

Bonneville

The first model in this new parallel twin range, the Bonneville, was launched in November 2000 for the 2001 model year. It combined the styling and character derived from the most popular of the original Meriden models with the technology of modern design and technology.

The Bonneville used a 790 cc parallel twin air- and oil-cooled unit engine. Its 360° crank meant the pistons rose and fell simultaneously, but were set to fire on alternate strokes. Twin balance shafts ran off a gear on the right-hand end of the crankshaft to eliminate most of the vibration, leaving enough to provide some essential character. A central cam chain drove the double overhead camshafts actuating the four valves per cylinder.

The cable-operated clutch was a wet, multi-plate unit with conventional springs. The five-speed constant-mesh transmission drove the rear wheel via chain and sprockets that ran unconventionally down the right-hand side of the bike, allowing the looks of the original design engine covers to be retained.

The engine had a wet-sump lubrication system incorporating two pumps. The rear pump drew oil from the sump via a strainer and distributed it, via the filter, to the crankshaft's main and big-end bearings, the camshafts, and to the transmission output shaft. The front pump drew oil in the same way and circulated it around the cylinder block and head to cool them before sending it to the oil cooler at the front. The cooled oil then returned to the sump. The front pump also fed a lubrication circuit for the transmission input shaft and the clutch.

Fuel was fed by gravity to the two 36 mm CV carburettors. The carburettors were electrically heated to prevent icing and incorporated a throttle position sensor that transmitted information on throttle angle and rate of change to the ignition control unit (ICU).

The ignition system was fully digital electronic. A pick-up coil mounted on the right-hand side of the engine received signals from projections on the alternator rotor and sent information on crankshaft position and speed to the ICU. This, together with information from the throttle position sensor, was used to determine the ideal firing point. A primary voltage was sent to the single ignition coil which provided the HT voltage to each spark plug simultaneously on a 'wasted spark' system.

The engine sat in a tubular steel, twin-cradle frame with removable sections. Front suspension was by 41 mm oil-damped telescopic forks. Rear suspension was by tubular steel swingarm pivoting through the crankcase and acting on twin shock absorbers that were adjustable for spring pre-load.

The front brake had an hydraulic, twin-piston sliding caliper acting on a single 310 mm disc, and the rear brake had an hydraulic, twin-piston sliding caliper acting on a 285 mm disc. The wheels were steel-spoked and ran tubeless tyres.

In 2007 the Bonneville was given the new, larger capacity 865 cc engine originally fitted to the Thruxton. The engine was all-black with polished covers.

A major mechanical change took place in 2008 with the introduction of electronic fuel injection, ensuring the 865cc twin kept within Euro 3 legislation. The throttle bodies were cleverly designed to give the appearance of carburettors and thus retain the bike's traditional look.

The year 2009 was significant because it marked the 50th anniversary of the Bonneville name. There were no mechanical changes for 2009, but the bike's styling reflected many features of the 1970s T140D. Cast wheels replaced the wire-spoked items of the 2008 models, the mudguards were smaller and neater, the shorter silencers were borrowed from the Thruxton, the front brake master cylinder had a remote reservoir and decals replaced the chromed fuel tank badges of the earlier model.

For 2010, new electronic instruments were fitted and the speedometer was activated by a pick-up off the gearbox rather than via a cable off the front wheel.

Bonneville SE

A slightly higher spec Special Edition Bonneville was introduced for 2009. It was as the regular model (including its 2009 improvements), but with a tachometer included in the instruments, brushed alloy engine covers and a chrome tank badge. The SE model received updated electronic instruments in 2010.

T100

Launched initially as a centennial edition of the Bonneville for the 2002 model year, the T100 was then incorporated into the Triumph range in its own right the following year.

From 2002 to 2004 it used the same engine, frame and suspension as the Bonneville, but with added styling cues reminiscent of the sixties machine. Differences included the addition of a tachometer, rubber knee pads mounted on the fuel tank, alternative colour schemes and polished engine covers.

In November 2004, for the 2005 model year, the T100 was given a slightly de-tuned version of the new 865 cc engine first used in the Thruxton.

Apart from receiving electronic fuel injection in 2008, changes to the T100 have amounted to the addition of fork gaiters in 2009 and electronic instruments in 2010. In celebration of the Bonneville's 50th, an anniversary model was produced for 2009 only with a special logo on the side panels, two-tone paintwork and chromed valve cover. A Steve McQueen edition T100 was released in 2012 in the style of the TR6 Trophy he rode in the film *The Great Escape*; it differed from the standard model in having a single seat, push plate, khaki paintwork and special graphics. Also in 2012, a special edition T100 was launched to celebrate 110 years of Triumph motorcycles and is recognisable by its two-tone silver and Brooklands

green paintwork, black mudguards, chromed valve cover, chainguard and grabrail and its tank-mounted jubilee crest.

America

The Bonneville America was launched in 2002 and was designed to compete directly with the cruisers and low-riders so popular in America.

It used the 790 cc engine of the Bonneville but with a different crankshaft throw giving it a firing interval between the cylinders of 270°, and a resultant off-beat feel and sound. Combined with slightly taller gearing achieved by changing the final drive ratio, it mimicked the traditional V-twin cruiser characteristics of the bikes against which it was designed to compete.

While the cone of the bike remained the same as the Bonneville, with shared frame, suspension and braking components, a number of design features such as the forward-mounted foot-controls, low-slung seat, raked-back handlebars and raked-out forks, and instruments mounted on the fuel tank, gave it an entirely different character and establish it as a significantly different machine.

In 2007 the America was given the new, larger capacity 865 cc engine originally fitted to the Thruxton. The engine was all-black with polished covers. Additional changes included newly styled cast alloy wheels, and re-designed pillion footrest brackets, fork shrouds drive sprocket cover and front fork shrouds.

In 2008 the America received electronic fuel injection and a new fuel tank with increased capacity. Electronic instruments were fitted in 2010, then for the following year the America received a make-over with changes to riding position and steering geometry. The front wheel diameter was reduced by two inches to 16", the front turn signals were repositioned from the handlebars to the bottom yoke and the separate rider and passenger seats were replaced by the dualseat already fitted to Speedmaster models.

Speedmaster

The Speedmaster was launched in 2003 and was designed to be a Bonneville America with attitude.

For 2003 and 2004 it used the 790 cc engine of the America but with shorter gearing, achieved by altering the final drive ratio, to give it more acceleration. For 2005 the Speedmaster was given the new, larger capacity 865 cc engine, further detuned than the 2005 T100, giving it more torque at lower engine speeds, and again utilising the 270° crankshaft of the original America to retain the off-beat firing pattern.

The Speedmaster had twin front brake calipers and discs, different handlebars, controls and seat, and cast alloy wheels which ran tubeless tyres.

In 2007 the Speedmaster was equipped with newly styled cast alloy wheels, and re-designed pillion footrest brackets, fork shrouds and drive sprocket cover.

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revision in the later pre unit factory manuals was the addition of technical specifications for the T120 Bonneville 1959 Unfortunately those revisions also included the deletion of repair data for rigid frame sprung hub and 3T models This makes the Factory Workshop Manual No 11 the most comprehensive workshop manual available for pre unit twin cylinder Triumph motorcycles up to and including 1962 models as it includes repair and maintenance data for the full line of rigid frame sprung hub swing arm and 350cc models Much more detailed than the owner s handbook this manual provides the information necessary for the overhaul of engines gear boxes frames swing arm forks wheels hubs carburetors electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Size 5 5 x 8 5 with 224 pages and 84 illustrations includes 8 pages of detailed technical specification charts and both an illustration index and a comprehensive index of contents Applicable to the following models 5T Speed Twin T100 Tiger 100 TR5 Trophy 6T Thunderbird T110 Tiger 110 and 3T De Luxe Includes maintenance and repair data for the following engines Twin Cylinder 350cc OHV 500cc OHV and 650cc OHV *Triumph Workshop Manual for Bonneville 750 and Tiger 750 Unit Construction Twins* ,198? *Triumph Motorcycles Illustrated Workshop Manual 1937-1951* Floyd Clymer,2007-01-01 1935 to 1939 MODELS An Illustrated Workshop Manual Covering Pre War Triumph Twin And Single Cylinder Motorcycles From 1935 To 1939 After the outbreak of war in September 1939 all of the Triumph motorcycles constructed were destined for military use civilian production did not resume again until 1946 This is a faithful reproduction of the 1939 Floyd Clymer E T Brown Workshop Manual originally published in the US in 1947 It includes repair and maintenance data for rigid frame pre war single cylinder SV OHV and twin cylinder OHV Triumph motorcycles from 1935 to 1939 Much more detailed than the owner s handbook this manual provides the information necessary for the overhaul of engines carburetors clutches gear boxes forks electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Measuring 5 5 x 8 5 with 96 pages and 56 illustrations Applicable To The Following Models L2 1 2 1 2 5 3 1 3 2 3 5 5 1 5 2 5 3 5 4 5 5 5 10 6 1 Tiger 70 Tiger 80 Tiger 90 2H Tiger 70C 3S 3H Tiger 80C 5H Tiger 90C 6S 2HC 3SC 5T Speed Twin 5S and T100 Tiger 100 Includes Maintenance And Repair Data For The Following Engines Single Cylinder 250cc OHV 350cc SV 350cc OHV 500cc SV 500cc OHV 550cc SV and 600cc SV Twin Cylinder 500cc OHV and 650cc OHV **Triumph TR7 Service and Repair Manual** John Harold Haynes,Peter Ward,2014-06 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work **Triumph Motorcycles 1937-1961 Single Cylinder Workshop Manual - All Models 1937-1945 Plus Terrier & Tiger Cub 1953-1961** ,2024-02-03 204 pages and more than 100 illustrations and charts size 5 5 x 8 5 inches Originally published under a similar title this publication is a faithful reproduction of the A St J Masters 1961 5th edition of the 1937 1961 Triumph Single Cylinder workshop manual published in the USA by Floyd Clymer under arrangement with the original publishers C Arthur Pearson Ltd of London UK There are very few workshop manuals that deal

with the early single cylinder Triumph motorcycles This is likely due to the fact that in 1945 at the end of WW2 when Triumph resumed production of their civilian line of motorcycles they discontinued the manufacture of single cylinder machines From that point onwards they concentrated on their twin cylinder models and it was not until 1952 that Triumph announced another single the 150cc T15 Terrier SINGLE CYLINDER ALL MODELS 1937 1945 When this manual was originally published in 1949 its primary focus was on the 1937 to 1945 single cylinder motorcycles which included a war surplus market that was well stocked with ex military singles Models covered are 2H 2HC 3S 3SE 3SW 3H 3HW 5S 5SE 5SW 5H 6S T70 T80 T90 The bulk of these machines were based on a design that dates back to 1934 which also makes this manual of use to owners of those earlier Triumph singles TERRIER TIGER CUB 1953 1961 Ultimately the 1961 5th edition of this manual was revised and expanded to include the 1953 1961 Terrier and Tiger Cub models The information included is appropriate for all T15 T20 T20C T20S models fitted with an external distributor The engine section includes the 1960 change to energy transfer ignition plus the change at engine number 57617 when the split line between the main castings was moved to the center line of the cylinder Many Triumph enthusiasts consider that the external distributor Tiger Cub models brought the true Triumph single cylinder line to a conclusion This is further supported by the fact that the final workshop manual for the T15 T20 T20C T20S published under the Triumph name was the August 1964 manual No 8 part number 906 64 which only included the external distributor models In addition under BSA ownership the Tiger Cub engine had previously been utilized as the basis for the 1959 BSA C15 and ultimately by the BSA Bantam Cub series from 1966 onwards Unfortunately Triumph motorcycle owners are subjected to considerable confusion surrounding the appropriate selection from the multitude of originals and reprints of the various manuals that have recently flooded the online marketplace We encourage you to exercise caution when purchasing a manual for your motorcycle or automobile as many of the reprints found on internet websites are from bedroom sellers at enticingly low prices by individuals that really have no idea what they are selling Many are nothing more than poor quality comb bound photocopies that are scanned and printed complete with greasy pages and thumbprints and as such are deceptively described as pre owned used or even refurbished In addition they are often advertised for the incorrect series and or model years *HM Triumph TR 2 3 3A 4. 4A 1952 - 1967 OP* Haynes,2013-08 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work **Workshop Manual No. 11 for Triumph Motorcycles** ,1965* **Triumph 650 & 750 Twins** Jeff Clew,1973 **Triumph TR 2, 3, 3A, 4, 4A Owners Workshop Manual** John Harold Haynes,1997 *Triumph Workshop Manual [for] Unit Construction 250 C.c. (15 Cu. Ins.) Single Cylinder TR25W.* Triumph Engineering Co., Ltd,197? *Triumph 2000 and 2500 Workshop Manual* Brooklands Books,1986-10-01 **Triumph TR2, 3, 3A, 4, 4A** John Lennox Sim MacLay,Brian Leonard Chalmers-Hunt,1972 Triumph Stag Owner's Workshop Manual. John Harold Haynes,2012-12

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