

TRIUMPH

The Best Motorcycle in the World

ROLAND TAYLOR

Foreword 1948

The Triumph motor cycle has earned the overwhelming approval of discriminating motor cyclists over the entire globe: whether it be for sport, trials, racing or business, the Triumph Twin has proved its unquestioned superiority.

It is not surprising therefore that the demand for these unusually high-grade motor cycles is vastly greater than our capacity to produce. In the interests of continuity of production therefore, we are for 1948 retaining our existing tried and proved models with only minor changes. The range comprises three models:

349 c.c. 3T de LUXE 498 c.c. SPEED TWIN 498 c.c. TIGER 100

All are of course fitted with the famous Triumph vertical twin overhead valve engines—unrivalled for performance, reliability and silence.

TRIUMPH

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Telegrams "TRUSTY, COVENTRY"

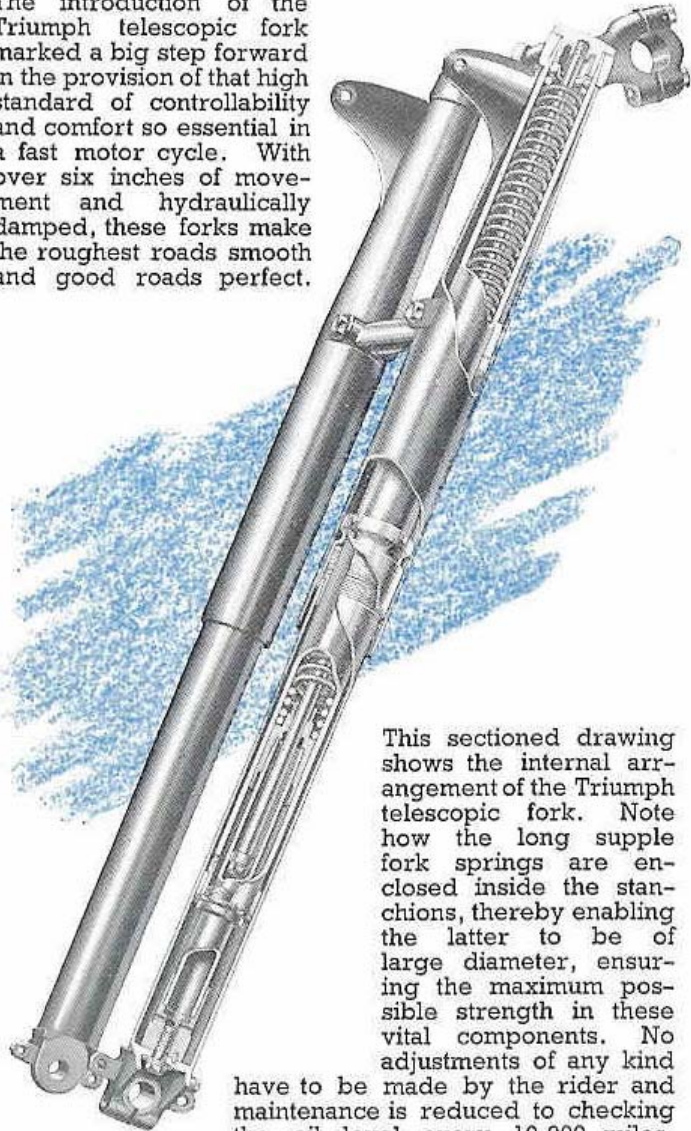
The Best Motorcycle in the World

For perfect steering, roadholding and comfort

TRIUMPH

TELESCOPIC FORKS and SPRING WHEEL

The introduction of the Triumph telescopic fork marked a big step forward in the provision of that high standard of controllability and comfort so essential in a fast motor cycle. With over six inches of movement and hydraulically damped, these forks make the roughest roads smooth and good roads perfect.

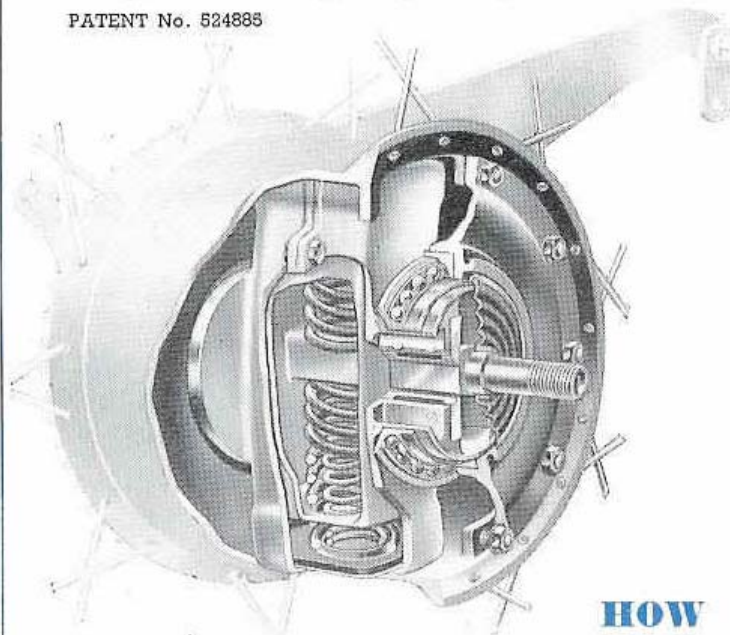


This sectioned drawing shows the internal arrangement of the Triumph telescopic fork. Note how the long supple fork springs are enclosed inside the stanchions, thereby enabling the latter to be of large diameter, ensuring the maximum possible strength in these vital components. No adjustments of any kind

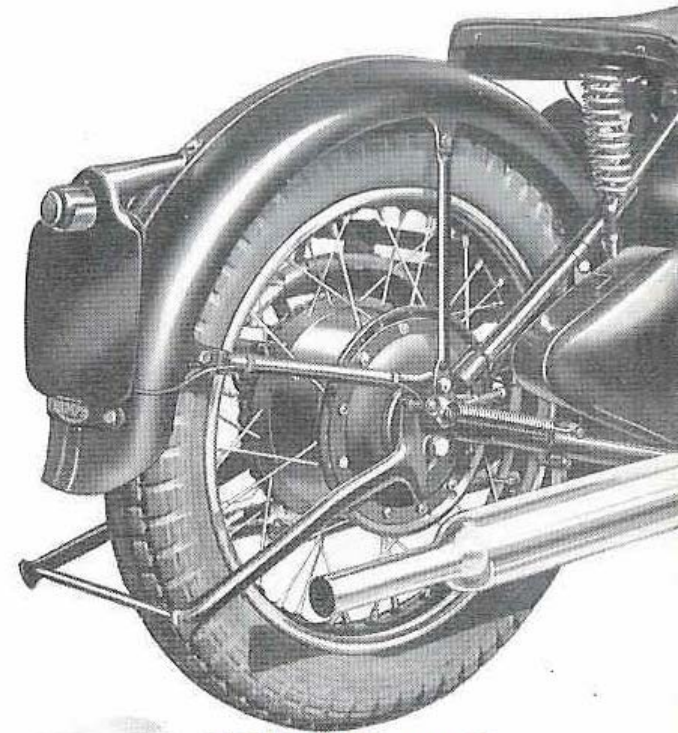
have to be made by the rider and maintenance is reduced to checking the oil level every 10,000 miles.

From the time that the Triumph Spring Wheel was first demonstrated, it has aroused a tremendous amount of interest among enthusiasts everywhere. Never before has the very complex business of springing the rear end of a motor cycle been accomplished with such a high degree of simplicity and efficiency. It is available as an extra on all three models and when supplies permit will also be available for fitting to earlier types (1937-47).

PATENT No. 524885



This broken open drawing of the Spring Wheel reveals the essential simplicity and robustness of the design. The spindle remains stationary bolted into the frame as usual while the wheel and hub move on a curved path taken from the centre of the gear-box sprocket which ensures that chain tension remains constant at all times. This movement is controlled by springs, two below the spindle and one above. Lubrication is by a single grease nipple. An important advantage of the Spring Wheel is that the pillion passenger benefits from the springing as well as the driver.



SIMPLE and PRACTICAL

This remarkable springing system is enclosed in a massive aluminium alloy hub shell to which is attached the powerful eight inch brake. The Spring Wheel is mounted in the frame in exactly the same way as a normal wheel and adds a mere three per cent to the total weight of the machine. Also in the photograph above can be seen the new mudguard design for 500 c.c. models. Simplified staying and elimination of external bolts and rivets results in a greatly improved appearance. It detaches complete from below the saddle.

HOW IT OPERATES

Specification

498 c.c. O.H.V. "SPEED TWIN"

The TRIUMPH "SPEED TWIN" is the most famous machine of its kind in the world. A fast and luxurious mount, richly finished in the well-known amaranth red, its performance has earned for it a fame unique in motor cycling history. High average speeds are the normal lot of the Speed Twin but it is just as happy in thick traffic or pottering down country lanes, such is the smooth effortless flexibility of its engine.

TRANSMISSION: Primary chain in polished cast aluminium oil bath case. Rear chain positively lubricated and protected on top and bottom runs. **FOUR-SPEED GEARBOX.** Triumph patented design and manufacture. Gears and shafts of hardened nickel chrome steel. Patented positive stop foot-change, fully enclosed. Large diameter multiplate clutch, light in operation and with accessible adjustment. Gear ratios (solo) 5:0, 6:0, 8:65 and 12:7 to 1.

PETROL TANK: All-steel welded streamline design of 4 galls. capacity. Flush fitting, rubber mounted instrument panel incorporating ammeter, oil gauge, light switch and inspection lamp. Quick opening filler cap and die-cast metal nameplate.

OIL TANK: Shapely all-steel welded design with accessible filters, drain plug and separate vent. Capacity $\frac{3}{4}$ gall.

FRAME: Brazed full cradle type, with tubes of finest alloy steel. Large diameter tapered front down tube.

FRONT FORK: The famous Triumph Telescopic pattern with large movement, hydraulically damped; automatic lubrication. No adjustments necessary.

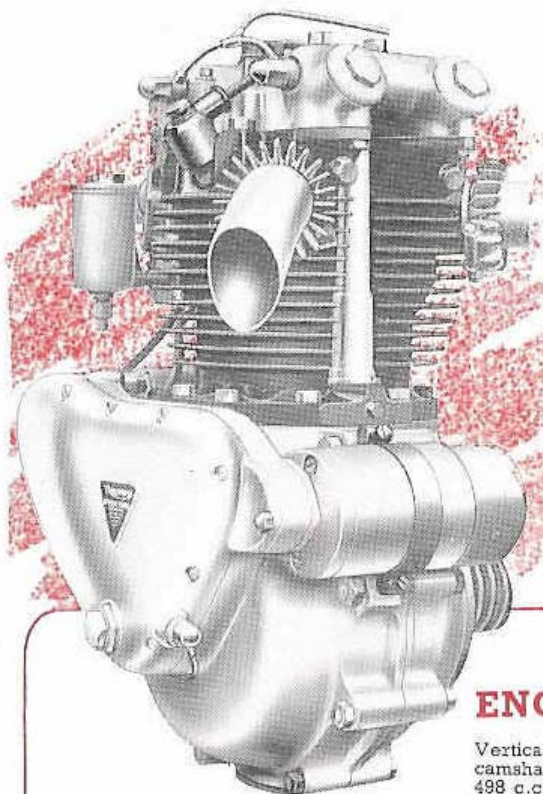
BRAKES: Triumph design with large braking area and finest quality lining materials. Finger adjustment front and rear.

HANDLEBAR: Special Triumph design. Fully adjustable chromium plated control levers.

MUDGUARDS: Wide "D" section with streamline stays. Detachable rear guard. Triumph patented front number plate and streamline rear plate with centrally mounted lamp.

WHEELS AND TYRES: Triumph design wheels. Dunlop tyres, front 19 x 3.25, rear 19 x 3.50.

TOOLBOX: All-steel large capacity with weatherproof protection. Complete set of good quality tools and greasegun.



EQUIPMENT: Lucas 6 volt dynamo lighting set with voltage control, large diameter headlamp and electric horn. Special Triumph design kneegrips, adjustable de Luxe saddle and downswept exhaust pipes with large capacity silencers. Smith 120 m.p.h. chronometric speedometer with R.P.M. scale and internal illumination.

FINISH: Frame forks, etc., in amaranth (dark red) lacquer. Petrol tank chromium plated with red panels and lined in gold. Wheels, chromium plated with red hubs and rim centres (lined gold). Handlebar and exhaust pipes chromium plated. All bolts and nuts cadmium plated. Highest quality materials throughout.

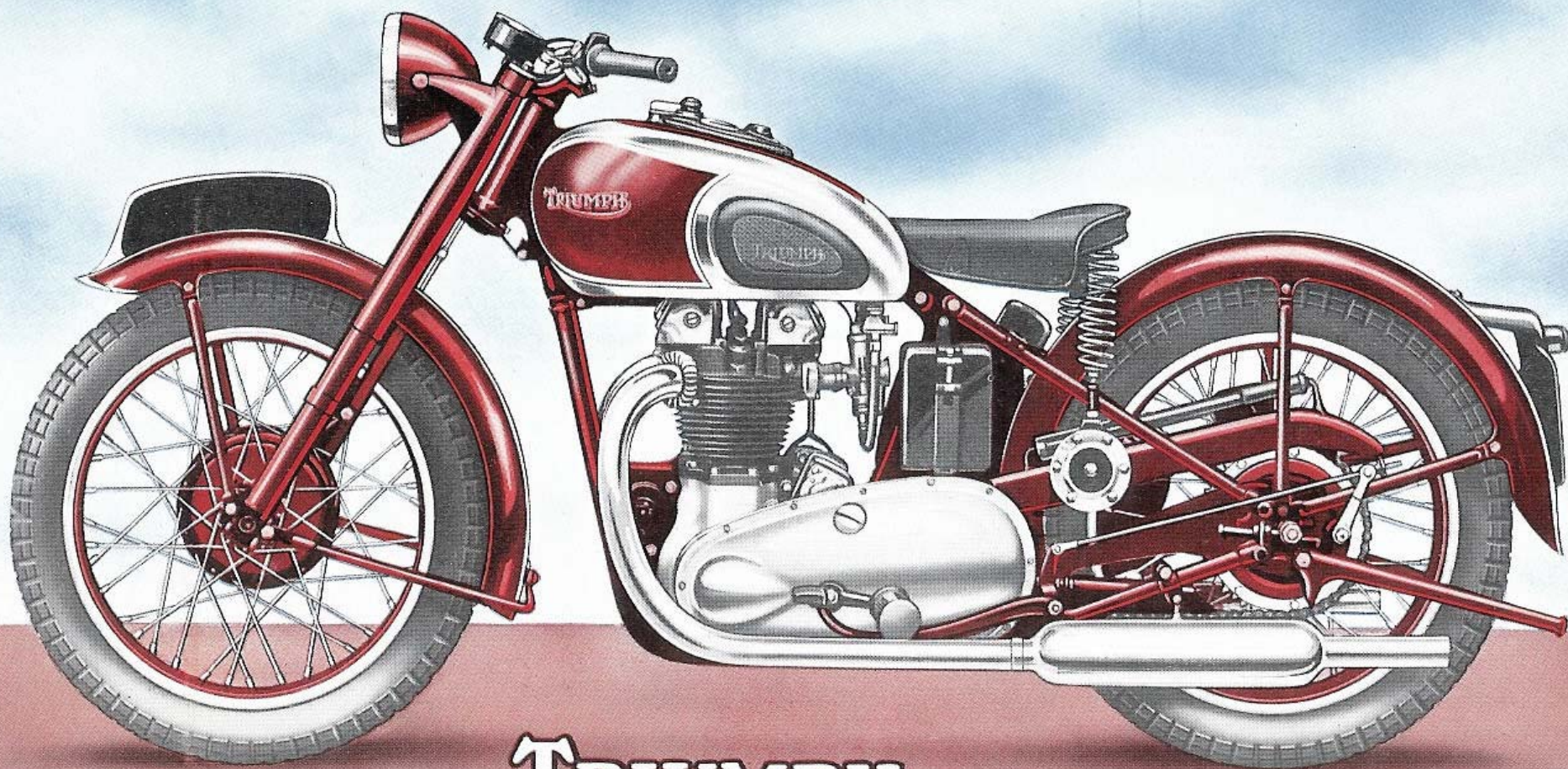
SPRING WHEEL: Available as an extra. For full details see Page One.

PROP STAND: Extra. For details see Page Eight.

ENGINE SPECIFICATION

Vertical twin cylinder with gear driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Totally enclosed and positively lubricated valve gear. Duplex aero quality valve springs.

High tensile aluminium alloy crankcase of greatest possible rigidity. "H" section connecting rods in RR 56 hiduminium alloy with patented plain big-ends. Patented crankshaft mounted on massive ball bearings with central flywheel. Full dry sump lubrication incorporating plunger type pumps with positive feed to big-ends and valve gear. Amal carburettor with patented Triumph quick action twist grip throttle control. Automatic advance magneto and separate dynamo all-gear driven. A powerful and smooth running unit.

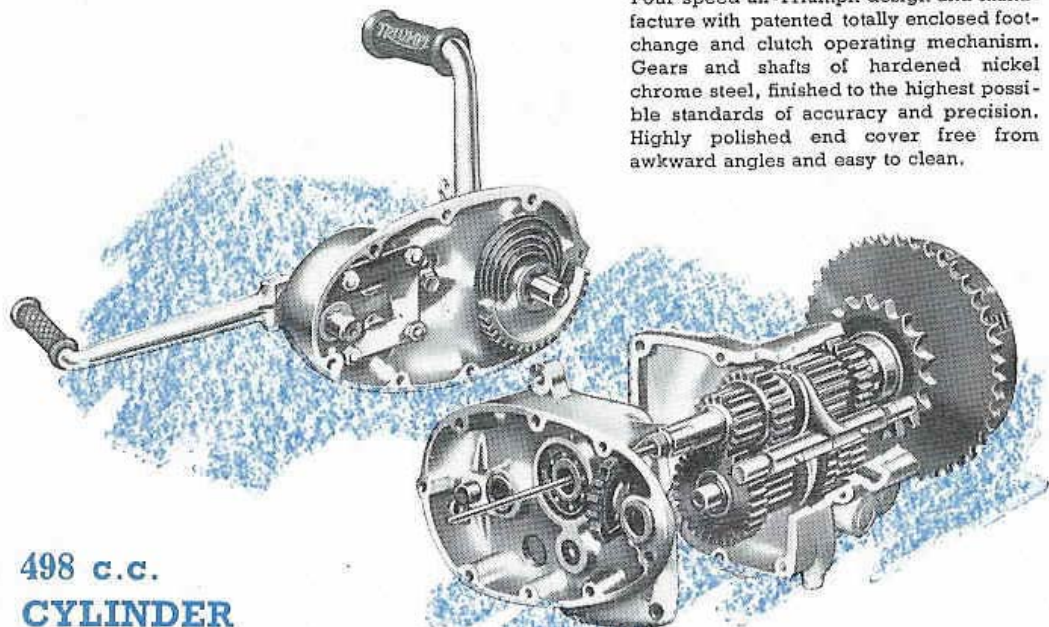


TRIUMPH SPEED-TWIN

PAT. Nos. 475860, 474963, 482024, 469635.

THE FAMOUS TRIUMPH GEAR BOX

Four speed all-Triumph design and manufacture with patented totally enclosed foot-change and clutch operating mechanism. Gears and shafts of hardened nickel chrome steel, finished to the highest possible standards of accuracy and precision. Highly polished end cover free from awkward angles and easy to clean.



498 c.c. CYLINDER HEAD



(Left) This photograph shows the highly efficient hemispherical cylinder heads of the 498 c.c. engine. The symmetrical alloy inlet manifold ensures perfect gas distribution to both cylinders.

PROP STAND

Available as an extra on all models. Also available for fitting to Triumph machines built from 1937 onwards. Two models, for machines up to 350 c.c. and over 350 c.c. Easily fitted to the near-side cradle member of the frame. Spring retains stand out as a prop or in folded back position.



TECHNICAL SPECIFICATION

MODEL	3T	5T	T100
Engine: Type	O.H.V.	O.H.V.	O.H.V.
No. of cylinders	2	2	2
Bore and stroke, m.m.	55 × 73.4	63 × 80	63 × 80
Cylinder capacity	349	498	498
Compression ratio	6.3 : 1	7 : 1	7.8 : 1
Engine sprocket, No. of teeth solo	19	22	22
R.P.M. at 10 m.p.h. in top gear	750	646	646
Gear ratios :			
Top solo	5.8	5.0	5.0
Third	6.95	6.0	6.0
Second	10.0	8.65	8.65
First	14.7	12.7	12.7
Top, sidecar	—	5.8	5.8
Third "	—	6.95	6.95
Second "	—	10.0	10.0
First "	—	14.7	14.7
Carburettor main jet	120	140	160
" slide	5/4	6/3	6/3
" needle jet	107	107	107
Ignition fully advanced	11/32"	3/8"	3/8"
Front chain size	1/2" × .305" all models		
Rear chain size	5/8" × 3/8" all models		
Tyres—Dunlop, front, ins.	19 × 3.25	19 × 3.25	19 × 3.25
rear, ins.	19 × 3.25	19 × 3.50	19 × 3.50
Saddle Height	28 1/2"	29 1/2"	29 1/2"
Wheelbase (static)	53 1/4"	55"	55"
Overall length	82 1/2"	84"	84"
Overall width	28 1/2"	28 1/2"	28 1/2"
Ground clearance	6"	6"	6"
Weight, lbs. (with 1 gallon petrol)	335	370	375
Petrol tank capacity, galls.	3 1/2	4	4
Oil tank capacity, galls.	1/4	3/4	1

GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise: no guarantee except that hereinafter contained and no conditions or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for " hiring out " purposes, or (b) any motor cycle and/or sidecar used for any dirt tracks, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been altered or removed, or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as herein-after provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term " misuse " shall include amongst others the following acts :

1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE : If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee and he must also furnish us at the same time with the frame number of the machine, the date of purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS : Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

NOTICE : We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

Published retail prices are for delivery free of charge at dealers' premises. All goods are offered for sale subject to the price ruling at time of delivery. We reserve the right to modify or deviate from the specifications in minor details.

This aerial photograph shows the magnificent Triumph factory outside Coventry, built in 1942 to replace the original factory in the city, which was completely destroyed during the 1940/1 air raids. Covering thirteen acres the new works employs close on one thousand people and apart from specialist accessories like tyres, electrical equipment, etc., every part of the Triumph motor cycle is designed and made here.

TRIUMPH ENGINEERING COMPANY LIMITED, Meriden Works, Allesley, COVENTRY, ENGLAND.

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