



TRIUMPH





# THE NEW FEELING OF TRIUMPH



## TSX

A new concept in styling, but still unmistakably a TRIUMPH. The low slung, 'West Coast' look of the TSX was developed especially for the European Market by Triumph Motorcycles America Inc. The 'Street Cruiser' image still offers lively 750 performance and flexibility and is just as much at home on winding country roads as it is on Sunset Boulevard. Practicality and style combined together to give the TSX "that something 'X-tra.'"

## TSS

The all new Triumph. This Super Sport motorcycle features a 750cc engine with 4 valves per cylinder, brand new from top to bottom offering an amazing 20% increase in power. One of the fastest 750cc production motorcycles in the world, the TSS has brakes and suspension to match, together with the renowned flexibility all Triumph owners have always loved. For the motorcyclist who wants the Best of British the TSS leads Triumph into 1983 and Beyond!

## Bonneville U.S.A.

Bonneville, the Name of Triumph, but now in it's 1982/3 U.S. form, it epitomises American Style combined with British Engineering. The new 'U.S.' Bonneville's now feature the sparkle and glitter so much in demand by our enthusiasts from across the Atlantic. Quartz Halogen Headlamp Unit and many other features all add to this new look Bonneville, while the Triumph Feeling remains as strong as ever.

## Bonneville U.K.

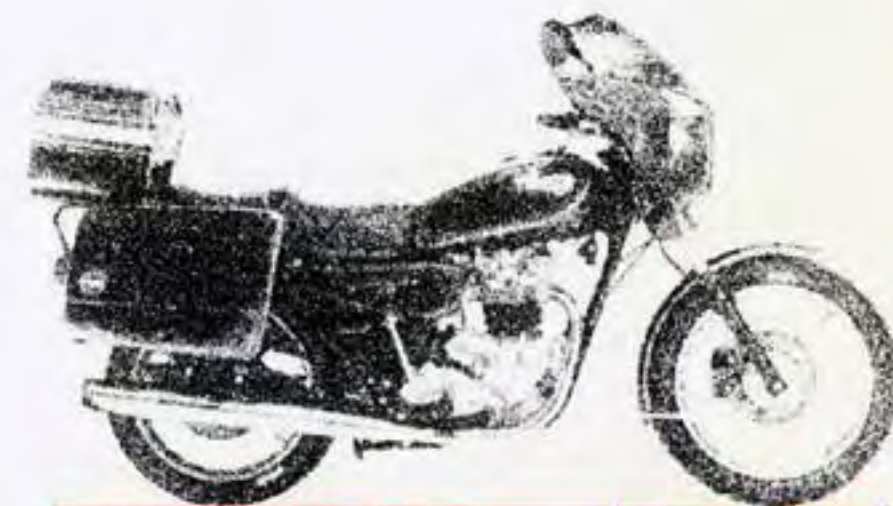
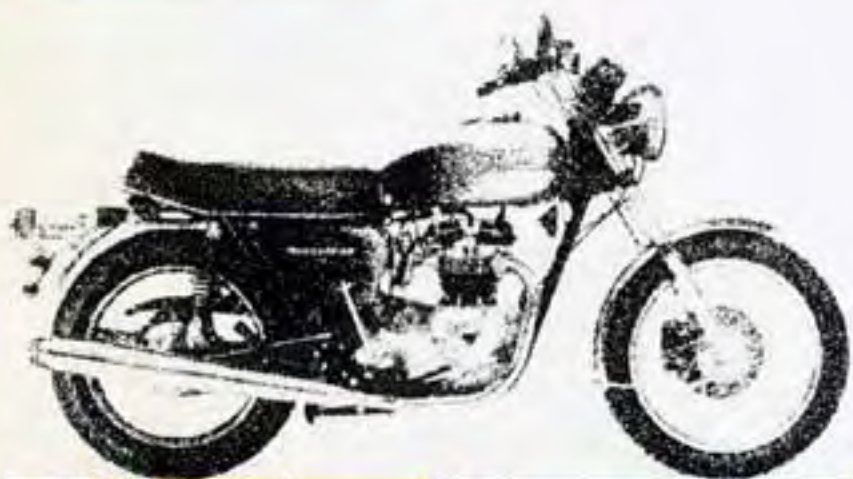
The definition of the British Motorcycle Art and Expertise. The hand made Triumph Motorcycle summed up by the word Bonneville. Superb handling, effortless power and flexibility. Specification includes many of the Bonneville's well proven features with addition of quartz halogen headlamp, twin mirrors\* and Marzocchi rear suspension units. The new Bonneville offers 'a special feeling you'll never forget.'

\*Features marked th



# MPH

## CREATED BY CRAFTSMEN



### Thunderbird U.S.A.

A superbike with Stateside styling...superb paintwork and gleaming chrome plus, special polished alloy features for engine and trim. Racey twin exhausts, tachometer\* and twin mirrors\* as standard. Plus, improved seating for rider comfort\* and for easy handling, there's dog leg clutch and brake levers.\* US style fuel tank in blue and silver holds 2.3 gallons. Thunderbird US...a bike for men.

### Thunderbird U.K.

A real British bike, built for top performance on all roads. Twin exhausts and tachometer\* as standard as are the twin mirrors\* for added safety. Now with improved seating\* plus, 4 gallon petrol tank, Marzocchi rear suspension units, prop stand and new tool kit.\* Built in Britain for British riders who know what to expect from a Thunderbird.

### Tiger Trail

Built for rough riding. 650cc engine, flexible performance with standard features such as tachometer\* twin mirrors\* and pillion footrest. Now for extra protection there's the new leg guard on the exhaust. Engine in practical black finish, extended sump guard, modified frame and swinging arm plus, new silencer. Tiger Trail at home where the going's roughest.

### Bonneville Executive Electro

The new Triumph 'Supercruiser' now offers the ultimate in long distance Comfort and Smoothness as it now features the new Touring Frame, first developed exclusively for the British Police Forces in 1981. With quickly detachable roomy executive panniers and top box and twin CV carburetors, the new Bonneville Electro is the ultimate Touring machine for the British Bike Connoisseur.



# "A SPECIAL FEELING"

The Triumph factory at Meriden is situated in the heart of the Midlands, looking out over open countryside. The previous Triumph factory in Coventry was completely destroyed in the famous blitz, forcing a new purpose built motorcycle factory to be erected at Meriden. The 'Bull-dog Spirit' which was created

amongst the workforce then, has been handed down through the generations and prevails just as strongly today. This is what makes Triumph bikes individually special. Triumph enthusiasts travel many thousands of miles each year to visit their own personal 'mecca' the Triumph factory.

As Triumph motorcycles are almost totally hand-built, the workforce's dedication maintains a high level of quality control, as shown in the present model range. Commencing in the frame shop, Triumph's highly skilled craftsmen are very evident, with welding standards higher than achieved on any other production motorcycle.

Our machine shop manufactures all the major motorcycle engine components with highly qualified and experienced machinists, who number in total more than one third of the Triumph workforce. Close tolerances are essential on components such as crankcases, cylinder heads, cylinder barrels, conrods, crankshafts, flywheels, camshafts and many more components. Triumph's experience concentrates on engine component production, leaving the more specialised supply of such items as

*Triumph Motorcycles (Meriden) Limited including all associated companies reserve the right to vary the specification of all motorcycles and spare parts without notice and the information in this leaflet does not therefore constitute a term of any sale. All descriptions and claims are given and made in good faith but are intended to apply generally. Variations in performance and construction on individual machines may occur. Performance on any particular occasion will also be affected by the conditions, circumstances and the rider.*



carburettors, electrics, brakes and tyres to the sub-contract manufacturers. Triumph's 'keep it simple' design policy enables engine and motorcycle assembly to be straightforward in practice, the underlying objectives being that if assembly at the factory is kept as simple as possible then those Triumph owners who so wish can undertake their own running maintenance. With this in mind engine and motorcycle assembly is undertaken by Triumph's highly skilled fitters working in small groups. On leaving the track, all motorcycles pass to the rolling road test cells, where assimilated road conditions enable the Triumph high performance engine and all other motorcycle functions to be extensively checked. Following satisfactory completion of these procedures final adjustments are made, seats and petrol tanks fitted prior to despatch. Having spent a great deal of time on attention to detail Triumph's crowning glory is in its final finish, achieved by highly skilled paintshop personnel. Over the many years of experience, it has been found that there is no short-cut to quality, it only comes with painstaking attention to detail, all of which is totally worthwhile when one views the finished Triumph motorcycle.

Triumph— "A special feeling you will never forget."

Dealer Stamp

# TRIUMPH

**Triumph Motorcycles (Meriden) Limited**

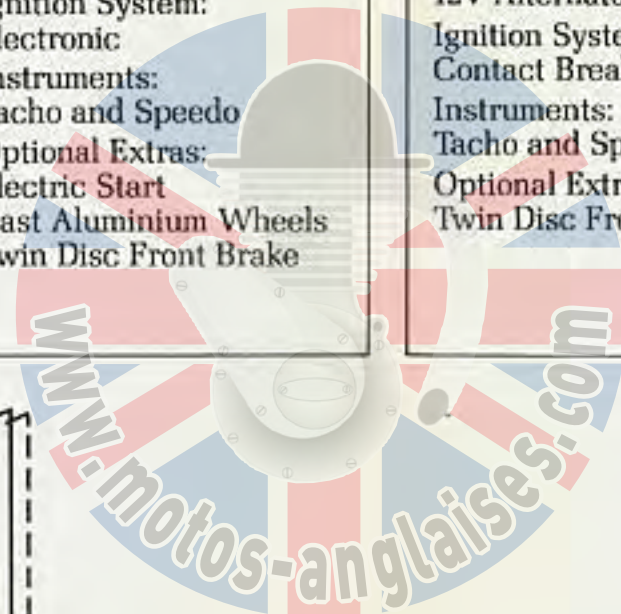
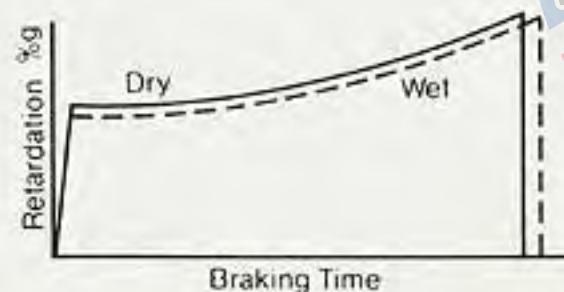
Meriden Works, Allesley, Coventry CV5 9AU Telephone: Meriden (0676) 22331/6 Telex: 311762 TRUSTY GB



# TRIUMPH TECHNICAL SPECIFICATIONS

T. S. X.	T. S. S.	BONNEVILLE U.S.A.	BONNEVILLE U.K.	THUNDERBIRD U.S.A.	THUNDERBIRD U.K.	TIGER TRAIL 650	EXECUTIVE
<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992 in) Stroke: 82 mm (3.228 in) Capacity: 744 cc (45 cu.in) Carburettors: Twin CV 32 mm Choke Tyres: Front: MJ90 x 19 Rib Rear: MT90 x 16 Low Profile Brakes: Front: Single 9.8" (250mm) Disc Rear: Single 9.8" (250 mm) Disc Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 30" (762 mm) Dry Weight: 415 lbs (189 Kg) Fuel Capacity: 2.3 Imp. Gals. (10.45 litres) Electrics: 12V Alternator Ignition System: Electronic Electric Start. Instruments: Tacho and Speedo Optional Extra: Twin Disc Front Brake</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke (4 valves per Cylinder) Bore: 76 mm (2.992") Stroke: 82 mm (3.228") Capacity: 744 cc (45 cu.in) Carburettors: Twin 34 mm Choke Tyres: Front: 4.10 x 19 Rear: 4.10 x 18 Brake: Front: Twin 9.8" (250 mm) Discs Rear: Single 9.8" (250 mm) Disc Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 410 lbs (186.4 kg) Fuel Capacity: 4.0 Imp. Gals. (18.2 litres) Electrics: 12V Alternator Ignition System: Electronic Electric Start Instruments: Tacho and Speedo Optional Extra: Cast Aluminium Wheels</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992") Stroke: 82 mm (3.228") Capacity: 744 cc (45 cu.in) Carburettors: Twin 30 mm Choke Tyres: Front: 4.10 x 19 Rear: 4.10 x 18 Brakes: Front: 9.8" (250 mm) Disc Rear: 9.8" (250 mm) Disc Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 418 lbs (Electric Start) 190 kg. Fuel Capacity: 2.3 Imp. Gals (10.45 litres) Electrics: 12V Alternator Ignition System: Electronic Instruments: Tacho and Speedo Optional Extras: Electric Start Cast Aluminium Wheels Twin Disc Front Brake</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992 in) Stroke: 82 mm (3.228 in) Capacity: 744 cc (45 cu. in) Carburettors: Twin 30 mm Choke Tyres: Front: 4.10 x 19 Rear: 4.10 x 18 Brakes: Front: 9.8" (250 mm) Disc Rear: 9.8" (250 mm) Disc Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 418 lbs (Electric Start) Fuel Capacity: 4.0 Imp. Gals. (18.2 litres) Electrics: 12V Alternator Ignition System: Electronic Instruments: Tacho and Speedo Optional Extras: Electric Start Cast Aluminium Wheels Twin Disc Front Brake</p>	<p>Engine Type: OHV Parallel Twin Four Stroke Bore: 76 mm (2.992") Stroke: 71.5 mm (2.815") Capacity: 649 cc (39.6 cu. in) Carburettor: One Tyres: Front: 3.25 x 19 Rear: 4.00 x 18 Brakes: Front: 9.8" (250 mm) Disc Rear: 7" (178 mm) Drum Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 395 lbs (179.55 kg) Fuel Capacity: 2.3 Imp. Gals (10.45 litres) Electrics: 12V Alternator Ignition System: Contact Breaker Instruments: Tacho and Speedo Optional Extra: Twin Disc Front Brake</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992") Stroke: 71.5 mm (2.815") Capacity: 649 cc (39.6") Carburettor: One Tyres: Front: 3.25 x 19 Rear: 4.00 x 18 Brakes: Front: 9.8" (250 mm) Disc Rear: 7" (178 mm) Drum Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 395 lbs (179.55 kg) Fuel Capacity: 4.0 Imp. Gals. (18.2 litres) Electrics: 12V Alternator Ignition System: Contact Breaker Instruments: Tacho and Speedo Optional Extra: Twin Disc Front Brake</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992") Stroke: 71.5 mm (2.185") Capacity: 649 cc (39.6") Carburettor: One Tyres: Front: 3.00 x 21 Trial Rear: 4.00 x 18 Trial Brakes: Front: 9.8" (250 mm) Disc Rear: 7" (178 mm) Drum Gearbox Type: 5 Speed Wheelbase: 56" 1422 mm Seat Height: 32.5" (828 mm) Dry Weight: 383 lbs (174 kg) Fuel Capacity: 2.3 Imp. Gals. (10.45 litres) Electrics: 12V Alternator Ignition System: Electronic Instruments: Tacho and Speedo</p>	<p>Engine Type: OHV Parallel Twin, Four Stroke Bore: 76 mm (2.992") Stroke: 82 mm (3.228") Capacity: 744 cc (45 cu.in) Carburettors: Twin CV 32 mm Choke Tyres: Front: 4.10 x 19 Rear: 4.10 x 18 Brakes: Front: 9.8" (250 mm) Disc Rear: 9.8" (250 mm) Disc Gearbox Type: 5 Speed Wheelbase: 56" (1422 mm) Seat Height: 31" (787.4 mm) Dry Weight: 482 lbs (219 kg) Fuel Capacity: 4.0 Imp. Gals. (18.2 litres) Electrics: 12V Alternator Ignition: Electronic Instruments: Tacho and Speedo Optional Extras: Cast Aluminium Wheels Twin Disc Front Brake</p>

Sintered metal pads fitted to all disc brakes for consistent safe braking in all weather conditions—based on aviation technology—(Twin discs with alloy calipers, standard on TSS. Optional extra on all other models.









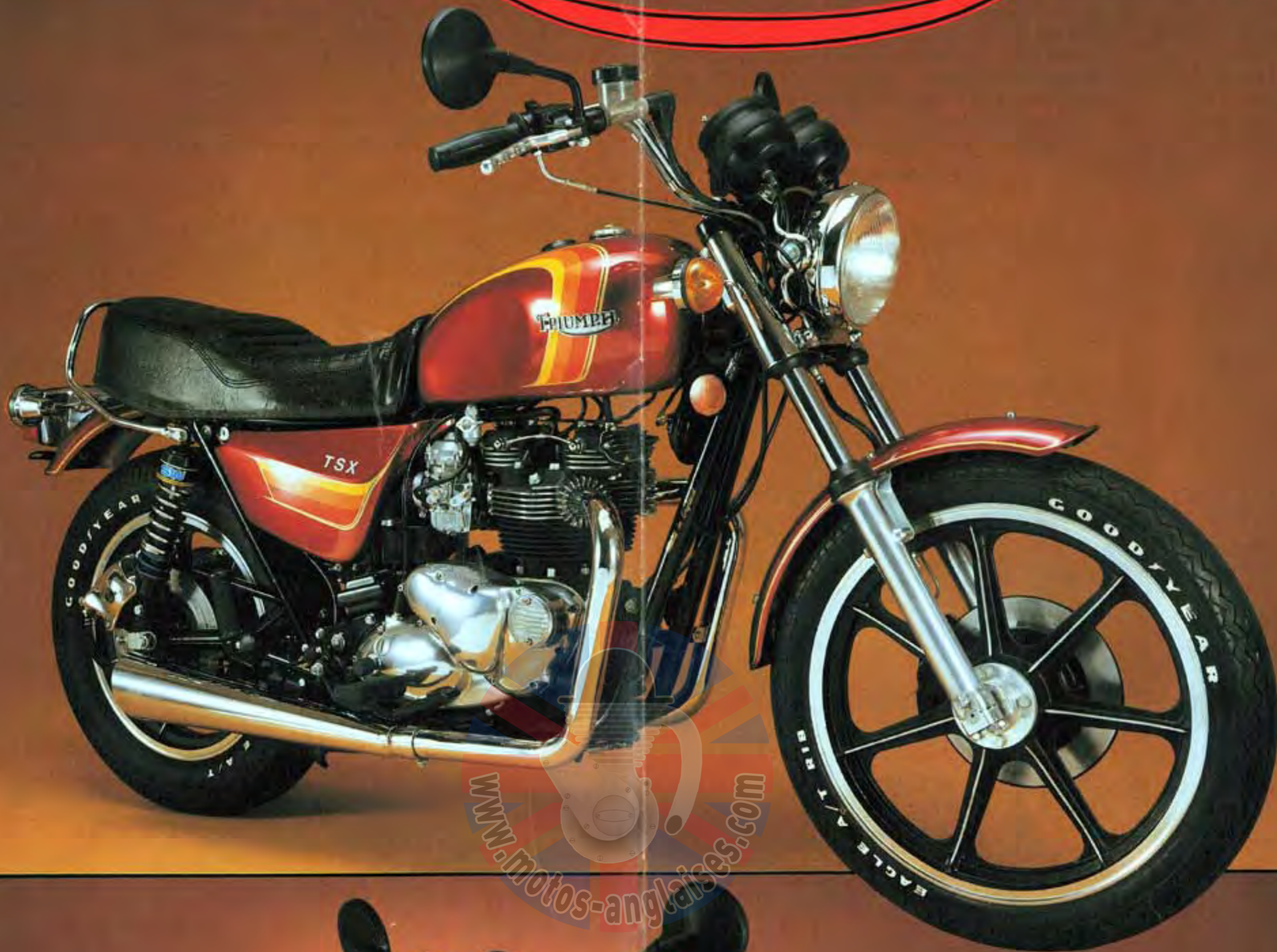








# TRIUMPH



www.motos-anglaises.com







The eight valve engine is almost entirely new. The new steel forged crankshaft has big end bearings increased in diameter to 1.875 inches and wider end webs which are machined all over to improve balance. These improvements result in a stiffer, stronger component which adequately copes with the increased power. The forged RR56 aluminium connecting rods are new to suit the increased diameter big end bearing and have a superior design bearing cap fixing which strengthens the rod. The cylinder barrel is an aluminium casting with shrunk in iron liners to give improved



cooling and reduced weight. The cast aluminium head has four valves per cylinder set at a shallow angle with a central sparking plug. The resulting flat top piston gives excellent combustion enabling a 9.5:1 compression ratio to be used without fear of detonation and the overall efficiency of the engine is considerably improved. The rockers are contained within the head casting and have threaded adjusters at each valve for easy maintenance, accessible through simple cast finned covers. Carburation is by two 34mm instruments and ignition is fully electronic.















[www.motocycletrails.com](http://www.motocycletrails.com)