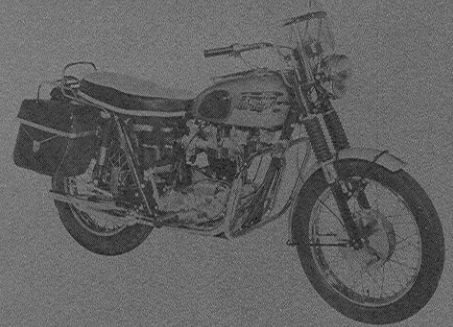
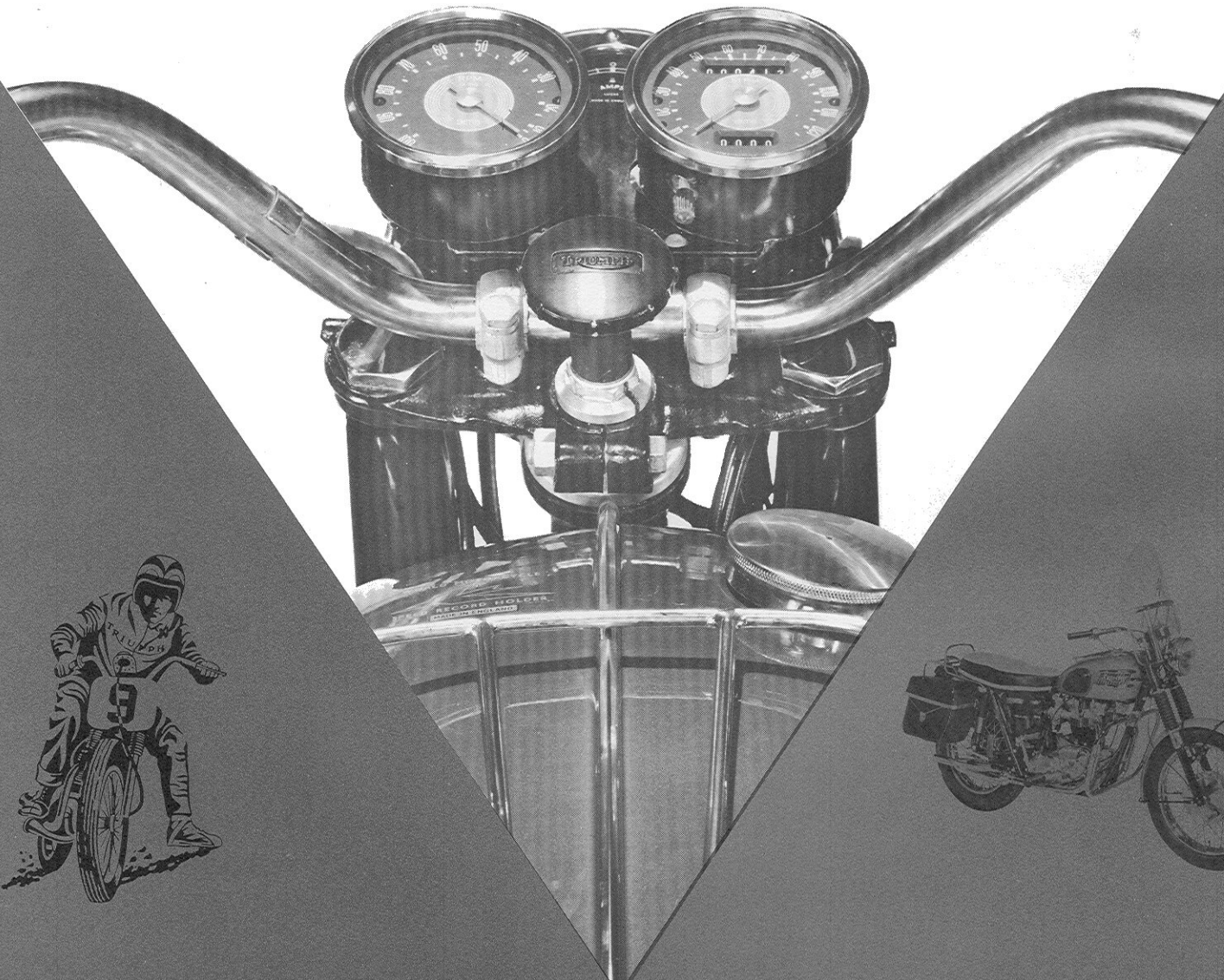


TRIUMPH



Racing Parts

TRI-COR

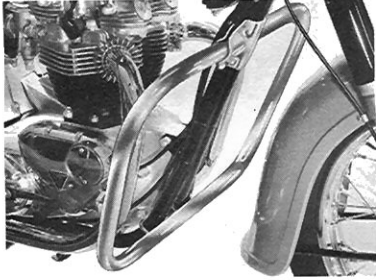
Accessories

1965

QUALITY SAFETY BARS . . DELUXE SEAT RAILS

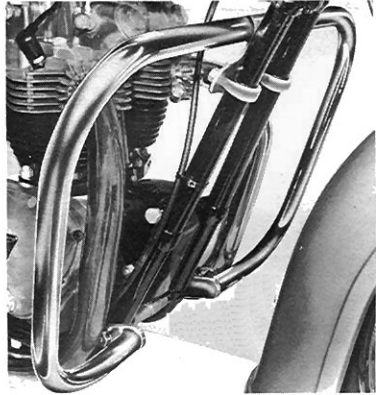
All Tri-Cor® safety bars are made of extra strong heavy gauge tubing with polished triple chrome finish. Fittings are included for quick installation. Choose a high quality Safety Bar for best protection, appearance and durability.

CD216/63 '63 "B" RANGE SAFETY BAR \$17.94 B



A brand new sturdy, safety bar designed for all "B" Range 650 c.c. Twins only, from 1963-1965. Very durable, yet easy to fit in minutes.

CD216 DUPLEX FRAME "B" RANGE SAFETY BAR \$17.94 B

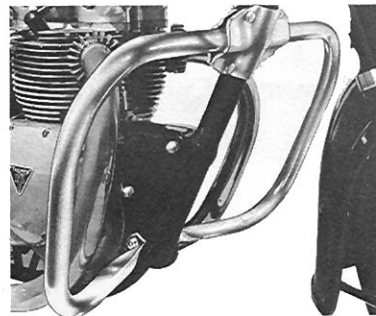


This bar has been specifically developed to fit the earlier '60 through '62 duplex "B" Range 650 c.c. frames. Extra strong and beautifully chrome-finished.

CD61 SAFETY BAR (Not Illustrated) \$18.00 C

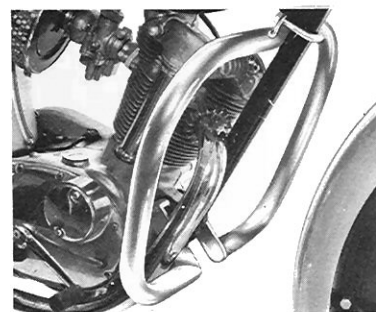
For all earlier Triumph Twins with single downtube frames up to and including '59.

CD217 "C" RANGE SAFETY BAR \$14.85 B



The same high quality construction as in the CD216, but made to fit all "C" Range 500 c.c. models, '58 through '65.

"A" RANGE TIGER CUB SAFETY BAR \$11.85 B



This bar is an ideal accessory for all Tiger Cub owners. Fits all T20 Cub models and is durably constructed for maximum protection.

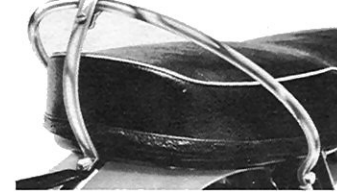
CD416—Fits '63-'65 Tiger Cub models including sports models.
 CD230/63—Fits '63-'65 T20 Tiger Cub Road models only.
 CD230—Fits all Tiger Cub models before '63.

CD220 DELUXE "ALL-RANGE" SEAT RAIL \$8.90 A



High quality chrome-plated tubular seat rail with twin rear supports. Fits all 1965 and earlier "B" Range 650 c.c. and "C" Range 500 c.c. models with hinged twin seat including streamliners. Will also fit Tiger Cub models. Fastens directly to the seat.

CD23 STANDARD SEAT RAIL \$7.70 A



Our most popular seat rail for earlier model Triumph "B" Range 650 c.c. Sport Twins. Similar to CD220, but with single rear brace that bolts to rear fender. Fits all '54 through '65 "B" Range Twins, except streamliners.

DELUXE SEAT RAIL (See No. below) \$8.85 B



An attractive one-piece tubular chrome-plated seat rail, for '60-'65 "B" Range 650 c.c. and "C" Range 500 c.c. models (except Streamliners). No holes to drill. Can be used separately or with Deluxe or Economy Saddlebags and CD277 Luggage Carrier.

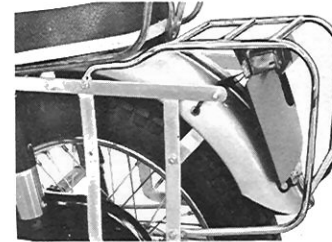
CD262/63—Fits 1963-'65 "B" Range 650 c.c. and "C" Range 500 c.c. models (except 5T/A Streamliner).

CD262—Fits 1960 through 1962 "B" Range 650 c.c. and "C" Range 500 c.c. Twins (except streamliners).

LUGGAGE CARRIERS

DELUXE LUGGAGE CARRIER (See No. below)

\$12.00 B



This luggage carrier is designed for all Triumph "B" Range 650 c.c. and "C" Range 500 c.c. Twins, '54 through '65 (unstreamlined). Must be used with Tri-Cor Saddlebag Brackets, as shown. No holes required in rear fender. Brackets carry the load. Carrier can easily be installed without disturbing brackets.

CD277/63—Fits 1963 "B" and "C" Range Sports Twins only—(unstreamlined). (This carrier must be used with Matching Brackets).

CD277—Fits 1954 through 1962 "B" and "C" Range Sports Twins (unstreamlined). (This carrier must be used with Matching Brackets).

ELASTIC LUGGAGE STRAPS

Strong handy fabric-covered and weatherproof rubber elastic with plated steel ends and plastic covered hooks.



TB-2 SINGLE \$1.10 A

Long single strap with sliding central hook for three way luggage hookup 30" to 60" open.

MT6 DOUBLE \$1.80 A

Handy double strap for four way luggage hookup 23" to 46" extended.

Useful for holding clothing, parcels, etc. on grid seat or luggage carrier.



SADDLEBAGS AND BRACKETS

CD144 DELUXE SADDLEBAGS

(Brackets not included—see listing below)

\$45.57 B Pr.

Brand new close fitting quickly removable bags—larger capacity—less overall width. Newest feature is single quick closing snap lock (two keys furnished) mounted on central leather flap for extra strength and pleasing appearance. Polished chrome metal trim adds to appearance and prevents bag from sagging. Order correct model and number from Mounting Bracket List below. Will mount directly to CD415 (shown below).

CD279 ECONOMY SADDLEBAGS

(Brackets not included—see listing below)

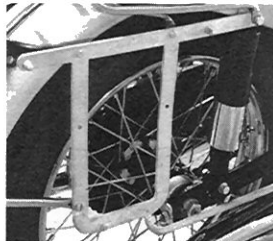
\$29.40 B Pr.

Slightly smaller than the Deluxe Bags but with all of the important features. Chrome plated, quick closing single snap lock with two keys, polished stainless steel trim and internal metal reinforcing. Best value in medium size saddlebags. Order correct model and number from Mounting Bracket List below.

SADDLEBAG MOUNTING BRACKETS

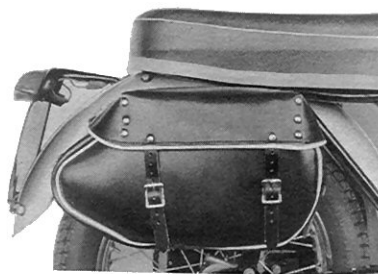
(Select correct model and year of Triumph Motorcycle)

Latest improved simplified bracket design mounts directly to sturdy rear fender brace on 1963 "B" Range 650 c.c. and "C" Range 500 c.c. Sports Twins. Bags can be removed from brackets without tools in seconds.

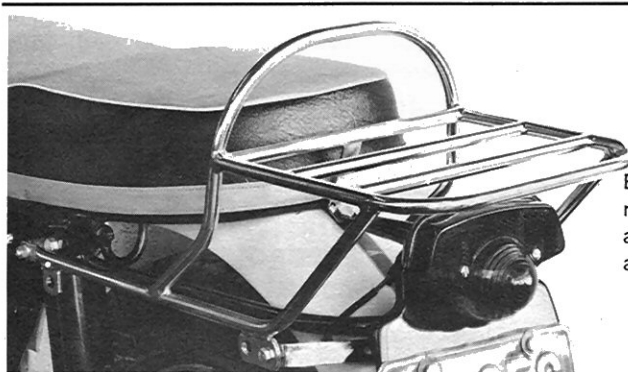


CD172/B63	1963-65 "B" Range 650 c.c. Twins only.	\$10.11 B
CD172	Earlier model "B" Range 650 c.c. Sports Twins pre '63.	\$10.11 B
CD172/CS63	1963-65 "C" Range 500 c.c. Sports Twins only.	\$10.11 B
CD172/TR5	1961, 1962 "C" Range 500 c.c. Sports Twins only.	\$10.11 B
CD213	All streamliners (full rear wheel enclosure) "B" and "C" Range 1963 and earlier. 3T/A, 5/TA, T100A, 1960 T110, 1960-61 6T.	\$12.00 B

CD107 TIGER CUB SADDLEBAGS \$30.15 B



Highest quality black leather with chrome studs and white piping complete with integral brackets. Fits all 1957 through 1965 S/A Tiger Cub models.



SEAT RAIL—LUGGAGE RACK—SADDLEBAG BRACKET COMBINATION

Brand new from Tri-Cor! This one piece, highly chromed, seat rail, luggage rack, saddlebag bracket combination bolts directly to all 1963 thru 1965 500 and 650 cc models. No holes to drill! Tailor made, it is functionally designed and eye appealing. Buy this three-in-one combination and save money.

CD415 — Combination Accessory Group

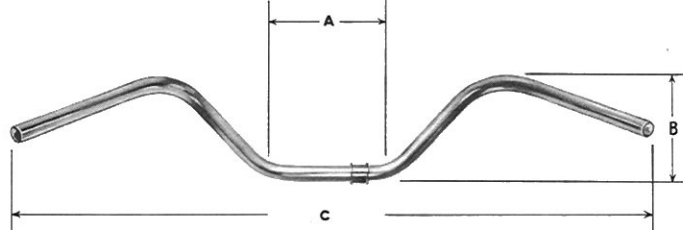
\$26.25 F

CD417 — Parts required to mount saddlebags

\$ 5.00 F

HANDLE BARS

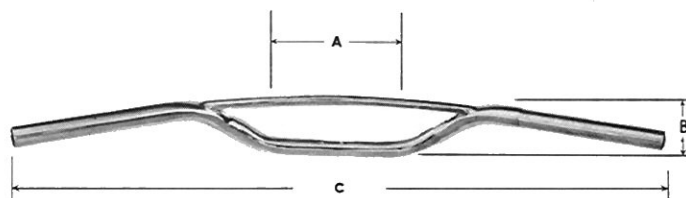
TOURING



- CD249 — A=4½", B=5", C=30" **\$11.90 A**
 CD400 — A=4½", B=6½", C=29" **\$11.90 A**
 CD402 — A=4½", B=7½", C=29" **\$11.90 A**

These new handlebars are ideal for late B range twin and are more comfortable for high speed competition use than original bars. (See dimensions above.) 7/8" diameter.

REINFORCED SCRAMBLER



CD401 — A=4½", B=3", C=29" 7/8" Dia. **\$13.75 A**

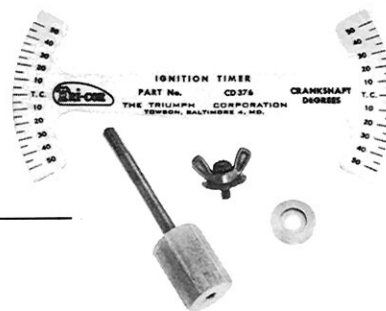
CD403* — A=4½", B=3", C=29" 1" Dia. **\$13.75 A**

* This 1" bar is reduced to 15/16" for genuine Triumph Twist Grip (at R.H. end).
 Order spacers for fitting 7/8" handlebar in place of 1" bar.
 Part No. H1425—\$.10 A (four required per handlebar).

IGNITION TIMER KIT

CD368 IGNITION TIMER KIT \$3.00 A

Kit, complete with instructions, makes timing Triumph Unit Construction Engines a fast, easy job. Includes degree indicator, indicator adaptor and ignition advance lock.



TOP CENTER INDICATORS



CD385 \$2.60 A

Locate top center fast! Threads into spark plug hole. Complete instructions included. Can be used on all Triumph Motorcycles, and other makes with 14mm spark plugs.

D571/2T



\$.90 A

For use with 1965 Triumph TWIN MODELS. This new tool is inserted into the access hole located over the flywheel. Pin drops into flywheel location when top center is reached. Foolproof way to locate top center in seconds.

WHITWORTH HAND TOOLS



SLIM COMBINATION WRENCHES

CTW203	3/16"	\$1.71 B
CTW204	1/4"	\$1.89 B
CTW205	5/16"	\$2.04 B
CTW206	3/8"	\$2.79 B
CTW207	7/16"	\$4.29 B
CTW208	1/2"	\$4.67 B

3/8" DRIVE SOCKETS

MSW202	1/8"	\$.99 B
MSW203	3/16"	\$.99 B
MSW204	1/4"	\$.99 B
MSW205	5/16"	\$1.17 B
MSW206	3/8"	\$1.32 B
MSW207	7/16"	\$1.35 B
MSW208	1/2"	\$1.71 B

1/2" DRIVE SOCKETS

HSW208	1/2"	\$1.89 B
HSW209	9/16"	\$2.25 B
HSW210	5/8"	\$2.40 B

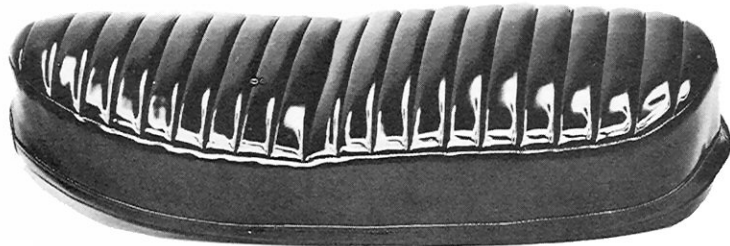
RPS206 REVERSIBLE RATCHET

\$7.26 B
3/8" square drive reversible ratchet 7-1/2" long, heavy duty, lightweight. Will last for years.



233 BURNWORTH TESTER \$1.98

The PERFECT TOOL to determine the instant ignition points separate. This tool compliments ignition timer kit CD308 (above). Also handy for testing any electrical circuit.

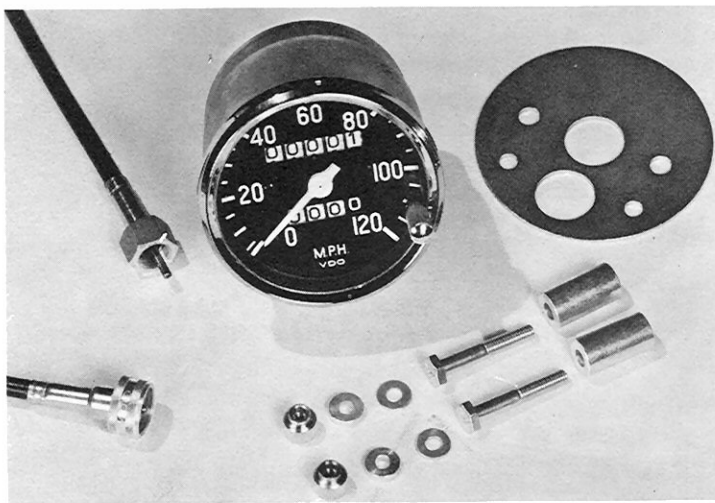


The ideal replacement seatcover.

Highest quality naugahyde pleated and rolled seatcover custom made for TRI-COR. Installs the same as Triumph original seatcovers using the existing upholstery clips. For 500 and 650cc motorcycles.

CD420 BLUE METALFLAKE \$24.00 B

CD421 HI-GLOSS BLACK \$24.00 B



CD430 VDO ENDURO SPEEDOMETER \$39.75 F

The ideal enduro speedometer. Trip meter adjusts forward and back in tenth mile increments. Price refers to speedometer only. See below for cables & mounting kits.

CD431 500cc Speedo Cable \$4.68 A

for use with CD430 only.

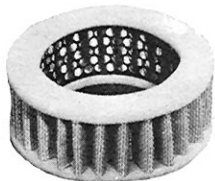
CD432 650cc Speedo Cable \$4.68 A

for use with CD430 only.

CD433 VDO Mounting Kit \$2.40 A

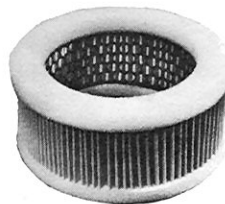
Fits CD430 to all Triumph 500 and 650cc motorcycles except those equipped with nacelle.

F5764 AIR FILTER ELEMENT \$3.28 B



A new competition type reusable element. Wire reinforced woven cloth construction with plastic foam sides. Can be cleaned in solvent and used over and over. Treat with SAE 5-10 oil before installation and after each cleaning. Interchangeable with F5694.

F5694 AIR FILTER ELEMENT \$1.32 B



This long lasting paper element represents the latest development in disposable units. Plastic foam sides insure positive sealing and guarantee high efficiency. Supplied as original equipment on Twins and Sport Cubs.

RENOLD

TAILORED CHAINS

Rear Chain (with Connector Link)

Part Number	Chain Size	Links	Fits Triumph or Other Models	List Price
D8RE	5/8 x 3/8	92	Rigid Twins	\$13.50 B
D304RE	5/8 x 3/8	100	3T/A 500 c.c. S/A (thru '58)	14.67 B
D310RE	5/8 x 3/8	101	650 c.c. S/A Twins (thru '62)	14.82 B
D444RE	5/8 x 3/8	102	'63-'64 T120/C, TR6S/C T100S/C & Harley FLH	14.97 B
D481RE	5/8 x 3/8	103	'63-'64 T120R T100S/R, TR6S/R, 6T	15.12 B
D277RE	1/2 x 3/16	112	T20 ('54-'55) T20 ('58-'64)	11.04 B
D341RE	1/2 x 3/16	116	T20 ('56-'58) ('59-'64)	11.43 B
110056/96	5/8 x 3/8	96	Honda 250 & 305 Twins, Yamaha 250 Twins	14.07 B
110054/110	5/8 x 1/4	110	Honda CL72 Scrambler, Norton & BSA Singles	16.14 B
112046/117	1/2 x 1/4	117	Honda 50's, Yamaha 55's	3.96 B



WONDERLUBE .90 A

Good chains deserve the best treatment — Use Tri-Cor® WONDERLUBE.



Duplex Primary Chain - Endless

Part Number	Chain Size	Links	Fits Triumph Models (Endless)	List Price
D382RE	3/8 x 7/32	62	All Cubs '58-'65	\$5.58 B
D358RE	3/8 x 7/32	78	All C Range	7.02 B
D477RE	3/8 x 7/32	84	All 1963 B Range	7.56 B

Single Row Primary Chain - Endless

Part Number	Chain Size	Links	Fits Triumph Models	List Price
D338RE	1/2 x 3/16	48	T20 ('56-'63)	4.74 B
D276RE	3/8 x 7/32	62	T15 ('53-'56) T20 ('54-'55)	3.24 B

Above primary chains are the endless type and do not have connector links.

Primary Chain (with Connector Link)

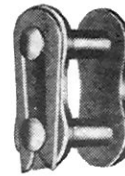
Part Number	Chain Size	Links	Fits Triumph Models	List Price
*D301RE	1/2 x 5/16	70	All S/A Twins (thru '62)	\$6.93 B
**D120RE	1/2 x 5/16	78	Rigid 5T & T100	7.71 B
D40RE	1/2 x 5/16	80	Rigid 6T	7.89 B

* Use for AJ's, Matchless, BSA Singles, Velo, etc.

** Use for Ariel Single & Square Four, Norton Singles & Twins.

Renold chains are the finest Mark 10 Brand which means top grade quality. Each chain is individually packaged with a connector link. This chain is also available by the foot — ask your Dealer about per foot prices. Usable for all special length applications and highly recommended as identical to factory furnished original equipment.

CONNECTING LINKS



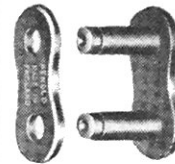
Part Number	Size	Price
110044/26 Rr.	1/2 x 3/16	\$.42 A
110046/26 Pri.	1/2 x 5/16	.42 A
110056/26 Rr.	5/8 x 3/8	.48 A
114038/26 Pri. Dup.	3/8 x 7/32	.60 A
110046/26	1/2 x 1/4	.24 A
110054/26	5/8 x 1/4	.48 A

HALF LINKS (CRANKED LINKS)



Part Number	Size	Price
110044/30 Rr.	1/2 x 3/16	\$.76 A
110046/30 Pri.	1/2 x 5/16	.76 A
110056/30 Rr.	5/8 x 3/8	.82 A
110046/30	1/2 x 1/4	.60 A
110054/30	5/8 x 1/4	.82 A

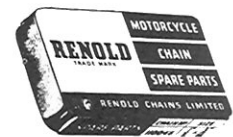
RIVET LINKS



Part Number	Size	Price
110046/7 Pri.	1/2 x 5/16	\$.16 A
110056/7 Rr.	5/8 x 3/8	.30 A

SPRING CLIPS

Part Number	Size	Price
110046/27	1/2 x 5/16	\$.10 A
110056/27	5/8 x 3/8	.06 A
	1/2 x 3/16	



SPARE KITS

Part Number	Size	Price
110044/49 Rr.	For 110044 ch.	\$1.50 A
110046/49 Pri.	For 110046 ch.	1.50 A
110056/59 Rr.	For 110056 ch.	2.10 A
112046/49	For 112046 ch.	1.50 A
110054/49	For 110054 ch.	2.10 A

Finest Replacement Chains for all Motorcycles

K.L.G.

WORLD RENOWNED QUALITY SPARK PLUGS FOR ALL POPULAR MOTORCYCLES



STANDARD ONE PIECE PLUGS 14mm

\$1.10

Used for moderate touring and in town driving, these standard plugs have proved themselves over the years. Used in most standard road machines.

14mm:

F20, F50, F70, F75, F80, FE30, FE50, *FE70A, FE75, FE80, TFS50, FS70.



SPORTS RANGE PLUGS 14mm **\$1.75**

A cold plug that is used in high compression engines under competition conditions.

14mm:

F100, F220, FE100, FE220,



RACING PLUGS 14mm **\$4.25**

A new wide heat range plug developed especially for motorcycle road racing. The wide range gives greater flexibility for engine heats and makes plug changing less frequent.

14mm (wide range):

F255, F275, F285, FE255, FE275, FE285.

	K·L·G HEAT RANGE		
	SHORT REACH 1/2"	LONG REACH 3/4"	
HOT	F50, DF50	FE50, DFE50 FE70A	} Medium Touring and City Driving
	F70 F75, DF75	FE75, DFE75	
MEDIUM	F80, DF80	FE80, DFE80	} High Speed Touring and Sports Competition
	F100	FE100	
	F220	FE220	
	*F255	FE255	
COLD	**F275	FE275	} Racing
	***F285	FE285	

* Lodge Equivalent—R47 and RL47

** Lodge Equivalent—R49 and RL49

*** Lodge Equivalent—R50 and RL50



TWO PIECE SUPER PLUGS 14mm **\$1.25**

A two piece plug designed especially for motorcycles. Detachable for easy cleaning, they are specially packed in separate containers.

14mm:

DF75, DF80, DFE75, DFE80.



12mm HONDA PLUGS — TW100

\$1.10

This special one piece K.L.G. Super Plug has been designed with the Honda owner in mind. Manufactured to K.L.G. high quality standards, it guarantees fine performance and reliability. Fits all Honda models except 50cc.

*(Note—FE70 range K.L.G. has been discontinued by the factory. For slightly colder plug substitute FE75. For slightly hotter plug substitute K.L.G. FE70A.)

SMITHS INSTRUMENTS



SPEEDOMETERS

Part Numbers	Model	Rear Wheel Size	New Price	Exchange Price Rebuilt
B RANGE				
S467/107	SC3304/12	6T T110 T120	19	\$41.40 T \$22.35 T
S467/99	SC3304/01	5T T100	19	41.40 T 22.35 T
S433/3	SC5301/03	TR6	18	41.40 T 22.35 T
	SC3304/19 SC3304/24	6T T110	18	41.40 T 22.35 T
	SC5301/26	T120	18	41.40 T 22.35 T
S491/3	SC5301/09	TR6 TR7	18	41.40 T 22.35 T
	SC5301/23	T120 TR6	18	41.40 T 22.35 T
	SSM5002/00	6T	18	22.80 T 12.30 T
	SSM5001/00	TR6 T120	18	22.80 T 12.30 T
C RANGE				
S467/227	SSM5001/00	3T/A 5T/A T100/A	17	22.80 T 12.30 T
	SC3304/11	TR5A/R T100S/R	18	41.40 T 22.35 T
	SC5301/03	TR5A/C T100S/C	18	41.40 T 22.35 T
	SC5301/09	T100S/C T100S/R	18	41.40 T 22.35 T
A RANGE				
80421/36/2	SN3103/39	T20	16	34.50 T 18.60 T
	SN3153/17 (SN3170/00)	T20	17	34.50 T 18.60 T
	SC1102/11	T20/S T20/T	18	41.40 T 22.35 T
	D Type	T20/W		
	SN3165/01	T20/S	18	41.40 T 22.35 T
	Round Type	T20S/L		
80421/16/2	SN3103/58	T20/C	18	37.75 T 20.40 T
80421/55/2	SN3103/17 (SN3170/00)	T20	19	34.50 T 18.60 T
	SSM2001/T20	T20	17	16.00 T 8.65 T
	SSM2001/00	T20S/R T20S/C	18	16.00 T 8.65 T

TACHOMETERS

	RN1101	T20	22.10 T	11.95 T
	RN1102/00	T20	22.10 T	11.95 T
	RN1102/02	T20	22.10 T	11.95 T
	RN1102/04	T20	22.10 T	11.95 T
RC 126	RC1305 (with light)	B Range Generator Drive	51.00 T	27.60 T
RC 109	RC1307 (with light)	B & C Range Timing Cover Drive	52.25 T	28.25 T
	RC1307/01	B & C Range Ex. Cam Drive	52.25 T	28.25 T
	RC1307/02	B & C Range Ex. Cam Drive	52.25 T	28.25 T
	RSM2002/00	B & C Range Ex. Cam Drive	28.00 T	15.10 T
	RSM3001/02	A Range	28.00 T	15.10 T

REPLACEMENT SPEEDOMETER AND TACH CABLES

Part No.	Description	Model	Price
D286	Speedo Cable 49½"	1953-'56 T15 & T20	\$9.86 A
D286W	Inner Cable only for above assembly		5.04 A
D356	Speedo Cable 58"	1957-'61 T20 & T20/C, 3TA, 5TA, & T100A	6.16 A
D356W	Inner Cable only for above assembly		3.04 A
D245	Speedo Cable 44"	All Twins 1950-'61	6.14 A
D245W	Inner Cable only for above assembly		3.86 A
D176A	Speedo Cable 52"	All Rigid Frames 1946-'49 with rear wheel speed drive	9.86 A
52091/5	Complete Tach Cable 28" for RC109 & RC126		5.91 B
52108/2	Inner Cable only for above assembly		2.76 A
52091/5 SPEC	Complete Tach Cable 32" long		5.91 B

NOTE:

Measure length of outer casing only for correct length of speedo cable assembly

Smith's Speedometers and Tachometers are supplied as original equipment on your Triumph Motorcycle. Rebuilt Speedometers and Tachometers are supplied by the Triumph Corporation for any Speedo or Tach head that fails within the Triumph 90 Day Warranty period. We provide a completely rebuilt exchange instrument free of charge under warranty.

Dealers must send in an acceptable instrument for exchange — no bent or smashed cases or incomplete units. These rebuilt instruments are guaranteed for 90 days or 4,000 miles of use. Our guarantee service and our stock of Exchange instruments is limited to the types fitted as original equipment to Triumph Motorcycles only.

RECOMMENDED BY **TRIUMPH**

Castrol MOTOR OILS



*** CASTROL HEAVY DUTY MOTOR OIL (Single Grade)**

70c Quart

Recommended for all Motorcycles

Castrol's PREMIUM OIL fortified with detergent dispersant additives as well as oxidation and corrosion inhibitors. Recommended for API Service Classifications ML-MM-MS. Ideal for today's high performance air-cooled engines. Withstands high heat and heavy pressure conditions. Available in SAE 10W, 20/20W, 30, 40, 50 and 60 viscosity grades.



*** CASTROL BALANCED MULTI-GRADE MOTOR OIL**

75c Quart

"Castrolite" SAE 10W-20W-30 and Castrol "XL" SAE 20W/40. For Those Who Prefer The Advantage Of A Multi-Viscosity Premium Oil. Less change in viscosity over an extreme temperature range. Same high quality as Castrol Heavy Duty Single Grade Oil.

* Both of these Premium Grade High Detergent Oils will give completely satisfactory performance when used in engines previously run with non-detergent oils.



CASTROL RACING OIL

(In Quart Cans)

Highly specialized, castor based, high stability oils. Recommended for use in gearboxes of Triumph engines used in racing applications. These oils should **never** be mixed with any other oils. Available in SAE grades 20, 30 and 40(R-40).

20	\$2.95
30	2.65
R-40	2.00



CASTROL REGULAR OIL — NON-DETERGENT

65c Quart

A superior grade of detergent-free oil fortified with oxidation and corrosion inhibitors and an anti-foaming additive. Available in SAE 20/20W and SAE 30 Viscosity. For API Service ML-MM.

**** CASTROL "XXL" SAE 40 VISCOSITY**

70c Quart

**** CASTROL "GRAND PRIX" SAE 50 VISCOSITY**

70c Quart

** Heavy bodied single grade oils fortified with oxidation and corrosion inhibitors and detergent additives. Recommended for API Service Classifications ML-MM-MS.



CASTROL OIL — 2 CYCLE AND OUTBOARD

70c Quart

High grade product developed from specially selected mineral oils chosen for low carbon content. Mixes with any commercial gasoline and remains in solution indefinitely. Contains no metallic additives to cause fouled spark plugs.

**Handy 8 oz.
Can 25c
(Not Shown)**

the BEST DUNLOP TIRES for the BEST



DUNLOP SCOOTER TIRES & TUBES

Size	Tire Price	Tube Price
3.50-8	\$ 9.67	\$3.09
3.50-10	10.72	3.08
4.00-8	10.80	3.10

All prices shown include excise tax.



DUNLOP SPORTS

A tire specially designed for cross country racing and scrambles. New self-cleaning "Knobby" tread pattern provides maximum grip and best braking in deep mud and on loose surfaces.

Size	Price
3.00-19	\$17.71
3.25-19	19.49
3.50-19	20.67
4.00-18	23.38
4.00-19	23.96

All prices shown include excise tax.



The K-70

Here's a tire that hugs the road with an entirely new kind of traction in the rubber PLUS a new functional tread pattern based on high-grip racing tires. Maximum safety and best high speed roadability are built into the Dunlop Gold Seal K-70 — the tire of tires. Quicker get-away, more efficient braking and much greater safety when cornering, particularly in wet and greasy conditions, are built-in safety features. In addition, there is a bonus of longer mileage at no increase in prices. Popular sizes listed below.

DUNLOP GOLD SEAL K-70 Sizes and Prices

Size	Price	Size	Price
2.25-17	\$13.77	3.25-18	17.49
2.50-17	14.87	3.25-19	17.99
2.75-18	14.84	3.50-17	18.14
2.75-19	15.15	3.50-18	19.17
3.00-18	15.92	3.50-19	19.17
3.00-19	16.21	4.00-18	20.38
*3.25-16	16.39	4.00-19	20.96
3.25-17	16.94		

* Also available in whitewall. Price \$19.89.

Special sizes 2.50 x 19, 3.00 x 18 and 2.25 x 19 also available. Inquire.

INNER TUBES

2.75/3.00-19	\$3.11
3.00/3.25-20	3.13
***3.00/3.50-19	3.13
3.00-18	3.13
3.00-21	3.13
3.25-16	3.10
3.25-17	3.11

* Also available in whitewall. Price \$19.89.
All prices shown include excise tax.



DUNLOP RIBBED

The ideal front wheel tire. Ribs prevent side slips, give low rolling resistance. This tire is famous for easy steering, even tread wear. Same material as K-70.

Size	Price
2.25-17	\$12.27
2.50-17	13.79
2.75-18	13.84
3.00-19	15.21
3.00-20	15.99
**3.25-16	15.39
3.25-17	15.94
3.25-18	16.49
3.25-19	16.99
3.50-19	19.17

** Also available in whitewall. Price \$19.89.

All prices shown include excise tax.



DUNLOP TRIALS UNIVERSAL

Favored by Enduro Riders, this deep block self-cleaning tread gives best traction in mud and on dirt roads. Also suitable for paved roads. Reinforced shoulder studs give extra grip in ruts and on curves. Approved by A.M.A. for Class "C" racing.

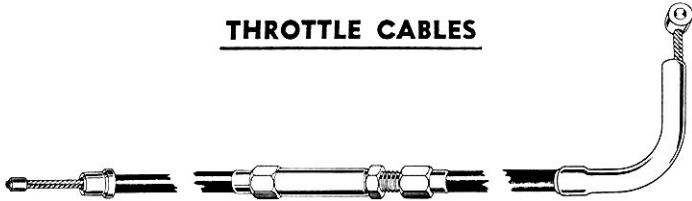
Size	Price
3.00-19	\$17.71
3.00-20	18.99
3.00-21	19.51
3.25-19	19.49
3.50-16	18.93
3.50-18	20.17
3.50-19	20.67
4.00-18	22.88
4.00-19	23.46

All prices shown include excise tax.

QUALITY CONTROL CABLES

These heavy duty American cables are made of finest material with swaged steel nipples guaranteed not to pull off. Features include free-swivel ends and plated midway adjusters.

THROTTLE CABLES



D257T THROTTLE CABLE **\$3.08 A**

All Twins with single Amal carb. except TR6 & T100S • 1963-'65.



D317T THROTTLE CABLE **\$2.30 A**

All Lightweight models 1954-'58. Amal Type 332 Carb.

D412T THROTTLE CABLE **\$2.30 A**

1958 T20 Amal with 366/2 twistgrip.

1962-'65 T20 Amal 32/1 carb.



D406T THROTTLE CABLE **\$2.30 A**

1958-'61 T20 Zenith with 366/2 twistgrip.



D420T THROTTLE CABLE **\$2.76 A**

T20/S models. Amal 376 carb.

D840T THROTTLE CABLE **\$2.76 A**

T20T Amal 375/44 carb.

D442T THROTTLE CABLE **\$2.76 A**

1961 TR5/A 1962 T100/S with 366/2 twistgrip.



D275T THROTTLE CABLE **\$2.76 A**

Dual carb. cable for 313/4 twistgrip and 1-1/16" carbs. (Two required)

D495T THROTTLE CABLE **\$2.76 A**

T100S 1963-'65 with 16/417 twistgrip.

1963-'65 TR6 with 16/417 twistgrip.

D528T THROTTLE CABLE **\$2.76 A**

1964-'65 T120 with 313/6 twistgrip and

1-1/8" - 1-3/16" carbs.

D519T THROTTLE CABLE **\$2.76 A**

1964-'65 TR6 1-1/8" carb., 16/417 twistgrip.



D218T THROTTLE CABLE for dual carb **\$2.20 A**

Twistgrip to junction block "B" range through 1958.

D425T THROTTLE CABLE for dual carb **\$2.20 A**

Twistgrip to junction block 1959-'62.



D219T THROTTLE CABLE for dual carb **\$2.20 A**

Junction block to carb. "B" range through 1958. (Two Req'd.)

D423T THROTTLE CABLE for dual carb **\$2.20 A**

Junction block to carb. 1959-'62. (Two Required)

D216T THROTTLE CABLE ASSEMBLY **\$6.30 B**

Dual carb. cable assem. (cables & junct. box) fits B range to 1958.

D424T THROTTLE CABLE ASSEMBLY **\$6.30 B**

Dual carb. cable assem. (cables & junct. box) fits 1959-'62.

THE NEW FREE-SWIVEL CABLE END



Specially designed to reduce wear at control lever. The swivel action prevents binding and fracture of cable strands.

CLUTCH CABLES



D389T CLUTCH CABLE (Includes 18/872 Nipple) **\$2.90 A**

All 1958-'62 Twins.



D308T CLUTCH CABLE **\$3.30 A**

Midway adjuster. All S/A Twins, 1954-'57.



D255T CLUTCH CABLE **\$3.30 A**

Midway adjuster. All rigid Twins, 1946-'54.



D408T CLUTCH CABLE **\$2.90 A**

3TA, 5TA, & T100A models with adjustable lever. 1958-'61.

D466T CLUTCH CABLE **\$2.90 A**

C Range 1962-'64 and B Range 1963-'65.

D488T CLUTCH CABLE **\$2.90 A**

1964-'65 T20.



D318T CLUTCH CABLE **\$3.30 A**

All 1954-'63 Lightweight models.

FRONT BRAKE CABLES



D309T FRONT BRAKE CABLE **\$2.90 A**

Short outer casing. All 1950-'57 nacelle Twins.

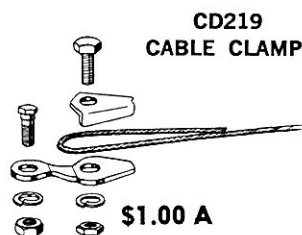
(Use steel tube from old cable).

D330T FRONT BRAKE CABLE **\$3.30 A**

Long outer casing. All 1958-'65 B & C range models & T20W & T20S.

D321T FRONT BRAKE CABLE **\$2.76 A**

All Lightweight models except T20W & T20S.



CD219
CABLE CLAMP

18/872T
SLOTTED NIPPLE

\$1.00 A

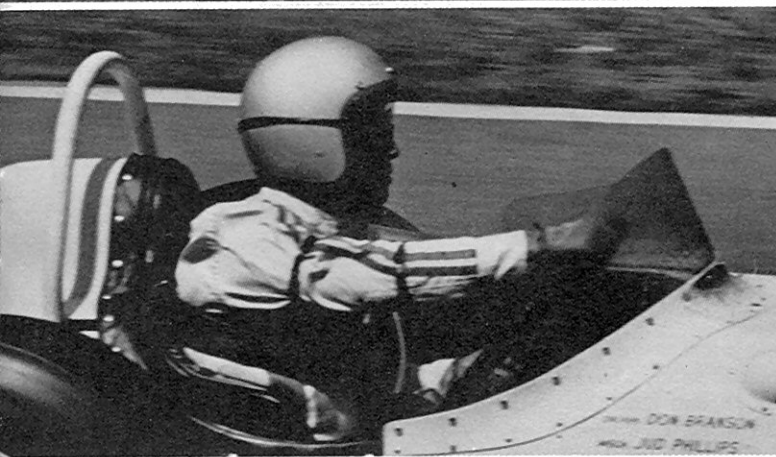
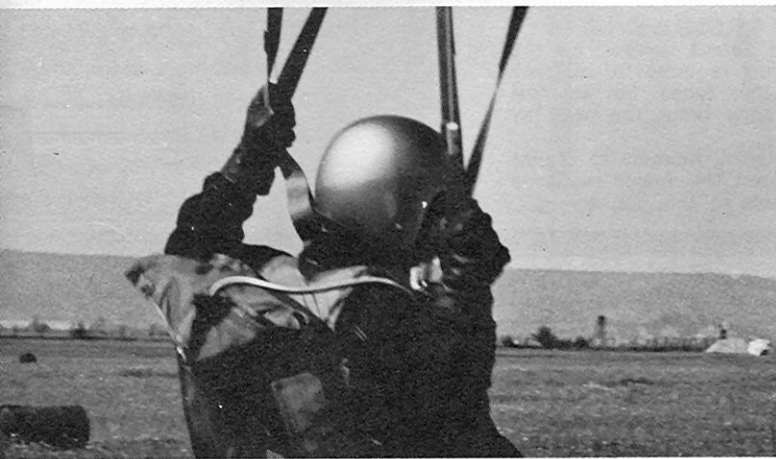
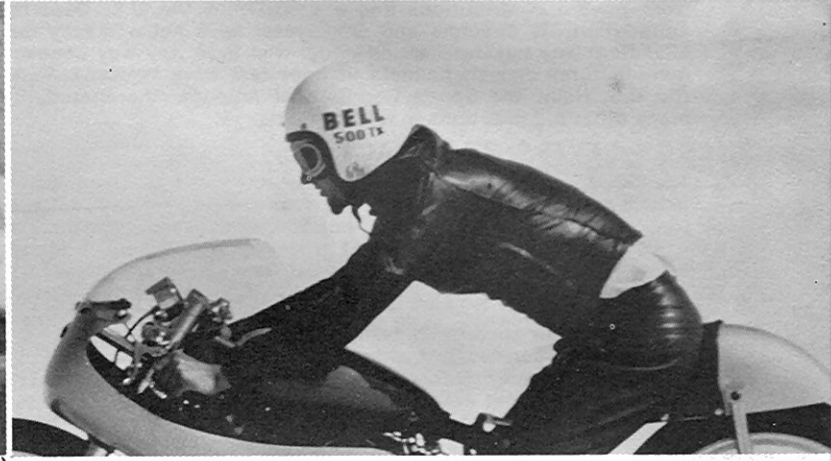
.28 A

Use with all Tri Cor front brake cables.

For 1958-'65 B & C range brake & clutch cables.

BELL HELMETS

A PRODUCT OF BELL-TOPTX INC.



WE'RE DIFFERENT... HERE'S WHY

TEST PROCEDURE

Rather than depend on user testimonial and manufacturer sponsored test programs to sell helmets, we at Bell-Toptex prefer to rely on designs, originally developed by doctors and physicists, which are continually being tested and approved by independent testing groups.

THE SNELL FOUNDATION

For this testing we depend on the independent Snell Foundation with their test facility on the University of California at Davis. This group of qualified, dedicated people have been the most powerful force in accelerating the improvement in head protection during the last six years.

The Snell Foundations willingness to take a definite stand on what a safety helmet should be required to do has influenced the design of all our modern U.S. helmets and many foreign ones.

The Snell Foundation is a non-profit California corporation whose research funds come from private contributions and a grant from the U.S. Department of Health. The Snell Foundation, its directors and employees, have not and may not accept payments of any kind from any business or individual who is in any way connected with a business which manufactures or sells helmets. It does test work for the U.S. Army Quartermaster Corps, the U.S. Navy, the Sports Car Club of America, the United States Ski Association, plus many other organizations in related fields.

ENERGY LEVELS OF IMPACT

The Snell Foundation's work has been criticized by some manufacturers that have been unable to build a helmet that will pass the impact test, claiming the Snell requirements are too tough and unrealistic, but when you stop to realize the 120 ft. lb. impact test is equivalent to a 16 lb. weight traveling at the very moderate speed of 16 M.P.H., it becomes apparent that the test is extremely mild and completely realistic.

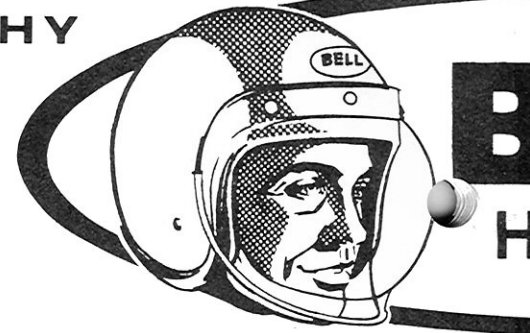
A SUCCESSFUL SYSTEM FOR ABSORBING ENERGY

The key to our success in being able to pass the Snell impact test has been our use of the patented non-resilient energy absorbing liner. It has been proven that this is not the only type of material able to absorb high levels of impact, but many tests have shown that it is the most efficient material for this purpose. For a given weight or thickness of liner the non-resilient material will absorb a far greater amount of impact energy than the resilient types.

COMPARATIVE COSTS OF MANUFACTURE

We at Bell-Toptex pay several thousand dollars each year to the patent holders, for the exclusive license to use this material in racing helmets. The tooling required for molding our liners is far more expensive than that required for the other types, but we feel the results that are obtained by using this system are worth many times the cost, by enabling us to offer superior protection.

We feel we were very fortunate to be the first manufacturer of racing helmets to realize the value of the use of non-resilient liner material as it has been the major factor in our rapid rise to becoming the top manufacturer of racing helmets in this country.



USED BY THE U.S. ASTRONAUTS

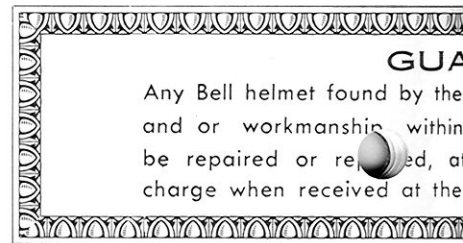
As confirmation of our choice of military flight helmet, the H.G.U.-2 used by the U.S. Astronauts all of absorbing impact energy.

THE OTHER IMPORTANT ELEMENTS

THE STRONG RIGID OUTER SHELL aircraft quality fiberglass cloth with in all directions, bonded together by DESIGN of the well proportioned THE CHIN STRAP with its nylon over shell by the use of special steel brackets THE COMFORT afforded by our mesh in the acceptance of the Bell Helmet. THE OUTSIDE FINISH is a hard smooth more attractive when new and last long

SUMMARY

All of the above items are important to make the Bell Helmet America's can buy at any price.



WARRANTY

Any Bell helmet found by the and or workmanship within be repaired or replaced, at charge when received at the

BELL STAR

The revolutionary new Bell STAR Helmet offers the same super head protection of the famous Bell Magnum plus the added safety of maximum face protection. Tests by professional drivers of track cars, dragsters, flat track motorcycles and racing boats have shown that the STAR provides better visibility and breathing than the conventional helmet, goggles and face mask combination—and with no fogging. The Bell STAR weighs within a few ounces of the average full coverage helmet, goggles and face mask combination but provides a great deal more protection. As part of the added protection, the face cover portion of the STAR Helmet shell is lined with non-resilient impact absorbing plastic foam. Inexpensive shatter-proof plastic lenses are easily replaced as necessary.

Price of the new Bell STAR Helmet complete is \$59.50.



BELL MAGNUM

The NEWEST SUPER-PROTECTION helmet is available to you at a realistic price. The BELL MAGNUM was created from requests for extra protection by those who placed safety above all other requirements. The Magnum has all the assets of the famous 500TX, but provides even greater impact absorption features by combining the patented NON-RESILIENT liner with a layer of calibrated, slow return, resilient material. This effectively provides protection from low energy blows, plus . . . the ability to withstand higher impacts than any other production model helmet on the market. All MAGNUMS are silver in color, but with the same options as the 500TX. Note: Magnums 6 1/2 through 7 1/2 only. Be sure to SPECIFY SIZE.

All MAGNUM Models (less visor).....\$49.00



BELL HELMETS

POINTS
 of liner materials we would like to point out, the latest .2/P as well as the specially designed space helmets employ the non-resilient liner material as the method

ELEMENTS OF A HELMET

BELL is developed through the use of fine satin weave with the weave direction carefully oriented for strength with a high impact polyester resin. THE ESTHETIC highly contoured shape adds to the overall strength. Overstrap and "D" rings securely riveted to the outer jackets.

Method of padding the interior has been a major factor in helmet development.

Scuff resistant epoxy coating that makes the helmet longer under continued use.

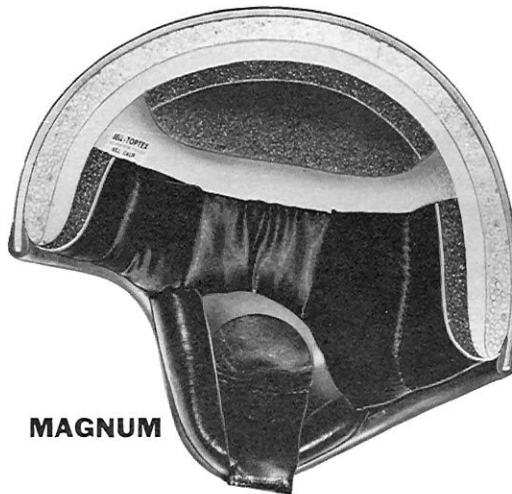
Important in themselves, but added together they combine to make the number one racing helmet, the best insurance you can buy.

WARRANTY

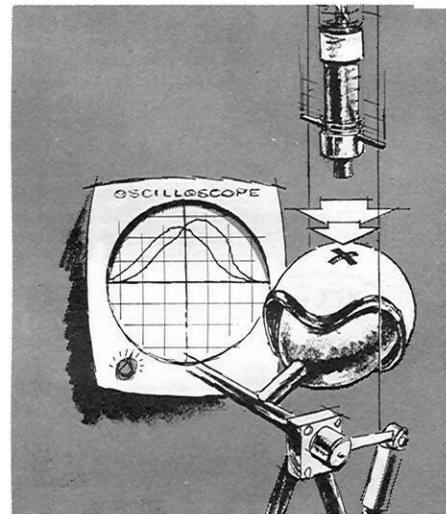
Any helmet found to be defective in materials within six months from the date of sale will be replaced at the option of the manufacturer, free of charge. The factory freight prepaid.



500TX



MAGNUM



BELL 500TX

The helmet that has set the pace in safety . . . the 500TX. The current model 500TX helmet is the result of over seven years constant research and improvement. You get MORE PROTECTION for your DOLLAR than has ever before been possible. The 500TX gives you FULL COVERAGE and TOP QUALITY, using proven methods and materials which adds up to the BEST INSURANCE you can buy. A high-gloss, easy to clean, white epoxy finish is standard on the 500TX; optional at no extra cost is an easy-to-see brilliant orange of the same quality, which meets the requirements of boating associations. The 500TX helmets include snaps for visors or snap-on face shields, but may be ordered 'NO SNAPS' if desired. Be sure to SPECIFY SIZE.

All 500TX Models (less visor).....\$37.00



BELL SHORTY

The SHORTY, popular with Sports Car and Motorcycle enthusiasts, is ideal for continuous use on the highway and in endurance races and rallies. It allows maximum freedom for head movement. The SHORTY has all the same fine appointments as the 500TX, blended in its continental styling. The comfortable chin strap and harness are contoured to a glove-like fit. It offers lighter weight and the most protection from this type design. Approved by most associations, except those requiring Full Coverage helmets. Be sure to SPECIFY SIZE.

All SHORTY Models (less visor).....\$24.75

ALL BELL HELMETS ARE 'SNELL APPROVED'

- EXCEEDING MINIMUM STANDARDS OF THE FOUNDATION

BELL SHIELDS AND VISORS

• STREAMLINED-SHATTER RESISTANT

The streamlined bubble-shape not only reduces drag and turbulence but, together with the BELL fastening method, produces a super strong shield which will resist blows from rocks, clods and other flying objects.

• UNDISTORTED VISION

Special optical-quality material is used exclusively in the bubble shield to insure distortion-free vision, and ample room for eyeglasses.

• DESIGNED FOR SAFETY-INSTANT REMOVAL

Bubble shields are designed with both safety and utility in mind and in cases of emergency, can be removed instantly without damage. As an added feature, the new bubble shield has a vinyl edge-trim for extra protection.

BELL SNAP-ON BUBBLE FACE SHIELDS

Snap-on bubble shields fit the same snaps which mount the visor on your BELL helmet, can be easily attached or removed in seconds. Available in clear, blue-green for bright sun or amber for dull days. Also available with visor-like sun shade.

Clear	235-1	\$4.95	Blue - Green w/sunshade.....	235-4	\$5.95
Clear w/sunshade	235-2	\$5.50	Amber	235-5	\$5.50
Blue - Green.....	235-3	\$5.50	Amber w/sunshade	235-6	\$5.95

BELL FLIP-UP MODEL

Flip-up bubbles are designed exclusively for BELL helmets. May be instantly lifted up, away from face, but is always handy for immediate use. NYLON PIVOTS are rigidly attached with a NEW positive plastic screw. Nothing protrudes inside helmet. Bubble is easily attached or removed. For Small for 500TX helmets to size 7.

Large for 500TX size 7 1/8 thru 7 3/8 and Magnum to size 7.
Extra large for 500TX size 7 1/2 & up & Magnum 7 1/8 & up.

Clear	#236-1 (S-L-or XL)	\$5.95	Amber	#236-5 (S-L-or XL)	\$6.95
Clear w/sunshade	#236-2 (S-L-or XL)	\$6.50	Amber w/sunshade	#236-6 (S-L-or XL)	\$7.50
Blue - Green.....	#236-3 (S-L-or XL)	\$6.95	Installation Kit.....	#236	\$1.00
" " w/sunshade	#236-4 (S-L-or XL)	\$7.50			

BELL SNAP-ON FLAT SHIELD MODEL

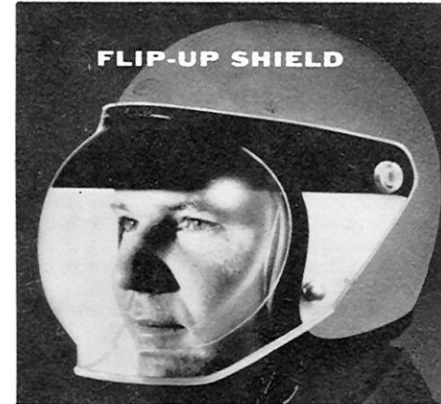
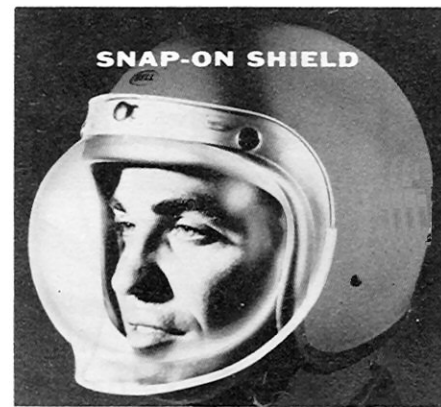
ECONOMY FACE SHIELD — Good face protection at an economy price. Flexible, clear shatterproof plastic is flat and easy to carry until ready to use. Available in two models for use with or without the snap-on sun visor. Supplied with the two extra side snaps necessary. Simple installation.

#237-1 For use without sun visor.....	ea.	\$1.75
#237-2 For use with the snap on visor.....	ea.	\$1.75

BELL VISORS

Two styles of injection molded, shatterproof, snap-on plastic visors are available. Check the photos for the difference in appearance. Both styles will fit all models of Bell helmets. Bell visors may be painted with lacquer or enamel if desired.

#500 or #510 Visor (Specify White, Gray, or Black) \$1.50



BELL HELMET REPAIR SERVICE PRICE LIST

	500TX	Magnum
1. Replace shell (painted) and Neoprene edge trim	\$18.00	\$22.25
2. Replace liner assemblies, ear roll assemblies and top pad ..	13.75	18.25
3. Replace chin strap only	5.25	6.25
4. Replace ear roll assemblies only	4.65	6.75
5. Replace chin strap and ear roll assemblies only	8.75	11.85
6. Neoprene edge trim installed at time liner assemblies are replaced or if installed on customer's bare shell	2.50	3.25
7. Neoprene edge trim only (requires complete disassembly)	4.50	5.50
8. Replace liner assemblies and top pad	9.50	13.60
9. Visor snaps installed (at same time repairs No. 2, 5, 7, 8, or 12 are being made)	1.50	1.50
10. Visor snaps installed (requires complete disassembly) ..	3.00	3.75
11. Repaint shell white or int. orange with Epoxy paint only on original Bell helmet surface (includes Neoprene edge trim)	6.75	(Silver) 9.00
12. Install Flip-up Kit (Labor only)	3.00	3.00
13. Install Bell Radio Receiver Unit (Labor only)	4.00	4.00

BELL SHORTY HELMETS

1. Replace shell (painted) and Neoprene edge trim	\$14.75
2. Replace Liner and Top Pad assembly	7.45
3. Replace Harness assembly	8.25
4. Replace Neoprene Edge trim only (requires complete disassembly)	4.50
5. Visor Snaps installed	2.00
6. Repaint shell with white Epoxy paint on original Bell helmet surface at same time repair #3 is being made (includes installation of Neoprene edge trim)	6.00

SPECIAL NOTES

1. Repair service will be performed **only** on Bell helmets which are not over 4 years old. All plastic materials deteriorate with age and exposure to the elements. For maximum safety old helmets should be replaced periodically.
2. Parts will not be sold separately.
3. Repair service must be performed at our factory. All prices are F.O.B. factory.

HELMET SIZE INFORMATION

SIZES AVAILABLE:

EXTRA SMALL	SMALL	MEDIUM	LARGE	EXTRA LARGE
6 1/2	6 3/4	7	7 3/8	7 7/8
6 5/8	6 7/8	7 1/8	7 1/2	7 3/4
		7 1/4		

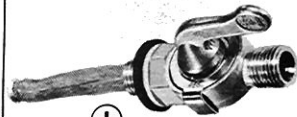
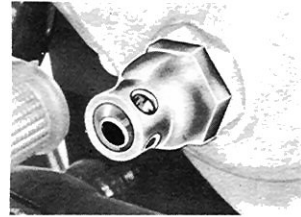
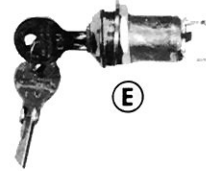
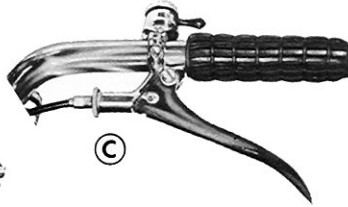
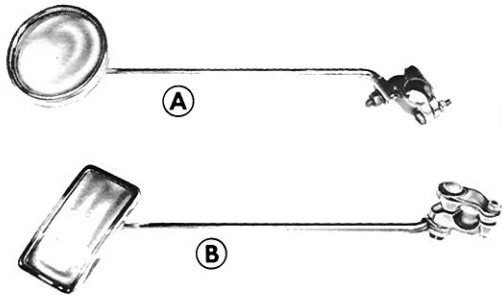
NOTE — MAGNUM & STAR NOT AVAILABLE IN 7 7/8 & 7 3/4 (EXTRA LARGE) SIZES.

CONVERSION CHART

HEAD CIRCUMFERENCE TO HAT SIZE

INCHES		SIZE		INCHES	
20 1/2	==	6 1/2	==	22 3/8	==
20 7/8	==	6 5/8	==	22 3/4	==
21 1/4	==	6 3/4	==	23 1/8	==
21 5/8	==	6 7/8	==	23 1/2	==
22	==	7	==	23 7/8	==
				24 1/4	==
					7 3/8
					7 1/4
					7 3/8
					7 1/2
					7 7/8
					7 3/4

Quality Accessories



HANDLEBAR MIRRORS

Highest quality rear-view mirrors. Heavy-duty adjustable clamps will fit 7/8" and 1" bars.

(A) AM102 ROUND CONVEX CHROME \$4.40 B

HBM29 ROUND FLAT CHROME \$4.40 B

(B) AM101 RECTANGULAR CONVEX CHROME \$4.65 B

(C) CD394 FLEXIBLE HANDLEBAR GRIPS pair \$1.20 A

Soft but durable black plastic provides absolute non-slip grip. Fits 7/8" or 1" bars.

(D) HANDLEBAR WIRING CLIPS \$.36 A

CD250 (7/8" diameter)
CD251 (1" diameter)

(E) CD5 IGNITION LOCK \$3.96 A

Special lock to fit nacelle (replaces cut-out button). Ideal ignition lock for early T110, T120 or any other magneto model. Remove key and mag is grounded.

(F) CD62 PROTECTOR NUT FOR OIL PRESSURE INDICATOR \$1.85 D

A useful accessory for all Triumph riders. Can easily be fitted to oil pressure relief valve and indicator assembly used on all Triumph Twins. Prevents damage to pressure indicator shaft.

(G) M750 LOCKING TANK CAP \$4.50 B

Handsome chrome-plated cap with built-in lock. Two keys supplied. Will fit gas tanks of all Triumph models 1950-65 and most other English motorcycles. Also fits oil tanks of S/A Twins 1954-59.

(H) D402/3 FORK LOCK \$4.62 A

The anti-theft lock with two keys that will fit all 1958-'65 Triumph 'A' and 'B' ranges.

(I) CD238 GAS TAP \$2.20 A

Three position freely operating valve provides a reserve supply and will not seize.

(J) E66 STOP AND TAIL LIGHT \$4.35 A

Popular stop light. Complete with bulb and wires. Will fit all Triumph Twins.

(K) CD82 MAGNA POWER OIL TANK DRAIN PLUG \$2.40 A

A special drain plug to fit the oil tank of all Triumph models. This plug has a magnet to remove steel products from the oil and also a special insert for neutralizing corrosive acids.

FINNED ROCKER BOX CAPS FOR ALL TRIUMPH TWINS

(L) CD296 — \$6.30 F (set of 4) for all 500 Twins 1938-58, and 650 Twins up to and including 1962.

(M) CD365 — \$6.30 F (set of 4) Fits all Unit construction models except inlet rocker box on 1965 T100 S/R. Polished aluminum finned caps add to the appearance and improve the cooling of the rocker box assembly. Rocker box caps in this series are sold in sets of 4 and mounted in cellophane wrapped cards.

(N) CD304 ALLOY CAP \$.93 B

Threaded aluminum caps with convenient 7/8" hex head to replace slotted die cast plug (E732) fitted to all Twin gearboxes, unit construction Twin and Lightweight primary filler and clutch adjustment openings.

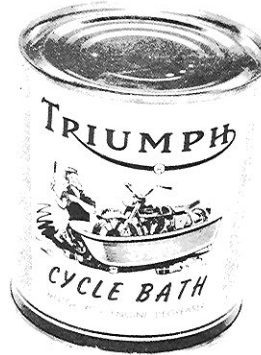


Quality Products For All Motorcycles ... and Scooters



WONDERLUBE \$.90 A

New five oz. can of finest lubricant for motorcycle chains, levers, cable ends, clevis pins, rear suspension springs, battery terminals, etc. A non-corrosive coating for exposed metal surfaces. Wonderlube penetrates to the inside surface of chain rollers and link pins, then evaporates, leaving a waterproof grease that stays put! 24 cans per case.



CYCLE BATH \$.50 A

Big pint can holds enough of this great degreaser-cleanser to spruce up your motor and other greasy bike areas in a jiffy. Brush or spray on CYCLE BATH, allow it to penetrate and hose it off. That's all it takes to make your bike shine like new. Take the drudgery out of motorcycle cleaning for good. 24 cans per case.



Eliminates the need for repeated tightening of nuts and bolts loosened due to vibration. Is drawn into threads between nuts and bolts where it hardens automatically to form a tough plastic bond between the threads. PARTS CAN BE REMOVED with ordinary hand tools, due to LOCTITE's controlled locking strength.



MAINTENANCE KIT \$6.15 D

Includes two 1/3 oz. bottles of LOCTITE plus a 6 oz. spray can of cleaner-primer, brush and complete instructions. This handy kit will assure perfect lock joints in every application.

Order LOCTITE KIT Part #210



3 c.c. TUBE \$.87 B

Now a 3 c.c. tube of LOCTITE sealant. Dependable as always, this special card contains the same LOCTITE liquid sealant shown on this page and used by the Triumph Factory in England. Guarantee safety and continued performance with LOCTITE.

Order Part #D524.

ALSO AVAILABLE IN 10 c.c. BOTTLES

METAL CLEANER \$1.50 B



Handy one pint Aerosol pressure can offers non-flammable cleaner for removing grease, tar, oil, gum, wax and gasket compound, etc. Tri-Cor metal cleaner is not a heavy duty degreaser like Cycle Bath, but is ideal for quickly removing stains and soil. Leaves no film. Spray it on — wipe it off — a fast, effortless cleaner. Will remove spots from fine fabrics. 12 cans per case.

TRI-COR FLEX-SEAL \$1.89 B



A tough, liquid synthetic-rubber and resin type sealing compound. Not affected by gasoline or oil. Withstands high temperatures. Best for joints where no gasket is used. Remains flexible and sticks to any clean surface. 3 cans per case.

CD410 HERMETITE RED SEAL \$.80 A

A flexible, non-hardening, gasket compound, impervious to gasoline, lubricants, heat, water and steam. Specially recommended for sealing aluminum joints. Will break easily when disassembly is required. Available in attractive display cards of 12 tubes.



3M WEATHERSTRIP CEMENT \$1.80 B



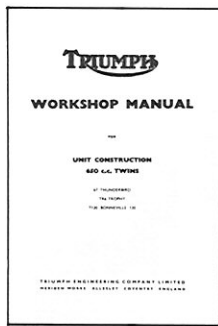
This generous 5 oz. squeeze tube of amazing adhesive withstands moderate heat, prevents screws and nuts from vibrating loose. Cements cloth to rubber, rubber to steel. Use when replacing twin-seat covers. A liquid gasket material.



TWO DEPENDABLE NAMES . . .



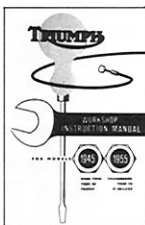
Books to add to your Triumph Motorcycling pleasure . . .



CD411 WORKSHOP MANUAL FOR UNIT CONSTRUCTION 650cc TWINS

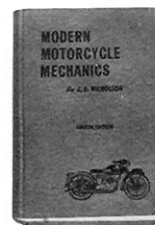
\$9.00 B

A brand new looseleaf workshop manual prepared by the Triumph Factory. Covers all phases of repair including General Data, Lubrication System, Engine, Transmission, Gear-box, Frame, Wheels, Brakes, Tires, Fork, Electrical System and Service Tools. An absolute necessity in every shop.



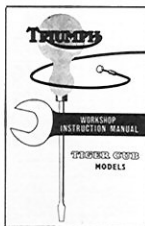
ISSUE #11 TRIUMPH WORKSHOP INSTRUCTION MANUAL \$1.35 B

A complete Triumph Factory Manual covering major overhauls on Triumph 500cc & 650cc motorcycles from 1945 thru 1955.



CD8 "MODERN MOTORCYCLE MECHANICS" \$5.00 D

Latest fifth edition of the famous book by J. B. Nicholson. Complete specifications and service instruction for many British and American motorcycles. Every motorcycle enthusiast and mechanic should have a copy of this book.



CD27 WORKSHOP INSTRUCTION MANUAL FOR LIGHTWEIGHT MODELS \$.81 B

Triumph workshop manual for all Tiger Cub models. Full specifications and details for major overhauls on Lightweight models are included in this factory publication.



CD63 "HOW TO RIDE AND WIN" \$3.00 D

A new book with over 100 interesting pages of hints and tips by four of the nation's top riders of Scrambles, Enduros and Trials. Many action photos and full details of how to become a successful motorcycle competition rider.



CD115 500cc TRIUMPH WORKSHOP INSTRUCTION MANUAL \$1.35 B

A complete Triumph Factory Manual covering major overhauls on Triumph 350 & 500cc models up to and including 1963 Engines.



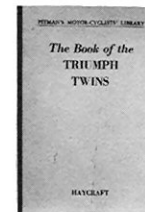
CD11 "TUNING FOR SPEED" \$2.25 B

Latest edition of a famous book which gives many hints on how to increase the performance of a standard motorcycle engine being prepared for racing.



CD9 TRIUMPH OWNER'S HANDBOOK \$1.50 B

Service data on all early model Triumph Twins is included in this book which is a reprint by Floyd Clymer of the original Triumph Owner's Manual written by Alec Masters. Covers 1937-1955 models.



CD273 THE BOOK OF TRIUMPH TWINS \$1.75 B

Covers handling and maintenance of 1945-'59 Twin-cylinder touring models, with some useful advice to owners of 1937-9 Twins. Covers Correct Carburetion, Lubrication, Lighting and Ignition Systems, etc.



CD256 MOTORCYCLE ENGINEERING \$4.80 D

Written by an eminent designer covering Steering Geometry, Front Suspension, Rigid Frames, Springing, The Power Unit, Choosing the Valve Layout, Head Design and Materials, The Timing and Valve Gear, etc.



CD266 TUNING THE TRIUMPH 650 "B" RANGE ENGINE \$4.00 C

An interesting book by Dwain Taylor telling how he has built successful record breaking Dragsters. Full instructions with illustrations on how to modify a 650cc Twin for maximum performance.

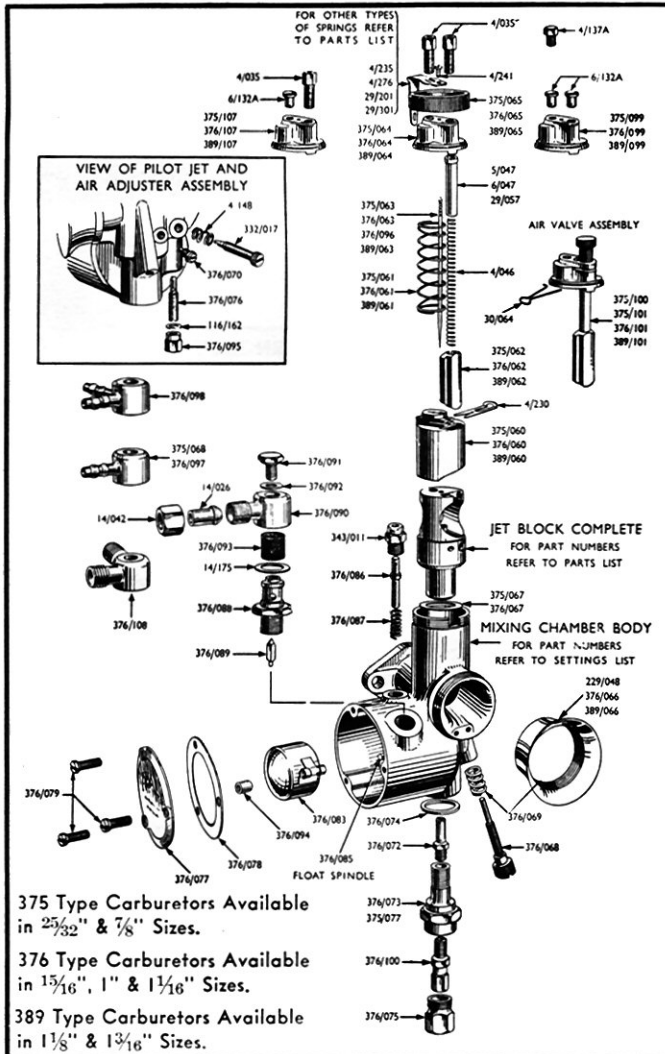
TRIUMPH OWNER'S HANDBOOKS

Owner's Handbooks are available on all current Triumph Motorcycles, 1963-1965 models. Specify year and model when ordering.

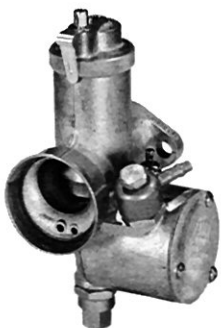
CD10/64 — 650cc Models \$.93 B
CD27/64 — 200cc Models \$1.24 B
CD115/64—500cc Models \$.93 B

AMAL

Types 375, 376, and 389 "MONOBLOC" CARBURETTER



689/205 SPECIAL AMAL-MONOBLOC CARB \$34.50 A



New from Amal! This special 1-3/16" Monobloc carburetor is the perfect mate for the 389/95 in a twin carburetor set-up. This special carburetor is similar to the standard Monobloc in every respect except that it has a full size float chamber on the right hand side. This set-up was used on Gary Nixon's T100 Triumph in winning the 20 Mile National Championship on the Sacramento 1 Mile Dirt Track in 1964.

Component	Type 375	Type 376	Type 389	List Price
Mix. Chmbr. Bdy., Type 375	375/005			\$ 9.00
Mix. Chmbr. Bdy., Type 376		376/001		10.80
Mix. Chmbr. Bdy., Type 389			389/004	12.60
"O" Ring for Intake Flange	244/765	244/765*	244/1048	.30
Jet Block, 13/16" Bore	375/059			3.90
Jet Block, 15/16" Bore		376/055		4.68
Jet Block 1" Bore		376/056		4.68
Jet Block, 1-1/16" Bore		376/057		4.68
Jet Block, 1-1/8" Bore			389/056	5.10
Plug Screw	4/137A	4/137A	4/137A	5.10
Jet Block, 1-3/16" Bore			389/058	.22
Locating Peg for Jet Block	376/070	376/070	376/070	.05
Washer for Jet Block	375/067	376/067	376/067	1.38
Mixing Chamber Top (Std.)		376/064	389/064	1.38
Mix Chmbr. Top/Adj. & Frl.	375/107	376/107		1.38
Mix Chmbr. Top Cap Ring	375/065	376/065	389/065	.30
Cap Spring for Std. Top	4/235	4/235	29/201	.30
Cap Spr./Top w/adj. Frl.	4/276	4/276	29/301	.10
Fix Scr. for Cap Springs	4/241	4/241	4/241	.28
Cable Adjuster	4/035	4/035	4/035	.12
Cable Ferrules	6/132A	6/132A	6/132A	.10
Throttle Valve	375/060	376/060	389/060	2.70
Throttle Valve Spring	375/061	375/061	389/061	.22
Taper Needle	375/063	376/063	389/063	1.08
Taper Needle (Spec.)		376/096		1.08
Needle Clip	4/230	4/230	4/230	.22
Air Valve		376/062	389/062	1.78
Air Valve Guide	5/047	6/047	29/057	.58
Air Valve Spring	4/046	4/046	4/046	.12
Rod Control Air Vlv. Assy.	375/101			3.60
Wire/Rod Control Air Vlv.	30/064	30/064	30/064	.12
Needle Jet	376/072	376/072	376/072	1.18
Main Jet (Specify Size)	376/100	376/100	376/100	.60
Main Jet Holder (Std.)	376/073	376/073	376/073	1.68
Main Jet Holder (Long)		376/140		2.28
Main Jet Holder (Short)	376/128	376/128	376/128	.88
Main Jet Holder Washer	376/074	376/074	376/074	.06
Main Jet Cover Nut	376/075	376/075	376/075	.42
Pilot Jet	376/076	376/076	376/076	.48
Pilot Jet Cover Nut	376/095	376/095	376/095	.30
Pilot Jet Cover Nut Washer	116/162	116/162	116/162	.06
Air Adjusting Screw	332/017	332/017	332/017	.36
Air Adjusting Screw Spring	4/148	4/148	4/148	.12
Throttle Stop Screw	376/068	376/068	376/068	.30
Throttle Stop Screw Spring	376/069	376/069	376/069	.10
Air Intake Tube	229/048	376/066	389/066	1.50
Float, Complete	376/083	376/083	376/083	2.10
Float, Hinge Spindle	376/085	376/085	376/085	.24
Float, Spindle Bush.	376/094	376/094	376/094	.12
Float Needle	376/089	376/089	376/089	.70
Needle Seating	376/088	376/088	376/088	1.08
Needle Seating Washer	14/175	14/175	14/175	.06
Banjo, Single	376/090	376/090	376/090	.90
Banjo, Double	376/098	376/098	376/098	1.38
Banjo, Double	376/108	376/108	376/108	1.50
Banjo Washer	14/175	14/175	14/175	.06
Banjo Bolt	375/091	376/091	376/091	.28
Banjo Bolt Washer	376/092	376/092	376/092	.06
Tickler	376/086	376/086	376/086	.40
Tickler Body	343/011	343/011	343/011	.58
Tickler Spring	376/087	376/087	376/087	.06
Float Chamber Cover	376/077	376/077	376/077	1.08
Float Chamber Cover Joint	376/078	376/078	376/078	.12
Float Chamber Cover Screws	376/079	376/079	376/079	.06
Filter Gauze	376/093	376/093	376/093	.30
Petrol Union Nut	14/042	14/042	14/042	.30
Petrol Union Nipple	14/026	14/026	14/026	.28

Note: Pilot Jets supplied in 20, 25, and 30.

Note: Main Jets supplied in sizes from 90 to 700

Note: Needle Jets supplied in number .105 and number .1065

*Use 244/1048 for 1-1/16" bore type 376 carburetors.

TRIUMPH

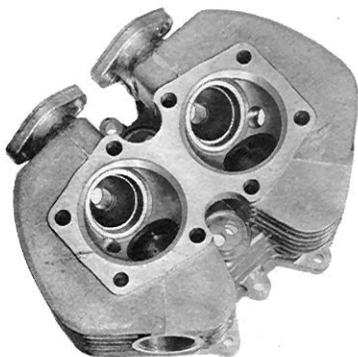


**VERTICAL
TWIN**

RACING



PARTS

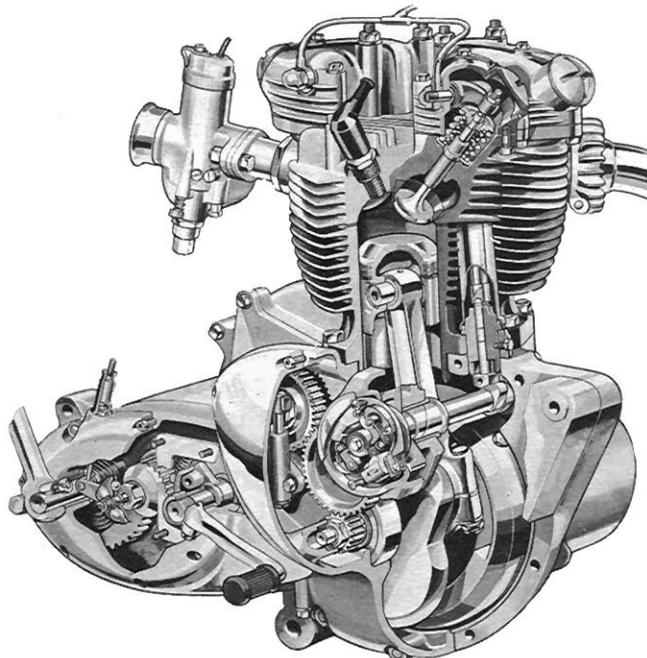


OVERSIZE VALVE INSTALLATION

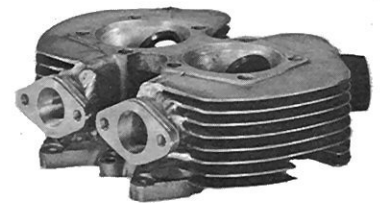
TRICOR will install special nickel-chrome oversize inlet valve seats in your 500cc cylinder head. These special valve seats accept 1-9/16" racing inlet valve, E4483KE. Price does not include enlarging and polishing ports, fitting guides, finishing valve seats, or shipment costs. This installation was used in the winning of the Daytona 200 mile road race.

Price **\$15.52 C**

**THE HEART OF A TRIUMPH
IS ITS FINE ENGINE**



**UNEQUALED SINCE TRIUMPH
FIRST PRODUCED THE
VERTICAL TWIN OHV**



TWIN CARB INSTALLATION

Boost 500cc engine performance by the use of twin carburetors!! TRICOR will modify cylinder heads by installing two aluminum alloy carburetor adapters. High quality heliarc welding is used in the installation process. Carburetor adaptors are 1-1/16" inside diameter. Price does not include finishing inlet ports, or shipment costs.

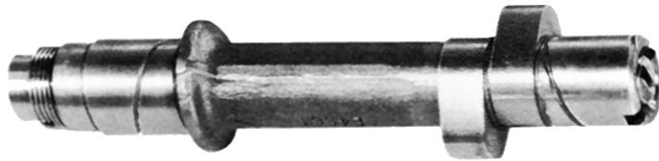
Price **\$13.16 C**



RACING VALVE GEAR



FACTORY CAMSHAFTS



TRICOR CAMSHAFTS



For maximum performance from your Vertical Twin engine, we now offer two makes of specialized competition camshafts.

The Triumph Factory, in addition to the mild standard cams, produces special competition grinds termed "SPORTS," and "RACING." The "SPORTS" cam has been used with equal success in Enduro, Scrambles, Trials, and TT competition. The "RACING" camshaft is a "hot" grind used very successfully in Dirt Track and Road Racing Motorcycles.

TRICOR has also developed special "hard-faced" camshafts to eliminate camshaft lobe wear and improve performance in racing applications. The new "TT-DRAGSTER" camshaft for 650cc engines and the "DAYTONA GRIND" for 500cc models are now being used with great success on all Triumph Racing Motorcycles. The DAYTONA GRIND is the same used by Gary Nixon in his road racer at Daytona.

READY REFERENCE CAMSHAFT LISTINGS

650cc ENGINES	PART NUMBERS				PRICE		INLET VALVE		EXHAUST VALVE		
	YEAR	TYPE	INLET	EXHAUST	INLET	EXHAUST	OPENS	CLOSES	OPENS	CLOSES	
FACTORY**	1950-1962	Sports	E4931	E4931	\$10.50 A	\$10.50 A	27°	48°	48°	27°	
	1963-on*	Sports	E4931	E4855	\$10.50 A	\$12.26 A	27°	48°	48°	27°	
	1950-1962	Racing	E4819*	E4819	\$10.50 A	\$10.50 A	34°	55°	55°	34°	
	1963-on*	Racing	E4819	E5047	\$10.50 A	\$13.14 A	34°	55°	55°	34°	
TRICOR***	Thru 1962	TT-Dragsler	CD324/TTB	CD324/TTB	\$30.32 C	\$30.32 C	38°	58°	58°	38°	
	1963-on*	TT-Dragsler	CD324/TTB	CD330/TTB/63	\$30.32 C	\$30.32 C	38°	58°	58°	38°	
500cc ENGINES	Thru 1962	Sports	E4022	E4023	\$12.26 A	\$11.56 A	27°	48°	48°	27°	
	FACTORY**	1963-on*	Racing in. Sports ex.	E4678	E4786	\$10.50 A	\$12.26 A	34°	55°	48°	27°
		Thru 1962	Racing	E4038	E4039	\$12.26 A	\$11.56 A	34°	55°	55°	34°
	1963-on*	Racing	E4678	E5044	\$10.50 A	\$13.14 A	34°	55°	55°	34°	
TRICOR***	Thru 1962	Daytona Grind	CD326/SCC	CD327/SCC	\$30.32 C	\$30.32 C	38°	58°	58°	38°	
	1963-on*	Daytona Grind	CD326/SCC	CD332/SCC/63	\$30.32 C	\$30.32 C	38°	58°	58°	38°	

*Exhaust camshaft with taper hole to drive contact breaker cam.

**Degrees shown are at .020" lift using standard tappets.

***Degrees shown are at .020" lift using racing tappets.

NOTE: \$3.00 allowance on usable exchange camshaft cores.



E4483KE—500cc Racing Inlet Valve \$5.64 A

500cc Oversize racing valve of the highest quality nickel-chrome alloy, for use with oversize valve seat (CD201). Valve head diameter 1-9/16".



E4013KE—500cc Racing Exhaust Valve \$4.80 A

500cc High strength valve made of nickel-chrome alloy, interchangeable with standard valve (E4013). Highly recommended for all racing engines.



E2903/1-9/16"—650cc Racing Inlet Valve \$5.64 A

650cc Nickel-chrome alloy oversize racing valve, 1/16" larger than standard E2903. Can be fitted to all 650cc Twin racing engines.

E4603KE 650cc Racing Inlet Valve \$5.20 A

1-19/32" Inlet valve as fitted to 1964-'65 T120 and T120TT Special. (not illustrated)

E2904KE 650cc Racing Exhaust Valve \$5.40 A

1-7/16" Exhaust valve made of highest quality nickel-chrome alloy. Interchangeable with standard exhaust valve (E2904). (not illustrated)

E3310/8KE SPECIAL 650cc RACING INLET VALVE \$5.20 A

This nickel-chrome alloy oversize valve is 1/32" larger in diameter than E4603KE. Recommended only for special custom-tuning jobs. Can usually be fitted by enlarging the existing valve seat providing the cast in insert is concentric with the valve guide. (not illustrated)



CD252 500cc Racing Valve Spring
each \$1.50 B



Special spring of finest quality. Resists high stress and will maintain original strength under extreme racing conditions at high RPM. For top performance fit a set of four of these single springs. An inner spring should NOT be used with these special springs. Use TRIUMPH steel collars and keepers and E1575 washer under lower cup (E3740) if necessary to adjust spring for correct length of 1-3/16". For 500cc engines only.



E4040 500cc Racing Tappet (4 req.) each \$2.80 A

Factory designed for use with 500cc racing valve gear components. Racing tappets will guarantee maximum power and performance in your engine!



E4482



E4481

Improve valve heat dissipation by use of these special high quality bronze valve guides. A necessity on all Triumph 500cc racing engines.

E4481 500cc Inlet Guide (2 req.) each \$3.50 A

E4482 500cc Exhaust Guide (2 req.) each \$3.50 A



T373TC 500cc Camplate Plunger Spring \$.30 A

This special strong spring completely eliminates any problem of the transmission jumping out of gear at high RPM and insures more positive shifting in the heat of competition.



The now famous 'herring-bone' outer finish flexible tubing used in all racing applications. This specially designed tubing is fabricated with the highest quality gas and oil resistant neoprene inner core reinforced with a woven nylon fabric outer cover and will withstand the high pressures and temperatures induced by racing machines.

CD31 5/16" inner diameter per ft. \$.90 A

CD32 1/4" inner diameter per ft. \$.80 A

CD33 3/16" inner diameter per ft. \$.70 A



E3827



E3828



E3827—650cc Racing Inlet Valve Guide \$3.16 A

E3828—650cc Racing Exhaust Valve Guide \$3.50 A

650cc Special bronze valve guides aid in heat dissipation in high performance engines.



CD71 650cc RACING VALVE SPRINGS
per complete set of 8 springs \$9.00 D

Set of heavy duty racing valve springs for all 650cc Triumph Twin models. Successfully used by many engine tuners to eliminate valve float and spring surge at high RPM.

CD255/60 SPACERS FOR CD71 VALVE SPRINGS
12 per package \$1.08 Net D

Special washer .060" thick to be used for spacing CD71 racing valve springs to the correct length of 1-9/32". (Four required per engine.)



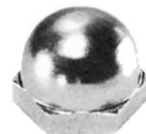
E3059R 650cc Racing Tappet (4 req.) each \$2.80 A

Boost performance in your 650cc engine with the installation of these special racing tappets. Factory designed for maximum power and reliability.



CD224 650cc Collars & Keepers \$5.60 A

New improved kit now features high strength steel keepers combined with specially prepared aluminum alloy collars. Designed to give maximum performance in 650cc Triumph vertical twin engines.



E2304 Oil Pressure Blind Cap \$1.06 A

Chrome plated blind cap replaces standard oil release valve and indicator. Insure that the piston and all springs are left in place when removing the indicator and fitting this cap.

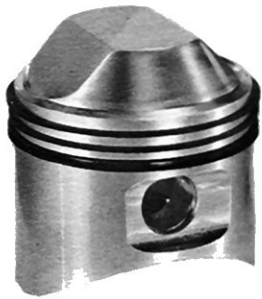


CP38/MZ41 Brake Linings pr. \$3.08 A

Heavy-duty brake linings made by the Factory especially for Enduro motorcycles. Insure that you have the stopping power during the entire run. Fits Triumph 7" brake drum.



RACING PISTONS



CD268 650cc FORGED PISTON
\$15.69 B

Top quality forged piston for the demands of competition use. Compression Ratio of 10:1. Available in standard, .010", .020", .030", .040", .050", .060", .080" and .100" oversize.



CP187 500cc RACING PISTON
\$11.38 A

Genuine Triumph 9 to 1 compression ratio racing piston for best performance. Available in standard, .010", .020", .030" and .040" oversize. Complete with rings, pin and circlip. Highly recommended for racing use.



CD312 650cc FORGED PISTON
\$15.69 B

This specially designed 10.5:1 compression ratio forged piston will satisfy even the most demanding competitors. Available in standard, .010", .020", .030", .040", .050", .060", .080" and .100" oversize.



CD307 500cc FORGED PISTON
\$16.05 B

Get the most from your engine with this top quality forged piston. 10.5:1 compression ratio assures maximum engine performance. Available in standard, .010", .020", .030", .040", .050", .060" and .080" oversize.



CP202 650cc RACING PISTON
\$13.14 A

An extra high compression (11:1) factory piston. Fitted as original equipment to the 1965 T120/TT Special Racing Models. Available in standard, .010", .020", .030" & .040" oversize. Complete with rings, pin and circlips.



CD295 500cc FORGED PISTON
\$16.05 B

Forged 9.5:1 compression ratio quality piston for all competition use. Available in standard, .010", .020", .030", .040", .050", .060", .080" and .100" oversize.

NOTE: ALL FORGED PISTONS HAVE GRANT RINGS AND CIRCLIPS BUT NO WRIST PINS

GRANT RING SETS

Top quality Grant piston rings are recommended for use with all forged pistons. Specify part number and piston oversize when ordering.

CD211 500cc Ring Sets: \$4.80 B Standard, .010", .020", .030", .040", .050", .060", .080" and .100" oversize.

CD15/650 650cc Ring Sets: \$4.32 B Standard, .010", .020", .030", .040", .050", .060", .080" and .100" oversize.

GRANT Ring Sets include four compression rings and two oil rings.



509/1 BRAKE LEVER \$7.34 B

509/2 CLUTCH LEVER \$7.34 B

Genuine AMAL top quality aluminum alloy clutch and brake levers. These light-weight, high strength levers are equipped special 'star' shaped fingertip cable adjustment. Ball end meets AMA Regulations. Fits all 7/8" handlebars.



D105T Sparky Terminal each \$24 A

Dry weather or wet, you still have that spark!! Used by consistent winners of all competition events. Positively cannot shake loose.



SK84103 TACH MOUNTING BRACKET \$6.16 A

This special tach head mounting bracket is adaptable to most Tach heads. Completely isolates vibration.



FOOTSHIFT LEVER

A shorter than standard footshift lever. Use with rear footrest and fit in reversed position for Road racing. Use T449 foot-shift rubber.

T1228 \$4.20 A



CD311 RACING AIR CLEANER PLATE (2 req.)
each \$3.00 C



A racing type air cleaner plate for twin carburetor use with special air cleaner element CD314. It is necessary to cut through one plate to fit your particular carburetor set up. This type air cleaner is used by TRIUMPH's Master Tuner, Cliff Guild, in setting up both "off the road" and road racing motorcycles. 2 req.

CD361 650cc AIR CLEANER KIT \$14.30 F

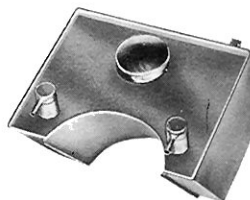
Factory designed air cleaner for use with 650cc twin carburetor engines. Comes complete with paper element clamps, rings, and rubber tubing. Also included are adaptors to fit 1-3/16" carburetors, allowing this kit to be used on 1963, 650cc engines.



CD236 500cc RIGID FRAME \$50.00 C

Designed for the particular application of dirt track racing, this rigid section completely replaces the entire rear section of a standard frame. An absolute necessity for dirt track competition.

CD254 RACING OIL TANK \$28.50 B



A 1 gallon capacity oil tank designed to replace the stock tank. Designed by racing tuner Cliff Guild, a prototype of this racing tank was used in winning the Daytona 200 mile national road race in 1962. Since that time, this tank has been put into limited production, and has been used with great success in every major race in the U. S. Fits behind frame allowing use of twin carburetors and large air cleaner such as CD311.

289G/1AT AMAL TYPE 29 RACING CARB \$37.80 A

A proven race winner! Used as twin carburetors on gasoline powered 500cc engines, this highly reliable system will provide air-gasoline mixture at all rpm's to put you under the checkered flag first! Must be used in conjunction with remote float bowl 504/1 or 510/1.

510/1 AMAL RACING REMOTE FLOAT BOWL \$30.00 A

Bottom feed AMAL rectangular float bowl weighs only 7 ounces. Mounts readily to any machine where space or weight is of importance. Extra boss is drilled and tapped to provide feed for twin carburetors. Can be used with 1/8" Type 29 AMAL carburetor or any other AMAL carburetor requiring remote float bowl.



CD259 RACING OIL PUMP \$18.00 B

Modified oil pump has a large bore on the savenge side and special plunger. Increased displacement prevents wet sumping at continuous high RPM in long distance Road Racing. Fits all 500cc and '63-'64 650cc models.



CD314 AIR CLEANER ELEMENT



\$3.75 B

For use with CD311. This special element is 99% effective and gives larger than usual breathing area. Will fit on all 500cc TRIUMPH Vertical Twin Racers.



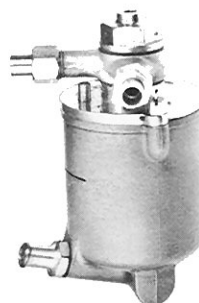
CD366 FIBER GLASS GAS TANK \$49.95

Designed to fit 1963-65 650cc models. Small 2.7 gallon capacity fiberglass gas tank. Use this high quality tank as an easy, completely reliable method of weight reduction.



504/1 AMAL RACING REMOTE FLOAT BOWL \$33.00 A

Top feed AMAL racing remote float bowl. Eliminates flooding due to vibration and assures maximum fuel flow. Extra boss can be drilled and tapped to provide double outlet. Recommended for 1/8" Type 29 AMAL Carburetors.



313/4 AMAL DUAL TWIST GRIP \$9.18 A

Genuine AMAL twist grip for Twin carburetor machines designed to meet the requirements of competition riders. Equipped with friction control and option for positive stop. 313/018 shim adaptor fits 313/4 to 1" handlebar swedged to 15/16".

313/018 15/16" SHIM ADAPTOR \$1.06 A

313/6 7/8" DUAL TWIST GRIP \$9.18 A

Same as 313/4 but for 7/8" bar



CD34 INSULATING BLOCK \$2.40 A

Top quality formica insulating block completely eliminates heat transfer from engine to carburetor. 1-1/16" inside diameter is easily enlarged to accept larger bore carburetors. Outside dimensions will fit the flange of all AMAL carburetors used on Triumph engines.



CD362 DRUM & SPROCKET \$20.25 A



consists of:
 1 Sprocket W1499/46..\$14.00 A ea.
 8 Bolts W1500..... .36 A ea.
 8 Washers E1612..... .03 A ea.
 1 Brake Drum E1498.. 14.00 A ea.

A genuine Triumph Replacement Kit featuring a heavy-duty 46 tooth steel sprocket bolted to a cast iron brake drum.



REAR WHEEL BRAKE DRUM AND SPROCKET



PART NO.	TEETH	FITS MODEL	PRICE
W1276	43	Std. all 500cc & 650cc 1960-'62	\$12.26 A
W951	46	Std. 650cc 1951-'59, 1963-'64	12.26 A
W1420	44	Special	21.00 A
W1421	45	Special	21.00 A

ALUMINUM ALLOY "BOLT-OVER" SPROCKETS — \$13.95 B

These long-wearing high tensile strength, aluminum alloy sprockets complete the range of possible gearing combinations, and have been used with great success on many Triumph competition motorcycles.

The following "Bolt-Over" sprockets will fit Part No. W1276, 43 tooth brake drum and sprocket with 5/8 x 3/8 chain:



The following "Bolt-Over" sprockets will fit Part Nos. W951 and CD362:

PART NO.	DES.	PART NO.	DES.	PART NO.	DES.
52T43	52 T	55T43	55 T	59T43	59 T
53T43	53 T	56T43	56 T	60T43	60 T
54T43	54 T	57T43	57 T	61T43	61 T
		58T43	58 T	62T43	62 T

PART NO.	DES.	PART NO.	DES.	PART NO.	DES.
53T46	53 T	56T46	56 T	58T46	58 T
54T46	54 T	57T46	57 T	59T46	59 T
55T46	55 T			60T46	60 T

HEAVY DUTY BONDED CLUTCH PLATES FOR ALL TRIUMPH TWINS

American-made clutch plates with special bonded facing suitable for racing models and high performance "Drag" machines. T414AT can be run dry or in oil bath case and requires heavy springs (T999AT or T1560). Use T1362AT plates in oil bath chaincase with standard springs.

T414AT Grooved synthetic four segment facing ea. \$4.18 A

T1362AT Eight segment resin-bonded cork facing ea. \$3.68 A

T1363AN7 "Extra Driver" clutch Plate (not illustrated) \$4.64 A

A new clutch plate designed to eliminate clutch slippage by adding two additional friction surfaces to 1963-1965 500cc and 650cc clutch assemblies.



HEAVY RACING TYPE CLUTCH SPRINGS T1560T \$1.18 A

Fits all 500 and 650cc models thru 1962.

T1769TC \$3.30 A

Fits all 500 and 650cc models from 1963 on.

COUNTERSHAFT SPROCKETS 650cc 1946-'65



PART NO.	DESCRIPTION	PRICE
T471/15	15 Teeth Made in U.S.A.	\$10.50 D
T471/16	16 " " " "	10.50 D
T1816	17 Teeth Made in England	4.56 A
*T1815	18 " " " "	4.56 A
T1715	19 " " " "	5.60 A
T1749	20 " " " "	5.60 A
"B" Range 1964 Models		
T1952	15 Teeth Made in England	4.90 A
T1953	16 " " " "	4.90 A
T1916	17 " " " "	4.90 A
T1917	18 " " " "	4.90 A
T1918	19 " " " "	4.90 A
T1919	20 " " " "	5.78 A

*Early Models 1946-62) used Part #T471A which will also fit 1963 models.

COUNTERSHAFT SPROCKETS 500cc MODELS \$4.56 A



T1558	17 T	T1476-19	19 T
T1476	18 T	T1569	20 T

CD349 RACING COIL and BRACKET \$8.40 A



German manufactured 6-volt racing coil. Top quality, light weight coil replaces standard coil with no modifications required.



The prices shown in this catalog are suggested list prices and are F.O.B. Baltimore. Specifications and prices are subject to change without notice. Prices shown include U.S. Excise Tax where applicable.

Deluxe Accessory Kits

THE ROAD TO

Comfort-Luxury-Convenience-Safety

SPECIAL PRICE \$112.50

(You Save 10%)

1 Large Saddlebags
\$45.57 B
(Mounting Brackets)
\$10.11 B

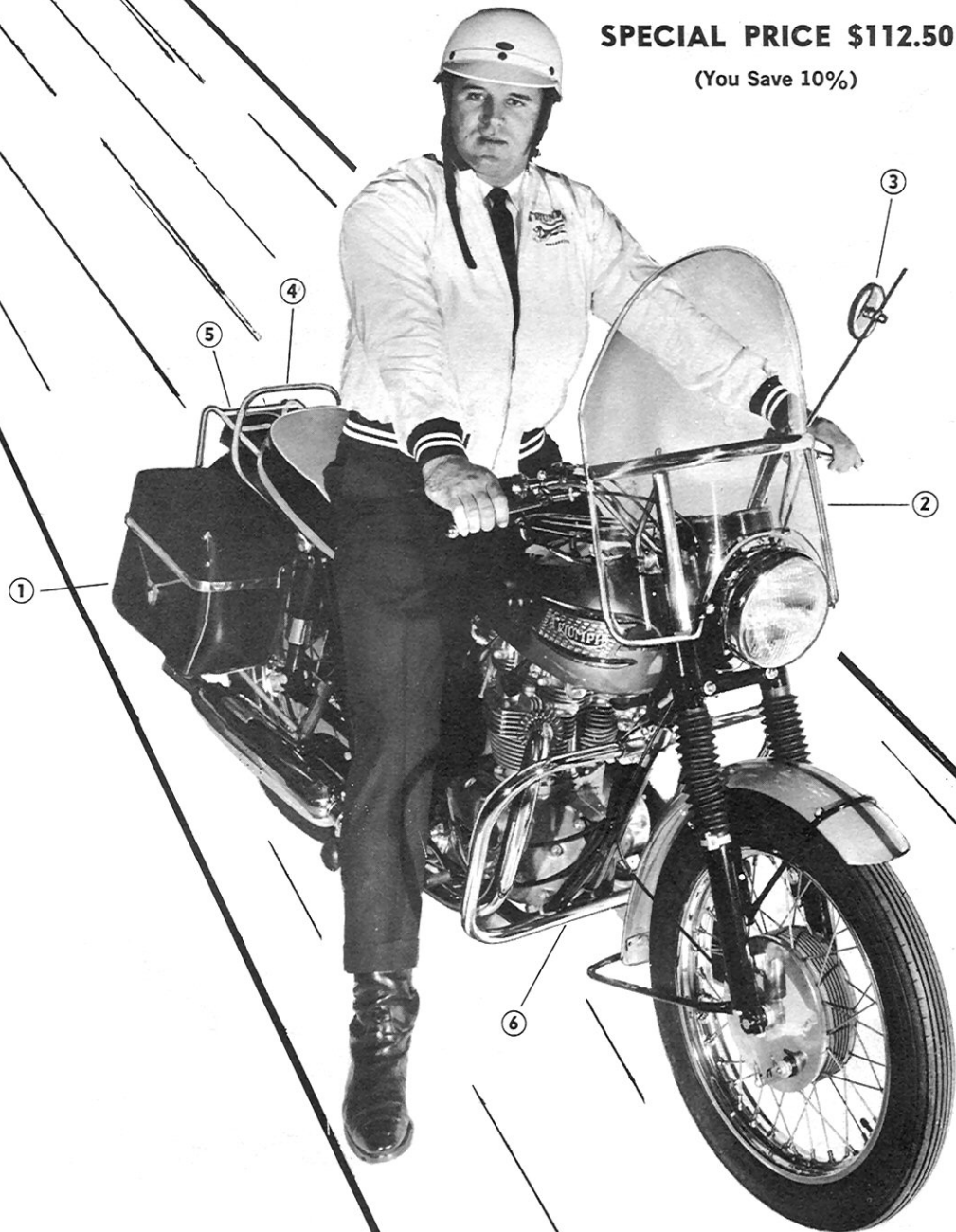
2. Sports Type Wind-
shield (Complete)
\$24.75 B

3. Chrome Plated
Handlebar Mirror
\$4.40 B

4. Deluxe Seat Rail
\$8.85 B

5. Luggage Carrier
(Fits Saddlebag
Mounting Brackets)
\$12.00 B

6. Chrome Safety
Bars
\$17.94 B



IMPORTANT: Always specify MODEL AND YEAR when ordering the Deluxe Accessory Kit at this Special Price.

You're On the Way with

TRI-COR Windshields and
Saddlebags

Castrol Oil

DUNLOP
Tires

TRIUMPH
Cycle Bath

AMAL Carburetors

RENOLD Chains

BELL Helmets

K-L-G



Quality Products

The **TRIUMPH** Corporation TOWSON, BALTIMORE, MD. 21284, U. S. A.
TELEPHONE AREA CODE 301 252-1700