

1949

Agence TRIUMPH

Représentant

A. GLEICHMANN

Bd. St. Georges, 58 - GENÈVE

TRIUMPH

The Best Motorcycle in the World



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

Pour la spécification générale voyez l'intérieur du dos de la couverture.

Por la especificación general recurra Vd. a dentro de la vuelta della cubierta.

För allmän specifikation på svenska se pär-mens näst sista sida.

In Betref "Allgemeine Beschreibung" siehe die Innenseite des ruckwaertigen Umschlages.

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 Troo 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 kneecaps, adjustable de Luxe saddle, downswep 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 inflater.

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
Carburettor 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" × 3/32"	3/8" × 3/32"	3/8" × 3/32"
Rear chain size	5/8" × 3/32"	5/8" × 3/32"	5/8" × 3/32"
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.

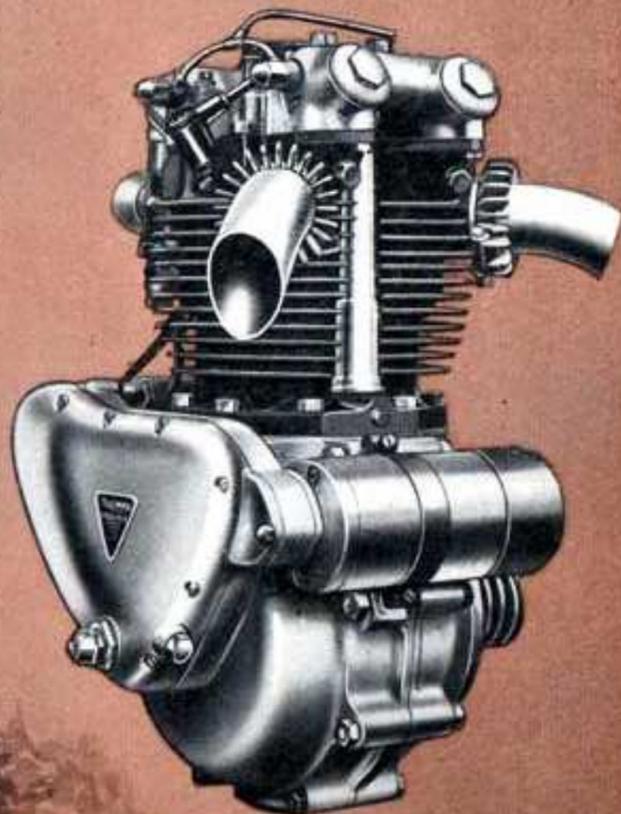
ENGINE: Vertical twin cylinder, with gear-driven double high camshafts. Bore 63 mm. Stroke 80 mm. Capacity 498 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear. Duplex aero quality valve springs. High tensile aluminium alloy crankcase of greatest possible rigidity. "H" section 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.

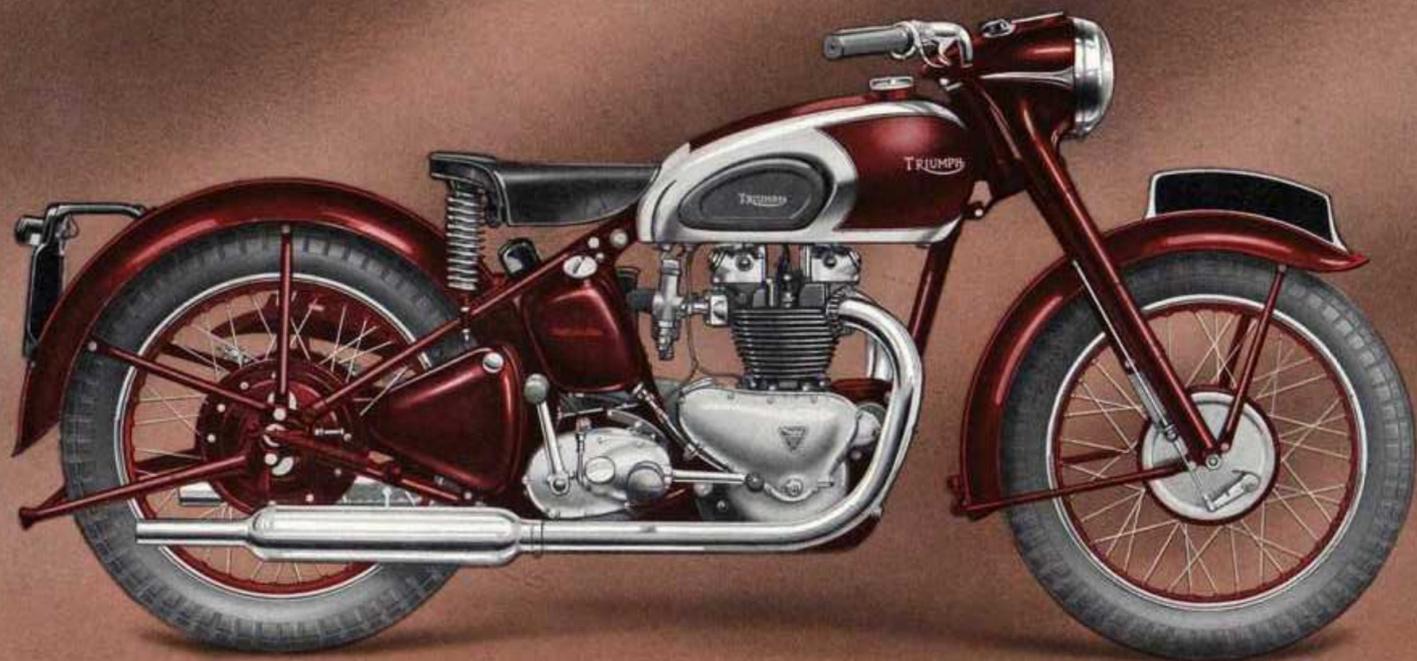
FINISH: Frame, forks, etc., in amaranth (dark red) lacquer. Petrol tank chromium plated with red panels and lined in gold. Wheels, chromium plated with red hubs and rim centres (lined gold). Handlebar and exhaust pipes chromium plated. All bolts and nuts cadmium plated. Highest quality materials and 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, 474963, 482024, 469635.

to 3465.-
over suspension to 3740.-
amete
JCH complete

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.

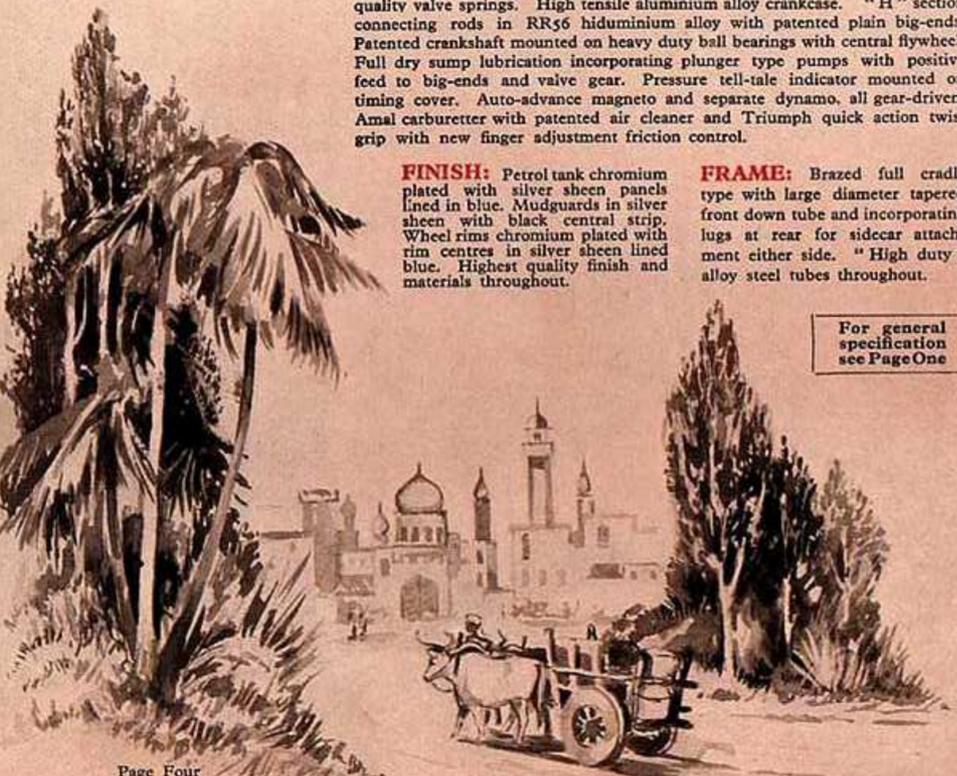
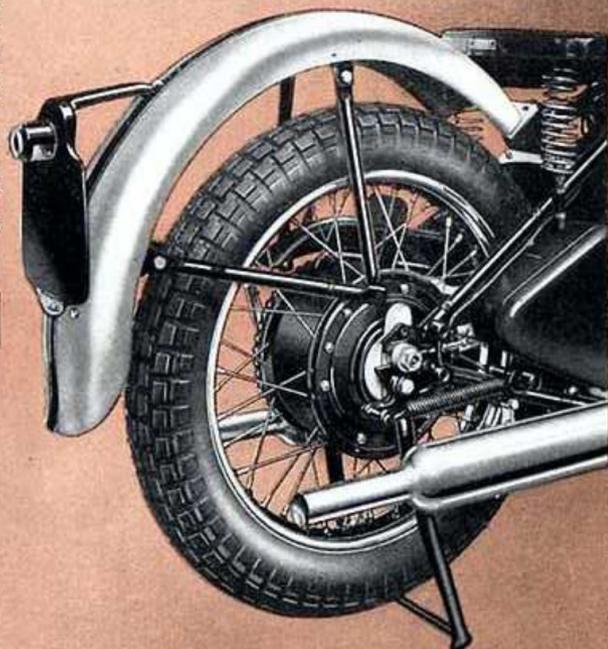
FINISH: Petrol tank chromium plated with silver sheen panels lined in blue. Mudguards in silver sheen with black central strip. Wheel rims chromium plated with rim centres in silver sheen lined blue. Highest quality finish and materials throughout.

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.



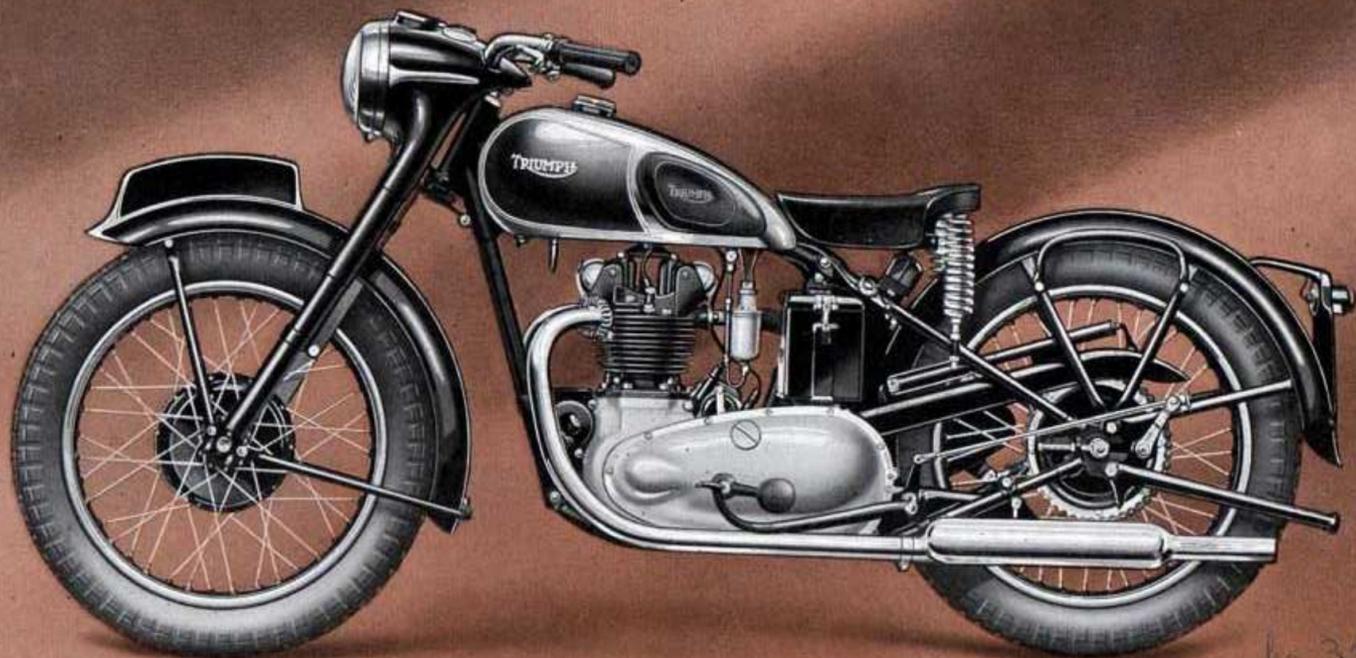
Agence TRIUMPH
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TRIUMPH TIGER '100'

PAT. NOS. 475060, 474963, 482024, 469635

frs 3625.-
avec suspension frs 3900.-
arrière
30H copies



TRIUMPH
3T DE LUXE

PAT. NOS. 529443, 475860, 469635

no 3150 -
30A copy

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.

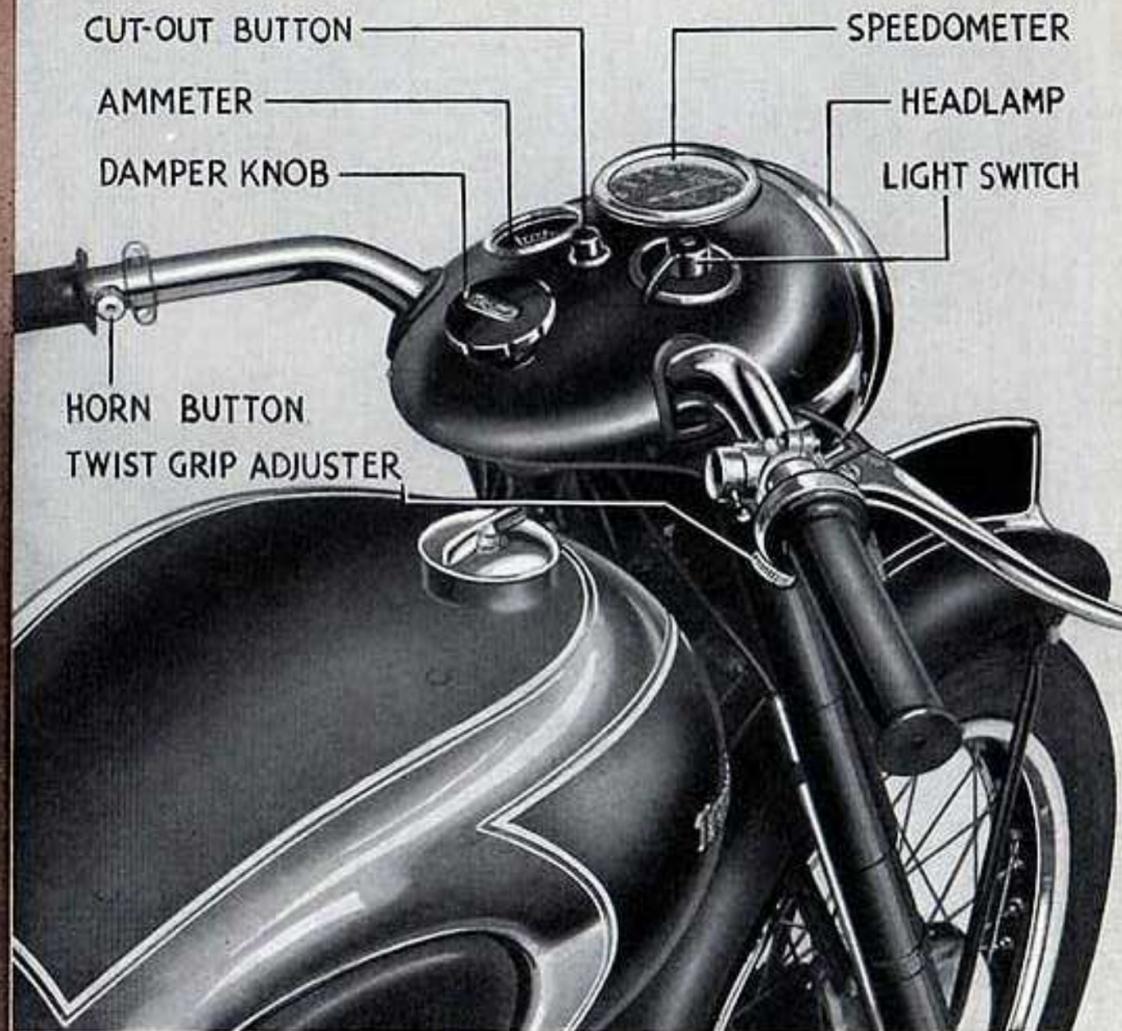
ENGINE: Vertical twin cylinder (with gear driven double high camshafts. Bore 55 mm. Stroke 73.4 mm. Capacity 349 c.c. Overhead valves. Totally enclosed and positively lubricated valve gear; rocker box integral with cylinder head. High tensile aluminium alloy crankcase. Connecting rods of high tensile 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.

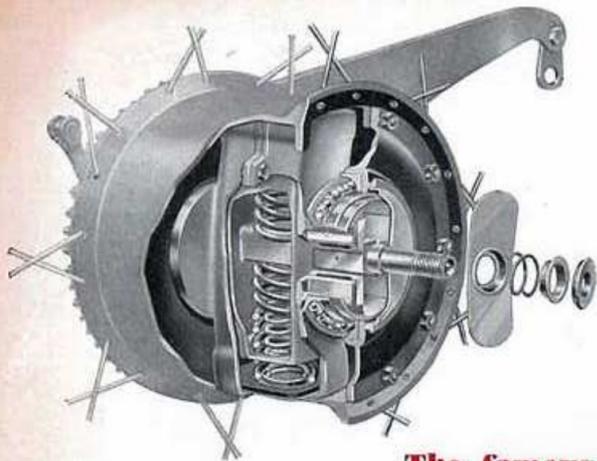


THE TRIUMPH INSTRUMENT "NACELLE"

(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.

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.

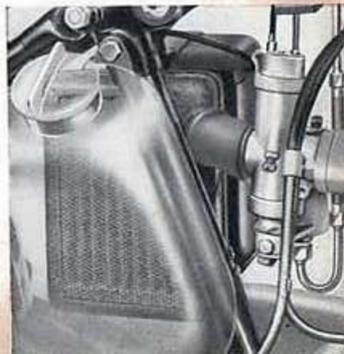
AIR CLEANER (on right).

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 TELESCOPI 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.



A vintage Triumph motorcycle is shown in the foreground, angled towards the right. The motorcycle features a large round headlight, a fuel tank with the 'TRIUMPH' logo, and a license plate that partially reads 'TRIP'. The background is a scenic landscape with rolling green hills, a dense forest of evergreen trees, and majestic snow-capped mountains under a clear blue sky. The overall style is that of a classic advertisement or brochure.

TRIUMPH

The Best Motorcycle in the World