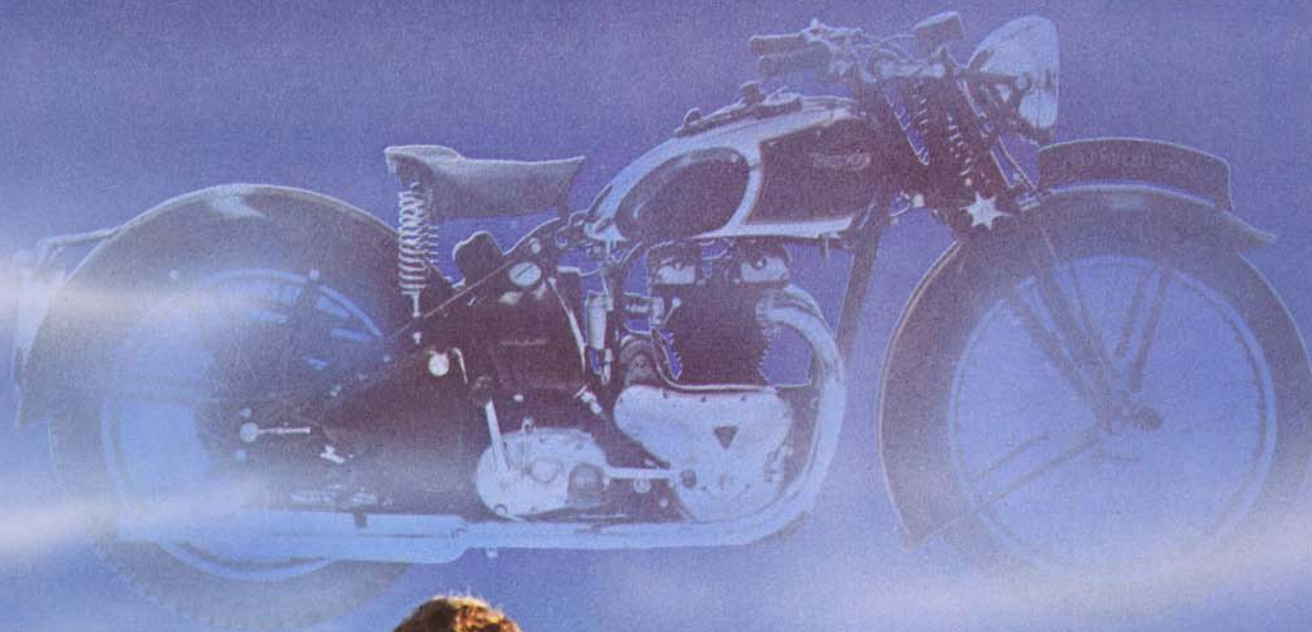


**The 1937 Speed Twin introduced a long line of world-famous parallel twin motorcycles. And now...**



**The Bonneville for '77.**

## Bonneville... named for the

With the introduction of the Speed Twin forty years ago, Triumph knew its revolutionary vertical twin motorcycle would be a winner. And win it has... thousands of race meets over the years, and the hearts of motorcyclists around the world.

Through generations of constant refinement, craftsmanship and pampering, Triumph has produced a motorcycle that today stands alone in its beauty, horsepower and handling.

The Bonneville is the most famous offspring of the Speed Twin and earned its name on the Salt Flats of Utah, where it set absolute class records that are still unbroken.

The Bonneville for '77 is presented with pride. You're invited to sit on one and feel its unmistakable litheness, then ride it and experience the incredible response. You will find it most rewarding.



records it set on the salt.

### Unbroken Triumph Records\*

Class	C.C.	M.P.H.	Date	Name
M-AF	350	120.802	8-27-60	Danny Macias
S-AF	500	212.288	8-28-58	Jess Thomas
P	650	115.698	8-26-76	Jon Minonno
M-C	650	147.420	8-28-58	Bill Johnson
M-AF	650	146.266	8-23-66	Don Harris
A-AG	650	129.966	10-23-68	A.J. Drinker
A-AF	650	159.542	8-25-61	Gary Richards
MPS-C	650	140.541	8-27-66	James Stephens
APS-AG	650	130.938	8-26-70	A.J. Drinker
APS-AF	650	161.793	8-29-65	Gary Richards
S-C	650	205.785	8-22-62	Bill Johnson
S-AF	650	230.269	8-24-62	Bill Johnson
M-AG	750	141.284	8-22-69	David Early
A-AG	750	144.481	8-23-69	Roosevelt Lackey
A-AF	750	160.173	8-22-74	Tim Durkee
A-AB	750	163.194	10-2-74	Woodrow Leone Sr.
APS-AG	750	148.323	8-21-69	Rusty Bradley
APS-AF	750	169.331	8-23-69	Jeff Gough
APS-AB	750	172.038	10-2-74	Woodrow Leone Sr.
M-AG	1000	154.246	10-25-73	Gary Wilson
M-AF	1000	166.362	10-1-74	Jeff Bartlett
A-AG	1000	150.502	8-23-75	Jeff Bartlett
A-AB	1000	180.836	9-26-75	Jack Wilson
MPS-AG	1000	164.928	10-24-73	Gary Wilson
MPS-AF	1000	184.123	10-1-74	Jeff Bartlett
APS-AG	1000	168.139	8-19-75	Jeff Bartlett
APS-AF	1000	175.437	9-27-75	Jack Wilson
APS-AB	1000	192.346	9-27-75	Jack Wilson
S-AB	1000	183.983	9-26-75	Jack Wilson
M-AF	1300	166.014	9-28-75	Jack Wilson
A-AF	1300	165.593	9-28-75	Jack Wilson
APS-AG	1300	165.069	8-19-75	Jon Minonno
A-AF	2000	201.432	8-28-73	James Angerer
APS-AG	2000	169.828	8-29-73	James Angerer

\*AMA certified, January 1977

# BONNEVILLE 750

Instruments are clearly marked and conveniently positioned, their traditional design refined just enough to make your move to today's Bonnie a little easier.



New left-foot gear shift, together with a standardized shifting pattern, is a concession to modern convenience that greatly simplifies your transition up to the Bonneville.

The 750cc 4-stroke vertical twin. The most famous, most copied engine in motorcycle history. A low, narrow configuration that delivers unmatched handling. Dual carburetors, dual camshafts, 5 speeds, traditional manual start.

**Displacement: 744cc (45 cu. in.)**

**Engine Type:**

4-stroke vertical twin

**Bore & Stroke:**

76 x 82mm (2.993 x 3.228)

**HP @ RPM: Max @ 7000**

**Engine RPM @**

10 mph 5th Gear: 627

**Compression Ratio: 7.9:1**

**Carburetion:**

Bonneville - 2, 30mm Amal

Tiger - 1, 30mm Amal

**Spark Plug: Champion N3**

**Ignition: Battery & coil**

**Electrical: Lucas 115 W RM 21**

Alternator

**Gears: 5 speed;**

5th - 4.70, 4th - 5.59,

3rd - 6.58, 2nd - 8.63,

1st - 12.25

**Primary Drive: Triplex chain**

**Rear Drive: 530 chain, 106 links**

**Clutch: 6 plate**

**Brakes: Triumph/Lockheed disc, front & rear**

**Gas Tank Capacity:**

2.5 U.S. gallons

**Oil Tank Capacity: 4.8 U.S. pints**

**Wheelbase: 56"**

**Overall Length: 87.5"**

**Width: 33.0"**

**Seat Height: 32.0"**

**Dry Weight: 390 pounds**

**Tire Size: Front - 3.25 x 19**

Rear - 4.00 x 18

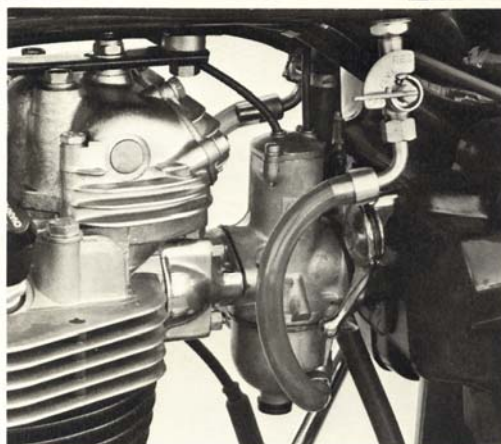
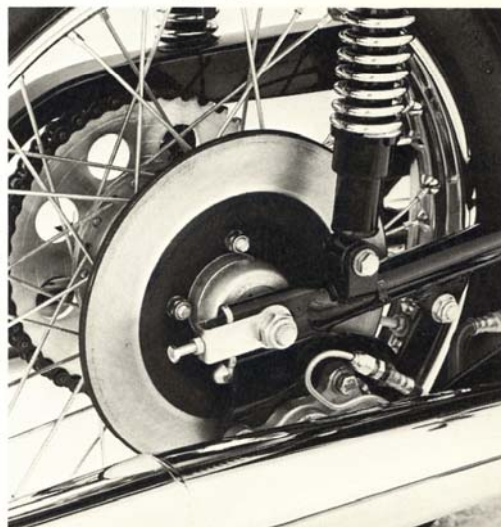
**Approximate Speed: 120 mph**

**Colors: Bonneville - Pacific Blue**

Tiger - Signal Red

**Limited Warranty: 6 months or 6000 miles (See dealer for details)**

New Triumph/Lockheed disc brakes are now mounted both front and rear to substantially improve your stopping power.



A choice for '77... the Triumph Tiger. The single carburetor version of the Bonnie, offering you great economy and simple tuning. With limited production, you're in exclusive company.