



"The deep, burbling soundtrack from the handmade stainless steel exhausts and drop-dead gorgeous looks...
this is easily the best of the bunch of very fine modified Triumph Thruxtons I've had the pleasure of riding."

Micheal Neeves | MCN

Built without compromise,

styled to perfection, engineered with excellence and attention to detail, the Ace 904S Thruxton Special, individual and timeless, represents the pursuit of perfection in a collaboration between T3 Racing, the Triumph experts, and Ace Cafe London's Stonebridge Motor Company.

The very essence of "Best of British" pulses through the Ace 904S, a bespoke hand-crafted motorcycle with high specification engineering presented in an iconic style, the classic lines and subtle tones paired with modern engine and chassis performance, every component being designed, modified, developed and manufactured in Britain set the fifteen Limited Edition Ace 904S Thruxton Specials aside as unique cafe racers.

Triumph's acclaimed, proven and popular Thruxton EFI (electronic fuel injection) motorcycle being the basis of the Ace 904S, at the heart of which is a revamped twin cylinder engine producing a 35% increase in power, to include more mid-range performance and with 80bhp at the back wheel and 60lb ft of torque at 4500rpm!

"Big Bore" 904cc engine, high lift camshafts and re-engineered throttle bodies combine to produce an exciting ride whilst maintaining the reliability of this classic British twin.

Increased power demands capable suspension, brakes and tyres for which T3 Racing turned to three of its long-standing partners, Michelin, ISR and Nitron Suspension for their expertise in design and the application of race technology.

Newly designed spoked wheels enable the fitting of 160/70/17 and 120/60/17 performance tyres which, together with unique 43mm USD (upside down) forks, fitted with 20mm road and track cartridge units designed and crafted by Nitron Suspension specifically for the Ace 904S, with a pair of 4-way adjustable rear suspension units, combines modern enhanced performance and control whilst retaining the aesthetic of a classic British road burner.

Once unleashed, the speed and power of the Ace 904S, which immediately responds to the custom built six piston mono block callipers giving both feel and predictability through the twin 310mm full floating "wavy" discs, is precisely electronically monitored on a specially designed "plug and play" state-of-the-art digital dash, developed specifically for the Ace 904S by T3 Racing and HM Quickshifter, featuring four different display modes and providing information to include Triumph's EMS (Engine Management System).

Also fitted as standard and developed by T3 & HM, and not found on any other bike outside of MotoGP, is the acclaimed Strain-Gauge quickshifter system that ensures quick smooth acceleration.

In keeping with the legends of the heady days of record racing and the traditions of Ace Cafe London, thanks to hand-made stainless steel exhaust pipes, the Ace 904S produces a bellow and bark that can only be described as being that of a fast British twin.

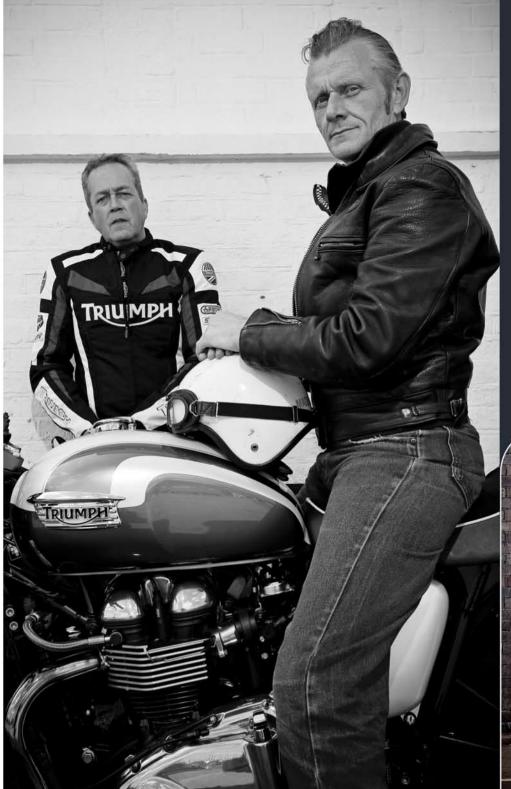
Very often livery may be the last aspects to be considered, but it is one of the most important, and for this Ace Cafe London and T3 Racing commissioned Darren Horton Designs.

As a designer and airbrush artist of major talent, the final touches were added with airbrushed Ace emblems and high-quality pearlescent paint, giving the bike a contemporary look, whilst successfully maintaining the elegance of the original Thruxton.

"The collaboration between T3 Racing, Ace Cafe London and Stonebridge Motor Company, combines the iconography of the classic days and the legends of "record racing" with modern materials, design and technology to produce a motorcycle that will always be special. Welcome to the Ace 904S."







(left) Tony Scott | T3 Racing (right) Mark Wilsmore | Ace Cafe London

Stonebridge London ENGLAND





Length: 2150mm (84.6 in)

Width: (Handlebars) 760mm (29.9 in)

Height: 1095mm (43.1in)
Seat Height: 820mm (32.3 in)
Wheelbase: 1,510mm (59.4 in)
Rake/Trail: 27 degree/97mm
Dry Weight: 230kg (506lbs)

Fuel Tank Capacity: 16 litres (4.2 US gal)

Performance: (Measured at rear wheel to DIN 70020)

Maximum Power: 80bhp @ 8000 rpm Maximum Torque: 60ft.lb @ 4500rpm

Colours: Choice of colour scheme for coach work, anodising and wheels can be specified during build.

Bike Specification

Engine: Air-cooled, DOHC, parallel-twin,

360 degree firing interval

Capacity: 904cc Bore/Stroke90 x 68mm

Compression Ratio 9.9:1

Fuel System: Multipoint sequential electronic

fuel injection with SAI Transmission

Final Drive: X ring chain **Clutch**: Wet, multi-plate

Gearbox: 5-speed

Cycle Parts

Frame: Tubular steel cradle

Swingarm: Twin-sided, tubular steel

Front Wheel: 36-spoke, 17 x 3.5in, aluminium rim **Rear Wheel**: 40-spoke, 17 x 5.5in, aluminium rim

Front Tyre: 120/60/17
Rear Tyre: 160/70/R17

Front Suspension: T3/Nitron 43mm upside down forks with 20mm road/track comp/rebound stacks. Adjustable preload, rebound and low speed compression damping, 120mm travel.

Rear Suspension: T3/Nitron Twin monoshocks with piggy back reservoir adjustable for preload, rebound and high/low speed compression damping, 130mm rear wheel travel.

Front Brakes: T3/ISR 6 pot monoblock calipers with radial master cylinder. Twin 310mm full floating wavy discs.

Rear Brakes: Single 255mm disc, Nissin 2 piston

floating calliper.

