

The incredible Triumph 750cc Triple

Here's more Triumph than you've ever had under you before! A 750cc Triumph. With three cylinders and triple carbs.

Why three cylinders? Simply because a 750cc engine needs a new approach. A twin cylinder engine with only two bearings is like a single with a very long crank. Under power this crank tends to flex, causing stress and vibration. By skillful design and sophisticated engineering techniques we've been able to overcome these inherent problems in the big Triumph twins. But above 650cc you just need more cylinders.

But *three* cylinders? It'll never work, we were warned. A four cylinder engine — bigger, wider, and more expensive — is the only answer.

We persevered, recalling a well-known three cylinder car which won rally after rally. And we found a three cylinder *does* work, giving uncanny smoothness at all speeds and offering a host of advantages over both two and four cylinder layouts.

The new Triumph Triple is powerful proof!

How we did it. We started with the famous Triumph twin design and frame, which lent itself perfectly to a three cylinder layout. We found a third cylinder took to it like a duck to water, producing an entirely *new* machine of revolutionary performance. What's more, many of the best-loved Triumph features are retained, and service is greatly simplified.

Developing the Triple to Triumph standards has taken several years. A three cylinder, 750cc design

poses many new problems, and each one had to be overcome. We had to devise and master new production techniques. Thorough dynamometer testing was followed by an extensive proving program on British test circuits and in the mountains and deserts of North America. Over one hundred thousand miles have been covered, thousands of them at sustained speeds in excess of 100 m.p.h.

The result is a real breakthrough in motorcycle engineering. A new three cylinder 750cc machine developing over 60 bhp.

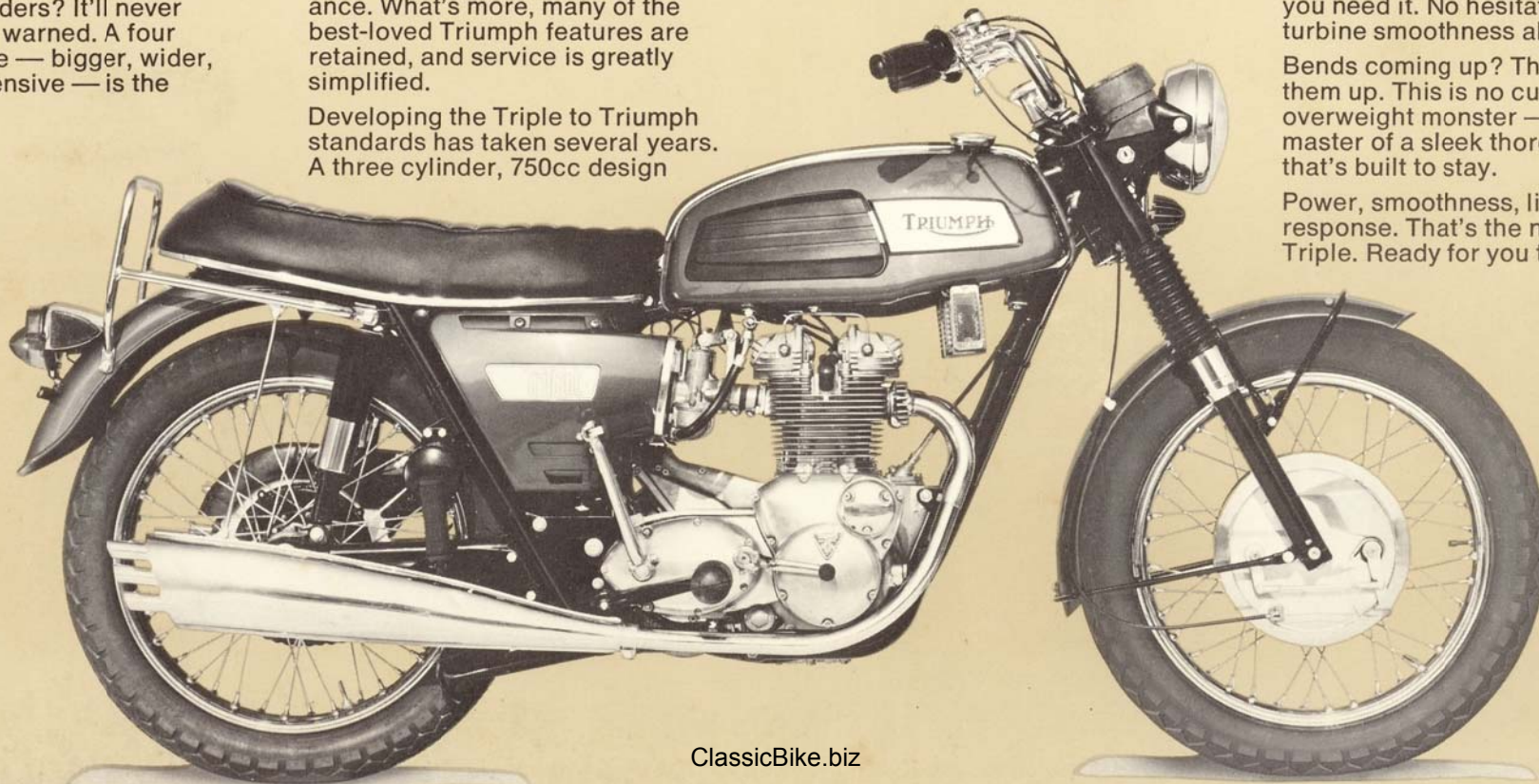
Here's what you get. Imagine, if you can, a 750cc machine that can be parked on its center stand on smooth concrete, and revved to maximum without a trace of vibration creep. That's the kind of smoothness you get with the Triumph Triple.

So picture yourself on a drag strip. On the basis of tire area you've got *three times* the torque of many popular four litre sports cars. That's the kind of power you get with the Triumph Triple.

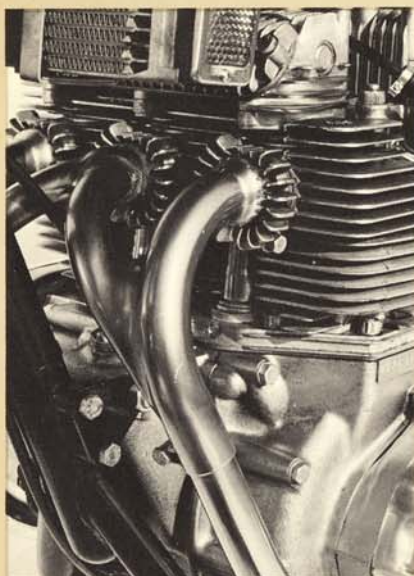
Now, you're on the highway in traffic. You've got smooth top gear acceleration from 40. Or from 30 if you need it. No hesitation. Just turbine smoothness all the way.

Bends coming up? The Triple eats them up. This is no cumbersome, overweight monster — you're master of a sleek thoroughbred that's built to stay.

Power, smoothness, light positive response. That's the new Triumph Triple. Ready for you to take over!



Advanced design, all-alloy, 45 cu. in., three cylinder power plant. Middle exhaust port split into outer ports by means of a new chrome plated manifold. Transmission system incorporates a triple row primary chain and heavy duty single plate diaphragm spring clutch enclosed in a dry compartment. Overall design is compact and allows ease of access for routine maintenance. This 60 brake horsepower o.h.v. unit combines fantastic performance, quiet cool running and absolute reliability.



Power as never before in a production motorcycle is no idle boast. During development, it was found that standard road tires were not suitable. So an entirely new concept in tire design and tread pattern had to be developed. The result is a brand new tire, semi-triangular in section with a specially developed buttressed tread pattern. This tire the Dunlop K81 combines long life with safety all-angle road holding characteristics.

Three flexibly-mounted 27 mm. dia. Amal concentric carburetors are fitted as standard equipment. Throttle is operated by single cable and special easy-to-adjust linkage. One-piece high efficiency air cleaner, quickly removable for cleaning and mounted behind center section panels.



THE TRIUMPH

Triumph West, P.O. Box 275, Duarte, Calif. 91010
Triumph East, P.O. Box 6790, Baltimore, Md. 21204

MODEL	T150
Motor	
Type	O.H.V.
Number of cylinders	3
Bore/stroke, mm. (ins.)	67 x 70 (2.64 x 2.76)
Capacity, c.c. (cu. ins.)	740 (45)
Compression ratio	9:1
b.h.p. and r.p.m.	60 @ 7,250
Carburetors	
Make	Amal (3)
Type	626
Transmission	
Sprockets:	
Motor	28
Clutch	50
Gearbox	19
Rear wheel	52
r.p.m. 10 m.p.h., top gear	657
Gear ratios:	
top	4.89
third	5.83
second	8.3
first	11.95
Front chain size	3/8" pitch, triplex (82 links)
Rear chain size	5/8" x 3/8" (108 links)
Tires	
Front, ins.	3.25 x 19 K70
Rear, ins.	4.10 x 19 K81
Brakes	
Front, ins. (cms.)	8 (20.32) TLS
Rear, ins. (cms.)	7 (17.78)
Finish	Aquamarine
Dimensions	
Height, ins. (cms.)	42 1/2 (107.95)
Length, ins. (cms.)	86 3/4 (220.34)
Width, ins. (cms.)	28 1/2 (72.39)
Weight, lb. (kilos)	470 (213.3)
Gas tank gals.	5.12 US gals.
Oil, pints	6
Specifications are subject to alteration	