



# TRIUMPH

MOTOR  
CYCLES

1935

# foreword

**T**HE new designs introduced by Triumph for the 1934 Season have now proved themselves in the hands of the public—the highest test of all—and have emerged with satisfaction to owner and manufacturer alike.

Basic design, therefore, goes into the 1935 Season unaltered—why gild the lily—and only detail alteration, mostly unseen, has been employed. Metallurgical chemist, designer, rider and salesman have been at work, however, and the new range is offered to you with all the benefits, individually small but collectively important, of their effort incorporated.

All prices include equipment, Magdyno lighting and electric horn—ready to ride away.

Triumph Dealers are to be found in every Town in Great Britain and a Triumph Owner, therefore, can be in touch with Service wherever he may be—real and sympathetic Service—always at his disposal.

## **TRIUMPH COMPANY LTD., COVENTRY, ENGLAND.**

Contractors to British, French, Belgian and Italian War Offices.

Telephone : 4191 COVENTRY

LONDON : 218, GREAT PORTLAND STREET, W.1.

PARIS : 6, BOULEVARD PERSHING (XVIIe)

Telegrams : " TRIUMPH, COVENTRY."

Telephone : Museum 3951

Telegrams : " Cyclothure, Wesdo, London."

Telephone : Wagram 04-69

Telegrams : " Triumph—Paris 62."

### SERVICE DEPOTS :

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Telephone : 4191 Coventry.

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Telephone : Shepherd's Bush 2322.

Telegrams : " Triumserv, Chisk, London."

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

# Prices: cash and hire - purchase

MODEL.	SPECIFICATION.	RETAIL.	DEPOSIT.	12 MONTHS	18 MONTHS
L 2/1 ... ..	250 cc. O.H.V. (Light) ... ..	£38 0 0	£9 10 0	£3 0 9	£2 5 3
2/1 ... ..	250 cc. O.H.V. 2-Port ... ..	£46 0 0	£11 10 0	£3 11 7	£2 12 9
2/5 ... ..	250 cc. O.H.V. 2-Port (Mark 5)... ..	£53 0 0	£13 5 0	£4 1 0	£2 19 3
3/1 ... ..	350 cc. S.V. ... ..	£47 0 0	£11 15 0	£3 12 11	£2 13 8
3/2 ... ..	350 cc. O.H.V. 2-Port ... ..	£54 0 0	£13 10 0	£4 2 4	£3 0 3
3/5 ... ..	350 cc. O.H.V. 2-Port (Mark 5)... ..	£58 0 0	£14 10 0	£4 7 9	£3 4 0
5/1 ... ..	550 cc. S.V. ... ..	£54 0 0	£13 10 0	£4 6 0	£3 4 0
5/2 ... ..	500 cc. O.H.V. 2-Port ... ..	£57 0 0	£14 5 0	£4 10 0	£3 6 9
5/3 ... ..	550 cc. S.V. (De-Luxe) ... ..	£62 0 0	£15 10 0	£4 16 9	£3 11 4
5/4 ... ..	500 cc. O.H.V. 2-Port (De-Luxe) ... ..	£65 0 0	£16 5 0	£5 0 10	£3 14 2
5/5 ... ..	500 cc. O.H.V. 2-Port (Mark 5)... ..	£66 0 0	£16 10 0	£5 2 2	£3 15 2
5/10 ... ..	500 cc. O.H.V. 2-Port (Racing) ... ..	£82 0 0	£20 10 0	£6 3 9	£4 10 1
6/1 ... ..	650 cc. O.H.V. Twin ... ..	£77 0 0	£19 5 0	£5 17 0	£4 5 4
SIDECAR, S.T.	Special Tourist ... ..	£22 10 0	£ 5 12 6	£1 10 5	£1 1 0
SIDECAR, S.S.	Special Sports ... ..	£21 10 0	£ 5 8 6	£1 8 11	£1 0 0
SIDECAR, L.T.	Light Tourist ... ..	£17 10 0	£ 4 7 6	£1 3 8	£0 16 4

## Extras

	£	s.	d.	£	s.	d.	s.	d.
Rear Stop Light (all Models) ... ..		5	0		5	0	—	—
Trip Type Speedometer (F.W.D.) ... ..	2	10	0		12	6	3	4
Trip Type Speedometer (F.W.D.) 5in. Dial ... ..	5	5	0	1	6	3	7	1
Pillion Footrests ... ..		6	0		6	0	—	—
Pillion Seat (where extra) ... ..		12	6		3	2	10	7
Rear Carrier (where extra) ... ..		5	0		5	0	—	—
Foot Control (where extra) ... ..	1	0	0		5	0	1	4
T.T. Tank to Model 5/10 ... ..	4	0	0	1	0	0	5	5
Sidecar Hood ... ..	2	0	0		10	0	2	8
Dickey Seat to Sidecar ... ..	2	0	0		10	0	2	8

All Hire-Purchase transactions are treated in strict privacy.

The Motor Cycle is handed to the purchaser by the Triumph Dealer free of transit charges within reasonable distance of the Dealer's business premises, and where we are not represented the Motor Cycle will be sent to the nearest Railway Station, packed free of charge and carriage paid.

Application and Order Forms are obtainable from any Triumph Dealer, or direct from our Head Office, Coventry, post free on request.

**BENEFITS.**—The terms include a full and comprehensive Insurance Policy for the period mentioned, covering Fire, Burglary, Theft, Third Party Unlimited Risk, Personal Accident Benefit to Hirer, also Passenger in Sidecar. Extra for Pillion Risk on application.

**PAYMENTS.**—If the purchaser wishes to pay a larger deposit than set out in the above terms, a discount of 6 per cent. is allowed on the difference paid.

Should the purchaser wish to make a complete settlement after payment of the first instalment, a discount of 5 per cent. is allowed.

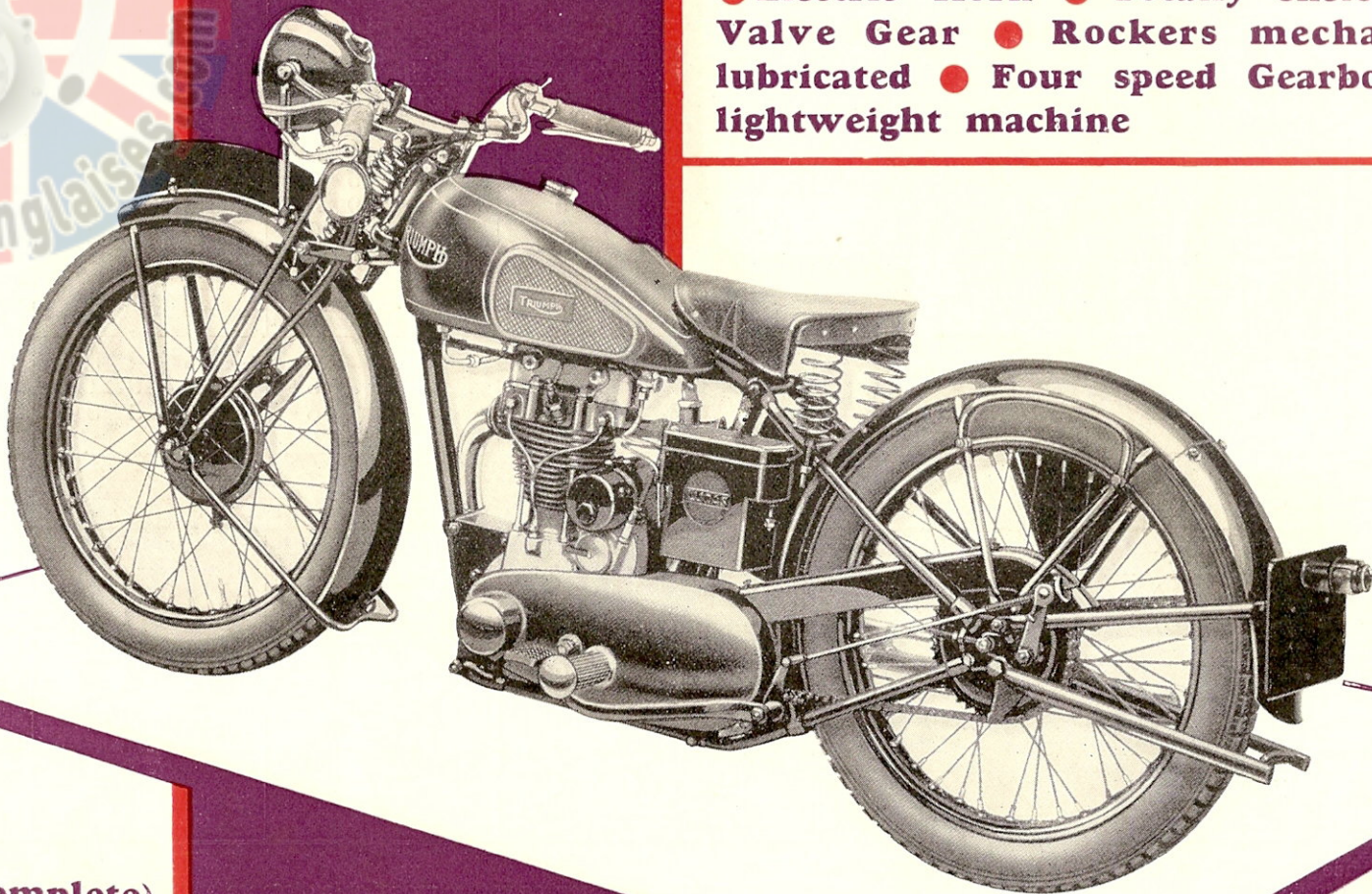
For settlement in 3 months, a discount of 3 per cent. from balance.

For settlement in 6 months, a discount of 2 per cent. from balance.

For settlement in 9 months, a discount of 1 per cent. from balance.

# model L2/1 250 cc. ohv single port

- Magdyno lighting (Lucas 6 V.)
- Electric Horn
- Totally enclosed OH Valve Gear
- Rockers mechanically lubricated
- Four speed Gearbox
- A lightweight machine



**£38** (complete)

or

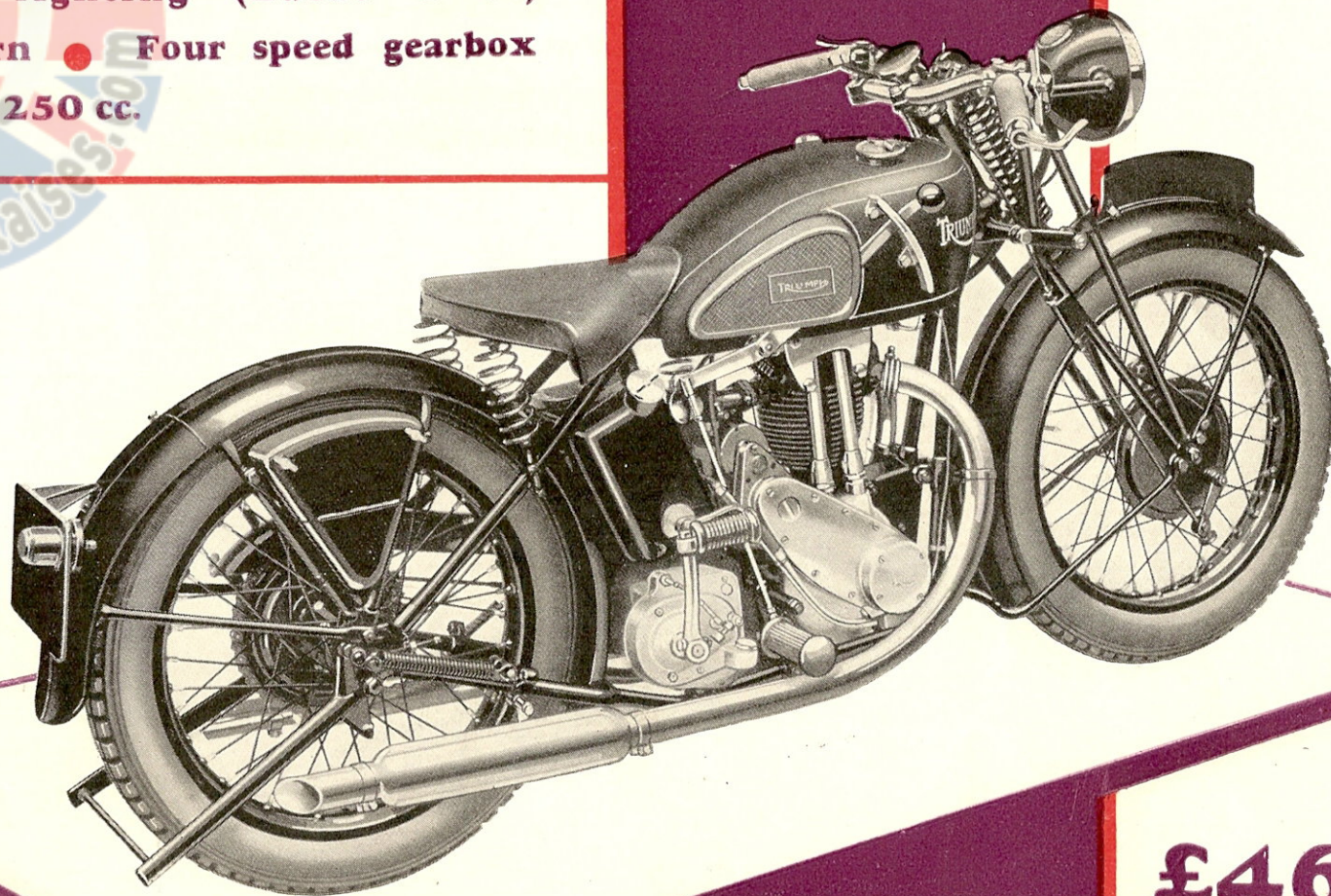
**£9-10-0** Deposit and

12 payments of **£3-0-9**

or 18 payments of **£2-5-3**

# model 2/1 250 cc. o h v 2 - port

- Magdyno lighting (Lucas 6 V.)
- Electric horn ● Four speed gearbox
- Full - sized 250 cc.



**£46** (complete)

OR

**£11-10-0** Deposit and

12 payments of **£3-11-7**

or 18 payments of **£2-12-9**

With 3-speed gearbox **£44**

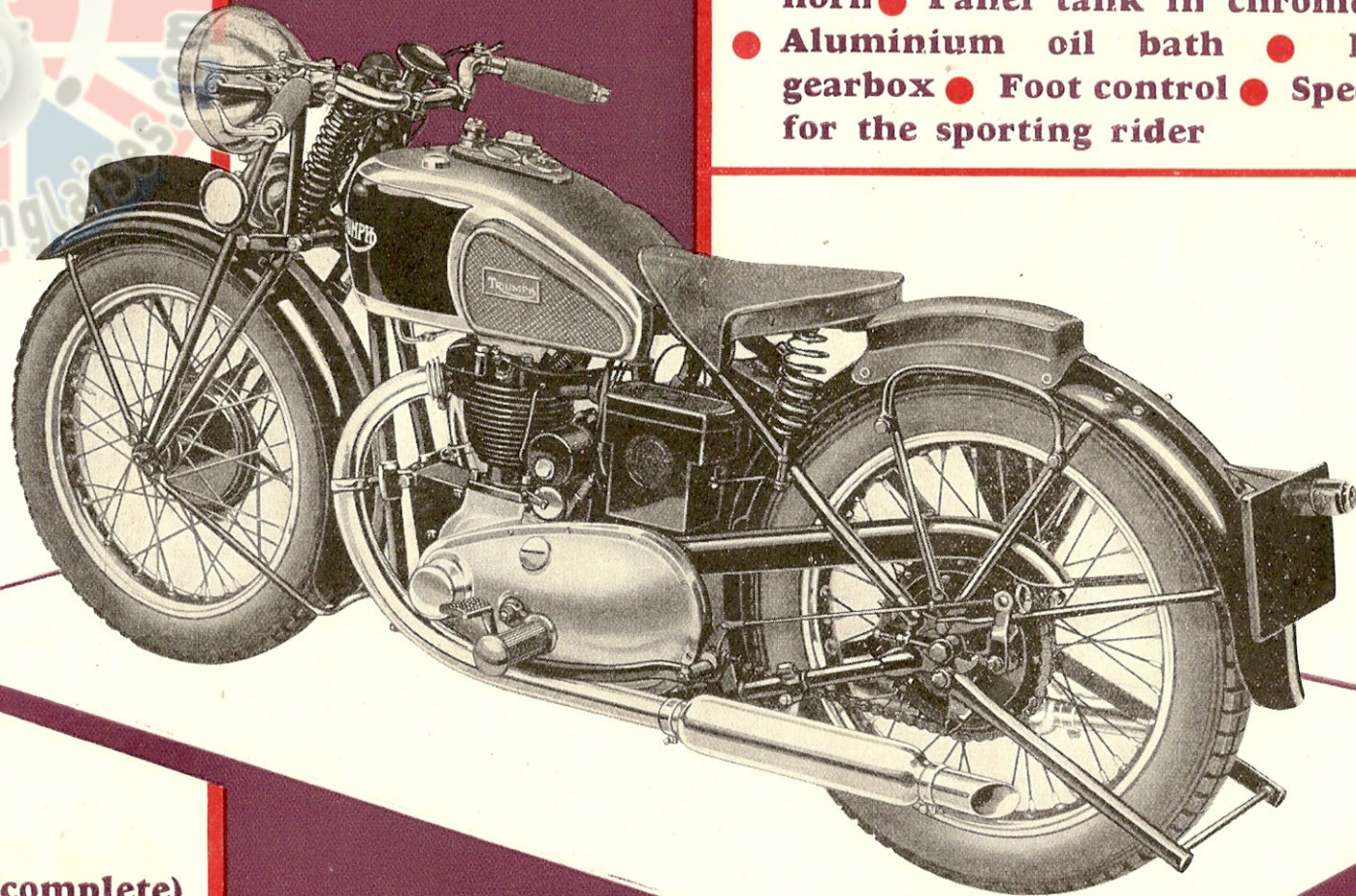
FULL SPECIFICATION ON PAGE 20

Page three

**Mark 5**

**model 2/5** 250 cc. o h v  
2-port special

- Magdyno lighting (Lucas 6 V.)
- Altette horn
- Panel tank in chrome and plum
- Aluminium oil bath
- Four speed gearbox
- Foot control
- Specially tuned for the sporting rider



**£53** (complete)

or

**£13-5-0** Deposit and

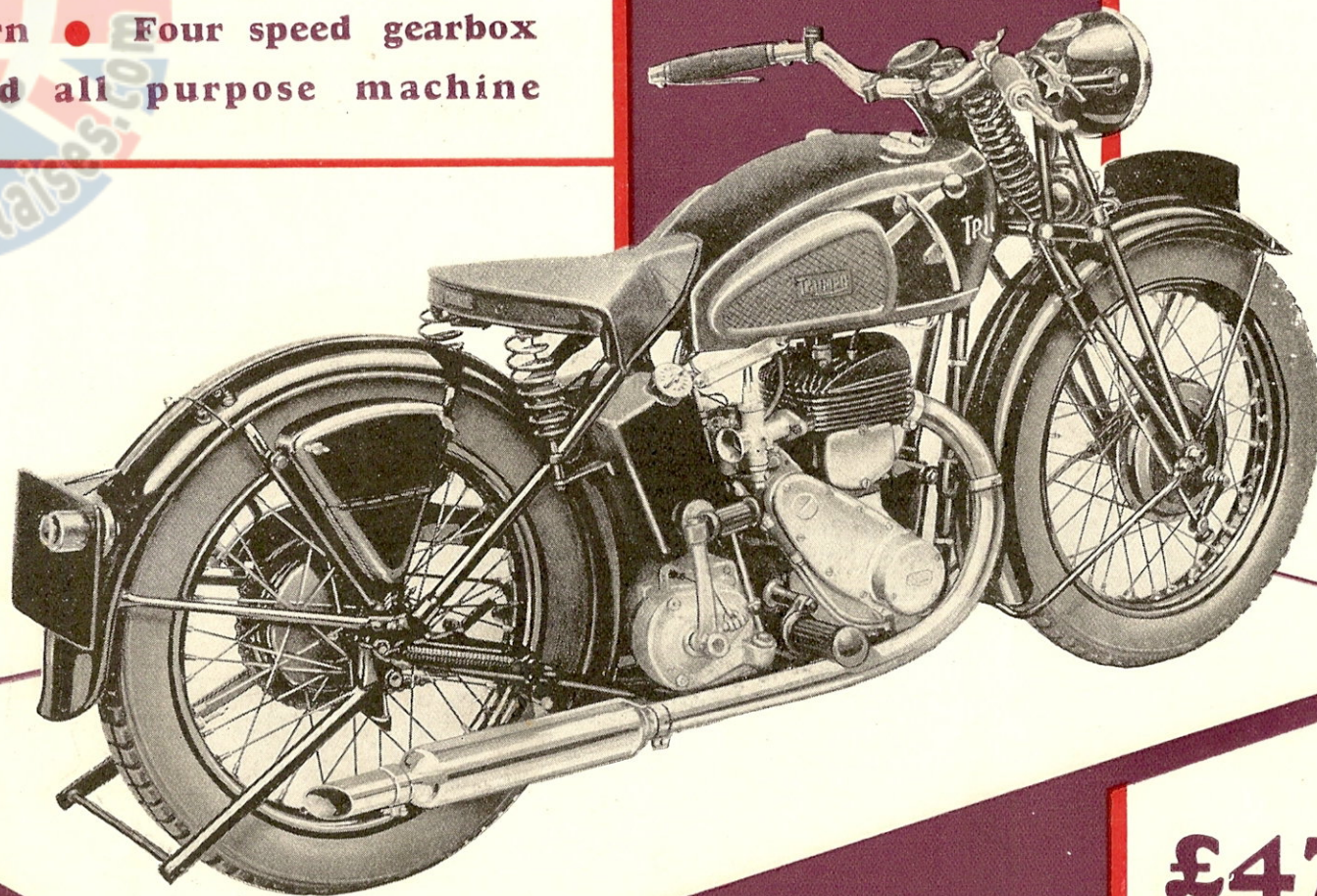
12 payments of £4 - 1 - 0

or 18 payments of £2 - 19 - 3

**FULL SPECIFICATION ON PAGE 20**

# model 3/1 350 cc. SV

- Magdyno lighting (Lucas 6 V.)
- Electric horn ● Four speed gearbox
- A splendid all purpose machine



**£47** (complete)

or

**£11-15-0** Deposit and

12 payments of £3 - 12 - 11

or 18 payments of £2 - 13 - 8

With 3-speed gearbox £45

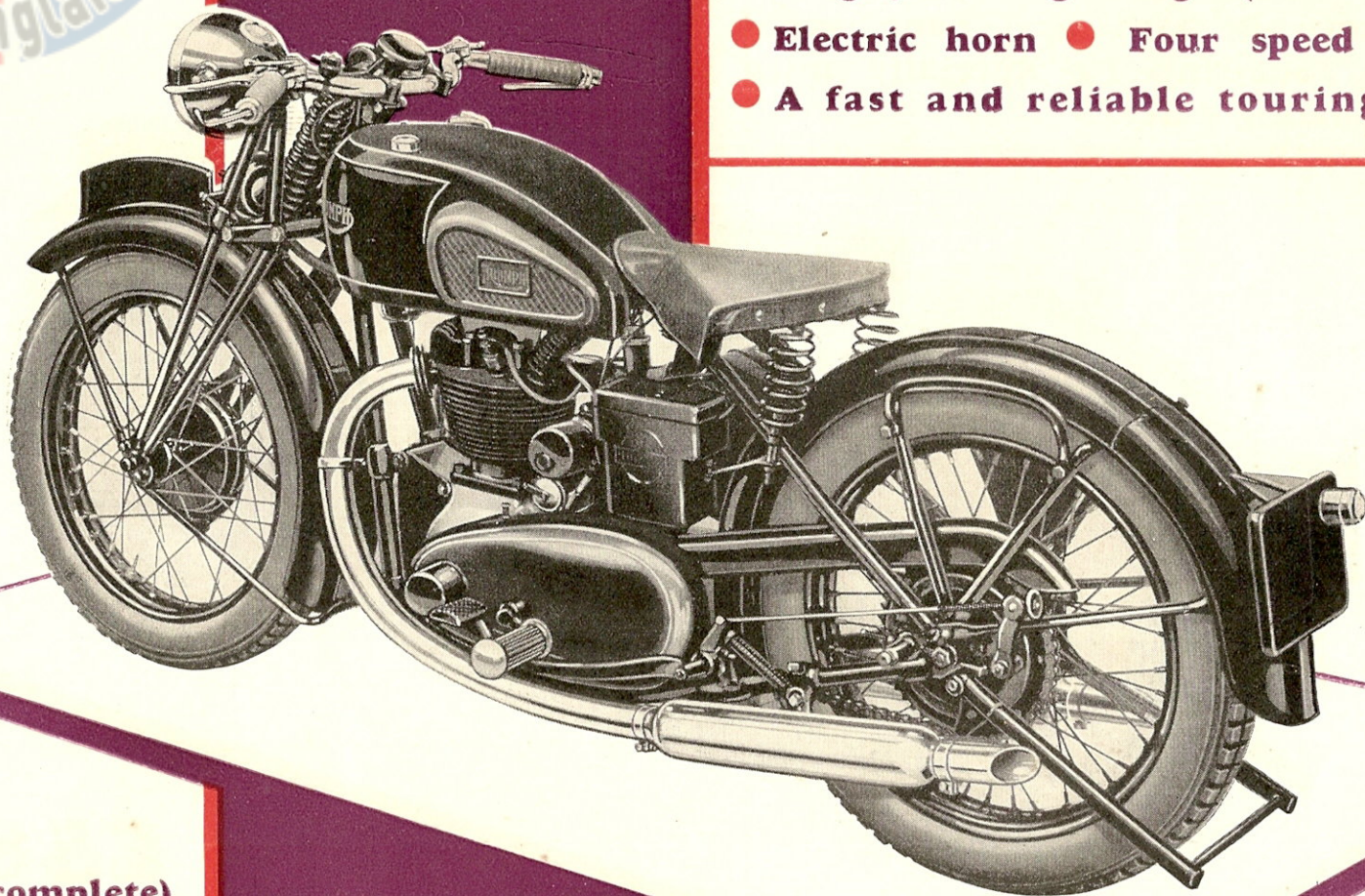
FULL SPECIFICATION ON PAGE 20

Page five



## **model 3/2** 350 cc. o h v 2 - port

- Magdyno lighting (Lucas 6 V.)
- Electric horn ● Four speed gearbox
- A fast and reliable touring mount



**£54** (complete)

or

**£13-10-0** Deposit and

12 payments of **£4-2-4**

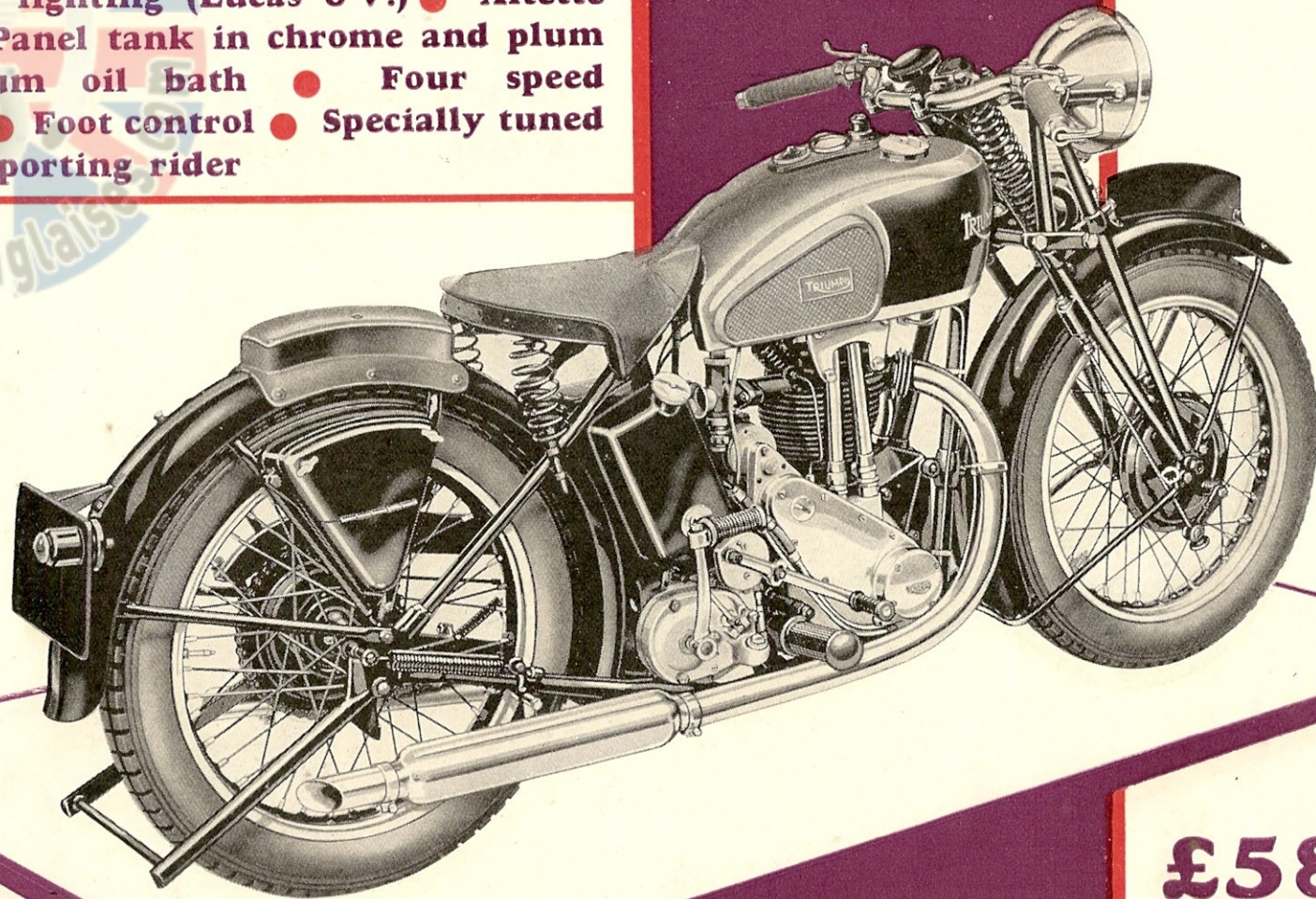
or 18 payments of **£3-0-3**



# model 3/5 350 cc. o h v 2-port special

## Mark 5

- Magdyno lighting (Lucas 6 V.) ● Altette horn ● Panel tank in chrome and plum
- Aluminium oil bath ● Four speed gearbox ● Foot control ● Specially tuned for the sporting rider



**£58** (complete)

or

**£14-10-0** Deposit and

12 payments of **£4-7-9**

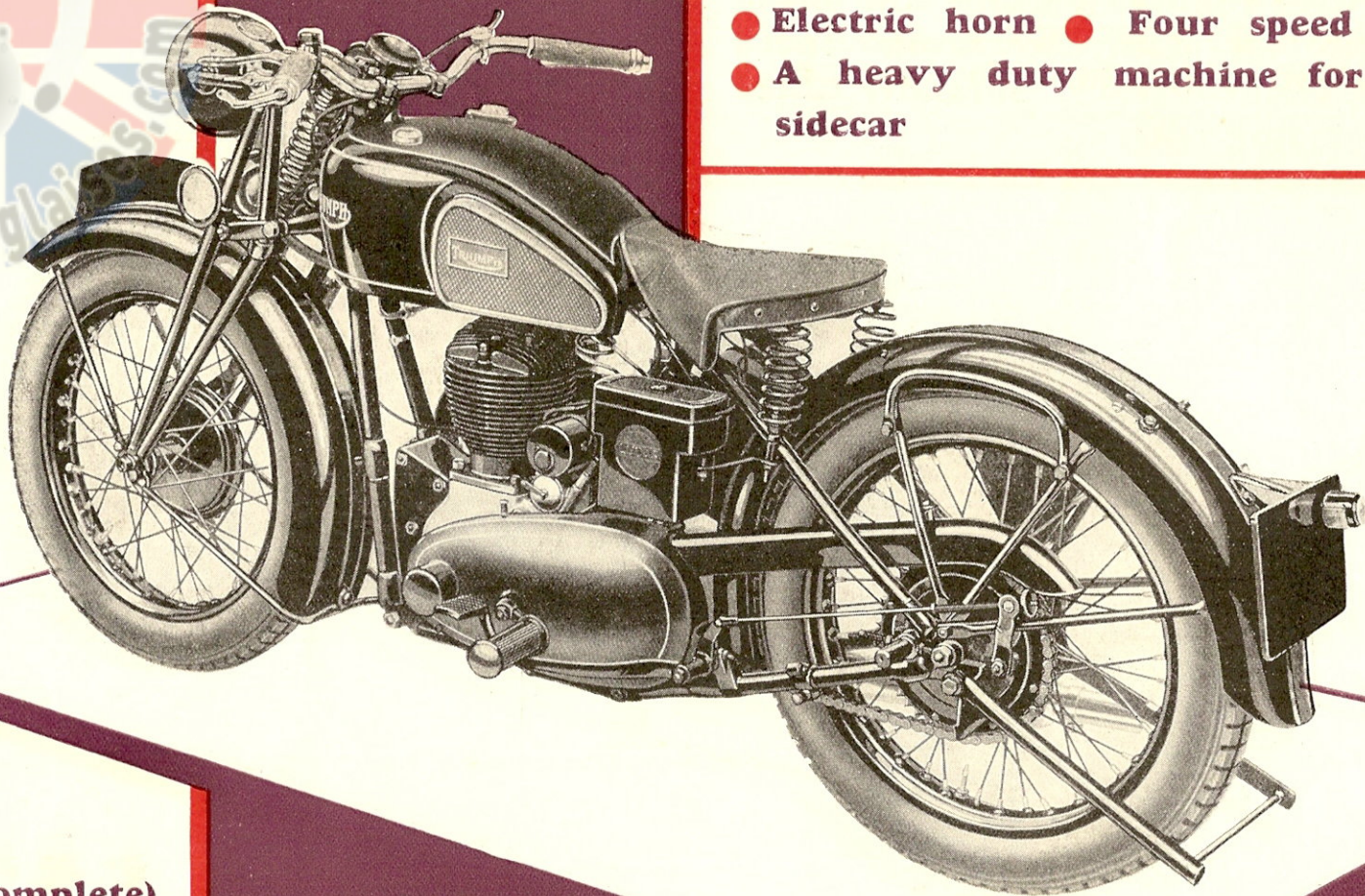
or 18 payments of **£3-4-0**

FULL SPECIFICATION ON PAGE 20

Page seven

# model 5/1 550 cc. SV

- Magdyno lighting (Lucas 6 V.)
- Electric horn ● Four speed gearbox
- A heavy duty machine for solo or sidecar



**£54** (complete)

or

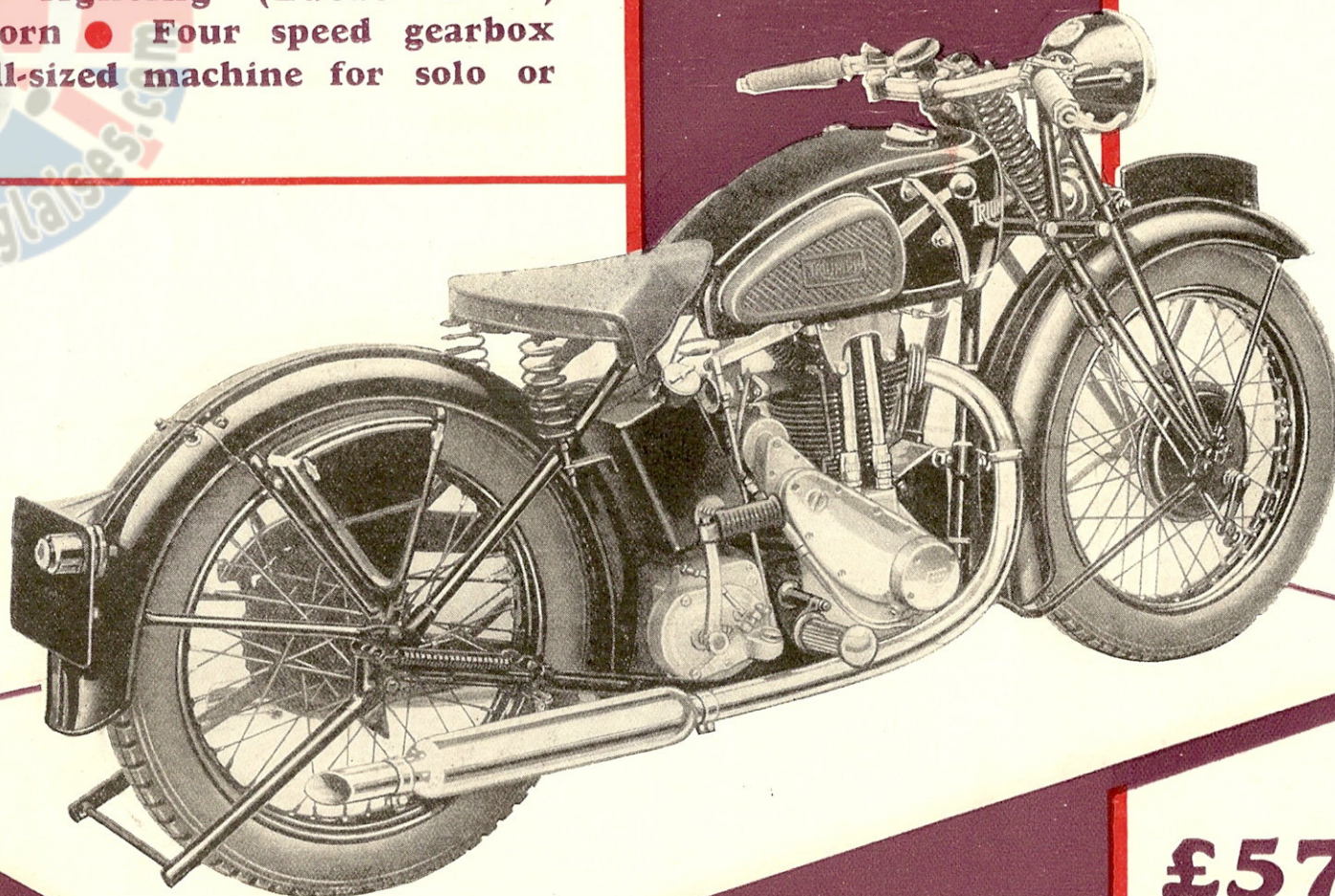
**£13-10-0** Deposit and

12 payments of £4-6-0

or 18 payments of £3-4-0

# model 5/2 500 cc. o h v 2 - port

- Magdyno lighting (Lucas 6 V.)
- Electric horn ● Four speed gearbox
- A fast full-sized machine for solo or sidecar



**£57** (complete)

or  
**£14-5-0** Deposit and

12 payments of £4 - 10 - 0  
or 18 payments of £3 - 6 - 9

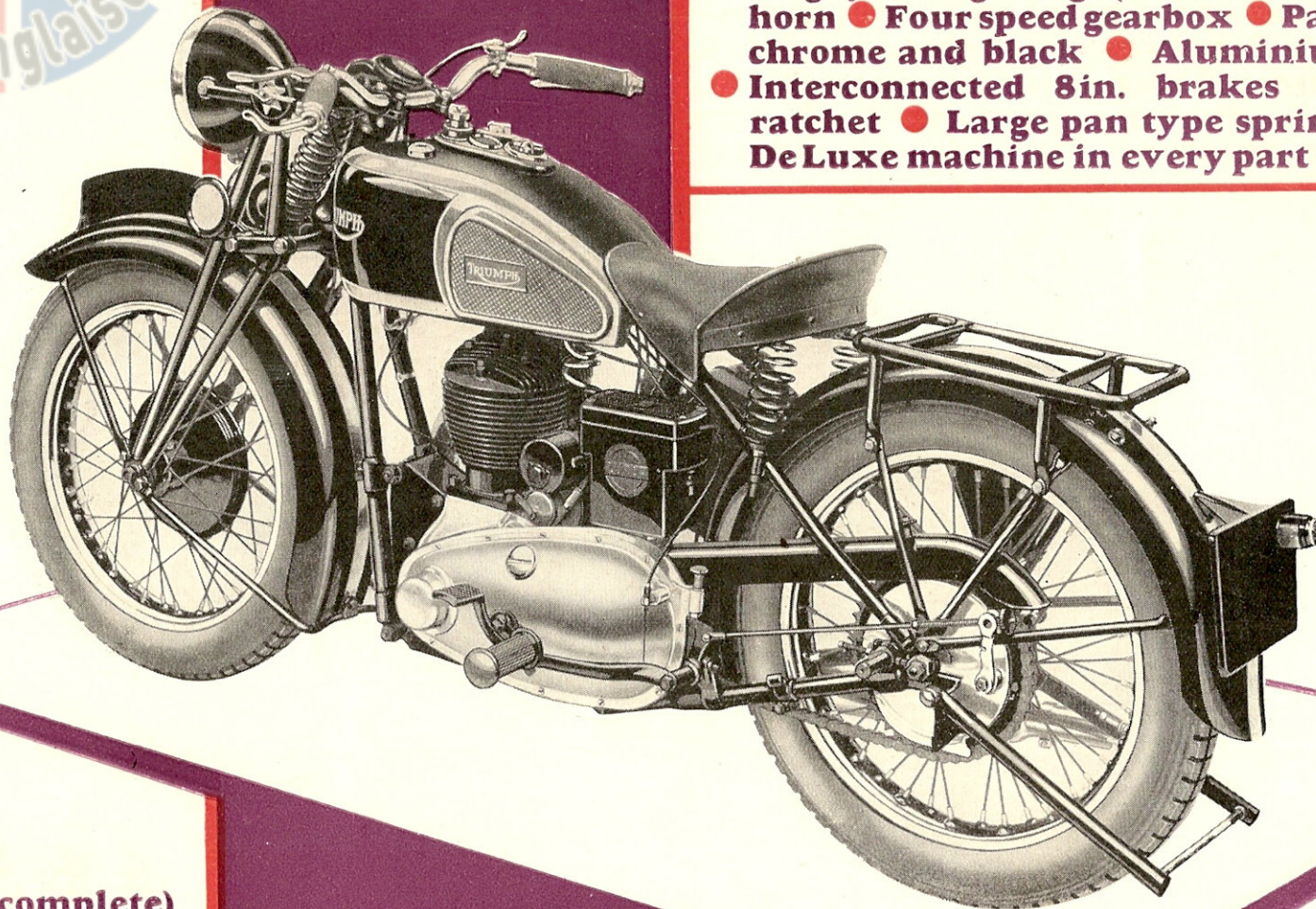
FULL SPECIFICATION ON PAGE 20

Page nine



## model 5/3 550 cc. SV

- Magdyno lighting (Lucas 6 V.)
- Altette horn
- Four speed gearbox
- Panel tank in chrome and black
- Aluminium oil bath
- Interconnected 8in. brakes
- Parking ratchet
- Large pan type spring seat
- A DeLuxe machine in every part and fitment



**£62** (complete)

or

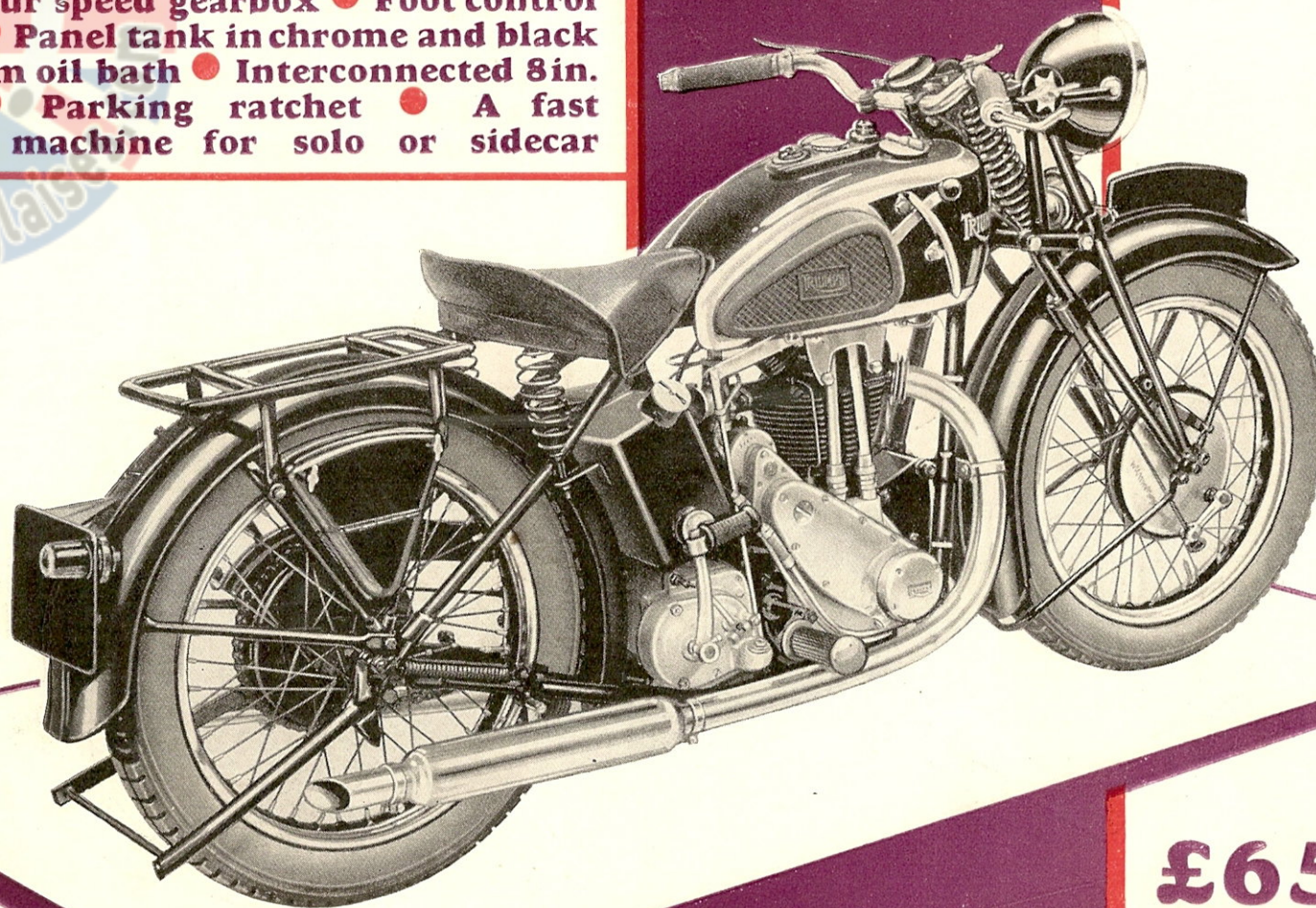
**£15-10-0** Deposit and

12 payments of **£4 - 16 - 9**

or 18 payments of **£3 - 11 - 4**

# model 5/4 500 cc. o h v 2 - port

- Magdyno lighting (Lucas 6 V.)
- Altette horn
- Four speed gearbox
- Foot control no extra
- Panel tank in chrome and black
- Aluminium oil bath
- Interconnected 8in. brakes
- Parking ratchet
- A fast De Luxe machine for solo or sidecar



**£65** (complete)

or

**£16-5-0** Deposit and

12 payments of **£5 - 0 - 10**

or 18 payments of **£3 - 14 - 2**

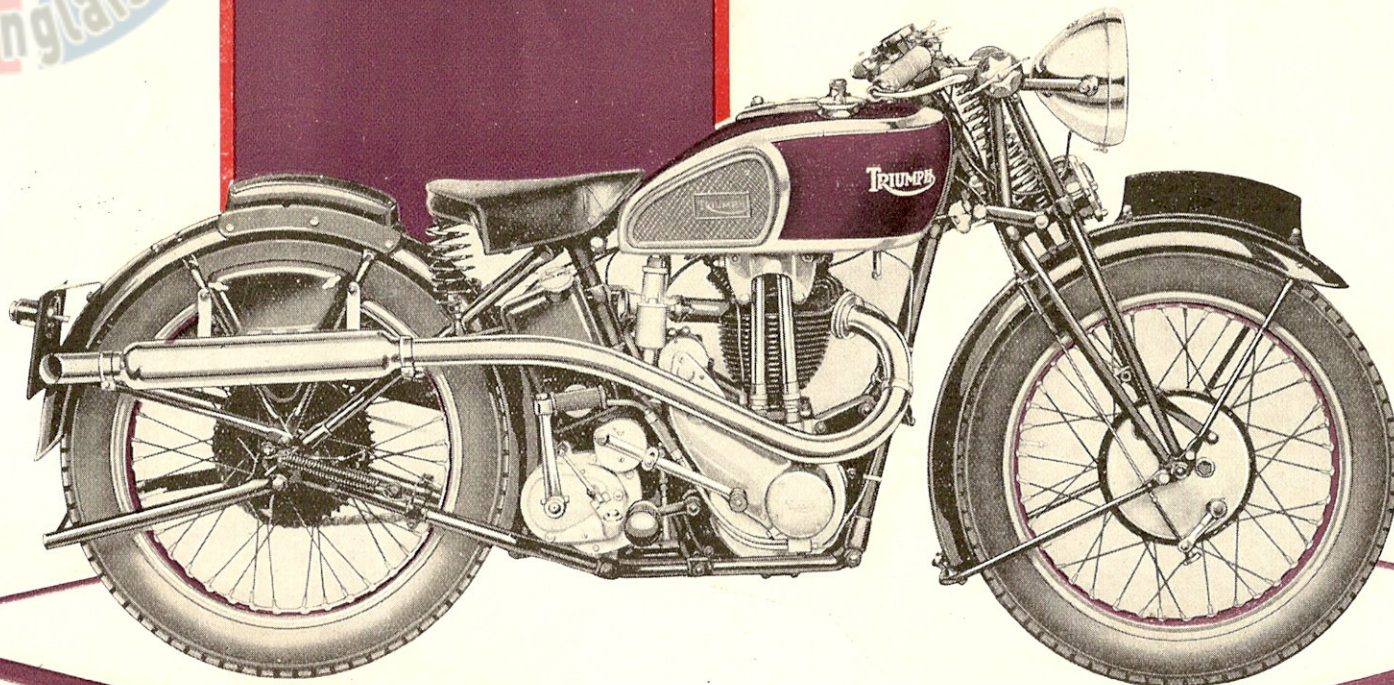
FULL SPECIFICATION ON PAGE 20

Page eleven

**Mark 5**

**model 5/5** 500 cc. o h v  
2-port special

- Magdyno lighting (Lucas 6 V.) ● Altette horn ● Panel tank in chrome and plum
- Aluminium oil bath ● Four speed gearbox
- Foot control ● Specially tuned for the sporting rider ● "Knobbies" no extra
- Competition number plates supplied



**£66** (complete)

or

**£16-10-0** Deposit and

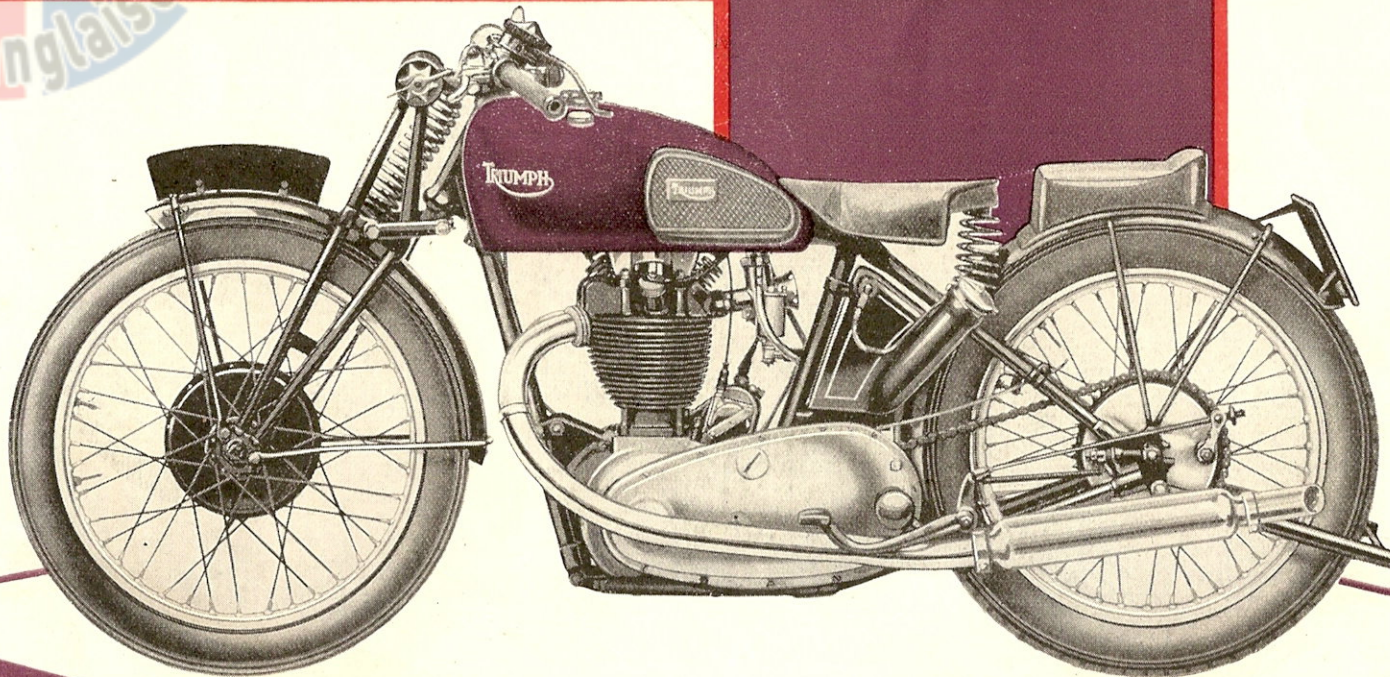
12 payments of £5 - 2 - 2

or 18 payments of £3 - 15 - 2

# model 5/10 500 cc. oh v 2 - port

## Mark 10

- Super tuned ● T.T. type engine ● Supplied standard as illustrated ● Kickstarter and forward footrests no extra ● Large T.T. tank £4 - 0 - 0 extra ● Supplied with two pistons giving different compressions ● Supplied for racing (see page 3 of cover)



# £82

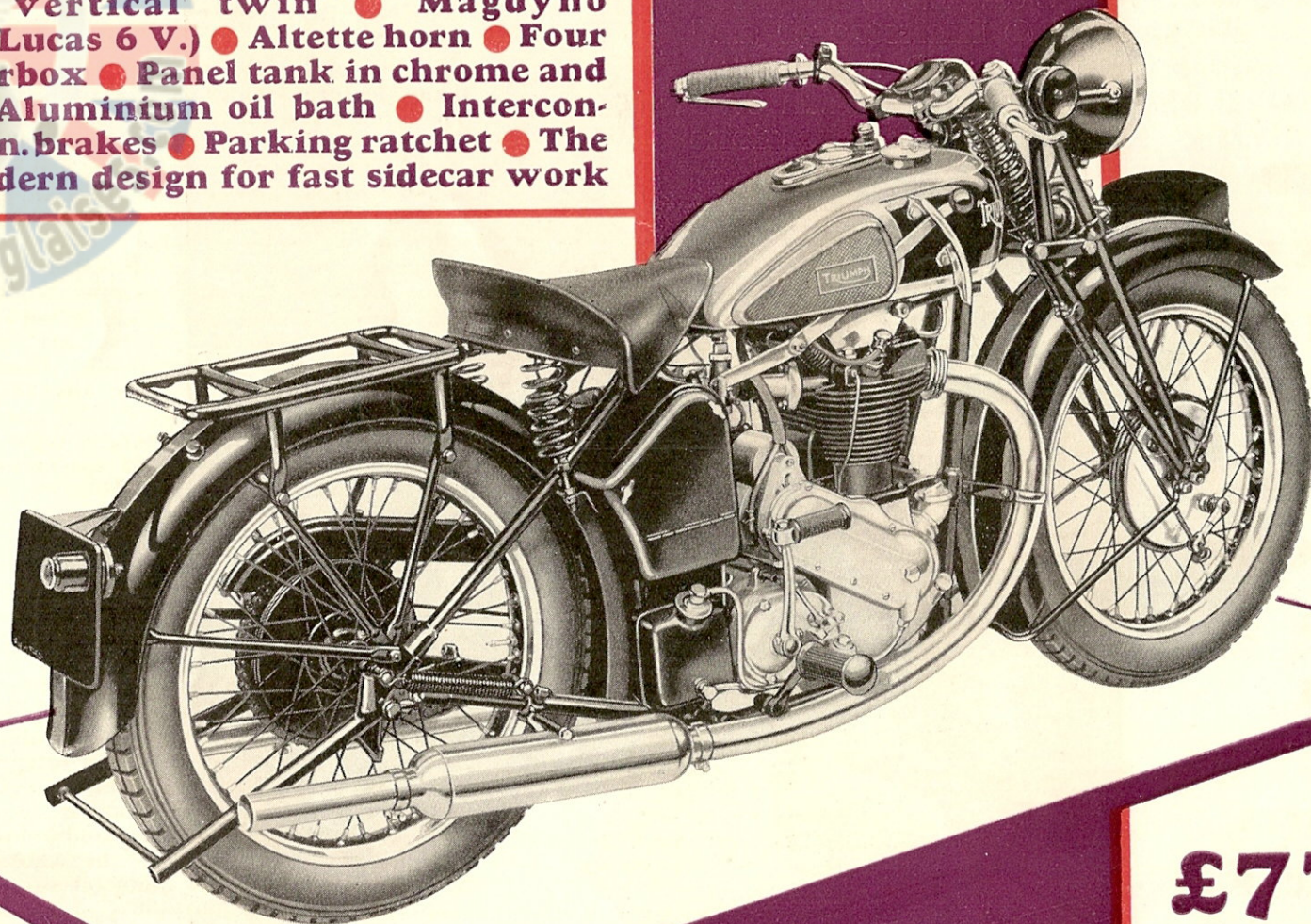
or  
**£20-10-0 Deposit and**

12 payments of £6 - 3 - 9  
or 18 payments of £4 - 10 - 1

FULL SPECIFICATION ON PAGE 20

# The Triumph Twin (model 6/1)

- 650 cc. vertical twin
- Magdyno lighting (Lucas 6 V.)
- Altette horn
- Four speed gearbox
- Panel tank in chrome and black
- Aluminium oil bath
- Interconnected 8in. brakes
- Parking ratchet
- The most modern design for fast sidecar work



**£77** (complete)

or


**£19-5-0** Deposit and

12 payments of £5 - 17 - 0

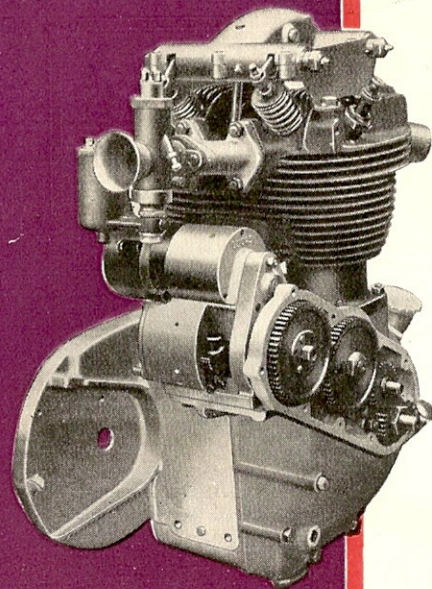
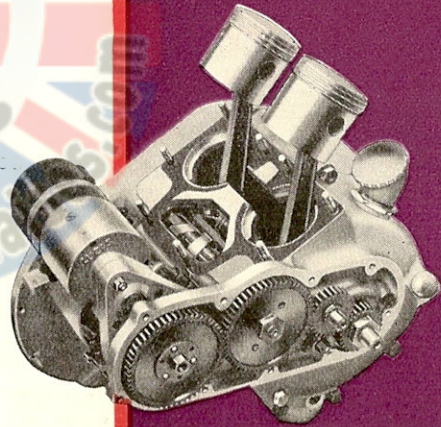
or 18 payments of £4 - 5 - 4

FULL SPECIFICATION ON PAGE 20





**AWARDED  
MAUDES  
TROPHY  
FOR SPEED  
TRIAL AT  
BROOKLANDS,  
COVERING  
500 MILES  
IN  
500 MINUTES,  
WITH SIDECAR**

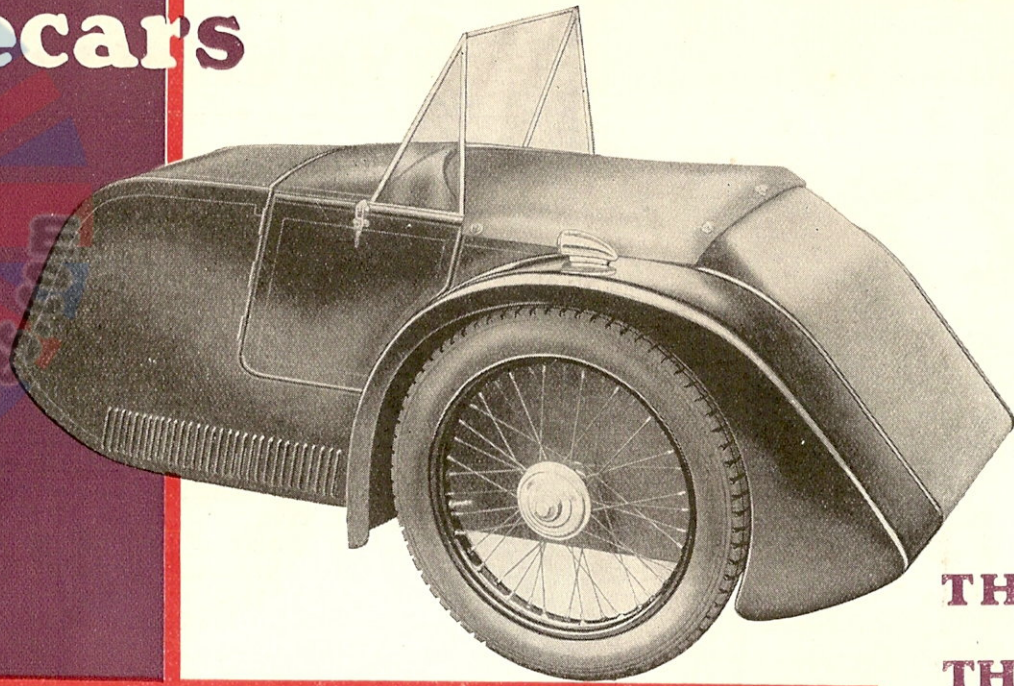


## The Triumph Twin

ENGINE—Bore, 70 mm. Stroke, 84 mm.  
Capacity 649 cc.

This modern power unit of new design has many features which are entirely original. The cylinders, while cast "en bloc" are vertical, side by side, one cylinder each side of the centre of the crankcase (having a firing angle of 360 degrees), and have adequate air passages between them. They maintain the characteristics of two single cylinders, having separate detachable single port heads. The valve gear (two valves per cylinder) is operated by push rods fully enclosed and working between the two cylinder barrels. These are actuated by a cam shaft, running in oil, mounted on ball bearings, positioned in the top of the crankcase and to the rear of the cylinder base. The crankshaft is of the solid forged type of great strength and is mounted on extremely large ball bearings at each end. The two con-rods are fitted with split white metal big end bearings of ample proportions ( $1\frac{1}{4}$  in.  $\times$   $1\frac{3}{8}$  in.) and these bearings are lubricated by pressure fed oil delivered through the crankshaft. The drive is taken through two double helical gear wheels (first of which contains an engine shaft shock absorber) to a four-speed gearbox, which is in unit with the crankcase, but which is readily detachable should this be necessary. These gear wheels run in a die-cast aluminium case (the inner half of which is integral with the crankcase). The lubrication system is entirely independent of the main engine supply. The magdyno is gear driven and there is, in fact, no chain employed in the whole power unit and gearbox. The main oil sump in the crankcase contains four pints of oil and this supply is supplemented by a further pint of oil contained in a separate oil tank, which cleans and cools the oil in circuit, the whole circuit, therefore, having a capacity of five pints.

# Sidecars



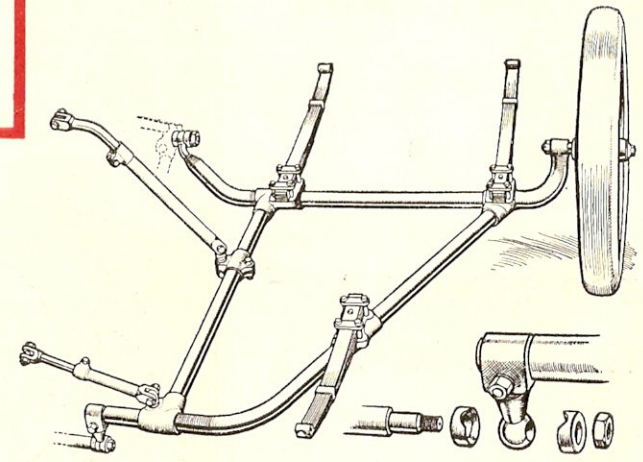
## MODEL S.T.

The most luxurious sidecar ever offered to the public. Combining a most attractive sporting appearance with "big-car" comfort. Fitted with adjustable foot rest. Large locker to rear of the squab. Finished black, gold lining, red upholstery. (For 650 cc., 550 cc., and 500 cc. ONLY).

## THE MOTOR CYCLE THE SAFEST VEHICLE

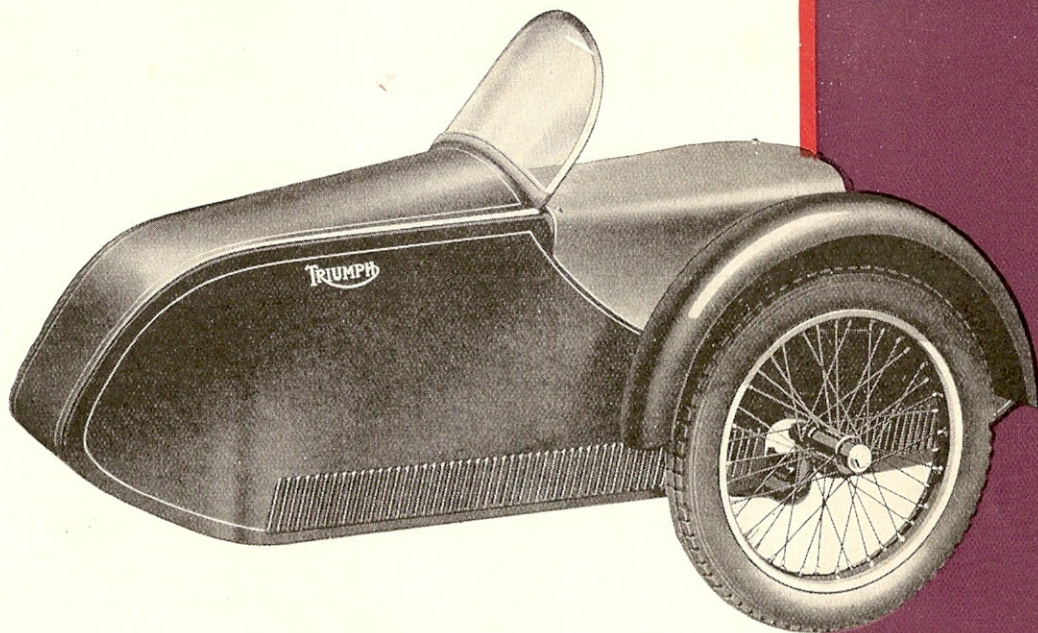
TRIUMPH TRIANGULATED CHASSIS COMPLETE WITH WHEEL AND TYRE	£10 - 0 - 0
MODEL S.T. (including lamp)	£22 - 10 - 0
HOOD (EXTRA)	£2 - 0 - 0
DICKEY SEAT	£2 - 0 - 0

The New Triumph Sidecar Chassis represents the very latest design and is full of new features. The laminated quarter-elliptic springing ensures comfort, while the new 4-point attachment gives a degree of rigidity so highly valued by the combination enthusiast.

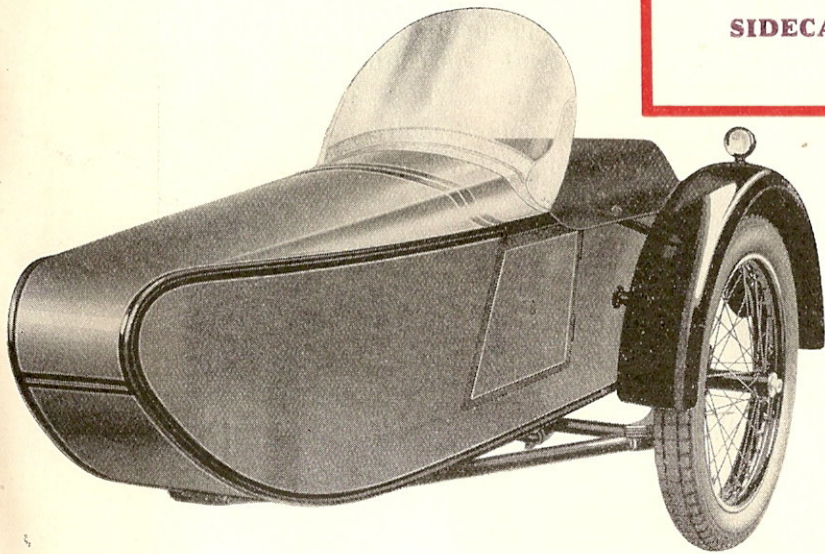


## MODEL S.S.

A handsome Sports Sidecar designed by H. S. Perrey, whose long and successful career in Competitions ensures the last word in Sports Design and Competition reliability. The sidecar wheel brake (as illustrated) is an extra, and is highly recommended. Finished in black, gold lining, red upholstery. (For 650 cc., 550 cc., and 500 cc. ONLY).



## AND SIDECAR IS ON THE ROAD

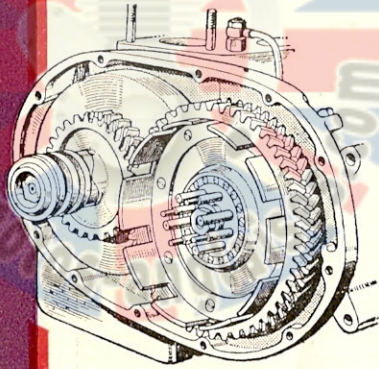


MODEL S.S. (including lamp)	£21 - 10 - 0
SIDECAR WHEEL BRAKE (EXTRA)	£2 - 0 - 0
MODEL L.T. (including lamp)	£17 - 10 - 0

## MODEL L.T.

An extremely attractive model of lighter construction than models S.T. and S.S., built for everyday use at a competitive price. The passenger's comfort has been studied carefully, and the lines of the body are modern and smart. Finished in black, gold lining, red panels in bonnet, red upholstery. (For 650 cc., 550 cc., 500 cc. and 3/2 and 3/5 MODELS).

# special features



"Motor Cycling" Fig. 1

## Primary Drive

THE primary drive on the Triumph "Twin" (Fig. 1) 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 gear case, which is entirely independent of the main oil supply.

The construction of the power unit and gear-box can be described as unit construction, with the added advantage of being able to remove the gearbox complete.

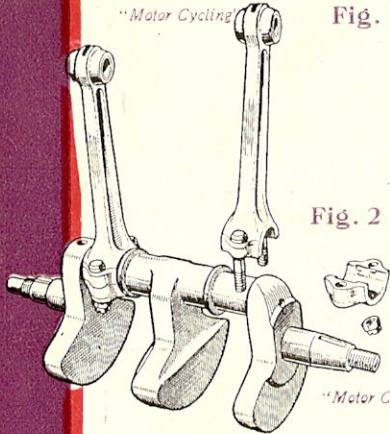


Fig. 2

"Motor Cycling"

## Crankshaft

The crankshaft of the Triumph "Twin" (Fig. 2) is a solid forging of maximum strength and is mounted on large diameter ball bearings at each end. The two connecting rods are fitted with split big end bearings of ample proportions ( $1\frac{1}{4}$  in.  $\times$   $1\frac{3}{8}$  in.) and these bearings are

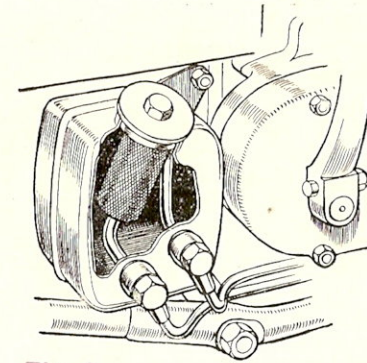


Fig. 3

"The Motor Cycle"

pressure fed lubricated by oil delivered through the crankshaft. The main oil supply for the Triumph "Twin" is carried in a sump in the crankcase (four pints) and this supply is supplemented by a further pint of oil, which is contained in a separate oil tank (Fig. 3) which cleans and cools the oil in circuit, the whole of which has a capacity of five pints.

## Brakes

The brakes on the Models 6/1, 5/5, 5/4 and 5/3 are inter-connected and a special ratchet device (Fig. 4) for parking is employed. The method of operation is to depress the foot pedal and push the ratchet plunger into connection by hand. The pressure of the brake mechanism maintains the ratchet in place, which is then self released by applying pressure again to the brake pedal.

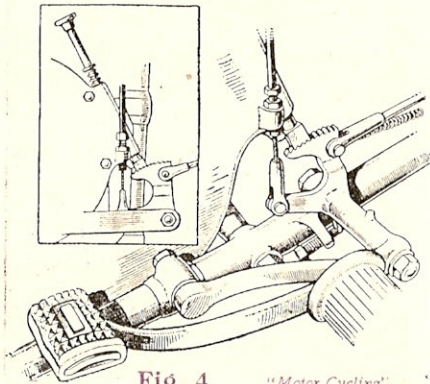
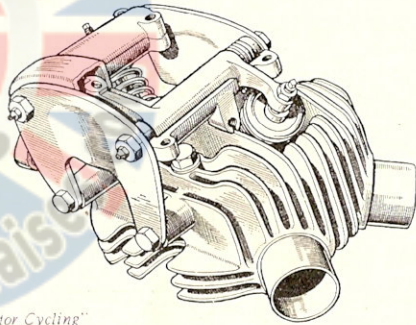


Fig. 4 "Motor Cycling"

# special features



"Motor Cycling"

## Cylinder Head

Fig. 7

The cylinder head (Fig. 7) on the 5/5, 5/4, 5/2 is a special alloy casting of a most robust construction. It is very deeply finned both horizontally and vertically. The rocker gear is totally enclosed in an aluminium casting, the rockers being supported by two domed strengthened steel plates, bolted to the final vertical fins on each side of the head casting. The cylinder head on the 5/10 is special to that model.

## Brake Drums

The brake drums (Fig. 8) on Models 6/1, 5/10, 5/5, 5/4 and 5/3 are of 8in. diameter and 1in. width on the shoe. They are cast in a special nickel chromium iron (forged in the case of the 5/10), and the drums are ribbed both for strength and cooling. The rear chain wheel is fixed to the drum, which 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.

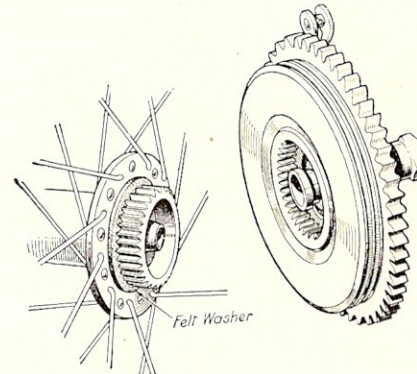


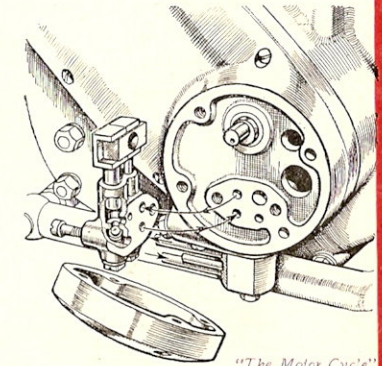
Fig. 8 "Motor Cycling"

## Oil Pump

THE oil pump on Models 5/1, 5/2, 5/3, 5/4, 5/5 and 5/10 is of the double plunger pump type (Fig. 5) and is located at the base of the timing gear cover. It is driven by the exhaust camshaft, the smaller pump drawing oil from the tank, passing the oil through a filter and delivering it direct to the big end, a by-pass leading to the "Tell Tale" mounted on the tank. The larger pump scavenges the crankcase through a detachable filter, which is readily accessible, and returns the oil to the tank.

## Front Forks

The front forks (Fig. 6) on Models 6/1, 5/10, 5/5, 5/4, 5/3, 5/2, 5/1, 3/5 and 3/2 are of extremely strong construction and employ large gauge taper tubes. A strong compression spring (available in two weights, solo and sidecar) is used and its operation is governed by two shock absorbers adjusted by hand and operating on the top links. On the side of the rear off-side fork blade is the lug carrying the brake inter-connection mechanism (where fitted). Special fork links are available for sidecar use.



"The Motor Cycle"

Fig. 5

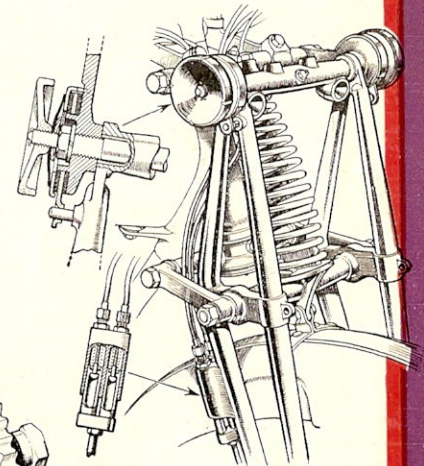


Fig. 6

"The Motor Cycle"

# general specifications—Triumph Motor Cycles 1935

MODEL	L2/1	2/1	2/5	3/1	3/2	3/5	5/1	5/2	5/3	5/4	5/5	5/10	6/1	
Capacity ... ..	B.63 × S.80 249 c.c.	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.70 × S.89 343 c.c.	B.84 × S.99 549 c.c.	B.84 × S.89 493 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.	
Valve arrangement...	1 Port OHV	2 Port OHV	2 Port OHV	S.V.	2 Port OHV	2 Port OHV	S.V.	2 Port OHV	S.V.	2 Port OHV	2 Port OHV	2 Port OHV	1 Port OHV	
Lubrication ... ..	Dry Sump type lubrication is used throughout. Pump operated. Separate oil tank.													
Lubrication Capacity	3½ pints	4 pints	4 pints	4 pints	5 pints	5 pints	5 pints	5 pints	5 pints	5 pints	5 pints	7 pints	5 pints	
Carburetter ... ..	Amal Carburetters are fitted throughout, operated by twist grip, air lever and throttle stop fitted.												T.T. 33 1 ⅝ Bore	
Gearbox ... ..	4-speed Gearboxes are fitted throughout. All are Triumph Gearboxes and can be fitted with foot control (extra in some cases). 3-Speed Gearboxes may be fitted to models 2/1 & 3/1 (less £2).													
Gearbox Control ...	Hand	Hand	Foot	Hand	Hand	Foot	Hand	Hand	Hand	Hand or Foot	Foot	Foot	Hand	
Frame ... ..	Conventional	Duplex Solo	Duplex Solo	Duplex Solo	Duplex	Duplex	Duplex	Duplex	Duplex	Duplex	Duplex	Duplex Spl. Low	Duplex	
Fork ... ..	Tubular	Tubular	Tubular	Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Taper Tubular	Short Taper Tubular	Taper Tubular	
Transmission ... ..	Two Chains are used on all models except Model 6/1, where a primary chain is replaced by two double helical gear wheels.													
Chain Case ... ..	Steel	Steel	Aluminium Oil Bath	Steel	Steel	Aluminium Oil Bath	Steel	Steel	Aluminium Oil Bath	Aluminium Oil Bath	Aluminium Oil Bath	Aluminium Oil Bath	Electron Oil Bath	Aluminium Oil Bath
Brakes ... ..	6"	7"	7"	7"	7"	7"	7"	7"	8" Inter-connected	8" Inter-connected	8" Inter-connected	8" Forged Drums	8" Inter-connected	
Wheels ... ..	25 × 3	26 × 3-25	26 × 3-25	26 × 3-25	26 × 3-25	26 × 3-25	26 × 3-25	26 × 3-25	26 × 3-50	26 × 3-50	26 × 3-25	F 27 × 5.00 R 27 × 3.25	26 × 3-50	
Wheel Finish... ..	Black	Black	Chrome and Plum	Black	Black	Chrome and Plum	Black	Black	Chrome and Black	Chrome and Black	Chrome and Plum	Dull Chrome	Chrome and Black	
Tank Finish ... ..	Black Gold Lined	Black Gold Lined	Chrome and Plum	Black Gold Lined	Black Gold Lined	Chrome and Plum	Black Gold Lined	Black Gold Lined	Chrome and Black	Chrome and Black	Chrome and Plum	All Plum	Chrome and Black	
Tank Capacity ... ..	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	2½ galls.	3 galls. or 4 galls. (extra)	3 galls.	
Saddle ... ..	Lycett Spring Seats are fitted to all models except Model 5/10.												Dunlop Racing	
Bars ... ..	Touring	Sports	Sports	Touring	Sports	Sports	Touring	Sports	Touring	Touring	Sports	T.T.	Touring	
Ignition ... ..	Magdyno Lighting (Lucas 6 V.) fitted standard to all models except Model 5/10.												Lucas Racing Magneto	
Ignition Control ...	Lever Control fitted standard to all models.													
Lamps ... ..	Black Chrome Rim	Black Chrome Rim	All Chrome Fluted	Black Chrome Rim	Black Chrome Rim	All Chrome Fluted	Black Chrome Rim	Black Chrome Rim	Black and Chrome	Black and Chrome Fluted	All Chrome Fluted	—	Black and Chrome Fluted	
Carrier ... ..	Not fitted	Not fitted	Pad	Not fitted	Not fitted	Pad	Not fitted	Not fitted	Fitted	Fitted	Pad	Moseley Air Cushion	Fitted	
Lifting Handle ... ..	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Not fitted	Not fitted	Fitted	—	Not fitted	
Exhaust Pipes ... ..	Downswept	Downswept	Optional	Downswept	Downswept	Optional	Downswept	Downswept	Downswept	Downswept	Optional	Downswept	Downswept	
Lighting Switch ... ..	Lamp	Lamp	Panel	Lamp	Lamp	Panel	Lamp	Lamp	Panel	Panel	Panel	—	Panel	
Horn ... ..	Electric	Electric	Altette	Electric	Electric	Altette	Electric	Electric	Altette	Altette	Altette	—	Altette	

# notes of interest

## GEAR RATIOS.

Model.	Sprocket.	1st.	2nd.	3rd.	4th.
L 2/1	17 T.	6.4	7.7	11.0	16.2
2/1	16 T.	6.4	7.7	11.0	16.2
3/1	17 T.	6.0	7.2	10.4	15.2
2/5	16 T.	6.4	7.7	11.0	16.2
3/2 & 3/5					
Solo	21 T.	5.6	7.0	10.3	15.7
Sidecar	19 T.	6.6	8.0	12.0	18.4
5/1 & 5/2					
Solo	25 T.	4.7	5.8	8.6	13.2
Sidecar	21 T.	5.6	7.0	10.3	15.7
5/3, 5/4 & 5/5					
Solo	25 T.	4.8	6.0	8.7	13.3
Sidecar	21 T.	5.7	7.0	10.3	16.0
5/10	24 T.	4.4	4.85	6.55	8.05
6.1 Solo	49	4.6	5.7	8.5	11.6
Sidecar	53	5.0	6.2	9.2	12.6

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

Summer—Aeroshell.  
Mobiloil D.  
Castrol XXL.

GEARBOX OIL ... As Summer for Engine.

## Special notes on model 5/10

- Special carburetter.
- Electron timing cover, chaincase and gearbox case.
- 14 mm. plug.
- Rocker gear positively lubricated.
- Special piston.

SADDLE HEIGHTS ... Models.  
6/1 to 3/2 ... 29in.  
3/1 to 2/1 ... 28½in.  
L 2/1 ... 27in.

GROUND CLEARANCE 6/1 to 2/1 ... 5½in.  
5/10 ... 4in.  
L 2/1 ... 5¼in.

WHEEL BASE ... 6/1 to 3/2 ... 54in.  
3/1 to 2/1 ... 52in.  
L 2/1 ... 51in.

COMPRESSION RATIOS 2/5, 3/5, 5/5 ... 7—1  
O.H.V. Models ... 6—1  
Side-Valves ... 5—1  
Twin ... 5¾—1  
\*5/10 ... 7—1, 7.7—1

TYRE PRESSURES. Size. Front. Rear.  
25×3 17 lbs. 23 lbs.  
26×3 17 lbs. 23 lbs.  
26×3.25 (250) 16 lbs. 20 lbs.  
26×3.25  
(350—500) 18 lbs. 22 lbs.  
26×3.50 16 lbs. 21 lbs.  
27×3.0 20 lbs. 24 lbs.  
27×3.25 19 lbs. 22 lbs.

- Solid disc flywheels.
- Duralumin guards.
- Forged 8in. brake drums in special steel alloy.
- 2 pistons supplied 7—1 for petrol, 7.7—1 for 50/50 mixture. \* 10—1 dope pistons can be supplied (extra).

# Copy of Guarantee given to Triumph Dealers

**W**E do not appoint agents for the sale of our motor cycles or other goods. We assign to Motor Cycle Dealers, who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased by them from us. A Dealer purchasing from us or a Sub-Dealer purchasing from him, may assign to his purchaser the benefit of the guarantee printed below. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor is he authorised, so as to bind us, to give any warranty or make any representation or make or agree to any condition on our behalf.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any conditions, warranties or liabilities whatsoever, implied by law, implied at the place of manufacture and/or at the place of sale, all such implied conditions, warranties, and liabilities being in all cases excluded. Any statement, description, condition or representation contained in our catalogue, or in any advertisement, leaflet or other publications shall not be construed as enlarging, varying, or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder or grass track, racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or from which our trade mark or manufacturing number has been removed, no warranty or condition of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of delivery and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles and motor cycle combinations are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motor cycle in a manner calculated to cause damage or to render the latter unsafe when ridden.
  2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
  3. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.
  4. The attaching of a sidecar by any means to a motor cycle not recommended by the manufacturers for such a purpose.
  5. The alteration to the silencing system as supplied by the manufacturer, and/or the partial or complete removal of any part or parts of the silencing system.
- Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled, or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months, above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty, or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

## CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the sender that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the Dealer from whom he purchased, and the date of purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here AT THE RISK OF THE SENDERS.

We guarantee only those machines which are bought either direct from us or from a Dealer, who has purchased direct from us, or from a Sub-Dealer who has purchased from him, and under no other condition.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, etc., nor do we guarantee any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

## TERMS OF BUSINESS

**PAYMENT.**—In all cases where we have no ledger account, an invoice will be submitted to intending purchasers on payment of which goods will be forwarded, or approved references must be given.

**CARRIAGE.**—Prices quoted in this Catalogue include free delivery at the business premises of any of the Company's Dealers within Great Britain and Northern Ireland. Where we are not represented, machines will be sent carriage paid from our factory to the nearest railway station.

**INSURANCE.**—Motor Cycles and Sidecars, when forwarded per Passenger Train to any part of Great Britain or Northern Ireland, are consigned, unless otherwise instructed by the purchaser, at lowest rates, i.e., consignee's risk, but in order that the consignee shall be relieved of all troublesome negotiations should breakage or damage occur, all new complete machines forwarded by us in the above manner are covered by Insurance against damage in transit, theft, and pilferage up to 75 per cent. of the total loss, customers should, therefore, notify the Company immediately in respect of any damage or loss. It is understood that the Insurance Company only act as agents between the purchaser and the Insurance Company, and no responsibility attaches to the Company in case of non-compliance of the Insurance Company with the claim of the purchaser.

Motor Cycles and Sidecars, when forwarded per Goods Train, are consigned at Railway Company's risk, and in case of damage, all claims should be addressed to the Carriers.

The above arrangement does not apply to repairs or spare parts.

We reserve the right to modify or deviate from specifications in minor details.

All goods are sold by us subject to the limited warranty fully set out above.

Packing Crates are charged for, but are returnable.

## SPARE PARTS AND REPLACEMENTS

**WHEN ORDERING SPARE PARTS OR REPLACEMENTS,** please specify catalogue number or code word quoted in Spare Parts Catalogue. If a Spare Parts Catalogue is not available, it is advisable, if possible, to send pattern, so as to ensure the order being executed correctly. If this cannot be done, let us have the number of the machine, also the number of the engine. Catalogue of Spare Parts on application, price 1/6 (post free).

**REPAIRS.**—Repairs are charged at net cash price in all cases. Machines or parts for repair must be forwarded carriage paid to the Works, with the sender's name attached. The despatch should be promptly advised by SEPARATE POST, and full instructions for repair enclosed, otherwise unnecessary delay and annoyance are often caused.

Customers having no account with us should not fail to send remittance with order: remittance must cover postage if goods ordered are under £1 in value.

When making enquiries respecting any part or repair, PLEASE QUOTE OUR ORDER NUMBERS IN EVERY CASE, otherwise it is difficult to trace the matter. When sending machines to our Works for repair, it is advisable to remove all spares and accessories, as we cannot be responsible if any of these are missing when the machine is returned.

## PRICE MAINTENANCE

It is our great desire, while giving the best value for money, to prevent any cutting of prices, and our goods are only sold on the strict conditions that they will not at any time be re-sold at less than the retail prices set out in our current catalogue.

