

TR6



TRIUMPH

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Triumph TR6

TR6—Those initials stand for something. It's no small honor to be sixth in the TR series of Triumph sports cars. TR means 124 miles per hour on the Jabbeke Motorway in Belgium. It means placing in the top ten at Le Mans and dominating your class in American sports car racing. TR stands for one of the boldest steps ever taken in sports car engineering and for some of the greatest enjoyment available in driving today.

Almost two decades of development have built in the excellence of the TR6. Triumph's TR2 was among the first to startle the world with the idea that a full-blooded sports car of moderate cost could have bonus performance from a big, torque-rich engine and extra fuel economy from smooth, aerodynamic styling. The TR6 keeps these virtues and marries them to advanced all-independent coil suspension, a lavishly-trimmed interior and looks that are bold, crisp and cool.

Its twin carburetor, long-stroke 2.5-litre six-cylinder engine gives the TR6 its special character. A throaty vroom from twin tailpipes fades to a gentle murmur as the TR6 lopes along at any legal cruising speed. With massive torque of 142 pound-feet at 3000 rpm, in the middle of the speed range where you use it often, the TR6 has a satisfying excess of power. But you'll rev to its 5,500 rpm redline just for the fun of using its light and quick gearbox.

Inherently rugged, with its cross-braced steel frame, the TR6 weds a well-earned reputation for durability to high style and performance.

Triumph TR6 Technical Details

Power Unit: Six-cylinder in-line engine. Bore and stroke 2.94 x 3.74 ins./74.7 x 95.0 mm. Displacement 152 cu. ins./2498 cc. Compression ratio 8.5 to one. Pushrod-operated overhead valves. Power output 104 bhp at 4500 rpm. Torque output 142 lb.-ft. at 3000 rpm.

Drive Train: Hydraulically-operated diaphragm-spring 8.5-in. clutch. Fully synchronized transmission with four forward speeds. Hypoid final drive gears. Overall gear ratios: Reverse 11.90, First 11.62, Second 7.44, Third 4.92 and Fourth 3.70. Steel disc wheels, 5.5 x 15 ins. Goodyear radial-ply red-band tires, 185SR x 15.

Chassis: Channel-steel frame with cruciform bracing. Rack and pinion steering, 3/4 steering wheel turns lock to lock. Front suspension independent, upper and lower wishbones. Coil springs, telescopic shock absorbers, anti-roll bar. Rear suspension independent, semi-trailing arms. Coil springs, piston-type shock absorbers. Dual-system hydraulic braking, vacuum power booster. Front 10.9-in. discs. Rear 9.0-in. drums.

Electrical: Negative-ground 12-volt system with alternator. 57 ampere-hour battery. Two-speed electric windshield wipers. Electric windshield washers. Twin windtone horns. Twin backup lights. Front and rear marker lights. Self-canceling turn signals. Four-way hazard flasher.

Dimensions: Wheelbase 88 ins. Front track 50 1/4 ins. Rear track 49 3/4 ins. Length 155 ins. Width 58 ins. Height 50 ins. Ground clearance 6 ins. Turning circle diameter 34 ft. Fuel capacity 13 1/2 gals. Dry weight 2352 lbs.

Options: Laycock de Normanville overdrive for increased performance with the equivalent of seven forward speeds and quieter, more economical high-speed cruising. Overall ratios in gears in which overdrive operates: O/D Second 6.10, O/D Third 4.03 and O/D Fourth 3.03. 72-spoke wire wheels with 5 1/2-in. rims and central locking by hex nut. Michelin X radial-ply red-band 185SR x 15 tires. Vinyl tonneau cover. AM or AM/FM push-button radio. Center console with or without clock. Cigarette lighter. Luggage rack. Ski rack attachments. Front and rear bumper guards. Air conditioning.

Racing Equipment: Four-spoke aluminum or magnesium racing wheels, optional. For information on a complete line of competition equipment approved by the Sports Car Club of America write: Triumph Competitions Dept., Leyland Motor Sales, Inc., 1957 West 144th Street, Gardena, Calif. 90249.

Color Choices: Damson, Jasmine Yellow, Laurel Green, Imperial Blue, Saffron, Sienna, Signal Red, White.

Specifications and prices subject to change without notice.

