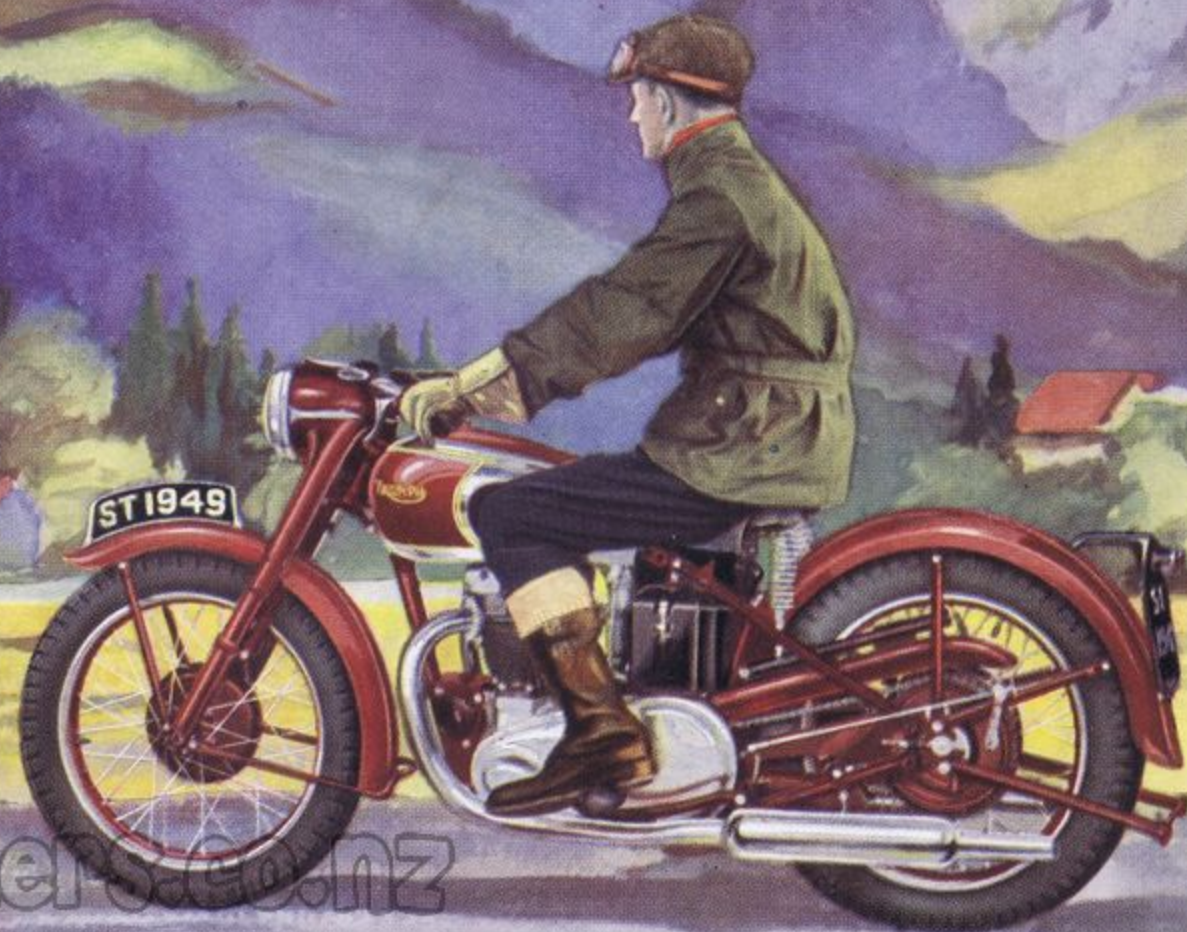


TRIUMPH

The Best Motorcycle in the World



BARNSTORMERS.CO.NZ

I N T R O D U C T I O N



THE unprecedented popularity of Triumph multi-cylinder motor cycles since the end of World War II is a fitting reward for the bold policy introduced of scrapping the military type single-cylinder machines which, successful as they were in the war, were thought to be inadequate for the new peace era.

For 1949 we continue to offer a beautifully-made twin-cylinder range with a number of notable improvements which, notwithstanding the many difficulties faced by post-war Britain, are an indication to the world of the progressive policy pursued by this Company in its determination to maintain, by merit, the foremost position Triumph holds today.

Discriminating motor cyclists and sportsmen throughout the world can be assured that their enthusiasm is matched by a group of workpeople engaged in the manufacture of what we believe to be the best motor cycle in the world, and we look forward with confidence to the continuance of their support in the future.

The standard roadster range comprises three models:—

349 c.c. 3T de LUXE : 498 c.c. SPEED TWIN
498 c.c. TIGER 100

Details of Road Racing and Trials machines may be obtained on application

TRIUMPH

Barnstormers.co.uk

TRIUMPH ENGINEERING COMPANY LIMITED,
Telephone: COVENTRY 60221

GENERAL SPECIFICATION

(All Models)

TRANSMISSION: Primary chain in polished cast aluminium oil-bath case. Rear chain positively lubricated and protected on top and bottom runs. **FOUR SPEED GEARBOX**, Triumph patented design and manufacture. Gears and shafts of hardened nickel and nickel chrome steel. Patented positive stop foot-change, fully enclosed. Large diameter multi-plate clutch, light in operation with accessible adjustment.

PETROL TANK: All-steel welded streamline design. Quick opening plated filler cap. Two-way taps giving ample reserve supply. Tank easily removed when required. Provision for fitting exclusive Triumph chromium plated parcel grid on tank top. Die-cast metal nameplates in Triumph colours.

OIL TANK: Shapely all-steel welded design with efficient and accessible filters, drain plug and separate vent. Screw-down leak proof alloy filler cap.

FRONT FORKS: The famous Triumph telescopic pattern with six inches of hydraulically-damped movement. Give a luxurious ride and hairline steering. Automatic lubrication for all moving parts. For fuller details see Page Eight.

BRAKES: Triumph design of exceptional power. Large braking areas, finest quality linings, finger adjustment back and front. Highly polished aluminium front brake anchor plate.

HANDLEBAR: Entirely new design. New type quick-action twist grip with finger adjustment friction control. New design integral horn push. Adjustable chromium plated clutch and brake levers. Headlamp dipper incorporated with front brake lever clip.

MUDGUARDS: Wide "D" section with streamline stays. Completely detachable rear guard for rear wheel accessibility. (3T semi-detachable.) Triumph patented front number plate. Rear number plate with centrally mounted lamp and lifting handle.

WHEELS AND TYRES: Triumph design wheels with heavy-duty dull

chromium plated spokes. Dunlop tyres, see Technical Data panel on right for sizes. All studded pattern except T100 front which is ribbed.

TOOLBOX: All-steel large capacity with weatherproof protection and quick release fastener. Complete set of good quality tools and greasegun.

NACELLE: (Patents pending.) Unique Triumph design instrument panel, built-in to the top of the forks and incorporating the headlamp, speedometer, ammeter, lighting switch, cut out button and horn. All instruments rubber mounted, illuminated and readily accessible. Chromium flash on each side. Fuller details Page Seven.

EQUIPMENT: Lucas 6 volt dynamo lighting with new type 60-watt dynamo with full ball-bearing armature. Powerful built-in headlamp with adjustable chromium rim. New type electric horn incorporated in the "nacelle" between the fork legs. Triumph design rubber kneegrips, adjustable de Luxe saddle, downswept exhaust pipes with large capacity cylindrical silencers. Smiths 120 m.p.h. chronometric speedometer with r.p.m. scale and internal illumination. (3T, 85 m.p.h. speedometer.) Tyre inflator.

AIR CLEANER: Triumph design patented Vokes air cleaner. Mounted behind the battery, neat, unobtrusive and efficient. Readily detachable and easily cleaned. See Page Eight for fuller details. Standard on all models.

EXTRAS

SPRING WHEEL: The unique Triumph rear springing system.

PROP STAND: Supports the machine without effort by the rider.

PARCEL GRID: Another special Triumph feature. Chromium plated grid mounted on the tank top.

For fuller details of the above extras, see Page Eight.

TECHNICAL DATA

MODEL	3T	5T	T100
Engine : Type	O.H.V.	O.H.V.	O.H.V.
No. of cylinders	2	2	2
Bore and stroke, mm.	55 × 73.4	63 × 80	63 × 80
Cylinder capacity	349	498	498
Compression ratio	6.3 : 1	7 : 1	7.8 : 1
Engine sprocket, number of teeth solo	19	22	22
R.P.M. at 10 m.p.h. in top gear	750	646	646
Gear ratios :			
Top, solo	5.8	5.0	5.0
Third „	6.95	6.0	6.0
Second „	10.0	8.65	8.65
First „	14.7	12.7	12.7
Top, sidecar	—	5.8	5.8
Third „	—	6.95	6.95
Second „	—	10.0	10.0
First „	—	14.7	14.7
Carburetter main jet	120	140	150*
„ slide	5/4	6/3½	6/3½
„ needle jet	107	107	107
Ignition fully advanced	†11/32"	3/8"	3/8"
Front chain size	½" × .305" all models		
Rear chain size	5/8" × 3/8" all models		
Tyres—Dunlop, front, ins.	3.25—19	3.25—19	3.25—19
rear, ins.	3.25—19	3.50—19	3.50—19
Saddle Height	28½"	29½"	29½"
Wheelbase (static)	53½"	55"	55"
Overall length	82½"	84"	84"
Overall width	28½"	28½"	28½"
Ground clearance	6"	6"	6"
Weight, lbs. (dry)	325	365	365
Petrol tank capacity, galls.	3	4	4
Oil tank capacity, pints	6	6	6

† 9/32" with low octane fuel

* 160 without air cleaner

S P E C I F I C A T I O N

498 c.c. O.H.V. "SPEED TWIN"

The Triumph "Speed Twin" in its rich red finish is a familiar and envied sight on the roads of the world. The way it performs as much as the performance itself has earned for it a unique position. Smooth, silent and effortless it is a machine which upholds the highest standards of British motor cycle engineering. The most famous machine of its kind in the world.

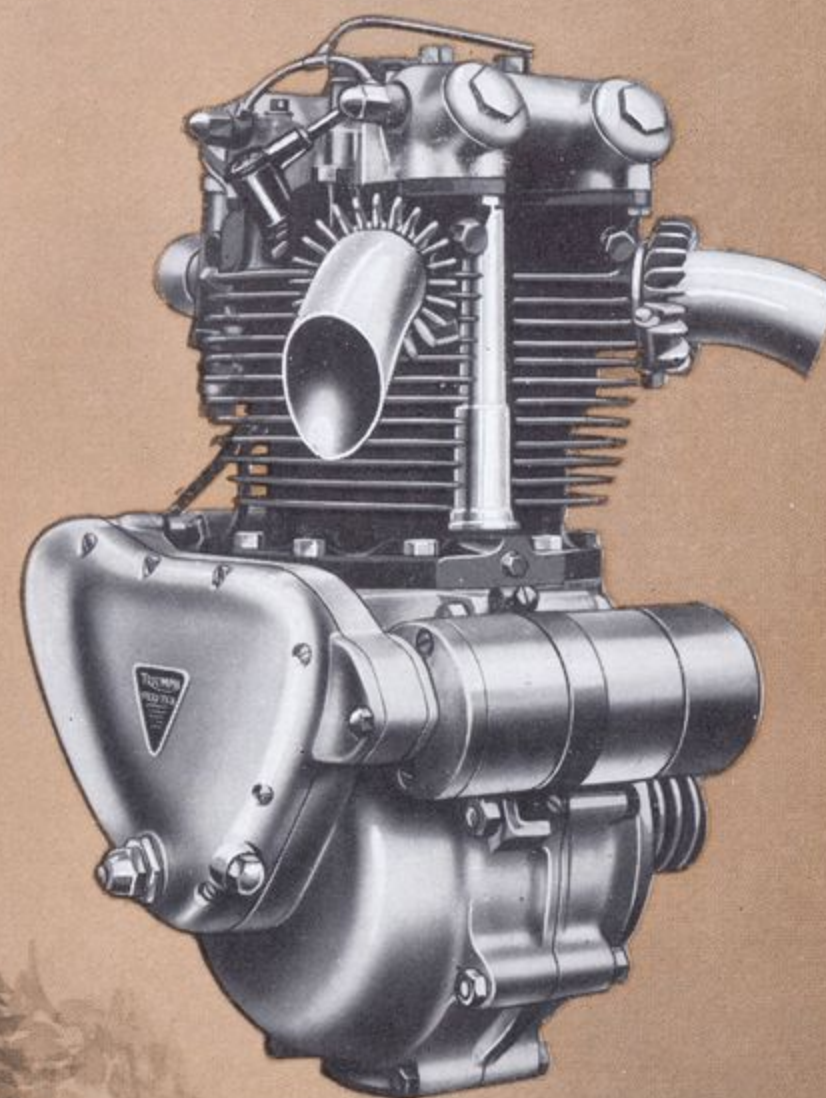
ENGINE: Vertical twin cylinder, with gear-driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear. Duplex aero quality valve springs. High tensile aluminium alloy crankcase of greatest possible rigidity. "H" section connecting rods in RR56 hiduminium alloy with patented plain big-ends. Patented crankshaft mounted on massive ball bearings with central flywheel. Full dry-sump lubrication incorporating plunger type pumps with positive feeds to big-ends and valve gear. Pressure tell-tale indicator mounted on timing cover. Auto-advance magneto and separate dynamo, all gear-driven. Amal carburettor with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

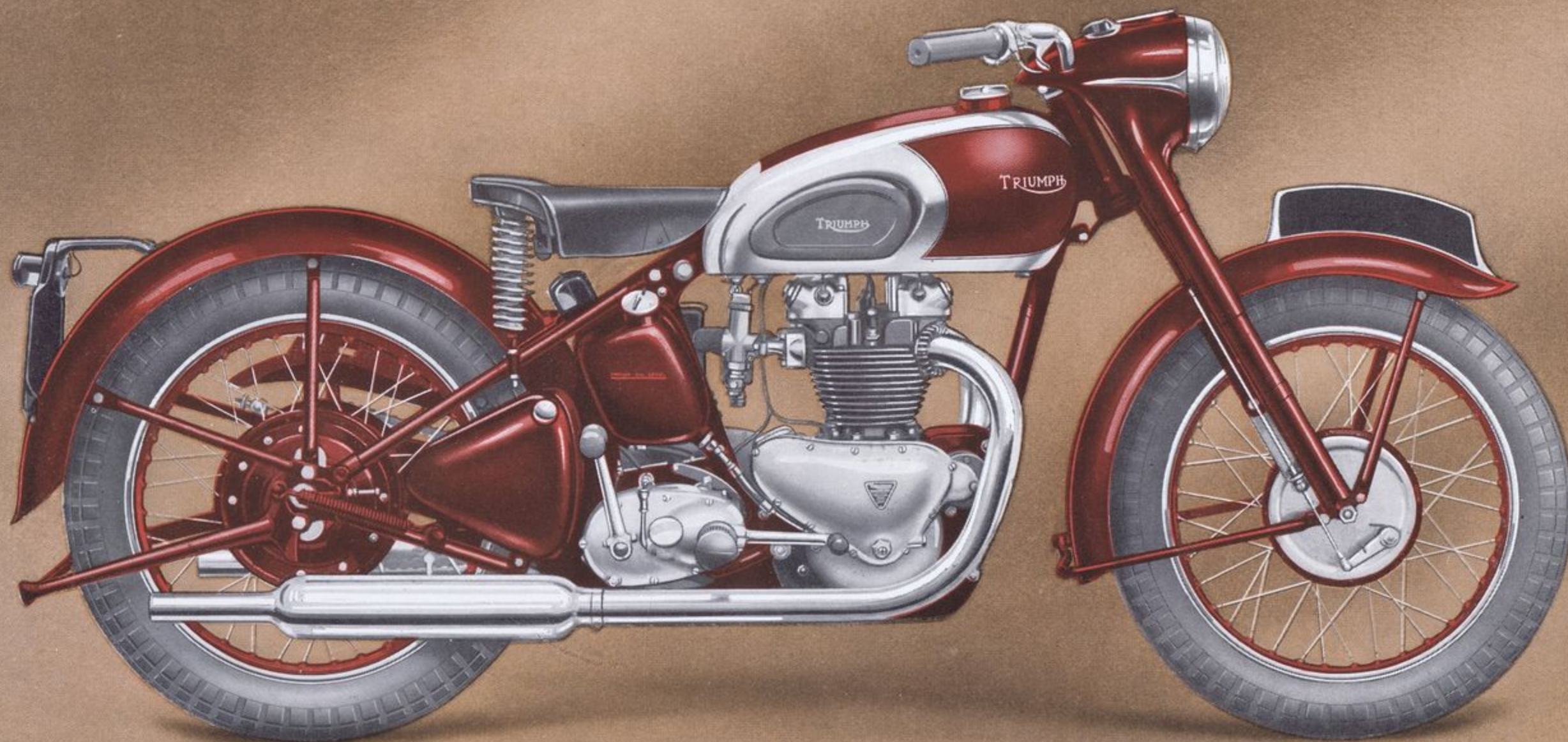
FINISH: Frame, forks, etc., in amaranth (dark red) lacquer. Petrol tank chromium plated with red panels and lined in gold. Wheels, chromium plated with red hubs and rim centres (lined gold). Handlebar and exhaust pipes chromium plated. All bolts and nuts cadmium plated. Highest quality materials and finish throughout.

FRAME: Brazed full cradle type with large diameter tapered front down tube and incorporating lugs at rear for sidecar attachment either side. "High duty" alloy steel tubes throughout.

For general specification see Page One.

498 c.c. ENGINE: (Illustrated below.) The famous Triumph O.H.V. vertical twin cylinder. Note the clean exterior and highly polished timing cover with oil pressure tell-tale indicator on the release valve.





TRIUMPH

SPEED TWIN

Pat. Nos. 475860, 474763, 482024, 469636.
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S P E C I F I C A T I O N

498 c.c. O.H.V. "TIGER 100"

The successes attained by the famous Triumph "Tiger 100" in all parts of the world pay tribute to the magnificent performance provided by the specially tuned engine. Despite the unusually high power output it can still remain a pleasant touring machine, flexible and sweet at all speeds. Finished in the familiar silver sheen, black and chromium.

ENGINE: Vertical twin cylinder with gear-driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Overhead valves. Cylinder heads, ports and all moving parts highly polished. Special high compression pistons of silicon low expansion alloy. Totally enclosed and positively lubricated valve gear, highly polished rocker boxes and push-rod tubes. Duplex aero quality valve springs. High tensile aluminium alloy crankcase. "H" section connecting rods in RR56 aluminium alloy with patented plain big-ends. Patented crankshaft mounted on heavy duty ball bearings with central flywheel. Full dry sump lubrication incorporating plunger type pumps with positive feed to big-ends and valve gear. Pressure tell-tale indicator mounted on timing cover. Auto-advance magneto and separate dynamo, all gear-driven. Amal carburettor with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

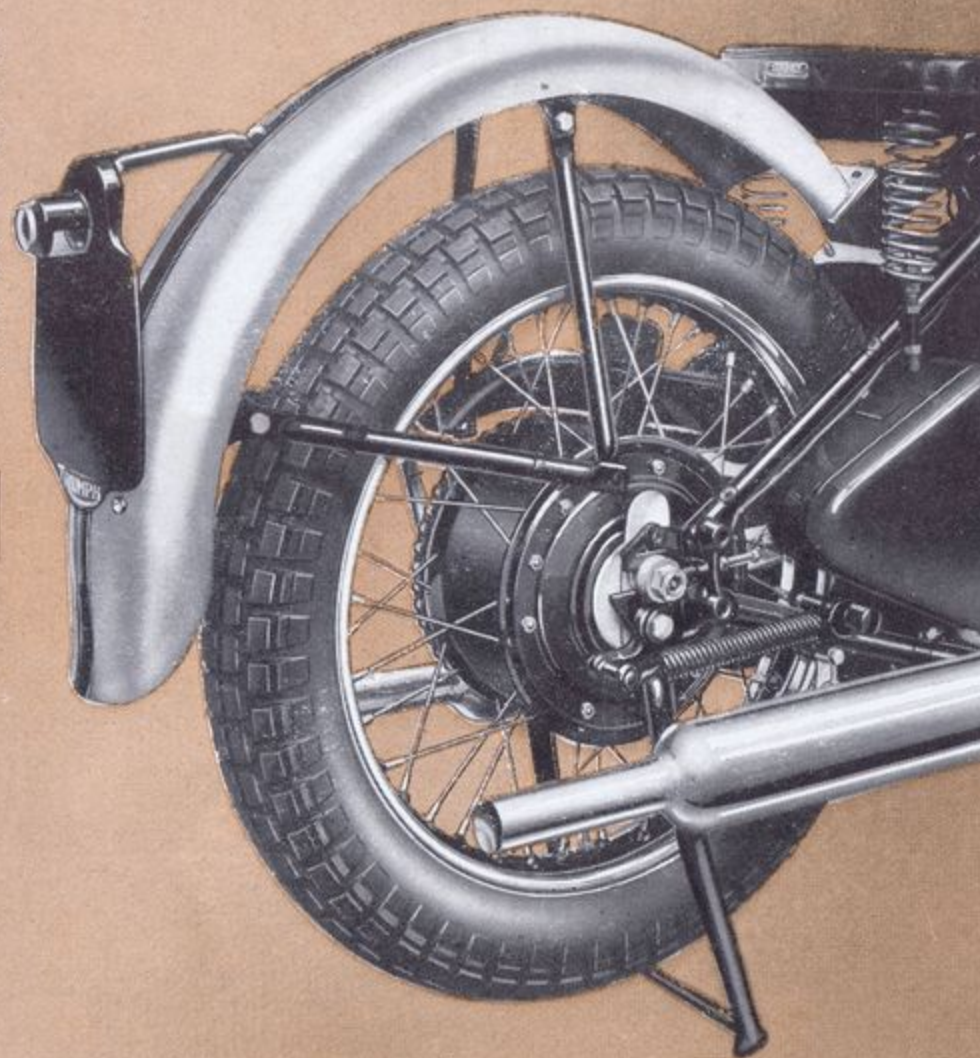
FINISH: Petrol tank chromium plated with silver sheen panels lined in blue. Mudguards in silver sheen with black central strip. Wheel rims chromium plated with rim centres in silver sheen lined blue. Highest quality finish and materials throughout.

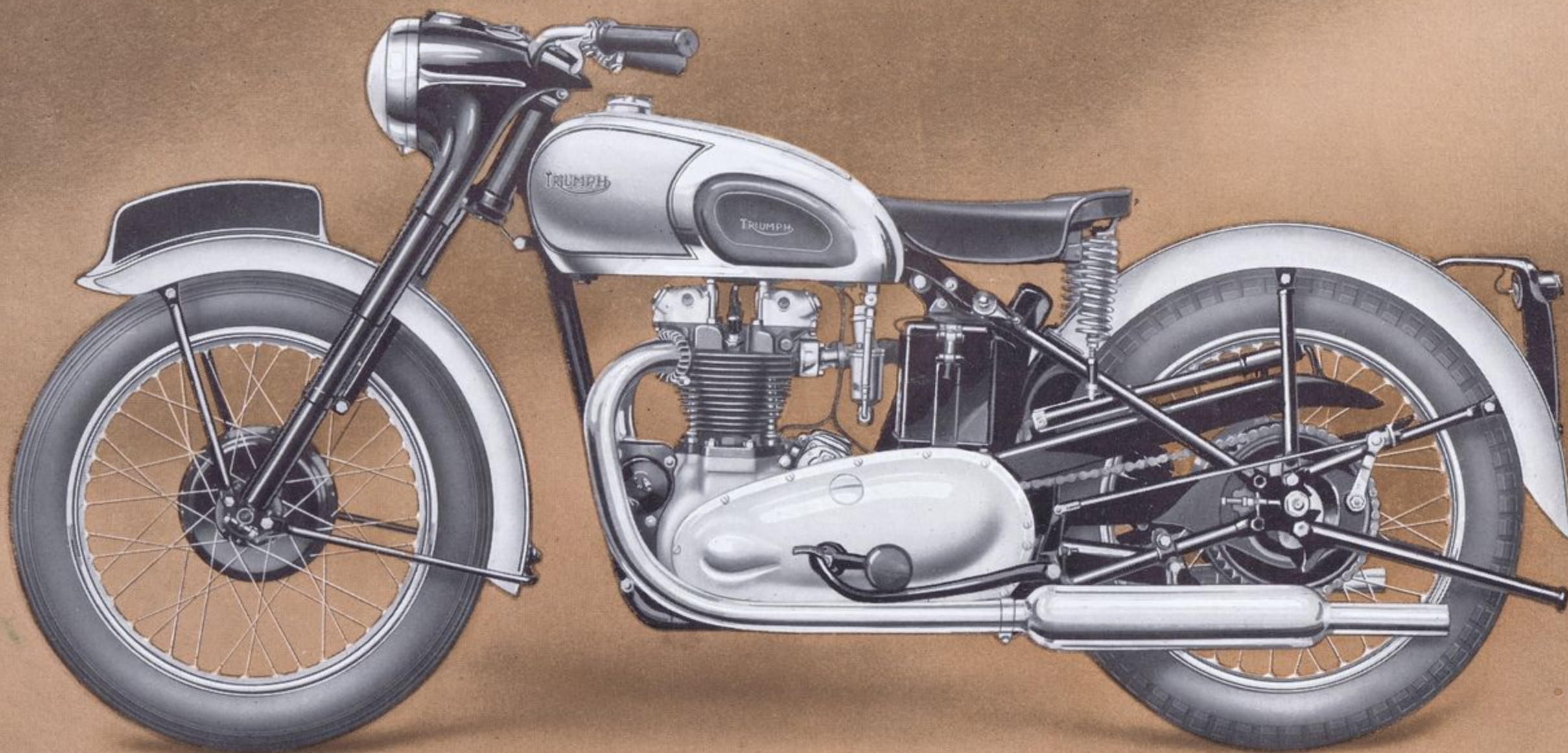
FRAME: Brazed full cradle type with large diameter tapered front down tube and incorporating lugs at rear for sidecar attachment either side. "High duty" alloy steel tubes throughout.

For general
specification
see Page One

DETACHABLE REAR MUDGUARD :

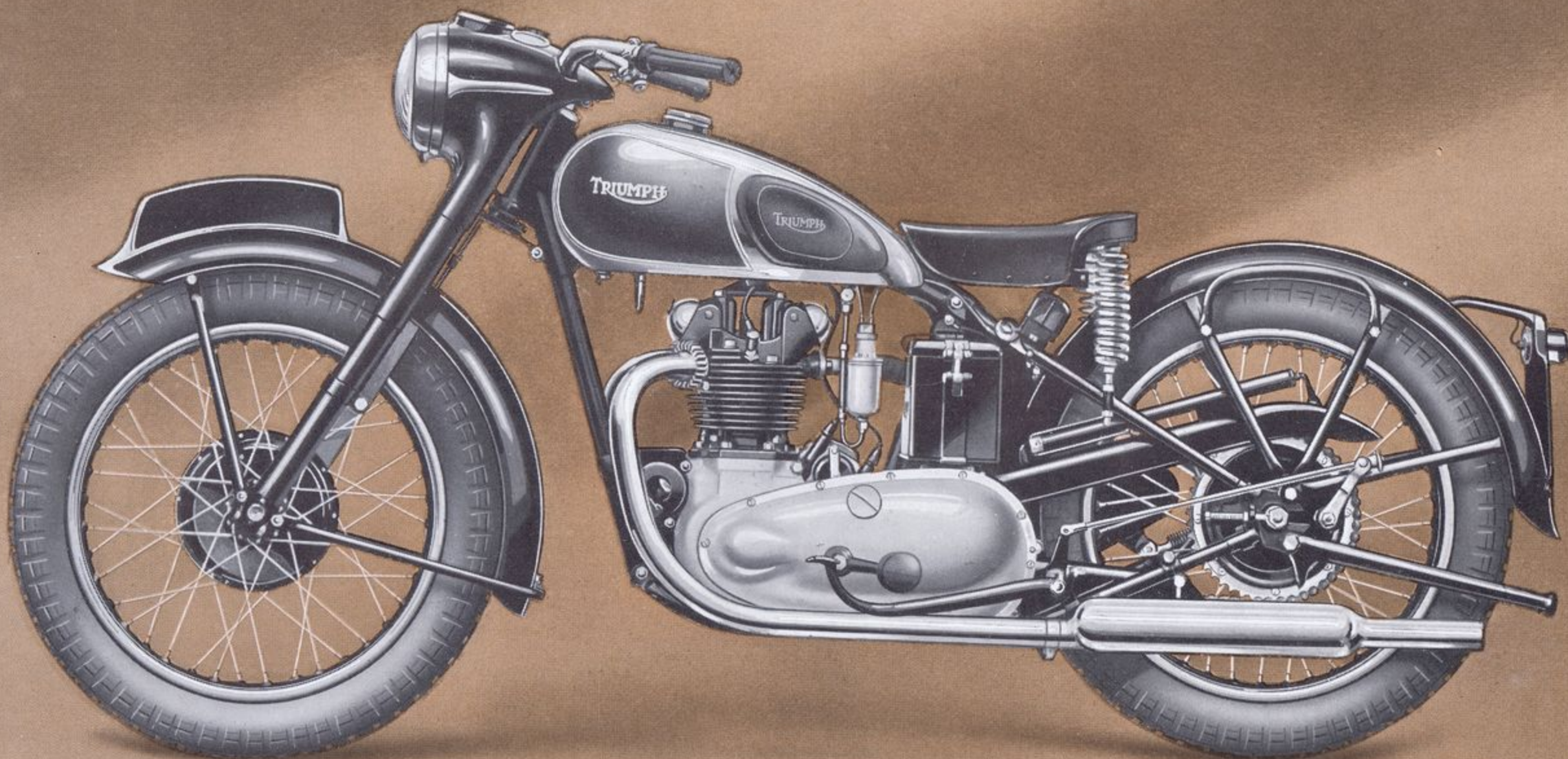
(Illustrated below.). On the "Speed Twin" and "Tiger 100" the rear guard detaches complete from beneath the saddle leaving the rear wheel exposed and very accessible.





TRIUMPH TIGER '100'

PAT. NOS. 475060, 476913, 482025, 469635.
BARNSTORMERS.CO.NZ



TRIUMPH
3T DE LUXE
PAT. NOS. 529,423, 475,360, 469,635
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SPECIFICATION

349 c.c. O.H.V. "3T DE LUXE"

The Triumph "3T de Luxe" twin offers a lively performance with economical running and an exceptionally high degree of silence. An ever popular model, finished in durable black and chrome.

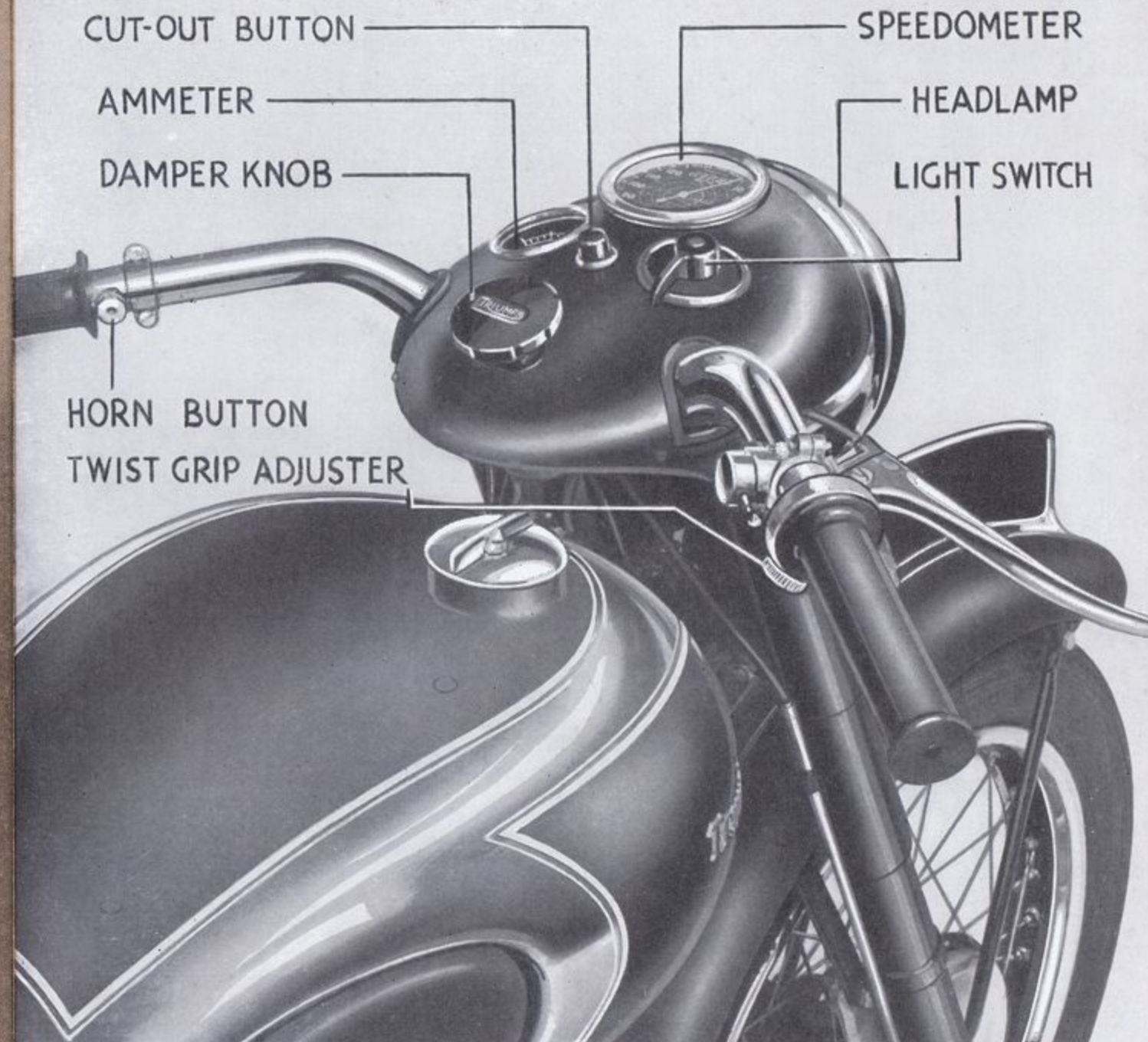
ENGINE : Vertical twin cylinder with gear driven double high camshafts. Bore 55 mm. Stroke 73.4 mm. Capacity 349 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear; rocker box integral with cylinder head. High tensile aluminium alloy crankcase. Connecting rods of high tensile alloy steel with plain big-ends. Patented crankshaft of rigid construction, with central flywheel. Full dry sump lubrication incorporating plunger type pumps with positive feeds to big-ends and valve gear and pressure tell-tale indicator. Auto-advance magneto and separate dynamo, all-gear driven. Amal carburetter with patented air cleaner and Triumph quick action twist grip with new finger adjustment friction control.

FINISH : All unplated parts in hard black enamel with petrol tank panels, mudguards and wheel centres lined in ivory. Plated parts in highest quality chromium.

FRAME : Full cradle type with large diameter front down tube. Constructed from finest alloy steel tube.

For photograph of the 3T de Luxe, see previous page.

General specification on Page One.



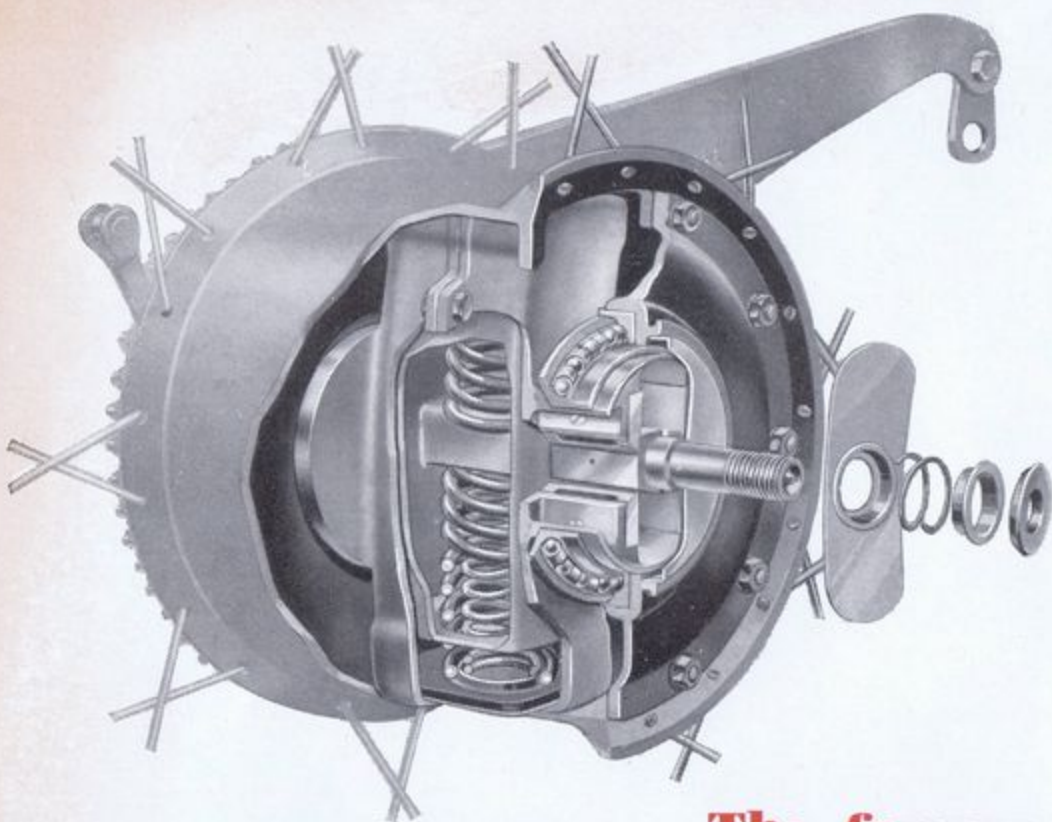
THE TRIUMPH INSTRUMENT "NACELLE"

(Patents Pending)

A new and interesting development for 1949. This unique panel groups all the instruments and switchgear in an ideal position where they can most easily be seen and used. Built integral with the top of the forks and therefore fully sprung the nacelle incorporates the headlamp (rim adjustable), speedometer, ammeter, lighting switch, cut-out button and horn. All instruments are rubber mounted, internally illuminated and readily accessible. This imposing new feature not only improves the appearance of the machine as a whole, but offers numerous important advantages readily apparent to the practical hard riding motor cyclist.

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TRIUMPH FEATURES



The famous TRIUMPH SPRING WHEEL

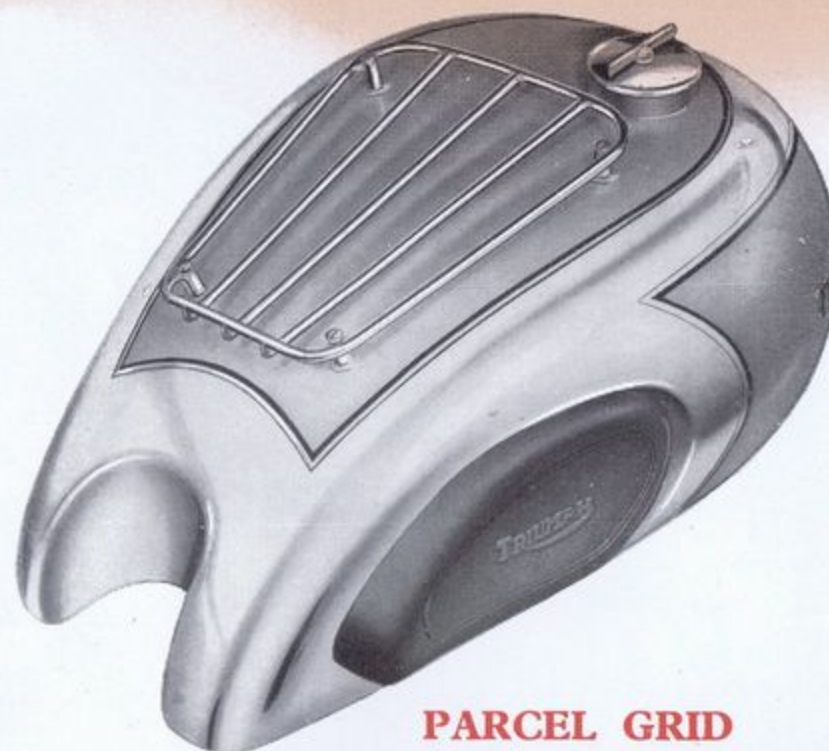
(Patent No. 524885)

This remarkable springing system has achieved great popularity in all parts of the world. It is essentially simple, efficient and reliable. The massive aluminium alloy hub shell totally encloses all the moving parts and attached to this is a powerful eight-inch brake. The Spring Wheel is mounted in the frame in exactly the same way as a normal wheel and adds a mere three per cent to the total weight of the machine.

HOW IT OPERATES. The spindle remains stationary bolted into the frame as usual while the wheel and hub move on a curved path taken from the centre of the gearbox sprocket which ensures that chain tension remains constant at all times. This movement is controlled by springs, two below the spindle and one above. Lubrication is by a single grease nipple.

PROP STAND (on left).

Available as an extra on all models. Attaches to the nearside cradle member of the frame. A spring retains the stand out as a prop or in the folded back position. Can be fitted to all Triumph models from 1937, state whether over or under 350 c.c. when ordering.



PARCEL GRID (above).

A useful tank-top fitting available as an extra on all models. Chromium plated grid to which small parcels may be attached—particularly valuable to the long distance solo rider.

OTHER TRIUMPH FEATURES

The detachable rear mudguard fitted to the "Tiger 100" and "Speed Twin" is illustrated and described on Page Four. The Triumph instrument "Nacelle" is fully described and illustrated on Page Seven.

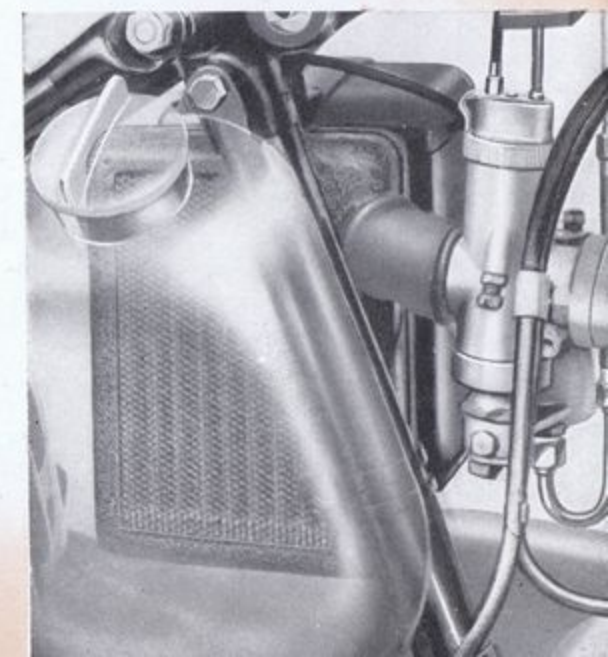
AIR CLEANER (on right).

Triumph design patented Vokes air cleaner. By means of a "transparent" oil tank the illustration shows how neatly this piece of equipment is fitted between the oil tank and battery. Very efficient oil-wetted muslin filament readily detachable for cleaning.



The Triumph TELESCOPIC FORK

With six inches of hydraulically damped movement these forks set a high standard of controllability and comfort. The sectioned drawing shows the internal arrangement. Note how long supple fork springs are enclosed inside the stanchions which enables these latter vital components to be of maximum possible diameter and strength. No adjustments of any kind have to be made by the rider and maintenance is reduced to checking the oil level every 10,000 miles.



G U A R A N T E E

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no conditions or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes, or (b) any motor cycle and/or sidecar used for any dirt tracks, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been altered or removed, or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:

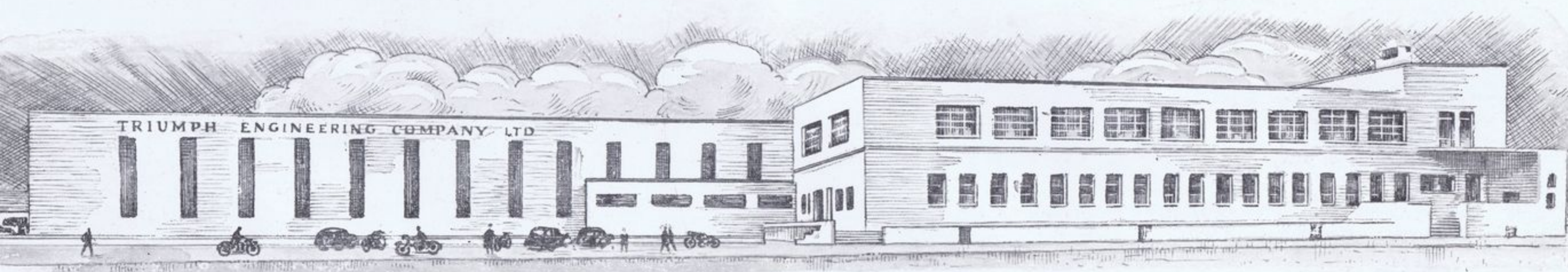
1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
 2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
 3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.
- We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE: If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee and he must also furnish us at the same time with the frame number of the machine, the date of purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS: Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

NOTICE: We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf. Published retail prices are for delivery free of charge at dealers' premises. All goods are offered for sale subject to the price ruling at time of delivery. We reserve the right to modify or deviate from the specification in minor details.



TRIUMPH ENGINEERING COMPANY LIMITED, Meriden Works, Allesley, COVENTRY, ENGLAND

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Telegrams: "TRUSTY, COVENTRY"

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A detailed illustration of a vintage Triumph motorcycle in the foreground, featuring a large round headlight and a fuel tank with the 'TRIUMPH' logo. The background is a scenic landscape with a forest, a body of water, and a large mountain under a blue sky. The word 'TRIUMPH' is written in a large, stylized red font with a white outline and a red shadow, arched over the top right of the image.

TRIUMPH

The Best Motorcycle in the World