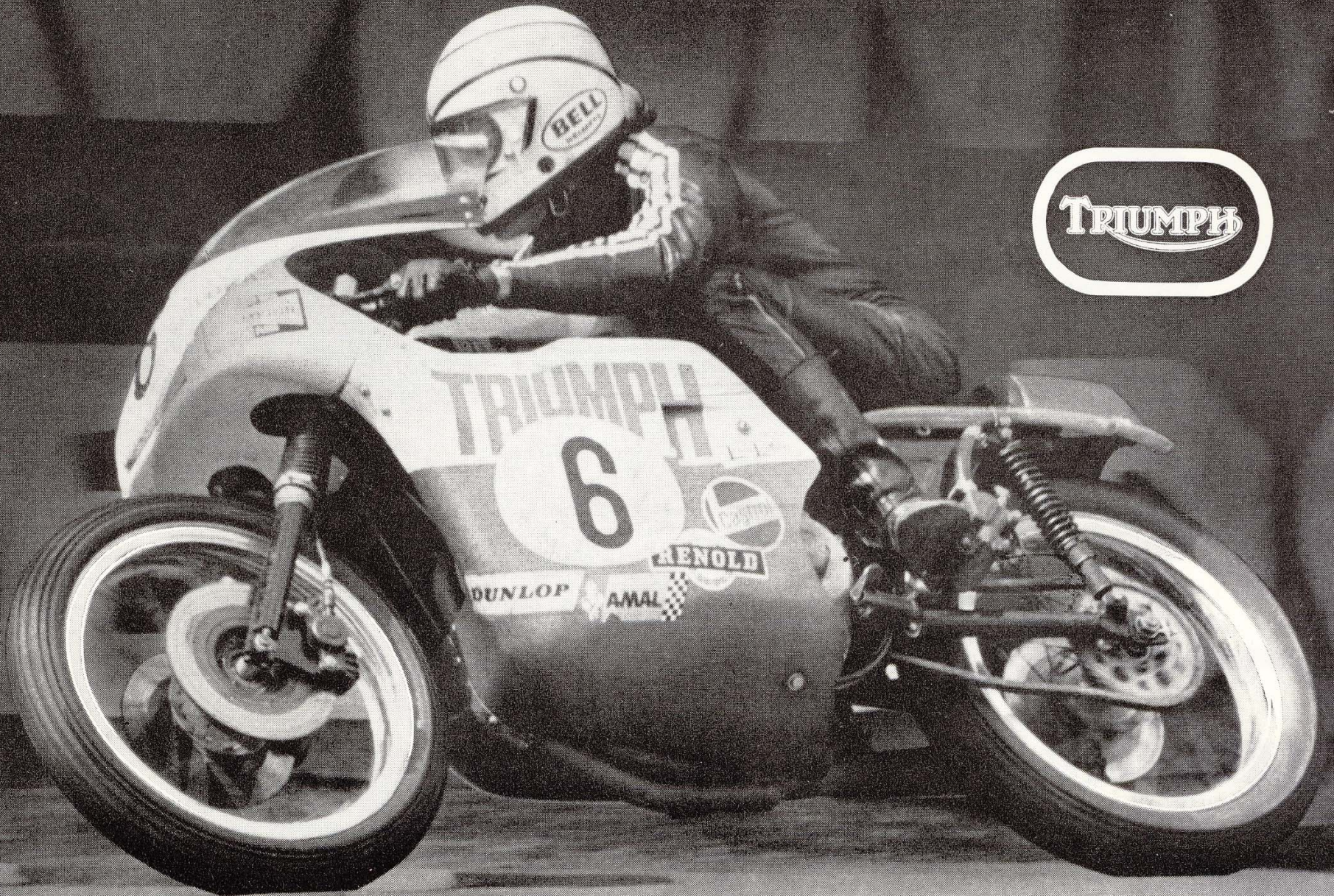


TRIUMPH THE BIG POWER BIKES



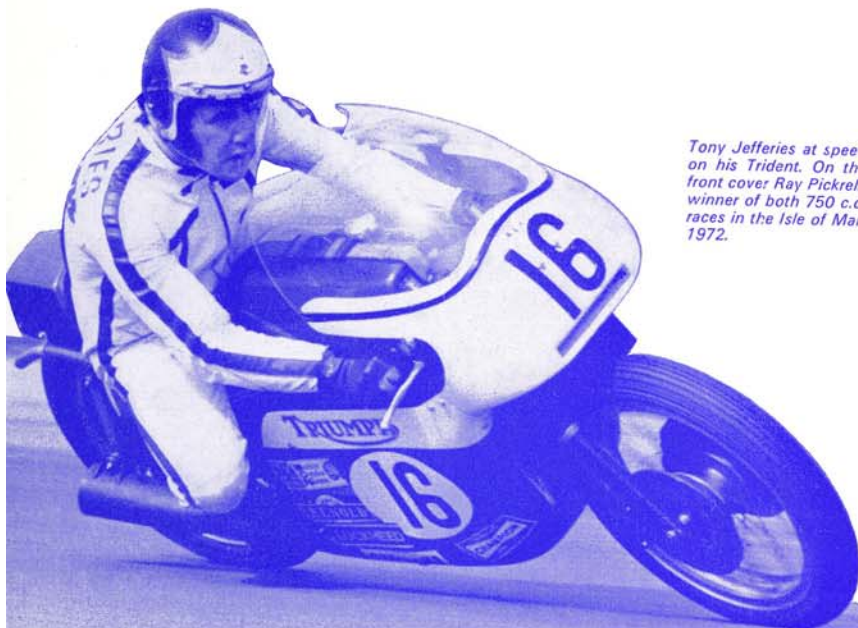
TRIDENT 750



THE FABULOUS TRIUMPH TRIDENT, the superbike of superbikes! Its magnificent turbine-like three cylinder engine sets a standard of its own for smooth effortless performance — but what performance! Read what a well known motor cycling journalist has written about the Trident:

“With its own unique snarl, it out drags any production car on the road up to 100 m.p.h. . . . the thrill derived from doing standing starts and feeling that big hand trying to pluck you off the back of the seat is unbelievable . . . up through the gears to 8000 r.p.m. with your cheeks pinned back to your ears!”

So much for the standard road going Trident. On the race tracks it has been virtually unbeatable in Production 750 and Formula 750 racing. Ray Pickrell, Tony Jefferies, Percy Tait are just three of the well known riders who have chalked up a long list of successes on the Trident. For the ultimate in performance it must be a Trident for you.



Tony Jefferies at speed on his Trident. On the front cover Ray Pickrell, winner of both 750 c.c. races in the Isle of Man 1972.



**ISLE OF
MAN
1972**

FORMULA 750 RACE

- 1ST TRIDENT
(Ray Pickrell)
- 2ND TRIDENT
(Tony Jefferies)
- 4TH TRIDENT
(David Nixon)

Record Speed 104·23 m.p.h.
Lap Record 105·68 m.p.h.
(Ray Pickrell)

PRODUCTION 750 RACE

- 1ST TRIDENT
(Ray Pickrell)
- 3RD TRIDENT
(David Nixon)
- 6TH TRIDENT
(A. Copland)

Race Speed 100·00 m.p.h.
Lap Record 101·61 m.p.h.
(Ray Pickrell)

**The 750's
that WIN!**

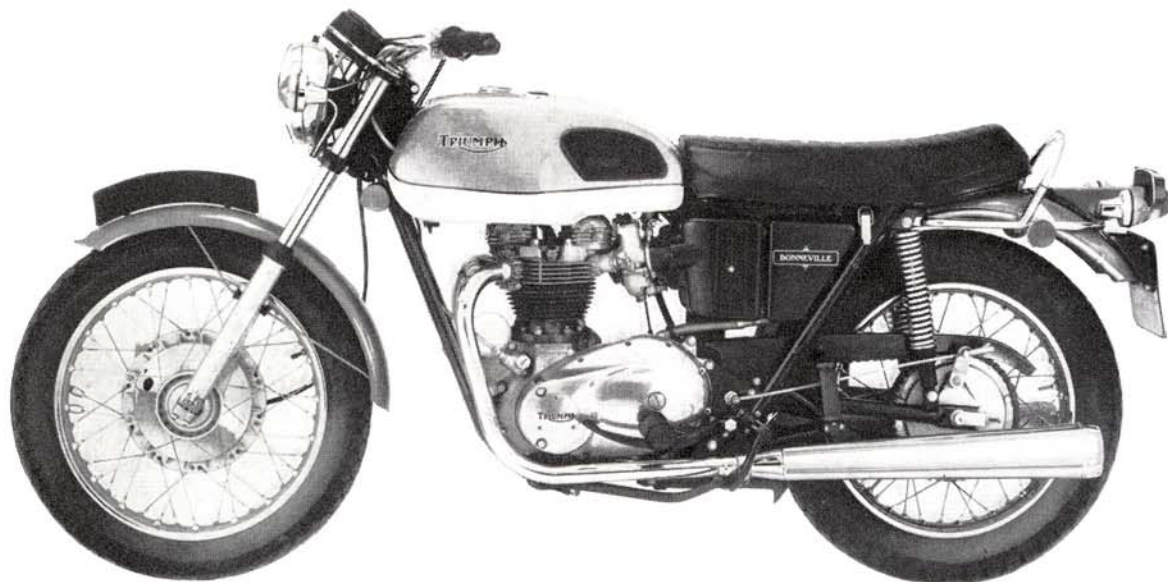


The 650's that GO!



TIGER 650

The Tiger 650 offers all the performance you need with flexibility and economy. The single carburettor engine gives instantaneous response and the frame and suspension layout give the superb handling for which every Triumph is famous.



BONNEVILLE 650

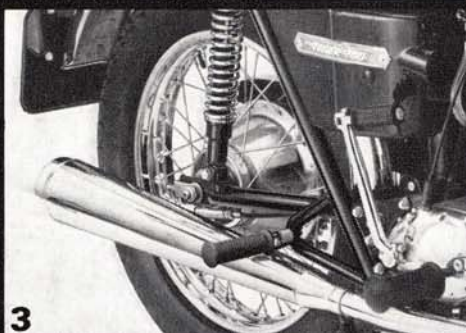
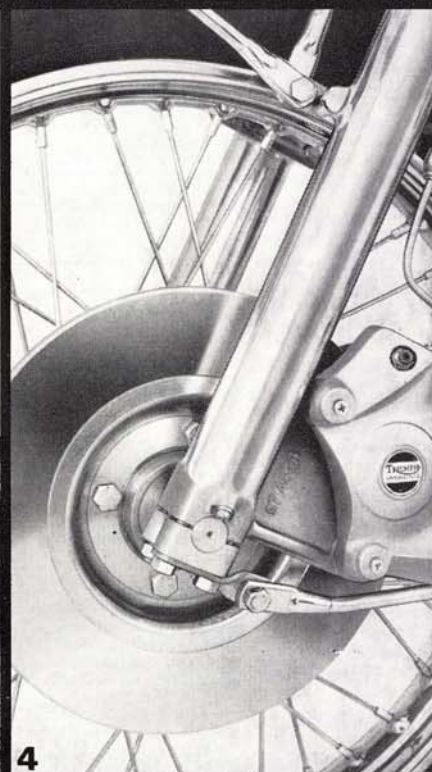
The Legend! High performance twin cylinder twin carb engine, race bred and race proven. Ready for hard fast riding anywhere. Rigid twin tube frame with large diameter top tube carrying oil.

The Triumph story of success. For every model produced there is a history of meticulous research and development. This, added to the technical knowledge gained from race victories produces a Triumph stable of thoroughbreds, designed for real performance. Many valuable improvements make this the greatest Triumph range ever.



DAYTONA 500

A real thoroughbred Triumph with race proved twin cylinder twin carburetter engine, an engine that lives up to the Daytona name. Famous for superb handling and balance, the Daytona is a consistent favourite with the experienced rider.



1—HEADLAMP ASSEMBLY: New rubber mounted headlamp assembly with flashers and chromium plated headlamp. Rubber fork gaiters. **2—CONTROL LAYOUT:** Handgrip shaped for maximum comfort and control. Horn, flasher and dip switches in neat groupings. Warning lights for Main Beam, Flashers and Oil Pressure. **3—REAR HUB:** Conical alloy rear hub. Strong and light. Highly polished. **4—DISC BRAKE:** The new Triumph/Lockheed hydraulically operated front disc brake. 10 inch diameter hard chromed disc mounted on new light alloy hub. Master cylinder incorporated with brake lever. A powerful smooth acting brake developed directly from the type used on the very successful racing Tridents.

The issue of this brochure does not constitute an offer and illustrations and specifications described herein will vary for different countries. In line with our policy of continuous research and development we reserve the right to alter or change specification at any time without notice.

SPECIFICATIONS

TECHNICAL DATA

DAYTONA 500

Engine: 500cc twin OHV. Light alloy cylinder head. Valves pushrod operated from two gear driven camshafts. Twin carburetters. Plain big end bearings. Ball and roller main bearings.

Forks: Two-way damping, using a shuttle valve system.

Rear Suspension: Swinging fork, hydraulically damped and adjustable for load.

Gearbox: Four speed. Multiplate clutch with bonded segments and built-in transmission shock absorber.

Brakes: Front 8" twin leading shoe drum brake. 7" rear.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Handlebar switch consoles. Direction indicators.

Frame: Heavy duty brazed frame.

Petrol Tank: All steel welded, with quick release filler cap.

Twinseat: Hinged seat for access to battery and electrical equipment.

Handlebars and Fittings: Chromium plated bar with smooth action twist grip. Heavy duty cables with built-in adjusters.

TIGER 650 BONNEVILLE 650

Engine: Twin OHV. Light alloy cylinder head. Valves pushrod operated from two gear driven camshafts. Alloy connecting rods with plain big end bearings. Ball and roller main bearings. Tiger, Single carburetter. Bonneville, Twin carburetters.

Forks: Polished aluminium sliders. Two way hydraulic damping. Rubber gaiters.

Rear Suspension: Swinging fork, hydraulically damped and adjustable for load.

Gearbox: Four/Five speeds. Multiplate clutch with bonded segments and built-in transmission shock absorber.

Brakes: Light alloy hubs. Front 200mm 2LS. Rear 7" brake with fully floating cam.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Master electrical switch and handlebar switch consoles. Direction indicators.

Frame: Welded frame with large diameter oil-containing main tube. Tapered roller steering head bearings.

Petrol Tank: All steel welded, with quick release filler cap.

Twin Seat Assembly: Hinged seat for ready access to electrical equipment.

Handlebars and Fittings: Chromium plated bar. Heavy duty cables with built-in adjusters.

TRIDENT 750

Engine: 750 cc vertical, transverse three cylinder OHV. Alloy cylinder head and die cast alloy block. Three carburetters. Valves pushrod operated from high performance camshafts. Triple contact breakers. Large rubber mounted oil tank. Flexibly mounted oil cooler. High capacity gear type oil pump.

Forks: Polished aluminium sliders with two way damping.

Rear Suspension: Swinging fork hydraulically damped and adjustable for load.

Gearbox: Five speeds. Single dry plate diaphragm clutch.

Brakes: Light alloy hubs. Triumph/Lockheed front disc brake. 7" rear with fully floating cam.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Master electrical switch. Direction indicators.

Frame: Heavy duty brazed cradle frame.

Petrol Tank: All steel welded, with quick release filler cap.

Wheels: Plated spokes and rims with Dunlop TT100 tyres.

Twin Seat Assembly: Hinged seat for easy access to electrical equipment.

Handlebars and Fittings: Chromium plated bar. Heavy duty brake cables with built-in adjusters. Nylon lined clutch cable.

MODEL	DAYTONA 500	TIGER 650	BONNEVILLE 650	TRIDENT 750
Model No.	T100R	TR6R	T120R	T150V
Engine Type	OHV	OHV	OHV	OHV
No. of Cylinders	2	2	2	3
Bore/Stroke mm	69/65-5	71/82	71/82	67/70
Bore/Stroke ins	2-72/2-58	2-80/3-23	2-80/3-23	2-64/2-76
Capacity cc	490	649	649	740
Capacity cu. ins.	29-90	39-60	39-60	45-16
Comp. Ratio	9:1	9:1	9:1	9:1
Eng. Spr. Teeth	26	29	29	28
Clutch Spr. Teeth	58	58	58	50
G/Box Spr. Teeth	18	19	19	18
Rear Spr. Teeth	46	47	47	53
RPM @ 10 mph (top gear)	760	660	660	705
Gear Ratio 5th gear	—	—	4-90	5-25
Gear Ratio 4th gear	5-70	4-95	5-89	6-26
Gear Ratio 3rd gear	6-97	6-15	6-92	7-36
Gear Ratio 2nd gear	9-16	8-36	9-09	9-66
Gear Ratio 1st gear	14-10	12-08	12-80	13-59
Carburetter Make	Amal (2)	Amal	Amal (2)	Amal (3)
Carburetter Type	R626/L626	R930	R930/L930	626
Primary Chain Size	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Triplex
Rear Chain Size	$\frac{5}{16}$ x $\frac{3}{8}$ "	$\frac{5}{16}$ x $\frac{3}{8}$ "	$\frac{5}{16}$ x $\frac{3}{8}$ "	$\frac{5}{16}$ x $\frac{3}{8}$ "
Tyre Size Front	3-25/19	3-25/19	3-25/19	4-10 x 19
Type	K70	K70	K70	K81
Tyre Size Rear	4-00/18	4-00/18	4-00/18	4-10 x 19
Type	K70	K70	K70	K81
Front Brake diam.	8"/200 mm	8"/200 mm	8"/200 mm	10"/254 mm
Type	2LS	2LS	2LS	Disc
Rear Brake diam.	7"/180 mm	7"/180 mm	7"/180 mm	7"/180 mm
Type	1LS	1LS	1LS	1LS
Finish	Vermillion/White	Blue/White	Gold/White	Jet Black/Red
Seat Height	30"/760 mm	31"/790 mm	31"/790 mm	31½"/800 mm
Wheelbase	55"/1397 mm	56"/1420 mm	56"/1420 mm	58"/1473 mm
Length	84"/2133 mm	87½"/2220 mm	88"/2235 mm	88"/2235 mm
Width	29"/736 mm	29"/736 mm	29"/736 mm	29"/736 mm
Ground Clearance	7⅝"/190 mm	7"/180 mm	7"/180 mm	6½"/160 mm
Dry Weight lbs/kilos	356/161	386/175	387/175	460/209
Fuel Imp. gall/litres	3/13-6	4/18-2	4/18-2	4½/20-4
(optional)	2/9-1	2/9-1	2/9-1	3½/15-9
Oil Imp. pints/litres	5-8/3-3	5/2-8	5/2-8	5-8/3-3



Triumph Engineering Company Ltd.
Meriden Works, Allesley, Coventry CV5 9AU.
Telephones: 0203 20221 - 0676 22331
Telegrams: 'Trusty, Coventry'. Telex: 31305.
Printed in England by The Upton Printing Group.