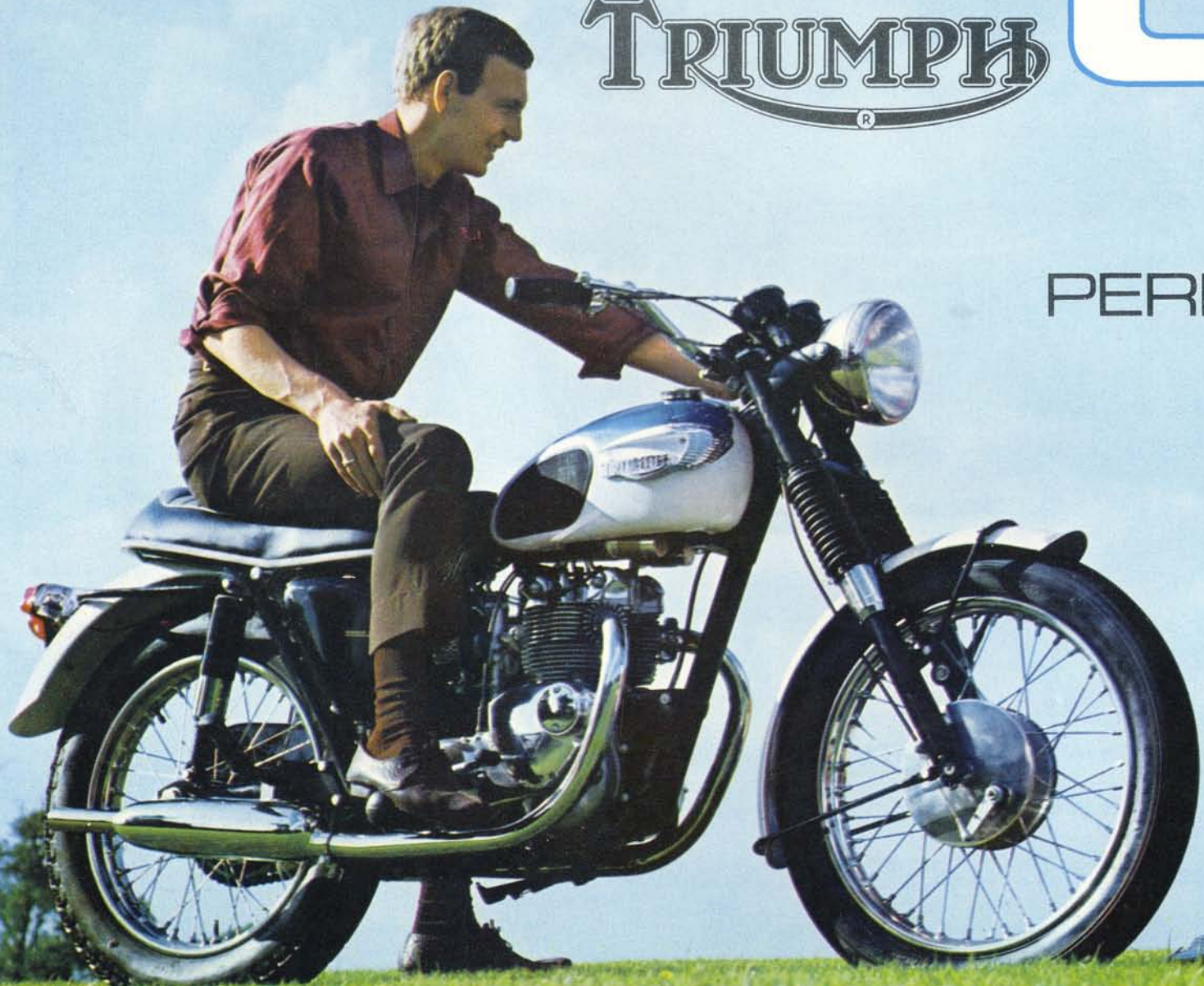


TRIUMPH[®]

67

PRECISION
POWER
PERFORMANCE



BONNEVILLE T 120 R

This is the 'top of the line'. And with Triumph that means something. A really responsive mount, it's the one that set, and still holds, the world's speed record. A true champion in every sense, the Bonneville is greater than ever in '67 - the smoothest ride on the road. If you demand the best motorcycle on the road today, then your choice has to be Bonneville. Available either in the road sport version for road riding or in competition trim for the race minded.



BONNEVILLE 650 c.c. O.H.V., TWIN CARBURETOR, TWIN CYLINDER.

Pride of ownership is built into this Triumph. Rugged good looks combine with complete dependability for supreme rider satisfaction. A modern, up-to-date motorcycle with real quality features available only on Triumph, such as polished stainless steel fenders that will never lose their lustre. This is the greatest motorcycle under any and all road conditions, and it will take you (and a friend) where you want to go easily, quickly and comfortably. If you think that all motorcycling is the same, you owe it to yourself to test ride the new 1967 Bonneville that is waiting for you at your nearest dealers now.

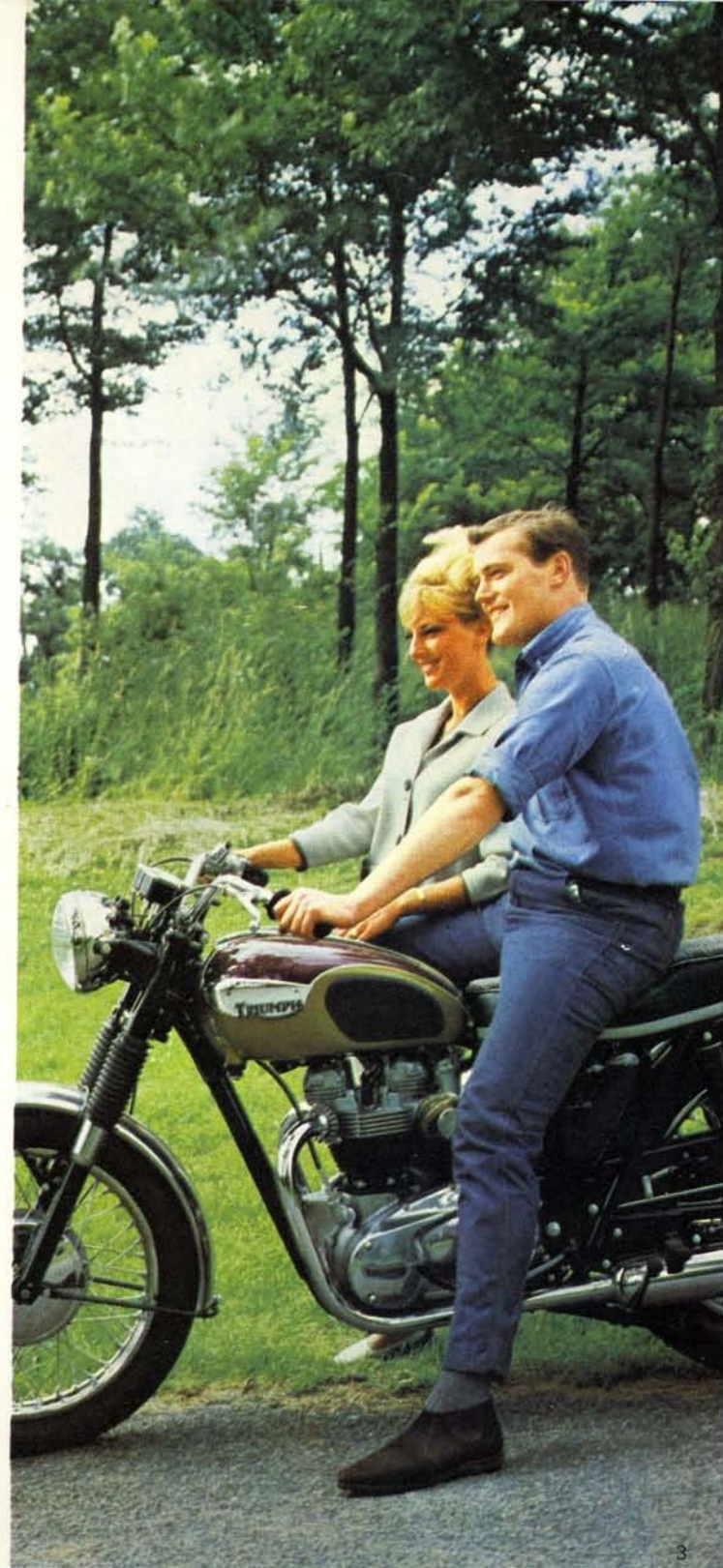
FOR SPECIFICATIONS AND TECHNICAL DATA SEE PAGES 10 AND 11

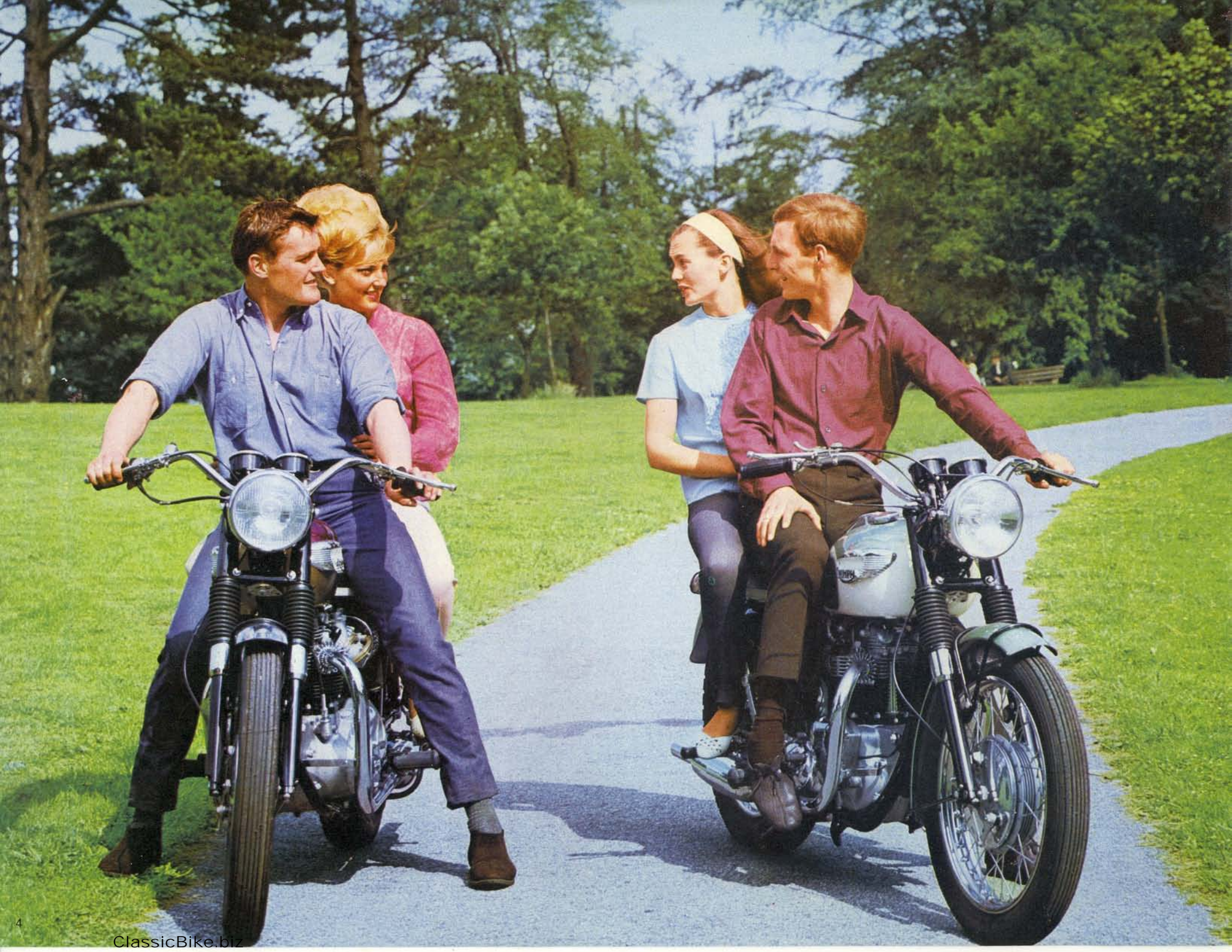
BONNEVILLE TT SPECIAL T120|TT

TRIUMPH[®]

BONNEVILLE 650 c.c. O.H.V., TWIN CARBURETOR, TWIN CYLINDER

Preferred by experts, the men who know motorcycles best, this Triumph has won more TT races than all other makes combined in recent years all over the States. It has higher compression and greater horsepower than its brother the Bonneville T120/R, and sports the new 'Quilttop' seat now fitted to all twins. Also, racing exhaust system, racing valve springs and high performance cams make it a winner from the word 'go'. Results prove that the TT Special is without doubt the foremost standard production racing motorcycle available today! So, if your pleasure is competition riding the Bonneville TT Special is an absolute must.





SPORTS TROPHY TR 6|R

TROPHY 650 c.c. O.H.V., TWIN CYLINDER

A favorite for the road sports minded enthusiast. The flexible TR6 engine, with increased power output for 1967, has led the competition for many years in cross-country races, making this model ideal for long distance cruising or just everyday riding. The Sports Trophy simply can't be beat for all-round performance. Triumph power is built to dish it out and take it too. If you are in the market for complete performance, try the TR6/R . . . you'll know the difference when you compare.

The Triumph logo is rendered in a stylized, blue, serif font with a white outline. The letters are bold and slightly slanted. Below the word "TRIUMPH" is a blue arc that curves under the letters, with a small registered trademark symbol (®) at its center.

TROPHY SPECIAL TR 6|C

Take a look at the record and you'll see why this Triumph is first choice of Enduro and cross-country champions. It has proven itself in the toughest competition. (No other make has won so often.)

AC magneto ignition and lights and high-flo exhaust system make it ideal for off-the-road riding. Features include mufflers and quick detachable headlight and trials tires. It adds up to the finest competition model in its class, one that will live up to the Triumph Trophy tradition. This mount has the versatility of both on and off the road usage, so you can have your cake and eat it too!



FOR SPECIFICATIONS AND TECHNICAL
DATA SEE PAGES 10 AND 11

ClassicBike.biz

DAYTONA SUPER SPORTS T100|R

500 c.c. O.H.V. TWIN CARBURETOR, TWIN CYLINDER.

It's the new one, the latest addition to the Triumph line. Named in honor of the Triumph that won the famous 1966 Daytona 200-mile National Championship Road Race. And it's all new, with higher performance, more horsepower, twin carburetors, 'Quilttop' seat, painted steel fenders and new frame. This highway-road sports version is light and quick, delivers more fun per mile, gives you more of what you're motor-cycling for! A really great step up from the ordinary.



TRIUMPH

SPORTS TIGER (T100C)

Whatever your pleasure, road travel, trail riding, cross-country, freeway or town commuting, the Tiger is for you. It has the best possible power-to-weight ratio and offers catlike acceleration. Like all Triumphs, it is engineered to give you years of trouble-free performance. Upswept exhaust system, skid plate for engine protection, quick detachable headlight and trials tires make this a most versatile mount for all types of riding. It's the premiere road and sport motorcycle available today, ride one and you'll see what we mean!

TIGER COMPETITION T100|C



FOR SPECIFICATIONS AND TECHNICAL
DATA SEE PAGES 10 AND 11

THE 200 MILE AMA CLASSIC WINNER DAYTONA

It was a Triumph Tiger 100 which carried Buddy Elmore to victory in the 1966 200 Mile National Championship Road Race at Daytona, Florida.

This race is America's toughest road racing event of the competition year, and Elmore set a scorching new race record of 96.582 m.p.h., almost two m.p.h. faster than the previous record — and this on a machine basically similar to any T100 in your local dealer's showroom.





MOUNTAIN CUB T20|M



TRIUMPH

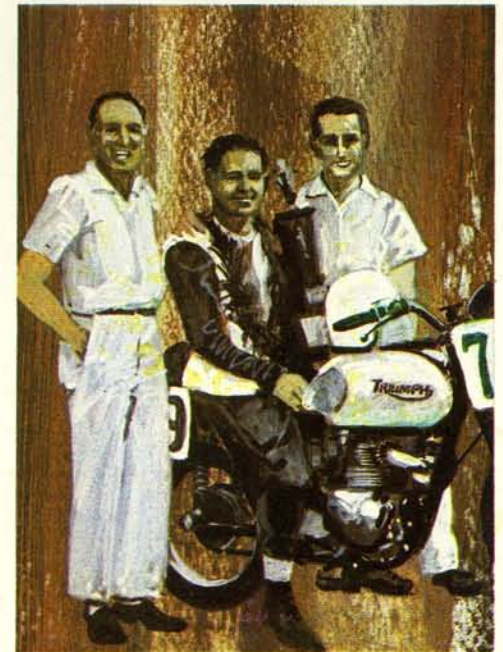
200 c.c. O.H.V. SINGLE CYLINDER.

A truly fine lightweight trail bike. The Mountain Cub will take you up hills, over dusty trails, into the back country. A favorite for hunters and fishermen because it gets them where it's tough to go. It can crawl at a snail's pace, yet accelerate to 60 m.p.h. and turn on a dime. There's a 4-speed, special wide ratio gearbox for tractor-like performance in rough going and a regular fourth gear for highway cruising without troublesome chain or sprocket changing. The Cub is the only fully equipped, standard trail bike with no extras to buy. All good reasons to buy one!

FOR SPECIFICATIONS AND TECHNICAL DATA SEE PAGES 10 AND 11

SUCCESSSES

TRIUMPH is still the Fastest Motorcycle in the World with a New High Speed of 245.667 m.p.h., established at Bonneville Flats, August 1966. (This speed was established under the sanction and approval of the A.M.A.)



TRIUMPH WINS DAYTONA 200 MILE NATIONAL CHAMPIONSHIP

The Triumph winning touch was again applied to this internationally-famous event by Buddy Elmore. Riding a Tiger 100 he clinched the biggest Road Race in the U.S. in March 1966 with a record speed of 96.582 m.p.h.

Other outstanding successes are:

- April 1966** National Hare Scramble, Mojave Desert, California, won by Dick Vick on Triumph TR6/C.
- May 1966** 175 Mile National Championship Enduro, Schererville, Ind., won by Bill Baird on Triumph T100/C.
This follows four Grand National Enduro Championships won on Triumph – 1962, 1963, 1964 and 1965.
- June 1966** 100 Mile Championship Road Race – Loudon – Laconia, N.H., won by Buddy Elmore on Triumph T100/R.
- July 1966** 30 Lap H/W National Championship T.T. Race, Castle Rock, Washington.
1st. Eddie Mulder, Triumph T120/TT
2nd. Sonny Burres, Triumph

July 1966

continued

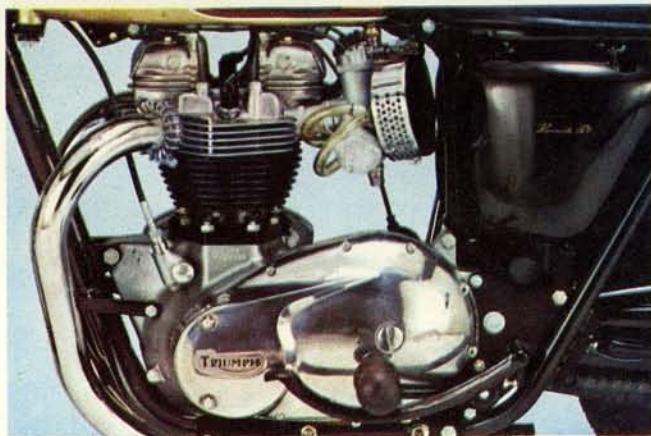
- 3rd. Skip Van Leeuwen, Triumph
4th. Swede Savage, Triumph
6th. Eddie Wirth, Triumph
50 Lap H/W National Championship T.T. Race, Ascot Park, Gardena, California.
1st. Eddie Mulder, Triumph T120/TT

August 1966

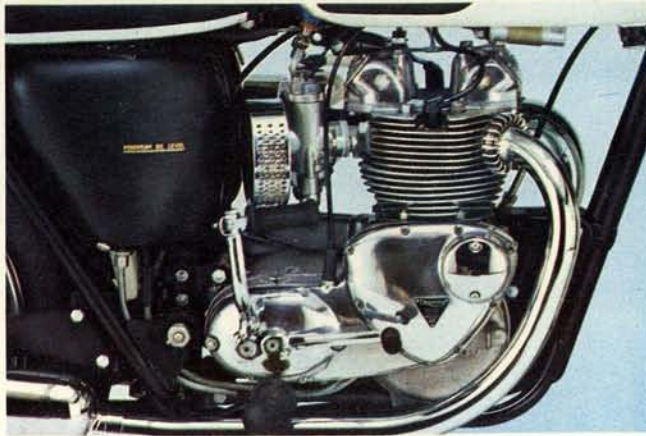
- 110 Mile National Road Race, Des Moines, Iowa, Gary Nixon on Triumph T100/R won at an average speed of 81.292 m.p.h. and set a new track record of 1 min. 22 secs.
50 Mile National Championship Dirt Track Race, Springfield, Ill.
1st. Gary Nixon, Triumph
20 Lap H/W National Championship T.T. Race, Peoria, Ill.
1st. Eddie Mulder, Triumph

ILLUSTRATIONS OF BUDDY ELMORE PAGES 7 AND 12 BY COURTESY OF "CYCLE WORLD"

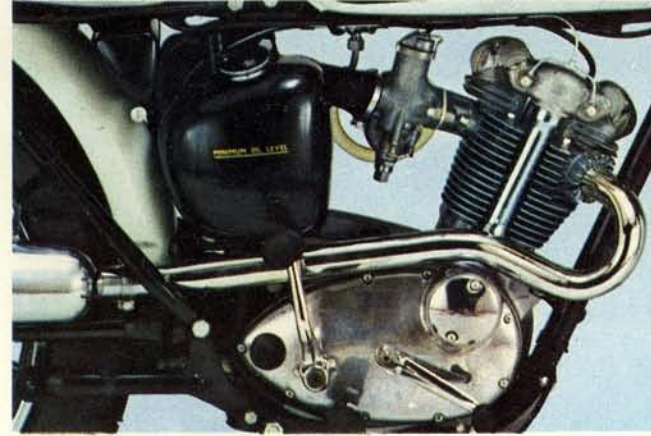
650 C.C. (40 CU.IN.)



500 C.C. (30 CU.IN.)



200 C.C. (12 CU.IN.)



SPECIFICATIONS

650 c.c. SPECIFICATION

ENGINE. 650 c.c. o.h.v. vertical twin with two gear driven camshafts. Light alloy cylinder head, cast-iron cylinder barrels, high compression pistons, large bore carburetor. Splayed port head with two carburetors on T120. Finned rocker boxes. One-piece forged crankshaft on all models. 'H' section RR56 alloy connecting rods. Dry sump lubrication with plunger type oil pump. Twin coil ignition. Oil bath primary chaincase. Air cleaner. Adjustable rear chain oiler.

FOUR-SPEED GEARBOX. Built-in unit with engine. Shafts and gears of hardened nickel and nickel chrome steel. Needle roller layshaft bearings. Positive stop gearchange mechanism. Multiplate clutch with indestructible linings and rubber torsion shock absorber. Easily accessible oil filler and level plugs.

FUEL TANK. Large capacity all-steel welded gas tank mounted on rubber and easily detached. Quick release filler cap.

FRAME. Brazed cradle type frame with large diameter front down tube and swinging arm suspension, hydraulically damped and adjustable for varying loads. 'Easylift' center stand. Anti-theft lock.

FORKS. Triumph telescopic design with hydraulic two-way control.

BRAKES. Front - new design, full width finned hub, 8 in. diam. Rear - 7 in. drum with detachable sprocket. Fully floating brake shoes.

WHEELS AND FENDERS. Triumph design wheels with plated spokes and rims. Speedometer drive from rear wheel.

LIGHTING EQUIPMENT. Lucas alternator crankshaft mounted. Powerful headlamp with combined reflector/front lens assembly, 'pre-focus' bulb and adjustable beam level. Wide angle tail/stop light with combined reflector. 12-volt system with 8 a.h. battery using Zener diode for voltage control.

TWINSEAT. New 'Quiltop', covered in waterproof black 'Vynide'.

HANDLEBAR. Chromium-plated with smooth action twistgrip (adjustable friction control). Integral horn and dimmer switch. Adjustable brake and clutch levers with built-in cable adjusters.

SPEEDOMETER. Smiths 150 m.p.h. (180 km.p.h.) magnetic type with trip recorder (except TT Special). Tachometer fitted on T120/R, T/120TT and TR6/R.

FINISH. TR6 - new mist green and white. T120 - new aubergine and gold.

OTHER DETAILS. Side stand. Rear passenger footrests.

500 c.c. SPECIFICATION

ENGINE. Advanced design vertical twin cylinder o.h.v. with two camshafts driven by gears. Pushrod operated overhead valves in a light alloy cylinder head. Two carburetors on T100/R. High duty iron cylinder block. Dry sump lubrication with plunger type pump. A.C./D.C. lighting-ignition system with crankshaft-mounted alternator. Twin contact breaker unit mounted in timing cover. Air cleaner.

FOUR-SPEED GEARBOX. Built-in unit with engine. Efficient positive stop gearchange mechanism. Heavy duty shafts and gears of hardened nickel-chrome steel, multiplate clutch with heavy duty linings and rubber torsion shock absorber.

FUEL TANK. All-steel welded gas tank mounted on rubber and easily detached. Chrome styled emblem. Large capacity oil tank under twinseat.

FRAME. Heavy duty brazed cradle type frame with swinging arm rear suspension, hydraulically damped. 'Easylift' center stand (T100/R). Anti-theft lock.

FORKS. Triumph telescopic design with hydraulic two-way damping.

BRAKES. Full width front hub heavily finned. Powerful 7 in. brakes. Fully floating shoes, finger adjustment.

WHEELS AND FENDERS. Triumph design wheels with plated rims and spokes. Sports fenders front and rear on both models.

LIGHTING EQUIPMENT. Powerful 7 in. headlamp has a combined reflector/front lens assembly and 'pre-focus' bulb. Wide angle tail/stop lighting with integral reflex reflector. 12-volt system with 8 a.h. battery. Zener diode for voltage control.

TWINSEAT ASSEMBLY. New 'Quiltop' seat, covered in waterproof black 'Vynide'. Seat is hinged and covers the battery, rectifier, oil tank and filler, and tools.

HANDLEBAR. Chrome-plated bar with smooth action twistgrip, adjustable for friction. Integral dimmer switch/horn button. Adjustable levers with built-in cable adjusters.

FINISH. Pacific blue and white.

OTHER DETAILS. Rear passenger footrests. Side stand. Tachometer (T100/R only).

200 c.c. SPECIFICATION

ENGINE. High-performance single cylinder o.h.v. with die-cast alloy cylinder head and finned rocker box caps, special 'H' section connecting rod. Dry sump lubrication. Efficient barrel type muffler. Air cleaner.

FOUR-SPEED GEARBOX. In unit with engine. Multiplate clutch and rubber torsion shock absorber. Positive stop gearchange mechanism. Long-lasting Duplex primary chain.

FUEL TANK. All-steel welded gas tank with chrome styled emblem. Large capacity oil tank. Quick release gas and oil caps.

FRAME. Rugged loop type frame. Swinging arm rear suspension with hydraulically dampened shock absorbers.

FORKS. Triumph telescopic heavy duty competition type giving comfortable ride and accurate steering.

BRAKES. Very efficient smooth-acting brakes with large diameter drums and finger adjustments.

WHEELS. Cadmium plated spokes and rims. Sport fenders front and rear.

ELECTRICAL EQUIPMENT. A.C./D.C. lighting-ignition system with crankshaft-mounted alternator and emergency start circuit. Contact breaker mounted in timing cover. Sport head and tail lights.

TOOLBOX. All steel with kit of good quality tools.

SPEEDOMETER. Smiths 80 m.p.h. (140 km.p.h.) speedometer with anti-vibration mountings.

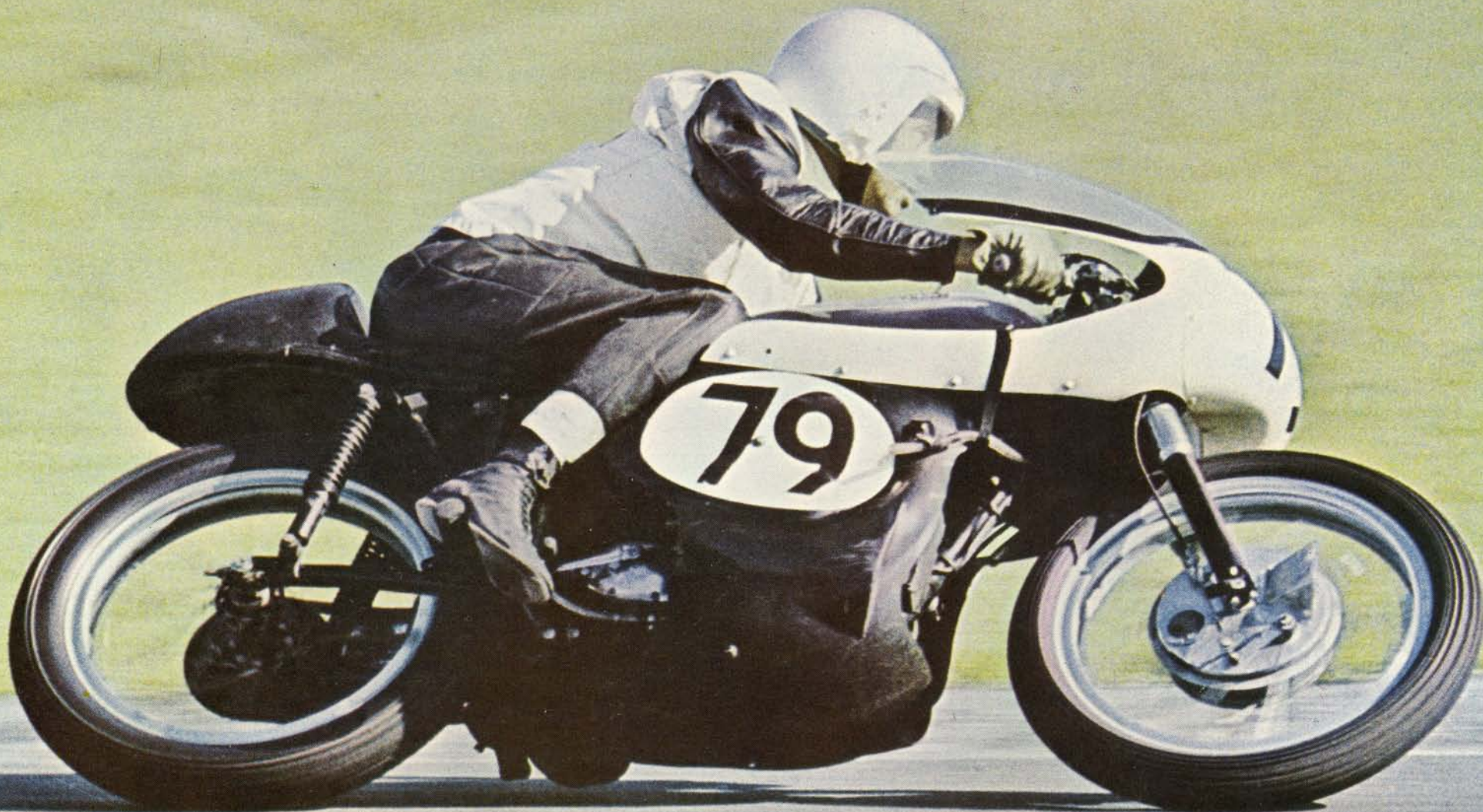
OTHER DETAILS. Finish - two-tone grenadier red and white. Smooth action twistgrip, rubber knee grips. 'Vynide' covered cushioned twinseat. Rear passenger footrests. Side stand. Steering lock.

TECHNICAL DATA

MODEL	Bonneville (T120R)	Bonneville TT Special (T120TT)	Trophy (TR6R)	Daytona Super Sports (T100R)	Tiger Competition (T100C)	Mountain Cub (T20M)
Engine type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of cylinders	2	2	2	2	2	1
Bore/stroke, mm.	71 x 82	71 x 82	71 x 82	69 x 65.5	69 x 65.5	63 x 64
Bore/stroke, ins.	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.72 x 2.58	2.72 x 2.58	2.48 x 2.52
Capacity, cu. cms.	649	649	649	490	490	199
Capacity, cu. ins.	40	40	40	30	30	12.2
Compression ratio	9 : 1	11.2 : 1	9 : 1	9 : 1	9 : 1	7 : 1
b.h.p. and r.p.m.	52 @ 6,500*	54 @ 6,500*	45 @ 6,500*	41 @ 7,200*	38 @ 7,000*	16 @ 6,800
Engine sprocket teeth	29	29	29	26	26	19
Clutch sprocket teeth	58	58	58	58	58	48
Gearbox sprocket teeth	19	17	19	18	19	17
Rear sprocket teeth	46	46	46	46	46	54
R.p.m. 10 m.p.h. top gear	634	707	634	666	723	744
Gear ratios – top	4.84	5.41	4.84	5.11	5.4	5.7
“ “ – third	5.76	6.45	5.76	6.09	6.6	6.97
“ “ – second	8.17	9.15	8.17	8.63	8.66	9.16
“ “ – first	11.81	13.2	11.81	12.46	13.38	14.1
Carburetor – make	Twin Amal	Twin Amal	Amal	Twin Amal	Amal	Amal
“ – type	389/95	389/95	389/239	376/324/5	376/273	376/314
Front chain size	$\frac{3}{8}$ " x .225" x .25" Duplex	$\frac{3}{8}$ " x .225" x .25" Duplex	$\frac{3}{8}$ " x .225" x .25" Duplex	$\frac{3}{8}$ " x .225" x .25" Duplex	$\frac{3}{8}$ " x .225" x .25" Duplex	$\frac{3}{8}$ " x .225" x .25" Duplex
Rear chain size	$\frac{5}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{5}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{5}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{5}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{5}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{1}{2}$ " x .205" x .335"
Tire – front, ins.	3.25 x 19	3.50 x 19	3.25 x 19	3.25 x 19	3.50 x 19	3.00 x 19
“ – rear, ins.	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	3.50 x 18
Brake diameter – ins. (cms.)	8 F (20.32) 7 R (17.78)	8 F (20.32) 7 R (17.78)	8 F (20.32) 7 R (17.78)	7 (17.78)	7 (17.78)	5½ (13.97)
Finish	Aubergine/gold	Aubergine/gold	Mist green/white	Pacific blue/white	Pacific blue/white	Grenadier red/white
Seat height – ins.	30½	30½	30½	30	30	30
Seat height – cms.	77.5	77.5	77.5	76.2	76.2	76.2
Wheelbase – ins.	55½	55½	55½	53½	53½	50
Wheelbase – cms.	141	141	141	136	136	127.5
Length – ins.	84½	84½	84½	83½	83½	78½
Length – cms.	214.5	214.5	214.5	211.5	211.5	199.3
Width – ins.	27	27	27	27	27	26
Width – cms.	68.5	68.5	68.5	68.5	68.5	66
Clearance – ins.	7½	7½	7½	7½	7½	6
Clearance – cms.	18.1	18.1	18.1	18.1	19	15.2
Weight – lb.	363	360	363	360	340	336
Weight – kilos	165	163	165	163	154	152.8
Gas – galls.	2½	2½	3½	2½	2½	2½
Gas – litres	11	11	16	11	10.8	11.9
Oil – pints	6	6	6	6	6	2½
Oil – litres	3.4	3.4	3.4	3.4	3.4	1.55

* Straight-through exhaust system

NOTE—Black 'Quiltop' seat now fitted as standard equipment to all twin cylinder models



The **TRIUMPH** *Corporation*

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