



## TR6 Check List

TR Register  
1B Hawksworth  
Southmead Industrial Park  
Didcot, Oxon. OX11 7HR  
Tel: 01235-818866 Fax: 01235-818867  
E-mail: office@tr-register.co.uk

### Bodywork

- rear deck, all wings - both inner & outer, bonnet skin, boot lid lip, boot floor and boot sides can rust

### Trim

- Check condition of interior trim and hood

### Commission Number

- Check for correct specification relating to age and model

### Engine

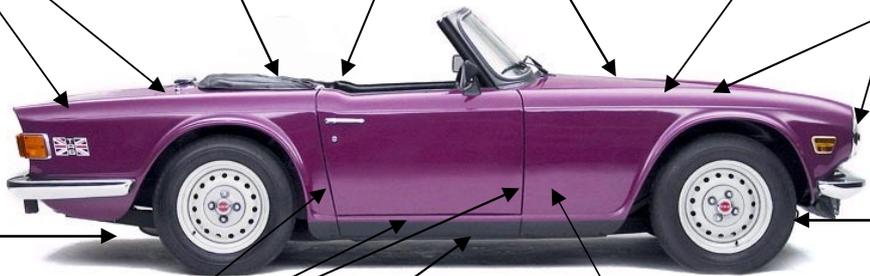
- Crankshaft end float
- Fuel injection operation
- Coolant leaks
- Compression
- Rough tick over

### Suspension

- Check trailing arm mountings to chassis
- Shock absorbers

### Electrics

- Correct operation
- Condition of wiring
- Fuel Pump



### Suspension

- Check lower wishbone mounting points
- check trunnions

### Bodywork

- Check A & B posts, sills and floors for rust
- Check panel alignment and gaps

### Chassis

- Check for rust, accident damage and distortion
- Check all chassis mounting points

### Transmission

- Gearbox – check for noise and overdrive problems
- Check operation of clutch
- Differential – check noise and mountings
- Drive shafts – Clunks can indicate worn UJ's

### **INFORMATION SPECIFIC TO TR6**

The TR6 was introduced in January 1969. The first series have commission numbers commencing with CP or CC. CP designating petrol injection and CC designating carburettors for the US market. The PI model has a brake horse power of 150, whereas for the US model, it is 104 bhp. The 1969 model can be readily identified by having rostyle wheel trim covers, a body coloured windscreen surround, a steering wheel with dished black spokes and non-reclining seats. In addition US models have high backed seats and are all LHD. A number of modifications were introduced for the 1970 model year including a matt black windscreen surround, wheels with a black centre trim, reclining seats and a non dished grey spoked steering wheel. The CP & CC models ran until late 1972 remaining basically unchanged through the model run. The most obvious change was the incorporation of a steering lock during 1971 and a change to black spokes on the steering wheel for the US market cars. Commission number ranges for the CP and CC series cars are as follows:- 1) PI 1969 model CP25001 to CP26998, 1970-1971 models CP50001 to CP54719, 1972 model CP75001 to CP77718 the last car being built in September 1972. 2) Carburettor cars 1969 model CC25001 to CC32143, 1970-1971 models CC50001 to CC67893, 1972 model CC75001 to CC85737 the last car being built in August 1972.

In late 1972 the revised CR /CF series was introduced. CR designating petrol injection and CF designating carburettors for the US market. The PI model has 125 bhp and the US model has 106bhp. This series can be readily identified by a front under bumper bib spoiler, chrome strips on the front grille, wheels with a grey centre trim, a black plastic scuttle air vent, minor instruments with upward pointing needles and seats with a headrest facility. US market cars are all LHD and have large back over-riders from the 1974 model onwards. Commission numbers ranges for the CR and CF series cars are as follows:- 1) PI 1973 model CR1 to CR2911, 1974-1975 models CR5049 to CR6701. The last PI car was built in February 1975. 2) Carburettor cars 1973 model CF1 to CF11577, 1974 model CF12501 to CF25777, 1974½ model CF27001 to CF31533, 1975 model CF35001 to CF39991, 1976 model CF50001 to CF58328. The last car being built in July 1976.

Total production of the TR6 was 91850 which includes cars assembled in Belgium from completely knocked down (CKD) kits. 13702 of the total were petrol injection models and 78142 were carburettor US market models.. A total of 8370 TR6 were sold in the UK. In the UK cars manufactured before 1st Jan 73 qualify for free road tax. Therefore all CP and CC series cars qualify as do CR series up to CR664 and CF series up to CF4028.

The suffix "O" at the end of the commission number indicates that overdrive was fitted as an option at the factory. All UK market cars from CR5000 onwards had overdrive fitted as standard. Overdrive operates on 2nd, 3rd and 4th on CP and CC cars and on 3rd and 4th on CR and CF cars. Other popular factory fitted options include wire wheels which were available until the 1973 model and a hardtop. The commission number (shown as VIN/chassis/frame number on the V5) can be found stamped on an aluminium plate. On the CP and early CC series the plate can be found under the bonnet on the left side wheel arch. CP cars exported to Germany have the plate on the right side wheel arch, whilst on the late CC, CF and CR series the plate is in the left side door jamb. Cars assembled in Belgium have the plate on the front bulkhead. An additional plate is found on the left hand side of the windscreen on all CC and CF cars. LHD cars are identified by the suffix L on the commission plate of all CP series and CC series up until CC78520, and by the suffix U on CC series from CC78521 and all CF series cars. Cars assembled in Belgium were all petrol injected and LHD and these cars can be identified by the commission number which has an additional "1" prefix and by a "P" suffix. The engine number prefix of all models matches the commission number.

Given the age of any TR6 both the body and the chassis should be carefully examined for any corrosion, distortion or damage. If restored the quality of the work must be evaluated. Look for poorly aligned panels with uneven gaps and unusual or visible repairs and patches. Many TR6 have been re-imported from the US and converted to RHD and in some cases fitted with fuel injection so other than the commission number it will be difficult to differentiate these cars from a genuine UK market TR6 if the conversion has been professionally carried out.



TR Register  
1B Hawksworth  
Southmead Industrial Park  
Didcot, Oxon.  
OX11 7HR  
Tel: 01235-818866  
Fax: 01235-818867  
E-mail: office@tr-register.co.uk

## **BUYER BEWARE**

The most common enquiry received by the TR Register is "I'm thinking of buying a TR, what should I look for?" With this in mind a series of Buyer Beware guides has been produced to cover each of the series of Triumph TR sports cars.

Basic rules for searching for a sound example apply to all models. Like most cars, all TR's rust and over the years many have been partially or totally rebuilt with varying levels of competence. It is fairly easy to see or feel the weaknesses of a TR. Look along each side of a car for panel alignment, ripples and dents. Examine the whole length of the tops of the wings, where corrosion from beneath is common.

TR doors are hung between "A" and "B" posts. Open the doors and check the condition of these. While the doors are open also check the edges of the wings. Then, with care (rusty edges can be sharp), feel along the bottoms of the wings and along the sills, beneath the doors. Check the bottoms of the doors, both visually from the outside but also by feel underneath. Check the edges of the bonnet and boot panels, both externally and with them open.

Whilst the boot lid is open check carefully along the top edge of where the wing joins the body. A torch will be essential for this! Likewise, with the bonnet open check the inner panels carefully, especially at the top where they join the outer wings and around the front, near the headlights and bumper mounts. Leaking windscreen washer bottles can cause damage in an unexpected area. So check carefully beneath the bottle. Brake fluid and battery acid strip paint and cause corrosion of the metal beneath. Check these areas not only for signs of corrosion but also for any welds that appear non-original. All these areas should be finished in the same colour as the exterior of the body. A different colour, black, under-seal or anything else is not correct.

The TR2-6 were built on a very strong chassis, although the chassis used up to and including the TR4 were the strongest. They should all be checked for corrosion, as well as distortion (through impact damage) and poor repair. There should be no unusual welds or patches.

As a rule the front half of the chassis is protected from corrosion by oil leaks, but it is most prone to impact damage. The rear half should be thoroughly checked for corrosion, with the 6 cylinder cars appearing to suffer more than the TR4A.

The TR7, introduced in 1975, is completely different in body shape, engineering and mechanics to the earlier TR's. Initially produced only as a fixed head coupe, whereas the others were open sports cars, it is of monocoque construction (no separate chassis) and with an engine developed for the Triumph Dolomite. Front suspension is by McPherson strut whilst rear is by beam axle.

Throughout the whole life of the TR series by far the main market was the USA. Many cars have since been re-imported and this remains a regular activity. Buyers should be aware that not all US cars spent their entire life in 'dry' States and that corrosion on US cars can be just as severe as found on any home market cars. In addition, all US cars were originally LHD so it is important to ascertain the original specification of any car and verify the quality of any conversion work. Converted cars tend to have a slightly lower value than original RHD vehicles.

TR's originate from an era prior to VIN's (Vehicle Identification Numbers) and used a number identified as the Commission Number. It is this number that should be found on an aluminium plate affixed to the car and detailed in the V5 under 'VIN'. Ensure the numbers are the same then, if possible, armed with Registration, Engine and Body numbers contact the relevant Registrar for that model for advice on authentication.

Whilst the text overleaf gives more information specific to a particular model of TR this document is intended only as a guide to the TR buyer. It is not a comprehensive, definitive, 'checklist'. Would be purchasers who feel unqualified to assess the condition of a vehicle are advised to retain the services of someone capable of such an assessment.

**BUYER BEWARE!**