

TRIUMPH
the best motorcycle in the world



WHEN YOU OWN A



TRIUMPH ...

... When you own a Triumph, you have bought motorcycling at its very best, and what splendid value it is. No other sport can give you such fun, such satisfaction and such good healthy relaxation in the open air. Distant countries become a reality, at no great cost; home to work travel becomes a pleasure and in addition the whole field of competitive motorcycle sport is open to you with all its variety of interests. For other sports, some of which are illustrated in this catalogue, a motorcycle provides easy transportation to venues which might otherwise be inaccessible.

A Triumph will take you anywhere without trouble or fuss—mechanically it is unsurpassed, with the tradition and engineering experience of nearly sixty years' continuous production of high-grade motorcycles behind it, yet it is as modern as the day and forging ahead ceaselessly in design and development.

A Triumph is smooth, fast, beautifully finished, looks good and is good. Triumph owners are invariably Triumph enthusiasts ... ask one!

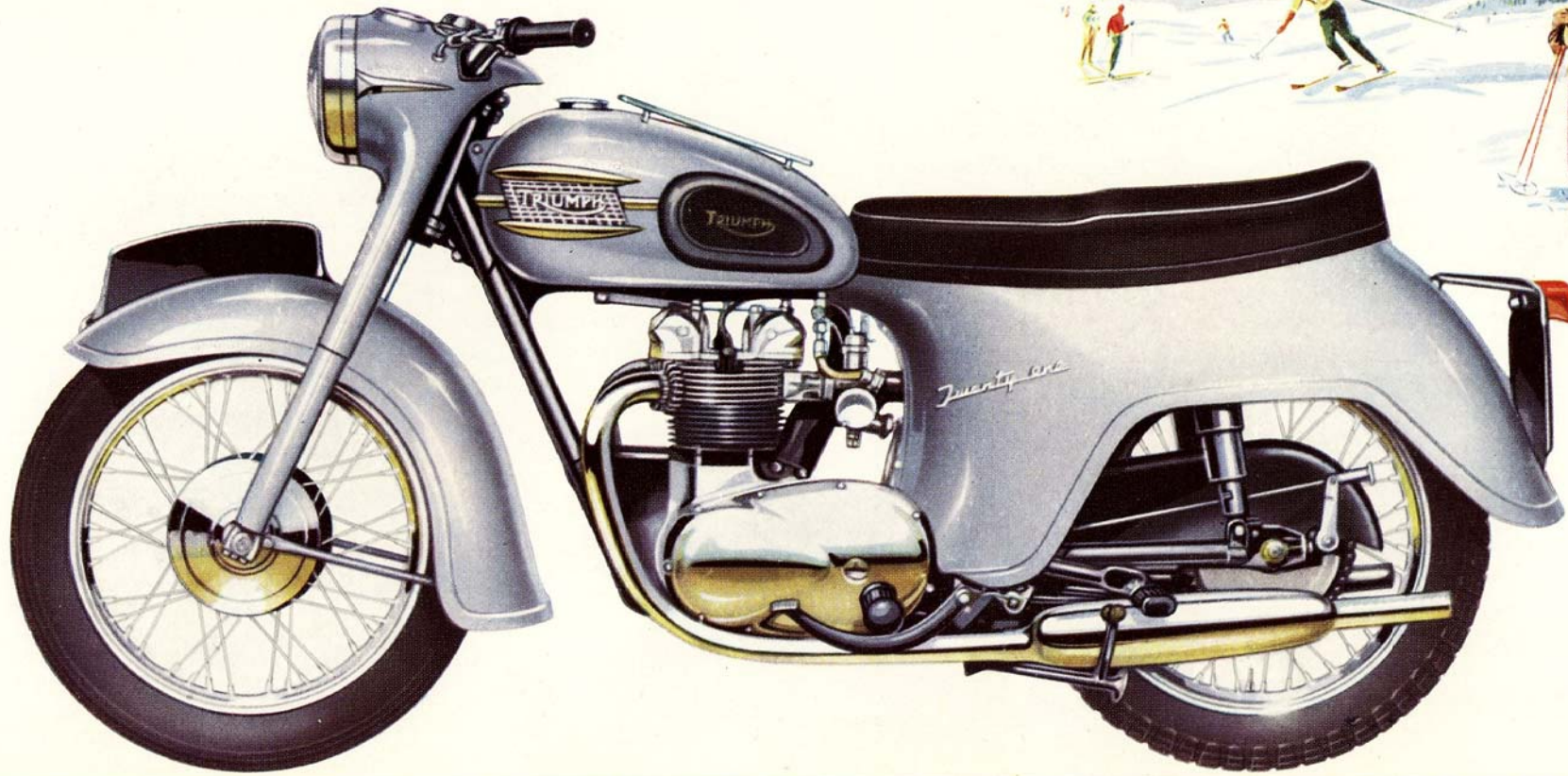


Quiet, flexible and smooth yet with a sparkling performance, the Triumph Twenty-one is the most coveted 350 on the road. Every detail of its specification is up-to-the-minute—light alloy cylinder head, unit construction 4-speed gearbox, rear enclosure, and many other advanced features which mark this as an outstanding modern motorcycle.

Twenty one

350 CC **3 TA**

Patent Nos. 475860, 723073, 684685





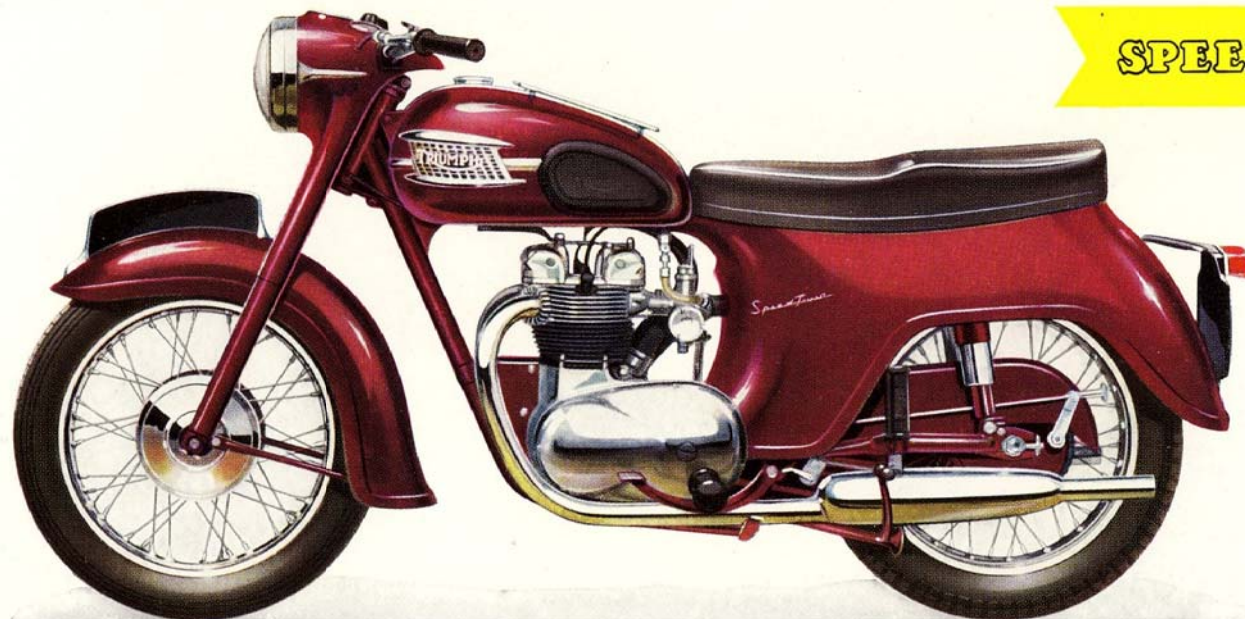
TIGER 100

500 cc

T 100A

Patent Nos. 475860, 723073, 684685

A light, easily handled 500 twin bearing a name synonymous with high performance—the Triumph Tiger 100. High compression pistons, special camshafts and many unique features — allied to modern appearance and first class handling, underline the special appeal of this model to the sporting rider.



SPEED TWIN

500 cc

5TA

Patent Nos. 475860 723073, 684685

Stylishly modern in every detail and with an exciting performance, the famous Triumph Speed Twin is a firm favourite with discerning riders in every part of the world. Light in weight, easy to handle and with first-class brakes and roadholding it typifies the modern trend to refinement in motorcycling.

A completely new competition model utilizing the high performance of the T100A engine and a specification which includes all those items so essential to success in hard-fought cross-country events. High ground clearance, two-into-one exhaust, small fuel tank, detachable lighting — plus handling qualities ideal for the purpose.

TROPHY

500 cc

TR5A/C

Patent Nos. 475860, 723073, 684685



NOT ILLUSTRATED

TR5A/R Another new model, based on the TR5A/C but modified in specification for the fast road user. Larger fuel tank, separate exhausts, powerful lighting and road gear ratios, make this a most interesting model for the 500 enthusiast who demands performance with light weight and perfect controllability.

TROPHY

650 CC TR6R

Patent Nos. 475860, 469635, 684685

The Triumph Trophy TR6R is a new high-performance 650 with twin downswept exhausts and engine details as the famous Tiger 110. Three-gallon fuel tank, detachable lighting, competition type forks and other features permit this model to be quickly adapted to most types of road competition where speed and stamina count.



NOT ILLUSTRATED

TR6c A fast and powerful mount for the cross-country expert. Based on the TR6R but with upswept exhausts and trials tyres, three-gallon fuel tank, detachable chromium plated headlamp. Finish as TR6R—Ruby Red and Silver.

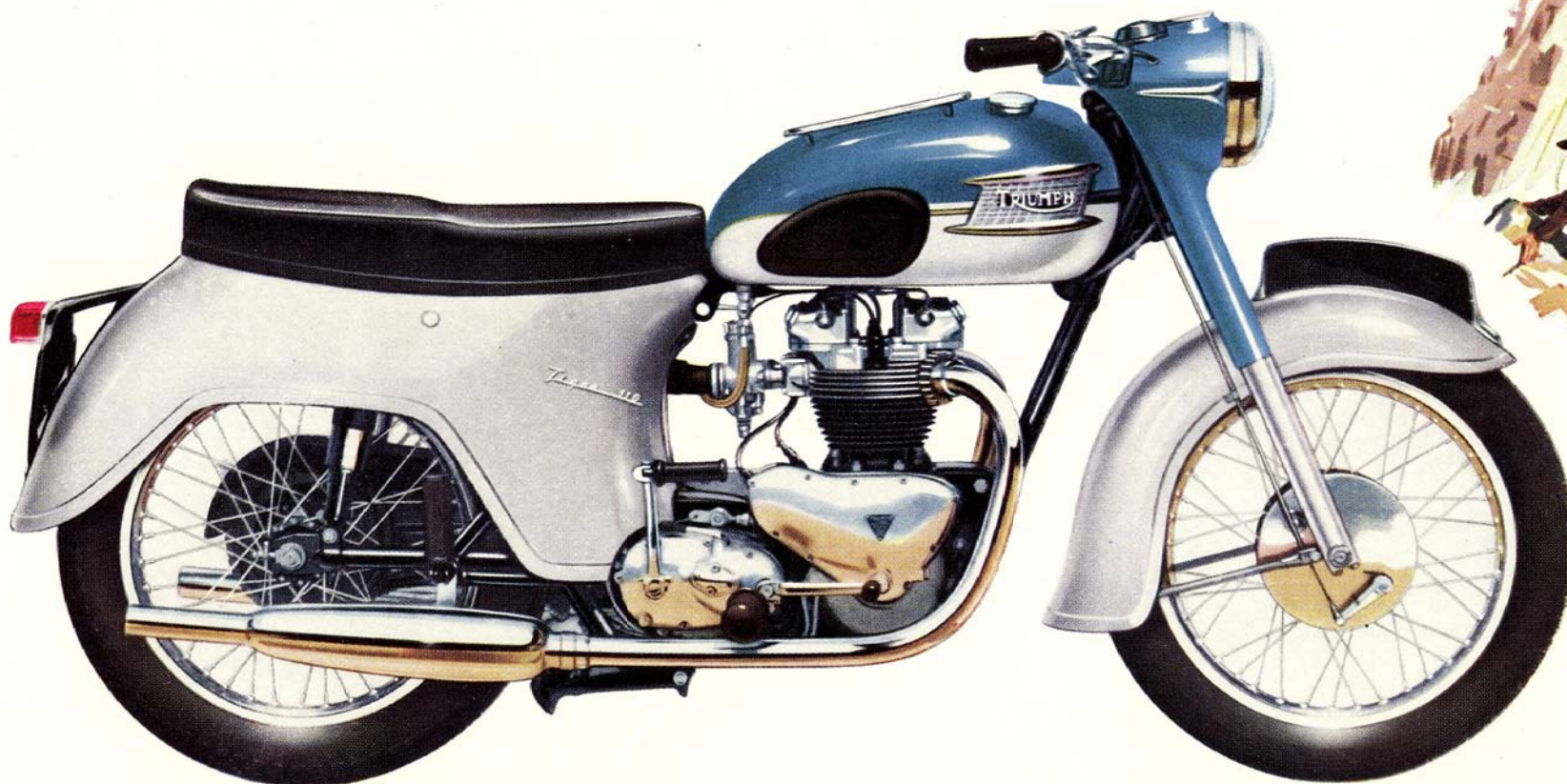
The most popular of all fast 650's—the Tiger 110 offers tremendous performance with a host of features to appeal to the man who rides fast and far. The effortless power of the famous 40 B.H.P. twin cylinder alloy head unit is matched by superb road-holding and steering, making the Triumph Tiger 110 a thrilling pleasure to ride.

TIGER 110

650 cc

T 110

Patent Nos. 475860, 469635, 684685





Thunderbird

650 cc

6 T

Patent Nos. 475860, 469635, 684685



◀ In almost every part of the world you will find Triumph motorcycles in service with the police. What higher tribute could be paid to Triumph performance, reliability and lasting service than this? Many years of experience enable Triumph to supply the right model for every police duty designed for equipping with a wide range of specialised radio and other equipment. (Daily Sketch photo.)

With a world-wide reputation for performance, stamina and complete dependability, the famous Triumph Thunderbird has for many years been first choice of the keen sidecar or hard-riding solo man. Now with a light alloy cylinder head, more powerful braking and many other new features it is one of the most attractive motorcycles available today.

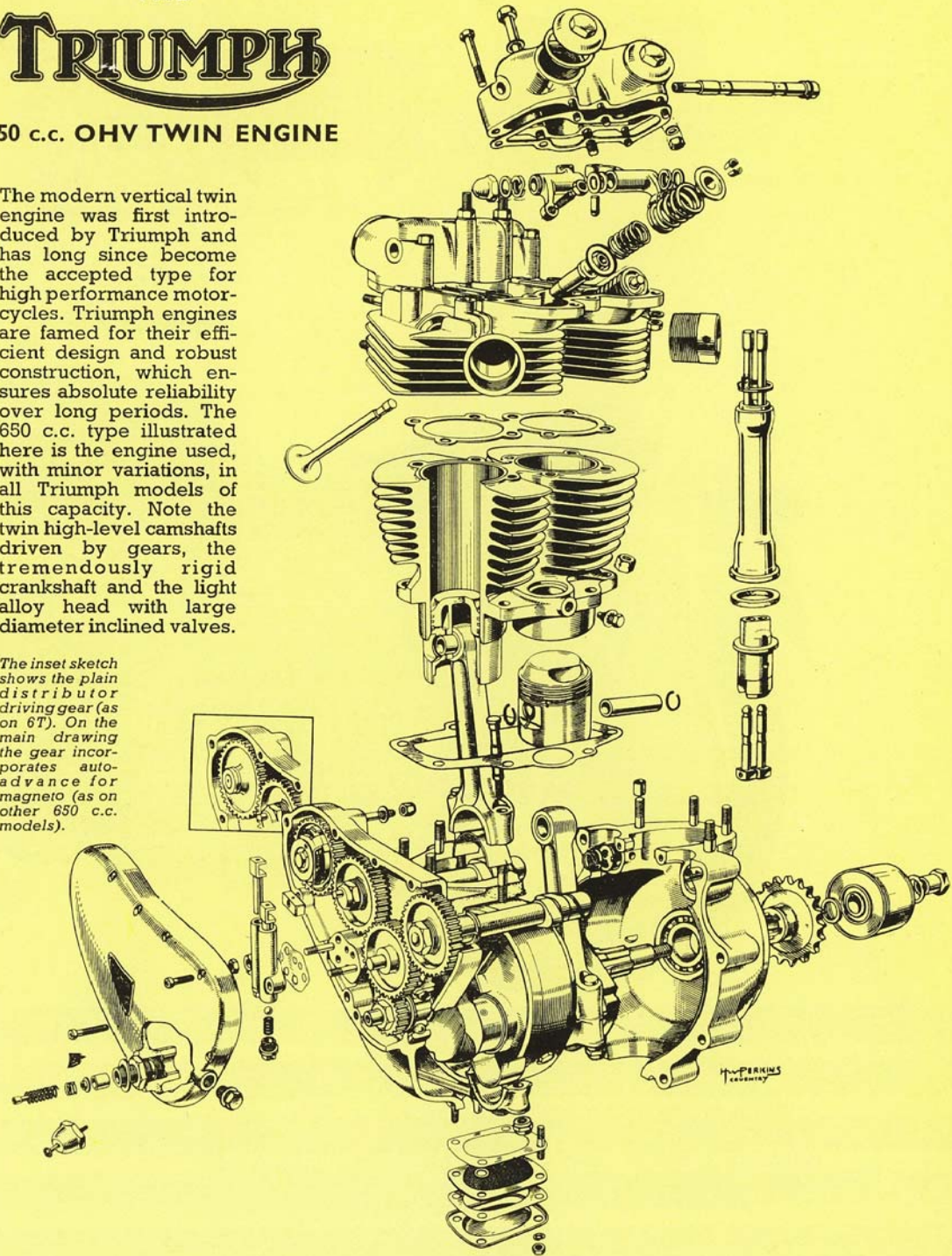


THE
TRIUMPH

650 c.c. OHV TWIN ENGINE

The modern vertical twin engine was first introduced by Triumph and has long since become the accepted type for high performance motorcycles. Triumph engines are famed for their efficient design and robust construction, which ensures absolute reliability over long periods. The 650 c.c. type illustrated here is the engine used, with minor variations, in all Triumph models of this capacity. Note the twin high-level camshafts driven by gears, the tremendously rigid crankshaft and the light alloy head with large diameter inclined valves.

The inset sketch shows the plain distributor driving gear (as on 6T). On the main drawing the gear incorporates auto-advance for magneto (as on other 650 c.c. models).

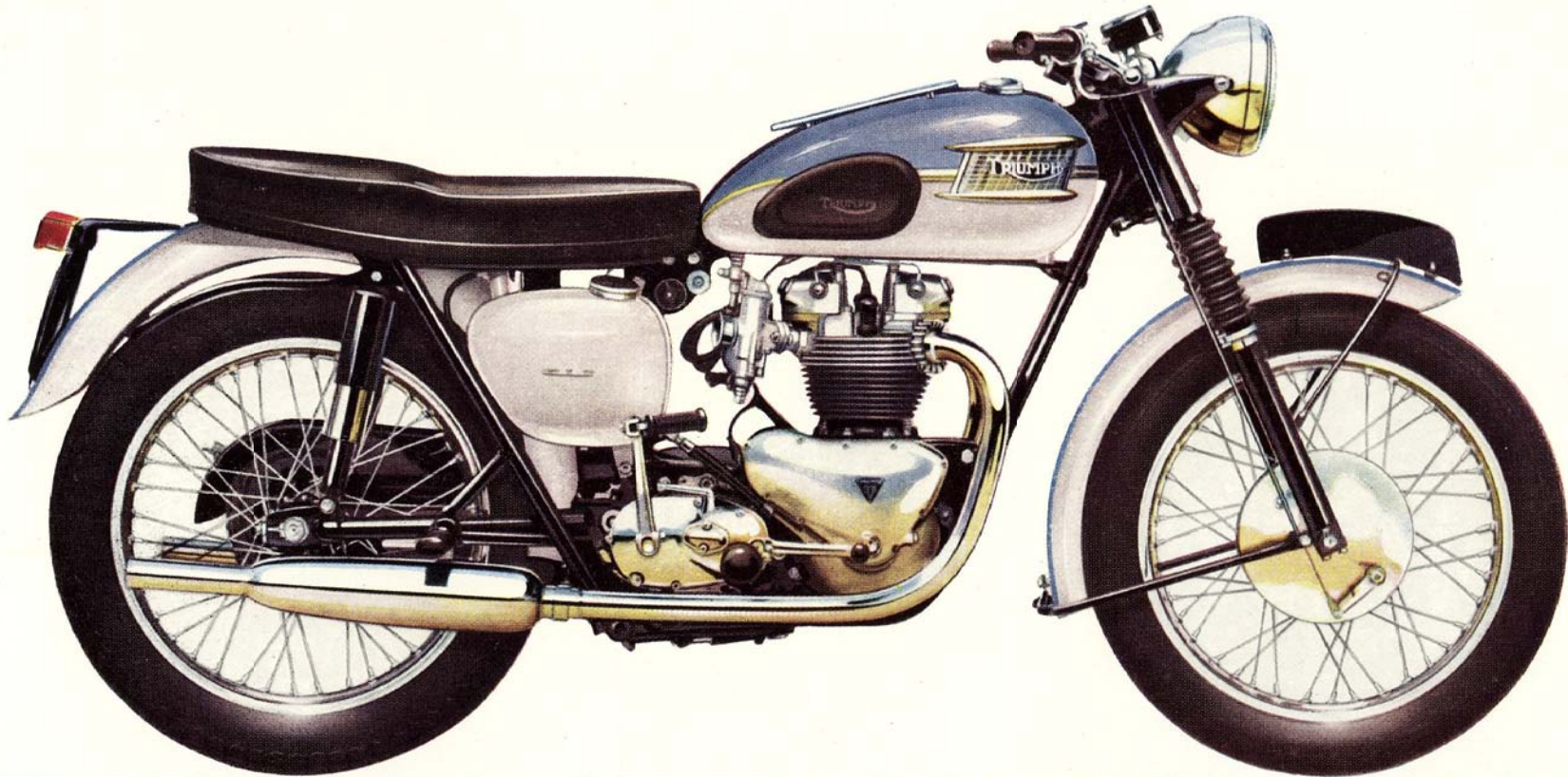


Bonneville 120

650 CC **T 120 R**

Patent Nos. 475860, 469635, 684685

With the highest performance available today from a standard fully equipped production motorcycle, the Triumph Bonneville 120 is intended primarily for the experienced rider. The two-carburetter engine with splayed port light alloy head, although tremendously powerful, is smooth and tractable at low speeds. The duplex frame provides handling of the highest order.





Bonneville 120

650 cc. **T120c**

Patent Nos. 475860, 469635, 684685



A new model incorporating the high performance of the two-carburettor Triumph Bonneville 120 engine with a general specification for cross-country competition. Upswept twin exhausts, detachable chromium plated headlamp, trials tyres and many specialised features to make this model a formidable competitor in any type of "off the road" event.

Full technical specification on back pages.

TIGER CUB

200 cc T 20s

Patent Nos. 723073, 684685



An outstanding lightweight competition model equipped for immediate use. No lights or silencer are fitted so that it is not suitable for road use. High performance engine with 9 : 1 piston, racing camshaft and valve springs and energy transfer ignition. Upswept open exhaust pipe, heavy duty forks with full hydraulic damping are included in the specification of this popular model which has a spectacular list of successes to its credit.



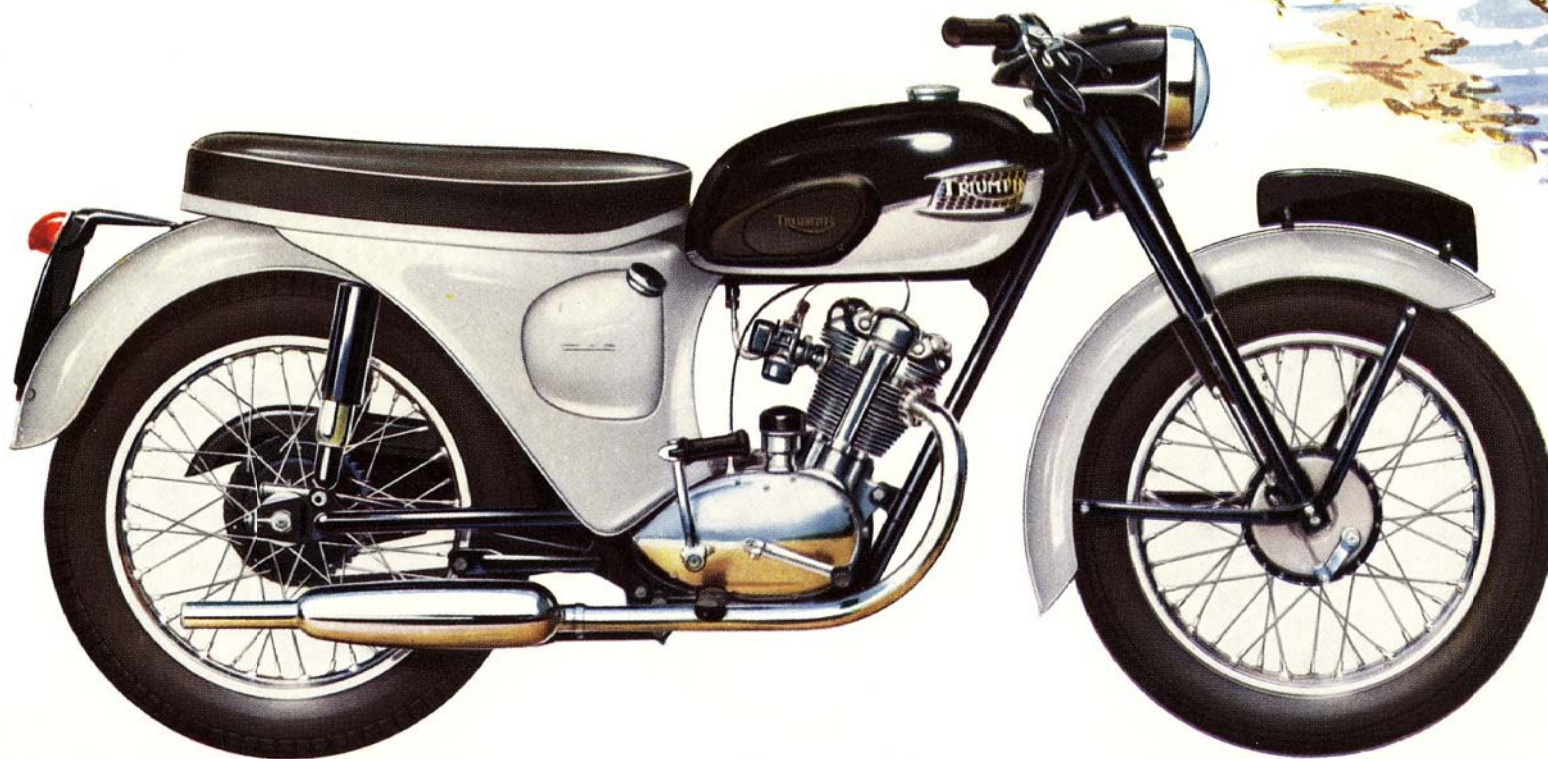
The immense popularity of the Triumph Tiger Cub confirms the quality and performance of this O.H.V. lightweight. Plenty of power, a four-speed gearbox to take full advantage of it, and first-class steering and suspension are outstanding features of this model. As for economy, both in first cost and running expenses, it is unsurpassed.

TIGER CUB

200 cc

T 20

Patent Nos. 723073; 684685



TIGER CUB

200 cc

T20s/L

Patent Nos. 723073, 684685

The Tiger Cub sports model is offered in two versions—the T20S/L high performance model and the T20T with lower compression engine for trials use. Specifications are broadly similar and are based on successful factory experience. Sporting riders will find these models light, easy to handle and with power to cope with any situation.



OFFICIAL AMERICAN SPEED RECORDS

(A.M.A. Confirmed) held by Triumph

Class	Capacity	Model	Rider	Speed
Streamlined	650 c.c.	6T	Jess Thomas	214.47 m.p.h.*
	500 c.c.	T100	"	212.28 m.p.h.
	200 c.c.	T20	Bill Martin	139.82 m.p.h.
Standard with pump fuel	650 c.c.	6T	Bill Johnson	147.42 m.p.h.
	500 c.c.	T100	"	133.40 m.p.h.
	350 c.c.	3TA	Danny Macias	116.41 m.p.h.

*World's Fastest!

ClassicBike.biz

TIGER CUB SPECIFICATION

"A" RANGE 200 c.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. Multiplate clutch with cork sheet 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 fork 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. (T20 only.)

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 competition models, 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 switch-gear 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.

TIGER CUB SPORTS MODELS

Engine basically as the standard T20 but with energy transfer ignition which enables the battery to be dispensed with. Direct lighting is employed. Forks are of heavier design having large diameter stanchion tubes and full hydraulic damping. Quickly detachable headlamp (where fitted). Finish: Ruby Red and Silver petrol tank, black frame and forks.

S P E C I F I C A T I O N S

"C" RANGE MODELS 350 c.c. and 500 c.c.

ENGINE Advanced design vertical twin cylinder o.h.v. with two camshafts driven by gears. Pushrod operated overhead valves in a light 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 with tensioner. 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 cork sheet linings and rubber block shock absorber. Folding kickstarter.

FUEL TANKS All steel welded tank with parcel grid and chrome motif. Oil tank under twinseat. 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 fork 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-in. brake. Same diameter rear brake. New fully floating shoes, cast-iron drums, finger adjustment front and rear.

WHEELS AND MUDGUARDS Wheels of 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-in. 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: Ruby Red. T100A Black and Silver.

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

TR5A Specification as above but detachable headlamp replaces nacelle unit and standard sports mudguards are fitted front and rear.

"B" RANGE MODELS 650 c.c.

ENGINE 650 c.c. o.h.v. vertical twin with two gear-driven camshafts. Light alloy cylinder head, cast-iron barrel, high compression pistons, large bore carburetter. Splayed port head with two carburetters on T120. 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 magneto with auto control. Thunderbird (6T) has A.C./D.C. lighting ignition system with emergency start circuit. Polished aluminium oil bath primary chaincase. Air cleaner (not T120).

GEARBOX Triumph design and manufacture. Shafts and gears of hardened nickel and nickel-chrome steel—needle roller layshaft bearings. Positive stop footchange ("Slickshift" auto clutch operation on 6T and T110). Multiplate clutch with indestructible cork sheet linings and rubber pad shock absorber. Accessible filler and level plugs and dual gearbox adjusters.

FRAME Brazed cradle type frame with twin front down tubes and swinging fork 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 petrol tank mounted on rubber and easily detached. Quick release fillers and plated parcel grid. 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 with efficient 8-in. diameter brake. Rear: 7-in. diameter with cast-iron drum integral with chain sprocket. Fully floating shoes.

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

LIGHTING EQUIPMENT Lucas alternator, crankshaft mounted, 12 a.h. battery, powerful headlamp (quickly detachable where nacelle not fitted) 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.) chronometric type with r.p.m. scale, internal illumination and trip recorder.

HANDLEBAR Chromium-plated with quick-action twistgrip and adjustable friction control. Integral horn push. Adjustable plated clutch and brake levers 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, 192-page instruction Manual.

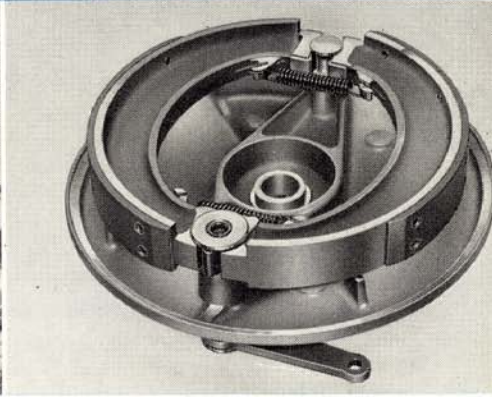
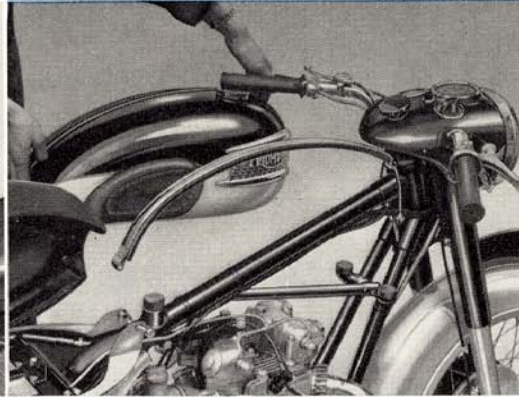
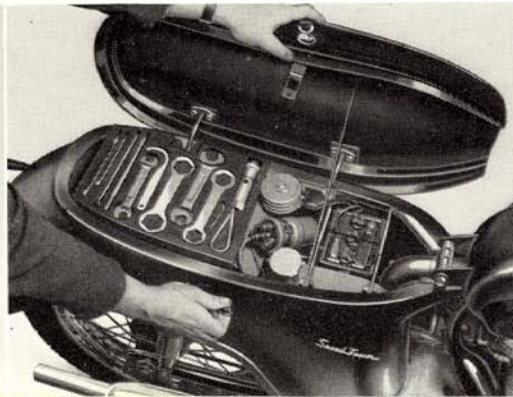
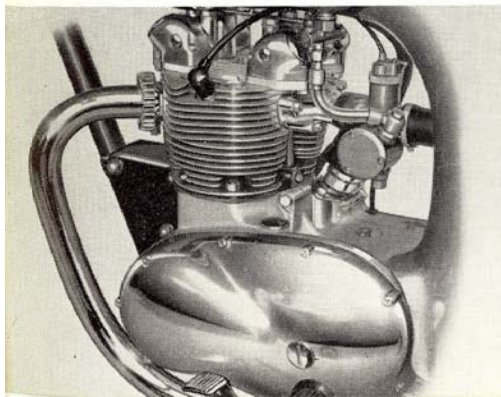
EXTRAS Prop stand all models. Pillion footrests all models. Quickly detachable rear wheel. (Wheel can be removed leaving brake, chain, etc. undisturbed.) Steering lock all models.

Sleek, modern twin cylinder OHV Engine-gearbox unit as fitted to "C" range models (350,500 c.c.).

Raising the seat reveals the tool kit, oil tank and electrical equipment on "C" range models.

All 650 c.c. models have this quickly detachable rubber mounted petrol tank.

The new fully floating brake shoe assembly used on all twin cylinder models.



TECHNICAL DATA

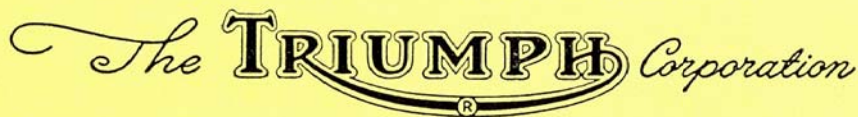
GUARANTEE

MODEL	Tiger Cub (T20)	Tiger Cub (T20S) (T20S/L)	Tiger Cub (T20T)	Twenty-One (3TA)	Speed Twin (5TA)	Tiger 100 (T100A)	Trophy (TR5A/C)	Trophy (TR5A/R)	Thunderbird (6T)	Tiger 110 (T110)	Trophy (TR6-R) (TR6-C)	Bonneville 120 (T120R) (T120C)
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.	O.H.V.	O.H.V.	O.H.V.
Number of Cylinders ...	1	1	1	2	2	2	2	2	2	2	2	2
Bore/Stroke, mm. ...	63 x 64	63 x 64	63 x 64	58.25 x 65.5	69 x 65.5	69 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	2.48 x 2.52	2.3 x 2.6	2.72 x 2.6	2.72 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	199	348	490	490	490	490	649	649	649	649
Capacity, cu. ins. ...	12	12	12	21.23	29.8	29.8	29.8	29.8	40	40	40	40
Compression ratio ...	7:1	9:1	7:1	7.5:1	9:1	9:1	9:1	9:1	7.5:1	8.5:1	8.5:1	8.5:1
B.H.P. and R.P.M. ...	10 @ 6,000	16 @ 6,700	10 @ 6,000	18.5 @ 6,500	27 @ 6,500	38 @ 7,000†	38 @ 7,000†	38 @ 7,000†	34 @ 6,300	42 @ 6,500	45 @ 6,500†	50 @ 6,500†
Engine Sprocket Teeth—												
Solo ...	19	19	19	26	26	26	26	26	22	22	21	21
Sidecar ...	—	—	—	—	—	—	—	—	20	20	—	19
Clutch Sprocket Teeth ...	48	48	48	58	58	58	58	58	43	43	43	43
Gearbox Sprocket Teeth ...	17	17	16	18	19	19	17	18	18	18	18	18
Rear Sprocket Teeth ...	46	48	54	43	43	43	43	43	43	43	43	43
R.P.M. 10 M.P.H. Top Gear	985	960	1,150	742	702	702	736	713	625	625	638	638
Gear Ratios—Top ...	6.84	7.13	8.55	5.33	5.05	5.05	5.64	5.33	4.67 5.12	4.67 5.12	4.88	4.88 5.40
" " —Third ...	9.04	8.56	12.4	6.32	6.0	6.0	7.33	6.34	5.55 6.1	5.55 6.1	5.81	5.81 6.42
" " —Second ...	14.05	13.37	19.4	9.37	8.88	8.88	10.94	9.37	7.88 8.7	7.88 8.7	8.25	8.25 9.13
" " —First ...	20.40	19.8	28.1	12.96	12.28	12.28	16.35	12.96	11.4 12.5	11.4 12.5	11.92	11.92 13.2
Carburetor—Make ...	Zenith	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Twin Amal
Carburetor—Type ...	18MXZ C17	376/272	375/44	375/32	375/35	376/273	376/273	376/273	376/255	376/40	376/40	376/257
Front Chain Size ...	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	1/2 x .305"	1/2 x .305"	1/2 x .305"	1/2 x .305"
Rear Chain Size ...	1/2 x .205"	1/2 x .205"	1/2 x .205"	1/2 x .205"	1/2 x .205"	1/2 x .205"	1/2 x .205"	1/2 x .205"	3/8" x 3/8"	3/8" x 3/8"	3/8" x 3/8"	3/8" x 3/8"
Tyres—Front, ins. ...	3.25 x 17	3.00 x 19	3.00 x 19	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 19	3.25 x 19	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	3.50 x 18	3.50 x 17	3.50 x 17	3.50 x 17	4.00 x 18	4.00 x 18	3.50 x 18	3.50 x 18	4.00 x 18	4.00 x 18
Brake Diameter—ins. (cms.)	5 1/2" (13.97)	5 1/2" (13.97)	5 1/2" (13.97)	7" (17.78)	7" (17.78)	7" (17.78)	7" (17.78)	7" (17.78)	8" F (20.32)	8" F (20.32)	8" F (20.32)	8" F (20.32)
Finish ...	Black/Silver	Ruby Red/Silver	Ruby Red/Silver	Shell Blue Sheen	Ruby Red	Black/Silver	Kingfisher Blue/Silver	Kingfisher Blue/Silver	Black/Silver	Kingfisher Blue/Silver	Ruby Red/Silver	Sky Blue/Silver
Seat Height—ins. ...	29"	30"	30"	29 1/2"	29 1/2"	29 1/2"	30 1/2"	30"	30"	30"	30 1/2"	30 1/2"
" " —cms. ...	(73.7)	(76.2)	(76.2)	(74.5)	(74.5)	(74.5)	(76.8)	(76.2)	(76.2)	(76.2)	(77.5)	(77.5)
Wheelbase—ins. ...	49"	49"	49"	52 1/2"	52 1/2"	52 1/2"	53 1/2"	53 1/2"	54 1/2"	54 1/2"	55 1/2"	55 1/2"
" " —cms. ...	(124.5)	(124.5)	(124.5)	(134)	(134)	(134)	(136)	(136)	(139)	(139)	(140.3)	(140.3)
Length—ins. ...	77"	77"	77"	81"	81"	81"	82 1/2"	82 1/2"	83 1/2"	83 1/2"	86 1/2"	86 1/2"
" " —cms. ...	(195.5)	(195.5)	(195.5)	(206)	(206)	(206)	(209)	(209)	(212)	(212)	(219)	(219)
Width—ins. ...	25"	25"	25"	26"	26"	26"	25"	25"	28 1/2"	28 1/2"	28 1/2"	28 1/2"
" " —cms. ...	(63.5)	(63.5)	(63.5)	(66)	(66)	(66)	(63.5)	(63.5)	(72)	(72)	(72)	(72)
Clearance,—ins. ...	5"	6"	6"	5"	5"	5"	8"	7 1/2"	5"	5"	5"	5"
" " —cms. ...	(12.7)	(15.2)	(15.2)	(12.7)	(12.7)	(12.7)	(20.5)	(19.0)	(12.7)	(12.7)	(12.7)	(12.7)
Weight—lbs. ...	220	210*	210	345	350	363	290	295	392	390	393	393
" " —kilos ...	(99.7)	(95)	(95)	(156.3)	(159)	(165)	(131)	(133)	(177)	(176)	(178)	(178)
Gasoline—Galls. Imp. ...	3	2 3/8	2 3/8	3 1/2	3 1/2	3 1/2	2 3/8	3 1/2	4	4	3	3
" " —Litres ...	(13.5)	(11.9)	(11.9)	(16)	(16)	(16)	(10.7)	(16)	(18)	(18)	(13.5)	(13.5)
Oil—Pints ...	2 1/2	2 1/2	2 1/2	5	5	5	5	5	5	5	5	5
" " —Litres ...	(1.55)	(1.55)	(1.55)	(2.8)	(2.8)	(2.8)	(2.8)	(2.8)	(2.8)	(2.8)	(2.8)	(2.8)
Type of Service ...	Road	Compet.	Compet.	Road	Road	Road	Compet.	Road	Road	Road	R - Road	R - Road
Prices (F.O.B. Baltimore) ...	\$565	T20S \$619 T20S/L \$659	\$634	\$865	\$900	\$925	\$950	\$975	\$945	\$1005	TR6R \$1065 TR6C \$1049	T120R \$1110 T120C \$1085

*T20S 208 lbs. (94K)

† Straight through Exhaust System

‡Not T120C



TELEPHONE
CLEARBROOK 2-1700

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

• SALES DISTRIBUTION • PARTS AND SERVICE •

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

Telephone: Coventry 20221

Telegrams: "Trusty, Coventry".

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In this Guarantee the word "machine" refers to the motor cycle, scooter, motor-cycle 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:—

- Name of purchaser and his address.
- Date of purchase of machine.
- Name of dealer from whom the purchase was made.
- 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:—

- Hiring out.
- Racing and Competitions.
- Adaptation or alteration of any part or parts after leaving our Works.
- 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.

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