

TRIUMPH[®]

688



The Ultimate in Motorcycling

For 1968, Triumph sweeps the power range with the finest high performance motorcycles ever built. There's the famous Triumph engine . . . now more powerful than ever. The breathtaking Triumph ride . . . the climax of years of race-engineered improvements. The trim, real-motorcycle good looks, in a sporty new format for '68. And this year, Triumph introduces the completely new Trophy 250, a motorcycle to change your old ideas about lightweight riding. For the rider that will not settle for second best, there's a motorcycle that's ready to dish out more excitement than you've ever seen on two wheels . . . at your Triumph dealer's now.

See inside back cover for complete specifications.



TRIUMPH 688 Bonneville

T120R When they name the World's Most Admired Motorcycle, the T120R will come away with all honors. Bonneville has the look, the feel and the ride you'd expect from a motorcycle that has no equal. And a twin 650 engine that's as famous as the bike itself. For 1968, Bonneville tops all past achievements for performance on two wheels. New, bolder response. Quick, all-weather starting. New brakes with amazing stopping power. And the new safety features that are standard for Triumph this year. For those who demand the ultimate from a high performance motorcycle, Bonneville is the only choice to make.

650 c.c. (40 cu. in.)
OHV vertical twin.
Dual carburetors.
Speedometer: 150 m.p.h.
Tachometer: 10,000 r.p.m.
Color: New Hi-Fi Scarlet
with center silver stripe.
Polished stainless steel
fenders.



New full-width 8" twin
leading shoe with race-type
air scoop. On all 650 twins.





TRIUMPH 68 Trophy Sports

TR6R A bike that turns you on and keeps you there. The long-range Triumph, forged in the mold of the T120R. Has single carburetor simplicity, touring-size gas tank for longer runs, tank mounted parcel carrier plus all improvements developed by Triumph for 1968, including safety side reflectors both center and aft. A thoroughbred performer on the long stretch and a versatile, around-town bike for everyday riding.

650 c.c. (40 cu. in.)
OHV vertical twin.
Single carburetor.
Speedometer: 150 m.p.h.
Tachometer: 10,000 r.p.m.
Color: New two-tone Hi-Fi
Riviera Blue and Silver.



Easy to read instrumenta-
tion with new toggle-type
headlight switch,
tachometer-speedometer.
On T120R, TR6R, T100R.



TRIUMPH 68 Trophy Special

TR6C Born to handle under pressure, Triumph's 650 Special is the most powerful competition machine in the line. Famed as the "Desert Bike" for its string of cross country wins in the West, the Special packs 384 pounds of steel and fire on a lean, muscular frame. A strictly uncluttered motorcycle with many of the durable virtues of Triumph's single carb TR6R.

650 c.c. (40 cu. in.)
OHV vertical twin.
Single carburetor.
Speedometer: 150 m.p.h.
Color: New Hi-Fi Riviera
Blue with center silver
stripe.
Polished stainless steel
fenders.



Rugged new side stand for
better support on difficult
angles and surfaces. On all
650 twins.



TRIUMPH AGAIN SWEEPS DAYTONA 200

98.227 m.p.h. New Record for Nixon
7 of First 12 Riders on TRIUMPHS



The Title Passes to the New Track Champ

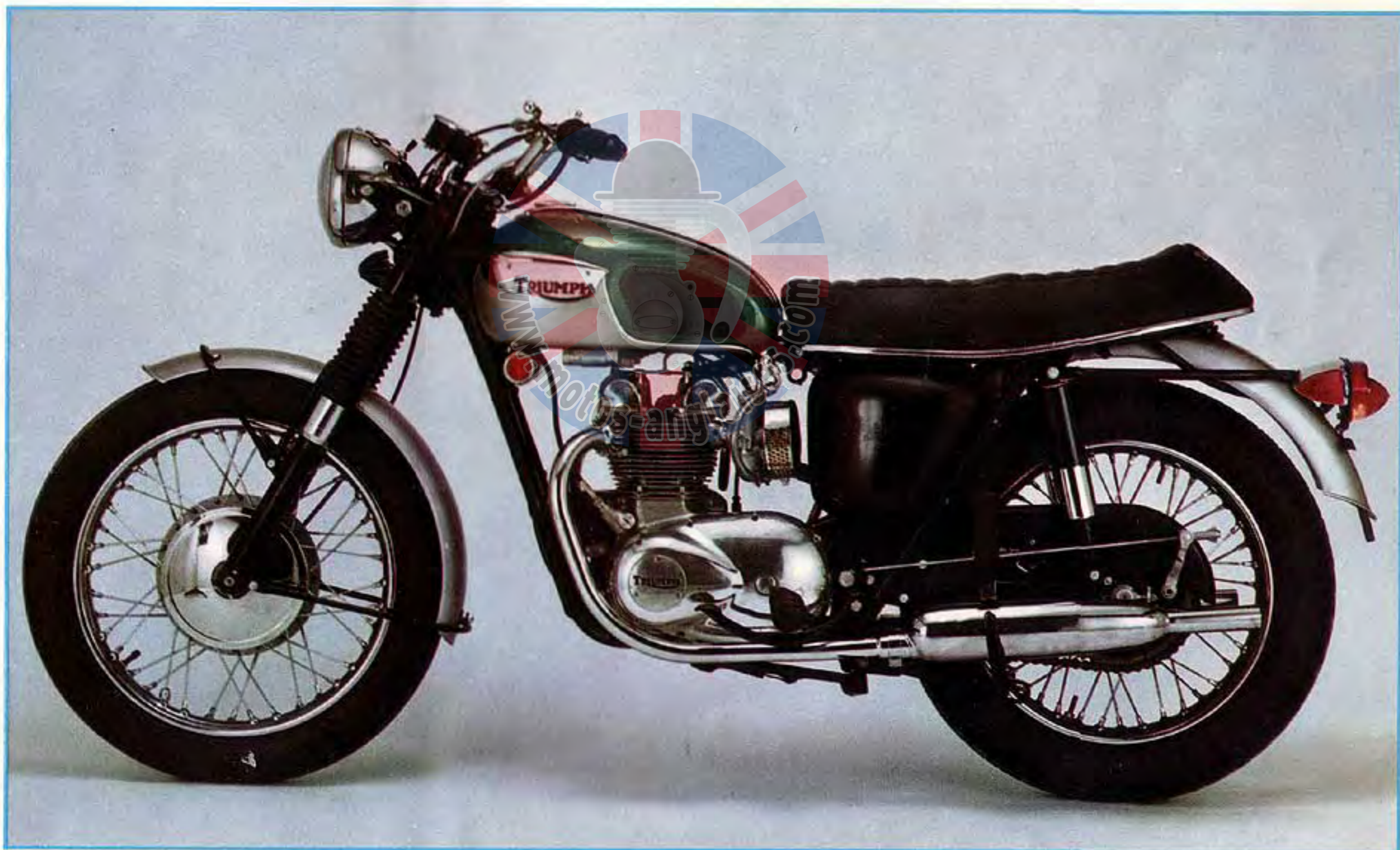
The New National No. 1! Piling win upon win in a relentless race to the top, Triumph star Gary Nixon — from Baltimore — moves into motorcycling's No. 1 slot with his September successes. What a year it's been for Triumph! In March, an unforgettable sweep of the Daytona classic, with Nixon nabbing the crown at a new 98.227 high. Then Loudon-Laconia, and it's Nixon again at the top. And he clinched the championship in the 9 mile National Dirt Track, Oklahoma City.

Throughout 1967, Triumph seals the label of undisputed king of racing with its thrilling string of successes . . . ultimate proof that Triumph is the motorcycle to own when you insist on the best.

Daytona in March, '67 Gary Nixon cracks the time barrier in motorcycling's main event.

TRIUMPH 688 Daytona Super Sports

T100R Here it is. The motorcycle that blew the lid off all past Daytona records. In 1967, Triumph's T100R lapped the field in motorcycling's main event to within seconds of 100 m.p.h. average, making it two in a row for the spunky 500. Best of all, this fleet Triumph growls on command for any rider who can handle a bike with this much fight. For those who want a medium-size motorcycle with the brawn of a heavyweight, Triumph's T100R is it.





TRIUMPH 68 Tiger Competition

T100C Competition brother of the famous Daytona, now a true dual purpose machine. A sassy road machine in "competition trim." Has twin upswept pipes. Detachable headlamp. A Champion in every detail, the Tiger Competition is a six-time Grand National Enduro Winner under superstar Bill Baird. The Triumph economy twin with the racy look.

500 c.c. (30.5 cu. in.)
OHV vertical twin.
Single carburetor.
Speedometer: 125 m.p.h.
Color: New Hi-Fi
Aquamarine with center
silver stripe.
Polished stainless steel
fenders.



Improved voltage control
for long-life electrical
reliability. On all models.





TRIUMPH 68 Trophy 250

TR25W A brand new Triumph for 1968, in the popular 250 range. This powerful 4-stroke package with the ruggedness of the big Trophy machines handles with cat-like ease, on road and trail alike. New style tank, has upswept exhaust. Offers top performance to expert and beginning riders alike who want something really new.

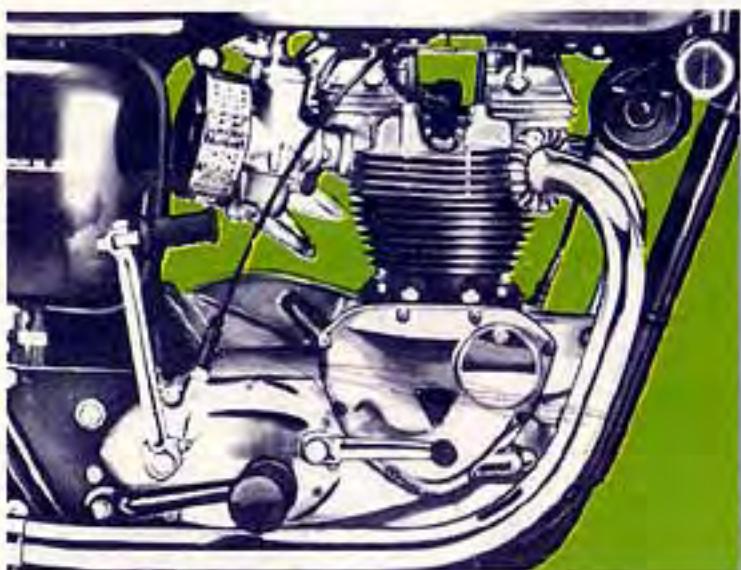
250 c.c. (15 cu. in.)
OHV, 4-cycle.
Single cylinder.
Speedometer: 100 m.p.h.
Color: New Hi-Fi Scarlet.



Polished aluminum tail light assembly with safety approved lens and side reflectors. On all models.



SPECIFICATIONS



650 c.c.

ENGINE • 40 cu. in. (650 c.c.) O.H.V. Vertical Twin. • Splayed port alloy cylinder head with twin 30 mm diameter AMAL concentric carburetors. • Single carburetor on TR6 models. • Removable air cleaners for easier servicing. • 9:1 High compression pistons, racing "R" tappets, large inlet and exhaust valves with improved valve springs for better performance at high r.p.m. • New separate point adjustments for accurate ignition timing and provisions for strobe light timing. • Large capacity rubber mounted oil tank (3 qts.)

FOUR-SPEED GEARBOX • Built-in unit with engine. Standard ratio gears. • Shafts and gears of hardened nickel and nickel chrome steel. • Needle roller layshaft bearings. • Positive stop gearchange mechanism. • Multiplate clutch with indestructible linings and rubber torsion shock absorber. • Easily accessible oil filler and level plugs.

EXHAUST • Twin downswept chrome plated exhaust system with high performance sports mufflers on T120R and TR6R. • Twin upswept exhaust and sports mufflers on TR6C.

FRAME • Brazed cradle type frame with large diameter front down tube and swinging arm suspension. • "Easylift" center stand and new rugged side stand. Side stand only on TR6C. • Anti-theft lock.

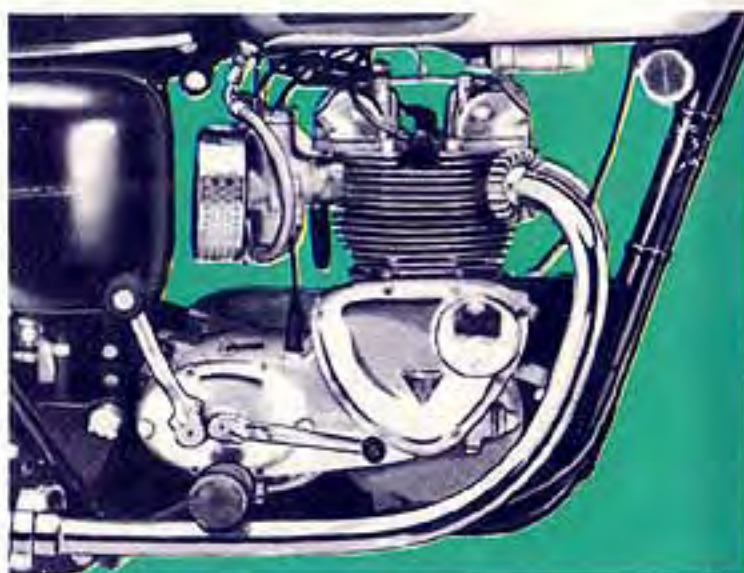
FORKS • Triumph Trophy type telescopic hydraulic forks with new internal "shuttle valve" design gives excellent suspension under all conditions.

BRAKES • New full-width 8" diameter front brake with twin leading brake shoe design and racing air scoop. • 7" diameter rear brake with detachable sprocket.

ELECTRICAL EQUIPMENT • 12 volt battery ignition electrical system with improved 12 volt battery. • Electrical output supplied from AC Alternator crankshaft mounted. • Charging rate controlled by new Zener Diode voltage control. • All chrome detachable headlamp with ammeter, "ignition" and "high beam" indicator lights. • Wide angle tail/stop light with safety side reflectors. • Horn is standard equipment.

OTHER DETAILS • Illuminated 10,000 r.p.m. Tachometer and 150 m.p.h. Speedometer with odometer. Speedometer only on TR6C. • Slim modern sports gas tank (2½ gal. capacity). (3½ gal. on TR6R). • New side panel battery cover with built-in tool kit tray. • Two-level hinged twin seat. • Folding passenger foot rests. • Competition type adjustable clutch and brake levers.

COLOR • T120R — Hi-Fi Scarlet and Silver. TR6 — Hi-Fi Riviera Blue and Silver.



500 c.c.

ENGINE • 30.5 cu. in. (500 c.c.) "oversquare" unit construction O.H.V. Vertical Twin. • New twin 26 mm AMAL concentric carburetors with separate air cleaners on T100R. Single carburetor on T100C. • High performance 9:1 compression pistons. • Racing inlet and exhaust camshafts. • Large inlet and exhaust valves. • Racing tappets. • Large capacity rubber mounted oil tank (3 qts.). • New separate point adjustments for accurate ignition timing and provisions for strobe light timing.

FOUR-SPEED GEARBOX • Built-in unit with engine. • Efficient positive stop gear-change mechanism. • Heavy duty shafts and gears of hardened nickel-chrome steel. • Multiplate clutch with heavy duty linings and rubber torsion shock absorber.

EXHAUST • Twin downswept chrome plated exhaust system with high performance sports mufflers on T100R. Twin upswept exhaust and mufflers on T100C.

FRAME • Heavy duty brazed cradle type frame with swinging arm rear suspension. • "Easylift" center stand and side stand (T100R). Side stand only (T100C). • Anti-theft lock.

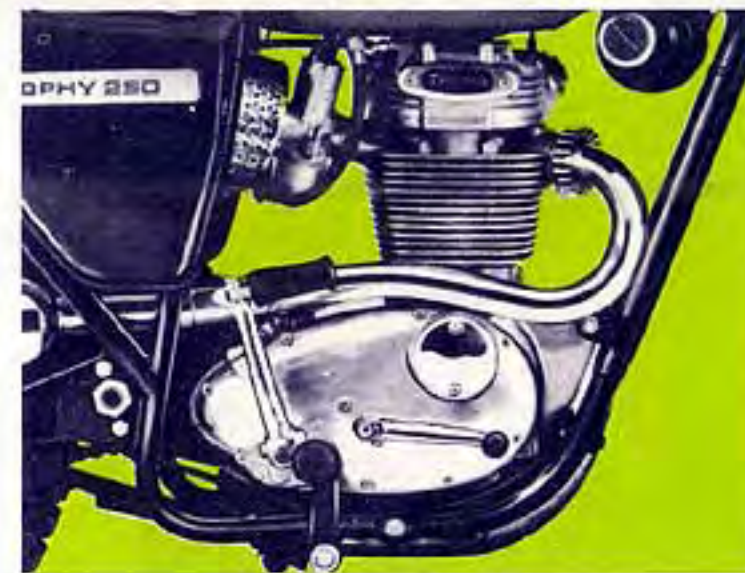
FORKS • Triumph Trophy type telescopic hydraulic forks with new internal "shuttle valve" design gives excellent suspension under all conditions.

BRAKES • Full-width 8" diameter front brake. • 7" diameter rear brake with detachable sprocket.

ELECTRICAL EQUIPMENT • 12 volt battery ignition electrical system with improved 12 volt battery. • Electrical output supplied from AC Alternator crankshaft mounted. • Charging rate controlled by new Zener Diode voltage control. • All chrome detachable headlamp with ammeter, "ignition" and "high beam" indicator lights. • Wide angle tail/stop light with safety side reflectors. • Horn is standard equipment.

OTHER DETAILS • Illuminated 10,000 r.p.m. Tachometer and 125 m.p.h. Speedometer with odometer. Speedometer only on T100C. • Slim modern sports gas tank (2½ gal. capacity). • New side panel battery cover with built-in tool kit tray. • Two level hinged twin seat. • Folding passenger footrests. • Competition type adjustable clutch and brake levers.

COLOR • New Hi-Fi Aquamarine and Silver.



250 c.c.

ENGINE • 15 cu. in. (250 c.c.) O.H.V. 4-cycle single cylinder unit construction engine-gearbox design. • 8.5:1 compression piston, sports camshaft. • New 28 mm AMAL concentric carburetor and air cleaner. • One-piece forged crankshaft with bolt-on flywheels. • Double-gear driven oil pump. Alloy cylinder head and barrel with large "square barrel" finning for good cooling under hard running conditions.

FOUR-SPEED GEARBOX • In unit with engine fitted with standard ratio gears. • Multiplate clutch and rubber torsion shock absorber. • Positive stop gearchange mechanism. • Long-lasting Duplex primary chain.

EXHAUST • Chrome plated upswept exhaust pipe and sports muffler. Exhaust pipe is "tucked in" neatly out of the way behind frame.

FRAME • Rugged loop type frame. • Swinging arm rear suspension with hydraulically dampened shock absorbers. • Crankcase undershield (skid plate).

FORKS • Triumph Trophy type telescopic hydraulic forks with big twin internal damping design for excellent suspension on or off the road.

BRAKES • Full width 7" lightweight front brake. 7" rear brake with quick detachable rear wheel and bolt-on rear sprocket.

ELECTRICAL EQUIPMENT • Full 12 volt battery ignition electrical system with improved 12 volt battery. Electrical output supplied from A.C. Alternator. Charging rate controlled by new Zener Diode voltage control. All chrome detachable sports headlight with built-in headlight switch, dip switch and high beam indicator light. • New polished aluminum rear tail light assembly with license plate bracket, approved type (679) lens and side reflectors conforming to motor vehicle safety standards.

OTHER DETAILS • New completely re-designed sports gas tank (2½ gal.). • New contour shaped oil tank (3½ pints) and side panel battery cover with "Triumph 250" emblems. • Illuminated speedometer with internal anti-vibration mounting. • All black "pleated" twinseat cover. • New combination chrome plated rear lifting handle and seat rail. • Competition folding footrests, passenger footrests, side stand — no center stand. • Competition type adjustable clutch and brake levers. • Crankcase undershield (skid plate), horn, tool kit, and safety side reflectors are all standard equipment. **COLOR** • New Hi-Fi Scarlet.



TRIUMPH

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