

TRIUMPH

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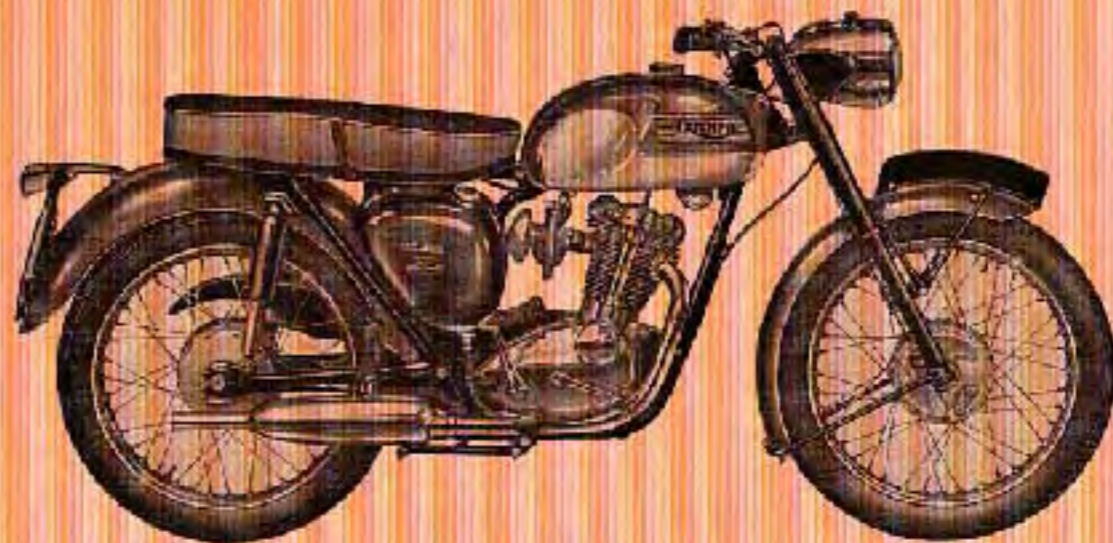
**precision power
performance**



200 cc Super Cub T20S/C

The fantastic success story of the Tiger Cub is too well known to need repeating here. Latest in this famous line is the new Super Cub, superbly made and looking worth twice its price, in Firecracker Red and gleaming chrome. Here is outstanding economy, rugged reliability and safety in a compact machine that looks and is a real motorcycle.

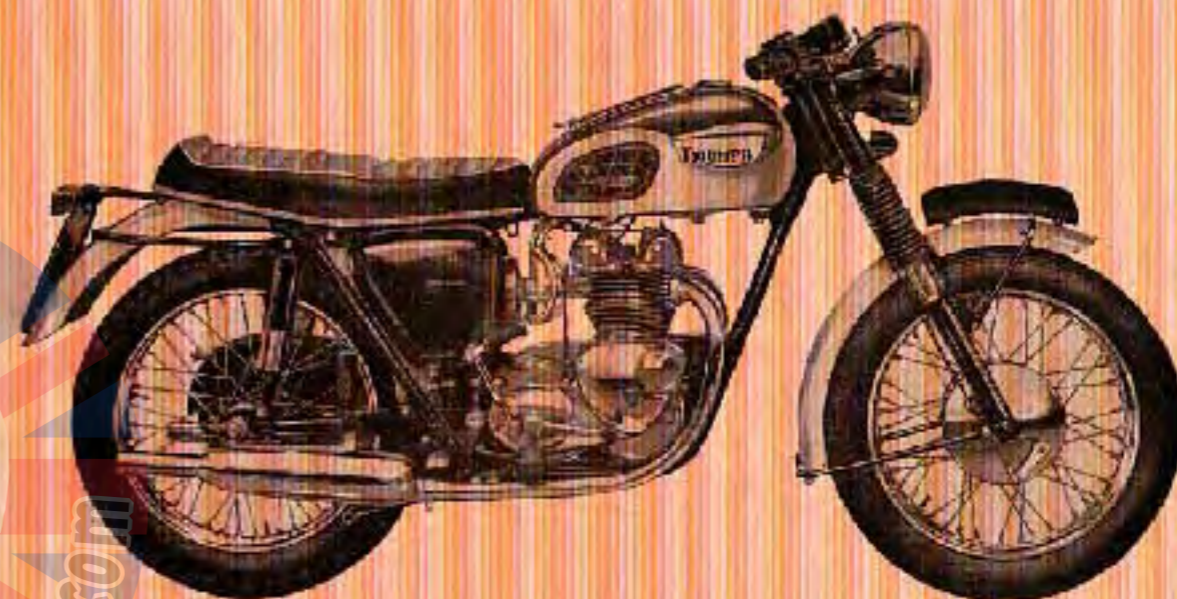
The willing 200 c.c. engine is built to give you all the power you need, for day-to-day travelling or summer holiday touring. Easy to handle and glistening with attractive features, the Super Cub is the ideal lightweight for the experienced and novice rider alike. This machine with its low cost and running expense is unsurpassed in the lightweight field.



350 cc Tiger 90 T90

A consistent award winner and firm favourite of the medium weight enthusiasts. "Power-plus" performance and superb roadholding have been proved by a string of gold medal wins in National and International Trials. Driven through a unit construction four speed gearbox—this well tried 350 c.c. twin takes the rough with the smooth as easily as a bike twice its size. Colour finish is Riviera Blue and Silver.

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

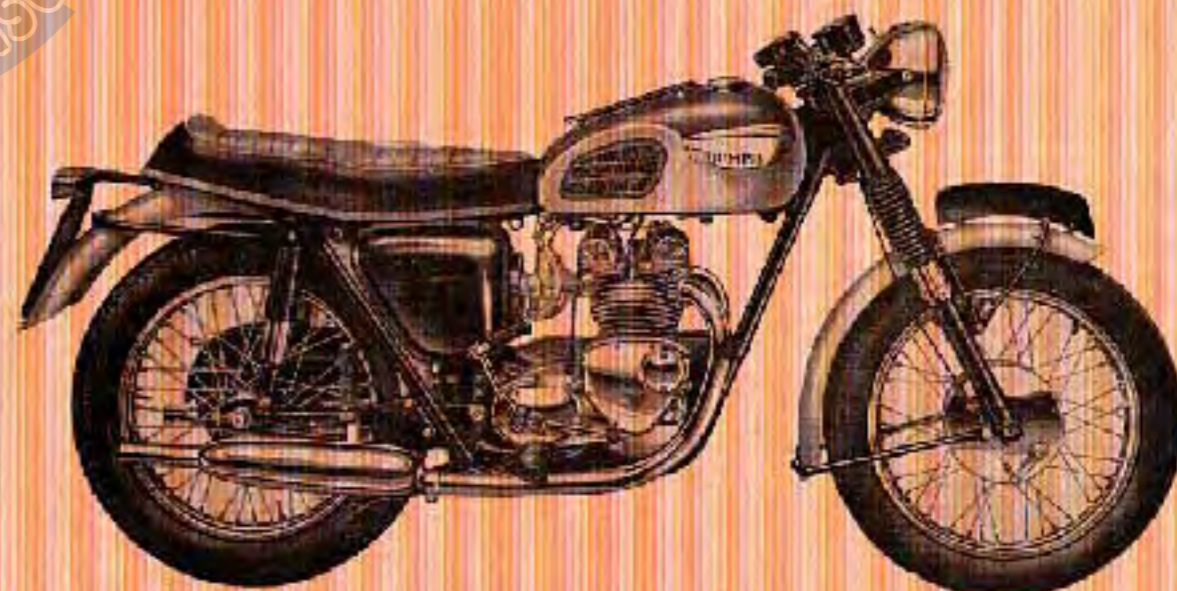


The 500 cc Tiger 100 T100S

The "S" Tiger is developed with the strength of numerous competition successes behind it. Year in and year out Triumph Tigers take gold medals in International Trials. Not just one or two but more than any other single marque! One of the secrets of the success of this outstanding machine is a power-weight ratio, which makes for great

ease of handling, instant acceleration and superb all round performance.

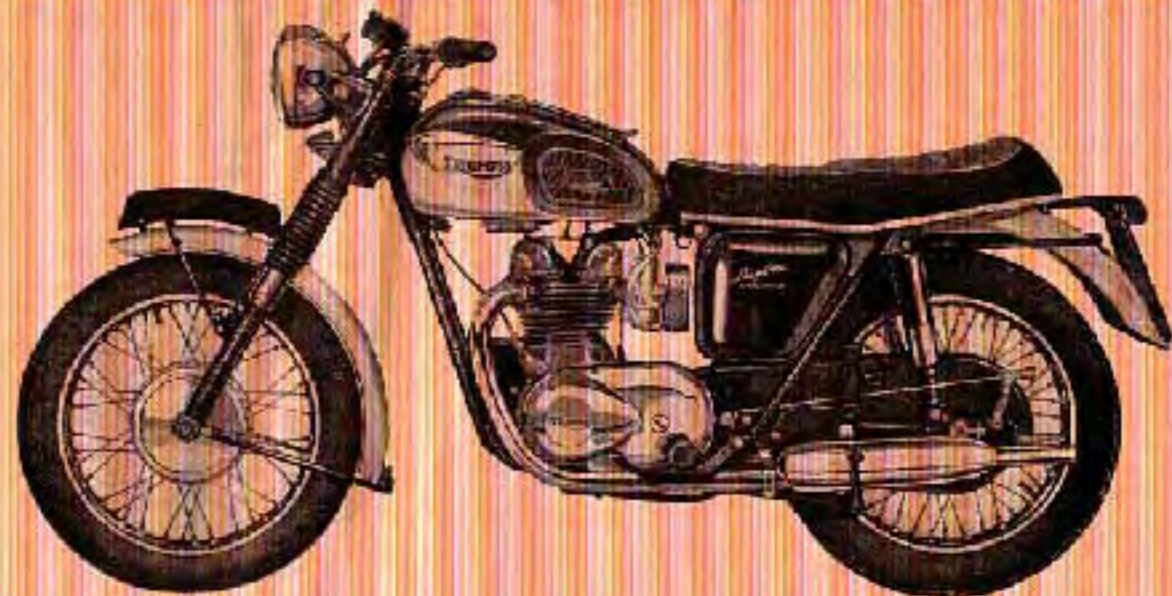
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500 cc Tiger Daytona Sports T100T

A motorcycle that wins races is obviously a safe bet for anyone looking for high performance. In 1967 for the second consecutive year, the T100T swept the board at the 200 mile American Daytona race, taking first and second places. All six factory-entered Triumphs finished in the first ten.

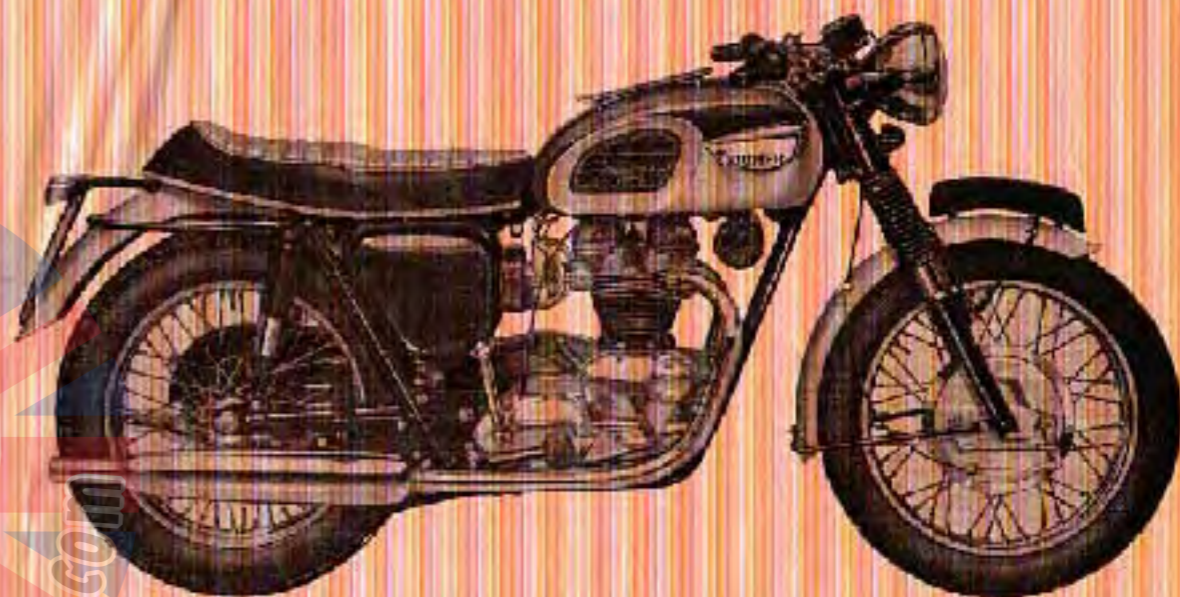
The Daytona's modern frame design, twin carburetors and large 8" diameter front brake make it every inch the competitive motorcycle. Couple that with a high performance twin cylinder engine and you have a "Champion" super sports machine.



650 cc Trophy TR6

Some of the big boys take a lot of handling. The Trophy is different, it obeys irrespective of speed or conditions. That is why it has so many successes behind it in International Reliability trials and American Enduros. This is the model for the sports enthusiast, offering completely-satisfying, flexible performance either low down or with the twist grip well open. To complete the sports specification new twin leading shoe front brake is now fitted as standard equipment.

**A consistent gold medal
winner in international
six day trials**



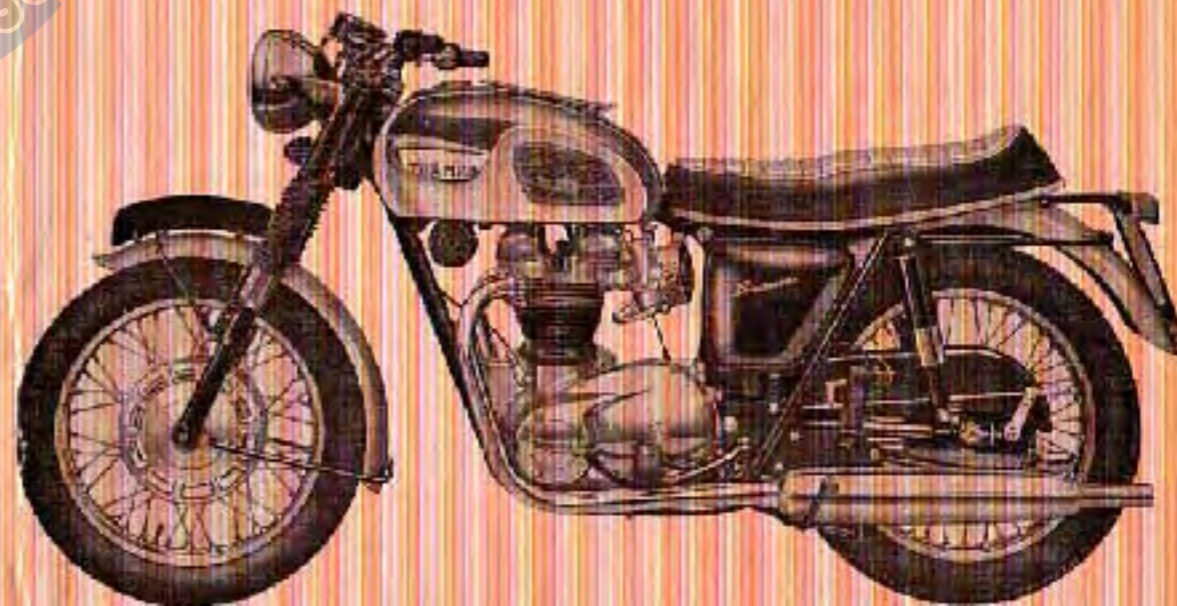
650 cc Bonneville T120

Surely the most potent fully equipped road machine in standard production today. Holder of the world motorcycle speed record the "Bonnie" added to its laurels during 1967 with a series of outright wins in the International 500 miles GP d'Endurance (for the third year running). The Hutchinson 100 National Production Race (second consecutive year), and the 1967 Isle of Man Production TT. These

major international events were all won during 1967 with the same machine—proof indeed of the speed and consistent reliability of this famous machine.

**Holder of World Motorcycle Speed Record
224.57 mph set up at Bonneville Salt
Flats, Utah, 1962**

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technical data

MODEL	Super Cub 200 (T20S/C)	Tiger 90 (T90)	Tiger Daytona (T100T)	Tiger 100 (T100S)	Trophy (TR6)	Bonneville 120 (T120)
Engine type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of cylinders	1	2	2	2	2	2
Bore/Stroke, mm.	63x64	58.25x65.5	69x65.5	69x65.5	71x82	71x82
Bore/Stroke, ins.	2.48x2.52	2.29x2.58	2.72x2.58	2.72x2.58	2.79x3.23	2.79x3.23
Capacity, cu. cms.	199	349	490	490	649	649
Capacity, cu. ins.	12.2	21.2	30	30	40	40
Compression ratio	7:1	9:1	9:1	9:1	9:1	9:1
B.H.P. and R.P.M.	10 @ 6,000	27 @ 7,500	39 @ 7,400	34 @ 7,000	43 @ 6,500	47 @ 6,700
Engine Sprocket Teeth	19	26	26	26	29	29
Clutch Sprocket Teeth	48	58	58	58	58	58
Gearbox Sprocket Teeth	17	17	18	18	19	19
Sidcar (G/Box Sprocket)	—	—	—	—	17	17
Rear Sprocket Teeth	47	46	46	46	46	46
R.P.M. 10 M.P.H. (Top Gear)	1,006	808	723	763	634	645
Gear Ratios					Solo S/C	
—Top	6.98	6.04	5.70	5.70	4.84 5.41	4.84
—Third	9.23	7.36	6.95	6.95	5.76 6.44	5.75
—Second	14.34	9.71	9.18	9.18	8.17 9.15	8.17
—First	20.82	14.96	14.09	14.09	11.81 13.40	11.81
Carburettor —Make	Amal	Amal	Twin Amal	Amal	Amal	Twin Amal
Carburettor —Type	R622/1	R624/2	R626/10 L626/9	R626/8	R930/23	R930 L930
Front Chain Size	$\frac{3}{8}$ "x.225"x.25" Duplex	$\frac{3}{8}$ "x.225"x.25" Duplex	$\frac{3}{8}$ "x.225"x.25" Duplex	$\frac{3}{8}$ "x.225"x.25" Duplex	$\frac{3}{8}$ "x.225"x.25" Duplex	$\frac{3}{8}$ "x.225"x.25" Duplex
Rear Chain Size	$\frac{1}{2}$ "x.205"x.335"	$\frac{5}{8}$ "x $\frac{3}{8}$ "x.40"	$\frac{5}{8}$ "x $\frac{3}{8}$ "x.40"	$\frac{5}{8}$ "x $\frac{3}{8}$ "x.40"	$\frac{5}{8}$ "x $\frac{3}{8}$ "x.40"	$\frac{5}{8}$ "x $\frac{3}{8}$ "x.40"
Tyres						
—Front, ins.	3.00x18	3.25x18	3.25x18	3.25x18	3.25x19	3.00x19
—Rear, ins.	3.00x18	3.50x18	3.50x18	3.50x18	3.50x18	3.50x18
Brake Diameter —ins. (cms.)	5 $\frac{1}{2}$ " (13.97)	7" (17.78)	8"F (20.32) 7"R (17.78)	7" (17.78)	8"F (20.32) 7"R (17.78)	8"F (20.32) 7"R (17.78)
Finish	Firecracker Red/White	Riviera Blue/Silver	Aquamarine Green/Silver	Aquamarine Green/Silver	Riviera Blue/Silver	Hi-Fi Scarlet
Seat Height —ins. —cms.	31" (78.7)	30" (76.2)	30" (76.2)	30" (76.2)	30 $\frac{1}{2}$ " (77.5)	30 $\frac{1}{2}$ " (77.5)
Wheelbase —ins. —cms.	51 $\frac{1}{2}$ " (130)	53 $\frac{1}{2}$ " (136)	53 $\frac{1}{2}$ " (136)	53 $\frac{1}{2}$ " (136)	55 $\frac{1}{2}$ " (141)	55" (139.6)
Length—ins. —cms.	79 $\frac{3}{8}$ " (201.5)	83 $\frac{1}{2}$ " (211.5)	83 $\frac{1}{2}$ " (211.5)	83 $\frac{1}{2}$ " (211.5)	84 $\frac{1}{2}$ " (214.5)	84" (213.5)
Width—ins. —cms.	27 $\frac{3}{8}$ " (70.5)	26 $\frac{1}{2}$ " (67.3)	27" (68.5)	26 $\frac{1}{2}$ " (67.3)	27" (68.5)	27" (68.5)
Clearance —ins. —cms.	5 $\frac{1}{2}$ " (14)	6" (15.2)	6" (15.2)	6" (15.2)	7 $\frac{1}{8}$ " (18.1)	5" (12.7)
Weight—lbs. —kilos.	220 (99.8)	337 (152.8)	341 (154.7)	337 (152.8)	365 (165.5)	365 (165.5)
Petrol—Galls. —Litres	2 (9)	3 (13.5)	3 (13.5)	3 (13.5)	4 (18)	4 (18)
Oil—Pints —Litres	4 (2.27)	6 (3.35)	6 (3.35)	6 (3.35)	6 (3.35)	6 (3.35)

Specifications are subject to alteration without notice and details of high performance equipment for certain models published separately

specifications

**200 c.c. Super Cub 200 (T20S/C)—350 c.c. Tiger 90 (T90)—
500 c.c. Tiger Daytona Sports (T100T)—Tiger 100 (T100S)—
650 c.c. Trophy (TR6)—Bonneville 120 (T120)**

ENGINE 200 c.c.

Single cylinder O.H.V. die cast-alloy cylinder head. Inclined valves. H section connecting rod with plain bearing big end. Dry sump lubrication. Efficient barrel type silencer. Air cleaner.

ENGINE 350 c.c. & 500 c.c.

Twin cylinder O.H.V. with two camshafts driven by gears. Push-rod operated valves in a light alloy cylinder head. Dry sump lubrication. Twin carburettors on T100T. Split connecting rod with plain bearing big ends. Silent Duplex primary chain with tensioner. Air cleaner.

ENGINE 650 c.c.

Twin cylinder O.H.V. with two gear-driven camshafts. Light alloy cylinder head, high compression pistons, large bore carburetter. Splayed port head with two carburettors on T120. One piece forged crankshaft with bolt-on central flywheel. H section RR56 alloy connecting rods with plain bearing big ends. Dry sump lubrication. Air cleaner.

GEARBOX

Four speeds with positive foot operation. Multiplate clutch with cork sheet linings and rubber torsion shock absorber.

FORKS

Triumph telescopic type giving a comfortable ride and accurate steering.

BRAKES

Efficient, smooth acting with large diameter drums and finger adjustment. New twin leading shoe with air scoop on TR6 and T120.

ELECTRICAL & LIGHTING EQUIPMENT

A.C. D.C. lighting—ignition system (12 volt all Twin cylinder models) with crankshaft mounted alternator and emergency start circuit.

FRAME

Strong heavy duty brazed frame. Swinging fork rear suspension. Hydraulically damped.

FUEL TANKS

All steel welded petrol tank. Ample capacity oil tank. Quick release filler caps all models.

WHEELS & MUDGUARDS

Plated spokes and rims. Sports mudguards on all twins.

TWINSEAT ASSEMBLY

New "Quiltop" twinseat on all twins, covered with black/grey "Vynide", completely waterproof. Seat is hinged on T90, T100T, T100S, TR6 and T120, for access to oil tank, tools, etc.

HANDLEBAR

Chrome plated bar with smooth action twistgrip. Heavy duty cables with built-in adjusters.

TOOLS

Kit of good quality tools and tyre inflator.

EXTRAS

Q.D. rear wheel (all twins). Tachometer assembly (all twins).

Successes '67

TRIUMPH—WORLD BEATERS IN ACTION

1967 another record year for Triumph machines, proving yet again their superiority and consistent reliability in the most gruelling of National and International events.



500 MILE MOTORCYCLE GRAND PRIX D'ENDURANCE

Winners Percy Tait (illustrated left) and Rodney Gould on a 650 c.c. Bonneville.

ISLE OF MAN PRODUCTION TT

Winner J. Hartle 650 c.c. Bonneville.

HUTCHINSON 100 NATIONAL PRODUCTION RACE

Winner again John Hartle riding the same 650 c.c. Bonneville (front cover).

U.S.A. DAYTONA 200

Winner Gary Nixon riding a 500 c.c. Tiger 100 Daytona.

guarantee

1. In this Guarantee the word "machine" refers to the motorcycle, scooter, motorcycle combination or sidecar as the case may be, purchased by the Purchaser.

2. In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the registration form issued with machine and return it to us within fourteen days of the purchase.

3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such a new or repaired part or accessory.

4. Claims under the Guarantee should be made through your Triumph Dealer.

5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

(a) Hiring out.

(b) Racing and Competitions.

(c) Adaptation or alteration of any part or parts after leaving our Works.

(d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motorcycle.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, seats, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

6. Our liability and that of our dealer who sells the machine, shall be limited to that set out in this guarantee, and no other claims including claims for consequential damage or injury to person or property, shall be admissible. All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.



THE QUEEN'S AWARD TO INDUSTRY 1967

TRIUMPH

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