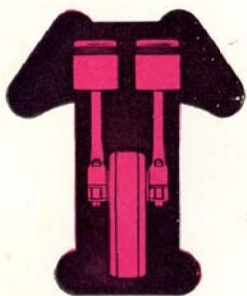


# TRIUMPH







#### ON THE FRONT COVER

*The City of Coventry, devastated in war, now replanned and rebuilt to an entirely new conception of a modern city. Complementary indeed to the magnificent engineering and other products made in this great industrial centre.*



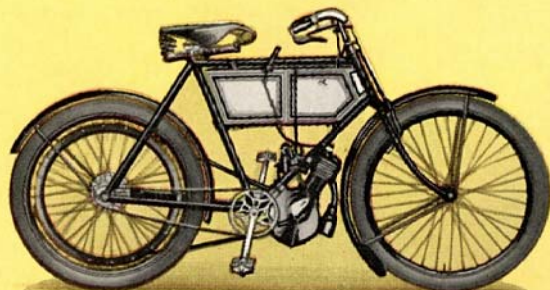
# *The* **TRIUMPH** *background* *of*

The Triumph organisation is essentially a modern one, ahead in ideas, in techniques and far-seeing determination to provide the finest motorcycles it is possible to build. Motorcyclists of all nationalities know this and look to Triumph for exciting, beautifully styled mounts which will give them exceptional value and lasting service. They do not always appreciate that this is in part due to the immense background of knowledge behind the Triumph name—knowledge acquired through more than half a century of continuous manufacture.

**TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY, ENGLAND**

*Telephone: Coventry 60221. Telegrams: "Trusty Coventry"*

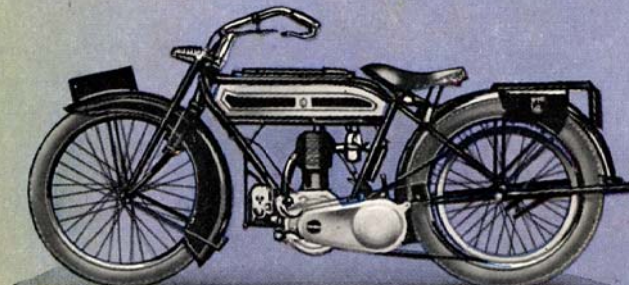




1902 The first Triumph motorcycle.



1906 3 HP with magneto ignition.



1915 Model "H", famous World War 1 machine

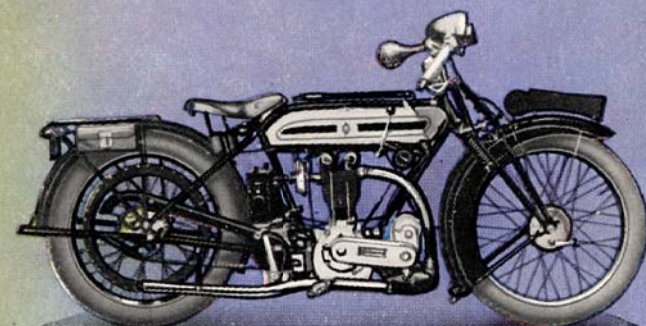
## Technical Excellence

We have dipped into the past to illustrate here Triumph models which, in their day excited as much interest and admiration as do those on the following pages of this catalogue. Vastly different in every detail as most of these old timers are to to-day's range, yet there is one thing common to all—that integrity of design and purpose which has always been linked with Triumph and which is summed up in the affectionate title "Trusty".

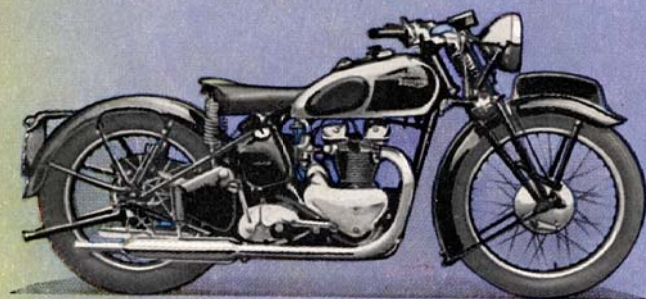
By choosing a Triumph the modern rider, like his predecessors, is choosing motorcycling at its thrilling best.

# TRIUMPH

*The Best Motorcycle in the World*



1922 The "Ricardo", 499 cc, 4 o.h. valves.

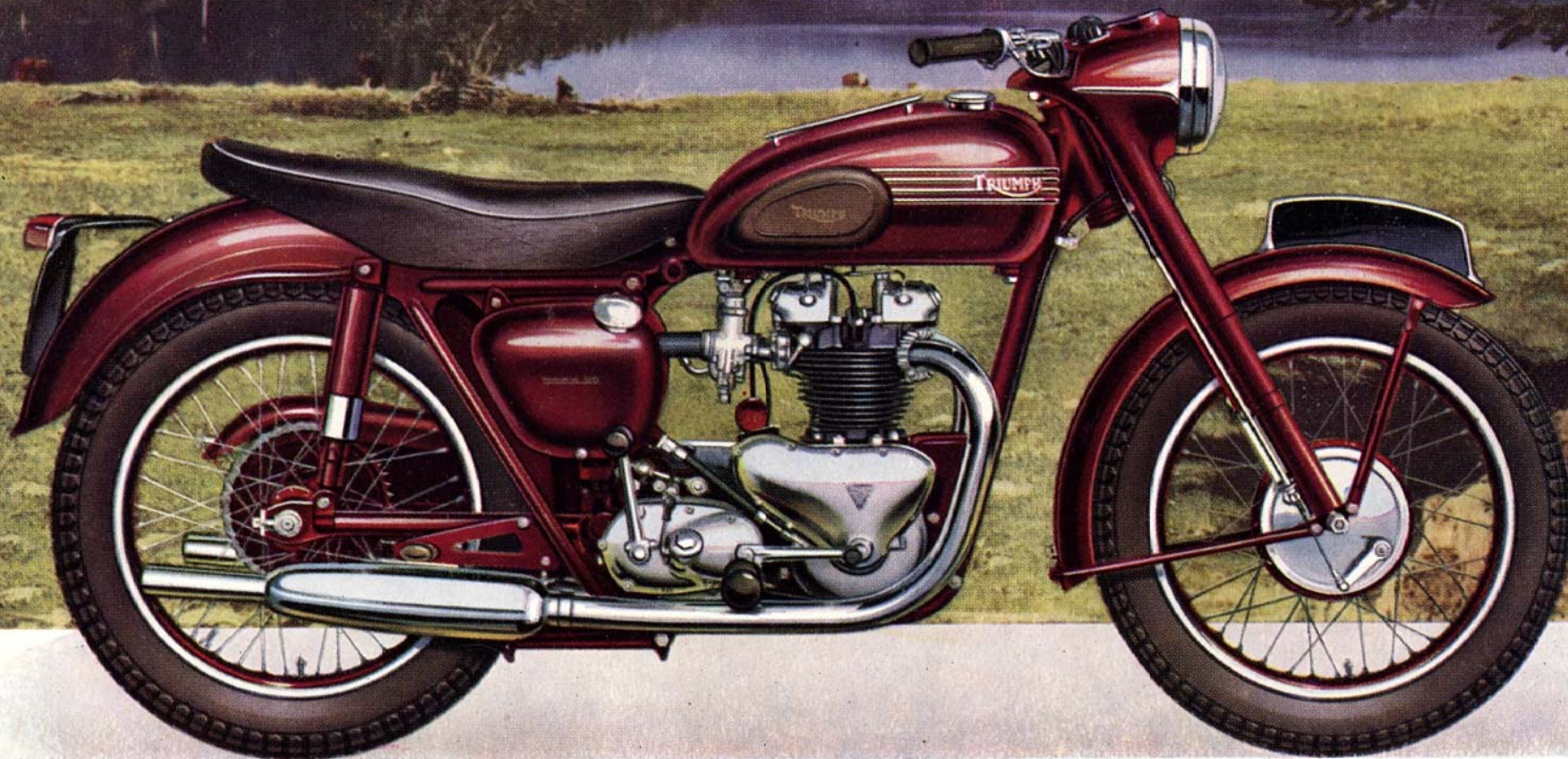


1938 "Speed Twin", first of the many!



# TRIUMPH SPEED TWIN

Patent Nos. 475860, 474963, 482024



Peaceful landscape  
around Lake Mary,  
N. Arizona, U.S.A.

## 5T and 6T GENERAL SPECIFICATION

**ENGINES.** 5T 500 c.c. : 6T 650 c.c. : Vertical twin cylinder O.H.V. with two gear-driven camshafts. Central flywheel. "H" section RR56 alloy connecting rods with patented plain big ends. Dry sump lubrication, high capacity plunger type pump, pressure-fed big ends and valve gear. Oil pressure indicator. Patent air cleaner. Efficient silencers.

**FOUR-SPEED GEARBOX.** Positive stop footchange. Large diameter multi-plate clutch with Neolangite linings, rubber pad type shock absorber.  
**FUEL TANKS.** All-steel welded tanks with quick-release caps and accessible filters.  
**FRAME.** Brazed cradle type frame with swinging arm rear suspension with adjustable hydraulic damping.

**FORKS.** Triumph telescopic forks, hydraulic damping.  
**BRAKES.** Large diameter cast iron drums. Finger adjustment.  
**WHEELS.** Triumph design, with plated spokes and rims.  
**ELECTRICAL EQUIPMENT.** Triumph pioneered A.C. Lighting-Ignition system with emergency start circuit. Wide angle rear/stop light. Powerful Lucas 7-in. built-in

headlamp with combined reflector/ front lens assembly, "pre-focus" bulb and adjustable rim.  
**TOOLBOX.** Combined with the oil tank, air cleaner and battery container in a "one piece" unit.  
**MUDGUARDS.** Efficient "D" shaped guards with central rib.  
**NACELLE** (Patented). Neat streamline shell integral with top of

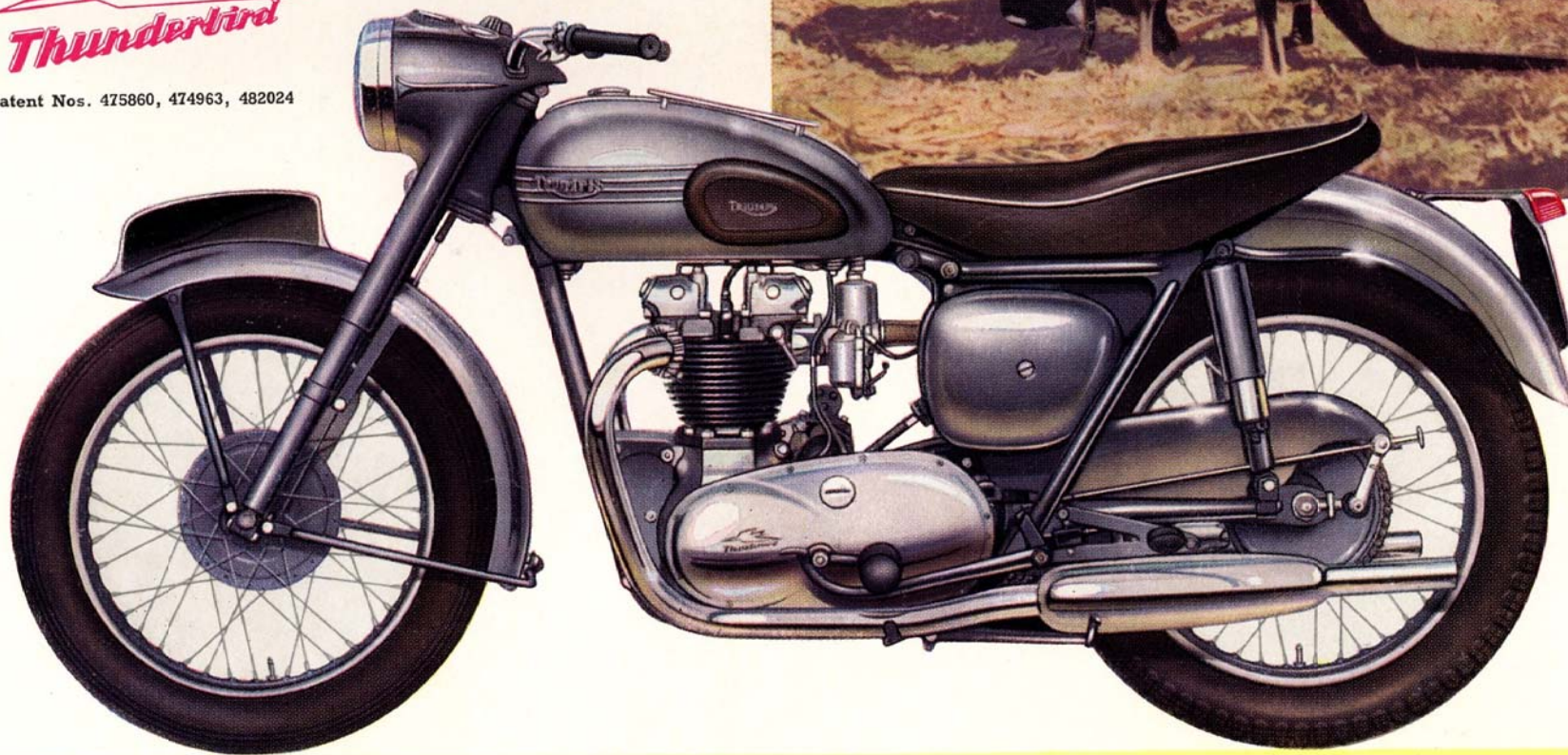
forks, enclosing headlamp, rubber-mounted instruments and switch-gear.  
**SPEEDOMETER.** Smiths 120 m.p.h. (or 180 km.p.h.) chronometric type with trip recorder.  
**OTHER DETAILS.** Finish : 5T amaranth red ; 6T polychromatic "crystal grey" ; quick-action adjustable twist grip ; rubber knee grips ; tank parcel grid.



**I**N the Speed Twin and Thunderbird models, the discriminating rider has the choice of two motorcycles with world-wide reputations for zestful performance and easy handling. The Speed Twin, used by eighty police forces, is fast, smooth, and tractable while the 650 c.c. engine of the Thunderbird provides that extra power demanded by some riders and is of course ideal for heavy sidecar work.

**TRIUMPH**  
*Thunderbird*

Patent Nos. 475860, 474963, 482024



*Living in an Australian nature sanctuary these kangaroos readily feed from the hands of visitors.*

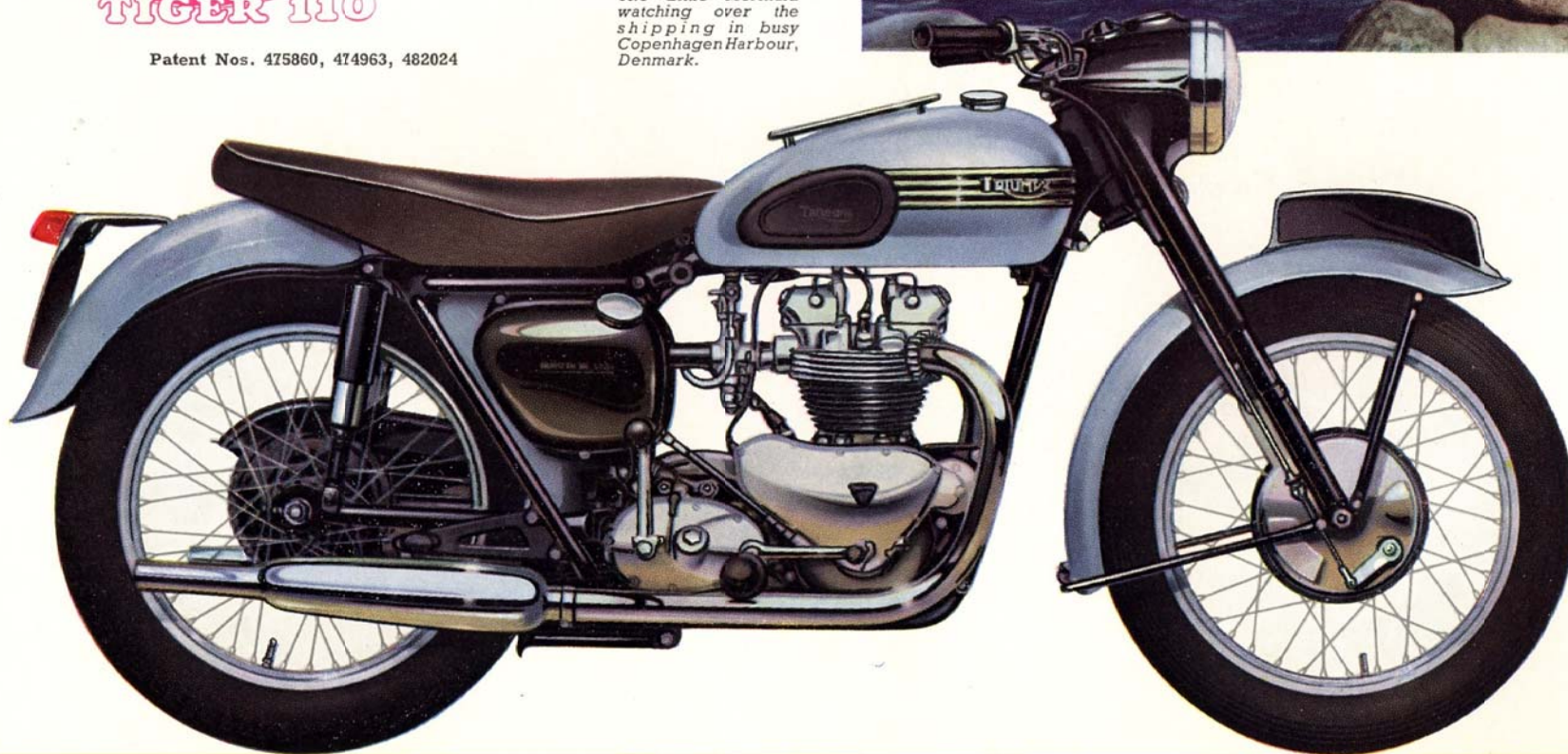
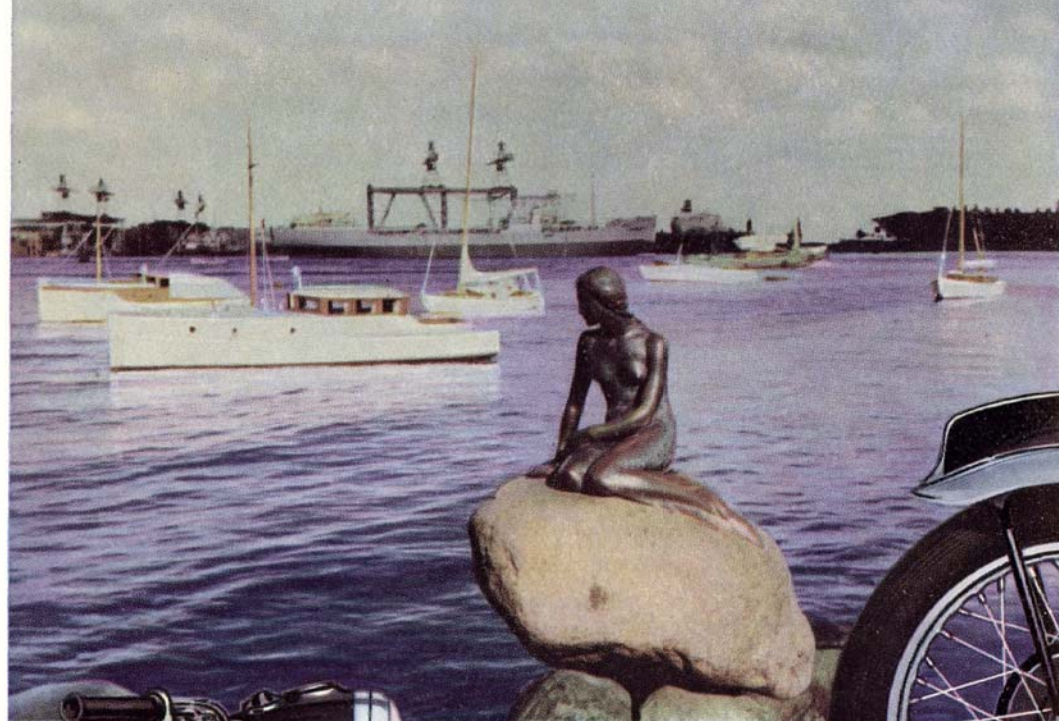


**T**HE two Tiger models (500 c.c. T100 and 650 c.c. T110) offer the highest possible performance together with all the other features essential for fast and safe riding. First class suspension front and rear, immensely powerful brakes and outstanding ease of control make these models first choice of the sporting rider.

## TRIUMPH TIGER 110

Patent Nos. 475860, 474963, 482024

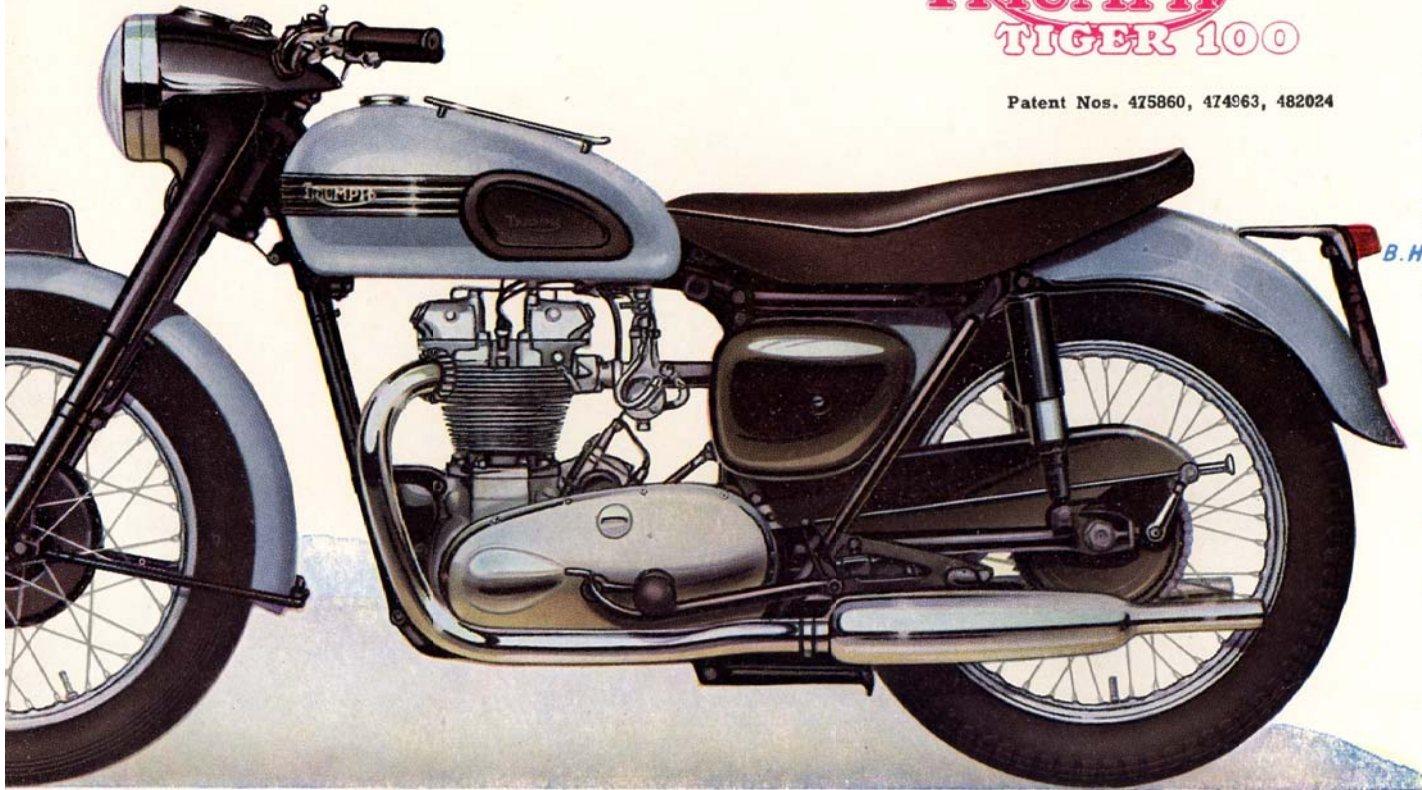
*The Little Mermaid watching over the shipping in busy Copenhagen Harbour, Denmark.*



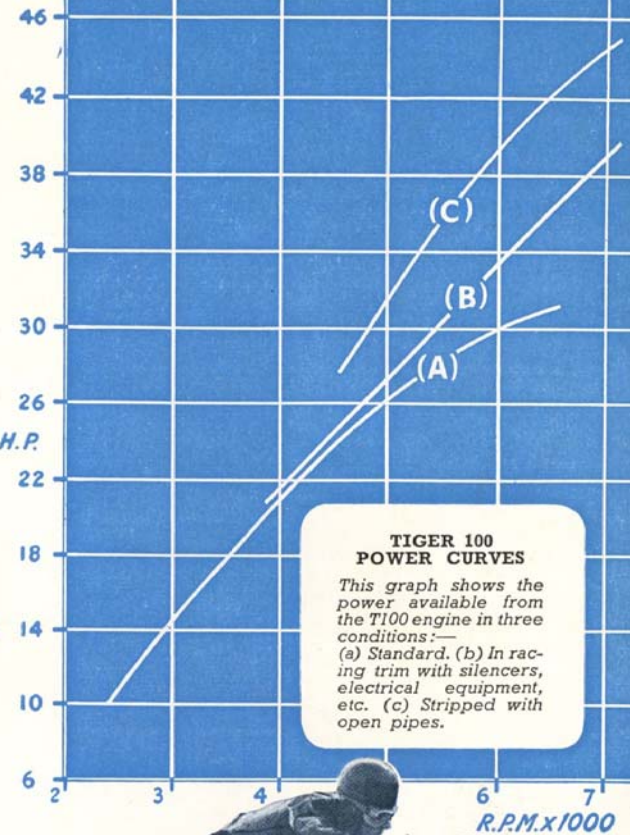


# TRIUMPH TIGER 100

Patent Nos. 475860, 474963, 482024

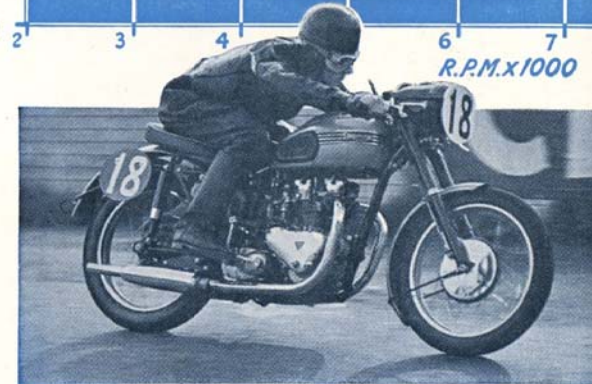


B.H.P.



### TIGER 100 POWER CURVES

This graph shows the power available from the T100 engine in three conditions:—  
(a) Standard, (b) In racing trim with silencers, electrical equipment, etc. (c) Stripped with open pipes.



The "Motor Cycle"

## T 100 and T 110 GENERAL SPECIFICATION

**ENGINE T100.** 500 c.c. O.H.V. twin with two gear-driven camshafts. High compression pistons, die-cast head and barrel with close pitch fins. Dry sump lubrication with pressure-fed big ends and valve gear. Patented plain big ends. Twin carburettors optional (extra). Racing conversion parts available.

**ENGINE T110.** 650 c.c. O.H.V. vertical twin with light alloy cylinder head of new and advanced design. Cast iron barrel. High compression pistons, special camshafts, large bore carburetter, dry

sump lubrication, pressure-fed big ends and valve gear.

**FOUR-SPEED GEARBOX.** Triumph design and manufacture. Heavy duty gears and shafts of finest quality nickel and nickel-chrome steel. Positive stop footchange. Multi-plate clutch with Neolange linings and built-in rubber pad type shock absorber.

**FUEL TANKS.** All-steel welded tanks with quick-release caps and accessible filters. Oil tank in a streamlined "one piece" unit with air cleaner, battery and tool containers.

**FRAME.** Brazed cradle type frame with swinging arm rear suspension with hydraulic damping instantly adjustable for varying loads.

**FORKS.** The famous Triumph telescopic pattern with long supple springs and hydraulic damping.

**BRAKES.** Cast iron drums, large diameter front brake with ventilating scoops and highly polished anchor plate.

**WHEELS.** Triumph design with chromium plated spokes and wheel rims. Dunlop tyres. Fully valanced

rear mudguard with side lifting handles.

**ELECTRICAL EQUIPMENT.** Powerful Lucas 7-in. headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Lucas 6 volt 60 watt dynamo with full ball-bearing armature, automatic voltage control and 12 a.h. battery. Wide angle rear/stop light, and reflector. Gear-driven magneto.

**NACELLE.** Triumph Patent design. Imposing streamlined shell integral with top of forks, encloses head-

lamp, instruments and switch-gear. All instruments rubber-mounted and internally illuminated.

**SPEEDOMETER.** Smiths 120 m.p.h. (or 180 km.p.h.) chromometric type with r.p.m. scale, internal illumination and trip recorder.

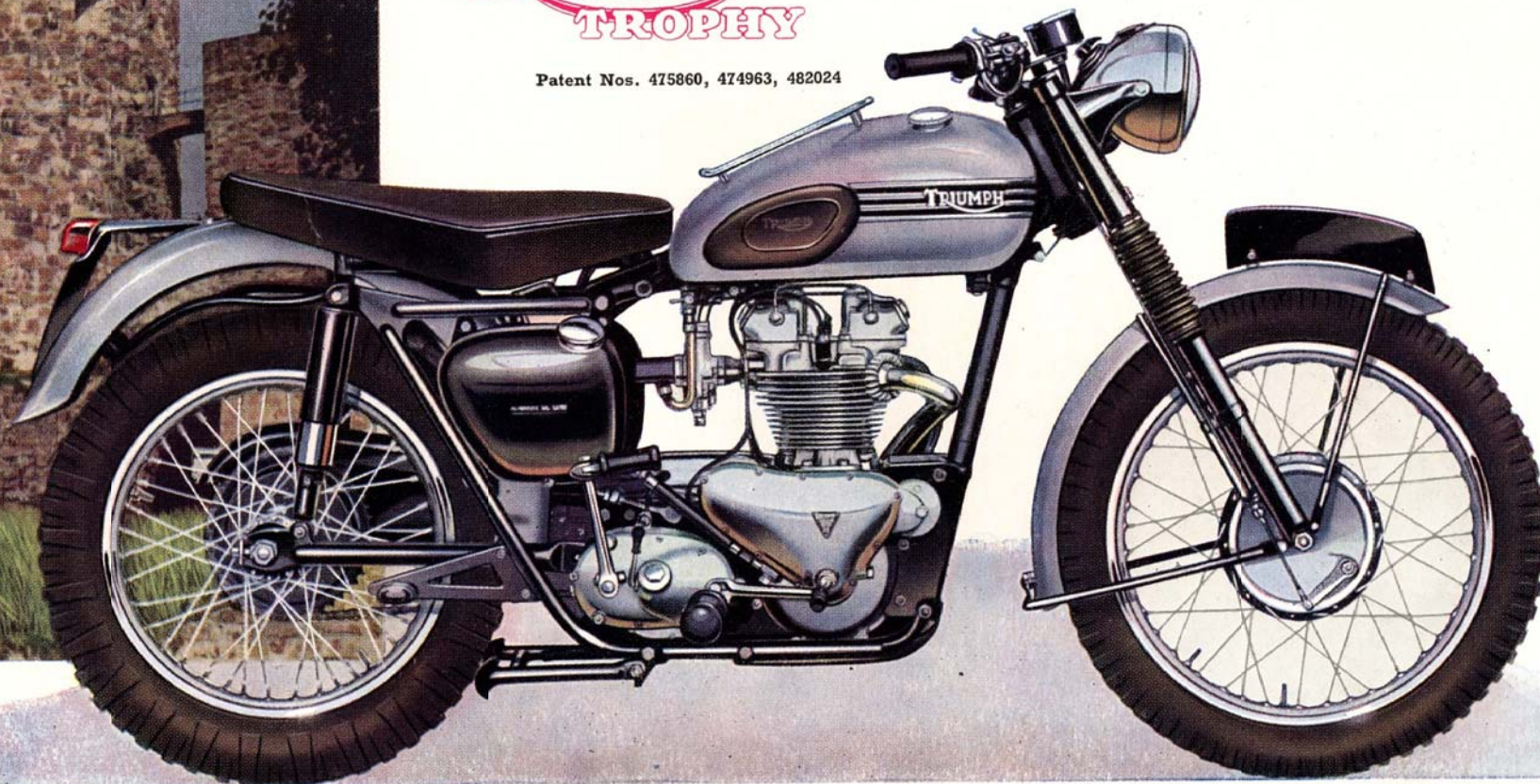
**OTHER DETAILS.** Complete kit of good quality tools and grease-gun; Triumph "Two-level" Twinseat, latex foam covered black waterproof Vynide, white piping; tank top parcel grid; shell-blue sheen and black finish.



**I**N rugged sporting events in every part of the world, the 500 c.c. Trophy Model (TR5) has earned a wonderful reputation. Designed to be easily adaptable to most forms of motorcycle competition, this year the model is also available with a 650 c.c. engine (TR6), which provides that additional power and speed demanded in the toughest going.

## TRIUMPH TROPHY

Patent Nos. 475860, 474963, 482024



Bohus Castle, grim sentinel of a past age, near Gothenburg, Sweden.

### TR5 and TR6 GENERAL SPECIFICATION

**ENGINE.** TR5 500 c.c. : TR6 650 c.c. O.H.V. high compression vertical twin with two gear-driven camshafts, "H" section FR56 alloy connecting rods, plain big ends, and central flywheel. Dry sump lubrication, pressure-fed big ends and valve gear. TR5 die-cast alloy head and barrel. TR6 entirely new alloy cylinder head, cast-iron

barrel. Air cleaner. Upswept two-in-one exhaust pipe with silencer.

**FOUR-SPEED GEARBOX.** Positive foot-change, large diameter multi-plate clutch with Neolangite linings and rubber pad type shock absorber.

**FRAME.** Brazed cradle type frame with swinging arm rear

suspension with hydraulic damping adjustable for varying loads.

**FORKS.** The famous Triumph telescopic pattern with long supple springs and hydraulic damping.

**FUEL TANKS.** New design petrol tank of reduced width. Ample capacity oil tank. Quick-release caps and accessible filters.

**BRAKES.** Large diameter cast iron drums, polished front anchor plate, finger adjustment.

**WHEELS.** Plated spokes and rims; Dunlop Sports tyres optional extra.

**ELECTRICAL EQUIPMENT.** Powerful chromium-plated headlamp with quickly detachable harness. Lucas 6 volt 60 watt

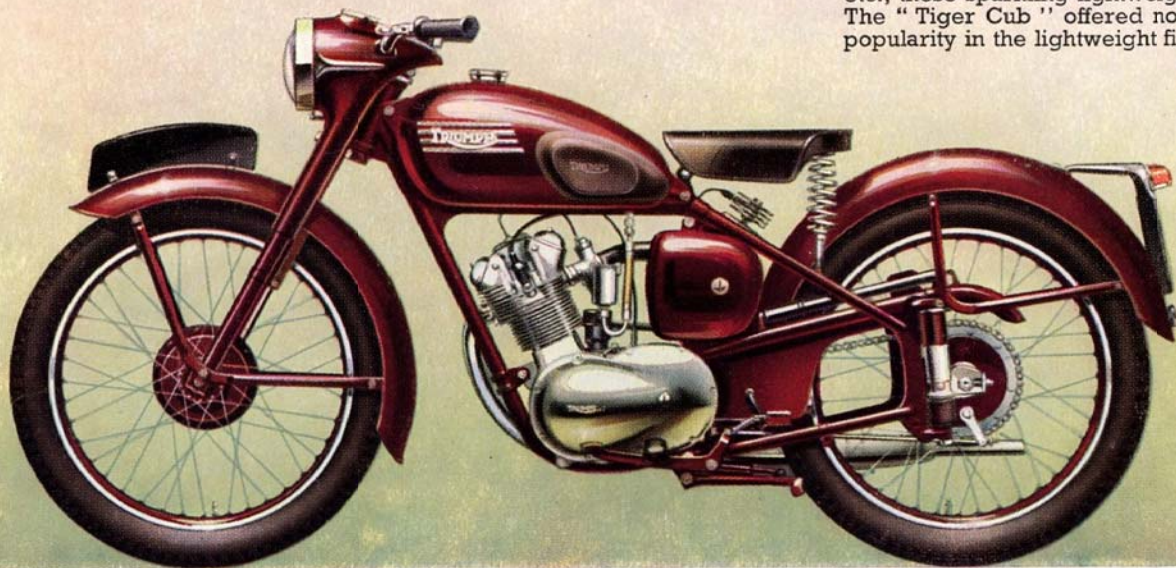
dynamo, automatic voltage control. Lucas "Wader" type magneto.

**OTHER DETAILS.** 120 m.p.h. (or 180 km.p.h.) Smiths Speedometer; competition type Twinseat; twist grip with adjustable tension; shell-blue sheen and black finish. Safe type ball-ended clutch and brake levers. TR5 available to "TRIALS" specification.



# TRIUMPH *Terrier*

Patent Nos. 475860, 474963, 482024



## TWO HIGH PERFORMANCE O.H.V. LIGHTWEIGHTS

The Triumph "Terrier" and "Tiger Cub" have firmly established themselves as the performance leaders in their respective classes. Embodying all the best features of a big motorcycle—four stroke O.H.V. engine, dry sump lubrication, four-speed gearbox, etc., these sparkling lightweights are easy and safe to ride and are really economical. The "Tiger Cub" offered now to a "de-luxe" specification will further enhance its popularity in the lightweight field.

### T15 and T20 GENERAL SPECIFICATION

**ENGINES.** T15 150 c.c. : T20 200 c.c. : Advanced O.H.V. design with die-cast alloy cylinder head, inclined large diameter valves and totally enclosed and lubricated valve gear. "H" section connecting rod with heavy duty plain big end. Dry sump lubrication with double plunger type oil pump. Highly polished timing cover. Chromium-plated exhaust pipe with efficient barrel type silencer. Air cleaner.

**FOUR-SPEED GEARBOX.** Robust design built in unit with the engine in a polished streamlined casing. Positive foot-operated gear-change. Multiplate clutch with Neolangite linings and rubber pad type shock absorber. Polished aluminium case for primary chain.

### GENERAL SPECIFICATION (Cont.)

**FUEL TANKS.** All-steel welded tanks, large capacity. Quick-release caps and accessible filters.

**FRAME.** Loop type tubular main frame of unique design, exceptionally strong but light in weight. Double plunger type rear suspension with enclosed spring units.

**FORKS.** Triumph telescopic type with long soft springs giving a comfortable ride and accurate steering.

**BRAKES.** Large diameter cast iron drums. Exceptionally powerful yet smooth and safe in use.

**WHEELS.** Special Triumph design with plated spokes and chromium-plated rims. Dunlop tyres. Efficient mudguards front and rear.

**ELECTRICAL EQUIPMENT.** A.C. Lighting-ignition system with crankshaft mounted alternator and emergency start circuit. Large diameter headlamp and powerful rear lamp. Separate reflex reflector.

**TOOLBOX.** All-steel with secure fastener. Complete kit of good quality tools and tyre inflator.

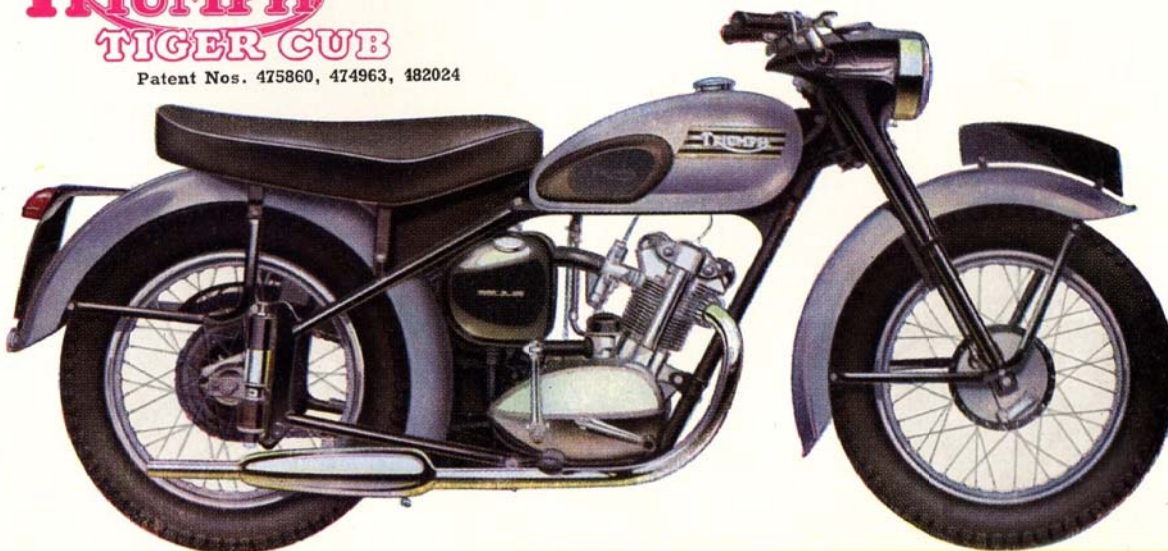
**NACELLE.** Triumph patented design, integral with top of the forks. This neat streamlined shell encloses the headlamp, instruments and switchgear and also includes a gear position indicator.

**SPEEDOMETER.** Smiths speedometer mounted in nacelle, internally illuminated.

**OTHER DETAILS.** Finish : T15 amaranth red ; T20 shell-blue sheen and black. Quick action twist grip, rubber knee grips. Upswept exhaust pipe optional.

# TRIUMPH TIGER CUB

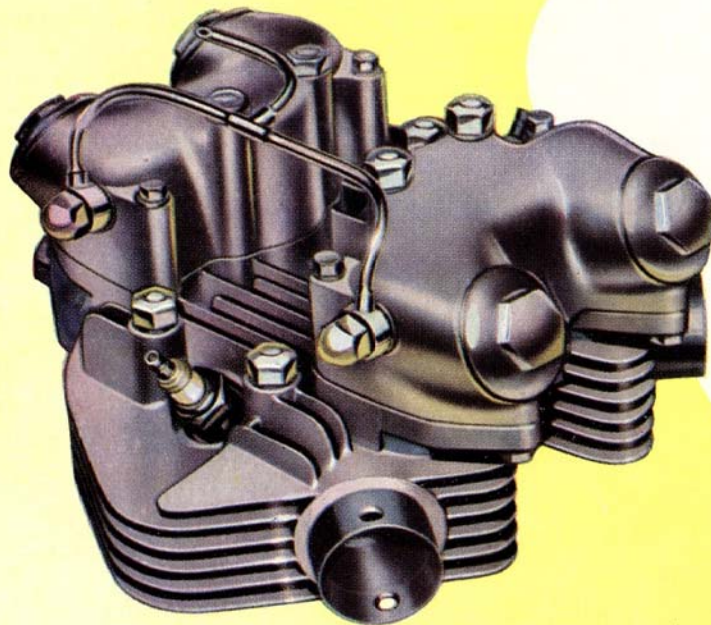
Patent Nos. 475860, 474963, 482024





*Finer Details  
of a*

**TRIUMPH**



**LIGHT ALLOY  
CYLINDER HEAD**

This entirely new design has many points of technical interest. Die cast in light alloy, it effects a considerable saving in weight. It incorporates cast-in passages to promote cooling air flow between the cylinder heads and by eliminating external pipes the risk of oil leaks is avoided. The heads are of the usual Triumph hemispherical type with large diameter valves and totally enclosed and positively lubricated valve gear. This head is fitted to the T110 and TR6 models.

**PETROL TANK**

Of ample capacity to enable long distances to be covered between refills, the handsome Triumph petrol tank is of all-welded design with a quick-release plated filler cap, useful parcel grid and large rubber knee grips. Chromium name bands and a central chromium bead add distinction. TR5 and TR6, 3 gallon capacity, all other twins 4 gallon.



**OIL TANK UNIT**

A unique feature to be found on all Triumph models. This neat "one-piece" unit incorporates the oil tank, air cleaner, battery and tool container. The smooth, full width exterior is easy to clean and neat in appearance.

**OTHER VALUABLE TRIUMPH FEATURES**

- Efficient suspension front and rear on all models.
- Twin cylinder engine big-end bearings are fitted with easily replaceable thin wall bearing shells.
- The Triumph Nacelle (Patent No. 647670) enclosing headlamp unit. Neat streamlined shell integral with top of forks. All switchgear and instruments rubber mounted.
- Powerful brakes incorporating non-distorting cast iron drums of ample diameter and finest quality linings.
- Dry sump lubrication on all engines, lightweights and twins. Efficient double plunger type oil pump ensures adequate lubrication of all moving parts.
- 4 speed Gearboxes on all models, with short action foot-

change and smooth multiplate clutch with Neolangleite linings. The clutch also includes a most efficient rubber pad type shock absorber.

● A.C. Lighting-Ignition system on 5T, 6T and lightweights. This system, pioneered by Triumph, is essentially simple and completely reliable. A single crankshaft mounted alternator replaces the separate dynamo and magneto with their attendant drives and provides current for both ignition and lighting. In the unlikely event of battery failure, an emergency circuit enables the engine to be started in the usual way.

● The Triumph Quickly Detachable Rear Wheel (optional extra on all twins) enables the wheel to be extracted instantly, leaving the rear brake and chain untouched.

**EXTRAS**

**PROP STAND.** Retained by spring, out as a prop or folded back. For all models.  
**PILLION FOOTRESTS.** For all models. Folding type, rubber covered.

**TWIN CARBURETTERS.** For Tiger 100 only.  
**QUICKLY DETACHABLE REAR WHEEL.** For 5T, 6T, T100, T110, TR5, TR6.  
**TWINSEAT** for "Terrier".



# G U A R A N T E E

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no conditions or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motor cycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise, is given or is to be implied, nor are we to be under any liability whatsoever in respect of any such machine. We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship but this guarantee is to extend and be in force for six months only in U.K. and ninety days overseas from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period. We do not undertake to replace or refix or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include, amongst others, the following acts: 1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden. 2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers. 3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use. We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof. **CONDITIONS OF GUARANTEE.**—If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the frame number of the machine, the date of purchase or the date when the alleged defective part or accessory was exchanged as the case may be. Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable. **REPAIRS.**—Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise, and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective. **NOTE.**—We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf. Published retail prices are for delivery free of charge at Dealers' premises. All goods are offered for sale subject to the price ruling at time of delivery. We reserve the right to modify or deviate from the published specification.

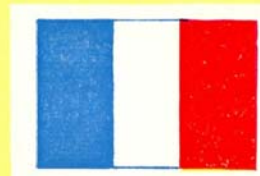
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# TECHNICAL SPECIFICATION

FRENCH  
SPANISH  
GERMAN

**PETITES CYLINDRES—MOTEURS T 15 et T 20—**Monocylindre culbuté, quatre temps avec culasse en alliage léger, incliné, avec soupapes complètement enfermées et graissées. Graissage par pompe, carter sec. Bloc moteur 4 vitesses. Embrayage disques multiples et carter de chaîne primaire bain d'huile. **MOTEURS DEUX CYLINDRES VERTICAUX—**5T, T100 et TR5—500 cc et 6T, T110 et TR6—650 cc culbuteurs à deux arbres à cames. Volant central. Graissage semi-sec assurant une lubrification positive des têtes de bielle et du mécanisme des soupapes. **BOITE 4 VITESSES—**Fabrication brevetée Triumph sur tous modèles. Changement de vitesse par sélecteur. Arbres et pignons de la meilleure qualité acier nickel-chrome. Embrayage disques multiples à large diamètre avec amortisseur de choc en caoutchouc. Carter de chaîne bain d'huile. **CADRE—**Brasé du type en berceau avec suspension AR avec bras oscillant et amortisseur hydraulique réglable instantanément. Fourche télescopique avec amortisseur hydraulique. Suspension AR de type plongeur sur les modèles, de petite cylindrée. **RESERVOIRS—**Réservoirs de grande capacité en tôle d'acier, soudés, avec filtres accessibles et bouchons facilement détachables. Réservoir à huile combiné avec le support de batterie boîte à outils et filtre à air. **ROUES & FREINS—**Roues brevet Triumph avec jantes chromées. Freins extrêmement puissants avec tambours de large diamètre, facilement réglables AV et AR. **NACELLE—**Un capotage de ligne élégante enferme l'éclairage, le compteur, l'interrupteur, les instruments, et le phare de grande puissance fabrication Lucas. Les guidons donnent une confortable position, les leviers de contrôle sont maniables et accessibles. **AUTRES EQUIPEMENTS—**Alternateur Lucas sur 5T, 6T, T15 et T20. Selle double très confortable. Pneumatiques Dunlop et trousse d'outils de bonne qualité.



**MOTORES T15 & T20—**De un cilindro, inclinado, OHV (válvulas en la culata), cuatro tiempos de diseño avanzado. Culata de aleación. Mecanismo de válvulas totalmente encerrado y lubricado; construcción integral con la caja de cambios de cuatro velocidades. Embrague de discos múltiples y cadena primaria en cárter con baño de aceite. **MOTORES BICILINDRICOS VERTICALES—**5T, T100 y TR5, de 500 cc; 6T, T110 y TR6, de 650 cc. O.H.V. (válvulas en la culata), con dos árboles de levas comandados por engranajes. Volante central. Lubricación por cárter seco con alimentación a presión a la bancada y mecanismo de válvulas mediante bomba tipo pistón de gran capacidad. **CAJA DE CAMBIOS—**Cuatro velocidades. De diseño y fabricación Triumph en todos los modelos. Cambio de pie positivo. Ejes y engranajes del más fino acero níquel y níquel-cromo. Embrague de discos múltiples, de gran diámetro, con amortiguador de caucho. Cadena primaria en cárter con baño de aceite. **CUADRO—**Tipo cuna, con suspensión trasera de horquilla articulada y amortiguación hidráulica de regulación instantánea. Horquilla delantera telescópica Triumph con amortiguación hidráulica. Suspensión trasera tipo émbolo en los modelos livianos. **TANQUES—**De chapa de acero soldada, con tapas de apertura fácil y filtros accesibles. Tanque de aceite integral con cajas de batería y herramientas y filtro de aire. **RUEDAS Y FRENS—**Ruedas de diseño Triumph con llantas cromadas. Frenos excepcionalmente poderosos con campanas de gran diámetro, de hierro fundido y ajuste manual. **TABLERO DE INSTRUMENTOS—**Aerodinámico, incluyendo faro, cuenta-kilómetros, interruptor e instrumentos y el poderoso faro Lucas. Manillar que proporciona posición confortable para conducir con controles accesibles. **EQUIPO—**Instalación Lucas AC de ignición e iluminación en los modelos 5T, 6T, T15 y T20. Confortables asientos dobles, cuenta-kilómetros Smith, cubiertas Dunlop y herramientas de buena calidad.



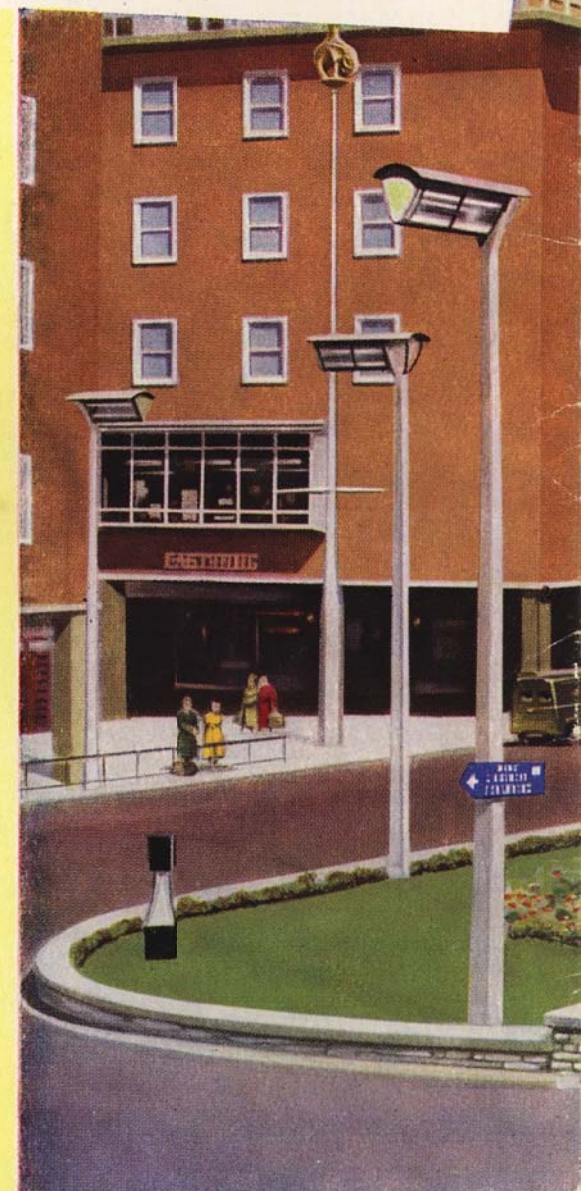
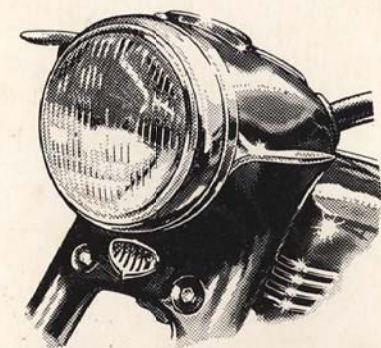
**MODELE T15 und T20—**Einzylinder Viertakt-Motor, kopfgesteuert, von verbesserter Konstruktion mit Aluminium Spritzguss-Zylinderkopf, schräg nach vorn angeordnet, mit vollkommen gekapseltem und geschmiertem Ventilsystem. Trockensumpf-Umlaufschmierung und Einblock-Konstruktion mit Vierganggetriebe. Mehrplattenkupplung und eine Primärkette in Ölbad eingeschlossen. **VERTIKAL ZWEIZYLINDER MOTOR—**Modelle 5T, T100 und TR5 sind 500 ccm, 6T, T110 und TR6 sind 650 ccm kopfgesteuerte Maschinen mit zwei durch Zahnrad angetriebene Nockenwellen. Kurbelwelle mit in der Mitte liegender Schwungmasse. Trockensumpf-Umlaufschmierung mit Drucksystem zu den Pleuelzapfen und zur Ventilsteuerung, ausgeführt durch eine Kolbenölpumpe von grosser Leistungsfähigkeit. **4-GANG-GETRIEBE—**Für alle Modelle von Triumph konstruiert und gebaut. Mit arretierter Fussgangschaltung, Wellen und Zahnräder aus bestem Nickel und Chromnickel-Stahl. Mehrplattenkupplung von grossem Durchmesser, mit in Gummi gelagerten Stossdämpfern. Ölbad-Kettenkasten. **RAHMEN—**Hartverlöteter Wiegenrahmen mit hinterer Schwingarmfederung und schnell verstellbaren hydraulischen Teleskopstossdämpfern. Triumph-Teleskopgabel mit hydraulischer Dämpfung. Modelle T15 und T20 sind mit einer normalen Teleskopfederung ausgestattet. **TANKS—**Aus Stahlblech, geschweisst und mit Schnellverschluss und leicht zugänglichen Filtern versehen. Der Öltank ist zusammen mit dem Batteriegehäuse, Werkzeugkasten und Luftfilter verkleidet. **RÄDER UND BREMSEN—**Von Triumph entworfene Räder mit verchromten Felgen. Aussergewöhnlich starke Bremsen mit Gusseisen-Bremstrommeln von grossem Durchmesser. Vorn und hinten von Hand einstellbar. **SCHWEINWERFER—**In einer gefälligen, stromlinienförmigen Verschabung eingebauter leistungsfähiger Lucas-Scheinwerfer sowie Tachometer und Lichtschalter. Der Lenker ist handlich und hat leicht zugängliche Handhebel. **WEITERE AUSRÜSTUNG—**Lucas A.C. Lichtanlage an der 5T, 6T, T15 und T20, bequemer Doppelsitz, Smith Tachometer, Dunlop-Reifen und eine Werkzeutasche mit Qualitätswerkzeugen.





# TECHNICAL SPECIFICATION

MODEL	Terrier (T15)	Tiger Cub (T20)	Speed Twin (5T)	Thunder- bird (6T)	Tiger 100 (T100)	Tiger 110 (T110)	Trophy (TR5)	Trophy (TR6)
Engine : Type ... ..	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of Cylinders ... ..	1	1	2	2	2	2	2	2
Bore/Stroke, mm. ... ..	57×58.5	63×64	63×80	71×82	63×80	71×82	63×80	71×82
"  "  ins. ... ..	2.24×2.3	2.48×2.52	2.48×3.15	2.79×3.23	2.48×3.15	2.79×3.23	2.48×3.15	2.79×3.23
Cyl. capacity, c.c.m. ... ..	149	199	498	649	498	649	498	649
"  "  eu. ins. ... ..	9	12	30.5	40	30.5	40	30.5	40
Compression Ratio ... ..	7 : 1	7 : 1	7 : 1	7 : 1	8 : 1	8.5 : 1	8 : 1	8.5 : 1
B.H.P. & R.P.M. ... ..	8 at 6000	10 at 6000	27 at 6300	34 at 6300	32 at 6500	42 at 6500	33 at 6500	42 at 6500
			Solo S/C	Solo S/C	Solo S/C	Solo S/C	Solo S/C	Solo S/C
Engine sprocket : teeth ... ..	19	18	22 19	24 21	22 19	24 21	21	24
Clutch " " ... ..	48	36	18 18	18 18	18 18	18 18	18	18
Gearbox " " ... ..	17	17	43 43	43 43	43 43	43 43	43	43
Rear wheel " " ... ..	48	54	46 46	46 46	46 46	46 46	46	46
R.P.M., 10 m.p.h. : Top Gear	1000	940	650 755	594 680	650 755	594 680	680	594
Gear Ratios :								
Top ... ..	7.1	6.35	5.00 5.80	4.57 5.24	5.00 5.80	4.57 5.24	5.24	4.57
Third ... ..	9.4	8.35	5.95 6.90	5.45 6.24	5.95 6.90	5.45 6.24	6.24	5.45
Second ... ..	14.8	13.08	8.45 9.80	7.75 8.85	8.45 9.80	7.75 8.85	8.85	7.75
First ... ..	21.4	18.95	12.20 14.15	11.20 12.80	12.20 14.15	11.20 12.80	12.80	11.20
Carburetter ... ..	Amal 332/2	Amal 332/3	Amal 376/25	S U. 590	Amal 376/35	Amal 376/40	Amal 376/35	Amal 376/40
Front chain size ... ..	$\frac{3}{8} \times \frac{1}{4}$	$\frac{1}{2} \times .205$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$
Rear chain size ... ..	$\frac{1}{2} \times .205$	$\frac{1}{2} \times .205$	$\frac{3}{8} \times \frac{3}{8}$	$\frac{3}{8} \times \frac{3}{8}$	$\frac{3}{8} \times \frac{3}{8}$	$\frac{3}{8} \times \frac{3}{8}$	$\frac{3}{8} \times \frac{3}{8}$	$\frac{3}{8} \times \frac{3}{8}$
Tyres—Dunlop :								
Front, ins. ... ..	2.75×19	3.25×16	3.25×19	3.25×19	3.25×19	3.25×19	3.00×20	3.00×20
Rear, ins. ... ..	2.75×19	3.25×16	3.50×19	3.50×19	3.50×19	3.50×19	4.00×18	4.00×18
Brake dia. : ins. (cm.) ... ..	5½ (13.97)	5½ (13.97)	7 (17.78)	7 (17.78)	8 (20.32) Front		7 (17.78)	7 (17.78)
					7 (17.78) Rear			
Finish ... ..	Red	Blue/Blk.	Red	Poly/Grey	Blue/Blk.	Blue/Blk.	Blue/Blk.	Blue/Blk.
Seat height, ins. (cm.) ... ..	28½ (71.8)	29½ (74.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)
Wheelbase, ins. (cm.) ... ..	49 (124.5)	49 (124.5)	55½ (141.6)	55½ (141.6)	55½ (141.6)	55½ (141.6)	55½ (141.6)	55½ (141.6)
Length, ins. (cm.) ... ..	77 (195.5)	77 (195.5)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)
Width, ins. (cm.) ... ..	25 (63.5)	25 (63.5)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)
Clearance, ins. (cm.) ... ..	5 (12.7)	4 (10.2)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos) ... ..	185 (84)	205 (94.1)	380 (173)	385 (175)	375 (170)	395 (179)	365 (166)	370 (168)
Petrol, galls. (litres) ... ..	2½ (11.9)	3 (13.5)	4 (18)	4 (18)	4 (18)	4 (18)	3 (13.5)	3 (13.5)
Oil, pints (litres) ... ..	2¼ (1.55)	2¼ (1.55)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)



To convert miles per gallon into kilos per litre, multiply by .354  
 To convert kilos per litre into miles per gallon, multiply by 2.825

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