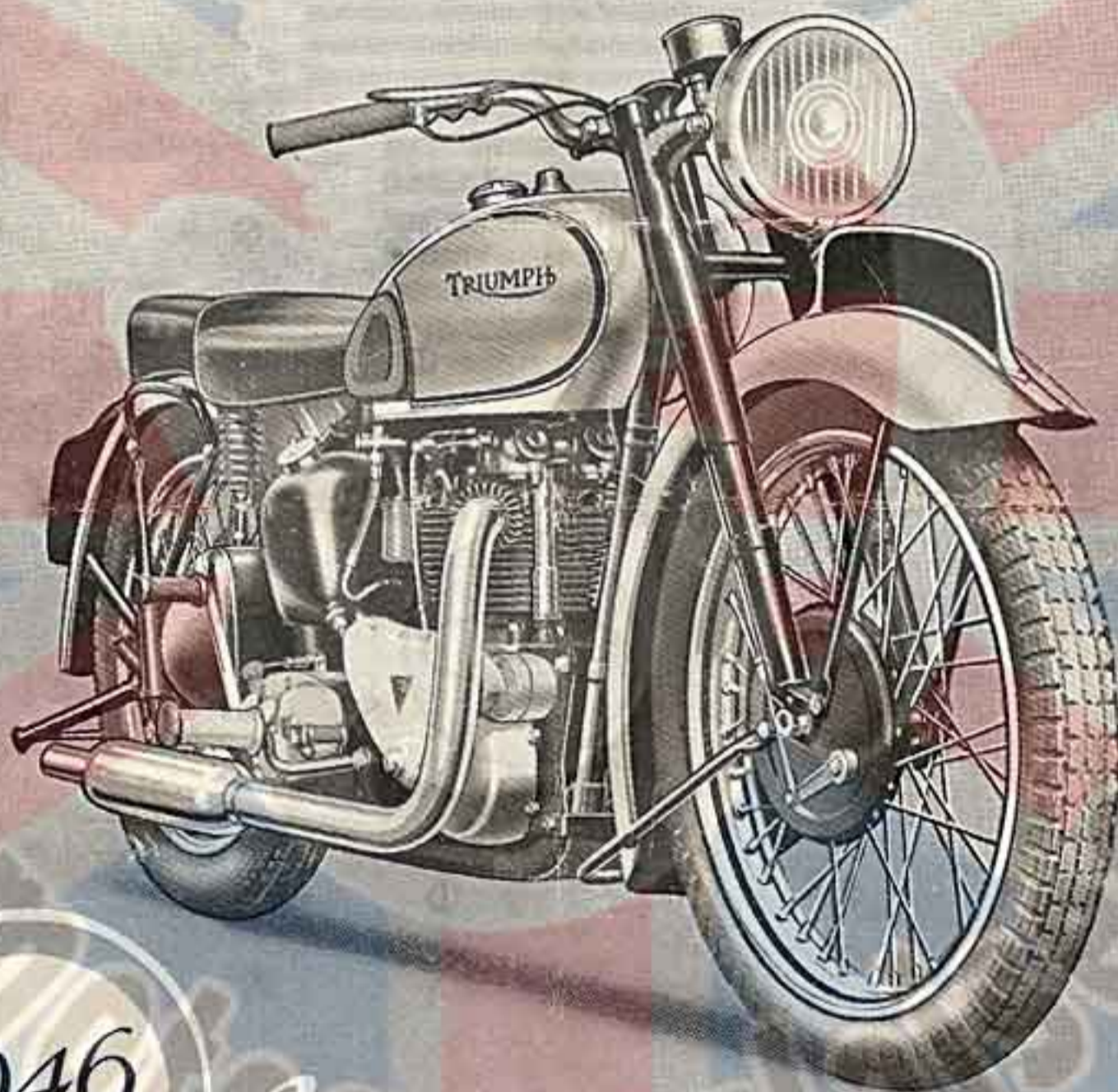


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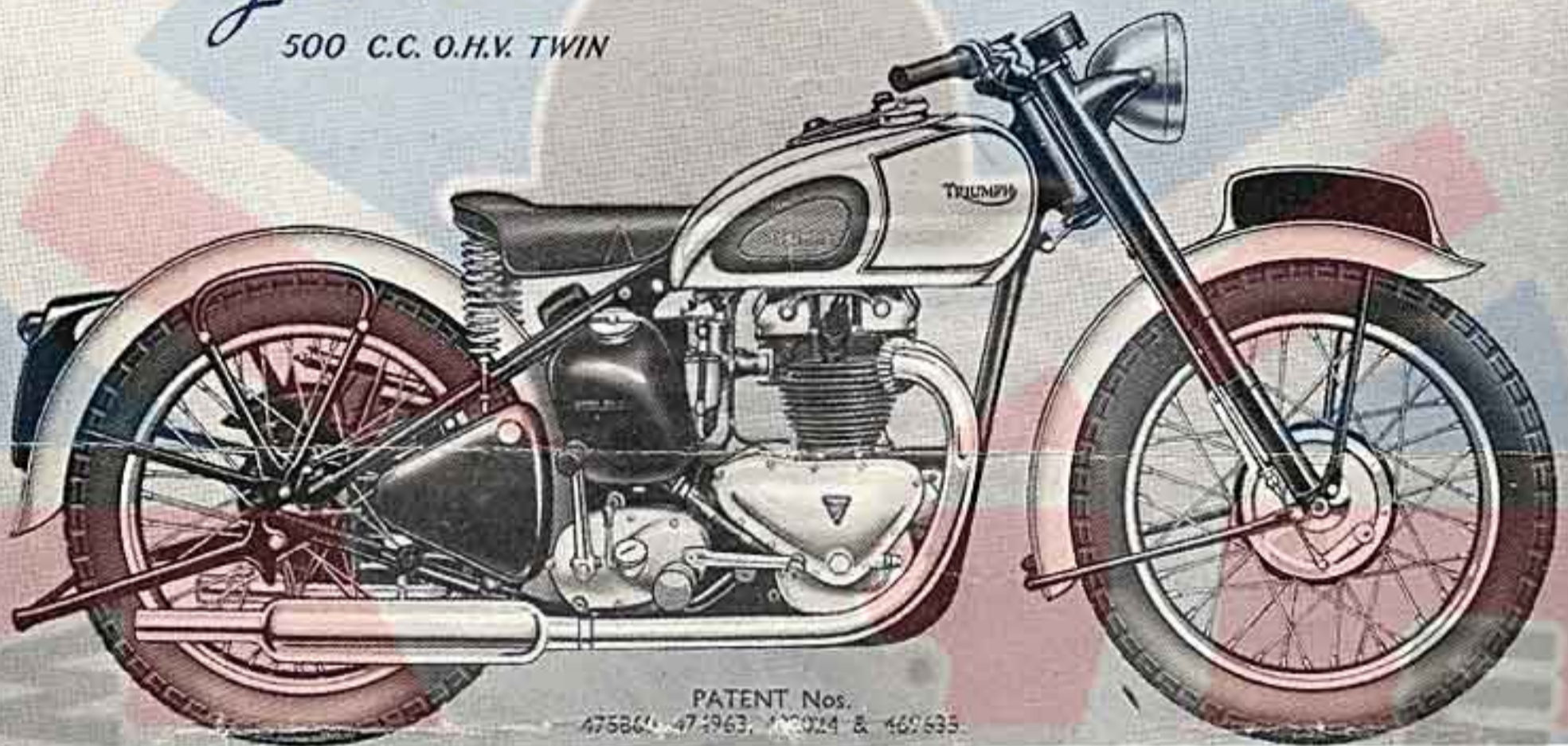
1946

Motor Cycles

TRIUMPH ENGINEERING COMPANY LTD, COVENTRY, ENGLAND

TRIUMPH

Tiger "100"
500 C.C. O.H.V. TWIN



PATENT Nos.
475864, 474963, 470024 & 469535

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

ENGINE: Double high camshaft O.H.V. Vertical Twin. Bore 63 m.m. Stroke 80 m.m. Capacity 498 c.c. Special high compression Lo-ex alloy slipper pistons giving a ratio of 7.75 to 1. Cylinder head and barrel in special cast iron. High tensile aluminium alloy crankcase of great strength and rigidity. Patented Triumph crankshaft incorporating integral balance weights and centrally disposed flywheel. "H" Section connecting rods in R.R. 56 Hyduminium alloy, with Triumph patented metal lined big-ends. All moving parts polished.

Automatic advance magneto and separate dynamo.

Totally enclosed and positively lubricated valve gear. Duplex aero quality valve springs. Excess oil drained without external pipes. Dry sump lubrication system incorporating readily accessible plunger type pumps and providing positive feed to big ends.

Separate oil tank—one gallon capacity—with large quick action filler cap.

Large bore Amal carburettor and induction pipe.

Engine individually tested on Heenan and Froude brake, stripped and re-assembled by specialist mechanics.

Certified test card supplied with each machine.

PETROL TANK: Triumph registered design with side recesses for special type kneegrips and ensuring even distribution of the fuel. Flexible metal braided petrol pipes and two large bore taps fitted.

FRONT FORKS: Entirely new Triumph design and manufacture. Telescopic type with large hydraulically damped movement and automatic lubrication. An important development for riding comfort, perfect steering and road holding.

FINISH: Petrol Tank. Chromium plate with silver sheen panels lined out in blue.

Mudguards. Silver sheen with black centre strip.

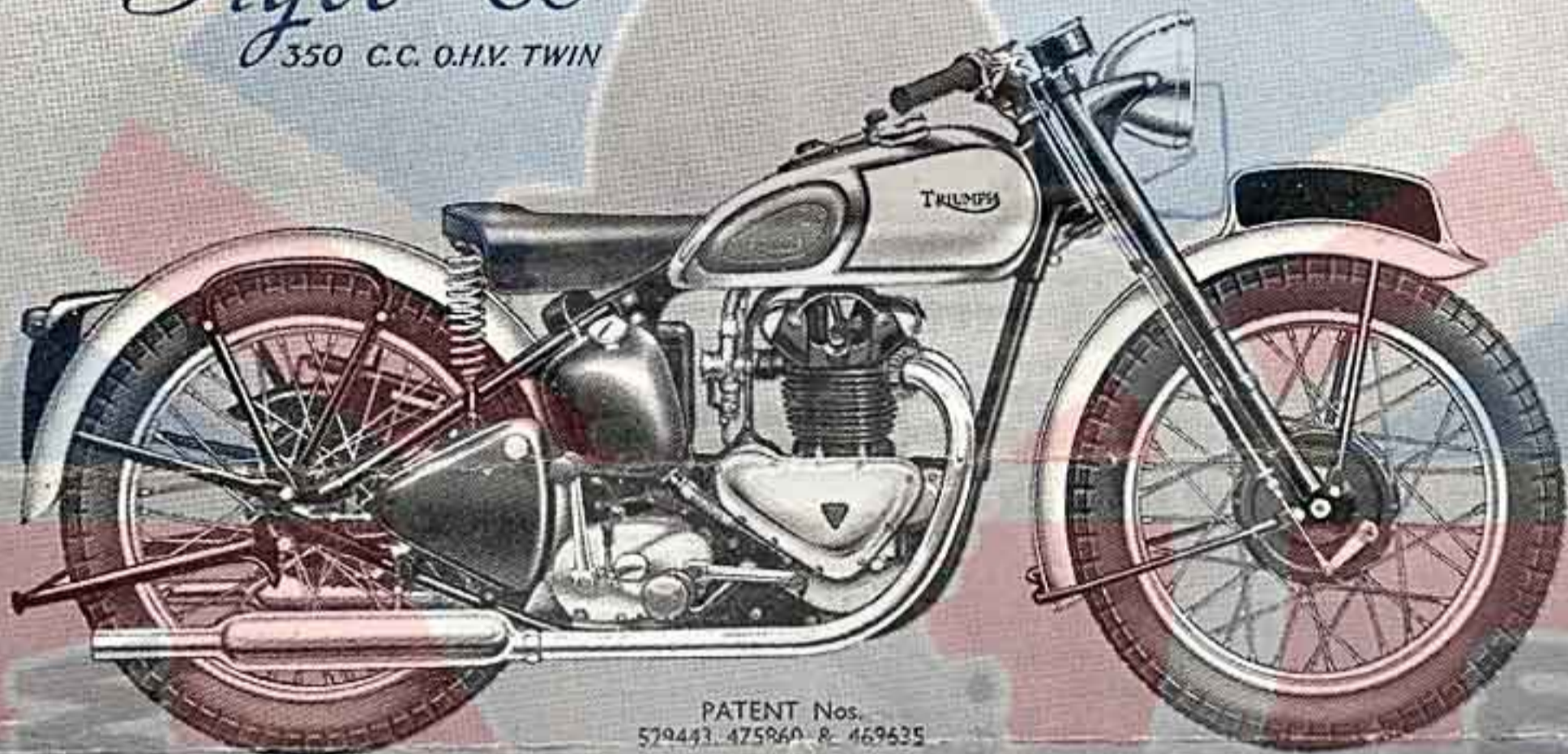
Wheels. Chromium plated rims and spokes. Silver sheen rim centres lined in blue.

Frame. Finest quality hard black enamel.

GENERAL: FOR DETAILS OF TRANSMISSION, FRAME ETC., AND EQUIPMENT, SEE "SPEED TWIN" SPECIFICATION.

TRIUMPH

Tiger "85"
350 C.C. O.H.V. TWIN



PATENT Nos.
579443, 475860 & 469635

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

ENGINE: New design vertical twin O.H.V. unit double high camshaft type. Bore 55 m.m. Stroke 73.4 m.m. Capacity 349 c.c. Rocker box integral with cylinder head. Triumph patented crankshaft assembly with centrally disposed flywheel. High tensile alloy steel connecting rods. High compression pistons in silicon low expansion alloy. Cylinder head and barrel cast in special alloy iron. Crankcase cast in high tensile aluminium alloy, very strong and rigid.

Totally enclosed valve gear with duplex springs of Aero quality. Automatic advance magneto and separate easily accessible dynamo all-gear driven. Pinions in special alloy gear steel. Amal carburettor with Triumph patented twist grip control.

Full dry-sump lubrication with two plunger type pumps. Positive feed to big ends and overheads valve gear. Oil drained from rocker box without use of external piping. All moving parts polished. Engine specially tested, dismantled and re-assembled by expert mechanics.

FRONT FORKS: Of entirely new Triumph design and manufacture. Telescopic type with large hydraulically damped movement and automatic lubrication. No adjustments necessary. Provides greater riding comfort, perfect steering and improved road holding.

FINISH: Petrol Tank. Chromium plated, with silver sheen panels lined out in blue.

Mudguards. In silver sheen with black centre strip.

Wheels. Chromium plated rims and spokes. Rim centres in silver sheen lined out in blue.

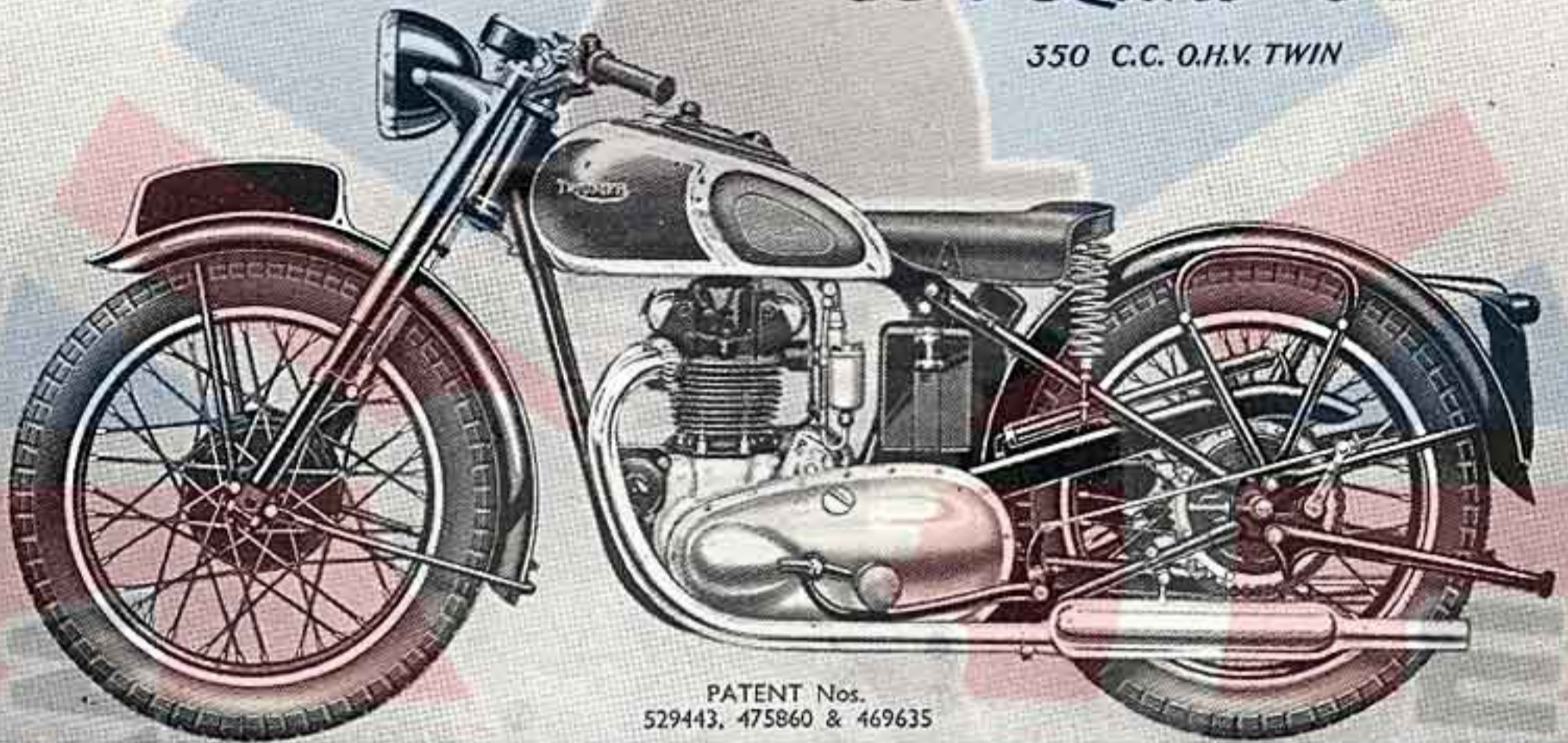
Frame. Finest quality hard black enamel.

FOR DETAILS OF TRANSMISSION, FRAME, ETC., AND EQUIPMENT, SEE MODEL 3T SPECIFICATION.

TRIUMPH

De Luxe "3T"

350 C.C. O.H.V. TWIN



PATENT Nos.
529443, 475860 & 469635

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

ENGINE : New design 349 c.c. O.H.V. vertical twin unit. Bore and stroke 55 m.m. x 73.4 m.m. Valve gear fully enclosed ; rocker box integral with cylinder. Patented crankshaft of rigid construction. Connecting rod of high tensile alloy steel. Dry sump lubrication with positive feed to big ends and valve gear. Oil from rocker box drained without external piping. Automatic advance magneto and accessible separate dynamo all-gear driven. Amal Carburettor, with Triumph patented quick action twist grip control.

TRANSMISSION : Primary chain running in polished cast aluminium oil bath case. Rear chain positively lubricated by feed from primary chain case and protected on top and bottom runs. **FOUR SPEED GEAR BOX.** Triumph patented design and manufacture. Gears and shafts of hardened nickel chrome steel. Patented positive stop foot change, fully enclosed. Large diameter multiplate clutch, light in operation and with accessible adjustment. Gear ratios: 5.8 6.95, 10.0 and 14.7 to 1.

PETROL TANK : All-steel welded construction of 3 galls. capacity, shapely streamline contour. Flush fitting rubber mounted instrument panel. Quick opening filler cap and die-cast metal nameplate.

OIL TANK : All-steel welded with accessible filters, drain plug and separate vent. Capacity $\frac{1}{2}$ gall.

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

FRONT FORK : Entirely new Triumph development. Telescopic with large movement, hydraulically damped, automatic lubrication. No adjustments necessary. Giving exceptionally comfortable ride and perfect steering and road-holding.

BRAKES : Triumph design incorporating large braking area and finest quality brake lining material. Front and rear brakes with finger adjustment.

HANDLEBAR : Special Triumph design. Adjustable for height and reach. Grouped adjustable control levers.

MUDGUARDS : Wide "D" section guards with streamline stays. Detachable tail piece to rear guard for easy wheel removal. Special design Triumph front and rear number plates.

WHEELS AND TYRES : Improved Triumph design wheels, with special spoke lacing for maximum strength, 26 x 3.25 Dunlop tyres, front and rear.

TOOLBOX : Large capacity all-steel construction of shapely contour, with weatherproof protection. Complete set of good quality tools and grease gun.

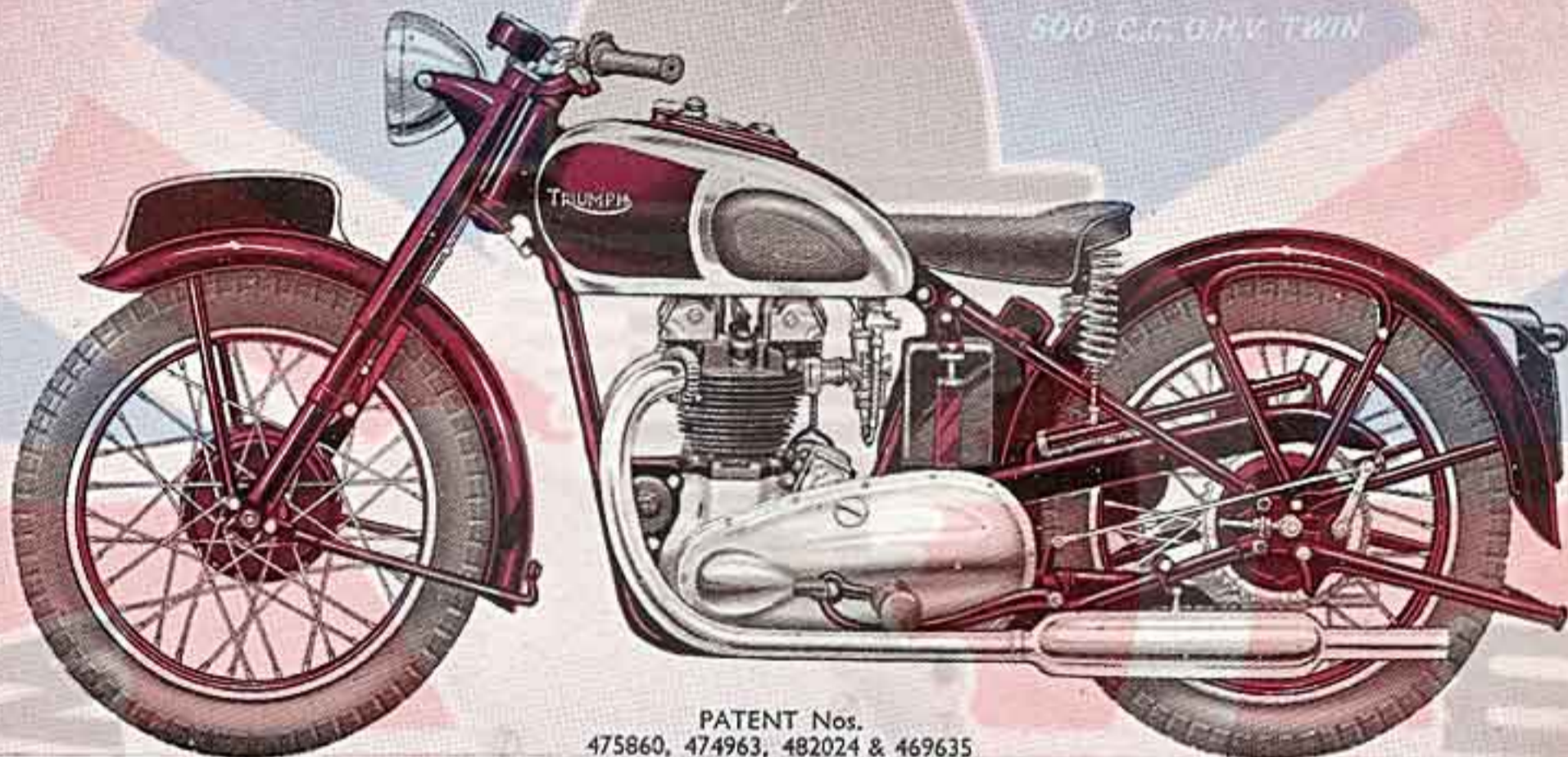
EQUIPMENT : Lucas 6 volt separate dynamo lighting, voltage controlled set. Large diameter headlamp and electric horn. Triumph design knee-grips, adjustable de Luxe saddle and downswept exhaust pipes.

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

TRIUMPH

Speed Twin

500 C.C. O.H.V. TWIN



PATENT Nos.
475860, 474963, 482024 & 469635

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

ENGINE: 498 c.c. O.H.V. Double high camshaft vertical twin unit. Bore and stroke 63 mm. by 80 mm. Totally enclosed valves, with duplex aero quality springs. High tensile, aluminium alloy crankcase of great rigidity. "H" Section conn. rod in R.R.56 Hyduminium alloy, with patented big-ends. Patented crankshaft mounted on heavy duty ball bearings. Automatic advance magneto and separate dynamo all-gear driven.

Full dry sump lubrication incorporating accessible plunger type pumps with positive feed to big ends and valve gear.

High power output with even slow speed torque and mechanical silence.

CARBURETTOR: Amal, Triumph patented quick action twist grip throttle control.

PETROL TANK: All-steel welded of 4 galls. capacity. Shapely streamline contour. Flush fitting, rubber mounted instrument panel. Quick opening filler cap and die-cast metal nameplate.

OIL TANK: All-steel welded with accessible filters, drain plug and separate vent. Capacity 1 gallon.

FRAME: Brazed full cradle type, constructed from tubes of finest alloy steel. Large diameter tapered front down tube.

FRONT FORK: Entirely New Triumph Development. Telescopic with large movement, hydraulically damped; automatic lubrication. No adjustments necessary. Giving exceptionally comfortable ride and perfect steering and road-holding.

BRAKES: Triumph design with large braking area and finest quality brake lining material. Finger adjustment for front and rear.

TRANSMISSION: Primary chain running in polished cast aluminium oil bath case of streamline design. Rear chain positively lubricated by feed from primary chaincase and protected on top and bottom runs. **FOUR SPEED GEAR BOX:** Triumph patented design and manufacture. Gears and shafts of hardened nickel chrome steel. Patented positive stop foot change—fully enclosed. Large diameter multi-plate clutch light in operation and with accessible adjustment. Gear ratios (solo) 5.0, 6.0, 8.65 and 12.7 to 1.

HANDLEBAR: Special Triumph design; adjustable for height and reach. Long type brake and clutch levers.

MUDGUARDS: Of adequate width with streamline section stays. Detachable tailpiece to rear guard. Triumph patented front number plate and streamlined rear plate (regd. design) with centrally mounted rear lamp.

WHEELS AND TYRES: Triumph design wheels, spokes specially laced to take braking and transmission stresses. Dunlop tyres, front 26 x 3.25, rear 26 x 3.50.

TOOLBOX: Shapely all-steel construction of large capacity with weatherproof protection. Complete set of good quality tools and greasegun.

EQUIPMENT: Lucas 6 volt dynamo lighting set with voltage control, large diameter chrome headlamp and electric horn. Special Triumph design kneegrips, adjustable de Luxe saddle and downswept exhaust pipes.

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

F E A T U R E S



VERTICAL TWIN ENGINE.

A power unit with a proved reputation for high performance, even torque, impressive low-engine-speed output and easy starting. Modifications and improvements include magneto and dynamo as separate components, the latter being mounted in front of the engine. Accessibility and efficiency are thereby greatly improved.

FRONT FORKS.

This new Triumph fork has been developed to provide maximum riding comfort, perfect steering and a high standard of road holding. The design provides plenty of movement and incorporates hydraulic damping and automatic lubrication. The elimination of adjustments is an important feature.



GEARBOX.

Universally acclaimed as the most efficient modern motor cycle gearbox. Compact layout with high load carrying capacity and easy accessibility to patented all-enclosed foot-change and gear operating mechanism. First class design, workmanship and materials ensure a high standard of silence and oil-tightness.

BRAKES.

Front and rear brakes are designed for maximum efficiency, and the adjustment necessary over a prolonged period is reduced to a minimum by the use of the finest brake lining material on wide shoes. Special front brake operating gear to suit new telescopic fork.

All Goods are sold subject to the Guarantee, a copy of which is supplied to Triumph Dealers and will be published in the post-war catalogue, together with the Company's terms of business.