



TRIUMPH

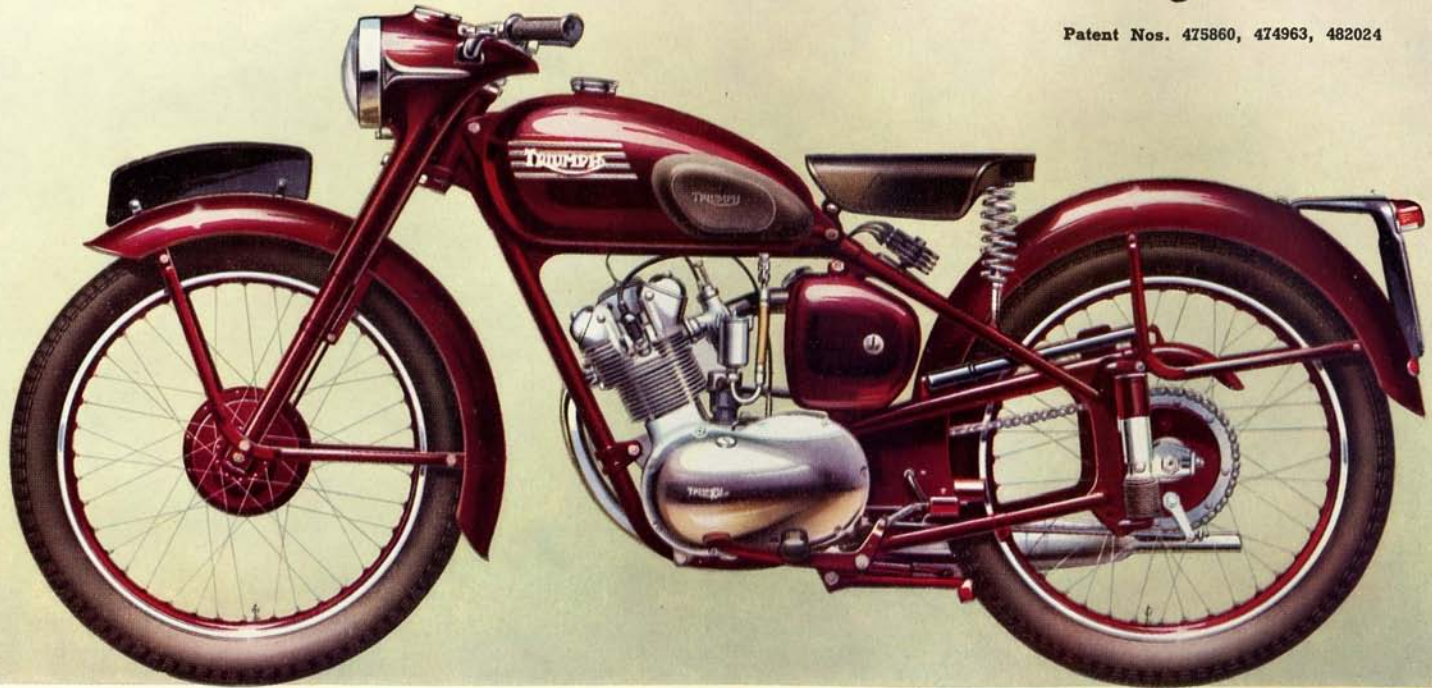
For more than half a century the name "TRIUMPH" has meant exciting motorcycles of the highest quality and performance, and widely acknowledged technical leadership in design and development.

Almost every new and worthwhile feature in the modern motorcycle has first appeared under the Triumph nameplate and this policy, pursued with vigour, ensures for Triumph owners at all times, the satisfaction of riding "The Best Motorcycle in the World".

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY, ENGLAND. Tel.: Coventry 60221. Grams: "Trusty Coventry"

TRIUMPH *Terrier*

Patent Nos. 475860, 474963, 482024



The "Terrier" is a fine quality lightweight motorcycle offered at a moderate price. It combines economy of operation with a most satisfying performance and its specification includes all the accepted best features of a big motorcycle.

T.15 and T.20 GENERAL

ENGINES. T.15 150 c.c.: T.20 200 c.c.: Advanced O.H.V. design with die-cast alloy cylinder head, inclined large diameter valves and totally enclosed and lubricated valve gear. "H" section connecting rod with heavy duty plain big end. Dry sump lubrication with double plunger type oil pump. Highly polished timing cover. Chromium plated exhaust pipe with efficient barrel type silencer. Air cleaner.

FOUR-SPEED GEARBOX. Robust design built in unit with the engine in a polished streamlined casing. Positive foot-operated gear-change. Multi-plate clutch with rubber pad type shock absorber. Polished aluminium case for primary chain.

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. Double plunger type rear suspension with enclosed spring units.

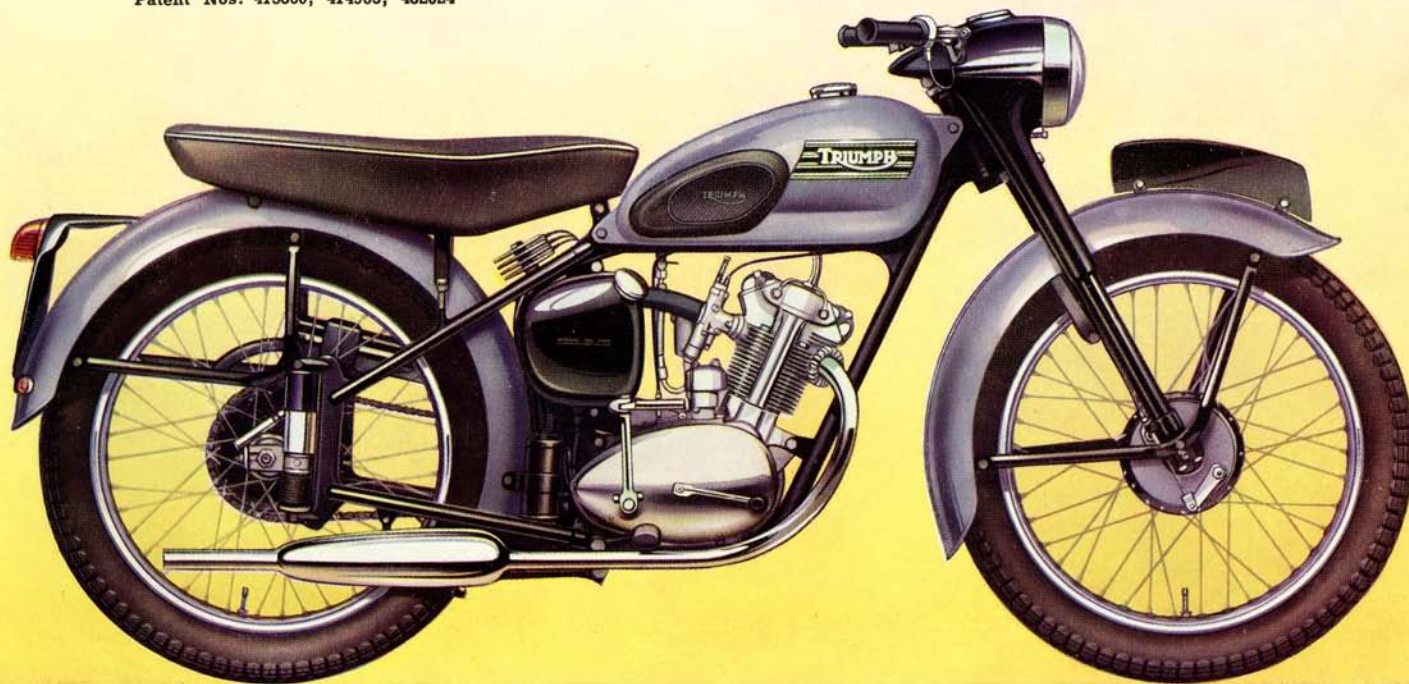
FORKS. Triumph telescopic type with long soft springs giving a comfortable ride and accurate steering.

*Beauty samples the "Terrier"
—famed for its easy and
safe handling.*

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TRIUMPH TIGER CUB

Patent Nos. 475860, 474963, 482024



To the sportsman the "Tiger Cub" makes an instant appeal. It is a sporting lightweight designed for brisk performance, with safe easy handling, good brakes and comfortable suspension front and rear. Beautifully finished in shell-blue sheen and glossy black like the other Triumph "Tiger" models.

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

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

WHEELS. Special Triumph design with dull-plated spokes and chromium-plated rims. Dunlop tyres. Efficient mudguards front and rear.

ELECTRICAL EQUIPMENT. The well-proved A.C. Lighting-Ignition system with crankshaft mounted alter-

nator and emergency start circuit. Large diameter headlamp and powerful rear lamp with combined reflector.

TOOLBOX. All-steel with secure fastener. Complete kit of good quality tools.

NACELLE. Triumph patented design, integral with top of the forks. This neat streamlined shell encloses the headlamp, instruments and switch-

gear. Also includes a gear position indicator.

SPEEDOMETER. Smiths speedometer mounted in nacelle, internally illuminated.

OTHER DETAILS. Finish: T.15 Amaranth Red; T.20 Shell-Blue sheen and Black. Quick action twistgrip. Rubber knee grips. Upswept exhaust pipe optional on T.20.

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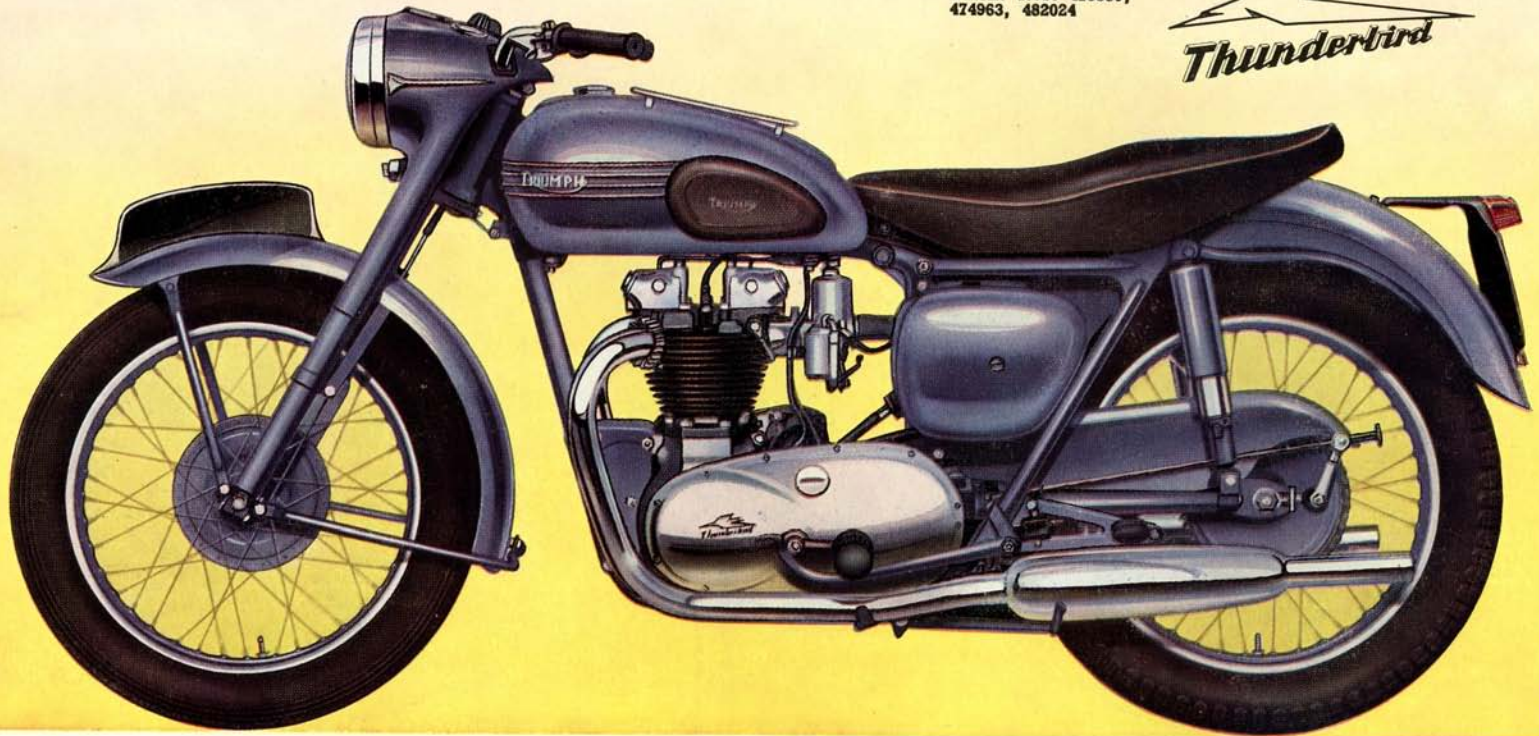
P. H. Alves, famous Triumph rider, on his "Tiger Cub".
(*Motor Cycling" photo.)

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TRIUMPH

Patent Nos. 475860,
474963, 482024



The first modern "over 500 c.c." vertical twin, the Thunderbird's vast capacity for hard work coupled with a modest petrol consumption has earned it an unequalled reputation among discriminating owners. Fast, smooth and powerful it is a joy to ride at all times.

5T and 6T GENERAL

ENGINES. 5T 500 c.c.; 6T 650 c.c.: Vertical twin cylinder O.H.V. with two gear-driven camshafts. Central fly-wheel. "H" section RR56 alloy connecting rods with patented plain big ends. Dry sump lubrication, high capacity plunger type pumps, pressure-fed big ends and valve gear. Highly polished timing cover fitted with oil pressure indicator. Patent air cleaner. 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.

FRAME. Brazed cradle type frame with swinging arm rear suspension with hydraulic damping instantly adjustable to varying loads. Also available to rigid frame specification.

FORKS. Triumph telescopic forks with hydraulic damping. Provide accurate steering with comfort at all speeds.

BRAKES. Exceptionally powerful with large diameter cast-iron drums. Finger adjustment.

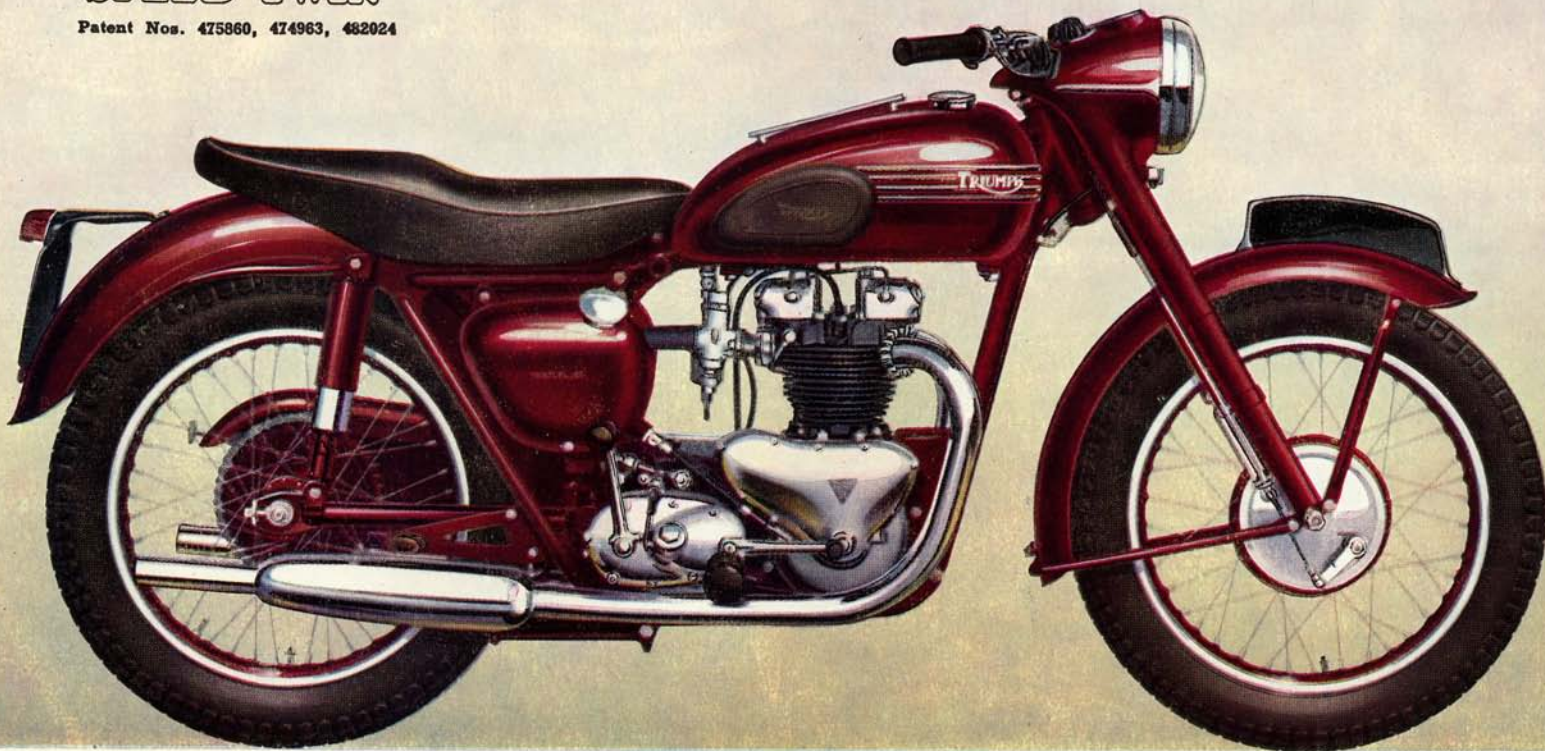


The toughest conditions are easy on a Triumph!
("The Motor Cycle" Photo.)

TRIUMPH

SPEED TWIN

Patent Nos. 475860, 474963, 482024



The "Speed Twin" originated the modern trend to the vertical twin and its effortless performance ensures its continued popularity. Over seventy police forces in all parts of the world ride Triumph "Speed Twins"—sure proof of fine quality.

SPECIFICATION

WHEELS. Triumph design, with heavy duty dull-plated spokes and chromium-plated rims. Dunlop tyres.

ELECTRICAL EQUIPMENT. Triumph pioneered A.C. Lighting-Ignition unit with emergency start circuit. Wide angle rear/stop light. Powerful Lucas 7-in. built-in headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Separate parking light.

TOOLBOX. Combined with the oil tank, air cleaner and battery container in a streamlined "one piece" unit. Complete set of good quality tools and grease gun.

MUDGUARDS. Efficient "D" shaped guards with central rib. Rear guard heavily valanced.

NACELLE (patented). Neat streamline shell integral with top of forks, enclosing headlamp, instruments and

switchgear. All instruments rubber mounted and internally illuminated.

SPEEDOMETER. Smiths 120 m.p.h. (or 180 km.p.h.) chromometric type with r.p.m. scale, internal illumination and trip recorder.

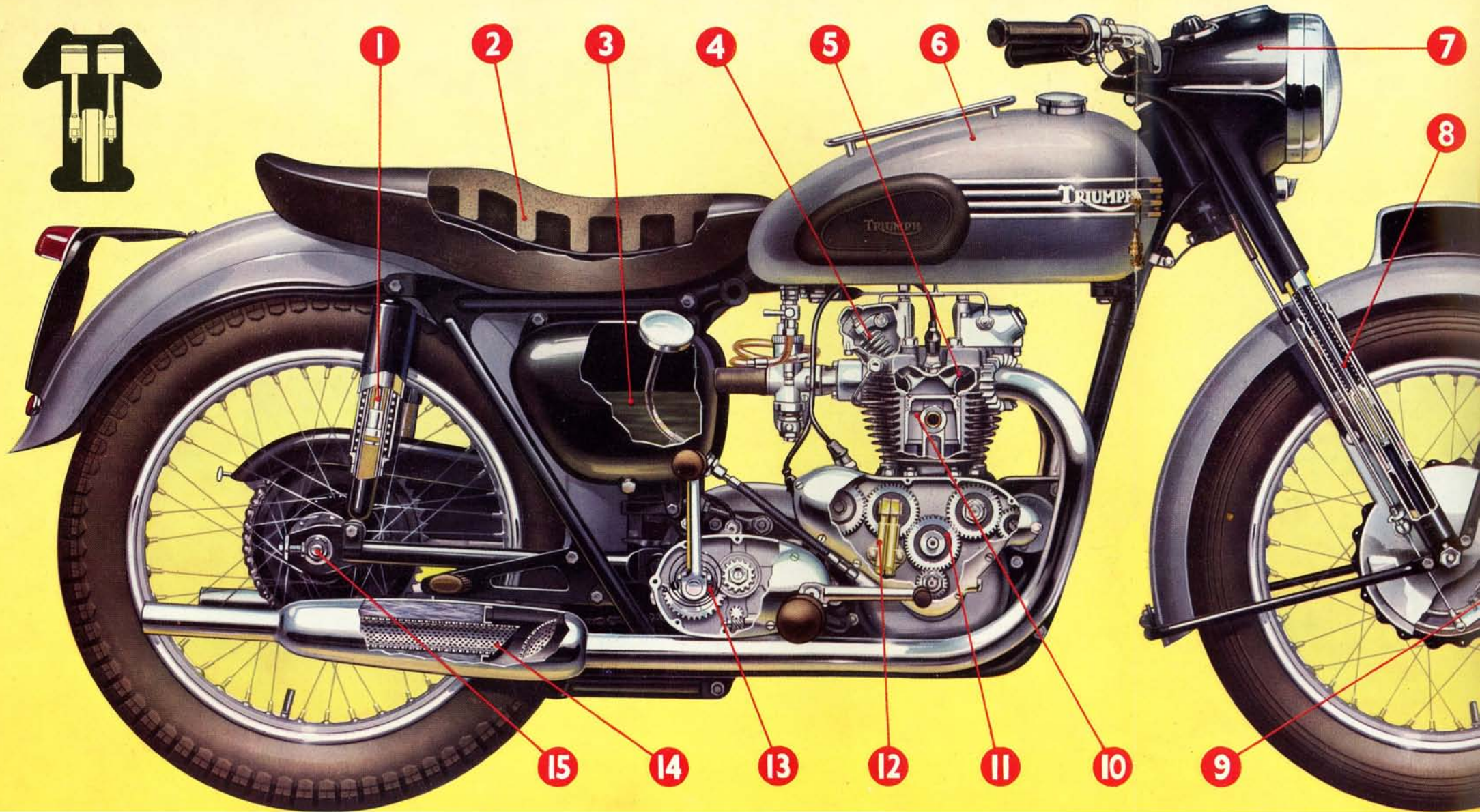
OTHER DETAILS. Finish: 5T Amaranth Red; 6T Polychromatic Blue; quick-action adjustable twist grip; integral horn push; rubber knee grips; tank parcel grid.

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Police riders in Australia
—all Triumph mounted.

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POPULAR FEATURES OF TRIUMPH DESIGN

- 1** Swinging Arm rear suspension with hydraulic damping readily adjustable for varying loads.
- 2** Triumph "Two Level" Twinseat. Soft latex foam covered with black waterproof Vynide. Specially shaped steel base rigidly mounted. The ideal seat solo or with passenger.
- 3** Combined unit exclusive to Triumph—incorporating oil tank, air cleaner, battery and tool box. Smooth full width exterior, easy to clean and neat in appearance.
- 4** Fully enclosed overhead valve gear lubricated under pressure. Alloy rocker boxes with accessible threaded valve covers for easy tappet inspection.
- 5** The famous Triumph hemispherical cylinder heads with large diameter inclined valves. Remarkable performance proves the outstanding efficiency of this design.
- 6** Shapely 4 gallon Petrol Tank with plated quick release filler. Useful tank top luggage grid. Chromium styling bands and rubber knee grips.
- 7** Triumph Nacelle (Patent No. 647670) encloses headlamp unit in neat streamlined shell integral with top of forks. All switchgear and instruments rubber mounted.
- 8** Triumph Telescopic Forks, long action with hydraulic damping. Ensure a comfortable ride and accurate steering at all speeds.
- 9** The Triumph Front Brake has always been renowned for its power, smoothness and safe operation. Large diameter cast iron drum with polished alloy anchor plate. Finger adjustment.
- 10** Alloy full skirted pistons with internal strengthening ribs. Two scraper and one oil control rings. "H" section connecting rods of RR56 alloy with massive plain big-end bearings.
- 11** Drives to the camshafts, magneto and dynamo are by a selectively assembled train of gearwheels. Accuracy in manufacture ensures silent operation and complete reliability.
- 12** The specially designed double plunger type oil pump driven from the inlet camshaft spindle delivers, under pressure, a constant supply of oil to the engine bearings and overhead valve gear, returning it subsequently to the oil tank.
- 13** The famous Triumph 4 speed Gearbox with positive foot operated gearchange. Multi-plate clutch with cork inserts operating in oil, sweet in action and light to handle. Polished alloy outer cover. Rubber pad type shock absorber in clutch.
- 14** Exclusive to Triumph, barrel shaped silencers heavily chromium plated. Particularly efficient in use, providing a very subdued but pleasing exhaust note.
- 15** The Triumph O.D. Rear Wheel ends the bogey of difficult wheel removal. The wheel can be extracted by withdrawal of the spindle leaving the rear brake and chain untouched.

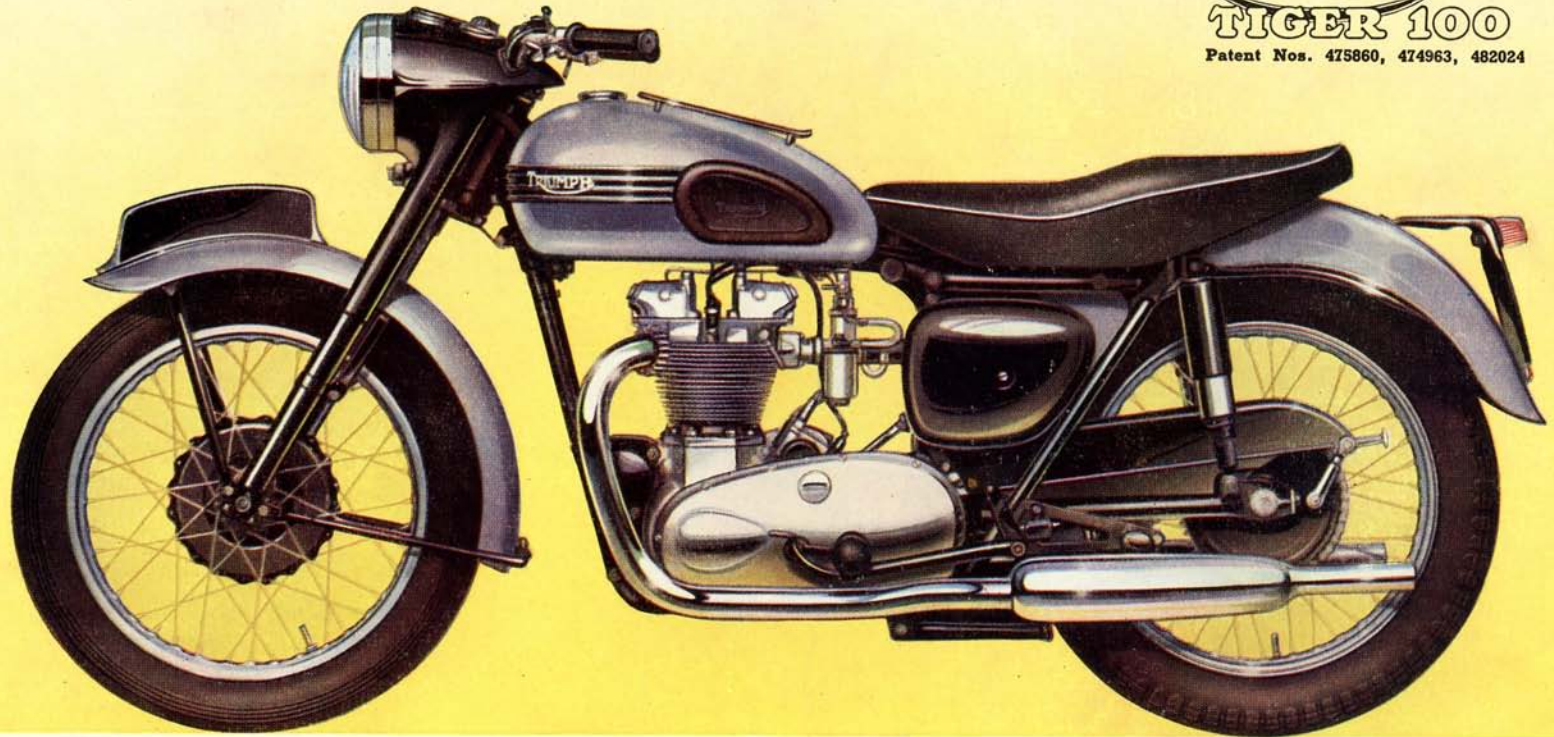
EXTRAS

PROP STAND. Retained by spring, out as a prop or folded back. For all models.
PILLION FOOTRESTS. For all models. Folding type, rubber covered.

TWIN CARBURETTERS. For Tiger 100 only.
QUICKLY DETACHABLE REAR WHEEL. For ST, 6T, T100, T110, TR5.
TWINSEAT for "Terrier".

TRIUMPH TIGER 100

Patent Nos. 475860, 474963, 482024



Famous for its performance in all fields of motorcycle activity, the Triumph "Tiger 100" has everything the enthusiast demands—speed, acceleration, brakes, suspension—plus the sleek good looks expected of a real thoroughbred.

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. Twin carburettors optional (extra). Racing conversion parts available.

ENGINE T110. 650 c.c. O.H.V. vertical twin with cast iron head and barrel.

High compression pistons, special camshafts, large bore carburetter, 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.

T100 and T110 GENERAL

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 swinging arm rear suspension with hydraulic damping adjustable for varying loads.

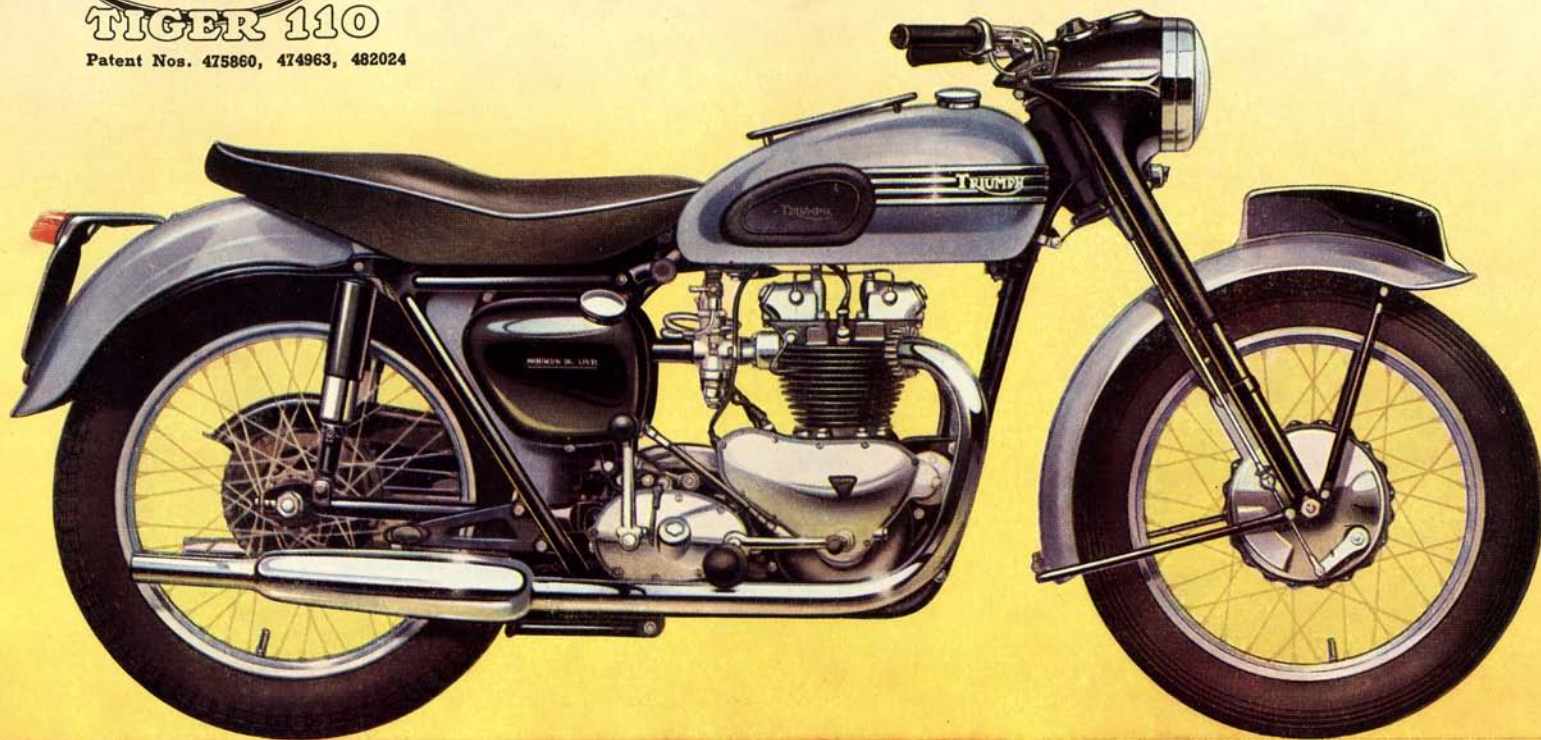
FORKS. The famous Triumph telescopic pattern with long supple springs and hydraulic damping.



"Tiger 100" in action.
("Motor Cycling" Photo.)

TRIUMPH TIGER 110

Patent Nos. 475860, 474963, 482024



The 650 c.c. "Tiger 110" offers performance plus—with the most powerful Triumph engine ever produced. Every other detail of this magnificent motorcycle is in keeping with its performance which, although high, is delivered in a smooth and effortless manner.

SPECIFICATION

BRAKES. Cast iron drums. Large diameter front brake with ventilating scoops and highly polished anchor plate.

WHEELS. Triumph design with dull-plated spokes, and chromium-plated rims. Dunlop tyres. Fully valanced rear mudguard with side lifting handles. Q.D. rear wheel optional (extra).

ELECTRICAL EQUIPMENT. Powerful Lucas 7-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, and reflector. Gear-driven magneto.

NACELLE. Triumph Patent design. Imposing streamlined shell integral with top of forks, encloses headlamp, instruments and switch-gear. 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. Complete kit of good quality tools and greasegun; Triumph "Two-Level" Twinseat, latex foam covered black waterproof Vynide, white piping; tank top parcel grid; Shell-Blue sheen and black finish.

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"Tiger 110" in an Austrian
Alpine Trial.

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TRIUMPH TROPHY

Patent Nos. 475860, 474963, 482024



A High Performance Model for the Competition Enthusiast

A new model, of high performance, designed to be readily adaptable to most forms of motorcycle competition. Its specification includes many practical features which will appeal instantly to the really experienced competition rider.

SPECIFICATION

ENGINE. O.H.V. high compression vertical twin 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 with silencer.

FOUR - SPEED GEARBOX. Positive foot-change, large diameter multi-plate clutch with rubber pad type shock absorber.

FRAME. Brazed cradle type frame with swinging arm rear suspension with hydraulic damping adjustable for varying loads.

FORKS. The famous Triumph telescopic pattern with

long supple springs and 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.

ELECTRICAL EQUIPMENT. Powerful headlamp with quickly detachable harness.

Lucas 6 volt 60 watt dynamo, automatic voltage control. Lucas gear-driven "Wader" type magneto.

OTHER DETAILS. 120 m.p.h. (or 180 km.p.h.) Smiths Speedometer; Triumph Twinseat; twist grip with adjustable tension; shell blue sheen and black finish.

For Technical Details see Back Cover.

BRIEF TECHNICAL DATA (ALL MODELS) IN FRENCH, SPANISH and 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 culuté avec culasse en alliage. Système des soupapes complètement enfermé et sous pression d'huile. 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. **ROUES et FREINS :** Roues TRIUMPH. Freins puissants réglables avec garnitures de la meilleure qualité. **NACELLE :** Tableau de bord TRIUMPH aérodynamique, encastré 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 bi-place, 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 cigueñal lisos. Carter de aceite con conductos de alimentacion a los cojinetes de cigueñal y balancines. Cigueñal 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 aleacion de aluminio. Mecanismo de válvulas totalmente encerrado y lubricado. Lubricación por sistema "carter seco". Caja de velocidades y motor, en bloque unico. **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 formá de cuna con tubos de aleacion de acero de alta calidad. Horquillas telescópicas 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 tubería separada. Tornillo de aleacion como tapon. **RUEDAS Y FRENSOS :** Ruedas del diseño TRIUMPH. Frenos poderosos con Ferodos de superior calidad para su reglaje a mano. **TABLERO INSTRUMENTOS :** Panel de instrumentos construido en la parte superior de las horquillas que incluye faro, cuenta-kilometros, amperímetro, 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 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 gekapselte. Ventile mit Spezialfedern. Leichtmetall Kurbelgehäuse von grosser Stabilität. Kurbelwelle auf extra starken Kugellagern montiert. Trockensumpf-Umlaufschmierung. **MOTOR T.15 & T.20 :** Einzylinder-Viertakt Kopfgesteuerter Motor, vollkommen automatisch geschmierten und gekapselten Ventiltrieb. Leichtmetall Zylinderkopf, Trockensumpf-Umlaufschmierung und verblocktes Getriebe. **KRAFTBERTRAGUNG :** Primär-Kette in poliertem Spritzguss-Oelbadgehäuse. 4-Gang-Getriebe von TRIUMPH patentiert und gebaut. Vollständig eingeschlossene Fusschaltung. Mehrplatten-Kupplung von grossem Durchmesser. **RAHMEN :** Fahrgestellrahmen aus den besten Stahllegierungsrohren gelötet. TRIUMPH-Teleskopgabel mit hydraulischer Dämpfung. **TANKS :** Ganz aus Stahlblech geschweisst. Benzindeckel mit Schnellverschluss. Oeltank mit wirksamen Filtern, Ablasshahn und gesonderten Zuleitungen. **RAEDER UND BREMSEN :** Von TRIUMPH entworfenen Räder mit starken, cadmierten Speichen. Bremsen mit grossen Bremsflächen und den besten Bremsbelägen. Vorn und hinten von Hand einstellbar. **SCHWEINWERFER-UND INSTRUMENTENGE-HAUESE :** Der Scheinwerfer ist im oberen Teil der Teleskopgabel in einer strömlinienförmigen Verschaltung 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. **AUSRÜSTUNG :** LUCAS elektrische Ausstattung. Starkes Horn. Luxus-Sattel. Smiths Kilometer-Zähler. Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. Pumpe. Gepäckträger auf Benzintank montierbar.

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 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 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.

TECHNICAL SPECIFICATIONS

ALL
MODELS

MODEL	Terrier (T15)	Tiger Cub (T20)	Speed Twin (5T)	Thunder- bird (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 x 58.5	63 x 64	63 x 80	71 x 82	63 x 80	71 x 82	63 x 80
" " ins. ...	2.24 x 2.3	2.48 x 2.52	2.48 x 3.15	2.79 x 3.23	2.48 x 3.15	2.79 x 3.23	2.48 x 3.15
Cyl. capacity, c.c.m.	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	8 : 1	8.5 : 1	8 : 1
B.H.P. & R.P.M. ...	8 at 6000	10 at 6000	27 at 6300	34 at 6300	32 at 6500	42 at 6500	33 at 6500
Eng. sprocket teeth...	19	19	Solo S/C 22 19	Solo S/C 24 21	Solo S/C 22 19	Solo S/C 24 21	21
R.P.M., 10 m.p.h. :	1000	900	650 755	594 680	650 755	594 680	680
Top Gear							
Gear Ratios :			Solo S/C 5.00 5.80	Solo S/C 4.57 5.24	Solo S/C 5.00 5.80	Solo S/C 4.57 5.24	5.24
Top ...	7.1	6.7					
Third ...	9.4	8.8	5.95 6.90	5.45 6.24	5.95 6.90	5.45 6.24	6.24
Second ...	14.8	13.8	8.45 9.80	7.75 8.85	8.45 9.80	7.75 8.85	8.85
First ...	21.4	20.0	12.20 14.15	11.20 12.80	12.20 14.15	11.20 12.80	12.80
Carburettors ...	Amal.	Amal.	Amal.376/25	S.U. MC2	Amal. 276	Amal. 289	Amal. 276
Front chain size ...	3/4 x 1/2	3/4 x 1/2	1/2 x .305	1/2 x .305	1/2 x .305	1/2 x .305	1/2 x .305
Rear chain size ...	1/2 x .335	1/2 x .335	3/8 x 3/8	3/8 x 3/8	3/8 x 3/8	3/8 x 3/8	3/8 x 3/8
Tyres—Dunlop :							
Front, ins. ...	2.75 x 19	3.00 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.00 x 20
Rear, ins. ...	2.75 x 19	3.00 x 19	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19	4.00 x 18
Brake diam. : ins. (cm.)	5 1/2 (13.97)	5 1/2 (13.97)	7 (17.78)	7 (17.78)	8 (20.32) 7 (17.78)	Front Rear	7 (17.78)
Finish ...	Red	Blue/Blk.	Red	Poly/Blue	Blue/Blk.	Blue/Blk.	Blue/Blk.
Seat height, ins. (cm.)	28 1/2 (71.8)	30 (76.2)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)
Wheelbase, ins. (cm.)	49 (124.5)	49 (124.5)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)
Length, ins. (cm.) ...	77 (195.5)	77 (195.5)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)
Width, ins. (cm.) ...	25 (63.5)	25 (63.5)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)
Clearance, ins. (cm.)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos) ...	135 (84)	195 (89)	380 (173)	385 (175)	375 (170)	395 (179)	365 (166)
Petrol, galls. (litres)...	2 1/2 (11.9)	2 1/2 (11.9)	4 (18)	4 (18)	4 (18)	4 (18)	3 (13.5)
Oil, pints (litres) ...	2 1/2 (1.4)	2 1/2 (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

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TRIUMPH

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