



TRIUMPH



SOLE AGENTS

DELTA CYCLES WORKS

"QUALITY PRODUCTS"

227-229 N. Wilson Way

STOCKTON — CALIFORNIA

TRIUMPH



TRIUMPH *for 1947*

Such has been the popularity of our post war models that in offering the same basic "All twin" range for 1947 we are confident that they will continue to receive the enthusiastic support that has always been accorded them in the past.

The range comprises four models :—

3T DE LUXE 350 c.c. Twin
TIGER 85 350 c.c. Twin

SPEED TWIN 500 c.c. Twin
TIGER 100 500 c.c. Twin

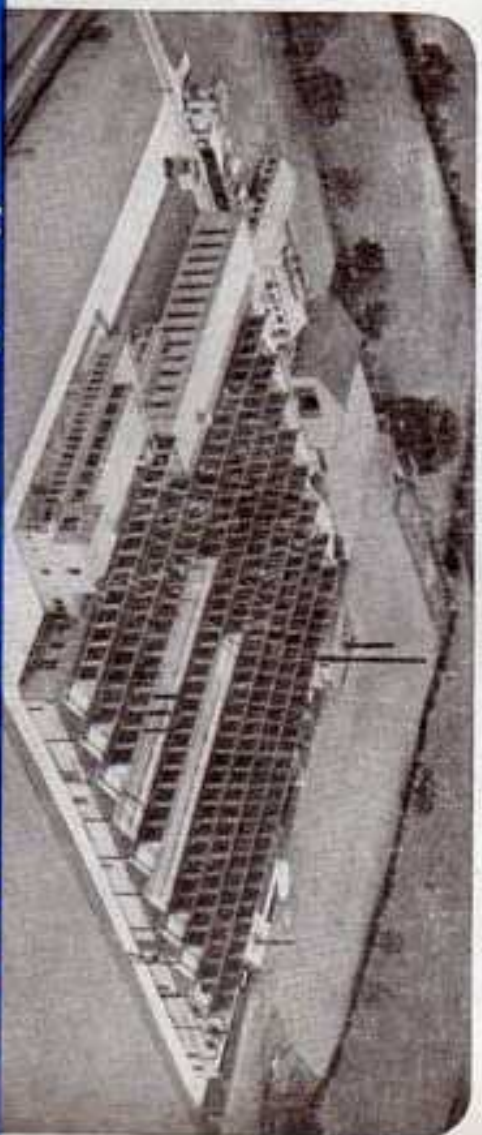
These machines are familiar to all keen riders and full details of their specifications will be found on other pages of this catalogue.

The introduction of rear wheel springing now available as an extra on all models will be welcomed as a very valuable refinement which will add much to the pleasures of motor cycling.

As the solution to a difficult problem the TRIUMPH Spring Wheel will be hailed as a masterpiece of simple efficiency.

It is of interest to note that apart from specialist items like tyres and electrical equipment, Triumph motor-cycles are designed and manufactured entirely 'under one roof' at the ultra modern factory near Meriden, Coventry.

● The photograph on the cover of this catalogue shows the Metropolitan Police detachment riding Triumph Speed Twins passing the Saluting Base during the Victory Parade, London, 8th June, 1946.

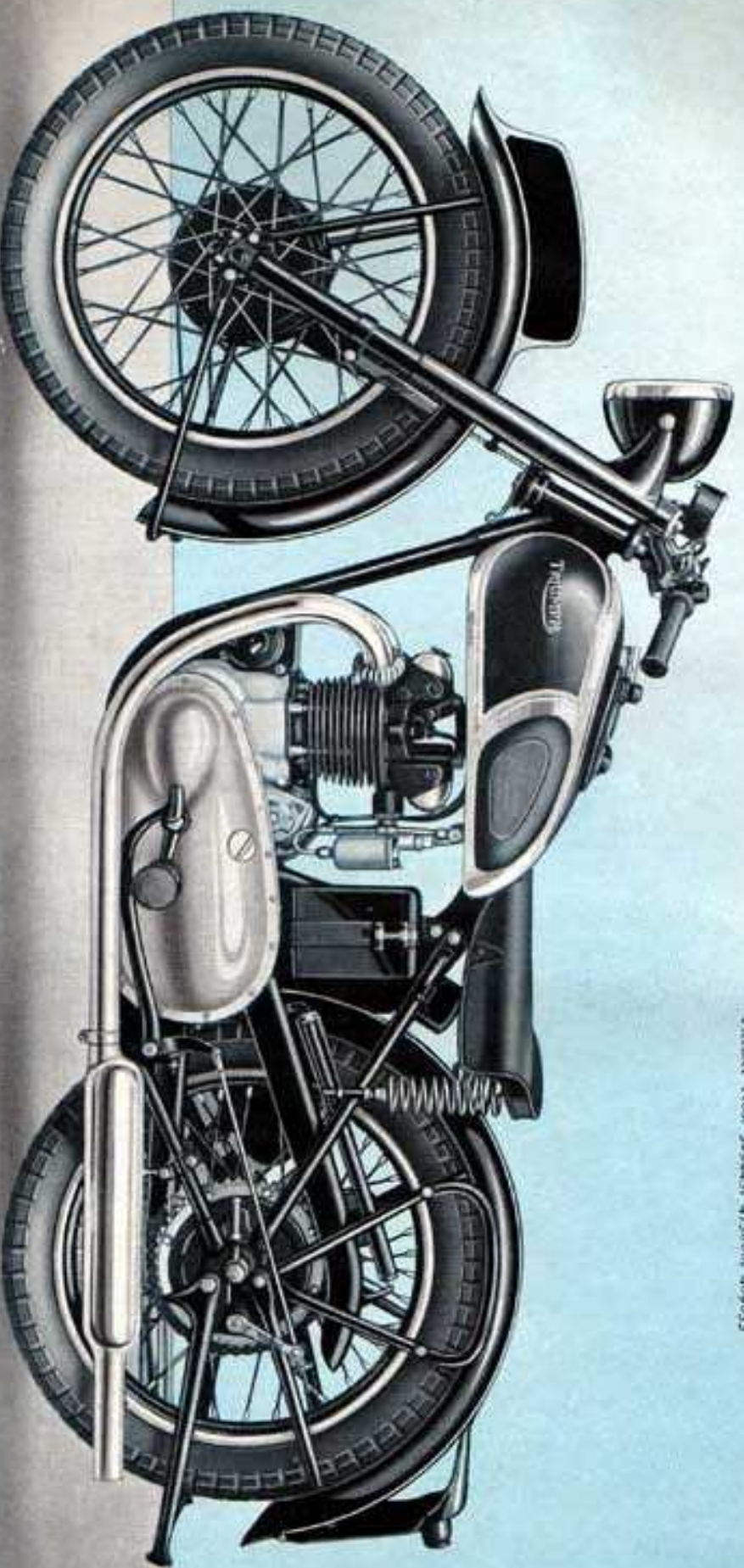


TRIUMPH ENGINEERING CO. LTD. *Meriden Works,* ALLESLEY, COVENTRY

"THERE cannot be the slightest doubt that this 3T De Luxe Triumph fulfils almost every requirement of the tourist and, in addition, it supplies a performance worthy of a sports specification. The tester was left with an outstanding impression of a performance satisfying in the extreme, the more so because it was **usable** performance." "Motor Cycling."

Specification on Page Two

PATENT Nos. 520443, 473860, 469635



TRIUMPH "3T" De Luxe

Tiger Specifications

85 and 3.T. DE LUXE

ENGINE: 349 cc. O.H.V. vertical twin cylinder. Bore and stroke 55 mm. x 73.4 mm. Valve gear fully enclosed; rocker box integral with cylinder head. Patented crankshaft of rigid construction (see photograph of crankshaft assembly below). Connecting rods 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 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 multiple 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. 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 tail piece to rear guard for easy wheel removal. Special design Triumph number plates.

WHEELS AND TYRES: Improved Triumph design wheels, with special spoke lacing for maximum strength, 19 x 3.25 Dunlop tyres, front and rear.

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

EQUIPMENT: Lucas 6 volt separate dynamo lighting set, with voltage control and electric horn. Special Triumph design knee-grips, adjustable de Luxe saddle and downswep exhaust pipes.

FINISH: The 3T de Luxe has 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. See below for Tiger 85 finish.

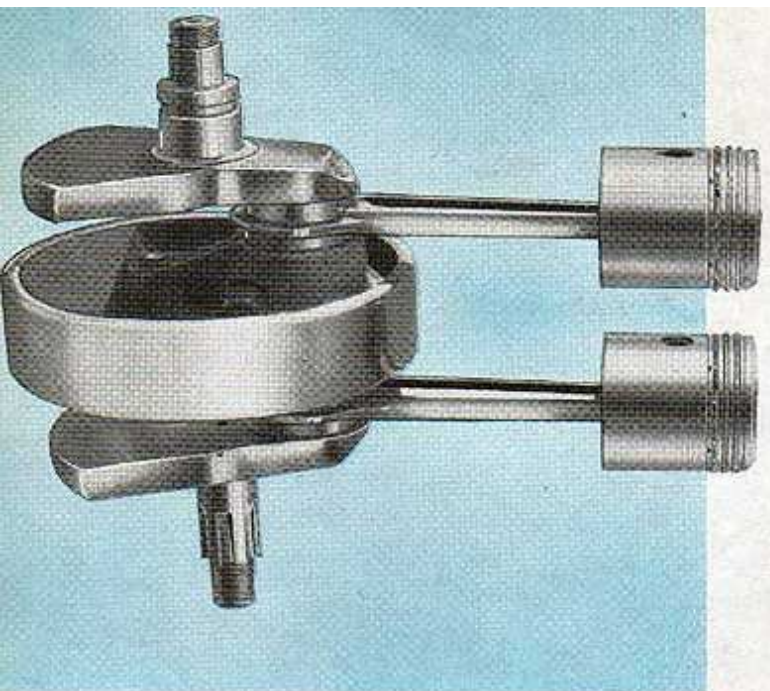
SPRING WHEEL: May be specified on either model. For details see Page Seven.

SPECIAL FEATURES OF THE TIGER 85

The "Tiger 85" has a specially tuned and assembled 349 cc. twin cylinder engine with high compression pistons of silicon low expansion alloy. The cylinder heads, ports and all moving parts are highly polished.

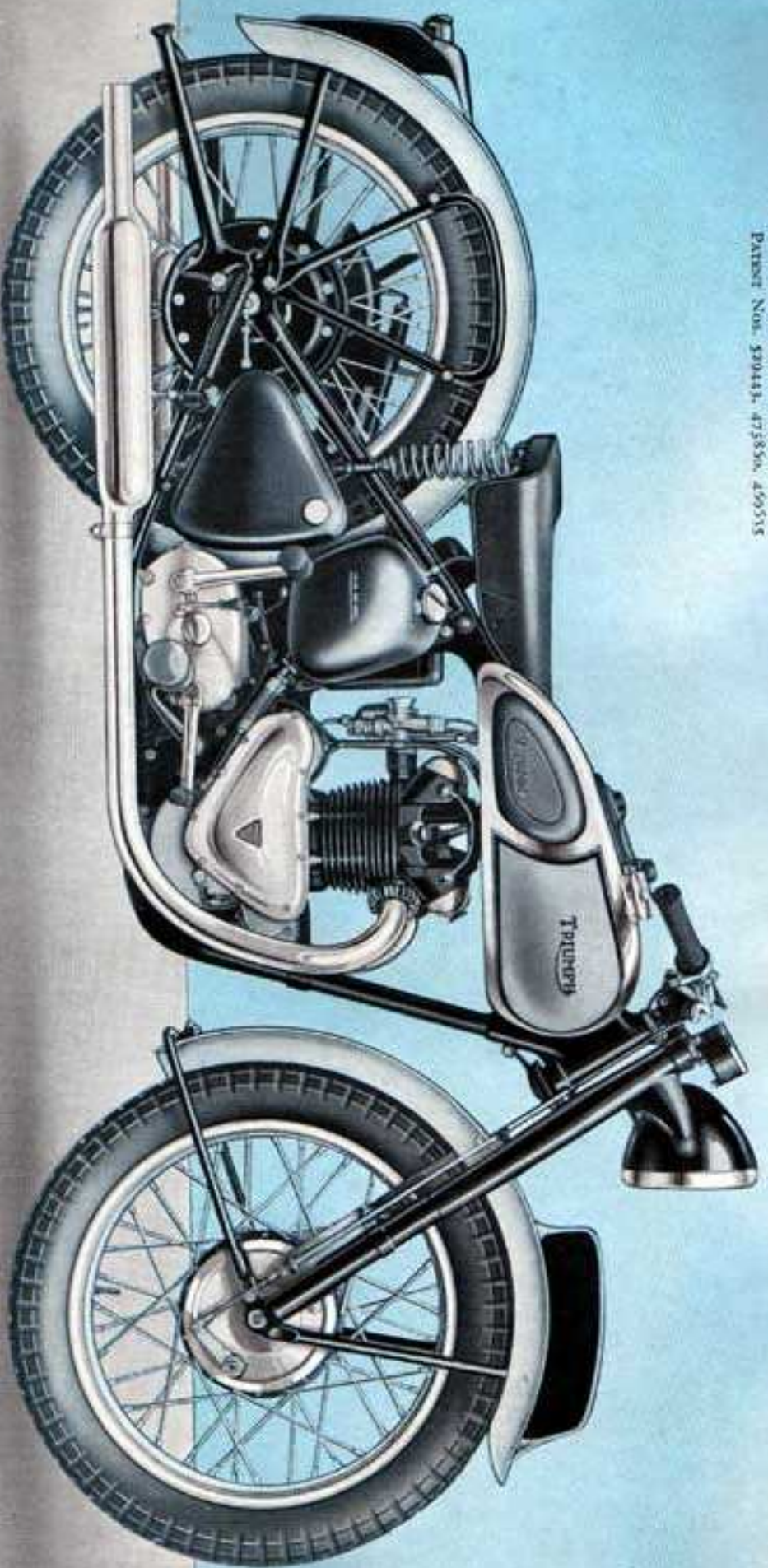
FINISH: Petrol Tank chromium plated with silver sheen panels lined out in blue. Mudguards in silver sheen with black centre strip. Wheel rims and spokes chromium plated with rim centres in silver sheen lined blue.

This photograph shows the patented crankshaft assembly of the 3T de Luxe and Tiger 85.



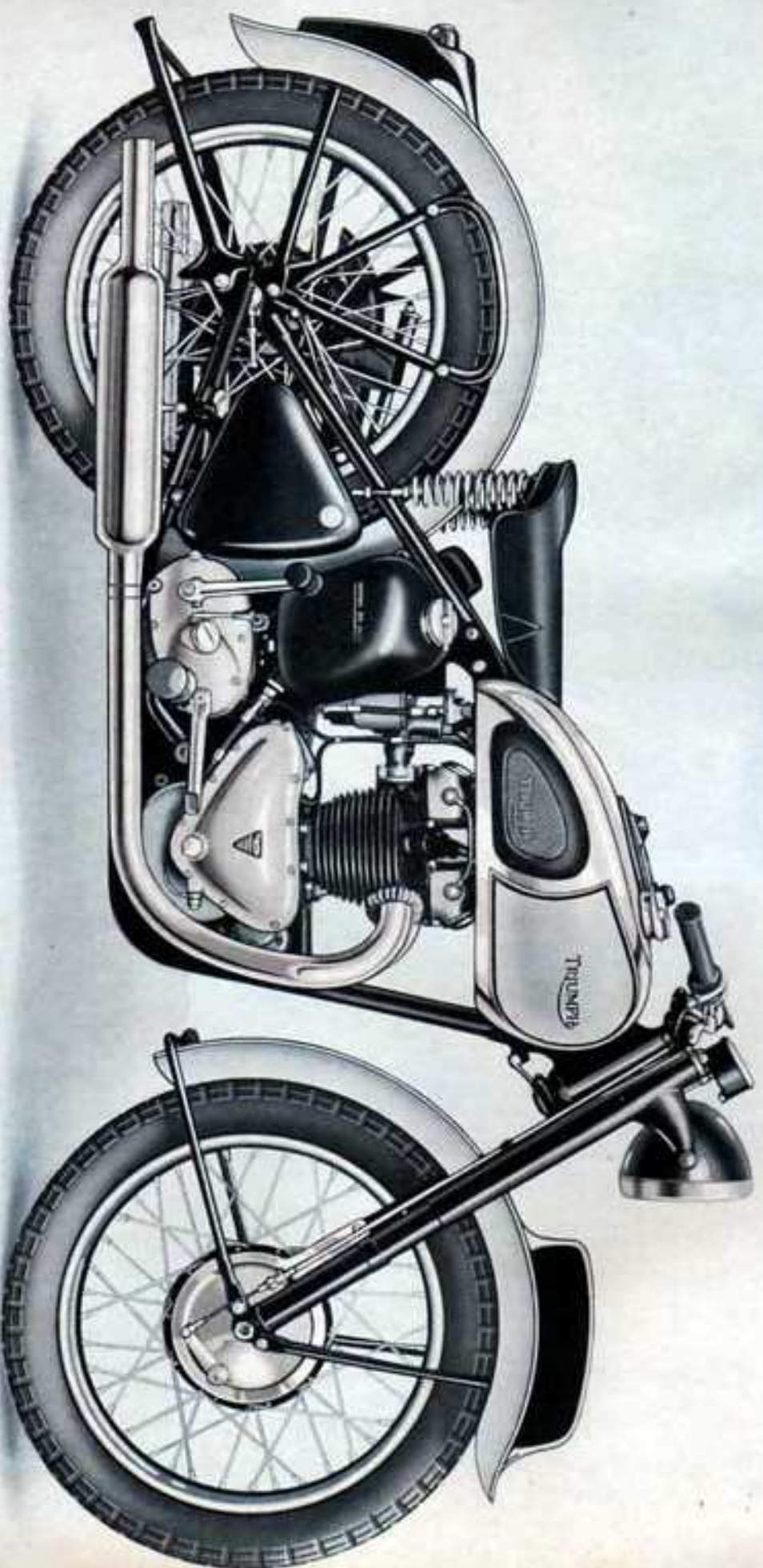
THE "TIGER 85" is a high performance sports machine which will satisfy every requirement of the 350c.c. class enthusiast. The specially tuned engine provides just that extra power, speed and acceleration which make it eminently suitable for high speed road work as well as giving a most creditable performance under strenuous competition conditions.

PATENT NOS. 320443, 473850, 479315



TRIUMPH
Tiger 85

THE "TIGER 100" is in its element on long fast road journeys . . . in sporting events demanding just that extra bit of snap and speed . . . yet withal it is silent, smooth, and docile, quite as at home in the heaviest traffic as when approaching the three figure mark on some deserted arterial.



The Best Mot

Triu

The Tiger 100

PATENT NOS. 473860, 474953, 482024, 469635

APRIL

ycle in the World

"D OCLILITY, sweetness, controlled power, these are three most valuable assets as any high-average rider knows. It is the man who can cover his miles effortlessly who most easily builds up the total and who most enjoys himself, and the Triumph Speed Twin is just the machine to help him do that thing." *"Motor Cycling."*



The Speed Twin

Patent Nos. 475560, 474003, 482024, 469033

TIGER 100 Specifications and SPEED TWIN

ENGINE : 498 cc. O.H.V. vertical twin cylinder.

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 connecting rods in R.R.36 Hyduminium alloy, with patented big-ends, patented crankshaft mounted on heavy duty ball bearings. Automatic advance magneto and separate dynamo all-gear driven. Amal Carburettor with Triumph patented quick action twist grip throttle control. Full dry sump lubrication incorporating plunger type pumps with positive feed to big ends and valve gear.

TRANSMISSION : Primary chain in polished cast

aluminium oil bath case. Rear chain positively lubricated 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 multiple 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. Quick opening filler cap and die-cast metal nameplate.

OIL TANK : All-steel welded with accessible filters, drain plug and separate vent. Capacity 1 gall. (Tiger 100), $\frac{1}{2}$ gall. (Speed Twin).

FRAME : Barred 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.



The photographs show (above) the highly efficient hemispherical combustion chambers of the 500 cc. engine; (left) the 4 gallon petrol tank.

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 tailpiece to 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 kneerips, adjustable de Luxe saddle and downswep exhaust pipes.

FINISH : Speed Twin, 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 : May be specified on either model. For details see Page Seven.

SPECIAL FEATURES OF THE TIGER 100

The world famous "Tiger 100" has a specially tuned and assembled 498 cc. twin cylinder engine with high compression pistons of silicon low expansion alloy. The cylinder heads, ports and all moving parts are highly polished.

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

The Speed Twin and Tiger 100 are illustrated on the centre pages.



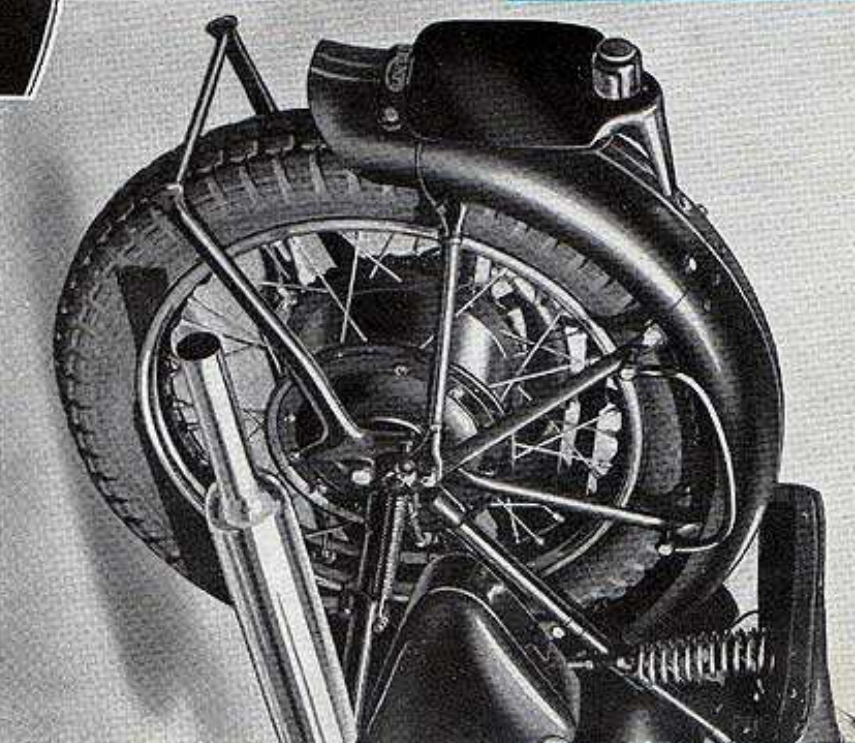
TRIUMPH

Springing - FRONT & REAR

For 1947 the emphasis is on springing—better springing, better roadholding, more comfort. The introduction of the Triumph telescopic fork marked a big step forward in this direction and its many advantages have been acclaimed by thousands of riders. Now we are proud to introduce the Triumph Spring Wheel which provides the answer to the problems of rear wheel springing with a degree of simplicity and efficiency never before approached in this all-important phase of motor cycle design.

TRIUMPH TELESCOPIC FORKS

Hydraulically damped these forks permit over six inches of wheel movement and provide the highest possible standard of comfort, steering and roadholding. There are no adjustments of any kind to be made by the rider and maintenance is reduced to checking the oil level every 10,000 miles.



TRIUMPH SPRING WHEEL

PATENT No. 524885

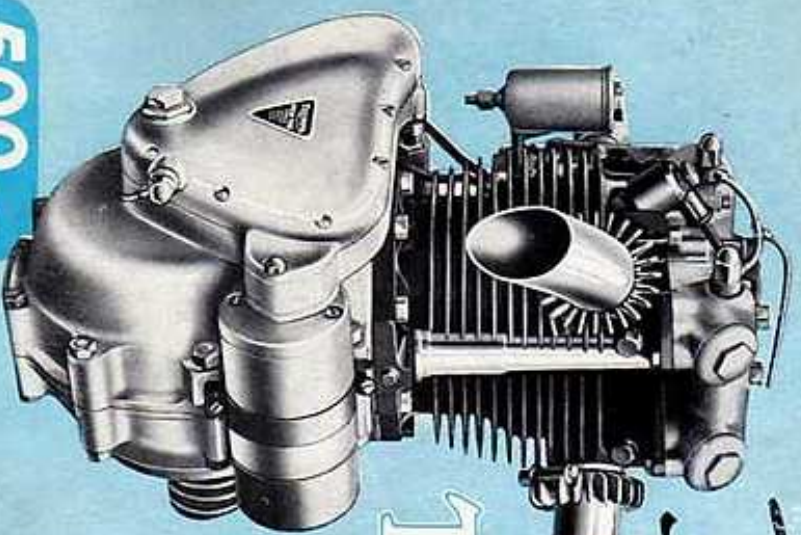
This remarkable springing system is enclosed in a massive aluminium alloy hub shell to which is attached the powerful eight inch diameter rear brake. The Spring Wheel is mounted in the frame in exactly the same way as a normal wheel and adds a mere three per cent. to the total weight of the machine. At the same time it reduces the total unsprung weight to little more than the weight of the rims and tyres. This remarkably low figure explains the exceptional roadholding and control at high speed which is such a feature of the rear-sprung Triumph twin. The pillion passenger enjoys the same degree of comfort as the rider.

Machines fitted with this equipment will not be available until the Spring of 1947.

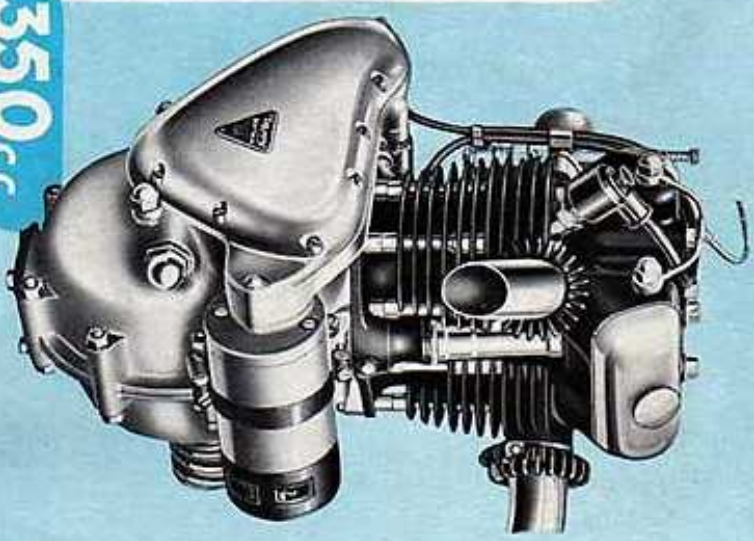
First and finest!

TRIUMPH

VERTICAL TWINS



500 cc.



350 cc.

All Triumph 1947 models are powered by the famous vertical twin cylinder overhead valve engines made in 350 c.c. and 500 c.c. sizes. This type of engine developed to its present pitch of perfection entirely by Triumph engineers has proved to be far and away the finest motor cycle engine available to-day. It offers the highest possible performance allied with silence, economy and docility and has won for itself a unique position in the motor cycle world.

TECHNICAL SPECIFICATION

	3T	T85	5T	T100
Bore and stroke mm.	55 × 73.4	55 × 73.4	63 × 80	63 × 80
Cylinder capacity	349	349	498	498
Compression ratio	7 : 1	8 : 1	7 : 1	8 : 1
Engine Sprocket No. of teeth solo	19	19	22	22
Gear ratios:				
Top solo	5.8	5.8	5.0	5.0
Third	6.95	6.95	6.0	6.0
Second	10.0	10.0	8.65	8.65
First	14.7	14.7	12.7	12.7
Top s/c	—	—	5.8	5.8
Third	—	—	6.95	6.95
Second	—	—	10.0	10.0
First	—	—	14.7	14.7
Front chain size	$\frac{1}{8}$ " × .305" all models			
Rear chain size	$\frac{5}{8}$ " × $\frac{3}{8}$ " all models			
Tyres — Dunlop front	19 × 3.25	19 × 3.25	19 × 3.25	19 × 3.25
rear	19 × 3.25	19 × 3.25	19 × 3.50	19 × 3.50
Saddle height	28 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "	29 $\frac{1}{2}$ "	29 $\frac{1}{2}$ "
Wheelbase (static)	53 $\frac{1}{2}$ "	53 $\frac{1}{2}$ "	55"	55"
Overall length	82 $\frac{1}{2}$ "	82 $\frac{1}{2}$ "	84"	84"
Overall width	28 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
Ground clearance	6"	6"	6"	6"
Weight	335	335	364	364
Petrol Tanks capacity	3 $\frac{1}{8}$ galls.	3 $\frac{1}{8}$ galls.	4	4
Oil Tank capacity	$\frac{3}{4}$ galls.	$\frac{3}{4}$ galls.	$\frac{3}{4}$	1

This Guarantee is given to Triumph Dealers

WE do not appoint agents for the sale of our motor cycles or other goods. We assign to Motor Cycle Dealers who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased by them from us. A Dealer purchasing from us or a Sub-dealer purchasing from him may assign to his purchaser the benefit of the guarantee printed below. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor is he authorised, so as to bind us, to give any warranty or make any representation or make or agree to any condition on our behalf.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any conditions, warranties or liabilities whatsoever, implied by law, implied at the place of manufacture and/or at the place of sale, all such implied conditions, warranties, and liabilities being in all cases excluded. Any statement, description, condition or representation contained in our catalogue, or in any advertisement, leaflet or other publications shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder 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 from which our trade mark or manufacturing number has been removed, no warranty or condition of any kind is given or is to be implied.

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 from date of delivery and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or re-fit or bear the cost of replacing or re-fitting, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles and motor cycle combinations 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 motor cycle in a manner calculated to cause damage or to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturer.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied or approved by the manufacturer, or to a motor cycle which is not designed for such use.
4. The attaching of a sidecar by any means to a motor cycle not recommended by the manufacturer, and/or the partial or complete removal of any part or parts of the silencing system.
5. The alteration to the silencing system as supplied by the manufacturer, and/or the partial or complete removal of any part or parts of the silencing system.

Any motor cycle or motor cycle 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 or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty, or condition 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.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us **CARRIAGE P.A.T.D.**, and accompanied by an intimation from the sender 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 number of the machine, the name of the Dealer from whom he purchased, and the date of purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here **AT THE RISK OF THE SENDERS.**

We guarantee only those machines which are bought either direct from us or from a Dealer, who has purchased direct from us, or from a Sub-Dealer who has purchased from him, and under no other condition.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, etc., nor do we guarantee any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.



TERMS OF BUSINESS

PAYMENT. In all cases where we have no ledger account, an invoice will be submitted to intending purchasers on payment of which goods will be forwarded, or approved references must be given.

INSURANCE. Motor Cycles and Sidecars, when forwarded per Passenger Train to any part of Great Britain or Northern Ireland, are consigned, unless otherwise instructed by the purchaser, at lowest rates, i.e., consignee's risk, but in order that the consignee shall be relieved of all troublesome negotiations should breakage or damage occur, all new complete machines forwarded by us in the above manner are covered by Insurance against damage in transit, theft and pilferage up to 75 per cent. of the total loss, customers should, therefore, notify the Company immediately in respect of any damage or loss. It is understood that the Company only act as agents between the purchaser and the Insurance Company, and no responsibility attaches to the Company in case of non-compliance of the Insurance Company with the claim of the purchaser.

Motor Cycles and Sidecars, when forwarded per Goods Train, are consigned at Railway Company's risk, and in case of damage, all claims should be addressed to the Carriers.

The above arrangement does not apply to repairs or spare parts. We reserve the right to modify or deviate from the specifications in minor details.

All goods are sold by us subject to the limited warranty fully set out above.

Packing Charges are charged for, but are returnable.

All goods are offered for sale subject to the price ruling at time of delivery.