



ENGINE MODIFICATIONS

The prototype Streetmaster motorcycle has a highly modified engine, designed to increase usable power, in the most reliable manner possible. All modifications were made with a mind to develop and sell kits to modify the 790cc, and 865cc Bonneville and Thruxton engines.

Streetmaster anticipates offering kits in three different steps. (1) High performance head/carbs, (2.) Increased compression step-up (3) Bigger bore versions of steps 1 & 2. Ignition and exhaust packages will work on any of the versions.

Cylinder Heads

Streetmaster has subjected stock Triumph heads to flow testing and has optimized its configuration for flow volume, velocity and valve sizing. The result is a head that approaches a 25% improvement in efficiency.

The head development has also lent improvements in cam profiles that increase lift and duration.

Heads will be offered using stock heads provided by customers on an exchange basis.

Carbs

All development has been conducted using 39mm Keihin flat slide carbs. Testing has proven this to be the optimal size for the reworked heads. This is an integral part of the higher flowing head, and electronic ignition listed below.

Pistons & Rods

To maximize reliability current engine modifications utilize stock pistons and rods. Streetmaster is currently in development of high compression pistons from CP and hi-performance connecting rods from Carrillo.

Flywheels

Stock flywheels are heavy and do not provide the ability to alter or adjust ignition timing. Streetmaster has adapted MSD brand ignition units to work with lightened flywheels with a capability of varying timing from 0- 32 degrees. The result is a much more responsive and higher revving unit.

Exhaust

The exhaust is a low restriction, two -into -one system made of titanium.

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Frame Kits

In conjunction with [Mule Motorcycles](#), a complete rolling chassis has been tested and developed for sale. It is styled in the tradition the golden era of Triumph's flat track motorcycle racing. A premium has been placed on creating a frame that is very true to traditional designs while remaining exceedingly light, and has been updated using the newest technology.

- CHROME-MOLY, DOUBLE DOWN TUBE FRAME
- ALUMINUM SWINGARM
- 19" WHEELS
- BREMBO BRAKES
- TUBELESS TIRE SYSTEM
- TWIN SHOCK DESIGN
- CUSTOM PENSKE SHOCKS WITH REMOTE RESERVOIRS
- 44MM FRONT FORKS
- ALUMINUM SUN HUBS
- TITANIUM SPOKES
- CUSTOM OIL COOLER
- CUSTOM "TRACKMASTER" STYLE TANK
- CUSTOM CARBON FIBER SEAT AND PAD
- TITANIUM FITTINGS THROUGHOUT
- TITANIUM SPINDLES
- TITANIUM FOOTPEG, SHIFTER AND REAR BRAKE ASSEMBLIES

ENTIRE ROLLING CHASSIS WEIGHS LESS THAN 100 LBS.!!



Streetmaster

PRIMARY CASE

Back in the day most racers used replacement primary case covers that provided better cornering clearance and lighter weight. The stock Bonneville and Thruxton primary covers are heavy, and incorporate a rather antiquated mechanical clutch actuation system. In keeping with traditional styles, and functionality, Streetmaster has developed an aluminum primary cover that is almost three pounds lighter than stock AND INCORPORATES A HYDRAULIC CLUTCH!

The design consists of two pieces allowing quick clutch adjustments without the necessity of draining the case or removing the entire cover. The clutch cover can also be removed without disconnecting the hydraulic lines eliminating the need to re-bleed the system.

Besides saving weight, the pull of the hydraulic unit is light and can easily accommodate heavier clutch springs.

Since it is made of aluminum it can be polished or provided in powder coated or anodized finishes.



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SUB FRAME OIL COOLER

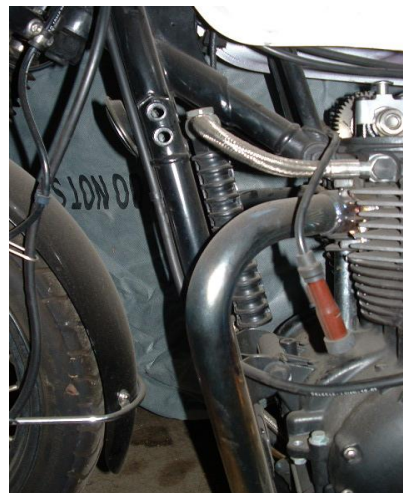
Modern Triumph Bonneville and Thruxton engines are oil cooled as well as air cooled. As such they are fitted at the factory with a supplemental oil radiator of questionable looks.

Streetmaster ran tests to determine the efficiency of the factory oil cooler in comparison to running the oil through the tubing of a replacement sub frame. It was found that sub frame cooled oil temperatures dropped by at least 20° F. This was due to the large surface area of the tubing and an increase of oil capacity of almost 1 liter. The result is a much cleaner appearance and reduction in complexity. The unit is a direct replacement and installs in less than 1 hour.

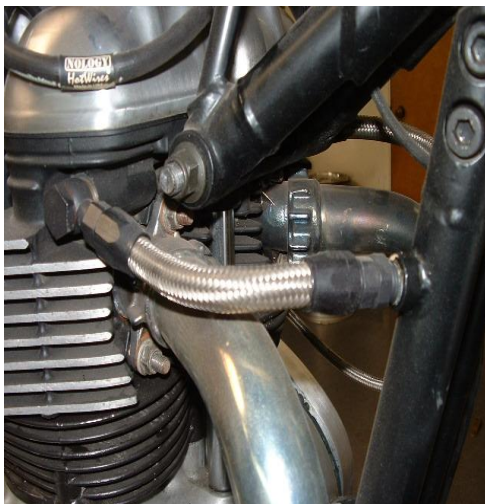
Replace This



And This



With this



Streetmaster

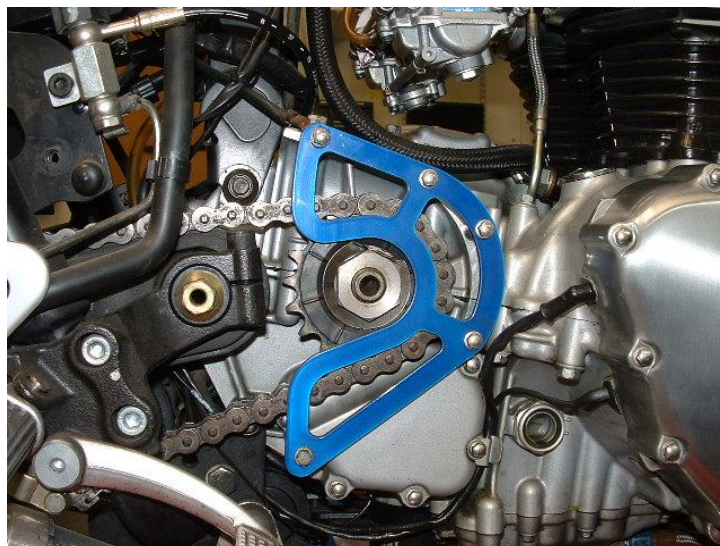
SPROCKET GUARD

The stock Triumph sprocket guard is heavy and looks lousy.....Period.

Streetmaster has designed a simple, light and good looking replacement. The guards can be of various materials including carbon fiber, and can be produced in any finish of choice. Here you can compare the difference.



Here it is installed



Streetmaster

Triumph motorcycles always represented something very special. James Dean, Steve McQueen and Bob Dylan, were Triumph riders. *Triumphs were performers and they were cool.* Sadly the star died.

In the mid 1990's, Englishman John Bloor did something remarkable, he brought Triumph back.

Today they are a major manufacturer and produce what are arguably some of the highest performance motorcycles made today. Triumph completed the comeback early this century when the Bonneville and then Thruxton models were re-introduced. These models now represent a very significant portion of the Triumph effort. They are popular for two reasons;

1. They look great and have an authentic, retro appeal.
2. They are straight forward dependable vehicles, easy to jump on and just ride.

But, they are not the great performers of years past.

Streetmaster is born out of the concept that aftermarket speed parts for the Bonneville/Thruxton based platforms could provide owners with enhanced performance and a means to individualize their bikes. Our approach is to concentrate on the smallest, 790cc, version first, improving the breathing, ignition and weight of the machines as a means to our goal. Development of the 865cc engine will follow as will big bore kits.

To showcase these efforts, Streetmaster has commissioned a prototype "street-tracker" motorcycle in the style reminiscent of the flat track racing machines popular in the era of the original Bonneville. Mule motorcycles in conjunction with Streetmaster conceived and constructed a bike with the goal of 300 lbs, or less as a maximum dry weight, and real wheel horsepower approaching 70. Classic styling with modern equipment was also a priority. We are proud to say that the weight goals were reached, the horsepower goals were exceeded, and it's a damn fine looking bike! We anticipate that there will be interest in frames and turnkey bikes so stayed tuned as we develop this program.

As Streetmaster is in the process of introducing itself to the market, many of the parts have been prototyped and developed for manufacture. We have not run all of the economics on pricing but will soon. As such, we are anxious to gauge the interest in our projects and ask that you contact us at sales@streetmaster.net with any questions or if you wish price quotes.