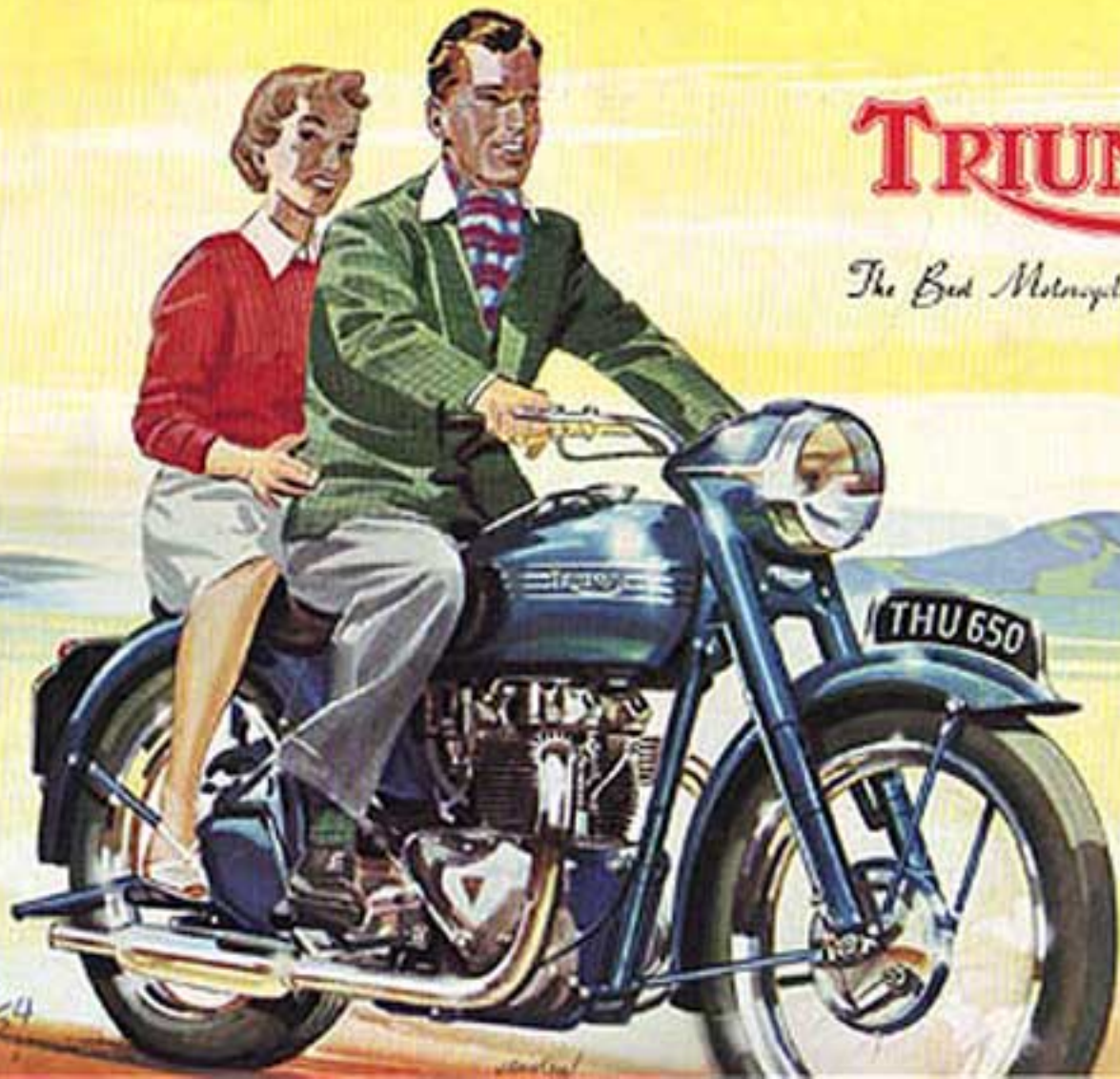


Ron Jenkins

TRIUMPH

The Best Motorcycle in the World



124

Ron Jenkins

1952
TRIUMPH

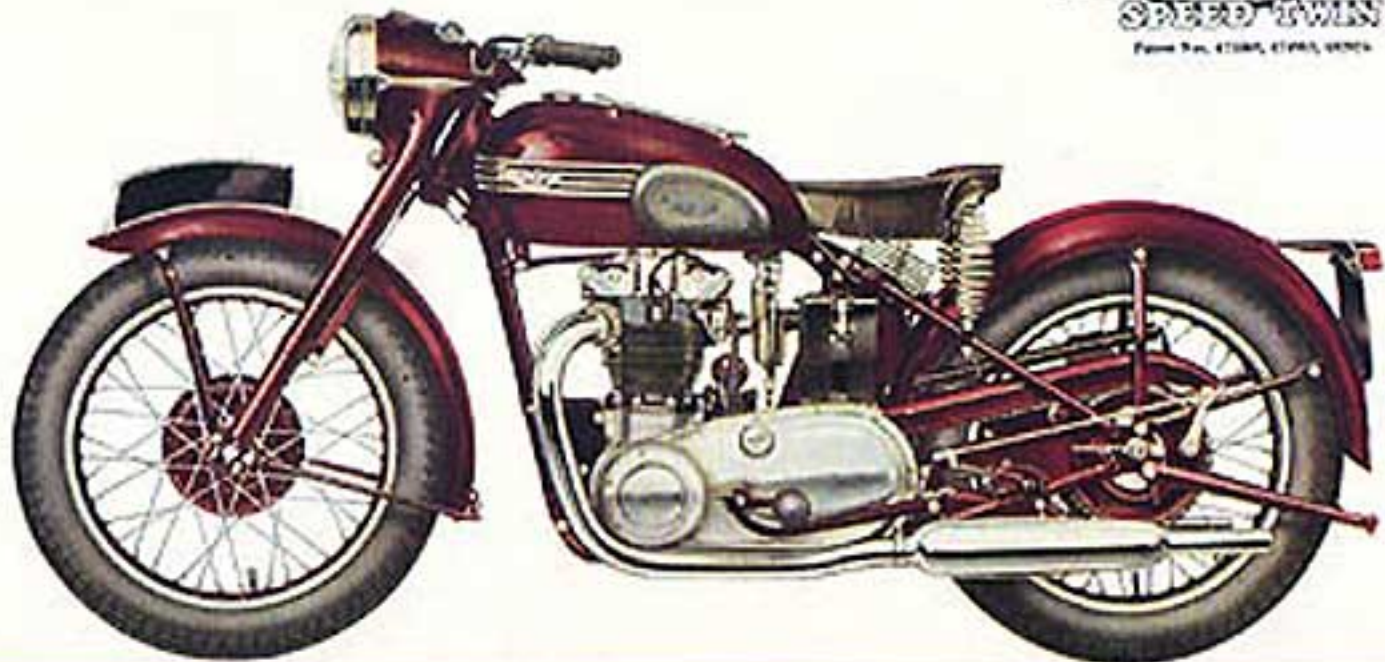
The Best Motorcycle in the World



TRIUMPH

SPEED TWIN

Form No. 4718A, 4719A, 4720A



The famous 500 c.c. "Speed Twin," forerunner of all today's vertical twins, is silent, smooth and fast and offers all the performance required under normal circumstances. It has established a wonderful reputation with experienced riders in all parts of the world.

5T and 6T GENERAL.

ENGINE. S.E.V. vertical twin cylinder with two gas intake valves. 40" diameter B.E.M. after converting nuts with ground piston rings. Ground flywheel. Dry sump lubrication, splash type gears, pressure oil pump and valve gear. Timing gear fully polished and fitted with oil pressure lubricator. Piston on chains. Two and four exhaust barrel type silencers.

FOUR SPEED GEARBOX. Triumph design and construction. Piston ring discharge. Teeth and gears of brass, steel and nickel-chrome steel. Large diameter main plate clutch with rubber pad type shock absorber. Polished aluminum primary chaincase. **FLY WHEELS.** All cast wheel hubs with gear wheel cast and mounted. **FRAMES.** Standard full cradle type with top

to adjust attachment of side rails. Front and rear struts.

CHUCKERS. Triumph design aluminum hubs with locknuts clamping. Front Spring Wheel and suspension spring.

SHAKES. Emotionally absorbed, with large diameter cast iron discs. Hinge adjusted. Casters adjustable for pressure.

For Technical Details see Book Form.



Large Capacity
Fuel Tank.

TRIUMPH TIGER 100

Patent Nos. 2,710,668, 2,719,755, 2,702,914



The world's most famous sporting 500 is a new and even more attractive form. Entirely new frame with hydraulically damped rear suspension giving the finest possible steering and roadholding. All alloy engine well known for its remarkable performance.

T100 and T110 GENERAL.

ENGINE 500. 100 c.c. O.H.V. valve with two gear ratios (standard). High compression pistons for more power and fuel economy with alloy sump fins. Two alloy bearings with bronze ball bearings and alloy gear. Forward plate big valve. New alloy headlight. Twin carburetors (optional) giving 40-45 m.p.h. **ENGINE 550.** 110 c.c. O.H.V. vertical twin with "super" dual carburetors and alloy head and barrel.

High compression pistons, special carburetors, large bore carburetors, new frame, roadholding, alloy alloy bearings, pressure ball bearings and alloy gear. **FOUR SPEED GEARBOX.** Diamond design and manufacture. Heavy duty gears and shafts of finest quality steel and nickel-chrome steel. Positive stop mechanism. Main plate clutch with ball-bearing roller pin type clutch operation.

FUEL TANKS. All steel welded tanks with quick release tap and pressure release. Oil tank in a streamlined "race pipe" unit with up stream, leather and rear maintenance **FRAMES.** Special cradle type frame with ground fork rear suspension with hydraulic damping. **TYRES.** The famous Triumph "airways" pattern with long sipes against all hydraulic damping.

For Technical Details see Book Code.

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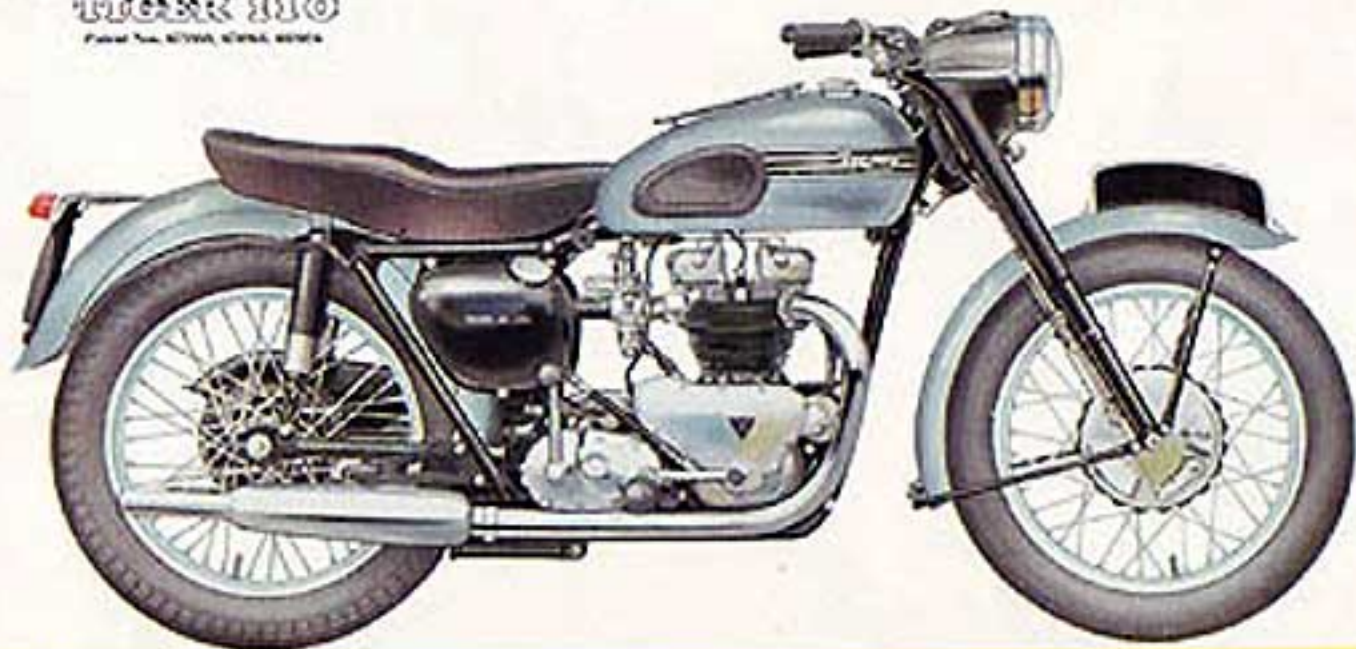


Special hydraulic rear wheel suspension on Tiger and T110.

TRIUMPH

TIGER 110

Patent Nos. 2,579,816, 2,580,816, 2,581,816



The 650 c.c. Triumph "Tiger 110" offers the enthusiast everything he wants in a sports motor-cycle. Up-to-the-minute in every detail of its specification, it combines superb suspension with an engine designed to produce the highest possible power output in a smooth and effortless manner.

SPECIFICATION

FRAME. Cast iron frame. New large diameter front tubes with reinforcing cross and highly polished under plate.

WHEELS. Triumph lamps with full planet system. Double spoke steel aluminum ground case. Fully valved rear motorcycle with air bleed function. 2 1/2 inch wheel spread (to axle).

ELECTRICAL EQUIPMENT. Four-ohm Lucas 3 1/2 watt lamp with combined

reflector beam, low beam, 4 "pre-lamp" bulbs and adjustable rim. Stopper parking light below. Lucas 3 volt 10 watt dynamo with full full bearing operation, automatic voltage control and 11 amp battery. 7 1/2 watt side lamp light. Glow device warning.

HANDLE. Triumph Patent 14000. Steel suspended shift lever with top of tube, main-line handlebar, instrument and switch

gear. All levers are rubber mounted and completely illuminated.

PERFORMANCE. Speed's 120 m.p.h. for 100 high performance 1700 with top 10 inch, 10 inch diameter and top 10 inch **WHEEL RETURN.** Complete set of good quality tank and gaspans, new "Low-Cost" Exhaust. New four instead with black aluminum 1 inch tank top cover plate. Multi-line shock and shock bush.

For Technical Details see Full Catalog

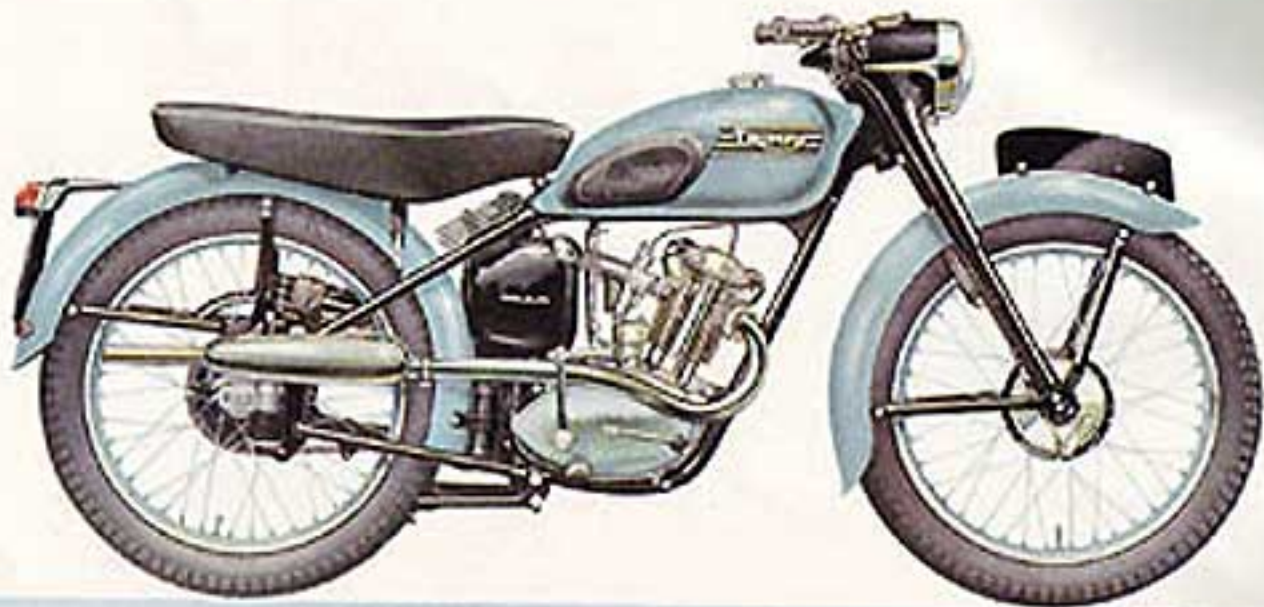
1948 1074



Hub and fender bosses

TRIUMPH TIGER COB

Price: See LISTING, 1963, 1964



The "Tiger Cub" answers the demand of the lightweight enthusiast for a high performance model which will more than hold its own in any company, yet at the same time be economical to maintain and run. Beautifully finished in Shell-Blue sheen and glossy black.

GENERAL SPECIFICATION

ENGINE, 200 c.c. single cylinder O.H.V. with six-valve alloy cylinder head, large diameter valves, push rod operated, totally enclosed and positively lubricated. 10" stroke, expanding rod with heavy duty big end. Dry sump lubrication with double finger type oil pump. Oil shower.

FOR SPEED CRABBY. Push in seat with the engine in a published recommended setting. Feature step front fender. Multi-

plate clutch with efficient rubber pad lever shock absorber. Full-sized aluminum primary drive chain. Cast positive motorist seat stands.

FRAME, specially designed for lightness and strength. Low rider tankless main frame.

SUSPENSION, both action advantages front fork, double glangor type rear suspension.

BRAKES, large diameter drums. Rapid adjustment. Smooth and powerful.

ELECTRICAL EQUIPMENT, A.C. lighting. Auxiliary system with standard mounted alternator. 4 Emergency Stop "circuit". Powerful built-in horn/lamp.

OTHER DETAILS, Large capacity fuel tank, 50 m.p.h. speedometer. Good quality tool kit. Factory built-in multi-socketing, speedometer, motorcycle functions and electric horn.

For Technical Details see Full Copy.

Page 88



The clean, economical Tiger Cub engine/primary unit.

TRIUMPH TROPHY

Patent Nos. 2,758,648, 2,762,432, 2,762,433



In the Triumph "Trophy" model the keen competition rider has a motorcycle tailored to his exact requirements. With a distinguished record in hard fought events in all parts of the world, the "Trophy" is light in weight, easy to handle and completely dependable under the most exacting conditions.

SPECIFICATION

ENGINE. 450 C.C. vertical twin cylinder with de reau alloy head and barrel, two gas valves, overhead, 2 1/2" stroke. 18.5 hp after mounting valve, slide, tip, and control devices. Dry sump lubrication, pressure fed oil with seal and valve gear. No chains. Triumph two speed oil tank pipe. **FORKHEAD-CARDON.** Wide valve gear, positive fork-plate, large diameter multi-plate clutch with rubber pad and top shock absorber.

FRAME. Steel chassis competition type frame with triple ground clearance and air cooling bar. Triumph telescopic forks with fork spring damping.

TIRE TANKS. All steel welded with quick release top and removable bottom.

SEAT. Large diameter seat with three shock absorbers, shock absorber plate, front adjustment.

MUFFLER. Reverse action, side clearance, attachment with rubber strap.

ELECTRICAL EQUIPMENT. Powerful headlight with quickly detachable beam. Lamp 4 volt 16 watt dynamo, automatic voltage control. Spare battery supplied.

STEER BEARER. 1 1/2 inch dia. 1st 2nd 3rd 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th. 101st. 102nd. 103rd. 104th. 105th. 106th. 107th. 108th. 109th. 110th. 111th. 112th. 113th. 114th. 115th. 116th. 117th. 118th. 119th. 120th. 121st. 122nd. 123rd. 124th. 125th. 126th. 127th. 128th. 129th. 130th. 131st. 132nd. 133rd. 134th. 135th. 136th. 137th. 138th. 139th. 140th. 141st. 142nd. 143rd. 144th. 145th. 146th. 147th. 148th. 149th. 150th. 151st. 152nd. 153rd. 154th. 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For Technical Details see Book Case.

The
"Trophy"
is better.



BRIEF TECHNICAL DATA IN FRENCH, SPANISH & GERMAN

DESCRIPTION

MOTOCYCLE a 450 cc. vertical twin cylinder with de reau alloy head and barrel, two gas valves, overhead, 2 1/2" stroke. 18.5 hp after mounting valve, slide, tip, and control devices. Dry sump lubrication, pressure fed oil with seal and valve gear. No chains. Triumph two speed oil tank pipe. **FORKHEAD-CARDON.** Wide valve gear, positive fork-plate, large diameter multi-plate clutch with rubber pad and top shock absorber.

FRAME. Steel chassis competition type frame with triple ground clearance and air cooling bar. Triumph telescopic forks with fork spring damping.

TIRE TANKS. All steel welded with quick release top and removable bottom.

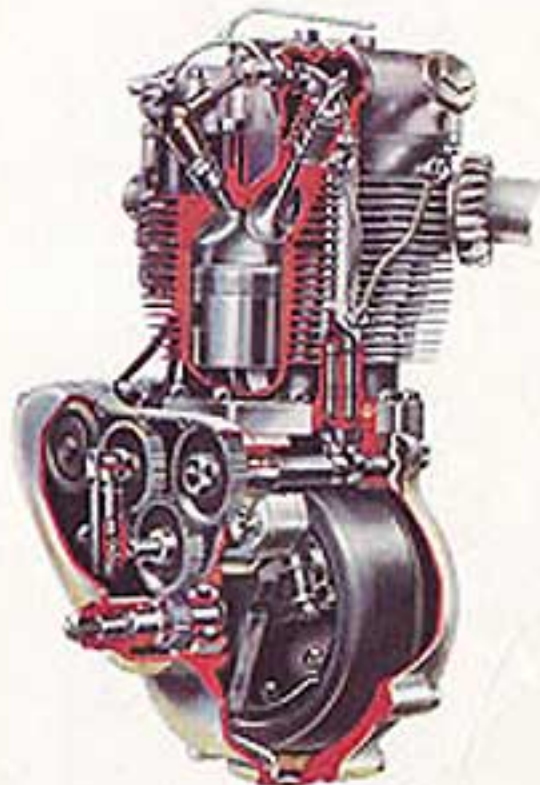
SEAT. Large diameter seat with three shock absorbers, shock absorber plate, front adjustment.

MUFFLER. Reverse action, side clearance, attachment with rubber strap.

ELECTRICAL EQUIPMENT. Powerful headlight with quickly detachable beam. Lamp 4 volt 16 watt dynamo, automatic voltage control. Spare battery supplied.

STEER BEARER. 1 1/2 inch dia. 1st 2nd 3rd 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th. 101st. 102nd. 103rd. 104th. 105th. 106th. 107th. 108th. 109th. 110th. 111th. 112th. 113th. 114th. 115th. 116th. 117th. 118th. 119th. 120th. 121st. 122nd. 123rd. 124th. 125th. 126th. 127th. 128th. 129th. 130th. 131st. 132nd. 133rd. 134th. 135th. 136th. 137th. 138th. 139th. 140th. 141st. 142nd. 143rd. 144th. 145th. 146th. 147th. 148th. 149th. 150th. 151st. 152nd. 153rd. 154th. 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TRIUMPH TECHNICAL SUPERIORITY GIVES YOU THE BEST IN PERFORMANCE AND DEPENDABILITY



The Triumph pioneered vertical twin 350 cc engine, based for its quiet output, smooth and complex vibration.



THE value of the contribution that Triumph has made to the motorcycling world during the past fifty years is almost impossible to assess. Right from the start Triumph set a pace in design and development which has been unrivalled. When ignition systems, for instance, were very uncertain in the earliest days, Triumph were the first to standardise the magneto—an instrument whose supremacy today is threatened by the Triumph pioneered A.C. electrical system. When engine design was fluid, Triumph settled on a simple reliable single cylinder unit which became the standard for the industry until it, in its turn, was ousted by the Triumph-developed vertical twin, so extensively used at the present time.

Now, Triumph offers, in addition to a range of brilliant twins, a new conception of lightweight design and performance in the "Terror" and "Tiger Cub" models, which yet again emphasise the technical superiority of the Triumph product.

Always, Triumph have built motorcycles which are a joy to own and a thrill to ride, and never has it been truer to say this than today.

This Catalogue Published 21st October, 1953.

TRIUMPH

The Best Motorcycle in the World

INTERESTING FEATURES OF TRIUMPH DESIGN

THE TRIUMPH SPRING FRAME

(Left)

This new frame, fitted to the Tiger 100 and Tiger 125 models, sets a new single-joint standard among general bike designs with its lightweight construction and stabilizing diagonal struts which even the most jolting road or street course conditions. A unique feature of the design is the stress-point adjustment on the hydraulic suspension which compensates for varying conditions of road load.

THE TRIUMPH A.C. LIGHTING-IGNITION UNIT

(See Right)

This Triumph ground-clearance system now fitted on the Tiger, Tiger Cub, Speed Twin and Thunderbird models has proved remarkably successful in service. A single alternator on the crankshaft supplies current for ignition and lighting with a minimum loss of power and complete elimination of generator bearings and generator drive. An "Emergency Switch" circuit enables the rider to be parked in safety in the event of battery failure.



THE TRIUMPH SPRING WHEEL

(Above)

This famous steel suspension system, the basis of some of the finest off-road motorcycles the world has known, is a fine reputation for superior reliability over big wheels. Available on Speed Twin, Thunderbird and Thunder models, it provides a comfortable ride at all speeds. No external moving parts, everything being contained in a powerful steel hub shell. Fits the frame in the normal manner, enabling a rider to be found anywhere, without difficulty. (See Page No. 200000)



CLUTCH SHAFT SHOCK ABSORBER

(Above)

Indicates the shock, this very efficient shock absorber transmits the drive through roller pins fitted between tubes on the drive and drive shafts, instead of the clutch shaft. All models.

EXTRAS

FRONT STAND. Mounted by spring in both positions, set at a going of folded back. Extra on all models.

TWOWEAT. Triumph design, of simple Latin form, mounted with shock absorber. Available on Tiger 100, Tiger 125, and Tiger 150.

FRONT HEADLIGHTS. Folding type for all models. Further details.

WIND GUARD OPTION. On Tiger 100 only. **QUICK RELEASE REAR WHEEL.** On Tiger 100 and Tiger 125 models only.

RACING KIT

Includes all the parts necessary to convert the standard Tiger 100 for racing. High compression pistons, racing camshaft, twin carburetors, magnesium racing handlebars, pipes, etc. Fitted in a racing machine.



THE "1952" FRONT BRAKE

On Tiger 100 and Tiger 125. Master Brake lever, heavy front. Full-sized aluminium master plate with reinforcing struts. A powerful wet-rotor brake designed to meet extreme demands of these high performance models.

