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Of the 1000 plus machines in the collection there are around 850 on display at any one time throughout the museum's five huge display halls. Close Special Exhibitions Special Exhibitions With an inventory of British Motorcycles as large as ours the displays in the five halls that make up the

National Motorcycle Museum and constantly evolving and changing. However our mainly alphabetical listings are designed to whet your appetite as regards just how special a place The National Motorcycle Museum really is. [Close Team NMM Racing Team NMM Racing Team National Motorcycle Museum Racing](#) was formed in 2015 to contest the F1 race in that years Isle of Man Classic TT when William Dunlop rode one of the museums original and iconic rotary Norton race bikes. The team exists to showcase some of the museums competition inventory as it was originally intended to be used back on track! [Close Latest Acquisitions Latest Acquisitions](#) During any given year any number of new machines will go on display within the five large halls that make up the National Motorcycle Museum. These machines will have come from a number of sources including new acquisitions or those from our own "stock" of unrestored machines that have been renovated in the Museum's own workshop. Please [click here](#) to learn more about the Museums collecting policy. On this page you will find regular updates about which machines have just come into the collection. [Close Meet The Team Meet The Team](#) It's not just the bikes at The National Motorcycle Museum that make us so special. Our friendly and knowledgeable staff are here to make your visit informative as well as enjoyable. You can discover more about everyone on the main [Meet the Team](#) page and find out more about their roles within the greatest motorcycle museum in the world. [Close Latest Videos Latest Videos](#) View some of the footage of our latest exhibitions, demonstrations and [Friends of the Museum](#) events.

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Featuring some of our latest must watch videos weve assembled a collection of The National Motorcycle Museums best content. When near to our location which is situated on Junction 6 M42 Motorway we also suggest following the brown signs. Currently, no date has been set for the reopening of the museum collection following the recent lifting of restrictions on museums and galleries. For more important information, please visit the dedicated COVID19 information page. The Museum collection now boasts some 1000 plus machines, fully restored to the manufacturers original specifications with over 850 on display at any one time. The award winning conference centre has 13 purpose built suites available, including the Wardroom, seating small parties of up to 20 guests, and the Imperial Suite which can host 1000. [Close What Our Visitors Say Testimonials](#) I was amazed at how many bikes were on display and how many different manufacturers bikes there were. We spent the day at the museum and enjoyed a delicious lunch at the cafe where the staff were lovely and helpful. For more details see the main [Museum Tours](#) page. Building on Museum founder Roy Richards incredible legacy we want to give enthusiasts the chance not only to be part of, but more importantly, to take part in some unique activities that just wouldn't be possible otherwise. [Close Offering an item to the museum Offering an item to the museum](#) Collecting is the core work that we do and new material is being added to the collections all the time. We are always grateful for offers of British Motorcycles, spares and related artefacts. For more details please see the main [Offering an item to the museum](#) page. [Close Volunteers Volunteers](#) Volunteers are an important part of our work and in return the Museum can offer a valuable and fulfilling experience to those willing assist our work. People volunteer for a wide variety of reasons and for more details see the main [Volunteers](#) page.

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On the [Fundraising and Donations](#) page you will find more details of how you can support us. For more details see our full events list. [Upcoming Events](#) For more details see the main [Museum Live](#) page. The National Motorcycle Museum is a popular destination for all types of educational groups wishing to explore all aspects of the UKs great motorcycle manufacturing heritage. [Close Industry Industry](#) The Birmingham area was always at the heart of Britain's manufacturing industry and that remains as true today as it was during the golden era of the British Motorcycle Industry. [Close Close Partners Specialist Services Insurance Services Insurance Services](#) Powered by Footman James

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However, please note that we will be unable to dispatch goods ordered until the Thursday of each week. This will also include confirmation of your online raffle entry. The National Motorcycle Museum values your support very much at this difficult time, please rest assured that we will dispatch all goods ordered as soon as we are able. Models 21 or 3TA and 5TA unit twins. Models 21 or 3TA and 5TA unit twins. Models 21 or 3TA and 5TA unit twins. This list does not cater for the modified twins with floating brakes brought in September 1960. Still, later, changes were steering damper dropped in September 1961 and the original 4 vane clutch shock absorber replaced by a 3 vane October 1962. All profits generated from our shop are directly reinvested in the museum. Coventry Road Bickenhill Solihull West Midlands B92 0EJ United Kingdom. Not sure where to exactly find that information. Well we understand your concern, which is exactly why we made this page dedicated to providing you with parts numbers for vintage Triumph, BSA, and Norton motorcycles. Below you will see many parts books catalogs for vintage Triumph, Norton and BSA motorcycles. Once you have obtained the part number you found using the parts books below, you can simply enter the original part number into our websites search bar. Below are some examples. Part numbers should have a total of 4 digits after the dash and two digits before the dash. Since we have 9753 you must add two zeros before the 53. 970053 is the part number. You will find detailed information on each model for each year together with sections on Dating, Colour Schemes and Parts. Additionally there are sections on Triumph History, The Factory Records, Magazine Road Tests and The Works Manual. When restoring any Meriden Triumph I recommend obtaining a copy of the Parts Catalogue for the year and the Owner's Manual if available.

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It is also useful to consult the Brochures, Specifications Sheets, Supplementary Parts Lists, Road Tests and Appropriate Factory Bulletins To view the Brochures use this link to Classic Bike Biz where you will find the Triumph Brochures and other material. For Information and copies of the Brochures, Catalogues, Parts Books, Manuals, Bulletins and Road Tests contact the VMCC Library. The Library also holds the original Factory Records for Ariel, BSA, Levis, Norton, Scott and Triumph. The full time staff can assist with Dating, Registration and Research inquiries for all Motorcycles. In addition, specifications were constantly changed as new models and parts were introduced during production. The designer must make it a highly functional piece of machinery and yet leave revealed at least a glimpse of that functional quality to please the eye of the enthusiast." Motorcycling Feb 25th 1957 Press Release of the new T21 model. Total production of the unit range between the start of production in 1957 with H1 to the last machine T100T JJ 58013 in 1974 a little over 100,000 machines. The T21 was designed from the outset as a machine incorporating for then; modern features and aimed to attract new buyers looking for clean inexpensive transport. Named in honour

of the Company's 21st Anniversary, It is the first Triumph model to be fitted with the Bathtub enclosure. The design brief was for a clean, high performance, 350cc roadster and the components and specifications applied reflect this. A bolted on sub frame supports the seat and rear suspension while additional welded on brackets are provided for other components. The headset and engine bridge support are malleable iron castings. For this early frame the Trail is 64.5 degrees as this matches Triumph practice for the period. The forks are oil damped of conventional Triumph design for the period featuring chromed stanchions held in malleable cast iron brackets with the sliders supported by sintered bronze bushes.

The long internal springs and damping control are housed within the stanchions. Externally there are painted covers. The lower sliders feature cast clamps and at the lower end is a mudguard support that can be hinged down to support the front wheel to assist in wheel removal. The recommended quantity of SAE 30 Oil for each fork leg is 150cc. The steering damper knob is also mounted on the Nacelle. Shaped Rubber grommets are used where the handlebars pass into the nacelle and these additionally support the control cables and wiring. The steering stops are associated with the lower fork bridge and there is a facility to lock the steering with a padlock. This type of adjuster slides easily within the lever clamp and has a knurled adjuster turning half a turn at a time to change the cable tension. The Throttle on the right is the Doherty pattern and features a curved sleeve so that the cable enters the nacelle smoothly, the throttle friction clutch is operated by a small adjusting knob. The grips are similar to the Amal Pattern, Black, quite thin with a fine raised finish and embossed with the Triumph Logo. The Speedometer is the 120 Mph Smiths Chronometric with the trip meter operated by an extension accessible within the Nacelle. The Ammeter is the Black faced Lucas BM4 808 ampere type while the hidden horn is the Lucas HF1441 model. Look carefully on the reverse for the date code applied to all Lucas components. The engine for the T21 was totally new, the first Triumph engine to feature unit construction with the gearbox housing as part of the right hand crankcase casting. The design allows the gearbox to be dismantled without disturbing the remainder of the engine. The 348 cc capacity is achieved with a bore of 58.25 mm and a stroke of 65.5 mm, the crankshaft is single forging EN.16B Steel with the central flywheel attached by radial bolts, very early machines feature straight sided crankshaft webs.

Within the crankshaft is the removable sludge trap designed to assist in the filtration of the engine oil by separating out particles by the centrifugal action of the crankshaft. Oil is fed to the big end bearings through drillings associated with the sludge trap. On the left of the crank is the single row ball drive side bearing Hoffmann Metric 330 while on the right is a VP3 Copper Lead bearing bush which is perforated so as to provide pressurised oil to the rotating crankshaft. From H500 the Timing side Crank Journal is heat treated and ground. The connecting rods are steel stampings, split to hold the white metal thin wall big end bearings and fixed with special high tensile blind bolts and lock nuts. The small ends are pressed in phosphor bronze bushes. The engine is quoted as producing 18.5 brakehorsepower at 6,500 r.p.m using 7.51 pistons. Between the barrels fore and aft are found the chromed push rod tubes which contain short pushrods operating on paired tappets; housed within removable blocks in the cylinder base. The pushrod tubes are sealed with specialised silicone rubber washers at either end. Note. The Pushrod Cover arrangement is altered many times over the years and you will see numerous variations in parts. Sealing the tubes and the barrels always presented problems and was never really overcome successfully. Careful assembly using sealing compounds and new correct parts will minimise but is unlikely to completely eliminate leaks and many machines in regular use will have issues that develop over time. The rockers feature drillings to allow oil to be fed to the adjustable tappets, these adjusters are assessed by removable caps on the rocker boxes. Above the rocker boxes, is the branched oil feed pipe, oil is provided to the rocker shafts via drillings within each box. Each pipe is attached by a shouldered bolt running through the box and sealed with soft copper washers. The nuts associated with the oil ways are domed and cadmium plated.

Additionally attached to the forward head bolts are the paired flat metal head steady's running to an attachment point on the frame, readily visible in period photographs. Early Cylinder Heads appear to have smaller exhaust ports and stubs than later heads look for the casting number 3699 to identify an early example. The Inlet camshaft additionally operates the paired plunger oil pumps, the distributor drive and the timed breather system. The camshafts are located with steel plates and screws, punched on assembly so as to prevent them loosening. The camshafts are keyed to the timing pinions. The paired oil pump feeds pressurised oil via drillings to the oil pressure relief valve located in the front of the crankcase. This features a TellTail plunger to indicate the presence of oil pressure. From the relief valve drillings take the oil to the Timing Side crankshaft bush. Oil having made its way from the crankshaft to the small sump within the crankcase is collected by the return pump via a filter gauze and curved pipe fixed within the right hand crankcase casting to be returned to the oil tank. The filter here is accessed via a removable cap forward underneath the engine. The hub is fixed to the gearbox main shaft by a taper and located with a woodruff key. The clutch features 4 bonded and 4 plain plates. The clutch hub also incorporates a rubber shock absorber. Within the primary drive case is also located the Lucas three wire Alternator, the rotor keyed to the crankshaft and secured with a shouldered nut and locking washer. Access to the final drive sprocket is via a removable plate with oil seal behind the clutch basket. The small attachment screws are punched to prevent them coming loose. The parts book indicates that there is a chain oiler jet but this is not illustrated and for these early machines the primary cover does not have the arrangement for tensioning or adjusting the chain.

In a TriCor Bulletin of 21st July 1961 the Chain Oiler Tube is described and is recommended to be blocked off to prevent oil leaks. This blocked off tube remains on the "C" Range machines for several years and is the small hollow stud seen behind the Clutch corresponding with the lower part of the final drive sprocket! Replacing the cable requires removal of the entire outer cover and extracting the cable through the rubber cover of the distributor as well. A useful gear indicator is provided attached to the selector quadrant. The gears are down for down arrangement and selected to make the most of the power available. The twin exhausts are 1 inch in diameter and terminate into the Triumph style of tubular silencer this does not show the offset entry of later silencers. The silencers are attached to the frame by short lengths of tubing with trapped ends. The same support is used to attach the pillion footrests if these optional extras are fitted. Recent documentation I have seen indicates that Triumph Silencers were made by Burgess one of the many Birmingham companies supplying the British Motor industry. This machine does not represent normal production specification and several details lead me to believe that this is a 1958 display machine to stimulate sales to the Police. The ignition timing is adjusted by loosening a clamp located on the crankcase. The brake shoes fitted are not fully floating at this point in production while the cable stop fits on the lower fork. The brake cable is additionally supported to the mudguard by a small P bracket. The rear wheel features the common hub from the other Triumph models; there is a combined tubular brake torque stay and lower chain guard. Like the front brake the rear brake shoes are not fully floating. A single piece upper Chainguard attaches to the left side of the swing arm using a specialised fastening at the rear and can swing up to assist wheel and or chain removal once this fastening is loose.

Both sides of the rear axle show shaped spacers and have the effective Triumph type chain adjuster, all parts cadmium plated. It is quite normal for the left adjuster to foul the brake plate when set to the minimum chain length. The Brake rod adjuster is simple in form, T shaped and cadmium plated or chrome plated. Extended length is 11.9 ins, compressed is 9.4 ins. The cables to the switch pass through a moulded rubber cover. On the mudguard is fitted the front number plate fitted within a stylish chrome surround Patented. The rear mudguard is hidden by the bathtub enclosure, which is a new Triumph feature for 1957. The Bathtub enclosure is made from two 22 gauge steel pressings bolted together with a rubber strip between them. The bolts are carefully hidden so that the finish is

neat. The panels are supported by the seat loop and fastened by four selftapping screws around the seat loop together with additional brackets associated with the fuel tank mount. Hidden underneath is a support stay running from the suspension mounts to a point at the rear of the panels. This is nicely illustrated in the description article in "The Motor Cycle" of 28th February 1957. The stay rarely survives and many restored machines omit this feature in error. It is not illustrated or mentioned in the parts book. The rear number plate is attached by two nuts and bolts at the lower edge, the single upper mounting fits neatly between the Bathtub panels and no fixing is visible from the top. Fitted are the chrome styling strips on either side of the Mouth Organ type Tank badge. There are Black rubber knee grips featuring the Triumph motif and are attached by two screws on either side. The 1957 Parts Catalogue has an illustration of an early machine and tank within the preface but the Petrol tank shown later is the later version.

The cap incorporates a dipstick, while at the bottom is an extension to allow the drain plug to be reached by a spanner and a removable filter and connection for the oil pipes. Triumph Petrol and Oil Tanks were supplied by A.J. Homer and Sons, Solihull, Birmingham who specialised in medium sized steel and aluminium pressings for the Motorcycle Industry. Several companies would have been suppliers of pressed components to Triumph, Ward Brothers were a long established company and it is not currently possible to identify which suppliers were used for pressed components such as the bathtubs and nacelle. The lower fringe of the seat cover nearest the base is in grey. There is a centrally fixed passenger strap. The seat hinges on the left, raising but restrained by a wire to give access to the Air Filter, Oil Tank filler, Battery within its cradle, Rectifier, Coil and the Tools, which are housed in a moulded tray covering the rear mudguard. The inner mudguard extends forwards and attaches to the frame at several points, using a tapped hole in the main frame forging as one of the locations, this tapped hole survives for many years and can be seen on all models up to 1967. The early seat base is nicely illustrated in the parts catalogue and shows the rubber pad for the battery and also the export only Safety Strap. Current Rectification is taken care of by the large Lucas 47111 rectifier mounted to the left of the coil on a welded bracket with the connections protected by a rubber sleeve. Photographs showing the seat base of the early factory machines Gloss Black show an unusual foam rubber extension to retain the battery in position when the seat is closed. There is an "Emergency Start" circuit. The period Lucas catalogue details variations for export models. The plastic lens is attached by specialised slotted chromed fasteners; mating to studs that pass through extensions within the lens.

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