



Front end of the Triumph feels the most sorted of the three

## CONCLUSION

ALL OF THESE bikes are stunners in their slightly different ways.

The Triumph may be the best, most together, most invigorating of the three but both the Monster and CB1000 gained an awful lot of friends.

Personally, I could quite easily live with the CB1000 till the end of my days. It may be a bit hairy, a bit mushy sometimes, a touch bland. But it also isn't half fun, practical and, well, nice.

The Monster too has qualities you'll struggle to find elsewhere. It may be bristly, bouncy and a bit bonkers, and nobody will thank you for a ride on the back, but few bikes can deliver as much ragged, manic fun.

Maybe the Triumph wins then, simply because it has the best of both – it's the triple between a twin and a four after all – and a whole lot more besides. At first glance it might have the least to offer. At the end of the day it gives more than you'd ever have believed. **BIKE**

Many thanks to Daytona Motorcycles of Ruislip (0895 675511) for the loan of the Speed Triple

## Specifications



**Triumph 900 Speed Triple**  
£7499

**Ducati M900 Monster**  
£7750

**Honda CB1000 Super Four**  
£7440

### ENGINE/GEARBOX

Type	liquid-cooled, 12-valve, dohc, transverse triple	oil and air-cooled, 2-valve, desmo 90 degree V-twin	liquid-cooled, 16-valve, dohc, transverse four
Bore x stroke (cc)	76 x 65mm (885cc)	92 x 68mm (904cc)	77 x 54mm (998cc)
Compression ratio	10.6:1	9.2:1	10:1
Fuel system	3 x 36mm Mikuni CV	2 x 38mm Mikuni	4 x 34mm Keihin
Claimed power	98bhp @ 9000rpm	73bhp @ 7000rpm	97bhp @ 8500rpm
Claimed torque	61.3lb.ft @ 6500rpm	n/a	64lb.ft @ 6000rpm
Gearbox/clutch	5-speed/wet multiplate	6-speed/wet multiplate	5-speed/wet multiplate
Electrics	12V/12Ah battery; 60/55W headlight	12V/10Ah battery; 60/55W headlight	12V/12Ah battery; 60/55W headlight

### CHASSIS

Frame/swing-arm	steel spine, box-section aluminium swing-arm	tubular steel trellis, box-section aluminium swing-arm	steel double cradle, box-section aluminium swing-arm
Suspension			
front	43mm telescopic fork, preload, compression and rebound damping adjust	41mm inverted telescopic, fork, no adjust	43mm telescopic fork, no adjust
rear	Tri-Link rising rate single shock, preload, rebound and compression damping adjust	Boge cantilever single shock, preload and rebound damping adjust	Showa twin shocks, preload adjust
Brakes			
front	2 x 310mm discs, dual opposed piston callipers	2 x 320mm discs, dual opposed piston callipers	2 x 310mm discs, dual opposed piston callipers
rear	255mm disc, twin piston caliper	245mm disc, twin piston caliper	276mm disc, single piston caliper
Tyres			
front	Michelin Hi-Sport radials 120/70 ZR 17	Michelin A59/M89X radials 120/70 V 17	Dunlop Sport Radials 120/70 VR 18
rear	180/55 ZR 17	170/60 V 17	170/60 VR 18

### DIMENSIONS

Wheelbase	1490mm (58.7in)	1430mm (56.3in)	1540mm (60.6in)
Rake/trail	27°/105mm (4.1in)	n/a	27°/110mm (4.3in)
Dry weight	209kg (460lb)	185kg (408lb)	235kg (518lb)
Seat height	790mm (31.1in)	770mm (30.3in)	800mm (31.5in)
Fuel capacity	25 litres (5.5gal)	18 litres (3.9gal)	22 litres (4.8gal)

### PERFORMANCE

Top speed	135.2mph	119.0mph	141.7mph
Standing 1/4 mile	11.7sec/112mph	12.1sec/118.6mph	11.8sec
Average mpg	42	45	38

### OTHERS

Insurance group	14	13	13 (supplied by NU)
Major service frequency	6000 miles	5000 miles	4000 miles
Colour options	yellow or black	red or black	black, white/red or yellow/silver
Available extras	sports shock (£435); sports fork springs (£67); hand shields (£17.50); engine bars (£76)	none officially, but check offers at dealers	rear carrier (£102.15); two-tone seat (£150.23); engine guards (£107.16)
Warranty miles	24 months/unlimited miles	24 months/unlimited miles	24 months/unlimited

### BIKE'S VERDICT

Performance	●●●●○	●●●●○	●●●●○
Handling	●●●●○	●●●●○	●●●●○
Comfort	●●●●○	●●●●○	●●●●○
Quality	●●●●○	●●●●○	●●●●○
Value	●●●●○	●●●●○	●●●●○
OVERALL	●●●●●	●●●●○	●●●●○