



DAYTONA
675R



FOR THE RIDE

Daytona 675 R abs

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\$13,499.00 †

PRODUCT INFO

OVERVIEW

In the Daytona 675R, we've made exceptional the new standard. This is a true track day tool. Focused. Committed. Taking our experience gained on track and road with the outgoing bike and combining the latest developments in engineering technology and thinking, we're giving you an even faster, better handling, easier riding bike. The result is a bike which is 1kg (2.2lb) lighter than the old model with a new triple motor that delivers even more power all the way through to 14,400 rpm redline. The new frame geometry, mass centralisation and race-derived Öhlins suspension enables razor sharp handling and confidence-inspiring feedback. Add Brembo brakes, a quickshifter, carbon trim and some subtle styling details and you know you're riding a true thoroughbred motorcycle.

ENGINE

Construction

The 2013 Daytona 675Rs engine is now even more focussed. We've built it with a new shorter stroke and wider bore dimensions for even more useable power and acceleration. The cylinder block is now cast separately from the upper crankcase to cope with higher pressures, more torque and more power.

In addition to the 675, the R now comes with a quickshift gearchange, reprogrammed for 2013 to give you even faster, smoother shifting.

Internals

With twin injectors per cylinder the new Daytona can draw more fuel quicker when you open the throttle fully and demand more from the engine.

A first for a production Triumph, we have now fitted substantially lighter titanium valves to cope better with the higher revs. This also means lighter valve springs can be used, reducing valve train wear and friction.

We also knew that the weight reduction was enough to give us the space to add some metal to the valves without compromising the valve train, so the top of the valve 'mushroom' heads were reshaped to improve gas flow around the valve and into the combustion chamber. This means better efficiency and a boost in torque at low and medium revs.

Sound

We enlarged the through-airflow headstock so that the intake mouth is positioned in the highest pressure zone centrally at the front of the bike. Improving flow efficiency, so that air passes in a straight line through the centre of the headstock to the airbox.

And when the air passes through the centre of the cockpit zone, it gives you even more of that distinctive three-cylinder intake snarl. And it's not just the volume of the sound that's better, it's now there over a much wider range of revs for an even more focussed, involving ride than ever before.

Performance

The overall theme for this bike is more torque, better acceleration and more useable power.

One of the main contributors to this is the improved bore and stroke. We built the latest Daytona 675R with a shorter stroke allowing us to set a 500rpm higher rev ceiling at 14,500 and we increased power to 128PS and maximum torque to 75Nm. So the new engine now gives you higher power for longer. Wringing even more performance out of the bike as well bringing more of the rider out of you.

ENGINE	
TYPE	Liquid-cooled, 12 valve, DOHC, in-line 3-cylinder
CAPACITY	675cc
BORE	76mm
STROKE	49.6
SYSTEM	Multipoint sequential electronic fuel injection with forced air induction and SAI
EXHAUST	Stainless steel 3 into 1 system with valve in secondary and under seat silencer
FINAL DRIVE	O ring chain
CLUTCH	Wet, multi-plate, slipper.
GEARBOX	6-speed, close ratio
OIL CAPACITY	1US Gallon

CHASSIS

Frame

The new Daytona 675R frame is made from eight castings. That means fewer welds and a lighter construction with no loss of strength or stiffness for a more focussed ride.

We sharpened the geometry with a change in the rake from 23.9° to 22.9° and a reduction in trail from 89.1mm to 87.2mm. And now, the swingarm pivot position is adjustable so you can tailor the handling more precisely to your riding style and the conditions.

Suspension

We fitted the 675R with Öhlins NIX30 forks for reduced friction, finer damping control and a wider range of adjustability compared with the standard equipment.

The rear shock is an Öhlins TTX 'twin tube' unit that delivers more consistent and predictable performance on the track and is easily adjustable for spring preload, ride height and rebound and compression damping.

Swingarm

The 2013 Daytona's new rigid aluminium swingarm is designed asymmetrically to make room for the improved exhaust system. You can now even adjust its pivot and personalise the bike's geometry, fine-tuning it to suit your riding style and conditions.

Brakes

We fitted the 675R with the latest Brembo Monobloc front brake callipers in place of the standard bike's Nissin units as they are especially resistant to heat fade. Being machined from single blocks of aluminium rather than two sections bolted together, you also get increased strength and reduced distortion under the extreme pressures of heavy braking as experienced in track use - which in turn improves feel and feedback to you, the rider.

Wheels and Tyres

Shaving weight off a bike shaves milliseconds off a lap time. So we reduced the 675R's wheel because, with their gyroscopic effect, weight lost here is like eight times the weight lost elsewhere on a bike. We fitted new wheels with the new rear being 0.5kg lighter than the outgoing model. And Pirelli Dragon SuperCorsa tyres for optimum performance.

Steering Damper

The Daytona 675R is fitted with new, state-of-the-art KYB centre-fixed cartridge forks that use an internal damping cartridge which is rigidly located at both ends, rather than floating at one end as in conventional designs. Because it's supported by thinner walls, it has more room for the damping piston, so a larger diameter one can be used, improving damping accuracy.

Riding Position

We have improved the 675R's riding position by raising it slightly but with a 10mm reduction in seat height. Every bit a focussed supersport riding stance, designed to get the best out of you in track conditions.

Details

High-spec carbon fibre cockpit infills and front mudguard - light and strong.

At the rear, a styled hugger sits neatly on the swingarm. Looks fantastic and keeps the dirt off your Öhlins suspension.

Mass Centralisation

By relocating the silencer to under the engine, rapid direction changes are now more fluid and more controlled. Rider input is rewarded with an incredibly controlled response.







Concentrating as much of the mass of the bike at the centre has increased the Daytona 675s agility and grip, so you can achieve higher lean angles through the corners. And you'll find that the bike now responds even more readily to your input through the handlebars.









CHASSIS










FRAME	Front - Aluminium beam twin spar. Rear - 2 piece high pressure die cast
SWINGARM	Braced, twin-sided, aluminium alloy with adjustable pivot position
FRONT WHEELS	Cast aluminium alloy 5-spoke 17 x 3.5in
REAR WHEELS	Cast aluminium alloy 5-spoke 17 x 5.5in
FRONT TIRES	120/70 ZR 17
REAR TIRES	180/55 ZR 17
FRONT SUSPENSION	Öhlins 43mm upside down NIX30 forks with adjustable preload, rebound and compression damping, 120mm travel
REAR SUSPENSION	Öhlins TTX36 twin tube monoshock with piggy back reservoir, adjustable preload, rebound and compression damping, 133mm rear wheel travel
BRAKES FRONT	Twin 310mm floating discs, Brembo 4-piston radial mono-block calipers, switchable ABS
BRAKES REAR	Single 220mm disc, Brembo single piston caliper, switchable ABS




PERFORMANCE

MAX POWER EC	128 12500
MAX TORQUE EC	74 11900

ACCESSORIES	DESCRIPTION	PRICE
	Moulded Sports Tail Pack (A9510106) Moulded Sports Tail Pack offering 10 litre capacity which can be expanded to 15 litres. Requires A9518081 mounting harness.	MSRP \$145.00
	Moulded Sports Tank Bag (A9510104) Bespoke Triumph moulded sports tank bag complete with mounting harness. Offers 15 litre capacity which can be expanded to 20 litres. Supplied with rain cover, map pocket and shoulder strap.	MSRP \$165.00
	Tail Pack Mounting Harness (A9510121) Ballistic nylon Mounting Harness for A9510106 Tail Pack.	MSRP \$13.00
	Comfort Rider Seat (T2309982) Alternative rider seat featuring 3D net comfort insert for enhanced pressure distribution and comfort. Features twin fabric construction with contrasting stitch detailing and woven tag.	MSRP \$150.00
	LED Clear Rear Light Unit (t2700831) Clear alternative to the standard Triumph LED equipment part featuring high intensity LEDs.	MSRP \$100.00
	LED Flasher Relay (A9830046) Triumph moulded lower chain guard to add protection and meet race regulations. Glass filled nylon construction for durability and stiffness.	MSRP \$50.00

ACCESSORIES	DESCRIPTION	PRICE
	<p>Triumph Battery Optimiser (A9930413)</p> <p>Automatic Battery Optimiser for lead acid batteries.</p>	<p>MSRP \$60.00</p>
	<p>Triumph Battery Optimiser (A9930412)</p> <p>Automatic Battery Optimiser for lead acid batteries.</p>	<p>MSRP \$80.00</p>
	<p>Engine Cover Protectors (A9618132)</p> <p>Durable long glass nylon engine cover protectors designed to bolt directly onto the existing engine casings. Supplied complete with all required fasteners and features additional raised sections in high wear areas. Complete set of three. (Clutch Cover, Alternator and Crank Cover).</p>	<p>MSRP \$160.00</p>
	<p>Rubber Tank Pad (A9790008)</p> <p>Self-adhesive protective Tank Pad with Triumph script branding.</p>	<p>MSRP \$45.00</p>
	<p>Alarm Kit Thatcham Approved (A9808114)</p> <p>Thatcham approved (Category 1) bespoke alarm immobiliser system developed in conjunction with Datatool. Designed to be installed whilst ensuring the integrity of the motorcycle wiring harness. Features vibration resistant construction.</p>	<p>MSRP \$400.00</p>
	<p>CNC Machined Fork Protectors (A9640059)</p> <p>CNC Machined Fork Protectors featuring anodised aluminium spacers with laser etched detailing and acetyl sliders. Designed to help protect fork legs in the event of a fall.</p>	<p>MSRP \$45.00</p>
	<p>Frame Protectors (A9788014)</p> <p>Bespoke Triumph frame protectors designed to offer additional protection in the event of a fall. Manufactured from durable nylon, these frame protectors require no cutting of bodywork to install and are styled to compliment the Daytona's aggressive features.</p>	<p>MSRP \$175.00</p>
	<p>Paint Protection Kit - Gloss (A9930381)</p> <p>Highly durable, puncture and gravel chip resistant paint protection film developed to protect paintwork, custom cut specifically to fit the urban sports models. When fitted, the film appears clear, ensuring the motorcycle looks as intended, even for motorcycles with a matt paint finish, an industry first! Used widely in Formula 1 & Moto GP, this paint protection film is designed to be installed easily and with perfect results. Triumph Paint Protection Kits include custom cut, self adhesive panels which protect the rider contact points from everyday wear, and the front of the tank from stone chips. The kits include all required installation tools and full instructions along with additional patches for application beneath the contact points for Triumph Magnetic Luggage. The film allows UV rays to permeate through, meaning the protected paintwork will age at the same rate as the rest of the motorcycle, avoiding any unsightly colour differences if the film is removed after time.</p>	<p>MSRP \$60.00</p>

ACCESSORIES	DESCRIPTION		PRICE
	Paddock Stand Bobbins - Black (A9640048)	A set of turned aluminium Paddock Stand Bobbins finished in anodised black.	MSRP \$30.00
	Billet Machined Paddock Stand Bobbins - Red (A9640049)	Machined and anodised Paddock Stand Bobbins for use with Street Triple and Daytona 675.	MSRP \$30.00
	CNC Machined Front Brake Reservoir (A9628022)	CNC Machined replacement Brake Reservoir for use on Daytona 675R models fitted with Brembo radial brake master cylinder. Features include machined detailing to lid and body, laser etched branding, integral sight glass and an anodised black finish.	MSRP \$80.00
	CNC Machined Rear Brake Reservoir (T2025065)	Replacement CNC Machined Rear Brake Reservoir in anodised black finish. Features machined detailing to base and lid, laser etched branding and integral sight glass.	MSRP \$85.00
	Colour Coordinated Seat Cowl (A9708343)	Colour coordinated solo seat conversion to replace original Triumph passenger seat unit. Features textured rubber cushion for a premium finish.	MSRP \$200.00 - \$250.00
	Lower Chainguard (A9648020)	Moulded Lower Chainguard to add protection and meet race regulations. Glass filled nylon construction for durability and stiffness.	MSRP \$35.00
	Billet Machined Gear Actuator - Red (A9610125)	Machined and anodised replacement motorcycle accessory for OE part offered for fitment to Street Triple or Daytona 675 models of Triumph Motorcycles.	MSRP \$30.00
	CNC Machined Oil Filler Cap - Red (A9610210)	CNC Machined replacement Oil Filler Cap in anodised red finish Tri Corner design with pre-drilled holes to facilitate lock wiring.	MSRP \$25.00
	Billet Machined Oil Dipstick - Black (A9610128)	Machined and anodised replacement for OE part offered for fitment to Triumph Motorcycles; Street Triple or Daytona 675 models.	MSRP \$20.00
	Billet Machined Oil Dipstick - Red (A9610129)	Machined and anodised replacement for OE part offered for fitment to Triumph Motorcycles; Street Triple or Daytona 675 models.	MSRP \$20.00

ACCESSORIES	DESCRIPTION		PRICE
	Billet Machined Gear Actuator - Black (A9610124)	Machined and anodised replacement motorcycle accessory for OE part offered for fitment to Street Triple or Daytona 675 models of Triumph Motorcycles.	MSRP \$30.00
	Machined Paddock Stand Bobbins - Nylon (A9640022)	Nylon Paddock stand bobbins for use with Street Triple and Daytona 675. VIN specific product.	MSRP \$30.00
	Billet Machined Chain Adjuster Block - Red (A9640046)	Machined and anodised replacement for OE part offered for fitment to the Triumph Roadsters, Street Triple and Daytona 675 or our Adventure and Touring favourite, Tiger 800.	MSRP \$35.00

† Price is MSRP, and excludes tax, title, license, options, handling, pre-delivery, and destination charges. Specifications and MSRP are subject to change without notice. Actual price determined by dealer.