

TRIUMPH TR6

NORTH AMERICAN Specification Supplement



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 m.p.h.-plus sports car—no TR could be otherwise. But the TR6 is more than just aggressively good-looking; it has a sleek beauty; a 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 b.h.p. at 4,500 r.p.m.

On the road, all-round independent suspension plus wider track, wider wheels (5½" rims) and an anti-sway bar give you better than ever road-hold. *Car and Driver* calls the TR6 'the fastest, more comfortable, best-mannered Triumph ever to offer enchantment to the American buyer'.



SPECIFICATION OF TRIUMPH TR6 SPORTS CAR (U.S.A. only) 1971 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 wings 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 c.c. 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)	.. .. .	34 ft. 10.4 m.
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 screen	.. .. .	3 ft. 10 in. 1170 mm.
Hood folded and screen removed	.. .. .	3 ft. 4 in. 1020 mm.

Weight (Touring Trim)

Dry (excluding extra equipment)	.. .. .	2,352 lb. 21 cwt. 1067 kg.
Complete (including tools, fuel oil and water)	.. .. .	2,464 lb. 22 cwt. 1118 kg.
Gross vehicle weight (max.)	.. .. .	2,800 lb. 25½ cwt. 1295 kg.

Capacities

Fuel tank	.. .. .	11½ gal. 51 liters 13.5 gal.
Engine sump	.. .. .	8 pints 4.52 liters 9.64 pints
Gearbox—from dry	.. .. .	2 pints 1.13 liters 2.4 pints
Rear axle—from dry	.. .. .	2½ pints 1.28 liters 2.7 pints
Cooling system—with heater	.. .. .	11 pints 6.2 liters 13.2 pints

Tire Size

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

Engine Speeds (r.p.m.)

Engine speed at 10 m.p.h.	.. .. .	482	641	969	1,513	1,552
Road speed at 1,000 r.p.m. in top gear—20.74 m.p.h.						
Road speed at 2,500 ft./min. piston speed in top gear—83 m.p.h.						

Maximum Recommended Speeds in Intermediate Gears

	Top	3rd	2nd	1st	Rev.
Engine speed at 10 m.p.h.	482	641	969	1,513	1,552

Performance Data

Engine					
Compression ratio	.. .. .	8.5 : 1		
B.H.P.	.. .. .	104 at 4,500 r.p.m.		
Torque	.. .. .	1,710 lb. in. at 3,000 r.p.m.		
Equivalent B.M.E.P.	.. .. .	141 lb./in. ²		
Acceleration		Speed Range	Time		
Top gear	.. .. .	30 to 50 m.p.h.	7.5 seconds	
		40 to 60 m.p.h.	8.0 seconds		
		50 to 70 m.p.h.	8.7 seconds		
		60 to 80 m.p.h.	10.0 seconds		
Through gears	.. .. .	0 to 30 m.p.h.	3.5 seconds	
		0 to 50 m.p.h.	8.2 seconds		
		0 to 60 m.p.h.	11.8 seconds		
Standing ¼ mile	.. .. .		18.5 seconds	

Maximum Speed: 109 m.p.h. (175 km.p.h.).

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 c.c. (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, aluminum 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, 7 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 aluminum 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 advance and vacuum retard. Generator, Lucas type 15 AC alternator; vee belt drive. Engine mounting, flexible rubber mountings for engine and gearbox unit. **Exhaust System:** Single 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	1.33 : 1	2.01 : 1	3.14 : 1	3.22 : 1
Overall Ratios	3.70 : 1	4.92 : 1	7.44 : 1	11.62 : 1	11.9 : 1

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 5½J 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. (381 mm.) diameter 3-spoke steering-wheel with padded rim and centre boss. 3¼ turns lock to lock. Horn-push in centre boss. Energy-absorbing steering-control system incorporating a steering-column locking device.

Battery: 12-volt, 57 amp.-hr. at 20-hr. rate located under bonnet. Negative ground.

Jacking: Underframe portable scissor-type jack.

Body Specification

Type: Two-seater, two-door convertible or two-seater hard top with detachable roof panel. All-weather equipment. Steel body. Detachable windshield. High-impact interlayer laminated safety-glass. Safety-styled window regulator handles and internal door-release control handles. Doors hinged at front. Full anti-burst locks. Front and rear wings bolted-on detachable type.

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. Brake failure 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 headlamps. Foot-operated dip-switch. Direction indicators operated by lever on steering-column. Horn-push in steering-column centre 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. Self-sealing petrol filler cap centrally situated in deck panel.

Locks: Full anti-burst locks. Both doors lock externally by ignition key. One-piece bonnet 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 boot locks operated by a separate key.

General Equipment: INTERIOR—Interior dipping mirror with breakaway support. Padded, swiveling 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. Boot illumination provided by internal lamp operated by courtesy switch on boot lid hinge. Safety belts fitted to 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 wing panels. **Rear**—Direction indication lamps, reflectors, integral stop and tail lamps and reversing lamps mounted in a combined cluster. Separate license-plate illumination lamps mounted on rear bumper. Combined side-marker lamps and reflectors mounted on rear wing 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 windshield wipers. Scuttle ventilator flap. Black plastic nave-plates with chrome-plated nuts. Spare wheel and tire. Wheel-brace, 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

Seat width (each)	.. .. .	19 in.	483 mm.
Seating width (between doors)	.. .. .	48½ in.	1232 mm.
Seat height (from floor)	.. .. .	7½ in.	190 mm.
Seat depth (fore and aft)	.. .. .	16½ in.	419 mm.
Head room (from seat cushion)	.. .. .	36 in.	915 mm.
Steering-wheel clearance from seat cushion	.. .. .	6½ in.	165 mm.
Steering-wheel clearance from seat squab	.. .. .	{ min. 14 in. 356 mm. max. 19 in. 483 mm.	
Squab to clutch pedal	.. .. .	{ min. 34 in. 864 mm. max. 41 in. 1043 mm.	
Width of door opening at waist	.. .. .	28 in.	720 mm.
Interior width (between sills)	.. .. .	48 in.	1230 mm.
Maximum interior height	.. .. .	40½ in.	1030 mm.
Luggage space (behind seats):			
Length	.. .. .	{ min. 13 in. 330 mm. max. 19 in. 483 mm.	
Width (between rear wheel arches)	.. .. .	33½ in.	845 mm.
Height—floor (floor to top of head restraints)	.. .. .	33 in.	838 mm.
Luggage Trunk:			
Height	.. .. .	{ min. 9½ in. 242 mm. max. 13½ in. 343 mm.	
Depth (fore and aft)	.. .. .	max. 20 in.	508 mm.
Width	.. .. .	max. 46½ in.	1180 mm.
Trunk opening width	.. .. .	43 in.	1091 mm.
Capacity	.. .. .	6.1 cu. ft.	0.17 cu. m.



TRIUMPH MOTOR COMPANY LIMITED
COVENTRY ENGLAND

Printed in England