

1949

Agence TRIUMPH  
Représentant  
A. GLEICHMANN  
Bd. St. Georges, 58 - GENÈVE

# TRIUMPH

*The Best Motorcycle in the World*



# I N T R O D U C T I O N



**T**HE unprecedented popularity of Triumph multi-cylinder motor cycles since the end of World War II is a fitting reward for the bold policy introduced of scrapping the military type single-cylinder machines which, successful as they were in the war, were thought to be inadequate for the new peace era.

For 1949 we continue to offer a beautifully-made twin-cylinder range with a number of notable improvements which, notwithstanding the many difficulties faced by post-war Britain, are an indication to the world of the progressive policy pursued by this Company in its determination to maintain, by merit, the foremost position Triumph holds today.

Discriminating motor cyclists and sportsmen throughout the world can be assured that their enthusiasm is matched by a group of workpeople engaged in the manufacture of what we believe to be the best motor cycle in the world, and we look forward with confidence to the continuance of their support in the future.

The standard roadster range comprises three models:—

349 c.c. 3T de LUXE : 498 c.c. SPEED TWIN  
498 c.c. TIGER 100

*Details of Road Racing and Trials machines may be obtained on application*

# TRIUMPH

Pour la spécification générale voyez l'intérieur du dos de la couverture.

Por la especificación general recurra Vd. a dentro de la vuelta della cubierta.

För allmän specifikation på svenska se påmens näst sista sida.

In Betref "Allgemeine Beschreibung" siehe die Innenseite des ruckwaertigen Umschlages.

**TRIUMPH ENGINEERING COMPANY LIMITED,**  
Telephone: COVENTRY 60221

# GENERAL SPECIFICATION

(All Models)

**TRANSMISSION:** Primary chain in polished cast aluminium oil-bath case. Rear chain positively lubricated and protected on top and bottom runs. **FOUR SPEED GEARBOX**, Triumph patented design and manufacture. Gears and shafts of hardened nickel and nickel chrome steel. Patented positive stop foot-change, fully enclosed. Large diameter multi-plate clutch, light in operation with accessible adjustment.

**PETROL TANK:** All-steel welded streamline design. Quick opening plated filler cap. Two-way taps giving ample reserve supply. Tank easily removed when required. Provision for fitting exclusive Triumph chromium plated parcel grid on tank top. Die-cast metal nameplates in Triumph colours.

**OIL TANK:** Shapely all-steel welded design with efficient and accessible filters, drain plug and separate vent. Screw-down leak proof alloy filler cap.

**FRONT FORKS:** The famous Triumph telescopic pattern with six inches of hydraulically-damped movement. Give a luxurious ride and hairline steering. Automatic lubrication for all moving parts. For fuller details see Page Eight.

**BRAKES:** Triumph design of exceptional power. Large braking areas, finest quality linings, finger adjustment back and front. Highly polished aluminium front brake anchor plate.

**HANDLEBAR:** Entirely new design. New type quick-action twist grip with finger adjustment friction control. New design integral horn push. Adjustable chromium plated clutch and brake levers. Headlamp dipper incorporated with front brake lever clip.

**MUDGUARDS:** Wide "D" section with streamline stays. Completely detachable rear guard for rear wheel accessibility. (3T semi-detachable.) Triumph patented front number plate. Rear number plate with centrally mounted lamp and lifting handle.

**WHEELS AND TYRES:** Triumph design wheels with heavy-duty dull

chromium plated spokes. Dunlop tyres, see Technical Data panel on right for sizes. All studded pattern except T100 front which is ribbed.

**TOOLBOX:** All-steel large capacity with weatherproof protection and quick release fastener. Complete set of good quality tools and greasgun.

**NACELLE:** (Patents pending.) Unique Triumph design instrument panel, built-in to the top of the forks and incorporating the headlamp, speedometer, ammeter, lighting switch, cut out button and horn. All instruments rubber mounted, illuminated and readily accessible. Chromium flash on each side. Fuller details Page Seven.

**EQUIPMENT:** Lucas 6 volt dynamo lighting with new type 60-watt dynamo with full ball-bearing armature. Powerful built-in headlamp with adjustable chromium rim. New type electric horn incorporated in the "nacelle" between the fork legs. Triumph design rubber kneecaps, adjustable de Luxe saddle, downswep exhaust pipes with large capacity cylindrical silencers. Smiths 120 m.p.h. chronometric speedometer with r.p.m. scale and internal illumination. (3T, 85 m.p.h. speedometer.) Tyre inflator.

**AIR CLEANER:** Triumph design patented Vokes air cleaner. Mounted behind the battery, neat, unobtrusive and efficient. Readily detachable and easily cleaned. See Page Eight for fuller details. Standard on all models.

## EXTRAS

**SPRING WHEEL:** The unique Triumph rear springing system.

**PROP STAND:** Supports the machine without effort by the rider.

**PARCEL GRID:** Another special Triumph feature. Chromium plated grid mounted on the tank top.

For fuller details of the above extras, see Page Eight.

# TECHNICAL DATA

MODEL.	3T	5T	T100
Engine: Type	O.H.V.	O.H.V.	O.H.V.
No. of cylinders	2	2	2
Bore and stroke, mm.	55 × 73.4	63 × 80	63 × 80
Cylinder capacity	349	498	498
Compression ratio	6.3 : 1	7 : 1	7.8 : 1
Engine sprocket, number of teeth solo	19	22	22
R.P.M. at 10 m.p.h. in top gear	750	646	646
Gear ratios:			
Top, solo	5.8	5.0	5.0
Third "	6.95	6.0	6.0
Second "	10.0	8.65	8.65
First "	14.7	12.7	12.7
Top, sidecar	—	5.8	5.8
Third "	—	6.95	6.95
Second "	—	10.0	10.0
First "	—	14.7	14.7
Carburettor main jet	120	140	150*
" slide	5/4	6/3½	6/3½
" needle jet	107	107	107
Ignition fully advanced	†11/32"	3/8"	3/8"
Front chain size	½" × .305" all models		
Rear chain size	⅝" × ⅜" all models		
Tyres—Dunlop, front, ins.	3.25—19	3.25—19	3.25—19
rear, ins.	3.25—19	3.50—19	3.50—19
Saddle Height	28½"	29½"	29½"
Wheelbase (static)	53½"	55"	55"
Overall length	82½"	84"	84"
Overall width	28½"	28½"	28½"
Ground clearance	6"	6"	6"
Weight, lbs. (dry)	325	365	365
Petrol tank capacity, galls.	3	4	4
Oil tank capacity, pints	6	6	6

† 9/32" with low octane fuel \* 160 without air cleaner

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

## 498 c.c. O.H.V. "SPEED TWIN"

The Triumph "Speed Twin" in its rich red finish is a familiar and envied sight on the roads of the world. The way it performs as much as the performance itself has earned for it a unique position. Smooth, silent and effortless it is a machine which upholds the highest standards of British motor cycle engineering. The most famous machine of its kind in the world.

**ENGINE:** Vertical twin cylinder, with gear-driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear. Duplex aero quality valve springs. High tensile aluminium alloy crankcase of greatest possible rigidity. "H" section connecting rods in RR56 hiduminium alloy with patented plain big-ends. Patented crankshaft mounted on massive ball bearings with central flywheel. Full dry-sump lubrication incorporating plunger type pumps with positive feeds to big-ends and valve gear. Pressure tell-tale indicator mounted on timing cover. Auto-advance magneto and separate dynamo, all gear-driven. Amal carburettor with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

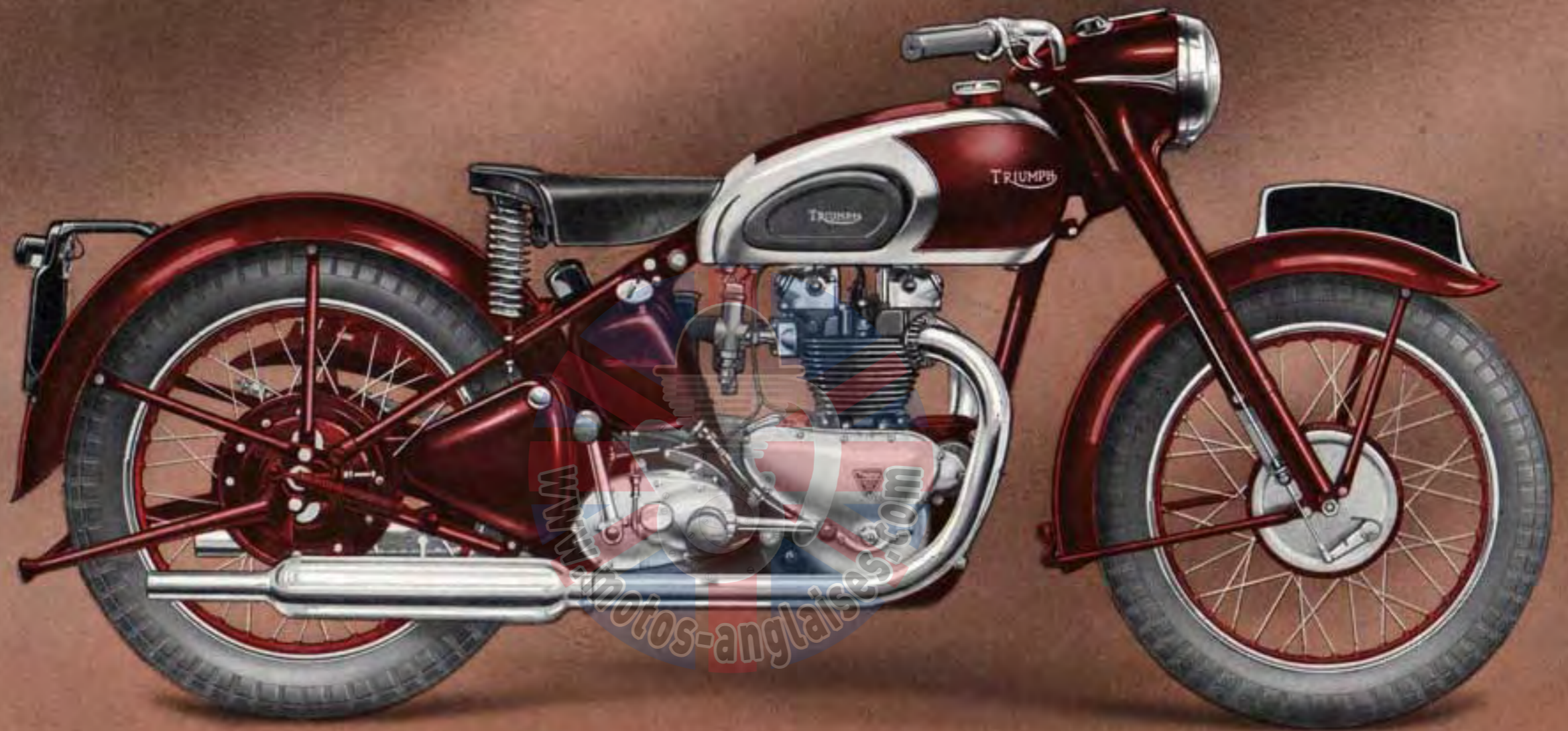
**FINISH:** Frame, forks, etc., in amaranth (dark red) lacquer. Petrol tank chromium plated with red panels and lined in gold. Wheels, chromium plated with red hubs and rim centres (lined gold). Handlebar and exhaust pipes chromium plated. All bolts and nuts cadmium plated. Highest quality materials and finish throughout.

**FRAME:** Brazed full cradle type with large diameter tapered front down tube and incorporating lugs at rear for sidecar attachment either side. "High duty" alloy steel tubes throughout.

For general specification see Page One.

**498 c.c. ENGINE:** (Illustrated below.) The famous Triumph O.H.V. vertical twin cylinder. Note the clean exterior and highly polished timing cover with oil pressure tell-tale indicator on the release valve.





# TRIUMPH

## SPEED TWIN

PAT. NOS. 475860, 474963, 482024, 469635.

for 3465.-  
cubic suspension for 3740.-  
reverse  
JCF complete

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

## 498 c.c. O.H.V. "TIGER 100"

The successes attained by the famous Triumph "Tiger 100" in all parts of the world pay tribute to the magnificent performance provided by the specially tuned engine. Despite the unusually high power output it can still remain a pleasant touring machine, flexible and sweet at all speeds. Finished in the familiar silver sheen, black and chromium.

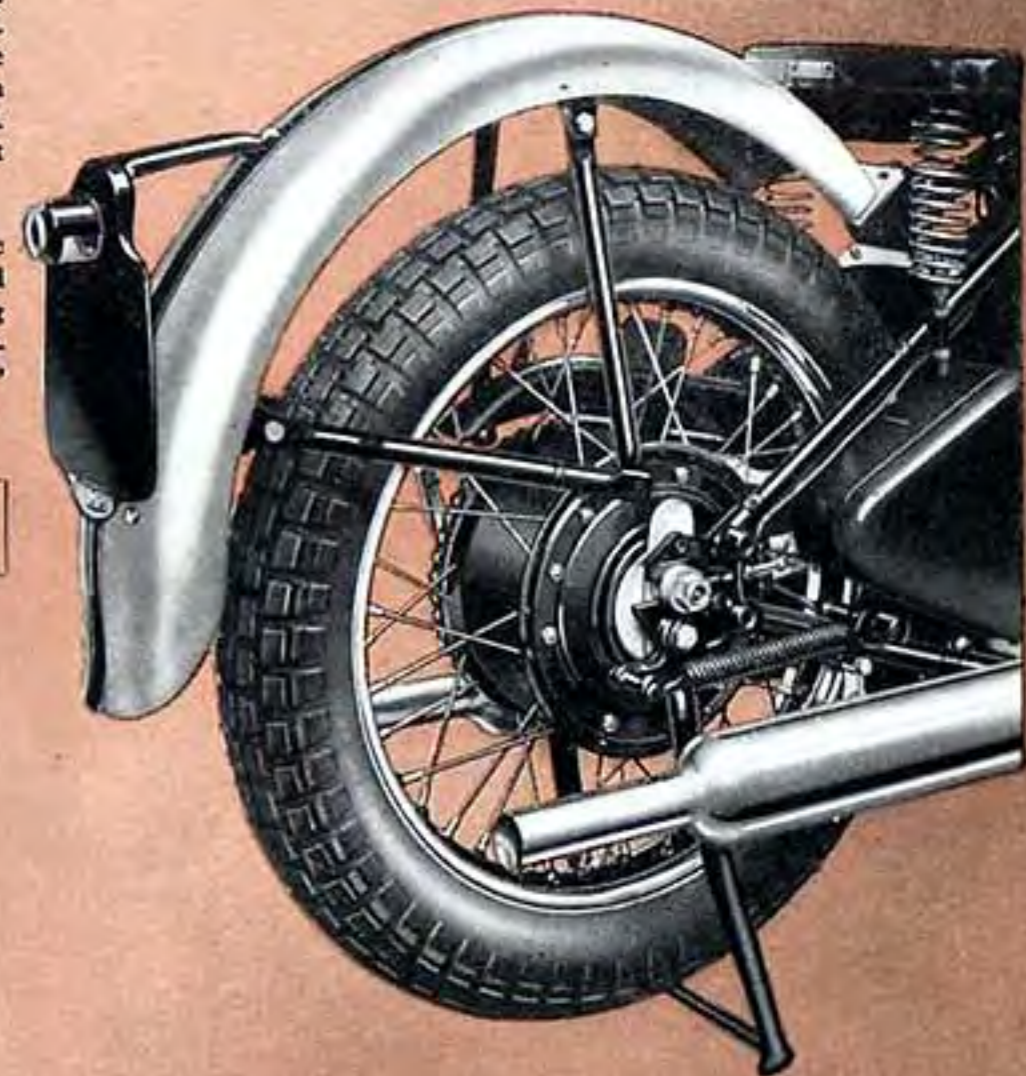
**ENGINE:** Vertical twin cylinder with gear-driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Overhead valves. Cylinder heads, ports and all moving parts highly polished. Special high compression pistons of silicon low expansion alloy. Totally enclosed and positively lubricated valve gear, highly polished rocker boxes and push-rod tubes. Duplex aero quality valve springs. High tensile aluminium alloy crankcase. "H" section connecting rods in RR56 hiduminium alloy with patented plain big-ends. Patented crankshaft mounted on heavy duty ball bearings with central flywheel. Full dry sump lubrication incorporating plunger type pumps with positive feed to big-ends and valve gear. Pressure tell-tale indicator mounted on timing cover. Auto-advance magneto and separate dynamo, all gear-driven. Amal carburettor with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

**FINISH:** Petrol tank chromium plated with silver sheen panels lined in blue. Mudguards in silver sheen with black central strip. Wheel rims chromium plated with rim centres in silver sheen lined blue. Highest quality finish and materials throughout.

**FRAME:** Brazed full cradle type with large diameter tapered front down tube and incorporating lugs at rear for sidecar attachment either side. "High duty" alloy steel tubes throughout.

### DETACHABLE REAR MUDGUARD:

*(Illustrated below.) On the "Speed Twin" and "Tiger 100" the rear guard detaches complete from beneath the saddle leaving the rear wheel exposed and very accessible.*



For general  
specification  
see Page One

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# TRIUMPH TIGER '100'

PAT. NOS. 475860, 474963, 482024, 469635.

no 3625.-  
avec suspension no 3900.-  
arrière  
3CH compris



ps 3150.-

30A compans

# TRIUMPH

## 3T DE LUXE

PAT. NOS. 529443, 475860, 469635



# SPECIFICATION

## 349 c.c. O.H.V. "3T DE LUXE"

The Triumph "3T de Luxe" twin offers a lively performance with economical running and an exceptionally high degree of silence. An ever popular model, finished in durable black and chrome.

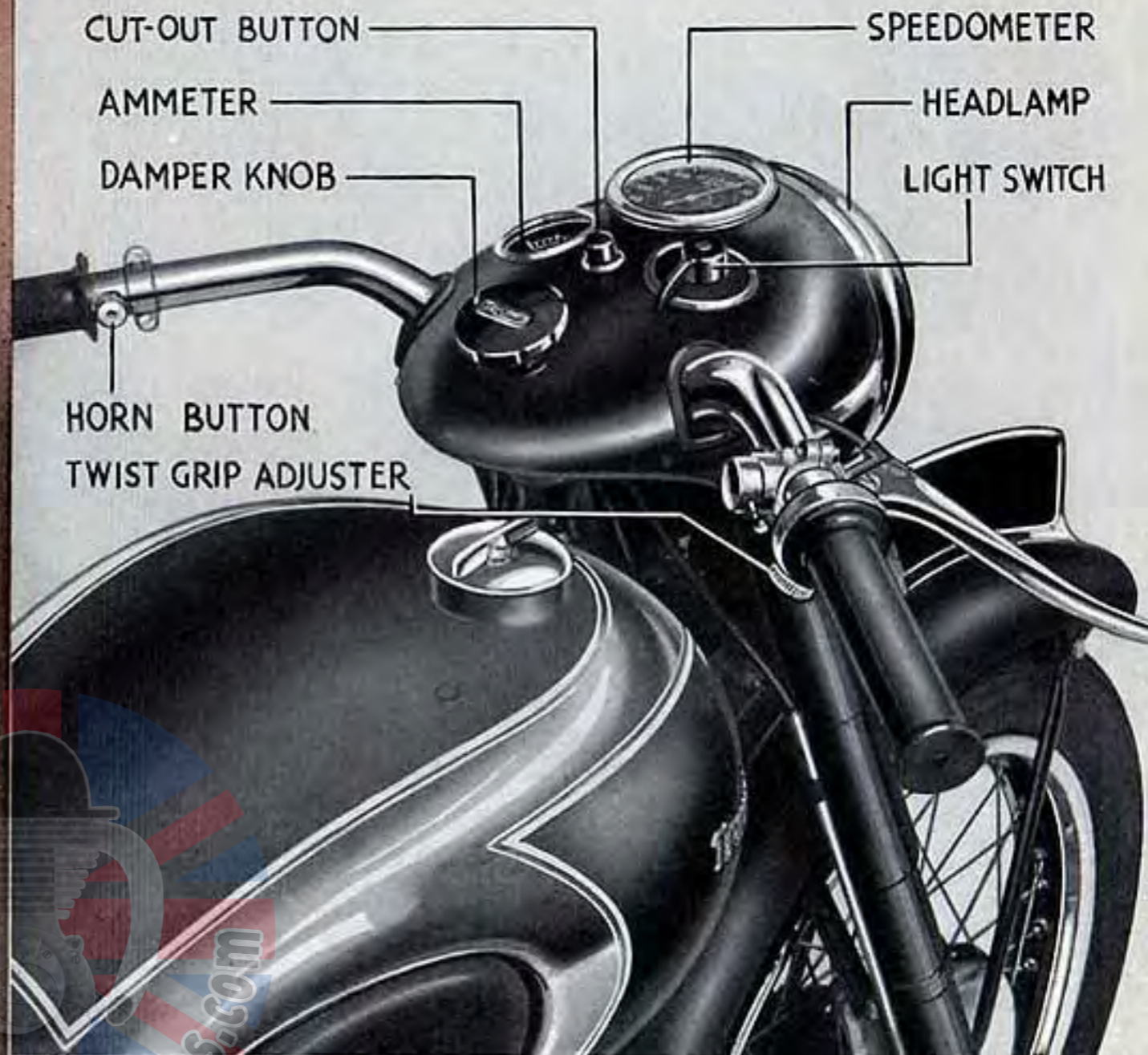
**ENGINE :** Vertical twin cylinder [with gear driven double high camshafts. Bore 55 mm. Stroke 73.4 mm. Capacity 349 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear; rocker box integral with cylinder head. High tensile aluminium alloy crankcase. Connecting rods of high tensile alloy steel with plain big-ends. Patented crankshaft of rigid construction, with central flywheel. Full dry sump lubrication incorporating plunger type pumps with positive feeds to big-ends and valve gear and pressure tell-tale indicator. Auto-advance magneto and separate dynamo, all-gear driven. Amal carburetter with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

**FINISH :** All unplated parts in hard black enamel with petrol tank panels, mudguards and wheel centres lined in ivory. Plated parts in highest quality chromium.

**FRAME :** Full cradle type with large diameter front down tube. Constructed from finest alloy steel tube.

*For photograph of the 3T de Luxe, see previous page.*

*General specification on Page One.*

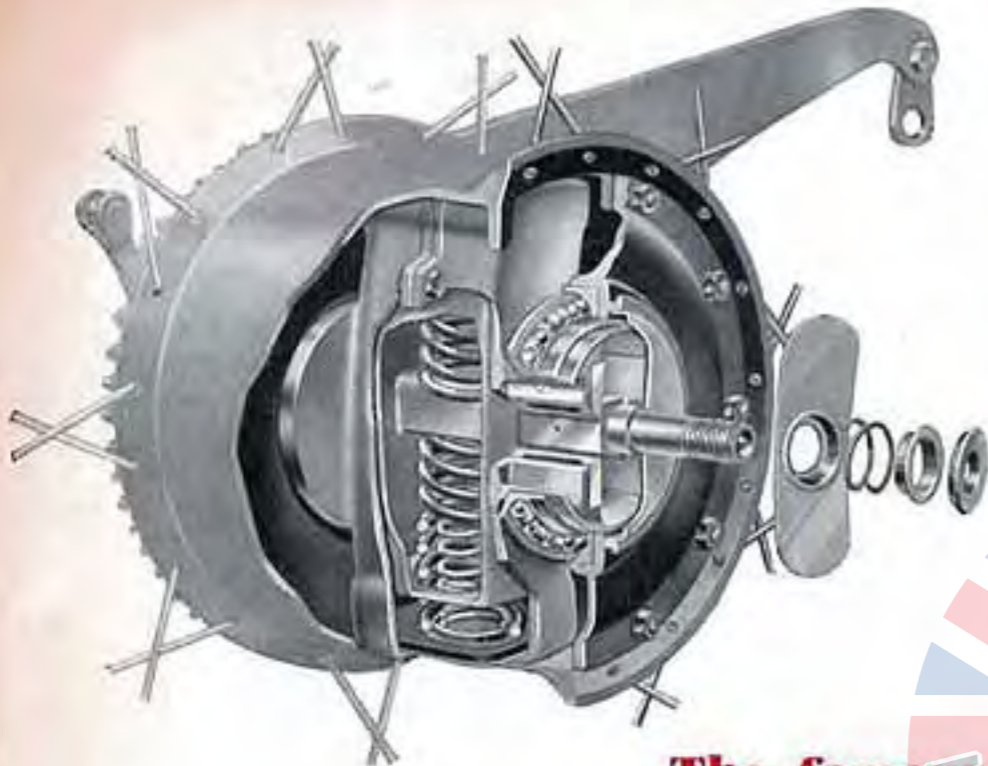


## THE TRIUMPH INSTRUMENT "NACELLE"

(Patents Pending)

A new and interesting development for 1949. This unique panel groups all the instruments and switchgear in an ideal position where they can most easily be seen and used. Built integral with the top of the forks and therefore fully sprung the nacelle incorporates the headlamp (rim adjustable), speedometer, ammeter, lighting switch, cut-out button and horn. All instruments are rubber mounted, internally illuminated and readily accessible. This imposing new feature not only improves the appearance of the machine as a whole, but offers numerous important advantages readily apparent to the practical hard riding motor cyclist.

# TRIUMPH FEATURES



## The famous TRIUMPH SPRING WHEEL

(Patent No. 524885)

This remarkable springing system has achieved great popularity in all parts of the world. It is essentially simple, efficient and reliable. The massive aluminium alloy hub shell totally encloses all the moving parts and attached to this is a powerful eight-inch brake. The Spring Wheel is mounted in the frame in exactly the same way as a normal wheel and adds a mere three per cent to the total weight of the machine.

**HOW IT OPERATES.** The spindle remains stationary bolted into the frame as usual while the wheel and hub move on a curved path taken from the centre of the gearbox sprocket which ensures that chain tension remains constant at all times. This movement is controlled by springs, two below the spindle and one above. Lubrication is by a single grease nipple.

### PROP STAND (on left).

Available as an extra on all models. Attaches to the nearside cradle member of the frame. A spring retains the stand out as a prop or in the folded back position. Can be fitted to all Triumph models from 1937, state whether over or under 350 c.c. when ordering.



### PARCEL GRID

(above).

A useful tank-top fitting available as an extra on all models. Chromium plated grid to which small parcels may be attached—particularly valuable to the long distance solo rider.

### OTHER TRIUMPH FEATURES

The detachable rear mudguard fitted to the "Tiger 100" and "Speed Twin" is illustrated and described on Page Four. The Triumph instrument "Nacelle" is fully described and illustrated on Page Seven.

### AIR CLEANER (on right).

Triumph design patented Vokes air cleaner. By means of a "transparent" oil tank the illustration shows how neatly this piece of equipment is fitted between the oil tank and battery. Very efficient oil-wetted muslin filament readily detachable for cleaning.



### The Triumph TELESCOPIC FORK

With six inches of hydraulically damped movement these forks set a high standard of controllability and comfort. The sectioned drawing shows the internal arrangement. Note how long supple fork springs are enclosed inside the stanchions which enables these latter vital components to be of maximum possible diameter and strength. No adjustments of any kind have to be made by the rider and maintenance is reduced to checking the oil level every 10,000 miles.



# DESCRIPTION

(Tous modèles)

**MOTEUR.** Bicylindre vertical avec distribution par double arbre à 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 à billes avec volant central. Magnéto avance automatique. Dynamo séparée. Carburateur AMAL avec filtre à air.

**TRANSMISSION.** Chaîne primaire sous carter bain d'huile en aluminium poli. 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 avec rayons chromés. Freins puissants réglables avec garnitures de la meilleure qualité.

**TABLEAU.** Nouveau 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.** Dessin nouveau donnant une position très confortable. Freinage de direction réglable. Tous leviers chromés.

**EQUIPEMENT.** Dynamo LUCAS 6 volts, avec dynamo 60 watts, puissant avertisseur Klaxon électrique, selle ajustable, modèle luxe. Compteur Smith 180 Km.H. (3T 140 Km.H.). Boîtes outillage acier avec jeu complet d'outils de bonne qualité. Pneus DUNLOP. Pompe à pneus.

**EXTRAS.** Suspension arrière. Béquille de côté. Porte paquets. Voir autres détails dans catalogue.

# ESPECIFICACION

(Todos modelos)

**MOTOR.** De dos cilindros verticales con válvulas en cabeza y con doble árbol de levas. Cojinetes de cigueñal lisos. Carter de aceite con conductos de alimentación a los cojinetes de cigueñal y balancines. Cigüeñal patentado montado en cojinetes sólidos con volantes central. Magneto y Dinamo montadas. Carburador del tipo "AMAL" con purificador de aire.

**TRANSMISION.** Cadena primaria montada 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 forma de cuna con tubos de acero de alta calidad. Horquillas telescópicas con amortiguación hidráulica.

**DEPOSITO DE GASOLINA.** De chapa de acero soldada con filtro manejable al depósito. Depósito de aceite montado con filtros eficientes, tapon de vaciado y tubería separada. Tornillo de aleación como tapon.

**RUEDAS Y FRENSOS.** Ruedas del diseño Triumph. Base de radios. Frenos poderosos con Ferodos de superior calidad para su reglaje a mano.

**TABLA DE 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.** Construido de nuevo diseño muy cómodo para conducir, puño de rosca regulable y de acción ligera. Palancas de frenos y embrague de plato cromado.

**EQUIPO.** Dinamo de 6 voltios 60 wattios tipo Lucas. Bocina eléctrica poderosa. Sillín regulable de Luxe. Cuenta-kilometros tipo Smiths de 180 k.p.h. (Cuenta-kilometros de 140 k.p.h. solo en el modelo 3T). Caja de herramientas toda ella de acero con juego completo de herramientas de muy buena calidad. Neumáticos Dunlop. Bomba de inflar neumáticos.

**EXTRAS.** Suspension trasera. Soporte de apoyo. Porta-equipajes. Para más información vease catálogo.

# SPECIFIKATION

(Alla modeller)

**MOTOR.** 2-cyl. toppventilmotor med dubbla Rughjulsdrivna kamaxlar. Korta stötcänger. Helt inkapslad ventilmekanism med direktmörjning. Vevstakar med patenterade glidlager. Automatisk torrsump med direktmörjning av vevstaklager och ventilmekanism. Patenterad vevaxel med svänghjul i mitten. Lagrad i kraftiga lager. Magnet med automatisk tändningsreglering och generator separat placerad. Amal förgasare med luftrenare.

**TRANSMISSION.** Motorkedja i oljebad, innesluten i aluminiumkäpa. Fyra hastigheters växellåda med halvautomatisk inkapslad fotkontroll. Kraftig flerskivig lamellkoppling med korkinsats.

**BÄN.** Av s.k. vaggtyp med kraftiga slaglödda rör och rör av speciallegerat stål. Triumphs teleskopgaffel med oljedämpning.

**TÄNKAR.** Helt i stål med snabblopp bensintanken. Oljetank med effektiva filter, avtappningsplugg och ventilationsrör. Skruvlock av aluminium.

**KÄLLOR OCH BROMSAR.** Triumphs egen konstruktion med förkromade fälgar och mattförkromade ekrar. Kraftiga bromsar med belägg av högsta kvalitet och fingerjustering.

**INSTRUMENTKÄPA.** Byggt i enhet med handtag och innefattar: Strålkastare, hastighetsmätare, ampèremätare, ljuskontakt, kortslutningsknapp och signalhorn.

**STYRE.** Ny typ som ger bekväm körställning. Gånhandtag med fingerjusterad friktionsspärr. Förkromade broms- och frikopplingshandtag.

**LJUSSTYRNING.** Lucas 6-volts belysning med generator laddande 60 watt. Kraftigt signalhorn. Ställbar sadel av "De Luxe" typ. Hastighetsmätare av Smiths tillverkning graderad till 180 km/tim. (3T 140 km/tim.). Verktygsåda av pressad plåt med komplett verktygsåda. Dunlop däck. Pump.

**EXTRAS.** Fjädrande bakmedel. Sidoställ. Paketställare. Se detaljbekrivning å resp. sidor i katalogen.

# BESCHREIBUNG

(Alle modelle)

**MOTOR.** OHV vertikaler 2-Zylindermotor, eingeschlossene Ventile mit Spezialfedern. Leichtmetall Kurbelgehäuse von grosser Stabilität. Pleuellager und Kurbelwelle auf extra starken Kugellagern montiert. Trocken-Sumpf-Schmierung. Automatische Zündverstellung. Separator durch Zahnräder angetriebener Dynamo. Amal-Vergaser mit Luftfilter.

**KRAFTÜBERTRAGUNG.** Primär-Kette von Triumphs Spezial-Ölbadgehäuse. 4-Gang-Getriebe von Triumph patentiert und gebaut. Vollständig eingeschlossene Fusschaltung. Mehrplatten-Kupplung von grossem Durchmesser.

**RAHMEN.** Wiegenrahmen aus den besten hochlegierten Stählen. Triumph-Teleskopgabel mit hydraulischer Dämpfung. Ganz aus Stahlblech geschweisst.

**BÄNNECKEL.** Schnellverschluss. Öltank mit wirksamen Filtern, Ablasstößeln und separatem Abzugskanal mit separater Öffnung.

**BELENKUNG UND BREMSEN.** Von Triumph konstruierte Räder mit starken, cadmierten Speichen. Bremsen mit grossen Bremsflächen und den besten Bremsmänteln. Vorn und hinten von Hand einstellbar.

**SCHEINWERFER- UND INSTRUMENTENGEGÄSSE.** Der Scheinwerfer ist ein Bestandteil der Teleskopgabel in einer stromlinienförmigen 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.

**LJUSSTYRNING.** Lucas 6-Volt 60 Watt Dynamo. Starkes Horn. Verstellbarer Luxus-Sattel. Smith Kilometer-Zähler 180 km (beim Modell 3 T 140 km). Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. Dunlop Pneus. Pumpe. Hinterradabfederung. Seitenständer. Gepäckträger auf Benzintank montierbar.

**EXTRAS.** Hinterradabfederung. Seitenständer. Gepäckträger auf Benzintank montierbar.



# TRIUMPH

*The Best Motorcycle in the World*



[www.motocyclophaites.com](http://www.motocyclophaites.com)