

MIGRATION TO 6 CYLINDER TRIUMPHS

THE HISTORY OF THE STANDARD 6 CYCYLINDER ENGINE

The six cylinder engine was developed from the Standard SC four first used in 1960 in the Standard Vanguard Six, in which it had a 74.6 mm (2.9 in) bore and a 76 mm (3.0 in) stroke, giving a capacity of 1998 cc.

The engine was next used in the Triumph Vitesse, a sports saloon based on the Herald, in 1962. In this application, the engine had a 66.75 mm (2.6 in) bore, reducing displacement to 1596 cc. The Vitesse was given the two-liter engine with the 74.6 mm bore in 1966.

The Triumph 2000 replaced the Vanguard Six in 1963 when Leyland discontinued the Standard marque. The two-liter six was later used in the Spitfire-based GT6 coupé from 1966 to 1974.

Beginning in 1967, the engine was used in the Triumph TR5 and TR250 sports cars, replacing the Standard inline-four engine used in TRs from the TR2 to the TR4A. For this application, the stroke was increased to 95 mm (3.7 in), giving 2498 cc. When equipped with the Lucas mechanical fuel injection system in the TR5, this new 2.5-litre version gave a claimed 150 bhp (112 kW; 152 PS) at 5500 rpm. When tested on dynamometers, 110 to 130bhp at the crankshaft is more usual, and may explain Triumph's decision to fit the TR7 with a 2-litre slant-four engine, whose power output and hence performance were in fact similar to those of the earlier and ostensibly more powerful engine. The TR250 was sold in the US with Stromberg carburetors to avoid the need for additional emissions control systems; this reduced the power to 105 bhp (78 kW; 106 PS) at 4500 rpm. One design decision behind the installation of Stromberg's was the inner rear butterfly valves inside the intake manifold. These valves send the fuel mixture around the heated manifold during "lower idle speeds" heating up the fuel mixture for better exhaust emissions. Some manifolds had these many do not due first-time owners removing them. Removing the butterfly valves sends the fuel mixture straight thru the manifold and into the engine helping to eliminate the flat spot low speed hesitation. The TR6, made from 1969 to 1975, used the TR5's engine, detuned to 125 bhp (93 kW; 127 PS) in 1973 with a 106 hp version of the TR250's engine in the United States.

The fuel-injected 2.5 liter engine became available in the 2000 unit body as the 2.5 PI in 1968; this was supplanted by the twin-carburetor 2500 TC in 1974.¹ The 2000 and 2500 TC were discontinued in 1977.