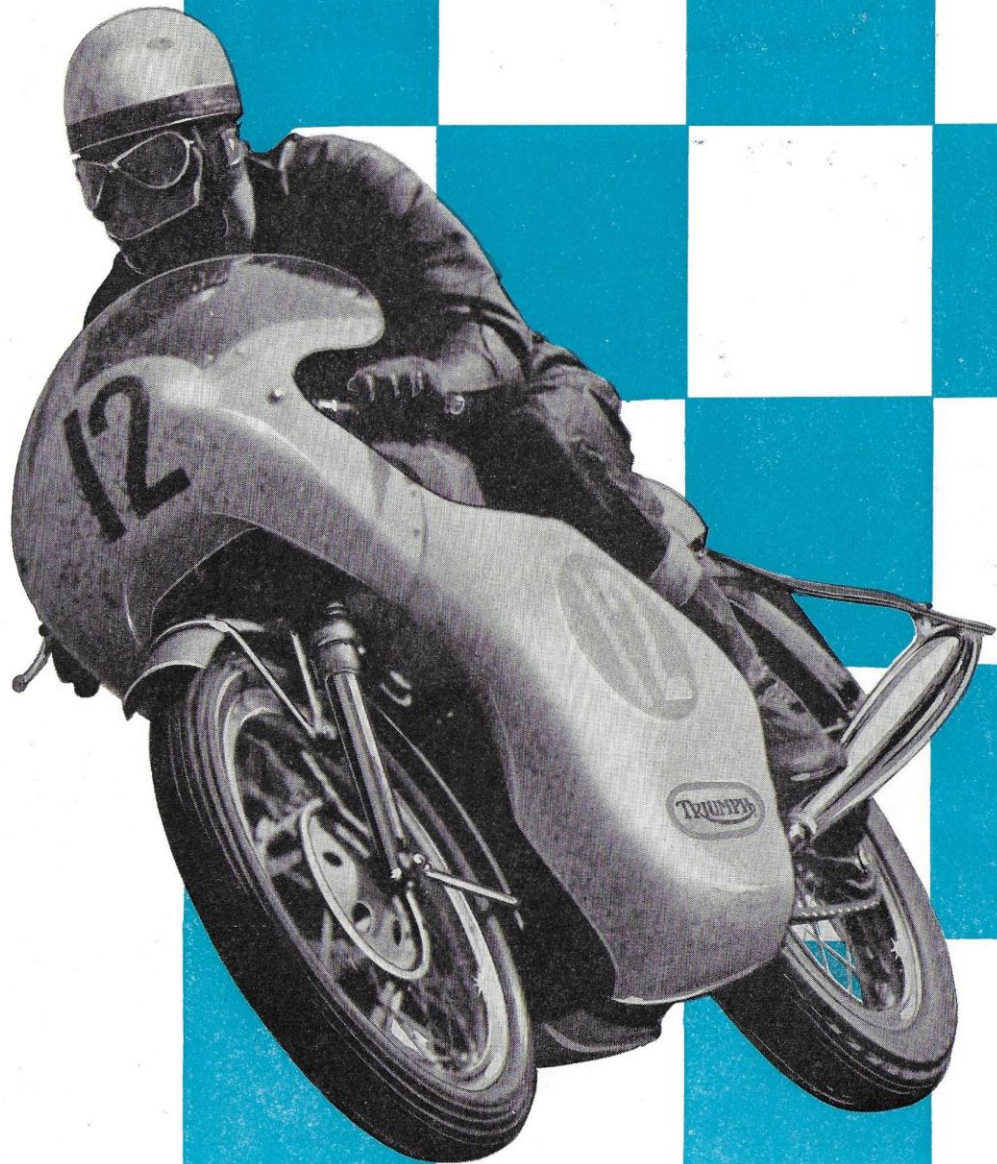
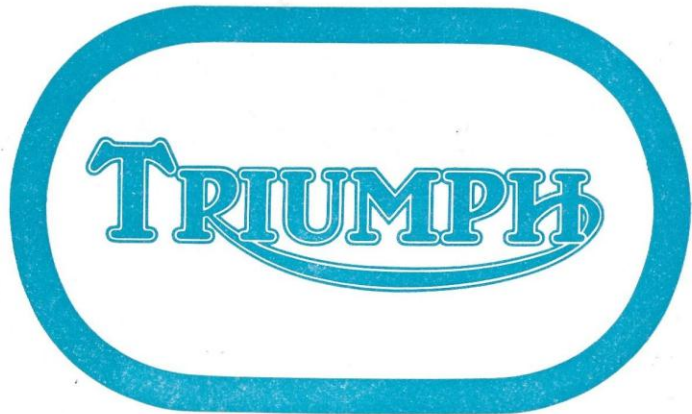


***Are you
man
enough
for***



1970

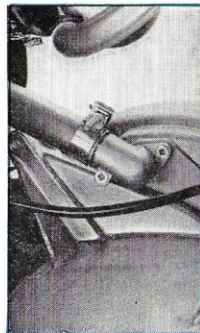
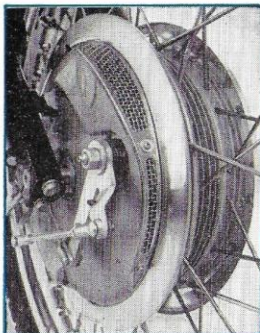


for the men

500 c.c. Tiger 100 T100S

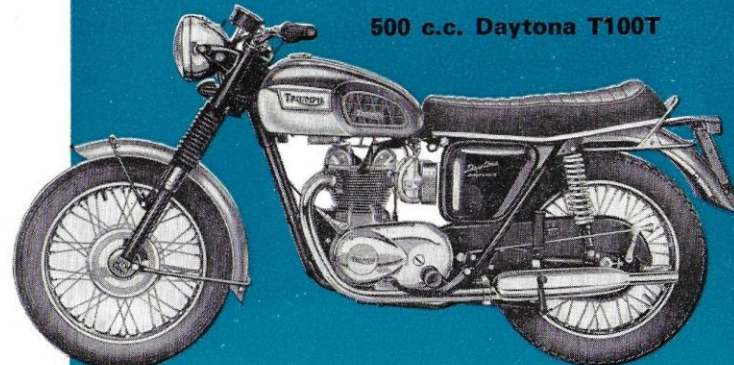


For the man who goes for a fast medium weight! With a full 34 B.H.P. in the engine room, the 500 c.c. Tiger weighs in with the 350's. Means vivid acceleration and easy handling—with one or two up, right through the power band. Balanced exhaust, 7 in. twin leading shoe front brake, oil pressure warning system, chromium plated damper springs and new race proved crankcase breathing system.



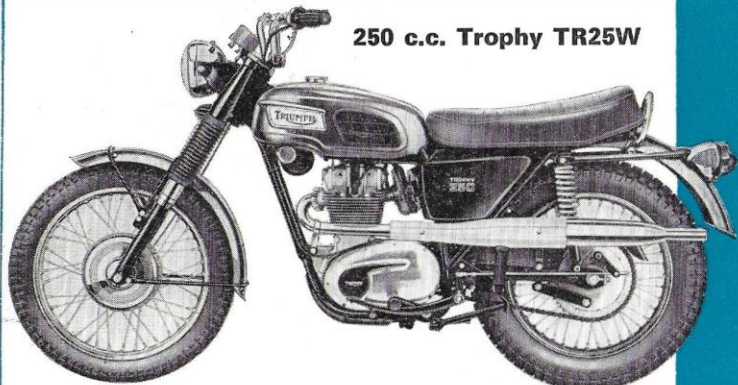
Twin leading shoe front brakes of race proved type are fitted to all models 7 in. diameter on TR25W and T100S models, and 8 in. dia. for all other machines. All twin cylinder models are now fitted with a crankcase breathing system. Crankcase vents into the primary chain case and then to atmosphere by way of large diameter tube to the rear mudguard.

500 c.c. Daytona T100T



For the man who needs to ride a race winner! A complete sports machine with an impressive record of international competition victories. New for 1970 are gas carburised gears for reduced friction and wear, making changes as smooth as silk. Advanced modern frame and improved suspension, yoked to a potent two carb twin cylinder engine gives you a fire-eater that's right for road or track.

250 c.c. Trophy TR25W



For the man who wants to kick off on a man's machine! Made to learn the skills on—fast 250 c.c.'s plenty of power for small bike economy, and big bike punch. Redesigned for the 70's and even more stylish—changes include full sports spec with upswept left hand exhaust and glass fibre heat shield, 12 volt electrics, oil warning light, competition forks and 7 in. twin leading shoe front brake set in full width hub.

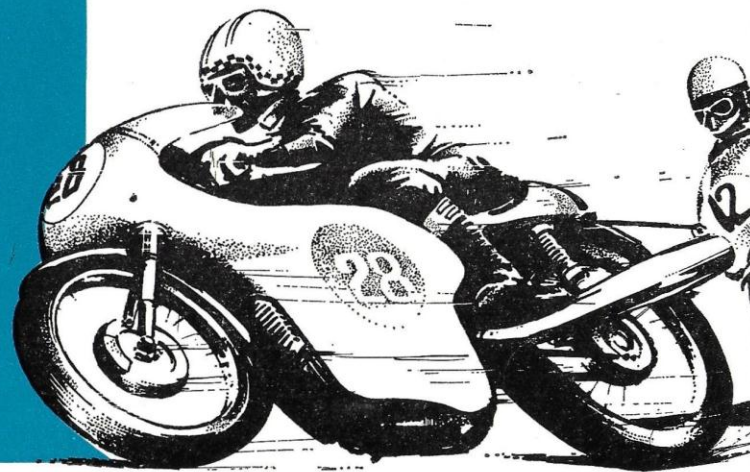
Are You Man Enough For Triumph

Triumph accelerate into the '70's with their spectacular range of world beaters. Precision built for shattering performance coupled with safety and impressive reliability—Triumph have a machine to suit even the most power hungry, from the record beating Trident to the versatile, punchy Trophy 250.

Success in Standard Production racing events throughout the world prove Triumph the master—Move to Triumph—Motor Cycles for men.

See How They Move

Barcelona (Spain) 1969
July '69 on the famous Barcelona circuit. Uphill and Jolly with their 650 c.c. Bonneville took second place in the Barcelona 24 hour race and in doing so made sure that Triumph had the FIM Production Machine Coupe D'Endurance Championship firmly sewn up for 1969.

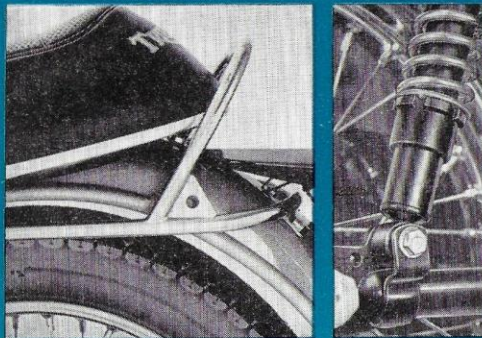


of the world

650 c.c. Trophy Sports TR6

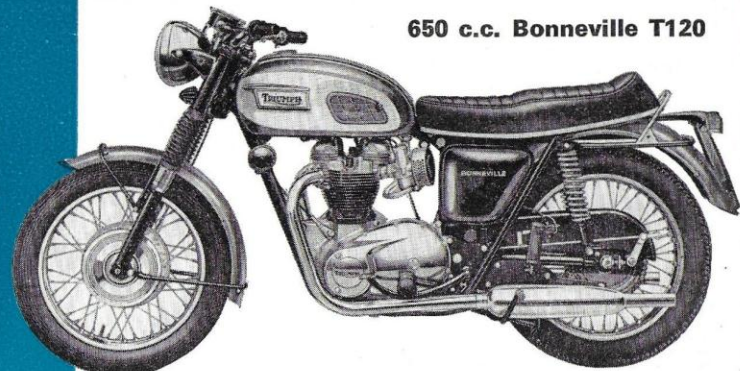


For the man who prefers his power flexible with plenty of torque in the lower r.p.m. range. Big Twin Trophy packs fast horses—but handles as smooth as silk. King of reliability and endurance trials, the '70 Trophy is better than ever with a new crankcase breather, balanced exhaust and oil pressure warning system.

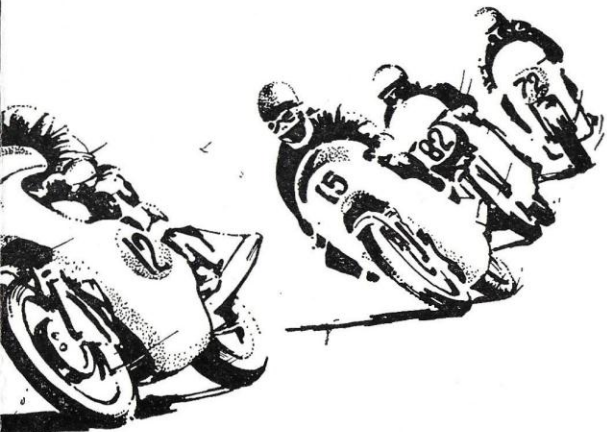


The stylish new handrail now incorporated as part of the rear mudguard stay on all twin cylinder models. Improved rear suspension units are fitted to all twin cylinder models, these incorporate a special sleeve to protect the damper adjusters from water and grit.

650 c.c. Bonneville T120



For the man who's ready for a record breaker! The big O.H.V. twin with twin carbs and two cams puts 47 B.H.P. in your fist. Improved front and rear suspension means that Bonneville hugs the tarmac more effortlessly than ever. A fully streamlined Bonneville still holds the World Motor Cycle Speed record at an incredible 224.57 m.p.h. Bonneville the most potent road twin straight off the production line.



Isle of Man International Production T.T. 1969

Triumph Bonneville outright winner and was the first production machine ever to lap at over 100 m.p.h. Bonneville also picked up 3rd, 5th and 6th positions.

Thruxton (U.K.) 1969

Overall winner of the 500 mile G.P. Triumph Bonneville at a record shattering average 84.3 m.p.h. Triumphs also took 2nd, 5th, 6th and 7th places.

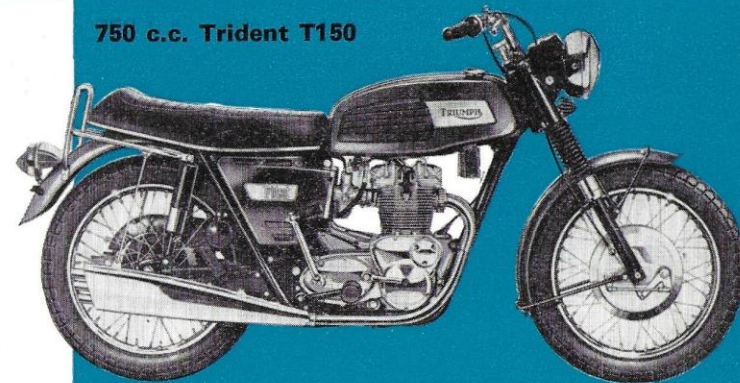
Ontario Championship Races (Canada) 1969

1st Triumph Trident in the one hour expert open production race. 1st Triumph Trident in the Junior production race.

Bonneville National Speed Week (U.S.A.)

Triumph Trident captured 15 of the 17 classes entered—and a sixteenth record went to an enlarged 650 c.c. Triumph twin. 221.742 m.p.h. was recorded on a fully streamlined triple.

750 c.c. Trident T150



For the man who's mastered the two-wheel art! 750 c.c.'s split three ways for turbine smooth power. Tops the ton in under a quarter, out accelerating just about every other vehicle on the way. Three unitized Amal carbs pour on the power. 8 in. air-scooped twin leading shoe front brake reins in—fast and sure.

SPECIFICATIONS

TECHNICAL DATA

250 c.c. Trophy 250 (TR25W)—500 c.c. Tiger 100 (T100S)—Daytona (T100T)
650 c.c. Trophy Sports (TR6)—Bonneville 120 (T120)—750 c.c. Trident (T150)

ENGINE 250 c.c.

Single cylinder O.H.V. light-alloy cylinder head and square finned alloy barrel. One piece forged steel crankshaft with bolted-on flywheels. Dry sump lubrication. Left hand upswept exhaust with glass fibre heat shield. Air cleaner.

ENGINE 500 c.c.

Twin cylinder O.H.V. with two camshafts driven by gears. Push-rod operated valves in light alloy cylinder head. Dry sump lubrication. Twin carburettors on T100T. Split connecting rod with plain bearing big ends. Ball and roller main bearings. Silent Duplex primary chain with tensioner. Automatic maintaining of chaincase oil level. 4 layer 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. Ball and roller main bearings. Dry sump lubrication. Crankcase breathing through primary chaincase. Automatic maintaining of chain case oil level. 4 layer air cleaner.

ENGINE 750 c.c.

45 cu. ins. (741 c.c.) three transverse vertical cylinders. Alloy cylinder head with pushrod operated overhead valves and three 27 mm. diameter Amal concentric carburettors. Alloy die-cast cylinder barrel with shrunk-in austenitic steel liners. 9.5:1 compression pistons. Large inlet and exhaust valves with high performance camshafts. Separate contact breaker points for accurate ignition timing. Provision for stroboscopic timing. Large capacity rubber mounted oil tank (six pints). Flexible mounted high efficiency oil cooler for lower engine running temperatures. New large capacity gear type oil pump. New non-mechanical crankcase breather for oil-tightness.

FORKS

Triumph telescopic type giving a comfortable ride and accurate steering.

GEARBOX

Four speeds with positive stop operation. All gears shaved and gas carburised. Multiplate clutch with cork sheet linings and rubber torsion shock absorber all single and twin cylinder. Single plate spring diaphragm clutch on 750 c.c.

BRAKES

Efficient, smooth acting with large diameter drums and finger adjustment. Twin leading shoe front brake with air scoop on all models

ELECTRICAL & LIGHTING EQUIPMENT

A.C./D.C. lighting—12 volt ignition system on all models using 2 coils on all twins, 3 on Trident, crankshaft mounted alternator with emergency start circuit facility. Twin wind tone-type horns on T120 and Trident.

FRAME

Strong heavy duty brazed frame, welded on 250. Swinging fork rear suspension. Hydraulically damped and with external load adjustment.

FUEL TANKS

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

WHEELS AND MUDGUARDS

Plated spokes and rims with full width front hubs all models. Sports mudguards on all models.

TWINSEAT ASSEMBLY

"Quiltop" twinseat on all (models), covered with black "Ambla". Seat is hinged on T100S, T100T, TR6, T120 and T150 for access to oil tank and battery. Safety handle mounted to the rear of the twinseat as part of rear mudguard stay excepting TR25W where handle is mounted at rear of twinseat.

HANDLEBAR

Chromium plated bar with smooth action twistgrip. Heavy duty cables with built-in adjusters. Clutch and front brake lever brackets with built-in mirror fixing points.

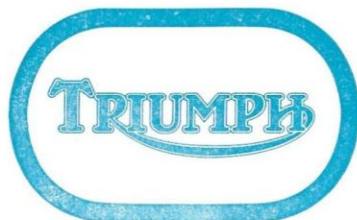
TOOLS

Kit of good quality tools and tyre inflator.

Model	Trophy 250 TR25W	Daytona Super Sports (T100T)	Tiger 100 (T100S)	Trophy Sports (TR6)	Bonneville 120 (T120)	Trident 750 (T150)
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	3
Bore/Stroke mm.	67 x 70	69 x 65.5	69 x 65.5	71 x 82	71 x 82	67 x 70
Bore/Stroke, ins.	2.64 x 2.75	2.72 x 2.58	2.72 x 2.58	2.79 x 3.23	2.79 x 3.23	2.64 x 2.75
Capacity, cu. cms.	249	490	490	649	649	741
Capacity, cu. ins.	15.19	30	30	40	40	45
Compression ratio	10 : 1	9 : 1	9 : 1	9 : 1	9 : 1	9.5 : 1
Engine Sprocket Teeth	23	26	26	29	29	28
Clutch Sprocket Teeth	52	58	58	58	58	50
Sidexcar (G/Box Sprocket)	15	18	18	17	17	19
Rear Sprocket Teeth	52	46	46	46	46	52
R.P.M. 10 M.P.H. (Top Gear)	917	763	763	679	679	657
Gear Ratios				S/C 756	756	
—Top	7.84	5.70	5.70	4.88	5.41	4.89
—Third	9.75	6.95	6.95	6.04	6.71	5.83
—Second	12.9	9.18	9.18	8.17	9.15	8.3
—First	20.79	14.09	14.09	11.81	13.2	11.95
Carburetter—Make	Amal	Twin Amal	Amal	Amal	Twin Amal	Triple Amal
Carburetter—Type	R928	R626 L626	R626	R930	R930 L930	R626
Front Chain Size	3/8" x .225" x .25"	3/8" x .225" x .25"	3/8" x .225" x .25"	3/8" x .225" x .225"	3/8" x .225" x .25"	3/8" x 1/2"
Rear Chain Size	Duplex 1/2" x .205" x .335"	Duplex 3/8" x 3/8" x .40"	Duplex 3/8" x 3/8" x .40"	Duplex 3/8" x 3/8" x .40"	Duplex 3/8" x 3/8" x .40"	Triplex 3/8" x 3/8" x .40"
Tyres—Front, ins.	3.25 x 19	3.25 x 19	3.25 x 18	3.25 x 19	3.00 x 19	3.25 x 19
"—Rear, ins.	4.00 x 18	3.50 x 18	3.50 x 18	3.50 x 18	3.50 x 18	4.10 x 19
Brake Diameter—ins. (cms.)	7" (17.78)	8" (20.32)	7" (17.78)	8" (20.32)	8" (20.32)	8" (20.32)
Finish	Hifi Scarlet	Jacarranda/ Silver Sheen	Jacarranda/ Silver Sheen	Spring Gold	Astral Red/ Silver Sheen	Aquamarine or Olympic Flame/ Silver Sheen
Seat Height—ins.	31 1/2"	31 1/2"	31 1/2"	31 1/2"	31 1/2"	32"
"—cms.	(80.1)	(80.1)	(80.1)	(80.1)	(80.1)	(81.28)
Wheelbase—ins.	52"	53 1/2"	53 1/2"	55 1/2"	55 1/2"	56 1/2"
"—cms.	(132)	(136)	(136)	(141)	(139.6)	(142.9)
Length—ins.	82"	83 1/2"	83 1/2"	84 1/2"	84"	86 3/4"
"—cms.	(208)	(211.5)	(211.5)	(214.5)	(213.5)	(220.34)
Width—ins.	28"	27"	26 1/2"	27"	27"	28 1/2"
"—cms.	(71)	(68.5)	(67.3)	(68.5)	(68.5)	(72.39)
Clearance—ins.	7 1/2"	6"	6"	5"	5"	5"
"—cms.	(19)	(15.2)	(15.2)	(12.7)	(12.7)	(12.7)
Weight—lbs.	311	352	352	390	390	470
"—kilos	(142)	(161)	(161)	(175)	(175)	(213.4)
Petrol—Galls.	3	3	3	4	4	4 1/2
"—litres	(13.5)	(13.5)	(13.5)	(18)	(18)	(19.14)
Oil—Pints	4	6	6	6	6	6
"—Litres	(2.27)	(3.35)	(3.35)	(3.35)	(3.35)	(3.35)

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 specifications at any time without notice.

LILLE-MOTOS-DUCROO
"Spécialiste de la Moto"
6, Rue Gombert Tél. 57.27.19



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