

TR6 P.I. A TRIUMPH

TR6 PI A Triumph of advanced thinking

The classical sports car concept is a rich mixture of motoring ideals: a powerful engine with brakes to match, firm suspension, impressive roadholding and a highly functional open-topped body with comfortable seating for two.

Years ago, there were lots of real sports cars — some British, some continental — and driving enthusiasts (as opposed to motoring enthusiasts) had plenty of choice.

In more recent times however, self-indulgent styling and the addition of such non-essentials (to a sporting driver) as powered steering and automatic transmission have made many of the breed seem weak by comparison.

Today, the true sports car tradition is upheld mainly in Britain. And, of all British sports cars, one stands supreme. The TR6 PI.

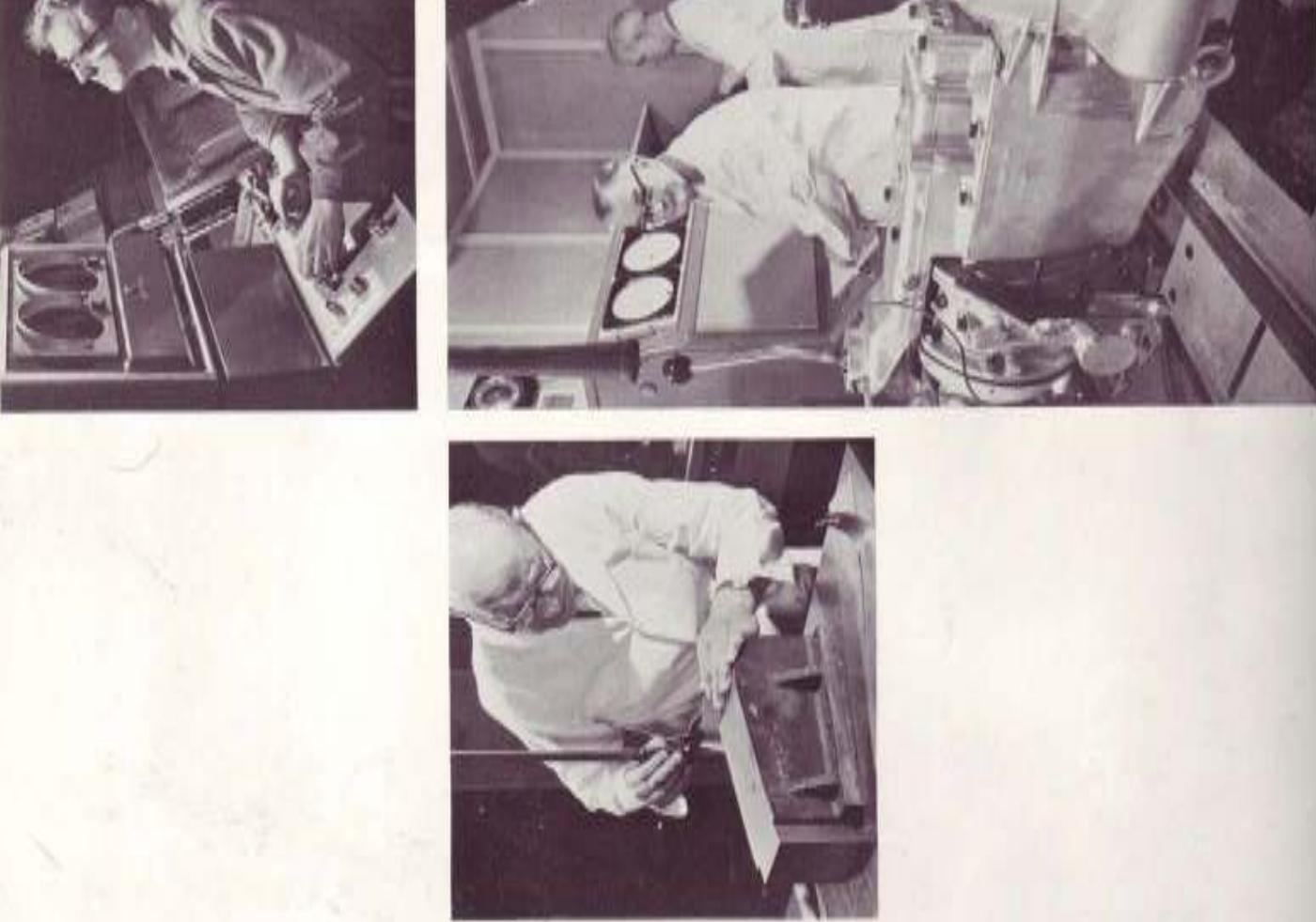
Designed and built by enthusiasts for the heady delights of experienced drivers, the TR6 has no serious competitor — certainly not in its price range.

philosophy that's not concerned with building just another car but with creating something very special, the TR6 PI bristles with technological advances and lessons learnt from racing and rallying.

Like petrol injection, Triumph are still the only British company to fit a volume produced sports car with this system which uses sophisticated metering techniques to deliver exactly the right amount of fuel to each pot. Precise, economical and efficient, it eliminates flat spots, ensures smoother low-speed performance and makes the most of that big six cylinder potential.

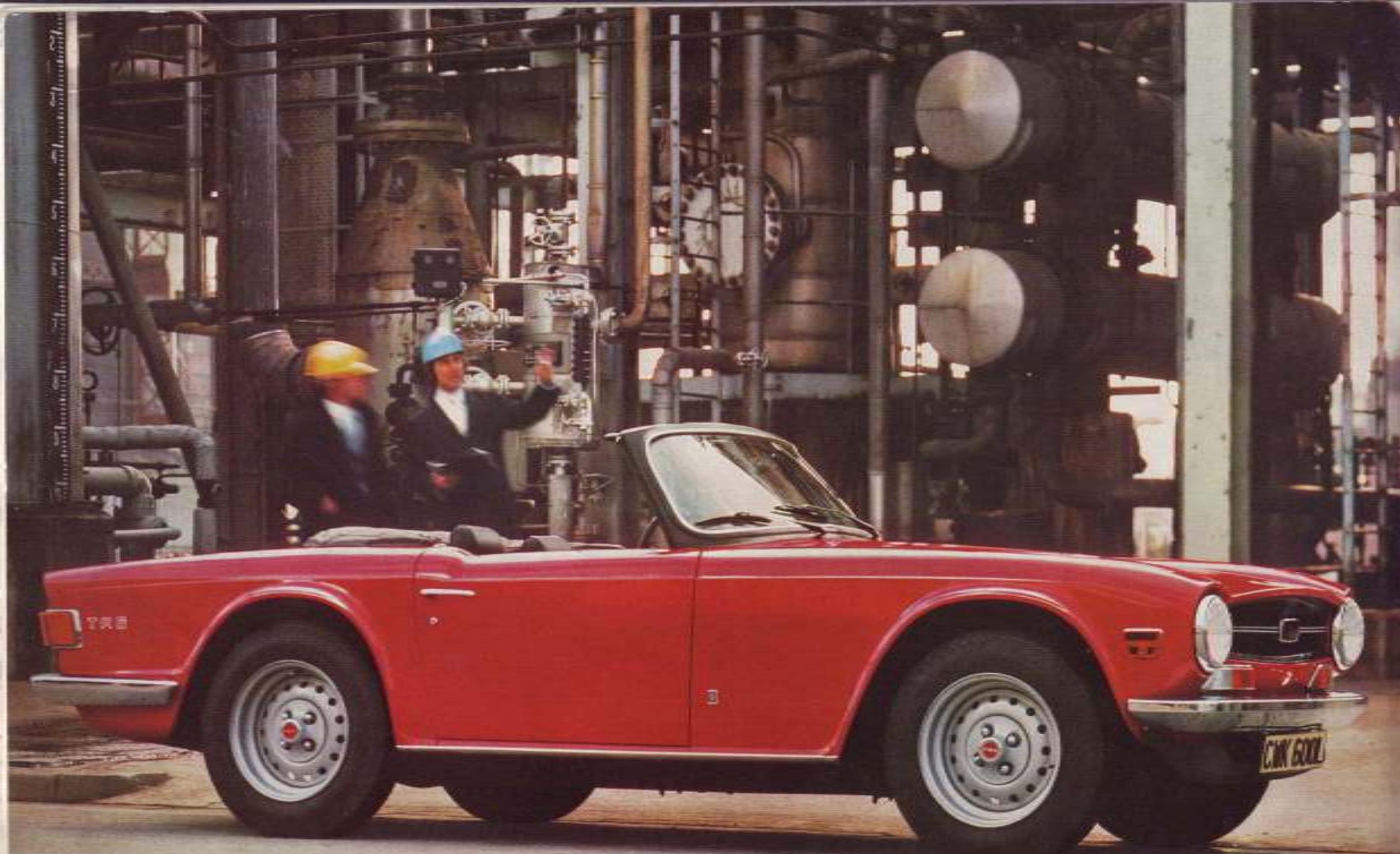
And now, there's another track-proved bonus for the TR6 PI — a small aerodynamic spoiler slung beneath the front bumper to give even finer high speed control. Once again, the TR6 PI sets new standards in performance, handling, comfort and safety.

You might well call it the classic British sports car of our time.



ENK GOOL





A Triumph of technical excellence

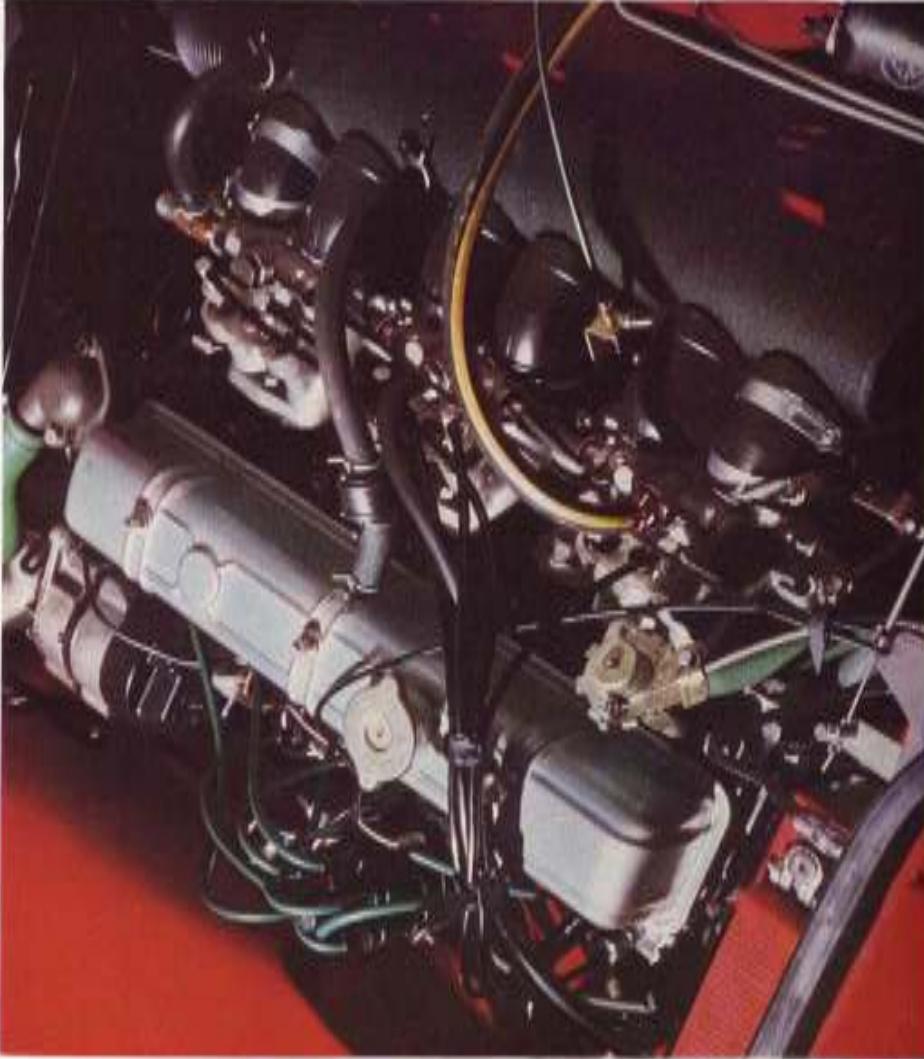


Let's start with the machinery – 2,498 cubic centimetres of engine that will whisk you through the gears from standstill to 50 mph in 7.0 seconds, or to the legal limit in 13.0 seconds. Urge like that from a 2.5 litre unit proves our point about advanced design.

And don't get worried about things cracking up under the strain – the six cylinder engine develops 125 bhp (nett) at 5,000 rpm. With that sort of power, who needs to go into the red?

All-round independent suspension, a rustproofed steel girder chassis, all-synchro gearbox, rack and pinion steering – all these team with the fuel-injected engine to give you true sports car performance.

True sports car looks, too. There's nothing of the squashed saloon or failed flying saucer in the TR6's clean-cut, aggressive lines.



A Triumph you can trust

ACTION CENTRE

In the TR6 PI, you're master of a machine that's master of the road.

Put your foot down on the loud pedal and feel the surge — direct petrol injection ensures instant response; move your foot to the stop pedal and the large diameter brakes (discs at the front) are just as obliging. (In the unlikely event of a failure in the hydraulic braking system, the TR's safety-divided brakes ensure that orderly emergency braking may be performed.)

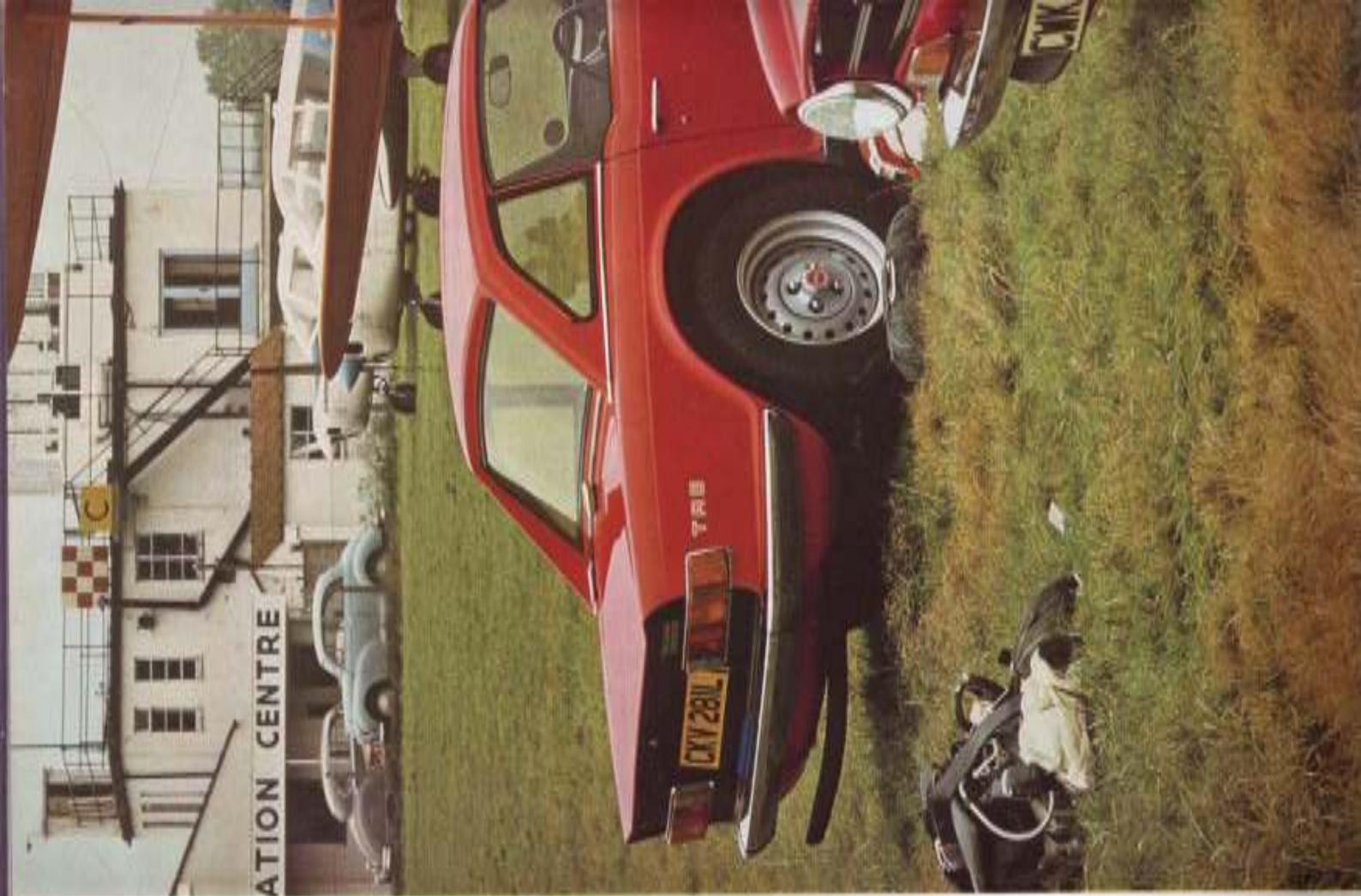
toughened screen, the absence of reflections (we've even blacked out the arms of the two-speed wipers) — just some small items that make the TR6 PI even more secure. And underneath it all, there's an oh-so-reassuring steel girder chassis.

You can even trust the TR6 PI not to be inconvenient. The simple action wind-and-water-proof hood with its zip-round rear window lets you pack your weather at will. If you choose the hard-top version, that's just as easy to handle.

Now, as that leather-covered wheel begins to feel more and more like an old friend, find yourself a corner. Independent suspension, radials, 15" wheels, 5½" J rims and the TR6's wide track and anti-roll bar will unite to keep you on the curved and narrow.

If you want to let it all hang out on the corners — hard luck, the TR6's roadholding is superb. And that means not only better driving for those with the necessary skill and maturity but also extra safety.

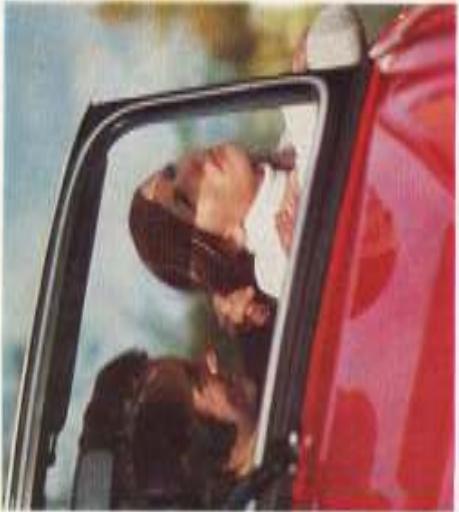
Big, wrap-round rearlight clusters, the electrically washed, zone-







A Triumph of dependability



The TR6 PI is put together right. Simple as that. Precision, quality control and that Triumph philosophy we were talking about guarantee its reliability. (Should you have a tiff with someone and get a wing ruffed you'll find the TR6 PI is easy to put back together again, too. You'll only have to smooth out a single bolt-on unit.)

Inside, even the most houseproud will be won over by the vinyl trim and the elegant, deep-pile carpet. This handsome interior is now lit from beneath the fascia — good news for rally navigators — and there are lamps in the locking glove box and the big boot to phase out the fumble.

The seats? They're in true TR6 style — contoured and adjustable to give companion-cuddling comfort on one side and the correct power driving position for you on the other. And both have provision for optional head restraints.

In the sophisticated TR6 PI cockpit, you'll be flying first class.







Specifications

Two-door, two-light, two-seater sports car available as a soft top and/or detachable hard top.
 Steel-bored body on a separate chassis frame.
 Forward-forged bonnet and doors.
 Curved, wide, zone-touchened, tanned, glass, armchair-style seats and toughened safety glass side windows. Separate fast lapbelts throughout.

Wheel Base	7' 4"	1340 mm
Track:		
Front	4' 2½"	1276 mm
Rear	4' 5½"	1384 mm
Ground Clearance (c-a condence)	5"	132 mm
Turning Circle (at front 1 turn)	34'	10.4 metres
Overall Dimensions		
Length	12' 11"	3937 mm
Width	4' 10"	1470 mm
Height - unladen	4' 2"	1270 mm
Soft top - hood erect	3' 10"	1120 mm
Hood height and screen recessed	3' 4"	1020 mm

Weights
 Petrol tank
 Engine sump and flywheel
 Engine sumps - dry and wet oil
 Gearbox (dry drive, Drive)
 Rear axle from dry
 Cooling system with fan
 Inertia

Dimensions
 Hypoid bevel gears and two pinion differential; driving rear wheels through splined axle shafts with universal joints

Spoked front wheel with universal joints incorporating needle roller bearings.

Independent, with upper and lower wishbones, coil spring and telescopic shock absorber hydraulic dampers. Anti-roll bar independent, with semielliptic arms, coil springs and piston hydraulic dampers.

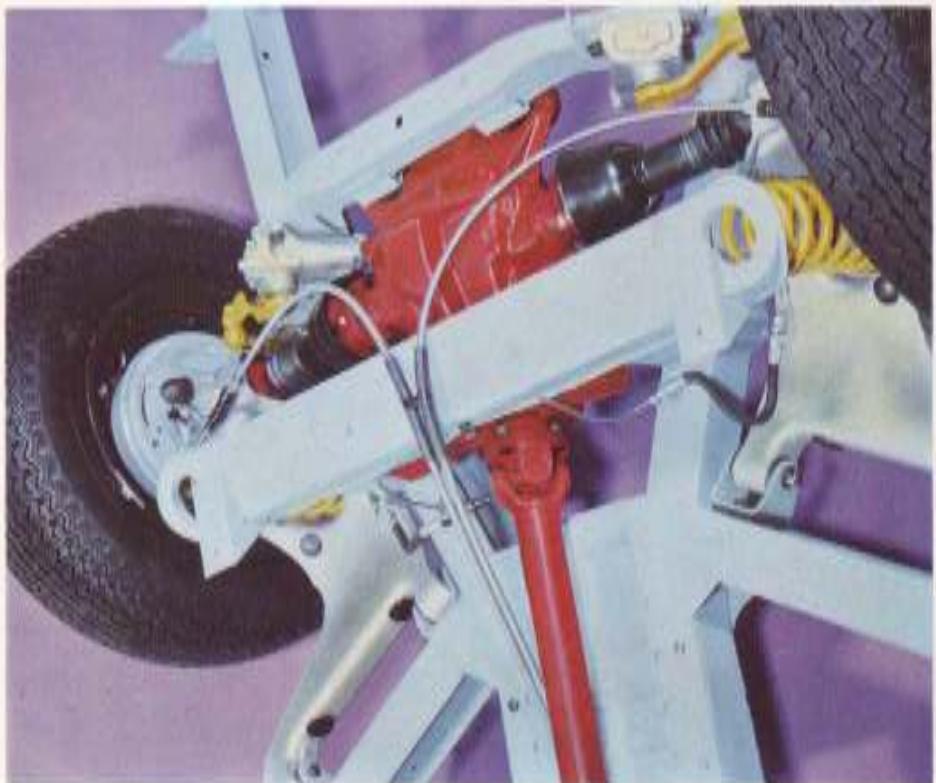
Steel disc type, 5½" J rim, triple smooth polyurethane hub caps with chromed plated centre cap.

Front and rear type three spoke steering wheel, 14½" dia (366 mm) with helical rim and centres lock, 3½ turns lock to lock, hidden push-in centre boss.

Emergency steering, consisting of three incorporating an anti-friction bearing coupling-locking device.

Optional with 15-S.P. Turbostatic. Tyres

Maximum recommended road speed in intermediate gears corresponding to engine speed of 5,800 r.p.m.					
1st gear	41 mph	66 km/h			
2nd gear	53 mph	84 km/h			
3rd gear	59 mph	94 km/h			
4th gear	63 mph	101 km/h			
Transmission Clutch					
	1½ lbs (216 mm), single dry plate, double agm sprung type, hydraulically assisted release mechanism.				
	Four forward ratios and one reverse.				
	Synchroniser on all forward ratios.				
	Remote control gear lever centrally mounted behind dashboard.				
	Lancock-J type overdrive on 3rd and 4th gears electrically actuated by a slide switch on the top of the gearlever hub.				
	0.737:1				
Overall ratio	Old	Old	Old	Old	Old
Front	Top	3rd	2nd	1st	Rev.
	7.97	1.00	1.11	1.33	2.92
Overall ratios	2.75	3.65	4.78	7.25	10.33
Overall gear					11.63
Front wheel					



Specifications

PERFORMANCE DATA

Engine

Maximum power - net
115 bhp at 5,500 r.p.m.
1,750 lb.in. at 3,500 r.p.m.
(equivalent to 144 b.h.p.
b.m.p.)

Car - Acceleration

M.P.H.

Speed range

	Time
0-50 mph	7.0
0-60 mph	9.5
0-70 mph	10.5
0-80 mph	11.5
0-90 mph	12.5
0-100 mph	13.5

METRIC

Speed range

	Time
0-40 km/h	3.0 sec.
0-80 km/h	T.G.
0-100 km/h	9.5
0-120 km/h	-
0-140 km/h	16.5
0-160 km/h	-
70-100 km/h	6.0
90-120 km/h	8.5
116 mph = 187 km/h at de-	-
pending air conditions	-

Maximum speed

Loggage and Packed Accommodation

Flame-tipped leatherette through-out
with vinylized seat facings.
Welded pleated carpet throughout with
thick felt underlay. Rubber heel mat
at driver's side. Washable head
lining on hard top.

Brakes

Drum plated door handles.
Painted chrome all residues.

Marbleized seat valence. Seats uphol-
stered top and side. Wheel brace and
jack housed beneath the floor board
in the rear luggage compartment.

Hydroastic, divided - steering with
speed shifting lever and 3 speed ratio
of 2.2:1 internal.

Castor disc type. Disc - dia. 10"
(276 mm).

Drum - dia. 8" dia. X 1" wide
(228 mm X 45 mm) leading and
trailing shoes.

Front 135-8 front
135-8 front.

Rear 15000 G shock
3600 G shock.
6000 G shock
6000 G shock.
6000 G shock.

Total friction area
(Total wheel area)
Operation

Front, radial, independent front and rear
brakes. Individually adjustable front and rear
cam washers. Cylinders. Centrally
adjusted hand lever required. Hand lever
operates rear brakes mechanically.

Unfinished

Flame-tipped leatherette through-out
with vinylized seat facings.
Welded pleated carpet throughout with
thick felt underlay. Rubber heel mat
at driver's side. Washable head
lining on hard top.

Brakes

The instruments are set in a non-
reflective wood veneer facia panel
in a compact area in front of the
driver's position and comprise:
A speedometer glorified in mph,
and 1/4 mile; which contains total and
trip odometers and warning lamps
for: main beam, and direction
indications.

A tachometer which contains igni-
tion and low oil pressure, warning
lamps.

A battery condition indicator.
A water temperature gauge.
A fuel level gauge.
An oil pressure gauge.

Specious - leatherette facia panel
and located in rear with interior trim
stay held in in the trim position.
Additional luggage space behind
seats; glove box with interior tray
and lockable lid in the facia panel on
passenger's side. Side pockets in
door trays.

4. powered - leatherette facia
panel. Includes all the required controls
from the interior of the car and to
the dashboard for: demisting and
defrosting. The front cockpit (center
independent, reductible, left and right
positions) located in the middle section from
the center. Air flow can
be increased by the use of a high-
speed fan which can also
be used to boost the flow of un-
heated fresh air through rear side
exhaust ducts located on each side
each end of the facia panel.

OPTIONAL ITEMS AT EXTRA COST

Front Living area
Front Side Area
Rear Living area
Rear Sport area
Front Sport area
Total Living area
Total Side Area

Hard Top
Head Restraints (rear)
Laminated Windscreen

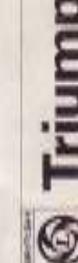
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vehicles. While every effort is made to keep them informed, the customer
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TRIUMPH SERVICE ALL OVER THE WORLD

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