

TRIUMPH THE BIG POWER BIKES

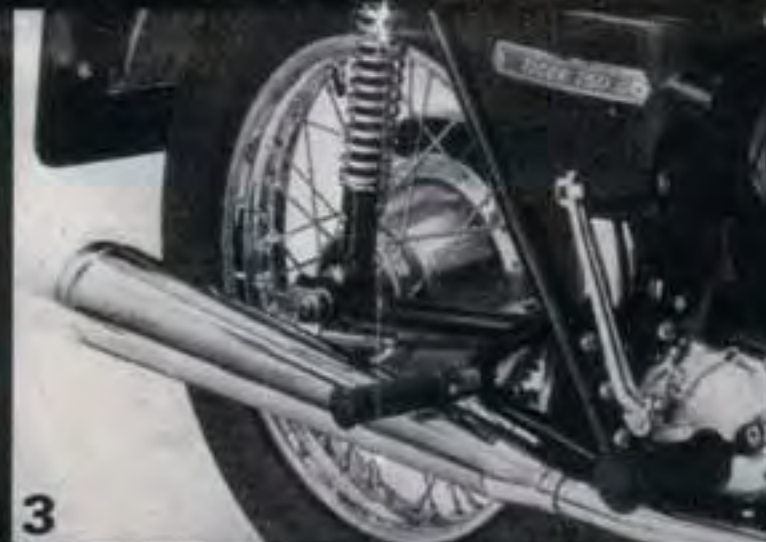
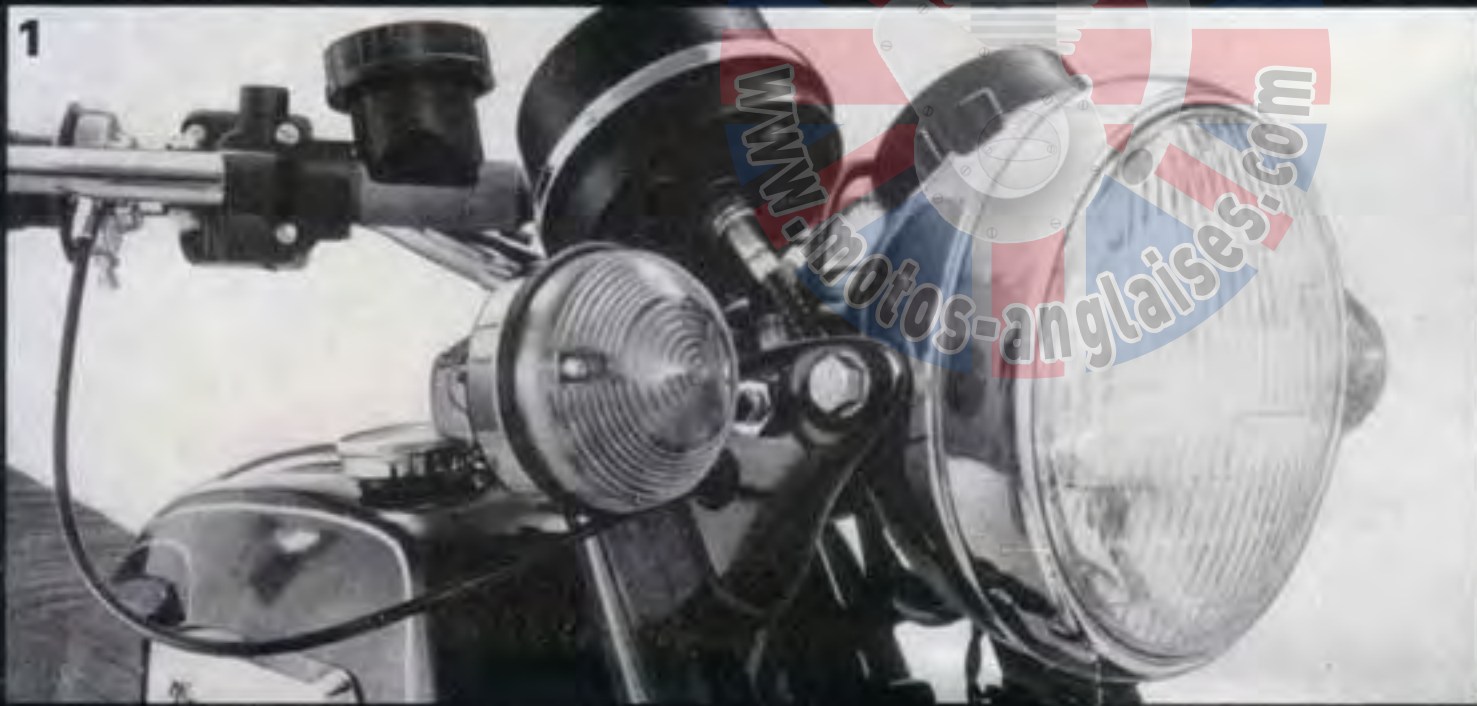


TRIDENT 750



The 750 that wins and wins and wins! Holder of all Isle of Man 750 Formula and Production race records. The big three cylinder, three carburettor engine provides tremendous acceleration and highest possible performance. New is the Triumph/Lockheed hydraulic front disc brake for superb stopping power. Five speed gearbox.

TRIUMPH TRIDENT
winner
ISLE of MAN 1972
FORMULA 750
PRODUCTION 750
Race and lap records



1—HEADLAMP ASSEMBLY: New rubber mounted headlamp assembly with flashers and chromium plated headlamp. Rubber fork gaiters. **2—CONTROL LAYOUT:** Handlebar shaped for maximum comfort and control. Horn, flasher and dip switches in neat groupings. Warning lights for Main Beam, Flashers and Oil Pressure. **3—REAR HUB:** Conical alloy rear hub. Strong and light. Highly polished. **4—DISC BRAKE:** The new Triumph/Lockheed hydraulically operated front disc brake. 10 inch diameter hard chromed disc mounted on new light alloy hub. Master cylinder incorporated with brake lever. A powerful smooth acting brake developed directly from the type used on the very successful racing Tridents.

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 specification at any time without notice.



Exciting New Big Twins



BONNEVILLE 750

An exciting development of the legendary Bonneville 650. More power, more acceleration produced by the bigger twin-carb engine. New 10 inch hydraulic Triumph/Lockheed front disc brake, five speed gearbox, polished forks, plated mudguards.



TIGER 750

New single carburettor engine giving increased power with smoothness and flexibility. A real high performer with new Triumph/Lockheed hydraulically operated front disc brake, polished forks and plated mudguards. Five speed gearbox.

The Triumph story of success. For every model produced there is a history of meticulous research and development. This, added to the technical knowledge gained from race victories produces a Triumph stable of thoroughbreds, designed for real performance. Now this story develops with new increased capacity engines for the famous Bonneville and Tiger models. Many other improvements make this the greatest Triumph range ever.



DAYTONA 500

A real thoroughbred Triumph with race proved twin cylinder twin carburetter engine, an engine that lives up to the Daytona name. Famous for superb handling and balance, the Daytona is a consistent favourite with the experienced rider.

BONNEVILLE 650

The Legend! High performance twin-cylinder twin carb engine, race bred and race proven. Ready for hard fast riding anywhere. Rigid twin tube frame with large diameter top tube carrying oil.



TIGER 650

The Tiger 650 offers all the performance you need with flexibility and economy. The single carburetter engine gives instantaneous response and the frame and suspension layout give the superb handling for which every Triumph is famous.



SPECIFICATIONS

TECHNICAL DATA

DAYTONA 500

Engine: 500cc twin OHV. Light alloy cylinder head. Valves pushrod operated from two gear driven camshafts. Twin carburettors. Plain big end bearings. Ball and roller main bearings.

Forks: Two-way damping, using a shuttle valve system.

Rear Suspension: Swinging fork, hydraulically damped and adjustable for load.

Gearbox: Four speed. Multiplate clutch with bonded segments and built-in transmission shock absorber.

Brakes: Front 8" twin leading shoe drum brake. 7" rear.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Handlebar switch consoles. Direction indicators.

Frame: Heavy duty brazed frame.

Petrol Tank: All steel welded, with quick release filler cap.

Twinseat: Hinged seat for access to battery and electrical equipment.

Handlebar and Fittings:

Chromium plated bar with smooth action twist grip. Heavy duty cables with built-in adjusters.

TIGER 650/750

BONNEVILLE 650/750

Engine: Twin OHV. Light alloy cylinder head. Valves pushrod operated from two gear driven camshafts. Alloy connecting rods with plain big end bearings. Ball and roller main bearings. Tiger, Single carburettor. Bonneville, Twin carburettors.

Forks: Polished aluminium sliders. Two way hydraulic damping. Rubber gaiters.

Rear Suspension: Swinging fork, hydraulically damped and adjustable for load.

Gearbox: Four/Five speeds. Multiplate clutch with bonded segments and built-in transmission shock absorber.

Brakes: Light alloy hubs. Front 200mm 2LS (650) Triumph/Lockheed disc brake (750). Rear 7" brake with fully floating cam.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Master electrical switch and handlebar switch consoles. Direction indicators.

Frame: Welded frame with large diameter oil-containing main tube. Tapered roller steering head bearings.

Petrol Tank: All steel welded, with quick release filler cap.

Twin Seat Assembly: Hinged seat for ready access to electrical equipment.

Handlebars and Fittings:

Chromium plated bar. Heavy duty cables with built-in adjusters.

TRIDENT 750

Engine: 750 cc vertical, transverse three cylinder OHV. Alloy cylinder head and die cast alloy block. Three carburettors. Valves pushrod operated from high performance camshafts. Triple contact breakers. Large rubber mounted oil tank. Flexibly mounted oil cooler. High capacity gear type oil pump.

Forks: Polished aluminium sliders with two way damping.

Rear Suspension: Swinging fork, hydraulically damped and adjustable for load.

Gearbox: Five speeds. Single dry plate diaphragm clutch.

Brakes: Light alloy hubs. Triumph/Lockheed front disc brake. 7" rear with fully floating cam.

Electrical and Lighting Equipment: 12 volt. One coil per cylinder. Crankshaft-mounted alternator. Master electrical switch. Direction indicators.

Frame: Heavy duty brazed cradle frame.

Petrol Tank: All steel welded, with quick release filler cap.

Wheels: Plated spokes and rims with Dunlop TT100 tyres.

Twin Seat Assembly: Hinged seat for easy access to electrical equipment.

Handlebars and Fittings:

Chromium plated bar. Heavy duty brake cables with built-in adjusters. Nylon lined clutch cable.

MODEL

Model No.
Engine Type
No. of Cylinders
Bore/Stroke mm
Bore/Stroke ins
Capacity cc
Capacity cu. ins.
Comp. Ratio
Eng. Spr. Teeth
Clutch Spr. Teeth
G/Box Spr. Teeth
Rear Spr. Teeth
RPM @ 10 mph (top gear)

Gear Ratio 5th gear
Gear Ratio 4th gear
Gear Ratio 3rd gear
Gear Ratio 2nd gear
Gear Ratio 1st gear
Carburettor Make
Carburettor Type
Primary Chain Size
Rear Chain Size
Tyre Size Front
Tyre Size Rear
Type
Front Brake diam.
Type
Rear Brake diam.
Type
Finish

Seat Height
Wheelbase
Length
Width
Ground Clearance
Dry Weight lbs/kilos
Fuel Imp. gall/litres
Oil Imp. pints/litres

DAYTONA 500

T100R
OHV
2
69/65-5
2-72/2-58
490
29-90
9:1
26
58
18
46
760

Amal (2)
R626/L626
3" x 3"
3-25/19
K70
4-00/18
K70
8"/200 mm
2LS
7"/180 mm
1LS
Vermillion/White
30"/760 mm
55"/1397 mm
84"/2133 mm
29"/736 mm
7 3/4"/190 mm
356/161
3/13-6
2/9-1
5-8/3-3

31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7 3/4"/190 mm
386/175
4/18-2
2/9-1
5/2-8

TRIDENT 750

TR6R
OHV
2
71/82
2-80/3-23
649
39-60
9:1
29
58
19
47
660

Amal
R930
3" Duplex
3" x 3"
3-25/19
K70
4-00/18
K70
8"/200 mm
2LS
7"/180 mm
1LS
Blue/White
31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
389/176
4/18-2
2/9-1
5/2-8

31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
387/175
4/18-2
2/9-1
5/2-8

TIGER 650

TR7RV
OHV
2
75/82
2-95/3-23
724-5
44-21
8-5:1
29
58
20
47
634

Amal
R930
3" Duplex
3" x 3"
3-25/19
K70
4-25/18
K81
10"/254 mm
Disc
7"/180 mm
1LS
Blue/White
31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
389/176
4/18-2
2/9-1
5/2-8

31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
387/175
4/18-2
2/9-1
5/2-8

TIGER 750

TR7RV
OHV
2
75/82
2-95/3-23
724-5
44-21
8-5:1
29
58
20
47
634

Amal (2)
R930/L930
3" Duplex
3" x 3"
3-25/19
K70
4-00/18
K70
8"/200 mm
2LS
7"/180 mm
1LS
Gold/White
31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
390/177
4/18-2
2/9-1
5/2-8

31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
390/177
4/18-2
2/9-1
5/2-8

BONNEVILLE 650

T120R
OHV
2
71/82
2-80/3-23
649
39-60
9:1
29
58
19
47
660

Amal (2)
R930/L930
3" Duplex
3" x 3"
3-25/19
K70
4-25/18
K81
10"/254 mm
Disc
7"/180 mm
1LS
Vermillion/Gold
31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
390/177
4/18-2
2/9-1
5/2-8

31"/790 mm
56"/1420 mm
87 1/2"/2220mm
29"/736 mm
7"/180 mm
387/175
4/18-2
2/9-1
5/2-8

BONNEVILLE 750

T140V
OHV
2
75/82
2-95/3-23
724-5
44-21
8-5:1
29
58
20
47
634

Amal (2)
R930/L930
3" Duplex
3" x 3"
3-25/19
K70
4-25/18
K81
10"/254 mm
Disc
7"/180 mm
1LS
Vermillion/Gold
31 1/2"/800 mm
58"/1473 mm
88"/2235 mm
29"/736 mm
6 1/2"/160 mm
460/209
4 1/2/20-4
3 1/2/15-9
5-8/3-3

31 1/2"/800 mm
58"/1473 mm
88"/2235 mm
29"/736 mm
6 1/2"/160 mm
460/209
4 1/2/20-4
3 1/2/15-9
5-8/3-3

TRIDENT 750

T150V
OHV
3
67/70
2-64/2-76
740
45-16
9:1
28
50
18
53
705

Amal (3)
626
3" Triplex
3" x 3"
4-10 x 19
K81
4-10 x 19
K81
10"/254 mm
Disc
7"/180 mm
1LS
Jet Black/Red
31 1/2"/800 mm
58"/1473 mm
88"/2235 mm
29"/736 mm
6 1/2"/160 mm
460/209
4 1/2/20-4
3 1/2/15-9
5-8/3-3

31 1/2"/800 mm
58"/1473 mm
88"/2235 mm
29"/736 mm
6 1/2"/160 mm
460/209
4 1/2/20-4
3 1/2/15-9
5-8/3-3

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