



THE BEST MOTORCYCLE IN THE WORLD



TRIUMPH BREAKS WORLD MOTORCYCLE SPEED RECORD



at **214**
MILES PER HOUR
(345 K/hr.)

On September 6th, 1956, at the Bonneville Salt Flats, Utah, a 650 c.c. Unsupercharged, Streamlined Triumph broke the World Motorcycle Speed Record at a mean average speed for one mile of 214 m.p.h. The rider was Johnny Allen of Fort Worth, Texas. It is significant that the engine, gearbox, transmission and wheels of this remarkable machine were built up from standard Triumph production-parts, a striking testimony to the design, quality and performance of the Triumph vertical twin engine and its accessories.

FOR SPORT, BUSINESS, PLEASURE . . .

FOR ANY ACTIVITY ON TWO WHEELS—Choose

TRIUMPH

It is a far cry from breaking the World Motorcycle Speed Record to meeting the requirements of the ordinary everyday motorcyclist, and it is a remarkable motorcycle which can offer such versatility. The Triumph is a remarkable motorcycle. It is the product of manufacturers who have been making good motorcycles for just as long as motorcycles have been in existence. This tremendous wealth of experience is in every Triumph made, and explains why a Triumph is your best choice for any activity on two wheels. And what activity there is! Its variety is endless, yet in whatever direction your motorcycling interest lies, Triumph is your best buy. Economy for the daily journey, reliability for those long holiday tours far from home, speed and stamina for sporting competitions.

Make your choice now from the famous Triumph range; any model from 200 c.c. to 650 c.c. is a passport to the endless pleasures of motorcycling—the greatest sport of all.

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY, ENGLAND

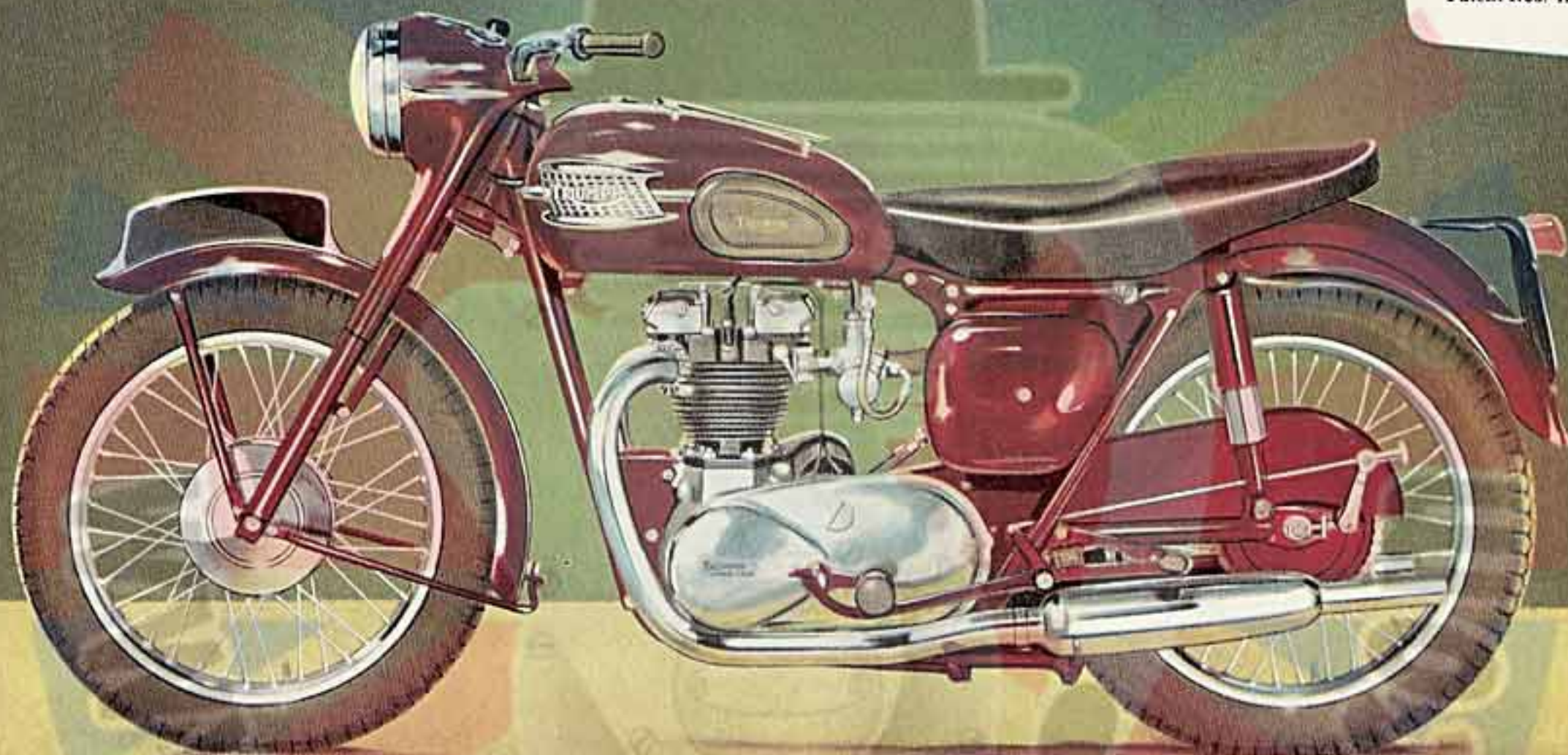
Telephone: Coventry 60221.

Telegrams: "Trusty, Coventry"



TRIUMPH

Patent Nos. 475860, 474963, 482024



SPEED TWIN

The Triumph "Speed Twin" was the forerunner of all of to-day's many vertical twins. It proved that this type of engine, designed and developed entirely by Triumph, met every requirement of the sporting motorcyclist. It is fast, with brilliant acceleration, it is quiet, economical and covers very high mileages indeed between overhauls. This high standard of performance and reliability is the reason why over 150 police and other public organisations throughout the world use Triumph to-day. The 500 c.c. Speed Twin in its deep red finish is a familiar sight everywhere.



**500 c.c.
TWIN S**

TIGER 100

The 500 c.c. Tiger 100 has an engine specially designed for really high performance. The cylinder head and barrel are of aluminium alloy and with high compression pistons (8 to 1) 32 B.H.P. is produced. For those who require even higher performance than this, a new two-carburettor cylinder head is offered. The Tiger 100 in its immaculate silver grey and black finish, is the choice of the discriminating rider who demands the best in performance, suspension, braking and all the other attributes of the really classic sporting motorcycle.



THUNDERBIRD

First in the field with the 500 c.c. vertical twin, Triumph took the lead again in the "over 500 c.c." class when the celebrated 650 c.c. "Thunderbird" was announced. With its 34 B.H.P. engine, it provides effortlessly the extra power demanded by the fast solo man, and is at its best dealing with the varied requirements of the sidecar driver. One of the most popular Triumph models ever, the Thunderbird has an enthusiastic following by riders of real experience.



TRIUMPH

Patent Nos. 475860, 474963, 482024



**650 c.c.
TWIN**



TIGER 110

The Triumph name has always been associated with performance, but in the 650 c.c. "Tiger 110" performance capabilities are available which exceed those of any standard production type motorcycle. Despite its high power output the engine is smooth-running, tractable and easy to start. It has an alloy cylinder head of advanced design, high compression pistons, special camshafts and a large bore carburetter. First class suspension, really powerful brakes and exceptional ease of control all combine to make the T110 a motorcycle of rare quality. The photograph illustrates the two-tone (Ivory/Blue) finish available as an optional extra on the T110 and T100.



SPECIFICATIONS

TWIN CYLINDER RANGE

ENGINES

SPEED TWIN / THUNDERBIRD

5T 500 c.c., 6T 650 c.c.: Vertical twin cylinder o.h.v. with two gear-driven camshafts. Cast-iron cylinder head and barrel, central flywheel, "H" section RR56 alloy connecting rods with heavy duty plain bearing big-ends. Dry sump lubrication, high capacity plunger type pump, pressure fed big-ends. Valve gear totally enclosed and lubricated. A.C. lighting-ignition system with emergency start circuit. Primary chain enclosed in polished aluminium oil bath. Oil pressure indicator. Efficient air cleaner and two large capacity silencers.

GEARBOX

Triumph design and manufacture throughout. Robust shafts and gears of hardened nickel and nickel-chrome steel, specially dogged for fast changing. Positive step footchange with adjustable pedal. Integral speedometer drive. Large diameter multiplate clutch with Neolangite linings and efficient rubber pad type shock absorber. Polished aluminium end cover, accessible filler and level plugs and simple primary chain adjustment. Kickstarter geared for easy starting.

FUEL TANKS

Large capacity all steel welded petrol and oil tanks of handsome design. Plated quick release filler caps. Parcel grid on petrol tank. Rubber knee grips. Oil tank in streamlined "one piece" unit with air cleaner, battery and tool container.

FRAME

Heavy Duty brazed cradle type frame with swinging arm rear suspension, hydraulically damped and adjustable for varying loads. Centre and prop stand (latter optional extra). Efficient chain-guard totally enclosing top run of rear chain.

TIGER 100 / TROPHY TR5

500 c.c. o.h.v. vertical twin with two gear driven camshafts. High compression pistons, die-cast alloy cylinder head and barrel, with unique close pitch finning. Central flywheel, "H" section RR55 alloy connecting rods with patented plain big-ends. Dry sump lubrication with pressure fed big-ends. High capacity plunger type pump, oil pressure indicator, fully lubricated valve gear. Gear driven magneto with manual advance control. Polished aluminium timing cover and oil bath primary chaincase. Efficient air cleaner. Racing conversion parts available.

FORKS

Triumph design telescopic pattern with hydraulic damping. Massive fork stanchions enclosing springs. Steering damper.

NACELLE

Triumph patent design (Pat. No. 647676). Imposing streamlined shell, integral with top of forks and enclosing headlamp, rubber mounted instruments and switch gear. All instruments internally illuminated.

BRAKES

Front: 5T/6T/TR5: New full width hub, heavily finned, incorporating efficient 7 inch diameter brake; T100/

T110/TR6, 8 inch brake with cast-iron drum and air vents front and rear. Rear: All Models: 7 inch diameter with cast-iron drum integral with rear chain sprocket.

WHEELS & MUDGUARDS

Triumph design wheels with plated spokes and rims. Dunlop tyres. Fully balanced rear mudguard (except TR5/6) and side lifting handles. Aluminium front mudguard on TR5/6.

LIGHTING EQUIPMENT

5T/6T: A.C. Alternator, crankshaft mounted. T100/T110/TR5/TR6: Lucas 6 volt 60 watt dynamo with full ball bearing armature. All Models: 12 a.h. battery, powerful 7 inch headlamp with

TIGER 110 / TROPHY TR6

650 c.c. o.h.v. vertical twin with two gear driven high lift camshafts. Advanced design light alloy cylinder head, cast-iron barrel. Special high compression pistons, large bore Amal carburetter. Central flywheel, "H" section RR56 alloy connecting rods with patented plain big-ends. Dry sump lubrication with pressure fed big-ends, high capacity plunger type pump, pressure indicator and positively lubricated valve gear. Gear driven magneto with manual control. Polished aluminium timing cover and oil bath primary chaincase. Efficient air cleaner.

combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Wide angle rear stop light with combined reflector.

SPEEDOMETER

Smiths 120 m.p.h. or 180 k.p.h. chronometric type with r.p.m. scale, internal illumination and trip recorder.

HANDLEBAR

Comfortable shape giving maximum control. Quick action twist grip with adjustable friction control. Integral horn push. Adjustable plated clutch and brake levers.

TWINSEAT

Triumph design. All-over latex, foam cushion covered in long wearing black "Vynide" with white piping, completely waterproof. Mounted on specially shaped steel base-pan.

TOOLS

Complete kit of good quality tools and tyre inflator; 180 page instruction and Maintenance Manual and other instructional literature.

FINISHES

5T: Amaranth Red, 6T: Metallic Gold, Black frame and forks. T100/T110/TR5/TR6: Silver Grey, Black frame and forks.

EXTRAS

PROP STAND for all models. Retained by spring, out as prop or folded back. PILLION FOOTRESTS for all models. Folding type, rubber covered.

QUICKLY DETACHABLE REAR WHEEL for all Twins. Enables the wheel to be removed leaving brake drum and chain, etc., undisturbed.

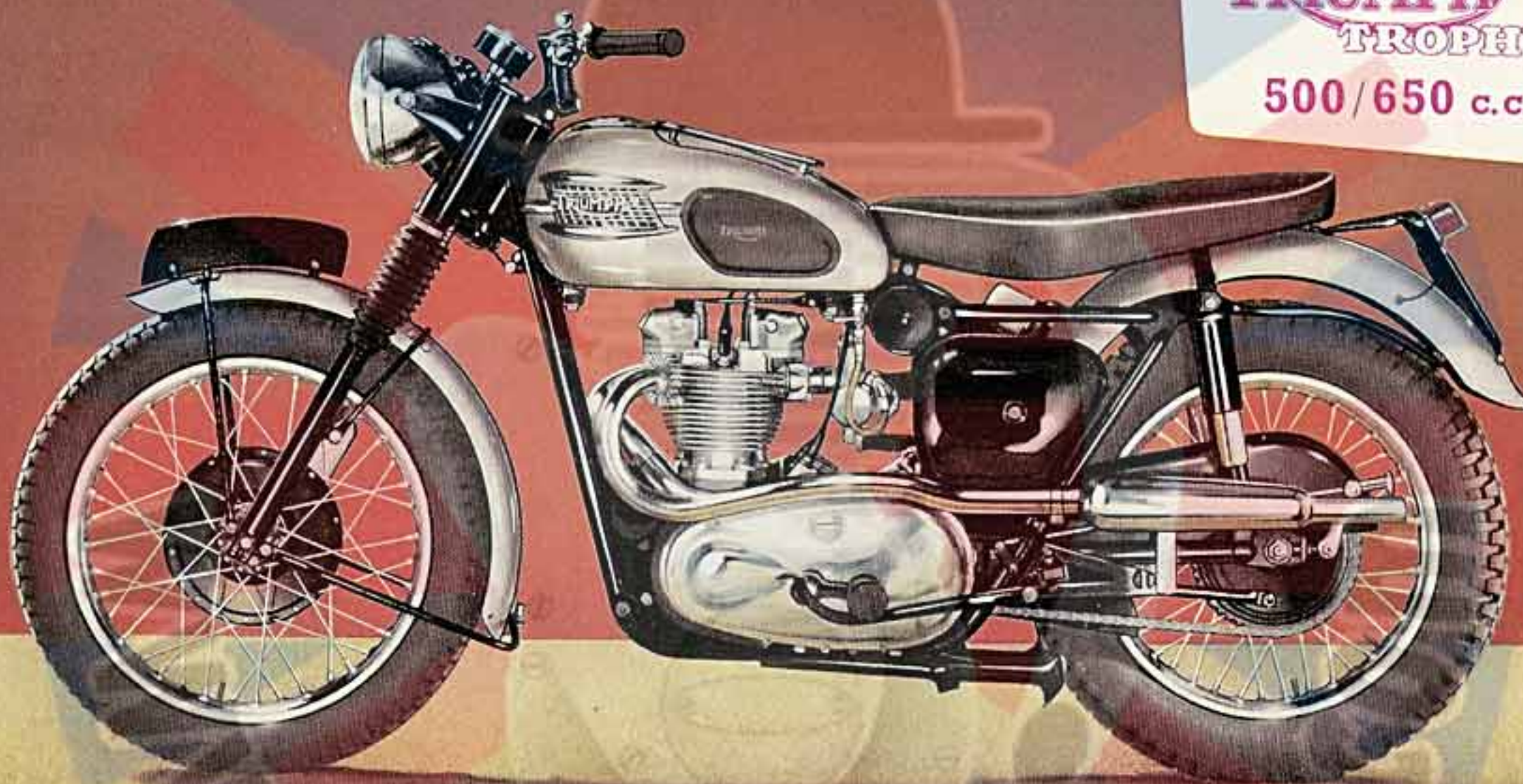
TWO-CARBURETTER HEAD. Entirely new design in aluminium alloy with splayed inlet ports. For T100 only. (See photograph on back cover.)

DUNLOP SPORTS TYRES, TR5 and TR6 only.

TWO-TONE FINISH, Ivory/Blue, T100 and T110 only.

TRIUMPH
TROPHY

500 / 650 c.c.



TROPHY

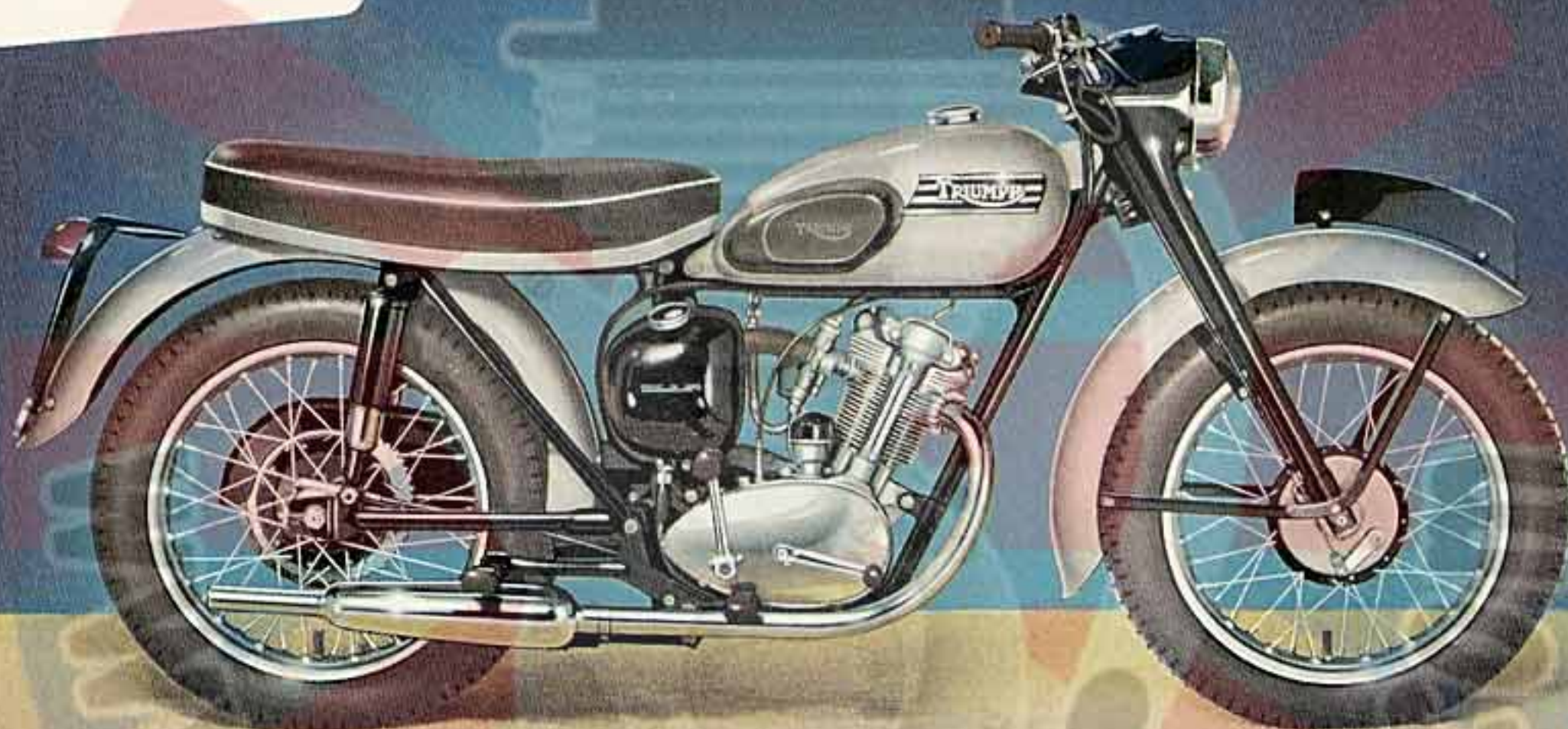
The Triumph "Trophy" model, available with a choice of 500 c.c. or 650 c.c. engines, is a sporting mount with a world-wide reputation. In events where speed and stamina of the highest order are vital—like the I.S.D.T. in Europe and the big Enduros in U.S.A.—the "Trophy" has an enviable record, its reliability being almost legendary! It is easily adaptable to most forms of motorcycle sport and has a specification which includes all those features demanded by the sporting rider, features which have been tested and proved in active competition. "Trials" specification available for TR5 if required.



TRIUMPH

TIGER CUB

200 c.c.



TIGER CUB

The sleek o.h.v. four stroke Tiger Cub with its clean, efficient dry sump lubrication, provides a performance comparable with much larger, heavier and more costly machines. Every feature of the big machine is included in the Cub—o.h.v. engine 4 speed unit gearbox, swinging-arm rear suspension with hydraulic damping, and large powerful brakes. It is safe and easy to ride and handles particularly well. Beautifully finished in silver grey and black with all chrome wheels.

T20C illustrated on the left, is a competition model based on that ridden so successfully in the 1956 I.S.D.T. by K. Heanes. It will appeal immediately as an efficient mount for the job, light in weight, with ample power and superb handling characteristics.



TIGER CUB

GENERAL SPECIFICATION

ENGINE

Advanced o.h.v. design with die-cast alloy cylinder head, inclined large diameter valves and totally enclosed and lubricated valve gear. "H" section connecting rod with heavy duty plain big end. Dry sump lubrication with double plunger type oil pump. Highly polished timing cover. Chromium-plated exhaust pipe with efficient barrel type silencer. Air cleaner.

FOUR-SPEED GEARBOX

Robust design built in unit with the engine in a polished streamlined casing. Positive foot operated gear change. Multiplate clutch with Neolanite linings and rubber pad type shock absorber. Polished aluminium case for primary chain.

FUEL TANKS

All-steel welded tanks, large capacity. Quick-release caps and accessible filters.

FRAME

Loop type tubular main frame of unique design, exceptionally strong but light in weight. Swinging arm rear suspension with hydraulic damping.

FORKS

Triumph telescopic type with long, soft springs giving a comfortable ride and accurate steering.

BRAKES

Large diameter cast-iron drums. Exceptionally powerful yet smooth and safe in use.

WHEELS

Special Triumph design with plated spokes and chromium-plated rims. Dunlop tyres. Efficient mudguards front and rear.

ELECTRICAL EQUIPMENT

A.C. Lighting-Ignition system with crankshaft mounted alternator and emergency start circuit. Large diameter headlamp and powerful rear lamp. Separate reflex reflector.

TOOLBOX

All-steel with secure fastener. Complete kit of good quality tools and tyre inflator.

NACELLE

Triumph patented design, integral with top of the forks. This neat streamlined shell encloses the headlamp, instruments and switchgear and also includes a gear position indicator.

SPEEDOMETER

Smiths speedometer mounted in nacelle, internally illuminated.

OTHER DETAILS

Finish: Silver grey and black. Quick action twistgrip, rubber knee grips.

T20C

General specification as above, but with larger diameter wheels and increased mudguard clearances. Upswept exhaust pipe and silencer. Modified gear ratios—for full details see Technical Specification table on back cover of catalogue.

GUARANTEE

We give the following guarantee with our motorcycles, motorcycle 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 motorcycles, motorcycle 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 motorcycle 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 motorcycle 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 motorcycle, motorcycle 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 motorcycle, motorcycle combination or sidecar. As motorcycles, motorcycle 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 motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden. 2. The use of a motorcycle or of a motorcycle 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 motorcycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motorcycle 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 motorcycle 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 motorcycles, motorcycle 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 motorcycle, motorcycle 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 secure 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 motorcycles or other goods, but we assign to motorcycle 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.



TRIUMPH SERVICE

There are Triumph distributors and dealers in all parts of the world who carry adequate stocks of Triumph parts and who are ready at all times to help and advise owners of Triumph motorcycles.

TRIUMPH

NEW FEATURES



(Top) T100Splayed Port 2-Carburettor Head
(Centre) Full width Front Hub, 5T, 6T and TR5
(Bottom) T20 Swinging Arm Rear Suspension

TECHNICAL SPECIFICATION

MODEL	Tiger Cub (T20C)	Tiger Cub (T20)	Speed Twin (5T)	Thunderbird (6T)	Tiger 100 (T100)	Tiger 110 (T110)	Trophy (TR5)	Trophy (TR6)
Engine Type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of Cylinders	1	1	2	2	2	2	2	2
Bore/Stroke, mm.	63 x 64	63 x 64	63 x 60	71 x 82	63 x 80	71 x 82	63 x 80	71 x 82
Bore/Stroke, ins.	2.48 x 2.52	2.48 x 2.52	2.48 x 3.15	2.79 x 3.23	2.48 x 3.15	2.79 x 3.23	2.48 x 3.15	2.79 x 3.23
Cyl. capacity, c.c.m.	199	199	498	649	498	649	498	649
Cyl. capacity, cu. ins.	12	12	30.5	40	30.5	40	30.5	40
Compression Ratio	7:1	7:1	7:1	7:1	8:1	8:1	8:1	8:1
B.H.P. & R.P.M.	10 at 6000	10 at 6000	27 at 6300	34 at 6300	32 at 6500	40 at 6500	33 at 6600	40 at 6500
Engine sprocket teeth	18	18	22	24	22	24	21	24
Clutch sprocket teeth	36	36	18	18	18	18	18	18
Gearbox sprocket teeth	16	17	43	43	43	43	43	43
Rear wheel	54	54	46	46	46	46	46	46
R.P.M., 10 m.p.h. :								
Top Gear	900	940	680	594	650	584	680	594
Gear Ratios :								
Top	6.7	6.35	5.00	4.57	5.00	4.57	5.24	4.57
Third	8.8	8.35	5.95	5.45	5.95	5.45	6.24	5.45
Second	13.8	13.08	8.45	7.75	8.45	7.75	8.85	7.75
First	20.0	18.95	12.20	11.30	12.20	11.30	12.80	11.30
Carburettor	Amal 332/3	Amal 332/3	Amal 376/25	S.U. 603	Amal 376/35	Amal 376/40	Amal 376/35	Amal 376/40
Front Chain size	1 x .305	1 x .305	1 x .305	1 x .305	1 x .305	1 x .305	1 x .305	1 x .305
Rear Chain size	1 x .305	1 x .305	1 x 1	1 x 1	1 x 1	1 x 1	1 x 1	1 x 1
Tyres—Dunlop :								
Front, ins.	3.00 x 19	3.25 x 16	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19
Rear, ins.	3.50 x 18	3.25 x 16	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19	4.00 x 18	4.00 x 18
Brake dia., ins. (cm.)	5 1/2 (13.97)	5 1/2 (13.97)	7 (17.78)	7 (17.78)	8 (20.32 F.) 7 (17.78 R.)	8 (20.32 F.) 7 (17.78 R.)	7 (17.78)	8 (20.32 F.) 7 (17.78 R.)
Finish	Grey/Blk.	Grey/Blk.	Red	Gold/Blk.	Grey/Blk.	Grey/Blk.	Grey/Blk.	Grey/Blk.
Seat height, ins. (cm.)	30 (76.2)	28 1/2 (72)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)	30 1/2 (77.5)
Wheelbase, ins. (cm.)	49 (124.5)	49 (124.5)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)	55 1/2 (141.6)
Length, ins. (cm.)	77 (195.5)	77 (195.5)	83 1/2 (212)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)	85 1/2 (217)
Width, ins. (cm.)	25 (63.5)	25 (63.5)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)	28 1/2 (72)
Clearance, ins. (cm.)	6 (15.24)	4 1/2 (11.9)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos)	205 (92)	215 (98)	395 (179)	395 (179)	385 (175)	390 (177)	375 (170)	380 (173)
Petrol, galls. (litres)	3 (13.5)	3 (13.5)	4 (18)	4 (18)	4 (18)	4 (18)	3 (13.5)	3 (13.5)
Oil, pints (litres)	2 1/2 (1.55)	2 1/2 (1.55)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)	5 (2.8)

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TRIUMPH ENGINEERING COMPANY LIMITED
MERIDEN WORKS • ALLESLEY • COVENTRY • ENGLAND

Telephone: Coventry 60221

Telegrams: "Trusty, Coventry"

