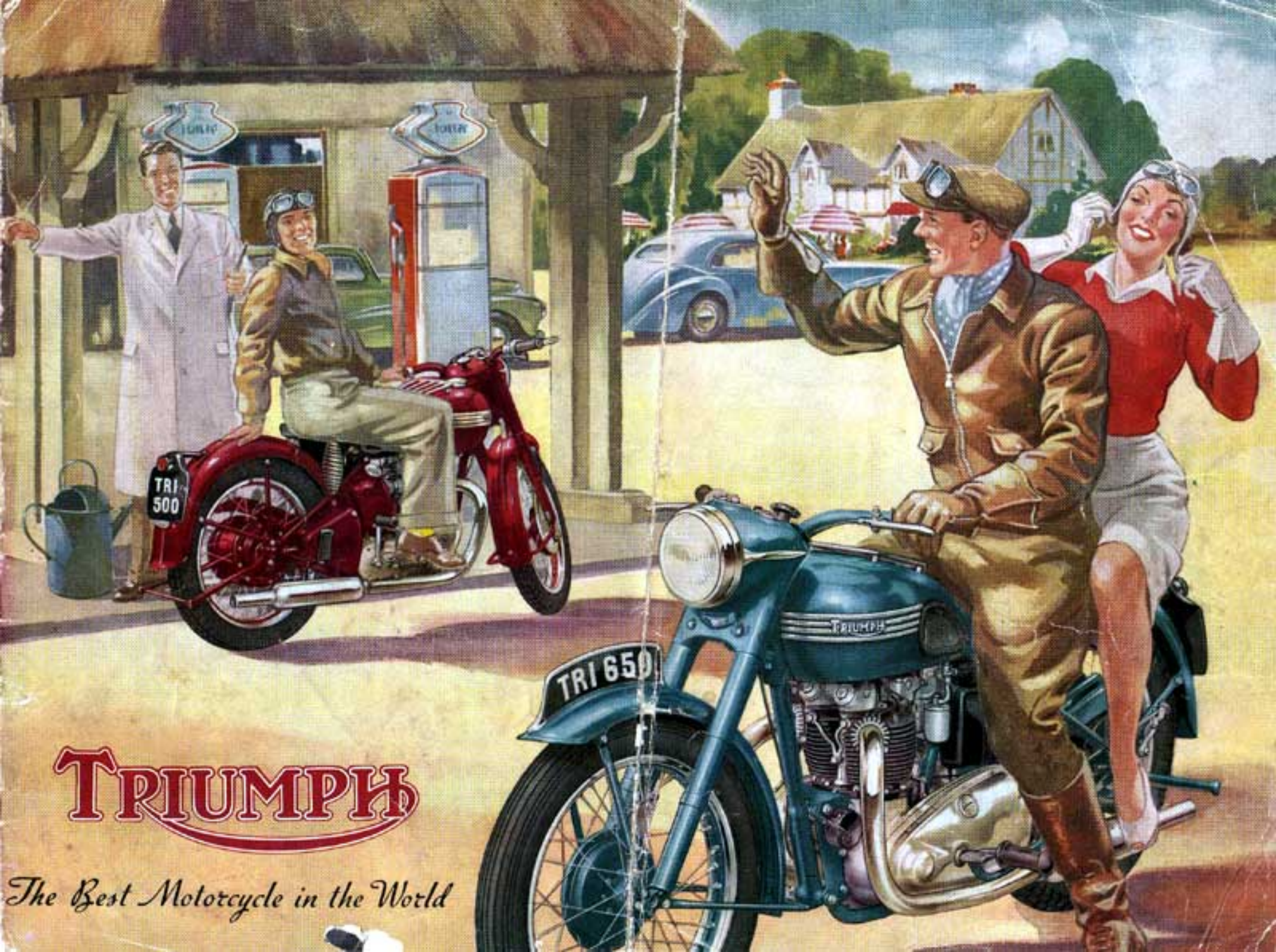




TRIUMPH

The Best Motorcycle in the World



★ **PERFORMANCE**

★ **STAMINA**

★ **QUALITY**

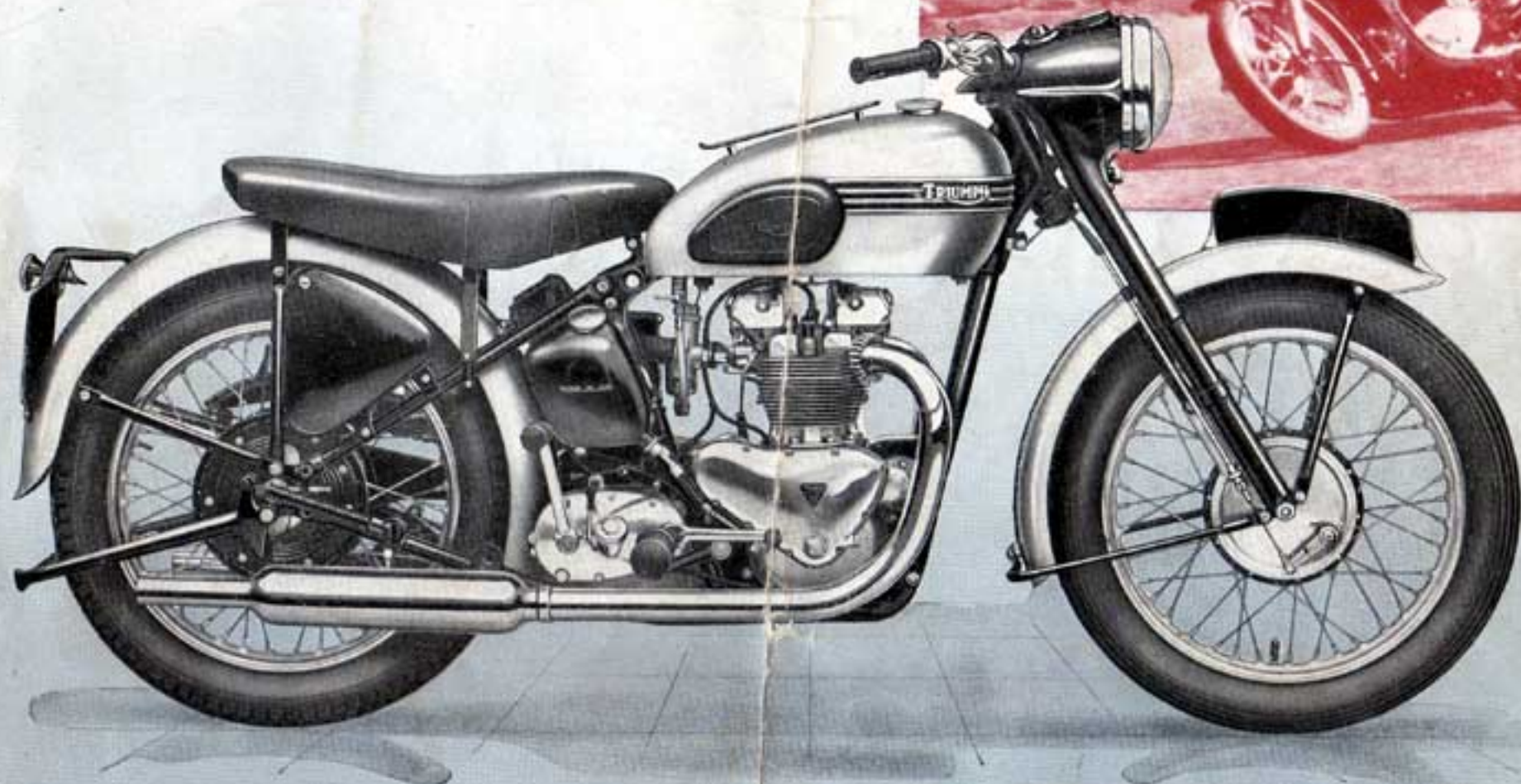


This is Motorcycling!

Road racing—a sport beloved by millions. Hard, clean and thrilling to ride in or watch.

TRIUMPH TIGER 100

Patent Nos. 475860, 474963, 482024, 469635



Introduced last year the all alloy "Tiger 100" has gained a wonderful reputation among sporting riders. In appearance and performance it sets a new standard. For the racing man, a complete conversion kit of parts is available. The machine cannot be supplied converted.

O.H.V. Twin. 498 c.c. Die cast alloy head and barrel. Polished internals. High compression pistons. Telescopic forks. Four speed gearbox. Twinseat. Finished silver sheen and black. Full specification on back pages.

SPECIFICATION

This is Motorcycling!

Exhibitions—held in all parts of the world—where enthusiasts gather to see and argue the pros and cons of the latest models. A not-to-be-missed part of the motorcyclist's year.





INTRODUCED with a startling demonstration of high speed reliability—three stock machines covered 500 miles each at over 92 m.p.h.—the 650 c.c. Thunderbird is now an established favourite with sporting riders throughout the world. Fast, economical and reasonable in weight it is equally happy solo or sidecar and offers motorcycling at its thrilling best.

SPECIFICATION

- ★ 650 c.c. O.H.V. Twin engine giving 34 B.H.P.
- ★ Triumph 4-speed gear-box with foot-operated change and heavy duty five-plate clutch.
- ★ S.U. automatically expanding choke type carburettor, giving outstanding performance, with economy of petrol. Specially developed for the Thunderbird.
- ★ New Lucas 7 inch high power "pre-focus" bulb type headlamp.
- ★ Beautifully finished in polychromatic blue lined in gold.
- ★ For complete specification see back pages.



International Six Days the choice of competition is enormous. Here is the Triumph team—team award winners in four I.S.D.T.'s running—1948-49-50-51!

TRIUMPH TROPHY

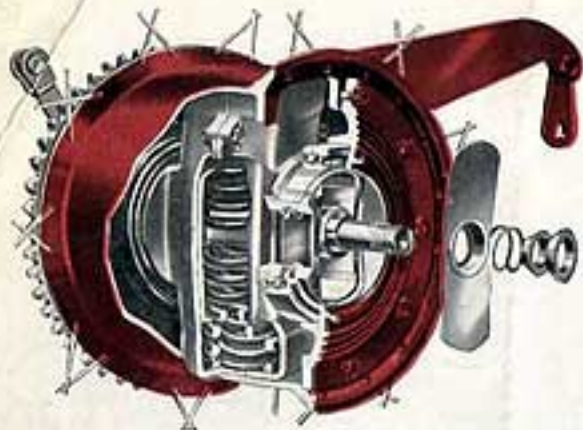
Potent Nos. 529443, 475860, 469635



SPECIFICATION

O.H.V. Twin. 498 c.c. Die cast alloy barrel and head. Air cleaner. Two-in-one exhaust. 6½ in. ground clearance. 70 degrees steering lock. Wide ratio gears. Tyres 400—19 rear, 300—20 front. Weight 295 lbs. only. For complete specification see back pages.

A light, tough model for "off-the-road" riders. Incorporates every refinement dictated by experience in all the major competitions. The special short wheel-base frame gives exceptional ease of control and fine steering at all speeds.



Triumph Spring Wheel, neat, efficient, robust.



Die Cast Alloy Cylinder barrel for Tiger 100 and Trophy. Unique close pitch fins.



The Racing Conversion Kit for the Tiger 100 includes Racing Pistons, Camshafts, Twin Carburettors, Megaphones, Racing Handlebars, etc., and is packed in a neat container.

DETAILS...

Whenever you look on a Triumph you will find small exclusive items designed to give the superior service and satisfaction for which the Triumph is famed. For instance :

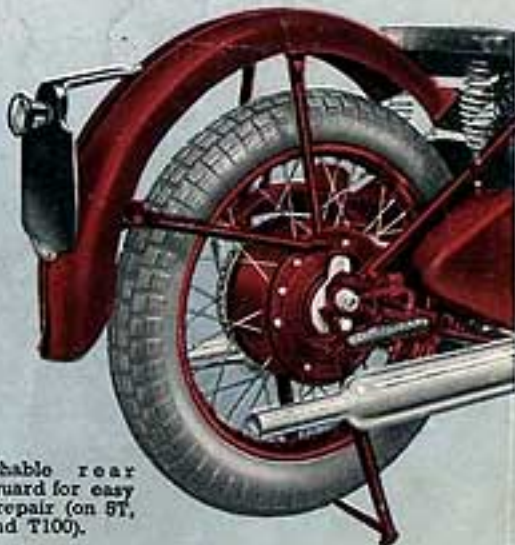
- (1) Highly polished front brake anchor plate, primary chain case, timing cover and gearbox end-cover for better appearance and ease of cleaning.
- (2) Plated streamline beading on front number plate banishes dangerous and rust collecting sharp edges.
- (3) Twist grip friction can be adjusted instantly—while you are riding if necessary.
- (4) Brake adjustment is a minute's work, without tools.
- (5) A drain plug in the oil tank makes oil changing a simple job.
- (6) Easily seen, trouble-free oil pressure indicator on the timing cover.
- (7) Chainguards to both runs of rear chain.
- (8) Footrests, handlebars, brake pedal and gear change pedal easily adjustable to suit all riding positions.
- (9) Battery conveniently located for easy topping up.
- (10) Attractive design rear number plate with lifting handle combined.



Powerful new Lucas headlamp equipment on 5T, 6T and T100.

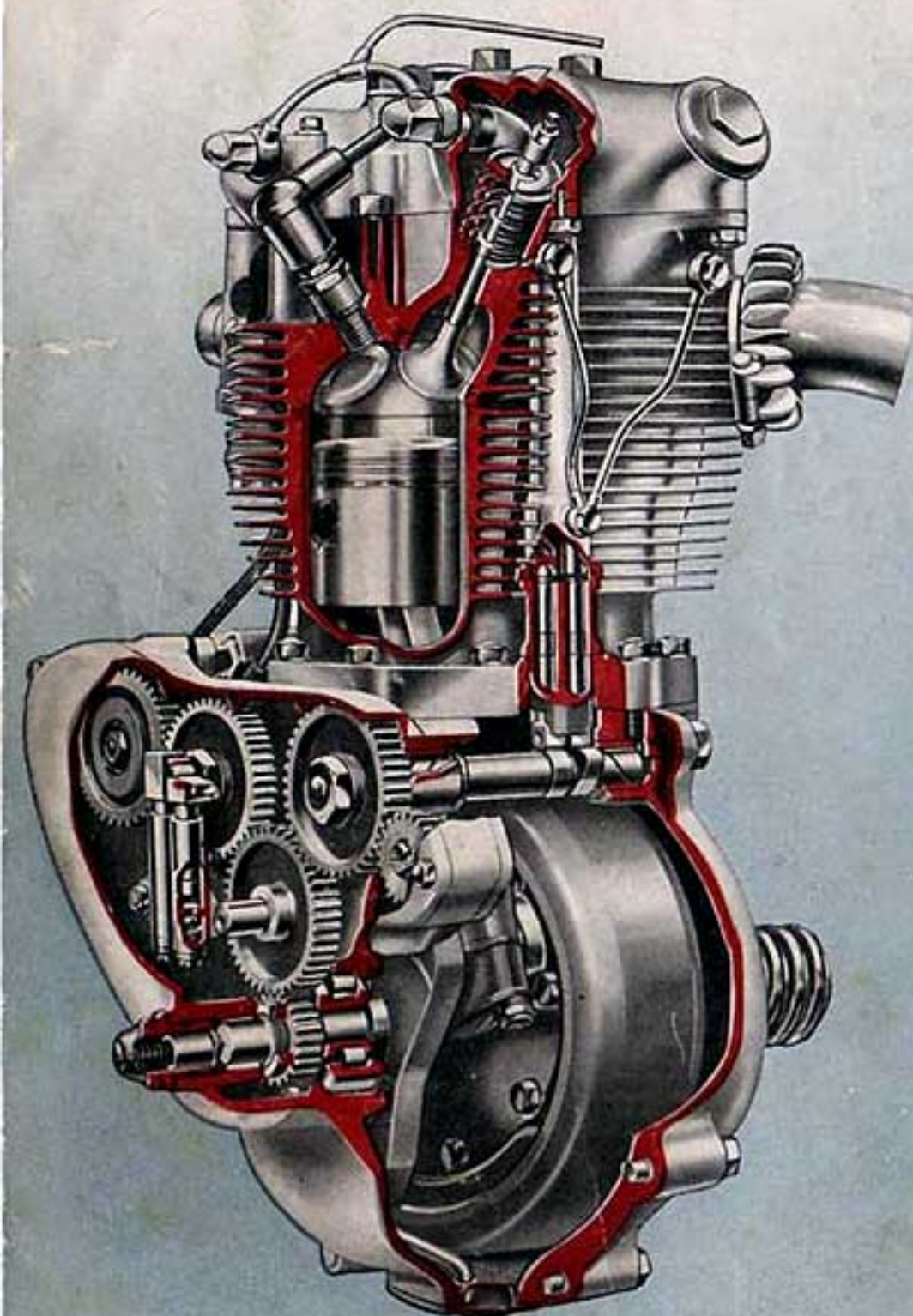


Tank top parcel grid—invaluable for light baggage and protects tank finish.



Detachable rear mudguard for easy tyre repair (on 5T, 6T and T100).

GENERAL SPECIFICATION (All Models)



A sectioned view of the Triumph Tiger 100 Engine with die cast alloy cylinder head and barrel.

ENGINES. O.H.V. parallel twin cylinder with two gear driven camshafts. All enclosed valve gear positively lubricated. "H" section connecting rods with patented plain big ends. Crankshaft mounted on massive ball and roller bearings, with central flywheel. T100 and TR5 have die cast alloy cylinder head and barrel, 5T and 6T cast iron. Dry sump lubrication with high capacity plunger type pumps pressure feeding to big ends and valve gear. Pressure indicator on timing cover. Gear driven magneto. Patent air cleaner to carburettor and Triumph adjustable quick action twist grip. 1/2 mal carburetters on 5T, T100 and TR5. S.U. carburettor on 6T.

TRANSMISSION. Primary chain in polished cast aluminium oil bath case. Rear chain protected on both runs and positively lubricated.

FOUR SPEED GEARBOX. Triumph design and manufacture throughout. Robust shafts and gears of hardened nickel and nickel-chrome steel. Specially dogged for fast changing. Positive stop footchange. Integral speedometer drive. Large diameter multi-plate clutch.

FUEL TANKS. All steel welded petrol and oil tanks with quick release plated filler caps. Parcel grid on tank top. Accessible filters, drain plug and separate vent to oil tank.

FRAMES. 5T, 6T, T100. Full cradle type with large diameter tapered front down tube. TR5, special short wheelbase competition type frame.

FRONT FORKS. Triumph design telescopic pattern with hydraulic damping. Six inches movement.

BRAKES. Designed to match exceptional Triumph performance. Large diameter cast iron drums, finest linings, finger adjustment. Highly polished front brake anchor plate.

HANDLEBAR. Triumph design natural angle shape. Quick action twist grip with adjustable friction control. Integral horn push. Adjustable brake and clutch levers.

WHEELS AND TYRES. Triumph design wheels with heavy duty dull plated spokes. Dunlop tyres.

TOOLBOX. Ample size box, all steel, with quick release fastener. Complete set of good quality tools and greasegun.

NACELLE. (Patent No. 647670.) Unique Triumph feature on 5T, 6T and T100 only. Built integrally with top of forks and encloses all instruments and switch-gear. (Speedometer, ammeter, lighting switch, magneto cut-out button, horn and headlamp.) All instruments rubber mounted and internally illuminated.

ELECTRICAL EQUIPMENT. New type 7 inch Lucas built-in headlamp (on 5T, 6T, T100) with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Separate pilot light below. TR5 has 6 inch headlamp with quickly detachable harness. Lucas 6 volt 60 watt dynamo with full ball bearing armature. Automatic voltage control. Powerful electric horn. Internal illumination for speedometer and ammeter. Lucas 12 a.h. battery.

SPEEDOMETER. Smiths 120 m.p.h. (or 180 k.p.h.) chronometric speedometer with R.P.M. scale and internal lighting.

OTHER EQUIPMENT. Includes adjustable well sprung saddles on 5T, 6T and TR5. Twin-seat on T100. Triumph rubber kneegrips on 5T, 6T and T100. Tyre inflator, rubber handlebar grips, footrest and kickstart pedal rubbers.

AIR CLEANER. New Triumph design patented Vokes air cleaner. New straight line air intake to carburettor on 5T, 6T and T100.

EXTRAS.

SPRING WHEEL. (Patent No. 524885.) This unique rear suspension system offers many advantages. It requires no maintenance or greasing except at very long intervals. It is very efficient on the road, providing a high degree of comfort and controllability at all speeds. The massive aluminium alloy hub shell totally encloses all moving parts and incorporates a powerful 8 inch brake. The wheel is mounted in the frame in the normal manner.

HOW IT WORKS. The spindle bolts into the frame as usual, while the wheel and hub are free to move on a curved path taken from the centre of the gearbox sprocket which ensures constant chain tension. Movement is controlled by springs, two below the spindle and one above. See illustration on previous page.

The Spring Wheel is available as an extra on all models.

PROP STAND. Retained by a spring in both positions—out as a prop, or folded back. May be specified extra on all models.

TWIN SEAT. The ideal seat for the fast solo man or for use with a passenger. Made of supple Latex foam covered with tough long wearing black VYNIDE, completely waterproof. Specially shaped steel base pan. (Fitted standard on T100, may be specified extra on 5T or 6T.)

PILLION FOOTRESTS. Folding type for all models. Fit to special lugs on frame. Rubber covered.

TECHNICAL INFORMATION



DESCRIPTION

MOTEUR : Bicylindre vertical avec distribution par double arbre a cames. Mécanisme des soupapes complètement enfermé et lubrifié. Têtes de bielles simples. Grassiage semi-sec assurant une lubrification positive des têtes de bielle et du mécanisme des soupapes. Arbre de vilebrequin breveté monté sur gros roulements a billes avec volant central. Dynamo séparée.

TRANSMISSION : Chaîne primaire sous carter bain d'huile en aluminium poli. Dessin nouveau boîte de vitesses TRIUMPH quatre vitesses avec changements au pied. Disques d'embrayage multiples de grand diamètre.

CADRE : Brasé, type en berceau, avec tubes de grand diamètre en alliage spécial. Fourche télescopique TRIUMPH avec amortisseur hydraulique.

RESERVOIRS : ESSENCE, en tôle d'acier avec bouchon fermeture rapide. HUILE, muni de filtres efficaces, vidange à tuyau séparés, bouchon vissé en alliage spécial.

ROUES et FREINS : Roues TRIUMPH. Freins puissants réglables avec garnitures de la meilleure qualité.

NACELLE : Tableau de bord TRIUMPH aérodynamique, encastré au sommet des haubans et comprenant : le phare, le compteur, l'ampèremètre, le commutateur, le bouton de klaxon.

GUIDON : Donnant une position très confortable. Freinage de direction réglable. Tous leviers chromés.

EQUIPEMENT : Dynamo LUCAS 6 volts, avec dynamo 60 watts, puissant avertisseur Klaxon électrique, selle ajustable, modèle luxe. Compteur Smiths 180 Km.H. Boîtes outillage acier avec jeu complet d'outils de bonne qualité. Pneus DUNLOP. Pompe à pneus. Porte paquets.

EXTRAS : Suspension arrière. Béquille de côté.

Voir autres détails dans catalogue.

ESPECIFICATION

MOTOR : De dos cilindros verticales con valvulas en cabeza y con doble arbol de levas. Cojinetes de cigueñal lisos. Carter de aceite con conductos de alimentacion a los cojinetes de cigueñal y balancines. Cigueñal patentado montado en cojinetes solidos con volantes central.

TRANSMISION : Cadena primaria montado en carter de aluminio lubricada en aceite. Caja de cambios de 4 velocidades con cambio de pie positivo. Embrague de gran diametro de discos.

CUADRO : En forma de cuna con tubos de aleacion de acero de alta calidad. Horquillas telescópicas con amortiguacion hidraulica.

DEPOSITO DE GASOLINA : De chapa de acero soldada con filtro manejable al deposito. Deposito de aceite montado con filtros eficientes, tapon de vaciado y tuberia separada. Tornillo de aleacion como tapon.

RUEDAS Y FRENOS : Ruedas del diseño Triumph. Frenos poderosos con Ferodos de superior calidad para su replaje a mano.

TABLERO INSTRUMENTOS : Panel de instrumentos construido en la parte superior de las horquillas que incluye faro, cuenta-kilometros, amperimetro, interruptor de luces, bocina y disyuntor.

MANILLAR : Muy confortable para conducir, puño de rosca regulable y de accion ligera. Palancas de frenos y embrague de plato cromado.

EQUIPO : Dinamo de 6 voltios 60 wattios tipo Lucas. Bocina electrica poderosa. Sillin regulable de Luxe. Cuenta-kilometros tipo Smiths de 180 k.p.h. Caja de herramientas toda ella de acero con juego completo de herramientas de muy buena calidad. Neumaticos Dunlop. Bomba de inflar neumaticos. Porta-equipajes.

EXTRAS : Suspension trasera. Soporte de apoyo. Para mas informacion vease catalogo.

BESCHREIBUNG

MOTOR : OHV vertikaler 2-Zylindermotor. Vollständig eingeschlossene Ventile mit Spezialfedern. Leichtmetall Kurbelgehäuse von grosser Stabilität. Pleuellager und Kurbelwelle auf extra starken Kugellagern montiert. Trocken-Sumpf-Schmierung. Separater durch Zahnräder angetriebener Dynamo.

KRAFTUEBERTRAGUNG : Primär-Kette in poliertem Spritzguss-Öelbadgehäuse. 4-Gang-Getriebe von Triumph patentiert und gebaut. Vollständig eingeschlossene Fusschaltung. Mehrplatten-Kupplung von grossem Durchmesser.

RAHMEN : Wiegenrahmen aus den besten Stahllegierungsrohren gelötet. Triumph-Teleskopgabel mit hydraulischer Dämpfung.

TANKS : Ganz aus Stahlblech geschweisst. Benzindeckel mit Schnellverschluss. Öeltank mit wirksamen Filtern, Ablassstößeln und separatem Abzugskanal mit separater Oeffnung.

RAEDER UND BREMSEN : Von Triumph entworfene Räder mit starken, cadmierten Speichen. Bremsen mit grossen Bremsflächen und den besten Bremsmänneln. Vorn und hinten von Hand einstellbar.

SCHWEINWERFER- UND INSTRUMENTENGEHAEUSE : Der Scheinwerfer ist im obern Teil der Teleskopgabel in einer stromlinienformigen Verschaltung eingebaut. Ebenfalls im Gehäuse befinden sich der Tachometer, der Ampèremeter, der Lichtschalter, der Kurzschlusschalter, der Steuerdämpfer und das elektrische Horn.

LENKER : Grosser Fahrkomfort. Neuartiger, verstellbarer Gasdrehgriff. Verchromter Brems- und Kupplungshebel.

AUSRUESTUNG : Lucas 6-Volt 60 Watt Dynamo. Starkes Horn. Verstellbarer Luxus-Sattel. Smiths Kilometer-Zähler 180 km. Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. Dunlop Pneus. Pumpe. Gepäckträger auf Benzintank montierbar.

EXTRA-ZUBEHOER : Hinterradabfederung—Seitenständer.

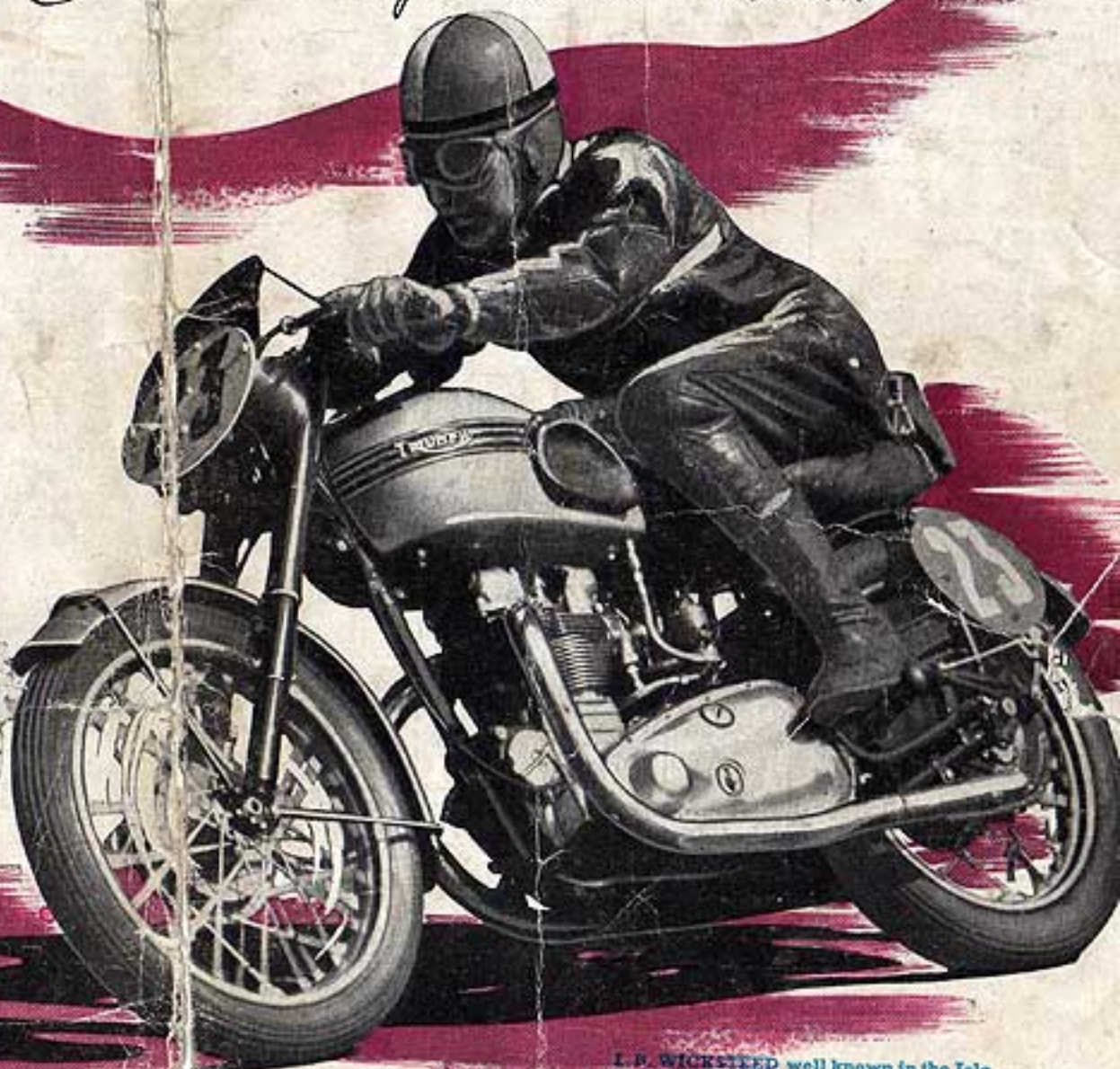
MODEL	5T	T100	6T	TR5
Engine : Type ...	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of cylinders ...	2	2	2	2
Bore and stroke mm.	63 × 80	63 × 80	71 × 82	63 × 80
" " ins.	2.48 × 3.15	2.48 × 3.15	2.79 × 3.23	2.48 × 3.15
Cylinder capacity c.cm.	498	498	649	498
" " ins.	30.50	30.50	40	30.50
Compression ratio ...	7 : 1	7.6 : 1	7 : 1	6 : 1
B.H.P. and R.P.M. (Low Octane Petrol) ...	27 at 6300 Solo S/C	32 at 6500 Solo S/C	34 at 6300 Solo S/C	25 at 6000 Solo
Engine sprocket, teeth ...	22 19	22 19	24 21	21
R.P.M., 10 m.p.h. top gear ...	650	650	594	682
Gear ratios— Solo S/C				
Top ...	5.00 5.80	5.00 5.80	4.57 5.24	5.24
Third ...	5.95 6.90	5.95 6.90	5.45 6.24	7.46
Second ...	8.45 9.80	8.45 9.80	7.75 8.85	11.58
First ...	12.20 14.15	12.20 14.15	11.20 12.80	15.25
Carburetter main jet ...	140	160	S.U.	150
" slide ...	6/3½	6/3½	Needle	6/3½
" needle jet ...	107	107	M9	107
Ignition, fully advanced ins. (mm.)	¾" (9.5)	¾" (9.5)	¾" (9.5)	¾" (9.5)
Front chain size ...	½" × .305" all models			
Rear chain size ...	½" × ¾" all models			
Tyres—Dunlop front				
Front ... ins.	3.25—19	3.25—19	3.25—19	3.00—20
Rear ... ins.	3.50—19	3.50—19	3.50—19	4.00—19
Saddle Height ins. (cm)	29½" (75)	31" (79)	29½" (75)	31" (79)
Velbase ins. (cm)	55" (140)	55" (140)	55" (140)	53" (134)
Overall length ins. (cm)	84" (214)	84" (214)	84" (214)	80" (203)
Overall width ins. (cm)	28½" (72)	28½" (72)	28½" (72)	29" (74)
Ground clearance ins. (cm)	6" (15)	6" (15)	6" (15)	6½" (16)
Dry weight, lbs. (kilos)	365 (165.5)	355 (160)	370 (168)	295 (134)
Petrol tanks, galls. (litres)	4 (18)	4 (18)	4 (18)	2½ (11.35)
Oil tank, pints (litres)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)

To convert miles per gallon into kilos per litre multiply by .354.

To convert kilos per litre into miles per gallon multiply by 2.825.

TRIUMPH

The Best Motorcycle in the World



P. H. ALVES—A.C.U. Trials Champion and four times member of winning British teams in the International Six-Days Trial.

L. B. WICKSTEED well known in the Isle