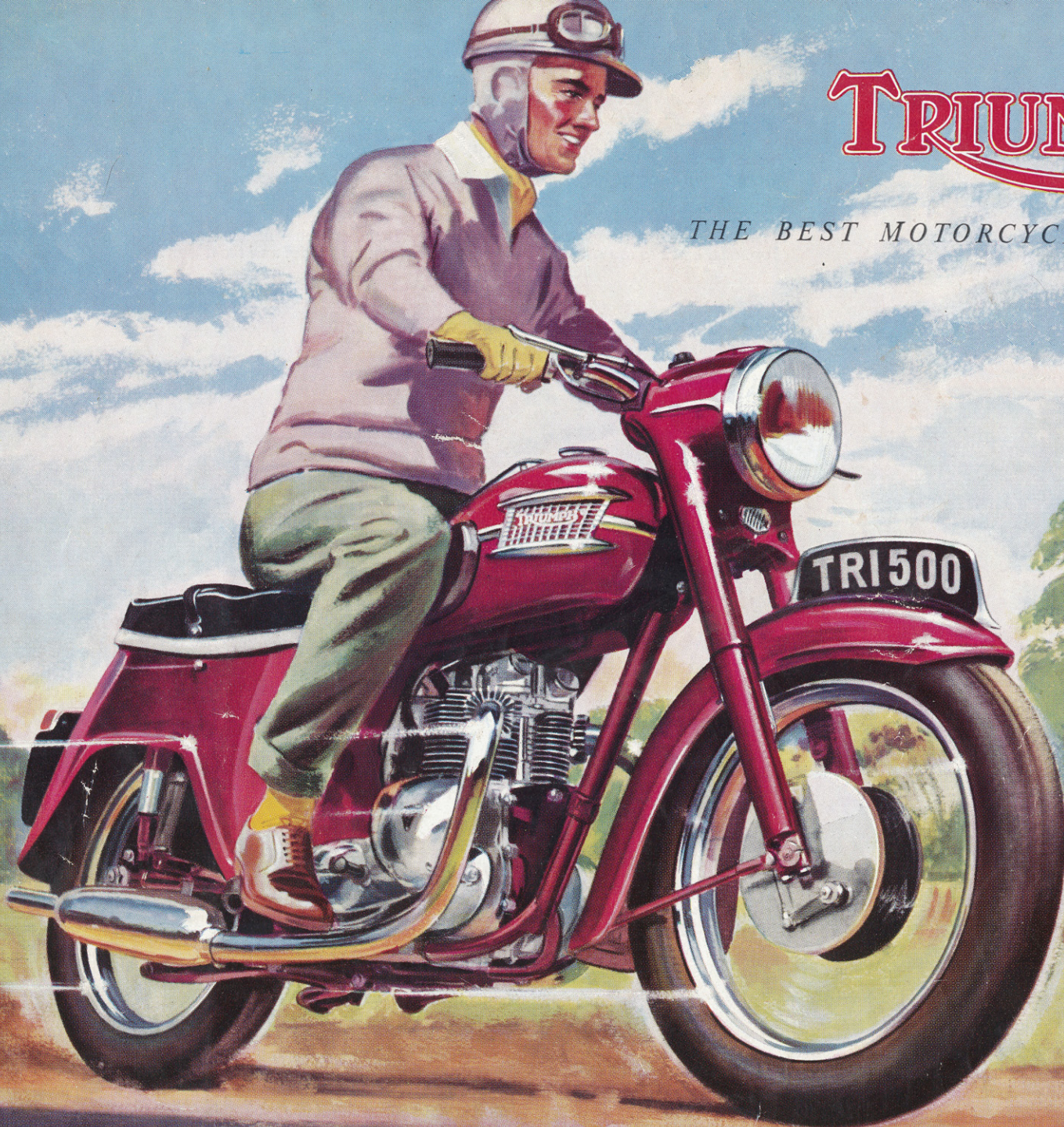
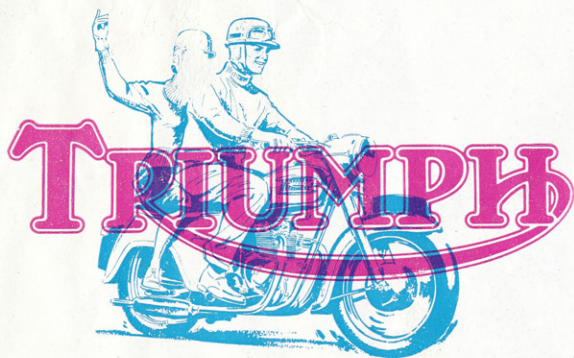
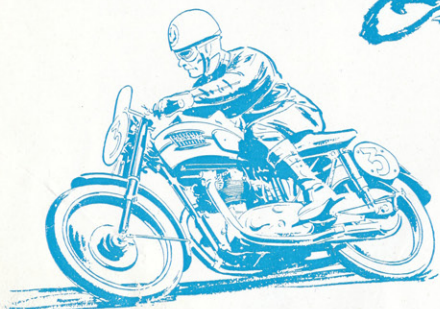
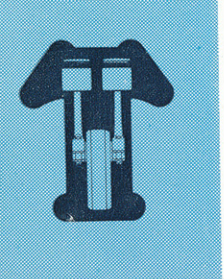


TRIUMPH

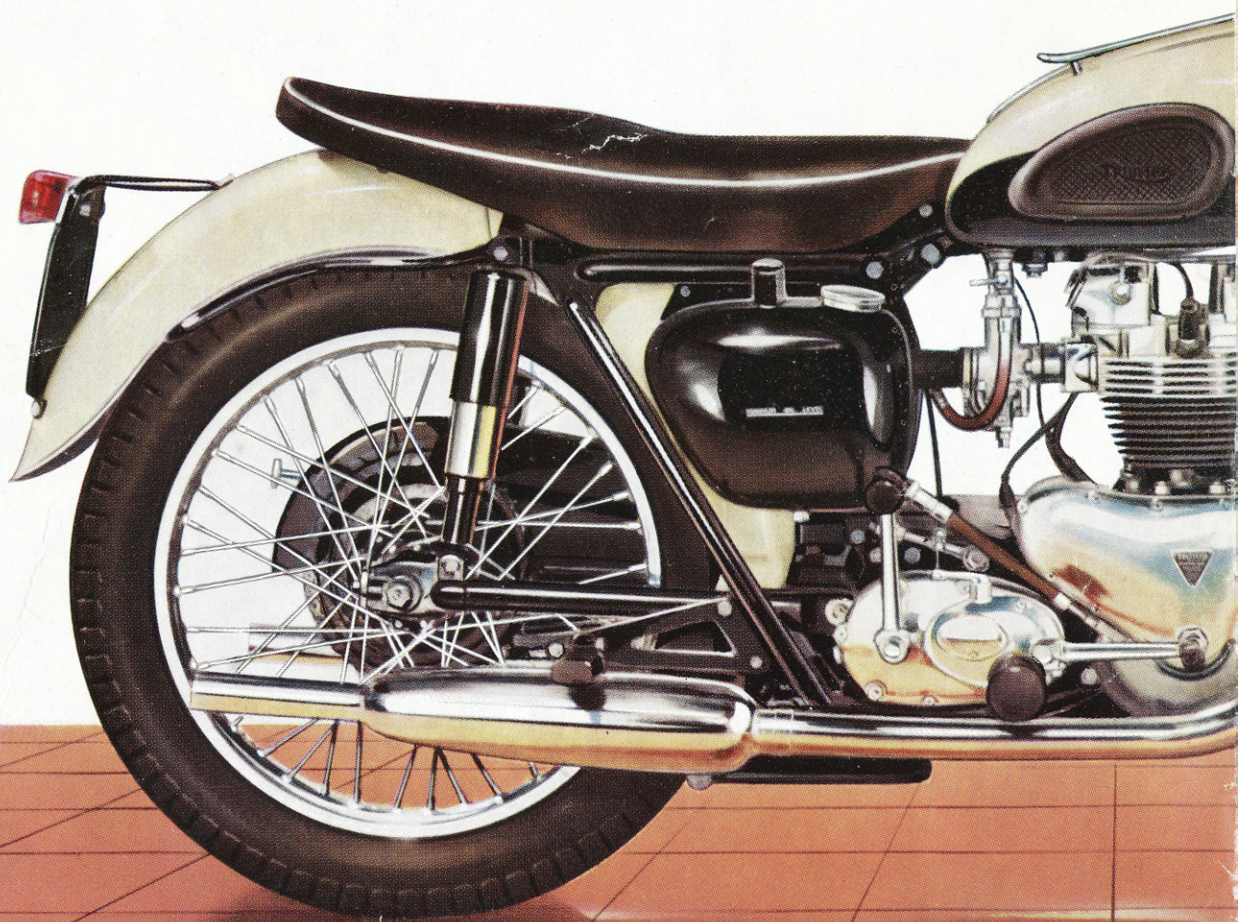
THE BEST MOTORCYCLE IN THE WORLD





For really tremendous and thrilling performance the Tiger 110 is supreme. With an alloy cylinder head of unique design, high compression pistons, special camshafts and a large bore carburettor it provides 40 B.H.P. yet at the same time maintains the usual Triumph high standard of refinement, silence and ease of handling.

The illustration shows the attractive ivory/black two tone finish available as an optional extra to the standard silver grey on both this model and the Tiger 100.

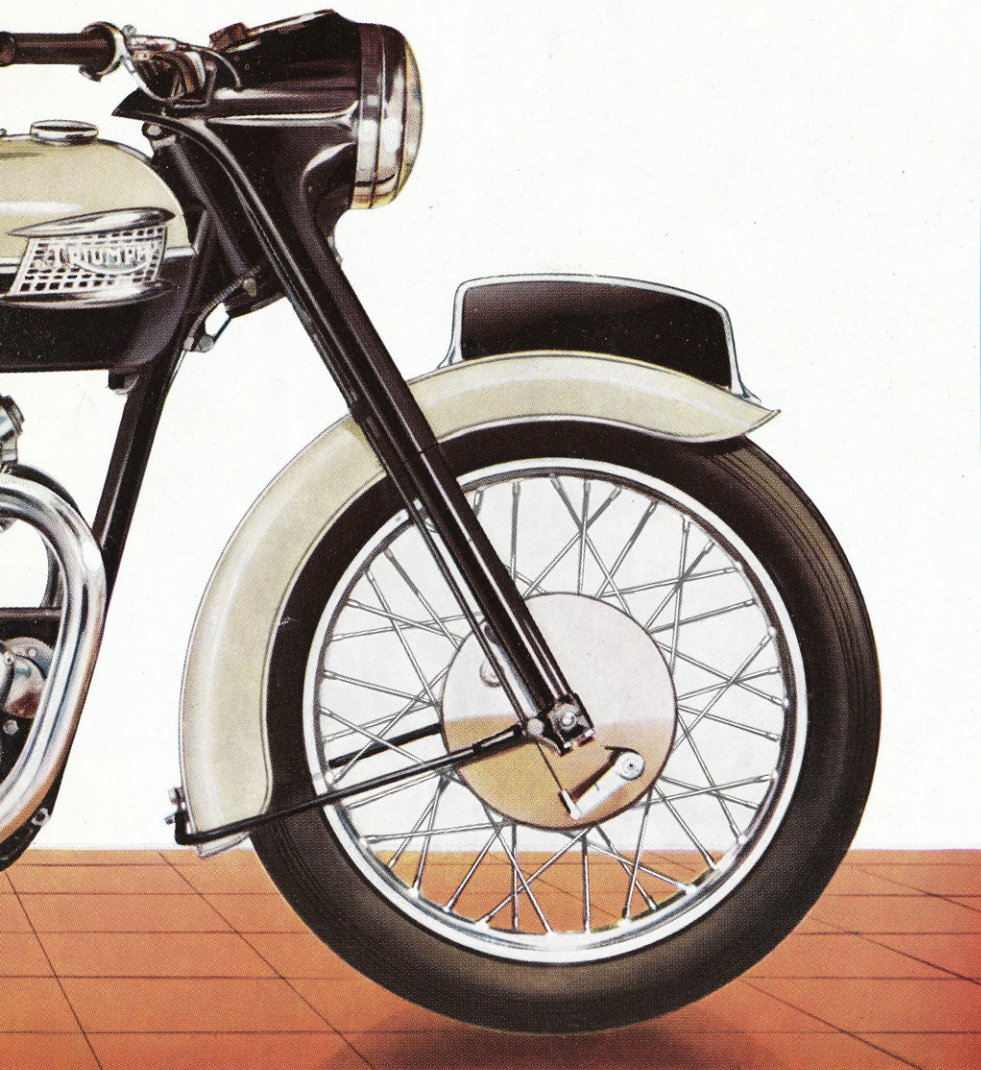


Full technical specifications of all models will be found on pages 10 and 11.

TIGER 110

650 cc.

Patent Nos. 475860, 474963, 482024



Success from Satisfaction!

The Triumph story is a success story quite unparalleled in the world of motorcycles and motorcycling. This range of exciting, high performance, high quality motorcycles has never been more popular or in greater demand than at the present time. This has been brought about by many factors, but primarily it *must* be the soundness of the product itself. Great engineering skill in design, up-to-the-minute methods of manufacture and a never-ceasing search for improvement makes certain that every Triumph made will give lasting satisfaction to its owner. This is as true on the smooth roads of civilisation as it is on the rough unmade tracks of primitive territories, because the Triumph is truly an international motorcycle designed for the roads of the world.

There is a Triumph model to cover every requirement which can be met on two wheels - choose Triumph and you choose satisfaction.

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

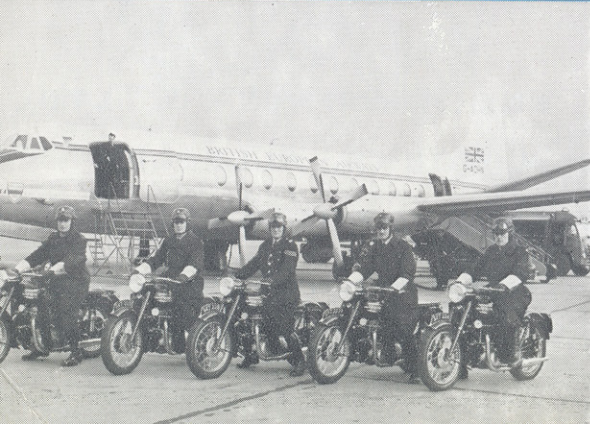
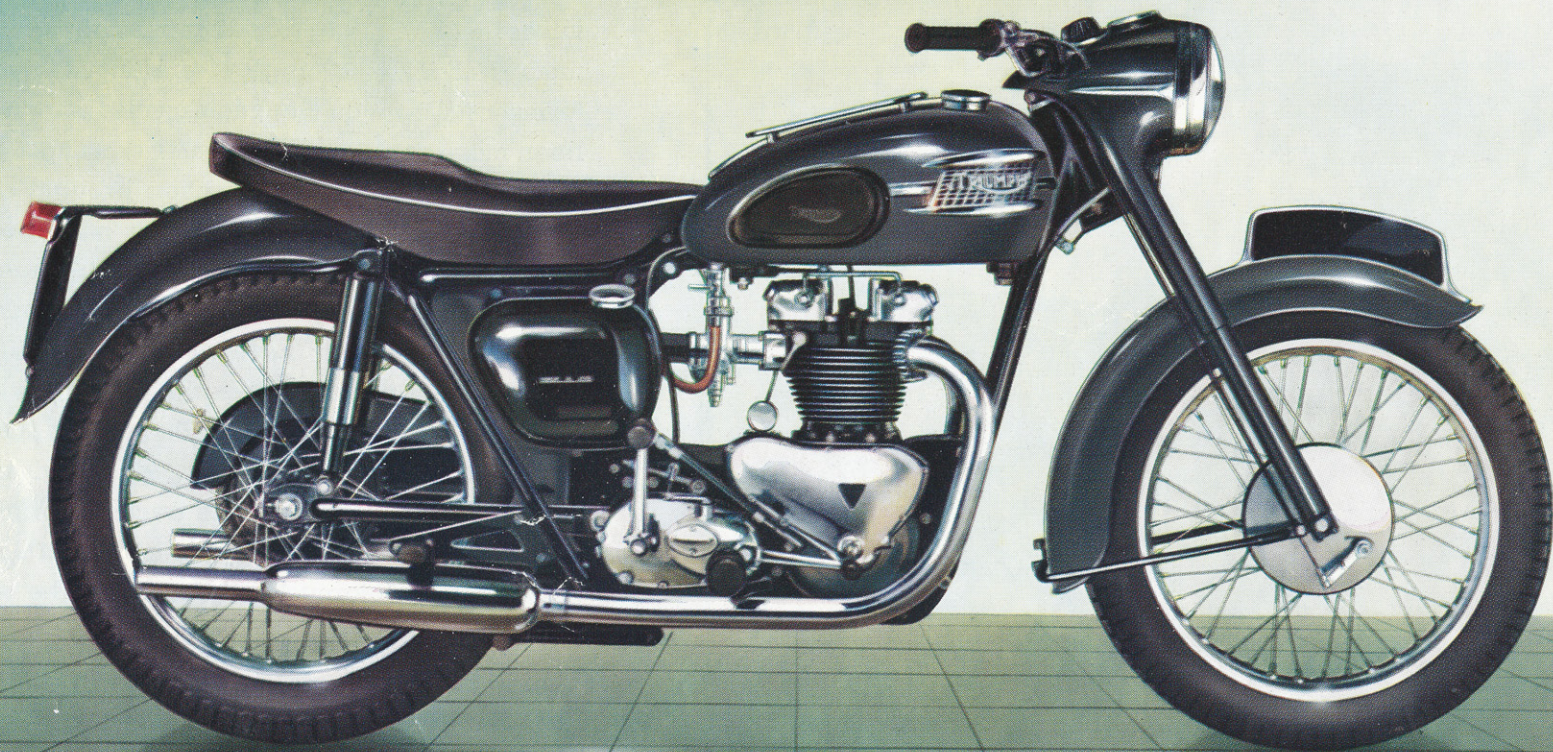
Telephone Coventry 60221 Telegrams "Trusty Coventry"

This Catalogue published October 1958

Thunderbird

650 cc.

TRIUMPH



Here we have an aristocrat of the Triumph range and one of the most famous of all – the Thunderbird. A fast, powerful and handsome motorcycle it has been a firm favourite with hard riders for many years – and particularly with the sidecar man. It will haul a heavy sidecar anywhere, and keep on doing it, with a minimum of attention and a maximum of economy.

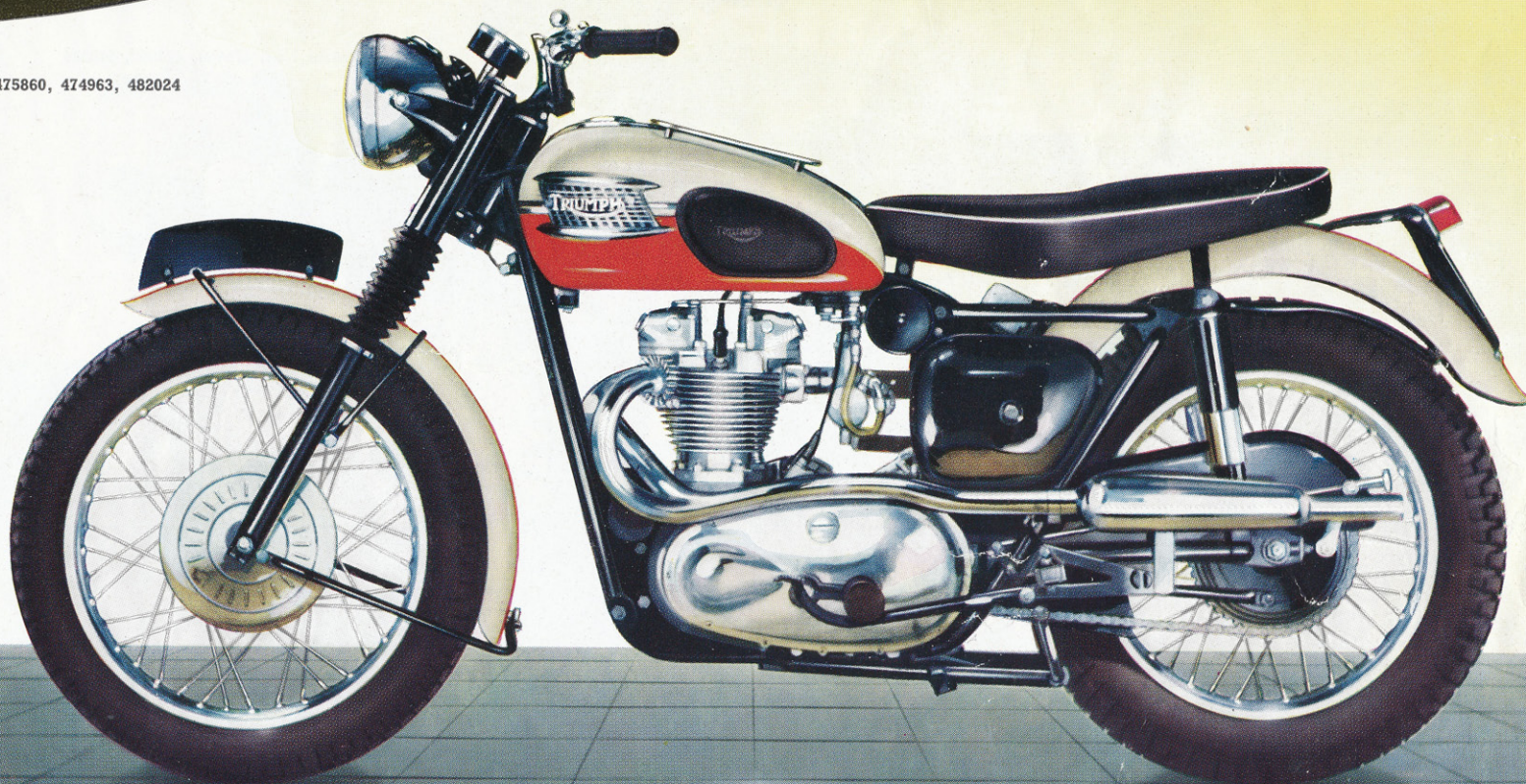
Triumph is the world's most popular police motorcycle. Here we see Triumph mounted members of the Civil Aviation Constabulary at London Airport. Behind is one of the famous Viscount turboprop airliners.

ClassicBike.biz

650 c.c. TWINS

650 c.c. TROPHY

Patent Nos. 475860, 474963, 482024



This is the "Trophy" – winner of the gruelling American Big Bear Run three years in succession, and innumerable other events of a similar calibre. In ten post-war International Six Days Trials the "Trophy" has been selected for inclusion in the British Trophy and Vase teams. Tough, reliable, easy to handle, it is a sure winner where the going is hardest.

All over the world you will find the Triumph in police service. This photograph shows a detachment of the Johannesburg (South Africa) force with some of their Triumph fleet.



TIGER 100 500 cc.

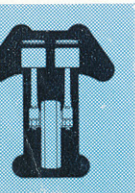
TRIUMPH

Patent Nos. 475860, 474963, 482024



In the 500 c.c. class there is a choice of two very different models. Above is the Tiger 100, possibly the best-known sporting 500 in the world. With a tremendous performance which can be stepped up to racing standards if required (with a two-carburettor head, special cams, etc.), the Tiger 100 is a joy to ride and a source of never-ending satisfaction.

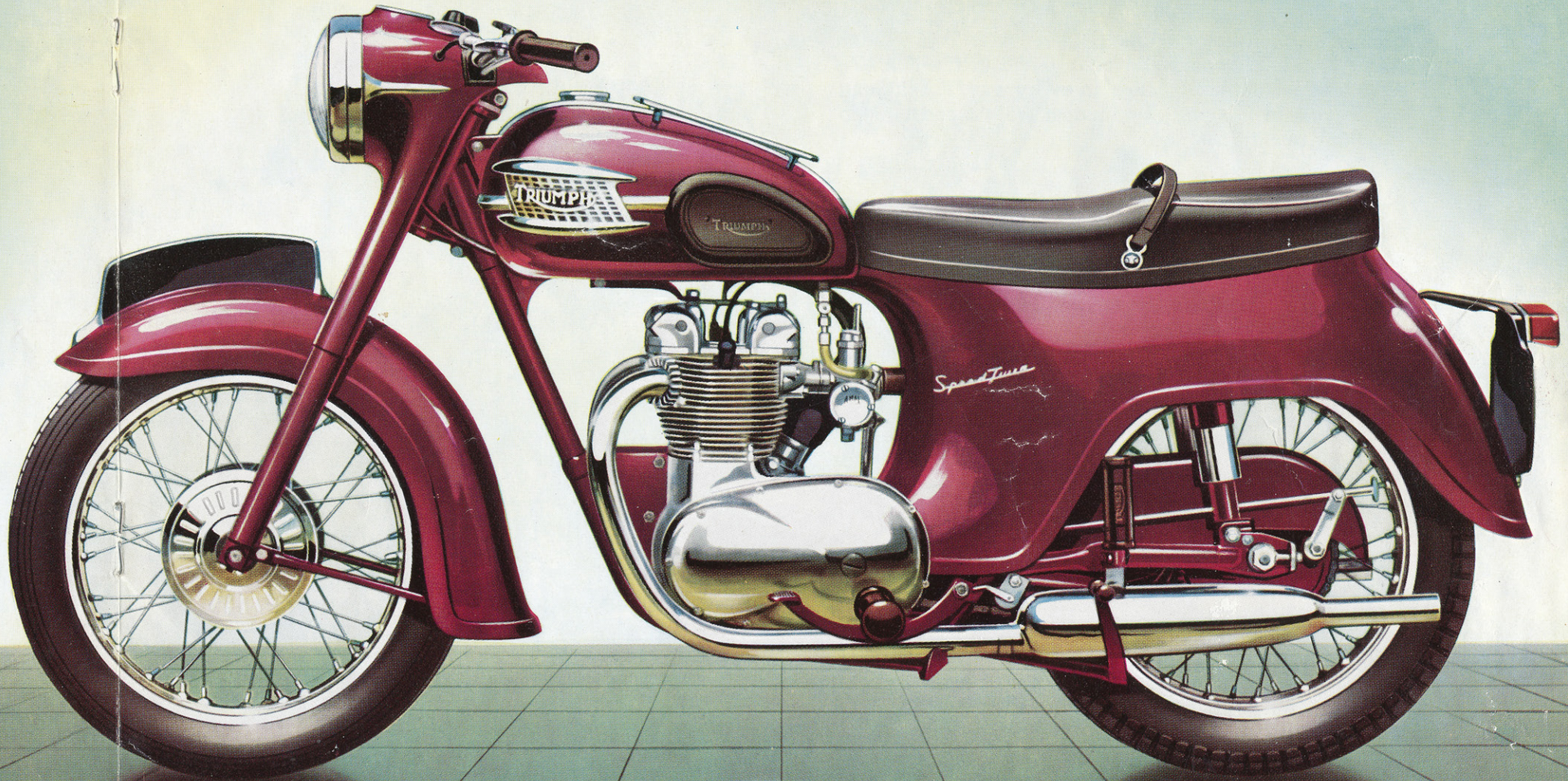
On the right we proudly present the new "Speed Twin." Based on the very successful "Twenty-One," it offers all the virtues of that model, light weight, ease of handling, ultra modern design, with the exciting performance of a 500 c.c. engine. This is indeed a worthy successor to the original Speed Twin, forerunner of every vertical twin on the road today.



TRIUMPH

500 c.c. TWINS

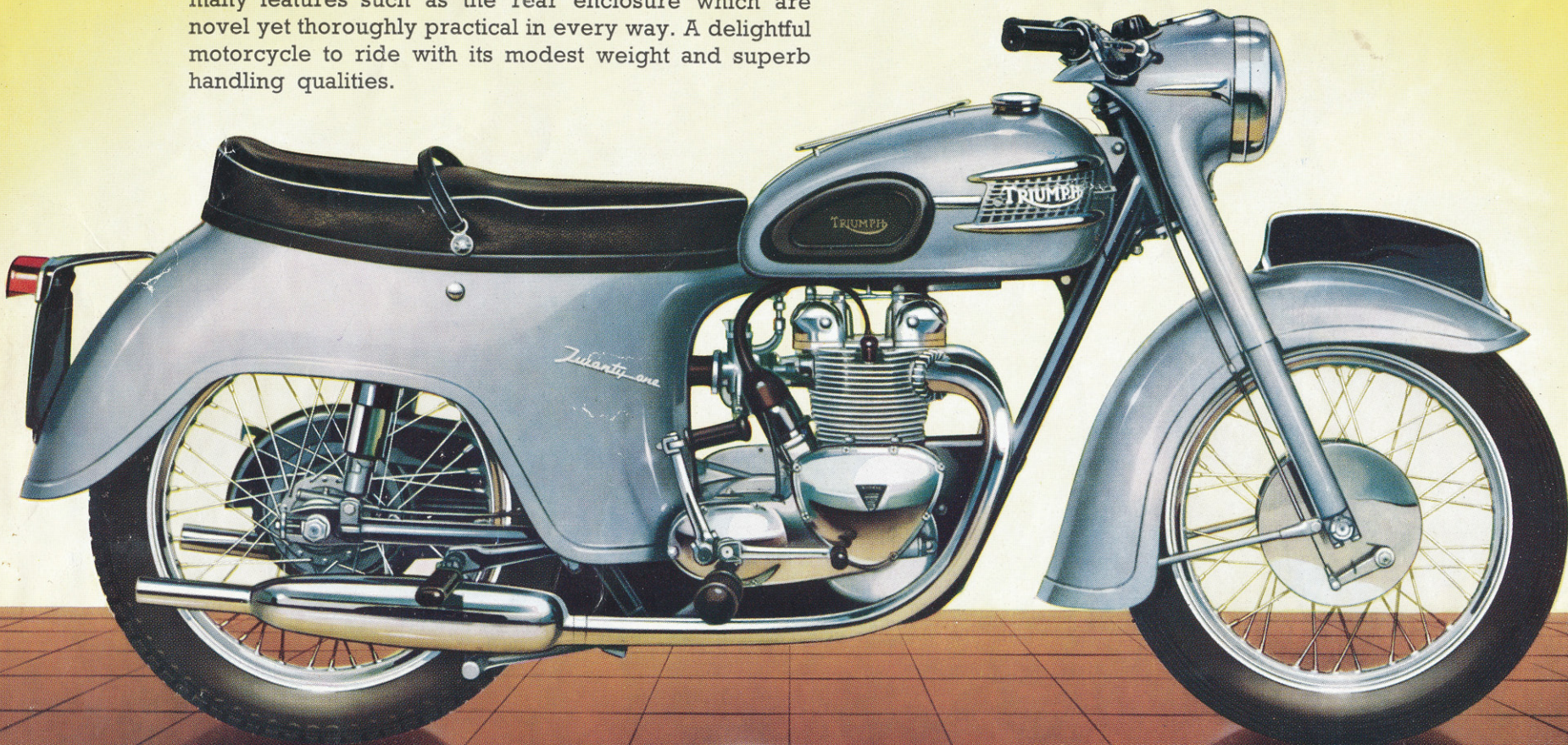
500 cc. SPEED TWIN



TRIUMPH

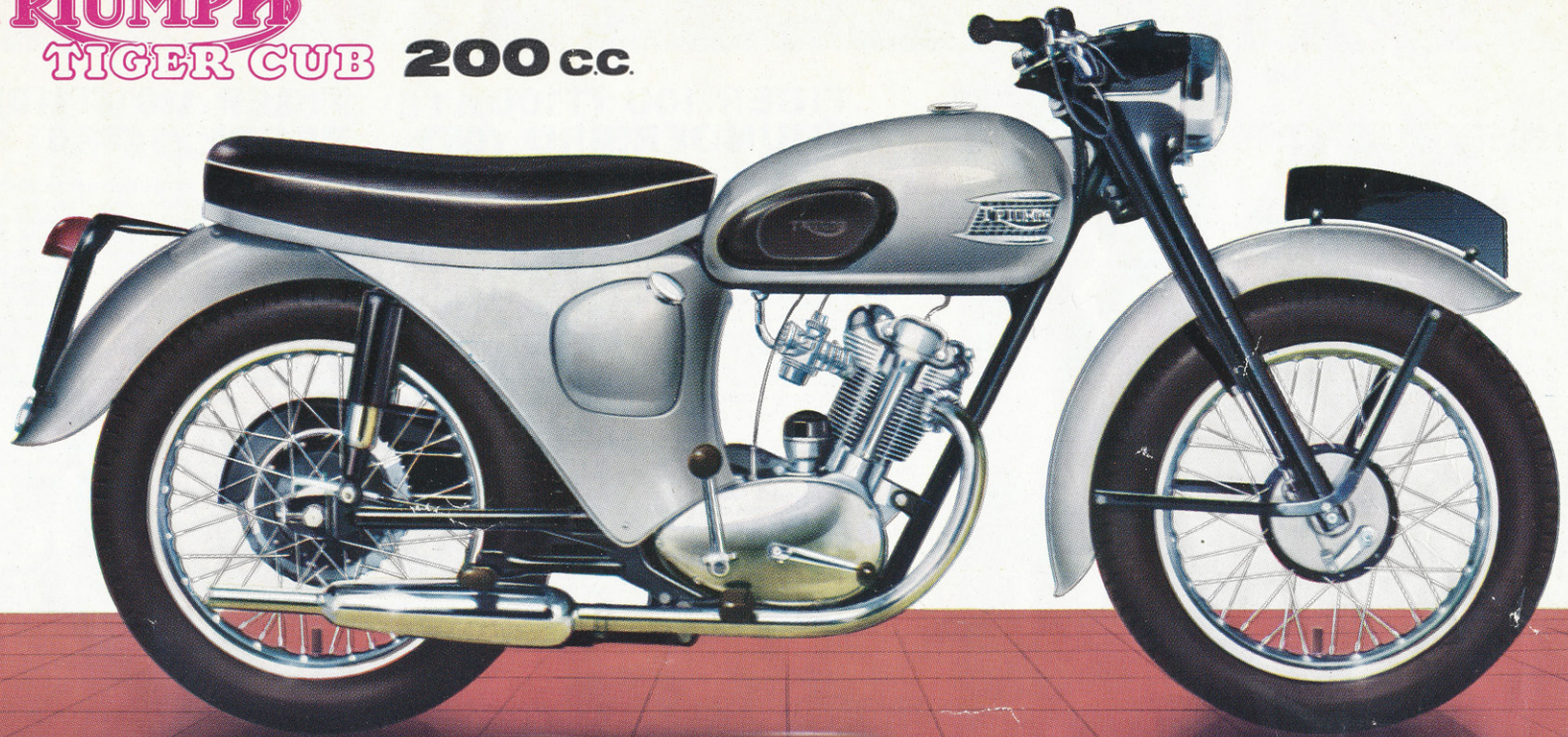
Twenty one 350 c.c.

Now in its second season, the "Twenty-One" has proved outstandingly successful - even for a Triumph! Completely modern in conception, its specification includes many features such as the rear enclosure which are novel yet thoroughly practical in every way. A delightful motorcycle to ride with its modest weight and superb handling qualities.



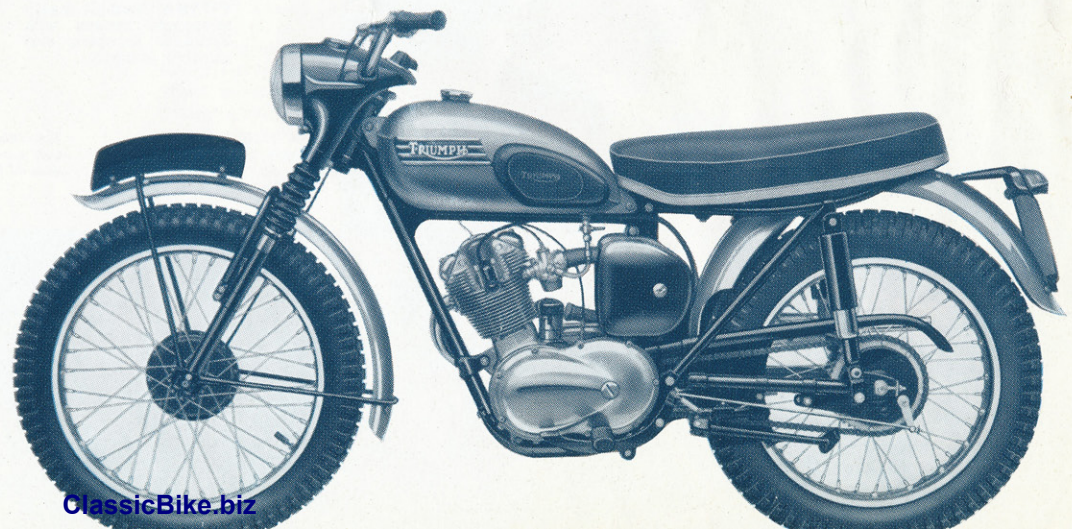
TRIUMPH

TIGER CUB 200 cc.



With its brilliant performance the Triumph "Tiger Cub" is the popular choice of the lightweight enthusiast today. He appreciates the lively four-stroke o.h.v. engine with its simple dry-sump lubrication system and four-speed gearbox built in unit. He likes, too, the clean design throughout, which is so typically Triumph. As for economy of running and value for money, the "Cub" is really on its own.

For the sporting rider the T20C (on right) follows the general specification of the standard model but includes certain items such as larger wheels and upswept pipe which make it easily adaptable for competitive riding.



TIGER CUB (T20-T20/C)

ENGINE High performance single cylinder o.h.v. with die-cast alloy cylinder head. Inclined large diameter valves. "H" section connecting rod with plain big-end. Dry sump lubrication with double plunger pump. Efficient barrel type silencer. Air cleaner.

FOUR-SPEED GEARBOX Built in unit with the engine in a highly finished streamlined casing. Multi-plate clutch with Neolangite linings and rubber pad shock absorber. Positive stop footchange. Silent duplex primary chain.

FRAME Light, but very robust loop type main frame. Swinging arm rear suspension with hydraulic damping. Provision for anti-theft lock to steering head.

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

BRAKES Very efficient smooth acting brakes with large diameter cast-iron drums.

WHEELS Triumph design with plated spokes and rims. Efficient mudguards front and rear. New and stylish rear enclosure panels.

FUEL TANKS New and attractively shaped all-steel welded petrol tank, chrome motif. Ample capacity

oil tank. Quick release caps and accessible filters.

ELECTRICAL EQUIPMENT A.C./D.C. lighting-ignition system with crankshaft mounted alternator and emergency start circuit. Powerful head and rear lamps. Reflex reflector.

TOOLBOX All-steel with complete kit of good quality tools and tyre inflator.

NACELLE (Patent No. 647670). Neat streamlined shell encloses headlamp, instruments and switchgear and includes a gear-position indicator.

SPEEDOMETER Smiths 80 m.p.h. (140 Km.p.h.) speedometer mounted in nacelle.

OTHER DETAILS Finish: Silver grey and black. Quick-action twistgrip, rubber knee grips.

T20C A popular model for the sporting rider with general specification as above, but with larger diameter wheels and increased mudguard clearances. Upswept exhaust pipe and silencer. Modified gear ratios - for full details see Technical Data table, p. 11.

EXTRAS (T20/T20C) Pillion footrests. Prop stand. Steering lock.

TIGER 100 (T100) THUNDERBIRD (6T)

TIGER 100 ENGINE

500 c.c. o.h.v. vertical twin with two gear-driven camshafts. High compression pistons, die-cast alloy cylinder head and barrel with fine pitch finning. New one-piece forged crankshaft with bolt on central flywheel. "H" section RR56 alloy connecting rods with plain big-ends. Dry sump lubrication, plunger type pump, pressure indicator. Gear-driven dynamo and magneto with manual control. Polished aluminium oil bath primary chaincase. Air cleaner. Racing conversion parts available, also two carburetter head (optional extra).

GEARBOX Triumph design and manufacture. Shafts and gears of hardened nickel and nickel-chrome steel. Positive stop footchange with "Slickshift" auto clutch operation. Multiplate clutch with indestructible Neolangite linings and rubber pad shock absorber. Accessible filler and level plugs and simple primary chain adjustment.

FRAME Brazed cradle type frame with swinging arm suspension, hydraulically damped and adjustable for varying loads. "Easylift" centre and prop stands (latter optional extra). Provision for anti-theft lock to steering head. Front wheel stand.

FORKS Triumph design telescopic pattern with hydraulic damping and steering damper.

FUEL TANKS Hand-some large capacity all-steel welded tanks. Quick release fillers. Parcel grid on petrol tank. Oil tank in "one-piece" unit with air cleaner, battery and tool container. Froth tower on T110 and TR6 oil tanks.

NACELLE (Patent No. 647670). Triumph design integral with top of forks enclosing headlamp instruments and switchgear. Instruments internally illuminated.

BRAKES Front: Full width hub, heavily finned, incorporating efficient large diameter brake. Rear: 7-inch diameter with cast-iron drum integral with rear chain sprocket.

WHEELS AND MUDGUARDS Triumph design wheels with plated spokes and rims. Fully valanced rear guard

TIGER 110 (T110) TROPHY (TR6)

THUNDERBIRD ENGINE

650 c.c. vertical twin cylinder o.h.v. with two gear-driven camshafts. Cast-iron cylinder head and barrel. New one-piece forged crankshaft with bolt on central flywheel. "H" section RR56 alloy connecting rods with plain big-ends. Dry sump lubrication, plunger type pump. A.C./D.C. lighting-ignition system with emergency start circuit. Oil pressure indicator. Efficient air cleaner.

TIGER 110/TROPHY ENGINE

650 c.c. o.h.v. vertical twin with two gear-driven camshafts. Alloy cylinder head, cast-iron barrel, high compression pistons, large bore carburetter. New one-piece forged crankshaft with bolt on central flywheel. "H" section RR56 alloy connecting rods with plain big-ends. Dry sump lubrication with plunger type pump and pressure indicator. Gear-driven dynamo and magneto with manual control. Polished aluminium oil bath primary chaincase. Air cleaner.

(except TR6) and side lifting handles. Aluminium front guard on TR6.

LIGHTING EQUIPMENT 6T: New Lucas RM15 alternator, crankshaft mounted. T100/T110/TR6: Lucas 6 volt 60 watt dynamo with ball-bearing armature.

All Models: 12 a.h. battery, powerful headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Wide angle rear/stop light with combined reflector.

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

HANDLEBAR Comfortable shape with quick-action twistgrip and adjustable friction control. Integral horn push. Adjustable plated clutch and

brake lever with built-in cable adjusters.

TWINSEAT Triumph design. Latex foam cushion covered in black water-proof "Vynide."

TOOLS Kit of good quality tools and tyre inflator. 180-page Instruction Manual.

FINISHES 6T: Charcoal grey with black frame. T100/T110: Silver grey, black frame and forks. TR6: Aztec red/ivory, black frame and forks.

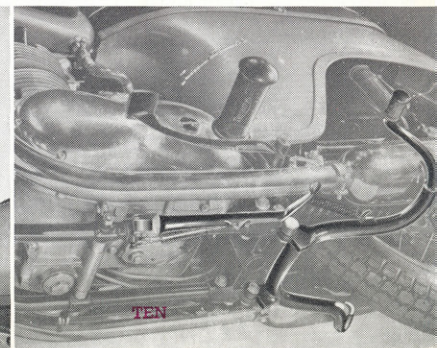
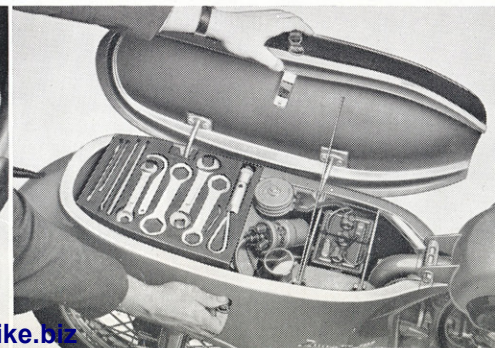
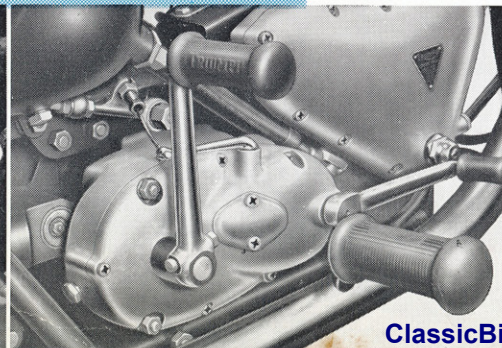
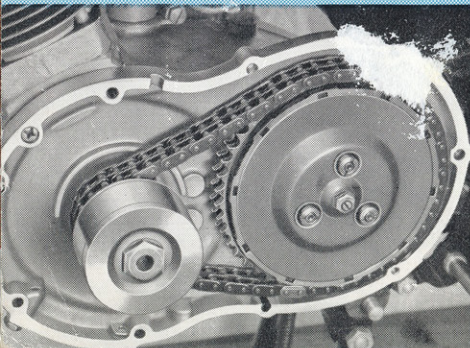
EXTRAS Prop stand all models. Pillion footrests all models. Quickly detachable rear wheel. (Wheel can be removed leaving brake, chain, etc., undisturbed.) Two-carburetter head all alloy with splayed inlet ports, T100 only. Dunlop Sports tyres, TR6 only. Two-tone finish, ivory/black - T100/T110 only. Steering lock all models.

Silent duplex chain primary drive on models T20 and T20C. Note also the robust clutch and crankshaft mounted alternator.

"Slickshift" gearchange on T100, T110, 6T and TR6. Moving the gearchange pedal automatically withdraws the clutch. An over-riding normal hand lever is also fitted.

The unique grouping of tools, electrical components and oil tank under the seat of the 3TA and 5TA.

The Triumph "Easylift" centre stand which raises the machine on to its legs almost without effort.



TWENTY-ONE (3TA) SPEED TWIN (5TA)

ENGINE Advanced design vertical twin cylinder o.h.v. with two camshafts driven by gears. Pushrod operated overhead valves in an alloy cylinder head. High duty iron cylinder block. Dry sump lubrication with plunger type pump. Steel connecting rods with plain big-ends. A.C./D.C. lighting-ignition system with crankshaft mounted alternator and emergency start circuit. Oil pressure indicator. Silent Duplex primary chain in polished aluminium oil-bath. Efficient air cleaner, quickly detachable for servicing.

GEARBOX Four speeds with positive foot operation and gear-position indicator. Built in unit with engine. Heavy duty shafts and gears of hardened nickel and nickel-chrome steel. Multiplate clutch with Neolangite linings and rubber block shock absorber. Folding kickstarter.

FUEL TANKS Large capacity tank with parcel grid and chrome motif. Oil tank under twinseat within rear enclosure. Quick release filler caps. Rubber knee grips.

FORKS Telescopic pattern with hydraulic damping. Steering damper. Front wheel stand.

FRAME Heavy duty brazed cradle type frame with swinging arm rear suspension, hydraulically damped. "Easylift" centre stand. Provision for padlocking steering head against theft.

NACELLE (Patent No. 647670). Integral with top of forks enclosing headlamp unit, 120 m.p.h. (180

Km.p.h.) speedometer, ammeter and switchgear. All instruments internally illuminated and rubber mounted.

BRAKES Full width front hub heavily finned, incorporating powerful 7-inch brake. Same diameter rear brake. Cast-iron drums, finger adjustment front and rear.

WHEELS AND MUDGUARDS Special Triumph design with plated rims and spokes. Front mudguard of generous proportions. Stylish rear enclosure, which incorporates provision for mounting panniers if required.

LIGHTINGEQUIPMENT Powerful 7-inch headlamp has a combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Wide angle rear/stop light with integral reflex reflector.

TWINSEAT ASSEMBLY Latex foam cushioned seat, covered in black "Vynide" completely waterproof. The seat is hinged and when lifted reveals the air cleaner, 12 a.h. battery, coil, rectifier, oil tank and filler, and tools in moulded compartments in rubber container. The seat release knob is removable as an anti-theft device.

HANDLEBAR Chrome-plated bar with quick-action twistgrip adjustable for friction. Integral dipswitch/horn button. Adjustable plated levers with built in cable adjusters.

FINISH 3TA: Shell blue sheen with black frame. 5TA: Amaranth red.

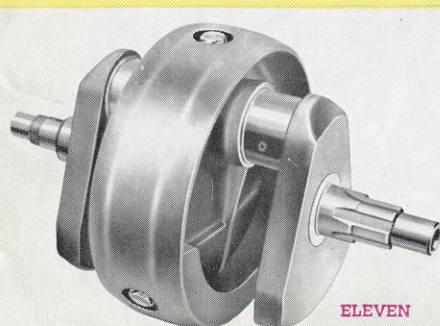
EXTRAS Pillion footrests. Prop stand.

The new one-piece forged crankshaft on all twin cylinder models. Immensely rigid with the flywheel bolted radially to the crank.

Full width front hub on all twin cylinder models. Incorporates a powerful smooth acting brake with heavily ribbed drum.

MODEL	Tiger Cub (T20)	Tiger Cub (T20C)	Twenty-One (3TA)	Speed Twin (5TA)	Tiger 100 (T100)	Thunderbird (6T)	Tiger 110 (T110)	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.	63 × 64	63 × 64	58.25 × 65.5	69 × 65.5	63 × 80	71 × 82	71 × 82	71 × 82
Bore/Stroke, ins.	2.48 × 2.52	2.48 × 2.52	2.3 × 2.6	2.72 × 2.6	2.48 × 3.15	2.79 × 3.23	2.79 × 3.23	2.79 × 3.23
Capacity, c.c.m.	199	199	348	490	498	649	649	649
Capacity, cu. ins.	12	12	21.23	29.8	30.5	40	40	40
Compression Ratio	7 : 1	7 : 1	7.5 : 1	7 : 1	8 : 1	7 : 1	8 : 1	8 : 1
B.H.P. and R.P.M.	10 at 6000	10 at 6000	18.5 at 6500	27 at 6500	32 at 6500	34 at 6300	40 at 6500	40 at 6500
Eng. sprocket teeth	19	19	26	26	22	19	24	21
Clutch sprocket teeth	48	48	58	58	43	43	43	43
Gearbox sprocket teeth	18	16	18	20	18	18	18	18
Rear wheel R.P.M., 10 m.p.h.:	46	46	43	43	46	46	46	46
Top Gear	940	965	760	670	650	755	594	680
Gear Ratios:								
Top	6.45	7.2	5.31	4.80	5.00	5.80	4.57	5.24
Third	8.38	9.4	6.30	5.62	5.95	6.90	5.45	6.24
Second	12.9	14.4	9.32	8.35	8.45	9.80	7.75	8.85
First	19.35	21.6	13.00	11.56	12.20	14.15	11.20	12.80
Carburettor	Zenith 17MX	Zenith 17MX	Amal 375/25	Amal 375/3	Amal 376/35	Amal 376/210	Amal 376/40	Amal 376/40
Front Chain size	$\frac{3}{8}$ Duplex	$\frac{3}{8}$ Duplex	$\frac{3}{8}$ Duplex	$\frac{3}{8}$ Duplex	$\frac{1}{2}$ × .305	$\frac{1}{2}$ × .305	$\frac{1}{2}$ × .305	$\frac{1}{2}$ × .305
Rear Chain size	$\frac{1}{2}$ × .205	$\frac{1}{2}$ × .205	$\frac{3}{8}$ × $\frac{3}{8}$	$\frac{3}{8}$ × $\frac{3}{8}$	$\frac{3}{8}$ × $\frac{3}{8}$	$\frac{3}{8}$ × $\frac{3}{8}$	$\frac{3}{8}$ × $\frac{3}{8}$	$\frac{3}{8}$ × $\frac{3}{8}$
Tyres—Dunlop:								
Front, ins.	3.25 × 16	3.00 × 19	3.25 × 17	3.25 × 17	3.25 × 19	3.25 × 19	3.25 × 19	3.25 × 19
Rear, ins.	3.25 × 16	3.50 × 18	3.25 × 17	3.50 × 17	3.50 × 19	3.50 × 19	3.50 × 19	4.00 × 18
Brake dia., ins. (cm.)	5½ (13.97)	5½ (13.97)	7 (17.78)	7 (17.78)	8 (20.32 F.)	7 (17.78)	8 (20.32 F.)	8 (20.32 F.)
Finish	Grey/Blk.	Grey/Blk.	Blue/Blk.	Amaranth Red	Grey/Blk.	Charcoal/Blk.	Grey/Blk.	Aztec Red/Ivory
Seat height ins. (cm.)	28½ (72)	30 (76.2)	28½ (72.4)	28½ (72.4)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)
Wheelbase ins. (cm.)	49 (124.5)	49 (124.5)	51½ (131.4)	51½ (131.4)	55½ (141.6)	55½ (141.6)	55½ (141.6)	55½ (141.6)
Length, ins. (cm.)	77 (195.5)	77 (195.5)	80 (203)	80 (203)	85½ (217)	85½ (217)	85½ (217)	85½ (217)
Width, ins. (cm.)	25 (63.5)	25 (63.5)	26 (66)	26 (66)	28½ (72)	28½ (72)	28½ (72)	28½ (72)
Clearance, ins. (cm.)	4½ (11.9)	6 (15.24)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos)	215 (98)	205 (92)	345 (156.3)	350 (159)	385 (175)	395 (179)	390 (177)	380 (173)
Petrol, galls. (litres)	3 (13.5)	2½ (11.9)	3½ (16)	3½ (16)	4 (18)	4 (18)	4 (18)	3 (13.5)
Oil, pints (litres)	2½ (1.55)	2½ (1.55)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)

* Two tone
Ivory/Black
Optional extra.



ELEVEN



They're off!



TRIUMPH

The start of the fabulous Big Bear Run, the world's greatest cross country race. Covering 150 miles of tough Californian desert and mountain terrain, the event this year attracted a total of 857 entrants of whom only 160 finished! It was won by Roger White riding a Triumph TR6 (this being the third year in succession that Triumph has won this event). The first five finishers were also Triumph mounted.

The Best Motorcycle in the World

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

Printed in England by King & Jarrett, Limited, London.

TWELVE

Ref. No. 421/58

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Guarantee

We give the following guarantee with our motorcycles, motorcycle 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 motorcycles, motorcycle 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 motorcycle 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 motorcycle 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 or supply of a new part or accessory in exchange for the part of the motorcycle, motorcycle 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 motorcycle, motorcycle combination or sidecar. As motorcycles, motorcycle combinations and sidecars are easily liable to damage 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 motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden. 2. The use of a motorcycle or of a motorcycle 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 motorcycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motorcycle which is not designed for such use. We do not guarantee or accept liability for accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motorcycle 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 motorcycles, motorcycle 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 motorcycle, motorcycle 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 motorcycles or other goods, but we assign to motorcycle 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.