

Big, Beautiful, and Hotter Than Ever.

TRIUMPH BONNEVILLE 650 (T120R), (T120RV)

America's favorite big bike always had twin cylinders and twin carburetors. Now, it also has a new frame with greater torsional rigidity. Its three-inch spine acts as an oil tank, saves weight, and helps cool the oil at the same time.

New forks use hard-chromed stanchions and aluminum alloy sliders for less weight, greater control.

New cast aluminum front brake runs cooler.

New 8-inch front brake is ultra-efficient.

New megaphone exhaust adds power—and sounds it.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	50 bhp @ 7000 rpm
MAX. TORQUE	38.5 ft. lb. @ 6000 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (T120R) 5-Speed gearbox (T120RV)
CARBURETOR	2-Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7 1/2"
DRY WEIGHT	382 lbs.
FUEL TANK	3 1/2 gals.
OIL	6 pts.

The Big One for '71.
TRIUMPH
®

Triumph has always been the bike for the rider with big ideas.

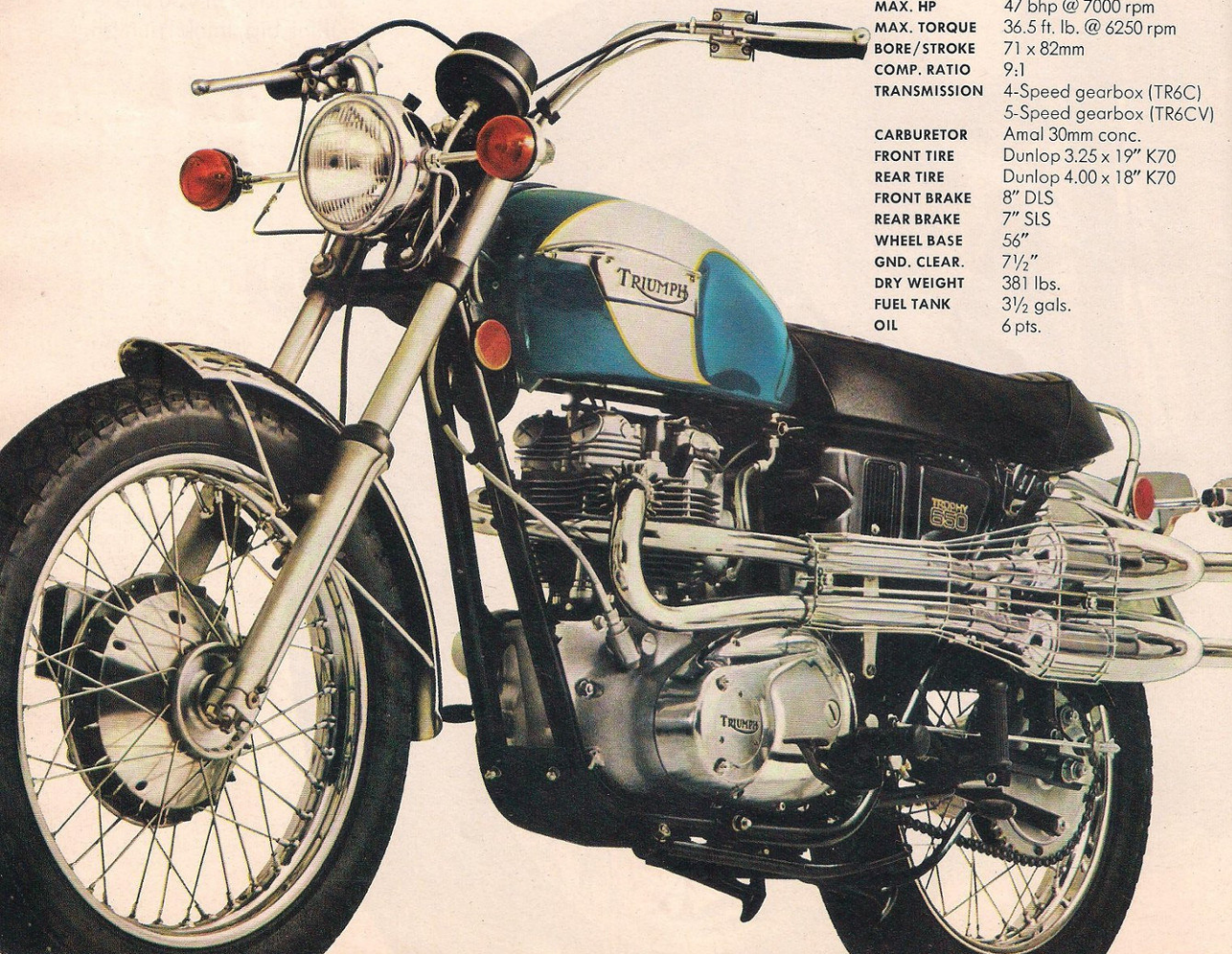
Big ideas in what should go into a bike and what he should get out of it. Now, for 1971, Triumph gives you more advantages than ever—whether on the road or off.

Starting with the hotter-than-ever Bonneville 650, and right through to the biggest-of-the-big, the Trident 750, you'll see innovations everywhere, from handlebars to exhaust. If you like to think big, think Triumph.

Big Power with Less Weight.

TRIUMPH TROPHY 650-SS. (TR6C), (TR6CV)

The new double frame is lighter-weight, but up to 50% stronger than earlier frames. Center spine contains and cools the engine oil, eliminates oil tank. New, lighter-weight forks and new, lighter-weight brakes use tough, modern alloys. New switches on consoles all close at hand. Speedometer is rubber-mounted. Dual upswept exhaust easily takes you off the road and over the hills.

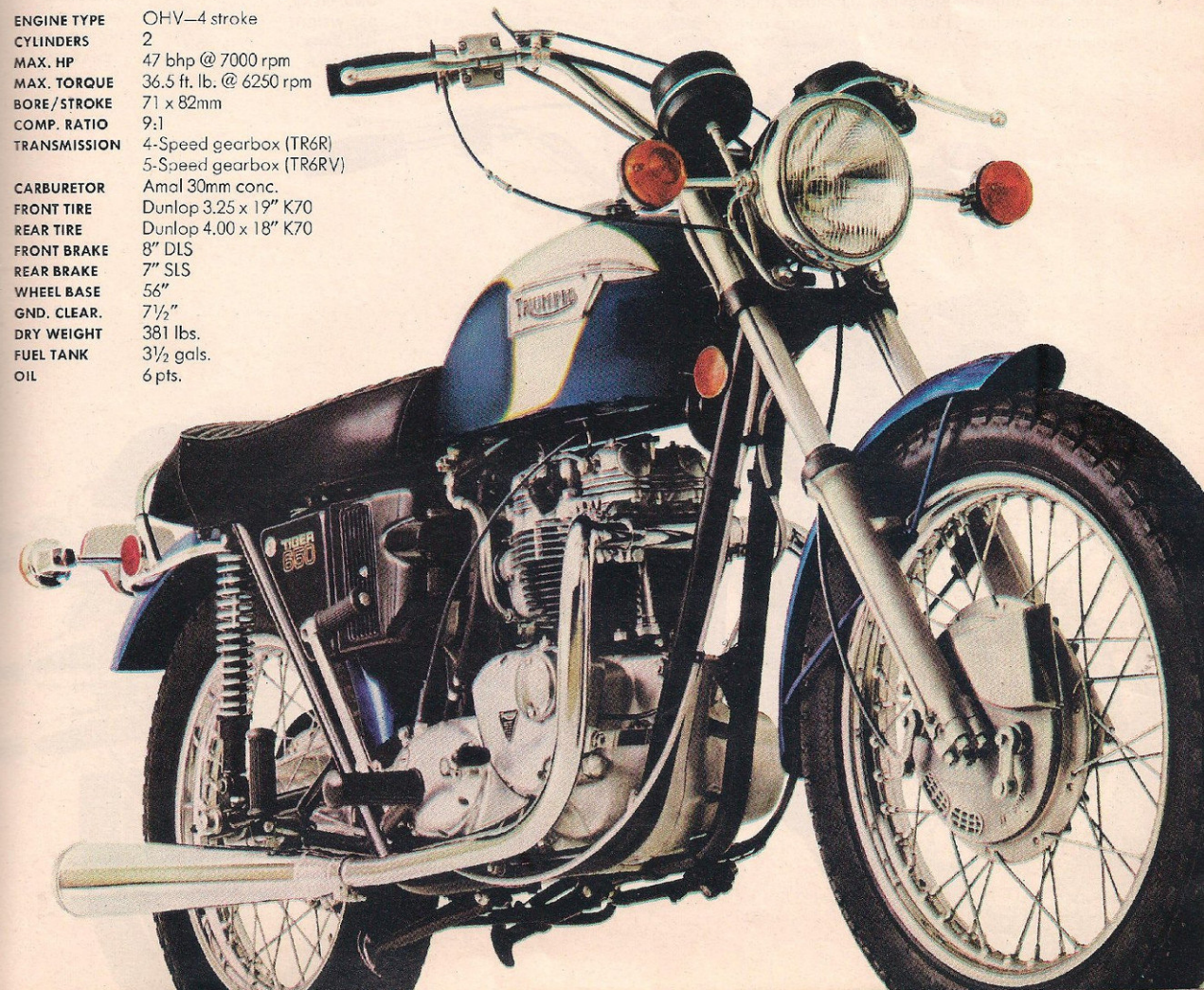


ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	47 bhp @ 7000 rpm
MAX. TORQUE	36.5 ft. lb. @ 6250 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (TR6C) 5-Speed gearbox (TR6CV)
CARBURETOR	Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7 1/2"
DRY WEIGHT	381 lbs.
FUEL TANK	3 1/2 gals.
OIL	6 pts.

TRIUMPH TIGER 650. (TR6R), (TR6RV)

We've harnessed a tiger to run on the road—and he's powered by Triumph with 650ccs. His twin cylinders rev up 47 BHP at 7000 rpm. And he's been slimmed down in weight to beef up his performance. Note the new, lighter-weight forks, the new, lighter-weight brakes, the new, lighter-weight frame. A tiger that's truly a Triumph.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	47 bhp @ 7000 rpm
MAX. TORQUE	36.5 ft. lb. @ 6250 rpm
BORE/STROKE	71 x 82mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (TR6R) 5-Speed gearbox (TR6RV)
CARBURETOR	Amal 30mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	56"
GND. CLEAR.	7 1/2"
DRY WEIGHT	381 lbs.
FUEL TANK	3 1/2 gals.
OIL	6 pts.



Big Favorites.

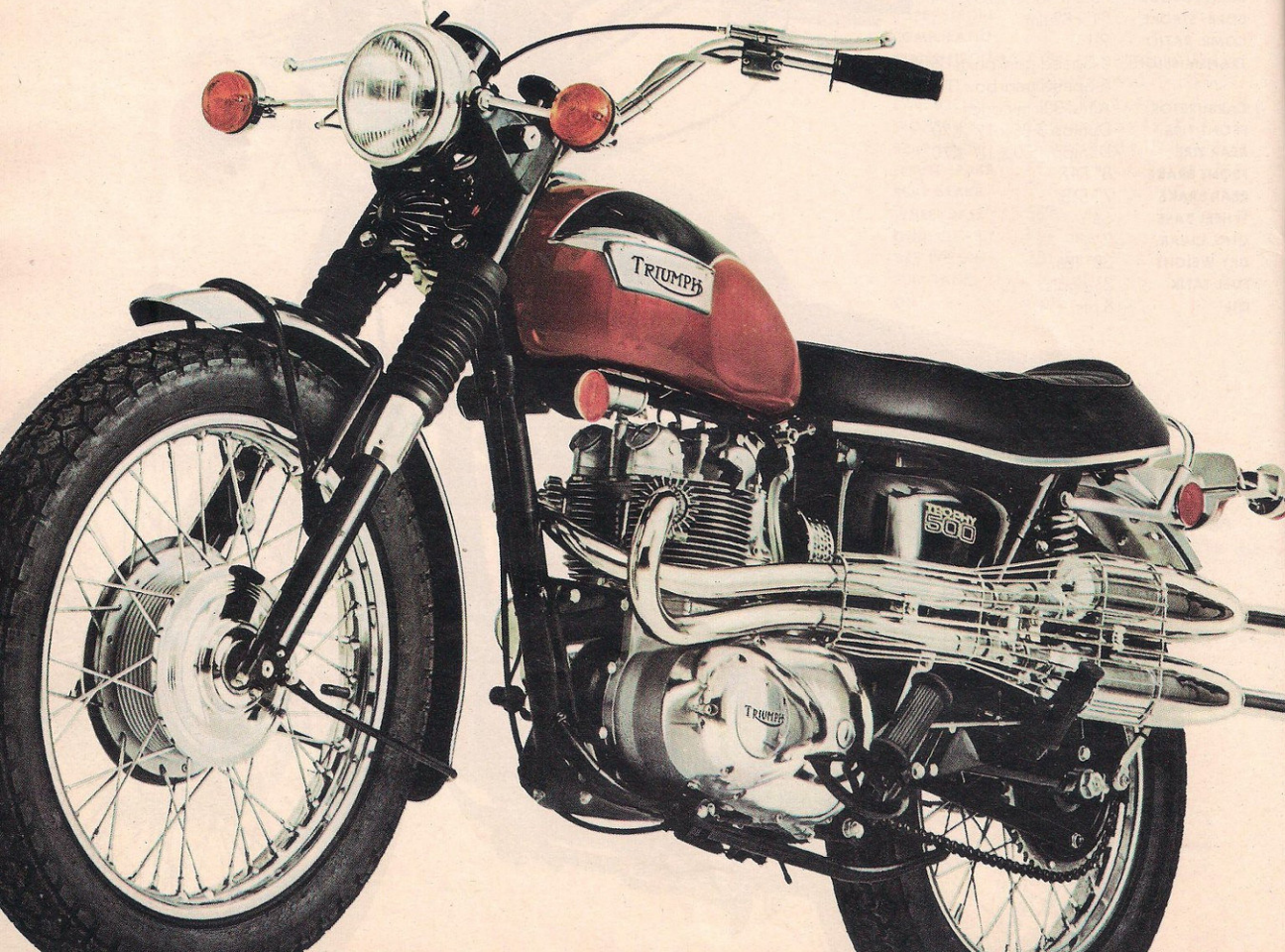
TRIUMPH TROPHY 500-SS. (T100C)

Here's a 500 that gets extra zap from an oversquare 69mm bore and a 65.5mm stroke—a ratio that also helps provide high torque. Proven reliability on or off the road. Seven and one-half inches of ground clearance and dual upswept pipes enable you to ride almost anywhere. New directionals and sports-type headlight provide greater safety. Stainless steel mudguards are tougher, too.

TRIUMPH DAYTONA 500. (T100R) (Not shown)

Built as a road bike but with many of the same specs of the Triumph Trophy 500 SS. Some of the differences are: new air intake system for improved filtration, improved silencing—41 BHP @ 7200, twin carburetor, 8 inch front brake, ground clearance—7½ inches, dry weight—356 lbs.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	2
MAX. HP	38 bhp @ 7000 rpm
MAX. TORQUE	28.2 ft. lb. @ 6500 rpm
BORE/STROKE	69 x 65.5mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox
CARBURETOR	Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 19" K70
REAR TIRE	Dunlop 4.00 x 18" K70
FRONT BRAKE	7" DLS
REAR BRAKE	7" SLS
WHEEL BASE	53½"
GND. CLEAR.	7½"
DRY WEIGHT	342 lbs.
FUEL TANK	2¾ gals.
OIL	7 pts.

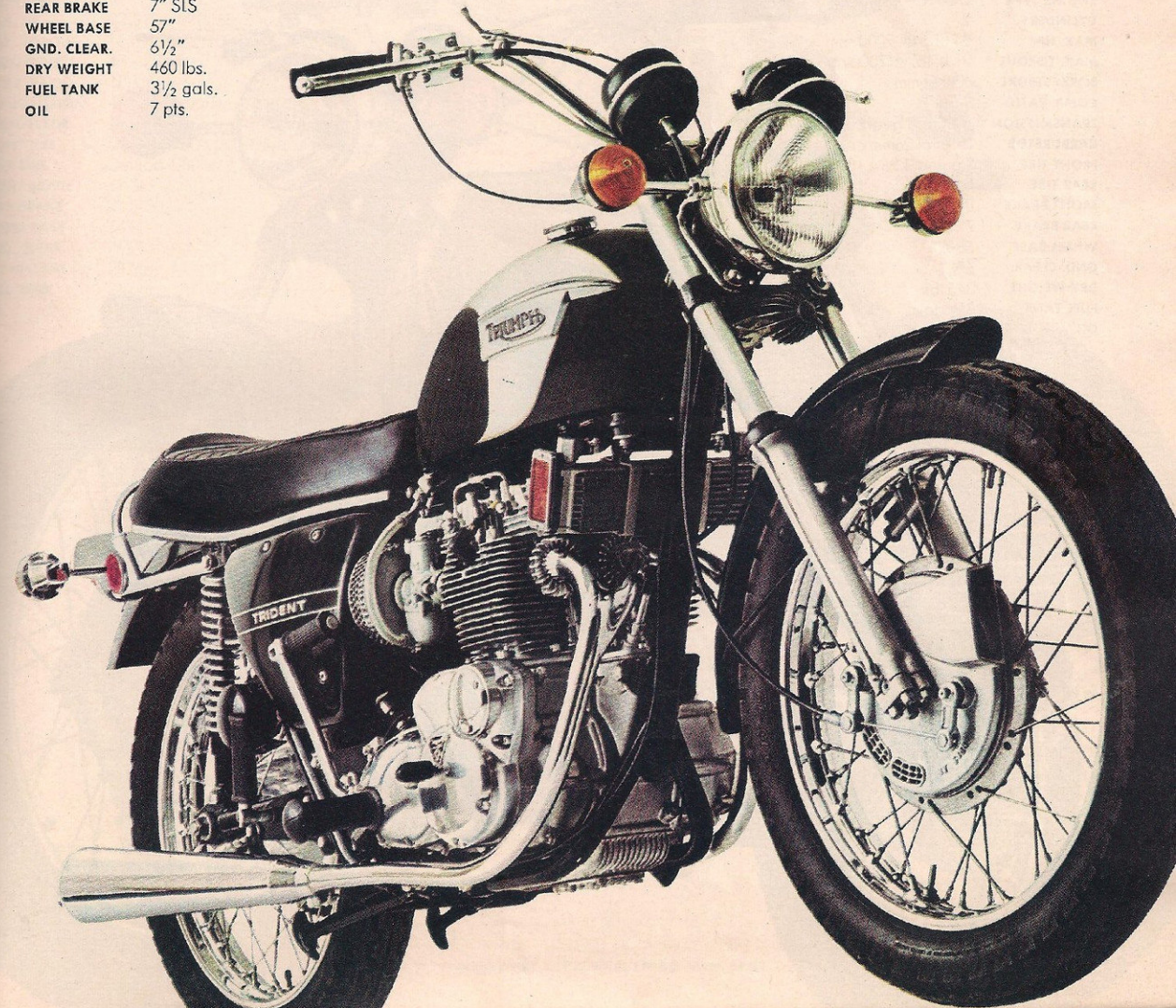


Biggest of the Big.

TRIUMPH TRIDENT 750. (T150), (T150V)

The Super Bike. Triple cylinders, triple carbs for super power, super smoothness, super performance at any speed. And in every other way—Super Bike.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	3
MAX. HP	60 bhp @ 7250 rpm
MAX. TORQUE	45 ft. lb. @ 6900 rpm
BORE/STROKE	67 x 70mm
COMP. RATIO	9:1
TRANSMISSION	4-Speed gearbox (T150) 5-Speed gearbox (T150V)
CARBURETOR	3-Amal 26mm conc.
FRONT TIRE	Dunlop 4.10 x 19" K81
REAR TIRE	Dunlop 4.10 x 19" K81
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	57"
GND. CLEAR.	6½"
DRY WEIGHT	460 lbs.
FUEL TANK	3½ gals.
OIL	7 pts.



Big News.

TRIUMPH BANDIT 350-SS. (T35SS)

This is a first for Triumph—and for those who ride it. The first and only production line DOHC 350cc bikes in the world. Those twin cylinders and twin carbs are teamed to a 5-speed gearbox to give you a really wide range of power response and highly flexible performance. All this plus a new, twin loop, full cradle racing frame that is low in weight, high in torsional strength. Plus new lightweight forks that are race-tested. Plus new lightweight aluminum-alloy brakes front and rear, both with a simple, external cam adjustment. Plus new double upswept pipes. (Electric starter is optional.)

TRIUMPH BANDIT 350. (T35R) (Not shown)

A true road bike with the basic specs of the Bandit SS 350, but without detachable electrics or upswept pipes.

ENGINE TYPE	DOHC—4 stroke
CYLINDERS	2
MAX. HP	34 bhp @ 9000 rpm
MAX. TORQUE	21 ft. lb. @ 7000 rpm
BORE/STROKE	63 x 56mm
COMP. RATIO	9.5:1
TRANSMISSION	5-Speed gearbox
CARBURETOR	2-Amal 26mm conc.
FRONT TIRE	Dunlop 3.25 x 18" K70
REAR TIRE	Dunlop 3.50 x 18" K70
FRONT BRAKE	8" DLS
REAR BRAKE	7" SLS
WHEEL BASE	58 3/8"
GND. CLEAR.	6 7/8"
DRY WEIGHT	345 lbs.
FUEL TANK	3 1/2 gals.
OIL	4 3/4 pts.



Hit The Trail Big.

TRIUMPH TRAILBLAZER 250. (T25T)

250ccs of muscle, engineered to be lighter in weight than ever. The new forks are lightweight. The new aluminum brake hubs front and rear are lightweight. The whole lighting system unplugs from one connection. You're ready in a moment to hit the trail in a big way.

TRIUMPH BLAZER 250-SS. (T25SS) (Not shown)

A Street Scrambler with many of the same specs as the Triumph Trailblazer 250. Some differences are: a lower front mudguard, front tire size—3.25 x 18" K70, rear tire size—3.50 x 18" K70, ground clearance—7 inches, dry weight—290 lbs.

ENGINE TYPE	OHV—4 stroke
CYLINDERS	1
MAX. HP	22.5 bhp @ 8250 rpm
MAX. TORQUE	15.8 ft. lb. @ 7000 rpm
BORE/STROKE	67 x 70mm
COMP. RATIO	10:1
TRANSMISSION	4-speed gearbox
CARBURETOR	Amal 28mm conc.
FRONT TIRE	Dunlop 3.00 x 20" Trials
REAR TIRE	Dunlop 4.00 x 18" Trials
FRONT BRAKE	6" SLS
REAR BRAKE	7" SLS
WHEEL BASE	54"
GND. CLEAR.	7 1/2"
DRY WEIGHT	287 lbs.
FUEL TANK	2 1/2 gals. (aluminum tank)
OIL	4 3/4 pts.

