

Triumph Motorcycle Models

Triumph was started by two Germans, Siegfried Bettman and Mauritz Schulte, and was the company was founded in 1886 making bicycles and based in Coventry. A quarrel led to a split and Schulte continued, focusing on simple reliable machines. Triumph hit financial problems in the 1930's during the depression, and was sold to Ariel in 1936. It was at this point that Edward Turner was appointed Chief Designer, and within a year the '500cc Speed-Twin' was born. In 1951 the company was taken over by BSA and other famous models followed, such as the 'Bonneville' in 1959 and 'Trident' in 1969 but by the early eighties production was slowly coming to an end.

Although the liquidator was called in in 1983 the firm was re-born in 1991 under the ownership of John Bloor and continues to this day making a product which has reputation.

T15 Terrier 1953-56, 149cc, ohv single, 180lbs, 105mpg, 50mph

In the fifties this was the first unit construction single with a four speed gearbox. Quite advanced for the time but let down by poor materials. This formed the basis for the later, more popular Tiger Cub. The chassis was built down to a price.

T20 Tiger Cub 1954-65, 199cc, ohv single, 230lb, 85mpg, 65mph

Developed from the Terrier the Tiger Cub was a great learner bike, however, it suffered from wiring problems, poor brakes and big end problems. 1957 saw the swinging arm frame come in which had graced the bigger bikes in 1955. The T20 Tiger Cub is a fast appreciating machine which commands a stronger price in today's market.

T20 Bantam Cub 1966-1969, 199cc, ohv single, 230lb, 100mpg, 65mph

In 1965 the Cub engine fitted into BSA Bantam frame and tank. This was named the Bantam Cub, and gave improved handling, and are a sought after machine, and as with the T20 Tiger Cub are a fast appreciating machine and prices are on the increase due to the light Bantam frame but housing the T20 Tiger Cub engine..

T20 Super Cub 1967-1969, 199cc, ohv single, 230lb, 100mpg, 65mph

These are basically a Bantam Cub, but with more modified brakes and fittings, and selling alongside the Bantam Cub, fast appreciating machine.

TS1 Tigress 1958-1965, 172cc, 2-stroke, 236lb, 90mpg, 55mph

Introduced to compete with the prevailing Italian threat, this was based upon the trusted BSA Bantam engine.

TW2/S Tigress 1958-1965, 249cc, ohv twin, 236lb

Basically the same as the TS1 Tigress, but fitted with a 250cc Twin Four-stroke engine, the S model having electric start.

T10 Tina 1962-1970, 100cc, 2-stroke, 143lb, 100mpg, 45mph

Introduced to compete with the Japanese C50/90 step through model which were so successful. A new engine was designed and modified by Bert Hopwood with an automatic transmission based upon the centrifugal force of large ball bearings acting upon the vee drive belt, which in the main performed well, but could jam at fully open. Initially named the Tina it was revised in 1965 and named the T10.

3T 1945-51, 349cc, ohv twin, 335lbs, 75mpg, 75mph

This is basically a smaller version engine of the 5T in rigid frame and poor brakes. This was the small light weight tourer. Plunger suspension came in 1947 but is not easy to work with. Later replaced by the T3A in 1957

3TA Twenty-One 1957-69, 348cc, ohv twin, 360lb, 70mpg, 80mph

These are a unit construction twin with Bathtub rear end and pigeon catcher front guard. Also called the 21 (Celebrating 21 years of Triumph engineering), this was the first unit-construction Triumph. Handling was not particularly good, which when combined with poor brakes and ignition problems do not make it a desirable bike.

T90 Tiger 90 1963-68, 349cc, ohv twin, 340lbs, 70mpg, 90mph

These are a sports version of the 3TA motor in a new single down-tube frame. The cut down Bathtub rear end was dumped in 1964 in favour of the classic Triumph look. There was an improved frame in 1967 and decent forks in 1968.

Bandit 1970-72, 349cc, OHC twin, 345lb, Prototype.

Announced at the last Major Motor show, this twin was state of the art alloy engineering designed by Bert Hopwood. Carrying many of the now established Japanese components, such as electric start, indicators, twin overhead cams, it is a shame that it never made the production line, as tests proved it to be a good bike.

5T Speed Twin 1937-58, 490cc, ohv twin, 375lb, 65mpg, 90mph

Famous Speed Twin which was ahead of its time in many ways, but was a handful when taking corners fast. Plagued with oil leaks, vibration and noisy rattles as well as poor handling the engine was just taken from the pre-war model, original 1937. Adopted the famous nacelle in 1949. The rear sprung hub is complex and lacks spare parts, 1955 saw the swinging arm frame.

T100 Tiger 100 1939-57, 490cc, ohv twin, 370lb, 60mpg, 100mph

Pre-war model with telescopic front forks added in 1945, this was the sports version of the 5T. The all alloy engine is rather noisy. The early models had rigid rear end or sprung hub, which were eventually replaced by swinging arm in 1955, but this did not radically improve it's handling.

TR5 Trophy 1949-58, 490cc, ohv twin, 370lb, 60mpg, 100mph

An off road version of the Speed Twin with alloy top end and a shorter frame. There was a "C" model which stands for competition. Triumph made several models in this specification, which were export models aimed at the USA for off-road riding. Usually it entailed high level exhaust pipes, high wide handle bars, small headlight, non-valanced mudguards, off-road tyres, energy-transfer ignition, lowered gearing, smaller petrol tank and stiffened frame.

5TA Speed Twin 1959-60, 490cc, ohv twin, 375lb, 65mpg, 90mph

Basically an updated Speed Twin which retained the same colour scheme of Amaranth red.

T100A/SS/C 1960-71, 499cc, ohv twin, 340lbs, 70mpg, 100mph

Unit construction Tiger based on the 5TA fitted with 'bathtub' rear enclosure which was not popular at the time. 1961 saw the T100SS with the half bathtub. Improvements came in 1967 with a better frame and in 1969 with TLS drum front brake. The 1970 T100C suffered from poor build quality but had nice chassis and single carb giving performance and economy.

T100T/R Daytona 1967-73, 499cc, ohv twin, 340lbs, 65mpg, 110mph

Twin carb version the Daytona was a nice looking bike but not a great improvement on power. 1968 T100C had twin mid-level exhaust pipes running down the left-hand side. 1970 came the T100R not a great improvement.

TR5MX Avenger 1973-74, 499cc, ohv single, 340lbs, 60mpg, 85mph

Really a BSA B50MX with Twin silencers from one exhaust.

TR5T Adventurer 1973-74, 490cc, ohv twin, 330lb, 50mpg, 80mph

Triumph twin engine in a BSA street scrambler frame, a rare machine. It has a 'pleasantly' vibratory engine with rugged good looks.

TRW 1948-65, 500cc, sv twin, 375lb, 65mpg, 70mph

Old side-valve brute that was popular with the military. These suffered from poor fuel economy. Many parts borrowed from the Trophy trials range.

6T Thunderbird 1950-66, 649cc, ohv twin, 400lb, 60mpg, 95mph

These are soft and smooth tourer with the customary Triumph characteristics, which had the new swinging arm frame and the Pre-unit Triumph twin. The sports version was the Tiger 110, which was introduced in 1954 and had better brakes. 1960 saw the bathtub model introduced.

T110 Tiger 110 1954-61, 649cc, ohv twin, 400lbs, 60mpg, 115mph.

This Tiger had the new swinging arm frame. These are basically a sports model of the 6T Thunderbird. 1960 saw the bathtub model introduced.

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TR6 Tiger 650 1961-73, 649cc, ohv twin, 400lb, 55mpg, 105mph.

Single carb version of a Bonneville which was the replacement for the Thunderbird. The engine prefix TR6P denotes an ex-police bike. 1963 saw the unit-construction model. 1972 saw the 5 speed gearbox and 1973 front disc brakes.

T120 Bonneville 1959-62, 649cc, ohv twin, 400lb, 50mpg, 110mph

These are a fast super-sports pre-unit 650 with twin carbs; however, they were noisy, with vibration and poor handling at speed, although they are an excellent bike which gained its reputation from the Land Speed Record.

T120R/V Bonneville 1963-74, 649cc, ohv twin, 410lb, 50mpg, 115mph

The unit-construction Bonneville has better handling than the earlier models and especially after 1971 with the oil-bearing frame, better forks and conical hub brakes. Good ones are relatively smooth, oil tight and quiet. 1966-70 bikes fetch the best prices. 1972 saw the 5 speed gearbox and 1973 front disc brakes.

T140V Bonneville 1973-88, 744cc, ohv twin, 440lb, 50mpg, 110mph

A bigger version of the 650, which lacked development and was consequently ruined by excessive vibration. Limited editions: 1977 Silver Jubilee, 1979 T140D with cast wheels, 1980 Executive with fairing and top-box, 1981 Royal Wedding.

TR7RV Tiger 750 1973-83, 744cc, ohv twin, 430lb, 48mpg, 105mph

Single carb version of the Bonneville, with similar performance but with less charisma than the T140. Easier to tune and run making this a more desirable option.

TSS 1982-83, 744cc, ohv twin, 420lb, 45mpg, 120mph

The T140 engine got a new eight valve head giving a little bit more performance, which came with an optional anti-vibration frame. Unfortunately, its reliability suffered because of the four valve per cylinder design which led to overheating. A Bonneville with an 8 valve head giving a little more performance by trading off reliability. The TSX was a custom version with cast wheels.

T150 Trident 1970-75, 740cc, ohv triple, 503lb, 37mpg, 120mph

The Triumph upright triple with 5 speed box and heavy frame. 1972 the disc front brake replaced the conical hub drum which for a bike of this capacity should have been standard from the start. In 1973 there was also a Hurricane version the X75.

T160 Trident 1975-77, 740cc, ohv triple, 503lb, 37mpg, 120mph

Final version of the Trident, which had more reliable engine based on the BSA inclined Rocket with electric start, rear disc brake and left foot gear-change. Fast with excellent handling, but performance suffered due to emission controls.