

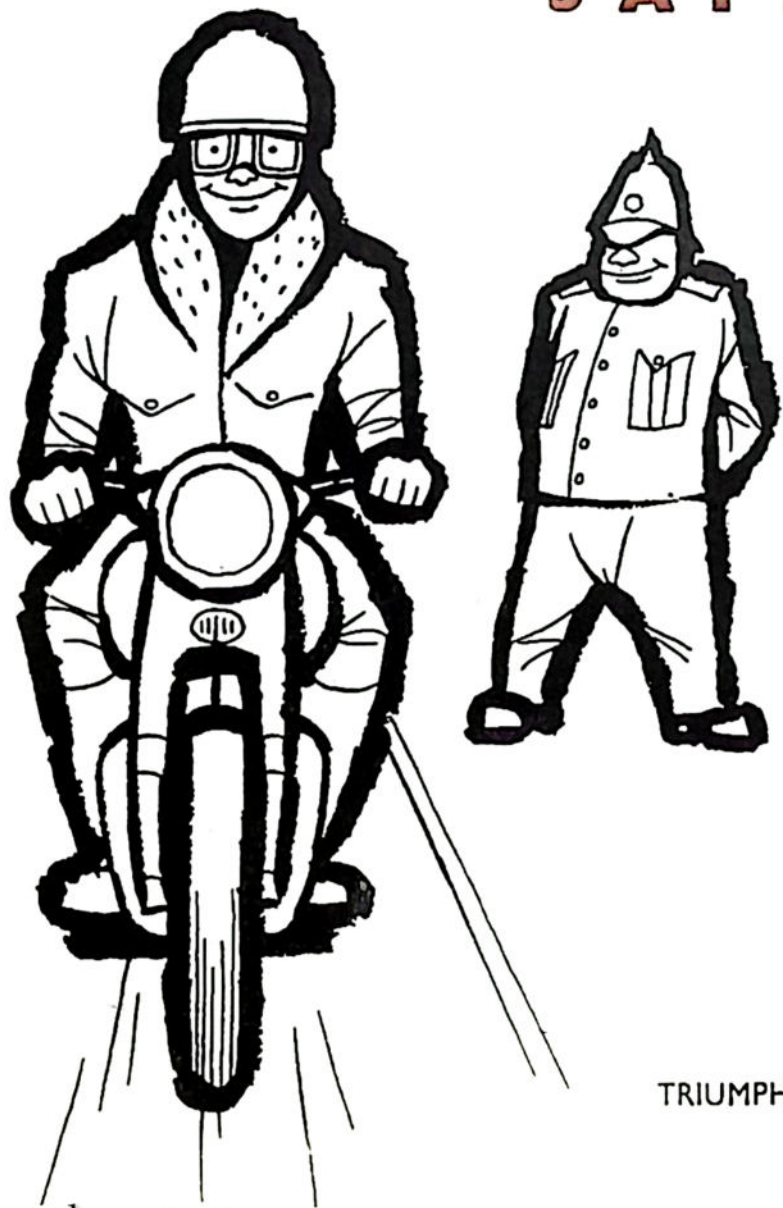
S
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MOTORCYCLING



S A F E M O T O R C Y C L I N G



THE Triumph which you have just bought is fundamentally a safe and 100% roadworthy machine. Sixty years of experience have gone into perfecting its design. Its performance, brakes, steering and controllability have been developed to the highest possible standard. In order to enjoy these fine features it is not necessary to ride dangerously—motorcycling can provide all the thrills you want in perfect safety, if you ride intelligently and handle your machine as it should be handled.

To help you to get the maximum pleasure and satisfaction from your motorcycling we list here 12 Pointers to Better Riding which are based on the training given to the world-famous London Metropolitan Police motorcyclists. Study these, practise them on the road and your Triumph will give you better value than you thought possible.

At the end of the booklet you will find a servicing reminder chart which will help you to keep your machine in perfect condition always.

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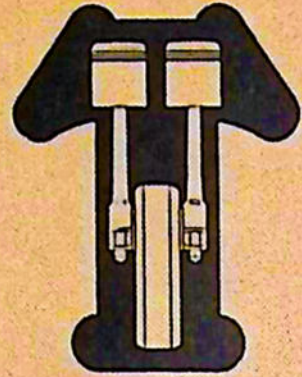
1 FOR GENERAL ROAD SAFETY

Your machine should always be in the **RIGHT PLACE**, at the **RIGHT TIME**, travelling at the **RIGHT SPEED**, with the **RIGHT GEAR** engaged.

2 FOR BRAKING

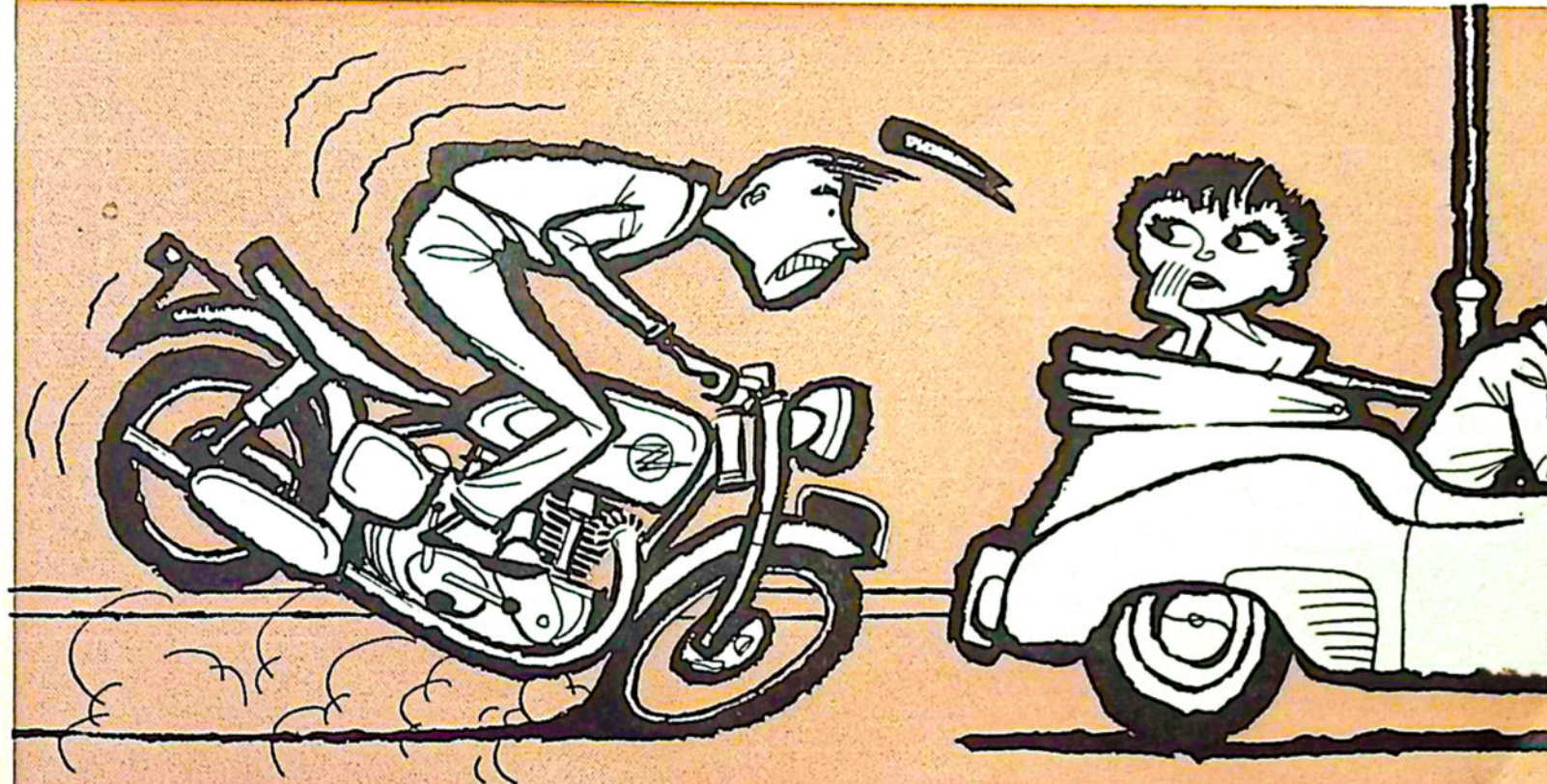
- (a) All braking should be carried out when the machine is upright and travelling on a straight course, using both brakes in conjunction with the gear box.
- (b) Select the best portions of the road on which to do firm braking.
- (c) If in an emergency you must brake on a bend, use the rear brake only, but lightly and progressively.
- (d) Avoid using the front brake when banked over, turning, on wet cambered surfaces or where the road surface is loose, greasy, icy, highly polished or covered with leaves.

'... upright and travelling on a straight course.'



Percentages of Braking

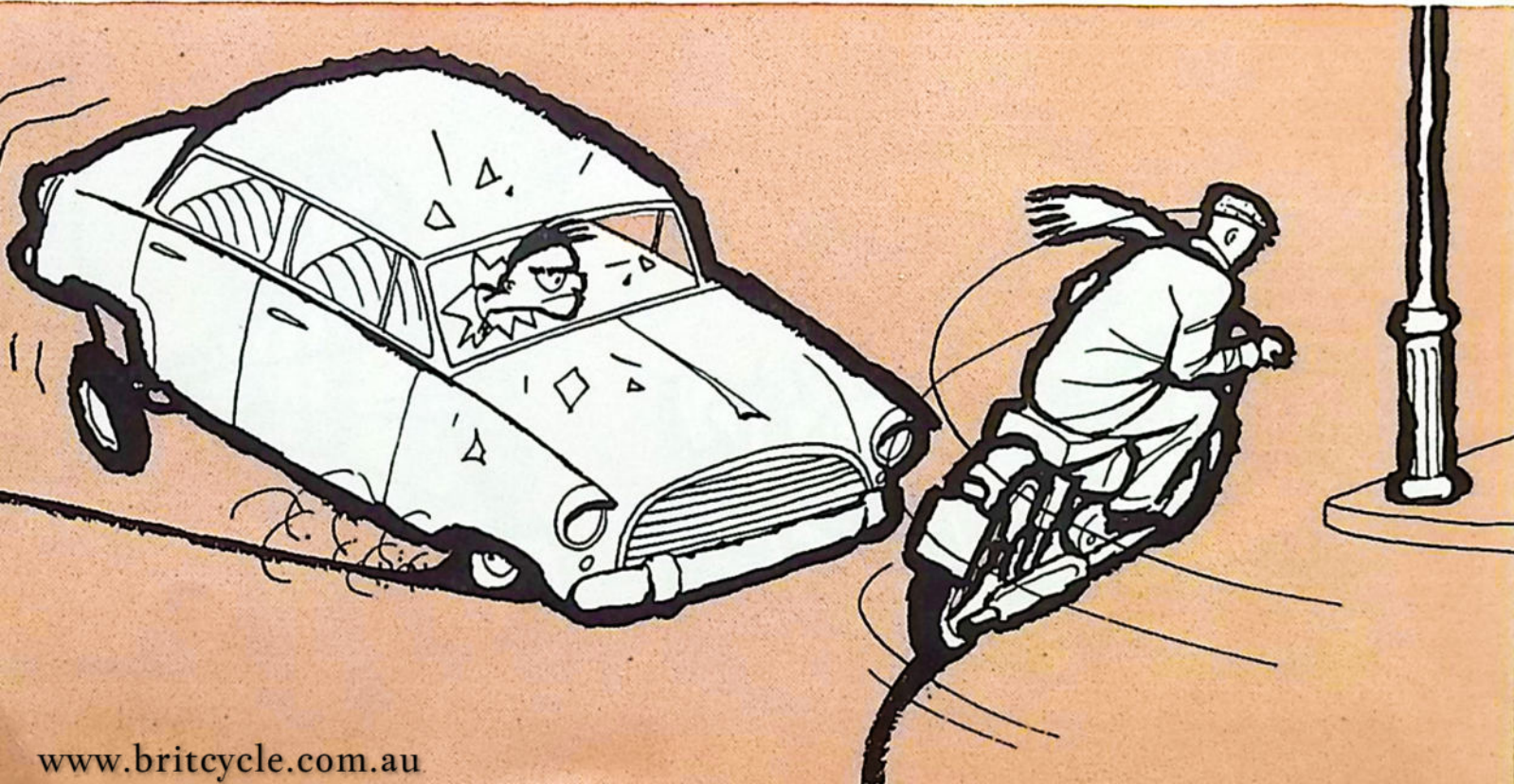
On a good dry surface, at any speed, and for straight ahead braking, the distribution of total braking force required at each wheel to obtain minimum stopping distance is about 75% front and 25% rear, but on a slippery surface maximum deceleration is obtained with a distribution of about 50% front and 50% rear.



3 FOR CORNERING

1. Choose right speed and gears.
2. Position the machine correctly PRIOR to the corner.
3. Always enter a corner or bend at a speed at which you can safely negotiate it.
4. Never accelerate into a bend. You may do so out of it.
5. As you appear out of a bend, you should always be :—
 - (a) on your correct side of the road.
 - (b) able to remain there,
 - (c) able to stop well within the distance you can see to be clear.

"On your correct side of the road"



4

THINK BEFORE ACTING

The theory that a good rider rides automatically is a fallacy. To the uninitiated he may appear to, but the truth is that by continually concentrating and thinking he has raised riding to an art.

Every corner, bend, gear change, in fact every riding operation, is a problem which, like every other problem, can only be solved by thinking. A thoughtful rider carries out every operation or manoeuvre in plenty of time and consequently is in the happy position of being able to accelerate away from danger or stop to avoid it. Think, and avoid accidents.

5
**EXERCISE
 RESTRAINT
 AND
 "HANG BACK"
 WHEN
 NECESSARY**

To "hang back" is to follow at a safe distance a preceding vehicle which you eventually intend to overtake, until you see the road-ahead-is-clear-for a sufficient distance to allow you to overtake with safety. This will call for the utmost restraint, especially when driving a fast motorcycle, but never be tempted to overtake or carry out any other manoeuvre unless it can be accomplished with **100 per cent safety.**

By exercising restraint you automatically eliminate any tendency to impede other drivers by pulling in too quickly after overtaking, an action often referred to as "cutting-in."

A good maxim is—"Whenever in doubt, hang back."

6 **CONCENTRATE ALL THE TIME &
 YOU WILL AVOID ACCIDENTS**

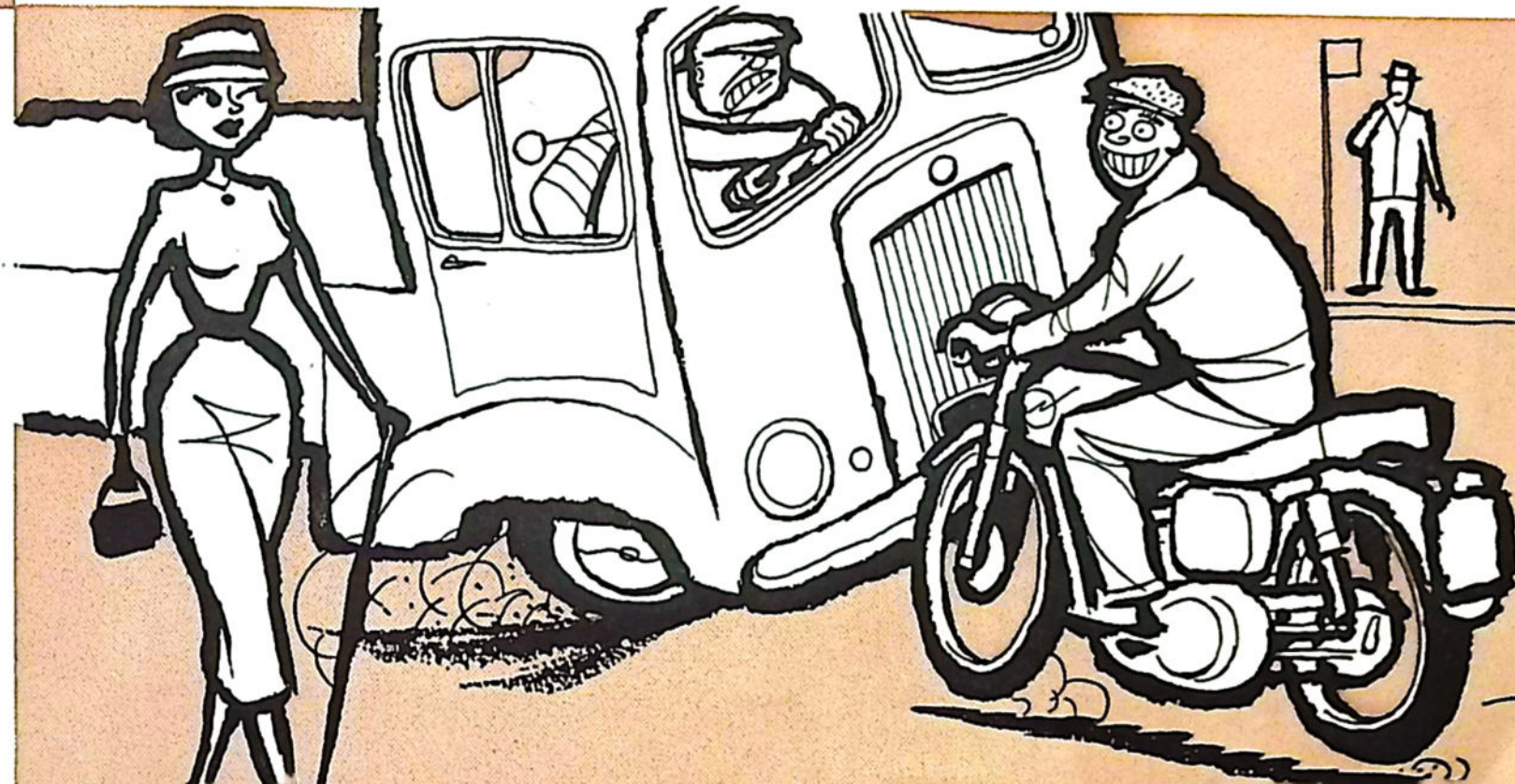
Concentration is the keystone of all good riding. It is a primary duty but often a neglected one.

Complete concentration will enable you to see and TAKE NOTICE of every detail. It is often the smallest detail that gives the clue to what will probably happen. If you miss such a detail, an accident, or at least an unpleasant experience, may result.

Concentration will also ensure skilful handling of your motorcycle. It will prevent bad gear changes and late and fierce braking, and practically do away with involuntary skids, which are usually caused by the locking of the wheels by fierce braking on bad surfaces.

Concentration assists anticipation.

"Concentration . . . often neglected"



7 **DRIVE WITH DELIBERATION AND OVERTAKE AS QUICKLY AS POSSIBLE**

Good riding continually calls for the making of quick and correct decisions, all of which must be carried out with deliberation.

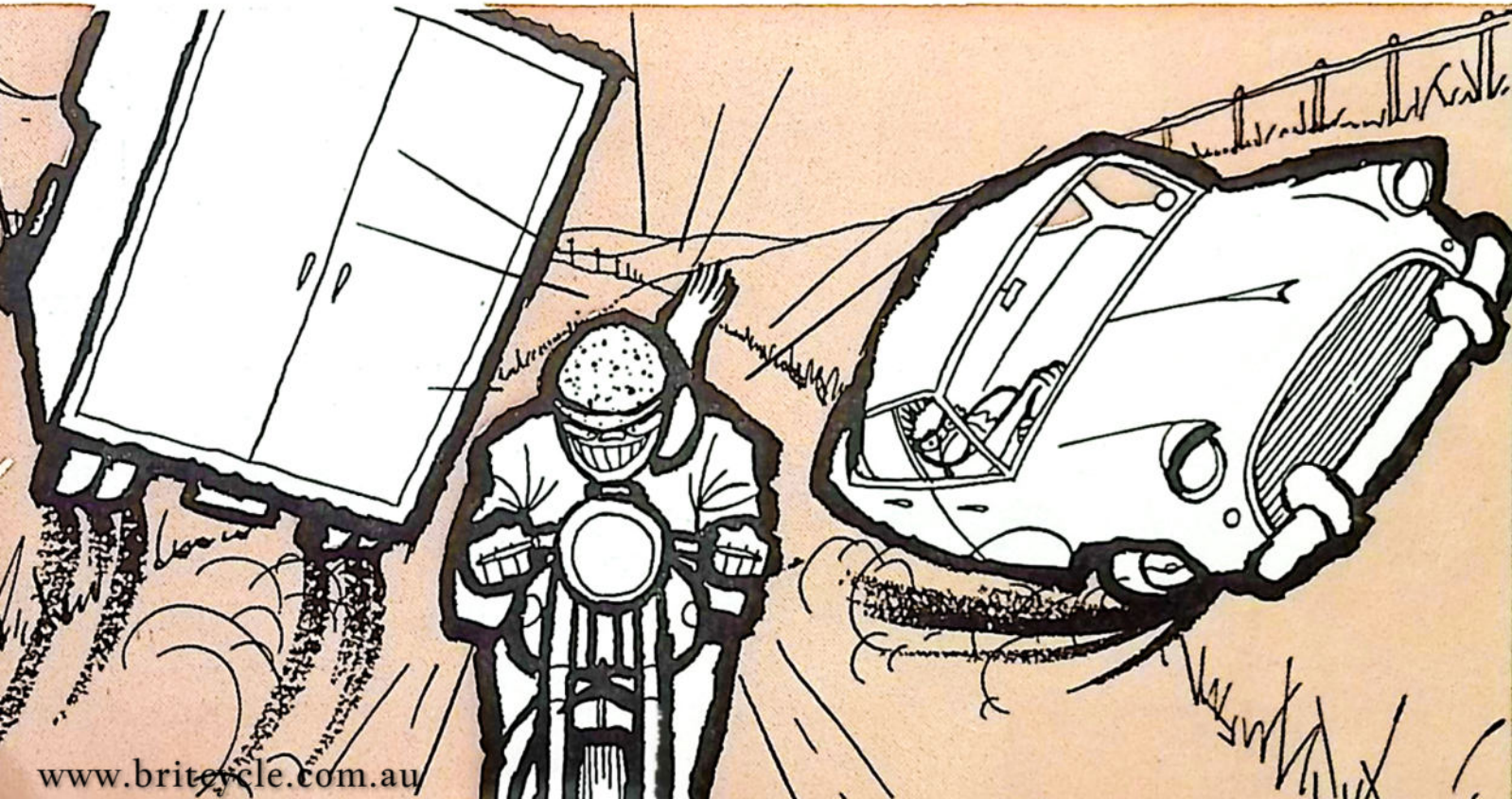
Overtaking must always be accomplished in the minimum of time, so as to leave the road clear for the others who may be travelling in the opposite direction or behind you.

For the "DONT'S" often advocated in the text books substitute "DELIBERATELY."

A driver with a negative complex will sooner or later hesitate at the crucial moment, possibly with serious results.

Deliberation eliminates uncertainty.

"... leave the road clear for others"



8

DEVELOP YOUR MOTORCYCLE SENSE AND REDUCE WEAR AND TEAR TO A MINIMUM

Motorcycle sense is the ability to get the best out of your motorcycle with an entire absence of jerks and vibration. It entails smooth and thoughtful operation of the controls with hands and feet. This can only be achieved if the operations are carried out in plenty of time. Motorcycle sense adds to your safety factor as you will always be in the right gear at the right time.

Good motorcycle sense increases the life of your motorcycle.

9

**USE YOUR HORN
THOUGHTFULLY;
GIVE PROPER
SIGNALS; NEVER
BLACK OUT
HEADLIGHTS**

Many motorists do not use their horn at all; some use it aggressively; others automatically and often unnecessarily. It is every bit as important that a person in front should be acquainted with your intentions as a person behind, yet many motorists who never omit to give hand signals consistently fail to give audible warning of their presence. An ambiguous signal is misleading and dangerous. Flicking the headlights at night is a very efficient form of signalling. Dip them, but never black out. (To "black out" is to switch the headlights off entirely, causing you to ride into a field of extreme darkness because the eye cannot readjust itself quickly enough after the glare of the headlights.) Give good signals and earn the praise of fellow road users.

**10 USE SPEED INTELLIGENTLY & RIDE
FAST ONLY IN THE RIGHT PLACES**

High speeds are safe only when a clear view of the road ahead is possible for a considerable distance. The speed in all cases must be governed by the amount of road that can be seen to be clear. Remember that at 60 m.p.h. a motorcycle travels a distance of 88 feet in one second. With many riders a second elapses between the seeing of an emergency and the applying of the brakes. Concentration and alertness are therefore absolutely imperative.

Any fool can ride fast enough to be dangerous.

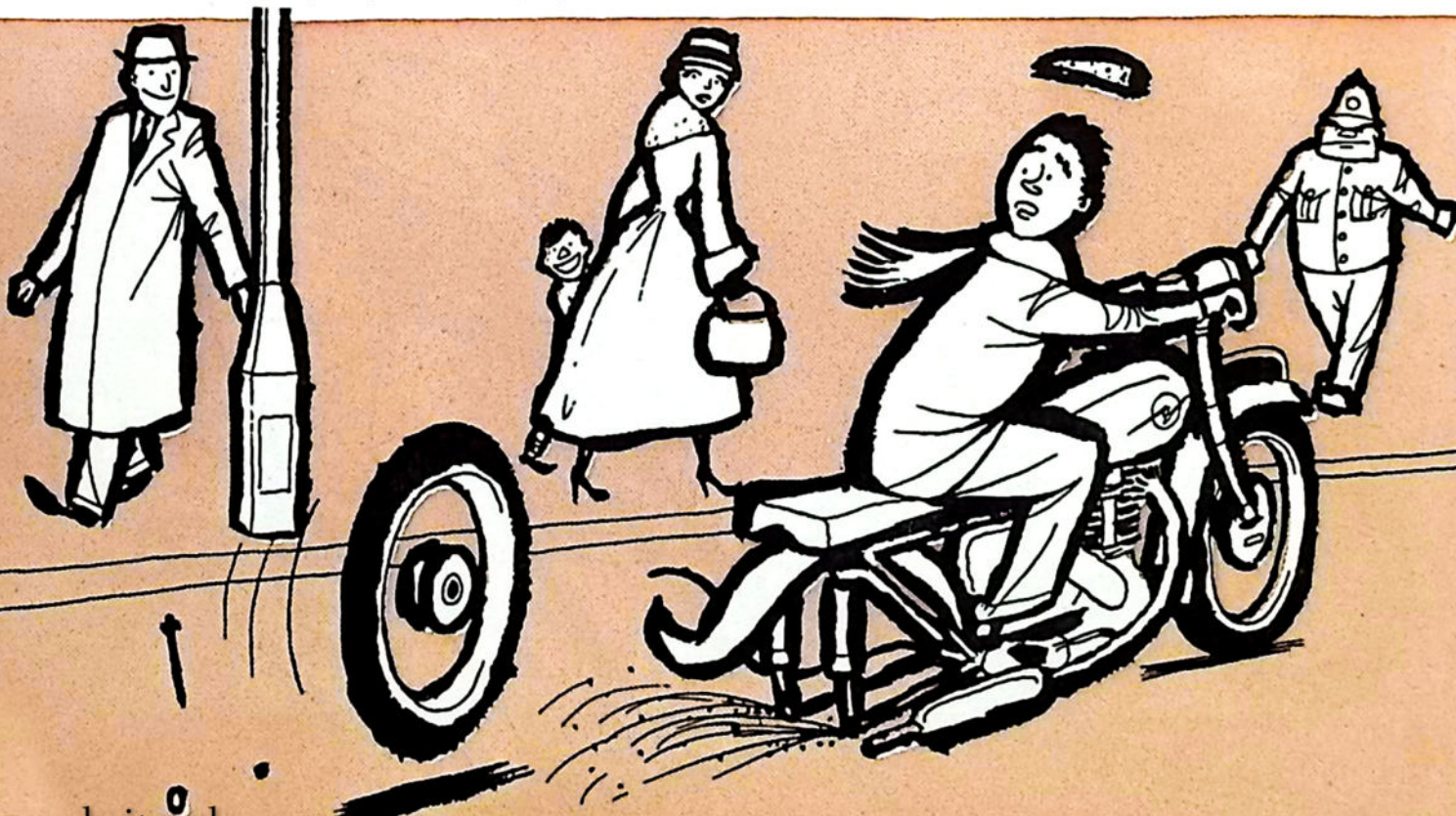
"any fool can ride fast enough to be dangerous"



II BE SURE YOUR MOTORCYCLE IS ROADWORTHY AND KNOW ITS CAPABILITIES

A defective motorcycle must never be taken out. To prevent this, inspect your vehicle frequently and do so systematically. Before attempting to drive a strange motorcycle fast, get accustomed to its controls, acceleration, braking capabilities and characteristics. Motorcycle and rider must blend harmoniously to ensure good riding.

"inspect your vehicle frequently"



12 PERFECT YOUR ROAD CRAFT AND ACKNOWLEDGE COURTESIES EXTENDED TO YOU BY OTHER ROAD USERS

Road craft includes every phase of riding. It is something more than road sense. Many people possess the latter but do not make the best use of it owing to lack of control, and inability to use the road and position their motorcycle to the best advantage. A rider with good road craft knows how to avoid awkward and possibly dangerous situations. Good road craft not only prevents accidents, but makes riding less arduous.

Courtesy prevents accidents; but a good motorcyclist goes further and acknowledges the courtesies extended to him by every class of road user. By doing this he sets a splendid example and does much to engender the spirit of chivalry so badly needed on the roads today.

Courtesy is a great factor in road safety.

SERVICING TRIUMPH CHART

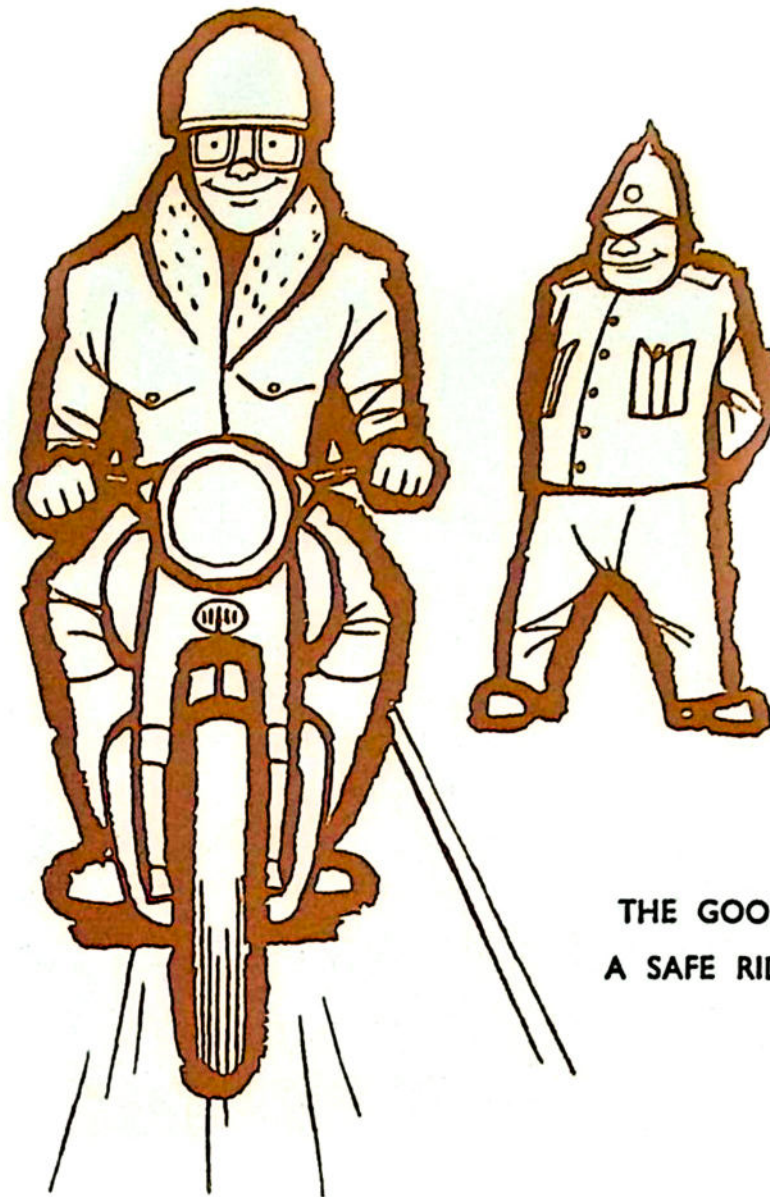
Although this chart is intended primarily for TRIUMPH owners, it applies generally to all makes of motorcycle subject to the speedometer readings given agreeing with those in the Instruction Book of the machine concerned.

	OPERATION	SPEEDOMETER READING																											
		250	500	1,000	2,000	2,500	3,000	4,000	5,000	5,500	6,000	7,000	8,000	8,500	9,000	10,000	11,000	11,500	12,000	13,000	14,000	14,500	15,000	16,000	17,000	17,500	18,000	19,000	20,000
Engine	Check oil and replenish if necessary				●		●		●		●		●		●		●		●		●		●		●		●		●
	Change oil and clean filters	●	●	●		●		●		●		●		●		●		●		●		●		●		●		●	
	Check and adjust tappets		●				●				●			●			●			●			●			●			
	Clean and adjust sparking plugs		●		●			●			●		●			●		●			●			●			●		●
	Decarbonise															●												●	
Gearbox	Check oil level and tightness of fixing studs			●	●		●	●			●	●	●		●		●		●	●	●			●	●		●	●	
	Change oil		●						●						●						●				●			●	
Primary Chaincase	Drain and refill and check tightness of cover screws		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	
Telescopic Forks	Drain and refill. Check headrace adjustment								●						●						●								
	Repack headraces with grease															●												●	
	Renew bushes, bearings and oil-seals																											●	
Spring Wheel	Repack spring box with graphited grease																											●	

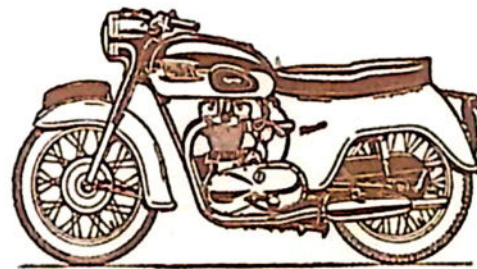
N.B. The black dots indicate the mileage at which the job detailed should be carried out

	OPERATION	SPEEDOMETER READING																											
		250	500	1,000	2,000	2,500	3,000	4,000	5,000	5,500	6,000	7,000	8,000	8,500	9,000	10,000	11,000	11,500	12,000	13,000	14,000	14,500	15,000	16,000	17,000	17,500	18,000	19,000	20,000
Swinging Fork	Grease pivot bearing			●		●		●		●		●		●		●		●		●		●		●		●		●	
	Renew pivot bushes																												●
Wheels	Check wheel bearings		●				●				●				●				●				●				●		
	Repack with grease															●													●
Chains	Check play and adjust if necessary		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●
	Remove rear chain and clean and lubricate				●		●				●		●			●			●		●			●			●		●
Brakes	Grease operating mechanism. Check play and adjust if necessary			●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●
Carburettor	Dismantle and clean			●		●		●		●		●		●		●		●		●		●		●		●		●	
Air Filter	Clean and re-oil element				●		●			●		●							●		●			●			●		
	Fit new element															●													●
Magneto or Distributor	Clean contact breaker. Check point gap and adjust if necessary		●				●				●				●				●				●				●		
	Lubricate contact pivot pin with petroleum jelly. (Oil cam felt. Magneto only)								●						●						●							●	
Control Cables	Oil and inspect for fraying. Adjust if necessary			●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●
General	Check security of all nuts, bolts and screws	●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●		●	●	●	

Check battery acid level and tyre pressures weekly



THE GOOD RIDER IS
A SAFE RIDER—*always*



With the Compliments of

TRIUMPH

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