TR6

TRIUMPH

It's no small honor to be Number 6 in the famous 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 an automobile today.

Some two decades of development have designed in the excellence of the TR6. Triumph's pathbreaking 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 as well as extra fuel economy from smooth styling. The TR6 marries these classic TR virtues to advanced all-independent suspension, a lavishly-trimmed interior and looks that are bold, crisp and cool.

The special character of the TR6 is expressed by its twin-carburetor, long-stroke 2.5-litre six-cylinder overhead-valve engine. A throaty vroom from its twin tailpipes fades to a gentle murmur as the TR6 lopes along at any legal cruising speed. With its massive net torque of 133 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 often to the 5500 rpm redline just for the fun of using its quick fully-synchronized gearbox.

Inherently rugged, with its cross-braced steel chassis frame, the TR6 weds a well-earned reputation for durability to high style and higher performance. It is also abreast of the latest trends in ecology and safety with its evaporative emission control system and its wide light-reflective stripe along the side windows and the rear deck mounting of the glossy vinyl top—an exclusive night driving safety feature. Lights and other reflectors at both front and rear are protected by deep wrap-around bumpers, with tubular parking guards an option.

GARAGE
GAS AND OIL

TR6

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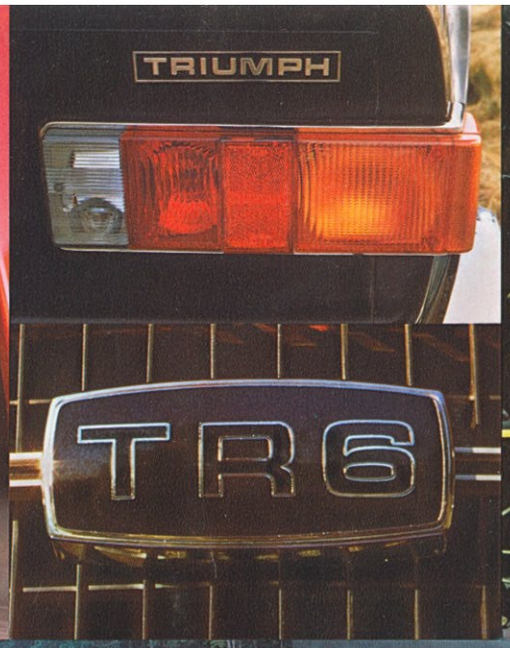
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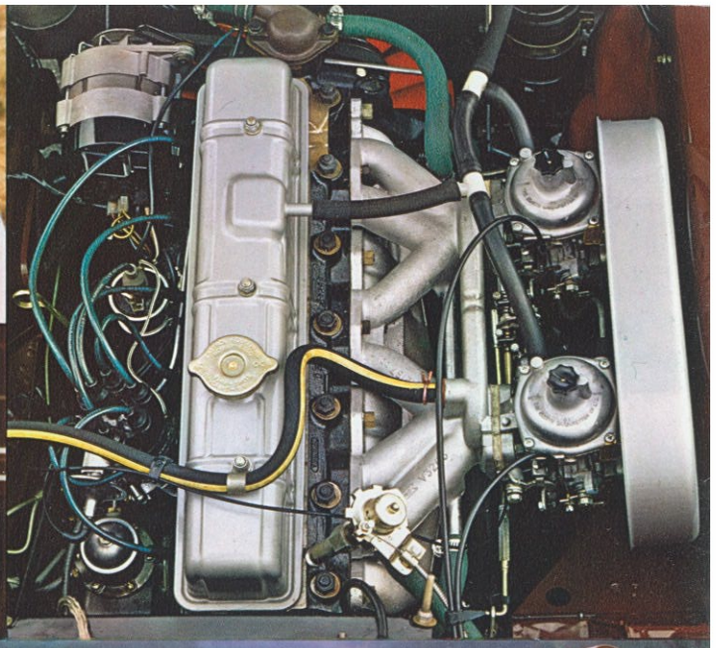

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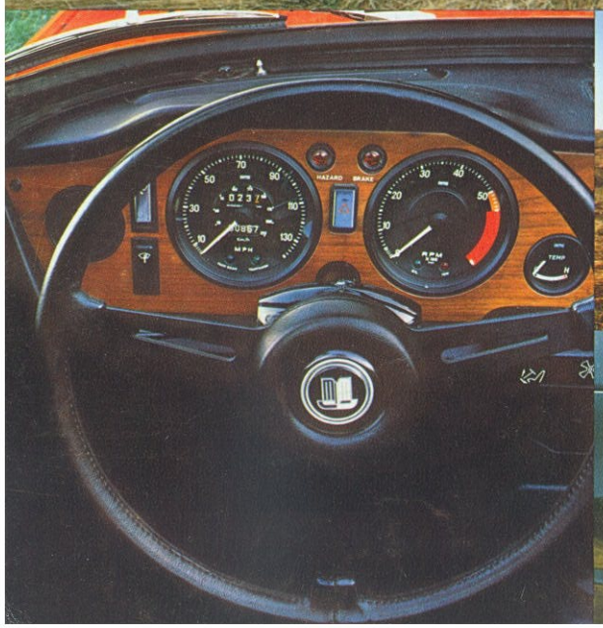
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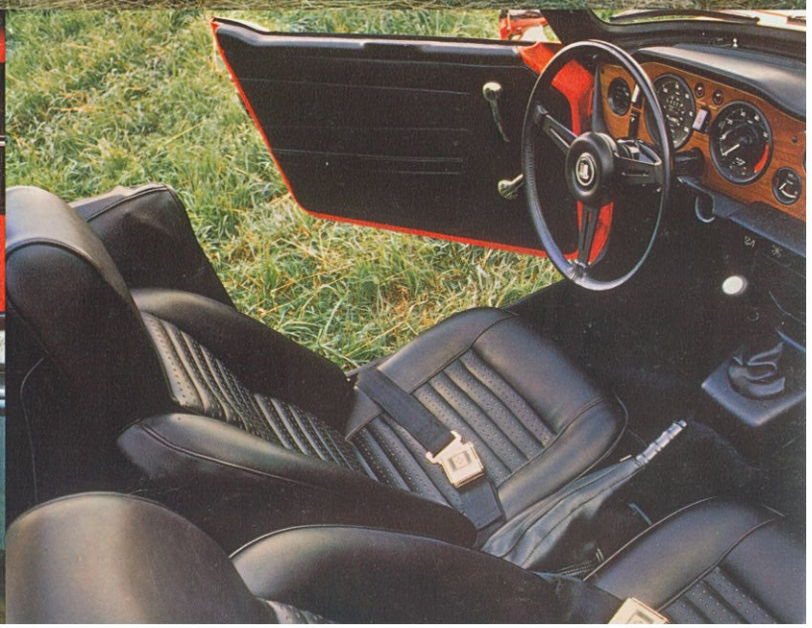


Girls like the TR6—because it's so much a man's car. Its interior has a no-nonsense look. The contrast between the matte black steel rims of the six big circular instruments and the walnut finish of the panel recalls the hand-crafted excellence of a fine shotgun. With its padded rim and black spring spokes the 15-inch steering wheel looks like an extra-cost option—but isn't.

You expect, and get, excellent visibility and a superb driving position, with adjustable seat back angles, in a highly-developed sports car like the TR6. You may not expect to find its many creature comforts. There's fresh-air ventilation from a high-level cowl vent, through dash outlets adjustable for flow and angle. For convertible top-up driving there's a zip-down rear window.

Open the door and courtesy lights flick on, under the dash and between the seats. There's even a light to guide the key into the combined ignition switch and steering column lock. Courtesy lights are also in the trunk and in the big lockable glove compartment. In the doors there are deep map pockets and behind the seats there's room for carry-on baggage.

Knowledgeable sports car buyers value the honesty of the Triumph TR6. They sense it in the wide, accessible engine bay, exposing the reservoirs for the semi-sealed engine cooling system—a blessing in heavy traffic—and for the electric windshield washers. They also appreciate the useful trunk inside the squared-off tail, fully carpeted above the spare wheel storage space.

Wide-rimmed steel wheels with handsome anodized aluminum trim rings are provided with circular vents for cooling the brakes. Vacuum-boosted at a ratio of 2.2 to one, these are powerful caliper discs in front and drum-type (best for an effective parking brake) at the rear. Radial-ply tires have an open tread pattern for excellent road grip in all weather conditions and a red stripe for an exclusive look. Steering is of the race-proven rack and pinion type.

Bold tail-light units contrast sharply with the black-painted tail of the TR6, and curve around the corners to form integral side marker lights. You appreciate daily such TR6 conveniences as its push-button door latches, interior hood-latch control, quick-action wind-up windows, automatic seat belt retraction and day/night adjustable inside mirror. Optional offerings embrace a full cockpit cover, long-range driving lights and cigarette lighter, to name only a few.

A brand-new look-sharp option for the TR6 in 1972 is a special striping kit to highlight the open car's bold lines. Your Triumph dealer will install this in handsome silver.

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 7.75 to one. Overhead valves, stellite-faced exhaust valves, rocker arms and pushrods, single chain-driven chilled cast iron camshaft. Net torque output (SAE) 133 lb.-ft. at 3000 rpm. Drop-forged alloy steel crankshaft with four main bearings, torsional vibration damper. Connecting rods forged alloy steel, full-floating wrist pins. Steel-backed bearings, overlaid copper-lead/bronze. Chromium iron cylinder block. Twelve-port chromium iron cylinder head. Two side-draft Stromberg C.D.S.E. carburetors on water-heated aluminum alloy inlet manifold.

Drive Train: Hydraulically-operated diaphragm-spring 8.5-in. clutch. Fully synchronized helical-gear transmission with four forward speeds and remote-control shift lever. Hypoid bevel final drive gears. Overall gear ratios: Reverse 11.90, First 11.62, Second 7.44, Third 4.92 and Fourth 3.70. Exposed drive shafts to rear wheels with splined couplings, universal joints. Ventilated steel wheels with 5½J rims, retained by four chrome-plated dome nuts. Polished deep-dish wheel trim rings. Goodyear G800 red-band radial-ply tubeless tires, 185SR x 15.

Chassis: Rigid all-steel rustproofed roadster body with burst-resistant door locks. Channel-section steel chassis frame with box-section side-members braced by a cruciform center member. Rack and pinion steering with impact-absorbing column, 3¼ 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 with pressure-differential valve. Direct-acting vacuum power booster with nominal ratio of 2.2 to one. Front disc brake dia. 10.9 ins. Rear drum brake dia. 9.0 ins. and width 1.75 ins.

Electrical: Negative-ground 12-volt system with 36 amp. 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-cancelling turn signals. Four-way hazard flasher.

Dimensions: Wheelbase 88 ins. Front track 50¼ ins. Rear track 49¾ ins. Length 155 ins. Width 58 ins. Height 50 ins. Ground clearance 6 ins. Turning circle dia. 34 ft. Fuel capacity 13½ U.S. gals. Dry weight 2280 lbs. Basic curb weight 2390 lbs. Maximum gross weight 2960 lbs.

Options: Laycock de Normanville overdrive, giving the equivalent of seven forward speeds, for increased performance and smoother, 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 to one. Vinyl tonneau cover. AM or AM/FM push-button radio. Cigarette lighter. Chrome luggage rack, ski-carrier adaptors. Chrome tubular front and rear guards. Lucas driving lamp and/or fog lamp. Custom-made rubber floor mats in black, white or red. Walnut gear shift knob. Koni adjustable shock absorbers for front suspension. Striping kit.

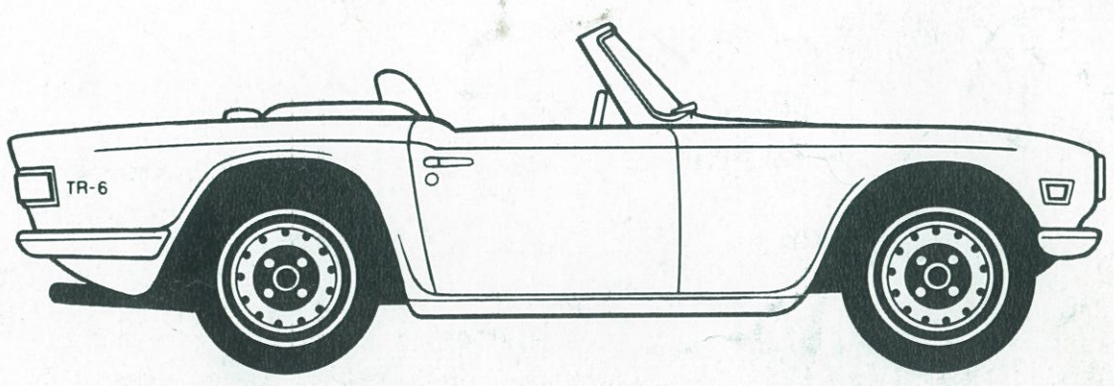
Road Racing: The Triumph TR6 is a frequent winner and Divisional Champion in its class in National road-racing events sanctioned by the Sports Car Club of America. Special racing wheels of either aluminum or magnesium are optional equipment. For information on a complete line of competition equipment approved by the SCCA write: Triumph Competitions Dept., Leyland Motor Sales, Inc., 1957 West 144th Street, Gardena, Calif. 90249.

Color Choices:

Exterior Color/Interior Color

Damson/Black or Tan
Emerald/Black
Jasmine/Black
Pimento/Black
Saffron/Black
Sapphire/Black or Blue
Sienna/Tan
White/Black or Tan

Specifications and prices subject to change without notice.



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