

Triumph Daytona 675

- Class-leading, award-winning supersport contender
- Racetrack-developed technology
- Compact 124bhp, 53 lb-ft., three-cylinder engine for class-leading performance
- Fully adjustable suspension for controllable and precise handling
- Monobloc caliper brakes deliver outstanding power and feel
- New graphics for 2012
- Two-year unlimited mileage warranty as standard

A winner on the road and a winner on the racetrack, Triumph's groundbreaking Daytona 675 has set a new standard in the ultracompetitive supersport class.

Debuting the 675cc three-cylinder format in a sea of otherwise conformist 600cc fours, the Daytona 675 has garnered a cabinet full of awards and accolades since being first introduced for the 2006 model year, including two Masterbike titles and an undefeated three Supertest titles. The Triumph has also proved successful in supersport racing, winning national championships around the world.

The latest-specification Daytona 675 delivers 124bhp at 12,600rpm with a class-leading 53 lb-ft. of torque, making the Triumph one of the most flattering sportsbikes to ride on both the road and track, and endowing it with an addictive soundtrack only a triple can provide. The engine itself is an integral part of the overall design, with the stacked gearbox allowing for a very compact powerplant that contributes to one of the lightest and most balanced supersport bikes on the market. As you would expect from a class-leading sportsbike, the Daytona 675 is well equipped in the chassis department, too.

The fully-adjustable 41mm inverted front forks and rear monoshock unit both benefit from sophisticated high- and low-speed damping control, allowing riders to set their Daytona 675s up for maximum accuracy while retaining a plush ride. Radially-mounted Nissin monobloc calipers give outstanding levels of feedback and stopping power, while lightweight wheels keep unsprung mass down and contribute to an agile motorcycle that changes direction in a heartbeat. To fully exploit the Daytona 675's outstanding chassis, the bike rolls out of the factory wearing Pirelli's race-developed SuperCorsa SP tires for supreme levels of grip and feedback. At 358 lbs. dry (407 lbs. fully fueled and ready to ride) the lightweight Triumph is a true race bike for the road.

For 2012, the Daytona 675 gets a fresh new look thanks to new graphics and finishes throughout. Available in Phantom Black or Diablo Red color options, the Daytona 675 gains Triumph's sports script on the fuel tank, new "Daytona" decals and a Daytona 675R-style Jet Black bellypan, all complemented with new dark finishes to the footrest hangers and brake discs. The 2012 machine also features new clutch and generator covers, embossed with the Triumph logo.

A full range of race-inspired Triumph accessories are available for the Daytona 675, including carbon parts, Arrow slip-on exhaust, quickshifter and Öhlins rear suspension unit. A race kit is also available for competitors who wish to enter their Daytona 675 in supersport and superstock championships.

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