



TRIUMPH

TOP LINE FOR '69

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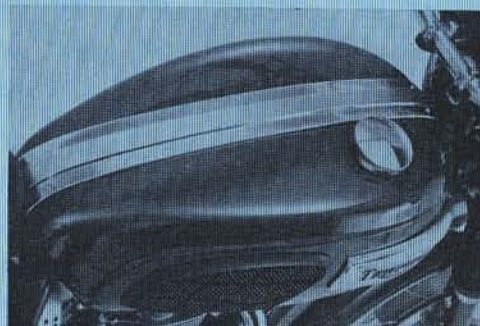
NEW FOR '69



Sleek square finned engine unit develops 22 b.h.p. at 8250 r.p.m.



New black "Vynide" seat, quilted for extra comfort



All steel petrol tank with contrasting centre retaining strap

TRIUMPH

250cc TROPHY TR 25W

An exciting newcomer to the Triumph range, the single cylinder Trophy 250 offers the very latest in engine and frame design. Its light positive handling coupled with fast snappy performance sets a new standard of riding comfort under all conditions.

A full Sports specification which includes upswept exhaust with heatshield, 12 volt electrics, competition tested front forks and 7" diameter twin leading shoe front brake make this one of the most versatile and stylish 250's available.



Compact headlamp assembly with main beam warning light and quick action switches



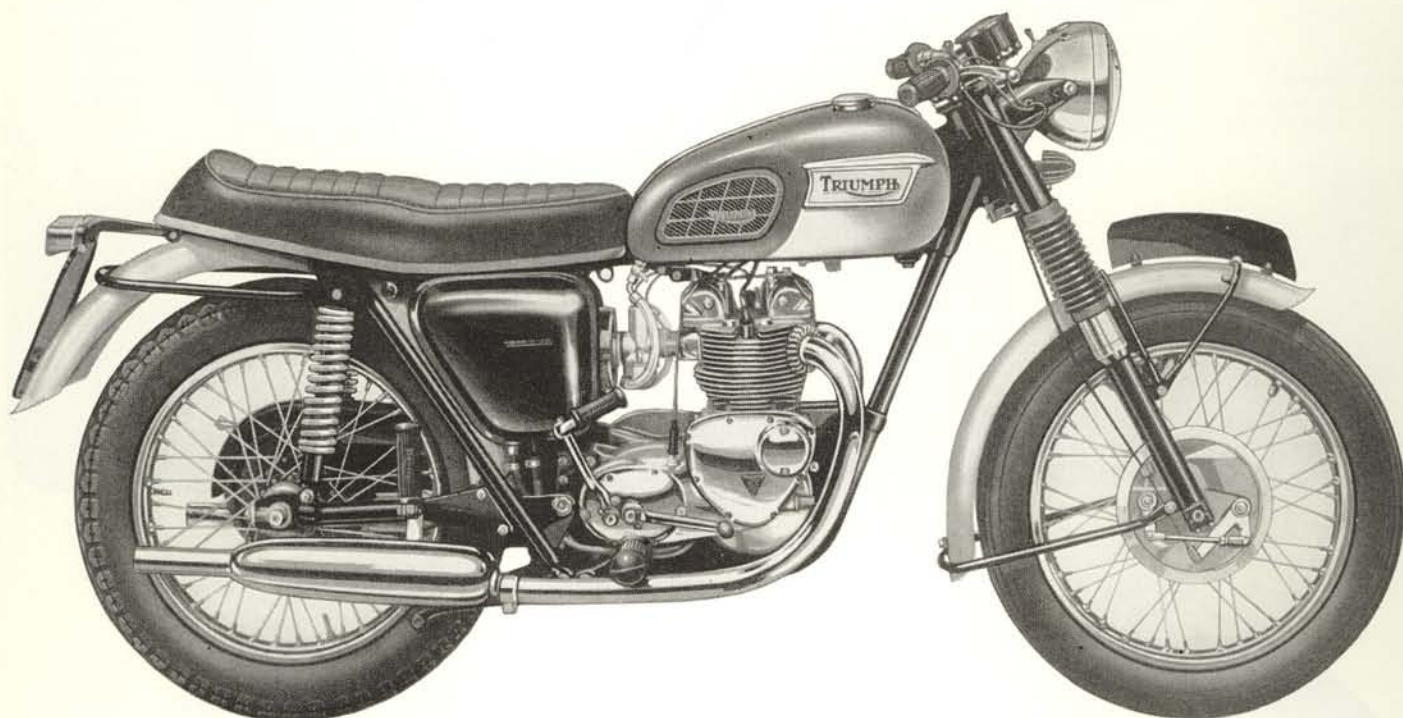
New-style rear light unit



Folding front footrests



PRECISION · POWER · PERFORMANCE



500cc DAYTONA T100T

A motorcycle that wins races is obviously a safe bet for anyone looking for high performance. Following runaway success in the 200 mile American Daytona race in 1967 the Daytona went on in 1968 to win the 500 mile G.P. d'Endurance at Brands Hatch.

The Daytona's modern frame design, twin carburetors and large 8" diameter twin leading shoe front brake make it every inch the competitive motorcycle. Couple that with a high performance twin cylinder engine and you have a first class super sports machine.

Daytona No. 35 seen here on its way to victory in the 1968 "Motorcycle 500 mile G.P. d'Endurance" at Brands Hatch

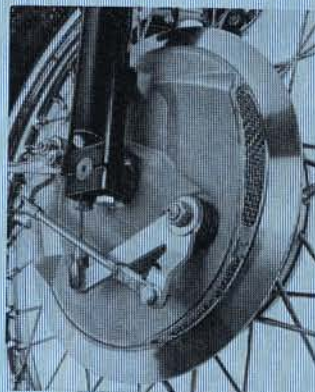


500cc TIGER 100 T100S

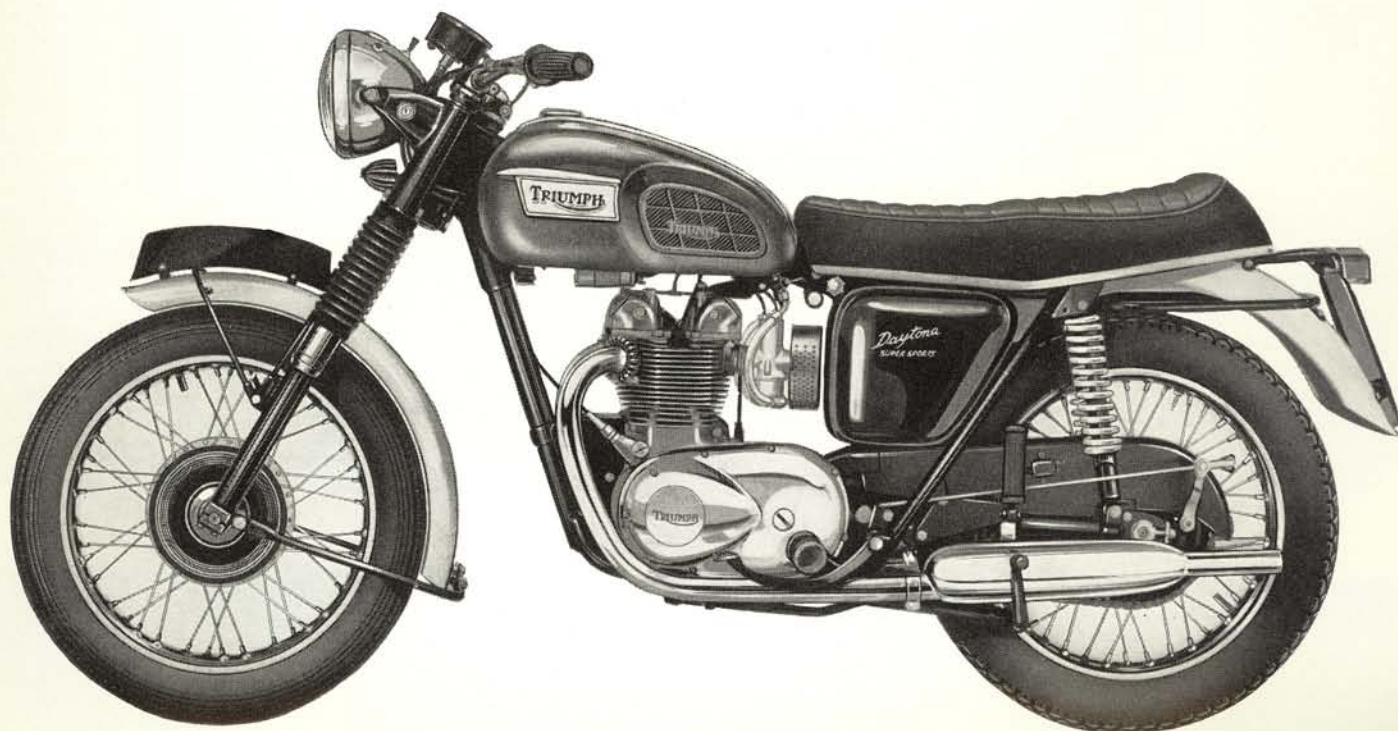
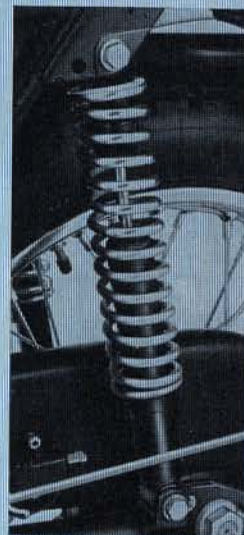
One of the secrets of the success of this outstanding machine is its power-weight ratio. Developing 34 B.H.P. in a wide power band, this 500 weighs no more than most 350's. This makes for great ease of handling, instant acceleration whatever the load, and superb all-round performance.

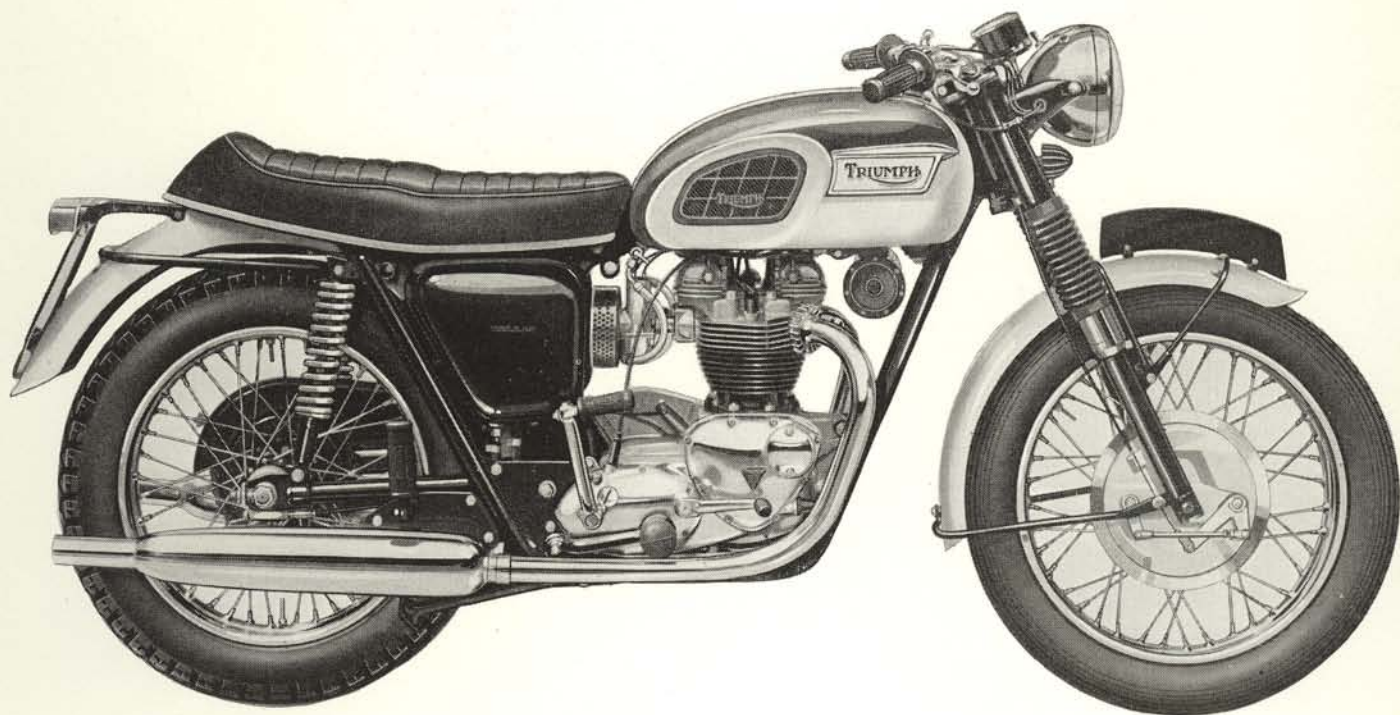
Fitted as standard equipment for 1969 are balanced exhaust system, new 7" twin leading shoe front brake, oil pressure warning light in headlamp shell and exposed chrome plated rear damper springs.

Chrome plated rear shock absorbers



New 7" twin leading shoe front brake with air scoop

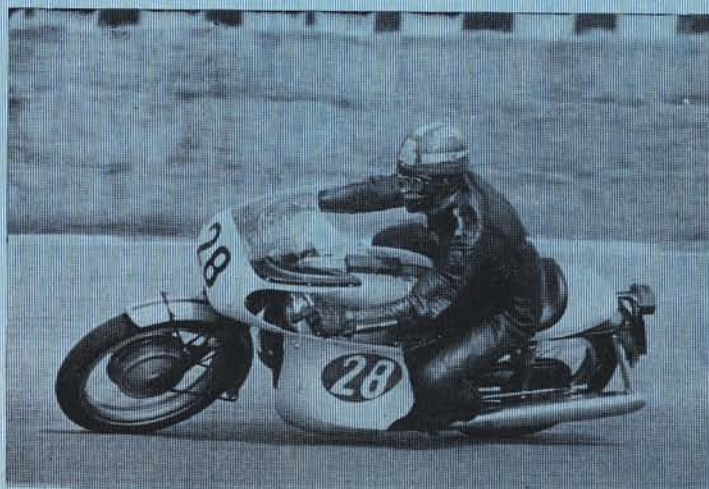




650cc BONNEVILLE T120

Surely one of the most potent fully equipped road machines in standard production today. Holder of the world motorcycle speed record the "Bonnie" has proved its superiority time and again on race circuits all over the world. Illustrated right Rodney Gould in the 1968 Hutchinson 100 establishing a new record lap speed for production machines at 86.10 m.p.h. Proof indeed of the speed and consistent reliability of this famous machine.

**Holder of World Motorcycle Speed Record 224.57 m.p.h.
set up at Bonneville Salt Flats, Utah, 1962**



650cc TROPHY TR6

Some of the big boys take a lot of handling. The Trophy is different, it obeys irrespective of speed or conditions. That is why it has so many successes behind it in International Reliability trials and American Enduros. This is the model for the sports enthusiast, offering completely-satisfying, flexible performance either low down or with the twist grip well open. To complete the sports specification an 8" twin leading shoe front brake is fitted as standard equipment.

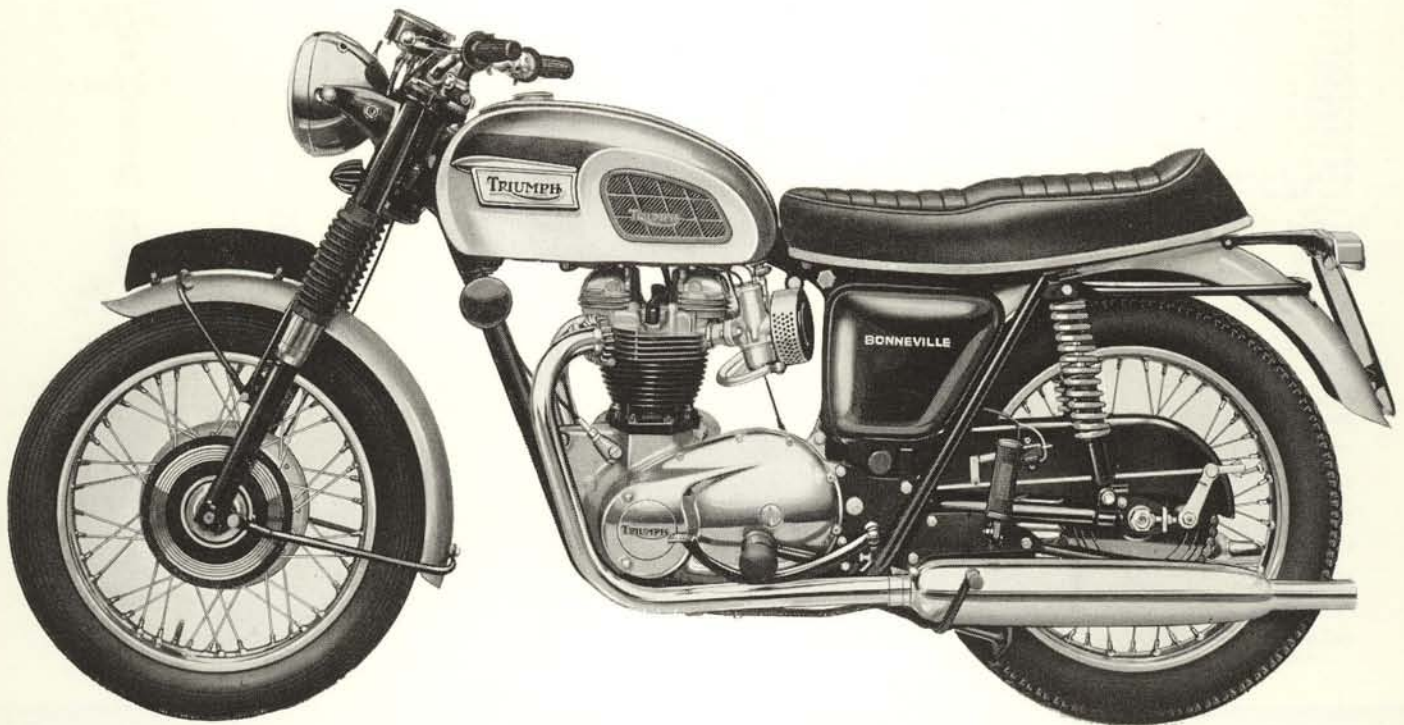
New balanced exhaust system fitted to all twin cylinder models



New stylish badge in light alloy fitted to all models



New oil pressure switch located at front of crankcase operates warning light in headlamp shell



SPECIFICATIONS

250 c.c. Trophy 250 (TR25W)—500 c.c. Tiger 100 (T100S)—Tiger Daytona Sports (T100T)— 650 c.c. Trophy (TR6)—Bonneville 120 (T120)

ENGINE 250 c.c.

Single cylinder O.H.V. light-alloy cylinder head and square finned alloy barrel. One piece forged steel crankshaft with bolted-on flywheels. Dry sump lubrication. Upswept exhaust with heat shield. Air cleaner.

ENGINE 500 c.c.

Twin cylinder O.H.V. with two camshafts driven by gears. Push-rod operated valves in a light alloy cylinder head. Dry sump lubrication. Twin carburettors on T100T. Split connecting rod with plain bearing big ends. Silent Duplex primary chain with tensioner. Air cleaner.

ENGINE 650 c.c.

Twin cylinder O.H.V. with two gear-driven camshafts. Light alloy cylinder head, high compression pistons, large bore carburettor. Splayed port head with two carburettors on T120. One piece forged crankshaft with bolt-on central flywheel. H section RR56 alloy connecting rods with plain bearing big ends. Dry sump lubrication. Air cleaner.

GEARBOX

Four speeds with positive stop operation. Multiplate clutch with cork sheet linings and rubber torsion shock absorber.

FORKS

Triumph telescopic type giving a comfortable ride and accurate steering.

BRAKES

Efficient, smooth acting with large diameter drums and finger adjustment. Twin leading shoe front brake with air scoop on all models.

ELECTRICAL & LIGHTING EQUIPMENT

A.C./D.C. lighting—12 volt ignition system on all models, crankshaft mounted alternator with emergency start circuit facility.

FRAME

Strong heavy duty brazed frame welded on 250. Swinging fork rear suspension. Hydraulically damped.

FUEL TANKS

All steel welded petrol tank. Ample capacity oil tank. Quick release filler caps all models.

WHEELS & MUDGUARDS

Plated spokes and rims. Sports mudguards on all models.

TWINSEAT ASSEMBLY

"Quiltop" twinseat on all twins, covered with black "Ambra", completely waterproof. Seat is hinged on T100T, T100S, TR6 and T120, for access to oil tank and battery.

HANDLEBAR

Chromium plated bar with smooth action twistgrip. Heavy duty cables with built-in adjusters.

TOOLS

Kit of good quality tools and tyre inflator.

TECHNICAL DATA

MODEL	Trophy 250 TR25W	Tiger Daytona (T100T)	Tiger 100 (T100S)	Trophy (TR6)	Bonneville 120 (T120)
Engine Type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of cylinder	1	2	2	2	2
Bore/Stroke, mm.	67 x 70	69 x 65.5	69 x 65.5	71 x 82	71 x 82
Bore/Stroke, ins.	2.64 x 2.75	2.72 x 2.58	2.72 x 2.58	2.79 x 3.23	2.79 x 3.23
Capacity, cu. cms.	249	490	490	649	649
Capacity, cu. ins.	15.19	30	30	40	40
Compression ratio	8.5 : 1	9 : 1	9 : 1	9 : 1	9 : 1
B.H.P. and R.P.M.	22 @ 8,250	39 @ 7,400	34 @ 7,000	43 @ 6,500	47 @ 6,700
Engine Sprocket Teeth	23	26	26	29	29
Clutch Sprocket Teeth	52	58	58	58	58
Gearbox Sprocket Teeth	15	18	18	19	19
Sidecar (G/Box Sprocket)	—	—	—	17	17
Rear Sprocket Teeth	52	46	46	46	46
R.P.M. 10 M.P.H. (Top Gear)	917	763	763	649	649
Gear Ratios				Solo S/C	
—Top	7.34	5.70	5.70	4.84	4.84
—Third	9.75	6.95	6.95	5.76	5.76
—Second	12.9	9.18	9.18	8.17	8.17
—First	20.79	14.09	14.09	11.81	11.81
Carburettor—Make	Amal	Twin Amal	Amal	Amal	Twin Amal
Carburettor—Type	R928	R626 L626	R626	R930	R930 L930
Front Chain Size	$\frac{3}{8}$ " x .225" x .25"	$\frac{3}{8}$ " x .225" x .25"	$\frac{3}{8}$ " x .225" x .25"	$\frac{3}{8}$ " x .225" x .25"	$\frac{3}{8}$ " x .225" x .25"
Rear Chain Size	Duplex	Duplex	Duplex	Duplex	Duplex
Tyres—Front, ins.	$\frac{1}{2}$ " x .205" x .335"	$\frac{3}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{3}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{3}{8}$ " x $\frac{3}{8}$ " x .40"	$\frac{3}{8}$ " x $\frac{3}{8}$ " x .40"
—Rear, ins.	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.00 x 19
Brake Diameter—ins. (cms.)	4.00 x 18	3.50 x 18	3.50 x 18	3.50 x 18	3.50 x 18
Finish	7" (17.78)	8" F (20.32) 7" R (17.78)	7" (17.78)	8" F (20.32) 7" R (17.78)	8" F (20.32) 7" R (17.78)
Seat Height—ins.	Hi-R Scarlet	Lincoln Green/Silver sheen	Lincoln Green/Silver sheen	Trophy Red	Olympic flame/Silver sheen
" " cms.	31 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "
Wheelbase—ins.	(80.1)	(80.1)	(80.1)	(80.1)	(80.1)
" " cms.	52"	53 $\frac{1}{2}$ "	53 $\frac{1}{2}$ "	55"	55"
Length—ins.	(132)	(136)	(136)	(141)	(139.6)
" " cms.	82"	83 $\frac{1}{2}$ "	83 $\frac{1}{2}$ "	84 $\frac{1}{2}$ "	84"
Width—ins.	(208)	(211.5)	(211.5)	(214.5)	(213.5)
" " cms.	28"	27"	26 $\frac{1}{2}$ "	27"	27"
Clearance—ins.	(71)	(68.5)	(67.3)	(68.5)	(68.5)
" " cms.	7 $\frac{1}{2}$ "	6"	6"	5"	5"
Weight—lbs.	(19)	(15.2)	(15.2)	(12.7)	(12.7)
" " kilos.	311	352	352	390	390
Petrol—Galls.	(142)	(161)	(161)	(175)	(175)
" " Litres	3	3	3	4	4
Oil—Pints	(13.5)	(13.5)	(161.9)	(18)	(18)
" " Litres	6	6	6	6	6
	(2.27)	(3.35)	(3.35)	(3.35)	(3.35)

Specifications are subject to alteration without notice and details of high performance models published separately.

**TRIUMPH ENGINEERING
COMPANY LIMITED**
Meriden Works
Allesley, Coventry, England

Telephone: Coventry 20221
Telegrams: "Trusty, Coventry"

Your nearest

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Dealer—

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