

## **New Doesn't Mean Better: British Customs Article Explains Differences Between Triumph Motorcycles' Air-Cooled And Controversial New Liquid-Cooled Motorcycles**

*British Customs publishes an article highlighting and explaining technical differences between Triumph's traditional air-cooled motorcycles and the new line of liquid-cooled motorcycles.*

Los Angeles, CA ([PRWEB](#)) August 03, 2016 -- Newer doesn't necessarily mean better, and that certainly holds true for motorcycles too. With the advent of Triumph Motorcycles' controversial line of new liquid-cooled motorcycles, many riders have been left wondering whether or not to follow the crowd and buy a sleek new liquid-cooled motorcycle or stay true to their roots and keep to their trusty air-cooled platforms. Triumph veterans [British Customs](#) weighs in on this debate with [an article](#) breaking down the differences between the older air-cooled models and their new liquid-cooled counterparts including the Street Twin, Bonneville T120, and 1200cc Thruxton R, as part of a technical series about why the air-cooled Triumph motorcycles are still as relevant as ever.

In the article, British Customs explains that the vintage look of an air-cooled engine come from the purpose it was designed to serve: the engine looks the way it does because it has to. An ironic twist for a brand rooted in their claimed respect for heritage and tradition is that the liquid-cooled motorcycles feature numerous components feigning to be something other than what they are. The hallmark fins of an air-cooled engine are there to help draw heat out of the engine as air passes over the engine, hence the designation "air-cooled." On a liquid-cooled engine, the fins are only there to give the impression that this is still a vintage-inspired motorcycle since the engine regulates its operating temperature via a radiator, hence the designation "liquid-cooled." The liquid-cooled motorcycles have a number of smoke and mirrors parts that exist only to create a certain impression.

Aesthetics aside, there are a number of technical differences between the two platforms that create a wide spread of pros and cons. These differences include customizability, ease of working on them, engine performance, and others.

All the new liquid-cooled motorcycles are also only fuel injected, and do not include a carbureted option. Many custom builders and motorcycle enthusiasts, however, prefer carbureted platforms over electronic fuel injected (EFI) platforms. As part of their series about the air-cooled motorcycles, British Customs breaks down the many differences between carbureted and EFI platforms in easily understood terms in forthcoming articles.

The advantages and disadvantages between carbureted and EFI models are many, but the main points of difference include customizability, the ease of working on them, availability and accessibility, and the authenticity of the design.

In the end, all the motorcycle platforms available from Triumph are great, but each is meant for a very different kind of rider. To find out which platform is right for what kind of motorcycle enthusiast, visit the [British Customs blog](#) every Wednesday throughout this month for new articles covering the differences between the various types of motorcycles made by Triumph.

About British Customs:

British Customs is a Southern California-based lifestyle brand and designer of aftermarket motorcycle parts.



They are known for making the highest quality factory-spec bolt-on parts that only require common tools and minimal technical knowledge to install. With any of their parts upgrades, the average rider can completely customize his or her motorcycle in a weekend.



**Contact Information**

**David Bumpus**

Triton Communications

+1 3104368012

**David Bumpus**

1-310-436-8012

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