

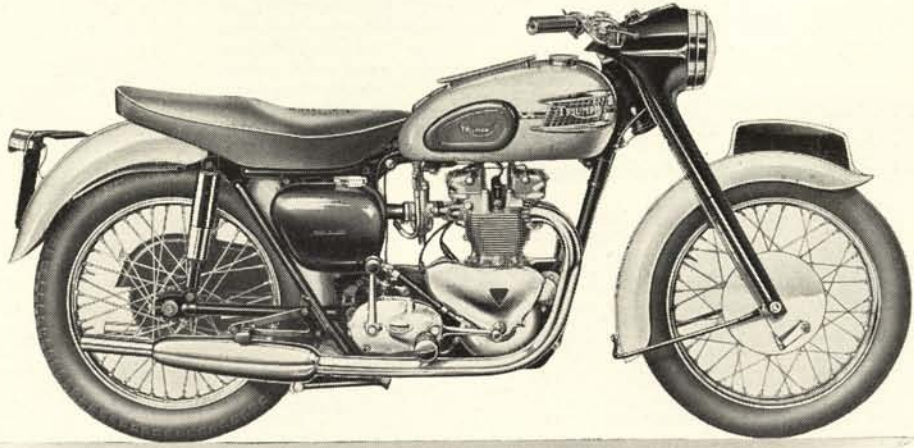


*The Best Motorcycle in the World . . .*

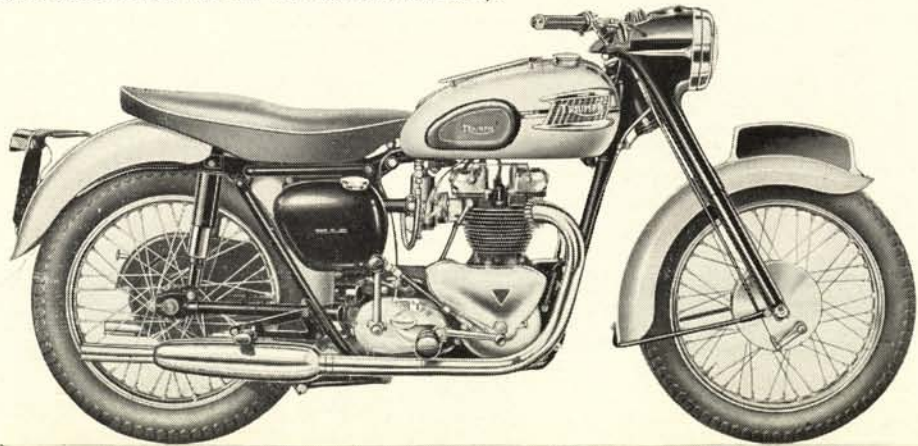
... **TRIUMPH**

# TRIUMPH

## FOR MOTORCYCLING AT ITS VERY BEST



**TIGER 100**  
A high performance 500 c.c. twin with all-alloy engine. Superb suspension and brakes enable the brilliant performance to be used to the full, with comfort and safety.



T110

T100

5T

6T



**TIGER 110**  
Offers the highest performance of any standard production motorcycle today, yet is smooth, quiet and flexible. First class suspension and outstanding ease of control make the T110 first choice of the sporting rider.



**SPEED TWIN**  
This famous motorcycle is the pioneer of all modern vertical twins yet is completely up-to-the-minute in every detail of its specification. A popular touring mount and the choice of 150 police forces.

### THUNDERBIRD

Popular choice of the sidecar enthusiast or the solo rider who enjoys the extra reserve of power of the lusty 650 c.c., 34 B.H.P. engine. Beautifully finished in Red and Black the Thunderbird is a world-wide favourite.

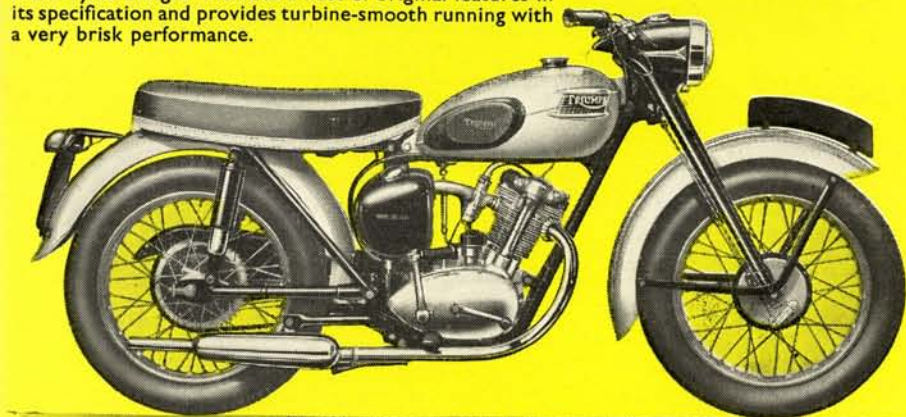


TR5/TR6

21

### TWENTY-ONE

A sleek 350 c.c. twin which sets a new standard in modern motorcycle design. Includes a host of original features in its specification and provides turbine-smooth running with a very brisk performance.

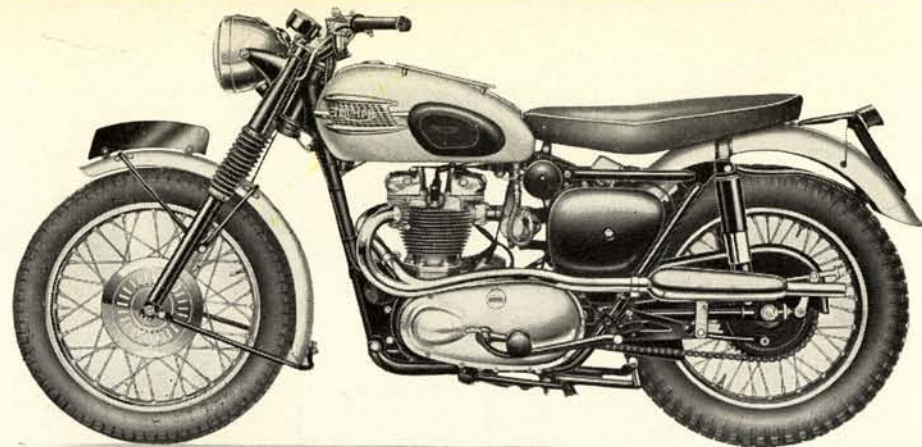


T20c

T20

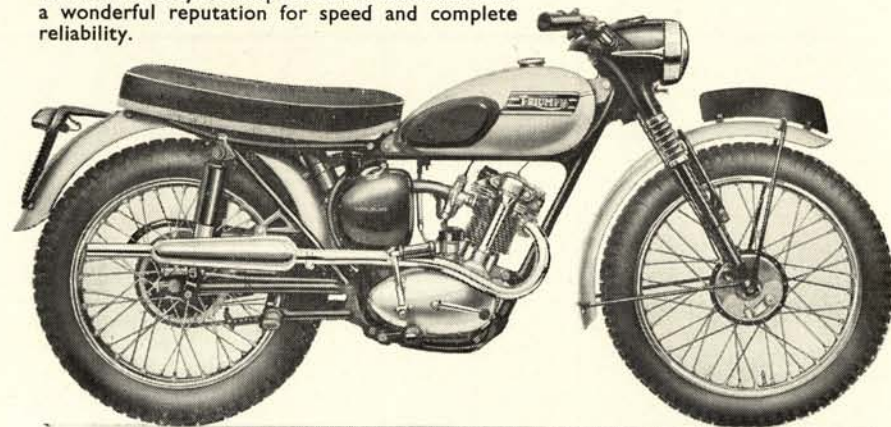
### TIGER CUB

This most popular lightweight has all the best features of the big motorcycle—Four-stroke O.H.V. engine, 4 speeds, clean dry sump lubrication, swinging arm suspension—yet is easy to ride and quite remarkable value.



### TROPHY

To be had with a 500 c.c. (TR5) or 650 c.c. (TR6) engine, the "Trophy" is easily adaptable to most forms of motorcycle competition and has established a wonderful reputation for speed and complete reliability.



### TIGER CUB (T20C)

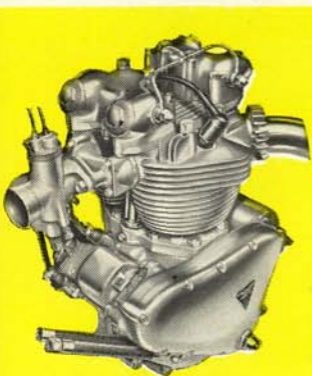
With a modified specification for sporting use the T20C will appeal immediately as an efficient mount for the job, light in weight with ample power and superb handling characteristics.



**"SLICKSHIFT" GEARCHANGE.** All 500 c.c. and 650 c.c. Triumph models now have automatic clutch operation. Movement of the gearchange pedal releases the clutch and reduces gearchanging to this one operation. A normal handlebar lever is fitted which over-rides the automatic mechanism if required. Quicker, easier gearchanging results from this interesting new development.

# TRIUMPH

THROUGHOUT the world today, Triumph is setting the pace for performance, quality and value. The superb nine model range covers every possible requirement for sport, pleasure or day-by-day transportation. Designed, manufactured and assembled in the most modern plant in the Industry, Triumph offers high performance with an unequalled standard of reliability. Follow the lead of discerning riders everywhere by choosing Triumph—you'll get the best ride and service you've ever known.



## 214 m.p.h. !

This was the speed achieved by a 650 c.c. unsupercharged streamlined Triumph when setting a new World Speed Record for Motorcycles at Bonneville Salt Flats, Utah, U.S.A. on 6th September, 1956. The engine, transmission and gearbox of this remarkable machine were assembled from completely standard parts.



*The Fastest Motorcycle Engine in the World!*

# SPECIFICATIONS

## 650/500 c.c.

### ENGINES

Vertical twin cylinder, o.h.v. with two gear-driven camshafts. Central flywheel. "H" section RR56 alloy connecting rods with patented plain big-ends. Dry sump lubrication, high capacity plunger type pump, pressure fed big ends and valve gear. Oil pressure indicator. Patent air cleaner. Efficient silencers.

**5T (500 c.c.) and 6T (650 c.c.)**. Cast iron head and barrel. A.C.

lighting-ignition system with crankshaft mounted alternator and emergency start circuit.

**TR5 and T100 (500 c.c.)**. High compression pistons, alloy head and barrel with close pitch fins. Gear driven dynamo and magneto. Twin carburettor head (as optional extra) and racing conversion parts available for T100.

**TR6 and T110 (650 c.c.)**. High compression pistons, light alloy cylinder head, cast iron barrel,

special camshafts and large bore carburettor. Gear driven dynamo and magneto.

### FOUR-SPEED GEARBOX

Triumph design and manufacture. Heavy duty gears and shafts of finest quality nickel and nickel-chrome steel. Positive stop foot-change with "Slickshift" automatic clutch operation. Multi-plate clutch with Neolangite linings and built-in rubber pad type shock absorber.

### FUEL TANKS

All-steel welded tanks with quick release caps and accessible filters. Oil tank in a streamlined "one piece" unit with air cleaner, battery and tool containers.

### FRAME AND FORKS

Brazed cradle type frame with swinging arm rear suspension with hydraulic damping instantly adjustable for varying loads. Triumph telescopic, hydraulically damped front forks. "Easylift" centre stand.

### WHEELS AND BRAKES

Triumph design with chromium plated spokes and wheel rims. Fully valanced rear mudguard with side lifting handles. Large diameter brakes (full width front hub), with finger adjustment.

### NACELLE

Triumph patent design. Imposing streamlined shell integral with top of forks, encloses headlamp, instruments and switchgear.

### OTHER DETAILS

Wide angle rear/stop light.

Powerful Lucas 7 in. built-in headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Smiths Speedometer. Triumph Twinseat. Tank top parcel grid. Provision for anti-theft lock.

### EXTRAS

Prop stand. Pillion footrests. Sports tyres. (TR5/6)

## 350 c.c.

### ENGINE

Vertical twin cylinder o.h.v. with two camshafts driven by gears. Overhead valves in advanced design alloy cylinder head. Dry sump lubrication. Steel connecting rods with plain big-ends. A.C. lighting-ignition system with crankshaft mounted alternator and emergency start circuit. Oil pressure indicator. Duplex primary chain. Efficient air cleaner.

### GEARBOX

Four speeds with positive foot

operation and gear position indicator. Built in unit with engine. Heavy duty shafts and gears of hardened nickel-chrome steel. Multiplate clutch with Neolangite linings and rubber block shock absorber. Folding kickstarter.

### FUEL TANKS

Large capacity tank with parcel within rear enclosure. Quick release filler caps with integral dipstick on oil tank cap.

### FORKS

Telescopic pattern with hydraulic damping. Steering damper. Front wheel stand.

### FRAME

Brazed cradle type with swinging arm rear suspension, hydraulically damped. "Easylift" centre stand. Provision for padlocking steering head against theft.

### NACELLE (Patent No. 647670)

Integral with top of forks enclosure

unit, speedometer, ammeter and switchgear. All instruments internally illuminated and rubber mounted.

### BRAKES

Full width front hub heavily finned, incorporating powerful 7 in. brake. Same diameter rear brake. Cast iron drums, finger adjustment.

### WHEELS & MUDGUARDS

Triumph design wheels with plated rims and spokes. Front

mudguard of generous proportions. Stylish rear enclosure.

### LIGHTING EQUIPMENT

Powerful 7 in. headlamp has a combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Wide angle rear/stop light with integral reflex reflector.

### TWINSEAT ASSEMBLY

Latex foam cushioned seat, hinged, and when lifted reveals

air cleaner, battery, coil, rectifier, oil tank and filler, and tools in moulded rubber container. Release knob removable as anti-theft device.

### HANDLEBAR

Chrome plated bar with quick action twistgrip adjustable for friction. Integral dipswitch/horn button. Adjustable plated levers with built-in cable adjusters.

## 200 c.c.

### ENGINE

200 c.c.; Advanced o.h.v. design with die-cast alloy cylinder head. "H" section connecting rod with heavy duty plain big-end. Dry sump lubrication with double plunger type oil pump. Air cleaner.

### FOUR-SPEED GEARBOX

Robust design built in unit with the engine in a polished stream-

lined casing. Positive foot-operated gearchange. Duplex primary chain. Multiplate clutch with rubber pad type shock absorber.

### FUEL TANKS

All-steel welded tanks, large capacity. Quick release caps and accessible filters.

### FRAME

Loop type tubular main frame of

unique design, exceptionally strong but light in weight. Swinging arm rear suspension with hydraulic damping.

### FORKS

Triumph telescopic type with hydraulic damping.

### WHEELS & MUDGUARDS

Triumph design wheels with

plated rims and spokes. Deep section mudguards to both wheels.

### BRAKES

Large diameter cast iron drums. Exceptionally powerful yet smooth and safe in use.

### ELECTRICAL EQUIPMENT

A.C. lighting-ignition system with crankshaft mounted alter-

nator and emergency start circuit. Large diameter headlamp and powerful rear lamp. Separate reflex reflector.

### NACELLE

Triumph patented design, integral with top of the forks. This neat streamlined shell encloses the headlamp, instruments and switchgear and also includes a gear position indicator.

### TWINSEAT

Latex foam cushioned seat covered in black waterproof "Vynide".

### SPEEDOMETER

Smiths speedometer mounted in nacelle, internally illuminated.

# TECHNICAL DATA

MODEL	Tiger Cub (T20C)	Tiger Cub (T20)	Twenty-One (21)	Speed Twin (5T)	Thunderbird (6T)	Tiger 100 (T100)	Tiger 110 (T110)	Trophy (TR5)	Trophy (TR6)
Engine: Type ... ..	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of Cylinders ...	1	1	2	2	2	2	2	2	2
Bore/Stroke, mm. ...	63×64	63×64	58.25×65.5	63×80	71×82	63×80	71×82	63×80	71×82
Bore/Stroke, ins. ...	2.48×2.52	2.48×2.52	2.29×2.57	2.48×3.15	2.79×3.23	2.48×3.15	2.79×3.23	2.48×3.15	2.79×3.23
Cyl. capacity, c.cm.	199	199	348	498	649	498	649	498	649
Cyl. capacity cu. ins.	12	12	21.23	30.5	40	30.5	40	30.5	40
Compression Ratio	7:1	7:1	7.5:1	7:1	7:1	9:1	8.5:1	9:1	8.5:1
B.H.P. & R.P.M. ...	10 at 6000	10 at 6000	18.5 at 6500	27 at 6300	34 at 6300	34 at 6500	42 at 6500	35 at 6500	42 at 6500
R.P.M., 10 m.p.h. Top Gear	965	940	760	Solo 650 S/c 755	Solo 650 S/c 755	Solo 650 S/c 755	Solo 594 S/c 680	680	594
Gear Ratios: Top ...	7.2	6.45	5.31	5.00 5.80	4.57 5.24	5.00 5.80	4.57 5.24	5.24	4.57
Third ...	9.4	8.38	6.30	5.95 6.90	5.45 6.24	5.95 6.90	5.45 6.24	6.24	5.45
Second ...	14.4	12.9	9.32	8.45 9.80	7.75 8.85	8.45 9.80	7.75 8.85	8.85	7.75
First ...	21.6	19.35	13.00	12.20 14.15	11.20 12.80	12.20 14.15	11.20 12.80	12.80	11.20
Carburettor ... ..	Amal. 332/3	Amal. 332/3	Amal. 375/25	Amal. 376/25	Amal. 376/42	Amal. 376/35	Amal. 376/40	Amal. 376/35	Amal. 376/40
Tyres: Front, ins. ...	3.00×19	3.25×16	3.25×17	3.25×19	3.25×19	3.25×19	3.25×19	3.25×19	3.25×19
Rear, ins. ...	3.50×18	3.25×16	3.25×17	3.50×19	3.50×19	3.50×19	3.50×19	4.00×18	4.00×18
Brake Dia.: ins. (cm.)	5½ (13.97)	5½ (13.97)	7 (17.78)	7 (17.78)	7 (17.78)	F. 8 (20.32) R. 7 (17.78)	F. 8 (20.32) R. 7 (17.78)	7 (17.78)	F. 8(20.32) R. 7 (17.78)
Finish ... ..	Red/Black	Red/Black	Blue/Black	Continental Red	Red/Black	Grey/Black	Ivory/Black	Grey/Black	Red/Ivory
Seat height, ins. (cm.)	30 (76.2)	28½ (72)	28½ (72.4)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)
Wheelbase, ins. (cm.)	49 (124.5)	49 (124.5)	51½ (131.4)	55½(141.6)	55½(141.6)	55½(141.6)	55½(141.6)	55½(141.6)	55½(141.6)
Length, ins. (cm.) ...	77(195.5)	77(195.5)	80 (203)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)
Width, ins. (cm.) ...	25 (63.5)	25 (63.5)	26 (66)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)
Clearance, ins. (cm.)...	6 (15.24)	4½ (11.9)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos) ...	205 (92)	215 (98)	340 (154.4)	395 (179)	395 (179)	385 (175)	390 (177)	375 (170)	380 (173)
Petrol, galls. (litres) ...	2½ (11.9)	3 (13.5)	3½ (16)	4 (18)	4 (18)	4 (18)	3 (13.5)	3 (13.5)	3 (13.5)
Oil, pints (litres) ...	2½ (1.55)	2½ (1.55)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)

THE TRIUMPH CORPORATION, Towson, Baltimore 4, Md.,