

leave it all behind on

# THE TRIUMPH 69







TRIUMPH

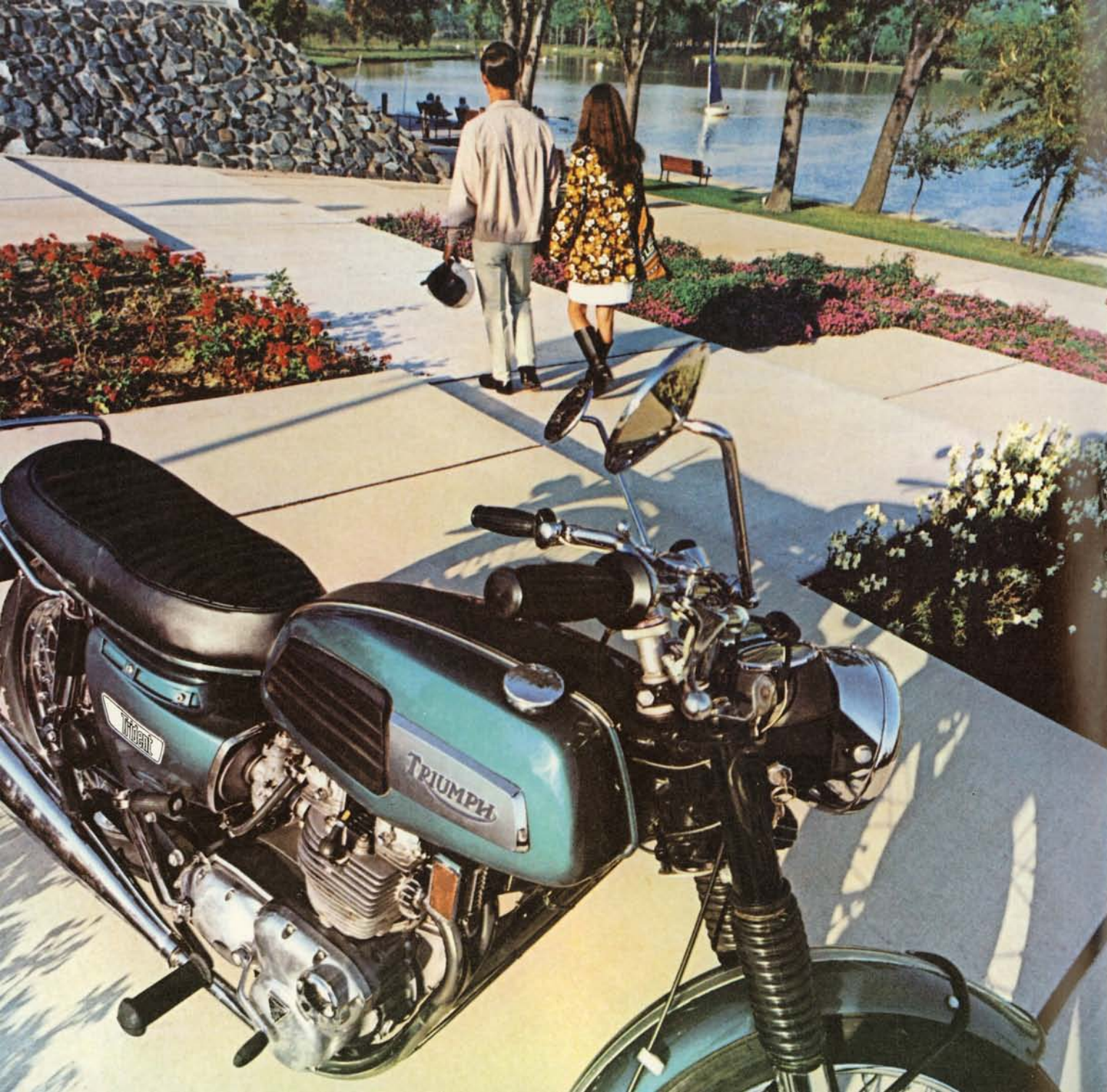
TRIUMPH

# THE TRIUMPH '69

This is the year of The Triumph. From the lean and mighty 250 all the way up to the exciting new 750 Trident Triple, there's a Triumph model made specifically for the kind of riding you do. 7 great ones in all. And each an incredible piece of precision engineered machinery that looks and acts like no other motorcycle in the world. But then, The Triumph never has. Never will.

1969. If you're serious about motorcycling, make it your year—to Triumph!





### THE TRIDENT TRIPLE/T150

Just imagine the fastest, ruggedest Triumph you've ever ridden. Then add another cylinder and carb. Pow! That's the new Triumph Triple—over 60 BHP of creamy smooth lightning. An astonishing breakthrough in motorcycle design that resulted in a three cylinder 750 cc machine that can cruise along all day at speeds that make other bikes' eyes bulge.

Imagine forgetting about that old vibration massage once and for all.

Imagine sauntering up behind a high balling tractor trailer, then steaming past like he threw it into reverse.

Imagine a machine this powerful, and still with the same amazing lightness and agility that brands all Triumphs.

Then imagine not riding one.  
It'll tear you up.



**ENGINE:** 45 cu. ins. (750 cc) three transverse vertical cylinders. Alloy cylinder head with pushrod operated overhead valves fitted into Hemi combustion chambers and three 27 mm. AMAL concentric carburetors, with unitized air filter.

**GEARBOX:** Four speeds built in unit with engine. Shafts and gears of hardened nickel chrome steel. Single plate diaphragm clutch...engineered to withstand the abuse of 100 Horsepower.

**EXHAUST:** Three exhaust ports, middle port split into outer ports by means of new chrome plated manifold. Dyno tuned for maximum torque and performance.

**FRAME:** Brazed cradle type frame with large diameter down-tube and duplex bottom rails. Center and side stands.

**FORKS:** Telescopic hydraulic type front with internal shuttle valve.

**BRAKES:** 8" diameter twin leading shoe front brake with cooling scoops. 7" diameter rear brake.

**ELECTRICAL EQUIPMENT:** 12 volt battery and coil ignition system. Electrical output regulated by Zener Diode voltage control.

**OTHER DETAILS:** Illuminated 10,000 rpm tachometer and 150 mph speedometer with odometer.

(For complete specifications, see center page chart.)







#### THE BONNEVILLE/T120R

There's only one way to know what **good** is. Steer your training wheels to your nearest Triumph dealer and tell him to roll out The Triumph T120R. This is the 650 cc twin carb scorchers that runs faster than anyone in his right mind would ever want to go. With a streamlined shell, it soared to 245.667 mph to win the A.M.A. approved world's speed record at Bonneville, Utah.

Up front, we put a full width 8" brake with twin leading shoes and real air scoops to keep the wild horses under control.

Down under, we put a sturdy, 2-piece frame that's a masterpiece of strength and lightness.

In the guts, we put a potful of other engineering wonders to boggle the mind.

All over, we left off the gingerbread that would make it look like anything else but The Triumph.

That's what **good** is.





**ENGINE:** 40 cu. in. (650 cc) OHV Vertical Twin. Splayed port alloy cylinder head with twin AMAL concentric carburetors and air filters.

**GEARBOX:** Unit construction with engine. Standard ratio gears (wide ratio obtainable as extras from parts department).

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

**FRAME:** Highly proven single down-tube design. Rear Girling suspension units are adjustable to suit driver weight.

**FORKS:** Triumph Trophy type telescopic hydraulic forks with internal "shuttle valve" damping design.

**BRAKES:** Full-width 8" diameter front brake hub with air scoop. 7" diameter rear brake.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition electrical system. Electrical output supplied from AC Alternator, with charging rate controlled by Zener Diode.

**OTHER DETAILS:** Illuminated 10,000 rpm tachometer and 150 mph speedometer with internal anti-vibration mountings.

(For complete specifications, see center page chart)





#### THE TIGER 650/TR6R

Remember what we said about the Bonneville? Okay. Now imagine all those race-proven features in a single carb 650 cc that's specifically designed for the long haul. The Tiger TR6R. Probably the most manageable and durable bike on the road.

This is the great touring bike—the one you cruise on smooth as cream. And pine for more when you have to take off your boots at the end of the day. It has all the features particularly desired by the rider who frequently takes long, high-speed rides. Reliability, good looks, a 3.5 gallon large gas tank, terrific suspension, and a high-power-to-weight-and-size-ratio engine.

This is the Tiger. Grab one by the tail—and you won't want to let go!





**ENGINE:** 40 cu. in. (650 cc) OHV vertical twin. New single AMAL concentric carburetor and air filter.

**GEARBOX:** Unit construction with engine. Standard ratio gears.

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

**FRAME AND FORKS:** Single down-tube frame design. Triumph Trophy type telescopic hydraulic forks with new damping design. Adjustable rear Girling suspension.

**BRAKES:** Full width 8" diameter twin leading shoe front brake with air scoop. 7" diameter rear brake.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition electrical system with Zener Diode voltage control.

**OTHER DETAILS:** Illuminated 10,000 rpm tachometer and 150 mph speedometer with internal anti-vibration mountings. Large size sports gas tank for longer touring range. Ball end competition type adjustable clutch and brake levers.

(For complete specifications, see center page chart)





#### THE TROPHY 650/TR6C

This is the one that's walked away with more cross country events than any machine you can name. Riders call it "the desert bike." First, because you wouldn't want to be caught out there on anything less rugged and reliable than a TR6C. Second, because of torque. Great gobs of torque, that will pull a machine through a sand wash in top gear.

But don't get the idea this is strictly a racing bike. Most 6C's sold never see the dirt except in fun. Racing just improved the breed. Bump a TR6C over a choppy road and see how the racing suspension makes all the difference.

Racing also improves the looks. Like all Triumphs, the TR6C is devoid of all that western-movie false front styling. Everything you see has a purpose. It just doesn't sit there looking pretty, it works.

Which, if you love classic motorcycle styling, can be pretty pretty.



## technical data

MODEL	TRIDENT (T150)	BONNEVILLE (T120R)	TIGER 650 (TR6R)	TROPHY 650 (TR6C)	DAYTONA (T100R)	TROPHY 500 (T100C)	TROPHY 250 (TR25W)
Engine Type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of Cylinders	3	2	2	2	2	2	1
Bore/stroke, mm.	67 x 70	71 x 82	71 x 82	71 x 82	69 x 65.5	69 x 65.5	67 x 70
Bore/stroke, ins.	2.64 x 2.76	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.72 x 2.58	2.72 x 2.58	2.64 x 2.75
Capacity, cu. cms.	747	649	649	649	490	490	250
Capacity, cu. ins.	45	40	40	40	30.5	30.5	15
Compression ratio	9:1	9:1	9:1	9:1	9:1	9:1	10:1
B.H.P. and R.P.M.	60 @ 7,250	52 @ 6,500	45 @ 6,500	45 @ 6,500	41 @ 7,200	38 @ 7,000	22 @ 8,250
Engine sprocket teeth	28	29	29	29	26	26	23
Clutch sprocket teeth	50	58	58	58	58	58	52
Gearbox sprocket teeth	19	19	19	18	18	18	15
Rear sprocket teeth	52	46	46	46	46	46	52
R.P.M. 10 m.p.h. top gear	657	634	634	666	744	744	905
Gear ratios—top	4.89	4.84	4.84	5.11	5.7	5.7	7.82
Gear ratios—third	5.83	5.76	5.76	6.09	6.97	6.97	8.6
Gear ratios—second	8.3	8.17	8.17	8.63	9.16	9.16	11.4
Gear ratios—first	11.95	11.81	11.81	12.46	14.10	14.1	18.3
Carburetor—make	Triple/Amal	Twin/Amal	Amal	Amal	Twin/Amal	Amal	Amal
Carburetor—type	626	930	930	930	626	626	928
Front chain size	3/8" x .225" x .25" Triplex	3/8" x .225" x .25" Duplex	3/8" x .225" x .25" Duplex	3/8" x .225" x .25" Duplex	3/8" x .225" x .25" Duplex	3/8" x .225" x .25" Duplex	3/8" x .225" x .25" Duplex
Rear chain size	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 1/4"
Tire—front, ins.	3.25 x 19	3.25 x 19	3.25 x 19	3.50 x 19	3.25 x 19	3.50 x 19	3.25 x 19
Tire—rear, ins.	4.10 x 19	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18
Tire type—front	K70	K70	K70	K70	K70	K70	K70
Tire type—rear	K81	K70	K70	K70	K70	K70	K70
Brake diameter—ins.	8F 7R	8F 7R	8F 7R	8F 7R	8F 7R	7F 7R	7F 7R
Finish	Aquamarine	Olympic Flame/Silver	Trophy Red/Silver	Trophy Red/Silver	Lincoln Green/Silver	Lincoln Green/Silver	Trophy Red
Seat height—ins.	32	30 1/2	30 1/2	30 1/2	30	30	30
Wheelbase—ins.	57 1/2	55 1/2	55 1/2	55 1/2	53 1/2	53 1/2	52
Length—ins.	86 1/4	84 1/2	84 1/2	84 1/2	83 1/4	83 1/4	82
Width—ins.	28 1/2	27	27	27	27	27	28
Clearance—ins.	6 1/2	7 1/8	7 1/8	7 1/8	7 1/8	7 1/2	7 1/2
Weight—lbs. (Dry)	470	386	386	384	354	340	312
Gas—gals.	4 3/4	2 1/2	3 1/2	2 1/2	2 3/8	2 3/8	2 1/2
Oil—pints	6	6	6	6	6	6	4

Specifications subject to change without notice.



**ENGINE AND GEARBOX:** 40 cu. in. (650 cc) OHV vertical twin, with single AMAL concentric carburetor and air filter. Gearbox fitted with standard ratio gears (wide ratio obtainable as extras from parts department). Crankcase undershield (skid plate) is standard equipment.

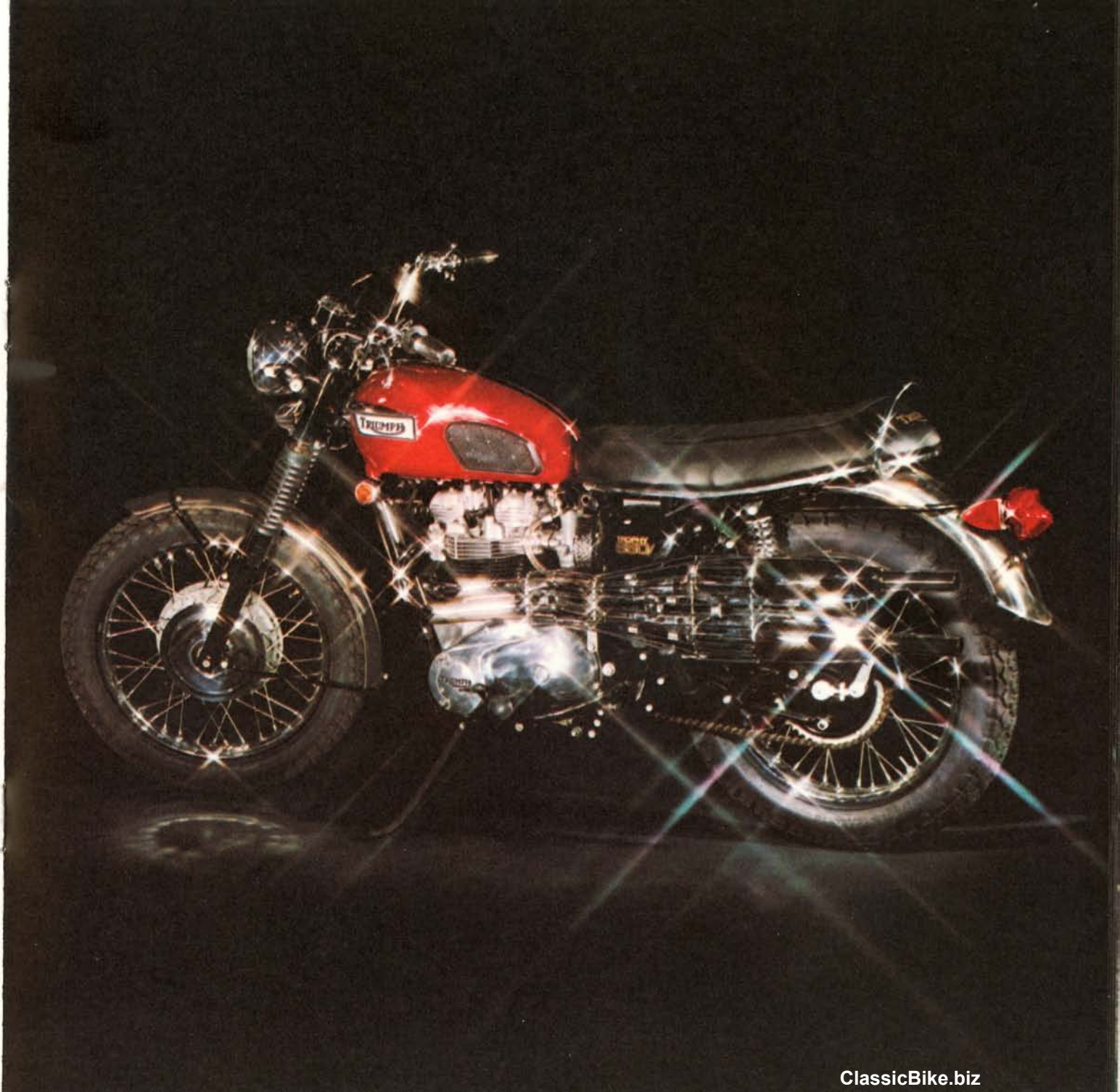
**EXHAUST:** Dual, left-hand, upswept exhaust pipes with new exhaust leg guards and twin sports mufflers.

**BRAKES:** New full width 8" twin leading shoe front brake with restyled hub side plates and air scoop. 7" diameter rear brake.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition electrical system, with improved Zener Diode voltage control.

**OTHER DETAILS:** Trophy-type hydraulic front forks with internal damping design. Adjustable rear Girling suspension units. Illuminated 150 mph speedometer with new anti-vibration control mounting. Competition folding footrests, pillion footrests, rugged side stand. Ball end competition type adjustable clutch and brake levers. Hinged twin seat with all black pleated seat cover and seat rail. Stainless steel fenders.

(For complete specifications, see center page chart)







#### THE DAYTONA/T100R

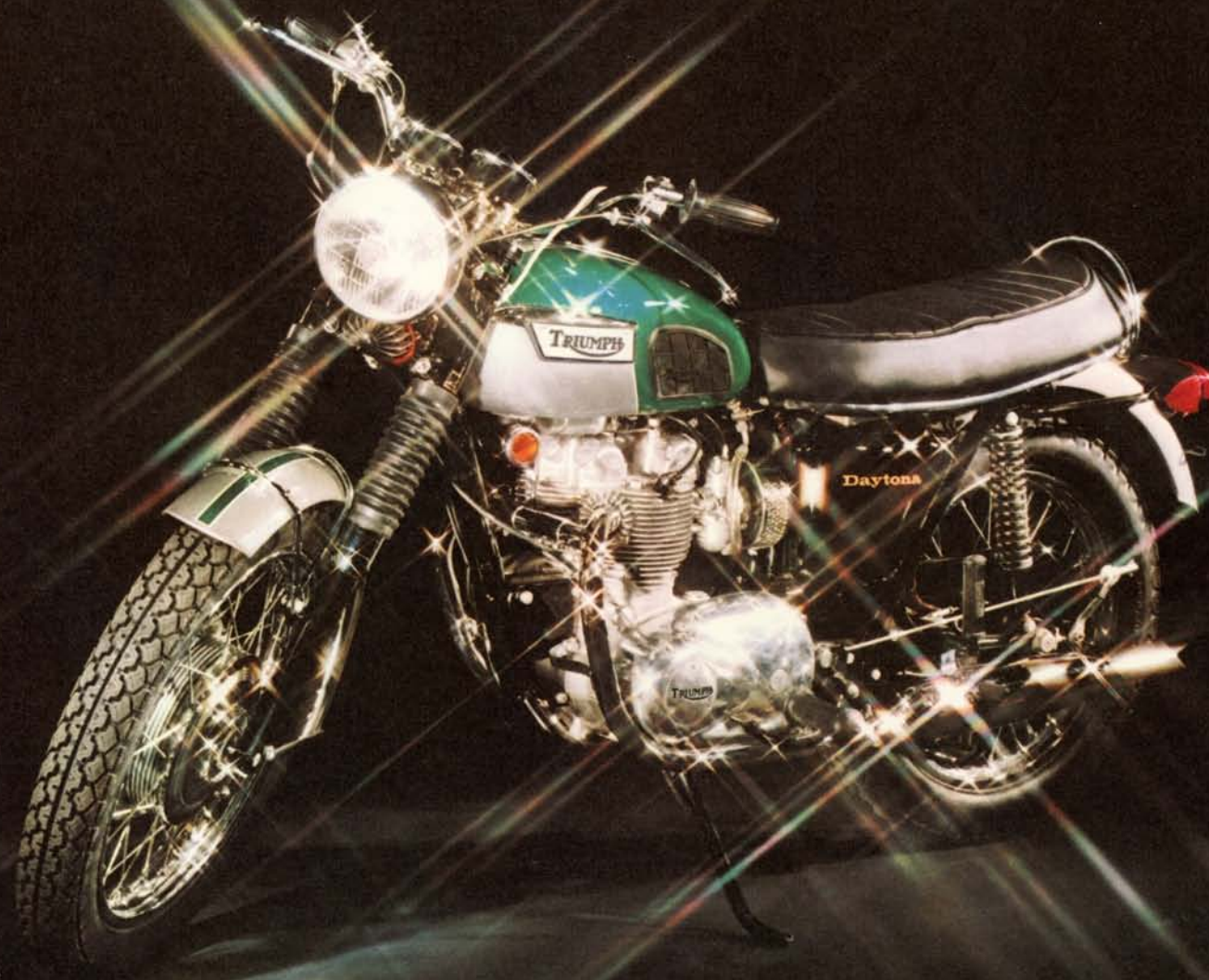
The way Triumph makes it, the 500 cc is probably the best all around motorcycle you can buy. For example, the twin carb, 41 BHP Daytona T100R, that got its name in 1967 by blowing the lid off all past Daytona records, lapping the field within seconds of a 100 mph average.

Sure, you can get more torque at the low end of a 650 cc. But you can't have everything. What you do get with a T100R is lighter weight and quicker handling. Here's a bike that puts you completely in control wherever you go. Up hills. Down hills. Heeling over through the tightest curves.

Adding to the sense of security is the big 8" brake up front. Plus a bunch of little things, like non-slip handlebar grips, safety side reflectors and tail lamp, and the rugged single down-tube frame.

If you're looking for a medium sized bike with the punch of a heavyweight, look at the T100R. It'll be a cold day in August when you'll find another combination of this much power with this kind of handling.





**ENGINE:** 30.5 cu. in. (500 cc) "oversquare" unit construction OHV vertical twin. Twin AMAL concentric carburetors with separate air filters. Handlebar carburetor choke lever for easier starting. High performance 9:1 compression pistons. Racing inlet and exhaust camshafts. Racing tappets.

**GEARBOX AND CLUTCH:** Smooth, positive gearbox fitted with standard ratio gears. Heavy duty clutch plate facings.

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

**BRAKES:** Full width 8" twin leading shoe front brake. 7" diameter rear brake.

**FRAME AND FORKS:** Highly proven single down-tube design. Fitted with Trophy type telescopic hydraulic front forks and internal "shuttle valve" damping design suspension.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition system. Electrical output supplied from AC alternator, with charging rate controlled by Zener Diode. Horn is standard equipment.

**OTHER DETAILS:** Illuminated 10,000 rpm tachometer and 125 mph speedometer. Slim sports gas tank. Ball end competition type adjustable clutch and brake levers.

(For complete specifications, see center page chart)





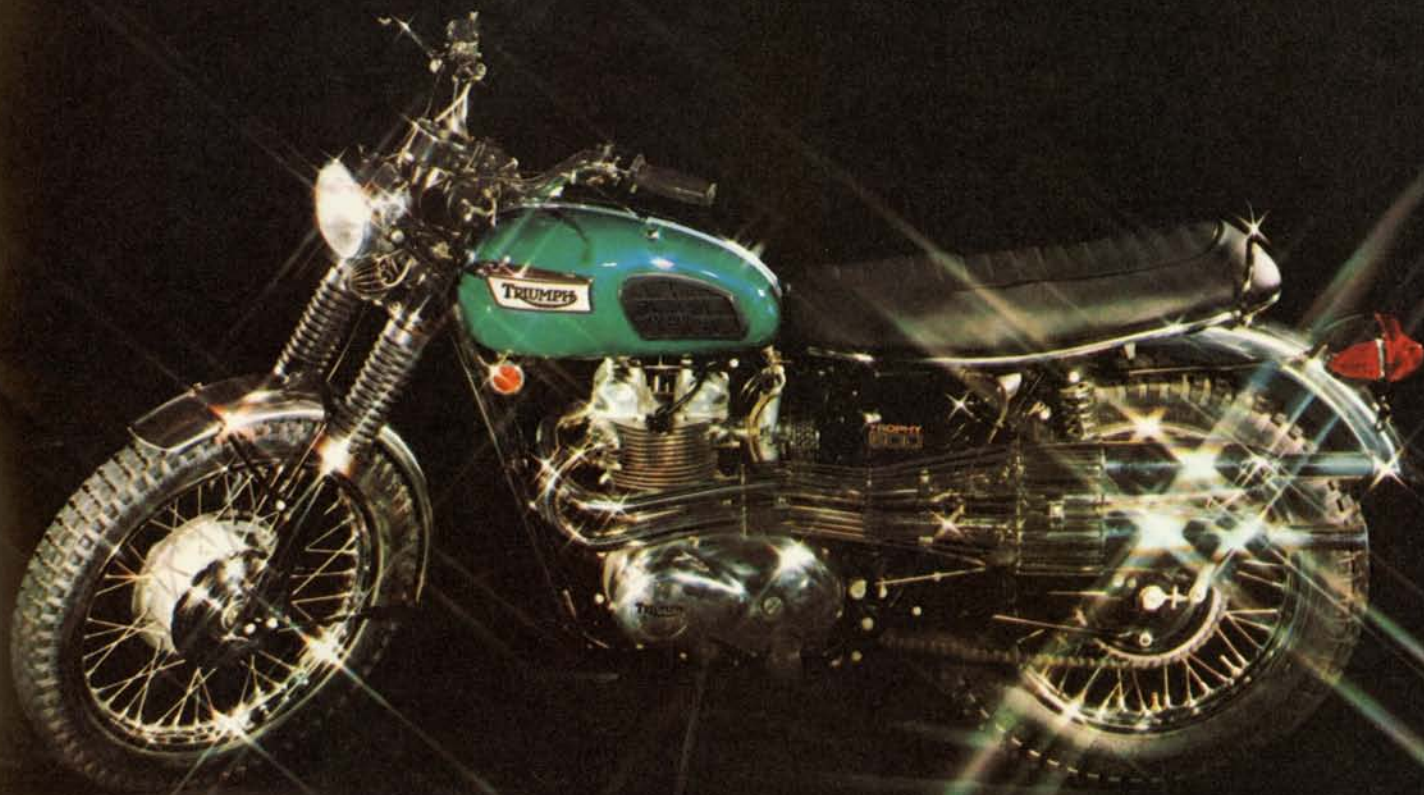
#### THE TROPHY 500/T100C

The "C" stands for Competition. But in the T100C it could also mean Champion. Because this is the gutsy number that made Grand National Enduro Champion —seven years in a row!

But forget all about that for a minute, if you can. The T100C is really the bike for the man who wants to have his cake and eat it, too. You can ride it smooth and comfortable down the freeway to work. And still have a machine that will eat up the countryside with the best of them on weekends. The same race-proven suspension that contributed to the T100C's remarkable string of victories also makes it a better road bike. The double dampened forks that smooth out the surfy pavements. The 3-way adjustable Girling rear shock. The rugged frame. Add to this an untemperamental Amal single carb system that churns out 38 powerful horses at 7000 rpm and you have a bike that's at home anywhere.

Like, your place?





**ENGINE AND GEARBOX:** 30.5 cu. in. 500 cc high performance "oversquare" unit construction OHV vertical twin engine. 9:1 compression pistons, racing inlet and exhaust camshafts, and racing tappets. Gearbox fitted with wide ratio gears.

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

**FRAME AND FORKS:** Single down-tube frame. Hydraulic front forks with internal damping design. Adjustable rear Girling suspension units.

**BRAKES:** Full width 7" front brake and 7" rear brake.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition electrical system with Zener Diode voltage control.

**OTHER DETAILS:** Illuminated 125 mph speedometer with anti-vibration central mounting. Competition folding footrests, pillion footrests, new improved side stand. Ball end competition adjustable clutch and brake levers, adjustable steering damper. Stainless steel fenders.

(For complete specifications, see center page chart)





#### THE TROPHY 250/TR25W

Meet the light fantastic! Only 312 lbs., but chock full of the same precision engineering and craftsmanship you get in the bigger Triumphs.

For example, you get a Triumph four-speed gearbox, that flattens out the hills for you.

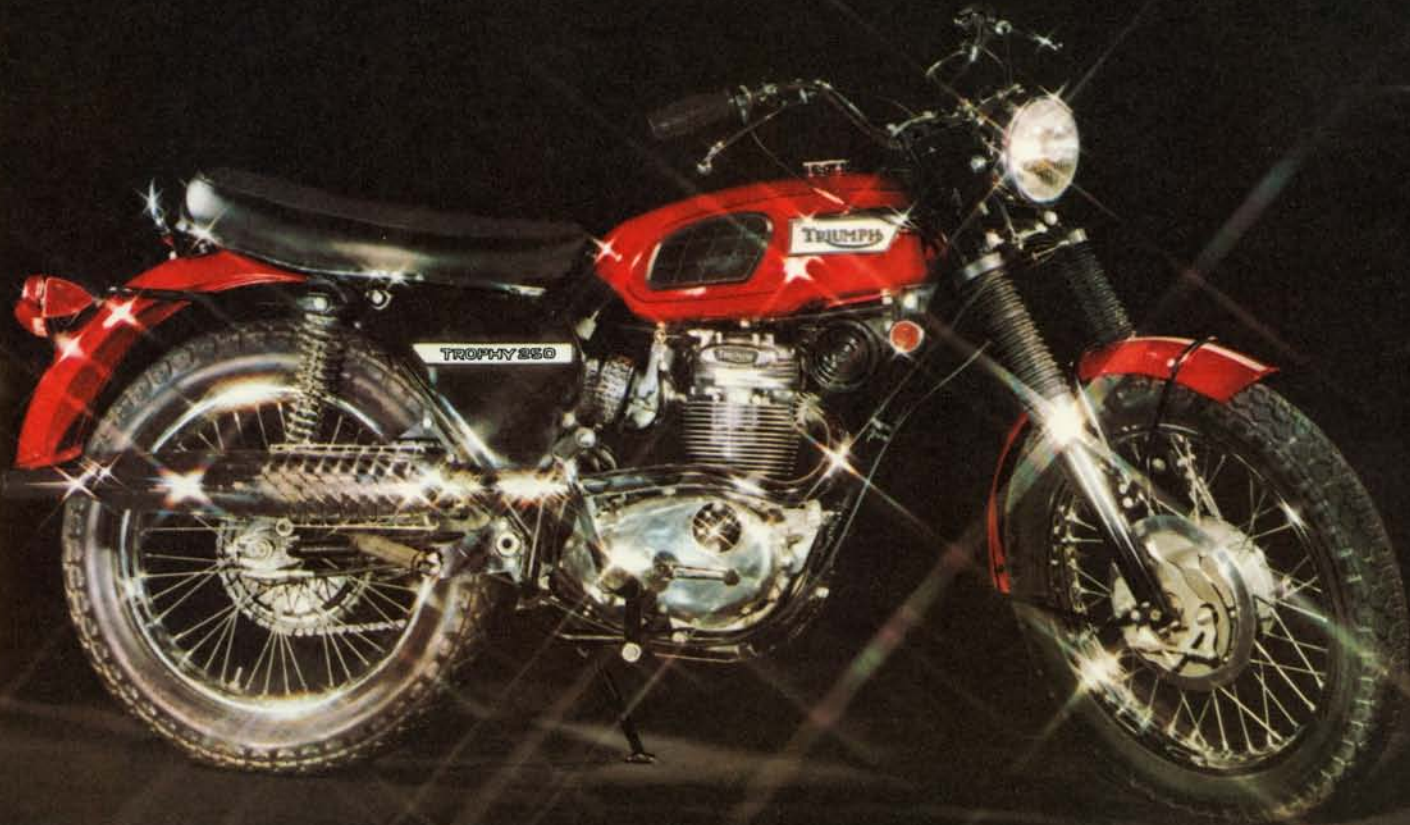
You get Triumph's latest double leading shoe brake. The same 7-incher we put on our Trophy 500. You also get Trophy type telescopic hydraulic forks with the big Twin internal damping design. Makes the 250 handle like a cat, on the road and off.

You get a 28 mm Amal concentric carburetor and air cleaner. A double-gear type oil pump. And an alloy cylinder head and barrel with large "square barrel" finning to keep its cool when the going gets tough.

You get to wear that slight sneer that all riders do when they finally make it to THE TRIUMPH.

In fact, you get an awful lot from a Triumph 250. And all you give up are your training wheels.





**ENGINE:** 15 cu. in. (250 cc) OHV 4-cycle single cylinder unit construction engine-gearbox design. 10:1 compression piston, sports camshaft, AMAL concentric carburetor and air cleaner.

**GEARBOX:** 4-speed gearbox fitted with standard ratio gears. High gear ratio 7.82:1.

**EXHAUST:** New chrome plated upswept pipe and muffler and new exhaust leg guard.

**BRAKES:** Full width 7" twin leading shoe front brake. 7" rear brake with quick detachable rear wheel.

**FRAME AND FORKS:** Single down-tube frame design with adjustable rear Girling suspension units. Trophy type telescopic forks with big twin internal damping design.

**ELECTRICAL EQUIPMENT:** 12 volt battery ignition electrical system with Zener Diode voltage control.

**OTHER DETAILS:** Illuminated speedometer with internal anti-vibration mounting. Competition folding footrests, pillion footrests, and side stand. Skid plate, horn, tool kit, and safety side reflectors are all standard equipment.

(For complete specifications, see center page chart)



# guarantee

New Triumph motorcycles are guaranteed for a period of 90 (ninety) days from date of purchase, or 4,000 miles, whichever occurs first.

This Guarantee also entitles Purchaser to one Free Service Check. In order to receive full benefit, he must return the motorcycle for a Service Check at 500 miles or less. Oil and/or spark plugs required at Service Check will not be supplied free of charge.

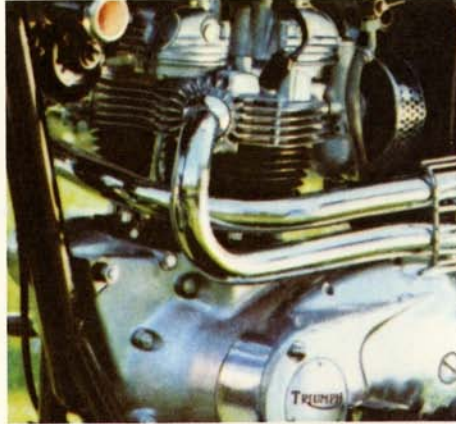
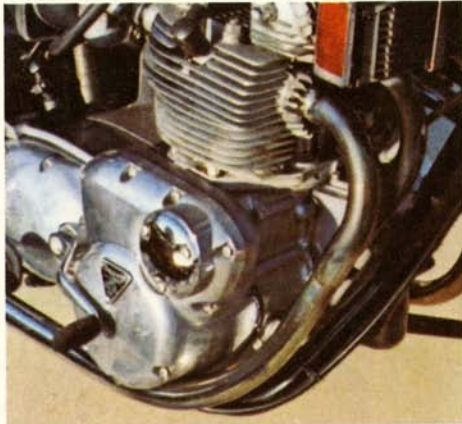
All benefits of the Guarantee become null and void if the Purchaser does not have the Service Check, accomplished by his Dealer. The Free Service Certificate, endorsed by the Purchaser and the Dealer, must be returned to the Distributor as soon as the work is completed.

Should a mechanical problem develop, the suspected part or parts will be removed and inspected by the Dealer and any part or parts of this motorcycle which in the opinion of the Distributor are found to be defective by reasons of faulty workmanship or materials, and not from fair wear and tear will be replaced with a new part. If repair is considered to be sufficient, repairs will be made to the repairable parts. All parts, repairs to parts and labor required for the removal and replacement of defective parts will be supplied to you at no charge, so long as the terms of the Guarantee are in effect.

This Guarantee is made only to the Original Purchaser and is not transferable to any other party.

This Guarantee becomes null and void if the Triumph motorcycle is rented or leased to any other person; or if this motorcycle is used in any type of competition or speed contest; or if, in the Dealer's opinion, damage occurs after unusual stress or strain, misuse, abuse, neglect, accident, or installation of unsuitable parts or accessories, or the fitting of mufflers other than those supplied as standard equipment.

The liability of Triumph Engineering Co., Ltd., the Distributor and/or Dealer who sold this motorcycle shall be limited to that set out in this Guarantee. No other claims, including claims for consequential damage or injury to person or property, shall be admissible. All other conditions and warranties, hereby excluded. The Triumph Engineering Co., Ltd., reserves the right to modify or deviate from published specifications without notice.









# THE TRIUMPH

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