

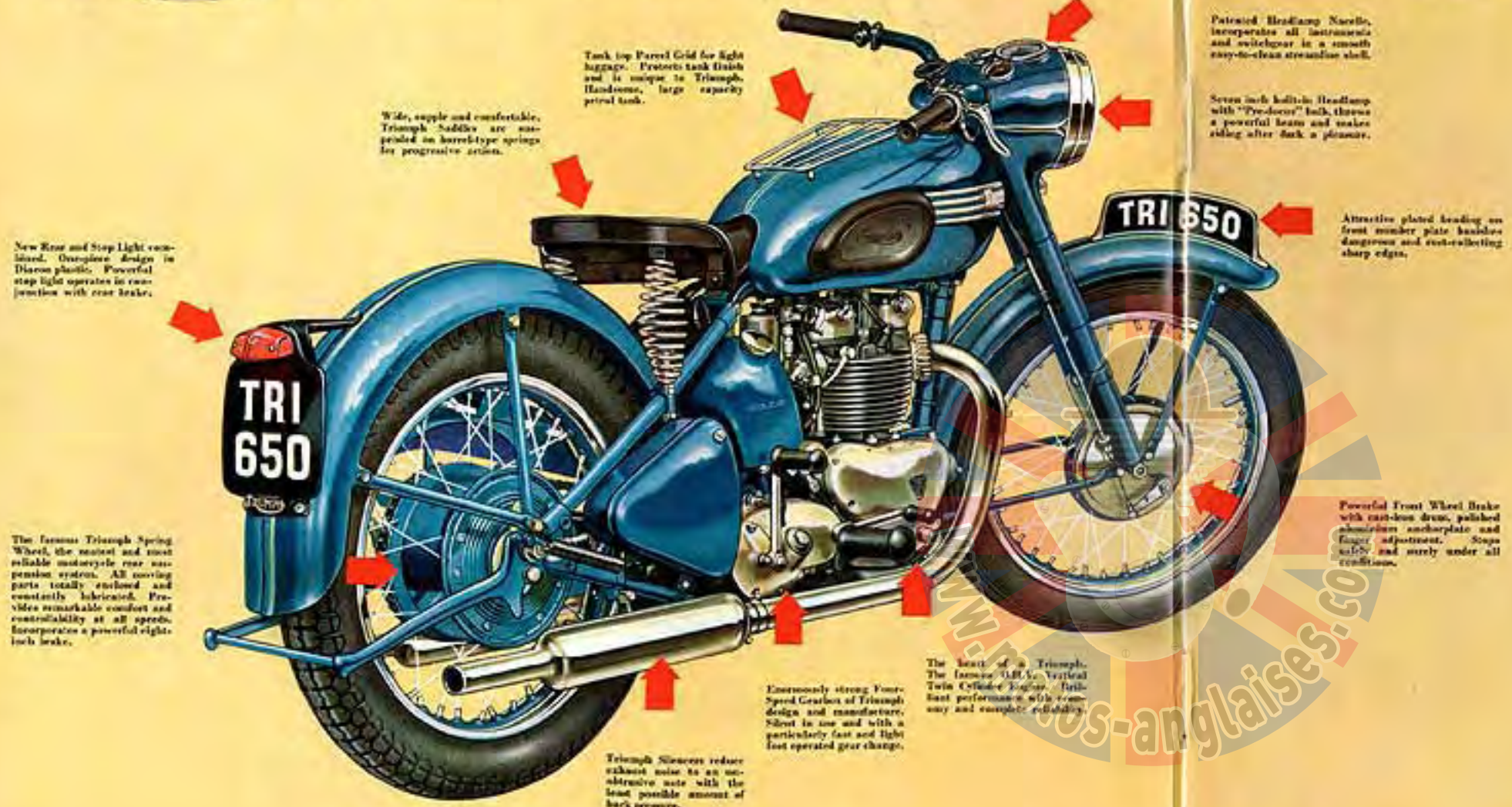


THE BEST MOTOR CYCLE IN THE WORLD



TRIUMPH

TRIUMPH - PIONEER OF ALL THAT IS BEST IN MODERN DESIGN



New Rear and Stop Light combined. One-piece design in Dycron plastic. Powerful stop light operates in conjunction with rear brake.

The famous Triumph Spring Wheel, the easiest and most reliable motorcycle rear suspension system. All moving parts totally enclosed and constantly lubricated. Provides remarkable comfort and controllability at all speeds. Incorporates a powerful right-hand brake.

Wide, supple and comfortable. Triumph Saddles are suspended on bar-type springs for progressive action.

Tank top Paved Grid for light luggage. Protects tank finish and is unique to Triumph. Handsome, large capacity petrol tank.

Enormously strong Four-Speed Gearbox of Triumph design and manufacture. Silent in use and with a particularly fast and light foot operated gear change.

Triumph Silencers reduce exhaust noise to an unobtrusive note with the least possible amount of back pressure.

The heart of a Triumph. The famous O.H.V. Vertical Twin Cylinder Engine. Brilliant performance with economy and complete reliability.

Patented Headlamp Nozzle. Incorporates all instruments and switchgear in a smooth easy-to-clean streamline shell.

Seven inch hollow Headlamp with "Pre-focus" bulk throws a powerful beam and makes riding after dark a pleasure.

Attractive plated leading on front number plate besides dangerous and cost-cutting sharp edges.

Powerful Front Wheel Brake with cast-iron drum, polished aluminium archplate and finger adjustment. Stops safely and surely under all conditions.



This Catalogue Published 24th October, 1952



THE general all-round excellence of the Triumph Twin makes a very strong appeal to the really experienced rider who chooses his motorcycle with discrimination. There are many reasons for this. The design of the Triumph is Right. It is built with meticulous accuracy and care in the most modern factory in the industry. The service it gives is exceptional both in performance and dependability. Triumph technicians are proud that this is so, and no effort is spared to maintain this supremacy by means of continuous research and development. With a Triumph you are certain of getting the maximum enjoyment from motorcycling—enjoyment that will not cost you more because it is better.



TRIUMPH ENGINEERING CO. LTD.
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COVENTRY, ENGLAND

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TRUSTY, COVENTRY

THIS IS THE

TRIUMPH RANGE

TROPHY

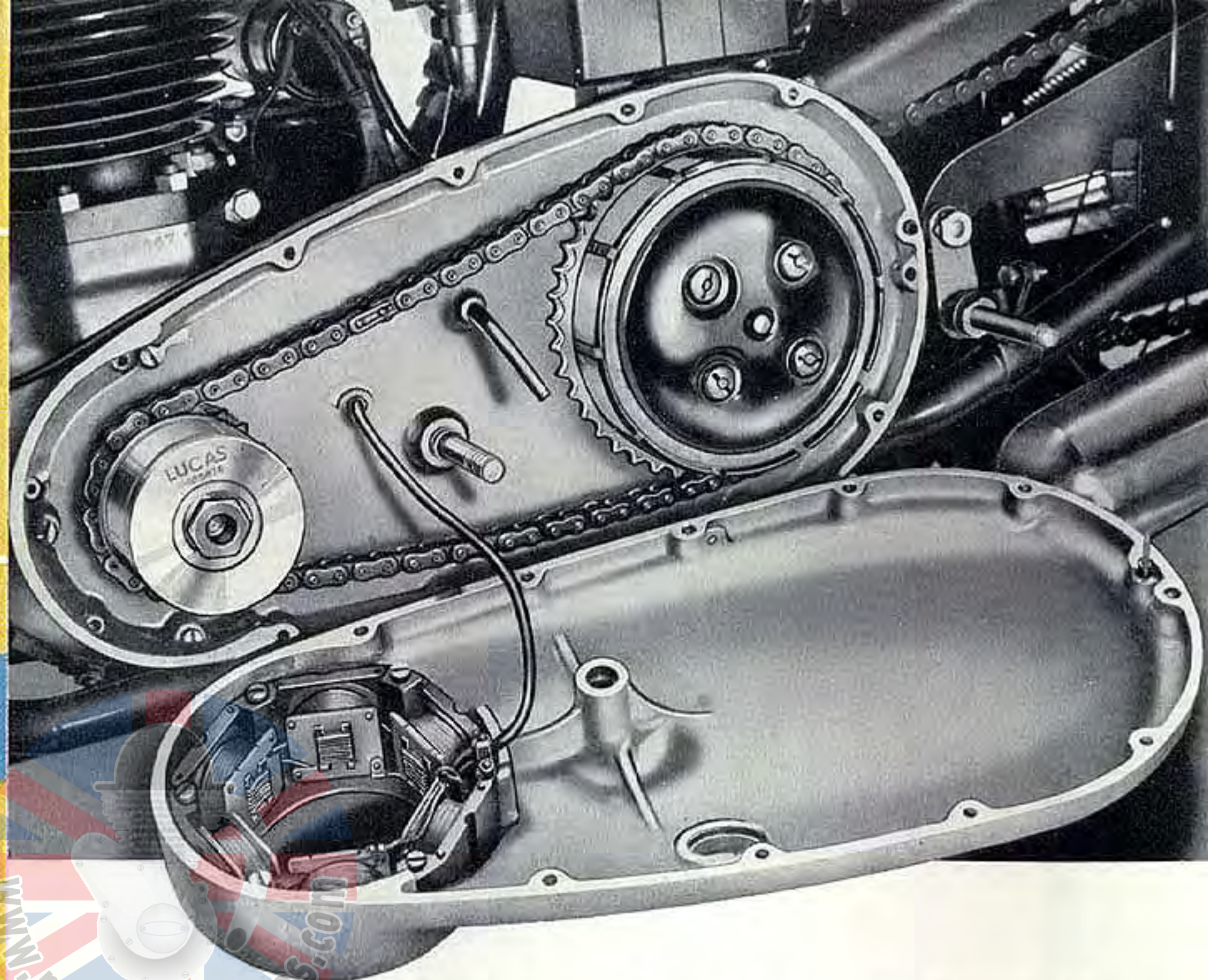


THUNDERBIRD

SPEED TWIN



TIGER 100
TIGER 100 c

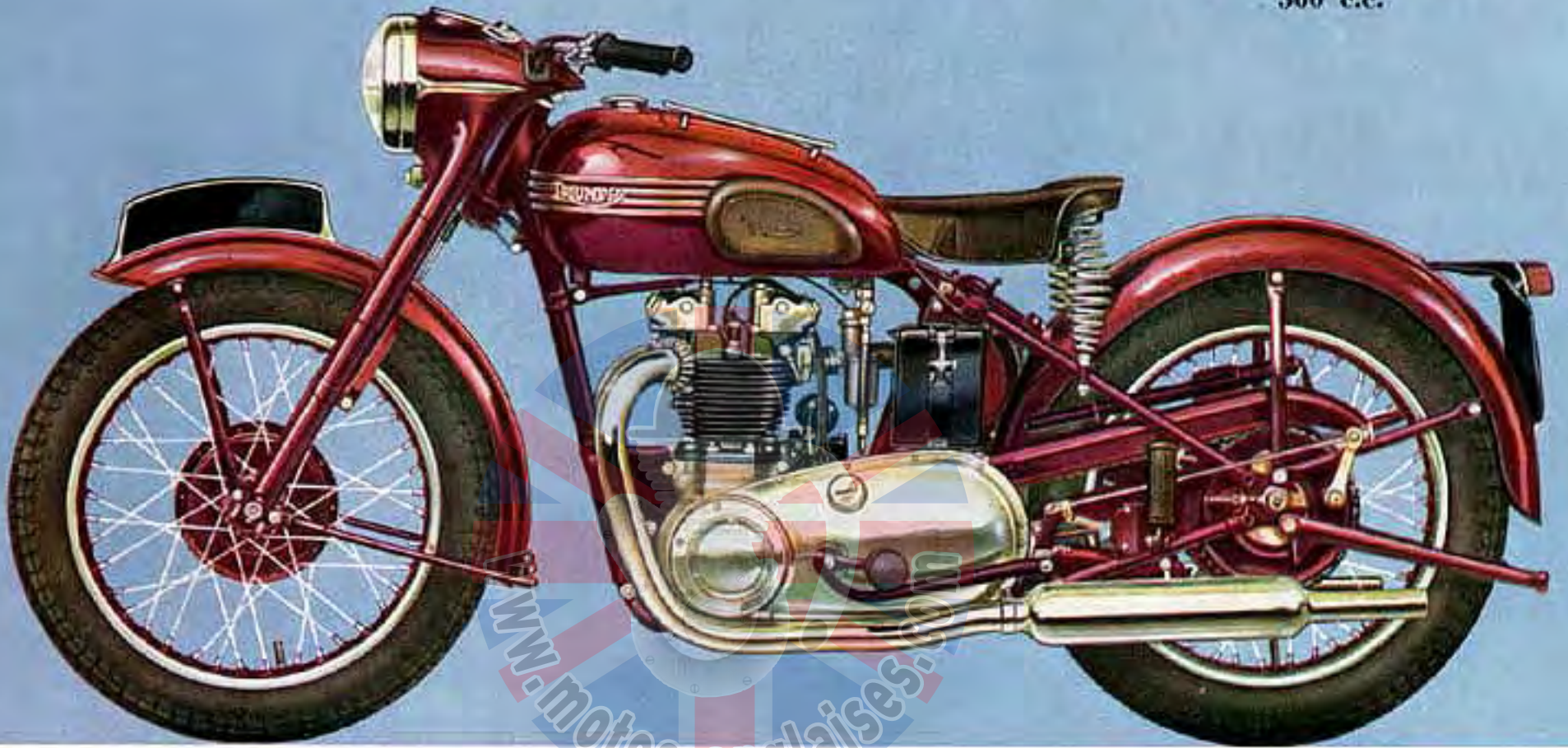


THE TRIUMPH A.C. LIGHTING-IGNITION UNIT

The introduction of this new lighting and ignition system on the Triumph Speed Twin marks a further step forward in progressive motorcycle design. The normal separate gear driven magneto and dynamo are replaced by a single alternator mounted on the crankshaft and enclosed in the primary chain case. This means a minimum loss of power in driving it, and generator bearings are eliminated altogether. A distributor and coil are fitted behind the engine and a rectifier is mounted above the air-cleaner. Lighting and Ignition switches are on the nacelle top. Battery failure cannot affect engine starting as an "Emergency Start" position on the ignition switch diverts all the current produced by the alternator direct to the ignition circuit. This new system offers simplicity with remarkable efficiency.

TRIUMPH SPEED TWIN

500 c.c.



The Triumph Speed Twin is the pioneer of all modern vertical twins. Its popularity today is as great as ever it was—it is used by at least seventy police forces throughout the world—and its rich red finish is known everywhere. A lively smooth-running performer which now leads the way again with a revolutionary new lighting and ignition system.

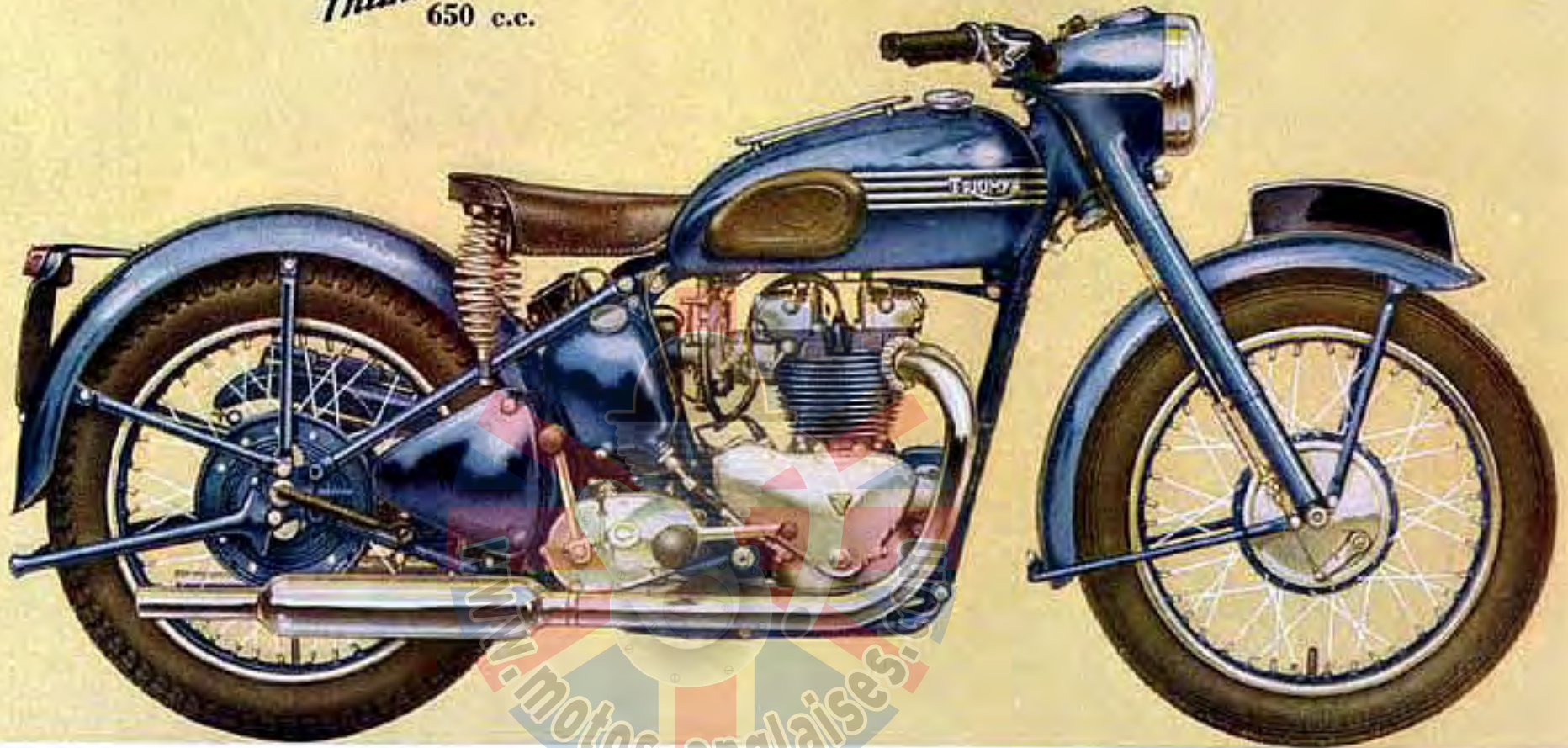
PAGE THREE



Patent Nos. 475860, 474963, 482024

TRIUMPH

Thunderbird
650 c.c.



For tough riding conditions where sustained high performance is called for the Thunderbird is without equal. Its 650 c.c. 34 h.p. engine has a tremendous reserve of power for all occasions, which it delivers in a smooth and effortless manner. Equally at home solo or with a heavily laden sidecar. Beautifully finished in polychromatic blue with gold lining.

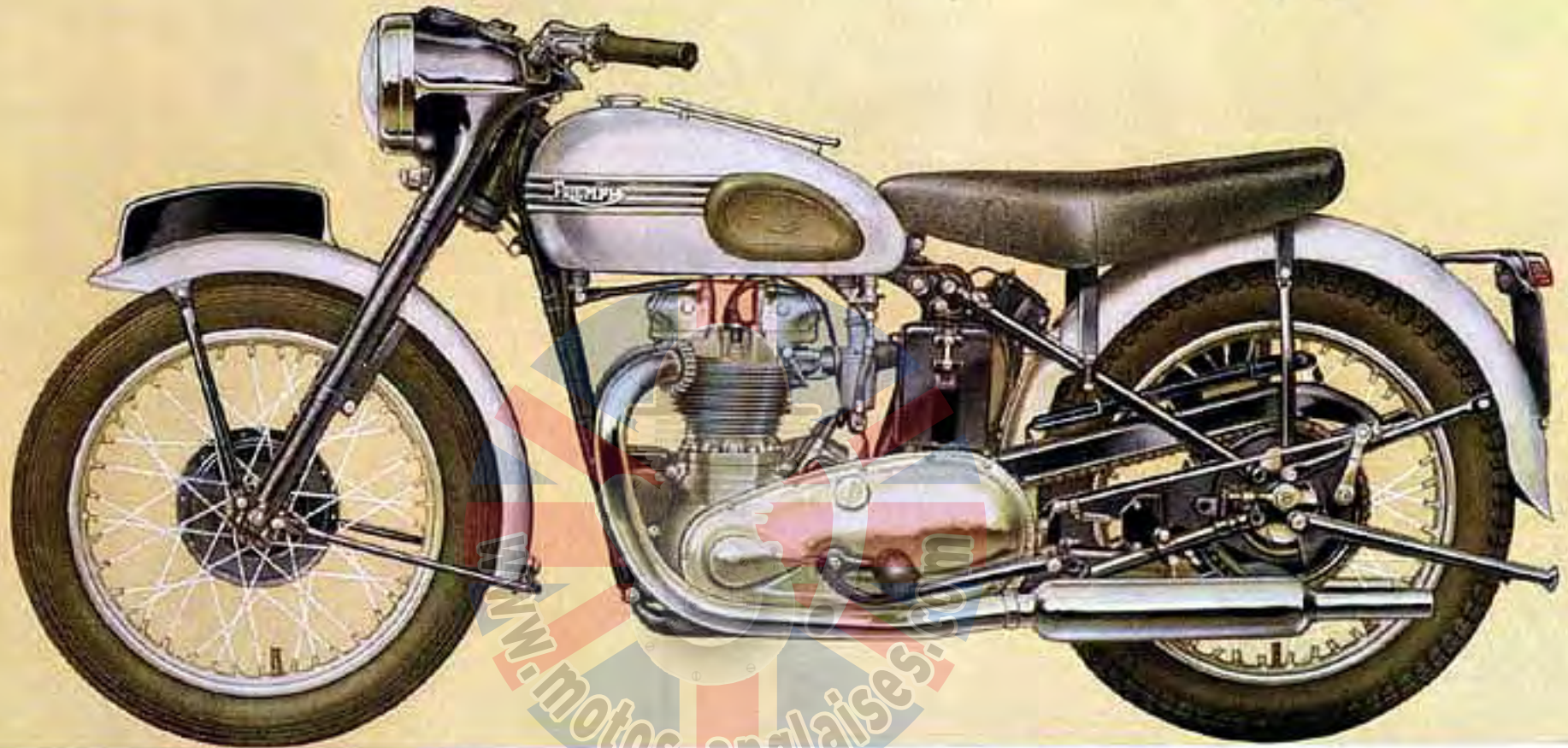
Patent Nos. 475860, 475963, 482024



TRIUMPH

TIGER 100

500 c.c.



The Triumph Tiger 100 is the supreme mount for the sportsman. Very fast, tractable and reasonable in weight, it provides a performance which will satisfy the most exacting requirements. All alloy engine with die-cast head and barrel and unique close-pitch finning. Superbly finished in silver sheen and black, with many parts highly polished.

Patent Nos. 475360, 474963, 482024



TWO MAGNIFICENT SPORTING MOTORCYCLES

The TROPHY

(below)

A light, fast 500 designed from stem to stern for the competition rider. All alloy engine, 2½ gall. petrol tank, wide clearance aluminium mudguards, 70° steering lock, two-in-one exhaust, wide ratio gears, 400—19 rear and 300—20 front tyres, quickly detachable headlamp and many other special features.

The TIGER 100

This model has been produced for the Tiger 100 enthusiast who wants to use his machine for racing. The specification is similar to that of the Tiger 100, but includes twin Amal carburettors with remote float bowl (illustrated on left), high compression pistons, racing camshafts, twin rotor twist grip and a 1-gallon oil tank. All moving parts of the engine are highly polished and a really exceptional performance, in racing trim, can be expected.

The TIGER 100 Racing Kit

This Kit includes all the parts necessary to convert the standard Tiger 100 for racing. It includes high compression pistons, racing camshafts, twin carburettors, megaphones, racing handlebars, exhaust pipes, etc., all packed in a neat container, with a complete instruction manual.



GENERAL SPECIFICATION

ALL MODELS

ENGINES. O.H.V. vertical twin-cylinder type with two gear-driven camshafts. All valve gear totally enclosed and positively lubricated. "H" section connecting rods in RR56 aluminium alloy with patented plain big-ends. Crankshaft mounted on massive ball and roller bearings, with central flywheel. Die-cast alloy head and barrel on T100, T100c and TR5; cast-iron on 5T and 6T. Dry sump lubrication with full capacity plunger type pumps pressure feeding to big-ends and valve gear. Timing cover highly polished and fitted with oil pressure indicator. Patent air cleaner. Amal carburettor on T100, T100c (2), 5T and TR5; S.U. carburettor on 6T. Twin large diameter plated exhaust pipes with efficient cylindrical silencers. Small diameter two-in-one pipe and single silencer on TR5.

TRANSMISSION. Primary chain totally enclosed in polished aluminium case with accessible oil filler. Rear chain protected on both runs and positively lubricated.

FOUR-SPEED GEARBOX. Triumph design and manufacture throughout. Positive stop foot-change specially dogged for fast and easy use. Pedal adjustable for position. Robust shafts and gears of finest nickel and nickel-chrome steel. Integral speedometer drive. Large diameter multi-plate clutch with built-in rubber pad type shock absorber.

FUEL TANKS. All-steel welded petrol and oil tanks with quick-release plated filler caps, accessible filters, drain plug and separate vent to oil tank.

FRAMES. T100, T100c, 6T and 5T brazed full cradle type with large diameter tapered front down tube. Lugs for sidecar attachment either side. Front and rear stands. TR5 has special competition type short wheelbase frame.

FRONT FORKS. Triumph design telescopic pattern with hydraulic damping and long supple springs with six inches of movement.

BRAKES. Exceptionally powerful and smooth acting, with large diameter cast-iron drums front and rear, finest quality linings, finger adjustment. Pedal adjustable for position.

HANDLEBAR. Designed for comfort and complete control. Triumph patented quick-action twist-grip throttle with adjustable friction control. Integral horn push. Adjustable plated front brake and clutch levers. Handlebars adjustable for position.

WHEELS AND TYRES. Triumph design wheels with heavy-duty dull-plated spokes. Dunlop tyres.

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

MUDGUARDS. Efficient "D" shaped guards with central rib. Rear guard detachable for rear wheel accessibility. Aluminium competition type on TR5.

NACELLE. Triumph Patent No. 647670. Neat streamline shell integral with top of forks, encloses headlamp, instruments and switchgear. All instruments rubber mounted and internally illuminated.

ELECTRICAL EQUIPMENT. Powerful Lucas 7 in. built-in headlamp on T100, T100c, 6T and 5T, with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Separate parking light below. TR5 has 6 in. headlamp with quick detachable harness. T100, T100c, 6T and TR5 fitted with Lucas 6 volt 60 watt dynamo with full ball bearing armature. Automatic voltage control. Lucas gear-driven magneto. Lucas 12 a.h. battery. Powerful wide angle rear/stop light. 5T fitted with Lucas A.C. Lighting-Ignition set in place of separate dynamo and magneto. Other details as 6T. (See page 2 for full description.)

SPEEDOMETER. Smiths 120 m.p.h. (or 130 k.p.h.) chronometric speedometer with r.p.m. scale, internal illumination and trip recorder.

OTHER EQUIPMENT. Well sprung adjustable saddles on 5T, 6T and TR5. Twinseat on T100 and T100c. Comfortable rubber knee-grips on T100, T100c, 5T and 6T. Tyre inflator, rubber handlebar grips, footrest and kick-start pedal rubbers. Unique plated parcel grid on petrol tank top. Attractively shaped rear number plate with lifting handle combined.



AIR CLEANER

(Top)

Triumph design patented Vokes cleaner mounted behind saddle tube with straight line air intake through a special "eye" in the frame. Oil-wetted felt element quickly detachable for cleaning.

REAR/STOP LIGHT

(Centre)

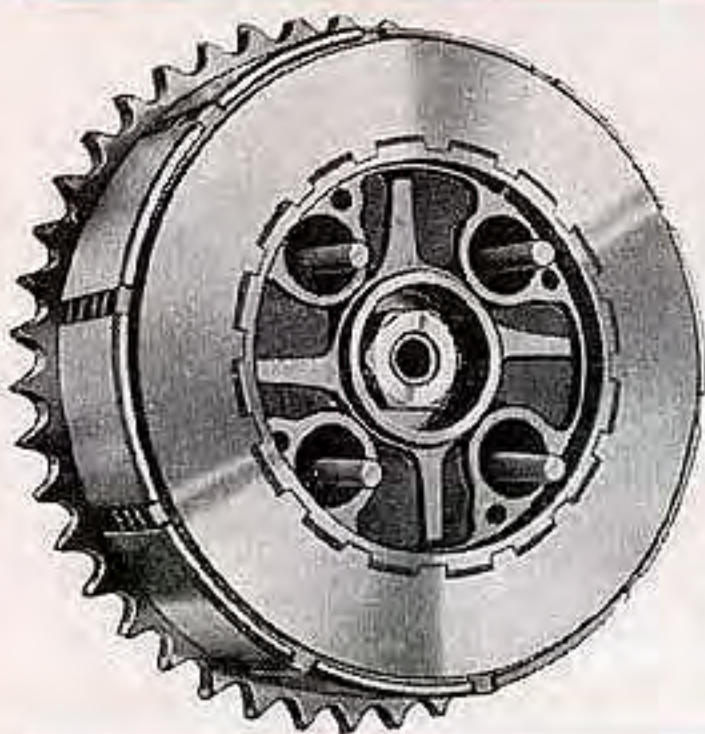
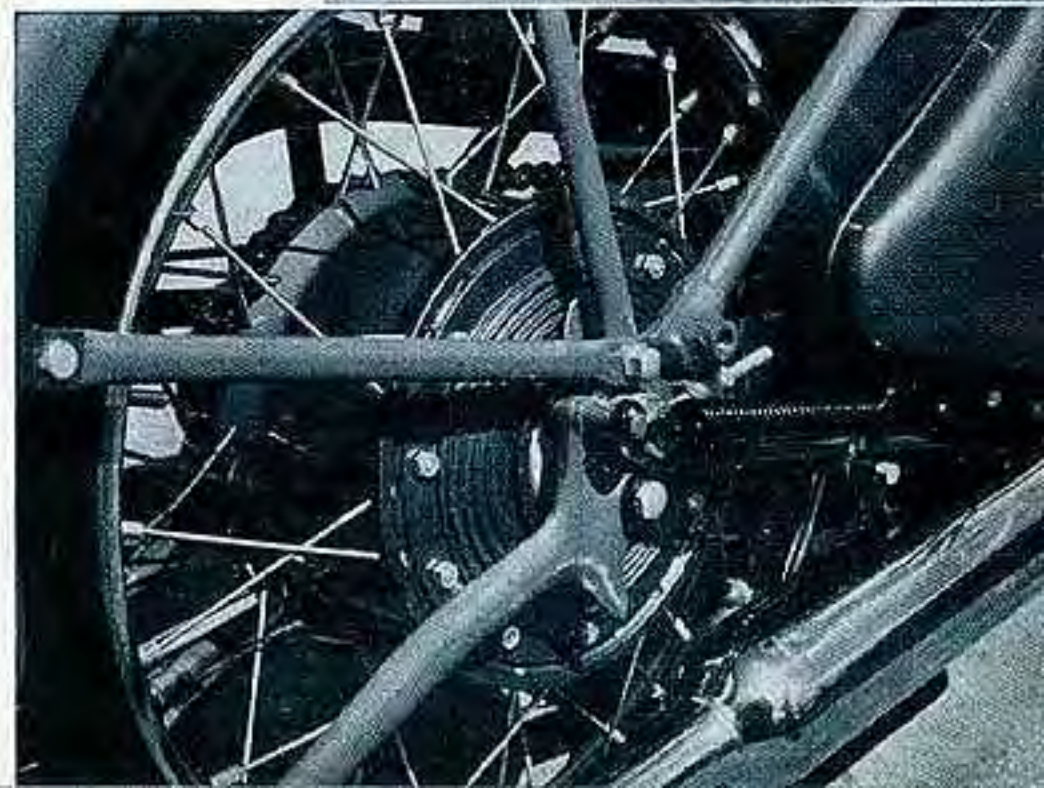
New wide-angle lamp of Diacon plastic with no external metal parts. Incorporates a stop light operated through a switch connected to the rear brake pedal.

TRIUMPH SPRING WHEEL

(Patent No. 524885)

(Bottom)

The neatest and most reliable rear suspension system available on a motorcycle. The massive alloy hub shell encloses all moving parts, keeping them free from dirt and wear.



CLUTCH SHAFT SHOCK ABSORBER

Incorporated in the clutch, this shock absorber transmits the drive from the engine through pads of special rubber located between vanes formed on the driving and driven members of the clutch centre. A most efficient design which makes a notable contribution to smooth and effortless running.

EXTRAS

SPRING WHEEL (Triumph Patent No. 524885). This famous rear suspension system is unique because it requires no maintenance or greasing except at very long intervals. There are no external moving parts to wear, everything is totally enclosed in a massive aluminium alloy hub shell. On the road it gives a comfortable ride at all speeds, solo or sidecar, and exceptional controllability. The wheel is mounted normally in the frame, which is quite unchanged, enabling a sidecar to be fitted without any complication. Operation is simple, the spindle bolting 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 constant chain tension. Movement is controlled by springs—two below the spindle and one above. Available as an extra on all models.

PROP STAND. Retained by spring in both positions, out as a prop or folded back. An extra on all models.

TWINSEAT. Triumph design, of supple Latex foam covered with black waterproof VYNIDE. Steel base pan (Standard on T100 and T100c, extra on 5T and 6T.)

PILLION FOOTRESTS. Folding type for all models, fit to special lugs on frame. Rubber covered.



COMPETITIONS

The Triumph record in competitive motorcycling events is a brilliant one. Outstanding victories have been won in all parts of the world under widely varying conditions. Every one of these successes has been achieved with standard production models similar to those described in this catalogue—there is no such thing as a Triumph "Factory Special." The Triumph engine is easy to prepare for competition work and responds well to straight-forward tuning, which is a point to bear in mind when selecting your next competition mount.

The action pictures feature a Tiger 100 at the top and a Trophy model on the left. Below are the Triumph riders J. Giles (on machine), P. F. Hammond and P. H. Alves, winners of many important events.



BRIEF TECHNICAL SPECIFICATION IN FRENCH, SPANISH & GERMAN

DESCRIPTION

MOTEUR : Bicylindre vertical avec distribution par double arbre à cames. Mécanisme des soupapes complètement enfermé et lubrifié. Têtes de bielles simples. Grissage 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.

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 ajustable, modèle luxe. Compteur Smiths 180 km.h. Boîtes outillage acier avec jeu complet d'outils de bonne qualité. Pneus DUNLOP. Pompe à pneus. Porte paquets.

EXTRAS : Suspension arrière. Béquille de côté.
Voir autres détails dans catalogue.

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.

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 forma 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 reglaje á 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 de 180 k.p.h. Caja de herramientas toda ella de acero con juego completo de herramientas de muy buena calidad. Neumaticos DUNLOP. Bomba de inflar neumaticos. Porta-equipajes.

EXTRAS : Suspension trasera. Soporte de apoyo. Para mas informacion vease catalogo.

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.

KRAFTUEBERTRAGUNG : Primär-Kette in poliertem Spritzguss-Oelbadgehäuse. 4-Gang-Getriebe von TRIUMPH patentiert und gebaut. Vollständig eingeschlossene Fusshaltung. Mehrplatten-Kupplung von grossem Durchmesser.

RAHMEN : Wiegenrahmen aus den besten Stahllegierungsrohren gelötet. TRIUMPH-Teleskopgabel mit hydraulischer Dämpfung.

TANKS : Ganz aus Stahlblech geschweisst. Benzindeckel mit Schnellverschluss. Oeltank mit wirksamen Filtern, Ablassstöpseln und separatem Abzugskanal mit separater Oeffnung.

RAEDER UND BREMSEN : Von TRIUMPH entworfene Räder mit starken, cadm erten Speichen. Bremsen mit grossen Bremsflächen und den besten Bremsmänteln. Vorn und hinten von Hand einstellbar.

SCHWEINWERFER- UND INSTRUMENTENGEHAEUSE : Der Scheinwerfer ist im obern Teil der Teleskopgabel in einer strahlformigen 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.

AUSRUESTUNG : LUCAS elektrische ausrüstung. Starkes Horn. Verstellbarer Luxus-Sattel. Smiths Kilometer-Zähler 180 km. Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. DUNLOP Pneus. Pumpe. Gepäckträger auf Benzintank montierbar.

EXTRA-ZUBEHOER : Hinterradabfederung—Seitenständer.

TECHNICAL INFORMATION

G U A R A N T E E

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 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 ensure 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.

MODEL	Speed Twin (5T)	Tiger 100 (T100)	Tiger 100c (T100c)	Thunderbird (6T)	Trophy (TR5)
Engine: Type ...	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of cylinders ...	2	2	2	2	2
Bore/Stroke, mm. ...	63×80	63×80	63×80	71×82	63×80
„ ins. ...	2.48×3.15	2.48×3.15	2.48×3.15	2.79×3.23	2.48×3.15
Cyl. capacity, c.cm. ...	498	498	498	649	498
„ ins. ...	30.50	30.50	30.50	40	30.50
Compression ratio ...	7:1	7.6:1	8:1	7:1	6:1
B.H.P. and R.P.M. (Low Octane Fuel) ...	27 at 6300	32 at 6500	42 at 7000*	34 at 6300	25 at 6000
Engine sprocket, teeth ...	Solo S/C 22 19	Solo S/C 22 19	Solo 22	Solo S/C 24 21	Solo 21
R.P.M., 10 m.p.h.:					
Top gear ...	650	650	650	594	682
Gear ratios:	Solo S/C	Solo S/C	Solo	Solo S/C	Solo
Top ...	5.00 5.80	5.00 5.80	5.00	4.57 5.24	5.24
Third ...	5.95 6.90	5.95 6.90	5.95	5.45 6.24	7.46
Second ...	8.45 9.80	8.45 9.80	8.45	7.75 8.85	11.58
First ...	12.20 14.15	12.20 14.15	12.20	11.20 12.80	15.25
Carburetters ...	Amal Type 6	Amal Type 6	Amal Type 6 (2)	S.U. MC2	Amal Type 6
Front chain size ...		1/2" × .305" all models			
Rear chain size ...		3/8" × 3/8" all models			
Tyres—Dunlop:					
Front, ins. ...	3.25—19	3.25—19	3.25—19	3.25—19	3.00—20
Rear, ins. ...	3.50—19	3.50—19	3.50—19	3.50—19	4.00—19
Brake diam., ins. (cm.) ...	7" (17.78) front and rear; 8" (20.32) Spring Wheel				
Finish ...	Red	Silver/Blk	Silver/Blk	Poly/Blue	Silver/Blk
Seat height, ins. (cm.) ...	29 1/2" (75)	31" (79)	31" (79)	29 1/2" (75)	31" (79)
Wheelbase, ins. (cm.) ...	55" (140)	55" (140)	55" (140)	55" (140)	53" (134)
Length, ins. (cm.) ...	84" (214)	84" (214)	84" (214)	84" (214)	80" (203)
Width, ins. (cm.) ...	28 1/2" (72)	28 1/2" (72)	28 1/2" (72)	28 1/2" (72)	29" (74)
Clearance, ins. (cm.) ...	6" (15)	6" (15)	6" (15)	6" (15)	6 1/2" (16)
Weight, lbs. (kilos) ...	365 (165.5)	355 (160)	364 (165)	370 (168)	295 (134)
Petrol, galls. (litres) ...	4 (18)	4 (18)	4 (18)	4 (18)	2 1/2 (11.3)
Oil, pints (litres) ...	6 (3.4)	6 (3.4)	8 (4.5)	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.

*With racing exhaust system.



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TRIUMPH

www.motos-anglais.com