

Triumph Speed Triple 900

WHAT TO LOOK FOR



1 EXHAUSTS

Stock silencers last well but are incredibly heavy. Race style carbon cans can save up to 9kg. A Sebring race 3-1 system works well (at the expense of a little noise).

2 CRANK POSITION SENSOR

If the bike starts easily from cold, but cuts out when hot, suspect the ignition pick-up coil. A replacement costs around £60, so it's not the end of the world.

3 SIDESTANDS

Check for a sagging sidestand – it's a common affliction on Speed Triples. The stand from a 2000-on Trophy will fit straight on and is much stronger.

4 REV COUNTER

Prone to failure and a replacement costs over £200. Check and clean the contacts on the take-off from number one ignition coil and make sure the three-pin connector on the rear of the rev counter is secured before splashing out on a new clock.

5 CLUTCH PUSHROD SEAL

These fail occasionally and, for what they cost (less than a fiver), are worth replacing when you have the gearbox output sprocket

FRAME/ENGINE NUMBERS

Mk1 Speed Triple engine and frame numbers were issued in one series for 1994/5 bikes according to Dave Lilley of Triumph specialist, Jack Lilley Triumph.

1994/95: Frame numbers: 16922-29155

Engine numbers: up to 45313

1996: Frame numbers: 29156-on

Engine numbers: 45314-on

cover off for chain replacement. You'll need to drain the oil first to avoid a flood.

6 FUEL TAP

Fuel tap knobs crack more often than they should. Some owners fill in the hollow rear of the knob with epoxy resin or similar to beef it up a little. A new one only costs £7 though so it's not the end of the world. Make sure you don't pinch the vacuum hose on the back of the tap when re-mounting the tank.

7 STARTER SPRAG CLUTCH

If you hear a nasty clanking when you press the starter button, the curse of the Speed Triple (and all 300 series Triumph engines) starter sprag clutch has almost certainly struck. Rectifying it involves splitting the crankcases and will cost £1000-1200 at a dealer. Walk away.

That said, treating the starter motor with a little respect helps. Make sure you keep your battery in top condition, pull the clutch in and prime the carbs before trying to start the bike if it has been left standing for a while. Triumph produced upgraded parts to rectify the problem and most bikes will be fitted with those by now. Check with the previous owners and ask to see proof the later parts are fitted.

8 TUNING

Higher-comp pistons from a Daytona 1200, Speed Triple 750 (same bore, shorter stroke) or Daytona Super III fit straight in and give a useful power increase (though mind that sprag clutch). Fitting a Daytona 900 CDI gives the Speed Triple an extra 1000rpm too.

9 BRAKES

The stock brakes are pretty good, but Triumph offered a six-piston conversion (manufactured by Alcon) as an aftermarket option. They're still listed at an eye-watering £774 if you need more stopping power.

10 ALTERNATOR

A rattle at idle that disappears when the lights are turned on is usually down to the alternator impellor retaining bolt snapping. Replacement is cheap and easy, luckily.

