

# The Production History of the Triumph TR6

## The TR6 was produced from 1969 until 1976.

With 91,850 TR6s manufactured over these 8 years of production, more TR6s were produced than any prior TR model.

The detailed production information follows:

Year	Chassis Numbers
1969	CC25000 to CC32141
1970	CC50001 to -----
1971	----- to CC67893
1972	CC75001 to CC85737
1973	CF1U ----- to CF12500U
1974	CF12501U to CF25777U
1974 ½	CF27001U to CF35000U
1975	CF35001U to CF39991U
1976	CF50001U to CF58328U

### 1968

- o 9/19/68, first prototype TR6 CP25001.
- o Karmann restyles body, using main substructure of the TR4/250
- o 5 1/2" wheels replace the 5" version of TR4a
- o Provision made for front anti-roll bar.
- o Twin carbs in U.S.A., P.I. in U.K.
- o CP25003, first carb TR6 on record, build 9/19/68
- o Rostyle wheel covers standard.

### 1969

- o First year of production
- o TR4 type 16P brake caliper replaced with 16B type.
- o Black spoked steering wheel with pierced holes.
- o Chromed valve cover.
- o Windshield surround in body color.
- o Laycock de Normanville A-type overdrive carried over with TR250 gearbox.
- o Rostyle wheel covers standard to CC50000.
- o Seats feature "breathing material".

### 1970

- o New disc wheel with 15 hole pattern.
- o Painted valve cover replaces chromed version.
- o New inlet manifold on carb cars.
- o Steering lock introduced on export cars.
- o Ignition switch moved from dash to under column.
- o Windshield surround now black regardless of body color.
- o 72 spoke wire wheels still offered although they receive little mention.
- o New steering wheel with silver anodized spokes replaces black spoked wheel.

## **1971**

- Stag type gearbox parts used.
- 7 blade fan replaces 8 blade at CP52420.
- Square reflectors under tail lamps (U.S.A only)

## **1972**

- Compression dropped from 8.5:1 to 7.75:1.
- New exhaust system. Twin exhaust downpipe for carb cars.
- Gas tank capacity reduced to 10.25 gallons.
- Rear springs and wishbones brackets updated late 1971.
- Grease nipple on propshaft deleted.
- Brake caliper changed again, now incorporate metric threads.

## **1973**

- Major U.S.A. restyle.
- Black plastic air dam introduced.
- J-type overdrive introduced; overdrive on 3rd and 4th only.
- New steering wheel and instruments including "inverted" small gauges.
- Union Jack decal replaces TR6 logo on rear fender.
- Air intake flap on cowl replaced with plastic grill.
- Voltmeter replaces ammeter.
- Commission plate moved to left hand doorpost.
- Wire wheel option ends in May.
- Flat black wiper arms replace chromed versions.

## **1974**

- New interior trim includes center door pull.
- Chestnut and Beige trim offered in fire-resistant material.
- Full tonneau cover now standard.

## **1975**

- Rubber bumper overrides introduced to U.S.A market to meet federal regulations. (Late 1974)
- Front bumper raised.
- Amber/white indicator lamps moved under bumper.
- Air injection system introduced.

## **1976**

- Triumph styled hardtop continues to sell well until end of production.
- Last P.I. TR6 built on 2/7/75.
- Front indicator lenses amber.
- Last TR6 built on 7/15/76, CF58328.
- Some 1976 TR6s were sold in 1977 and may be registered as such.

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