

A painting of a Triumph motorcycle in a tropical setting. The motorcycle is the central focus, shown in profile facing right. It has a blue frame, a large round headlight, and a fuel tank with orange and white stripes. A man in a brown jacket sits on a stool to the left, and a woman in a blue dress stands next to him. In the background, other people are visible under a thatched roof. The scene is set on a sandy beach with a blue and purple sky.

TRIUMPH

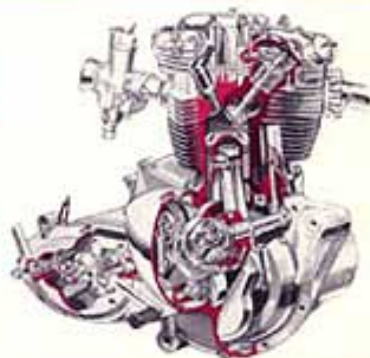
*The Best Motorcycle
in the World*



Bonneville

650 c.c.

AGAIN TRIUMPH EXTENDS THE LEAD IN THE HIGH PERFORMANCE GROUP OF MOTORCYCLES WITH THE TRIP CARBURETTOR 650 c.c. BONNEVILLE IN OFFERING THE HIGHEST POSSIBLE PERFORMANCE FROM A STANDARD PRODUCTION MOTORCYCLE. THIS MODEL IS THE CHOICE OF THE MOST EXPERIENCED RIDERS. A 650 c.c. BONNEVILLE ENGINE HOLDS THE CURRENT WORLD SPEED RECORD OF 141.0 m.p.h. FOR TWO WHEELED MACHINES, A PROUD TITLE WHICH IS UNDERLINED BY THE NUMEROUS SUCCESSSES WHICH THE BONNEVILLE HAS ACHIEVED THROUGHOUT THE WORLD.



650 c.c. TWIN CYLINDER ENGINE AND GEARBOX



TROPHY

650 c.c.

Triple gold medal winner in the gruelling 1964 International Six Days' Trial, proving ground for the world's best sports machines, the Trophy has an unequalled reputation for speed and stamina under any conditions. The powerful alloy head engine offers effortless and reliable high performance. The Trophy is a consistent winner in the toughest American long distance enduros.



ALL 650 c.c. MODELS FEATURE MODIFIED REAR BRAKE LINKAGE. THIS OFFERS IMPROVED ACTION OF BRAKE PEDAL AND ROD.





SPECIFICATION
200 c.c.
RANGE

ENGINE. High performance single cylinder 2 1/2" x 3" with inlet and exhaust valves and timing mechanism. Piston rings, 2 1/4" x 1 1/4" with 1/16" section connecting rod with glass top end. Dry sump lubrication. Efficient barrel type atomizer. Air cleaner.

FOUR SPEED GEARBOX. In unit with engine. Multiple shafts with cork shaft springs and rubber spring shaft absorber. Positive vice tooth-change. Double primary chain.

FOKKS. Triumph design, long going comfortable ride and smooth steering. Heavy duty construction. Size 17 x 1 1/2".

FRAME. Strong like beam frame. Springing full rear suspension with hydraulic damping. Provision for anti-dive lock.

BRAKES. Very efficient smooth-acting brakes with large diameter drums and finger adjustment.

WHEELS. Triumph design with plated spokes and rim. Efficient mudguards front and rear. Special rear enclosure covers 17 1/2" axle.

FUEL TANKS. An steel welded petrol tank, capacity 10.5. A fuel capacity of 10.5. Quick release valve and accessories fitted.

ELECTRICAL EQUIPMENT. A.C. D.C. lighting system with cross-shaft mounted alternator and emergency start circuit. Control handle mounted in spring cover. Powerful head and rear lamps.

TOOLBOX. All steel with set of good quality tools and chains.

WHEELS. 17" only (Patent No. 619 70). Best structural steel and alloy hubs, instruments and other connected parts.

SPEEDOMETER. Simple M.S.G. (110 R.P.M.) speedometer with anti-vibration mounting.

OTHER DETAILS. Front 7 1/2" TOSH 60 P. Quarter Spring Grip. Smooth action handlebars, rubber knee grip "Vinson" covered footboard mounting.

EXTRAS. Mirror, handlebars, Pico wheel, Steering lock. Technician 17 1/2" S.S.



SPECIFICATION
350 c.c.
RANGE

ENGINE. Advanced design vertical two cylinder 2 1/2" x 3" with two carburettors driven by gears. Piston double overhead valves with light alloy cylinder head. High duty coil and rotor for spark. Dry sump lubrication with pump type pump. A.C. D.C. lighting system with cross-shaft mounted alternator and emergency start circuit. Full control system with mounted in spring cover. Special Double primary chain in positive adjustment on shaft with tensioner. Air cleaner.

GEARBOX. Four speed with positive shaft foot operation. Shaft in unit with engine. Heavy duty shaft and gears of hardened steel. Positive vice tooth-change. Multiple shafts with cork shaft springs and rubber spring shaft absorber.

FUEL TANKS. An steel welded petrol tank mounted on rubber and heavy damping. Oil tank under footboard. Provision for anti-dive device. Patent petrol jet.

FRAME. Heavy duty brazed double loop frame with springing 17 1/2" x 1 1/2" suspension, hydraulically damped. "Elastic" shock absorber.

FOKKS. New Triumph design telescopic forks with hydraulic front end damping.

WHEELS. 17" x 1 1/2" only (Patent No. 619 70) integral with hub of built-in mudguards front and rear. Special rear enclosure covers 17 1/2" axle.

BRAKES. Full with front hub heavily forced, incorporating powerful 7 1/2" discs. Fully floating shoes, finger adjustment.

WHEELS AND MUDGUARDS. Triumph design wheels with plated rims and spacers. Special anti-dive device on F.T.A. and F.T.B.

LIGHTING EQUIPMENT. Powerful 1 1/2" headlamp has a combined reflector, built into assembly. "One beam" bulb and separate red rear lamp receive lighting with integral reflectors.

TWINSET ASSEMBLY. Customised seat, mounted in stainless steel grip "Vinson" built in forged and covers the 12 A.S. battery, regulator, oil tank and filter, and tools.

HANDLEBAR. Chrome plated bar with smooth action handlebars adjustable for height. Integral grip, spring type handle. Adjustable seats with built-in cable adjusters.

FINISH. F.T.A. Black/Silver, T.F.B. Pacific Blue and Silver, F.T.B. Black/Silver, T.F.B.S. Burnished Gold and White.

EXTRAS. Mirror, handlebars, Pico wheel. Quality accessories front wheel. Technician 17 1/2" x 1 1/2" S.S.



SPECIFICATION
650 c.c.
RANGE

ENGINE. 650 c.c. 2 1/2" x 3 1/2" vertical twin with two gear driven overhead light alloy cylinder heads, lead-in valves, high compression pistons (T.M. and T.10) large bore carburettor. Second gear head with two carburettors on T.10. Piston double overhead valves with light alloy cylinder head. High duty coil and rotor for spark. Dry sump lubrication with pump type pump. A.C. D.C. lighting system with cross-shaft mounted alternator and emergency start circuit. Full control system with mounted in spring cover. Special Double primary chain in positive adjustment on shaft with tensioner. Air cleaner.

GEARBOX. Built-in unit with engine. Shaft and gears of hardened steel and roller-bearing steel. Remite roller bearing. Positive vice tooth-change. Multiple shafts with cork shaft springs and rubber spring shaft absorber. Accessory filter and final gear.

FRAME. Strong triple loop frame with large diameter front cross tube and springing full suspension, hydraulic self damped and adjustment for spring loads. "Elastic" shock absorber. Provision for anti-dive lock. Patent petrol jet.

FOKKS. New Triumph design telescopic forks with hydraulic front end damping, incorporating hydraulic front end suspension and steering.

WHEELS. 17" only (Patent No. 619 70) integral with hub of built-in mudguards front and rear. Special rear enclosure covers 17 1/2" axle.

FUEL TANK. Large capacity oil steel welded petrol tank mounted on rubber and heavy damping. Quick release Valve. Provision for mirror. Plated petrol jet.

BRAKES. Front: Full with fixed hub, 8 in. disc. Rear: 7 in. drum drive integral with sprocket. Fully floating shoes with plate springs and rim. Special anti-dive device on F.T.A. and F.T.B.

WHEELS AND MUDGUARDS. Triumph design wheels with plated rims and spacers. Special anti-dive device on F.T.A. and F.T.B.

LIGHTING EQUIPMENT. Large alternator cross-shaft mounted, 12 A.S. battery, powerful headlamp with combined reflector, built into assembly. "One beam" bulb and adjustable beam lens. Wide angle rear lamp light with combined reflector. 12 volt system on 4T only, with two 1 1/2" A.S. batteries, spring type filter for voltage control.

SPEEDOMETER. Simple M.S.G. (110 R.P.M.) speedometer with anti-vibration mounting.

HANDLEBAR. Chrome plated bar with smooth action handlebars adjustable for height. Integral grip, spring type handle. Adjustable seats with built-in cable adjusters.

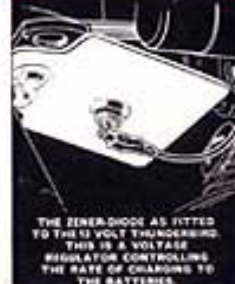
FINISH. F.T.A. Black/Silver, T.F.B. Burnished Gold/White, T.F.B. Pacific Blue/Silver.

EXTRAS. Pico wheel, Mirror, handlebars, Quality accessories front wheel. Steering lock.



Thunderbird
650 c.c.

First of the modern six fifties, the Thunderbird is a powerful handsome mount and a firm favourite, particularly with the sidcar man. Offered with 12 volt lighting system which guarantees maximum road illumination. Selected for its long tradition of first class service by many Government departments at Home and Overseas, the Thunderbird is the proven choice for consistently trustworthy duty.



THE ZENER-DIODE AS FITTED TO THE 12 VOLT THUNDERBIRD. THIS IS A VOLTAGE REGULATOR CONTROLLING THE RATE OF CHARGING TO THE BATTERIES.





TIGER 90

350 c.c.

A sporting 350 c.c. twin which has already established itself as a favourite in the Triumph range. Based on the well-known 500 c.c.

Tiger 100, the Tiger 90 embodies a sporting specification already well tried and proved in the 1964 International Six Days' Trial where it won a gold medal. It already boasts numerous successes in production machine racing.

A 350 with power 'plus' performance to match superb road holding.



THE RUBBER MOUNTED PETROL TANK IS NOW FITTED TO ALL TWIN CYLINDER MODELS IN THE TRIUMPH RANGE.



Alex Porter
New Cycle Specialist
MOTOCENNS, SALFORD ROAD
NORTHENDELL, MANCHESTER

TIGER CUB

200 c.c.

A consistent favourite over the past eleven years with riders of all ages. Improved year by year through continuous development to its present standard of perfection.

Equipped with a lively four-stroke O.H.V. engine and four-speed gearbox, this machine with its low cost and running expense is unsurpassed in the lightweight field.



200 c.c. TIGER CUB UNIT
CONSTRUCTION ENGINE AND GEARBOX.



TRIUMPH

