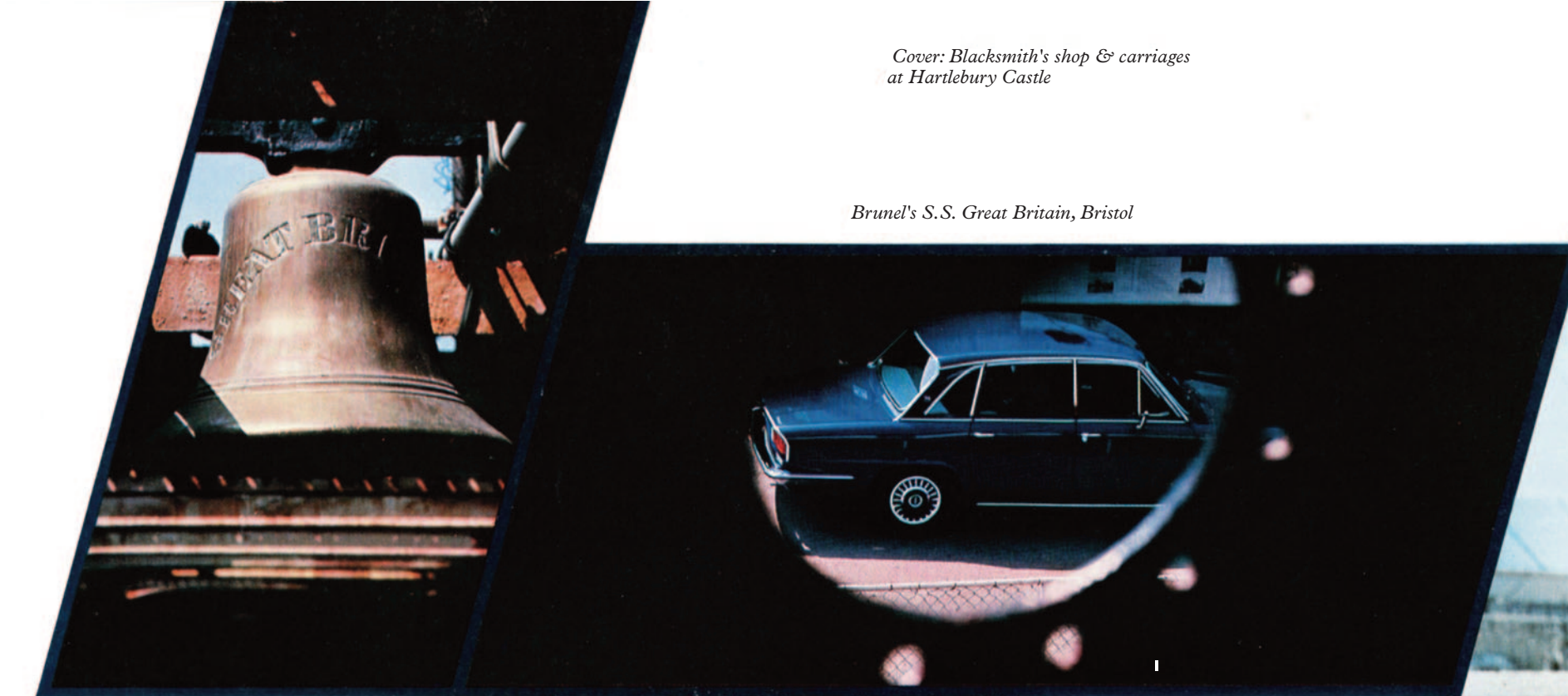




Triumph 2500 TC
2000 TC
2500 S Estate

Cover: Blacksmith's shop & carriages
at Hartlebury Castle

Brunel's S.S. Great Britain, Bristol



2500TC

The 2500TC was introduced to the Triumph six-cylinder luxury range to fill the power gap between the well established 2000 and 2500 P.I. models. The 2000 has now been uprated as the 2000TC, and the 2500 P.I. replaced by the luxurious 2500S, but the 2500TC remains in a class of its own. It comes from the people who have given you such civilised sports cars as the TR6 P.I. and the Stag, and fast, sophisticated sporting saloons like the Dolomite and Sprint. So if your motoring tastes run to a car with zestful performance and the equivalent standard of comfort you enjoy in your home, this one must be for you.



Whatever the occasion or requirement this Triumph of British automobile engineering fits the part and plays it in style; a style developed by pioneers in so many aspects of automobile design and development.

From keeping you ahead in the power game to mounting an important public relations exercise with the family, the 2500TC will do your bidding in its own elegant way: elegant enough to hold its own in the most illustrious company and having the undating good looks that maintain its market value regardless of the current trend in motoring fashions. Some cars have to be labelled "Executive" but with the 2500TC it goes without saying.





With the introduction of the 2500TC, the familiar lines of Triumph's six-cylinder car range were further distinguished by functional and styling modifications to enhance the visual appearance and add to the overall air of refinement.

The interior shows the thoughtful attention that has been meticulously applied to its design and furnishing, and offers the sort of comfort you might expect in a car of much higher price. Traditional quality is everywhere to be seen.

As a performer the 2500TC is outstanding. The engine is a more powerful version of the two-litre, six-cylinder unit which has gained universal praise for its smoothness and reliability as the power unit of the Triumph 2000. It now has a capacity of 2,498 cc and, with its two SU carburettors, develops 106 bhp DIN at 4700 rpm giving the car a relaxed, sporting performance to match the quality of its construction. Come rain or shine the 2500TC provides motoring of a style that will reflect your own style of life both in your sphere of occupation and in the world at large.

Ironbridge -
Cradle of the Industrial Revolution



Executive Suite

Enter the 2500TC's passenger compartment and you will find Triumph comfort and luxury in abundance. There is a straight choice of furnishings – perforated expanded vinyl leathercloth or corded brushed nylon seat facings as shown, whilst deep pile carpeting is to be found door to door.

The amply proportioned front seats are fully reclining with adjustable head restraints, as illustrated, available as an optional extra. In the rear, there is a folding centre armrest, and armrests cum door-pulls are fitted on each door.

Combine these superb details with the 2500TC's supple all-round independent suspension and its exacting standards of smoothness and silence, and you will realise that to travel in this car is luxury indeed.



For the driver, the 2500TC's controls are a model of convenience. The sports-type steering wheel with its padded rim is easily adjustable for rake by means of a conveniently sited lever, shown left. Two fingertip stalks are provided, one controls the two-speed wipers and electric screen washers (top left), and the other the indicators, horn, main beam and dip facilities (far left). Even the master lights switch is situated on the steering column. The comprehensive heating and ventilation system is controlled by levers on the console (left) and all heated and fresh air outlets can be boosted by the two-speed fan. Rear passengers are not forgotten and have their own separate heater outlets on the transmission tunnel. All the instruments are set into a non-reflective walnut veneered dashboard, as is the hazard warning light control and the 'fasten belts' warning light. This latter light (see left), operates when the ignition is switched on and the driver's seat-belt is not being worn. A switch under the front passenger seat senses when that seat is occupied and, again, the warning light will operate when the passenger's belt is not in use. An overdrive unit is fitted, functioning on top and third gears for more relaxed cruising and improved fuel consumption. This is operated by a simple flick-switch let into the top of the gear knob (far left). The lockable glove-box (see left) is supplemented by two front parcel shelves, two stretch seat-pockets on the rear of the front seats and a full-width rear parcel shelf.



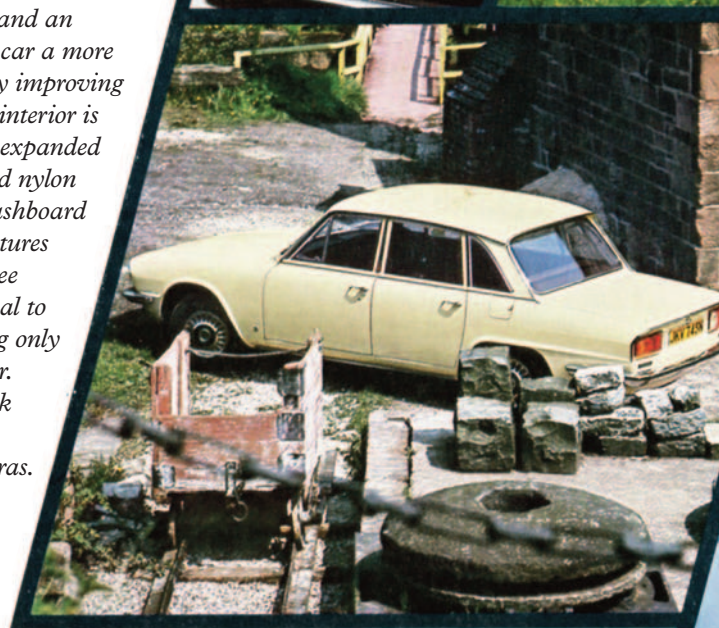
Right:
Cheddleton Flint Mill, Leek

Balaton & Watt's Beam Engine
Birmingham, and
Cob's Engine House, Dudley

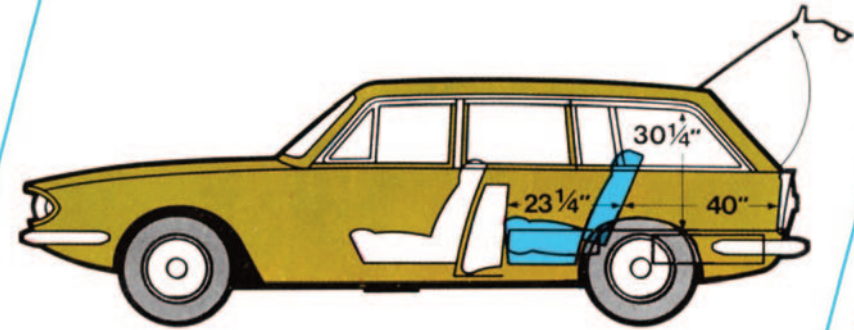


2000TC

Smoothness, comfort and excellent road manners have always been the outstanding characteristics of the Triumph 2000, a car that is as reliable as it is civilised and refined. Now its high standards have been further raised by new features and an uprated engine which gives the car a more vital performance whilst actually improving its economy. The same luxurious interior is retained with choice of perforated expanded vinyl leathercloth or corded brushed nylon seat facings. It also has the same dashboard and controls as the 2500TC, but features a different design of steering wheel (see above). Its exterior is virtually identical to that of its more powerful sister, differing only in the appropriate badges front and rear. Overdrive, operated by a convenient flick switch in the gear knob, or automatic transmission are available as optional extras. The family man who knows where he is going or, indeed, has 'arrived' will find the Triumph 2000TC a most likeable and practical companion for all his motoring occasions.



2500S Estate



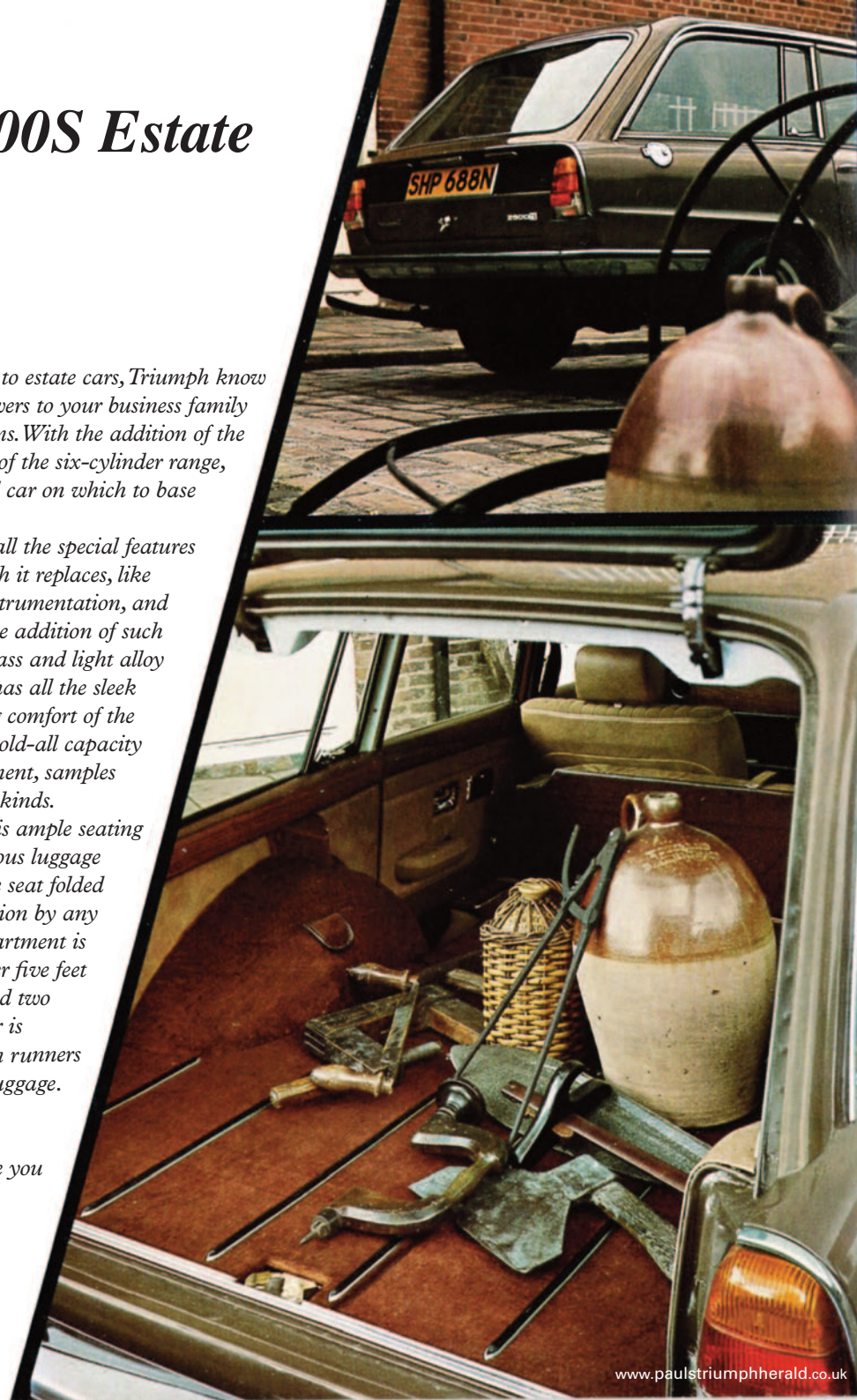
When it comes to estate cars, Triumph know most of the answers to your business family transport problems. With the addition of the 2500S to the top of the six-cylinder range, they have an ideal car on which to base their estate model.

The 2500S retains all the special features of the 2500 P.I. which it replaces, like the comprehensive instrumentation, and power steering, with the addition of such refinements as tinted glass and light alloy wheels, while the estate has all the sleek elegance and outstanding comfort of the saloons added to the big hold-all capacity needed for carrying equipment, samples and recreational gear of all kinds.

With the rear seat up, there is ample seating for five people, with a capacious luggage compartment behind. With the seat folded down, a straightforward operation by any standards, the whole rear compartment is transformed into a load area over five feet long, four and a half feet wide and two and a half feet high. The rear floor is carpeted and has smart aluminium runners with rubber inserts to protect your luggage. The spare wheel is contained in an underfloor locker of its own.

So don't leave Buster behind next time you go away; there's room for everyone and everything – well, within reason.

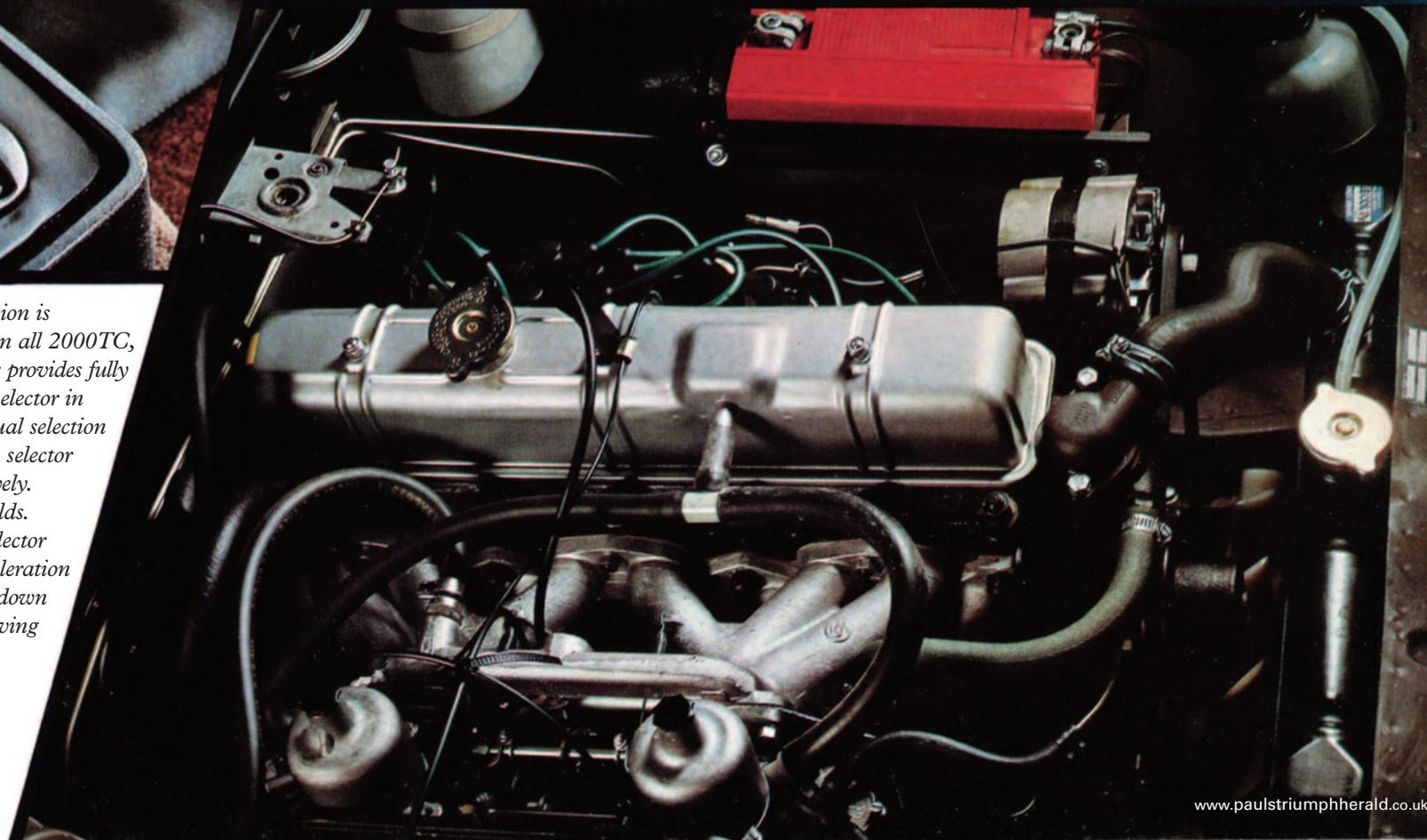
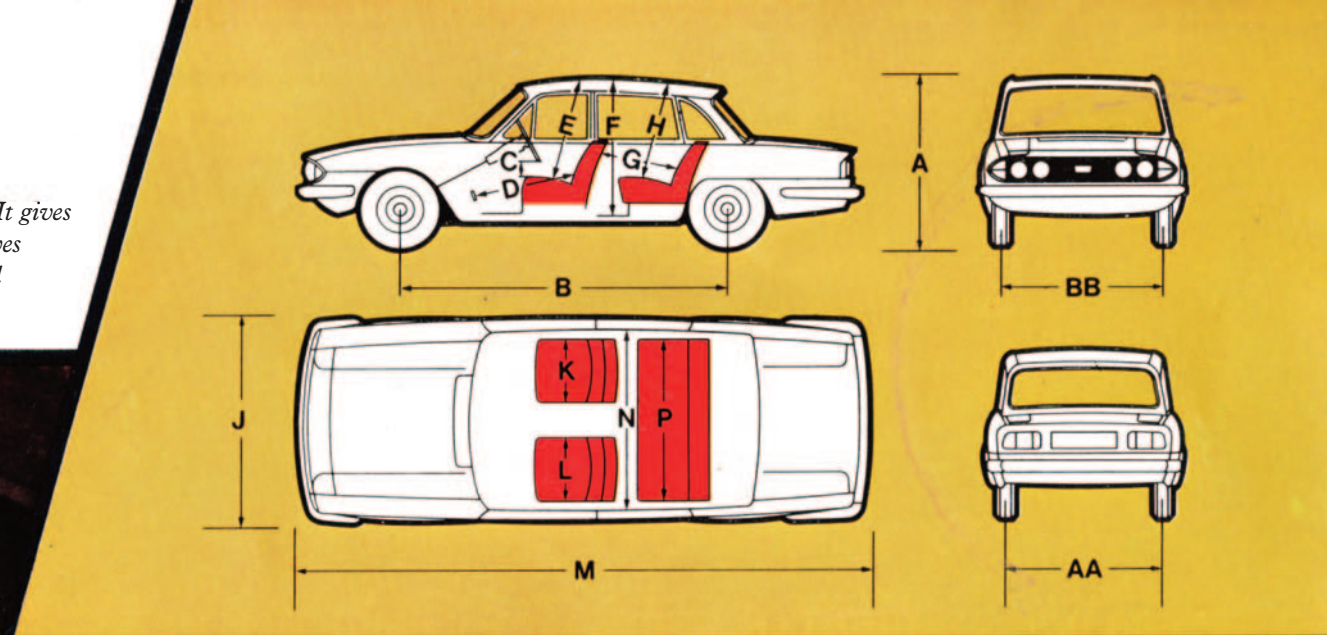
Sarehole Mill, Birmingham



The 2500TC engine is shown below. It gives the car a top speed of 105 mph, achieves 0-50 in 8.1 seconds, yet returns around 34 mpg at a steady 50 mph.



Borg Warner Type 35 transmission is available as an optional extra on all 2000TC, 2500TC and 2500S models. This provides fully automatic transmission with the selector in position 'D', and alternative manual selection of 1st and 2nd gears by moving the selector lever to positions '1' and '2' respectively. So you can have the best of both worlds. Smooth relaxed motoring when the selector is in position 'D', with maximum acceleration still available when the accelerator kickdown mechanism is used. Alternatively, by moving the selector to positions '1' or '2', 1st or 2nd gears can be held to provide instant acceleration under full throttle or engine braking with the throttle closed.



Dimensions & Specifications

Description Four door, six light, four five seater saloon. Steel panelled body of unitary construction with separate steel rear sub-frame. Forward hinged bonnet and doors. Zebra-zone toughened safety glass wind-screen. Winding side windows, pivoting anti-draught vents in front doors, fixed rear quarter lights and back light are of toughened safety glass. The backlight incorporates a heating element.

General Equipment *Interior* – Dipping rear view mirror with break-away support. Padded non-reflecting adjustable sun-visors with vanity mirror in passenger side and ticket pocket on driver's side. Non-glare walnut veneer facia panel and glove com-partment lid. Padded surround to facia and parcel shelf. Wood cappings to door quarter casings. Recessed door release handles. Locking buttons in quarter cappings. Padded armrest doorpull on each door. Grab handles above passenger doors. Interior roof lamp with directional lens and integral switch with courtesy switches on door posts. Coat hooks above rear doors. Electric clock in facia, cigar lighter and ashtray in heater console and ashtrays in rear door panels. *Exterior* – Chrome-plated rubber faced wrap-round front and rear bumpers. Chrome plated door handles with push button release catches. Adjustable tinted rear view mirror fitted to driver's door. Electrically operated two-speed self-parking windscreen wipers and electrically operated windscreen washers. Twin windtone horns. Polished aluminium tread strips to door sills. Stainless steel body mouldings and drip channels. Spare wheel and tyre, tool roll, wheel brace and jack housed beneath the false floor in the rear luggage compartment.

Heating and Ventilation A powerful heater/demister unit provides fresh air of required temperature to the interior of the car and to the windscreen for demisting and defrosting. Thru' flow ventilation via exterior non-return ducts situated above backlight assists rear window demisting. The unit controls permit independent selection of air temperatures and distribution and control

the supply of unheated fresh air through multi-directional louvres in the centre of the facia panel. Air-flow can be increased by a 2-speed booster fan which is also used to boost the flow of unheated fresh air through variable direction ducts located each end of the facia panel.

Instruments and Warning Lamps The instruments are contained in three dials set in the facia panel in front of driver's position and consist of: A speedometer calibrated in mph-km.ph containing total and trip odometers. A second dial containing water temperature gauge, battery condition indicator and fuel gauge. A composite dial containing separate warning lamps for ignition, low oil pressure, low fuel, choke, headlamps main beam, direction indicators and handbrake.

Controls Controls are designed, grouped and identified for ease of operation. A rotary master switch on R/H side of steering nacelle controls side and tail lamps, instru-ment and number plate illumination, head-lamps. A combined switch for accessories, ignition, starter motor control and steering column lock on L/H side of steering nacelle is operated by the ignition key. The steering is locked when the key is removed from the combined switch. Two finger-tip levers on nacelle; L/H lever controls the two-speed electric windscreen wipers and electric windscreen washers and incorporates a 'flick wipe' position. R/H lever controls self-cancelling direction indicators, head-lamps flasher, dip switch and horn. Choke control knob and two-speed heater booster motor switch are mounted on the heater console. A switch incorporating a warning lamp mounted on the gearbox console controls the backlight heating element.

Upholstery Superior quality expanded vinyl leathercloth trim with perforated seat facings or corded brushed nylon seat facings. Flock spray trim on lower door panels. Moulded pile carpets throughout with rubber heel mats for driver and front seat passenger.

Seating Separate fully reclining front seats adjustable for rake and fore and aft with occupants seated. Divan type rear seat with centre folding arm rest. Inertia type lap and diagonal safety belt harness for front seat occupants. Anchor points for safety belt harness for rear seat occupants.

Weights Saloon (approx) – 23½ cwt
Estate (approx) – 24¼ cwt
Max. gross vehicle weight:
Saloon (approx) – 32½ cwt
Estate (approx) – 34¼ cwt

Tyres–tubeless radial ply.
2000TC 175 SR 13
2500TC 185 SR 13 or 185 HR 13
2500S Estate 175 HR 14

Luggage boot (Saloon) capacity: 15 cu.ft. (0.43 cu.m).
Estate–rear seat squab erect–25 cu.ft.
. flat –50 cu.ft.

Suspension–Front–Independent suspension with coil springs and strut type telescopic hydraulic damper units.
Rear–Semi-trailing arm independent suspension with coil springs controlled by telescopic direct-acting hydraulic dampers. Mounted on steel subframe with rubber bushed pivots.

Steering Rack and pinion. Two-spoke steering wheel 16" diameter. Four turns lock to lock. (2500TC–three-spoke).

Brakes 9¾" caliper disc brakes on front wheels. Drum brakes 9" dia. by 1¼" wide, self-adjusting leading and trailing shoes on rear wheels. Direct acting servo.
Front swept area 200 sq.in.
Rear swept area 99 sq.in.
Total swept area 299 sq.in

Transmission–Clutch–Diaphragm 8½" diameter.
Gearbox–Four speeds forward and one reverse. Synchromesh on all forward gears. Remote control gear lever centrally mounted.

Optional Items at extra cost
Laycock J type overdrive (2000TC), power-assisted steering (2000TC /2500TC), Borg-Warner automatic transmission, tinted safety glass (2000TC /2500TC), laminated wind-screen.

TRIUMPH 2500TC			TRIUMPH 2000TC			TRIUMPH 2500S ESTATE			Capacities-nominal			
Engine			Engine			Engine			Petrol tank	Saloon	14 glns	63.6 litres
No. of cylinders	..	6, in line	No. of cylinders	..	6, in line	No. of cylinders	..	6, in line		Estate	12¾ glns	58.0 litres
Capacity	..	2,498 cc 152 cu.ins	Capacity	..	1,998 cc 122 cu.ins	Capacity	..	2,498 cc 152 cu.ins	Engine sump and oil			
Bore of cylinders	..	74.7 mm 2.94 ins	Bore of cylinders	..	74.7 mm 2.94 ins	Bore of cylinders	..	74.7 mm 2.94 ins	filter	..	..	9.0 pints 5.1 litres
Stroke of crank	..	95 mm 3.74 ins	Stroke of crank	..	76 mm 2.992 ins	Stroke of crank	..	95 mm 3.74 ins	Engine sump-drain			
Compression ratio	..	8.5:1	Compression ratio	..	8.8:1	Compression ratio	..	8.5:1	and refill	..	..	8.0 pints 4.5 lities
Max. power-DIN	..	106 bhp at 4,700 rpm	Max. power-DIN	..	91 bhp at 4,750 rpm	Max. power-DIN	..	106 bhp at 4,700 rpm	Gearbox from dry		..	2.9 litres 1.6 litres
Max. torque-DIN	..	139 lb, ft at 2750 rpm	Max. torque-DIN	..	110 lb ft at 3,300 rpm	Max. torque-DIN	..	139 lb ft at 2,750 rpm	Rear axle from dry		..	2.0 pints 1.1 litres
		(equivalent to 138 lb/sq.in bmep)			(equivalent to 137 lb sq.ins bmep)			(equivalent to 138 lb sq.ins bmep)	Cooling system with heater			
						Acceleration	..	Speed range.Time(sec)	..	..	13.5 pints	7.6 litres
Acceleration	..	Speed range.Time(sec)	Acceleration	..	Speed range.Time(sec)	Top	..	40-60 mph 9.9	IMPORTANT NOTE. The Specification of this model is correct for the UK market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.			
Top	..	40-60 mph 9.9	Top	..	40-60 mph 11.3	Through gears	..	0-60 mph 11.1				
Through gears	..	0-60 mph 11.1	Through gears	..	0-60 mph 12.6	Maximum speed: 105 mph depending on conditions						
Maximum speed: 105 mph depending on conditions			Maximum speed: 102 mph depending on conditions			Road speed at 1,000 rpm in top gear—20.8 mph (35.5 kph)						
Road speed at 1,000 rpm in top gear—20.5 mph (35 kph)			Road speed at 1,000 rpm in top gear—18.6 mph (30 kph)			<i>All performance figures taken from factory road tests</i>						



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