i, 955; Tiger 800 &

XC; Sprint 955 ST, RS; Speed Triple

1050; Daytona T595, 955; Daytona

675, Street Triple; Close; All Triumph

Parts – including models not in ...

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Triumph Motorcycle Parts for Sale
from Sprint Manufacturing
Share - Triumph Sprint Sport 900 &
Executive Fuel Tap Knob CNC
Aluminium - CURRENTLY SOLD OUT.
Triumph Sprint Sport 900 & Executive

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Fuel Tap Knob CNC Aluminium - 18

product ratings. 4.8 average based on
18 product ratings. 5. 16 users rated
this 5 out of 5 stars 16. 4.

Triumph Sprint Sport 900 & Executive
Fuel Tap Knob CNC ...

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Triumph Sprint 900 Sport

Clutch lever switch. Genuine Nissin

part. Fits: 750/900/1000/1200

Daytona, Legend, 750/900 Trident,

750/900 Speed Triple, 900/1200

Trophy, 900 (carburettor) Tiger, 900

Sprint, Sprint Sport, Sprint Executive,

Thunderbird 900, Adventurer,

Thunderbird Sport

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Clutch lever switch - Sprint
Manufacturing

Put about 8,000 miles on it before
trading for a BMW K1200RS.

Essentially a half-faired 900 Trophy,
the Sprint Exec was inexplicably

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Triumph Sprint 900 Sport

discontinued when it was replaced by the fantastic Sprint ST in '99. (Much more sport, slightly less touring quotient.) Triumph should have dropped the 900 Trophy and kept the Exec. Good weather protection. Marginal seat. (I replaced the stock seat with a Corbin.) As with all the

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Triumph Sprint 900 Sport

885 cc Triumphs, the Sprint Exec is somewhat top heavy.

Triumph Sprint Executive Motorcycles
Reviews on Cycle Insider
Reborn Triumph ' s 900 Trident was
about as straightforward a bike as

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Triumph Sprint 900 Sport

Hinckley could produce, and also happened to be one of the best of the early machines. The three-cylinder motor was distinctive,...

TRIUMPH TRIDENT 900 (1991-1998)

Review, Specs & Prices | MCN

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Triumph Sprint 900 Sport

Triumph Sprint 900 Fuel Tap Knob

Aluminium - New. Sprint 900, Sprint Executive & Sprint Sport. No more of those split or cracked plastic knob problems to worry about. Trident Sprint. Speed Triple 750 & 900.

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Triumph Sprint 900, Sprint Sport &
Executive Fuel Tap Knob ...

Triumph Sprint 900: Year: 1992 - 94:

Engine: F our stroke, transverse three
cylinder. DOHC, 4 valves per cylinder.

Capacity: 885 cc / 54.0 cu in: Bore x

Stroke: 76 x 65 mm: Compression

Ratio: 10.6:1: Co oling System: Liquid

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Triumph Sprint 900 Sport

cooled: Induction: 3 x 36mm flat side

Mikuni CV carburetors: Ignition:

Digital, inductive type: Starting: E

lectric: Spark Plug: NGK DPR8EA-9:

Clutch

Triumph Sprint 900 - Motorcycle

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Triumph Sprint 900 Sport

Specifications Workshop Repair

Title: Triumph Sprint 900 Sport

Executive Workshop M, Author: Rave

Caram, Name: Triumph Sprint 900

Sport Executive Workshop M, Length:

6 pages, Page: 1, Published:

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Workshop M by Rave ...

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Yamaha MT-09 SP is a naughtier
naked with Öhlins upgrade and more
for 2021. Yesterday 15:00 by Jordan
Gibbons. The next step in Yamaha's
2021 new model offensive is an all-

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new MT-09 SP – a high ... Workshop Repair
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The ultimate reference for Triumph
lovers and fans of British motorcycles,
The Complete Book of Classic and
Modern Triumph Motorcycles

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1937-Today collects all of the motorcycles from this iconic brand in a single illustrated volume. In this revised and updated edition, you'll find the all-new Bonneville lineup introduced for the 2016 model year as well as other Triumphs through 2019. Originally formed as a bicycle

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company in 1885, Triumph produced its first motorcycle in 1902, which was simply a bicycle fitted with a Belgian Minerva engine. From there, the company, in various iterations, went on to build some of the most iconic motorcycles of all time. Written by respected Triumph expert Ian

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Facoon, this luxurious reference
covers all of the major and minor
models, with an emphasis on the most
exemplary, era-defining motorcycles
such as the Thunderbird, Tiger,
Trophy, Bonneville, and new machines
such as the Speed Triple, Thruxton,
and Daytona 675. Detailed technical

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Specifications are offered alongside compelling photography, much of it sourced from Triumph's archives. The Complete Book of Classic and Modern Triumph Motorcycles 1937-Today also features important non-production models and factory racing and speed-record-setting motorcycles

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that have become integral parts of
Triumph's stellar reputation. This is a
book no Triumph fan should be
without!

This is the definitive story of Triumph,
told through 130 years of its
magnificent motorcycles. Created with

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Supportive Triumph and with a

foreword from CEO Nick Bloor, The

Art of the Motorcycle is a celebration

of Triumph's most beautiful bikes, and

an essential companion for any fan.

With unprecedented access behind

the scenes, the book tells the story of

Triumph's motorcycles through the

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years, from the earliest models and

much-loved classics to the most

recent bikes. Features include: Entries

on each of the greatest Triumph

models Stunning photography

throughout - including never-before-

seen images Detailed technical

information Early design sketches

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First-hand reports from the people

who were there Other treasures from

the Triumph archives With insightful,
thoroughly-researched text, Triumph -

The Art of the Motorcycle is the

ultimate history of an enduring icon,
told through its greatest machines.

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LaHistoria de las motocicletas de la
marca Triumph.Contodos los modelos
altamente detallados, con las
especificacionestécnicas y acabados
año por año y con fotos en color
derestauraciones de todos los

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Modelos. Un libro pensado para

coleccionistas, restauradores de motos

clásicas, seguidores de la marca y en

general a todo aquel interesado en

esta mítica marca, la más longeva de

todas aquellas que siguen fabricando

hoy en día.

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Take an authoritative, thorough, and heavily illustrated look at Triumph motorcycles, from beloved classics to popular new models! What do Marlon Brando, James Dean, Steve McQueen, Bob Dylan, and Arthur Fonzerelli all have in common? All of these men define the very essence of cool, and all

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have owned Triumph motorcycles. Originally formed as a bicycle company in 1885, in 1902 Triumph produced its first motorcycle, which was simply a bicycle fitted with a Belgian Minerva engine. From there, the company, in various iterations, went on to build some of the most

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Iconic motorcycles of all time. For the first time ever, The Complete Book of Classic and Modern Triumph

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covered, with an emphasis on the most exemplary, era-defining

motorcycles such as the Thunderbird, Tiger, Trophy, Bonneville, and new machines such as the Speed Triple, Thruxton, and Daytona 675. The Complete Book of Classic and Modern Triumph Motorcycles 1937-Today

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will also feature important non-production models and non-factory racing and speed-record-setting motorcycles that have become integral parts of Triumph's stellar reputation. This is a book no Triumph fan will want to be without!

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