

THINK BIG

The image features the text 'THINK BIG' in a large, bold, white, sans-serif font. The letters are cut out, revealing a blurred landscape of a road and mountains. The background is a dark, textured black. The overall composition is dynamic and visually striking.

Big, Beautiful, and Hotter Than Ever.

TRIUMPH BONNEVILLE 650. (T120R), (T120RV)

America's favorite big bike always had twin cylinders and twin carburetors. Now, it also has a new frame with greater torsional rigidity. Its three-inch spine acts as an oil tank, saves weight, and helps cool the oil at the same time.

New forks use hard-chromed stanchions and aluminum alloy sliders for less weight, greater control.

New cast aluminum front brake runs cooler.

New 8-inch front brake is ultra-efficient.

New megaphone exhaust adds power—and sounds it.



ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	50 bhp @ 7000 rpm
MAX. TORQUE	38.5 ft. lb. @ 6000 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (T120R) 5-Speed gearbox (T120RV)
CARBURETOR	2-Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7½"
DRY WEIGHT	382 lbs.
FUEL TANK	3½ gals.
OIL	6 pts.



The Big One for '71.
TRIUMPH[®]

Triumph has always been the bike for the rider with big ideas.

Big ideas in what should go into a bike and what he should get out of it. Now, for 1971, Triumph gives you more advantages than ever—whether on the road or off.

Starting with the hotter-than-ever Bonneville 650, and right through to the biggest-of-the-big, the Trident 750, you'll see innovations everywhere, from handlebars to exhaust. If you like to think big, think Triumph.

Hit The

Choose the trail bike or the street scrambler; each packs 250ccs of muscle, engineered to be lighter in weight than ever. The new forks are lightweight.

TRIUMPH TRAILBLAZER 250. (T25T)

ENGINE TYPE	OHV—4 stroke
CYLINDERS	1
MAX. HP	22.5 bhp @ 8250 rpm
MAX. TORQUE	15.8 ft. lb. @ 7000 rpm
BORE/STROKE	67 x 70mm
COMP. RATIO	10:1
TRANSMISSION	4-speed gearbox
CARBURETOR	Amal 28mm conc.
FRONT TIRE	Dunlop 3.00 x 20" Trials
REAR TIRE	Dunlop 4.00 x 18" Trials
FRONT BRAKE	6" SLS
REAR BRAKE	7" SLS
WHEEL BASE	54"
GND. CLEAR.	7½"
DRY WEIGHT	287 lbs.
FUEL TANK	2½ gals. (aluminum tank)
OIL	4¾ pts.



Trail Big.

The new aluminum brake hubs front and rear are lightweight. The whole lighting system unplugs from one connection. You're ready in a moment to hit the trail in a big way.

TRIUMPH BLAZER 250-SS. (T25SS)

ENGINE TYPE	OHV—4 stroke
CYLINDERS	1
MAX. HP	22.5 bhp @ 8250 rpm
MAX. TORQUE	15.8 ft. lb. @ 7000 rpm
BORE/STROKE	67 x 70mm
COMP. RATIO	10:1
TRANSMISSION	4-speed gearbox
CARBURETOR	Amal 28mm conc.
FRONT TIRE	Dunlop 3.25 x 18" K70
REAR TIRE	Dunlop 3.50 x 18" K70
FRONT BRAKE	6" SLS
REAR BRAKE	7" SLS
WHEEL BASE	54"
GND. CLEAR.	7"
DRY WEIGHT	290 lbs.
FUEL TANK	2½ gals.
OIL	4¾ pts.



Big News.

TRIUMPH BANDIT 350-SS. (T35SS)

This is a first for Triumph—and for those who ride it. The first and only production line DOHC 350cc bikes in the world. Those twin cylinders and twin carbs are teamed to a 5-speed gearbox to give you a really wide range of power response and highly flexible performance. All this plus a new, twin loop, full cradle racing frame that is low in weight, high in torsional strength. Plus new lightweight forks that are race-tested. Plus new lightweight aluminum-alloy brakes front and rear, both with a simple, external cam adjustment. Plus new double upswept pipes. (Electric starter is optional.)





ENGINE TYPE	DOHC—4 stroke
CYLINDERS	2
MAX. HP	34 bhp @ 9000 rpm
MAX. TORQUE	21 ft. lb. @ 7000 rpm
BORE / STROKE	63 x 56mm
COMP. RATIO	9.5:1
TRANSMISSION	5-Speed gearbox
CARBURETOR	2-Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 18" K70
REAR TIRE	Dunlop 3.50 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	58 ⁵ / ₈ "
GND. CLEAR.	6 ⁷ / ₈ "
DRY WEIGHT	345 lbs.
FUEL TANK	2 ³ / ₄ gals.
OIL	4 ³ / ₄ pts.

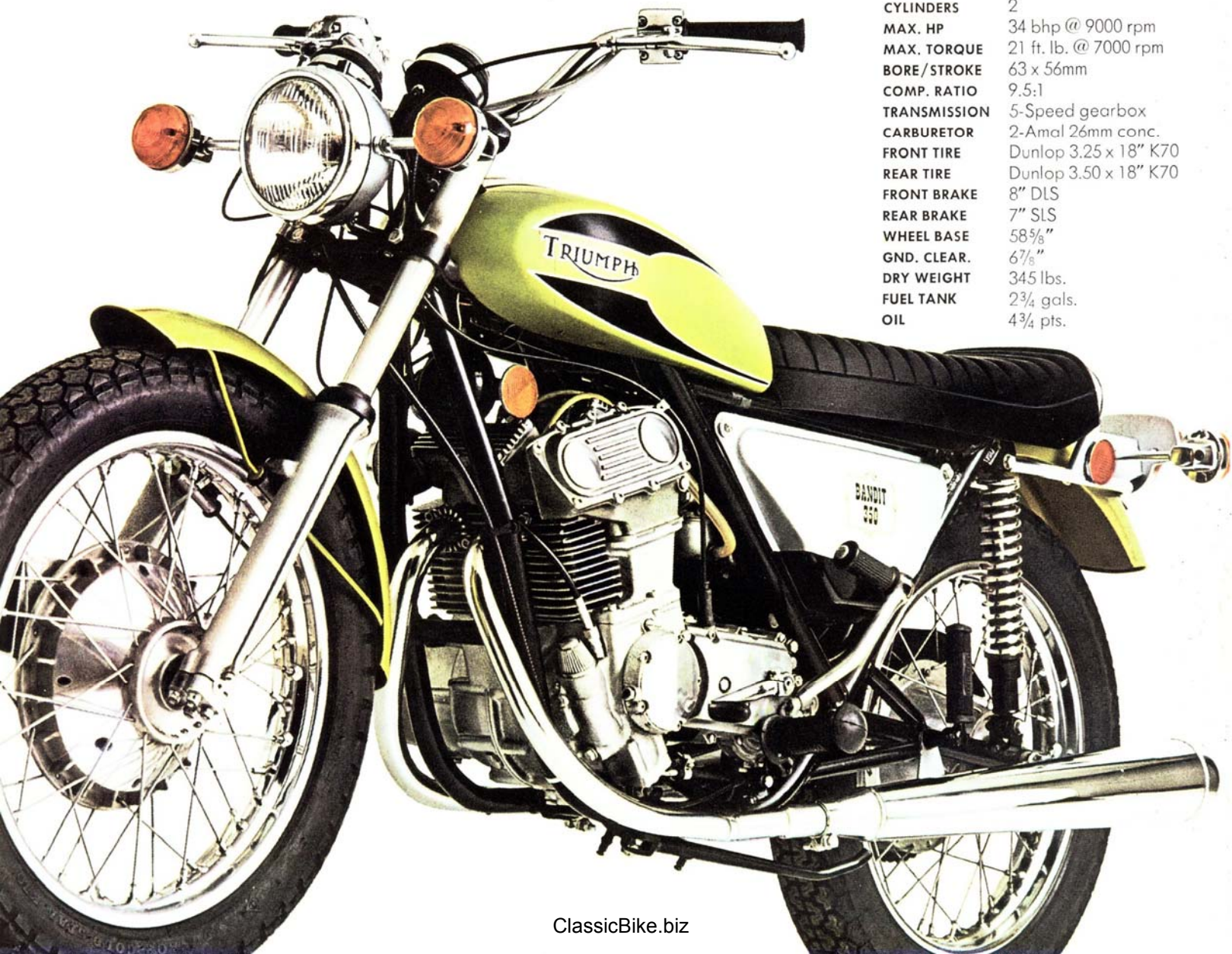
Electrical starter optional.

More Big News.

TRIUMPH BANDIT 350. (T35R)

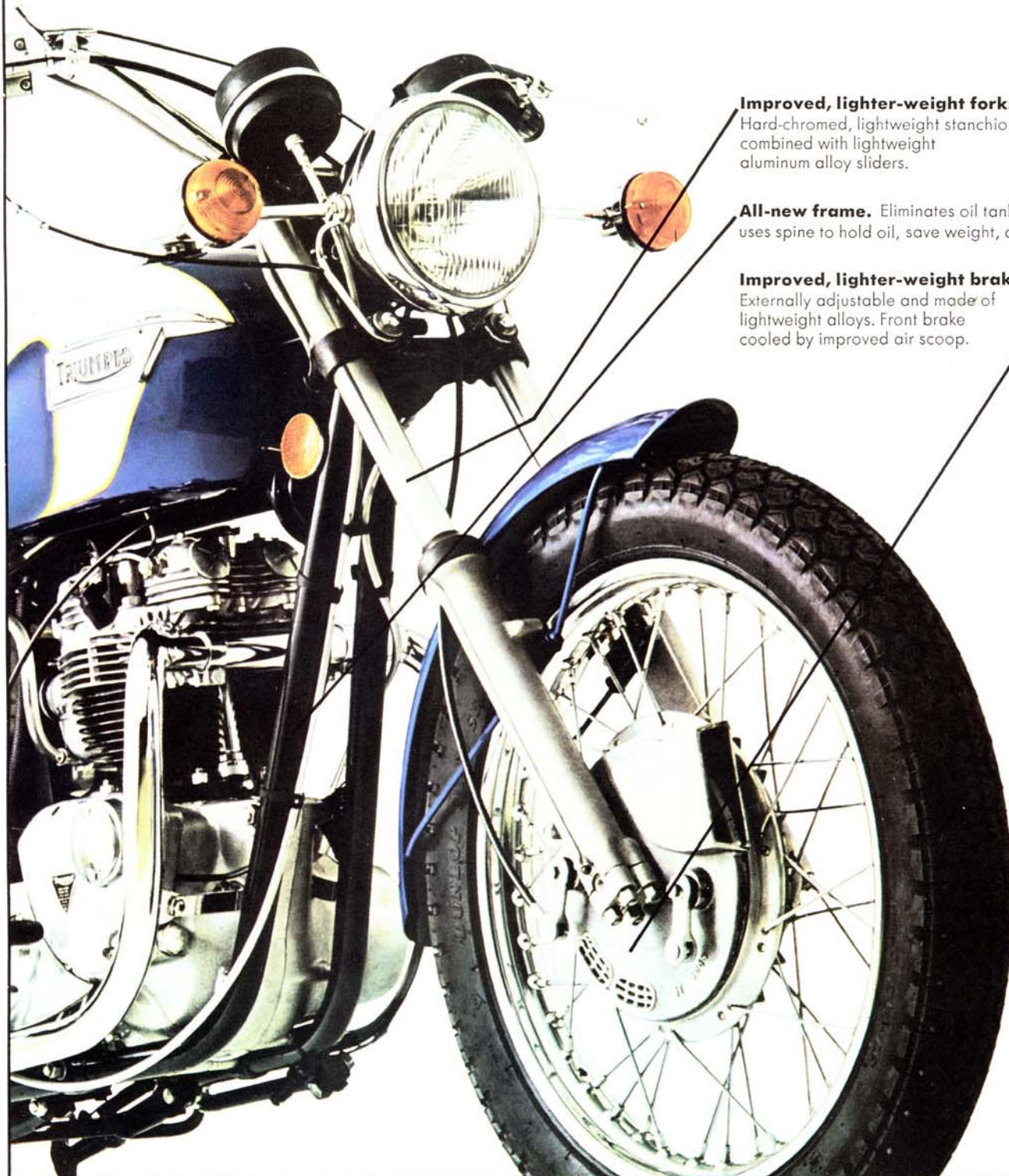
New, not just because of the new double overhead cam engine, although it carries real power—and speed in excess of 100 mph—but lots of other reasons, including: new, 5-speed transmission; new, racing-bred frame; new, low-profile forks; new, lightweight brake hubs. And optional—an electric starter.

Electrical starter optional.



ENGINE TYPE	DOHC—4 stroke
CYLINDERS	2
MAX. HP	34 bhp @ 9000 rpm
MAX. TORQUE	21 ft. lb. @ 7000 rpm
BORE/STROKE	63 x 56mm
COMP. RATIO	9.5:1
TRANSMISSION	5-Speed gearbox
CARBURETOR	2-Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 18" K70
REAR TIRE	Dunlop 3.50 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	58 ⁵ / ₈ "
GND. CLEAR.	6 ⁷ / ₈ "
DRY WEIGHT	345 lbs.
FUEL TANK	2 ³ / ₄ gals.
OIL	4 ³ / ₄ pts.

SOME BIG FEATURES OF THE 1971 TRIUMPHS.



Improved, lighter-weight forks.

Hard-chromed, lightweight stanchions, combined with lightweight aluminum alloy sliders.

All-new frame. Eliminates oil tank, uses spine to hold oil, save weight, add cooling.

Improved, lighter-weight brakes.

Externally adjustable and made of lightweight alloys. Front brake cooled by improved air scoop.

TRIUMPH TROPHY 500-SS. (T100C)

Here's a 500 that gets extra zap from an oversquare 69mm bore and a 65.5mm stroke—a ratio that also helps provide high torque. Proven reliability on or off the road. Seven and one-half inches of ground clearance and dual upswept pipes enable you to ride almost anywhere. New directionals and sports-type headlight provide greater safety. Stainless steel mudguards are tougher, too.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	38 bhp @ 7000 rpm
MAX. TORQUE	28.2 ft. lb. @ 6500 rpm
BORE/STROKE	69 x 65.5mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox
CARBURETOR	Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	7" DIS
REAR BRAKE	7" SLS
WHEEL BASE	53½"
GND. CLEAR.	7½"
DRY WEIGHT	342 lbs.
FUEL TANK	2¾ gals.
OIL	7 pts.

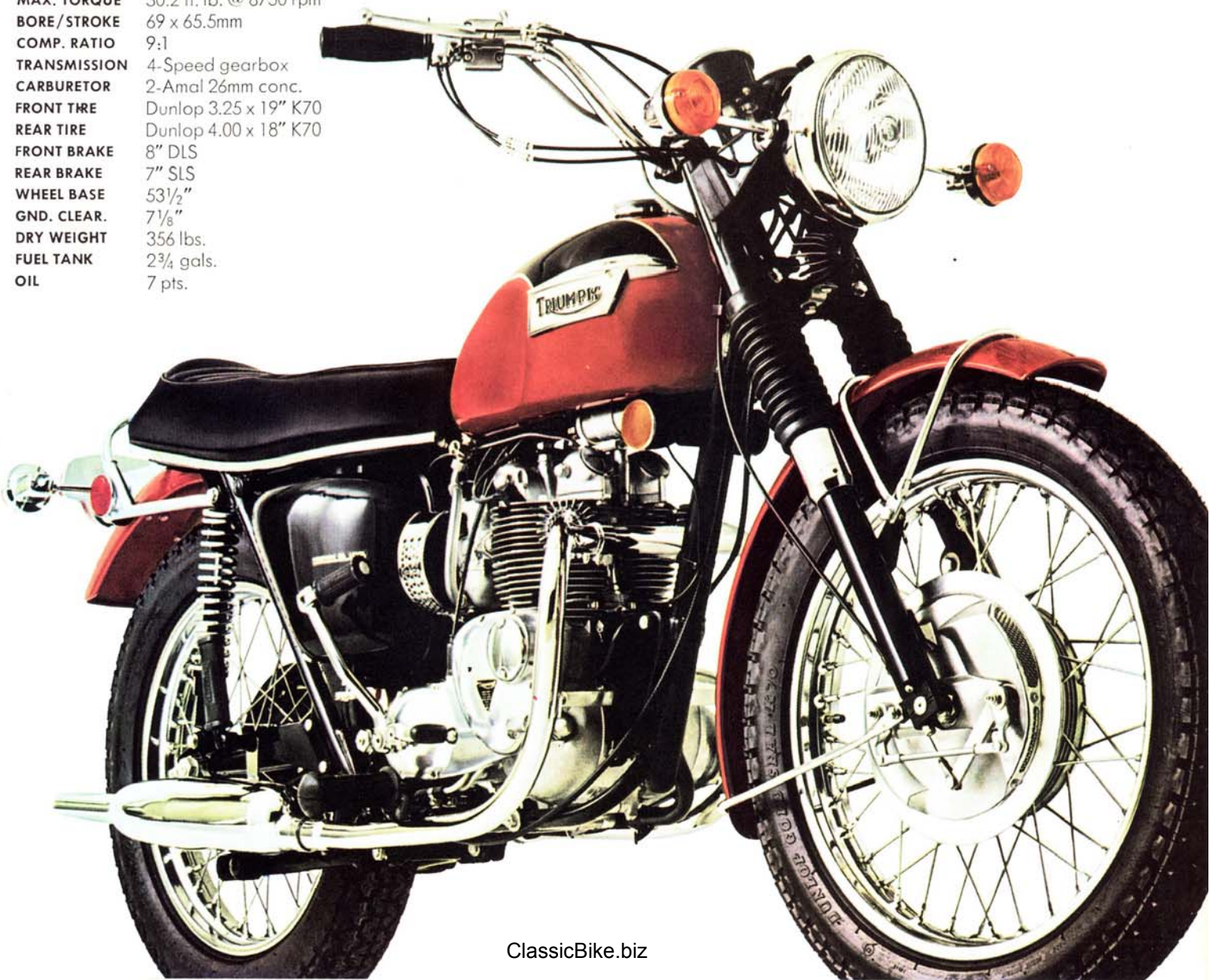


avorites.

TRIUMPH DAYTONA 500. (T100R)

The famous twin-carb, twin-cylinder, overhead valve engine that lives up to the Daytona name. The bike itself is just as famous for true balance, sweet handling and faithful response. Now, there are other special features, including a speedometer-tachometer group that are rubber-mounted to cut vibration and new directional signals. Note too, the chrome-plated shock absorber springs.

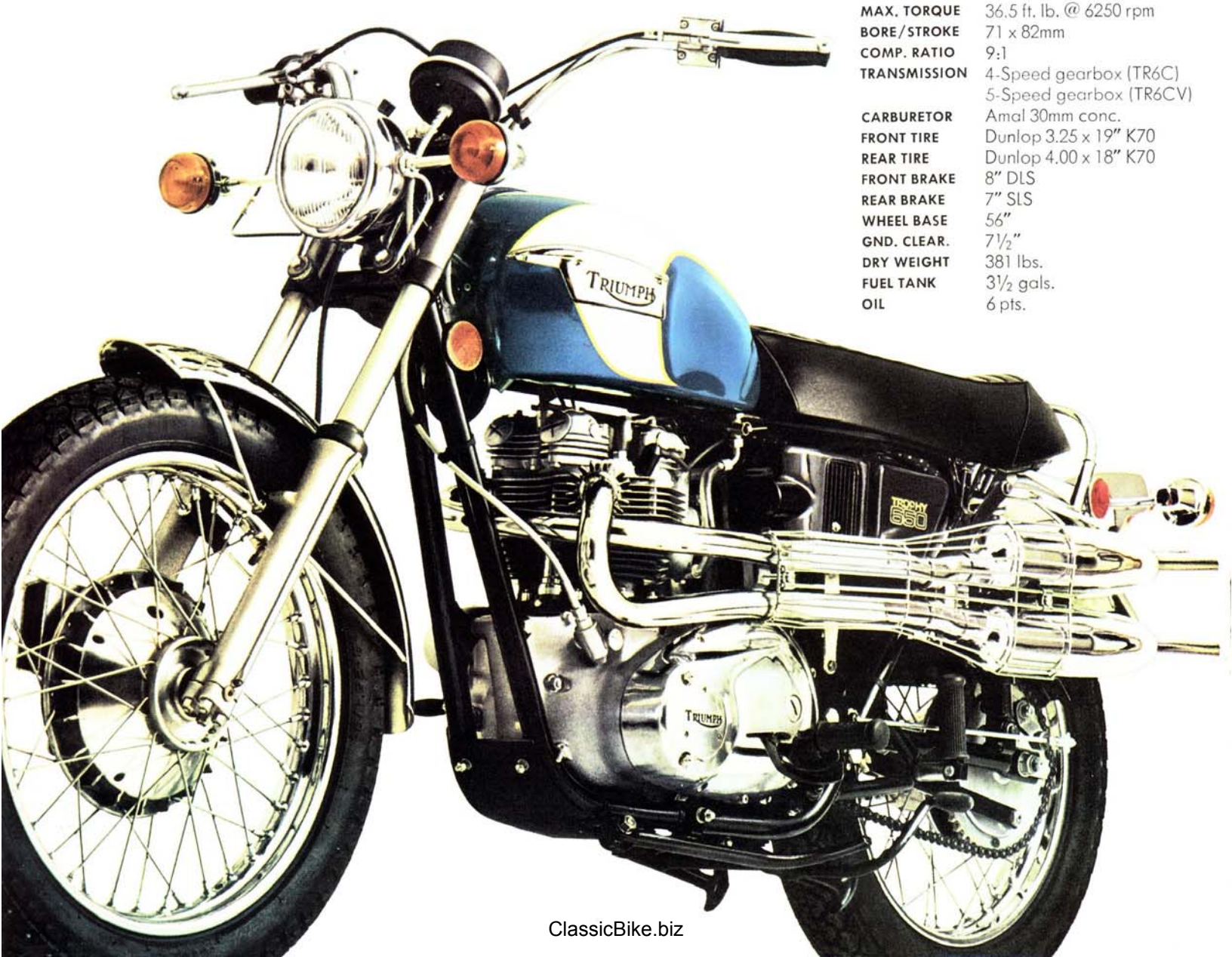
ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	41 bhp @ 7200 rpm
MAX. TORQUE	30.2 ft. lb. @ 6750 rpm
BORE/STROKE	69 x 65.5mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox
CARBURETOR	2-Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	53½"
GND. CLEAR.	7⅛"
DRY WEIGHT	356 lbs.
FUEL TANK	2¾ gals.
OIL	7 pts.



Big Power with Less Weight.

TRIUMPH TROPHY 650-SS. (TR6C), (TR6CV)

The new double frame is lighter-weight, but up to 50% stronger than earlier frames. Center spine contains and cools the engine oil, eliminates oil tank. New, lighter-weight forks and new, lighter-weight brakes use tough, modern alloys. New switches on consoles all close at hand. Speedometer is rubber-mounted. Dual upswept exhaust easily takes you off the road and over the hills.



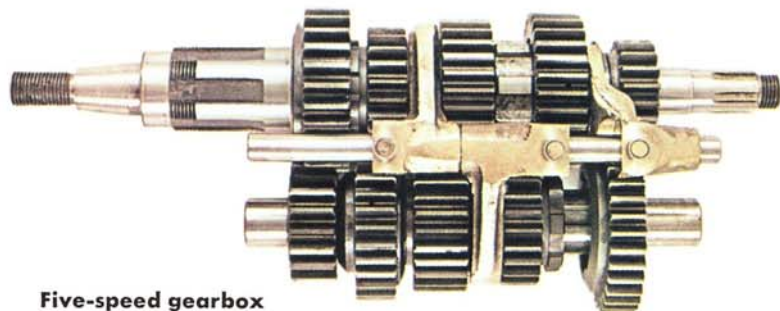
ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	47 bhp @ 7000 rpm
MAX. TORQUE	36.5 ft. lb. @ 6250 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (TR6C) 5-Speed gearbox (TR6CV)
CARBURETOR	Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7 1/2"
DRY WEIGHT	381 lbs.
FUEL TANK	3 1/2 gals.
OIL	6 pts.

SOME BIG FEATURES OF THE 1971 TRIUMPHS.



Instant-off electrics.

One plug connects or disconnects them.



Five-speed gearbox

delivers smooth response to every need, especially hill and dale.

New speedometer-tachometer duo

are rubber-mounted to cut vibration, help insure long life.

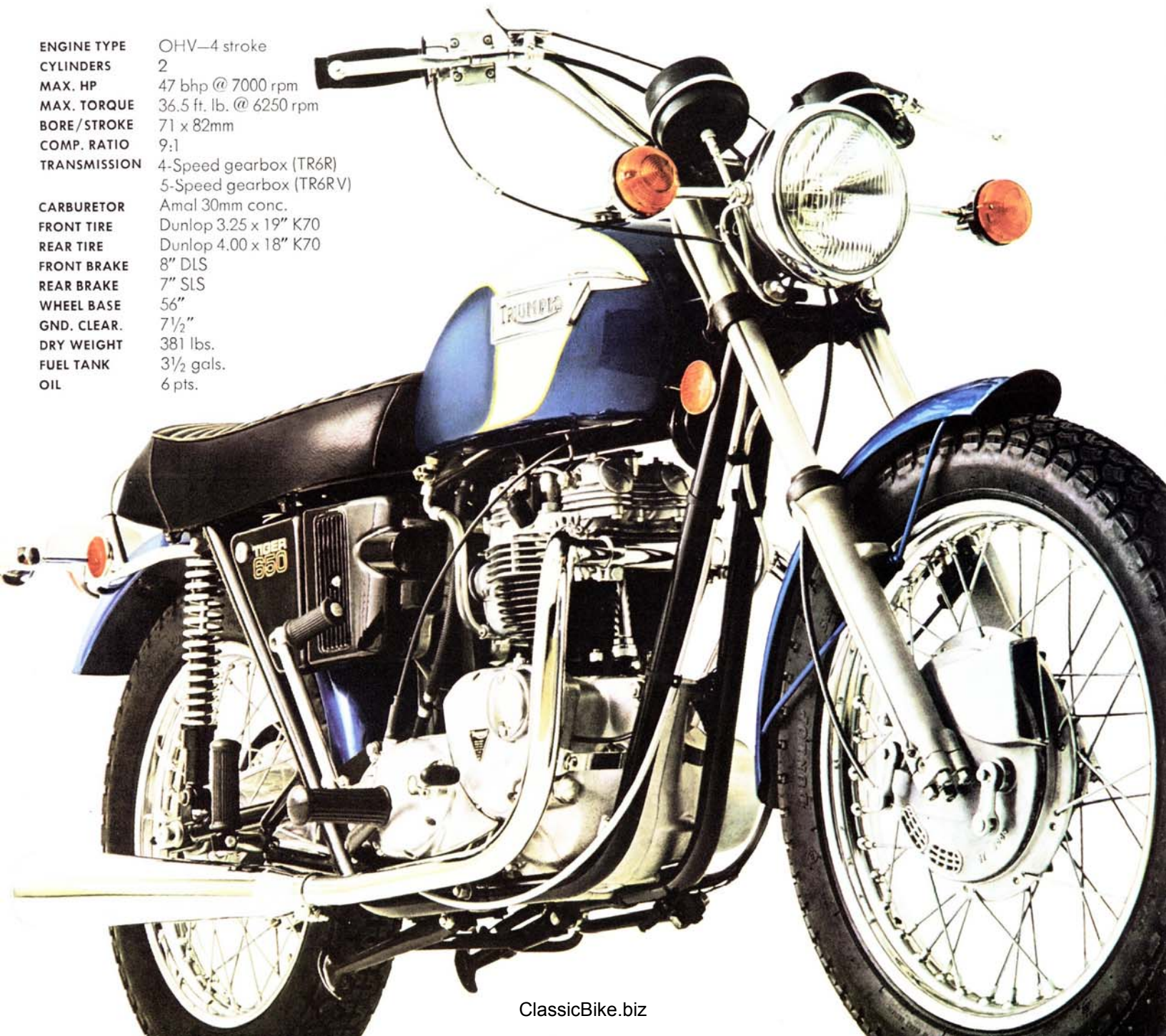


Big Power with Less Weight.

TRIUMPH TIGER 650. (TR6R), (TR6RV)

We've harnessed a tiger to run on the road—and he's powered by Triumph with 650ccs. His twin cylinders rev up 47 BHP at 7000 rpm. And he's been slimmed down in weight to beef up his performance. Note the new, lighter-weight forks, the new, lighter-weight brakes, the new, lighter-weight frame. A tiger that's truly a Triumph.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	47 bhp @ 7000 rpm
MAX. TORQUE	36.5 ft. lb. @ 6250 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (TR6R) 5-Speed gearbox (TR6RV)
CARBURETOR	Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7½"
DRY WEIGHT	381 lbs.
FUEL TANK	3½ gals.
OIL	6 pts.





SOME BIG FEATURES OF THE 1971 TRIUMPHS.

Hinged, lift-up seat

makes it easy to fill oil,
get to air filter or tool kit.

New large-volume air cleaner.

Improves mid-range performance.

New megaphone silencers.

Specially designed for
superior performance
and quiet running.

Biggest of the Big.

TRIUMPH TRIDENT 750. (T150), (T150V)

The Super Bike. Triple cylinders, triple carbs for super power, super smoothness, super performance at any speed. And in every other way—Super Bike.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	3
MAX. HP	60 bhp @ 7250 rpm
MAX. TORQUE	45 ft. lb. @ 6900 rpm
BORE/STROKE	67 x 70mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (T150) 5-Speed gearbox (T150V)
CARBURETOR	3-Amal 26mm conc.
FRONT TIRE	Dunlop 4.10 x 19" K81
REAR TIRE	Dunlop 4.10 x 19" K81
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	57"
GND. CLEAR.	6½"
DRY WEIGHT	460 lbs.
FUEL TANK	3½ gals.
OIL	7 pts.

