Triumph TR, Spitfire, GT6, and Stag Specifications Summary

This document summarizes common Triumph sports car engine configurations, factory carburetion, ignition timing recommendations, horsepower ranges, and tuning characteristics for popular Triumph models.

Model	Engine	Factory Carburetors	Typical Total Timing	Compression Ratio	Approx HP	Character / Notes
TR2	1991cc OHV wet-liner inline-4	Twin SU H4	32° total	8.5:1–9.0:1	~90 HP	Early rugged wet-liner engine with strong low-end torque. Conservative ignition curves preferred on modern fuel.
TR3	1991cc OHV wet-liner inline-4	Twin SU H6	33–34° total	8.5:1–9.5:1	~95–100 HP	Improved breathing and responsive performance. Very tolerant of mild cam upgrades.
TR3A	1991cc OHV wet-liner inline-4	Twin SU H6	33–34° total	8.5:1–9.5:1	~100 HP	Mechanically similar to TR3 with chassis and body improvements. Popular vintage race platform.
TR4	2138cc OHV inline-4	Twin SU H6	34° total	9.0:1–9.5:1	~105–125 HP	Strong midrange engine with excellent street-performance potential.
TR4A	2138cc OHV inline-4	Twin SU H6 or Stromberg	34° total	9.0:1–9.5:1	~104–130 HP	IRS chassis improves ride quality and road manners.
TR250	2498cc inline-6	Twin Stromberg CD175	32° total	8.5:1–9.5:1	~111–150 HP	Carbureted U.S. version of the TR5 with strong tuning potential.
TR6	2498cc inline-6	Twin Stromberg CD175	32° total	8.5:1–9.5:1	~104–160 HP	Excellent torque and drivability with strong aftermarket support.

Spitfire	1147cc–1493cc inline-4	Single or twin SU/Stromberg	30–32° total	8.5:1–9.5:1	~63–90 HP	Lightweight chassis with rev-happy small-displacement engine.
GT6	1998cc inline-6	Twin Stromberg CD150	32° total	9.0:1–9.5:1	~95–140 HP	Compact chassis with smooth six-cylinder performance.
Stag	2997cc SOHC V8	Zenith-Stromberg 175CDSE	30–32° total	8.8:1	~145–180 HP	Smooth touring V8 requiring careful cooling and ignition maintenance.

General Triumph Ignition Tuning Notes

Topic	Typical Recommendation
Fuel Octane	91–93 recommended for modified engines
Vacuum Advance	Often removed on highly modified engines
Full Mechanical Advance	Typically reached by 2800–3200 RPM
Safe Street Timing	Tune for strongest torque without audible pinging
Common Performance Cam Choices	260° and 270° cams
Distributor Verification	Always confirm timing using a timing light
Street Tuning Goal	Strong torque without detonation or overheating