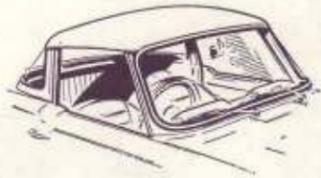
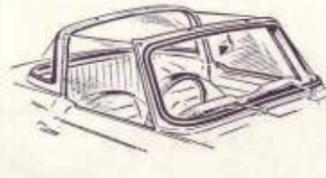


UNIQUE HARD TOP



Hard top with roof panel in position — snug and weatherproof.



Roof panel detached; fixed windscreen and rear window remain in position for open motoring without draughts.



The 'Surrey Top' (a folding canopy of p.v.c.) quickly clips into position for emergency weather protection.

SPECIFICATION

Type 2 seater convertible sports car. All weather equipment. Steel body rust-proofed. Detachable windscreen. Anti-burst locks. Doors hinged at front. Front and rear wings bolted-on detachable type.

Upholstery P.V.C. leathercloth. Expanded vinyl ventilated seat facings.

Seating Two bucket type seats with deep shaped squab. Adjustable fore and aft, and pivot for access to rear.

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

Controls Combined ignition lock, starter control. Knobs for choke, heater, fan and air distribution. Rocker switches for windscreen wipers, windscreen washers and hazard warning lights. Variable intensity of instrument illumination. Three position lighting control lever incorporating daylight flasher on steering column for off, side and head lamps. Direction indicators operated by lever on steering column.

Luggage Accommodation Enclosed glove locker with lock, fitted in fascia panel on passenger side. Luggage space behind seats and in boot. Spare wheel housed below boot floor.

Engine 2498 cc. 6 cyl. Bore 74.7 mm, stroke 95 mm. Compression ratio 9.5:1.

Gears Four forward speeds, all synchromesh, and reverse.

	Top	3rd	2nd	1st	Rev.
ratios:	1.00	1.33	2.01	3.14	3.22
overall:	3.45	4.59	6.94	10.83	11.11

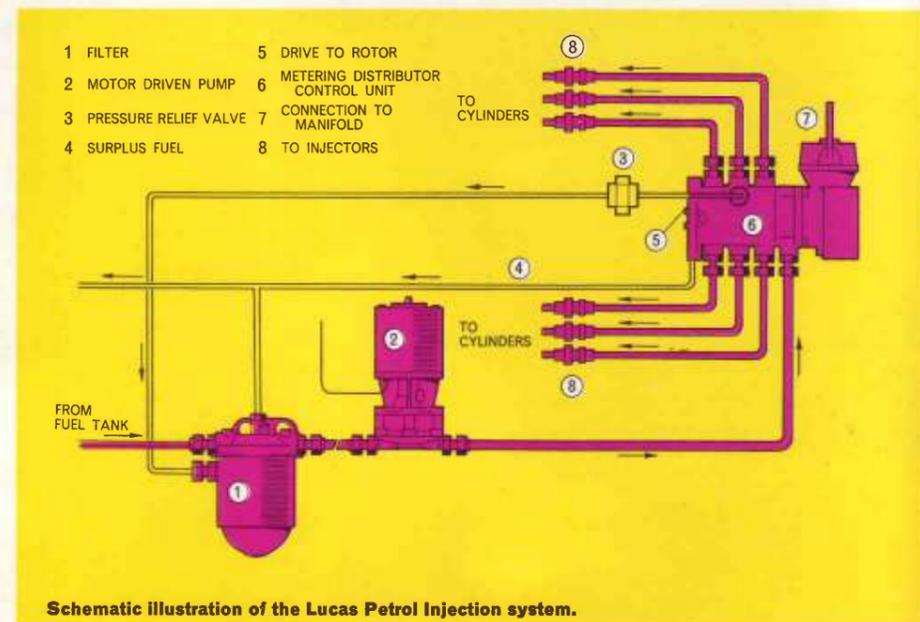
Propeller Shaft All-metal shaft, needle roller bearings. Short length to avoid whip and simplify frame construction.

Suspension (front) Low periodicity independent system. Patent 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 simulated magnesium trims — 4½ J rims.

Brakes (front) Caliper disc type. **(Rear)** Drum brakes incorporating leading and trailing shoes. Foot brake operates on all four brakes hydraulically. Centrally mounted hand brake operates mechanically on rear wheels only.

Frame Rigid structure, channel steel pressing from box section side members braced by a cruciform member. Complete frame rust-proofed.



Schematic illustration of the Lucas Petrol Injection system.

Steering Rack and pinion type unit. Steering wheel 15-inch dia. three-spoke type with leather rim. 3½ turns lock to lock.

Battery 12 volts, 57 amp./hour, located under bonnet.

Lights (headlamps) Headlamps to suit markets. Parking lights mounted outboard of headlamps at front. Front direction indicators below headlamps. Direction indicator repeaters mounted on side of front wings. Brake lights and reflectors mounted integrally with parking lights and direction indicators at rear. Two reversing lights. Number plate illumination lamps mounted in over-riders.

General Dimensions

Wheelbase:	7 ft. 4 in.	2,240 mm.
Track:		
Front (disc wheels)	4 ft. 1½ in.	1,251 mm.
Rear (disc wheels)	4 ft. ¾ in.	1,239 mm.
Front (wire wheels)	4 ft. 1½ in.	1,263 mm.
Rear (wire wheels)	4 ft. 1½ in.	1,251 mm.
Ground Clearance:	6 in.	152 mm.
Turning Circle:		
(between kerbs)	33 ft.	10.1 metres
Overall Dimensions:		
Length	12 ft. 9½ in.	3,902 mm.
Width	4 ft. 10 in.	1,470 mm.
Height unladen:		
Hood erect	4 ft. 2 in.	1,270 mm.
Top of screen	3 ft. 10 in.	1,170 mm.
Hood folded and screen removed	3 ft. 4 in.	1,020 mm.

Luggage Boot:

Width max.	46½ in.	1,180 mm.
Depth max.	20 in.	510 mm.

Weight (Touring trim):

Dry (excluding extra equipment)	19½ cwt.	983 kg.
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Complete (including tools, fuel, oil and water)	20½ cwt.	1,034 kg.
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Gross vehicle weight	24 cwt.	1,226 kg.
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Tyres: Dunlop S.P.41 or Michelin XAS

Capacities:

Fuel Tank	11½ galls.	51 litres
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Engine Sump	8 pints	4.52 litres
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Gearbox	2 pints	1.13 litres
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Rear Axle	1½ pints	0.85 litre
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Cooling System with Heater	11 pints	6.2 litres
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Maximum speed (UK specification) 125 m.p.h.

Acceleration

Gear	Speed	Time
Top	30-50 m.p.h.	7 sec.
Top	40-60 m.p.h.	7 sec.
Top	60-80 m.p.h.	8 sec.

Through Gears	0-50 m.p.h.	6.5 sec.
	(0-80 km.p.h.)	

Standing ¼ mile		16.5 sec.
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Optional items at extra cost

Overdrive. Wire wheels (60 spoke). Tonneau cover (soft top model only). 'Surrey Top' folding canopy (Hard top model only).

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.



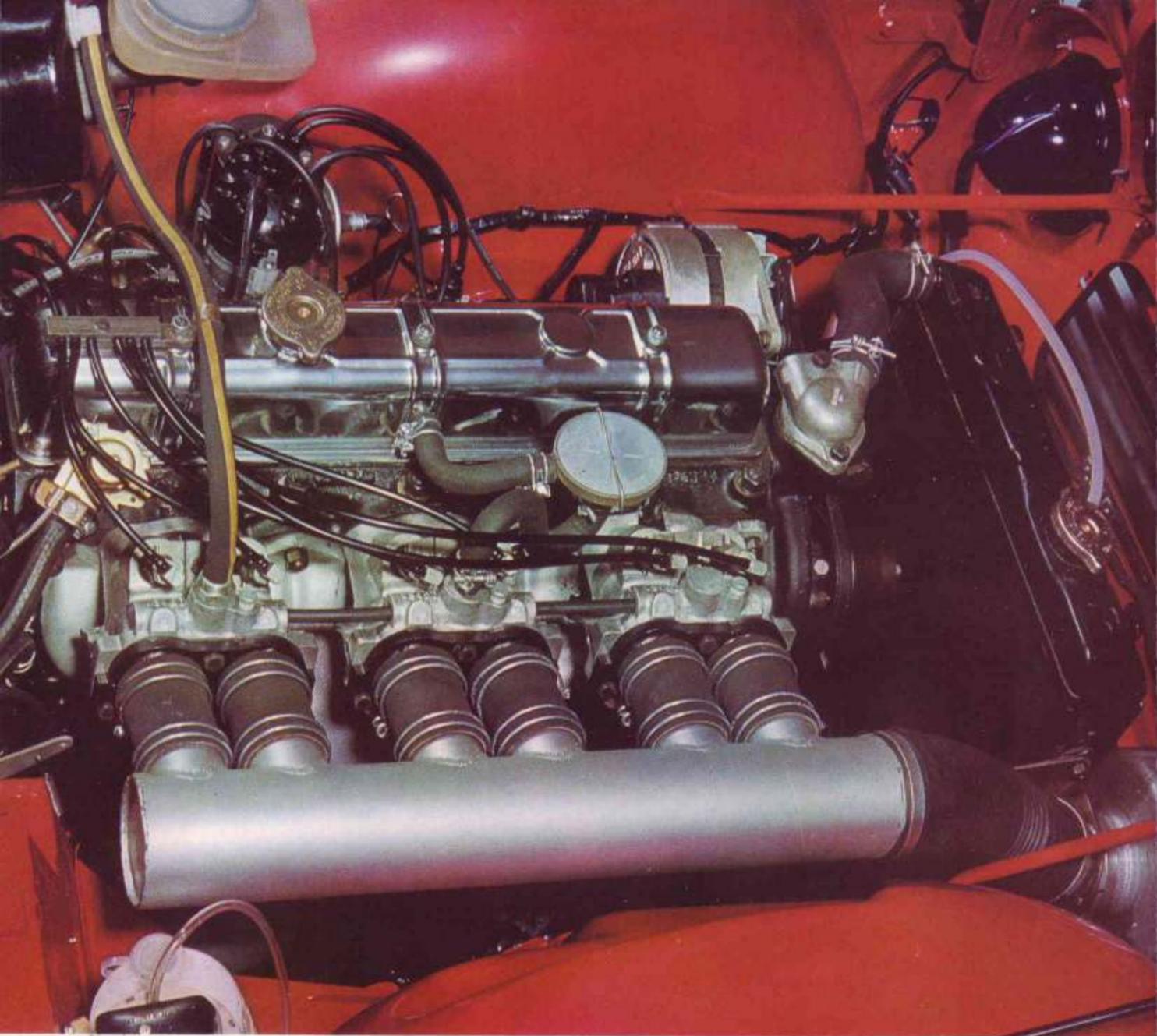
All vehicles and Stanpart spare replacement parts are sold with the benefit of and subject to the Company's guarantee.

STANPART SERVICE ALL OVER THE WORLD



First British production sports car with petrol injection...

NEW TRIUMPH TR5/PI



2½ LITRES, 6 CYLINDERS — AND PETROL INJECTION AS WELL!

Up till now Petrol Injection has been a fuel system used, almost entirely, only by racing cars where high performance and complete reliability are vital. Now it is introduced on the world's finest sports car.

Petrol injection is highly efficient. Fuel, under controlled pressure, is supplied to a precision metering and distribution unit and then injected directly into each cylinder. With ordinary carburettors the petrol/air ratio varies not

only between cylinders, but also according to operating conditions — but with P.I. the fuel supply to each cylinder is controlled with absolute accuracy under all operating conditions.

The results? A more efficient and economic fuel system, instant throttle response. No hesitation, no 'flat spots'. Just smooth, surging, effortless power.

Once again Leyland engineering is ahead of the field. The Triumph TR5 is the first British production sports car with Petrol Injection. Add to it 2½ litres and 6 cylinders and you've got a car in a million. To drive it is a revelation.

OPEN UP A WHOLE NEW WORLD OF SPORTS CAR DRIVING!





THE NEW TR5 PI TAKES YOU INTO A WHOLE NEW WORLD OF EXCITEMENT!

Latest in the famous TR series is the TR5 PI. 2½ litre, 6-cylinder engine—a big rise in size and power. But the big news is in those letters, PI—Petrol Injection.

The letters PI tell you there's a revolutionary change under the bonnet that will make everyone hold on to their hats. 2½ litres is the new capacity. Six cylinders is the new driving power. Petrol Injection is the new push.

This is the first British production model to give you petrol injection. What does it give you in the driving seat? Greater flexibility in performance. Greater fuel economy. Greater power. Look at it: this new TR5 PI has a top speed of 125 mph. It can reach 0-50 through the gears in 6.5 seconds, do the standing ¼ mile in 16.5 seconds.

That's a car. And what a car! It's a sports car that has what no other sports car has, does what no other sports car does. You can travel in it safely, comfortably and wonderfully. You'll feel you've never really driven a sports car before.

That's what we mean by the whole new world of excitement. Waiting for you.

Of course the TR5 PI has all the features and luxuries you want too. The front disc brakes are servo assisted to give you that extra safety margin of stopping power. The cockpit is lavishly padded. The carpet is rich, with a thick felt underlay. The instrumentation is clear and complete. The bucket seats are comfortable and hold you firmly round the craziest bends. All in all, a car you and your friends will enjoy driving in. Get your dealer to show you round the new TR5 PI. Then give it a trial run. Put one through its paces and you'll look at life in a new way. If you've been driving sports cars before, or you're taking to one for the very first time, be prepared. There's a whole new world of excitement opening up for you . . . with the TR5 PI.

