



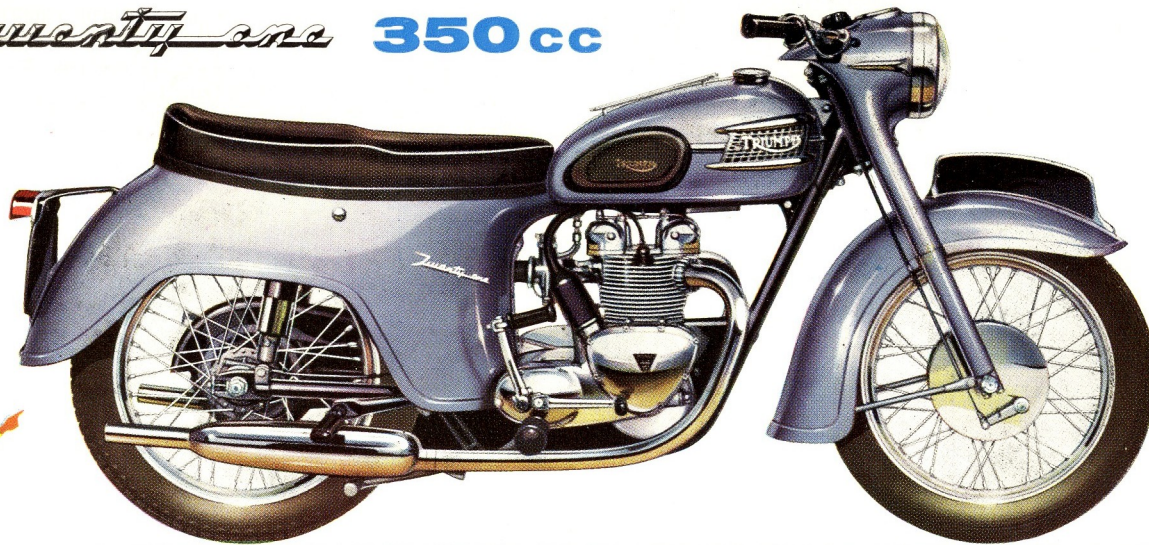
THREE MILES OF TRIUMPH!

This remarkable photograph portrays better than any words the tremendous enthusiasm which Triumph products inspire today. It was taken in Belgium during the 1959 Brussels Rally of the Triumph owners of three nations—Britain, Belgium and Austria. Something like 36,000 machine miles were covered in just over 24 hours by those taking part, a striking testimony to Triumph quality and reliability, for the machines were of all types and ages. To be a Triumph owner is to be a Triumph enthusiast because the Triumph is designed with outstanding engineering skill to give lasting satisfaction and to provide motorcycling at its thrilling best.

TRIUMPH

THE BEST MOTORCYCLE IN THE WORLD

Twenty one 350 cc



"It is so clean to ride
and easy to clean."



THREE HIGH WITH EVERY

The Triumph Twenty-one is a lively, quiet and refined 350 c.c. twin with a completely modern specification, which includes an aluminium cylinder head, unit construction 4-speed gearbox and rear enclosure.

Bearing a world-famous name, the Tiger 100 is a completely new model with a basic specification similar to the Speed Twin. The engine, however, has high compression pistons, special camshafts and other features and develops 36 B.H.P., which gives this light and easily handled model a quite out of the ordinary performance.

TIGER 100 500 cc



"This is something
really new in the way
of quick 500's."



Full technical specifications will be found on page 11.

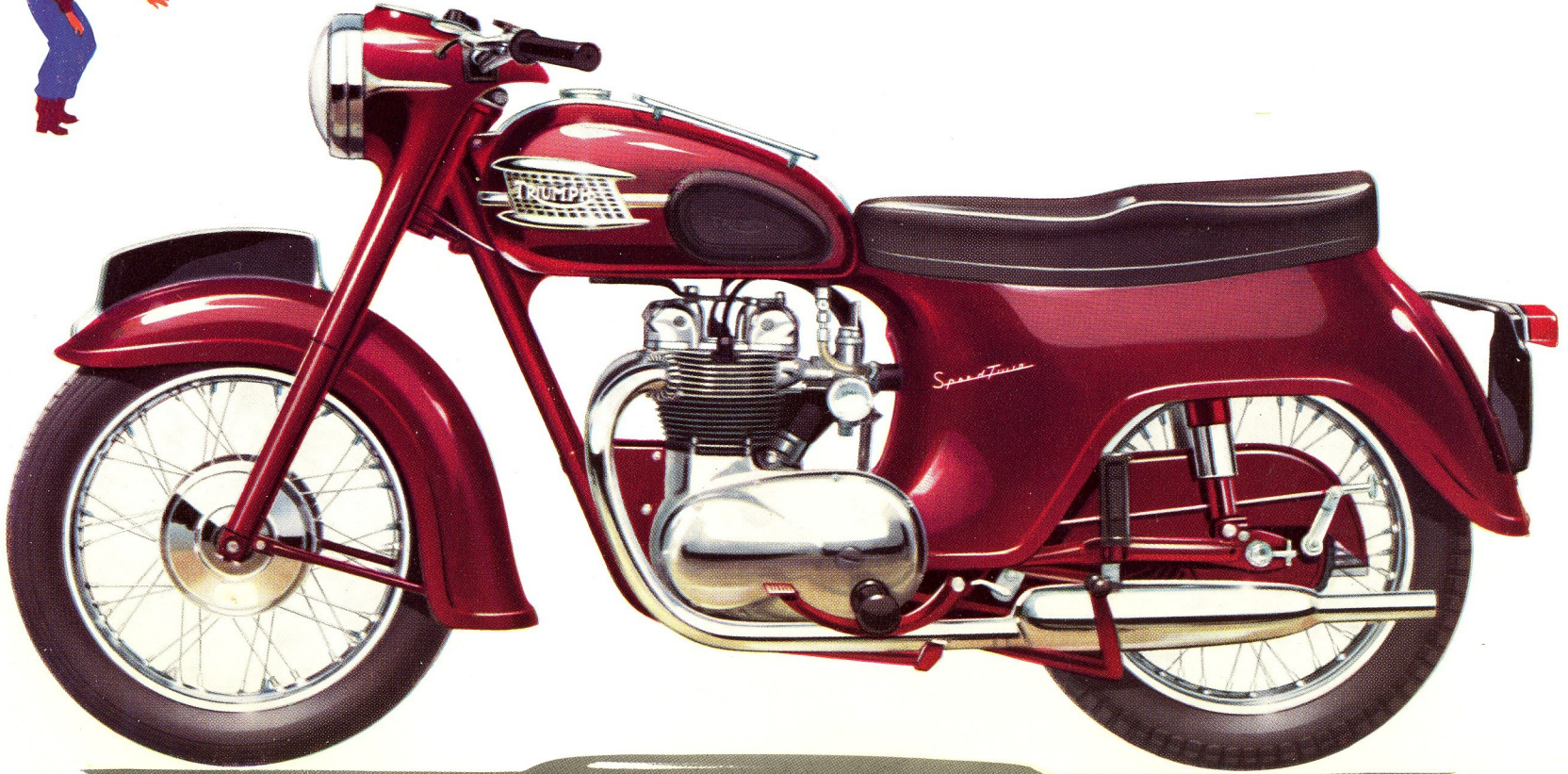
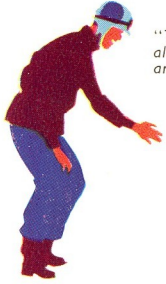
PERFORMANCE TWINS MODERN REFINEMENT

SPEED TWIN

500 cc

The new Speed Twin is a light, fast 500 which is rapidly achieving the popularity of its predecessor—the first of all modern vertical twins. Every detail of the specification reflects the modern trend, led by Triumph, to refinement, silence and stylish appearance backed by exciting performance and first-class handling.

"The Speed Twin has always been my favourite and I like the new red."



Full technical specifications will be found on page 11.

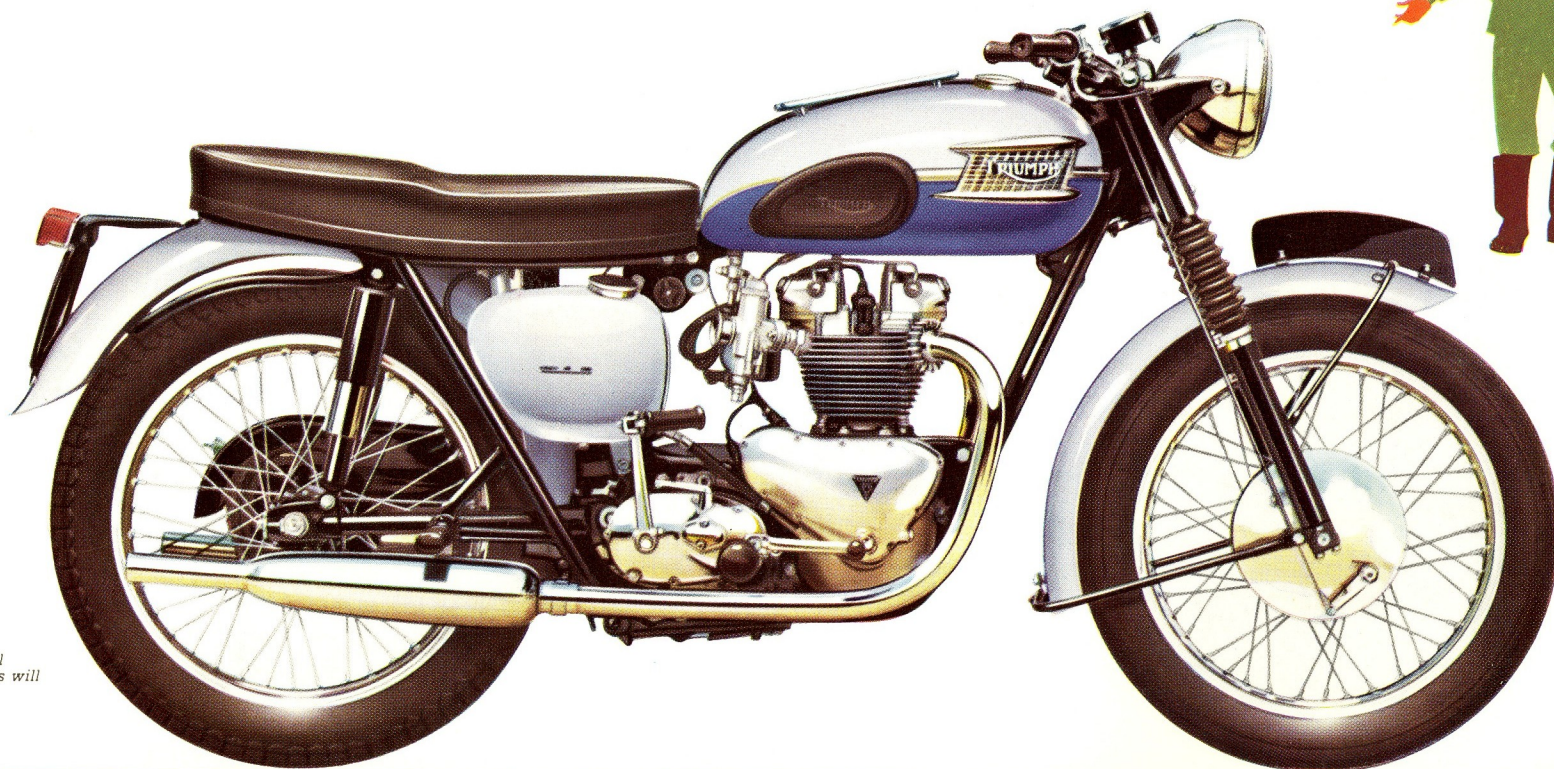
Bonneville 120

650 cc

"The Bonneville 120 is named after the Salt Flats of Utah, scene of many Triumph high speed achievements."

Patent Nos. 475860 474963, 482024

The Triumph Bonneville 120 offers the highest performance available today from a standard production motorcycle. It is intended primarily for the really knowledgeable enthusiast who can appreciate and use the power provided. Although its performance is quite exceptional it is tractable and quiet in the best Triumph tradition.



Full technical specifications will be found on page 11.



Photo: "Motor Cycling"

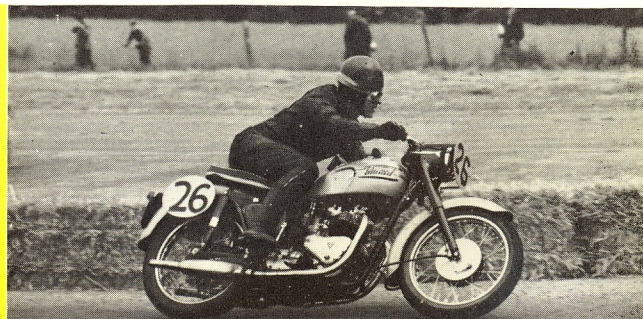


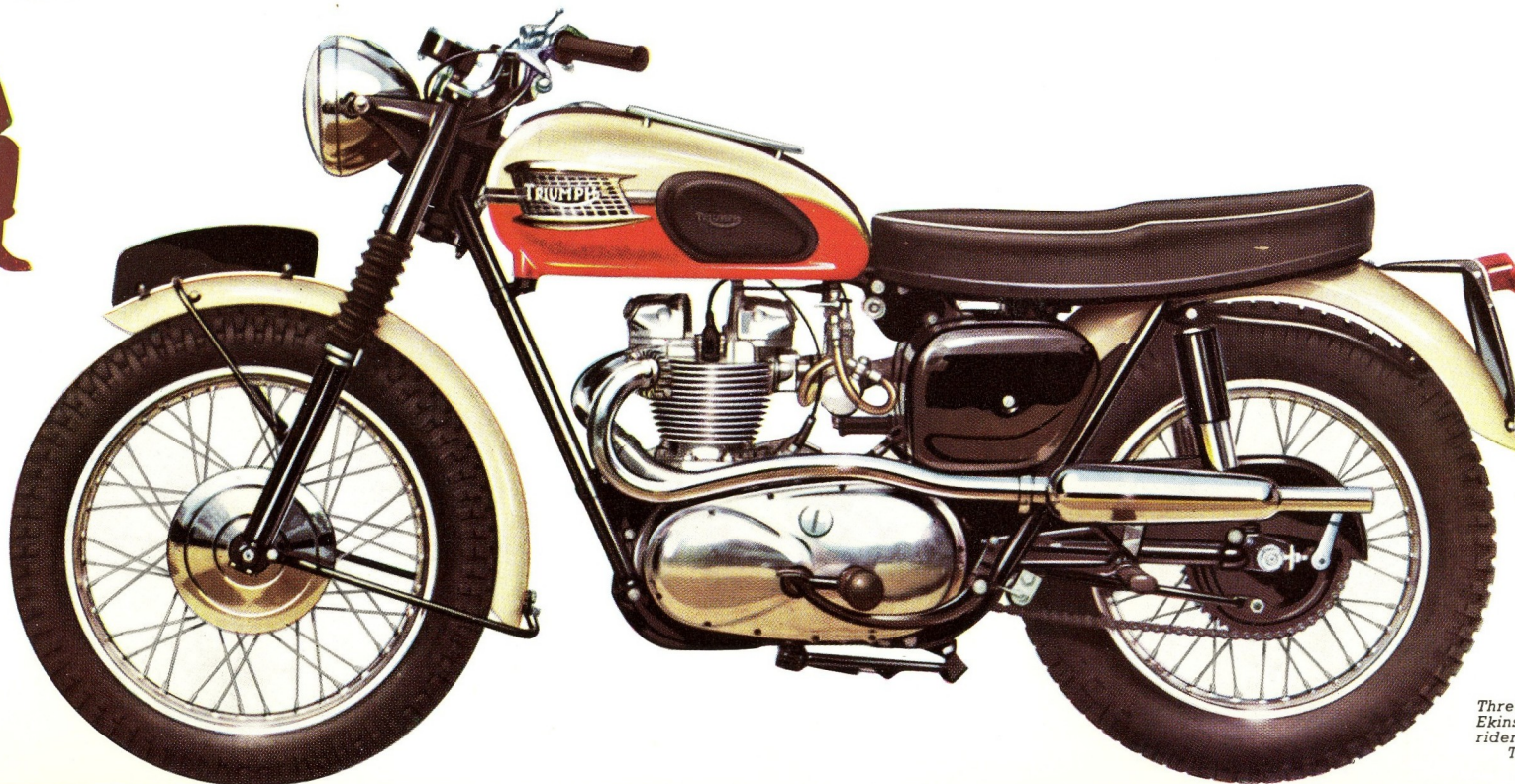
Photo: "Motor Cycle News"

TROPHY

650 cc

Patent Nos. 475860, 474963, 482024

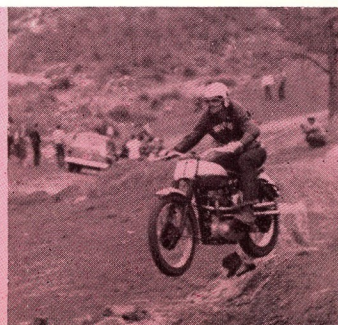
"That's neat, an alternator for lighting in place of the separate dynamo."



(Below)
Three studies of Bud Ekins, ace American rider, in action on his Triumph Trophy.



5

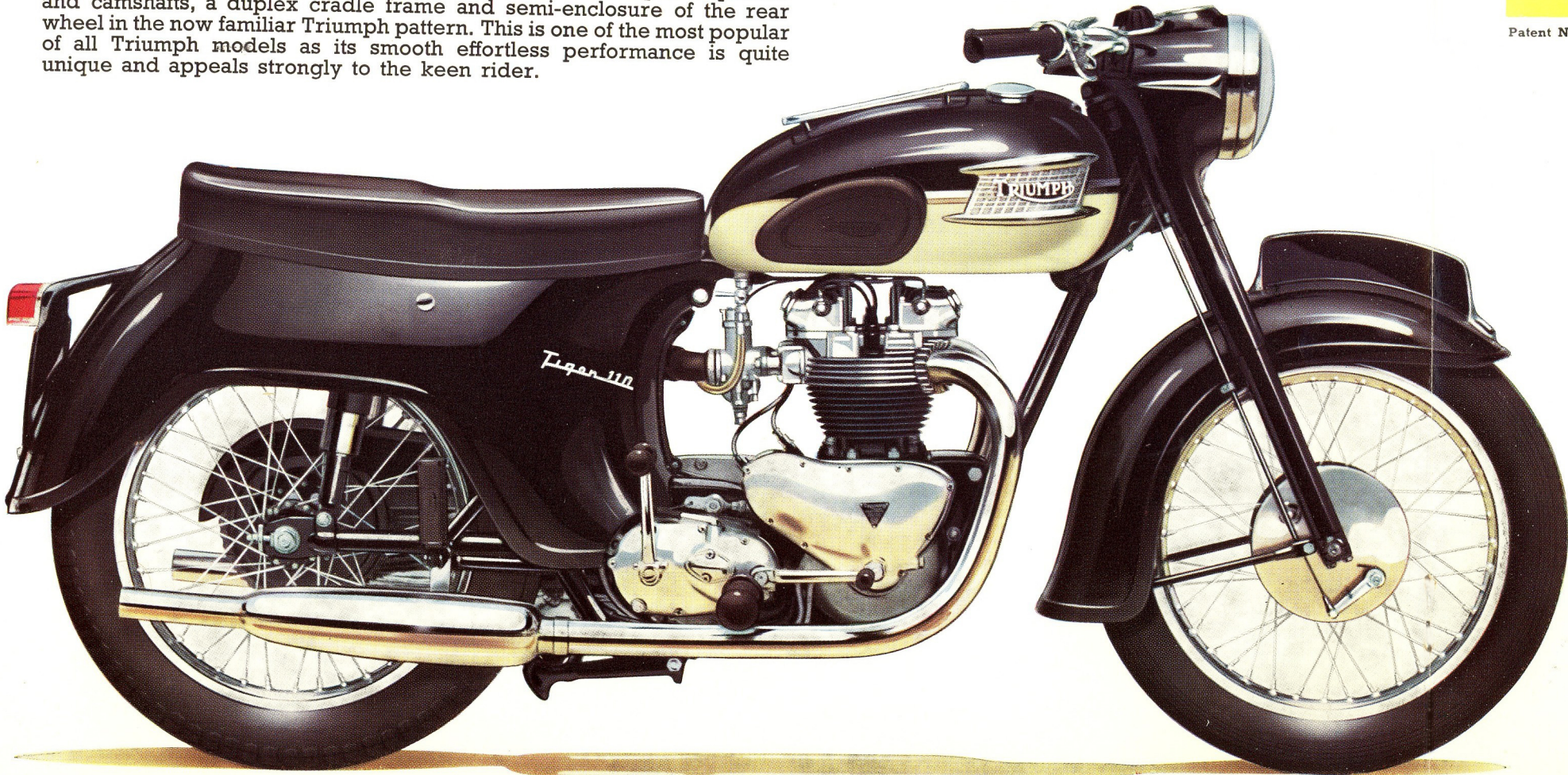


TIGER 110

650 cc

Patent Nos. 475860, 474963, 482024

The most exciting of all road-going motorcycles, the Tiger 110 offers performance plus, with first-class roadholding and braking. Features of the specification include an alloy cylinder head with special pistons and camshafts, a duplex cradle frame and semi-enclosure of the rear wheel in the now familiar Triumph pattern. This is one of the most popular of all Triumph models as its smooth effortless performance is quite unique and appeals strongly to the keen rider.



Full technical specifications will be found on page 11.



650 cc

Patent Nos. 475860, 474963, 482024

"This new duplex frame looks a winner to me."



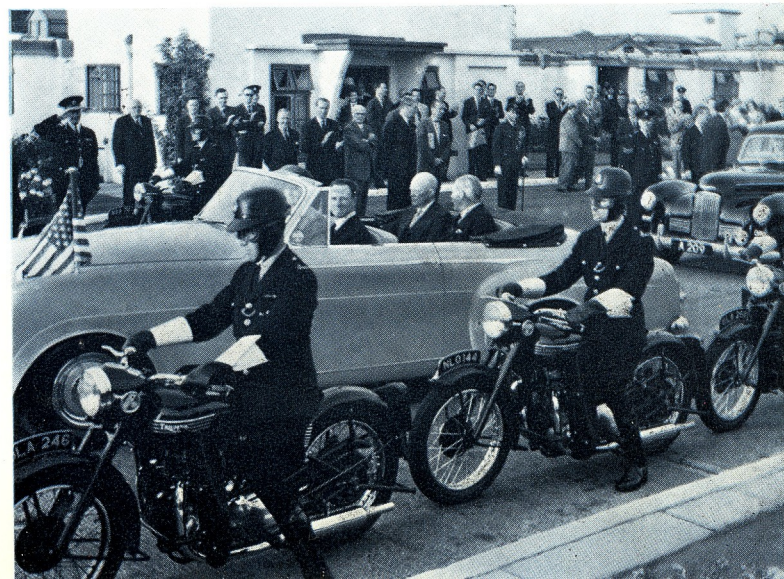
"There is nothing quite like a T110 if you really want to enjoy your motor-cycling."

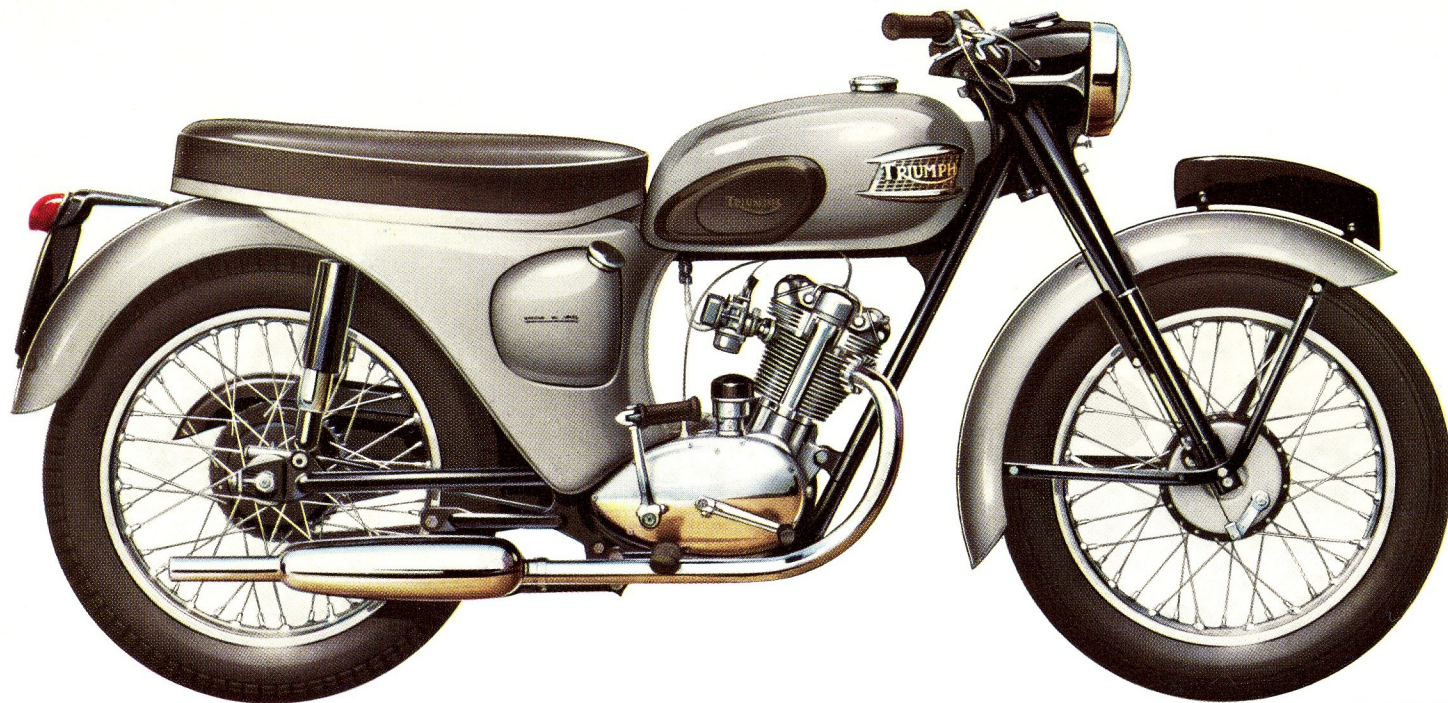


A firm favourite with the hard-riding solo or sidecar man, the Thunderbird in its new form will appeal even more strongly. A duplex frame, rear enclosure and many other refinements add to the attraction of this handsome mount. Its power unit is unequalled for smooth, effortless performance and great stamina.

On state occasions big or small there is usually a Triumph on parade, for Triumph is the world's most popular police motor cycle. The photograph shows a Triumph escort for President Eisenhower and Mr. Macmillan in London on the occasion of the United States President's visit to Great Britain in 1959.

"... the new Triumph (Thunderbird) steers as precisely at 80 to 85 m.p.h. as at lower speeds. Handling was superb . . . right in the top class."
"The Motor Cycle", 22/10/59.





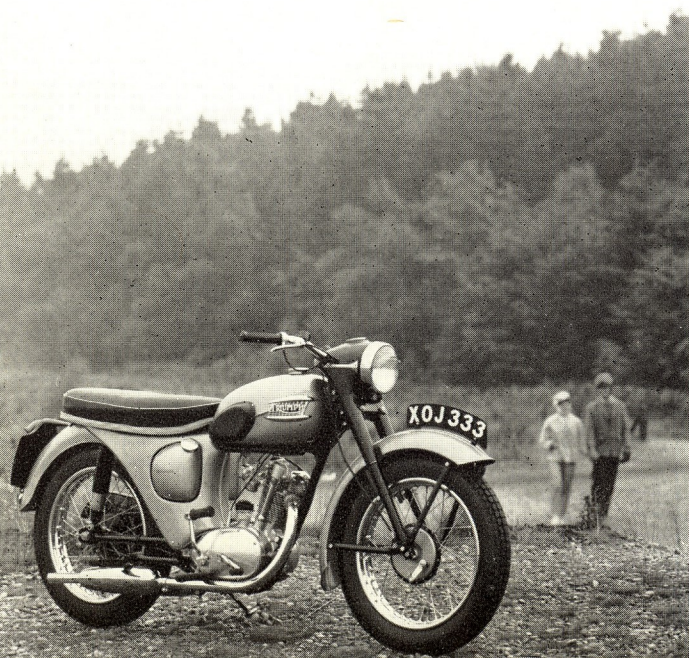
"For economy you just cannot beat a Cub and it is so light and easy to handle."



TIGER CUB

T20 200cc

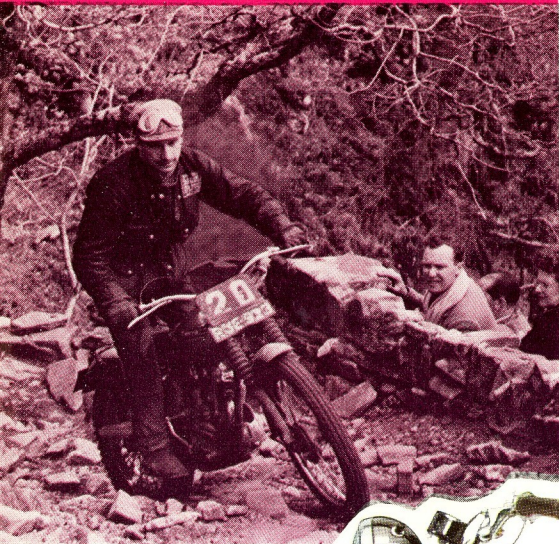
The most popular high performance lightweight on the road today, the Triumph Tiger Cub embodies all the best features of the big motorcycle, with lightweight handling economy and value. A lively four-stroke O.H.V. engine with four-speed gearbox combined, provides all the performance normally required either solo or with passenger.



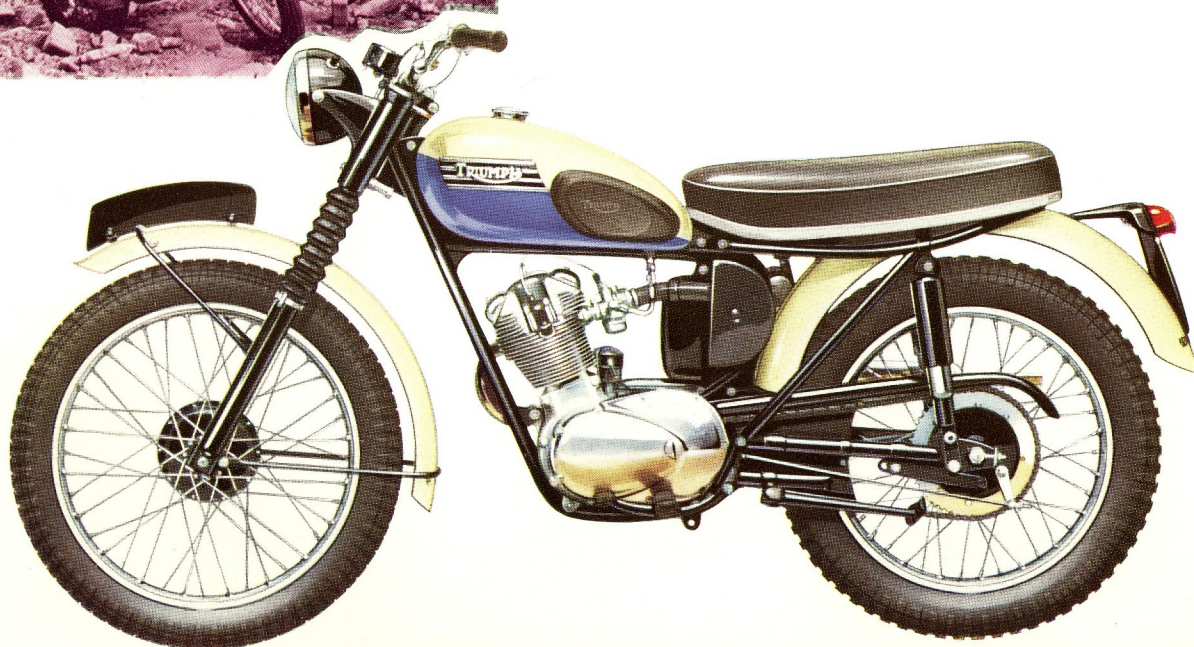
TIGER CUB

T20S 200cc

TIGER CUB SPECIFICATION



This outstanding new model will appeal instantly to the keen competition rider. Its specification follows the models which have been outstandingly successful in major events during recent years. Its sweeping victory in the arduous 1959 Scottish Six Days' Trial will be remembered as the first occasion in the fifty-year history of this famous trial that a lightweight has been the winner. Roy Peplow, who rode the winning machine, is here seen on his way to victory.



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. Multiplate clutch with langite linings and rubber pad shock absorber. Positive stop footchange. Silent duplex primary chain.

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

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

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. Stylish rear enclosure panels. (Not T20S.)

FUEL TANKS 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 (not T20S, see below). Powerful head and rear lamps. Reflex reflector.

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

NACELLE T20 only (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.

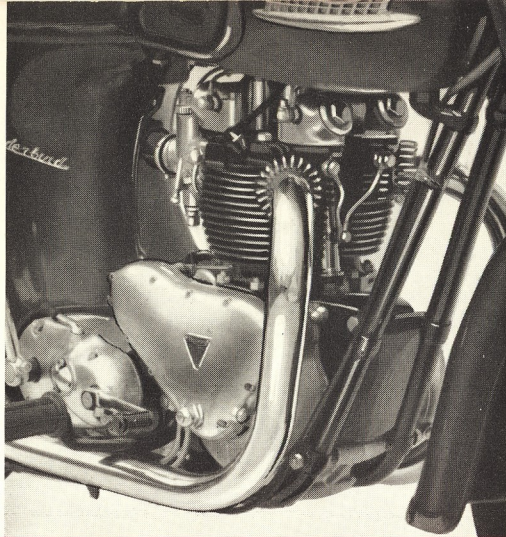
OTHER DETAILS Finish: Silver grey and black. Quick action twistgrip, rubber knee grips.

EXTRAS Pillion footrests. Prop stand. Steering lock.

T20S Engine basically as the standard T20 but with energy transfer ignition which enables the battery to be dispensed with if desired. Direct lighting is employed. Forks are of heavier design having large diameter stanchion tubes and full hydraulic damping. Quickly detachable headlamp, upswept exhaust system. Finish: Azure Blue and Ivory petrol tank, black frame and forks. Specification variations are available to meet specific competition requirements.

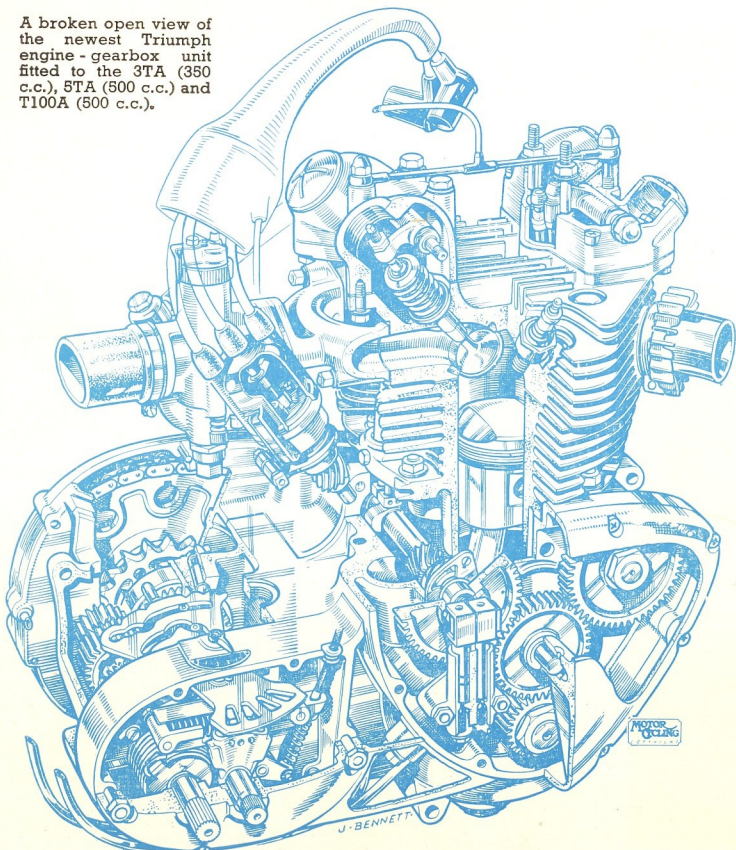
Triumph vertical twin cylinder engines are famed for their brilliant performance and outstanding stamina and reliability under the most difficult conditions. Triumph were the originators of the modern vertical twin over twenty years ago and into every Triumph engine today goes this wealth of experience which is quite unequalled anywhere in the world.

Illustrated on right—the 650 c.c. Thunderbird engine, a 34 B.H.P. unit popular with solo and sidecar owners.



TRIUMPH TWIN ENGINES

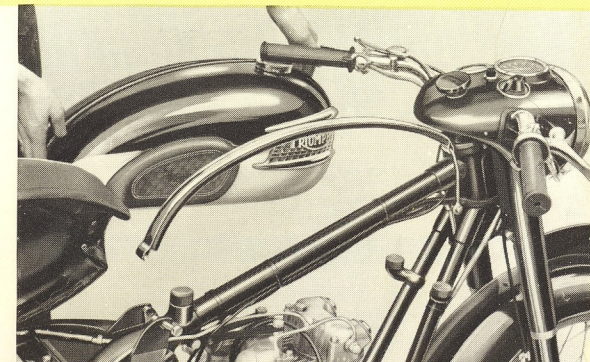
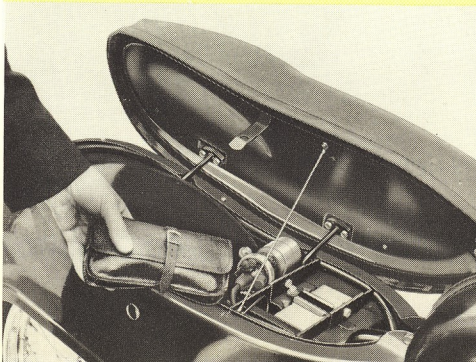
A broken open view of the newest Triumph engine-gearbox unit fitted to the 3TA (350 c.c.), 5TA (500 c.c.) and T100A (500 c.c.).



TECHNICAL DATA (All Models)

MODEL	Tiger Cub (T20)	Tiger Cub (T20S)	Twenty-One (3TA)	Speed Twin (5TA)	Tiger 100 (T100A)	Thunderbird (6T)	Tiger 110 (T110)	Trophy (TR6)	Bonneville 120 (T120)
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.	O.H.V.
No. of Cylinders	1	1	2	2	2	2	2	2	2
Bore/Stroke, mm.	63 x 64	63 x 64	58.25 x 65.5	69 x 65.5	69 x 65.5	71 x 82	71 x 82	71 x 82	71 x 82
Bore/Stroke, ins.	2.48 x 2.52	2.48 x 2.52	2.3 x 2.6	2.72 x 2.6	2.72 x 2.6	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23
Capacity, cu. cms.	199	199	348	490	490	649	649	649	649
Capacity, cu. ins.	12	12	21.23	29.8	29.8	40	40	40	40
Compression Ratio	7 : 1	7 : 1	7.5 : 1	7 : 1	9 : 1	7 : 1	8 : 1	8 : 1	8.5 : 1
B.H.P. and R.P.M.	10 @ 6,000	16 @ 6,700	18.5 @ 6,500	27 @ 6,300	36 @ 6,500	34 @ 6,300	45 @ 6,500	45 @ 6,500	50 @ 6,500
Engine sprocket teeth									
Solo	19	19	26	26	26	23	23	22	22
Sidecar	—	—	—	—	—	20	20	—	19
Clutch sprocket teeth	48	48	58	58	58	43	43	43	43
Gearbox sprocket teeth	17	17	18	20	20	18	18	18	18
Rear wheel teeth	46	54	43	43	43	43	43	43	43
R.P.M., 10 m.p.h.:									
Top Gear	980	1,075	760	670	670	597	597	608	608
Gear Ratios—Top	6.84	8.0	5.33	4.80	4.80	Solo S/car	Solo S/car	Solo S/car	Solo S/car
" " —Third	9.04	11.6	6.32	5.69	5.69	4.46 5.12	4.46 5.12	4.66	4.66 5.40
" " —Second	14.05	18.1	9.37	8.44	8.44	5.30 6.1	5.30 6.1	5.55	5.55 6.42
" " —First	20.30	26.3	12.96	11.66	11.66	7.55 8.7	7.55 8.7	7.88	7.88 9.13
Carburettor—Make	Zenith	Zenith	Amal	Amal	Amal	Amal	Amal	Amal	Amal-Twin
" —Type	18MXZ C17	18MXZ C18	375/32	375/35	375/35	376/246	376/244	376/40	376/233
Front Chain Size	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"
Rear Chain Size	$\frac{1}{2}$ " x .205	$\frac{1}{2}$ " x .205	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "
Tires—Dunlop:									
Front, ins.	3.25 x 17	3.00 x 19	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 18	3.25 x 18	3.25 x 19	3.25 x 19
Rear, ins.	3.25 x 17	3.50 x 18	3.25 x 17	3.50 x 17	3.50 x 17	3.50 x 18	3.50 x 18	4.00 x 18	3.50 x 19
Brake dia., ins. (cms.)	5½" (13.97)	5½" (13.97)	7" (17.78)	7" (17.78)	7" (17.78)	7" (17.78)	8" F (20.32)	8" F (20.32)	8" F (20.32)
							7" R (17.78)	7" R (17.78)	7" R (17.78)
Finish	Grey/Black	Ivory/Blue	Shell Blue/Black	Red	Black/Ivory	Charcoal Grey	Black/Ivory	Ivory/Aztec Red	Grey/Blue
Seat height, ins.(cms.)	29" (73.7)	30" (76.2)	29½" (74.5)	29½" (74.5)	29½" (74.5)	30" (76.2)	30" (76.2)	30½" (77.5)	30½" (77.5)
Wheelbase, ins. (cms.)	49" (125.5)	49" (125.5)	51½" (131.4)	51½" (131.4)	51½" (131.4)	54½" (138.5)	54½" (138.5)	54½" (138.5)	54½" (138.5)
Length, ins. (cms.)	77" (195.5)	77" (195.5)	80" (203)	80" (203)	80" (203)	83" (211)	83" (211)	85½" (217)	85½" (217)
Width, ins. (cms.)	25" (63.5)	25" (63.5)	26" (66)	26" (66)	26" (66)	28½" (72)	28½" (72)	28½" (72)	28½" (72)
Clearance, ins. (cms.)	5" (12.7)	6" (15.2)	5" (12.7)	5" (12.7)	5" (12.7)	5" (12.7)	5" (12.7)	5" (12.7)	5" (12.7)
Weight, lbs. (kilos)	220 (99.7)	210 (95)	345 (156.3)	350 (159)	363 (165)	392 (177)	390 (176)	393 (178)	393 (178)
Petrol, galls. (litres)	3 (13.5)	2½ (11.9)	3½ (16)	3½ (16)	3½ (16)	4 (18)	4 (18)	3 (13.5)	4 (18)
Oil, pints (litres)	2½ (1.15)	2½ (1.15)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)

Hinged twinseat featured on all twins excepting TR6 and T120. Easily detachable rubber-mounted tank on all 650 c.c. twins.



BRIEF SPECIFICATIONS OF TRIUMPH MODELS PRODUCED FOR EASTERN U.S.A.

Triumph Catalogs and publicity matter are prepared for general World markets. Careful study is made of the exact specifications most suited to major sectional markets and the following are specially engineered to suit market conditions in the Eastern half of the U.S.A.

Model	Engine Cap.	Type of Service	Special Features	No. of Cyls.	Comp'n Ratio	Tires—Dunlop Front, ins. Rear, ins.	Wght. (lbs.)	Finish
T120 "Bonneville 120"	40 cu. in. (650 c.c.)	Top speed road perform- ance	Nacelle instrument panel. Twin carburetors.	Two OHV	8.5:1	3.25 × 19 Ribbed 3.50 × 19 Universal	404	Two-tone Tangerine and Grey
TR7/A "Bonneville 120" Road Sports	40 cu. in. (650 c.c.)	Road sports	Detachable headlamp. Twin carburetors. Separate tachometer. Duplex frame.	Two OHV	8.5:1	3.25 × 19 Ribbed 4.00 × 18 Universal	393	Blue/Grey
TR7/B "Bonneville 120" Scrambler	40 cu. in. (650 c.c.)	Club competition	Detachable headlamp. Twin high level exhaust pipes. Twin carburetors. Duplex frame.	Two OHV	8.5:1	3.25 × 19 Trials Univ. 4.00 × 18 Trials Univ.	393	Blue/Grey
T110 Road Cruiser Streamliner	40 cu. in. (650 c.c.)	High performance road use	Nacelle instrument panel. Duplex frame. Streamlined rear enclosure	Two OHV	8.5:1	3.25 × 18 Ribbed 3.50 × 18 Universal	390	Black/ Ivory
TR6/A Road Sports	40 cu. in. (650 c.c.)	Road sports	Detachable headlamp. Separate tachometer. Single carburetor. Duplex frame.	Two OHV	8.5:1	3.25 × 19 Ribbed 4.00 × 18 Universal	393	Red/ Ivory
TR6/B Scrambler	40 cu. in. (650 c.c.)	Club competition	Detachable headlamp. Duplex frame. Upswept exhaust system. Single carburetor.	Two OHV	8.5:1	3.25 × 19 Trials Univ. 4.00 × 18 Trials Univ.	393	Red/ Ivory
6T Thunderbird Streamliner	40 cu. in. (650 c.c.)	Standard road model	Nacelle instrument panel. Duplex frame. Streamlined rear enclosure.	Two OHV	7.5:1	3.25 × 18 Universal 3.50 × 18 Universal	392	Charcoal Grey

PRICES: T120, \$1,060.00; TR7/A, \$1,094.00; TR7/B, \$1,056.00; T110, \$985.00; TR6/A, \$1,030.00; TR6/B, \$997.00; 6T, \$921.00;
T100/A, \$911.00; 5TA, \$885.00; 3TA, \$847.00; T20, \$549.00; T20/J, \$549.00; T20/S, \$599.00; T20/W, \$610.00.

TWENTY-ONE (3TA) SPEED TWIN (5TA) TIGER 100 (T100A)

ENGINE Advanced design vertical twin cylinder o.h.v. with two camshafts driven by gears. Push-rod 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. T100A has energy transfer ignition which enables the battery to be dispensed with if desired. 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 langite 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 two-way 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.

LIGHTING EQUIPMENT 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: Red. T100A Black with ivory panelled tank.

EXTRAS Pillion footrests. Prop stand. Quickly detachable rear wheel.

TRIUMPH SERVICE

There are Triumph distributors and dealers throughout the world who carry adequate stocks of Triumph parts and who are ready at all times to help and advise owners of Triumph motorcycles.

THUNDERBIRD (6T) TIGER 110 (T110) TROPHY (TR6) BONNEVILLE 120 (T120)

THUNDERBIRD ENGINE 650 c.c. vertical twin cylinder o.h.v. with two gear-driven camshafts. Cast-iron cylinder head and barrel. 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. Oil pressure indicator. A.C./D.C. lighting-ignition system with emergency start circuit. Efficient air cleaner. Polished aluminium timing cover and oil bath primary chaincase.

GEARBOX Triumph design and manufacture. Shafts and gears of hardened nickel and nickel-chrome steel. Positive stop footchange with "Slick-shift" auto clutch operation. (Not T120). Multiplate clutch with indestructible langite linings and rubber pad shock absorber. Accessible filler and level plugs and simple primary chain adjustment.

FRAME Brazed cradle type frame with twin front down tubes and 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 two-way damping and steering damper.

FUEL TANKS Handsome large capacity all-steel welded tanks mounted on rubber and easily detached. Quick release fillers. Parcel grid on petrol tank. TR6 and T120 oil tank in "one-piece" unit with air cleaner, battery and tool container. Froth tower on oil tanks.

NACELLE 6T and T110 only (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, incor-

porating efficient large diameter brake. Rear: 7-inch diameter with cast-iron drum integral with rear chain sprocket.

WHEELS & MUDGUARDS Triumph design wheels with plated spokes and rims. Efficient front guard and stylish rear enclosure on 6T and T110. Aluminium front guard on TR6 and T120.

LIGHTING EQUIPMENT Lucas alternator, crankshaft mounted. 12 a.h. battery, powerful headlamp (quickly detachable on TR6 and T120) 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 Chromium-plated with quick-action twist-

grip 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 waterproof "Vynide." Hinged on 6T and T110.

TOOLS Kit of good quality tools and tyre inflator. 188-page instruction Manual.

FINISHES 6T: Charcoal grey with black frame. T110: black with ivory panelled tank, black frame and forks. TR6: Aztec red/ivory, black frame and forks. T120: Azure blue and grey, 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.) Dunlop Sports tyres, TR6 only. Steering lock all models.



The new petrol tank featured on the 650 c.c. range is of pleasing shape and has a comfortable capacity of 4 gallons (TR6 3 gallons). It is easily removed when required and has the ever useful parcel grid on top and handsome Triumph motifs on each side.

CUBS SWEEP THE "SCOTTISH"

The most arduous event in the British trials calendar is the famous Scottish Six Days' Trial, a thousand miles of rocky mountainous tracks in the Highlands. Held first in 1909—and won by a Triumph—the 1959 event marked the Golden Jubilee—and it was again won by a Triumph, a Tiger Cub. Tiger Cubs in fact finished first, fourth and seventh, winning the Premier Award (Best Solo), the Manufacturers' Team Award and the 200 c.c. class—a clean sweep. The winning rider was Roy Peplow and his team mates were Ray Sayer and Arthur Ratcliffe. The latter is here seen negotiating the notorious Loch Eild path while the ultimate winner, Peplow, on the right, watches him intently.



Photo: "The Motor Cycle" also that on front cover.

In this Guarantee the word "machine" refers to the motor cycle, scooter, motorcycle combination or sidecar, as the case may be, purchased by the Purchaser.

We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine (three months overseas), or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—

- (a) Name of purchaser and his address.
- (b) Date of purchase of machine.
- (c) Name of dealer from whom the purchase was made.
- (d) Engine number and model.

This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out.
- (b) Racing and Competitions.
- (c) Adaptation or alteration of any part or parts after leaving our Works.
- (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motorcycle.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in this Guarantee, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

GUARANTEE

We reserve the right to modify or deviate from the Published Specification without notice.

The joy of motorcycling



The TRIUMPH Corporation

TELEPHONE
CLEARBROOK 2-1700

TOWSON, BALTIMORE 4, MD., U.S.A.

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