



# OWNER'S HANDBOOK

CE DOCUMENT EST GRATUIT

UNIT CONSTRUCTION

30 cu. in. (500 c.c.) TWINS

EN AUCUN CAS

ÊTRE VENDU

## 1973 MODELS

**TRIUMPH ENGINEERING CO. LTD.**

**MERIDEN WORKS · ALLESLEY · COVENTRY · ENGLAND**

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U.S.A. EDITION



## INTRODUCTION

The Owner's Handbook includes all the information that the majority of owners will require. If you require more information for major repairs there is available a Workshop Manual but this is intended for those having basic mechanical knowledge and workshop facilities. To obtain the Workshop Manual order from your local Triumph dealer as we do not supply parts or service literature direct from the distributor to individual customers.

Where specialised advice is required beyond the ability of the dealer he should write to his distributor. Unless the full engine number is quoted it is often difficult to identify the type of motorcycle and give a helpful reply. Any information which may have a bearing on the subject should be included, particularly details of any additions or alterations to the standard equipment.

Where a guarantee claim is involved, consult your dealer who may be able to provide a replacement to enable your motorcycle to be used while the defective part is returned to his distributor. Guarantee claims in respect of proprietary components should be forwarded by your dealer to his distributor.

As soon as you take delivery of your new motorcycle make certain that the colored registration card supplied with the hand book is mailed to the Triumph distributor for your area. This is extremely important and if your card is not on file with the distributor, you will not receive a copy of the Triumph U.S.A. guarantee.

### Eastern Distributors

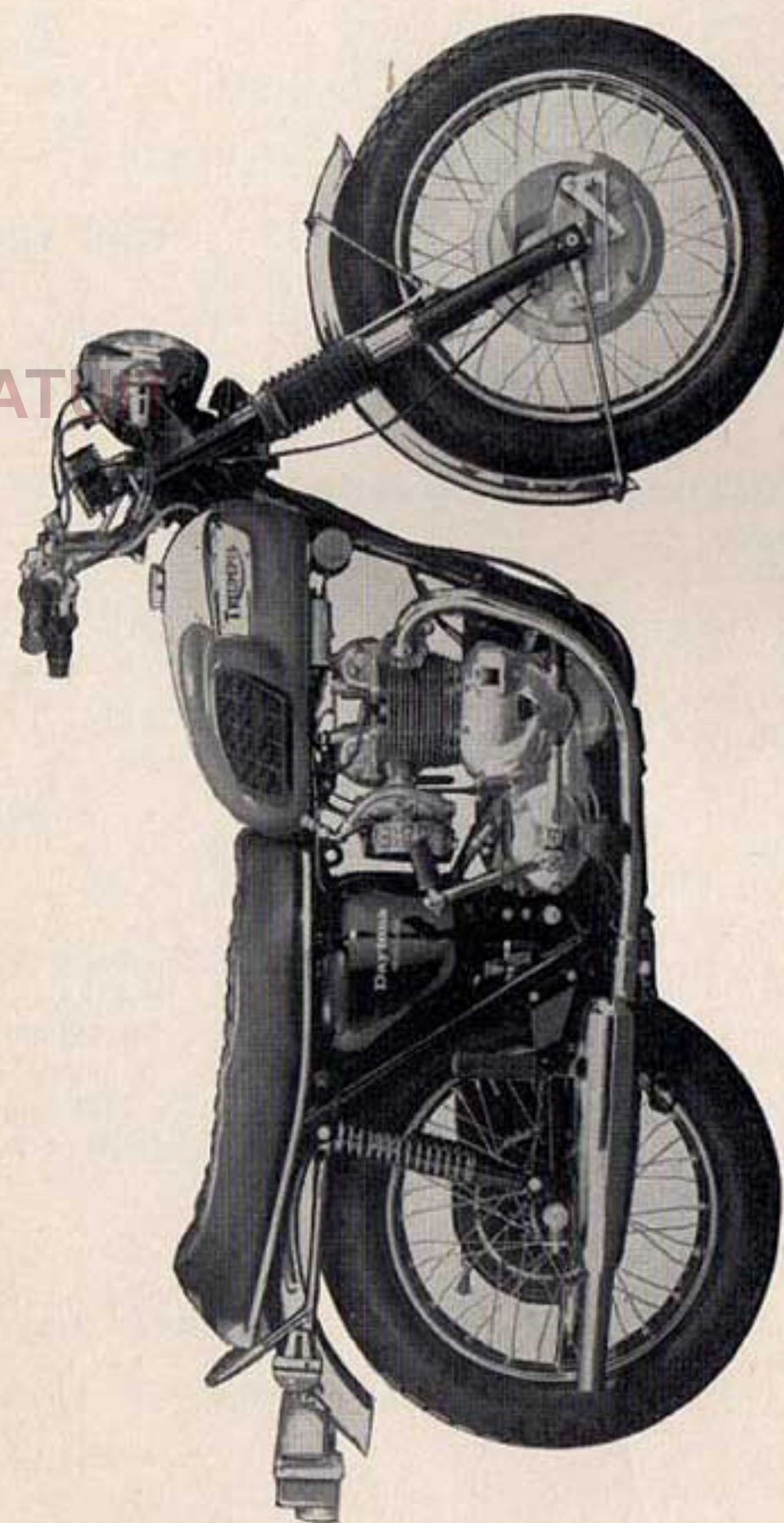
Triumph Motorcycle Corp.,  
Towson,  
Baltimore, 4,  
MD. 21204.

Telex Tricor Baltimore 87728  
Telephone 301-252-1700

### Western Distributors

Triumph Motorcycle Corp.,  
P.O. Box 275,  
Duarte,  
California,  
91010.

Telex Tricor Duarte 675469  
Telephone 213-359-3221  
213-681-0255



30 cu. ins. DAYTONA (T100R)



## GENERAL DESCRIPTION

This handbook refers to the Triumph motorcycles having a combined motor/gearbox unit of 500 c.c. (30 cu.in.) capacity. The vertical, parallel twin-cylinder, air cooled motor has overhead valves operated by push rods and has a bore of 69 m.m. (2.716 in.) and a stroke of 65.5 m.m. The motor is lubricated by pressure through a plunger pump from a 6 pint (U.S.) tank on the frame, the oil draining to the bottom of the crankcase where it is scavenged by the second part of the plunger pump and returned to the tank. The crankcase breathes via the left hand main bearing and primary chaincase.

The primary drive is by Duplex chain and six-plate clutch contained in an oil bath chaincase. The four-speed foot-controlled gearbox is contained in the same housing as the motor but the lubrication systems are entirely separate. The gearbox is lubricated by oil contained in the housing. The final drive is by single chain.

The telescopic front forks are mounted in the frame by cup-and-cone ball bearings. The load is carried by two coil springs in compression and the movement is controlled by integral hydraulic damping which uses normal grade engine oil in each leg.

The rear suspension is a forked member pivoting on bronze bushes which are lubricated by periodical high-pressure greasing. The load is carried by Girling combined coil spring and hydraulic damper units. The spring is adjustable for load but the hydraulic system is completely sealed and needs no attention.

The front wheel size is 19 in. rim diameter, with a 3.25 in. section tire and 8 in. brake. The rear wheel has a 4.00 x 18 in. section tire with a 7 in. diameter brake.

The electrical system is supplied from an alternating current generator contained in the primary chaincase and driven from the crankshaft. The output is fed through a silicon diode bridge connected rectifier to a 12 volt lead-acid battery. The voltage is controlled by a Zener diode.

### IMPORTANT NOTE

The positive side of the battery is grounded to the frame.

## LAYOUT OF CONTROLS

**Clutch lever.** On left handlebar. The clutch couples the motor drive to the gearbox and rear wheel. Pull the lever towards the handlebar to disengage the clutch.

**Kill button.** On left handlebar. Press to stop the motor. Always switch off the ignition and remove the key when parking.

**Direction indicator switch.** On left handlebar. Use the switch to operate the flashing indicators. Move up for right indication and down for left indication.

**Headlamp flasher.** On right handlebar. Press to flash the headlamp 'high' beam.

**Air control lever.** On right handlebar. For starting a cold motor move the lever forward to the slack wire position. Open progressively as the motor warms up.

**Horn push.** On right handlebar. Press to sound the horn.

**Dipper switch.** On right handlebar. Use the lever to change the headlamp beam between 'high' and 'low'.

**Speedometer.** Indicates speed and registers total and trip mileage. To set the trip indicator to zero twist the knob clockwise. Do not pull the knob as it is a snap fit in the speedometer.

**Tachometer.** Indicates the motor speed in revolutions per minute (r.p.m.).

**Front brake lever.** On right handlebar. Pull the lever towards the handlebar to apply the front brake.

**Throttle control.** Twist the right handlebar grip towards you to increase motor speed.

**Ignition switch.** On left headlamp bracket operated by a key. Turn the key clockwise to turn on ignition. The machine will start normally even with a discharged battery.

**Parking lock.** On the fork top lug. Turn the handlebar to full left lock and turn the key clockwise to lock the steering.

**Oil pressure warning light (Red).** Fitted into the headlamp shell, it illuminates as the ignition is switched on and should extinguish when the motor is running and the oil pressure builds up. If the light fails to extinguish with the motor beyond a tickover, kill the motor and investigate the cause.