

1948



TRIUMPH

The Best Motorcycle in the World

Roland Davies

Foreword 1948

The Triumph motor cycle has earned the overwhelming approval of discriminating motor cyclists over the entire globe: whether it be for sport, trials, racing or business, the Triumph Twin has proved its unquestioned superiority.

It is not surprising therefore that the demand for these unusually high-grade motor cycles is vastly greater than our capacity to produce. In the interests of continuity of production therefore, we are for 1948 retaining our existing tried and proved models with only minor changes. The range comprises three models:

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

All are of course fitted with the famous Triumph vertical twin overhead valve engines—unrivalled for performance, reliability and silence.

TRIUMPH

TRIUMPH ENGINEERING CO. LIMITED
Telephone COVENTRY 60221

MERIDEN WORKS, ALLESLEY, COVENTRY
Telegrams "TRUSTY, COVENTRY"

The Best Motorcycle in the World

For perfect steering, roadholding and comfort

TRIUMPH

TELESCOPIC FORKS and SPRING WHEEL

The introduction of the Triumph telescopic fork marked a big step forward in the provision of that high standard of controllability and comfort so essential in a fast motor cycle. With over six inches of movement and hydraulically damped, these forks make the roughest roads smooth and good roads perfect.

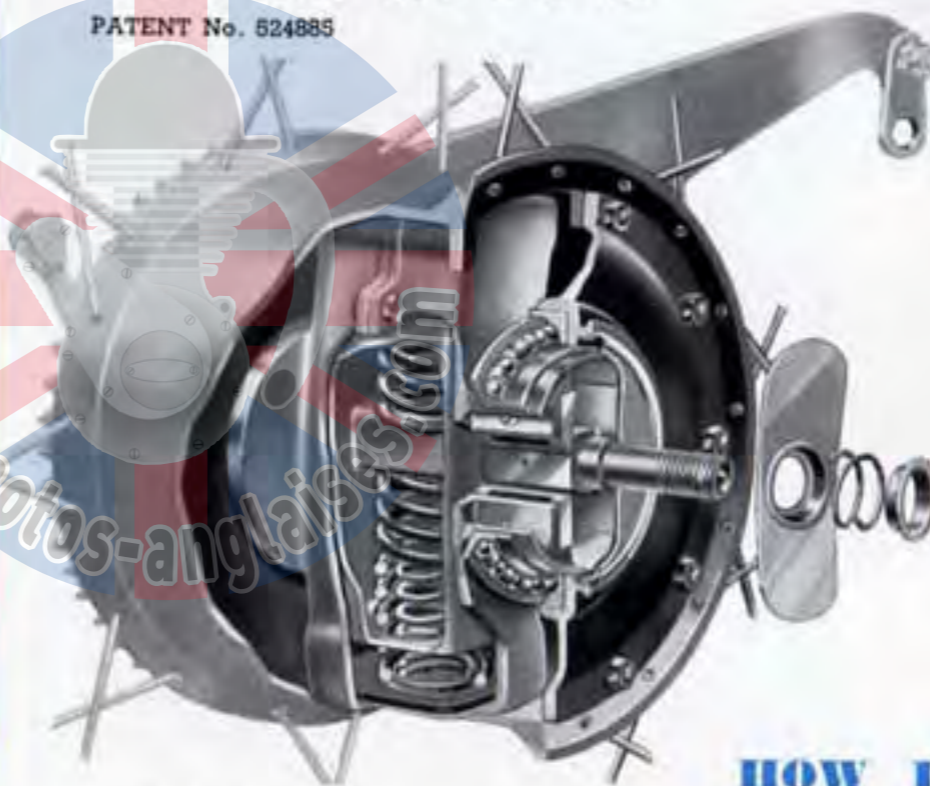


This sectioned drawing shows the internal arrangement of the Triumph telescopic fork. Note how the long supple fork springs are enclosed inside the stanchions, thereby enabling the latter to be of large diameter, ensuring the maximum possible strength in these vital components. No adjustments of any kind

have to be made by the rider and maintenance is reduced to checking the oil level every 10,000 miles.

From the time that the Triumph Spring Wheel was first demonstrated, it has aroused a tremendous amount of interest among enthusiasts everywhere. Never before has the very complex business of springing the rear end of a motor cycle been accomplished with such a high degree of simplicity and efficiency. It is available as an extra on all three models and when supplies permit will also be available for fitting to earlier types (1937-47).

PATENT No. 524885



This broken open drawing of the Spring Wheel reveals the essential simplicity and robustness of the design. 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. An important advantage of the Spring Wheel is that the pillion passenger benefits from the springing as well as the driver.

HOW IT OPERATES



SIMPLE and PRACTICAL

This remarkable springing system is enclosed in a massive aluminium alloy hub shell to which is attached the 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. Also in the photograph above can be seen the new mudguard design for 500 c.c. models. Simplified staying and elimination of external bolts and rivets results in a greatly improved appearance. It detaches complete from below the saddle.

Specification

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

The TRIUMPH "SPEED TWIN" is the most famous machine of its kind in the world. A fast and luxurious mount, richly finished in the well-known amaranth red, its performance has earned for it a fame unique in motor cycling history. High average speeds are the normal lot of the Speed Twin but it is just as happy in thick traffic or pottering down country lanes, such is the smooth effortless flexibility of its engine.

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 chrome steel. Patented positive stop foot-change, fully enclosed. Large diameter multiplate clutch, light in operation and with accessible adjustment. Gear ratios (solo) 5.0, 6.0, 8.65 and 12.7 to 1.

PETROL TANK: All-steel welded streamline design of 4 galls. capacity. Flush fitting, rubber mounted instrument panel incorporating ammeter, oil gauge, light switch and inspection lamp. Quick opening filler cap and die-cast metal nameplate.

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

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

FRONT FORK: The famous Triumph Telescopic pattern with large movement, hydraulically damped; automatic lubrication. No adjustments necessary.

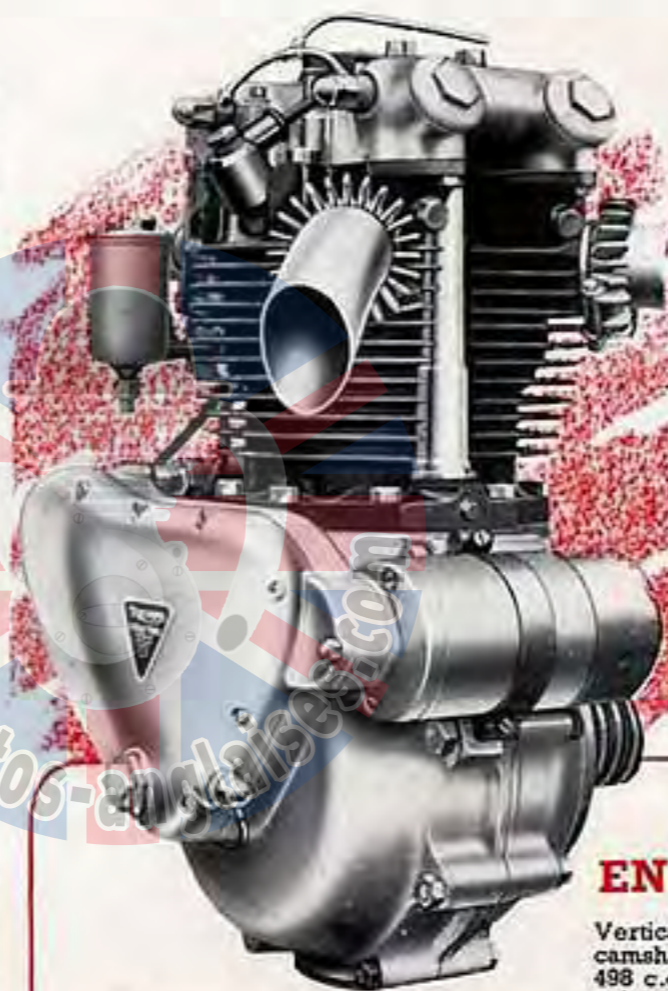
BRAKES: Triumph design with large braking area and finest quality lining materials. Finger adjustment front and rear.

HANDLEBAR: Special Triumph design. Fully adjustable chromium plated control levers.

MUDGUARDS Wide "D" section with streamline stays. Detachable rear guard. Triumph patented front number plate and streamline rear plate with centrally mounted lamp.

WHEELS AND TYRES: Triumph design wheels. Dunlop tyres, front 19 x 3.25, rear 19 x 3.50.

TOOLBOX: All-steel 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 headlamp and electric horn. Special Triumph design kneegrips, adjustable de Luxe saddle and downswept exhaust pipes with large capacity silencers. Smith 120 m.p.h. chronometric speedometer with R.P.M. scale and internal illumination.

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 throughout.

SPRING WHEEL: Available as an extra. For full details see Page One.

PROP STAND: Extra. For details see Page Eight.

ENGINE SPECIFICATION

Vertical twin cylinder with gear driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. 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 RR 56 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 feed to big-ends and valve gear. Amal carburettor with patented Triumph quick action twist grip throttle control. Automatic advance magneto and separate dynamo all-gear driven. A powerful and smooth running unit.



TRIUMPH SPEED-TWIN

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

Specification

498 c.c. O.H.V.

“TIGER 100”

The TRIUMPH “TIGER 100” is an ultra high performance sports machine with a specially tuned engine capable of completely satisfying the desires of all who wish to travel fast and far. At the same time it retains that flexibility and smoothness which make it a very pleasant motor cycle when high speeds are not desired. Finished in the well-known “Tiger” silver sheen, black and chromium.

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 chrome steel. Patented positive stop foot-change, fully enclosed. Large diameter multiplate clutch, light in operation and with accessible adjustment. Gear ratios (solo) 5.0, 6.0, 8.65 and 12.7 to 1.

PETROL TANK: All-steel welded streamline design of 4 galls. capacity. Flush fitting, rubber mounted instrument panel incorporating ammeter, oil gauge, light switch and inspection lamp. Quick opening filler cap and die-cast metal nameplate.

OIL TANK: Extra large capacity (1 gallon) all-steel welded with accessible filters, drain plug, separate vent and quick release filler cap.

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

FRONT FORK: The famous Triumph Telescopic pattern with large movement, hydraulically damped; automatic lubrication. No adjustments necessary.

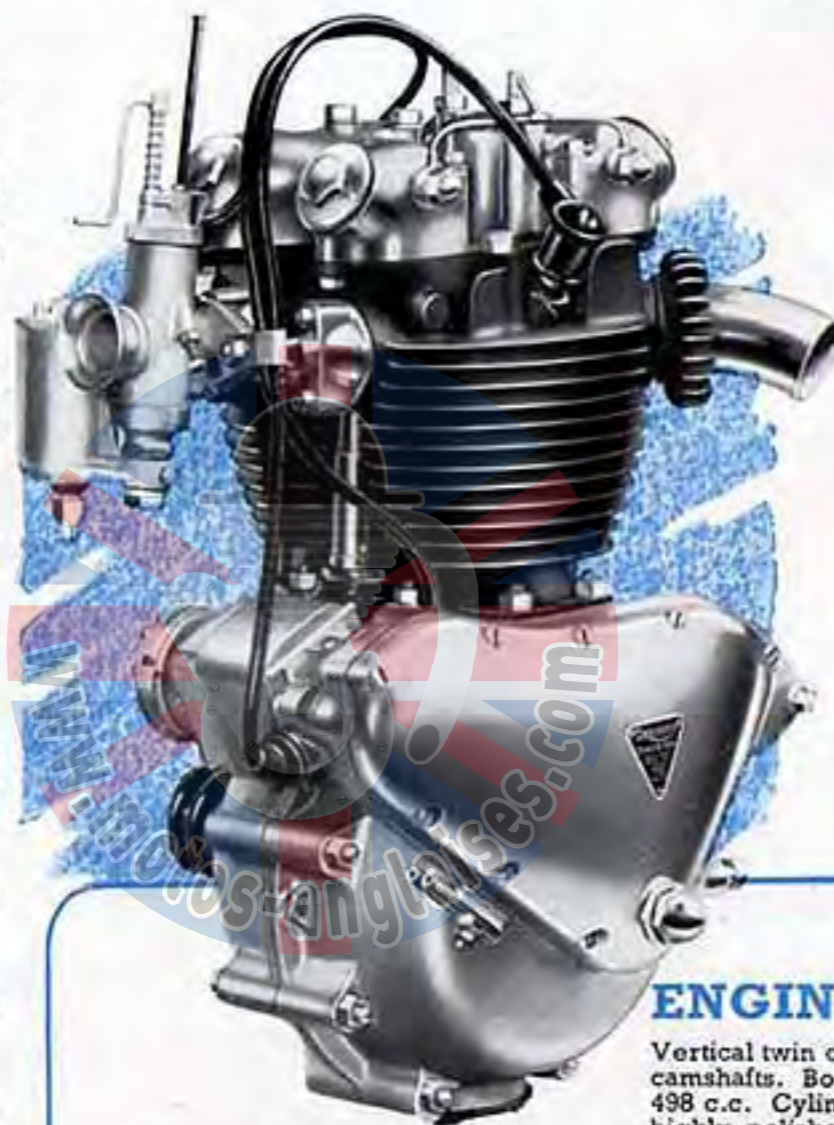
BRAKES: Triumph design with large braking area and finest quality lining materials. Finger adjustment front and rear.

HANDLEBAR: Special Triumph design. Fully adjustable chromium plated control levers.

MUDGUARDS: Wide “D” section with streamline stays. Detachable rear guard. Triumph patented front number plate and streamline rear plate with centrally mounted lamp.

WHEELS AND TYRES: Triumph design wheels. Dunlop tyres, front 19 x 3.25 (ribbed), rear 19 x 3.50 (studded).

TOOLBOX: All-steel 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 head-lamp and electric horn. Special Triumph design kneegrips, adjustable de Luxe saddle and downswept exhaust pipes with large capacity silencers. Smith 120 m.p.h. speedometer with R.P.M. scale and internal illumination.

FINISH: Petrol tank chromium plated with silver sheen panels lined out in blue. Mudguards in silver sheen with black central strip. Wheel rims chromium plated with rim centres in silver sheen lined blue.

SPRING WHEEL: Available as an extra. For full details see Page One.

PROP STAND: Extra. For details see Page Eight.

ENGINE SPECIFICATION

Vertical twin cylinder with gear driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. 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 pushrod tubes. Duplex aero quality valve springs. High tensile aluminium alloy crankcase. “H” section connecting rods in RR 56 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. Amal large bore carburettor with patented Triumph quick action twist grip. Automatic advance magneto and separate dynamo all-gear driven.



TRIUMPH TIGER 100'

PAT. Nos. 475860, 474963, 482024, 469635.

Specification

349 c.c. O.H.V.

“3T DE LUXE”

The TRIUMPH “3T DE LUXE” model is a silent, smooth running machine which fulfils every requirement of the tourist, yet offers at the same time a lively sporting performance. Well finished in black and chromium and completely equipped to the usual Triumph luxury specification.

TRANSMISSION: Primary chain running 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 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 3½ galls. capacity, shapely streamline contour. Flush fitting rubber mounted instrument panel incorporating ammeter, oil gauge, light switch and inspection lamp. Quick opening filler cap and die-cast metal nameplate.

OIL TANK: All-steel welded with accessible filters, drain plug and separate vent. Capacity ½ gall.

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

FRONT FORK: Triumph telescopic pattern with large movement, hydraulically damped. Automatic lubrication, no adjustments necessary. Gives exceptionally comfortable ride with perfect steering and road-holding.

HANDLEBAR: Special Triumph design. Adjustable control levers.

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

MUDGUARDS: Wide “D” section guards with streamline stays. Detachable rear guard for easy wheel removal. Special design Triumph number plates.

WHEELS AND TYRES: Triumph design wheels, 19 × 3·25 Dunlop tyres, front and rear.



TOOLBOX: Large capacity all-steel construction of shapely contour. Complete set of good quality tools and greasegun.

EQUIPMENT: Lucas 6 volt separate dynamo lighting set, with voltage control and electric horn. Special Triumph design kneegrips, adjustable de Luxe saddle and downswept exhaust pipes. Smith 80 m.p.h. chronometric speedometer with R.P.M. scale and internal illumination.

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

SPRING WHEEL Available as an extra. For full details see Page One.

PROP STAND: Extra. For details see Page Eight.

ENGINE SPECIFICATION

Vertical twin cylinder with gear driven double high camshafts. Bore 55 mm. Stroke 73·4 mm. Capacity 349 c.c. 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. Automatic advance magneto and separate dynamo all-gear driven. Amal carburettor with patented Triumph quick action twist grip.



TRIUMPH

3T-DE-LUXE

PAT. NOS. 529443, 475860, 469635.