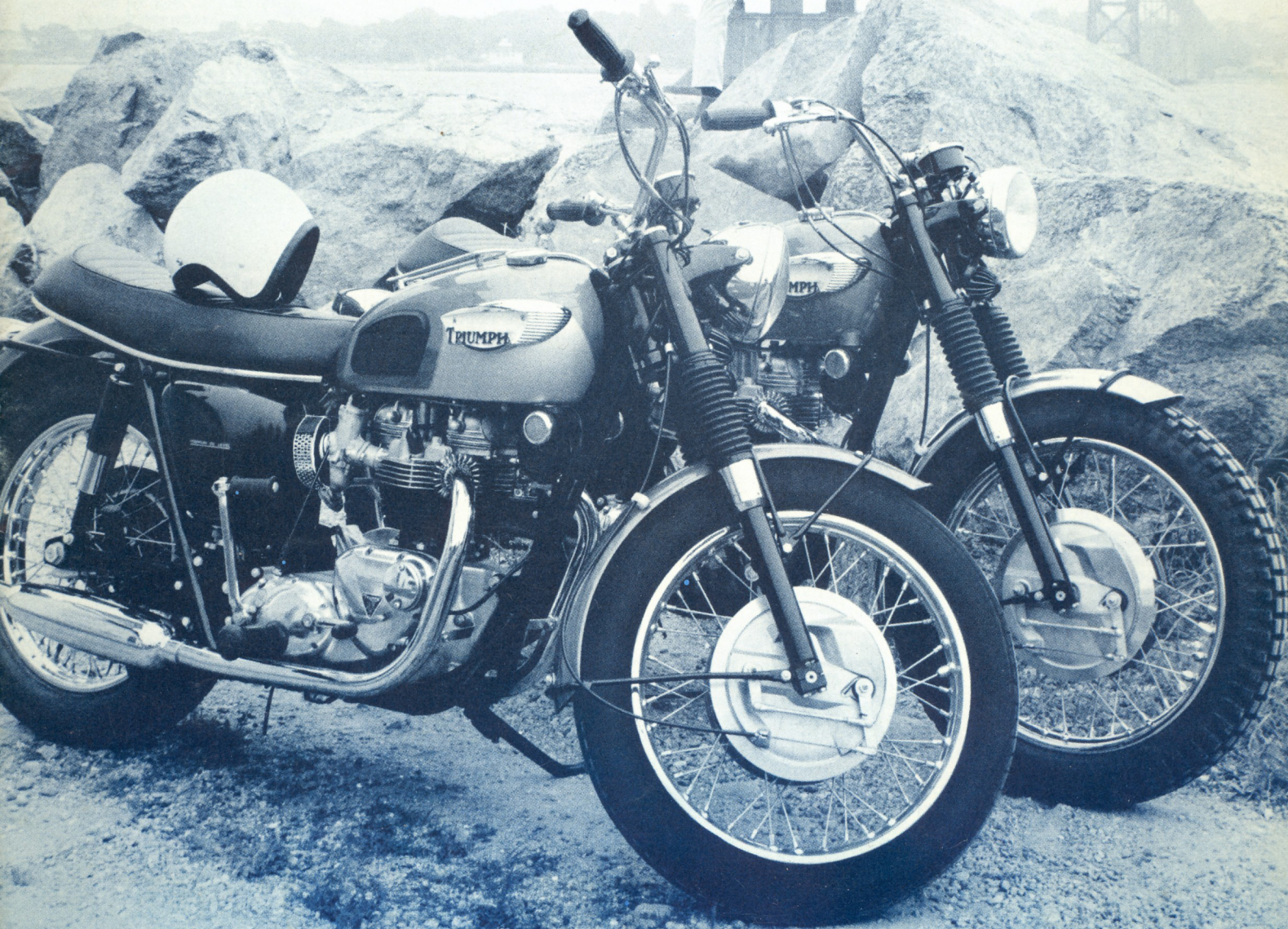


# **TRIUMPH<sup>®</sup>** **68**



# 68 TRIUMPH®

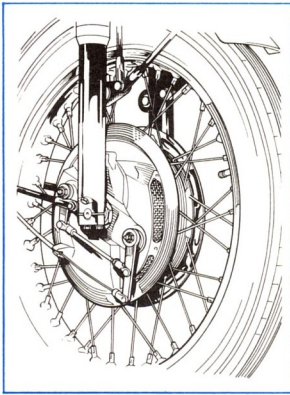
Year after year, for over sixty years, Triumph's close attention to detailed improvements and functional design has established the leading world's position of Triumph Motorcycles. Again, in 1968, it is these detailed improvements which set Triumph apart from the ordinary motorcycle and make it a precision piece of riding equipment which our Dealers are proud to sell and riders are proud to own.

Carefully read the information on the following pages giving all the improved specifications for 1968; Triumph racing successes in all fields of competition; and a brand new lightweight Triumph Trophy 250 c.c. model introduced for the first time this year.

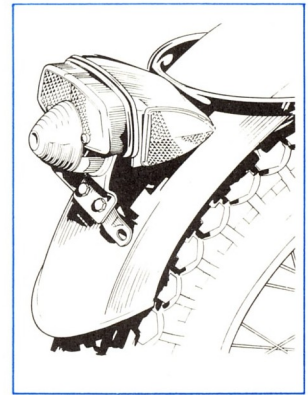
**IMPORTANT!** See your local Authorized Triumph Dealer as soon as possible to assure early delivery of the model of your choice. With Triumph sales continuing at an all time high, do not be disappointed by waiting. This is your year to own and enjoy the finest—

the World's Best Motorcycle — TRIUMPH.

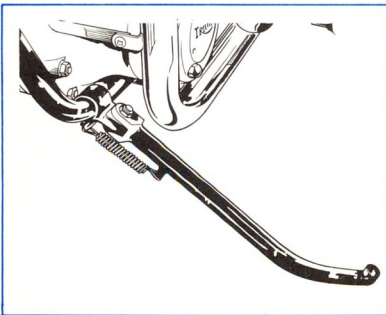
## BEST NEW 1968 FEATURES



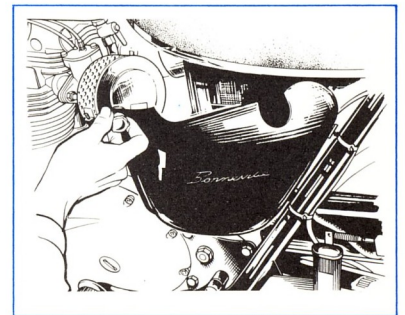
New full width 8" Twin leading shoe, **Front Brake Assembly** with air scoop and adjustable operating linkage (on all 1968 40 cu. in., 650 c.c. models).



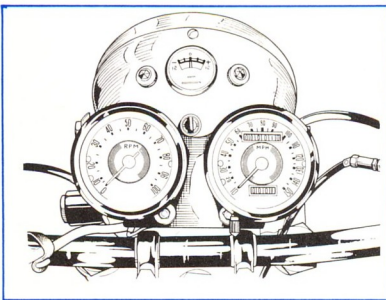
New polished aluminum **Rear Tail Light Assembly** with Safety approved (#679) Lens and Safety side Reflectors (on all 1968 models).



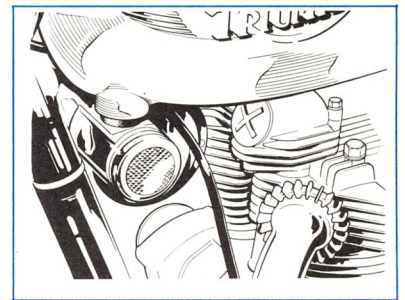
New rugged **Side Stand** for improved support on difficult angles and surfaces (on all 1968 40 cu. in., 650 c.c. models).



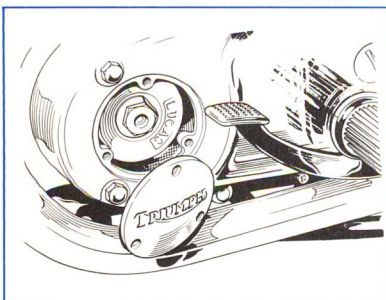
New removable rubber mounted **Side Panel Battery Cover** with built-in Tool Kit Tray and locking knob fastener (on all 1968 650 c.c. & 500 c.c. Twins).



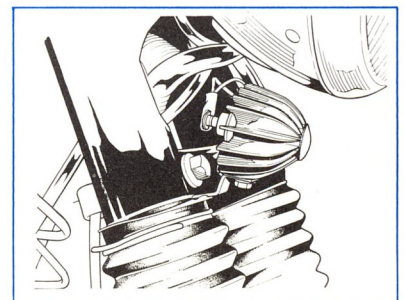
**Headlight - Instrument Grouping** with new "Toggle-Type" headlight switch, ignition switch (at left); Ammeter, "Ignition" and "High Beam" indicator lights (on 1968 T120R, TR6R, T100R models).



New front **Gas Tank Mounting Assembly** with protective housing for ignition condensers and safety approved side Reflectors (on all 1968 models).



New removable **Primary Cover Inspection Plate** with access to rotor and provision for strobe light timing (on all 1968 650 c.c. and 500 c.c. twins).



New redesigned **Electrical Diode** and heat sink voltage control... under headlight for proper cooling and longer Diode life (on all 1968 models now equipped with full 12 volt battery electrics).

# T120 R Bonneville



## T120R BONNEVILLE — 40 CU. IN. (650 c.c.)—Twin Carburetors

"Top of the Triumph Line" — With its solid reputation as the fastest standard motorcycle made in the world today. Triumph Bonneville engines have continually proven their superior performance by setting and holding the World Speed Record of 245.667 m.p.h. at Bonneville Salt Flats, Utah. With its sporty road equipment and new features for 1968, the Triumph Bonneville is the choice of experienced riders who appreciate the best.

**ENGINE:** 40 Cu. In. (650 c.c.) OHV Vertical Twin with compact unit construction engine-gearbox designed for maximum strength and minimum weight. Splayed port alloy cylinder head with new twin 30 mm diameter AMAL Concentric carburetors. New concentric carburetor float chambers give consistent, reliable carburetion at all angles. Twin carburetor induction balance tube and new handlebar mounted choke lever give easier starting and idling under all conditions. New separate air cleaners thread directly to carburetors, eliminating troublesome clamps. Removable air cleaner elements for easier servicing. High Performance 9:1 pistons with racing inlet and racing exhaust camshafts. Racing "R" tappets with positive timed oil feed to exhaust tappet which reduces cam lobe wear. Also improved lubrication of OHV rocker arms. Large  $1\frac{1}{32}$ " inlet valves and  $1\frac{1}{16}$ " exhaust valves with improved valve springs for better performance at high r.p.m. Self-locking rockerbox caps. Crankcase has threaded access plug to the flywheel for quick location of top dead center. New contact breaker plate assembly with separate point adjustments for accurate ignition timing. New removable primary cover plate with provisions for strobe light timing. Rugged duplex primary chain drive with positive oil lubrication to both the chain and adjustable chain tensioner. Large capacity rubber mounted oil tank (3 qts.) with adjustable rear chain oiler at the tank.

**EXHAUST:** Twin downswept chrome plated exhaust system with high performance Sports mufflers.

**CLUTCH:** Cast iron clutch housing and sprocket. Rugged bonded cork base—Butyl rubber clutch plate facings and clutch shock absorber unit with improved clutch release mechanism for smooth, positive operation under increased torque of the Bonneville engine.

**GEARBOX:** Unit construction with engine. Standard ratio gears (wide ratio or close ratio obtainable as extras from Parts Department). Gearbox layshaft runs on needle roller bearings for greater reliability. Long kickstart lever with improved kickstart lever rubber cover for "easy" engine turnover and starting. New gearbox filler cap relocated in gearbox outer cover for easier oil filling. 19T gearbox sprocket and detachable 46T "bolt-on" steel rear wheel sprocket for easier gearing changes and sprocket replacement. High gear ratio is 4.84:1.

**ELECTRICS:** 12 volt battery ignition electrical system with improved single 12 volt battery housed in improved rubber mounted

carrier with new adjustable rubber mounting strap giving easy access to battery. Electrical output supplied from AC Alternator located on drive side end of crankshaft. Charging rate controlled by Zener Diode and new "finned" diode heat sink mounted under headlight for proper cooling and longer diode life. Improved electric wiring harness. Rubber covered ignition switch with cylinder type lock and key repositioned in front headlight bracket for easier operation. "Ignition" and "high beam" warning lights now also repositioned in headlamp for better visibility. New "toggle-type" headlight switch. New polished aluminum rear tail light assembly with license plate bracket, approved type (679) tail lamp and safety side reflectors conforming to Motor Vehicle safety standards. All chrome detachable headlamp with ammeter is mounted in slotted brackets for adjustment of headlight beam. Horn is standard equipment.

**FRAME:** Highly proven single down tube design and steering head angle for the best high speed handling characteristics. Rear girling suspension units are adjustable to suit rider weight.

**FRONT FORKS:** Triumph trophy type telescopic hydraulic forks with new internal "shuttle valve" damping design give excellent suspension under all conditions. New, built-in, anti-theft fork lock and key—can be locked in one position only for safety.

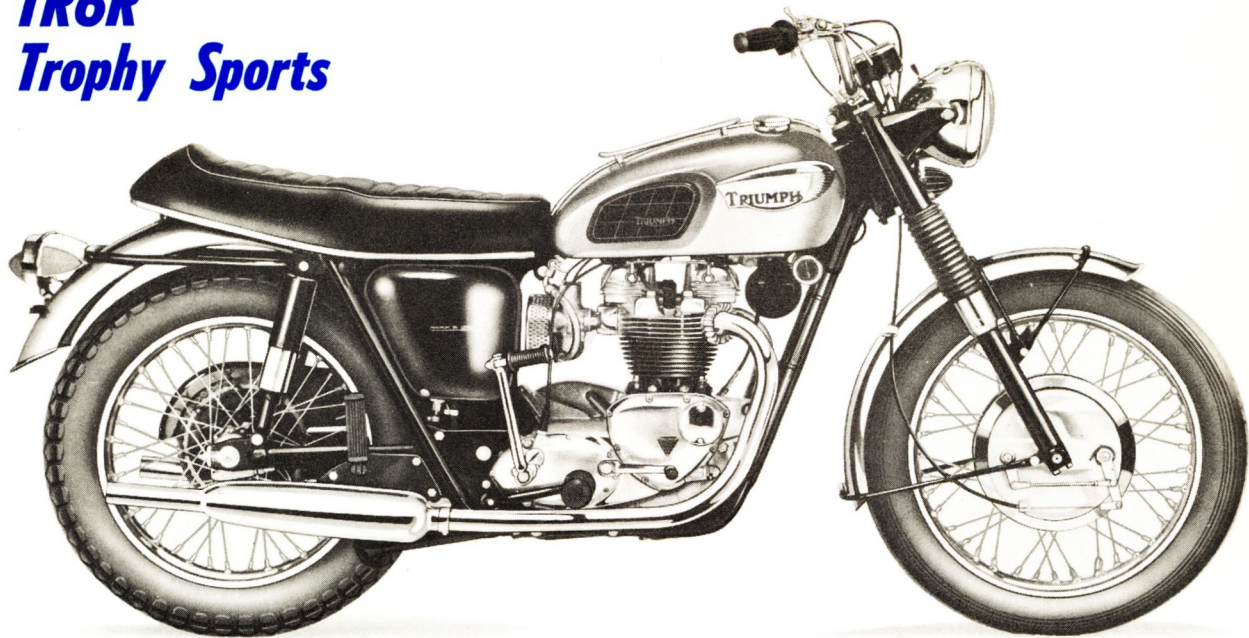
**TIRES AND BRAKES:** New full-width 8" diameter front brake hub with twin leading brake shoe design and positive linkage for greatly improved braking efficiency with easy brake lever operating pressure. Redesigned front brake hub side plates with air scoop. 7" diameter rear brake. 3.25x19 Dunlop ribbed front tire and 4.00x18 Dunlop K70 rear tire.

**OTHER DETAILS:** Instruments: Illuminated 10,000 r.p.m. Tachometer and 150 m.p.h. Speedometer with internal anti-vibration mountings. Right angle tachometer drive unit with improved oil seal at crankcase for longer cable life and greater reliability. Slim sports gas tank (2½ gal. capacity) with chrome trim, modern Triumph tank emblem and new design tank knee pads. New gas taps with threaded locknut for accurate positioning of gas "shut off" valves. New front gas tank rubber mounting assembly with housing for ignition condensers and safety side reflectors. New removable rubber mounted side panel battery cover with built-in tool kit tray and locking knob fastener. Two-level hinged twin seat with new design seat hinges and rear lifting handle. All black "pleated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rests, "Easylift" center stand, and new rugged side stand. U.S. Style rubber mounted  $\frac{7}{8}$ " handlebar with dual rotor throttle twist-grip and "cushioned", non-slip handlebar grips. Ball end Competition type adjustable clutch and brake levers. Total average weight 386 lbs.

**COLOR:** New solid color Hi-Fi Scarlet with center silver stripe. Black frame. Polished stainless steel fenders.

**Suggested Retail Price:** \$1,375.

# TR6R Trophy Sports



## TR6R TROPHY SPORTS—40 CU. IN. (650 c.c.) Single Carburetor

The finest high performance Triumph Road Sports touring machine—equally at home in city traffic or cruising along effortlessly at turnpike speeds. The TR6R Tiger has all the basic Bonneville engine features and improvements plus the additional features of a single carburetor for smooth performance throughout the range, easy tuning maintenance, and larger sports gas tank for longer touring range.

**ENGINE:** 40 Cu. In. (650 c.c.) OHV Vertical Twin. Same unit construction engine as T120R Bonneville including racing inlet and exhaust camshafts, large  $1\frac{19}{32}$ " inlet and  $1\frac{1}{16}$ " exhaust valves, 9:1 compression pistons. New single 30 mm diameter AMAL concentric carburetor and air cleaner. Handlebar mounted carburetor choke lever. TR6R also has new engine timing facilities as T120R with new contact breaker assembly and provision for strobe light timing.

**EXHAUST:** Twin downswept chrome plated exhaust system with high performance sports mufflers.

**CLUTCH AND GEARBOX:** Same details as T120R with standard ratio gears, heavy duty clutch, long kickstart lever, 19T gearbox sprocket, and detachable bolt-on (46T) rear wheel sprocket. High gear ratio 4.84:1.

**ELECTRICS:** 12 Volt battery ignition electrical system with improved Zener Diode, "finned" heat sink voltage control. Single 12 volt battery in improved rubber mounted carrier with new adjustable mounting strap. All chrome plated headlamp with "ignition" - "high beam" warning lights, ammeter, and new "Toggle-Type" headlight switch. New safety approved tail light

assembly with side reflectors, (#679) tail lamp and license plate bracket.

**FRAME AND FORKS:** TR6R also has single down tube frame design with new modified anti-theft fork lock and key. Triumph Trophy type telescopic hydraulic forks with new internal damping design. Adjustable rear Girling suspension units.

**TIRES AND BRAKES:** New full width 8" diameter twin leading shoe front brake with restyled brake hub sides plates and air scoop. 7" diameter rear brake. 3.25 x 19 Dunlop ribbed front tire and 4.00 x 18 Dunlop K70 rear tire.

**OTHER DETAILS:** Instruments: Illuminated 10,000 r.p.m. Tachometer and 150 m.p.h. Speedometer with internal anti-vibration mountings. Larger size sports gas tank ( $3\frac{1}{2}$  gal.) with chrome parcel grid for longer touring range. Modern Triumph gas tank emblem and new design tank knee pads. New front gas tank mounting assembly with ignition condenser housing and safety side reflectors. New removable rubber mounted side panel-battery cover with built-in tool kit tray and locking knob fastener. Two-level hinged twin seat with new design seat hinges and rear lifting handle. All black "pleated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rests, "Easylift" center stand, and new rugged side stand. U. S. Style rubber mounted  $\frac{7}{8}$ " handlebar with "cushioned", non-slip handlebar grips. Ball end Competition type adjustable clutch and brake levers. Total average weight 386 lbs.

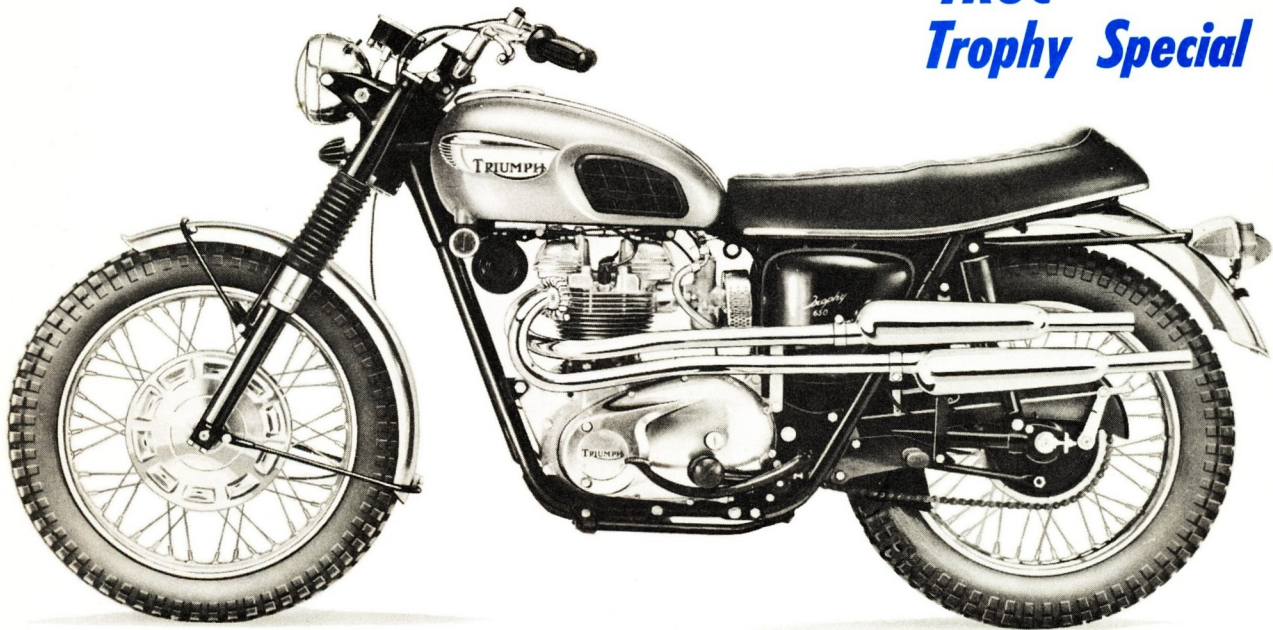
**COLOR:** New two-tone, Hi-Fi Riviera Blue and Silver. Black Frame. Painted Steel fenders Riviera Blue and Center Silver Stripe.

**Suggested Retail Price:** \$1,280.



Wherever motorcyclists meet, the all-around versatility of the Triumph Trophy Sports motorcycle is always in the forefront. It is especially adaptable by power, performance and handling ease to touring.

## TR6C Trophy Special



### TR6C TROPHY SPECIAL —40 CU. IN. (650 c.c.) Single Carburetor

The most powerful model in the famous line of Triumph "Trophy" or Competition machines. Now fitted with 12 volt battery and full lighting equipment for the enthusiast who likes the "Competition Look" for road riding as well as a rugged 650 c.c. machine for serious cross country, enduro, or scrambles racing.

**ENGINE AND GEARBOX:** 40 Cu. In. (650 c.c.) OHV Vertical Twin. Same engine specifications as TR6R with new single 30 mm diameter AMAL concentric carburetor and air cleaner. Also incorporates all the design features and improvements to the 1968 40 Cu. In. Range of machines listed on Page 2 under T120R Bonneville. Gearbox fitted with standard ratio gears (wide ratio obtainable as extras from Parts Department). 18T Gearbox sprocket, Detachable bolt-on (46T) rear wheel sprocket. High gear ratio 5.11:1. Crankcase undershield (skid plate) is standard equipment.

**EXHAUST:** Dual, left-hand, upswept exhaust pipes with exhaust leg guards and twin sports mufflers.

**ELECTRICS:** Now fitted with 12 volt battery ignition electrical system, single 12 volt battery and improved Zener Diode voltage control to meet legal safety requirements (same as TR6R). All chrome detachable sports headlamp and new safety approved

tail light assembly with side reflectors, (#679) tail lamp and license plate bracket.

**TIRES AND BRAKES:** New full width 8" diameter twin leading shoe front brake with restyled hub side plates and air scoop. 7" diameter rear brake. 3.50 x 19 front and 4.00 x 18 rear tire sizes with optional Trials Universal or Sports "Knobby" tires. (State preference when ordering.)

**OTHER DETAILS:** Trophy-type hydraulic front forks with new internal damping design. Adjustable rear Girling suspension units. Illuminated 150 m.p.h. speedometer with new anti-vibration central mounting. (No tachometer is fitted but provision is made for tach drive which can be furnished from Parts Department if required). Small sports gas tank (2½ gal.) with new design tank knee pads. New front gas tank rubber mounting assembly housing ignition condensers and safety side reflectors. Competition folding footrests, pillion footrests, new rugged side stand — no center stand. Rigid mounted "TT Style" 7/8" handlebar, ball end competition adjustable clutch and brake levers, adjustable steering damper. Crankcase undershield (skid plate). Hinged twin seat with all black pleated seat cover. Total average weight 384 lbs.

**COLOR:** New solid color Hi-Fi Riviera Blue with center silver stripe. Black Frame. Polished stainless steel fenders.

**Suggested Retail Price:** \$1,270.

### ALL OUT — IN THE ROUGH!

Where desert sand, intense heat and rugged terrain all combine to ask the most of a motorcycle, you'll find the Triumph TR6C Trophy always in the winner's circle.



# National TRIUMPH Leadership in Motorcycle Sports...

**National Number 1!**

Throughout the 1967 Racing Season, Triumph Motorcycles, ably ridden by versatile Gary Nixon, led in A.M.A. National Point Standings. Among his finest National Championship victories are:

- Nationally famous Daytona 200 Mile Road Race.
- Loudon, Laconia, N. H. 100 Mile Road Race.
- Santa Fe Formula C Short Track Race.
- Portland, Oregon 20 Mile Dirt Track Race.
- Carlsbad, California 75 Mile Road Race.

In addition to these wins, Nixon took second at 20 Lap TT National Championship, Peoria, Ill.; second at 10 Mile National Championship Dirt Track, Columbus, Ohio, demonstrating the Triumph-Nixon winning combination on both hard surfaces and dirt track.



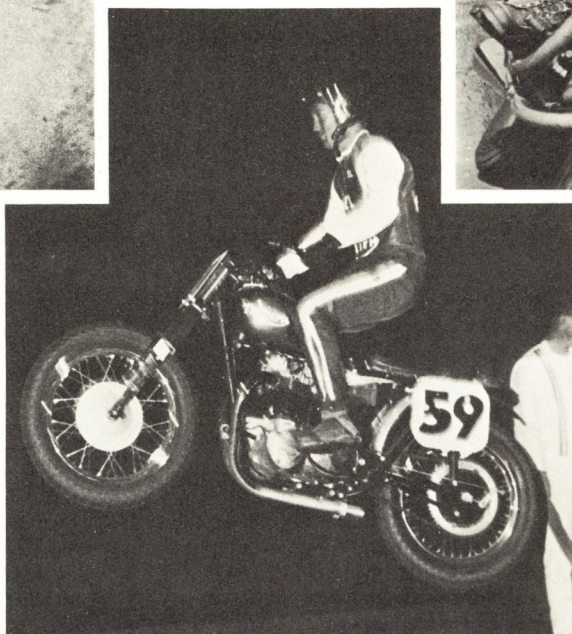
**FLASH!** (as we go to press) Gary Nixon clinched the National #1 title on Oct. 1 at Oklahoma City in the 9 mile National Championship Dirt Track Race.



**DIRT TRACK:** Gary Nixon, winner of 20 Mile National Championship Dirt Track, Portland, Ore., July 1967 on a Triumph T100 Tiger.



**TT SCRAMBLES:** Skip Van Leeuwen — winner of 50 Lap TT National Championship, Ascot, Gardena, Calif, July 1967 on a Triumph Bonneville TT.



**HILLCLIMBS:** Joe Hemmis—winner of Formula A Hillclimb National Championship, Jefferson, Pa., August 1967 (4-time National Hillclimb Champion who also won in 1959, 1962 and 1964.)

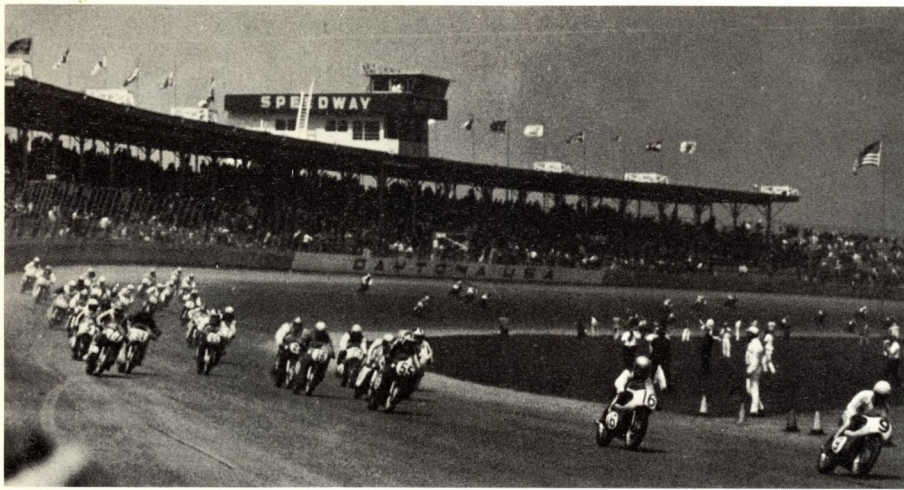
# TRIUMPH

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**ROAD RACES:** Starting lineup and take-off scramble of the famous Daytona 200 National Championship Road Race, March 19, 1967—Daytona, Fla. This race is one of the sport's major events, and has no challenger as America's top motorcycle race. Gary Nixon on a Triumph Tiger T100 set up a most successful Triumph racing season by finishing first with Buddy Elmore #79—second. Seven out of the first twelve places were Triumphs—a smashing victory, indeed.



**TOP SPEED:** Bob Leppan (left) in Gyronaut X-1 set record of 245.667 MPH (average 2-way speed) at Bonneville Salt Flats, Utah, August 25, 1966 (which is still unbeaten). This is the ultimate in straight-away drag racing exemplified in hundreds of less ambitious but equally important wins on small drag tracks throughout the U. S.

# AMA Speed Record Holder

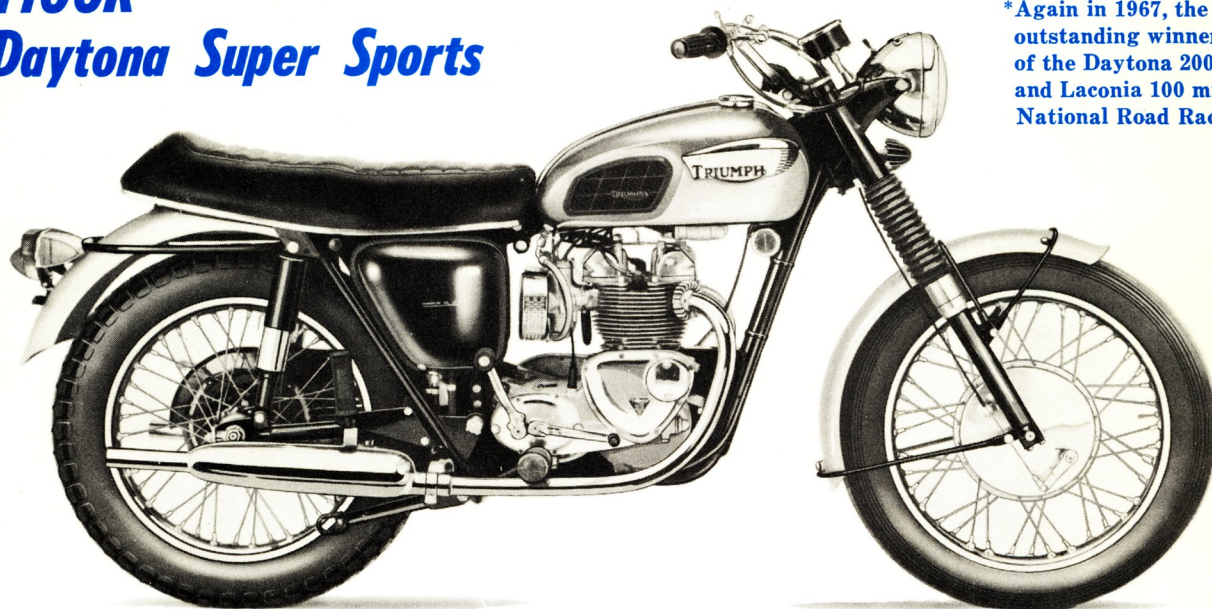
*There is a Quality  
Standard in every  
field...for Motorcycles,  
It's*



**ENDUROS:** For the last five years, Triumph Champion Bill Baird has led the U. S. Enduro Riders in point standings as shown above in the 175 Mile National Championship Enduro Run, Schererville, Ind., May 1967, on a Triumph Tiger T100C . . . and in Sept. 1967 the 150 Mile Championship Enduro was added to our victories.

# T100R Daytona Super Sports

\*Again in 1967, the outstanding winner of the Daytona 200 and Laconia 100 mile National Road Races.



## T100R DAYTONA SUPER SPORTS

—30.5 CU. IN. (500 c.c.) Twin Carburetors

Truly a "Race Bred" Road Sports Triumph with back-to-back "wins" in both the 1966 and the 1967 Daytona 200-mile races plus the 100-miler at Laconia, N. H. — The toughest National Road Racing Events in the country. Experienced motorcyclists especially appreciate the T100R's combination of outstanding handling and performance with the Triumph "Oversquare" unit construction 500 c.c. engine.

**ENGINE:** 30.5 cu. in. (500 c.c.) "oversquare" unit construction OHV Vertical Twin. New twin complete 26 mm AMAL Concentric Carburetors with new separate air cleaners threading directly to carburetors. New handlebar carburetor choke lever for easier starting under all conditions. High performance 9:1 compression pistons. Racing inlet and exhaust camshafts. Large  $1\frac{1}{32}$ " inlet valves and  $1\frac{5}{16}$ " exhaust valves. Racing tappets. Large capacity rubber mounted oil tank (3 qts.) with rear chain oiler and adjustable oiler feed at the tank. New contact breaker plate assembly with separate point adjustments for accurate ignition timing. Rugged duplex primary chain drive and engine crankcase rear chain protector.

**EXHAUST:** Twin downswept chrome plated exhaust system with high performance Sports mufflers.

**GEARBOX AND CLUTCH:** Smooth, positive gearbox fitted with standard ratio gears. 18T gearbox sprocket and detachable bolt-on steel rear wheel sprocket (46T). High gear ratio 5.70:1. Heavy duty clutch plate facings. Quick change fitting at gearbox enables easy clutch cable replacement.

**ELECTRICS:** 12 Volt battery ignition electrical system with improved single 12 volt battery housed in improved rubber mounted carrier with new adjustable rubber mounting strap giving easy access to battery. Electrical output supplied from AC Alternator located on drive side end of crankshaft. Charging rate controlled by Zener Diode and new "finned" diode heat sink mounted under headlight for proper cooling and longer diode life. Improved electric wiring harness. Rubber covered ignition switch with cylinder type lock and key repositioned in front headlight bracket for easier operation. "Ignition" and "high beam" warning lights now also repositioned in headlamp for better visibility. New "Toggle-Type" headlight switch. New polished aluminum rear tail light assembly with license plate

bracket, approved type (679) tail lamp and safety side reflectors conforming to Motor Vehicle safety standards. All chrome detachable headlamp with ammeter is mounted in slotted brackets for adjustment of headlight beam. Horn is standard equipment.

**FRAME AND FORKS:** The 500 c.c. frame also has the highly proven single, down-tube design and steering head angle for the best high speed handling characteristics. Fitted with Triumph trophy-type telescopic hydraulic front forks and new internal "shuttle valve" damping design for excellent suspension under all conditions. Anti-theft frame lock built into top fork lug—can be locked in one position only for safety. Adjustable rear Girling suspension units.

**TIRES AND BRAKES:** Large full-width 8" diameter front brake (as previously fitted to 1967 650 c.c. machines). 7" diameter rear brake. 3.25 x 19 ribbed front tire and 4.00 x 18 K70 Gold Seal rear tire.

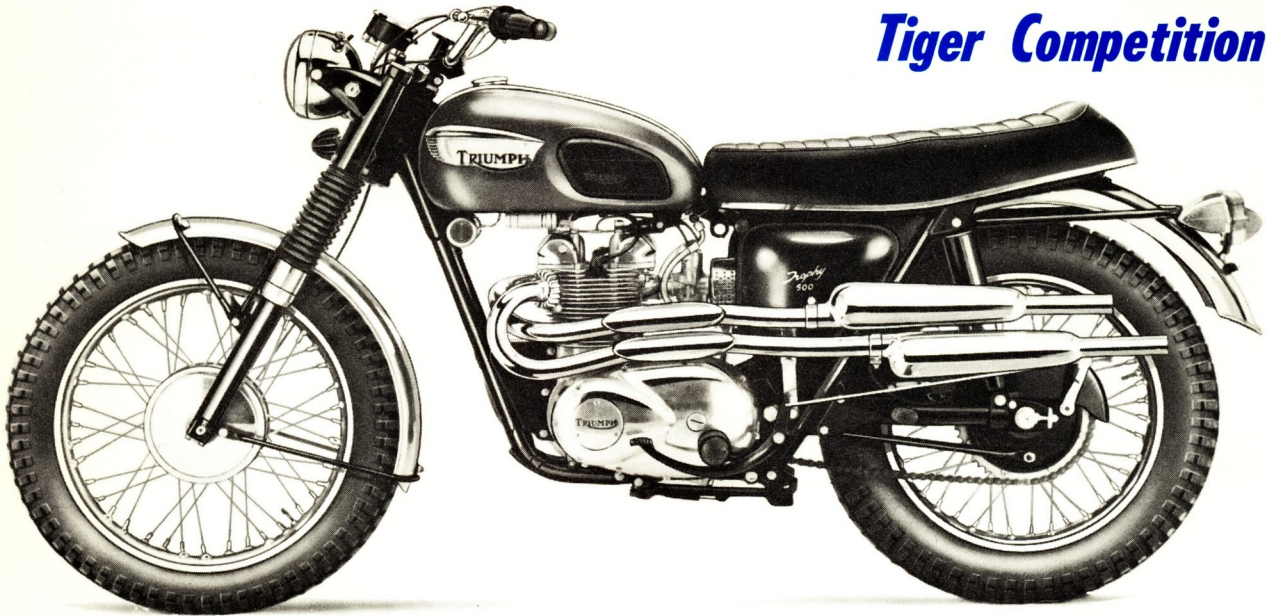
**OTHER DETAILS:** Instruments: Illuminated 10,000 r.p.m. Tachometer and 125 m.p.h. Speedometer with internal anti-vibration mountings. Right angle tachometer drive unit with improved oil seal at crankcase for longer cable life and greater reliability. Slim sports gas tank ( $2\frac{1}{2}$  gal. capacity) with chrome trim, modern Triumph gas tank emblem and new design tank knee pads. New gas taps with threaded locknut for accurate positioning of gas "shut off" valves. New front gas tank rubber mounting assembly with housing for ignition condensers and safety side reflectors. New removable rubber mounted side panel and battery cover with built-in tool kit tray and locking knob fastener. Two-level hinged twin seat with new design seat hinges and rear lifting handle. All black "pleated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rests, "Easylift" center stand, and side stand. U.S. Style  $\frac{7}{8}$ " handlebar with dual rotor throttle twistgrip and "cushioned", non-slip, handlebar grips. Ball end Competition type adjustable clutch and brake levers. Total average weight 354 lbs.

**COLOR:** New two-tone Hi-Fi Aquamarine and Silver. Black Frame. Painted steel fenders—Silver and Aquamarine center stripe.

**Suggested Retail Price:** \$1,185.



# T100C Tiger Competition



## T100C TIGER COMPETITION—30.5 CU. IN. (500 c.c.) Single Carburetor

For 1968, the most famous of all the Triumph "Trophy" models becomes a true dual purpose motorcycle. First, as always, a tough, rugged competitor with unmatched performance and handling qualities for the roughest cross country, enduro, and scrambles events. Secondly, now fitted with full 12 volt battery electrics, lighting equipment, and optional Dunlop K70 Gold Seal road tires or Trials Universal tires—front and rear—The T100C is a sporty road machine, light in weight, easy to handle with the reliability features of a single carburetor . . . all at an outstanding low price for the many built-in qualities of a Triumph Twin.

**ENGINE AND GEARBOX:** 30.5 cu. in. (500 c.c.) high performance "oversquare" unit construction OHV vertical twin engine. Same engine specifications and improvements as T100R—9:1 compression pistons, racing inlet and exhaust camshafts, and racing tappets. New single 26 mm AMAL concentric carburetor and air cleaner. Gearbox fitted with wide ratio gears. 18T gearbox sprocket and detachable 46T bolt-on steel rear wheel sprocket. High gear ratio 5.70:1.

**EXHAUST:** Dual, left-hand upswept exhaust pipes with exhaust leg guards and twin sports mufflers.

**ELECTRICS:** Now fitted with 12 volt battery ignition electrical system, single 12 volt battery and improved Zener Diode voltage control to meet legal requirements (same as T100R). All

chrome detachable sports headlamp and new safety approved tail light assembly with side reflectors, (#679) tail lamp and license plate bracket.

**FRAME AND FORKS:** Trophy type hydraulic front forks with new internal damping design. Top fork lug also fitted with modified anti-theft frame lock and key. Adjustable rear Girling suspension units.

**TIRES AND BRAKES:** T100C Trophy retains full width 7" front brake for lightness and 7" rear brake. Available with 3.50 x 19 front and 4.00 x 18 rear Trials Universal or K70 Gold Seal road tires (state preference when ordering).

**OTHER DETAILS:** Illuminated 125 m.p.h. speedometer with new anti-vibration central mounting. (Tachometer and/or Special VDO Enduro Type Speedometer can be furnished as optional equipment from Parts Department). Small sports gas tank (2½ gal.) with new design tank knee pads. New front gas tank rubber mounting assembly housing ignition condensers and safety side reflectors. Competition folding footrests, pillion footrests, side stand—no center stand. Rigid mounted U.S. Style ¾" handlebar, ball end competition adjustable clutch and brake levers, adjustable steering damper. Crankcase under-shield (skid plate). Hinged twin seat with all black pleated seat cover. Total average weight 340 lbs.

**COLOR:** New solid color Hi-Fi Aquamarine with Center Silver Stripe. Black Frame. Polished Stainless steel fenders.

**Suggested Retail Price:** \$1,095.

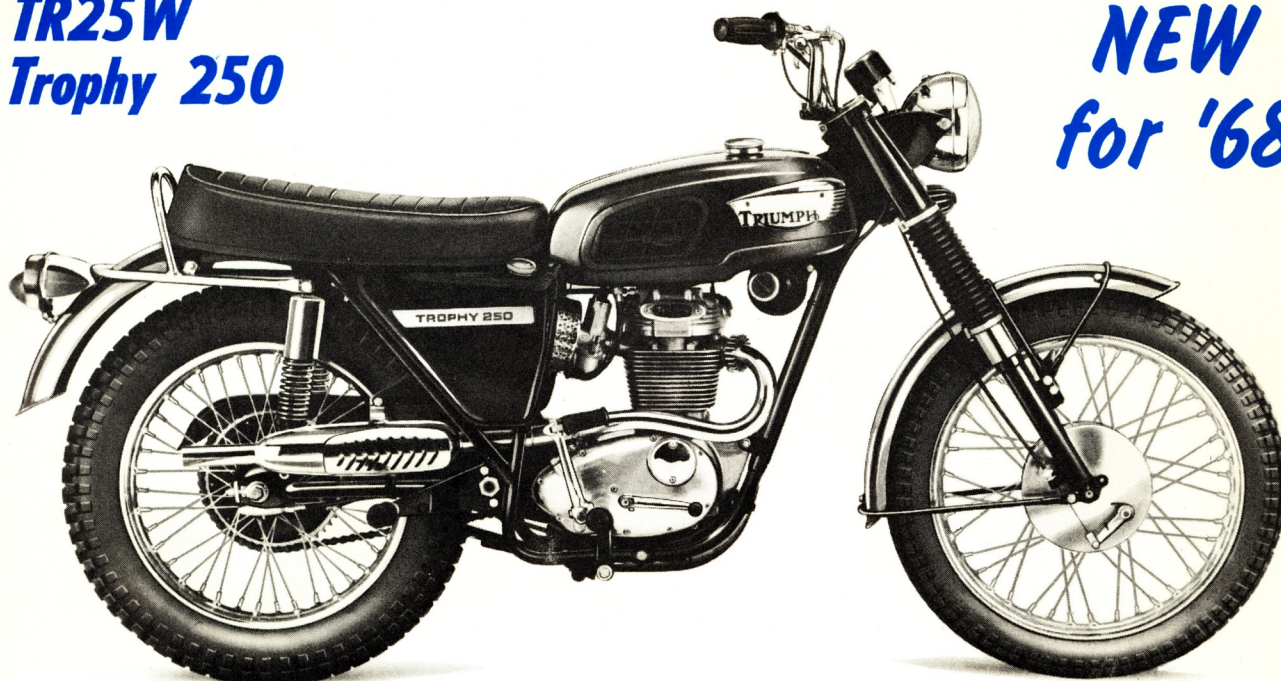
### THE TOUGHER — THE BETTER!

Here Bill Baird—5-Time Grand National Enduro Champion — demonstrates rugged durability and super power in the rough on a T100C Tiger Competition Motorcycle. (Baird also leads in the current Enduro Point Standings as we go to press.)



# TR25W Trophy 250

# NEW for '68



## TR25W TROPHY 250—15 CU. IN. (250 c.c.) OHV Single Cylinder

Brand new for 1968! . . . Triumph's proud lightweight addition to the famous "Trophy" line.

The name "Triumph Trophy" has always meant versatility . . . and this new "250 Trophy" has it! The right combination of equipment, power, and performance for all-purpose riding, on or off the road. Also just the answer for the rider who wants to own his first real motorcycle—a brand new Triumph lightweight with big Triumph quality and features.

**ENGINE:** 15 cu. in. (250 c.c.) OHV 4-cycle single cylinder unit construction engine-gearbox design. 8.5:1 compression piston, sports camshaft, new 28 mm AMAL concentric carburetor and air cleaner. One-piece forged crankshaft with double bolt-on flywheels. Double-gear driven oil pump. Alloy cylinder head and barrel with large "Square barrel" finning for good cooling under hard running conditions.

**GEARBOX:** 4-Speed gearbox fitted with standard ratio gears, 16T gearbox sprocket, detachable bolt-on rear wheel sprocket (49T). High gear ratio 6.92:1.

**EXHAUST:** Chrome plated upswept exhaust pipe and muffler and exhaust leg guard. Exhaust pipe is "tucked in" neatly out of the way behind frame.

**ELECTRICS:** Full 12 volt battery ignition electrical system with single 12 volt battery housed in rubber mounted carrier and new Zener Diode voltage control. All chrome detachable sports headlight with built-in headlight switch, dip switch, and high beam indicator light. New polished aluminum rear tail light

assembly with license plate bracket, approved type (679) lens and side reflectors conforming to motor vehicle safety standards. Cylinder type ignition switch and key, and horn are standard equipment.

**FRAME AND FORKS:** Single down tube frame design with adjustable rear Girling suspension units with chrome plated outer springs. Trophy type telescopic hydraulic forks with big twin internal damping design for excellent suspension on or off the road.

**TIRES AND BRAKES:** Full width 7" lightweight front brake. 7" rear brake with quick detachable rear wheel. 3.25 x 19 front and 4.00 x 18 rear Trials Universal Tires.

**OTHER DETAILS:** New completely re-designed sports gas tank (2½ gal.) with new design tank knee pads and modern Triumph emblem. Also, new contour shaped oil tank (3½ pints) and side panel battery cover with "Triumph 250" emblems. Illuminated speedometer with internal anti-vibration mounting. All black "pleated" twinseat cover. New combination chrome plated rear lifting handle and seat rail. Competition folding footrests, pillion footrests, side stand—no center stand. U.S. Style rigid mounted 7/8" handlebar with "cushioned", non-slip, handlebar grips. Ball end adjustable clutch and brake levers. Crankcase undershield (skid plate), horn, tool kit, and safety side reflectors are all standard equipment. Total average weight 285 lbs.

**COLOR:** New solid color Hi-Fi Scarlet. Black Frame. Painted steel fenders Hi-Fi Scarlet.

**Suggested Retail Price:** \$695.00

**GENERAL:** Suggested Retail Prices are F.O.B. Baltimore, Md. State or local taxes, net cost of transportation from Baltimore and a "make ready" charge of \$15. on Twins are charged by Dealer. Prices and Specifications subject to change without notice. Eastern U.S. prices are shown in this catalog. Western Prices and Specifications may vary.

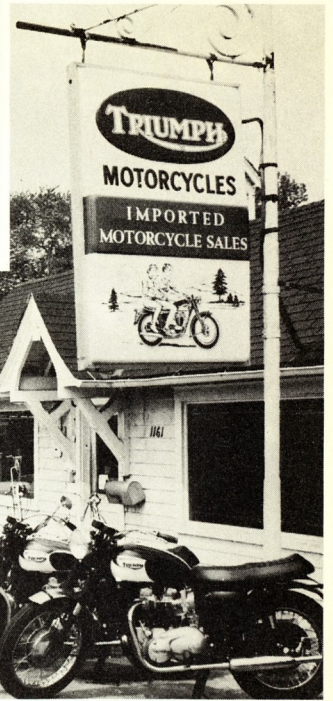
**PHOTO CREDITS:** In addition to thanks we offer Dealers whose shops are displayed herein, we are indebted to Cycle News for the Desert Scene on p. 4; Roxy Rockwell for Daytona Start; Boyd Reynolds for Nixon-Daytona finish; Walt Mahoney for Nixon-Portland action shot; Cycle News for Van Leeuwen action photo; Bill Newrock for Hemmis hillclimb, and Ben Hall for Baird action shot—latter all on center racing pages. Also, Jack Hall for Enduro shot on p. 8. The bridge illustrated on the front cover is at Jamestown, R.I.

# All Triumph Owners Enjoy Excellent After-Sales Service

To serve you, a network of well-equipped Triumph Dealers dot the entire U. S. Coast-to-Coast like the outstanding shops in the Eastern Territory (illustrated below).

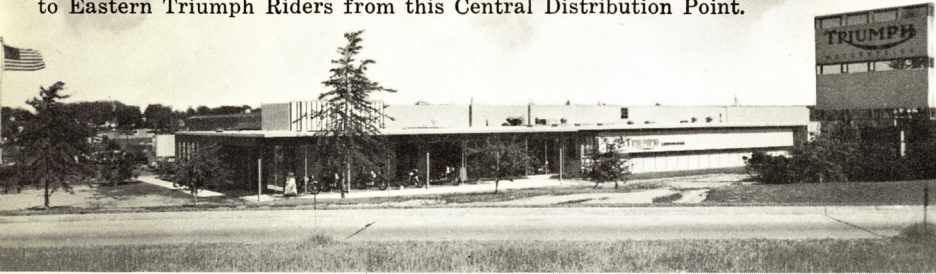


**Hermy's Cycle Shop  
Port Clinton, Pa.**

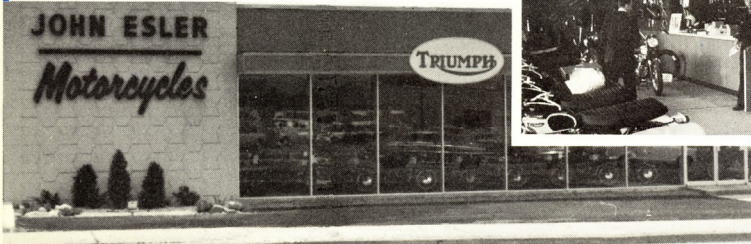


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Look for Triumph Motorcycles in the Yellow Pages or write to Dept. J for 1968 Color Catalog and your nearest Triumph Dealer.

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**4.** Deluxe Chrome Plated Handlebar Mirror  
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