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# BONNEVILLE 750

by

TRIUMPH

*The bike that created its own legend*



# BONNEVILLE and TIGER 750

## THE LUXURY SEAT

Designed for day long riding in great comfort. Softly upholstered in hard wearing materials. Ample size (23 ins. x 10 ins. x 5 ins. depth) and hinged for easy access to electrics mounted in a well protected area beneath the seat.

## LARGE FOR SAFETY

Powerful large area tail/stop light giving maximum protection. Plated mounting bracket. Well spaced direction indicators.

## TWIN SILENCERS

Massive research has produced these silencers which give maximum performance yet comply with world wide decibel ratings. Handsome barrel shape with heavy chrome plating.

## WHEELS & TYRES

Tyres are critical on a high performance motorcycle. The 'Bonnie' has Dunlop Gold Seal K70, renowned for adhesion under adverse conditions whilst ensuring handling of highest quality.

## 5 SPEED GEARBOX

The ultra robust Triumph gearbox built in unit with the engine. Five speeds, left foot operation. Heavy duty multi plate clutch.

## THE 'BIG BONNIE'

A great engine, developed from its legendary 650 cc namesake. Redesigned to cope with the extra power with new and stronger pistons, bigger oil pump, stiffer rods and so on. All adding up to smooth effortless Triumph power.

## SUSPENSION

Race bred forks to give that certainty of handling under all conditions. Two way hydraulic damping, polished aluminium sliders, gaiters to keep out the dirt. Girling rear units adjustable for load.

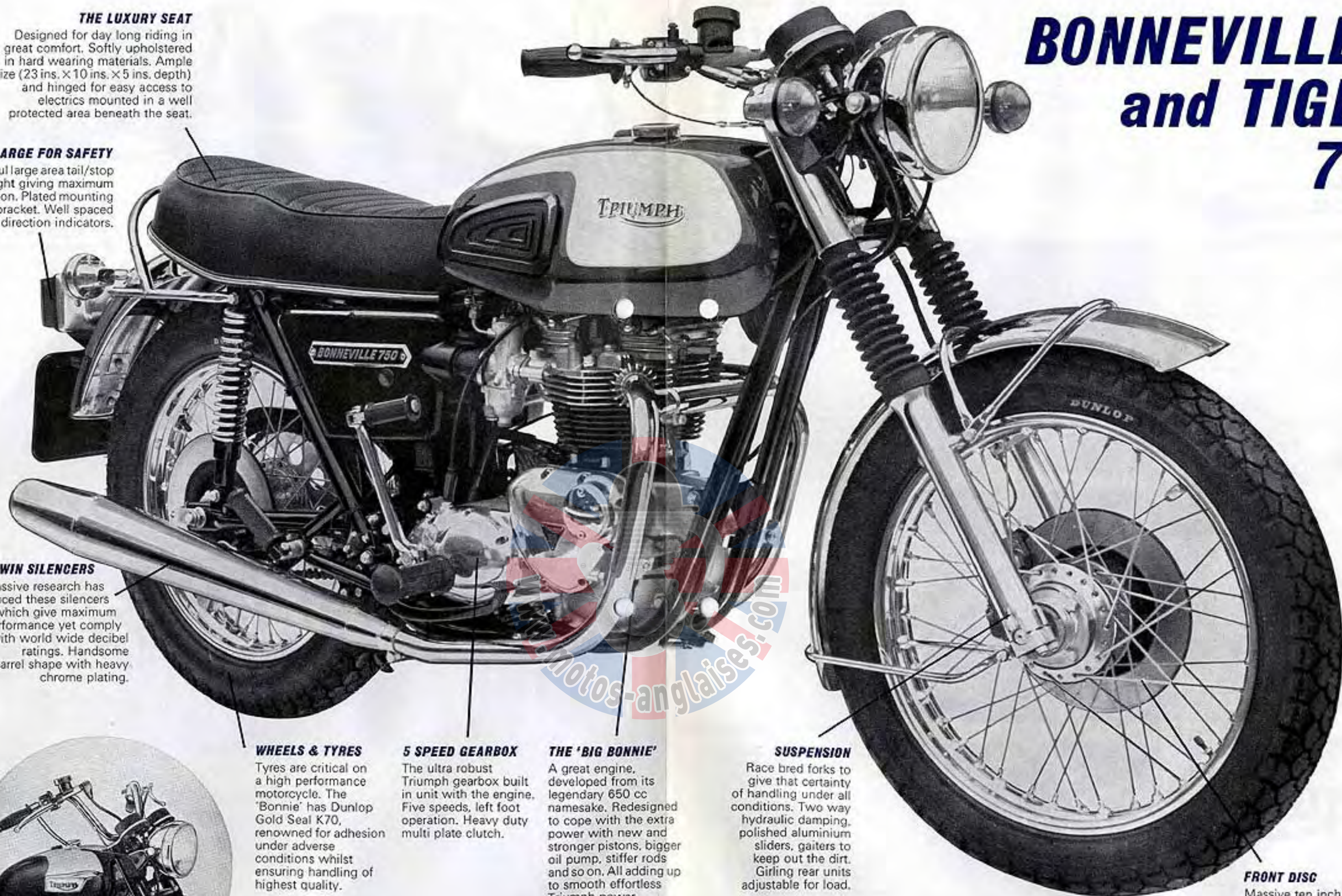
## FRONT DISC

Massive ten inch disc mounted on all alloy hub. A powerful and smooth acting brake hydraulically operated. Handlebar mounted master cylinder.

## STOP PRESS — SPRING 1976

TIGER 750 TR7 reintroduced. The latest version of a long line of Triumph Twins combines the traditional virtues of thoroughbred handling with a power bonus from the bigger engine. Single carburettor design provides miserly fuel consumption of up to 75 m.p.g. with fuss free reliability.

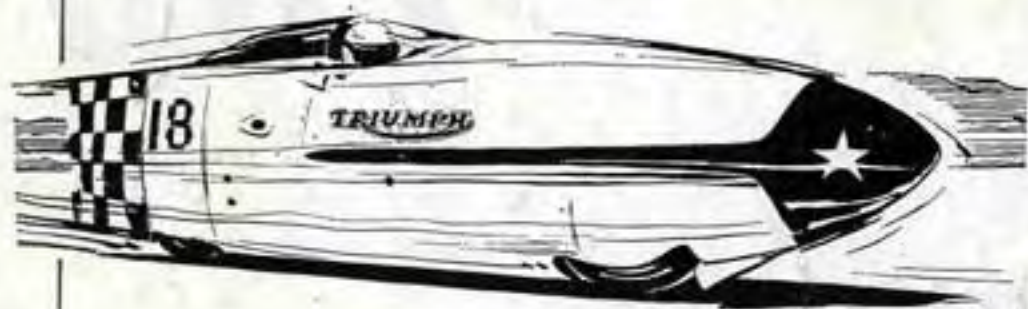
For the rider who prefers the higher handlebar and small capacity fuel tank as supplied to USA, this specification is available in most markets.



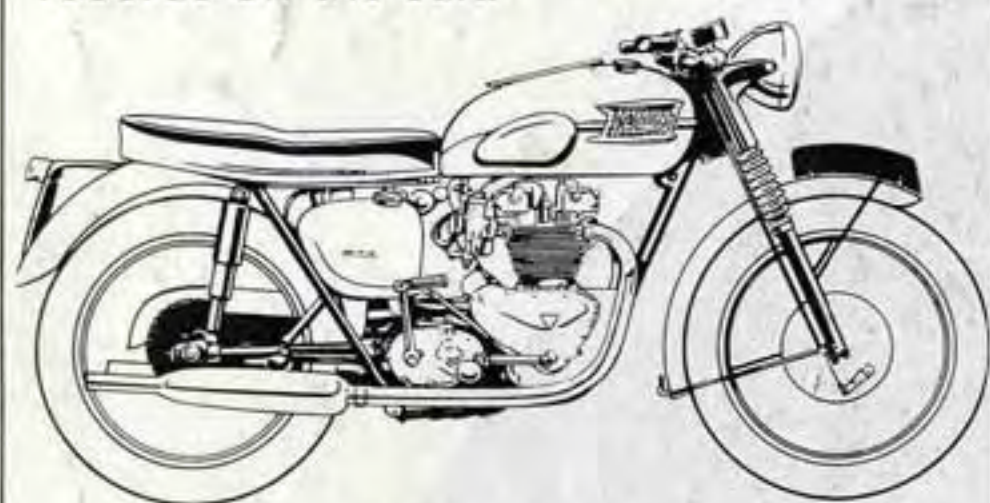


## THE BONNEVILLE STORY

The Triumph 'Bonneville' is the famous British motorcycle with a name from America. This name was not just chosen from a list—it originates from a series of sensational high speed runs by American Triumph riders like Johnny Allen, Joe Dudek, Bill Johnson and Bob Leppan. All at well over 200 mph achieved on the shimmering salt lake of Bonneville in Utah USA.



Johnny Allen started the ball rolling in 1956. His unsupercharged 650 Triumph twin clocked 214 mph taking the 'worlds fastest' off the Germans who had themselves broken the record only a short time before. The Salt flats became a happy hunting ground for Triumph riders who over the years have broken hundreds of records on the salt.



The first 'Bonnie'

So when a name was wanted for a new model that subsequently turned out to be the most celebrated Triumph of all time—it just had to be the 'Bonneville', or 'Bonnie' for short.

Today the Bonnie has grown to 750 cc. It has modern refinements like disc brakes front and rear and sophisticated instrumentation. But underneath it is the same, solid, strong 'Mans bike'. The bike that sits on the road, goes where it is pointed, never tires and delivers its performance all the way up.

### BONNEVILLE

The bike that created its own legend.

# TRIUMPH

# NVT

MOTORCYCLES  
Ride the Flag

## BONNEVILLE 750 Specification

**Engine:** 744 cc Twin OHV. Light alloy cylinder head. Valves pushrod operated from two gear driven camshafts. Alloy connecting rods with plain big end bearings. Ball and roller main bearings. Two Amal carburetters.

**Forks:** Polished aluminium sliders. Two way hydraulic damping.

**Rear Suspension:** Swinging fork, hydraulically damped and adjustable for load.

**Gearbox:** Five speeds. Multi-plate clutch with bonded segments and built-in transmission shock absorber. Left foot shift.

**Brakes:** Light alloy hubs. Triumph Lockheed hydraulic disc brakes front and rear.

**Electrical and Lighting Equipment:** 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Master electrical switch and handlebar switch consoles. Powerful head and tail lamps, direction indicators.

**Frame:** Welded frame with large diameter oil-containing main tube. Tapered roller steering head bearings.

**Petrol Tank:** All steel welded with quick release filler cap.

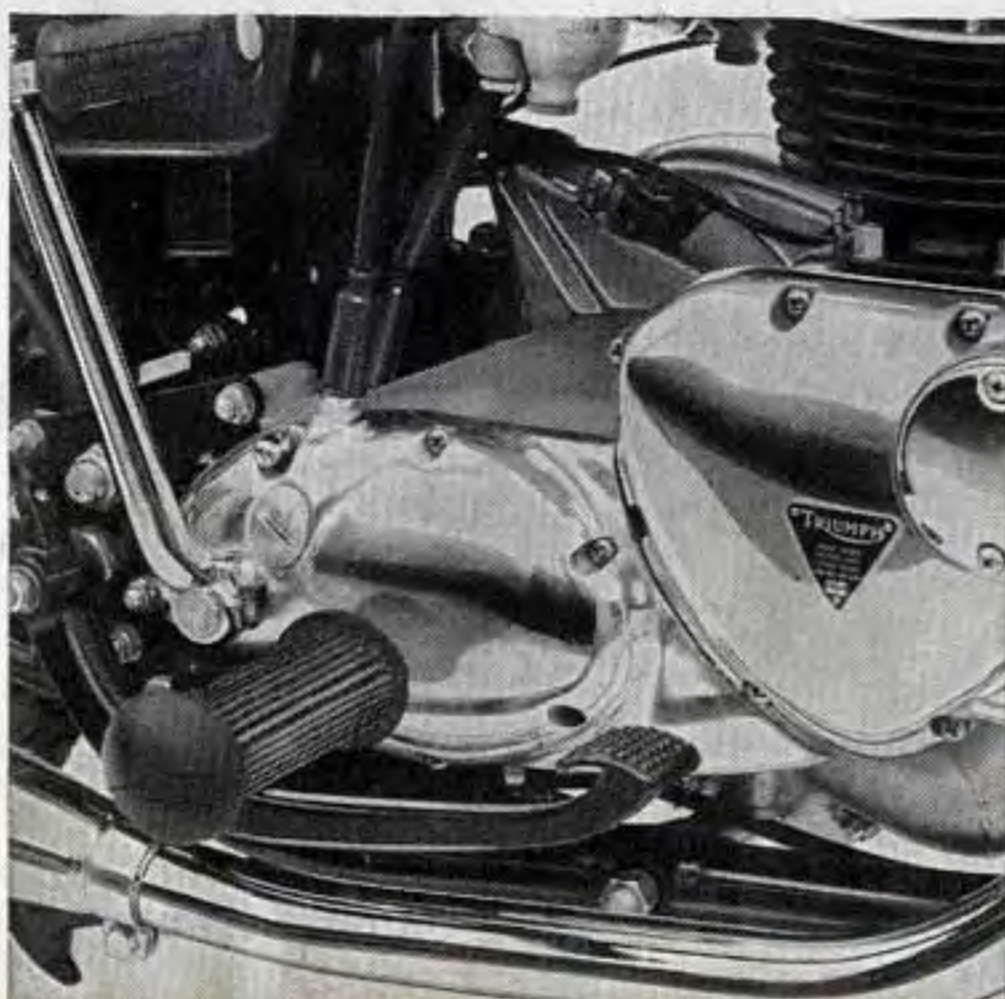
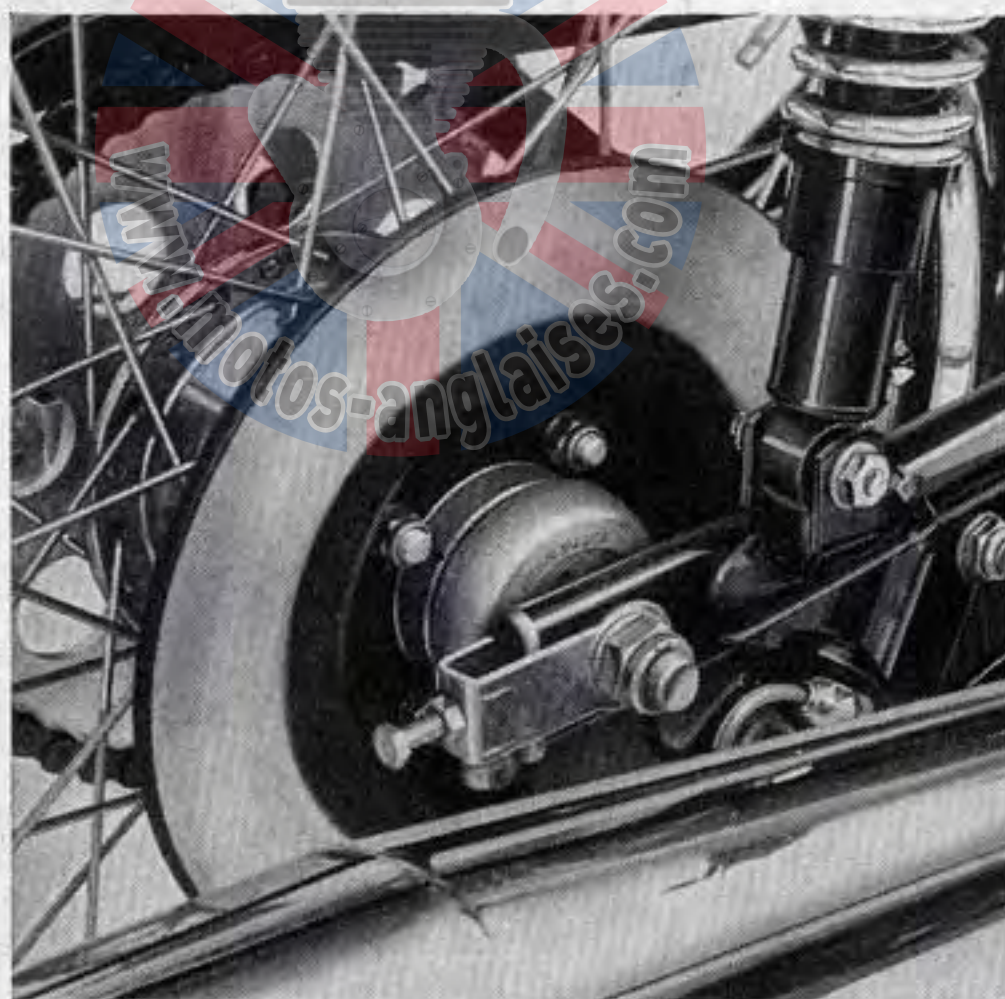
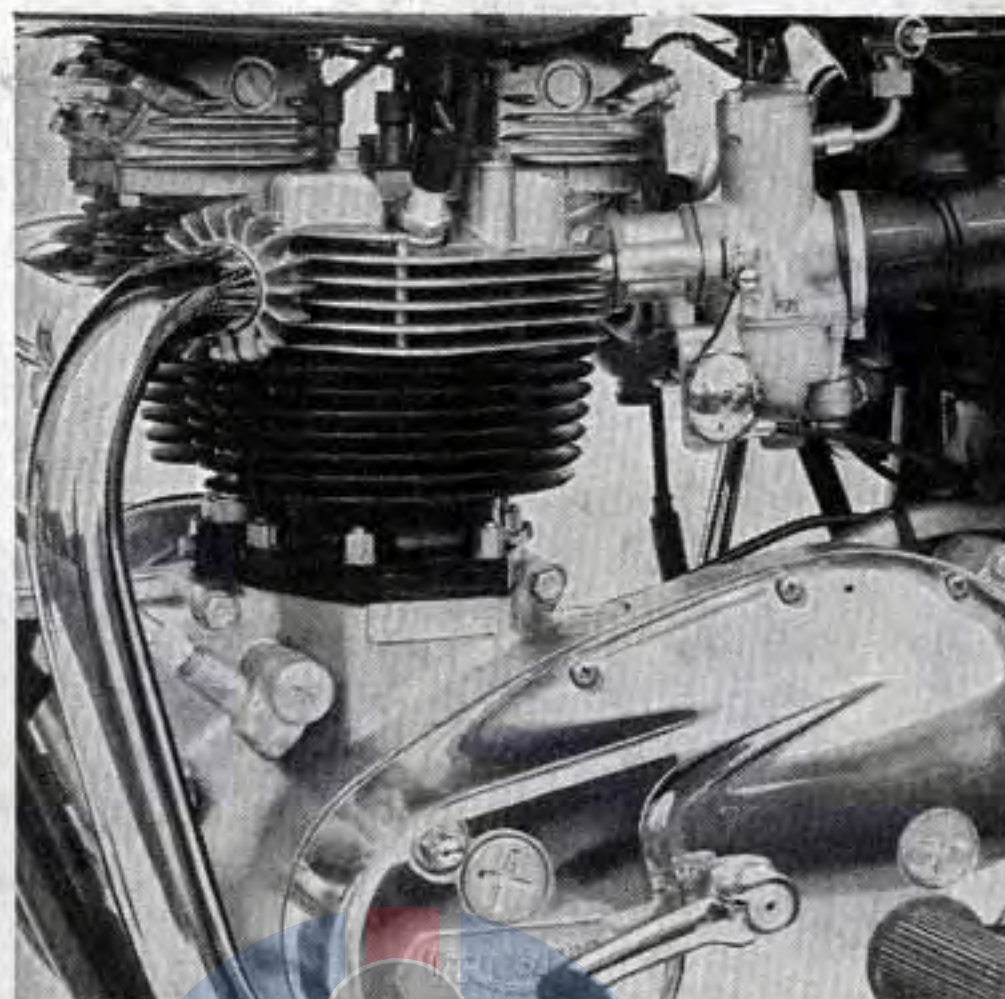
**Twin Seat Assembly:** Hinged seat for ready access to electrical equipment.

**Handlebars and Fittings:** Chromium plated bar. Heavy duty cables with built-in adjusters.

## TECHNICAL DATA

Model Number	.. ..	T140V
Engine type	.. ..	OHV
Number of cylinders	.. ..	2
Bore/Stroke mm	.. ..	76/82
Capacity cc	.. ..	744
Compression ratio	.. ..	7.9:1
Engine sprocket teeth	.. ..	29
Clutch sprocket teeth	.. ..	58
Gearbox sprocket teeth	.. ..	20
Rear sprocket teeth	.. ..	47
RPM @ 10 mph (top gear)	.. ..	625
Gear ratio 5th gear	.. ..	4.70
Gear ratio 4th gear	.. ..	5.59
Gear ratio 3rd gear	.. ..	6.58
Gear ratio 2nd gear	.. ..	8.63
Gear ratio 1st gear	.. ..	12.25
*Carburetter make	.. ..	Amal/2
Carburetter type	.. ..	R930/L930
Primary chain size	.. ..	3/8" Triplex
Rear chain size	.. ..	5/8" x 3/8"
Tyre size front	.. ..	3.25 x 19
Type	.. ..	K70
Tyre size rear	.. ..	4.00 x 18
Type	.. ..	K70
Front Brake dia. in/mm	.. ..	10/254
Type	.. ..	Disc
Rear Brake dia. in/mm	.. ..	10/254
Type	.. ..	Disc
Finish	.. ..	Red/White
	.. ..	Blue/W
Seat height in/mm	.. ..	31/790
Wheel base in/mm	.. ..	56/1420
Length in/mm	.. ..	87 1/2/2220
Width in/mm	.. ..	29/736
Ground clearance in/mm	.. ..	7/180
Dry weight lb/kilos	.. ..	413/187
Fuel Imp. gall/litres	.. ..	4/18.2
Oil Imp. pints/litres	.. ..	5/2.8

\*TIGER 750 TR7 fitted single carburetter



### Top photo

Neat and efficient twin carburetter layout with adjacent fuel taps. Heavily finned alloy cylinder head.

### Centre photo

10 inch (254 mm) rear disc brake. Powerful Triumph Lockheed hydraulics. Right foot operated brake pedal.

### Bottom photo

The sturdy Triumph 5 speed unit construction gearbox with polished end cover:

The issue of this brochure does not constitute an offer and illustrations and specifications described herein will vary for different countries. In line with our policy of continuous research and development we reserve the right to alter or change specification at any time without notice. Variations from stated technical data may occur due to production considerations.