

# Triumph Power-Plan '71





# Triumph big choice

Just take a look at these successes.  
Barcelona 24 hour race 1969, Swedish  
Grand Prix 1969, Isle of Man Production TT  
1969, Thruxton 500 mile 1969, Bol d'Or 24  
hour race 1970, Isle of Man Production TT 1970,

Hutchinson 100 1970 and North-West 200  
1970. They're the glory of Triumph. And  
behind the glory is Triumph power. Triumph  
power is designed and built and precision-  
nursed into every Triumph bike.

## 650 cm<sup>3</sup> Bonneville

This is Triumph power at its most glorious! It's quite literally a world-beater. Ride the 'Bonny' and you are astride the production offspring of the bike that first recorded a 100 m.p.h. lap at the IOM TT (production class). And has won just about every major European production event in the past 5 years. Now for what makes it tick. It delivers a surging 50 BHP from a fine-tuned OHV twin cylinder power unit with twin carbs, two cams. Has all the new Triumph '71 features—oil container frame, telescopic front fork, conical hubs, 'megaphone type' silencers, directional indicators front and rear, cushioned instruments, new switch console and new air intake system. Has a down-swept exhaust system with balance pipe. Get a Bonneville and get the *feel* of Triumph glory.





# e for '71 begins here

Triumph power is waiting for you to pour it into time-shattering acceleration. Triumph power is yours to give *you* the glory of a Triumph ride.



## 350 cm<sup>3</sup> Bandit 350

Here's a completely new race-inspired entry in the Triumph power game. New engine. New frame. New features. New high performance that gives you all the *feel* of a 500. So what's its secret? First the engine. All new Triumph design employing the modern OHC concept. The 350 cm<sup>3</sup> capacity engine with twin cylinders and twin Amal carbs. transmits its power through a 5-speed gearbox for greater flexibility and maximum utilization of available revs. And then there's the frame. Full duplex space-type frame gives tremendous rigidity. Shows up in cornering stability and superb handling. Includes such new Triumph '71 features as new telescopic fork, conical hubs, new brakes, direction indicators front and rear, new 'megaphone-type' silencer, cushioned instruments and headlamp, dual switch consoles. You don't just graduate to a Bandit. You covet it right from the start.

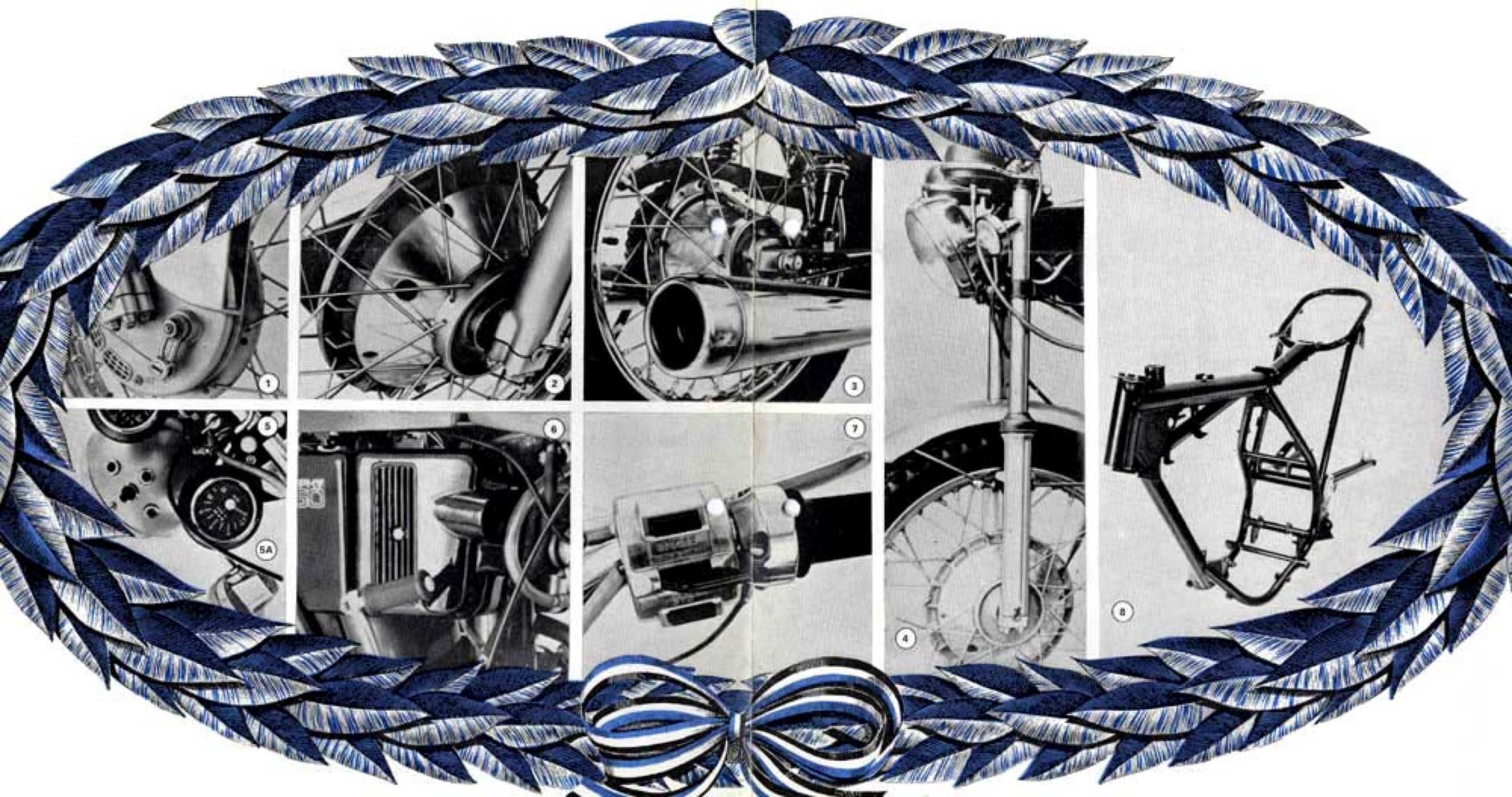


## 350 cm<sup>3</sup> Bandit SS

Prefer a Street Scrambler? Triumph have taken care of you. Here it is – the Street Scrambler version of the Bandit 350. Exhaust system is upswept to a neat paired 'megaphone-type' silencer in matt black with stainless steel heat shield.



# NEW features that let you get ahead with Triumph.





**1. New brakes developed from Triumph experience.** Front—8"—with twin leading shoes and larger capacity air scoop reinforces cooling capacity. Rear—7"—single leading shoe with fully floating cams for optimum efficiency.

**2. New conical hubs.** Both new brakes are fitted in light alloy single hubs. The new shape gives increased strength and the larger surface area improved brake drum heat dissipation.

**3. You can hear more power with the new Triumph 'megaphone-type' silencers.** They are cunningly designed to balance legal requirements with an increased power output in the middle rev. ranges.

**4. New style competition-type front forks increase control over Triumph power.** Both strokes are hydraulically damped and provide a much improved and smoother ride with controlled mastery on corners. Internal, silently operating springs are easily serviced without need for major dismantling.

**5. Your readings of Triumph power gain added accuracy from instrument cushioning.** Normally, road shocks and vibrations that pass you by can still affect instrument readings and headlamp beam. But not on your new Triumph. Both headlamp and instruments are rubber mounted for isolation from external shocks.

# More models to give you the p

## 750 cm<sup>3</sup> Trident

Just one look at the Trident and you'll recognize it for what it is—the most challenging example of primeval power on the road. A 750 cm<sup>3</sup> triple cylinder OHV engine with three unitized Amal carbs. puts 60 BHP in your hands. Think you can master it? You'll be able to call on a whole range of new Triumph '71 features. They include the new telescopic front fork, new 8" front brake, conical hubs, slimmer petrol tank, new 'megaphone-type' silencer, front and rear flashing direction indicators, cushioned instruments, switch consoles. Plus other features that add up to a machine to send your pulse rate soaring.



## 650 cm<sup>3</sup> Trophy

It's all here... the glory of a 650 cm<sup>3</sup> Triumph in Street Scrambler form. The Trophy 650 gives you the same power, the same flexibility, the same competition background as the Tiger 650. But the exhaust system is upswept, with an attractive plated heat shield and crank-case stone guard.



## 650 cm<sup>3</sup> Tiger 650

Here's the bike that shows Triumph power can be as flexible as a foil. Want practical proof? Take a look at its long list of successes in reliability and endurance trials leading up to wins in International 6-day trials. The secret is the big twin cylinder OHV engine delivering 47 BHP with its single carb. providing maximum flexibility with greater torque at lower rpm. gives you all the new Triumph features for '71 plus down-swept exhaust system with balance pipe. You'll be tops when you take to the road with a Tiger.





5A. Which direction is Triumph power taking you? You need indicators to tell the world. That's why the flashing type are now standard – front and rear – on all Triumph road models. Like the headlamp flasher, they're an essential part of Triumph road technique.

6. New Triumph air intake system adds thrust in middle speed range. The new air filterage system is larger and incorporates a new intake silencer and quick change filter. The silencer working in tandem with the new exhaust system helps to boost power output.

7. Compact new switch consoles make sure you're in control of Triumph power. There's one on each hand, for, to put horn button, dip-switch, direction indicator switches and headlamp flasher comfortably at your finger tips. New ignition switch has 4 positions – allows ignition to be locked off, and parking lights locked on.

8. Triumph power gets assist from competition-bred frame. Reason is frame is lighter in weight, but more rigid. And it acts as an engine oil container, too. Another weight saving. All made from light gauge metal. Surface area aids engine oil cooling.

# Power-plus plan of Triumph '71



## 500 cm³ Daytona

Triumph power in yet another winning version! This time, a bike that's based on the fantastic 500 cm³ Triumph Daytona winner. Easy to see why it's so successful – why you'll get an extra satisfaction from riding it. Basic reason is its power-weight ratio. The weight of a 350 cm³ machine belted along by a 500 cm³ OHV engine with twin carbs. The '71 version comes with flashing direction indicators front and rear, cushioned instrument and headlamp mountings, and new electrical switch consoles.



## 500 cm³ Trophy 500

If it's liveliness you're after, this is your bike! Similar lively power-to-weight ratio as the Daytona, in fact out of the same Daytona race-bred stable. But with single carb. set-up for through-the-range flexibility. All new features as for the Daytona, except for its upswept exhaust system, attractive plated heat shield and crank-case stone shield. Result – the Trophy 500 – full Triumph power in a genuine Street Scrambler.



## 250 cm³ Blazer SS

Ride a Blazer SS and you'll be a Triumph fan for all time. It's the extra touch of Triumph glory you get from riding a Street Scrambler. It's the Triumph power that comes from the advanced design of the 250 cm³ single cylinder engine. It's all those Triumph '71 features. The new oil container frame; new conical hubs; new 8" diameter twin leading type front brake; brand new design petrol tank; new competition-type front forks and modern exhaust system and silencer. And, of course, the new electrical system. (See 250 Trail Blazer).

## 250 cm³ Trail Blazer

Triumph have built this machine to go where wheels have never been before. Basically it's like the Blazer SS. And like the Blazer SS it embodies a brand new concept in electrical systems. All the electrical components of these two models are now collected into a single housing in the petrol tank for ease of maintenance. The entire system can be removed in one operation for off-the-road use. Other off-the-road, cross-country features of the Trail Blazer are its smaller 6" front brake, cross-country tyres and high level front mudguard.



# Specifications

## ENGINE 250 cm<sup>3</sup>

Single cylinder OHV. Light alloy cylinder head; square finned alloy barrel with liner. One piece forged steel crankshaft with bolt-on flywheels. Dry sump lubrication. Car type oil filter in return line. Upswept exhaust system.

## ENGINE 350 cm<sup>3</sup>

Twin cylinder. Chain driven twin overhead camshafts. Light alloy cylinder head; alloy barrel with liners. One piece crankshaft with crank pins at 180°. Dry sump lubrication.

## ENGINE 500 cm<sup>3</sup>

Twin cylinder OHV. Light alloy cylinder head. Valves push-rod operated from two gear driven camshafts. Dry sump lubrication. Twin carburettors on T100T. Plain big end bearings. Ball and roller main bearings. Chain case oil level automatically maintained.

## ENGINE 650 cm<sup>3</sup>

Twin cylinder OHV. Light alloy cylinder head. Two gear driven camshafts. Twin carburettors on T120. One piece forged crankshaft with bolt-on central flywheel. Alloy connecting rods with plain big end bearings. Ball and roller main bearings. Dry sump lubrication. Crankcase breathing through primary chaincase. Chaincase oil level automatically maintained.

## ENGINE 750 cm<sup>3</sup>

Vertical, transverse three cylinder OHV. Alloy cylinder head and die cast alloy block. Three 26 mm. Amal carburettors. Valves pushrod operated from high performance camshaft. Separate contact

breaker points. Large rubber mounted oil tank. Flexibly mounted oil cooler. High capacity gear type oil pump. Non-mechanical crankcase breather.

## FORKS

New with aluminium sliders to minimise unsprung weight. Two-way damping with readily accessible main springs (except 500 cm<sup>3</sup> models).

## REAR SUSPENSION

Swinging fork rear suspension, hydraulically damped and adjustable for load. Exposed springs.

## GEARBOX

Five speeds on 350 cm<sup>3</sup> models. All other models have four speeds. Multiplate clutch with bonded composite segments and built-in transmission shock absorber. Single dry plate, diaphragm spring clutch on 750 cm<sup>3</sup>.

## BRAKES

250 cm<sup>3</sup> models. Front 6" single leading shoe drum brake with cable adjustment. Front 7" twin leading shoe drum brake (T100C only). All other models 8" twin leading shoe drum brake. Balanced cable operation and individual snail cam shoe adjustment (except T100R). All machines have 7" rear brake drums with floating cams.

## ELECTRICAL AND LIGHTING EQUIPMENT

AC/DC lighting. 12-volt ignition system. Two coils on all twins, three on triple cylinder model. Crankshaft mounted alternator. New four position master electrical switch. New handlebar switch consoles. Direction indicators front and rear. Electric starter optional extra on 350 cm<sup>3</sup> models. Single cylinder

models have electrical components in compact housing incorporating QD plug for headlamp.

## FRAME

250 cm<sup>3</sup> and 650 cm<sup>3</sup>. New all-welded frame with large diameter top tube for strength and rigidity. Top tube doubles as oil container. Tapered roller steering head bearings. Eccentric swinging arm spindle fitted with quadrant rear chain adjustment (250 cm<sup>3</sup> only) 500 cm<sup>3</sup> and 750 cm<sup>3</sup>. Heavy duty brazed frame. 350 cm<sup>3</sup>. New all welded cradle frame for light and stiff construction.

## FUEL TANKS

250 Trail Blazer - Welded aluminium. All other models - All steel welded petrol tank. Quick release filler cap (all models).

## WHEELS

Plated spokes and rims. Full width conical aluminium front and rear hubs (except 500 cm<sup>3</sup> models).

## TWINSEAT ASSEMBLY

Hinged seat on 500 cm<sup>3</sup>, 650 cm<sup>3</sup> and 750 cm<sup>3</sup> models for access to battery and electrical equipment. Grab-rail mounted to rear of twinseat as part of mudguard stay.

## HANDLEBAR

Chromium plated bar with smooth action twist grip. Heavy duty cables with built-in adjusters. Nylon lined clutch cable on 750 cm<sup>3</sup> model. Clutch and front brake lever brackets with built-in mirror fixing points and electrical switches.

## TOOLS

Good quality tool kit.

# Technical Data

MODEL	T25 TRAIL BLAZER	T25 BLAZER SS	BANDIT 350	BANDIT SS	T100R	T100C	TR6R	TR6C	T120R	T150
Engine Type	OHV	OHV	2 OHC	2 OHC	OHV	OHV	OHV	OHV	OHV	OHV
No. of Cylinders	1	1	2	2	2	2	2	2	2	3
Bore/Stroke mm.	67 x 70	67 x 70	63 x 56	63 x 56	69 x 65.5	69 x 65.5	71 x 82	71 x 82	71 x 82	67 x 70
Bore/Stroke ins.	2.64 x 2.75	2.64 x 2.75	2.48 x 2.20	2.48 x 2.20	2.72 x 2.58	2.72 x 2.58	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.64 x 2.76
Capacity cm <sup>3</sup>	247	247	349	349	490	490	649	649	649	740
Capacity cu. ins.	15.19	15.19	21.3	21.3	30.5	30.5	40	40	40	45
Comp. Ratio	10:1	10:1	9.5	9.5	9:1	9:1	9:1	9:1	9:1	9:1
Eng. Spr. Teeth	23	23	23	23	26	26	29	29	29	28
Clutch Spr. Teeth	52	52	52	52	58	58	58	58	58	50
G/Box Spr. Teeth	16	17	17	17	18	18	19	18	19	19
Rear Spr. Teeth	52	52	48	48	46	46	47	47	47	53
RPM @ 10 MPH (top gear)	960	941	870	870	744	744	659	696	659	715
Gear Ratio 5th			6.39	6.39						
" " 4th	7.35	6.92	7.37	7.37	5.7	5.7	4.95	5.22	4.95	4.98
" " 3rd	9.14	8.60	9.03	9.03	6.97	6.97	6.14	6.48	6.14	5.95
" " 2nd	12.06	11.35	11.48	11.48	9.16	9.16	8.36	8.83	8.36	8.42
" " 1st	19.48	18.33	17.1	17.1	14.1	14.1	12.08	12.73	12.08	12.15
Carb. Make	Amal	Amal	Amal (2)	Amal (2)	Amal (2)	Amal	Amal	Amal	Amal (2)	Amal (3)
Type	R928	R928	R626/L626	R626/L626	R626/L626	R626	R930	R930	R930/L930	626
Primary Chain Size	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Duplex	3/8" Triplex
Rear Chain Size	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"	3/8" x 1/2"
Tyre Size Front	3.00 x 20 Trials	3.25 x 18 K70	3.25 x 18 K70	3.25 x 18 K70	3.25 x 19 K70	3.25 x 19 K70	3.25 x 19 K70	3.25 x 19 K70	3.25 x 19 K70	4.10 x 19 K81
Tyre Size Rear	4.00 x 18 Trials	3.50 x 18 K70	3.50 x 18 K70	3.50 x 18 K70	4.00 x 18 K70	4.00 x 18 Trials K70	4.00 x 18 K70	4.00 x 18 K70	4.00 x 18 K70	4.10 x 19 K81
Front Brake dia/type ins/cm	6" 1LS 15	8" 2LS 20	8" 2LS 20	8" 2LS 20	8" 2LS 20	7" 2LS 18	8" 2LS 20	8" 2LS 20	8" 2LS 20	8" 2LS 20
Rear Brake dia/type ins/cm	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18
Finish	Tangerine	Tangerine	Jealous Green	Jealous Green	Olympic Flame	Olympic Flame	Pacific Blue	Pacific Blue	Tiger Gold	Spring Gold or Black
Seat Height ins/cm	32"/81	32"/81	30"/76	30"/76	30"/76	30"/76	32"/81	32"/81	32"/81	32"/81
Wheel base ins/cm	54"/137	54"/137	59"/151	59"/151	53 1/2"/136	53 1/2"/136	56"/142	56"/142	56"/142	57"/145
Length ins/cm	85"/215	85"/215	79 1/2"/202	79 1/2"/202	83"/211	83"/211	87 1/2"/222	87 1/2"/222	87 1/2"/222	86"/218
Width ins/cm	29"/74	29"/74	27"/69	27"/69	27"/69	27"/69	33"/84	33"/84	33"/84	33"/84
Ground Clearance ins/cm	7 1/2"/19	7"/18	7"/18	7"/18	7"/18	7 1/2"/19	7 1/2"/19	7 1/2"/19	7 1/2"/19	6 1/2"/16
Dry Weight lbs/kilos	287/130	290/132	345/157	345/157	356/161	342/155	381/173	381/173	382/173	460/209
Petrol - Imp gallons/litres	2/9	2/9	3/13.6	3/13.6	2 1/4/10.2	2 1/4/10.2	3/13.6	3/13.6	3/13.6	3/13.6
Oil - Imp pints/litres	4/2.3	4/2.3	4/2.3	4/2.3	6/3.4	6/3.4	5/2.8	5/2.8	5/2.8	6/3.4



Triumph Engineering Company Limited,  
Meriden Works, Allesley, Coventry CV5 9AU.  
Telephones: Coventry 20221, Meriden 331.  
Telegram: "Trusty, Coventry". Telex: 31305.



Importateurs exclusifs pour la Belgique et le Grand Duché de  
Luxembourg:

**S. A. Joseph DECAT N. V.**

677 CH. DE LOUVAIN BRUXELLES - 677 LEUVENSESTEENWEG BRUSSEL  
Tel. 346574 - 34.65.75

Invoerder voor België en Groot Hertogdom Luxemburg

The issue of this brochure does not constitute an offer and illustrations and specifications described herein will vary for different countries. In line with our policy of continuous research and development we reserve the right to alter or change specifications at any time without notice.