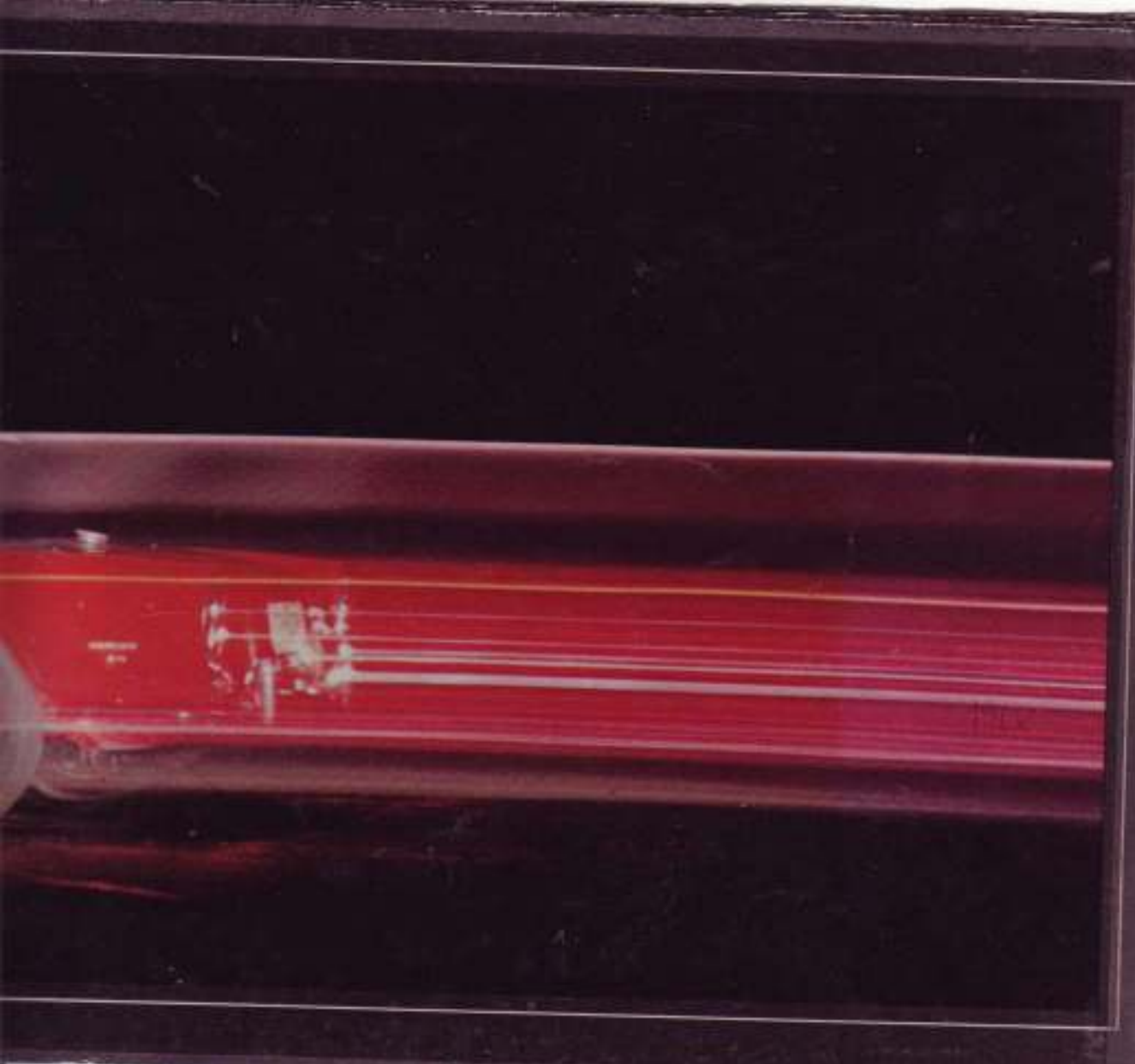




TRIUMPH TR-250.









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Triumph's TR-250 is a true sports car in the classic sense, yielding to the driver all the fun of being the pilot, the feel of the road, and the maneuverability and handling qualities that mean sports car. The 2½-litre, 6-cylinder engine moves right out in the lower gears, and takes the car along effortlessly at higher turnpike cruising speeds.

**EXTREME LEFT:** The functional cockpit incorporates aircraft design features for convenience, comfort, and safety. The flat walnut dash complements the non-glare black instrument bezels. Instrument lighting is blue for driver eye comfort. Dashboard ducts direct fresh air (or cool air from the optional air conditioner) toward the driver and passenger; and ducts under the dash direct air to their feet. Safety shrouding and padding is incorporated into the dash design. Door handles are flat and window winders have protective rubber knobs. Locks are anti-burst. Deep, thickly padded bucket seats hold driver and passenger firmly in position.

**UPPER LEFT:** The padded, leather-covered racing steering wheel is mounted on a collapsible column. Large, easy-to-read speedometer and tachometer are directly in front of the driver, with a close-by cluster of instruments: ammeter, fuel, water temperature, and oil pressure. Aircraft-type warning lights, in addition to instruments, indicate when the electrical system is discharging (red light), and when oil pressure drops (green). Red lights indicate operation of the four-way hazard flasher, and loss of hydraulic pressure in the dual circuit brake system, a blue light indicates high beam, and an amber light flashes with the directional signals. A common ignition and door key fits the locks with either side up.

**LOWER LEFT:** The seats in the TR-250, the latest in design and craftsmanship, are upholstered in Ambla, a durable, vinyl-type material, and are well bolstered at the sides for good lateral support. Ventilated seat facings permit the material to "breathe," adding to driver and passenger comfort. Both seats adjust fore and aft. They lock in position but pivot forward for access to the rear when released.

**MID-UPPER RIGHT:** There is 5.6 cubic feet of lockable trunk space, with additional room for luggage behind the front seats. The spare tire is housed below the trunk floor.

**EXTREME UPPER RIGHT:** Reflective safety striping is a special feature of the TR-250. A subtle design touch by day, the gray one-inch line above the rear window and doors glows brightly at night in the lights of another car. The top can be neatly concealed behind the seats. Strong metal side frames help seal the windows well and make raising or lowering the top smooth and easy.

**LOWER RIGHT:** The leather-covered gear shift knob matches the steering wheel. Spring-loaded safety belt retractors return the door-side belts to holsters when not in use. The TR-250 features an extra-large, magnetically sealed fuel tank cap. If left open, it will fall closed at a jar and magnetically seal itself.



The TR-250's 2½-litre, 6-cylinder engine assures smooth, quiet operation with plenty of torque.

Engine features include: high chrome content cast-iron cylinder block and head for long wear, aluminum alloy pistons with chromed top compression rings, stellite-faced exhaust valves, hyposine cam shaft, high capacity eccentric lobe oil pump<sup>1</sup> with full-flow filter, and a positive crankcase ventilating system. Engine accessories include: twin Stromberg 1.75-inch CD horizontal carburetors<sup>2</sup>, dual vacuum advance distributor<sup>3</sup>, alternator, and "no-loss" cooling system<sup>4</sup>. Transparent brake fluid reservoir cap and housing permit visual check of fluid level.

Smooth power and excellent road holding result from the integrated system comprised of the engine, fully synchronized four-forward speed transmission, and hypoid rear drive, all flexibly mounted within the chassis. Front and rear independent suspensions greatly reduce the unsprung weight. Hydraulically operated diaphragm clutch features heavy-duty woven linings.

The TR-250's rack-and-pinion steering, requiring only 3¼ turns lock to lock, offers the ultimate in positive, precise control. The turning circle is 33 feet. Because of an energy-absorbing steering control system, road shocks are not transmitted to the steering wheel. The steering column is collapsible.

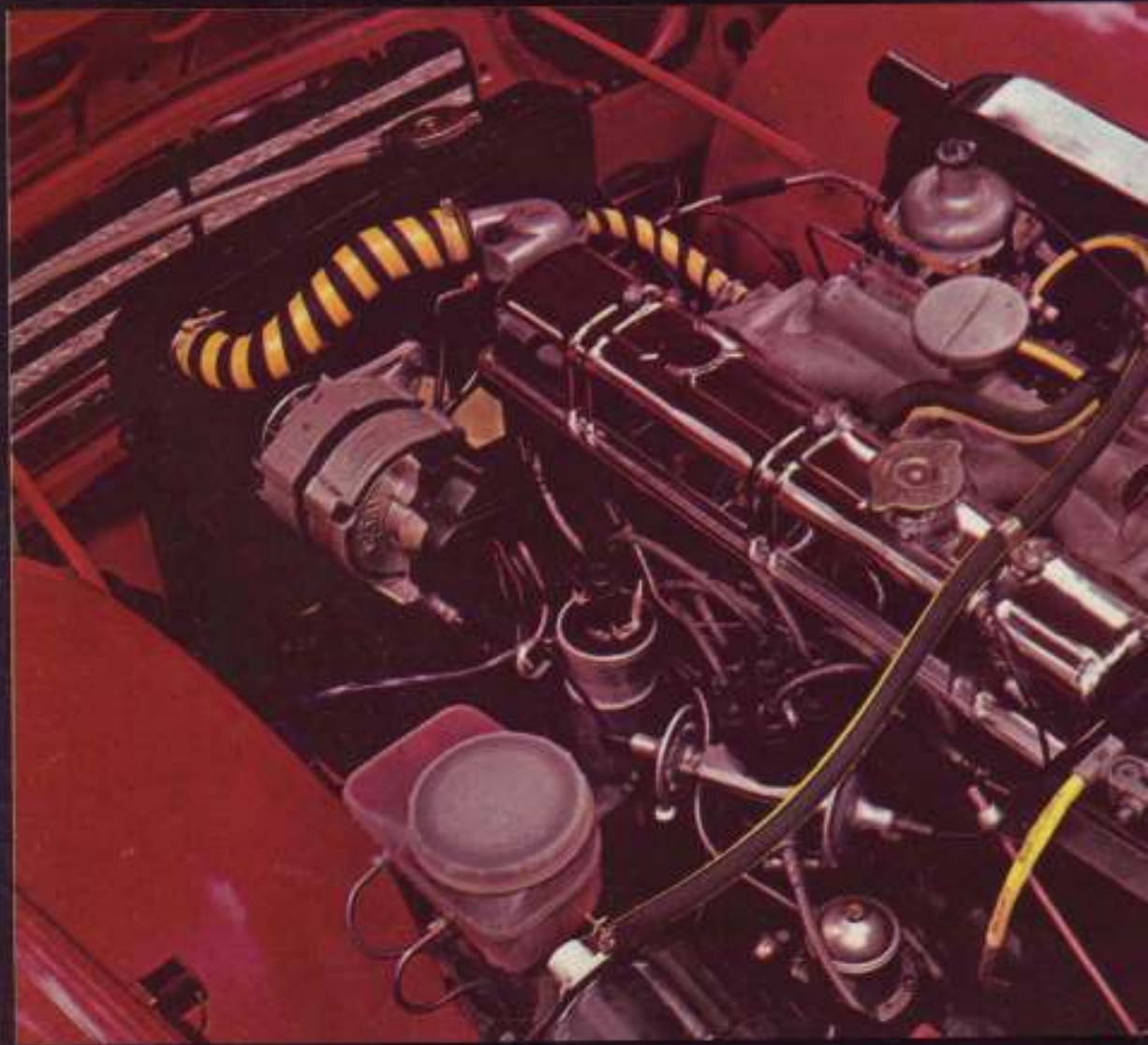
1. Unlike gear pumps, this high capacity eccentric lobe oil pump does not lose pressure as a result of wear.

2. The twin variable-throat Stromberg 1.75-inch CD (Constant Depression) horizontal carburetors constantly compensate to provide maximum power and economy under varied operating conditions.

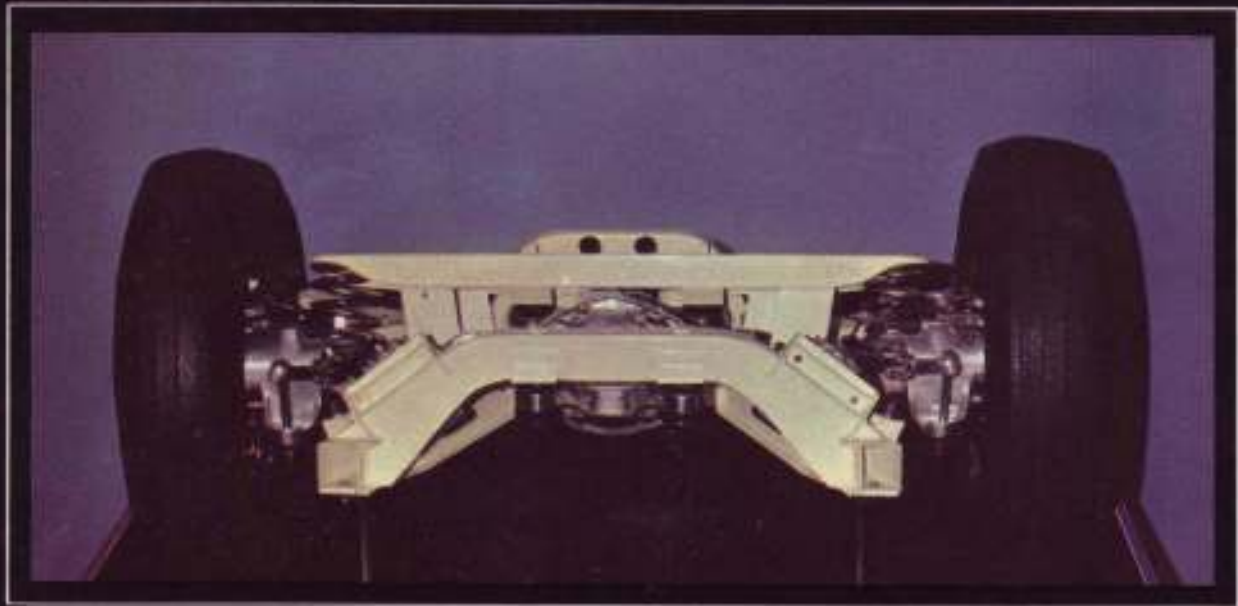
3. Dual vacuum advance and retard system on the distributor increases engine efficiency and helps reduce exhaust emissions.

4. The "no-loss" cooling system obviates the need for frequently topping-up the radiator. An overflow reservoir catches excess water that is expelled under extreme conditions and automatically returns it, when cool, to the main system.









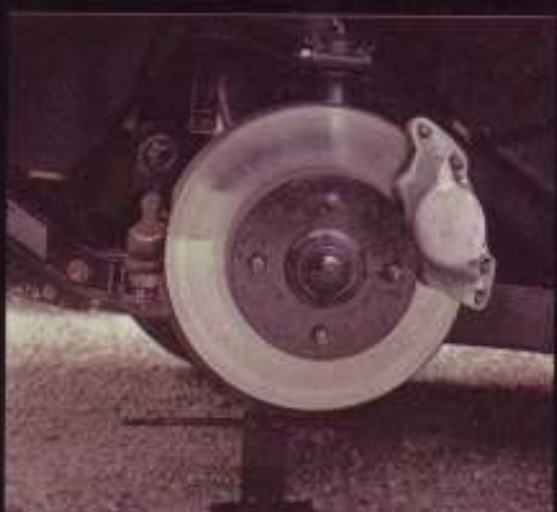
**UPPER LEFT:** The trailing arm independent rear suspension system, standard on the TR-250, keeps the wheels on the ground even on the bumpiest of roads. The rear axle shafts are double jointed so that when one wheel hits a bump it does not transmit the shock to the other wheel or change camber excessively. This system delivers better traction and higher cornering power at all times.

**UPPER MIDDLE:** The twin tail pipe exhaust system is flexibly mounted and insulated against the transmission of unwanted noise and vibration to the cockpit. But the traditional deep-throated Triumph sound is even deeper throated.

**UPPER RIGHT:** Twin back up lights are standard on the TR-250. License plate illumination lamps are mounted in the bumper guards. A continuous ground strap connects battery, body, and engine for electrical system reliability.

**LOWER LEFT:** Mag-type wheel covers and red-band radial ply tires are standard equipment. The wide-profile, radial ply tires maintain a larger, more stable foot print on the road, thus increasing traction. This design gives longer tire life, better handling, a more comfortable ride, and increased fuel mileage.

**LOWER RIGHT:** Vacuum, servo-assisted dual circuit 10.7-inch front disc brakes provide positive, no-fade stopping power. Nine inch drum brakes are fitted to the rear wheels.





#### OPTIONAL EQUIPMENT

**ABOVE:** A sturdy, fully insulated fiber glass hard top with molded vinyl-type finish attaches or detaches easily. The large rear window provides maximum driver and passenger visibility.

**UPPER RIGHT:** A chrome or an aluminum luggage rack is readily attachable using the existing trunk lid hinge bolts and license plate holes.

**LOWER RIGHT:** A ski rack attachment can be fitted to either luggage rack and several pairs of skis may be accommodated. Skis are carried edge-on to the wind so they will not warp on long journeys.

#### OTHER EQUIPMENT NOT SHOWN

Vinyl tonneau cover with chrome trim.  
Michelin-X 185-15 steel belts.  
TR-250 "TS" (Touring and Sport) tires.  
First aid kit.  
Flare.  
Rubber floor mats.

Optional overdrive for second gear.  
Seven close-ratio forward gears.  
Smoother, and more economical.





water zipper closing.  
 red-band radial ply tires.  
 (Safety) Kit for highway emergencies consists  
 trouble lights, and a selection of spare parts.

nd, third and top gears gives a selection of  
 speeds and makes turnpike driving quieter,  
 cal,



# TR-250 Tech

**STANDARD EQUIPMENT AND FEATURES:** Trailing arm independent rear suspension; rack-and-pinion steering; collapsible steering column; 3 1/4 turns lock to lock. Front-hinged safety hood; one-piece bumpers, front and rear; roll-up windows; detachable windshield. Individually adjustable Ambla-covered bucket seats. Locking glove box and trunk. Dipping, non-glare mirror. External rear-view mirror. 5-inch 140 m.p.h. speedometer/odometer with resettable trip odometer; 5-inch tachometer; separate instruments: ammeter, fuel, water temperature, and oil pressure; variable-intensity dash illumination, blue light. Combined ignition lock, starter control, with third position for accessories. Self-cancelling turn signals; manual choke; padded sun visors with passenger-side vanity mirror. Full carpets. Separate parking and turn signal lights; sealed beam headlights, license plate lights mounted in rear bumper guards; twin horns; vinyl top with reflective safety stripes, and 3-panel wrap-around rear window. 2-speed electric windshield wipers; electric windshield washers; ventilation through twin directionally adjustable dashboard vents. Foot directed ventilation through twin under-dash vents. Wheel changing equipment. **BODY:** 2-seater sports convertible. Steel body. **CHASSIS:** Rigid structure, channel steel pressings braced by a cruciform member. **UPHOLSTERY:** Ambla with ventilated seat facings. **LUGGAGE ACCOMMODATIONS:** Space behind seats and in trunk. Glove compartment with lock. Spare wheel housed in compartment below trunk floor. **LOCKS:** Full anti-burst locks. Both doors lock externally by ignition key which can be inserted either side up. **FUEL TANK CAP:** Magnetic. **JACKING:** Mid-point side jacking.

## SPECIFICATIONS AND GENERAL DIMENSIONS:

Wheelbase	88 in.	2.24 m.
Ground clearance	6 in.	0.15 m.
Length	153.6 in.	3.902 m.
Width	58 in.	1.47 m.
Height (with top up)	50 in.	1.27 m.
(with top down)	46 in.	1.17 m.
Track:		
Front (disc wheels)	49.25 in.	1.251 m.
(wire wheels)	49.75 in.	1.263 m.
Rear (disc wheels)	48.75 in.	1.239 m.
(wire wheels)	49.25 in.	1.251 m.
Turning circle	33 ft.	10.1 m.
Fuel tank	13.5 gals.	51 litres; 11.25 IMP. gals.
Engine sump	5 qts.	4.52 litres; 8 IMP. pts.
Gearbox	2.4 pts.	1.13 litres; 2 IMP. pts.
Rear axle	1.8 pts.	0.85 litres; 1.5 IMP. pts.
Cooling system with heater	6.6 qts.	6.2 litres; 11 IMP. pts.
Weight (dry)	2165 lbs.	983 kg; 19.25 cwt.
(complete with fuel, water, etc.)	2277 lbs.	1,034 kg; 20.26 cwt.
Tires	Goodyear G800-185 HR-15	

# Technical Details

## PERFORMANCE:

**ENGINE:** 6 cylinder, 152 cu. in. (2498 cc.). Bore 2.94 in. (74.7 mm.). Stroke 3.74 in. (95 mm.). S.A.E. h.p., 111 at 4500 rpm, Torque 152.5 lbs./ft. at 3,000 rpm, Compression ratio 8.5 to 1, 12 volt electrical system, negative ground. Gearbox: Four forward speeds, all synchronized, and reverse.

	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	11.90

Acceleration with driver and passenger

Top gear	30-50 mph	7.5 secs.
	40-60 mph	8.0 secs.
	60-80 mph	10.0 secs.

Standing 1/4 mile	18.5 secs.
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Overall ratios and engine speeds for optional overdrive:

	O/D	O/D	O/D	O/D	O/D	O/D	O/D
	Top	Top	3rd	3rd	2nd	2nd	1st
Overall ratios	3.03	3.70	4.03	4.92	6.10	7.44	11.62
Engine speeds (rpm) 10 mph	395	482	525	641	794	969	1513

Oil capacity of gearbox and overdrive unit: 4.2 pts., 3.5 IMP. pts., 2.0 litres

**BRAKES:** Power assisted, dual circuit hydraulic system operates 10.7 inch disc brakes on front wheels independently from 9 inch drums on rear. Steel disc wheels with mag-type trim. **SUSPENSION:** Front: low periodicity independent system with patented bottom bearing and top ball joint wheel swivels. Coil springs controlled by telescopic shock absorbers. Taper roller wheel bearings. Rear: Semi-trailing arm independent suspension with coil springs controlled by lever shock absorbers.

## OPTIONAL EQUIPMENT AND ACCESSORIES

Fiber glass hard top. Overdrive reduces standard 3.70 final drive ratio to 3.03 for smoother, quieter, more economical, high-speed running. Wire wheels with hex nut center locking hubs. American Racing wheels (magnesium or aluminum). Wide-profile Michelin X tires. Vinyl tonneau cover. Chrome or aluminum luggage rack. Ski rack attachment. Triumph AM/FM or AM push-button radio. Center console. Cigarette lighter. Grille guard. Air conditioning. Rubber floor mats. TR 250 "TS" (Touring and Safety) Kit.

## OPTIONAL RACING EQUIPMENT

A complete line of Sports Car Club of America approved competition equipment is available. For information, write: Leyland Motor Corporation of North America, 111 Gateway Place, Teaneck, New Jersey 07666.

Specifications and prices subject to change without notice.

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