

Phase 1

Multi-Level Innovation...A Triton Exclusive



Angler Input



Design & Development



Prototype Creation



Testing & Fine Tuning

R&D

Quality from the start

At Triton Boats, we emphasize **innovation** at every level of construction in order to bring you the most advanced fiberglass boats on the water...state-of-the-art fishing machines designed to give you the **winning** edge.

Every Triton boat begins with input from anglers...members of our Pro Staff and amateurs alike. When you become a Triton owner, we consider you a member of our Research and Development team, and **your** ideas and suggestions for refinements and innovations are always welcome.

Our Engineering staff translates ideas from anglers into boat designs that are fine-tuned and eventually translated into a prototype. Only after *endless* hours of on-the-water testing and fine-tuning is the resulting design considered **worthy** of joining the Triton family.

Triton Vortex Hull

Triton's exclusive performance Vortex Hull

Triton's legendary performance and soft, dry ride can be attributed in great measure to our Vortex hull. This radical design features a concave pad running down the center that eventually flattens out toward the transom. The concave area gathers air and funnels it back toward the running pad. Mixing the air with the water helps break the surface tension the water has with the bottom of the boat. The result is a more slippery surface, greater speed and more efficiency.

The concave shape of the hull acts like a slalom ski to significantly enhance the turning and handling characteristics of the boat. Water does not compress well, air does. When a Triton boat contacts a wave, because of the concave shape at the impact area, the Vortex hull compresses "air" instead of water to greatly soften the impact of re-entry. If it feels like you're riding on air in a Triton, it's because you are!



Concave pad means reduced drag, increased speed, improved fuel economy and softer re-entry



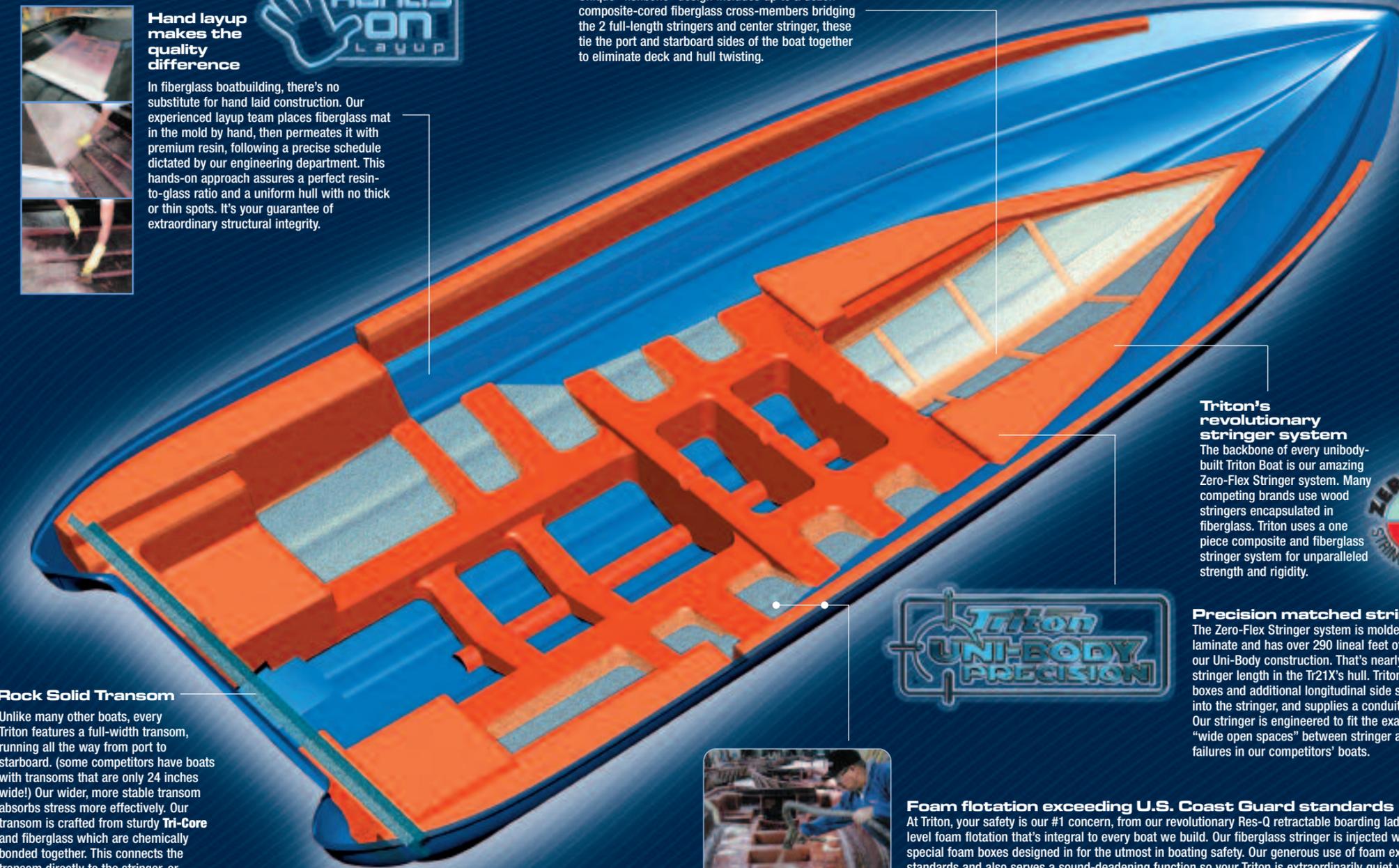
Hand layup makes the quality difference

In fiberglass boatbuilding, there's no substitute for hand laid construction. Our experienced layup team places fiberglass mat in the mold by hand, then permeates it with premium resin, following a precise schedule dictated by our engineering department. This hands-on approach assures a perfect resin-to-glass ratio and a uniform hull with no thick or thin spots. It's your guarantee of extraordinary structural integrity.



Superior Stability

Unique "fishbone" design includes up to a dozen composite-cored fiberglass cross-members bridging the 2 full-length stringers and center stringer, these tie the port and starboard sides of the boat together to eliminate deck and hull twisting.



Triton's revolutionary stringer system

The backbone of every unibody-built Triton Boat is our amazing Zero-Flex Stringer system. Many competing brands use wood stringers encapsulated in fiberglass. Triton uses a one piece composite and fiberglass stringer system for unparalleled strength and rigidity.



Precision matched stringer and hull

The Zero-Flex Stringer system is molded to precisely mate with the hull laminate and has over 290 lineal feet of surface bonded to the hull as part of our Uni-Body construction. That's nearly a football field's worth of total stringer length in the Tr21X's hull. Triton's exclusive design integrates foam boxes and additional longitudinal side stiffeners (used on our longer models) into the stringer, and supplies a conduit for adding foam flotation to the hull. Our stringer is engineered to fit the exact contour of the bottom, eliminating "wide open spaces" between stringer and hull that can lead to structural failures in our competitors' boats.



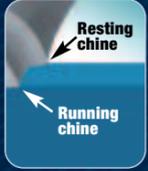
Foam flotation exceeding U.S. Coast Guard standards

At Triton, your safety is our #1 concern, from our revolutionary Res-Q retractable boarding ladder to the upright and level foam flotation that's integral to every boat we build. Our fiberglass stringer is injected with foam and also has special foam boxes designed in for the utmost in boating safety. Our generous use of foam exceeds U.S. Coast Guard standards and also serves a sound-deadening function so your Triton is extraordinarily quiet when under power.

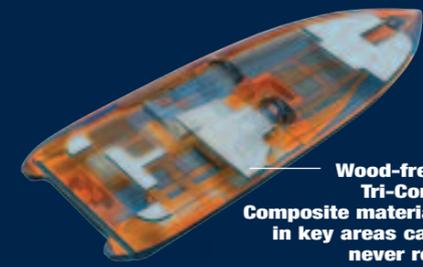


Triton's Unique 'Dry Chine'

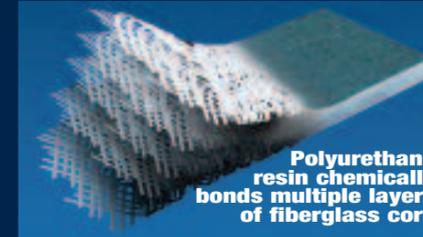
Our Vortex hull features a unique "dry chine" with a double radius. When running at full throttle, this chine is completely out of the water. But back off the throttle and it re-enters the water to add an extra 4 inches of chine width. This design deflects spray away from you and your passengers when running through rough water, and adds exceptional stability to the boat when fishing.



The Tri-Core Difference

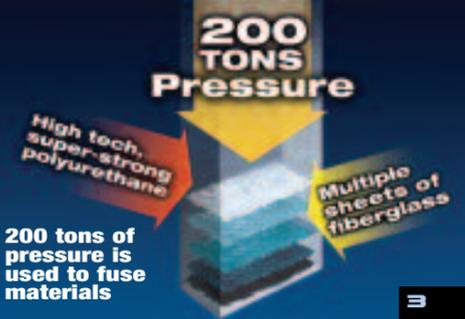


Wood-free Tri-Core Composite material in key areas can never rot



Polyurethane resin chemically bonds multiple layers of fiberglass core

Triton has made composite construction the **gold standard** in fishing boat construction. Many fiberglass-fishing boats are built with wood in strategic areas such as the stringer system, transom, deck and floor. Wood is an organic material that can *rot*, leading to costly structural failures. But there is **NO WOOD** in a Triton boat. Many boatbuilders are currently hopping on the composite bandwagon, *but not all composites are created equal!* Only Triton uses Tri-Core composite material, a super-strong polyurethane and fiberglass structural core material that can **never** rot. It bonds chemically with fiberglass and resin and is totally unaffected by climactic changes. Structural tests show Tri-Core to be *lighter* than wood, yet *stronger* than most wood/fiberglass laminates.



200 tons of pressure is used to fuse materials

Phase 2

Multi-Level Innovation...A Triton Exclusive

Innovation from start to finish

Innovations such as our cavernous rod lockers, oversized storage boxes, livewells, PALS system, revolutionary Res-Q retractable boarding ladder, new wider seats new optional shock absorbing seats are some of the elements that **separate** Triton from the competition. Triton fishing comfort and innovation have to be *superior* in order to keep pace with Triton's **legendary** performance, cutting edge look and dry, comfortable ride.

SAS shock-absorbing seat bases

Our optional SAS seats feature shock-absorbing bases for the smoothest possible ride in extreme water conditions.



Seat Shell and Molded Foam
Work together to provide ergonomic comfort and spinal support.

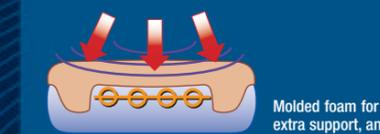
Spring Grid
Flexes with the coil springs and supports the seat foam. Continually adjusts for circulation and comfort.

Quad Spring Suspension
Provides comfort and 3" travel for shock absorption. Prevents rider from "bottoming out".

Recessed Bottom Angle
Rounded corners and recessed bottom angle minimize the bottom "footprint". Allows seat to swivel in confined spaces.

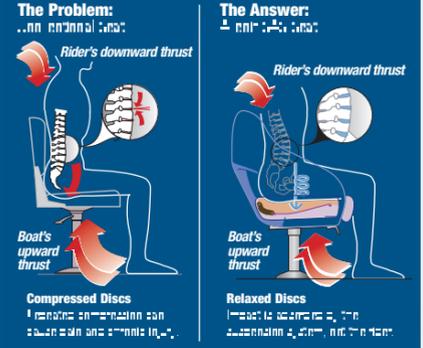
No Exposed Hinges
No ugly brackets or fasteners to pinch or abrade.

Side Cut-Away
Provides ventilation at lower back for cool comfort.



Molded foam for SAS Seat Pan is thicker at sides to give larger boaters extra support, and "center" smaller boaters in the middle of the seat.

SAS comfort is dynamic...



The finished boat is tank-tested to make sure all plumbing and electrical components are functioning perfectly.

Res-Q retractable boarding ladder – a real lifesaver!

One of Triton's most important innovations is our exclusive Res-Q retractable boarding ladder, standard on our X-Series boats and other selected models. This revolutionary safety and recreational device deploys quickly and easily from outside or inside the boat, and allows a person in the water to board the boat without outside assistance. In recognition of this important boating safety advancement, Triton was recently awarded a Special Life Saving Award for Innovation from the National Safe Boating Council.



A Deck You Can Depend On

Our deck is designed for maximum strength. It features four transverse bulkheads, which tie into the hull in true unibody fashion, thereby enhancing the deck's structural integrity. Deck and hull are chemically bonded with automotive strength structural adhesive and fiberglass material. The result is a rock-solid construction guaranteed to last a lifetime!

A Real Customer's Experience with the Res-Q ladder

"...I don't really know how it happened, but I dropped one of my rod and reels into the water. I immediately reached down and grabbed it right before it sunk. What happened next was unexpected. I lost my balance and went HEAD-FIRST into the water. The air temperature was in the low 40's and the water temperature was in the low 60's...I had on two pair of pants, boots, light weight shirt and a heavy hooded sweatshirt...When I came up, first thought that came to my mind, 'How am I going to climb back into the boat'? But then, just like a light being turned on: ***LADDER...LADDER***. I swam to the ladder and very easily pulled it out and climbed right back into the boat."



Rear storage modules are extra-deep with super sized openings

Exclusive PALS systems allow you to pre-load up to 22 tackle trays for the ultimate in tournament fishability and versatility.



New wider seats
Driver and passenger seats are extra-wide and densely padded for exceptional comfort, and feature molded foam that resists water retention.



Extra-strong tempered aluminum box lids won't warp or crack

PALS

Front storage module with P.A.L.S. system

Massive front storage module



Triton's deluxe bow panel can accommodate recessed Lowrance LCG Fish Finder and features anchor, courtesy light and engine trim switches.



Ergonomic recessed area for trolling motor foot pedal provides all-day fishing comfort

The front deck of our X Series, Tr-196 and Tr-186 boats features a recessed area to accommodate the trolling motor foot pedal; this greatly alleviates operator fatigue as well as leg and back pain by allowing the angler to keep both feet level with the deck while steering the trolling motor.



Huge rod boxes with openings to match

Oversized rod lockers are extra-deep for maximum capacity, and designed to channel water away from the interior to keep your gear dry. We've supersized the openings so it's far easier to access and load your rods than in competitors' boats.



Flush Mount Dash for a cleaner look and easier viewing in all light conditions

Oversized racing gauges for improved readability. (X Series shown)



Ergonomic Floating Consoles

Our stylish and functional floating consoles have maximum knee room and legroom.

Strategically Placed Fuel Cell

Fuel cell mounted mid-ships for better balance and improved 'holeshot'



Triton's Unique Livewell System

We've *totally* re-engineered our livewell system in the X-series to make it the most effective "life support system" for gamefish available on any fiberglass bass boat. Twin live-wells carry a total of 42 gallons to provide superior fish carrying capacity. Next, we added a shrouded overflow to minimize water loss from "sloshing" when the boat is underway. The re-circulation systems feature T-H Marine's Max-Air systems that inject air into the livewell water-flow *even* as you are running.

Triton bass boat live-wells do **not** use the troublesome cable controlled drain-valves to drain the live-wells. Nearly all Triton models have a pump-out system that will quickly empty the water from the well. Eliminating drain-valve controls means no broken or bent control cables, no loss of live well water at unwanted times due to sand or contamination in the valve, and no constant maintenance and cleaning. Triton also uses separate aeration and re-circulation pumps instead of a one-pump system that uses a valve to switch from "livewell fill" to "livewell re-circulation".

