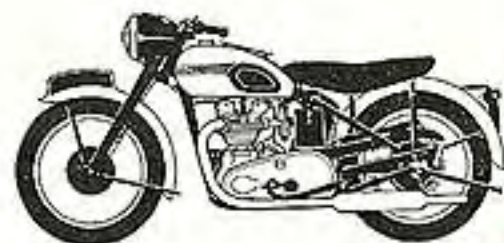


TRIUMPH

The Best Motorcycle in the World

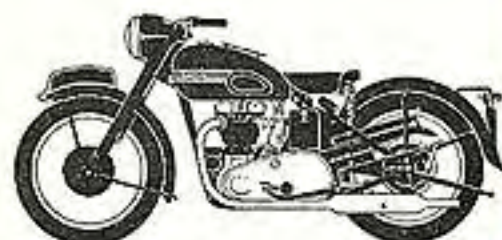




TIGER 100



SPEED TWIN



THUNDERBIRD



3T. DE LUXE



TROPHY

FIVE HIGH PERFORMANCE TWINS IN TRIUMPH 1951 PROGRAMME

In almost every country of the world where motor cycles can be used the Triumph Twin is known, admired and coveted. It is put to many and varied uses. Sport, pleasure, business, official duties, police work, nothing is beyond the scope of the ubiquitous Triumph. High performance, complete reliability, long service, splendid riding qualities, have earned the Triumph a reputation second to none.

For 1951 the familiar and popular models are continued, improved where experience has suggested, in small details. In the case of the famous Tiger 100 and Trophy models a completely new engine is offered embodying many interesting technical departures which will be of value to the sporting rider.

As in the past, the ever increasing demand for our products will not cause us to deviate in any way from our policy of maintaining only the highest engineering standards of design and manufacture and we look forward to retaining the support of enthusiastic riders from every continent.

The range comprises five models :

300 c.c.
Tiger 100
(T100)

500 c.c.
Speed Twin
(ST)

650 c.c.
Thunderbird
(6T)

350 c.c.
3T de Luxe
(3T)

500 c.c.
Trophy
(TR5)

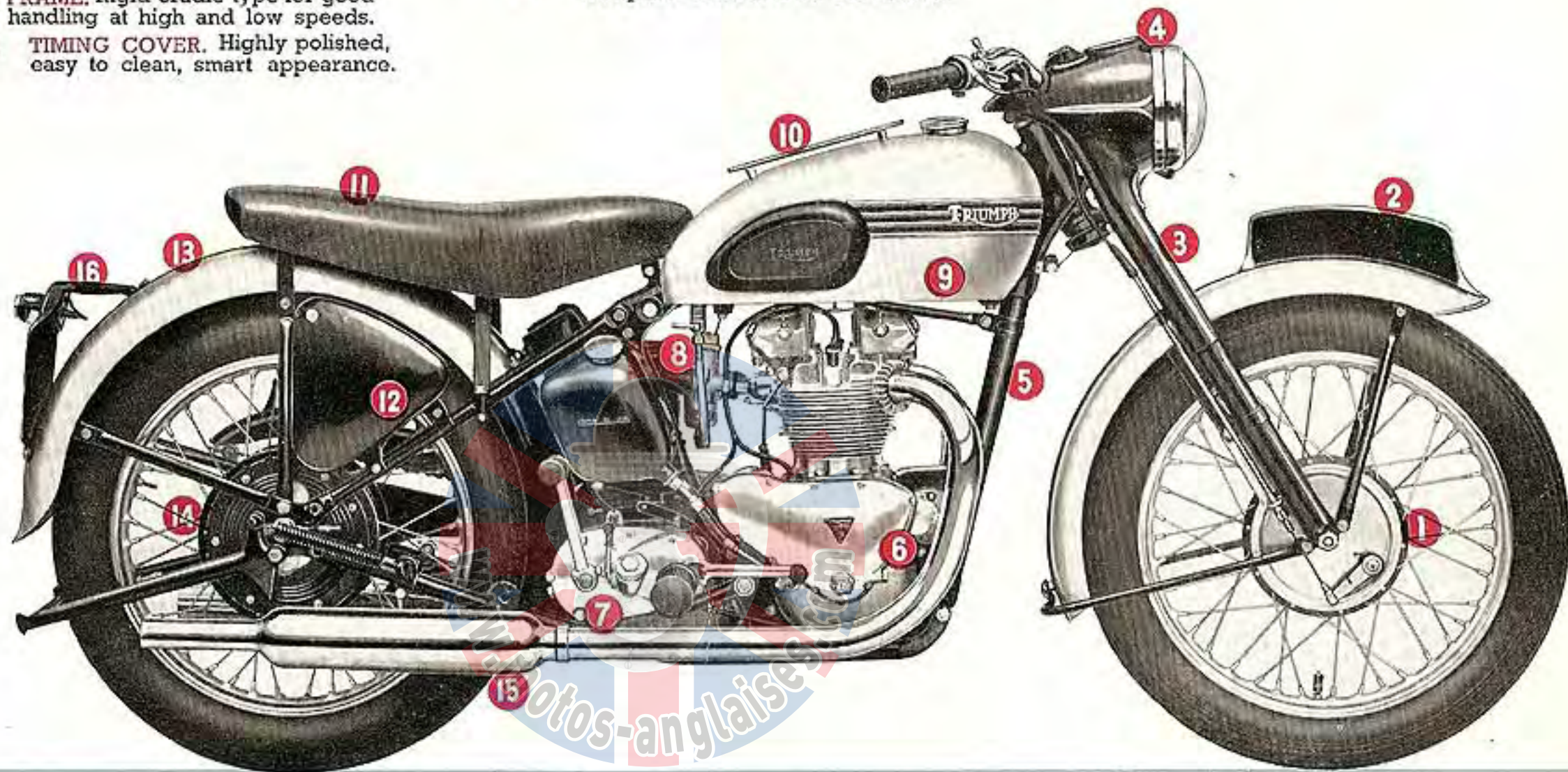
TRIUMPH

TRIUMPH ENGINEERING Co. Ltd., Meriden Works, Allesley, Coventry, England

Telephone: COVENTRY 60221

Telegrams: "TRUSTY COVENTRY"

- 1 FRONT BRAKE. Exceptionally powerful with new cast iron drum.
- 2 FRONT NUMBER PLATE. Unique Triumph design; no sharp edges.
- 3 TELESCOPIC FRONT FORK. For comfort and first class steering.
- 4 NACELLE. Streamlines lamp and instruments into easy-clean shell.
- 5 FRAME. Rigid cradle type for good handling at high and low speeds.
- 6 TIMING COVER. Highly polished, easy to clean, smart appearance.
- 10 PARCEL GRID. Unique Triumph feature. Ideal for light baggage.
- 11 TRIUMPH TWIN-SEAT. For solo and pillion riding. Luxurious latex foam.
- 12 TOOL BOX. Ample room for standard tool kit and extra items.
- 13 REAR MUDGUARD. Detaches in one piece from behind the saddle.



TRIUMPH FEATURES FOR BETTER RIDING

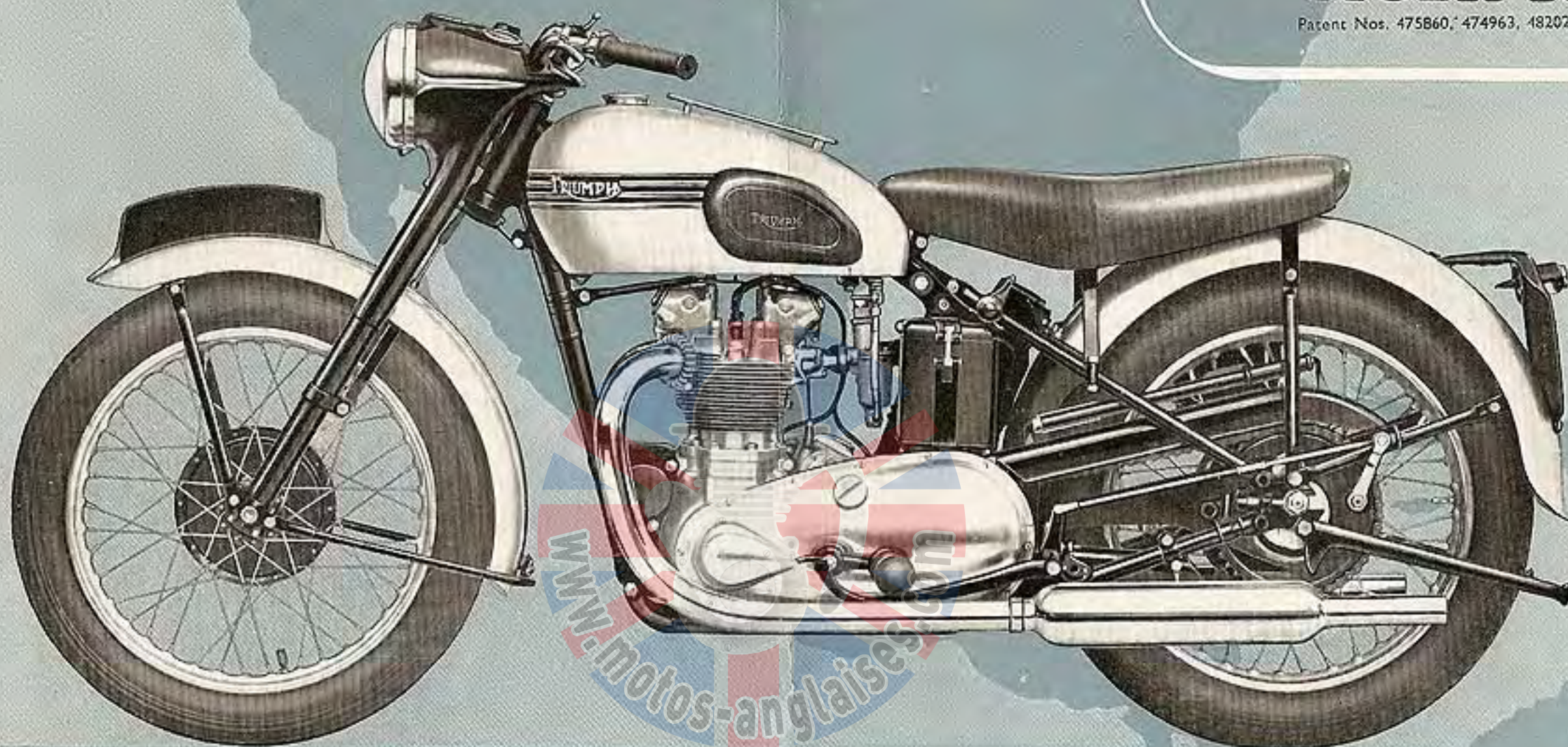
- 7 GEARBOX. Designed for fast changing with a particularly sweet and light clutch.
- 8 AIR CLEANER. The answer to dust; neat and unobtrusive.
- 9 PETROL TANK. A smooth easily-cleaned tank of large capacity.
- 14 SPRING WHEEL. Comfortable ride at all speeds. Powerful 8" brake.
- 15 SILENCERS. Reduce exhaust note with minimum of back pressure.
- 16 REAR NUMBER PLATE. Triumph design with lifting handle combined.

CANADA

U. S. A.

TRIUMPH TIGER 100

Patent Nos. 475860, 474963, 482024, 469635.



SPECIFICATION

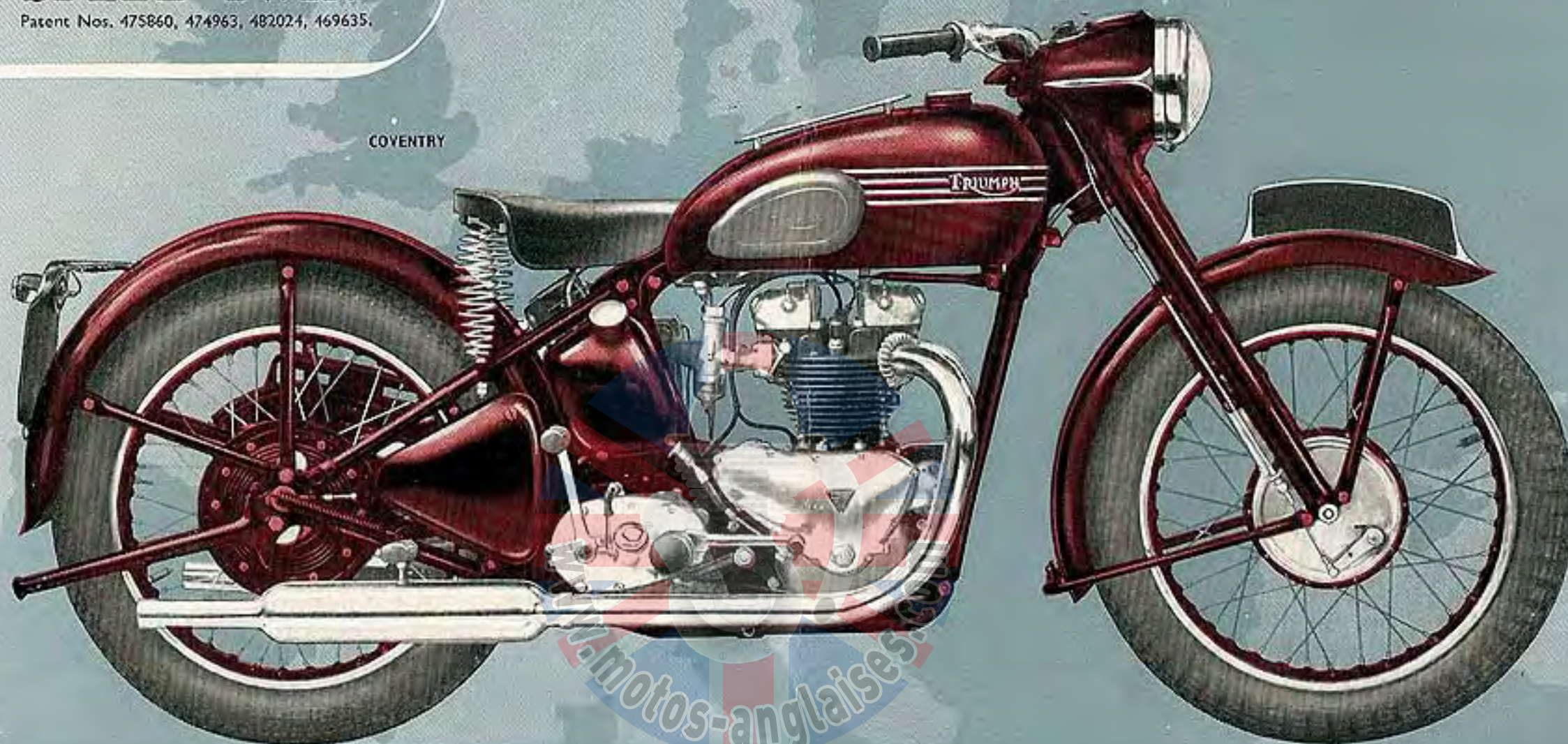
O.H.V. vertical twin. Bore 63 mm., stroke 80 mm., 498 c.c. die cast alloy head and barrel. Dry sump lubrication. Manual control magneto. Air cleaner. Triumph four-speed gearbox. Triumph telescopic forks. Twin-Seat. Finished in silver sheen and black, lined blue. Bright parts in finest chromium plate. (For complete technical details see back pages.)

The "Tiger 100" sets a new standard in fast sporting 500 c.c. motor cycles. For efficient cooling the cylinder head and barrel are all alloy, die cast and with unique close pitch finning. High compression pistons are fitted and all moving internal parts are highly polished. **RACING KIT.** For the owner who wishes to use his "Tiger 100" for racing, we offer the parts to enable him to convert the machine for this purpose. These are in a complete kit and include Racing Pistons, Racing Camshafts, Twin Carburettors, Megaphone Exhaust System, Racing Handlebars, Racing Footrests, Large Capacity Oil Tank, etc. Complete details on application. The machine cannot be supplied in the first instance with these parts incorporated.

TRIUMPH SPEED-TWIN

Patent Nos. 475860, 474963, 482024, 469635.

COVENTRY



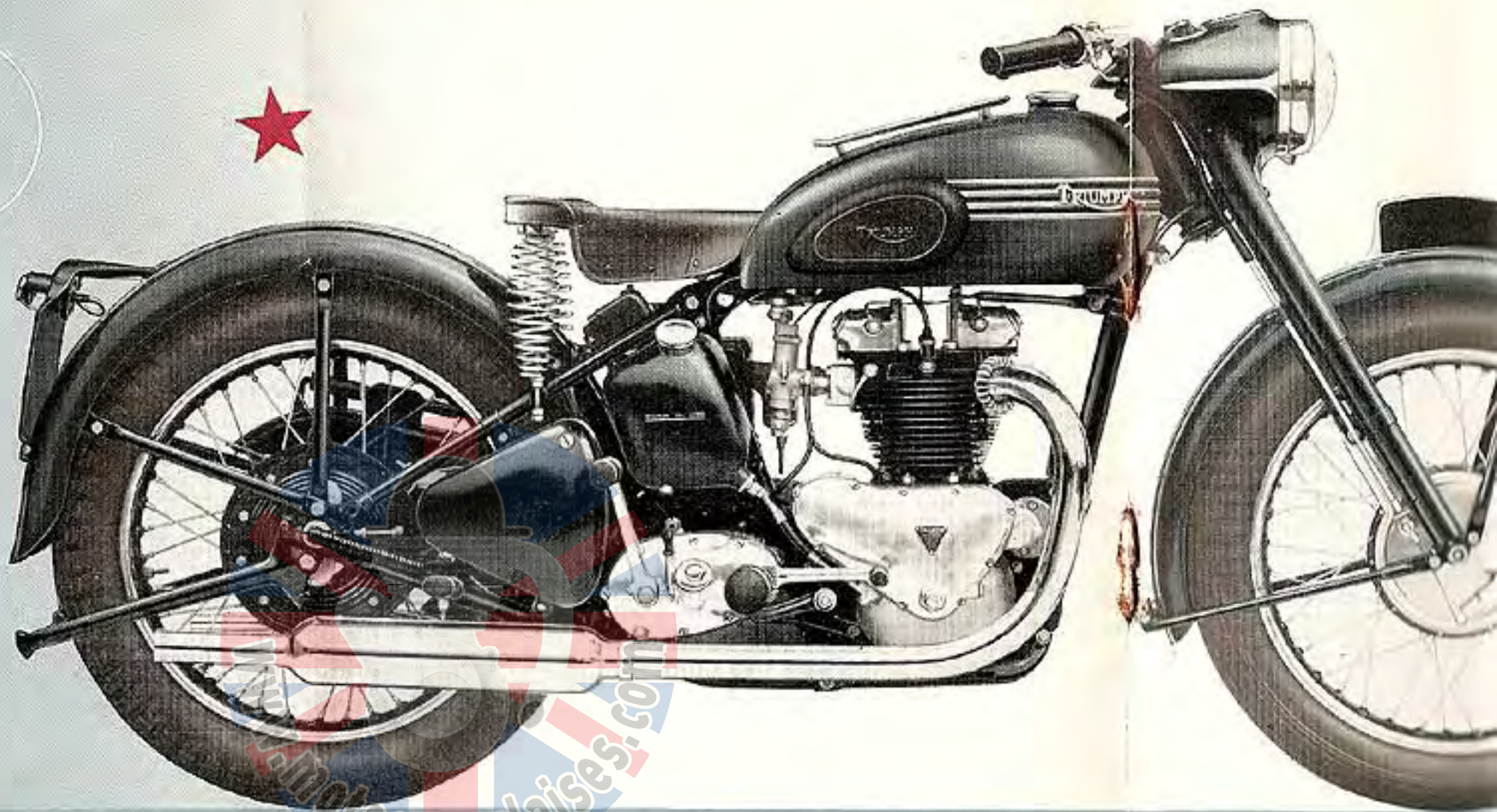
The Triumph "Speed Twin" was the first modern high performance twin and originator of the present-day trend to vertical twins. Still as popular as it ever was, this famous dark red machine is to be found in every part of the world and is an established favourite for police duties. Fitted with a 500 c.c. overhead valve vertical twin engine producing 27 b.h.p., its performance as a fast solo is well known to discriminating riders. Coupled with the famous Triumph four-speed foot operated gearbox it provides effortless, silent travel under all conditions.

O.H.V. vertical twin. Bore 63 mm., stroke 80 mm., 498 c.c. Dry sump lubrication. Air cleaner. Auto-advance magneto. Telescopic forks. Triumph four-speed gearbox. Four gallon petrol tank. Superbly finished in rich amaranth red, lined in gold and with all usual bright parts chromium plated. (For complete technical details see back pages).

SPECIFICATION



Patent Nos. 475860, 474963, 482024, 469635.



The "Thunderbird" has achieved tremendous popularity all over the world in a very short space of time. Produced to meet the demand for a machine capable of maintaining the highest possible speeds over really long distances with complete reliability, it has done this and more. It has proved economical, easy to handle and is a firm favourite with sidcar men. This extra reserve of performance is offered in a machine of the same weight and dimensions as an average "500." The "Thunderbird" offers motor cycling at its thrilling best and will continue to add laurels to an already established reputation.

O.H.V. vertical twin. Bore 71 mm., stroke 82 mm., 649 c.c. Dry sump lubrication. Air cleaner. Auto-advance magneto. Triumph telescopic forks. Triumph four-speed gearbox, with heavy duty five-plate clutch. Beautifully finished in a completely new polychromatic blue, lined gold. (For complete technical details see back pages.)

SPECIFICATION

500 MILES A

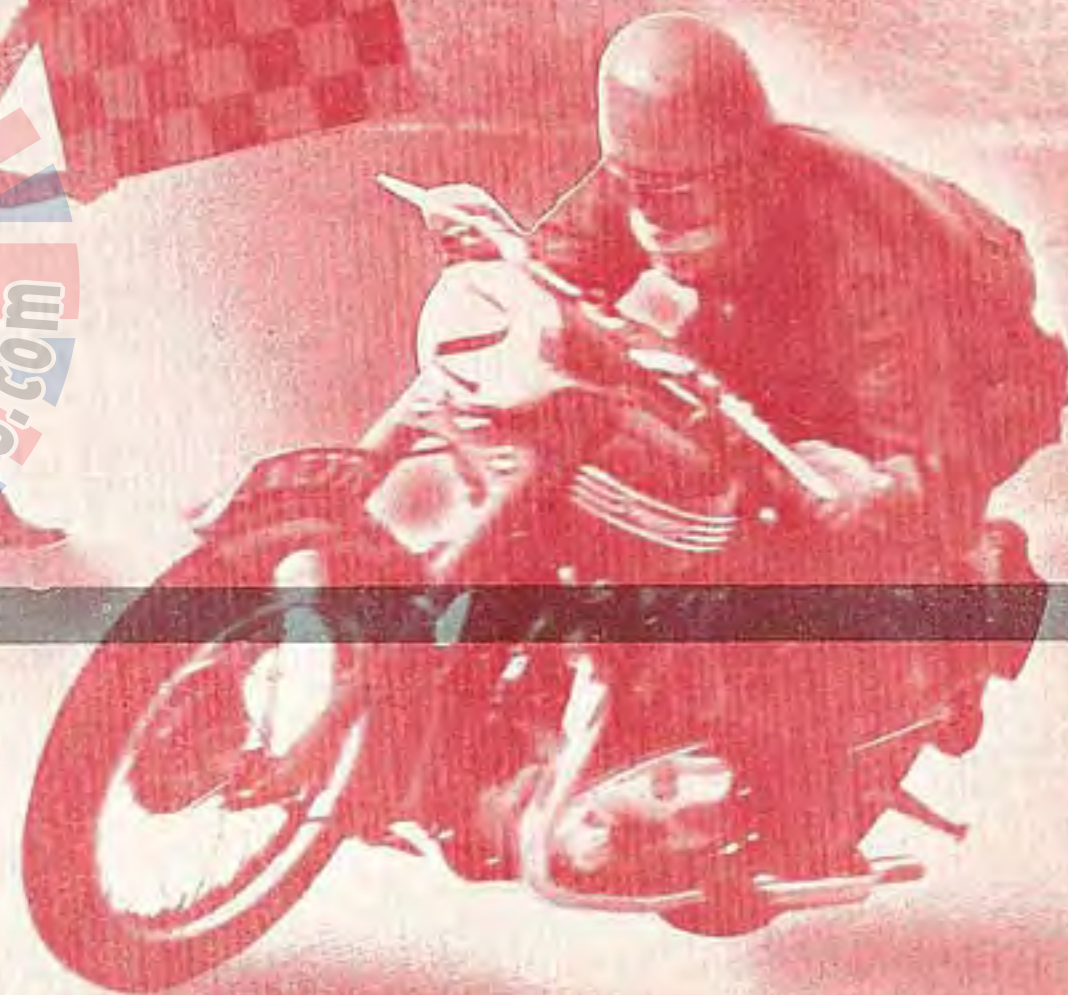
Sporting motor cyclists will remember the first three laps of the Montlhéry Track near Paris. The first three laps were made with final laps at over 100 m.p.h. These were stock models, fully fuelled. In other words, exactly the



**THE GREATEST DEMONSTRATION
OF HIGH SPEED AND RELIABILITY
IN MOTOR CYCLE HISTORY!**

500 MILES AT OVER 92 M.P.H.

Sporting motor cyclists will remember the wonderful "Thunderbird" demonstration when the first three machines off the assembly track were ridden to Montlhery Track near Paris. Here they covered 500 miles each at over 92 m.p.h. with final laps at over 100 m.p.h. They were then ridden back to Coventry. These were stock models, fully equipped for the road and running on pump fuel. In other words, exactly the same as you will buy.

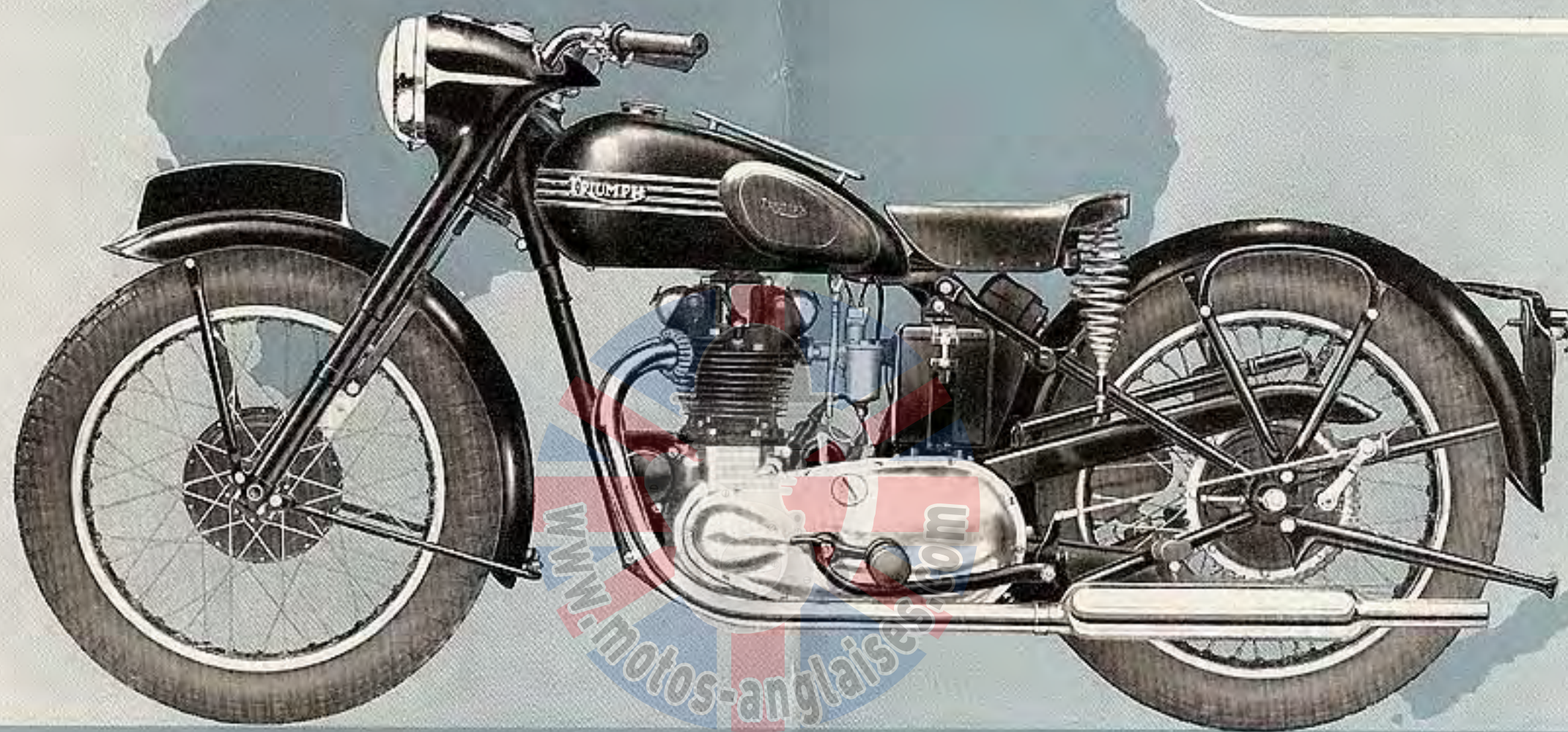


A U S T R A L I A

TRIUMPH

3T DE LUXE

Patent Nos. 529433, 482024, 469635.



SPECIFICATION

O.H.V. vertical twin. Bore 55 mm., stroke 73.4 mm., 349 c.c. Integral cylinder head and rocker box. Dry sump lubrication. Air cleaner. Auto-advance magneto. Cradle frame. Triumph telescopic forks. Triumph four-speed gearbox. Three gallon petrol tank. Finished in hard black enamel, lined ivory with bright parts chromium plated. (For complete technical details see back pages.)

The Triumph 350 c.c. 3T de Luxe Model has a special appeal of its own. The twin cylinder engine starts at a touch, is particularly silent mechanically yet provides, at the same time, a really zestful performance. It is economical on petrol, light in weight and very easy to handle. Its specification includes all the usual Triumph refinements, four-speed gearbox, telescopic forks with hydraulic damping, air cleaner, etc. The 3T is an ideal mount for terrain where conditions are not entirely suitable for a heavier machine and it is in such parts of the world that this model has achieved great popularity.

TRIUMPH TROPHY

Patent Nos. 529443, 475860, 469635.

A F R I C A



Built to incorporate every refinement required by the competition rider the Triumph "Trophy" model has a long string of successes to its credit from every corner of the world. Easy and accurate to handle, thanks to its light weight (295 lb.) and a steering geometry evolved as a result of experience gained in fiercely contested competitive events. The engine, using the same unique die cast alloy head and barrel as the "Tiger 100," is designed to provide a high power output at low revolutions, yet give adequate top end performance when required. Riding standard "Trophy" models the Triumph team completed the 1950 International Six Days Trial without loss of marks, winning a Manufacturer's Team Award—the third to be won in succession (1948-49-50).

O.H.V. vertical twin. Bore 63 mm., stroke 80 mm., 498 c.c. Dry sump lubrication. Air cleaner. Manual control magneto. Two-in-one exhaust. 6½" ground clearance. 70° lock. Telescopic forks. Wide ratio four-speed gearbox. 2½ gall. tank. Folding kickstarter. Pillion seat. Quick release headlamp. Tyres 400—19 rear 300—20 front. Finished silver sheen and black. (For complete technical data see back pages.)

SPECIFICATION

GENERAL SPECIFICATION (All Models)

ENGINES. O.H.V. vertical twin cylinder with twin gear-driven camshafts. Totally enclosed valve gear with positive lubrication. Rigid crankcase of high tensile aluminium. "H" section connecting rods with patented plain big-ends. Crankshaft mounted on massive ball and roller bearings (3T, ball only) with central flywheel. Dry sump lubrication with high capacity plunger type pumps giving positive feeds to big-ends and valve gear. Pressure indicator on timing cover. Gear driven magneto and separate dynamo. Amal carburettor with patent air cleaner and Triumph adjustable quick action twist grip.

TRANSMISSION. Primary chain in polished cast aluminium oil-bath case. Rear chain positively lubricated and protected on both runs.

FOUR SPEED GEARBOX. Triumph design and manufacture. Large diameter shafts and gears of hardened nickel and nickel-chrome steel. Special dogs for easy changing. Positive stop footchange fully enclosed. Integral speedometer drive. Large diameter multiplate clutch.

PETROL TANK. All-steel welded streamline design. Quick opening plated filler cap. Two-way tap with reserve. Exclusive plated parcel grid on tank top.

OIL TANK. All-steel welded design with accessible filters, drain plug and separate vent. Leak-proof filler cap.

FRAME. Brazed full cradle type (except on TR5) with large diameter front down tube.

FRONT FORKS. Triumph design telescopic type with six inches of hydraulically damped movement.

BRAKES. Triumph design of exceptional power. Finest quality linings, finger adjustment back and front. Polished front brake anchor plate. New cast iron front drum.

HANDLEBAR. Triumph design. Quick-action twist grip with finger adjustment friction control. Integral horn push. Adjustable plated clutch and brake levers.

MUDGUARDS. Wide "D" section with streamline stays. On 5T, 6T and T100 rear guard detaches completely for rear wheel accessibility. Narrow alloy competition type guards on TR5.

WHEELS AND TYRES. Triumph design wheels with heavy-duty dull plated spokes. Dunlop tyres.

TOOLBOX. All-steel large capacity with quick release fastener. Complete set good quality tools and greasegun.

NACELLE. (Patent No. 647670). Integral with top of forks and groups all instruments and switchgear in most convenient position. Incorporates speedometer, ammeter, lighting switch, cut-out button, horn and headlamp. All instruments rubber mounted.

EQUIPMENT. Lucas 6 volt 80 watt dynamo with full ball-bearing armature. Powerful built-in headlamp with adjustable chromium rim. Electric horn. Triumph design rubber kneegrips. Adjustable de Luxe saddle (Twin-Seat on T100). Smiths 120 m.p.h. (or 180 k.p.h.) chronometric speedometer with r.p.m. scale and internal illumination. Tyre inflator.

AIR CLEANER. Triumph design patented Vokes air cleaner, mounted behind the battery, neat and efficient.

EXTRAS.

SPRING WHEEL. (Patent No. 524885). Available as an extra on all models. This remarkable springing system has achieved great popularity in all parts of the world. The massive aluminium alloy hub shell totally encloses all moving parts and has a powerful 8in. brake attached. Mounted in the frame exactly like a normal wheel.

HOW IT OPERATES. The spindle remains stationary, bolted into the frame as usual, while the wheel and hub move on a curved path taken from the centre of the gearbox sprocket. Chain tension remains constant. Movement controlled by springs, two below the spindle and one above.

PROP STAND. Extra on all models. A spring retains the stand out as a prop or in folded back position.

TWIN SEAT. Triumph design. Provides an attractive alternative to the normal saddle and pillion seat. All over Latex foam cushion covered in long wearing black "VYNIDE" completely waterproof. Mounted on specially shaped steel base pan. (Fitted standard on T100, extra on 5T and 6T).

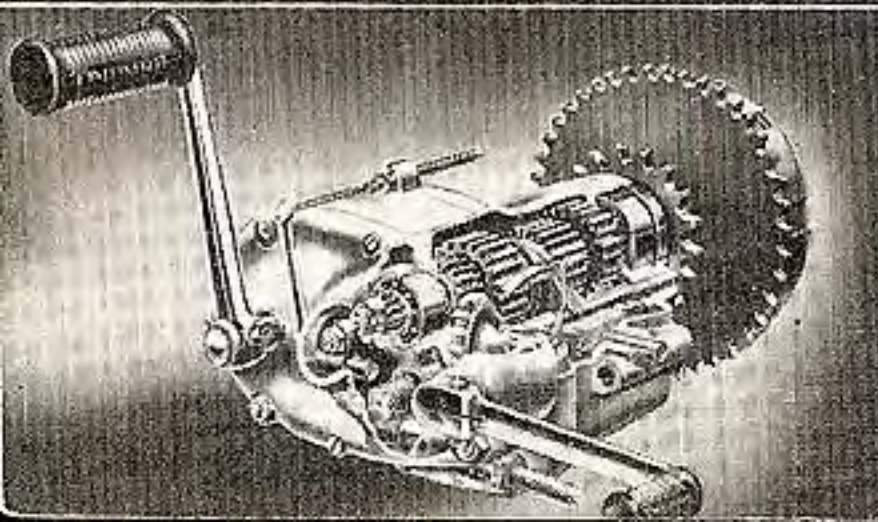
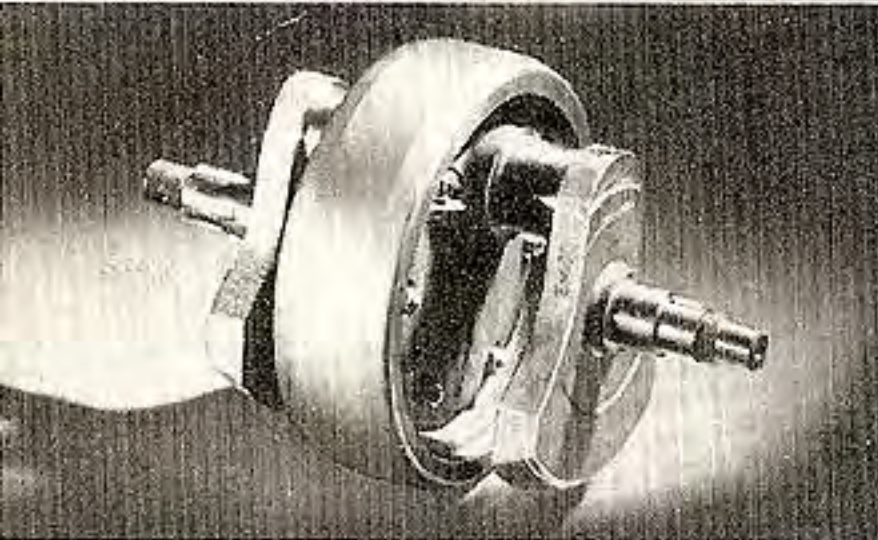
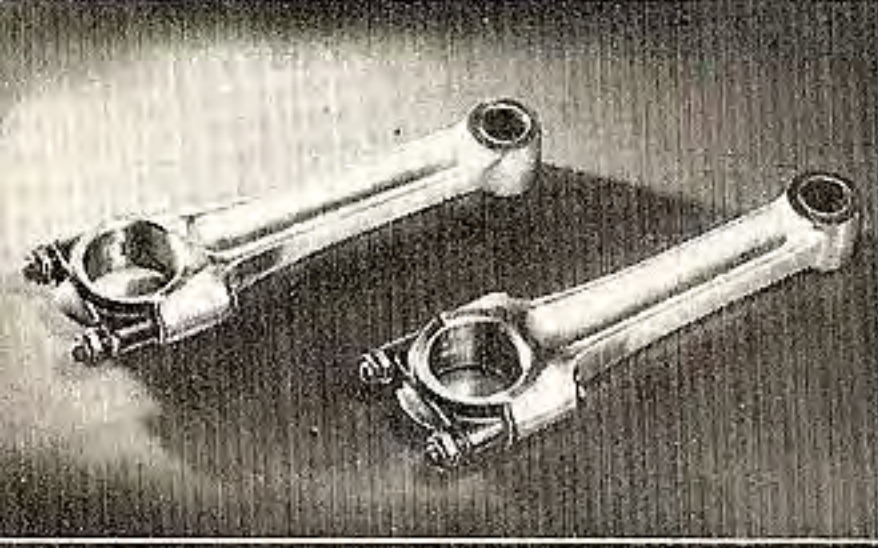
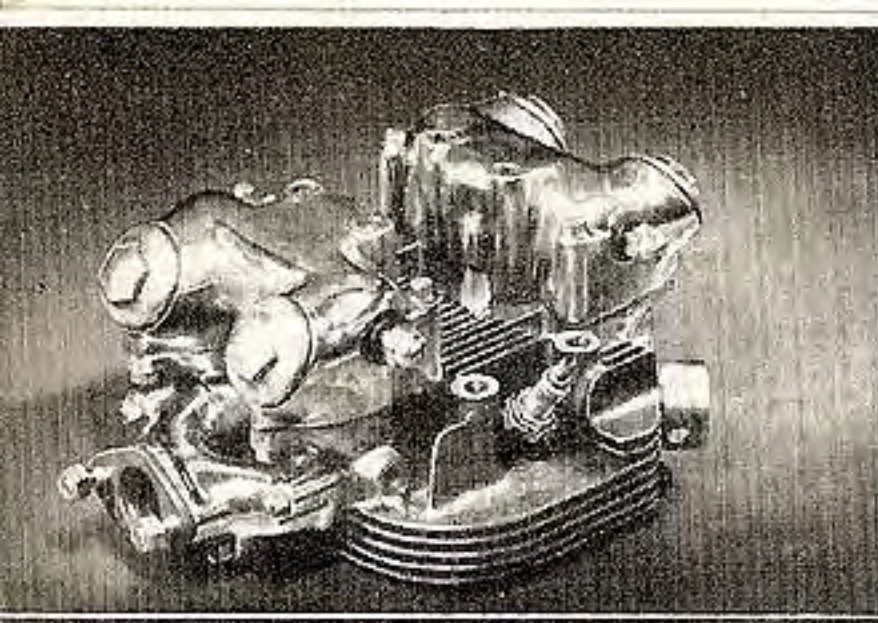
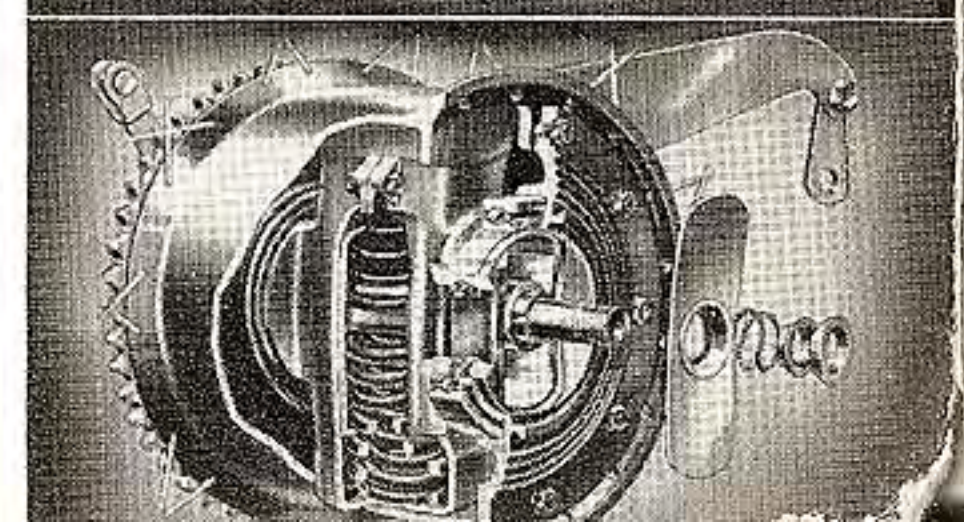
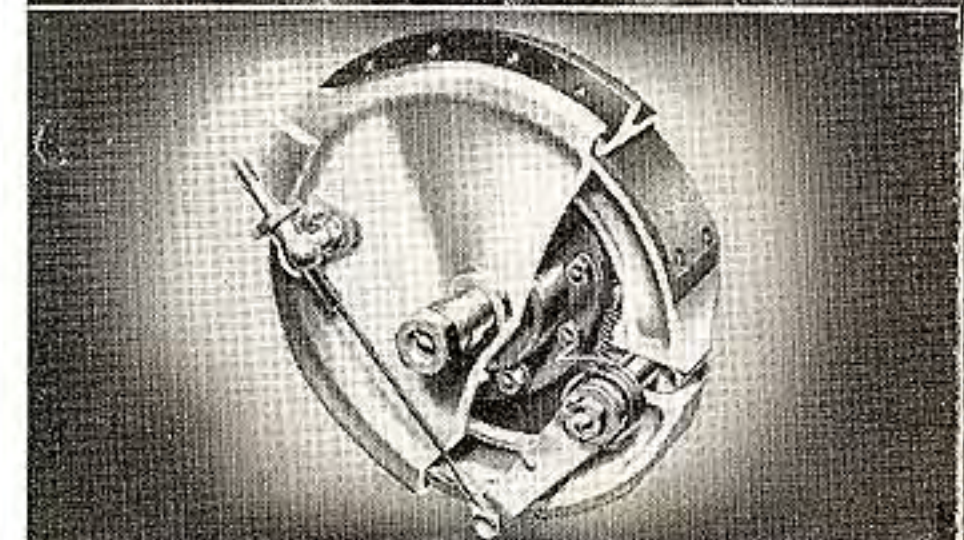
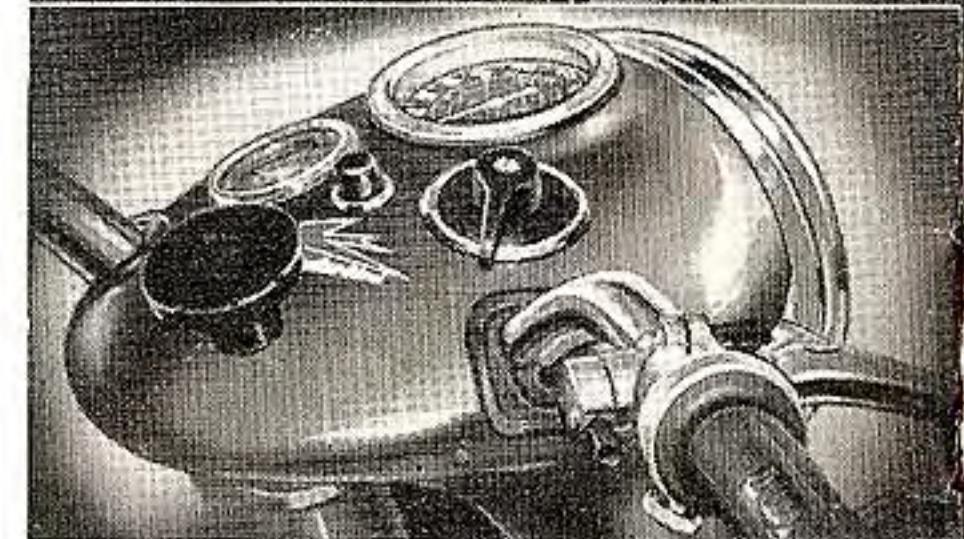
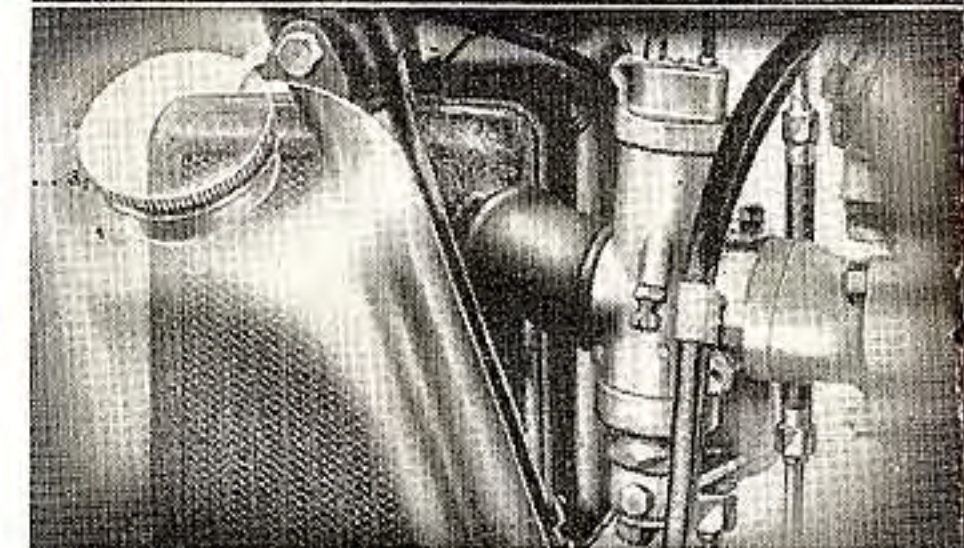
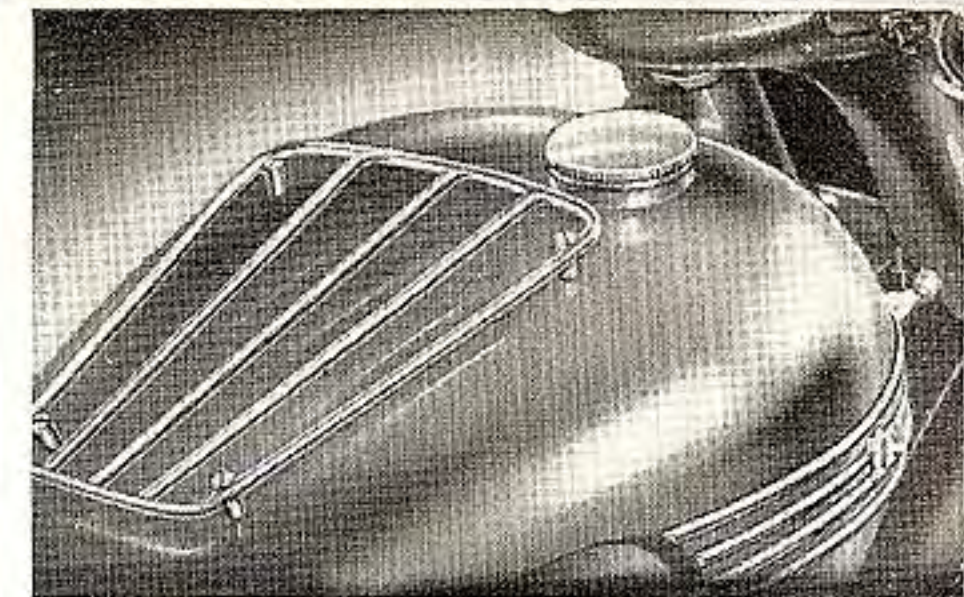
ILLUSTRATED AT SIDES

LEFT

TR5 and T100 die-cast alloy Cylinder Head.
Thunderbird Connecting Rods.
Thunderbird Pistons.
Thunderbird Crankshaft.
Triumph 4-Speed Gearbox.

RIGHT

Tank-top Parcel Grid Air Cleaner.
Triumph Instrument Nacelle. (Patent No. 647670).
Triumph Front Brake with new cast iron drum.
Triumph Spring Wheel.



TECHNICAL DATA

438 c.c. 438 c.c.

Tiger 100

649 c.c.

MODEL	3T	5T	T100	TR5	6T
Engine : Type ...	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of cylinders ...	2	2	2	2	2
Bore and stroke mm.	55 x 73.4	63 x 80	63 x 80	63 x 80	71 x 82
" " ins.	2.16 x 2.89	2.48 x 3.15	2.48 x 3.15	2.48 x 3.15	2.79 x 3.23
Cylinder capacity c.cm.	349	498	498	498	649
" " ins.	21	30.50	30.50	30.50	40
Compression ratio ...	6.3 : 1	7 : 1	7.6 : 1	6 : 1	7 : 1
B.H.P. and R.P.M. (Low Octane Petrol)	19 at 6500	27 at 6300	32 at 6500	25 at 6000	34 at 6300
Engine sprocket, teeth	Solo 19	Solo S/C 22 19	Solo S/C 22 19	Solo 21	Solo S/C 24 21
R.P.M., 10 m.p.h. top gear ...	754	650	650	682	594
Gear ratios—		Solo S/C	Solo S/C		Solo S/C
Top ...	5.80	5.00 5.80	5.00 5.80	5.24	4.57 5.24
Third ...	6.90	5.95 6.90	5.95 6.90	7.46	5.45 6.24
Second ...	9.80	8.45 9.80	8.45 9.80	11.58	7.75 8.85
First ...	14.15	12.20 14.15	12.20 14.15	15.25	11.20 12.80
Carburettor main jet	120	140	†150	150	‡140
" slide ...	5/4	6/3½	6/3½	6/3½	6/3½
" needle jet	107	107	107	107	107
Ignition, fully advanced ins. (mm.)	*11½" (9)	¾" (9.5)	¾" (9.5)	¾" (9.5)	¾" (9.5)
Front chain size ...	1½" x .305" all models				
Rear chain size ...	5/8" x 3/8" all models				
Tyres—Dunlop front					
Front ... ins.	3.25—19	3.25—19	3.25—19	3.00—20	3.25—19
Rear ... ins.	3.25—19	3.50—19	3.50—19	4.00—19	3.50—19
Saddle Height ins. (cm)	28½" (72)	29½" (75)	31" (79)	31" (79)	29½" (75)
Wheelbase ins. (cm)	53½" (135)	55" (140)	55" (140)	53" (134)	55" (140)
Overall length ins. (cm)	82½" (209)	84" (214)	84" (214)	80" (203)	84" (214)
Overall width ins. (cm)	28½" (72)	28½" (72)	28½" (72)	29" (74)	28½" (72)
Ground clearance ins. (cm)	6" (15)	6" (15)	6" (15)	6½" (16)	6" (15)
Dry weight, lbs. (kilos)	325 (147)	365 (165.5)	355 (160)	295 (134)	370 (168)
Petrol tanks, galls. (litres)	3 (13.62)	4 (18)	4 (18)	2½ (11.35)	4 (18)
Oil tank, pints (litres)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)

* 9/32" (7.2 mm.) with low octane fuel. † 160 without air cleaner. ‡ 190 without air cleaner.

To convert miles/gallons into kilos/litres multiply by .354

To convert kilos/litres into miles/gallons multiply by 2.825

DESCRIPTION

MOTEUR : Bicylindre vertical avec distribution par double arbre a cames. Mécanisme des soupapes complètement enfermé et lubrifié. Têtes de bielles simples. Grassage semi-sec assurant une lubrification positive des têtes de bielle et du mécanisme des soupapes. Arbre de vilebrequin breveté monté sur gros roulements a billes avec volant central. Magnéto avance automatique. Dynamo séparée. Carburateur AMAL avec filtre a air.

TRANSMISSION : Chaîne primaire sous carter bain d'huile en aluminium poli. Dessin nouveau boîte de vitesses TRIUMPH quatre vitesses avec changements au pied. Disques d'embrayage multiples de grand diamètre.

CADRE : Brasé, type en berceau, avec tubes de grand diamètre en alliage spécial. Fourche télescopique TRIUMPH avec amortisseur hydraulique.

RESERVOIRS : ESSENCE, en tôle d'acier avec bouchon fermeture rapide. HUILE, muni de filtres efficaces, vidange et tuyau séparés, bouchon vissé en alliage spécial.

ROUES et FREINS : Roues TRIUMPH avec rayons chromés. Freins puissants réglables avec garnitures de la meilleure qualité.

NACELLE : Tableau de bord TRIUMPH aérodynamique, encastré au sommet des haubans et comprenant : le phare, le compteur, l'ampèremètre, le commutateur, le bouton de klaxon.

GUIDON : Donnant une position très confortable. Freinage de direction réglable. Tous leviers chromés.

EQUIPEMENT : Dynamo LUCAS 6 volts, avec dynamo 60 watts, puissant avertisseur Klaxon électrique, selle ajustable, modèle luxe. Compteur Smith 180 Km.H. Boîtes outillage acier avec jeu complet d'outils de bonne qualité. Pneus DUNLOP. Pompe à pneus. Porte paquets.

EXTRAS : Suspension arrière. Béquille de côte. Voir autres détails dans catalogue.

ESPECIFICATION

MOTOR : De dos cilindros verticales con válvulas en cabeza y con doble árbol de levas. Cojinetes de cigueñal lisos. Carter de aceite con conductos de alimentación a los cojinetes de cigueñal y balancines. Cigüeñal patentado montado en cojinetes solidos con volantes central. Magneto y Dinamo montadas. Carburador del tipo "AMAL" con purificador de aire.

TRANSMISION : Cadena primaria montado en carter de aluminio lubricada en aceite. Caja de cambios de 4 velocidades con cambio de pie positivo. Embrague de gran diametro de discos.

CUADRO : En forma de cuna con tubos de aleacion de acero de alta calidad. Horquillas telescópicas con amortiguacion hidraulica.

DEPOSITO DE GASOLINA : De chapa de acero soldada con filtro manejable al desposito. Deposito de aceite montado con filtros eficientes, tapon de vaciado y tuberia separada. Tornillo de aleacion como tapon.

RUEDAS Y FRENOS : Ruedas del diseño Triumph á base de radios. Frenos poderosos con Ferodos de superior calidad para su reglaje á mano.

TABLERO INSTRUMENTOS : Panel de instrumentos construido en la parte superior de las horquillas que incluye faro, cuenta-kilometros, amperimetro, interruptor de luces, bocina y disyuntor.

MANILLAR : Muy confortable para conducir, puño de rosca regulable y de accion ligera. Palancas de frenos y embrague de plato cromado.

EQUIPO : Dinamo de 6 voltios 60 wattios tipo Lucas. Bocina electrica poderosa. Sillin regulable de Luxe. Cuenta-kilometros tipo Smiths de 180 k.p.h. Caja de herramientas toda ella de acero con juego completo de herramientas de muy buena calidad. Neumaticos Dunlop. Domba de inflar neumaticos. Porta-equipajes.

EXTRAS : Suspension trasera. Soporte de apoyo. Para mas informacion vease catalogo.

BESCHREIBUNG

MOTOR : OHV vertikaler 2-Zylindermotor. Vollständig eingeschlossene Ventile mit Spezialfedern. Leichtmetall Kurbelgehäuse von grosser Stabilität. Pleuellager und Kurbelwelle auf extra starken Kugellagern montiert. Trocken-Sumpf-Schmierung. Automatische Zündverstellung. Separater durch Zahnräder angetriebener Dynamo. Amal-Vergaser mit Luftfilter.

KRAFTUEBERTRAGUNG : Primär-Kette in poliertem Spritzguss-Oelbadgehäuse. 4-Gang-Getriebe von Triumph patentiert und gebaut. Vollständig eingeschlossene Fusschaltung. Mehrplatten-Kupplung von grossem Durchmesser.

RAHMEN : Wiegenrahmen aus den besten Stahllegierungsrohren gelötet. Triumph-Teleskopgabel mit hydraulischer Dämpfung.

TANKS : Ganz aus Stahlblech geschweisst. Benzindeckel mit Schnellverschluss. Oeltank mit wirksamen Filtern, Ablasstöpseln und separatem Abzugskanal mit separater Oeffnung.

RAEDER UND BREMSEN : Von Triumph entworfene Räder mit starken, cadmierten Speichen, Bremsen mit grossen Bremsflächen und den besten Bremsmänteln. Vorn und hinten von Hand einstellbar.

SCHWEINWERFER- UND INSTRUMENTENGEGEHAEUSE : Der Scheinwerfer ist im obern Teil der Teleskopgabel in einer stromlinienformigen Verschaltung eingebaut. Ebenfalls im Gehäuse befinden sich der Tachometer, der Ampèremeter, der Lichtschalter, der Kurzschlusschalter, der Steuerdämpfer und das elektrische Horn.

LENKER : Grosser Fahrkomfort. Neuartiger, verstellbarer Gasdrehgriff. Verchromter Brems- und Kupplungshebel.

AUSRUESTUNG : Lucas 6-Volt 60 Watt Dynamo. Starkes Horn. Verstellbarer Luxus-Sattel. Smith Kilometer-Zähler 180 km. Werkzeugkasten ganz aus Stahlblech. Kompletter Satz Qualitätswerkzeug. Dunlop Pneus. Pumpe. Gepäckträger auf Benzintank montierbar.

EXTRA - ZUBEHOER : Hinterradabfederung—Seitenständer.



TRIUMPH

The Best Motorcycle in the World