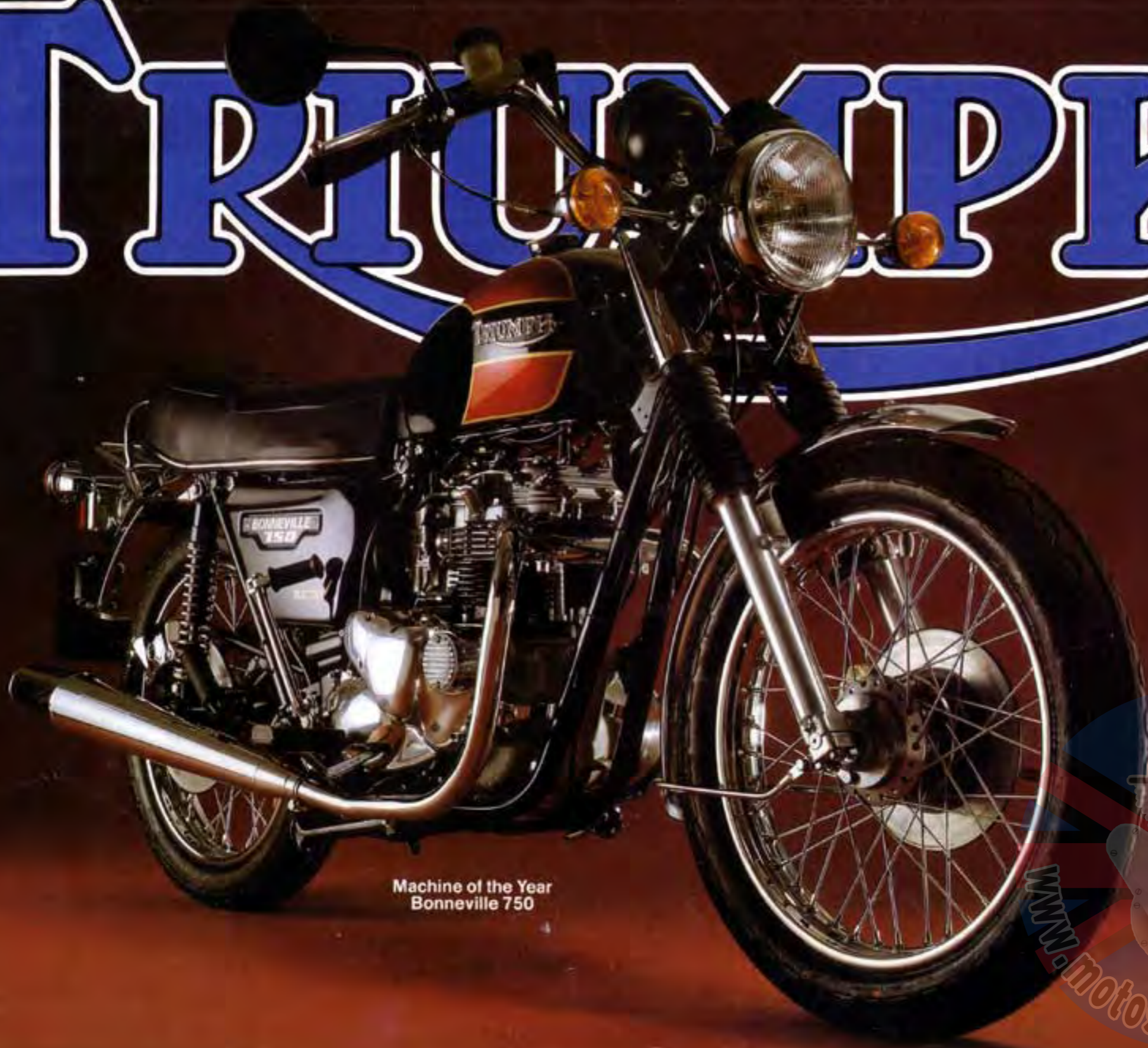


TRIUMPH



Machine of the Year
Bonneville 750



TRIUMPH

Bonneville—Voted 'Machine of the Year' for 1980 by the readers of both major weekly motorcycle publications in the United Kingdom. It still outsells all rivals in the 750cc class because of its style, character and superb handling. Now available with optional electric starter. Can also be ordered in sidecar specification—just ask your Dealer for details.



T140E(S) Bonneville European

Solo de la

www.motos-anglaises.com

Bonneville — Known all over the world and comes in two basic specifications — either UK/European with large fuel tank and low bars or American with smaller pear-drop tank and high bars. There are six exciting colour finishes to choose from for each specification. When fitted with a single carburettor engine, 'the Bonnie' becomes the renowned TR7V Tiger 750 — sold to discerning military and Police users in many countries. A special low-compression engine is available for use with lower grade fuels.



T140E(S) Bonneville American



Features

- 1 The lean machine. Rubber mounted tacho and speedo binnacle with ignition/oil, neutral gear, direction indicator, and high beam warning lights. Cold start control on handlebar.
- 2 Rear brake caliper now carried above rear wheel centre, a position clear of water spray, improving operation under adverse conditions.
- 3 The American 2 gallon tank, traditional Triumph. Available in a range of striking colour schemes.
- 4 Specifically designed and developed for Triumph, the electronic ignition system ensures 100% accurate timing and no adjustments or maintenance.
- 5 The world famous Triumph Twin engine with forty years of road and track development behind it. Twin cylinders with alloy head, two gear driven camshafts, alloy connecting rods and plain big-ends. Massive crankshaft with end mounted alternator. 12v electrics, electronic ignition, Amal carburettors. 5 speed unit gearbox. Exhaust pipes now clamped onto spigots screwed into the exhaust ports.
- 6 The European 4 gallon tank, stylish, colourful and providing adequate fuel supply for the long distance rider.



Technical Data

6	Engine Type	OHV, parallel twin, four stroke
	Bore	76mm (2.992 in)
	Stroke	82mm (3.228 in)
	Capacity	744cc (45c. in)
	Compression Ratio	7.9:1
	Gearing:	
	Engine Sprocket	29 teeth
	Clutch Sprocket	58 teeth
	Gearbox Sprocket	20 teeth
	Rear Wheel Sprocket	47 teeth
6	Carburettors	Twin Amal 930 Single Amal 930
	Primary Chain	$\frac{3}{8}$ in Triplex Renold
	Rear Chain	$\frac{5}{8}$ x $\frac{3}{8}$ in Renold
	Front Tyre	4.10 x 19
	Rear Tyre	4.10 x 18
	Front Brake	10 in (254mm) disc
	Rear Brake	10 in (254mm) disc
	Gearbox type	five-speed
	Gear ratio, 1st	12.14
	Gear ratio, 2nd	8.63
	Gear ratio, 3rd	6.58
	Gear ratio, 4th	5.59
	Gear ratio, 5th	4.70
5	Top gear rpm at 10mph	625
	Wheelbase	56 in (1420mm)
	Length, Overall	87 $\frac{1}{2}$ in (2220mm)
	Width	27 in (736mm)
	Seat height	31 in (790mm)
	Ground clearance	7 in (180mm)
	Dry weight	413 lb (187kg)
	Elec. Start	430 lb (195kg)
	Fuel capacity	4 Imp. gal (18.2 litres)
	Fuel capacity	
	U.S. version (Bonneville only)	2 Imp. gal (9.1 litres)
	Oil capacity	5 Imp. pints (2.8 litres)
	Electrical System	12 volts, 3-phase alternator
	Ignition System	Lucas Electronic

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