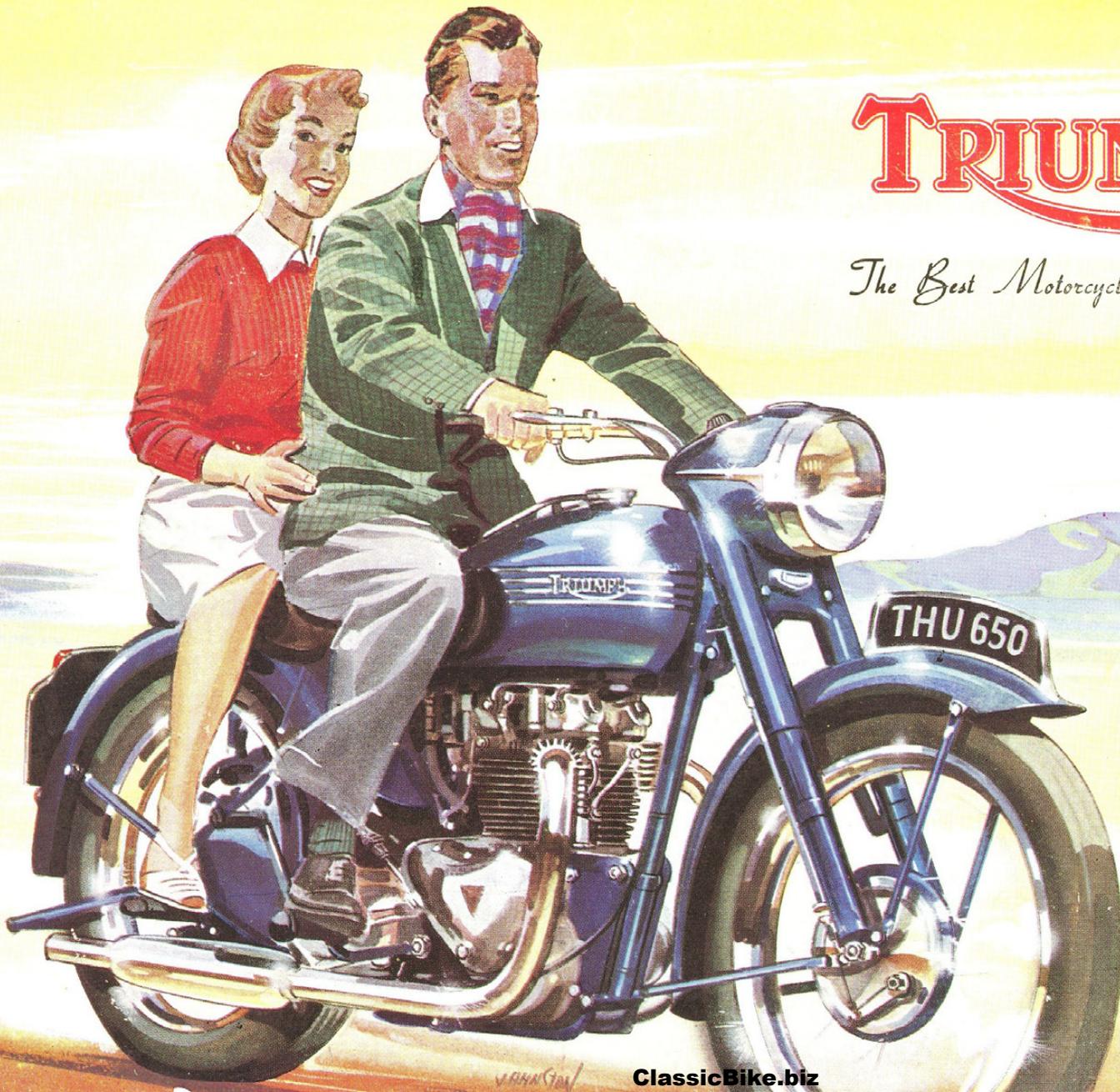
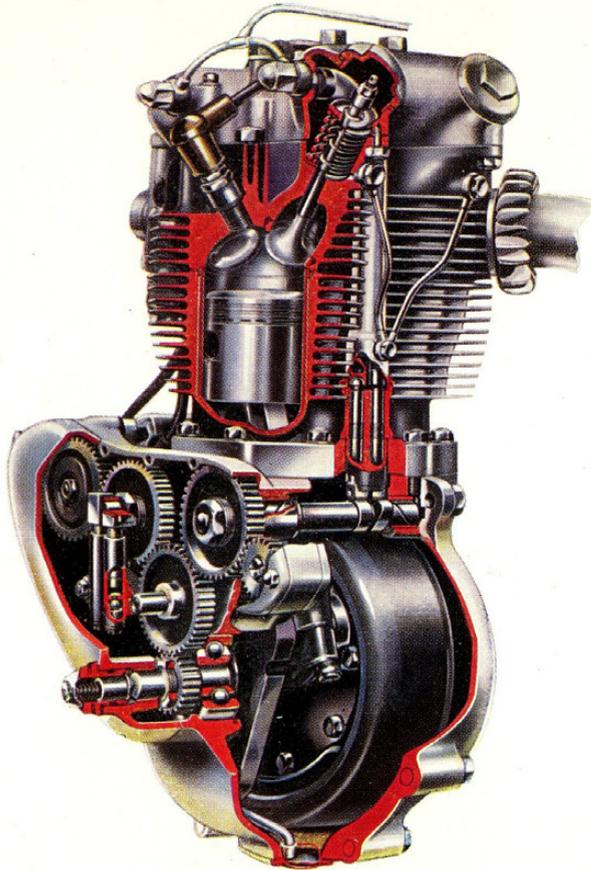


TRIUMPH

The Best Motorcycle in the World



TRIUMPH TECHNICAL SUPERIORITY GIVES YOU THE BEST IN PERFORMANCE AND DEPENDABILITY



The Triumph-pioneered vertical twin cylinder o.h.v. engine, famed for its power output, economy and complete reliability.



THE value of the contribution that Triumph has made to the motorcycling world during the past fifty years is almost impossible to assess. Right from the start Triumph set a pace in design and development which has been unrivalled. When ignition systems, for instance, were very uncertain in the earliest days, Triumph were the first to standardise the magneto—an instrument whose supremacy today is threatened by the Triumph pioneered A.C. electrical system. When engine design was fluid, Triumph settled on a simple reliable single cylinder unit which became the standard for the Industry until it, in its turn, was ousted by the Triumph developed vertical twin, so extensively used at the present time.

Now, Triumph offers, in addition to a range of brilliant twins, a new conception of lightweight design and performance in the “Terrier” and “Tiger Cub” models, which yet again emphasise the technical superiority of the Triumph product.

Always, Triumph have built motorcycles which are a joy to own and a thrill to ride, and never has it been truer to say this than today.

This Catalogue Published 31st October, 1953.

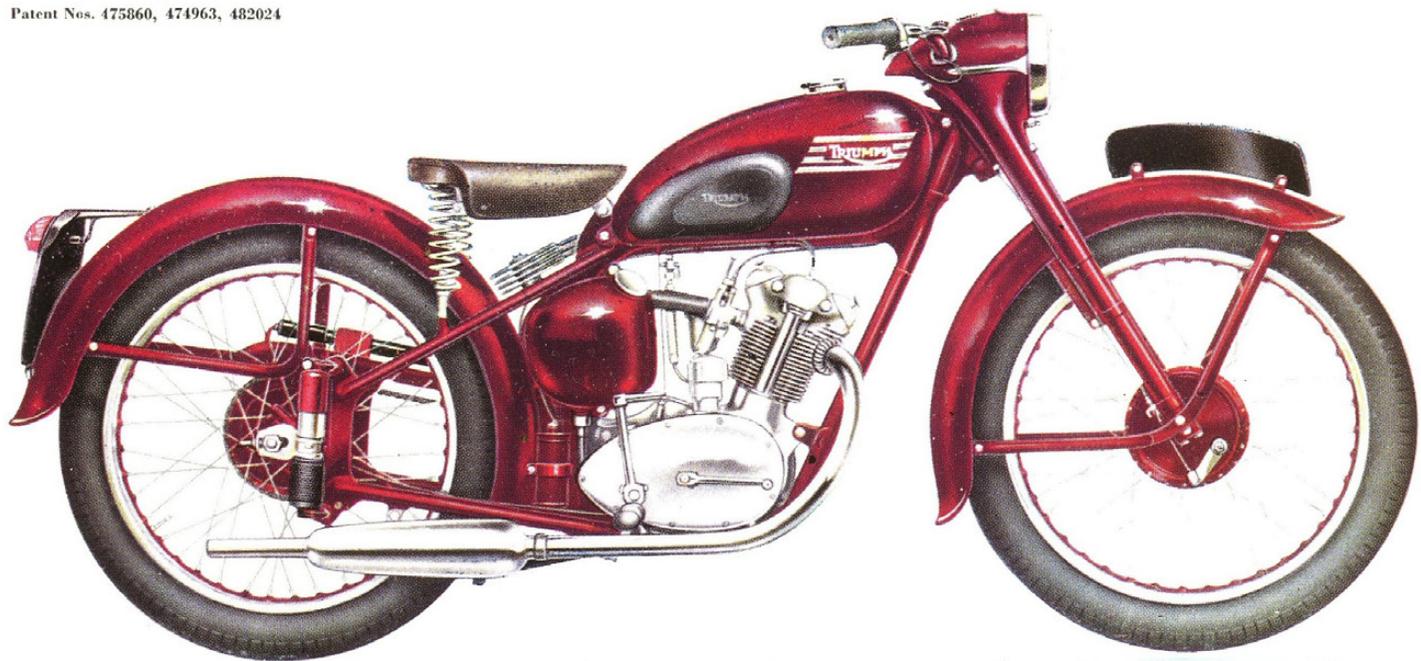
TRIUMPH

The Best Motorcycle in the World

TRIUMPH ENGINEERING COMPANY LIMITED · MERIDEN WORKS, ALLESLEY · COVENTRY · ENGLAND
TELEGRAMS: “TRUSTY, COVENTRY” TELEPHONE: COVENTRY 60 221/2

The
TRIUMPH
Terrier

Patent Nos. 475860, 474963, 482024



This remarkable lightweight breaks fresh ground in many fields of design and provides all the accepted best features of a big motorcycle. Recognisable at once as a "little brother" to the famous Triumph twins, it is built to exactly the same standards of fine finish, quality and performance.

GENERAL SPECIFICATION

ENGINE. 150 c.c. high efficiency O.H.V. with die-cast alloy cylinder head, inclined large diameter valves, totally enclosed and lubricated valve gear. "H" section connecting rod with heavy duty big end bearing. Full dry sump lubrication with double plunger type oil pump. Highly polished timing cover. Plated exhaust pipe with barrel type silencer. Air cleaner.
FOUR SPEED GEARBOX. Built in unit

with the engine in a polished and streamlined casing. Positive stop footchange. Multi-plate clutch with rubber pad type shock absorber. Primary chain in polished aluminium case. Gear position indicator.

FRAME. Unique Triumph design. Loop type tubular main frame, strong and light.

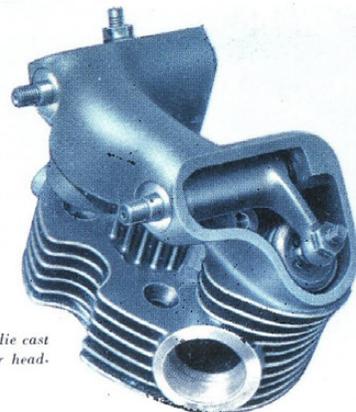
SUSPENSION. Triumph telescopic front forks. Double plunger type rear suspension.

BRAKES. Exceptionally powerful and smooth acting. Large diameter drums.

ELECTRICAL EQUIPMENT. Special A.C. Lighting-Ignition system with crankshaft mounted alternator. "Emergency Start" circuit. Large diameter headlamp in patent nacelle, integral with top of forks.

OTHER DETAILS. Smith's 70 m.p.h. speedometer; good quality tool kit; finished in Amaranth Red and chrome.

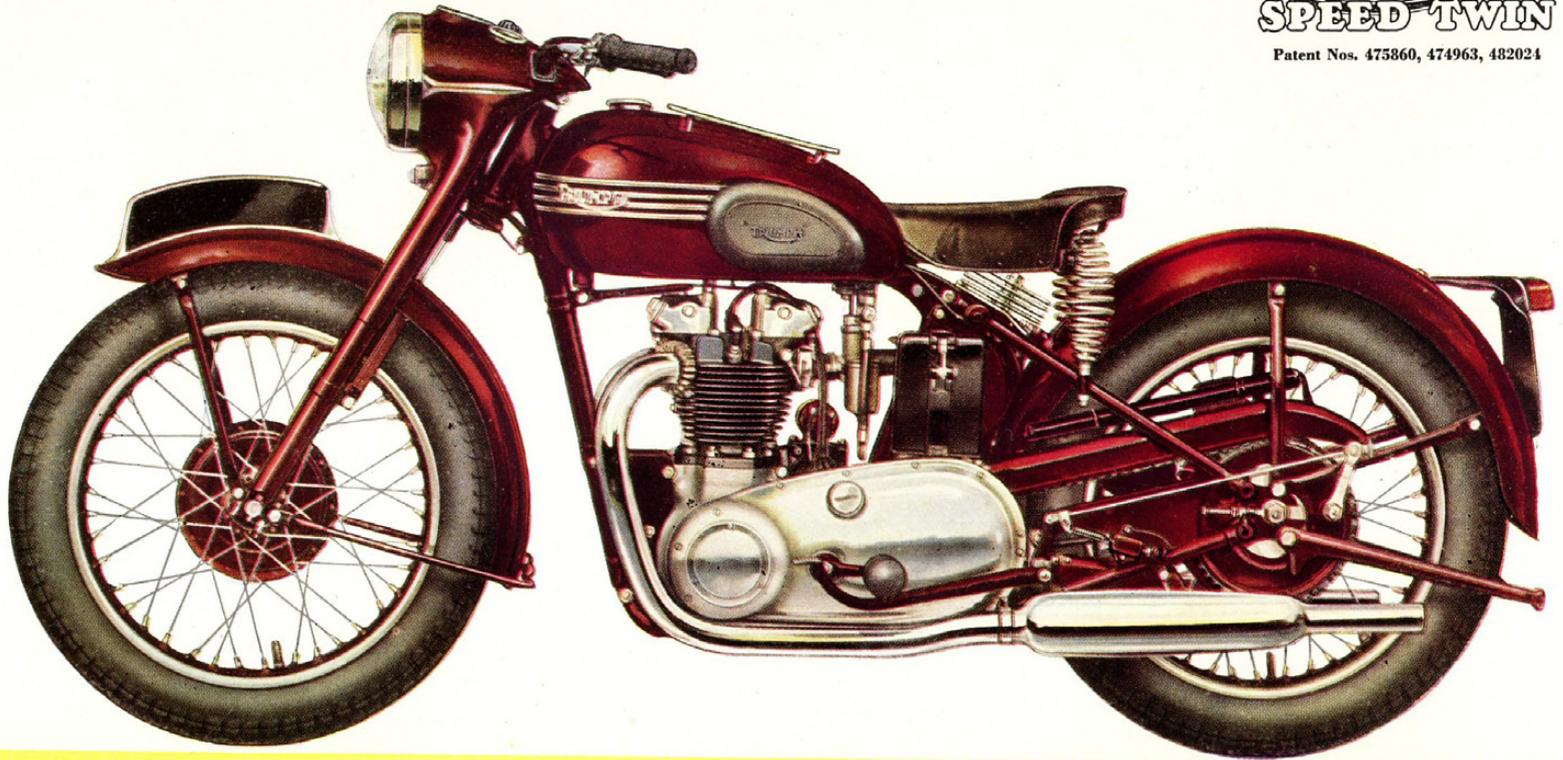
For Technical Details see Back Cover.



The Terrier die cast alloy cylinder head.

TRIUMPH SPEED TWIN

Patent Nos. 475860, 474963, 482024



The famous 500 c.c. "Speed Twin," forerunner of all today's vertical twins, is silent, smooth and fast and offers all the performance required under normal circumstances. It has established a wonderful reputation with experienced riders in all parts of the world.

5 T and 6 T GENERAL

ENGINES. O.H.V. vertical twin cylinder with two gear-driven camshafts. "H" section RR56 alloy connecting rods with patented plain big ends. Central flywheel. Dry sump lubrication, plunger type pumps, pressure fed big ends and valve gear. Timing cover highly polished and fitted with oil pressure indicator. Patent air cleaner. New and most efficient barrel type silencers.

FOUR SPEED GEARBOX. Triumph design and manufacture. Positive stop footchange. Shafts and gears of finest nickel and nickel-chrome steel. Large diameter multi-plate clutch with rubber pad type shock absorber. Polished aluminium primary chaincase. **FUEL TANKS.** All-steel welded tanks with quick release caps and accessible filters. **FRAMES.** Brazed full cradle type with lugs

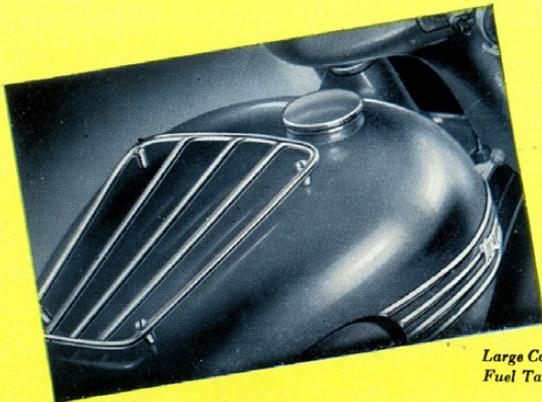
for sidecar attachment either side. Front and rear stands.

SUSPENSION. Triumph design telescopic forks with hydraulic damping. Famous Spring Wheel rear suspension (extra).

BRAKES. Exceptionally powerful, with large diameter cast-iron drums. Finger adjusted. Controls adjustable for position.

For Technical Details see Back Cover.

PAGE TWO



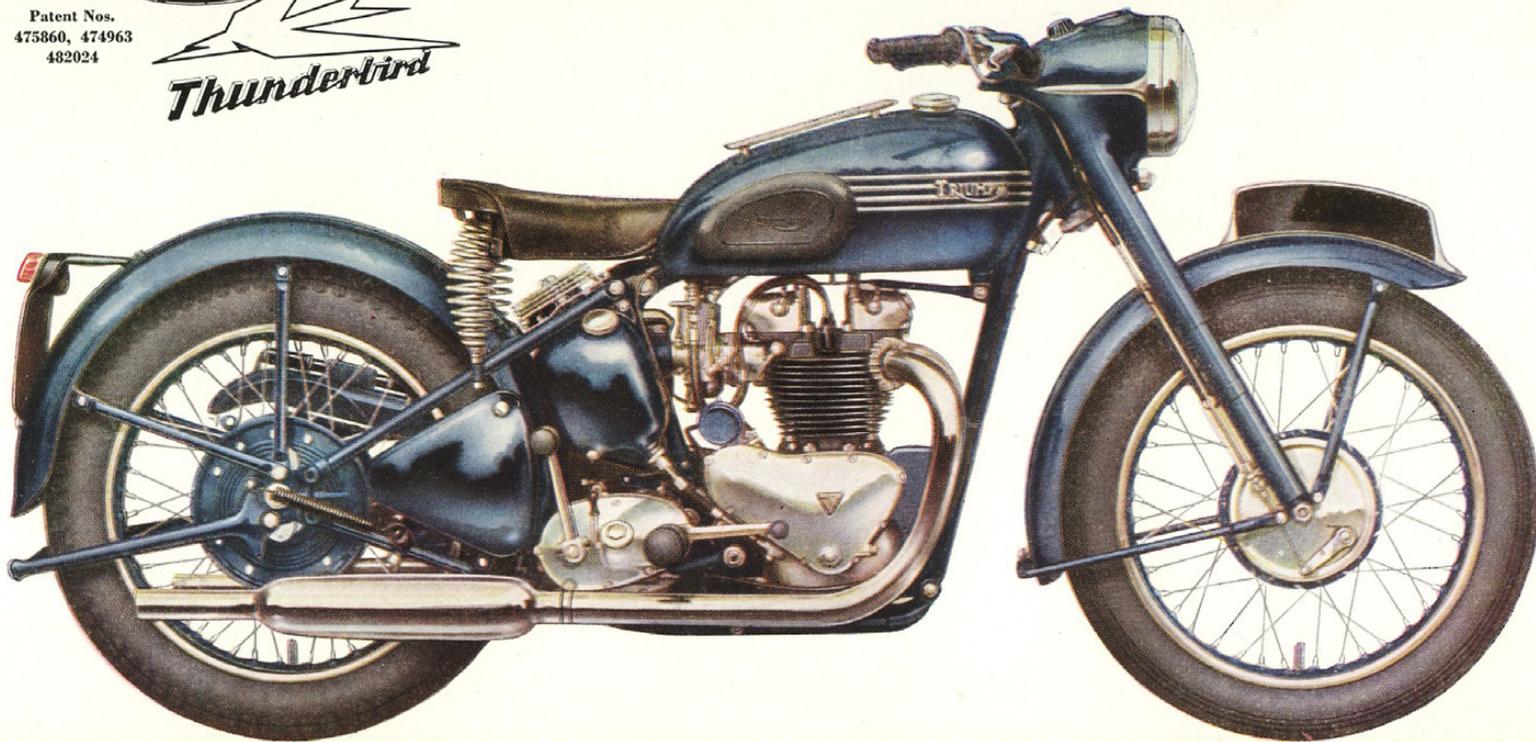
Large Capacity
Fuel Tank.

TRIUMPH

Patent Nos.
475860, 474963
482024



Thunderbird



With its tremendous reserve of power, the 650 c.c. "Thunderbird" is the choice of the man who really needs performance. It is at its best when road conditions permit prolonged fast cruising or there is a heavy sidecar to be hauled. Low petrol consumption is a feature of the "Thunderbird".

S P E C I F I C A T I O N

WHEELS. Triumph design, with heavy duty dull-plated spokes. Dunlop tyres.
ELECTRICAL EQUIPMENT. Triumph pioneered A.C. lighting-ignition unit with "Emergency Start" circuit. Wide angle rear/stop light. Powerful Lucas 7" built in headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Separate parking light.

TOOLBOX. All steel, large capacity, with quick-release fastener. Complete set of good quality tools and grease gun.

MUDGUARDS. Efficient "D" shaped guards with central rib. Rear guard detachable for rear wheel accessibility.

NACELLE. Neat streamline shell integral with top of forks, encloses headlamp,

instruments and switchgear. All instruments rubber mounted and internally illuminated.
SPEEDOMETER. Smiths 120 m.p.h. (or 180 km.p.h.) chronometric type with r.p.m. scale internal illumination and trip recorder.
OTHER DETAILS. Finish: 5T Amaranth Red, 6T Polychromatic Blue; quick-action adjustable twist grip; integral horn push; rubber knee grips; tank parcel grid.

For Technica Details see Back Cover.

PAGE THREE



Headlamp Nacelle.
Patent No. 647670.

TRIUMPH TIGER 100

Patent Nos. 475860, 474963, 482024



The world's most famous sporting 500 in a new and even more attractive form. Entirely new frame with hydraulically damped rear suspension giving the finest possible steering and roadholding. All alloy engine well known for its remarkable performance.

T100 and T110 GENERAL

ENGINE T100. 500 c.c. O.H.V. twin with two gear driven camshafts. High compression pistons, die cast alloy head and barrel with close pitch fins. Dry sump lubrication with pressure fed big ends and valve gear. Patented plain big ends. New massive crankshaft. Twin carburettors optional (extra). Racing Kit available.

ENGINE T110. 650 c.c. O.H.V. vertical twin with unique "shell moulded" cast iron

head and barrel. High compression pistons, special camshafts, large bore carburetter, new heavier crankshaft, dry sump lubrication, pressure fed big ends and valve gear.

FOUR SPEED GEARBOX. Triumph design and manufacture. Heavy duty gears and shafts of finest quality nickel and nickel-chrome steel. Positive stop footchange. Multi-plate clutch with built-in rubber pad type shock absorber.

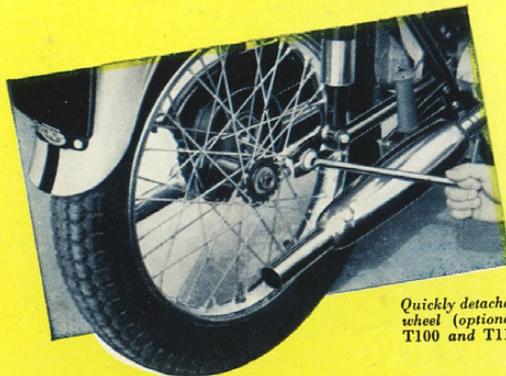
FUEL TANKS. All steel welded tanks with quick release caps and accessible filters. Oil tank in a streamlined "one piece" unit with air cleaner, battery and tool containers.

FRAME. Brazed cradle type frame with pivoted fork rear suspension with hydraulic damping adjustable for varying loads.

FORKS. The famous Triumph telescopic pattern with long supple springs and hydraulic damping.

For Technical Details see Back Cover.

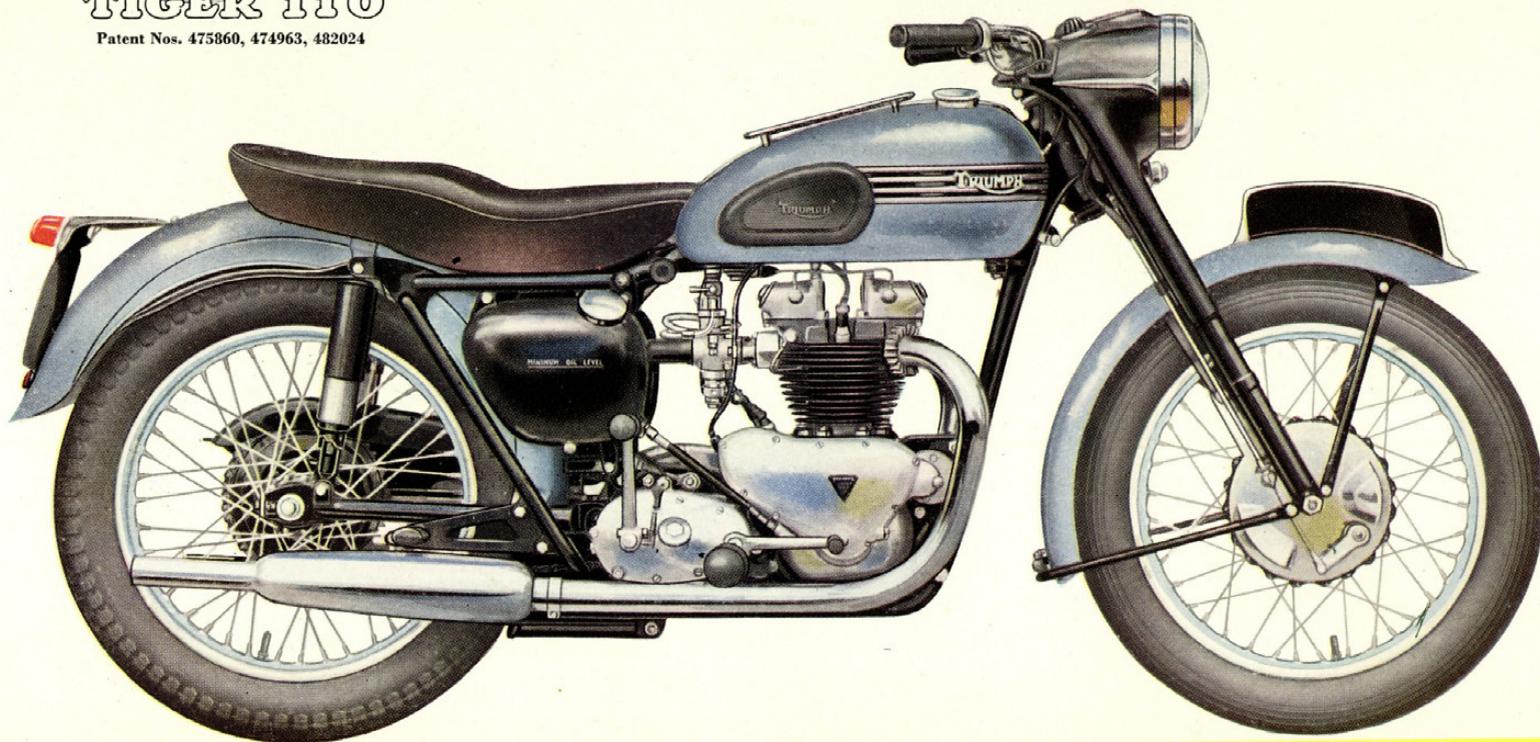
PAGE FOUR



Quickly detachable rear wheel (optional extra T100 and T110).

TRIUMPH TIGER 110

Patent Nos. 475860, 474963, 482024



The 650 c.c. Triumph "Tiger 110" offers the enthusiast everything he wants in a sports motorcycle. Up-to-the-minute in every detail of its specification, it combines superb suspension with an engine designed to produce the highest possible power output in a smooth and effortless manner.

S P E C I F I C A T I O N

BRAKES. Cast iron drums. New large diameter front brake with ventilating scoops and highly polished anchor plate.
WHEELS. Triumph design with dull plated spokes, Dunlop tyres and chromium plated rims. Fully balanced rear mudguard with side lifting handles. Q.D. rear wheel optional (extra).
ELECTRICAL EQUIPMENT. Powerful Lucas 7i n. built-in headlamp with combined

reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Separate parking light below. Lucas 6 volt 60 watt dynamo with full ball bearing armature, automatic voltage control and 12 a.h. battery. Wide angle rear/stop light. Gear driven magneto.

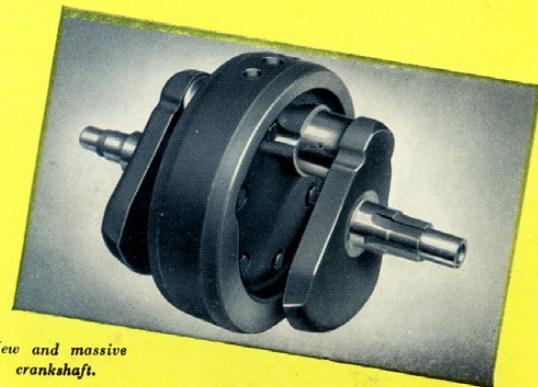
NACELLE. Triumph Patent 647670. Neat streamlined shell integral with top of forks, encloses headlamp, instruments and switch-

gear. All instruments rubber mounted and internally illuminated.

SPEEDOMETER. Smith's 120 m.p.h. (or 180 k.p.h.) chronometric type with r.p.m. scale, internal illumination and trip recorder.
OTHER DETAILS. Complete set of good quality tools and greasegun; new "Two-Level" Twinseat, latex foam covered with black waterproof Vynide; tank top parcel grid; Shell-Blue sheen and black finish.

For Technical Details see Back Cover.

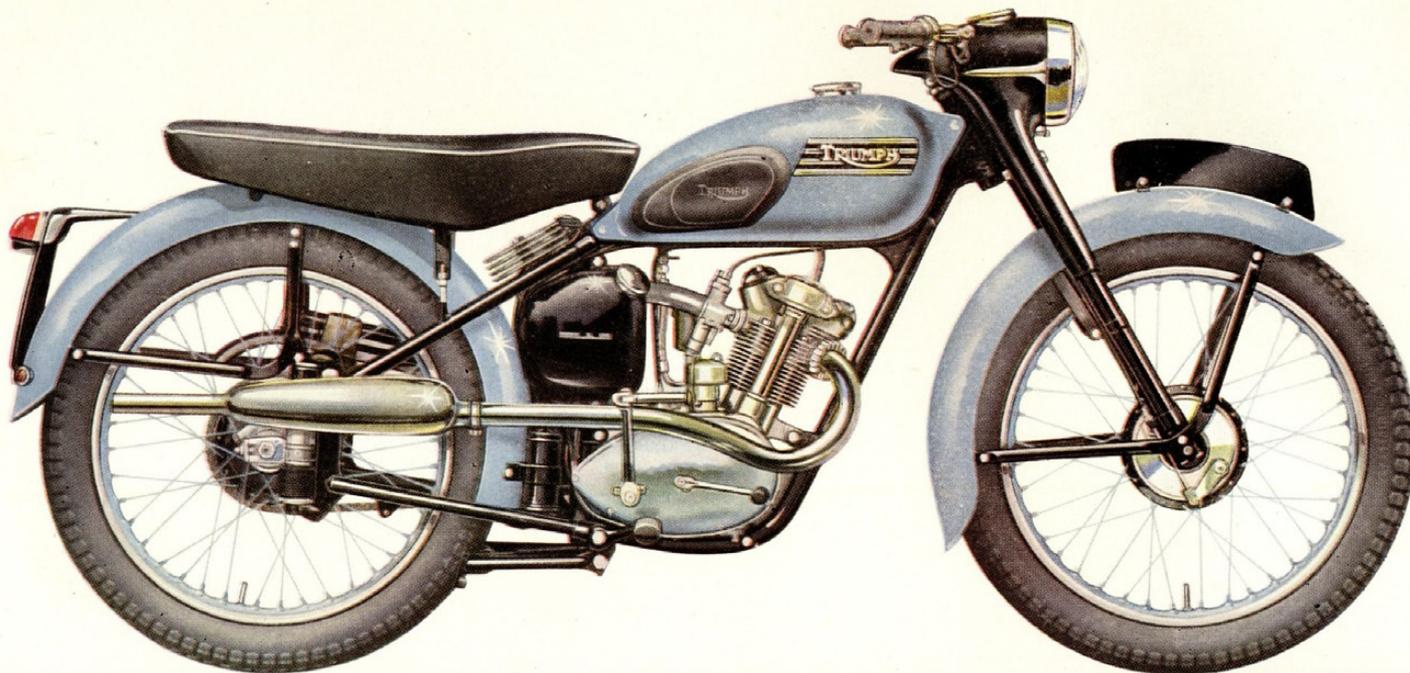
PAGE FIVE



New and massive crankshaft.

TRIUMPH TIGER CUB

Patent Nos. 475860, 474963, 482024



The "Tiger Cub" answers the demand of the lightweight enthusiast for a high performance model which will more than hold its own in any company, yet at the same time be economical to maintain and run. Beautifully finished in Shell-Blue sheen and glossy black.

GENERAL SPECIFICATION

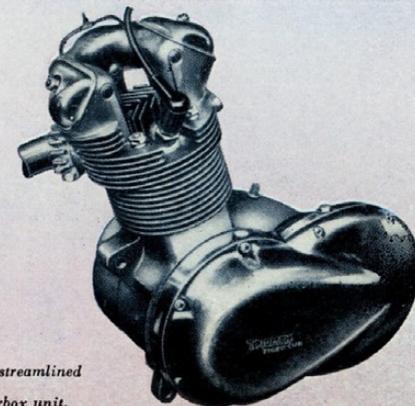
ENGINE. 200 c.c. single cylinder O.H.V. with die-cast alloy cylinder head, large diameter valves, push rod operated, totally enclosed and positively lubricated. "H" section connecting rod with heavy duty big end. Dry sump lubrication with double plunger type oil pump. Air cleaner.
FOUR SPEED GEARBOX. Built in unit with the engine in a polished streamlined casing. Positive stop footchange. Multi-

plate clutch with efficient rubber pad type shock absorber. Polished aluminium primary chaincase. Gear position indicator on nacelle.
FRAME. Specially designed for lightness and strength. Loop type tubular main frame.
SUSPENSION. Soft action telescopic front forks, double plunger type rear suspension.
BRAKES. Large diameter drums, finger adjustment. Smooth and powerful.

For Technical Details see Back Cover.

ELECTRICAL EQUIPMENT. A.C. Lighting. Ignition system with crankshaft mounted alternator. "Emergency Start" circuit. Powerful built-in headlamp.

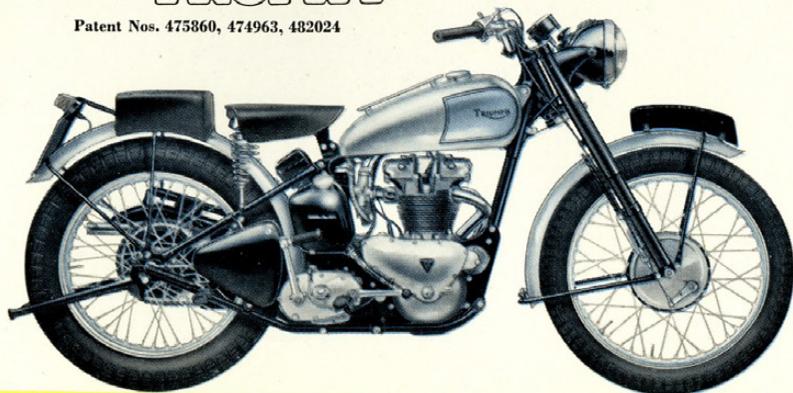
OTHER DETAILS. Large capacity fuel tanks, Smith's 80 m.p.h. speedometer. Good quality tool kit. Patent headlamp nacelle enclosing speedometer, switchgear, headlamp and electric horn.



*The clean streamlined
Tiger Cub
engine/gearbox unit.*

TRIUMPH TROPHY

Patent Nos. 475860, 474963, 482024



In the Triumph "Trophy" model the keen competition rider has a motorcycle tailored to his exact requirements. With a distinguished record in hard fought events in all parts of the world, the "Trophy" is light in weight, easy to handle and completely dependable under the most exacting conditions.

SPECIFICATION

ENGINE. O.H.V. vertical twin cylinder with die cast alloy head and barrel, two gear-driven camshafts, "H" section RR56 alloy connecting rods, plain big ends, and central flywheel. Dry sump lubrication, pressure fed big ends and valve gear. Air cleaner. Upswept two-in-one exhaust pipe.

FOUR SPEED GEARBOX. Wide ratio gears, positive foot-change, large diameter multi-plate clutch with rubber pad type shock absorber.

FRAME. Short wheelbase competition type frame with ample ground clearance and 70° steering lock. Triumph telescopic forks with hydraulic damping.

FUEL TANKS. All steel welded with quick release caps and accessible filters.

BRAKES. Large diameter cast iron drums, polished front anchor plate, finger adjustment.

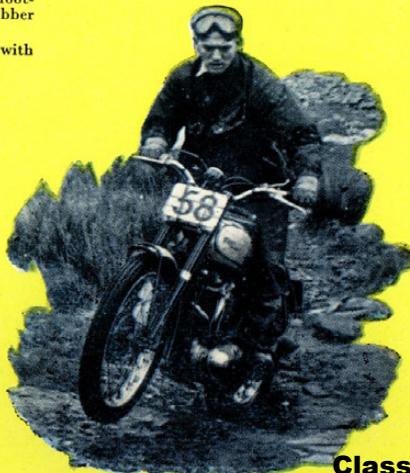
MUDGUARDS. Narrow section, wide clearance, aluminium with tubular stays.

ELECTRICAL EQUIPMENT. Powerful headlamp with quickly detachable harness. Lucas 6 volt 60 watt dynamo, automatic voltage control. Gear driven magneto.

OTHER DETAILS. 120 m.p.h. (or 180 k.p.h.) Smith's Speedometer; well sprung saddle; twist grip with adjustable tension; wide competition handlebars; pillion seat; Shell-Blue sheen and black finish.

For Technical Details see Back Cover.

The
"Trophy"
in action.



BRIEF TECHNICAL DATA IN FRENCH, SPANISH & GERMAN

DESCRIPTION

MOTEUR : Bicylindre vertical avec distribution par double arbre a cames. Mécanisme des soupapes complètement enfermé et lubrifié. Têtes de bielles simples. Graissage semi-sec assurant une lubrification positive des têtes de bielle et du mécanisme des soupapes. Arbre de vilebrequin breveté monté sur gros roulements a billes avec volant central. **MOTEUR T.15 & T.20 :** Monocylindre culbuté avec culasse en alliage. Système des soupapes complètement enfermé et sous pression d'huile. Montage avec gros roulements à galets. Bloc moteur. Graissage par circulation d'huile. **TRANSMISSION :** Chaîne primaire sous carter bain d'huile en aluminium poli. Dessin nouveau boîte de vitesses TRIUMPH quatre vitesses avec changements au pied. Disques d'embrayage multiples de grand diamètre. **CADRE :** Brasé, type en berceau, avec tubes de grand diamètre en alliage spécial. Fourche télescopique TRIUMPH avec amortisseur hydraulique. **RESERVOIRS :** ESSENCE, en tôle d'acier avec bouchon fermeture rapide. **HUILE,** muni de filtres efficaces, vidange et tuyau séparés, bouchon vissé en alliage spécial. **ROUSE et FREINS :** Roues TRIUMPH. Freins puissants réglables avec garnitures de la meilleure qualité. **NACELLE :** Tableau de bord TRIUMPH aérodynamique, encadré au sommet des haubans et comprenant : le phare, le compteur, l'ampèremètre, le commutateur, le bouton de klaxon. **GUIDON :** Donnant une position très confortable. Freinage de direction réglable. Tous leviers chromés. **EQUIPEMENT :** Equipement électrique LUCAS. Puissant avertisseur électrique. Selle ajustable, modèle luxe. Compteur Smiths. Boîtes outillage acier avec jeu complet d'outils de bonne qualité. Pneus DUNLOP. Porte paquets.

ESPECIFICACION

MOTOR : De dos cilindros verticales con valvulas en cabeza y con doble arbol de levas. Cojinetes de cigüeñal lisos. Carter de aceite con conductos de alimentacion a los cojinetes de cigüeñal y balancines. Cigüeñal patentado montado en cojinetes solidos con volantes central. **MOTOR T.15 & T.20 :** De un cilindro con O.H.V. (válvulas en cabeza). Culata de aleación de aluminio. Mecanismo de válvulas totalmente encerrado y lubricado. Cojinete de rodillos en la cabeza de biela. Lubricación por sistema "carter seco." Caja de velocidades y motor, en bloque único. **TRANSMISION :** Cadena primaria montado en carter de aluminio lubricada en aceite. Caja de cambios de 4 velocidades con cambio de pie positivo. Embrague de gran diametro de discos. **CUADRO :** En formà de cuna con tubos de aleacion de acero de alta calidad. Horquillas telescopicas con amortiguacion hidraulica. **DEPOSITO DE GASOLINA :** De chapa de acero soldada con filtro manejable al deposito. Deposito de aceite montado con filtros eficientes, tapon de vaciado y tuberia separada. Tornillo de aleacion como tapon. **RUEDAS Y FRENOS :** Ruedas del diseño TRIUMPH. Frenos poderosos con Ferodos de superior calidad para su regulaje à mano. **TABLERO INSTRUMENTOS :** Panel de instrumentos construido en la parte superior de las horquillas que incluye faro, cuenta-kilometros, amperimetro, interruptor de luces, bocina y disyuntor. **MANILLAR :** Muy confortable para conducir, puño de rosca regulable y de accion ligera. Palancas de frenos y embrague de plato cromado. **EQUIPO :** Instalacion electrica de LUCAS. Bocina electrica poderosa. Sillin regulable de Luxe. Cuenta-kilometros tipo Smiths. Caja de herramientas toda ella de acero con juego completo de herramientas de muy buena calidad. Neumaticos DUNLOP. Domba de inflar neumaticos. Porta-equipajes.

BESCHREIBUNG

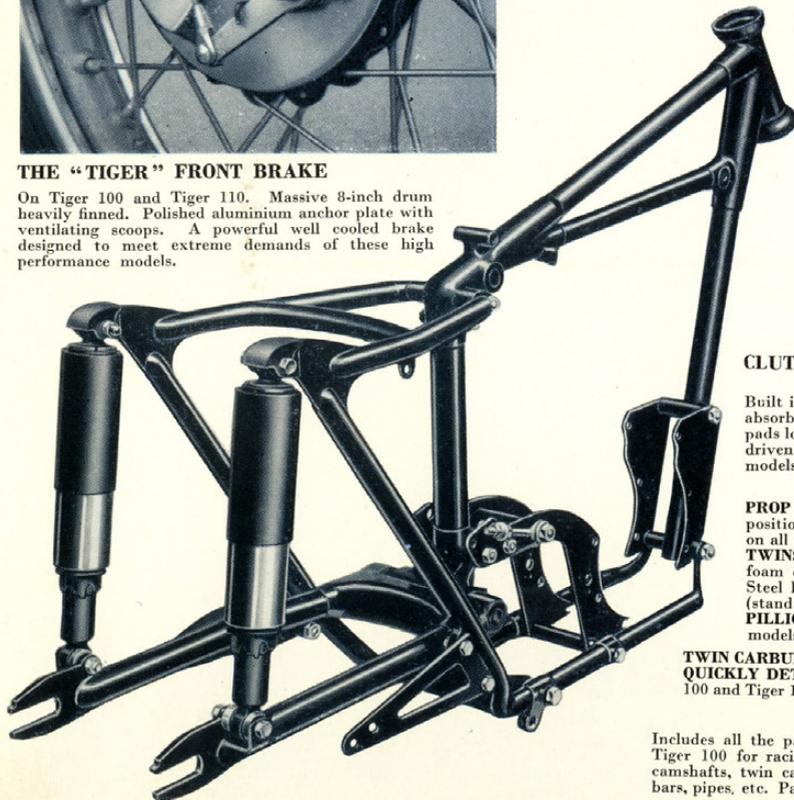
MOTOR : O.H.V. vertikaler 2-Zylindermotor, Vollständig, eingeschlossene Ventile mit Spezialfedern. Leichtmetall Kurbelgehäuse von grosser Stabilität. Pleuellager und Kurbelwelle auf extra starken Kugellagern montiert. Trocken-Sumpf-Schmierung. **MOTOR T.15 & T.20 :** Einzylinder-Viertakt Kopfgesteuerter Motor, vollkommen automatisch geschmierten und gekapselten Ventilantrieb. Leichtmetall Zylinderkopf, Rollen Hauptpleul-Lager, Trockensumpf-Umlaufschmierung und verblocktes Getriebe. **KRAFTUEBERTRAGUNG :** Primär-Kette in poliertem Spritzguss-Oelbadgehäuse. 4-Gang-Getriebe von TRIUMPH patentiert und gebaut. Vollständig eingeschlossene Fesschalung. Mehrplatten-Kupplung von grossem Durchmesser. **RAHMEN :** Wiegengerahmen aus den besten Stahlgliederungsrohren gelötet. TRIUMPH-Teleskopgabel mit hydraulischer Dämpfung. **TANKS :** Ganz aus Stahlblech geschweisst. Benzindeckel mit Schnellverschluss. Oeltank mit wirksamen Filtern, Ablassstöpseln und separatem Abzugskanal mit separater Öffnung. **RAEDER UND BREMSEN :** Von TRIUMPH entworfene Räder mit starken, cadmierten Speichen. Bremsen mit grossen Bremsflächen und den besten Bremsmänteln. Vorn und hinten von Hand einstellbar. **SCHWEINWERFER- UND INSTRUMENTENGEGENHAUSE :** Der Scheinwerfer ist im obern Teil der Teleskopgabel in einer stromlinienformigen Verschalung eingebaut. Ebenfalls im Gehäuse befinden sich der Tachometer, der Ampèremeter, der Lichtschalter, der Kurzschlusschalter, der Steuerdämpfer und das elektrische Horn. **LENKER :** Grosser Fahrkomfort. Neuartiger, verstellbarer Gasdrehgriff. Verchromter Brems und Kupplungshebel. **AUSRUESTUNG :** LUCAS elektrische ausrüstung. Starkes Horn. Verstellbarer Luxus-Sattel. Smiths Kilometer-Zähler. Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. Pumpe. Gepäckträger auf Benzintank montierbar.

INTERESTING FEATURES OF TRIUMPH DESIGN



THE "TIGER" FRONT BRAKE

On Tiger 100 and Tiger 110. Massive 8-inch drum heavily finned. Polished aluminium anchor plate with ventilating scoops. A powerful well cooled brake designed to meet extreme demands of these high performance models.



THE TRIUMPH SPRING FRAME

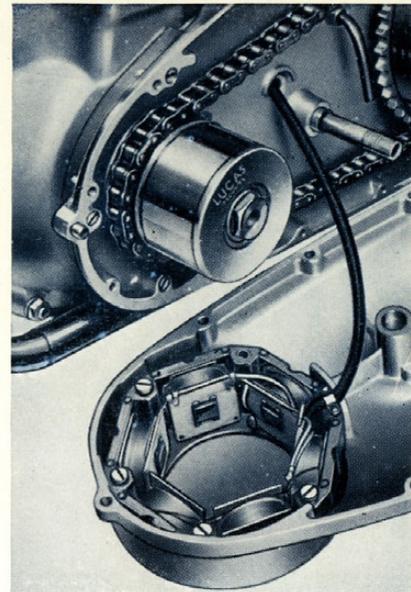
(below)

This new frame, fitted to the Tiger 100 and Tiger 110 models only, is a simple yet immensely strong pivoted fork design with magnificent steering and roadholding characteristics under even the worst possible road or cross country conditions. A unique feature of the design is the three position adjustment on the hydraulic suspension units to compensate for varying conditions of static load.

THE TRIUMPH A.C. LIGHTING-IGNITION UNIT

(on Right)

This Triumph pioneered electrical system now featured on the Terrier, Tiger Cub, Speed Twin and Thunderbird models has proved remarkably successful in service. A single alternator on the crankshaft supplies current for ignition and lighting with a minimum loss of power and complete elimination of generator bearings and auxiliary drives. An "Emergency Start" circuit enables the engine to be started instantly in the event of battery failure.



THE TRIUMPH SPRING WHEEL

(below)

This famous rear suspension system, in the hands of tens of thousands of riders throughout the world has achieved a fine reputation for complete reliability over big mileages. Available on Speed Twin, Thunderbird and Trophy models, it provides a comfortable ride at all speeds. No external moving parts, everything being enclosed in a massive alloy hub shell. Fits the frame in the normal manner, enabling a sidecar to be fitted if required, without difficulty. (Patent No. 524885)

CLUTCH SHAFT SHOCK ABSORBER

(Above)

Built into the clutch, this very efficient shock absorber transmits the drive through rubber pads located between vanes on the driving and driven members of the clutch centre. All models.

EXTRAS

PROP STAND. Retained by spring in both positions, out as a prop of folded back. Extra on all models.

TWINSEAT. Triumph design, of supple Latex foam covered with black waterproof Vynide. Steel base pan. Extra on T.15, 5T, and 6T. (standard on T.20, T.100 and T.110).

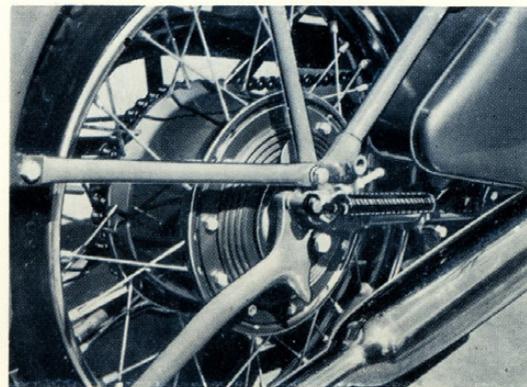
PILLION FOOTRESTS. Folding type for all models. Rubber covered.

TWIN CARBURETTERS. On Tiger 100 only.

QUICKLY DETACHABLE REAR WHEEL. On Tiger 100 and Tiger 110 models only.

RACING KIT

Includes all the parts necessary to convert the standard Tiger 100 for racing. High compression pistons, racing camshafts, twin carburetters, megaphones, racing handlebars, pipes, etc. Packed in a strong container.



TECHNICAL INFORMATION

G U A R A N T E E

MODEL	Terrier (T15)	Tiger Cub (T20)	Speed Twin (5T)	Thunderbird (6T)	Tiger 100 (T100)	Tiger 110 (T110)	Trophy (TR5)
Engine : Type ...	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
Bore/Stroke, mm.	57×58.5	63×64	63×80	71×82	63×80	71×82	63×80
.. ins....	2.24×2.3	2.48×2.52	2.48×3.15	2.79×3.23	2.48×3.15	2.79×3.23	2.48×3.15
Cyl. capacity, c.cm.	149	199	498	649	498	649	498
.. cu.ins.	9	12	30.50	40	30.50	40	30.50
Compression Ratio	7 : 1	7 : 1	7 : 1	7 : 1	7.6 : 1	8.5 : 1	6 : 1
B.H.P. & R.P.M.	8 at 6000	10 at 6000	27 at 6300 Solo S/C	34 at 6300 Solo S/C	32 at 6500	42 at 6500	25 at 6000
Eng. sprocket teeth	19	19	22 19	24 21	22	24	21
R.P.M., 10 m.p.h.:							
Top gear ...	1000	900	650 755	594 680	650	594	661
Gear ratios :			Solo S/C	Solo S/C			
Top ...	7.1	6.7	5.00 5.80	4.57 5.24	5.00	4.57	5.24
Third ...	9.4	8.8	5.95 6.90	5.45 6.24	5.95	5.45	7.46
Second ...	14.8	13.8	8.45 9.80	7.75 8.85	8.45	7.75	11.58
First ...	21.4	20.0	12.20 14.15	11.20 12.80	12.20	11.20	15.25
Carburettors ...	Amal	Amal	Amal 276	S.U. MC2	Amal 276	Amal 289	Amal 276
Front chain size	$\frac{3}{8} \times \frac{1}{4}$	$\frac{3}{8} \times \frac{1}{4}$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$
Rear chain size	$\frac{1}{2} \times .335$	$\frac{1}{2} \times .335$	$\frac{5}{8} \times \frac{3}{8}$	$\frac{5}{8} \times \frac{3}{8}$	$\frac{5}{8} \times \frac{3}{8}$	$\frac{5}{8} \times \frac{3}{8}$	$\frac{5}{8} \times \frac{3}{8}$
Tyres—Dunlop :							
Front, ins. ...	2.75×19	3.00×19	3.25×19	3.25×19	3.25×19	3.25×19	3.00×20
Rear, ins. ...	2.75×19	3.00×19	3.50×19	3.50×19	3.50×19	3.50×19	4.00×19
Brake diam. ...	5½ (13.97)	5½ (13.97)	7 (17.78) front and rear; 8 (20.32) Tiger 100 and 110 models, front, and Spring Wheel.				
Finish ...	Red	Blue/Blk.	Red	Poly/Blue	Blue/Blk.	Blue/Blk.	Blue/Blk.
Seat hgt., ins. (cm.)	28½ (71.8)	30 (76.2)	29½ (75)	29½ (75)	30½ (77.5)	30½ (77.5)	31 (79)
Wheelbase, ins. (cm.)	49 (124.5)	49 (124.5)	55 (140)	55 (140)	55¾ (141.6)	55¾ (141.6)	53 (134)
Length, ins. (cm.)	77 (195.5)	77 (195.5)	84 (214)	84 (214)	85½ (217)	85½ (217)	80 (203)
Width, ins. (cm.)	25 (63.5)	25 (63.5)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	29 (74)
Clearance, ins. (cm.)	5 (12.7)	5 (12.7)	6 (15)	6 (15)	5 (12.7)	5 (12.7)	6½ (16)
Weight, lbs. (kilos.)	175 (79.4)	182 (82.5)	365 (165.5)	370 (168)	375 (170)	395 (179)	295 (134)
Petrol, galls. (litres)	2½ (11.9)	2½ (11.9)	4 (18)	4 (18)	4 (18)	4 (18)	2½ (11.3)
Oil, pints (litres)	2½ (1.4)	2½ (1.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)

To convert miles per gallon into kilos. per litre, multiply by .354.

To convert kilos. per litre into miles per gallon, multiply by 2.825.

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 is given 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 over-riding 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 track, 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 in U.K. and ninety days overseas from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter 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. 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.

NOTE.—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 published specification.

Printed in England by W. W. Curtis Ltd., Coventry



TRIUMPH

The Best Motorcycle in the World

