

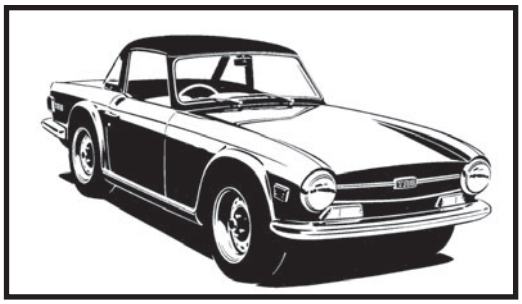
The New TR5 PI. The first British production sports car with Petrol Injection.

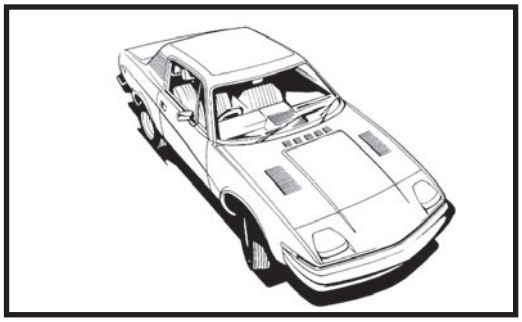
TSSC Buyers Guide

Triumph TR TR2, TR3/3A, TR4, TR4A, TR4A IRS, TR5, TR6, TR7 FHC/DHC and TR8

T R I U M P H







THE RANGE

The distinctively styled, cut-away door and 'side screened' TR2 was produced from July 1953 and featured a 4-cylinder 2-litre engine (1991cc), fed by twin SU carbs. Stopping was by drum brakes all round, and a fly-off hand brake was fitted. Overdrive was an optional extra. From October 1954 (TS4002 on) the stiffened 'short door' model was introduced. A year later saw the TR3, which featured increased power and sliding side screens.

The radiator grille was also moved forward. More importantly, disc brakes were introduced from September 1956 (TS13046 on), as was an uprated rear axle and brakes. Another year on saw the introduction of the TR3A, which incorporated further developments including a full-width grille, external door and boot handles, an improved interior and from 1959, a larger 2.2 litre (2138cc) engine option. Then provided with an all-synchromesh gearbox, the USA-only TR3B of 1962 represented the last of the side-screen TRs.

The TR4 was produced from September 1961 and featured a host of revisions and improvements, including a new body shell mounted on a wider tracked version of the earlier chassis. 2.2 or less common 2-litre engine options were mated to an all-synchromesh gearbox, with the car now fitted with rack-and-pinion steering, wind-up windows, fascia-level ventilation and optional two-piece hardtop/Surrey top.

A new chassis was introduced with the TR4A in March 1965, which featured independent rear suspension, though cars destined for the USA only were also available with live axle rear suspension. Distinctive side stripes were fitted to the flanks of the car, and inside the cockpit the handbrake was repositioned to the centre of the tunnel.

Moving on to October 1967 saw the introduction of the TR5, based on and outwardly looking much the same as a TR4A but now sporting a fuel-injected 150bhp straight six engine. The TR250 paralleled the TR5, being produced 'detuned' for the USA-only market by fitting Stromberg carburettors. The restyled TR6 replaced both cars in September 1968, PI/carburettor versions covering the two markets as the TR5 had done.

Output power of home market cars was later reduced to 125bhp (CR commission numbered cars).

With its wedge shape, the TR7 was produced from January 1975 until October 1981 and caused quite a stir when it was first available in Coupé form for the USA market only, and over a year later in the UK. Now employing

Model	Commission Nos.	Total Built
TR2	TS1 to TS8636	8628
TR3/3A	TS8637 to TS82346	71613
TR4	CT1 to CT40304	40253
TR4A	CT50001 TO CT78684	28465
TR4A IRS	Nos. as above but CTC	see above
TR5	CP1 to CP3101	2947
TR6	CP25001 to CP77718 (PI)	94619
TR7 FHC	Various	112368
TR7 DHC	Various	see above
TR8	ACN	2722

Commision Nos. not an exhaustive list

unitary construction and fitted with a 1998cc, 4-cylinder engine and beam rear axle, the new car was a totally different machine to any TR that had gone before. Convertibles were available for the home market from February/March 1980, again well after receipt in the USA market. After appearing in/disappearing from the options list, a 5-speed gearbox replaced the earlier 4-speed and became standard in 1978. Overdrive wasn't an option, though an automatic version was also available from late 1976.

Performance was somewhat increased by the fitting of the Rover V8 3.5 litre engine to make the TR8, which was launched in the USA in mid 1979: Early models in Coupe form, with Convertibles following later. Power steering was fitted as standard. Only small numbers of TR8s were made for the UK market, an unknown, but no doubt a greater number were put together by owner conversions of TR7s.

BUYING A TR? WHAT TO LOOK FOR

CHASSIS & BODYWORK

On all models the bodywork should be given careful inspection first by a general look around the car, checking for panel fit. Some models may be more susceptible to rust in particular areas but it's a reasonable start to double check all the standard places for rot and poor repair including wings, top of wings to rear deck seams, inner wings and wheel arches, around the B-post where the rear wing meets the sill, the sills themselves, floorpan, bottoms (and sometimes the tops) of the doors, rear quarter valances, boot lid and floor. In addition TR6 headlamp surrrounds can trap water. For the separate chassis models the main chassis rails are generally long lived but give them a good tap to sound them out and in particular check around the differential area, the outriggers and cross tubes, and all suspension mounting brackets/areas. A the front check the chassis for any evidence of impact damage including the positions of the front turrets which if incorrect will upset the steering geometry. As a clue, check the condition of the tyres for evidence of uneven wear.

MECHANICAL

The big advantage with checking the mechanical parts is that they are all accessible. Start the engine but don't rev. it. Listen for initial crankshaft rumble which should last for no more than a few moments until the oil pressure has built up. Also listen for tappet and timing chain rattle. There should be no excessive oil leaks but check the head gasket, sump gasket and the rocker cover gasket for any signs of leaks.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering column and rack (cam and lever on early cars) for excessive movement by rocking the steering wheel up and down and check that there is no play between moving the steering wheel and the road wheels moving. Also check front trunnions for wear and possible seziure.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!!

Move off in first gear and listen for rear end knocks or clonks, which point to wear in the differential or worn universal joints.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort.

If an overdrive gearbox is fitted, check that it engages and dis-engages correctly.

Cruise at around 50 mph and gently lift off on the accelerator, listening for rear end noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50 mph slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the footbrake with increasing pressure. The car should stop evenly without pulling to one side. Check the temperature gauge for overheating problems.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact TSSC H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the Area News Review packed with local news and events information. Furthermore, The Courier contains the most comprehensive Triumph Classified Adverts likely to be found anywhere, with sections covering both cars and parts for sale.

Insurance: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

Technical Help & Hints: If this is your first Triumph, you will be pleased to know that they are generally very easy to work on. But if you are unsure, please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on, we are here to help.

Events & Social Meetings: Over 50 local Areas across the country organise meetings at least once a month. The TSSC also has wide-ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4-door Herald, Courier Van, Concours Vitesse Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

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Telephone: 01858 434424 E-mail: info@tssc.org.uk
Website: www.tssc.org.uk

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