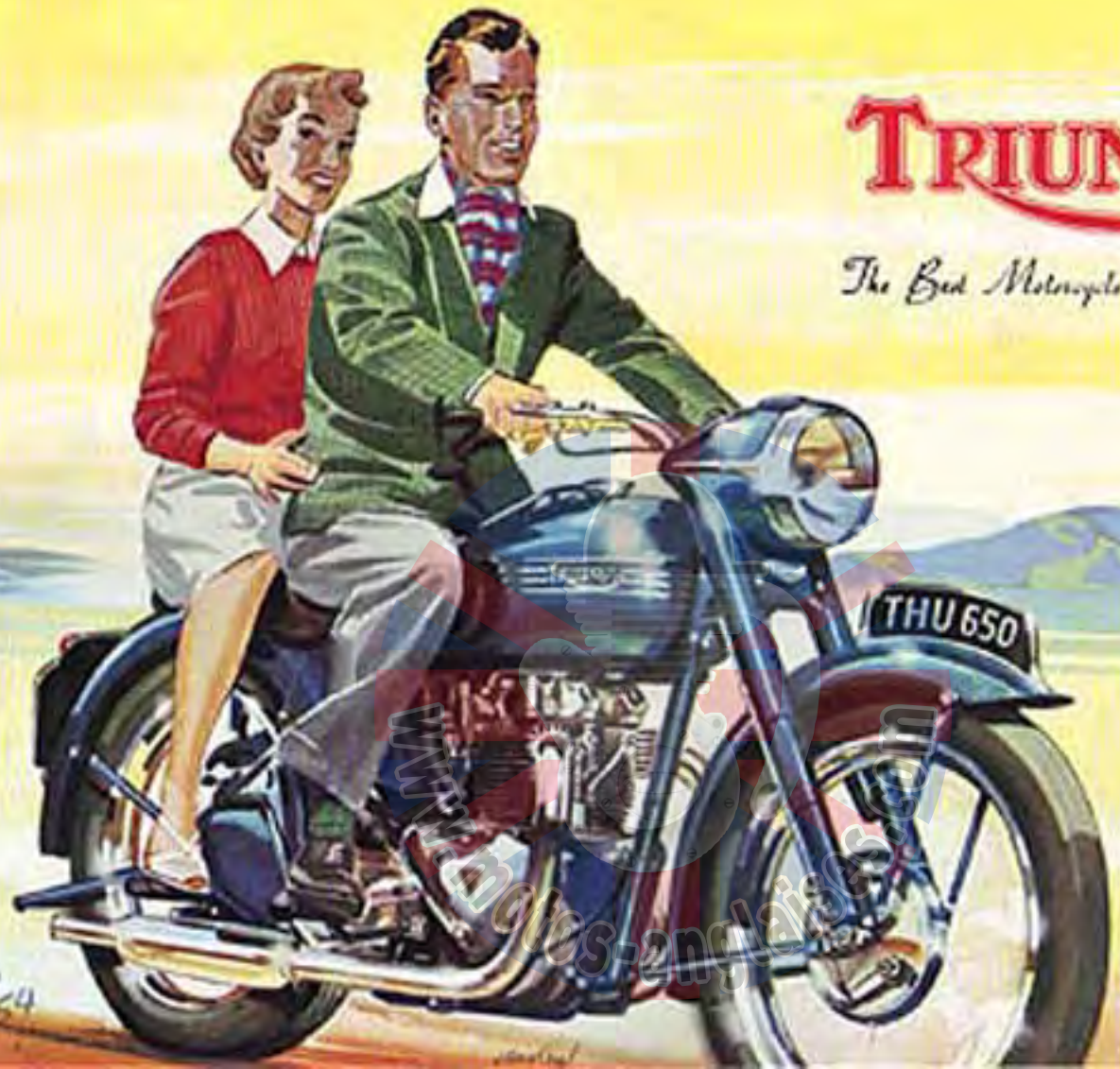


Ron Jenkins

TRIUMPH

The Best Motorcycle in the World



1952

TRIUMPH


The Best Motorcycle in the World



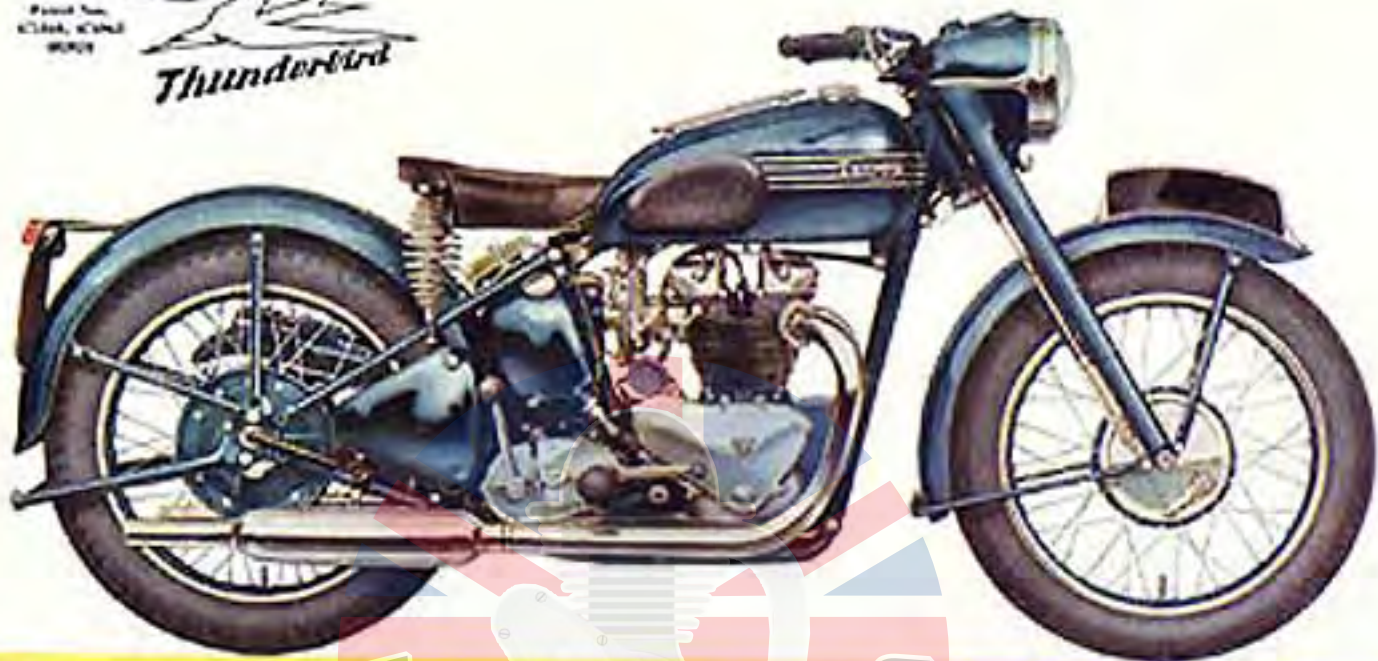
www.photos-anglaises.com

TRIUMPH

Plant No.
CLASS, MODEL
WORLD



Thunderbird



With its tremendous reserve of power, the 650 cc. "Thunderbird" is the choice of the man who really needs performance. It is at its best when road conditions present prolonged fast cruising as there is a heavy sidecar to be heeled. Low petrol consumption is a feature of the "Thunderbird".

SPECIFICATION

WHEELS. Through design with heavy duty dual-chamber spokes. Front, 18-inch; rear, 17-inch. **DRIVE TRAIN.** Through planetary A.S. 4-speed gearbox with shaft "Emergency" hand control. With single gear-change light. **FRONTAL LAMP.** 2' built-in headlamp with automatic reflector from lens assembly, "power" bulb and adjustable lens. **REAR LIGHT.**

FRAME. All steel, built-in quality, with quick-release handlebar. **SEAT.** Built-in seat with sprung back and gear-change.

MILIKARIN. 4 valves, 2 1/2" stroke, 4" bore, with overhead valves. **VALVE TRAIN.** Side valve, overhead valves.

EXHAUST. Near vertical down stroke, with top of tank, exhaust horizontal.

CLUTCH AND GEARBOX. All-steel, dual-plate, roller-bearing and gearbox. **CRANKSHAFT.** 100 mm. x 65 mm. **PISTON.** 100 mm. x 65 mm. **VALVE TRAIN.** 4 valves, 2 1/2" stroke, overhead valves.

WIDER RANGE. 1000 cc. **EXHAUST.** 2" built-in headlamp with automatic reflector from lens assembly, "power" bulb and adjustable lens. **REAR LIGHT.**

For Technical Details see Book Case.

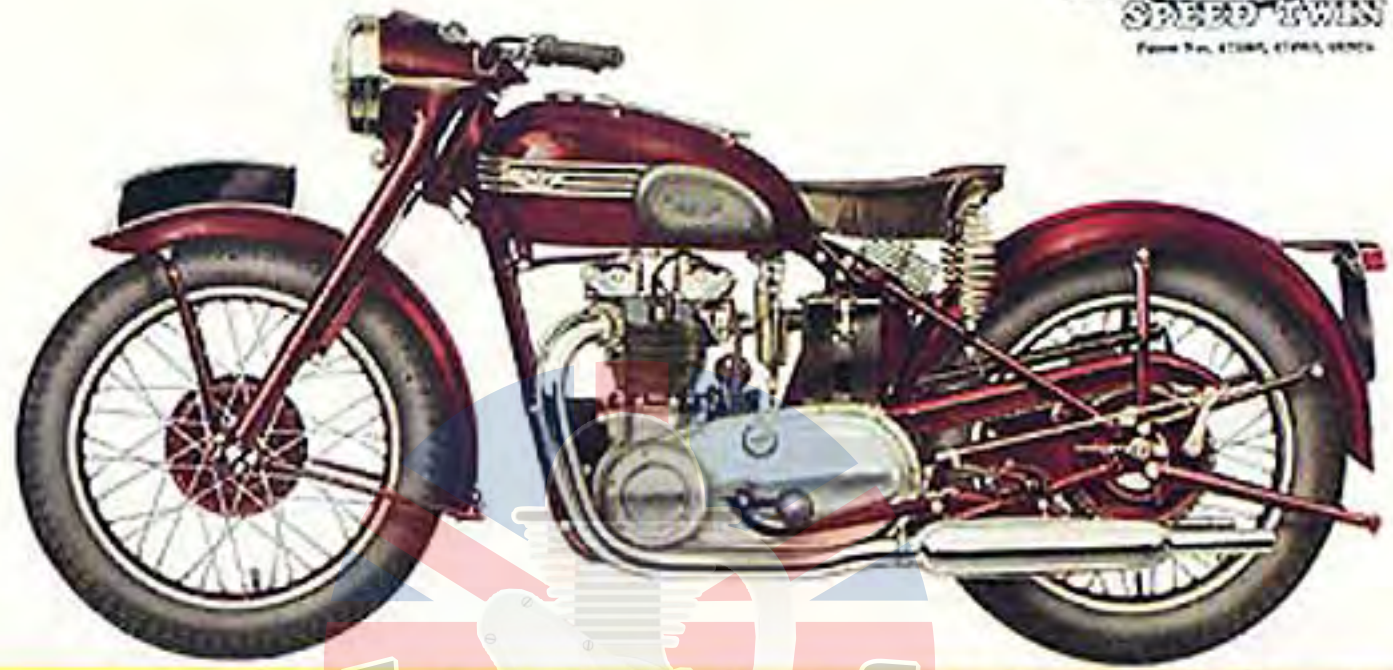
1938 1939



Headlamp, Handlebar, Power No. 41100.

TRIUMPH SPEED TWIN

Form No. 47195, 47196, 47203



The famous 500 c.c. "Speed Twin," forerunner of all today's vertical twins, is silent, smooth and fast and offers all the performance required under normal circumstances. It has established a wonderful reputation with experienced riders in all parts of the world.

5T and 6T GENERAL.

ENGINE. H.E.V. vertical twin cylinder with two valves per cylinder. In standard 5T it also incorporates valve with automatic opening valve. Control System. Dry sump lubrication. Ignition from primary driven by the cam and valve gear. Primary driven by the cam and valve gear. Ignition from the cam and valve gear. Ignition from the cam and valve gear.

TOP SPEED CRANKER. Triumph design with 14 teeth. Primary and secondary flywheel and gear of same metal and synthetic chrome steel. Large diameter main plate crank with rubber pulley drive. Aluminium finished aluminium primary chaincase. **VALVE GEAR.** All end ball joint type with gear shaft and camshaft. **CLANK.** Standard full valve type with Super

for valve attachment and valve. Free and easy motion. **OVERDRIVE.** Triumph design aluminium alloy with automatic clamping. Friction Spring Wheel and suspension. **BRAKE.** Emotionally controlled, with large diameter cast iron drum. Large diameter. Automatic adjustment for pressure.



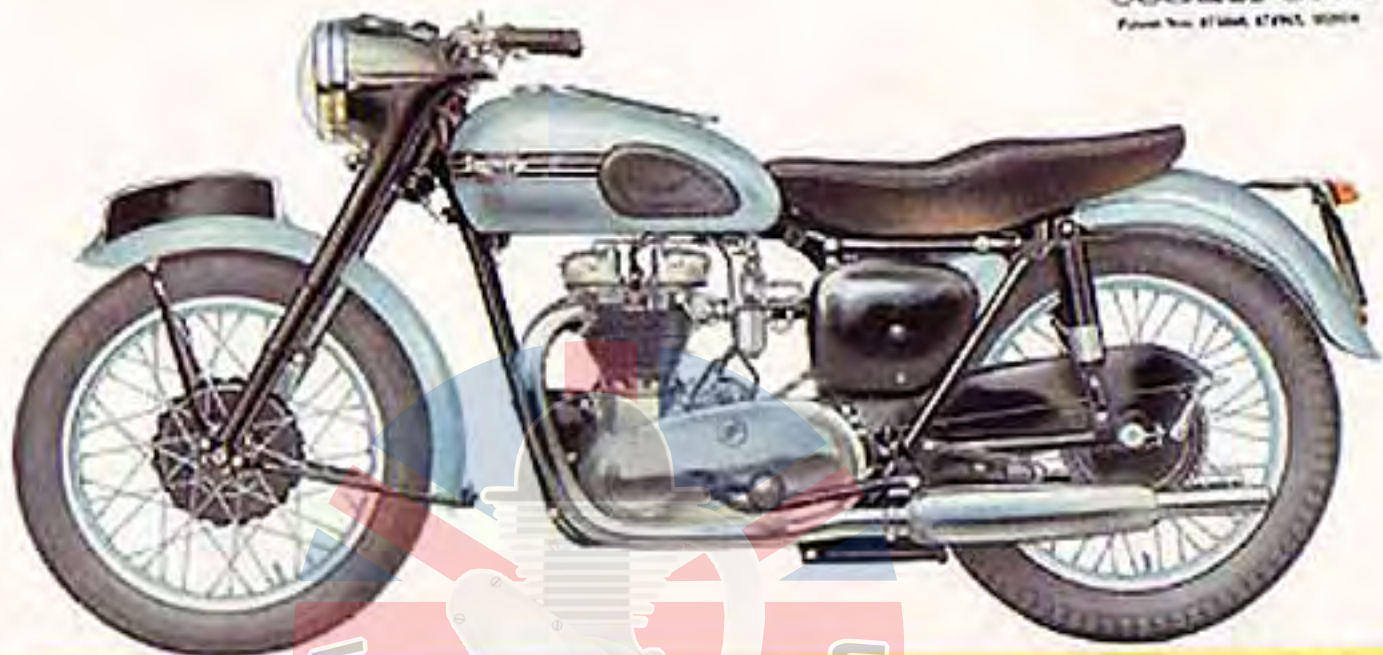
Large Capacity Fuel Tank.

For Technical Details see Book Form.

1938 1939

TRIUMPH TIGER 100

Patent Nos. 2,156, 2,195, 2,204



The world's most famous sporting 500 is a new and even more attractive form. Entirely new frame with hydraulically damped rear suspension giving the finest possible steering and roadholding. All the angles well known for its remarkable performance.

T100 and T110 GENERAL

ENGINE 1000. 500 cc. O.H.V. type with two gear valve camshaft. 1000 cc. with piston valves for more power and gas friction with alloy pistons and rings and 2000 rev. per minute. Excellent alloy flywheel. New special bearings. 12 V. magneto. 1000 cc. (1100 cc. model) 12 V. magneto. **EXHAUST 1100.** 12 V. 1100 cc. model has 12 V. magneto and 1100 cc. model has 12 V. magneto.

and fuel. High compression pistons, special 12-hole brass valve cutters, new friction assemblies, dry sump lubrication, piston bit big rods and valve gear. **FOUR SPEED GEARBOX.** Diamond design and manufacture. Heavy duty gears and shafts of finest quality steel and nickel-chrome steel. Positive stop downchange. Main drive shaft with ball-bearing roller pin type clutch assembly.

FUEL TANK. All steel welded tanks with quick release tap and automatic drain. Oil tank in a streamlined "race pipe" and with an alarm, battery and lamp connections. **FRAME.** Special cradle type frame with ground link rear suspension with hydraulic shock absorbers for racing track. **SEAT.** The famous Triumph leather-padded seat with long saddle support and hydraulic damping.

Special distribution and technical literature for Tiger and Tigress.

For Technical Details see Book Code

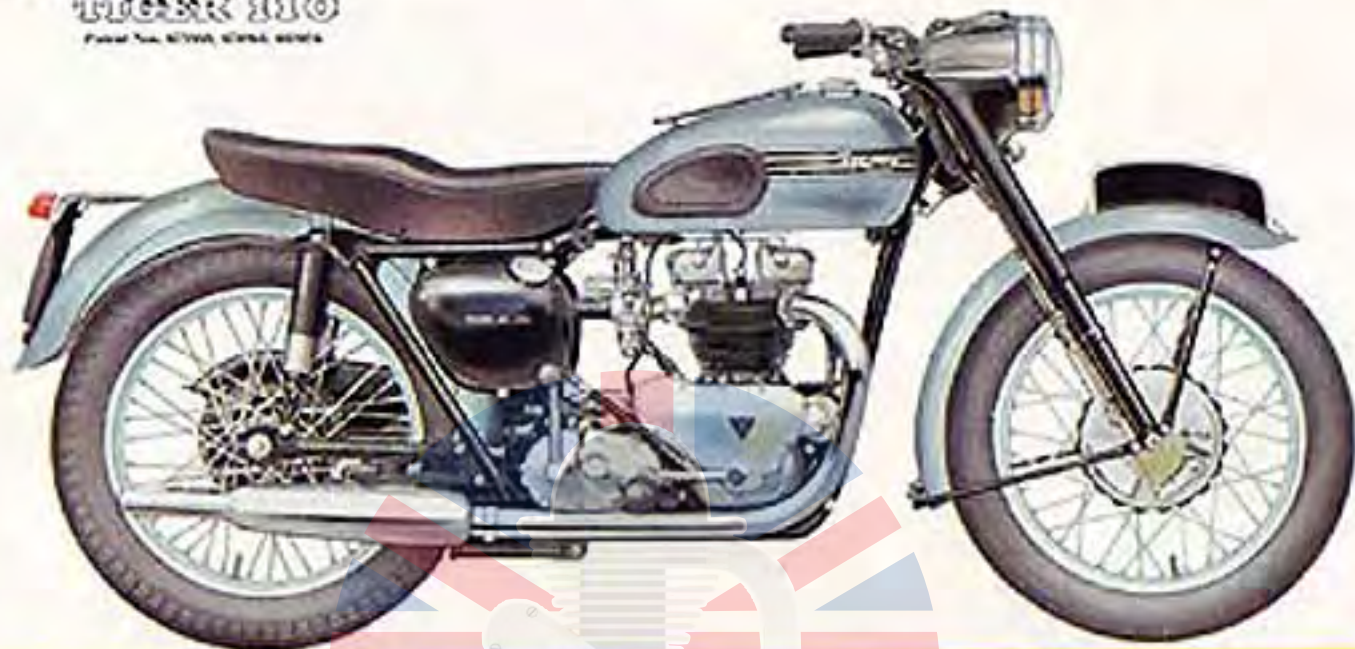
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www.motocycle.com

TRIUMPH

TIGER 110

Patent Nos. 2,179,616, 2,179,617A



The 650 c.c. Triumph "Tiger 110" offers the enthusiast everything he wants in a sports motor-cycle. Up-to-the-minute in every detail of its specifications, it combines superb suspension with an engine designed to produce the highest possible power output in a smooth and effortless manner.

SPECIFICATION

FRAME. Cast iron frame. New large diameter front tubes with reinforcing cross and highly polished under plates.

WHEELS. Triumph design with ball-bearing system. Double spokes and aluminum front rim. Fully reinforced rear motorcycle with new Union-Castle 2 1/2" x 16" wheel (standard size).

ELECTRICAL EQUIPMENT. Four-ohm Lucas 6 1/2" battery lighting with combined

indicator beam and horn, 4 "pre-lamp" bulbs and 100-watt stop lamp. Ignition parking light bulb. Lucas 100-watt head system with full full beam operation, automatic cut-out and 100-watt horn. 12 volt 60-watt stop light. 6000 rpm tachometer.

SAFETY. Triumph Tiger 110's new suspended shift lever with built-in foot rest and handgrip, instrument cut switch

gear. All instruments rubber mounted (and completely vibration-free).

SEAT AND TANK. Superb 12" long x 16" wide high performance V-twin engine with 100-hp, 100-watt horn and big 100-watt headlight. Available in 12 and 16-gallon tank and 16-gallon tank - 16-gallon tank. Triumph Tiger 110's standard with 16-gallon tank. 16-gallon tank for 16-gallon tank. 16-gallon tank and 16-gallon tank.

For Technical Details see Full Catalog

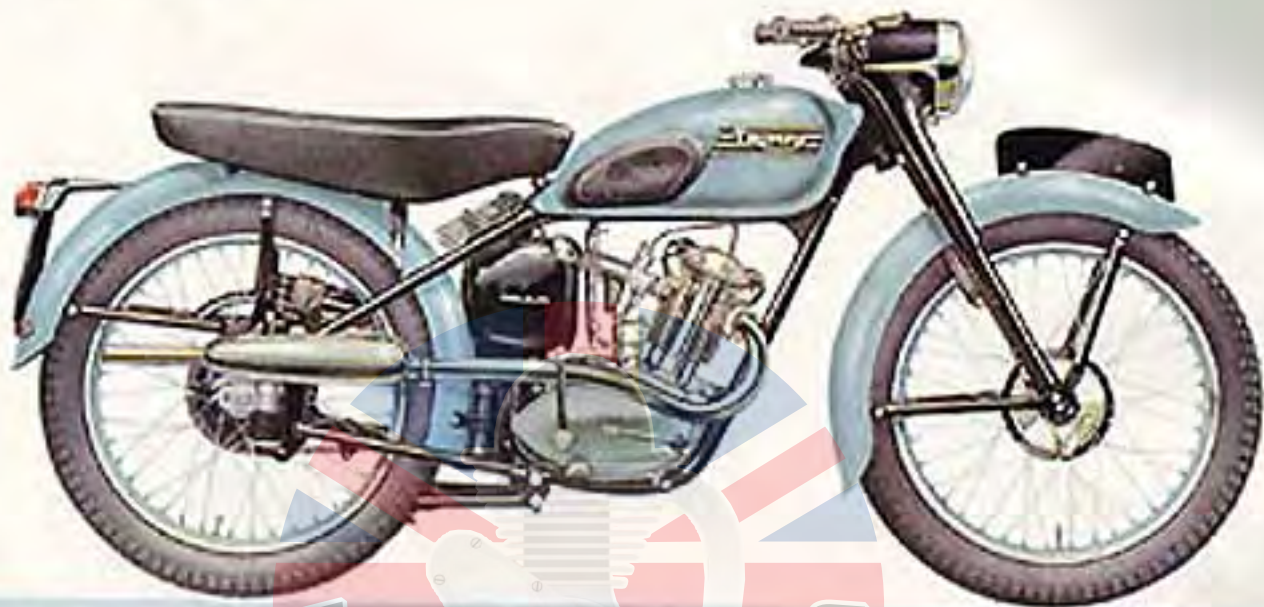
1948-1949



Front and rear wheel hubs

TRIUMPH TIGER CUB

Price: See LISTING, 41961, 412014



The "Tiger Cub" answers the demand of the lightweight enthusiast for a high performance model which will more than hold its own in any company, yet at the same time be economical to maintain and run. Beautifully finished in Shell-like sheen and glossy black.

GENERAL SPECIFICATION

ENGINE. 200 cc. single cylinder 45° V, with aluminum alloy cylinder head, large diameter valves, push and pull operation, totally enclosed and positively lubricated. 10" crank mechanism and with heavy duty big end. Dry sump lubrication with double finger type oil pump. Oil chamber.

TOP SPEED (CRUISE). 70 m.p.h. with the engine in a published maximum state. Feature step fronting. Multi-

plate clutch with efficient rubber pad type shock absorber. Fielded aluminum primary chaincase and gear box, motorized oil pump.

FRAME. Single diagonal top tube and down tube. Low profile rear seat frame.

SUSPENSION. Soft spring. 1 1/2" x 1 1/2" coil fork, double plunger type. No adjustment.

BRAKE. Large diameter drum. Self adjustment. Forward and reverse.

ELECTRICAL EQUIPMENT. A.C. Lighting. Auxiliary system with standard mounted alternator. 12 volt battery. Spark plug. Power for horn and horn stop.

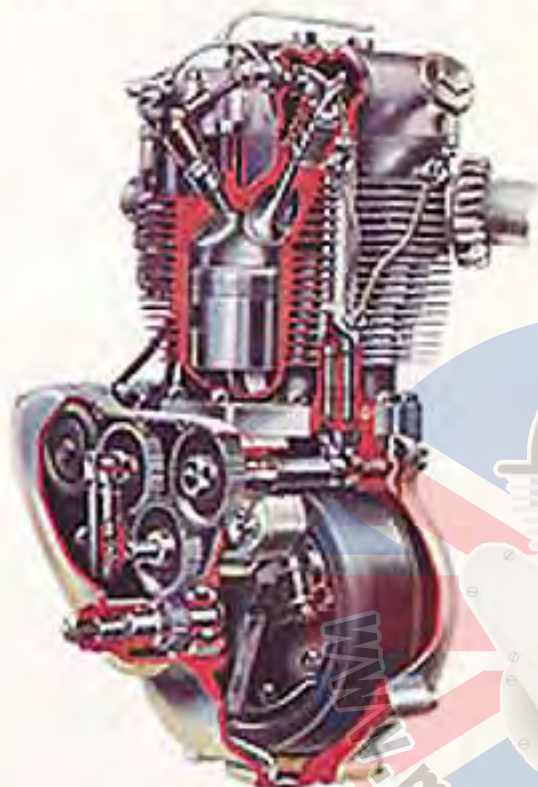
WHEEL RIVALS. Large capacity fuel tank, 10.5 gal. w.p.h. specification. Good riding and kit. Feature front and rear lighting equipment, excellent features and electric base.



The clean, economical Tiger Cub magnifying glass

For Technical Details see Full Copy.

TRIUMPH TECHNICAL SUPERIORITY GIVES YOU THE BEST IN PERFORMANCE AND DEPENDABILITY



The Triumph pioneered vertical twin in the 250 c.c. engine, based for its power output, smoothness and compact construction.



THE value of the contribution that Triumph has made to the motorcycling world during the past fifty years is almost impossible to assess. Right from the start Triumph set a pace in design and development which has been unswerving. When ignition systems, for instance, were very uncertain in the earliest days, Triumph were the first to standardise the magneto—an instrument whose supremacy today is threatened by the Triumph pioneered A.C. electrical system. When engine design was fluid, Triumph settled on a simple reliable single cylinder unit which became the standard for the industry until it, in its turn, was copied by the Triumph developed vertical twin, so extensively used at the present time.

Now, Triumph offers, in addition to a range of brilliant twins, a new conception of lightweight design and performance in the "Terrier" and "Tiger Cub" models, which yet again emphasise the technical superiority of the Triumph product.

Always, Triumph have built motorcycles which are a joy to own and a thrill to ride, and never has it been truer to say this than today.

This Catalogue Published 21st October, 1953.

TRIUMPH

The Best Motorcycle in the World

INTERESTING FEATURES OF TRIUMPH DESIGN

THE TRIUMPH SPRING FRAME

(See Left)

This new frame, based on the Three Year and Four Year models, sets a new single-joint standard among general bike designs with exceptional strength and outstanding vibration resistance even in the more jolting areas of street corner conditions. A unique feature of the design is the three-point adjustment on the hydraulic suspension system to compensate for varying conditions of wear and tear.

THE TRIUMPH A.C. LIGHTING-IGNITION UNIT

(See Right)

This Triumph patented electric system now featured on the Sixty, Eighty, Speed Twin and Thunderbolt models has proved remarkably successful in service. A single alternator on the crankshaft supplies current for spark and lighting with a minimum loss of power and complete elimination of generator heating and excessive noise. An "Emergency Switch" circuit enables the rider to be parked in safety in the event of battery failure.



THE TRIUMPH SPRING WHEEL

(See Left)

This famous over-expansion system, the basis of some of the most advanced designs throughout the world for a heavy-duty suspension for superior rideability over big wheels. Available on Speed Twin, Thunderbolt and Sixty models, it provides a remarkable ride at all speeds. No external moving parts, everything being contained in a compact alloy hub. For the frame is the standard mounting, making a wheel to be used straight, without fitting. (See No. 10000)



THE "1952" FRONT BRAKE

The Two and Four Year Six, Sixty, Eighty, Speed-Twin models. Fully-adjustable rubber plate with reinforcing springs. A powerful self-cleaning brake designed to meet extreme demands of street high performance models.



CLUTCH SHAFT SHOCK ABSORBER

(See Left)

Eliminates the shock, but very effective shock absorber transmits the drive through the clutch gear to the engine, thus increasing the clutch life and reducing the wear on the clutch plates.

EXTRAS

FRONT STAND - Mounted to frame in both positions, and a pair of folding side stands on all models.

TWOWAY - Triumph design of simple Twin Two-way control with dual side-stand, hydraulic foot rest, etc. - Sixty, Eighty, and 90.

PEDESTAL MOUNTING - Folding type for all models. Custom made.

WIND GUARD - Mounted to frame in one or two positions. Available on all models.

WHEEL KIT - Includes all the parts necessary to convert the standard Two Year Six to racing. High performance pistons, timing mechanism, valve mechanism, suspension, racing handlebars, pipes, etc. Fitted in a jiving machine.

