

ADVANCE PROGRAM ANNOUNCEMENT

TRIUMPH '72



Throughout the years, again and again, many riders have raced many Triumphs to many victories. These repeated victories are made possible by Triumph engineering. The meticulous detail and exacting construction incorporated into each Triumph motorcycle helps distinguish them as the finest competition machines ever built. This same attention goes into every Triumph built for the everyday rider.

In Triumph for 1972, these superiorities have resulted in a line of machines which deliver to the rider the finest performance and most reliability of any line of motorcycles ever produced by Triumph.

The World's Finest Motorcycle——
TRIUMPH.

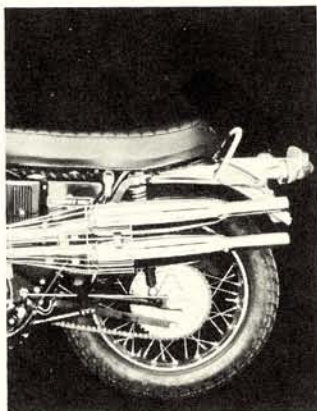
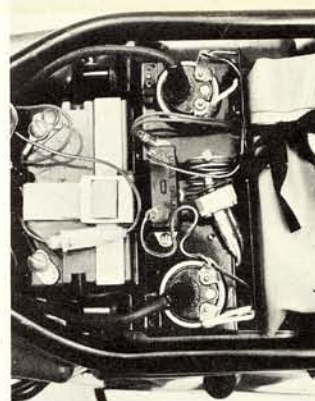
Newly designed brakes, ride lighter, stop surer. New air scoop keeps front cooler.



Speedo-tach packs are rubber-mounted to absorb shock, angled for easy reading.



Easy access servicing. Just lift the seat to get to electrics, tool kit and battery.



Twin upswept exhausts protected from flying rocks, add sporty look.



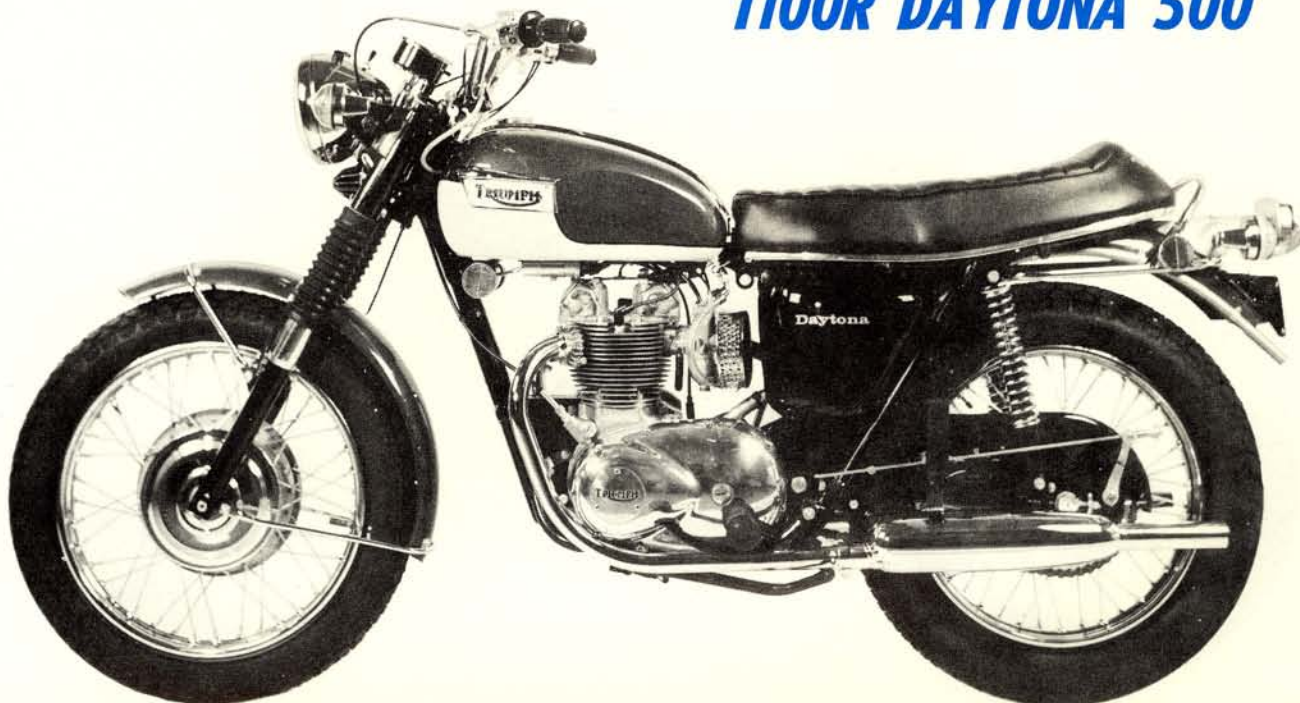
Triple carbs and triple cylinders thrust 45 ft. lb. of torque @ 6900 rpm.



Girling rear shocks couple chrome plated springs with hydraulically-dampened cylinders for smoother riding.

TRIUMPH

T100R DAYTONA 500



T100R DAYTONA 500 —VERTICAL TWIN TRIUMPH 500 WITH DUAL CARBURETORS

ENGINE: 490 c.c. (30.5 cu. in.) OHV unit construction vertical twin cylinder engine. The Daytona engine has an over-square bore/stroke ratio of 69 x 65.5 mm (2.72" x 2.58"). Dual Amal (Type 626) 26 mm concentric carburetors are individually fitted to each induction tract, and each carburetor is equipped with an air filter. The compression ratio of 9:1 enables this engine to develop maximum horsepower at 7200 RPM and maximum torque at 6750 RPM. Force-fed lubrication is induced by a piston-type oil pump circulating oil throughout the engine and primary case before returning it to the 7 pint oil tank.

EXHAUST SYSTEM: Low-level exhaust pipes are fitted to each side of the engine, and each exhaust pipe is fitted with a conventionally-styled silencer which produces a legally quiet tone without undue restriction of performance.

CLUTCH AND PRIMARY DRIVE: A heavy-duty clutch incorporating 6 bonded drive plates and 6 steel driven plates (same as the Bonneville) is enclosed in the oil bath primary case. The $\frac{3}{8}$ " duplex Renold primary chain is also enclosed in the case. A rubber shock absorber unit is enclosed in the clutch center, insuring smoother operation.

GEARBOX—4 SPEED: The Triumph Daytona is equipped with a 4 speed gearbox having a high gear ratio of 5.70:1, 3rd gear is 6.97, 2nd gear 9.16, while low gear carries a ratio of 14.10. The shift lever and kickstarter are both located on the right side of the engine, and a shift pattern of down for low, then up for neutral, 2nd, 3rd and 4th, is standard.

ELECTRICS: The electrical equipment and side reflectors are identical to the big twin electrics. The turn signals are

activated by a left thumb lever. The high/low beam switch is operative with the right thumb. The chromed 8" headlamp is fitted with lights which indicate ignition, oil pressure, turn signal and high beam. All electrics meet the legal and safety requirements throughout the U.S.A.

FRAME: The frame is of traditional Triumph design, incorporating a single front down tube and removable rear section. The swinging arm action is controlled by two adjustable Girling shock absorbers.

FORKS: Heavy duty Triumph front forks are fitted as standard and are hydraulically dampened in both directions to provide a safe, comfortable ride.

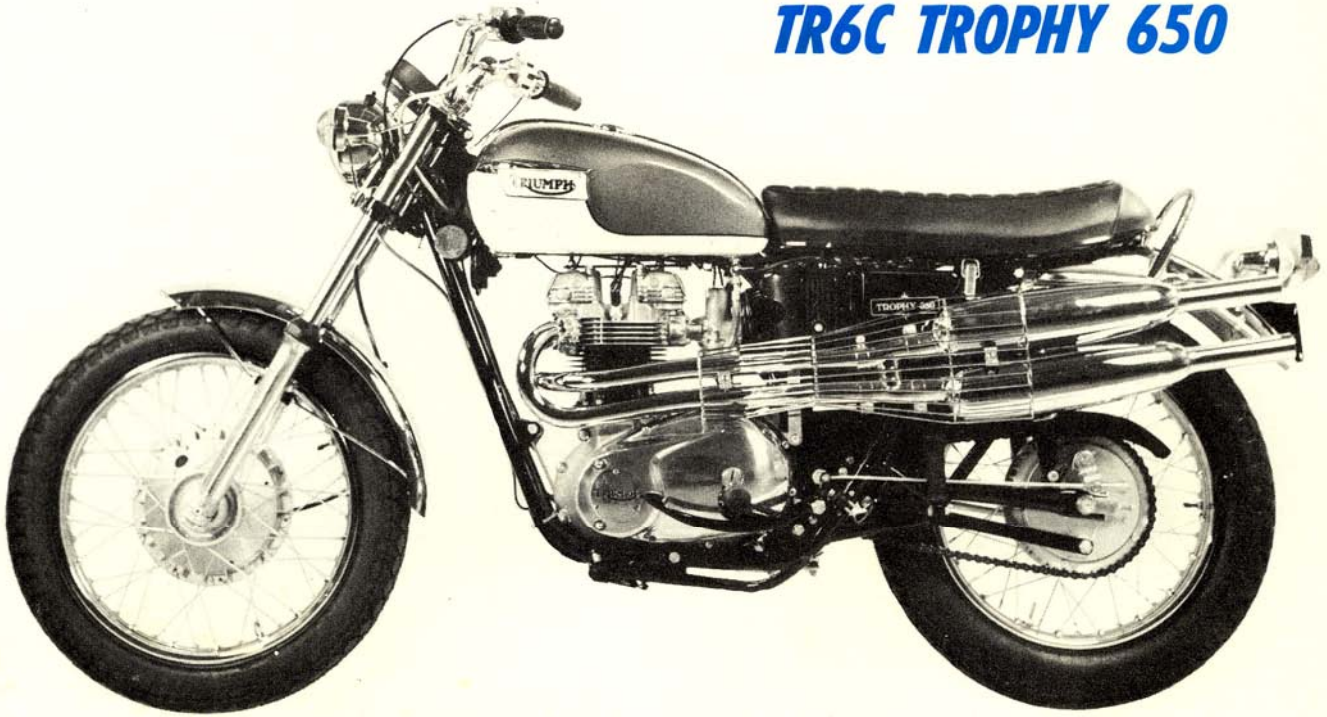
BRAKES AND TIRES: The full-width front hub incorporates an 8" brake drum and double leading shoe brakes. A spool rear hub is fitted with a removable brake drum and a 7" brake. The front wheel is equipped with a 3.25 x 19 Dunlop K70 tire, while a K70 4.00 x 18 is fitted to the rear.

OTHER DETAILS: The Daytona 500 is equipped with individual tachometer and speedometer mounted for easy vision. A small 2 $\frac{3}{4}$ gallon tank holds the gasoline supply, while a 7 pint tank on the right side of the frame center holds the oil. The Daytona has a comfortably low seat height of 30", a wheelbase of 53 $\frac{1}{2}$ ", a slim engine width of only 27", and ground clearance of 7 $\frac{1}{8}$ ". The dry weight is 356 lbs.

COLOR AND FINISH: The gas tank is finished in Cherry with White trim and Black lining. Sidecovers are Black and mudguards are Cherry with White stripe and Black lining.

TRIUMPH

TR6C TROPHY 650



TR6C TROPHY 650 —VERTICAL TWIN TRIUMPH 650

ENGINE: 649 c.c. (40 cu. in.) OHV vertical twin, which is identical to the engine fitted in the TR6R model. Equipped with a single Amal 30 mm (Type R930) concentric carburetor. As the TR6C is a street scrambler, it is designed for off-road use as well as on-road, and therefore the large capacity air filter with dual removable elements helps maintain a dirt-free flow of air into the engine. Maximum horsepower is developed at 7000 RPM; maximum torque at 6250 RPM.

EXHAUST: A street scrambler-type exhaust system—dual up-swept pipes flow past the left side of the engine. The pipes are fitted with conventional-type silencers smaller than those on the TR6R or T120R models. This exhaust system also has a pleasant tone and a sound level below the 88 dbA limit.

CLUTCH AND PRIMARY DRIVE: The Triumph 650 clutch incorporating 6 drive plates and 6 driven plates is standard on this model. All Triumph models are fitted with a rubber-cushioned shock absorber which insures longer gear and chain life. The Renold $\frac{3}{8}$ " duplex chain is cooled and lubricated by a jet oil stream and is contained, with the clutch, within a polished aluminum primary case.

GEARBOX—4 SPEED. As the Trophy 650 is a street scrambler, it is fitted with a lower overall gear ratio, making it compatible for off-road use. The high gear ratio is 5.22 (compared to the TR6R at 4.95). 3rd gear is 6.48, 2nd gear 8.83, while low gear has a ratio of 12.73.

ELECTRICS: Being a street scrambler model, all electrical equipment meets the legal and safety requirements of all states. The 12 volt rubber-mounted battery is located beneath the seat and is fed by an alternator located in the primary case. The dual coils are activated by a dual contact breaker assembly and auto-advance unit contained in the timing cover. The 7" chromed headlight is also fitted with lights which indicate ignition, oil pressure, turn signal and high beam. Console switches are incorporated into the clutch and brake levers, and the turn signal switch is operated with the left thumb, while the high/low beam switch is contained in the righthand console.

FRAME: The frame head on the Trophy 650 is fitted with Timken roller bearings and is designed to take all of the abuse of off-road riding. The steering geometry incorporated in the frame design is compatible with the roughest terrain, as well as high-speed highway cruising. The frame is designed with a double front downtube and a large spined center section, which also is used as a 6 pint oil tank. Adjustable Girling shock absorbers are fitted to the swinging arm.

FORKS: Originally developed for motocross or rough terrain use, the forks have internal springs which offer up to 6 $\frac{3}{4}$ " of travel. The tough steel stanchions are hard-chromed to insure a better oil seal. The sliders are made of aluminum alloy, offering less unsprung weight and easy handling under arduous conditions. The fork action is hydraulically dampened in both directions.

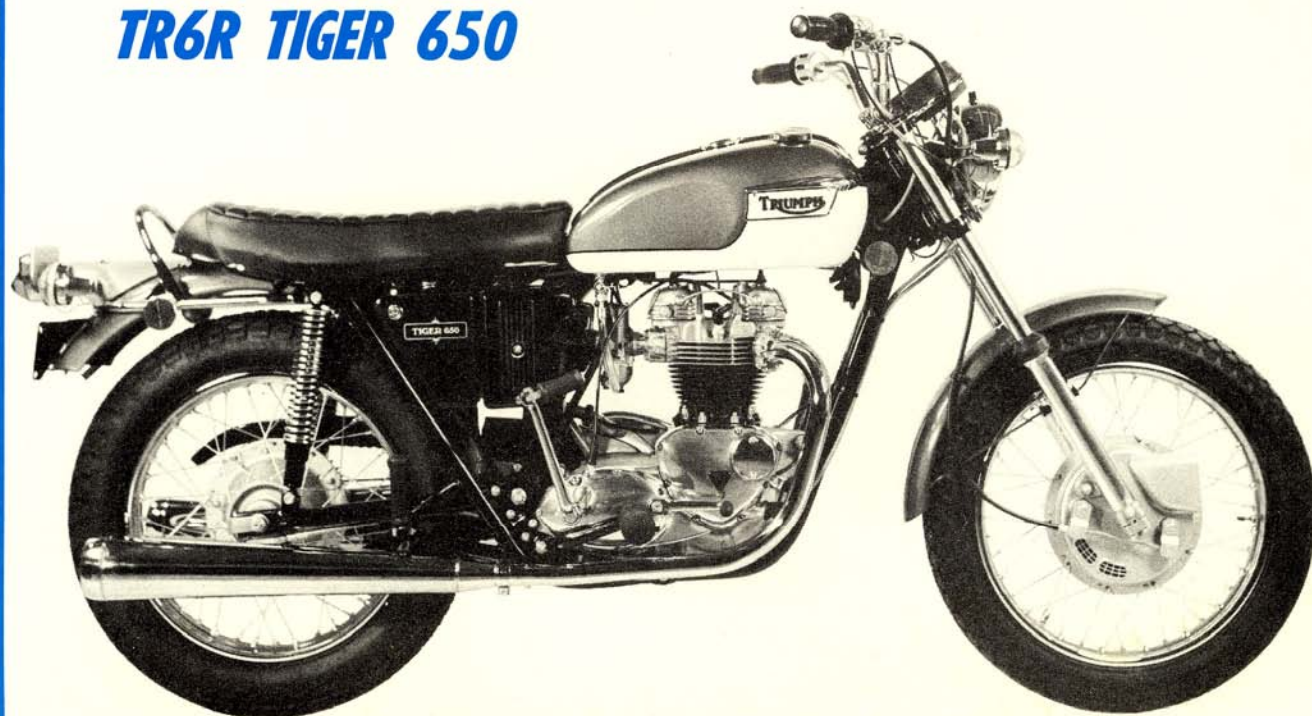
BRAKES AND TIRES: Dunlop K70 tires, good for city riding as well as highway and off-road use, are standard front and rear. The front wheel is fitted with a 3.25 x 19, while a 4.00 x 18 is on the rear. The conical-shape hubs also reduce the unsprung weight. The front brake incorporates double leading shoes into an 8" drum, while the rear brake drum is 7" in diameter. The rear wheel is fitted with a sprocket which is easily removed when a change in gear ratio is desired.

OTHER DETAILS: The new narrower seat height is 32". Wheel base is 56", and the ground clearance of 7" is ample for most types of riding. The machine weighs 386 lbs. (dry weight). The 1972 TR6C is fitted with a 150 MPH speedometer, rubber-mounted to prevent road shock damage. The sports gas tank holds 3 $\frac{1}{2}$ gallons.

COLOR AND FINISH: Chromed mudguards plus chromed front mudguard braces and rear lifting handles, as well as polished alloy fork sliders, are now standard. Finished in Polychromatic Blue, with White trim and Black lining. Seat is quilted.

TRIUMPH

TR6R TIGER 650



TR6R TIGER 650—VERTICAL TWIN TRIUMPH 650

ENGINE: 649 c.c. (40 cu. in.) OHV vertical twin, identical to the Bonneville engine except equipped with a single carburetor rather than dual carburetors. The bore/stroke ratio of 71 x 82 mm (2.79" x 3.23") helps provide a flexible power range incorporating good acceleration and torque. Maximum horsepower is developed at 7000 RPM and maximum torque at 6250 RPM. The Amal 30 mm (Type R930) concentric carburetor draws air through a large capacity filter, with air boxes incorporating removable elements fitted to either side of the center frame section.

EXHAUST: The Tiger 650 is fitted with individual downswept exhaust pipes on either side of the engine, and each pipe is fitted with an individual megaphone-type silencer. Identical to the exhaust system on the Bonneville. Designed to give good performance throughout the range, even though the noise level is held down to 84 dbA when cruising at 60 MPH.

CLUTCH AND PRIMARY DRIVE: A jet oil stream is directed onto the center of the Renold $\frac{3}{8}$ " duplex chain, adding to the life and quiet operation. 6 driving plates and 6 driven plates are fitted to the clutch, which incorporates a rubber-cushioned shock absorber to eliminate chain snatch.

GEARBOX—4 SPEED: All Triumph 650 c.c. models are designed with the shift lever on the right and a shift pattern of down for low, then up for neutral, 2nd, 3rd and 4th. Standard gearing gives a 4th gear ratio of 4.95, 6.15 in 3rd, 8.36 in 2nd, 12.08 in low.

ELECTRICS: Directional lights, rubber-mounted headlamp, side reflectors, and a combination tail lamp/stop lamp are fitted as standard equipment and meet the legal and safety requirements in all states. A hinged seat provides easy access to the 12 volt rubber-mounted battery. Console switches are incorporated into the clutch and brake lever, providing easy selection of high/low beam, turn signals, and horn. The

chromed 8" headlamp is fitted with lights which indicate ignition, oil pressure, turn signal and high beam. All electrics identical with Bonneville.

FRAME: All 650 twins are equipped with a large-spined frame, with the center section designed as an oil tank. This frame design was adopted after years of competition and highway testing and helps maintain lower oil temperatures at high-speed cruising. Timken roller bearings fitted to the frame head maintain proper adjustment. Girling shock absorbers on the rear swinging arm are easily adjustable to compensate for weight of rider and passenger.

FORKS: The front forks incorporate hard-chromed steel stanchions, aluminum alloy sliders, and internal springs which permit $6\frac{3}{4}$ " of travel. Two-way hydraulic damping and lighter unsprung weight offer ease of handling and a smoother ride.

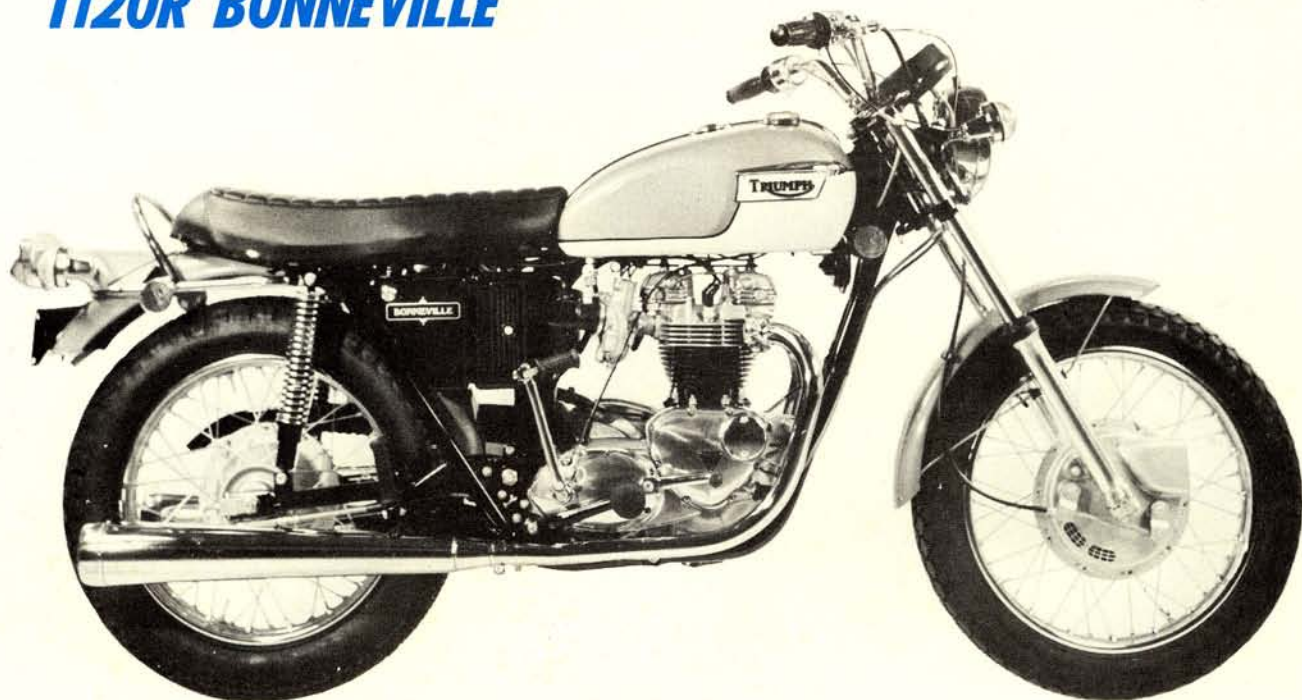
BRAKES AND TIRES: The Tiger 650 is fitted with Dunlop K70 tires—a 3.25 x 19 on the front wheel and a 4.00 x 18 on the rear. Conical-shape hubs are also fitted front and rear. The 8" double leading shoe front brake and 7" rear brake offer stopping power that meets all safety standards.

OTHER DETAILS: Individual rubber mounts cushion the 150 MPH speedometer and 10,000 RPM tachometer (fitted to fork tops) from road shock. A $3\frac{1}{2}$ gal. Triumph-styled gas tank and new narrower seat provide a sleek profile for this model. The seat height is 32", and the Tiger also has a 56" wheelbase, a slim overall width of 33", ground clearance of 7", and tips the scales at 386 lbs.

COLOR AND FINISH: The gas tank is finished in Polychromatic Blue, White trim and Black lining. Mudguards are also Blue, with White center stripe and Black lining. Sidecovers are Black. Polished alloy fork sliders. Chromed rear shock springs and lifting handle. Quilted seat.

TRIUMPH

T120R BONNEVILLE



T120R BONNEVILLE —(4 SPEED GEARBOX)—TWIN CYLINDER TRIUMPH 650 DUAL CARBURETORS

ENGINE: 649 cc. (40 cu. in.) OHV vertical twin cylinder construction built in unison with the heavy-duty Triumph gearbox which is available as a 4 speed. The bore/stroke ratio of 71 x 82 mm (2.79" x 3.23") has proved itself since first introduced. Pistons with a compression ratio of 9:1 are fitted as standard; however, higher compression ratio pistons are available as spare parts. The Bonneville engine is equipped with dual 30 mm Amal (Type R930/L930) concentric carburetors, and each carburetor is fitted with an individual air filter. The Bonneville engine develops its maximum horsepower at 7000 RPM but develops its maximum torque at 6000 RPM, insuring maximum acceleration. A piston-type oil pump circulates oil from the 6 pint tank throughout the engine and primary drive.

EXHAUST: Individual downswept exhaust pipes are fitted to either side of the engine, and each pipe is fitted with its individual megaphone-type silencer. As in the case of the Trident, the silencers have a noise level of under 88 dbA at 50'. The noise level is reduced down to 72 dbA when cruising at 40 MPH.

CLUTCH AND PRIMARY DRIVE: A Renold $\frac{3}{8}$ " duplex chain drives a 6 plate clutch. The center of the clutch contains a rubber-cushioned shock absorber, permitting smooth low-speed operation. The chain, clutch and shock absorber are enclosed in an oil bath primary case.

GEARBOX—4 SPEED: Gear ratios of 4.95 in 4th, 6.14 in 3rd, 8.36 in 2nd, and 12.08 in low are compatible with all types of riding. The gearshift lever is on the right and incorporates the standard Triumph shift pattern of down for low, then up for neutral-2nd-3rd-4th.

ELECTRICS: This model is equipped with a dual contact breaker assembly located at the timing case and is powered by a 12 volt battery and two 12 volt coils. The battery is charged by a high-output alternator located in the primary case (left side of engine). The charge rate is controlled by a

zener diode mounted in a special heat sink plate which dissipates the heat from the diode. Indicator lights are mounted in the 8" chromed headlight: Red (ignition on—no oil pressure)—Amber (turn signal)—Green (high beam). All lighting equipment meets safety standards in all states.

FRAME: A large-spined frame provides better weight distribution and eliminates need for a separate oil tank, as the oil is contained within the 3" center frame section. The front portion of the frame is of double down-tube construction, and the steering head is fitted with Timken roller bearings, rather than loose ball bearings. The steering geometry is suitable for either high-speed touring or around town cruising. Adjustable Girling shocks fitted to swinging arm suspension.

FRONT FORKS: The front forks are identical to those fitted to the 3 cylinder Trident. They are telescopic and fitted with hard-chromed steel stanchions and alloy sliders. Hydraulic action provides a smoother ride under all conditions.

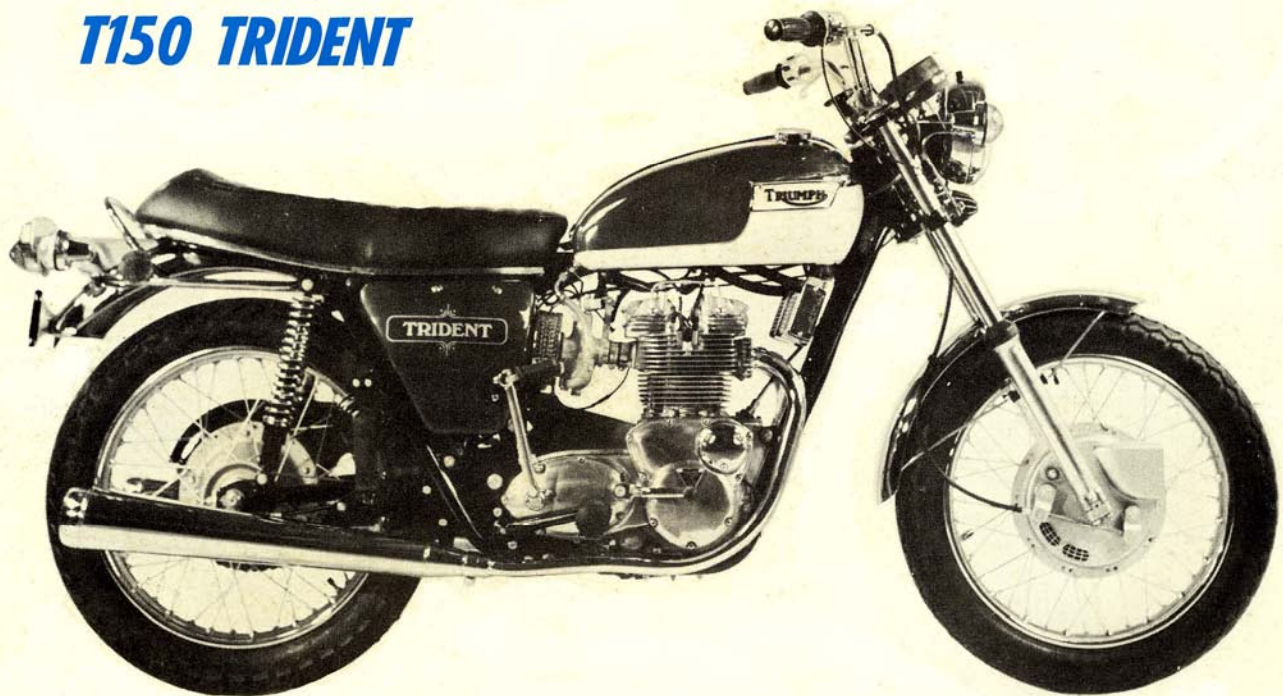
BRAKES AND TIRES: Conical front hub fitted with 8" air-cooled brake drum and twin leading brake shoes. Conical rear hub and 7" drum fitted with removable rear sprocket. A Dunlop 3.25 x 19 K70 is fitted to the front wheel and a 4.00 x 18 K70 to the rear wheel.

OTHER DETAILS: 150 MPH speedometer and 10,000 RPM tachometer are rubber-mounted as standard equipment. The gas tank incorporates traditional Triumph styling, holding 3½ gals. A new narrower seat has been fitted. Seat height is 32". The Bonneville has a wheel base of 56" and 7" ground clearance. The weight is 387 lbs.

COLOR AND FINISH: Tank is glowing Tiger Gold—White Trim—Black Lining. Mudguards also Gold, with White center stripe, Black lining. Black sidecovers. Polished alloy fork sliders. Chromed rear shock springs and lifting handle. Quilted seat.

TRIUMPH

T150 TRIDENT



T150 TRIDENT —(4 SPEED GEARBOX)—3 CYLINDER TRIUMPH 750

ENGINE: 740 c.c. (45 cu. in.) OHV unit construction three cylinder engine, fitted with 4 speed gearbox. Efficient bore/stroke ratio of 67 x 70 mm (2.64" x 2.76"). High torque engine is equipped with 9:1 compression ratio pistons and develops maximum horsepower @ 7250 RPM. Three 27 mm Amal (Type 626) concentric carburetors independently feed each cylinder for maximum performance. Race track bred and highway tested, this engine has proved its dependability on super-speedways like Daytona—Talladega—Ontario, as well as on the super-American highways. A large gear-type oil pump circulates oil through a replaceable filter to all parts of the engine and primary drive, and finally passes through a large oil cooler on its return to a 7 pint oil tank.

EXHAUST: Three header pipes blend into a downswept pipe on each side of the engine in a design that improves torque and acceleration. Megaphone-type silencers emit a pleasant and legally quiet tone of under 88 dbA @ 50'.

CLUTCH AND PRIMARY DRIVE: A heavy-duty single plate diaphragm clutch is fitted into a separate enclosure, inboard of a Renold $\frac{3}{8}$ " triple row primary chain. The chain is enclosed in a separate oil bath primary case and drives the gearbox through a large rubber-cushioned shock absorber.

GEARBOX—4 SPEED: Gear ratios of 5.26 in 4th, 6.53 in 3rd, 8.88 in 2nd and 12.82 in low. Shift lever on right. Shift down for low, then up for neutral-2nd-3rd-4th.

ELECTRICS: 12 volt electrical system with compact and rubber-mounted battery, charged by high output alternator located in timing case (right side of engine). Battery ignition

fires plugs through 3 separate coils and a triple contact breaker system, insures maximum saturation of coils for both acceleration and high speed performance. Charge rate zener diode controlled. Indicator lights are mounted in top of 8" chromed headlamp: Red (ignition on—no oil pressure)—Amber (turn signal)—Green (high beam). All lighting equipment meets safety standards in all states.

FRAME: Traditional Triumph single down-tube frame with steering geometry developed for high-speed highway touring or city use. Adjustable girling shocks for swinging arm.

FRONT FORKS: Telescopic and hydraulically damped-hard chromed steel stanchions, fitted with alloy sliders. Offers long, smooth fork action, developed after years of road race and motocross research.

BRAKES AND TIRES: Conical front hub fitted with 8" air-cooled brake drum and twin leading brake shoes. Conical rear hub and 7" drum fitted with removable rear sprocket. Dunlop 4.10 x 19 K81 tires are standard equipment on both wheels.

OTHER DETAILS: 10,000 RPM tachometer and 150 MPH speedometer are rubber-mounted above headlamp and illuminated for easy vision night or day. $3\frac{1}{2}$ gallon "sports styled" gas tank blends with new low-level seat. Seat Height 31"—Wheelbase 57"—Ground Clearance $6\frac{1}{2}$ "—Weight 460 lbs.

COLOR AND FINISH: Tank is eye-catching Regal Purple, with White Trim and Gold lining. Gleaming chrome for the mudguards, and Purple sidecovers. Polished alloy fork sliders. Chromed rear shock springs and lifting handle. Quilted Seat.

TRIUMPH




YEAR AFTER YEAR, TRIUMPH PROVES ITSELF ON THE TRACK

Here are just some of the Triumph wins this past year.

- ★ Gene Romero wins the AMA Grand National Championship by clinching the 50-lap race at Sacramento, California. This entitles him to wear the "No. 1" plate on his Triumph throughout 1971.
- ★ Triumph riders from Detroit, Michigan, set five new class speed records at the Bonneville Salt Flats in August and September of 1971.
Percy Tait and David Croxford, on a Trident 750, win the grueling Thruxton 500 mile production race. May 9, 1971, at Thruxton, England.
Gene Romero leads all the way, taking the San Jose National Half-Mile. July 5, 1971, San Jose, California.
- ★ Triumph captures 9 of first 12 places at the rugged AMA Championship Castle Rock TT.
- ★ Sonny Burren finished first for Triumph. July 17, 1971, Castle Rock, Washington.
- ★ Tom Rockwood wins at Ascot, taking the Half-Mile main event. February 8, 1971, Gardena, California.
- ★ Tridents sweep the Formula 750 and Production 750 TT races at the Isle of Man classic. June 9, 1971, England.
- ★ Boris Murray sets a new National Hot Rod Association Quarter-Mile record with an E.T. of 8.87 seconds and a speed of 174.75 mph in June 1971 at Bowling Green, Kentucky.
- ★ Tom Rockwood wins again at Ascot, setting a new track record for the 20-lap race. September 1971, Gardena, California.

Specifications subject to change without notice.

Member of 

TRIUMPH

A Division of The Birmingham Small Arms Company, Inc.

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