

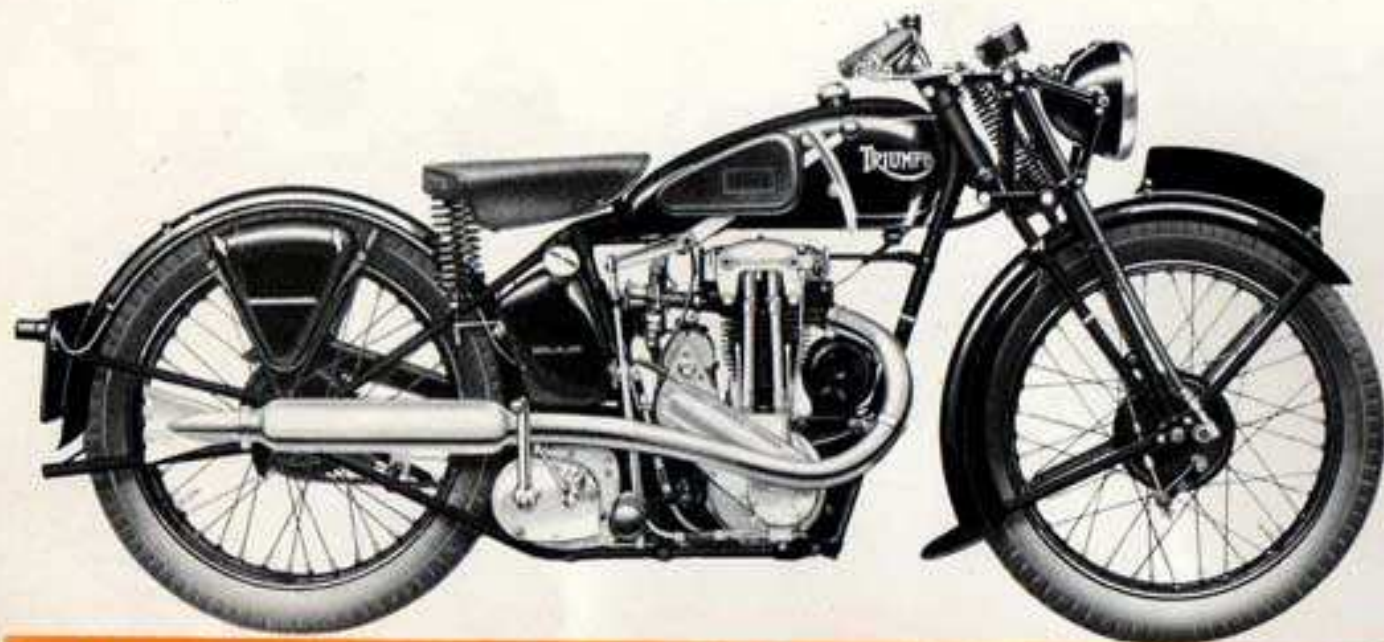
OVERSEAS EDITION

# TRIUMPH



*For Faultless Riding*





## MODEL L.2/I 250 c.c. O.H.V

250 c.c. O.H.V. with total enclosure and automatic lubrication to overhead valve gear ;  
Lucas 6-volt Magdyno lighting and electric horn.  
A lightweight machine of advanced design—economical to run and easy to handle.

### ABRIDGED SPECIFICATION

*Full specification on page 14*

ENGINE . . .	Single Port O.H.V. (B. 63×5.80).	FRAME . . .	Cradle type with single front down tube.
LUBRICATION	Dry Sump.	FORK . . .	Tubular brazed up.
OIL TANK . . .	3½ pints capacity.	TRANSMISSION	Primary drive, totally enclosed in pressed steel case.
GEARBOX . . .	Four-speed with dry-plate clutch.	BRAKES . . .	6" diameter.
		WHEELS . . .	19" rims with 25×3 tyres.
		PETROL TANK	2½ gallons capacity—finished black with gold line.

*For Faultless  
Riding*

### *Cornering*

Safe cornering is probably one of the most desirable attributes of the modern motor cycle and all Triumph models are renowned for their excellent cornering qualities. Always brake before the corner in order to avoid the possibility of skidding, and if fast cornering is to be indulged in, it is essential to choose bends where there is a reasonably clear view.

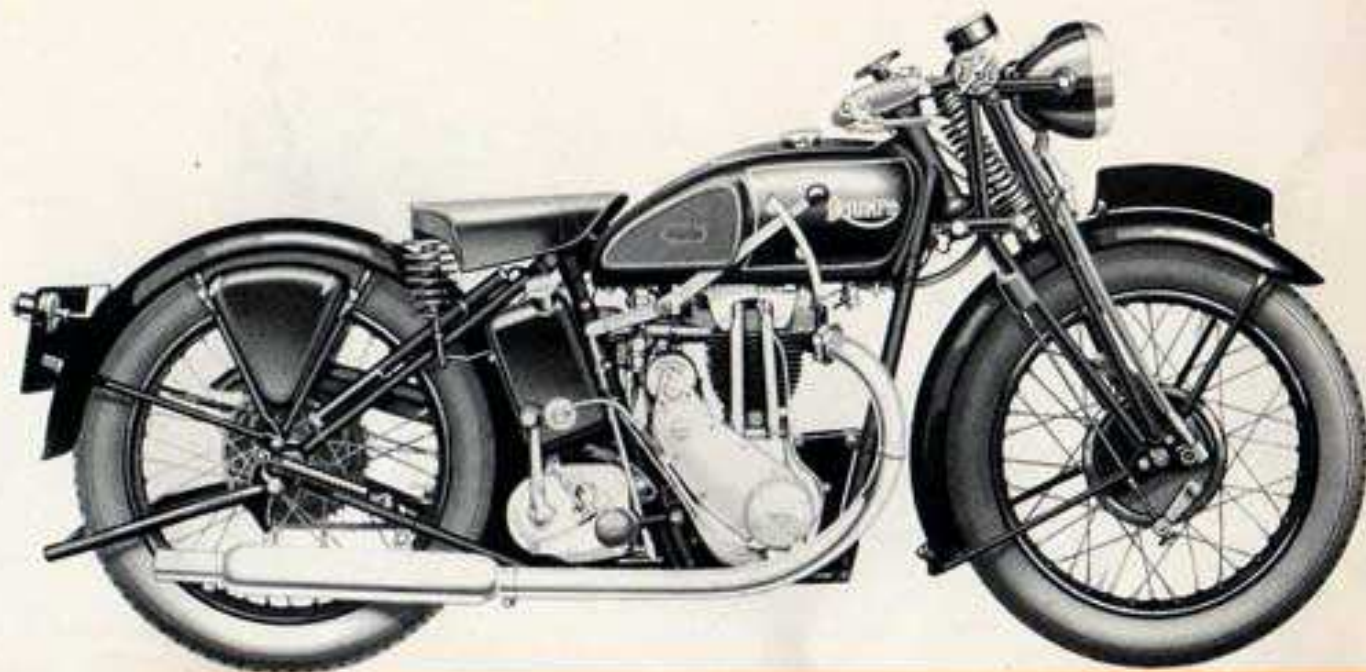




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## *Gear-changing*

It is important to remember that, in order to obtain a perfect gear-change, it is necessary for the pinions in the gearbox to synchronise at the moment of engagement. Therefore, when changing up always ease back the throttle; when changing down, allow the engine to gather revolutions before engaging the lower gear. By this means the change becomes simple and silent.



## MODEL 2/1 250 c.c. O.H.V



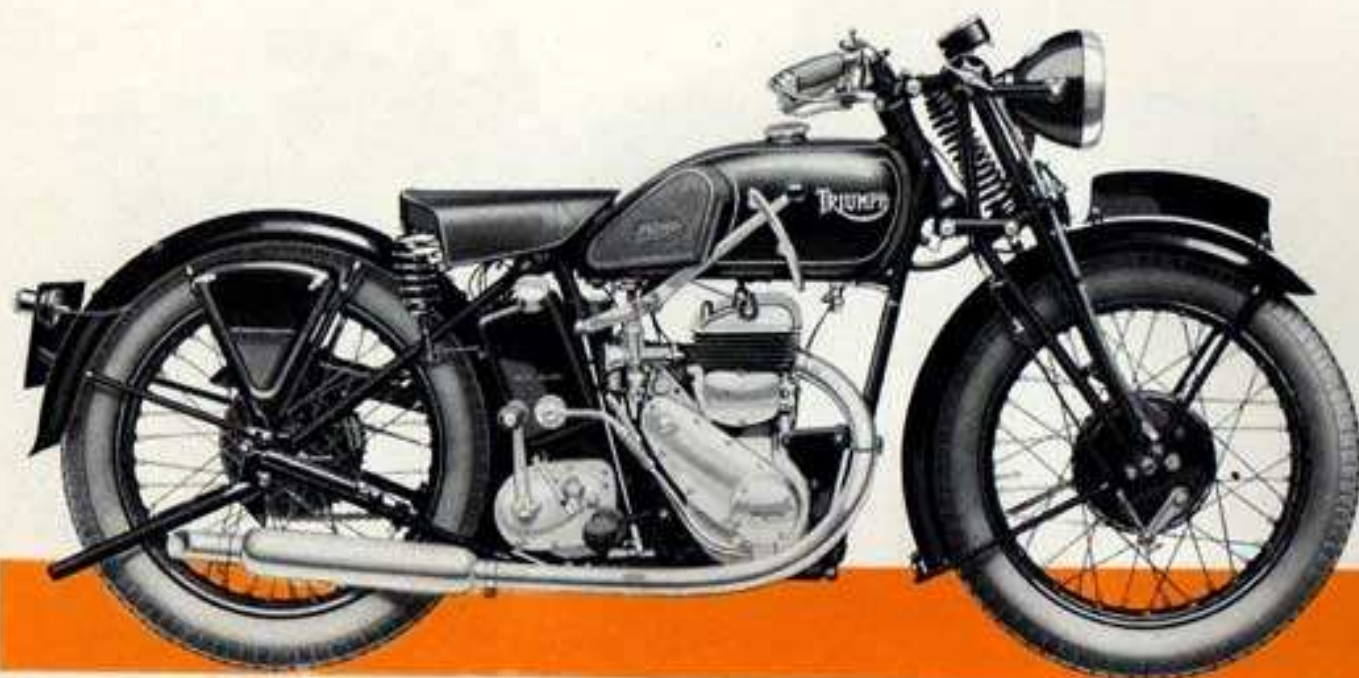
250 c.c. O.H.V. with total enclosure and automatic lubrication to overhead valve gear. Fitted with four-speed gear; Lucas 6-volt Magdyno lighting with electric horn. A full-sized 250 c.c. machine with an exceptionally fine performance and delightful steering qualities.

### ABRIDGED SPECIFICATION

*Full specification on page 14*

ENGINE . . .	Single port O.H.V. (B.63×5.80).	TRANSMISSION	Primary drive enclosed in aluminium oil bath.
LUBRICATION	Dry Sump.	BRAKES . . .	7" diameter.
OIL TANK . .	4 pints capacity.	WHEELS . . .	19" rims with 26×3-25 tyres
GEARBOX . .	Four-speed with cork clutch.	PETROL TANK	2½ gallons capacity—finished black and gold.
FRAME . . .	Duplex cradle type.		
FORK . . .	Tubular brazed up.		





## MODEL 3/1 350 c.c. SIDE VALVE

350 c.c. side valve, with four-speed gearbox; Lucas 6-volt Magdyno lighting and electric horn. A model ideally suited for all-round touring conditions.

### ABRIDGED SPECIFICATION

*Full specification on page 14*

ENGINE . . . Side valve (8.70x5.89) with aluminium cylinder head.  
LUBRICATION . . . Dry Sump.  
OIL TANK . . . 4 pints capacity.  
FRAME . . . Duplex cradle.  
FORK . . . Tubular brazed up.

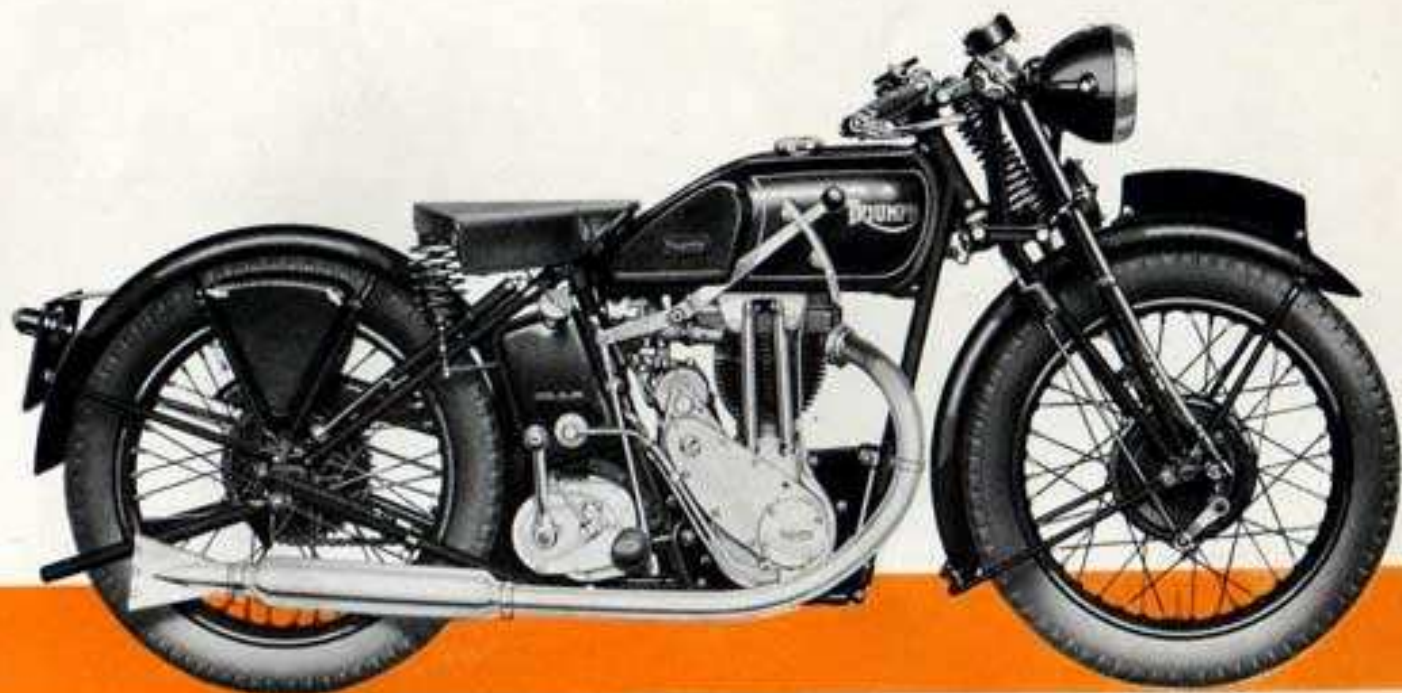
TRANSMISSION . . . Primary drive, totally enclosed in pressed steel case.  
BRAKES . . . 7" diameter.  
WHEELS . . . 19" rims with 26x3.25 tyres  
PETROL TANK . . . 2½ gallons capacity—finished black and gold.

### *Crossing Tramlines*

Tramlines are not so formidable to motor cyclists as they used to be, tyres are so much larger and the wheels pass over the tramlines without much trouble. Ease the throttle at the moment of crossing the tramlines, because acceleration at such a time often provokes a skid, and always cross at a reasonably wide angle.

*For Faultless  
Riding*





## Braking

"When braking, remember that the front and rear brakes applied together give a far smoother pull-up than a heavy application of either brake used separately. When a rapid pull-up is necessary always take into account the nature of the road surface."

*For Faultless  
Riding*

## MODEL 3/2 350 c.c. O.H.V

350 c.c. O.H.V. with total enclosure and automatic lubrication to overhead valve gear. Fitted with four-speed gear; Lucas 6-volt Magdyno lighting and electric horn. A compact and fast "350."

### ABRIDGED SPECIFICATION

*Full Specification on page 14*

ENGINE . . .	Single Port O.H.V. (8.70 x 5.89).	TRANSMISSION	Aluminium oil bath.
LUBRICATION.	Dry Sump.	BRAKES . . .	7" diameter.
OIL TANK . . .	4 pints capacity.	WHEELS . . .	19" rims with 26 x 3-25 tyres.
FRAME . . .	Duplex cradle type.	PETROL TANK	2½ gallons capacity—finished black with gold lines.
FORK . . .	Tubular, brazed up.		



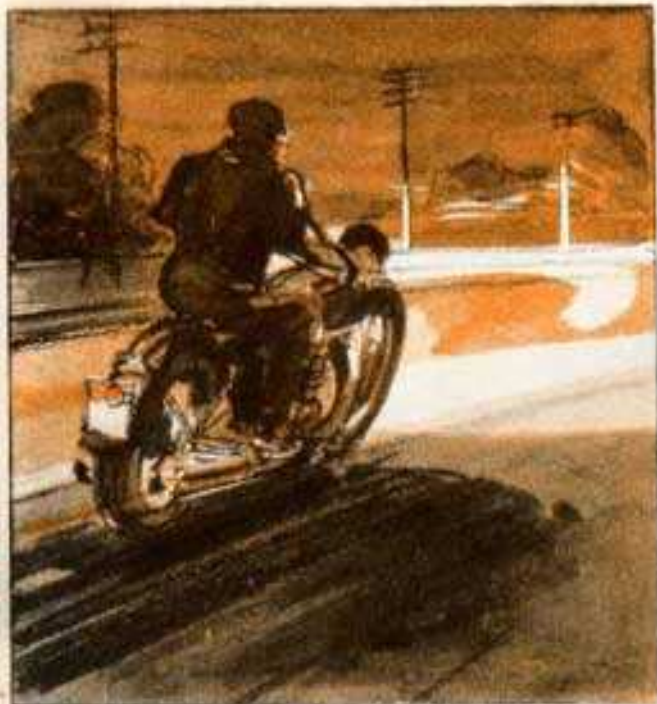
# MODEL 5/1 550 c.c. SIDE VALVE

550 c.c. Side valve, with four-speed gear; Lucas 6-volt Magdyno lighting with electric horn. A sturdy and powerful machine for use solo or with sidecar.

## ABRIDGED SPECIFICATION

*Full specification on page 14*

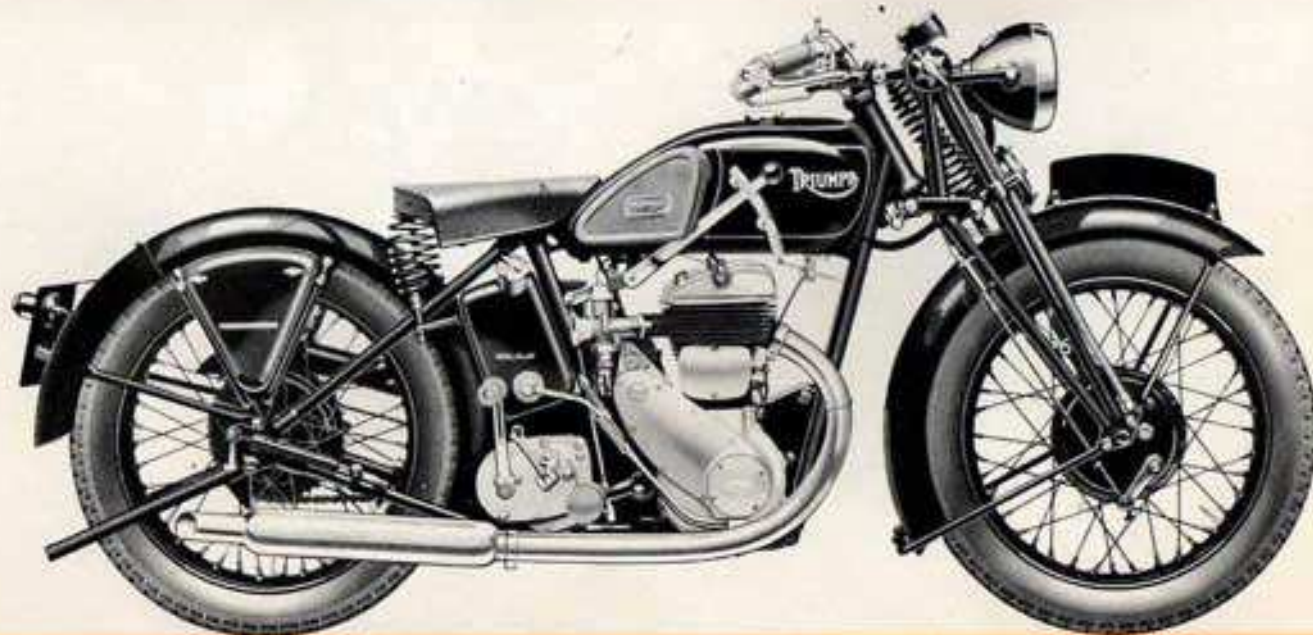
ENGINE	Side valve (B.84×5.99) with aluminium cylinder head.	TRANSMISSION	Primary drive, totally enclosed in pressed steel case.
LUBRICATION	Dry Sump.	BRAKES	7" diameter.
OIL TANK	5 pints capacity.	WHEELS	19" rims with 26×3.5 tyres.
FRAME	Duplex cradle type.	PETROL TANK	2½ gallons capacity—finished black with gold lines.
FORK	Taper drawn tube brazed up.		



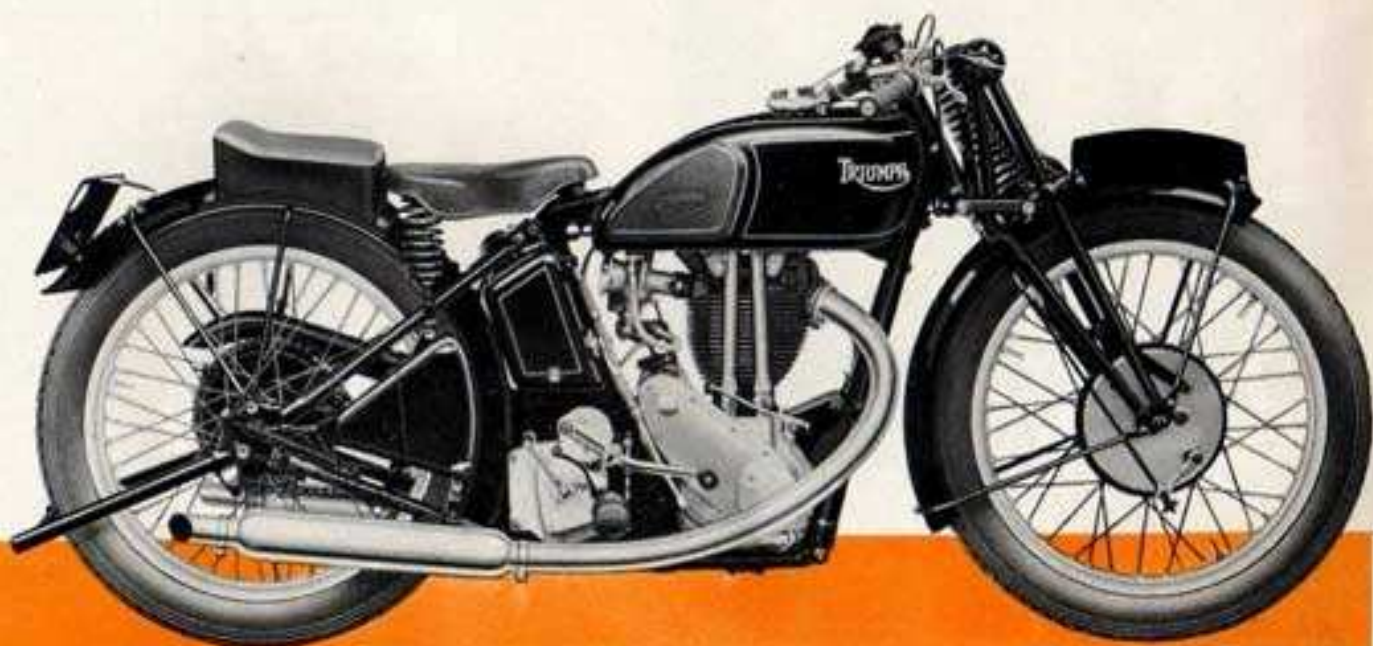
### *Night Riding*

Night Riding can be very pleasant if your lighting set is in good trim. Always pay particular attention to your battery and occasionally check over all electrical connections. Attention to the smaller details will obviate such annoyances as bulbs being blown as the result of a loose connection.

*For Faultless  
Riding*







## Get - away

When making a standing start, always use bottom gear and fully engage the clutch before the throttle is opened to any great extent. If the throttle is opened wide and the clutch slipped, the result is usually clutch trouble after a comparatively short mileage.

*For Faultless  
Riding*

## MODEL 5/10 500 c.c. O.H.V

500 c.c. Two Port O.H.V. Special Sports, fitted with engine constructed to withstand prolonged periods of "all-out"; having a Duplex cradle frame, giving a low centre of gravity. This machine can be supplied with T.T. or standard close ratio gears, and with or without kickstarter. The 5/10—apart from having an exceptionally fine performance—is renowned for its splendid steering qualities.

### ABRIDGED SPECIFICATION

**ENGINE** Two Port O.H.V. (B.84 x S.89) having high grade forged disc flywheels, fitted with a steel alloy connecting rod (machined all over). Lightened reciprocating parts including tappets, push rods and overhead rockers; lubrication by dry sump system; auxiliary feed to rear of cylinder. A special oil tank of 7-pints capacity is fitted to this model.

**FORKS**  
**TRANSMISSION**  
**BRAKES**  
**WHEELS**

**TANK**

Full specification on page 14

Short taper tubular, brazed up Primary drive enclosed in elektron oil bath. 8" dia., forged steel drums. Finished in dull chrome. Front—21" rim fitted with 27 x 3 ribbed tyre. Rear—20" rim fitted with 27 x 3.25 tyre. 3 gallons capacity—enamel finish.

A 4-gallon Tank can be supplied at £4 extra





# MODEL 6/I 650 c.c. VERTICAL TWIN

650 c.c. Vertical Twin, having four speed gear, Lucas 6-volt Magdyno lighting with electric horn, instrument panel in tank. This is a Model of unique design, with double helical gears for the primary drive. The gearbox is consequently mounted direct on to the engine forming one unit. This Triumph vertical twin is noted for its reliability and for the fact that it will run for long distances without attention.

## ABRIDGED SPECIFICATION

Full Specification on page 14

ENGINE	650 c.c. O.H.V. Twin (B.70 x S.84), lubrication by pressure feed to big-end and timing gear and splash to reciprocating parts.	TRANSMISSION	Primary transmission by double helical gears enclosed in oil bath. Final drive by chain.
OIL CAPACITY	5 pints (three in sump and two in special oil cooler-filter, situated at rear of engine).	BRAKES	8" interconnected.
FRAME	Duplex tubular.	WHEELS	19 x 3 rims, fitted with 26 x 3.50 tyres.
FORKS	Taper tubular brazed up.	PETROL TANK	3 gallons capacity—finished in chrome and enamel having instrument panel in top.

## Filling up

Always use good quality petrol and lubricating oil; furthermore, change the oil frequently. There is no economy in using either cheap oil or petrol. Wise riders will always have a strict regard for the Safety Rules posted at filling stations.

For Faultless  
Riding





# MODEL 5/2 500 c.c. O.H.V

500 c.c. Two Port O.H.V., fitted with four-speed gear; Lucas 6-volt Magdyno lighting and electric horn.

A sturdy machine with a good turn of speed. A very useful solo or sidecar mount.

## ABRIDGED SPECIFICATION

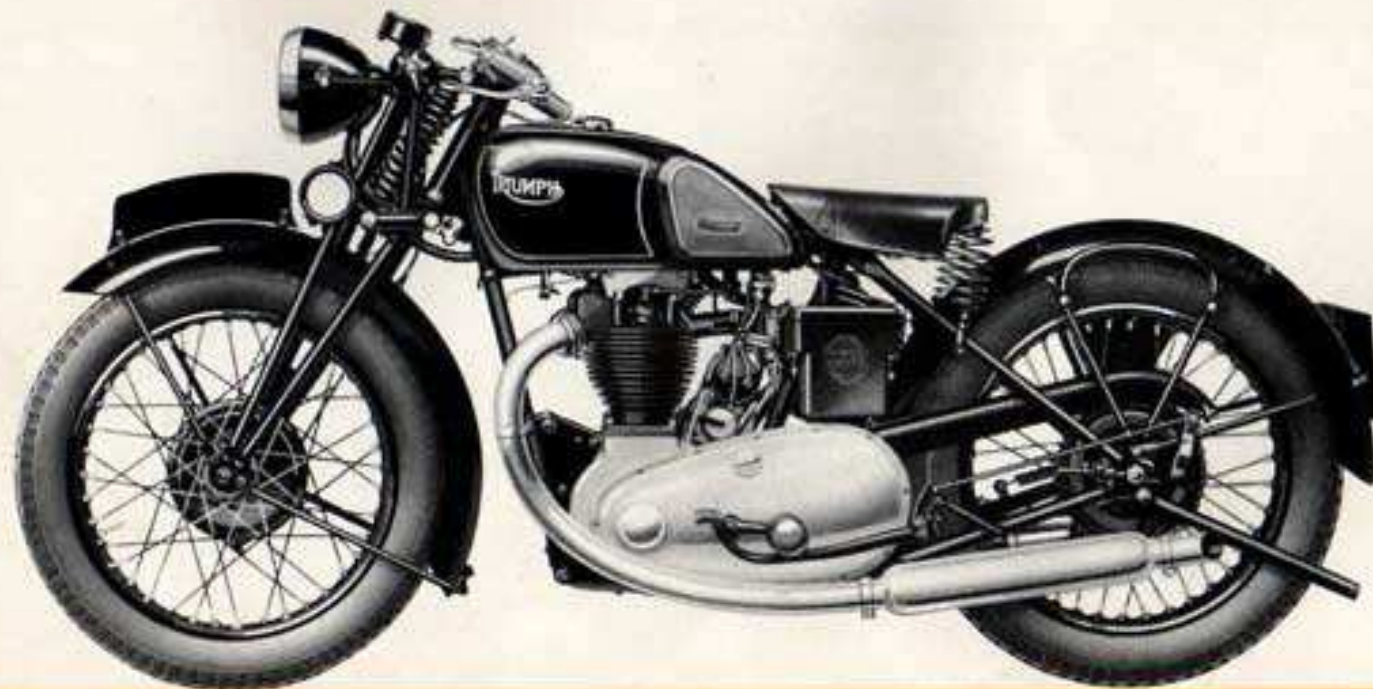
*Full specification on page 14*

ENGINE . . .	Two Port O.H.V. (B.84 x S.89)	TRANSMISSION	Aluminium oil bath to primary chain.
LUBRICATION	Dry sump.	BRAKES . . .	7" diameter.
OIL TANK . .	5 pints capacity.	WHEELS . . .	19" rims with 26 x 3.25 tyres.
FRAME . . .	Duplex cradle type.	PETROL TANK	2½ gallons capacity—finished black with gold lines.
FORK . . .	Taper tubular brazed up		



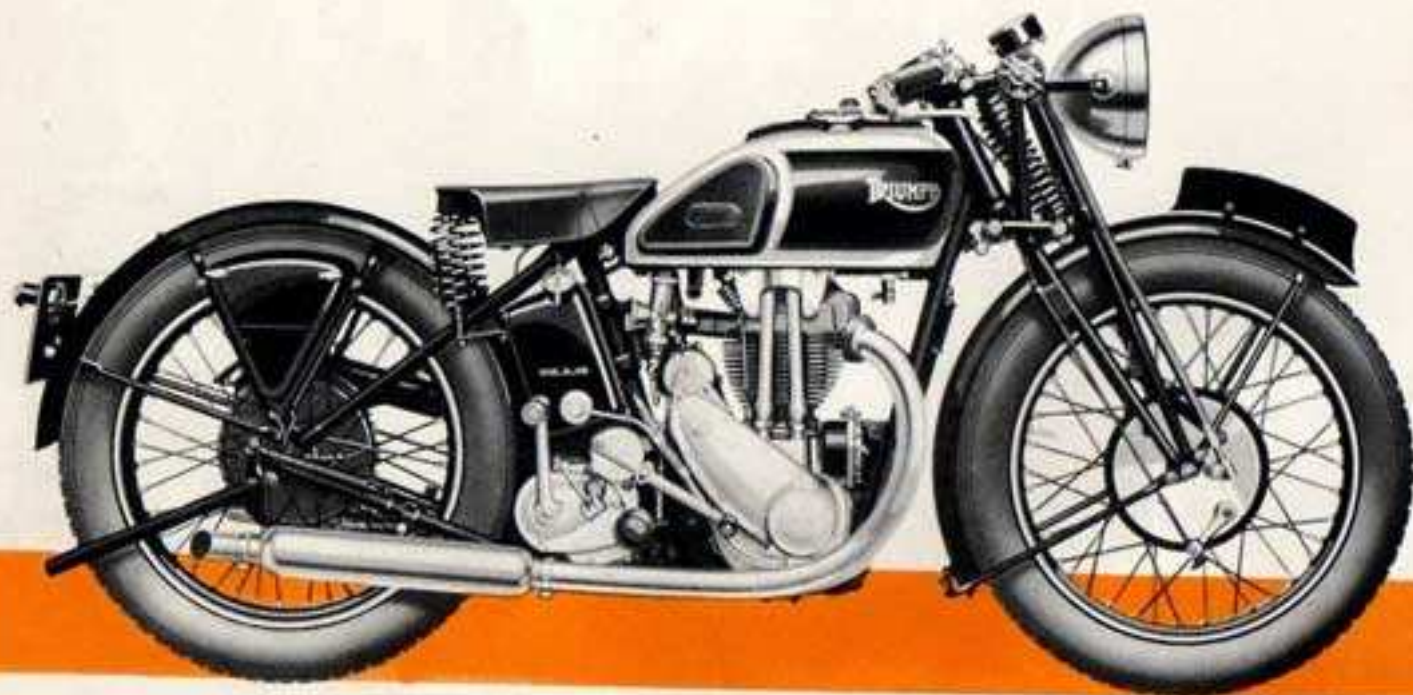
## *Riding in the rain*

When riding in the rain, it is advisable to protect the eyes, otherwise the rider becomes very tired after a comparatively short distance. For this purpose wide angle goggles or celluloid visors are most suitable. Furthermore, braking and acceleration should be treated in moderation when riding on wet roads.



*For Faultless  
Riding*





## MODEL 5/5 500 c.c. O.H.V

500 c.c. Two Port O.H.V. with four-speed gear, having foot control ; fitted with Lucas 6-volt Magdyno lighting and electric horn. This model specially caters for the sportsman, and can be supplied in competition or touring trim ; has a very good turn of speed, and is celebrated for its excellent steering qualities.

### ABRIDGED SPECIFICATION

ENGINE . . . Two Port O.H.V. Sports Engine (B.84 x S.89).

LUBRICATION . . . Dry sump.

OIL TANK . . . 5 pints capacity.

FRAME . . . Duplex cradle.

FORKS . . . Taper tubular, brazed up.

TRANSMISSION . . . Aluminium oil bath to primary drive.

BRAKES . . . 8" interconnected.

WHEELS . . . 19" rims with 26 x 3-25 tyres.

PETROL TANK . . . 2½ gallons capacity—finished in chrome and enamel having instrument panel mounted in top.

Full specification on page 14

### *Parking*

When parking, give due consideration to other road-users. It is foolish and dangerous to park machines on blind corners or on the crest of a hill ; such negligence often has serious results. The motor cycle illustrated should have been parked farther back from the corner.

*For Faultless  
Riding*





# SPECIAL FEATURES

## PRIMARY DRIVE

The primary drive on the Triumph "Twin" is by two double helical gear wheels, which are extremely silent in operation. The gear wheel mounted on the crankshaft embodies a shock absorber and the whole runs in a bath of oil contained in the die-cast aluminium gearcase, which is entirely independent of the main oil supply.

The construction of the power unit and gearbox can be described as unit construction, with the added advantage that the complete gearbox can be removed without disturbing the engine.

## BRAKE DRUMS

The brake drums on Models 6/1, 5/10 and 5/5 are of 8in. diameter and 1in. width on the shoe. They are manufactured from a special alloy steel and the drums are ribbed both for strength and cooling. The rear chain wheel is fixed to the drum. On models 5/5 and 6/1 the drum is mounted on a large ball bearing, the drive being taken through splines of fine pitch from the drum to the hub, which is mounted on taper roller bearings. The wheel itself can, therefore, be detached by removing the single retaining bolt.

## S.S. EQUIPMENT

By ordering the S.S. Equipment on Models 2/1, 3/1, 3/2, 5/1 and 5/2, the rider obtains what may be called a De-luxe specification.

The S.S. Equipment includes Chrome and Enamel Tank with illuminated instrument panel, large diameter head lamp, foot-change gear control and an upswept exhaust pipe (if required) on O.H.V. Models.



Tank Panel fitted to Models 5/5 and 6/1



Engine of the "350" O.H.V. Model 3/2



Sturdy Triumph Gearbox with foot control

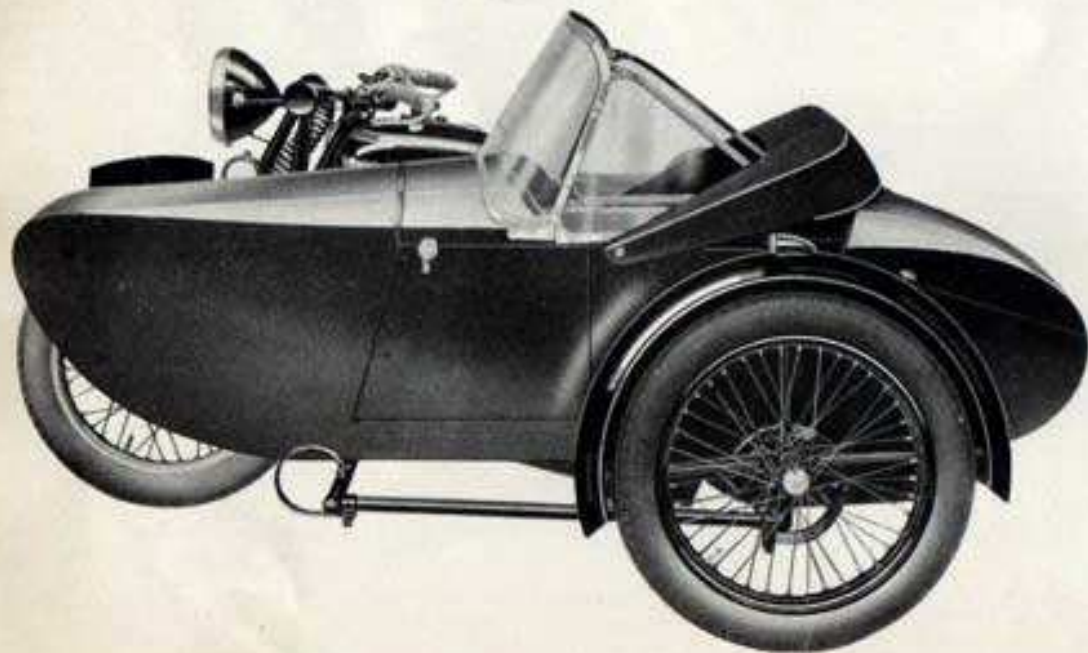


# TRIUMPH SIDECARS

## *Sidecar Alignment*

It is of the greatest importance that the sidecar is in correct alignment, and it is essential that the sidecar wheel runs in towards the front wheel of the motor cycle. Even though you know your combination is correct now, an occasional check is well worth while.

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Riding*



## MODEL ST/36

Large touring type coachbuilt body, roomy seating; mounted on new design chassis, very efficiently sprung. Luxuriously upholstered with sprung seat and back. Dicky seat provides accommodation for a grown child.

Standard finish, black cellulose with relief panels in colour.

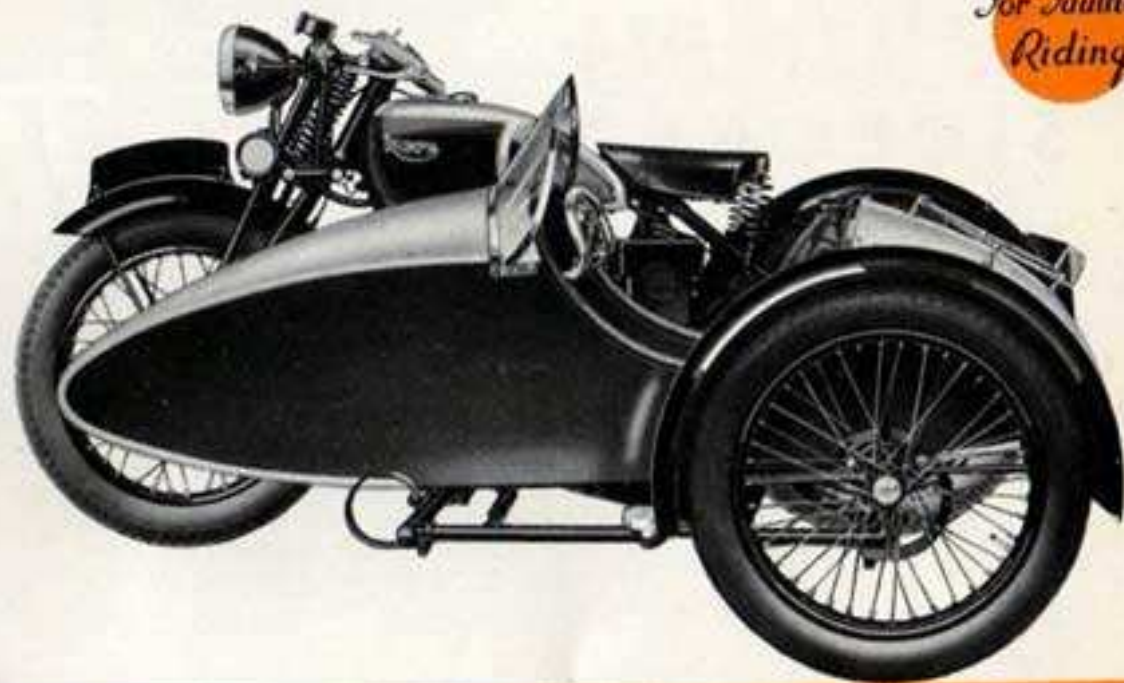
Fittings include, windscreen and side curtains, hood with case, electric lamp and fourth point attachment.



## MODEL SS/36

Light but strongly constructed Sports pattern coach-built body on new design chassis. Cellulosed in silver and plum colour scheme and exceptionally well upholstered in best quality leather cloth.

Fittings include, efficient windscreen, coverall apron, handrail, step, electric lamp, fourth point attachment and luggage grid affixed to rear panel.



## MODEL LT/36

Light tourer body of pleasing appearance. Ample seating arrangement designed for comfort, and best quality upholstery is used.

The redesigned chassis is strong and light.

Black cellulose finish with red and gold lining.

Fittings include, windscreen, waterproof hood with case, electric lamp and fourth point attachment.



# TRIUMPH MOTOR CYCLE SPECIFICATION

MODEL	L2/1	2/1	3/1	3/2	5/1	5/2	5/5	5/10	6/1
<b>Capacity</b> ...	B.63×S.80 249 c.c.	B.63×S.80 249 c.c.	B.70×S.89 343 c.c.	B.70×S.89 343 c.c.	B.84×S.99 549 c.c.	B.84×S.89 493 c.c.	B.84×S.89 493 c.c.	B.84×S.89 493 c.c.	B.70×S.84 Twin 649 c.c.
<b>Valve Arrangement</b>	1-port O.H.V. Enclosed	1-port O.H.V. Enclosed	Side Valve	1-port O.H.V. Enclosed	Side Valve	2-port O.H.V.	2-port O.H.V.	2-port O.H.V.	1-port O.H.V.
<b>Lubrication</b>	Dry Sump type lubrication is used throughout. Pump operated. Separate oil tank.								
<b>Lubrication Capacity</b>	3½ pints	4 pints	4 pints	4 pints	5 pints	5 pints	5 pints	7 pints	5 pints
<b>Carburetter</b> ...	Amal Carburetters are fitted throughout, operated by twist grip, air control and throttle stop fitted.								
<b>Gearbox</b> ...	4-speed Gearboxes are fitted throughout. All are Triumph Gearboxes and can be fitted with foot control (extra in some cases).								
<b>Gearbox Control</b>	Hand	Hand	Hand	Hand	Hand	Hand	Foot	Foot	Optional
<b>Frame</b> ...	Cradle	Duplex Solo Medium	Duplex Solo Medium	Duplex Medium	Duplex	Duplex	Duplex	Duplex Spl. Low	Duplex
<b>Fork</b> ...	Tubular	Tubular	Tubular	Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Short Taper Tubular	Taper Tubular
<b>Transmission</b> ...	Two chains are used on all models except Model 6/1, where a primary chain is replaced by two double helical gear wheels.								
<b>Chain Case</b> ...	Pressed Steel 2-sided	Aluminium Oil Bath	Pressed Steel 2-sided	Aluminium Oil Bath	Pressed Steel 2-sided	Aluminium Oil Bath	Aluminium Oil Bath	Elektron Oil Bath	Aluminium Oil Bath
<b>Brakes</b> ...	6"	7"	7"	7"	7"	7"	8" Inter- connected	8" Forged Drums	8" Inter- connected
<b>Tyres (Dunlop)</b> ...	25×3	26×3.25	26×3.25	26×3.25	26×3.25	26×3.25	26×3.25	F—27×3.00 R—27×3.25	26×3.50
<b>Wheel Finish</b> ...	Black	Black	Black	Black	Black	Black	Chrome and Enamel	Dull Chrome	Chrome and Enamel
<b>Tank Finish</b> ...	Black Gold Lined	Black Gold Lined	Black Gold Lined	Black Gold Lined	Black Gold Lined	Black Gold Lined	Chrome and Enamel	All Enamel	Chrome and Enamel
<b>Tank Capacity</b> ...	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	3 galls. or 4 galls (ex.)	3 galls.
<b>Saddle</b> ...	Supple top on all Models.								
<b>Bars</b> ...	Touring	Sports	Touring	Sports	Touring	Sports	Sports	T.T.	Touring
<b>Lamps</b> ...	Black Chrome rim	Black Chrome rim	Black Chrome rim	Black Chrome rim	Black Chrome rim	Black Chrome rim	All Chrome		Black and Chrome
<b>Carrier</b> ...	Not fitted	Not fitted	Not fitted	Not fitted	Not fitted	Not fitted	Pad	Moseley air-cushion	Fitted
<b>Lifting Handle</b> ...	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted		Not fitted
<b>Exhaust Pipes</b>	Downswept	Downswept	Downswept	Downswept	Downswept	Downswept	Optional	Downswept	Downswept



# GENERAL INFORMATION

## GEAR RATIOS

Model	Sprocket	Top	3rd	2nd	Low
L2/1	17-T	6-10	7-32	10-55	15-5
2/1	17-T	6-45	7-75	11-1	16-4
3/1	18-T	6-10	7-32	10-55	15-5
3/2	Solo 20-T	5-50	6-60	9-5	14-0
	Sidecar 18-T	6-10	7-32	10-55	15-5
5/1	Solo 23-T	5-10	6-1	9-2	14-3
	Sidecar 21-T	5-60	6-72	10-1	15-7
5/2	Solo 25-T	4-70	5-65	8-5	13-2
	Sidecar 21-T	5-60	6-72	10-1	15-7
5/5	Solo 25-T	4-75	5-70	8-55	13-3
	Sidecar 21-T	5-65	6-8	10-2	15-8
5/10	Solo 24-T	4-4	5-3	6-6	8-05
	Sidecar 21-T	5-05	6-06	7-57	9-25
6/1	Solo 49	4-63	5-55	8-33	12-96
	Sidecar 53	5-00	6-0	9-0	14-0

ENGINE OILS. Winter : Castrol XL.  
Aeroshell.  
Mobiloil D.

Summer : Castrol XXL.  
Aeroshell.  
Mobiloil D.

GEARBOX OIL. As Summer for Engine.

## SADDLE HEIGHTS

Models	
L 2/1	27in.
2/1	28½in.
3/1	28½in.
3/2	28½in.
5/1	29in.
5/2	28½in.
5/5	28½in.
5/10	28in.
6/1	29in.
GROUND CLEARANCE	L2/1 to 6/1 5in.
	5/10 4in.
WHEELBASE	5/1 to 6/1 54in.
	2/1 to 3/2 52in.
COMPRESSION RATIOS	L 2/1 51in.
	L 2/1 and 2/1 7-1
	3/2 6-75-1
	3/1 and 5/1 5-7-1
	5/2 6-5-1
	5/5 and 5/10 7-1
	6/1 5-75-1

Pistons giving higher ratios can be obtained as extras.

## TYRE PRESSURES

Size	Front	Rear
25x3	17 lbs.	23 lbs.
26x3	17 lbs.	23 lbs.
26x3-25 (250)	16 lbs.	20 lbs.
26x3-25 (350-500)	18 lbs.	22 lbs.
26x3-50	16 lbs.	21 lbs.
27x3-0	20 lbs.	24 lbs.
27x3-25	19 lbs.	22 lbs.

## EXTRAS

Rear Stop Light . . . . .  
Pillion Seat for all models . . . . .  
Pillion Footrests (Model L2/1) . . . . .  
Pillion Footrests (Other models) . . . . .  
Rear Carrier . . . . .  
Foot Control to Gearbox (except when fitted as standard)  
T.T. Tank (Model 5/10)  
Detachable Rear Wheel and Interconnected 8" brakes  
(Models 5/1 and 5/2) . . . . .

Aluminium Oil Bath (where extra) . . . . .  
Smith's Trip Speedometer . . . . .  
Upswept Exhaust Pipes (where not optional) . . . . .  
S.S. Equipment on Models 2/1, 3/1, 3/2, 5/1 and 5/2 includes  
(a) Panel in Tank ; (b) Chrome and Enamel Tank ;  
(c) Foot Control ; (d) Upswept Exhaust Pipes . . . . .



THE constantly increasing demand for TRIUMPH MOTOR BICYCLES is convincing evidence of the quality of Triumph design and performance . . . practical proof of Triumph value. In consequence the layout of 1936 Models is practically identical with that of the 1935 range, but with several detail alterations which have been brought about after extensive experiment and testing.

We have received requests from many of our friends for a Light "350" having a good performance, and because of these requests we have completely redesigned the Model 3/2.

All Models are equipped ready to ride away, the specification including 6-volt Lucas Magdyno Lighting and Electric Horn.

There is a Triumph Dealer in every town in Great Britain and in most important centres throughout the World. Triumph owners can, therefore, be in touch with service wherever they may be.

## TRIUMPH COMPANY LTD . COVENTRY . ENGLAND

Contractors to British, French, Belgian and Italian War Offices

Telephone : 4191 COVENTRY

Telegrams : " TRIUMPH, COVENTRY "

LONDON : 218 GREAT PORTLAND STREET, W.1

Telephone : Museum 3951    Telegrams : " Cyclothure, Wesdo, London "

PARIS : 6 BOULEVARD PERSHING (XVIIe)

Telephone : Wagram 04-69    Telegrams : " Triumph-Paris-62 "

### SERVICE DEPOTS :

MUCH PARK STREET, COVENTRY

Telephone : 4191 Coventry.    Telegrams : " Triumph, Coventry "

BLOMPONTAIN AVENUE, UXBRIDGE ROAD, SHEPHERD'S BUSH, LONDON, W.12

Telephone : Shepherd's Bush 3322    Telegrams : " Triumserv, Chisk, London "

CODES used : A.B.C. (5th and 6th Editions), Lieber's, Bentley's, Marconi and Ribeiro

