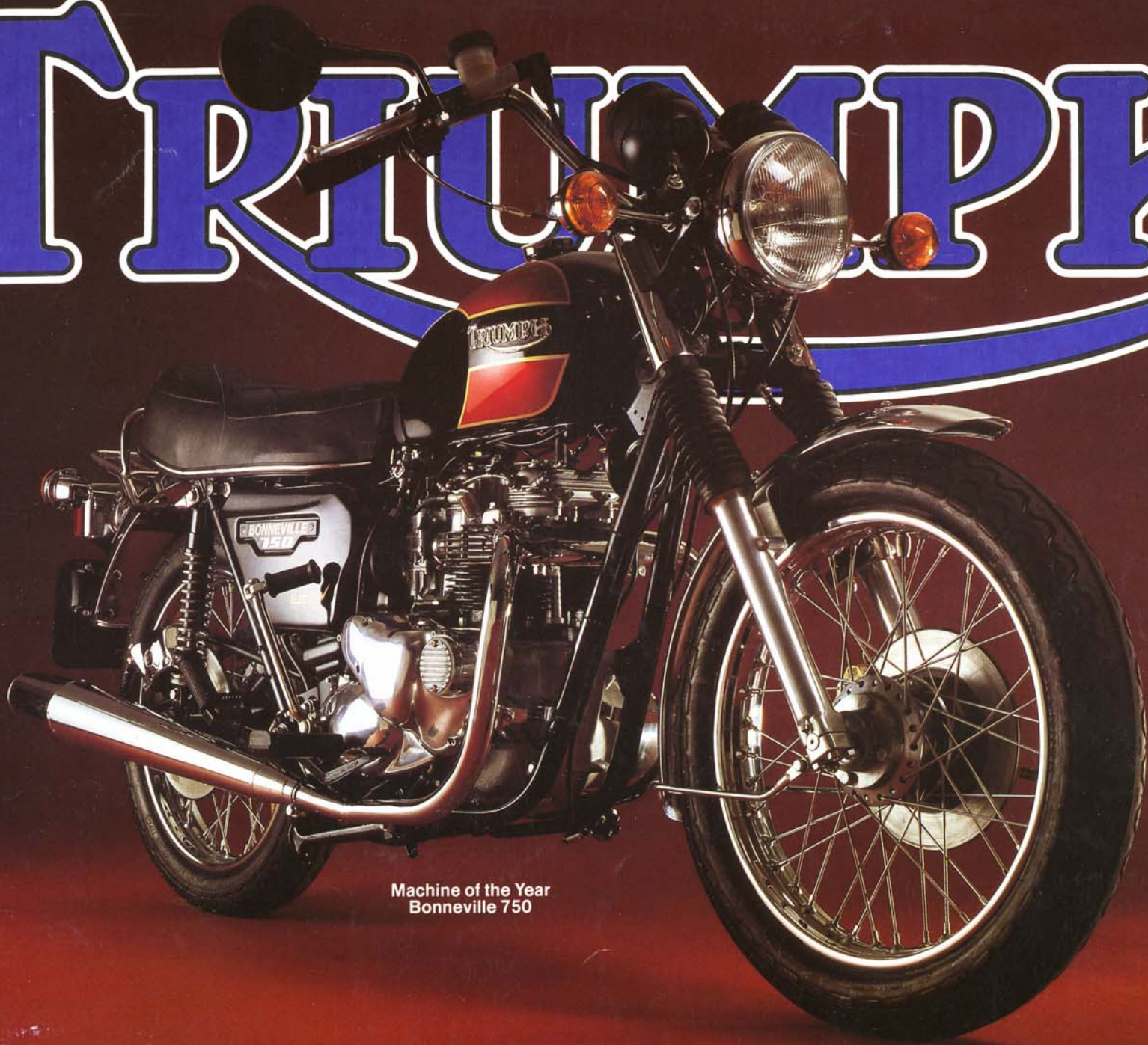


# TRIUMPH



Machine of the Year  
Bonneville 750



# TRIUMPH

**Bonneville**—Voted 'Machine of the Year' for 1980 by the readers of both major weekly motorcycle publications in the United Kingdom. It still outsells all rivals in the 750cc class because of its style, character and superb handling. Now available with optional electric starter. Can also be ordered in sidecar specification—just ask your Dealer for details.



T140E(S) Bonneville European



**Bonneville**— Known all over the world and comes in two basic specifications— either UK/European with large fuel tank and low bars or American with smaller pear-drop tank and high bars. There are six exciting colour finishes to choose from for each specification. When fitted with a single carburettor engine, 'the Bonnie' becomes the renowned TR7V Tiger 750— sold to discerning military and Police users in many countries. A special low-compression engine is available for use with lower grade fuels.



T140E(S) Bonneville American



## Features

- 1 The lean machine. Rubber mounted tacho and speedo binnacle with ignition/oil, neutral gear, direction indicator, and high beam warning lights. Cold start control on handlebar.
- 2 Rear brake caliper now carried above rear wheel centre, a position clear of water spray, improving operation under adverse conditions.
- 3 The American 2 gallon tank, traditional Triumph. Available in a range of striking colour schemes.
- 4 Specifically designed and developed for Triumph, the electronic ignition system ensures 100% accurate timing and no adjustments or maintenance.
- 5 The world famous Triumph Twin engine with forty years of road and track development behind it. Twin cylinders with alloy head, two gear driven camshafts, alloy connecting rods and plain big-ends. Massive crankshaft with end mounted alternator. 12v electrics, electronic ignition, Amal carburettors. 5 speed unit gearbox. Exhaust pipes now clamped onto spigots screwed into the exhaust ports.
- 6 The European 4 gallon tank, stylish, colourful and providing adequate fuel supply for the long distance rider.



## Technical Data

<b>6</b> Engine Type	OHV, parallel twin, four stroke
Bore	76mm (2.992in)
Stroke	82mm (3.228in)
Capacity	744cc (45c. in)
Compression Ratio	7.9:1
Gearing:	
Engine Sprocket	29 teeth
Clutch Sprocket	58 teeth
Gearbox Sprocket	20 teeth
Rear Wheel Sprocket	47 teeth
<b>6</b> Carburettors	Twin Amal 930 Single Amal 930
Primary Chain	5/8 in Triplex Renold
Rear Chain	5/8 x 3/8 in Renold
Front Tyre	4.10 x 19
Rear Tyre	4.10 x 18
Front Brake	10in (254mm) disc
Rear Brake	10in (254mm) disc
Gearbox type	five-speed
Gear ratio, 1st	12.14
Gear ratio, 2nd	8.63
Gear ratio, 3rd	6.58
Gear ratio, 4th	5.59
Gear ratio, 5th	4.70
Top gear rpm at 10mph	625
Wheelbase	56in (1420mm)
Length, Overall	87 1/2 in (2220mm)
Width	27in (736mm)
Seat height	31in (790mm)
Ground clearance	7in (180mm)
Dry weight	413lb (187kg)
Elec. Start	430lb (195kg)
Fuel capacity	4 Imp. gal (18.2 litres)
Fuel capacity	
U. S. version (Bonneville only)	2 Imp. gal (9.1 litres)
Oil capacity	5 Imp. pints (2.8 litres)
Electrical System	12 volts, 3-phase alternator
Ignition System	Lucas Electronic

## T140E TR7V

*Triumph Motorcycles (Meriden) Limited including all associated companies reserve the right to vary the specification of all motorcycles and spare parts without notice and the information in this leaflet does not therefore constitute a term of any sale. All descriptions and claims are given and made in good faith but are intended to apply generally. Variations in performance and construction on individual machines may occur. Performance on any particular occasion will also be affected by the conditions, circumstances and the rider.*

# TRIUMPH

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