



LONG TERM TEST

SPECTRO

THE OFFICIAL LUBRICANT OF SUPER STREETBIKE

2010 TRIUMPH DAYTONA 675 SE
DAVE SONSKY, Editor



MILES RIDDEN: 3800 MODS: RSM clutch lever, Triumph rearsets and quickshifter



While you might not own a Triumph Daytona 675 I'd like to think that the mods I've made would apply directly to your bike as well. Obviously the parts are model specific, but the result is what matters. Last month I upgraded to a larger windscreen for better wind protection (and improved looks), and this time around my comfort zone has been increased dramatically alongside better performance and a "cool" factor that has made riding a heck of a lot more enjoyable.

The Two Brothers slip-on worked magic on the bike's engine note, and anybody who argues that aftermarket pipes aren't critical to a better riding experience are fooling themselves. I've never heard a quiet supercar, so why should a sportbike be stifled when it has so much to offer? Especially a unique triple-cylinder motor like this...

Believe it or not, the quickshifter upgrade has improved the bike's sound even more. Now shifts come quicker and easier too; hold the throttle open and just lightly tap the lever. Occasionally I've been downshifting on the freeway for no good reason other than to hold the throttle pinned and pluck away at the shift lever and work back up through the box. I imagine it must sound pretty wild to people within earshot. Even the wife noted how cool the quickshifter sounds after a brief two-up ride. She wants one for her bike now, naturally...

The 675 has a notoriously chunky gearbox, but with the combination of the adjustable Arrow rearsets and the quickshifter my left hoof has been quite happy (along with my ears).

To further favor my left side appendages, a Righteous Stunt Metal easy-pull clutch lever was installed. I went with the polished "shorty" version, but other color and length options are available to suit your tastes. Don't let the name fool you though—this thing isn't just for stunters. By simply relocating the cable by a few millimeters, the billet assembly reduces the force required on the lever massively. Now I can literally pull the lever in with a single finger. The unit costs less than an adjustable lever, yet offers a lot more in return by having mercy on your hand.



THE FORCE TO PULL THE STOCK CLUTCH LEVER TO THE BAR IS 17 POUNDS, WHILE THE RSM EASY PULL UNIT ONLY REQUIRED A FEATHERY 7.5-POUND PULL.

RIGHTEOUS STUNT METAL EASY PULL CLUTCH

\$83

righteousstuntmetal.com



TRIUMPH/ARROW REARSETS

\$539

triumph.co.uk

TRIUMPH/TRANSLOGIC QUICKSHIFTER

\$399

triumph.co.uk



WITH ARROW REARSETS AND A QUICKSHIFTER THE 675 IS STARTING TO LOOK LIKE A RACEBIKE. WHILE THESE MODS MAKE SENSE FOR THE TRACK THEY'RE ALSO BENEFICIAL ON THE STREET.

COMING NEXT MONTH:

Clip-ons, grips and some carbon fiber for good measure