

THE 1970 SPECIFICATION

TRIUMPH TR6



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Every time Triumph introduce a TR, subsequent improvement becomes yet more difficult. To owners of previous models, therefore, the TR6 rates as a real Triumph in every sense. It is still an out-and-out, all-male, 100 mph plus sports car. No TR could be otherwise. But the TR6 is more than just aggressively good-looking; it has a sleek beauty. A new grille of simple elegance. Step inside. Instrumentation is comprehensive and scanned at a glance. Bezels are non-reflecting. Rocker switches smooth-acting. Start her up. Listen to that restrained, throaty burble from those twin tailpipes. Six cylinders, 2½ litres, 104 bhp at 4500 rpm.

On the road, all-round independent suspension plus wider track, wider wheels (5½" rims) and an anti-sway bar give better than ever roadhold. 'Car and Driver' called the TR6 "the fastest, most comfortable, best-mannered Triumph ever to offer enchantment to the American buyer". In fact, 'Car and Driver' said quite a lot about the TR6. For instance:
"You feel the power as you light it up. It's muted by breeding, but still deep 'rooaars' come out of its twin tailpipes, smooth and responsive 6-cylinder roars. Good stuff".
"The brakes work very well stopping from 80 mph in 237 feet".



SPECIFICATION OF THE TRIUMPH T.R.6. SPORTS CAR

(U.S.A. only) 1970 MODEL

Brief Description

Two-seater, two door convertible. All weather equipment. Steel body rustproofed. Detachable windshield of laminated glass with high impact interlayer for additional safety. Doors hinged at front. Front and rear fenders are bolted-on detachable type.

Engine

Number of cylinders	6	
Bore of cylinders	74.7 mm	2.94 in.
Stroke of crank	95 mm	3.74 in.
Capacity	2498 cc	152 cu. in.
R.A.C. rating	20.75 h.p.	

General Dimensions

Wheelbase	7 ft. 4 in.	2240 mm
Track Front Wheels	4 ft. 2½ in.	1276 mm
Rear Wheels	4 ft. 1½ in.	1263 mm
Ground Clearance	6 in.	152 mm
Turning Circle (between kerbs)	33 ft.	10.1 metres

Overall Dimensions

Length	12 ft. 11 in.	3937 mm
Width	4 ft. 10 in.	1470 mm
Height (unladen)		
Hood erect	4 ft. 2 in.	1270 mm
Top of shield	3 ft. 10 in.	1170 mm
Hood folded and shield removed	3 ft. 4 in.	1020 mm

Weight (Touring Trim)

Dry (excluding extra equipment)	21 cwt.	1067 kg.
Complete (including tools, fuel, oil and water)	22 cwt.	1118 kg.
Gross vehicle weight (max.)	25½ cwt.	1295 kg.

Capacities

	Imp.	Metric	U.S.A.
Fuel Tank	11½ galls	51 litres	13.5 galls
Engine sump	8 pints	4.52 litres	9.64 pints
Gearbox — from dry	2 pints	1.13 litres	2.4 pints
Rear axle — from dry	2½ pints	1.42 litres	3.0 pints
Cooling system — with heater	11 pints	6.2 litres	13.2 pints

Tire Size

Goodyear G800 185 SR 15 Red Band or Michelin 'X' 185 SR 15 Red Band

Engine Speeds

	Top	3rd	2nd	1st	Rev.
Engine speed at 10 mph	482	641	969	1513	1552
Road speed at 1000 rpm in top gear — 20.74 mph					
Road speed at 2500 ft/min. piston speed in top gear — 83 mph					

Maximum Recommended Speeds in Intermediate Gears

Gear	mph
3rd	86
2nd	57
1st	36

Performance Data

Engine	
Compression ratio	8.5:1
B.H.P.	104 @ 4500 rpm
Torque	1710 lb. in. @ 3000 rpm
Equivalent B.M.E.P.	141 lb/in²

Acceleration

	Speed Range	Time (secs)
Top gear	30-50 mph	7.5
	40-60 mph	8.0
	50-70 mph	8.7
	60-80 mph	10.0
Through gears	0-30 mph	3.5
	0-50 mph	8.2
	0-60 mph	11.8
Standing ¼ mile		18.5

Maximum Speed: 109 mph (175 kph)

Specification

Engine: Number of cylinders, 6. Bore of cylinders, 74.7 mm (2.94 in.). Piston area 263 sq. cm. (40.7 sq. in.) Stroke of crank 95 mm (3.74 in.). Capacity 2498 cc (152 cu. in.). Firing order 1, 5, 3, 6, 2, 4. Compression ratio 8.5:1. Cylinder block, chrome cast iron. Cylinder head, chrome cast iron. Pistons, aluminium alloy. Connecting rods, 60 ton steel with floating gudgeon pins. Crankshaft, robust construction with integral balance weights; four main bearings. Bearings, lead indium shell bearings. Valves, push-rod operated overhead valves; stellite faced exhaust valves. Camshaft, five bearings, hypoxine cams, chain driven (Duplex chain). Cooling system, 'no loss' system; circulation, pump driven by vee belt; thermostatically controlled flow; fan, 8 blades, 12.5 in. dia. polypropylene. Fuel system, tank at rear; separate overflow tank; pump, mechanical; carburetors, twin Stromberg 1.75 CD SE horizontal (exhaust emission controlled). Manifolds, cast aluminium inlet manifold; twin outlet exhaust manifold. Air cleaner, replaceable paper elements. Lubrication: oil pump, high capacity, submerged, eccentric lobe type. Feed to main bearing, big ends and all camshaft bearings under pressure. Oil filter, full flow type with replaceable element. Ignition, coil, automatic centrifugal and vacuum advance and retard. Generator, Lucas type 15 A.C. alternator; vee belt drive. Engine mounting, flexible rubber mountings for engine and gearbox unit. Exhaust system, twin pipe system flexibly mounted and insulated against noise transmission to the body. Crankcase, positive crankcase ventilation from rocker cover using carburetor depression only. Flywheel, cast iron with hardened steel starter gear ring. Evaporative emission control, sealed fuel filler cap; emissions vented into charcoal canister located in engine compartment; canister purged by carburetor depression.

Transmission: Clutch, diaphragm type 8½ in. dia., hydraulically operated. Gearbox, four forward ratios and reverse. Gears, synchromesh on all forward ratios.

	Top	3rd	2nd	1st	Rev.
Ratios	1.00	1.33	2.01	3.14	3.22
Overall ratios	3.70	4.92	7.44	11.62	11.9

Propeller shafts, all metal shaft, needle roller bearings; short length to avoid whip and simplify frame construction. Rear axle (final drive unit rubber mounted); drive, hypoid bevel gears. Taper roller bearings. Ratio, 3.70:1.

Suspension: Front, low periodicity independent system incorporating anti-roll bar. Patented bottom bush and top ball joint wheel swivels. Coil springs controlled by telescopic dampers. Taper roller hub bearings. Rear, semi-trailing arm independent suspension with coil springs controlled by piston dampers. Mounted on frame through rubber bushed pivots and with rubber insulation of spring.

Wheels: Steel disc type with 5½ J rims.

Brakes: Caliper disc brakes on front wheels; total swept area 233 sq. in.; drum brakes, 9 in. x 1½ in. of leading and trailing shoe type on rear wheels; total swept area 99 sq. in. Pedal operates through direct acting servo and tandem master cylinder to front and rear brakes independently. Pressure differential valve and warning light fitted.

Frame: Rigid structure; channel steel pressings from box section side members braced by a cruciform member. Complete frame rustproofed.

Steering: Rack and pinion type unit; 15 in. dia. (381 mm) 3 spoke steering wheel with padded rim and center boss; 3½ turns lock to lock. Horn push in center boss. Energy absorbing steering control system incorporating a steering column locking device.

Battery: 12 volt, 57 amp. hr. @ 20-hour rate, located under hood. Negative earth.

Jacking: Under frame portable scissor type jack.

Body Specification

Upholstery: Superior quality expanded P.V.C. leathercloth with ventilated seat facings to allow breathing of trim and give greater climatic comfort.

Seating: Two bucket type seats having deep shaped squabs with integral head restraints. Seats adjustable fore and aft and for rake. Both seats and head restraints pivot forward for ease of access to rear and are retained by self-locking quick release catches.

Instruments: 5 in. tachometer with 5 in. speedometer with trip, positioned in front of driver. Separate instruments for ammeter, fuel, water temperature and oil pressure. Recessed blue rheostat controlled illuminated instruments with non-glare bezels. Ignition and high beam warning lights. Direction indicator warning light. Oil pressure warning light. Hazard warning light.

Controls: Combined switch for ignition, starter control, accessories and steering column lock is mounted on the steering column. Knobs for choke, heater, fan and air distribution. Rocker switches for windshield wipers, windshield washers and hazard warning lights. Rheostat switch for variable intensity of instrument illumination. Three position lighting control lever incorporating daylight flasher on steering column, for off, side and head lamps. Foot-operated dipswitch. Direction indicators operated by lever on steering column. Horn push in steering column center boss.

Luggage Accommodation: Enclosed glove locker with lock, located in fascia panel on passenger side fitted with an internal lamp operated by a courtesy switch on to the lid. Luggage space behind seats and in trunk. Spare wheel housed below trunk floor.

Fuel Tank: Mounted between rear wheel arches incorporating a magnetically sealed and retained fuel filler cap centrally situated in deck panel.

Locks: Full anti-burst locks. Both doors lock externally by ignition key. One piece hood arranged with pull type lock release operated by knob under left-hand side of dash with an independent safety catch incorporated. Glove compartment and luggage trunk locks operated by a separate key.

General Equipment: INTERIOR — Interior dipping mirror with breakaway support. Padded, swivelling sun visors with vanity mirror on passenger side. Non-glare wood finish fascia with padded surround incorporating a shielded control panel for occupant safety. Ashtray in top of fascia. Door waist rails padded. Cockpit illumination lamp mounted on tunnel, operated by courtesy switches on doors or a switch integral with the lamp. There is also a relay incorporated in the courtesy light switch which operates a warning buzzer when the key is left in the ignition lock and the driver's door is opened. Full carpet with thick felt underlay with rubber heel mat for driver. Trunk illumination provided by internal lamp operated by courtesy switch on trunk lid hinge. Safety belts fitted on both seats to meet Federal Safety Standards.

EXTERIOR — Lamps (Front) — Flush fitting sealed beam headlamp units. Combined parking lamps and direction indication lamps mounted in cluster beneath headlamps. Combined side marker lamps and reflectors mounted on front fender panels.

(Rear) — Direction indication lamps, reflectors, integral stop and tail lamps and reversing lamps mounted in a combined cluster. Separate number plate illumination lamps mounted on rear bumper. Combined side marker lamps and reflectors mounted on rear fender panels. Electric windshield washers. Exterior mirror mounted on driver's door, adjustable from driving seat. Twin windtone horns in concealed mounting. The fabric top in P.V.C. leathercloth with 'Day Glow' strips and black interior comprises a large rear light embodying zipper opening, together with quarter lights and is fitted with safety styled header catches. Hood is safety hinged at front and provided with prop. One piece bumpers front and rear. Self parking twin two-speed electric shield wipers. Scuttle ventilator flap. Stainless steel nave plates with chrome plated nuts. Spare wheel and tire. Wheelbrace, jack and tool roll.

Heating and Ventilation: Heater with two-speed blower, provides air of the required temperature to the interior of car. It incorporates windshield demister and defroster. Face level ventilation provided through two directional fresh air vents in fascia and foot level ventilation provided through two directional vents under fascia.

Interior Dimensions

	In.	mm.
Seat width (each)	19	483
Seating width (between doors)	48½	1232
Seat height (from floor)	7½	190
Seat depth (fore and aft)	16½	419
Headroom (from seat cushion)	36	915
Steering wheel clearance from seat cushion	6½	165
Steering wheel clearance from seat squab	Min. 14	356
	Max. 19	483
Squab to clutch pedal	Min. 34	864
	Max. 41	1043
Width of door opening at waist	28	720
Interior width (between sills)	48½	1230
Maximum interior height	40½	1030
Luggage space (behind seats)		
Length	Min. 13	330
	Max. 19	483
Width (between rear wheel arches)	33½	845
Height — floor (floor to top of head restraints)	33	838

Luggage Trunk

Height	Min. 9½	242
	Max. 13½	343
Depth (fore and aft)	Max. 20	508
Width	Max. 46½	1181
Trunk opening width	43	1090
Capacity	6.1 cu. ft.	.17 cu. m



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