

TRIUMPH Motor & Frame Numbers

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<u>SIDE-VALVE SINGLES</u>		
SEASON	ENGINE NUMBERS	FRAME NUMBERS
1905 1906	from 001 followed by day and month of manufacture (25-1 translates to January 25th)	
1907	end at 2200	end at 126700
1908	2201 to 4212	126701 to 138890
1909	4213 to 7822	138891 to 151800
1910	7823 to 11415	151801 to 155374
1911	11416 to 6852	155375 to 190327
1912	16853 to 22913	190328 to 196100
1913	22914 to 29348	211408 to 219430
1914	29349 to 37666	219431 to 262338

<u>MODEL H MILITARY ISSUE</u>		
SEASON	ENGINE NUMBERS	FRAME NUMBERS
1915	37667 to 41560	262339 to 266200
1916	41561 to 47140	266201 to 274600
1917	47141 to 52980	274601 to 280540
1918	52981 to 59300	280541 to 286950
1919	59301 to 67150	286951 to 306470 (civilian frames begin at 301978)
1920	67151 to 74244	306471 to 313732
1921	74245 to 80067	313733 to 319672
1922	80068 to 84673	319673 to 324136
1923	84674 to 95000	324137 to 335000

Note: From 1915 to 1923 some engine numbers were followed by a three letter code.
These relate to a dating code by which the month and year of manufacture can be identified.
The code is as follows:

TRIUMPH H CODEX											
T	R	I	U	M	P	H	C	O	D	E	X
1	2	3	4	5	6	7	8	9	10	11	12

A 'UTP' prefix (or suffix) would translate as 4/16 or April 1916.
This code does not apply after 1923.

JUNIOR 2-STROKE MODELS

SEASON	ENGINE NUMBERS	FRAME NUMBERS
1913	01 to 109	194877 to 194883
1914	110 to 790	256191 to 256876
1915	791 to 1885	256879 to 257970
1916	1886 to 2487	257971 to 258534
1917-18	2488 to 2620	258535 to 258726
1919	2621 to 3660	258727 to 259534
1920	3661 to 5928	259535 to 600475
1921	5929 to 7896	600476 to 603029
1922	7897 to 8364	602562 to 603029
1923	8365 to 10550	603030 to 651000
250 cc begins at 8501		

ALL SINGLE CYLINDER MODELS

SEASON	ENGINE NUMBERS	MODEL	FRAME NUMBERS
1924	91704 to 99745		328223 to 340888
1924	201 to 1078	LS Models	536016 to 536610
1925	99746 to 104288		340889 to 341883
1925	1079 to 1664	LS Models	536611 to 537357
1926	104289 to 106763		341834 to 346315
1926	from 1665		537358 to 537502
1926	225295 to 248755	P&Q Models	922939 to 944001
1927	106764 to 109500		346316 to 347500
1927	248756 to 256000	P&Q Models	944002 to 970000
1927	from 100001	N&QA Models	944002 to 970000
1927	from 120001	TT Model	from 700001
1927	from 400001	W Model	from 610001
1928	from 500001	N Deluxe	from 200001
1928	from 300001	NSD Model	from 200001

1929 to 1953 MODELS

SEASON	ENGINE NUMBERS	FRAME NUMBERS
Model NT	F1001	E1001
Model ND	E1001	E1001
Model NM	A1001	E1001

Model WO	B1001	B1001
Model WL	C1001	B1001
Model CSD	from 600001	from 800001
Model CN	from 700001	from 800001
Model CO	from 800001	from 800001
Model NSD	from 91001	from 91001
Model CA	from CA1001	
Model CD	from CD1001	
Scout A	from L1001	from K1001
Scout B	from K1001	from K1001
Scout BS	from KS1 001	from K1001
Model X (1931-32)	Engine prefix X	frame prefix X
Model Z (1932)	Engine prefix Z	frame prefix X
Model XO	XO as prefix or suffix to engine number.	

1934 MODELS

MODEL	PREFIX
2/1 (250cc)	prefix 1R4
2/5 (250cc)	prefix 5R4
3/1 (350cc)	prefix 1T4
3/2 (350cc)	prefix 2T4
3/5 (350cc)	prefix 5T4
5/1 (500cc)	prefix 1S4
5/2 (500cc)	prefix 2S4
5/3 (500cc)	prefix 3S4
5/4 (500cc)	prefix 4S4
5/5 (500cc)	prefix 5S4
5/10 (500cc)	prefix 1 OS4
6/1 (650cc)	prefix 1 V4
Model XO5 (150cc) XO as prefix or suffix to engine numbers.	
Model XO7 (175cc) XO7 as prefix or suffix to engine numbers.	

1935 and 1936 MODELS

SEASON	MODEL	ENGINE NUMBERS	FRAME NUMBERS
1935	Model U2/1	Engine prefix IL5	frame L
1936	Tiger-70	Engine prefix T-1 L6	frame SI
1936	Tiger-80	Engine prefix T-2T6	frame SI
1936	Tiger-90	Engine prefix T-5S6	frame SII

Note: 1935 and 1936 Models same as 1934, only final number or prefix changes to '5' for 1935 and '6' for 1936.

1937 to 1939 MODELS

Year and model shown as prefix to engine number.
 For example 8-T-33445 is a 1938 Speed Twin (later identified as "5T" instead of just "T".
 Frame prefixes were "TH" for early Speed Twin. "TF" for the T100 and later 39/40 Speed Twin.

1940 to 1949 Models		
SEASON	ENGINE NUMBERS	FRAME NUMBERS
1946	from 72000	prefixed as before
1947	from 79046	prefixed as before
1948	88864 to 102235	TFI 5001 to TF2500
1949	102236 to 113386	TF25001 to TF33615

Year shown in engine number prefix with two figures. For example 40-5T-26445 is a 1940 Speed Twin. This practice followed religiously and some single prefixes may appear on postwar models. Frame prefixes were "TL" for the 3T up to 1948 and TC for 1949. TR5 for 1949 was TC followed by a "T" after the actual number. All other frames were TF. TR5 models did not have separate number series but ran concurrently with all other models. I.E. 112671 was last '49 TR5 and I1 3386 the last '49 5T.

Note: All Grand Prix T-1 00's have letter "R" suffix following engine and frame numbers.
 TR5 models had separate number series; engines from 101001 to 106424, frames from TC11001-T to TC13107-T.
 By 1950 frame and engine numbers were matching.

MILITARY

Wartime singles undated but identified by 3HW, 3SW, or 5SW prefix.

TRW Military 500cc Side-Valve Twins	
YEAR	Engine Numbers
1950	14401N-14459N
1951	6044NA - 14320NA
1952	22001NA - 22838NA
1953	22839NA - 23273NA
1954	23274NA - 23322NA
1955	23323NA - 23597NA
1956	23598NA - 25447NA
1957	25448NA - 27127MA
1958	27128NA - 27175NA
1959	27176NA - 27346NA
1960	27347NA - 27645NA
1961	27646NA - 28185NA
1962	28186NA - 28464NA
1963	28465NA - 28827NA
1964	28828NA - 29605NA

1950 TO CURRENT			
<i>(Engine and frame numbers match)</i>			
DATE	T15/20	Unit 350/500	Pre-unit 500/650
1950			1001N to 1616ON
1951			101NA to 15808NA
1952			15809NA to 25000NA (then) 25000 to 32303 (no

			suffix)
1953			32304 to 44821 (no suffix)
1954	101 to 8517		44822 to 56699 (no suffix)
1955	8518 to 17388		56700 to 70929 (no suffix)
1956	17389 to 26275		70930 to 82797 (then)0101 to 0944
1957	26276 to 35846	H101 to H760	0945 to 011165
1958	35847 to 45311	H761 to H5484	011166 to 020075
1959	45312 to 59359	H5485 to H1 1511	020076 to 029633
1960	59360 to 69516	H11512 to H18611	029634 to 030424 TWIN DOWN TUBE FRAME
1960			(then) D101 to D7726
1961	69517 to 81889	H18612 to H25251	D7727 to D15788
1962	81890 to 88346	H25252 to H27932	D15789 to D20308 UNIT CONSTRUCTION ENGINE
1963	88347 to 94599	H27933 to H32464	DU101 to DU5824
1964	94600 to 99719	H32465 to H35986	DU5825 to DU13374
1965	99720 onwards	H35987 to H40527	DU13375 to DU24874
1966	101 onwards	H40528 to H49832	DU24875 to DU44393
1967		H49833 to H57082	DU44394 to DU66245
1968		H57083 to H65572	DU66246 to DU85903
1969		H65573 to H67330	DU85904 to DU90282
1969	Mid '69 number change	(then) XC06297to HC24527	(then) NC00100 to HC24346
1970		HD27850 to KD60280	JD24848 to ND60540
1971		KE00001 to HE25250	NE01436 to HE30869
1972		JG32303 to GG59646	
1973		JH15597 to DH31460	JHI5101 to GH36466
1974		HJ56408 to JJ58103	JJ58014 to NJ60061

1975			DK61000 to GK62248
1976			HN62501 to GN72283
1977			GP73000 to JP84931
1978			HX00100 to JXI0747
1979			HA11001 to PA24608
1979	XB24609 to 24790 XB date code used in error, should be XA		XB24609 to XB24790
1980			PB25001 to KB275
1981			KDA28001 to DDA29427
1982			EDA30001 to BDA31693
1983			BEA33001 to AEA34389
1985			FN000002 to FN000191
1986			GN000192 to GN000788
1987			HN000789 to HN001176
1988			JN001177 to JN001258

NOTE: From 031701 (zero prefix added) October 10, 1981 thru 032213 January 1, 1983 motorcycles for U.S. market were prefixed 'CM' with no date code.
Done to overcome some export restrictions which dating could have caused problems.