



TRIUMPH
TR6 PI

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It was Triumph who rocked the motoring world by announcing the first British petrol injection production sports car—the TR5 P.I.

Now comes the TR6 P.I., bringing new style, new features, new status to fuel-injection motoring.

Before describing the TR6 P.I. in detail, let's make one thing very clear.

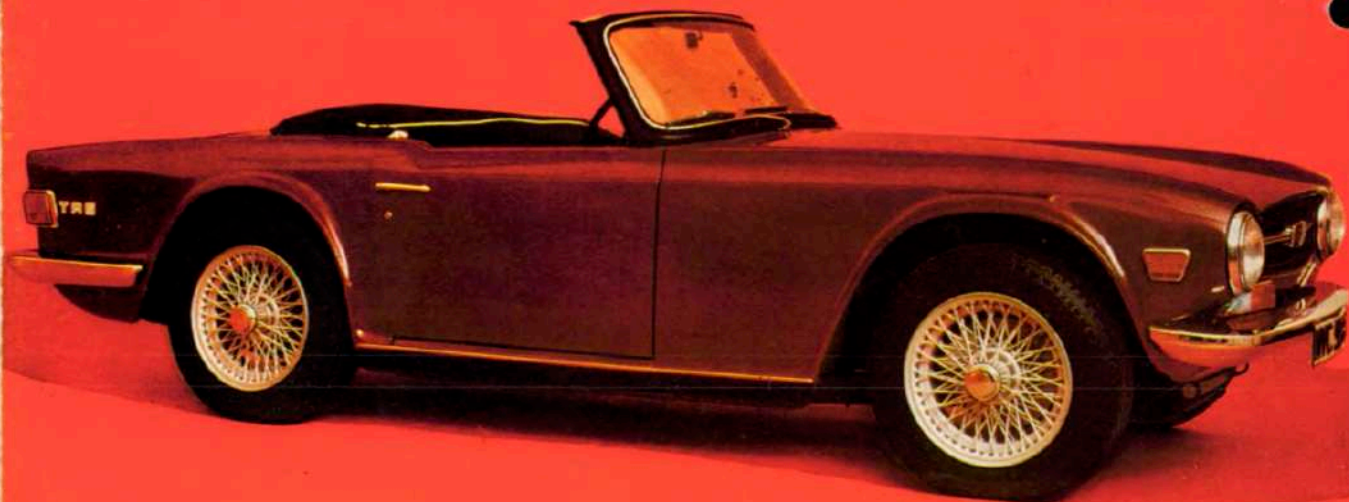
This is not a car for Sunday tourists who want to play crocodiles. Neither is it right for boy racers who want to dice with danger.

The new TR6 P.I. has been created for the man who knows what motoring is all about. Who is mature enough to appreciate superb engineering.

Who is eager to accept both the thrills and the responsibilities of power motoring allied to superb roadholding.

In the hands of such a man, the TR6 P.I. is one of the safest, swiftest and most responsive sports cars in the world.

At any price.







Designed for the man who lives and drives in style

New line on power motoring

First thing you'll notice about the new TR6 P.I. is its aggressively simple styling. From the long, low, black grille, flanked by wide-set headlamps, to the dramatically squared off stern, it looks exactly what it is. A powerful, purposeful, no-nonsense, British sports car.

All fussiness has been eliminated. Every line, every curve, every angle earns its keep in terms of better motoring.

That sweeping, aerodynamic bonnet, for instance. It stretches wall to wall and it's hinged at the front, so it won't take off when you're really flying.

All four wings are bolted on. So if you do modify one and don't like the effect,

you can go back to our design without having to replace half the body.

Rear lamps, stop lamps, reversing lamps, flashers and reflectors—all these have been integrated into two matching units. Easier to see. Easier to see to.

Everything is practical; even the name badge. You'll never have to scrape dirt and squashed flies from its decorative notches. Because it hasn't any decorative notches.

Equally easy to keep clean are the wheels with their elegant new trim.

O.K., that's the styling picture. Now let's get with the action.



A driver's car

Step into the office of a Triumph TR6 P.I. and—if you know motorcars—you'll know this one means business. Big business. The contoured seat grips and supports you in all the right places, sets you firmly in command of every driving situation. The pedals feel precise, progressive. The leatherclad racing wheel is a professional invitation. So is the chunky gearshift. Instruments are quick-read, minor controls fall readily and naturally to hand. Every item in the cockpit tells you that this is a driver's car.

Start her up. Instant action. No hesitation or fluffiness. Let her idle a moment. That rich, throaty burble is a big-six promise of power. Now rev up. That's the turbo-jet smoothness of direct fuel injection.

Snick into first and pull away. Through the gears to fifty in $6\frac{1}{2}$ seconds, to sixty in nine. This is real motoring; your skill and experience mated to the fantastic power potential of the TR6 P.I. Watch that rev counter; this engine is so eager, you're in the red before you know it.

Fast left-hander coming up, clear road to the exit. Line her up, change down, ease the wheel, power on. This is the moment of truth. This is when it can happen.

Nothing. That bend might never have been there. With its all-round independent suspension, plus wider track, $5\frac{1}{2}$ J rims and new anti-roll bar, the TR6 P.I. beats any previous TR for roadholding. And that's really saying something.



All-round Functional Elegance



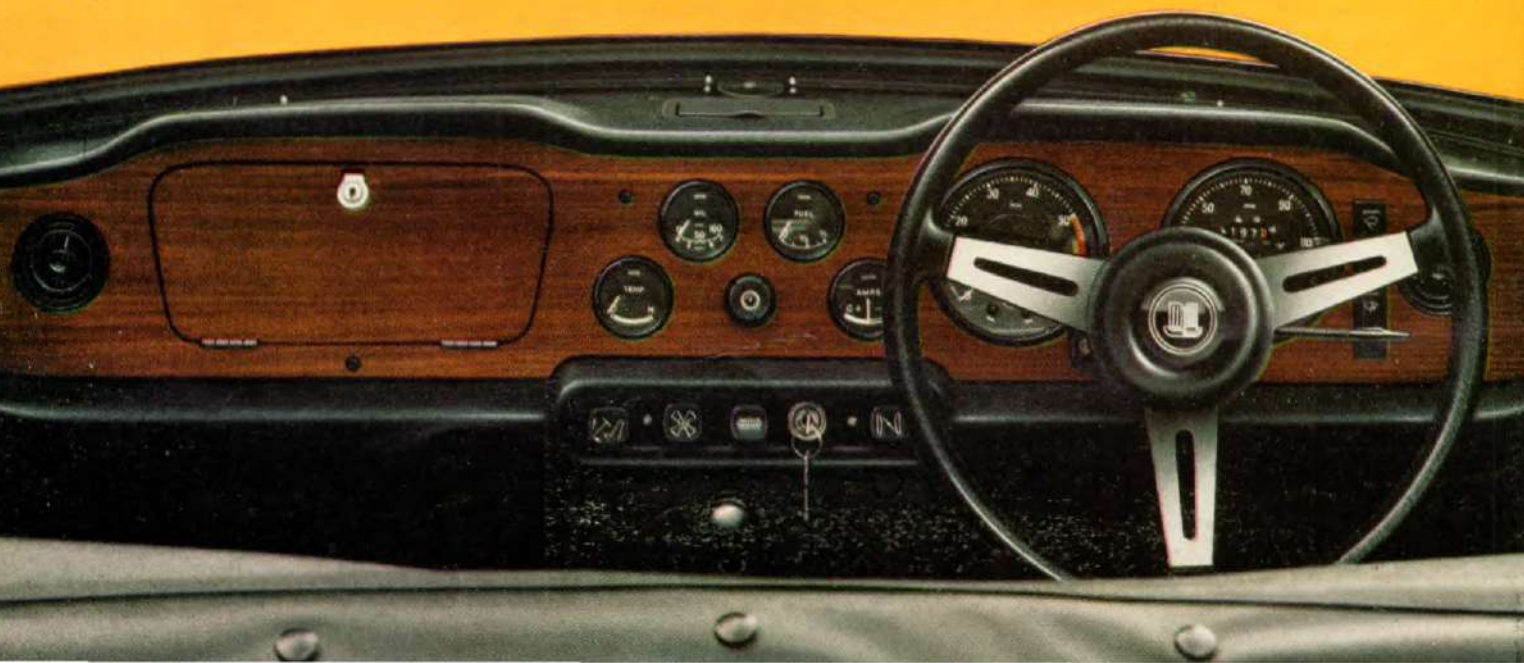
Everything under instant control



All-round Independent Suspension for Vice-free Handling



You're confidently in command by now,
driving better
than you've ever done.
Half a mile ahead, a trundling heavy,
filling half the road.
Safe to overtake? The road looks clear,
but instinct, experience
and shortening telegraph poles
warn you of a hidden dip.
Better change down and brake.
Incredible giant hand sensation as
10 $\frac{7}{8}$ inch discs
team up with radial tyres to translate the
thought into action.
Road really is clear now, so let's go.
Instant surge of fuel-injected
power. Man, that's acceleration!
Throttle back to cruising speed, relax
in the rally-inspired seat. Time to
marvel at the immediate
response of every control. As if
the whole car is an extension of you.
Time to notice some of the little things,
too. Like the sweet action
of the rocker switches.
The richly padded fascia surround.
The absence of instrument
reflections in the screen. The electric
windscreen washer and two-speed
wipers. The no-argument twin
windtone horns.
Like the man said, this is a driver's car.





Repeater Flashers on both front wings



Choose between a Tailored Weatherproof P.V.C. Hood . .



Wrap round Flashers for Extra Safety



. . . and a Detachable Hardtop

Call it TR SIX appeal

Driver's car or no, the TR6 P.I. leaves a lot of chi chi saloons standing when it comes to looking after the ladies.

That deep-sprung, figure-hugging passenger seat is every bit as comfortable as yours. Because it's the same as yours with the same adjustable-for-rake squab. So you'll have no feminist complaints of inequality (or saddle soreness) to put up with.

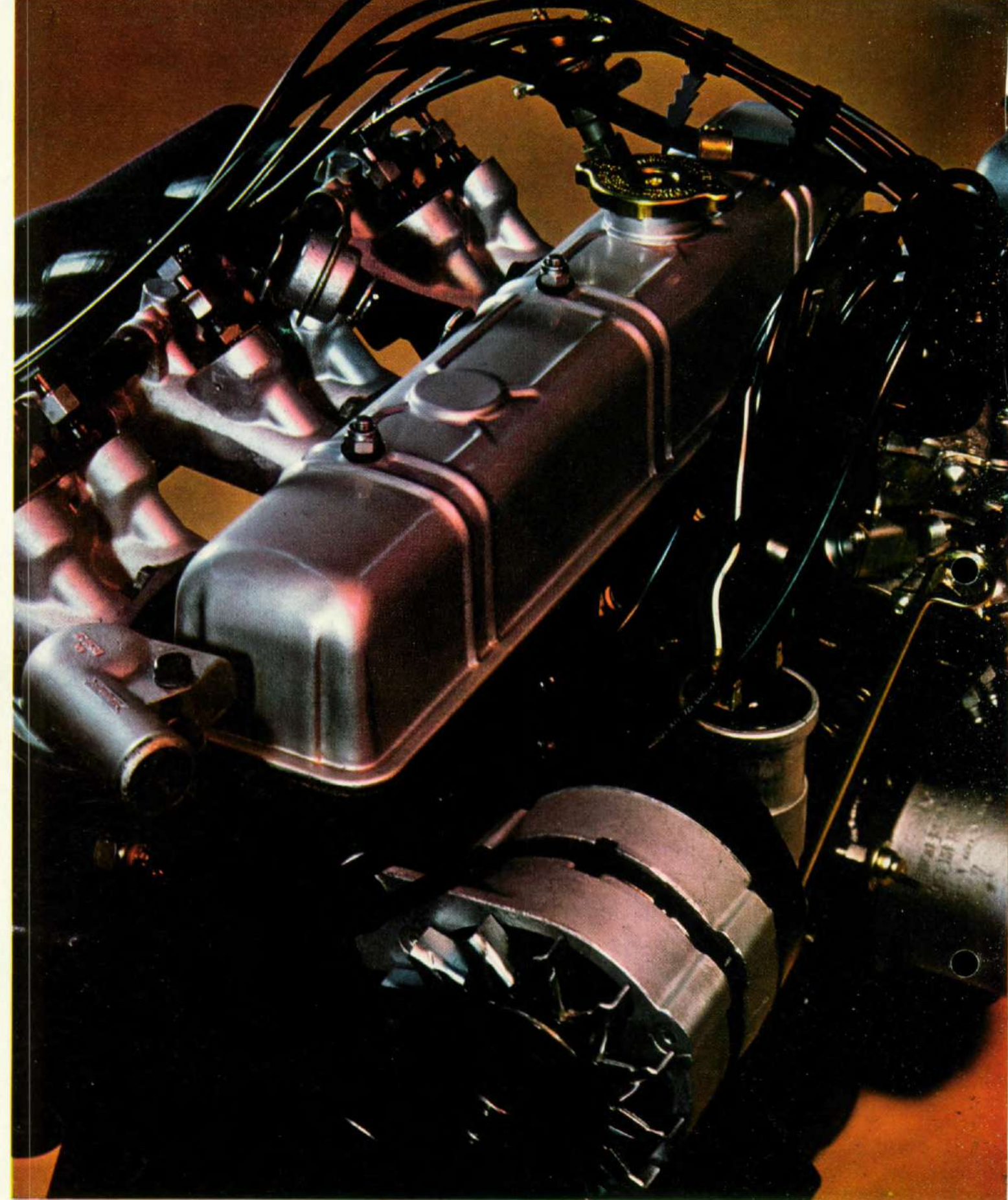
The tailored hood is draughtproof, drip-proof, waterproof, windproof, weather-proof, fumbleproof and foolproof. It can

be swapped for sunshine any time you have a few minutes to spare.

Then, while you get back to the driving, your fascinating companion can revel in sunlit views of such luxuries as pile carpeting, a glove locker that unlocks to reveal an automatically operated interior light, a visor-mounted vanity mirror and a really sensible heating/de-misting system with face-level swivelling vents at each end of the facia plus an extra pair underneath. That's if she isn't too busy admiring your driving skill.







Petrol injection
and the
Triumph TR6 P.I.

Petrol injection is a product of international motor racing. It was developed (by Lucas, in this country) to provide Formula One cars with smoother, even more vivid acceleration, with consistent reliability under the most severe driving conditions.

Today, nearly all the top racing cars are fitted with fuel injection. But only a handful of manufacturers offer fuel-injected cars to private motorists.

In Britain, Triumph is the first and only manufacturer to fit petrol injection to a volume production sports car.

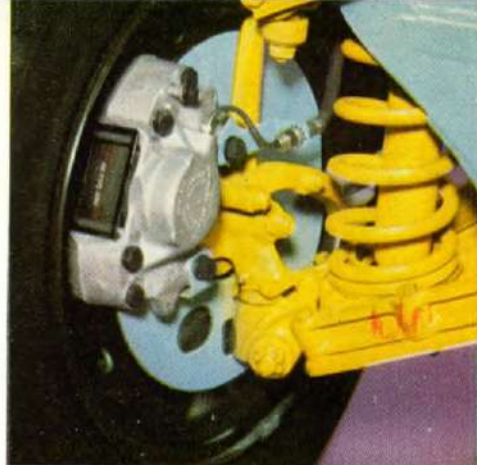
How does the system work? In the simplest terms, fuel is pumped from the tank, pressurised and accurately metered. Measured charges are then injected into

each port in turn, in the form of a fine spray. They mix with the intake air which is then compressed and ignited in the usual way.

The system is precise, efficient and economical. There is no hit and miss about it; flat spots are eliminated and the engine torque curve is greatly improved.

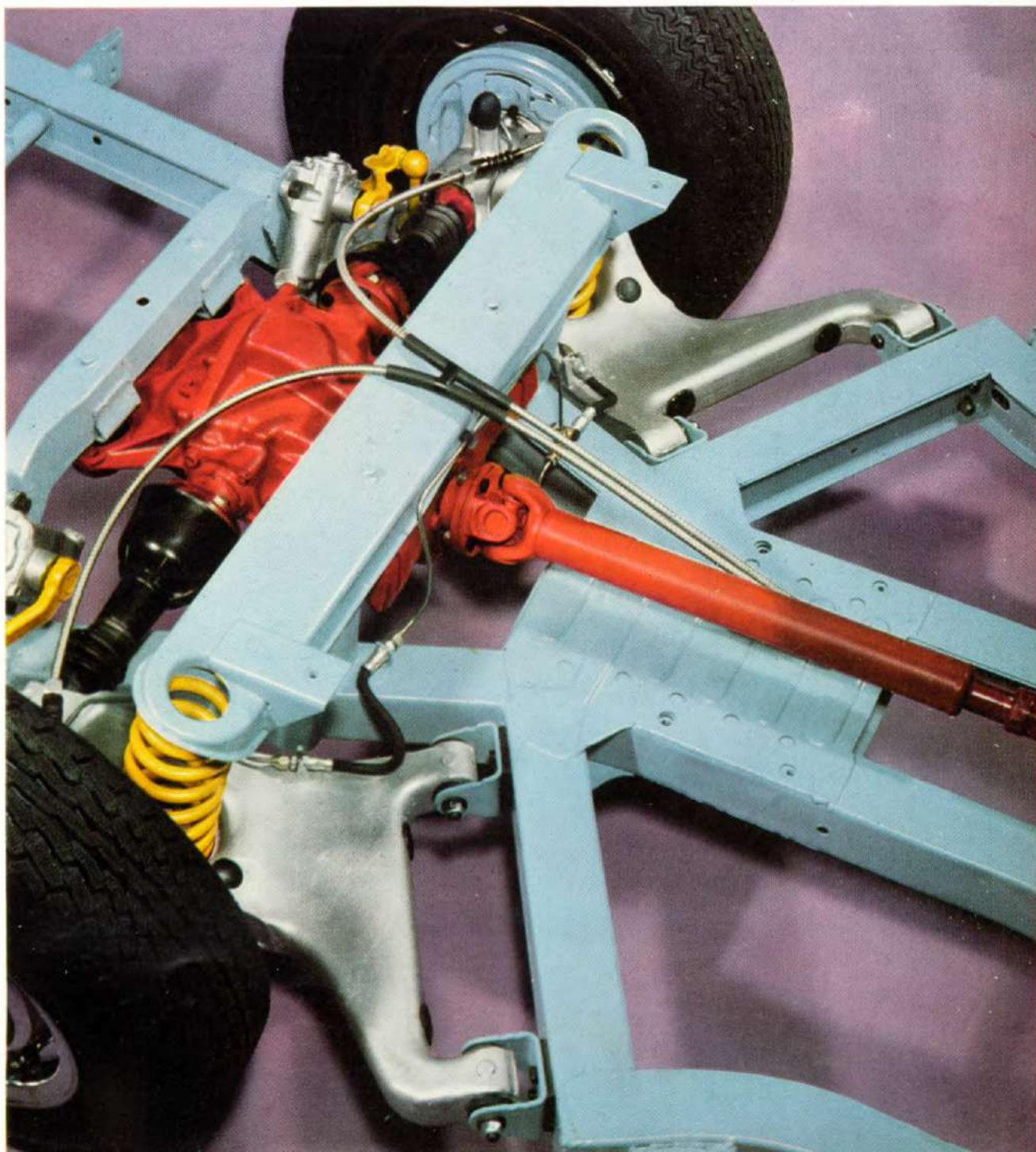
Teamed with the 2½ litre, six-cylinder TR6 engine, petrol injection gives smoother low-speed motoring, with instant throttle response and searing acceleration, plus cleaner exhaust emission.

The world's top racing drivers rely on fuel injection for extra performance and reliability. Now—as all the best advertisements say—you can, too.



A 150 b.h.p. P.I. engine calls for brakes like these

For real stopping power, the TR6 P.I. has 10½" discs up front, 9" drum brakes at the rear. Both sets are servo assisted, and will operate independently of each other. Finally, look at that steel girder chassis. It's rigid. Rustproofed. And very, very strong.





Specification

Body Two-seater convertible Sports Car. All weather equipment. Steel body rustproofed. Detachable zone toughened windscreen. Doors hinged at front. Front and rear wings are bolted-on detachable type.

Dimensions

Wheelbase	7' 4"	2,240 mm
Track — Disc Wheels		
Front	4' 2 1/4"	1,276 mm
Rear	4' 1 1/8"	1,264 mm
Ground Clearance	6"	152 mm
Turning Circle (between kerbs)	33' 0"	10.1 metres
Length	12' 11"	3,937 mm
Width	4' 10"	1,470 mm
Height (unladen)		
Hood erect	4' 2"	1,270 mm
Top of screen	3' 10"	1,170 mm
Hood folded and screen removed	3' 4"	1,020 mm

Capacities

	Imp.	Metric	U.S.A.
Fuel tank	11 1/2 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	2 1/2 pints	1.42 litres	3 pints
Cooling System— with heater	11 pints	6.2 litres	13.2 pints

Engine Speeds

	Top	3rd	2nd	1st	Rev.
Engine speed at 10 m.p.h.	471	626	947	1479	1516
10 k.p.h.	296	393	595	940	952
Road speed at 1000 r.p.m. in top gear	21.21 m.p.h.				
Road speed at 2500 ft/min. piston speed in top gear	85 m.p.h.				

Maximum Recommended Speeds in

Intermediate Gears		
Gear	m.p.h.	k.p.h.
3rd	88	142
2nd	58	93
1st	37	60

Performance

Maximum power — 150 b.h.p. at 5500 r.p.m.
Maximum torque — 1900 lb. in. at 3000 r.p.m.
(equivalent to 157 lb/in.² b.m.e.p.)

Acceleration	Speed range	Time (secs.)
Top gear	30-50 m.p.h. (50-80 k.p.h.)	7.0
	40-60 m.p.h. (70-100 k.p.h.)	7.0
Through gears	0-50 m.p.h.	6.5
	0-60 m.p.h.	9.0

Standing 1/4 mile 16 1/2 secs.

Maximum speed 115-125 m.p.h. depending on 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 9.5 : 1; Crankshaft, robust construction with integral balance weights. Four main bearings. Cross-drilled oilways.

Transmission Clutch, diaphragm type 8 1/2" 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:	3.45	4.59	6.94	10.83	11.11

Propellor shaft, 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, 3.45 : 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 — 5 1/2" J rim. Tyre size 165 x 15.

Brakes Caliper disc brakes on front wheels; total swept area 233 sq. in. 10 1/2" dia. Drum brakes, 9 x 1 1/2" 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.

Frame Rigid structure. Channel steel pressings form box section side members braced by a cruciform member. Complete frame rustproofed.

Steering Rack and pinion type unit. 15" diameter (381 mm.) 3 spoke type steering wheel with padded rim and boss.

Upholstery Superior quality expanded P.V.C. leather-cloth with ventilated seat facings.

Instruments 5 in. tachometer, 5 in. speedometer with trip, positioned in front of driver. Separate instruments for ammeter, fuel, water temperature and oil pressure. Recessed instruments with non-glare bezels and rheostat controlled blue illumination. Ignition and high beam warning lights. Direction indicator warning light. Oil pressure warning light. Brake failure warning light and hazard warning light fitted to left-hand drive models only.

Controls Knobs for choke, heater, fan and air distribution. Rocker switches for windscreen wipers, windscreen washers and hazard warning lights. Rheostat switch for variable intensity of instrument illumination.

Luggage Accommodation Enclosed glove locker with lock. Luggage space behind seats and in boot. Spare wheel housed below boot floor.

Heating and Ventilation Heater with two-speed blower, incorporating windscreen demister and defroster. Two directional fresh air vents in fascia, two directional vents under fascia.

General Equipment INTERIOR Interior dipper 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. Full carpet with thick felt underlay. Rubber heel mat. Boot illumination. Safety belt anchor points.

EXTERIOR Headlamps to suit market requirements. Front and rear side marker lamps integral with reflectors. Front lamps combined with direction indicators mounted below headlamps. Reversing, stop, tail and direction indication lamps. Rear number plate illumination lamps mounted on bumper. Electric windscreen washers. Twin windtone horns. Fabric top in P.V.C. leathercloth with black interior and large rear light embodying zipper opening, together with quarter lights; safety styled header catches. Bonnet is safety hinged at front and provided with prop. One piece bumpers front and rear. Self parking twin two-speed electric screen wipers. Scuttle ventilator flap. Spare wheel and tyre. Wheelbrace, jack and tool roll.

Interior Dimensions	in.	mm.
Seat width (each)	19	483
Seating width (between doors)	48 1/2	1232
Headroom (front seat cushion)	36	915
Steering wheel clearance from seat cushion	6 1/2	165

Optional Extras (Soft top and hard top models) Overdrive. Wire wheels. Tonneau cover (soft top model only). High impact interlayer laminated windscreen.

All vehicles and Stanpart spare replacement parts are sold with the benefit of and subject to the Company's Guarantee.

STANPART SERVICE ALL OVER THE WORLD

CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery. The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications. The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

SPECIAL NOTE The specifications in this publication apply to cars produced for the U.K. market. Export models may differ in detail to suit local conditions or regulations—please check with your dealer. These specifications do not apply in North America, particularly the Continental U.S.A., or to U.S. overseas states or territories.



TRIUMPH

COVENTRY

ENGLAND

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