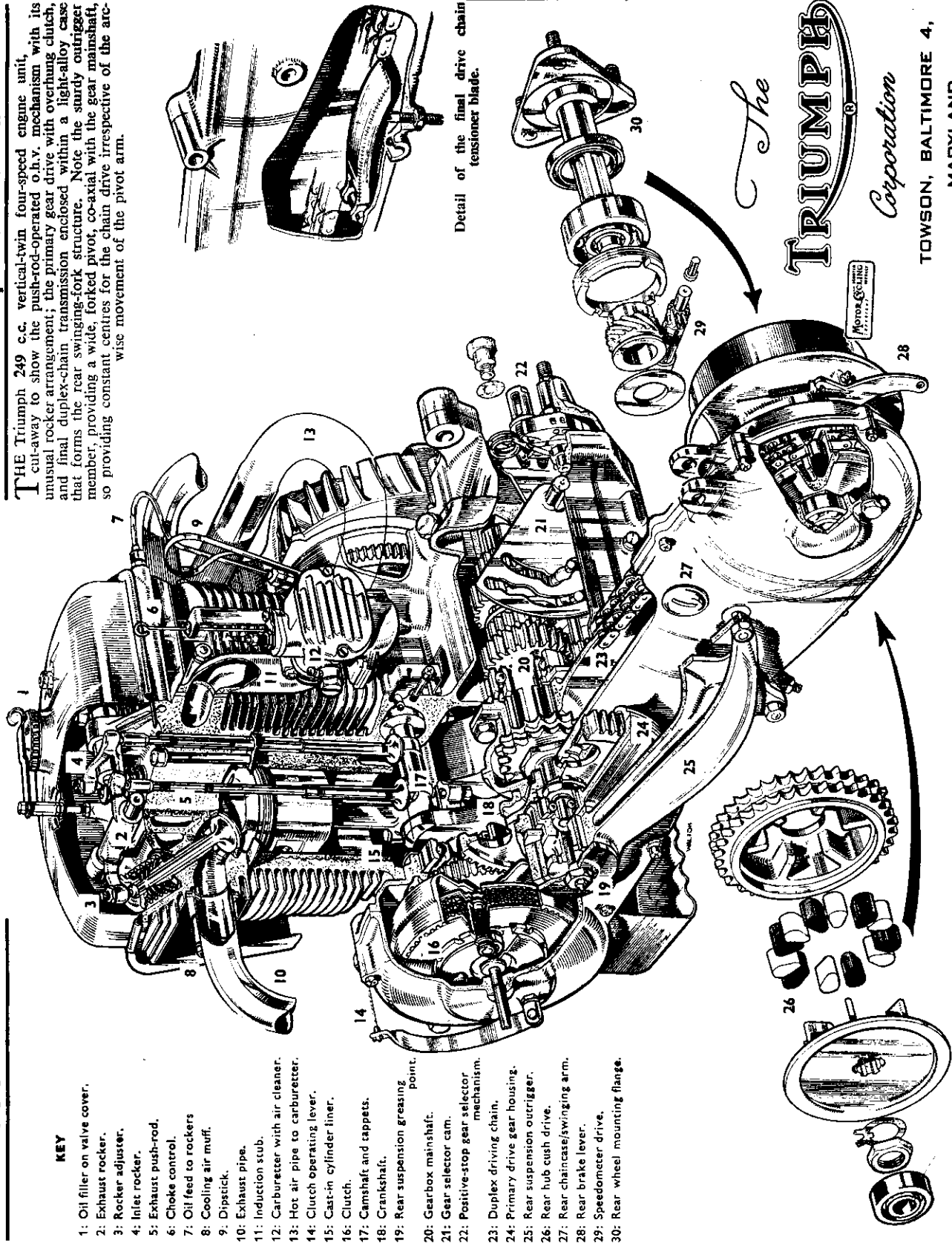


THE Triumph 249 c.c. vertical-twin four-speed engine unit, cut-away to show the push-rod-operated o.h.v. mechanism with its unusual rocker arrangement; the primary gear drive with overhung clutch, and final duplex-chain transmission enclosed within a light-alloy case that forms the rear swinging-fork structure. Note the sturdy outrigger member, providing a wide, forked pivot, co-axial with the gear mainshaft, so providing constant centres for the chain drive irrespective of the arc-wise movement of the pivot arm.



KEY

- 1: Oil filler on valve cover.
- 2: Exhaust rocker.
- 3: Rocker adjuster.
- 4: Inlet rocker.
- 5: Exhaust push-rod.
- 6: Choke control.
- 7: Oil feed to rockers
- 8: Cooling air muff.
- 9: Dipstick.
- 10: Exhaust pipe.
- 11: Induction stub.
- 12: Carburettor with air cleaner.
- 13: Hot air pipe to carburettor.
- 14: Clutch operating lever.
- 15: Cast-in cylinder liner.
- 16: Clutch.
- 17: Camshaft and tappets.
- 18: Crankshaft.
- 19: Rear suspension greasing point.
- 20: Gearbox mainshaft.
- 21: Gear selector cam.
- 22: Positive-stop gear selector mechanism.
- 23: Duplex driving chain.
- 24: Primary drive gear housing.
- 25: Rear suspension outrigger.
- 26: Rear hub cush drive.
- 27: Rear chaincase/swinging arm.
- 28: Rear brake lever.
- 29: Speedometer drive.
- 30: Rear wheel mounting flange.