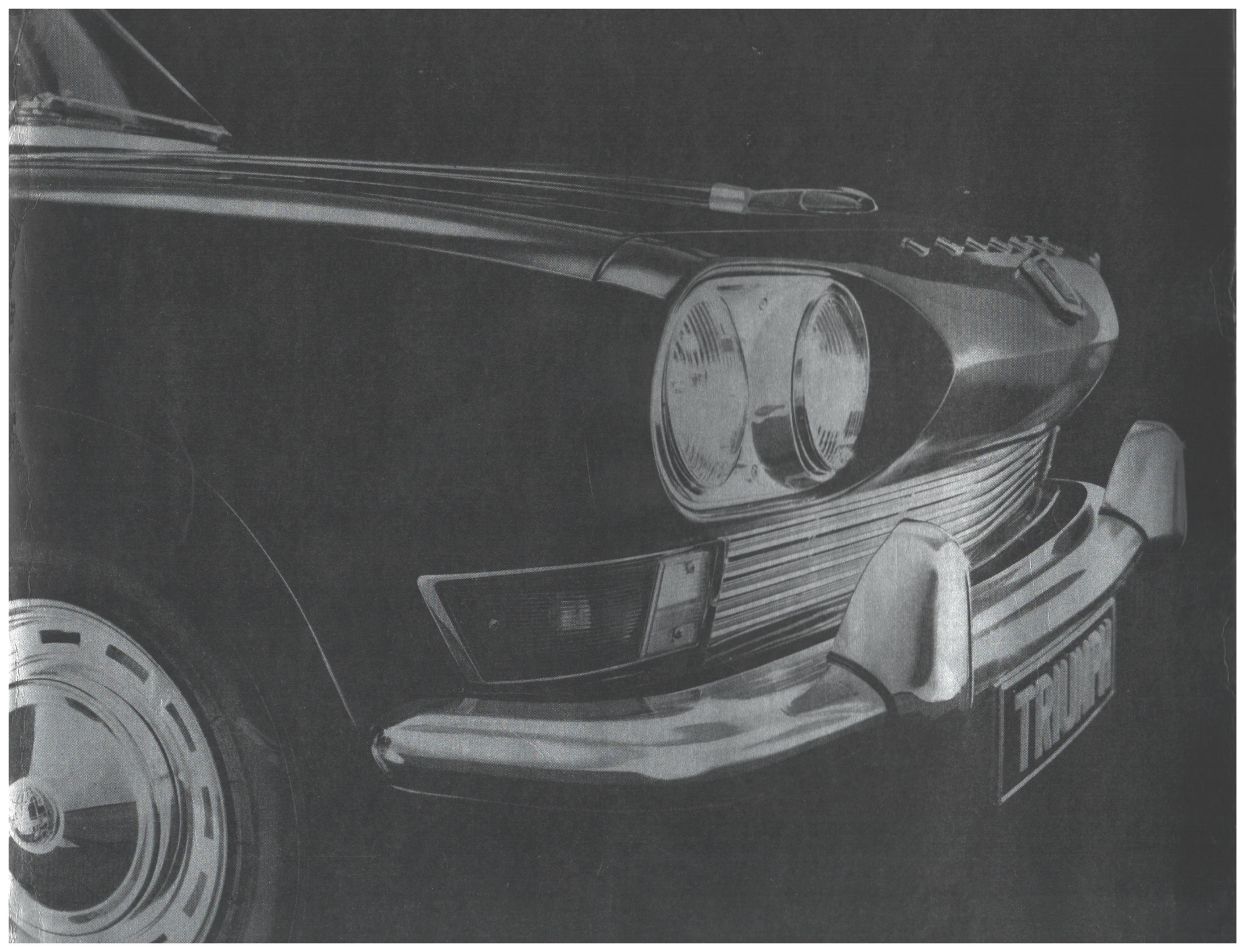
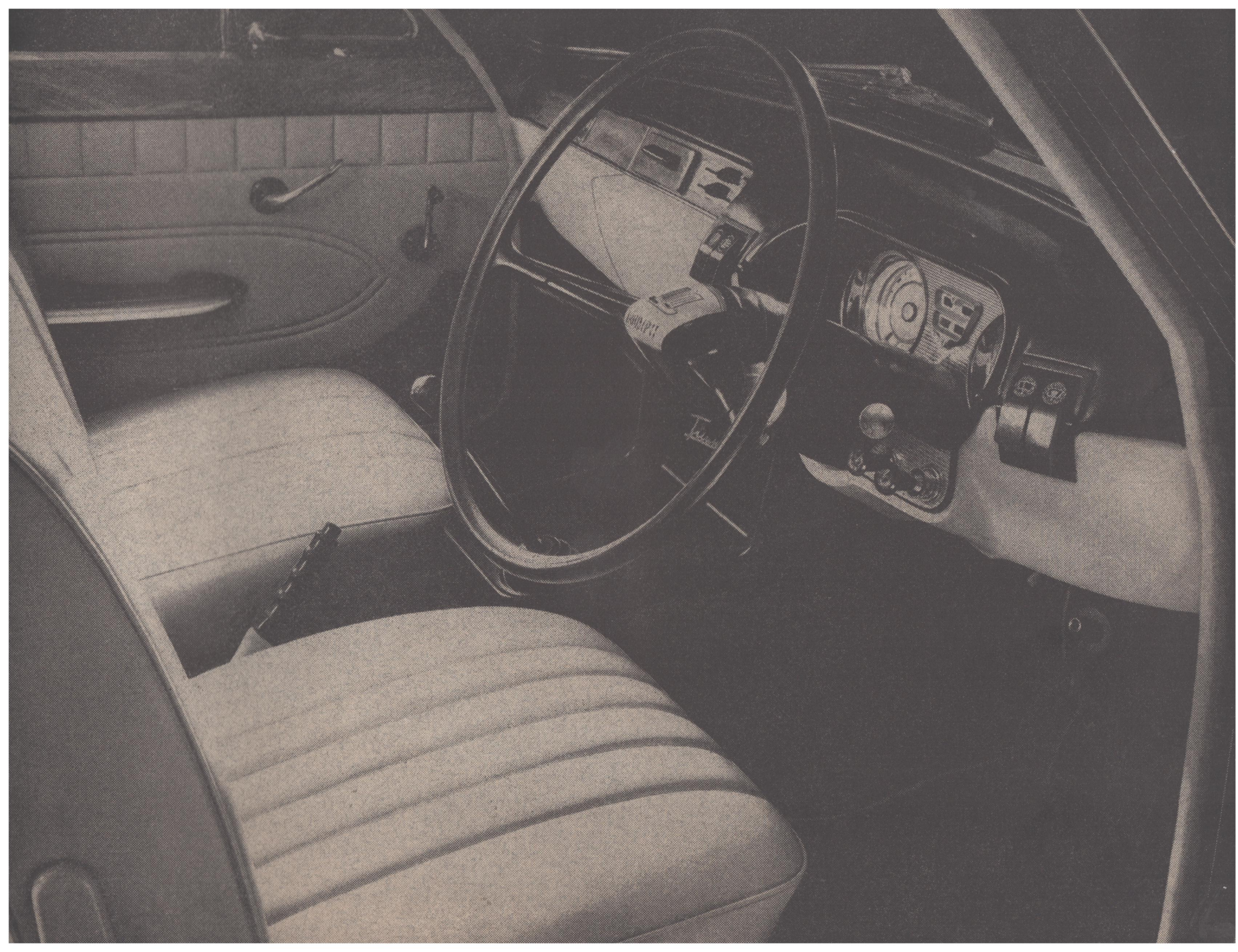


The new 6-cylinder  
**TRIUMPH 2000**











## THE NEW TRIUMPH 2000

When you drive the new Triumph 2000 for the first time, you can judge it by two standards of comparison.

You can judge it beside the most expensive car you have ever driven. Triumph believe that in terms of personal comfort, driving pleasure and road handling, the Triumph 2000 will stand comparison beside the most expensive cars produced in the world. And this is how Triumph want this car to be judged. By the best. Not because Triumph made the new 2000 as a rival to the great luxury cars. But because Triumph believe that the new 2000 shares many of their most desirable characteristics.

The other way to judge the new Triumph 2000 is beside its direct competitors in the same price bracket. And this is where the particular qualities of the car place it in a new class of its own. The Triumph 2000 looks expensive because the high quality of appointment and sophistication of design lift it into a category far beyond its medium price.

A catalogue of the features of a motor car can tell you no more about its character than an inventory of the contents of a house can tell you how 'livable' that house is.

In this book you will find all the attractive features of the new Triumph 2000 listed. On paper, they sound very good indeed—as they are. But it is the *sum total* of these features that make the car unique. And this sum total is something you can only experience first-hand by driving the car.

Twenty minutes at the wheel of the Triumph 2000 will impress you far, far more than anything you read here. This book can tell you Michelotti styled the car. It cannot reproduce the three-dimensional harmony of his design from the tapered bonnet to the taut decisiveness of the rear.

The book can describe the mechanical refinement of the six-cylinder engine. It cannot demonstrate how this engine translates abundant power into swift, silent mile-eating.

The book can preach the virtues of the Triumph 2000 all-round fully independent suspension. It cannot give you the impression of the smooth, sure buoyancy which just one hundred yards in the car will pass on to you. This book can dwell at length on the sumptuous fittings of the Triumph 2000. It cannot give you a tenth of the feeling of supreme well-being you get when you actually sit in the car and feel the texture of the upholstery and the smooth polished woodwork.

This book can tell you that the Triumph 2000 comfortably accommodates 5 people (although it is no larger overall than its direct competitors)—but it cannot convey the sense of leg-stretching comfort that is evident when you sit in the seats.

The Triumph 2000 has been designed with one thought in mind. To make motoring the civilised pleasure it should be for the driver and his passengers. You will only know if it has succeeded by driving it yourself.





T R I U M P H

9082 VC













**A new angle on luxury** The front seats of the new Triumph 2000 can be adjusted to any angle from upright to horizontal. For the driver with his own driving position, this is as good as an individually-tailored seat. For the passenger who wants to relax completely, the Triumph 2000 has virtually a built-in divan.









THE NEW 6-CYLINDER TRIUMPH 2000





In a class of its own. Sumptuous as a limousine. As distinguished as a *grand luxe* car. And yet practical as a saloon car should be. Room for five with generous

leg and head room both in the front and the rear. And the most practical note of all : the Triumph 2000 costs little more than run-of-the-mill cars.



## 27 DESIGN FEATURES TO MAKE DRIVING A PLEASURE

**1 Four-eye Vision** Twin sealed-beam head-lamps for safer night driving under all traffic conditions.

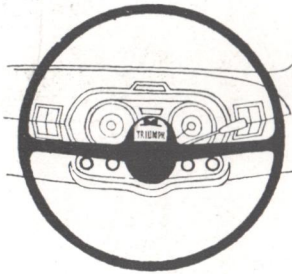
**2 Tapered Bonnet** Beautiful and wise — you see the road to within six feet of the car.

**3 6-cylinder Silkiness** The Triumph 2000 is not the cheapest 6-cylinder car, but it is unquestionably one of the smoothest, and that's what you pay for (you can pay much more and still only get a 4-cylinder engine).

**4 Tight Reins** The Triumph 2000 has rack-and-pinion steering — there is no more positive way of changing direction.

**5 Walnut Facia** Elegant, restrained, sensible (padded on upper edge).

**6 Instruments** Include such refinements as temperature gauge and ammeter. The warning lights include choke and low fuel. All the instruments are deeply recessed.



**7 Piano Key Controls** These completely new switches are most handsome and simple. You always get the switch you want, first go, with no fumbling and no looking down.

**8 No-loss Cooling System** The radiator has a separate chamber to collect any overflow and return it to the system.

**9 Child-proof Locks** Fitted to all doors.

**10 Beautiful New Clutch** The new diaphragm spring clutch calls for less pedal pressure than before, resulting in less fatigue at the end of a day's driving.

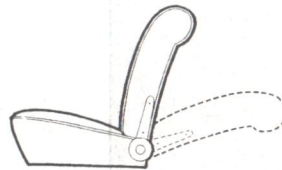
**11 Deep Windscreen** Zone-toughened for safety. Your vision can sweep from ground level to the rooftops at a glance.

**12 Low-profile Roofline** The Triumph 2000 stands only 4 ft 8 in high. This creates both beauty in appearance and the ideal shape for fast driving.

**13 Back-and-front Heater** Fresh air warmth reaches both front and rear of the car through separate ducts. A 2-speed motor is fitted.

**14 Separate Front Seats** Three people cannot sit in the twin front seats of the Triumph 2000. But for two people it's really spacious and comfortable.

**15 Reclining Seats** Both front seats adjust to any position from near-horizontal to vertical. For the driver, tailor-made comfort. For the passenger, a sleeping berth.



**16 Head-room, Hip-room** When three big men sit in the back, no one is hemmed in, no one bangs his head. The Triumph 2000 takes a full five.

**17 Wood where Wood belongs** Each door has a window-sill of polished walnut—elegant and practical. Wood stays cool in the summer, looks good always.

**18 Tread Plates** Polished aluminium tread strips are fitted to the door sills. Useful as well as decorative, they protect the paintwork at its most vulnerable part.

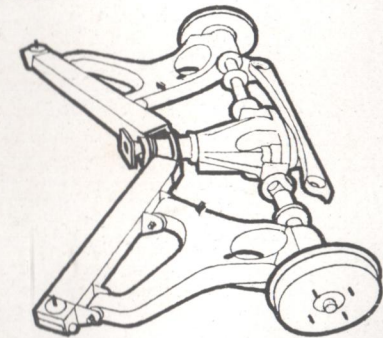
**19 Super-soft Upholstery** The luxuriously buoyant material makes the softest seating you ever found in a car. (Wears longer too—because it is never under strain).

**20 Look Back in Ease** The exceptional depth of the rear window gives excellent rearward vision. The swept-back lip to the roofline is designed to carry rain clear of the rear window.

**21 Safety, Front and Rear** The Triumph 2000 has safety-belt anchorages for both the front and the rear passengers.

**22 Discs to the Fore** Servo-assisted disc brakes on the front wheels give the Triumph 2000 stopping power to match its performance.

**23 Fully Independent Suspension — All Round** This refinement puts the Triumph 2000 in an almost unique class among quality cars. Semi-trailing arms at the rear give the car outstanding handling characteristics.



**24 Carpet to Boot** Sumptuous tailored carpets line the 13-cu-ft boot entirely. The spring-loaded lid props itself up.

**25 Sideways Flashers** Neat direction indicators on the door pillars relay your intentions to motorists and pedestrians on either side of your car.

**26 Backward Glance** Few cars today give you the luxury of a built-in reversing lamp. The Triumph 2000 fits not one but two!

**27 Fleet-of-footnote** Enthusiasts may feel that a car handling so beautifully deserves overdrive and Dunlop SP tyres. Both are optional extras. So is Borg-Warner automatic transmission.









The boot of the Triumph 2000 holds thirteen cubic feet of luggage (which can be translated into a lot of suitcases). Two detail points demonstrate the thoughtfulness of the design. The boot is lined throughout with a fitted carpet, and the spare wheel stands at one side for easy removal without unpacking luggage.



# TRIUMPH 2000 SPECIFICATION

4-door 5-seat luxury saloon. 6-light steel-panelled coach-work.

**General equipment** includes heater, twin sun visors, moulded pile carpets, cigarette lighter, wood cappings on door and waist, attachments for safety harness.

**Exterior equipment** includes sealed beam headlamps, direction indicator repeater lamps on side posts, polished aluminium sill plates, tool roll.

**Controls** include warning lights for low fuel, choke, main beam, ignition and low oil pressure.

**Upholstery** PVC leathercloth. Separate front seats with reclining adjustment and arm-rests. Divan rear seat with wide centre arm-rest.

## Dimensions

Length	... ..	14 ft. 5 $\frac{3}{4}$ in.	4415 mm.
Width	... ..	5 ft. 5 in.	1650 mm.
Height unladen	... ..	4 ft. 8 in.	1430 mm.
Wheelbase	... ..	8 ft. 10 in.	2690 mm.
Track Front	... ..	4 ft. 6 in.	1370 mm.
Rear	... ..	4 ft. 2 $\frac{3}{8}$ in.	1280 mm.
Ground clearance (static laden)	... ..	7 in.	180 mm.
Turning circle	... ..	31 ft.	9.5 metres
		In.	mm.
Front seat effective width	... ..	50	1270
Front head room	... ..	35	890
Steering wheel clearance from seat cushion (min.)	... ..	5 $\frac{1}{2}$	140
Front squab to clutch pedal	... ..	32-37	815-940
Rear seat effective width	... ..	49	1245
Rear head room	... ..	33 $\frac{1}{2}$	850
Rear squab to back of front seat	... ..	27 $\frac{1}{2}$ -33	700-840
Maximum interior height	... ..	46	1170
Maximum interior width	... ..	55 $\frac{1}{4}$	1405

## Weight

Dry (excl. extra equipment)...	22 cwt.	1120 kg.
Complete (incl. fuel, oil, tools and water) ... ..	23 cwt.	1170 kg.
Max. gross vehicle weight ...	31 cwt.	1575 kg.

## Capacities

Fuel tank	... ..	14 galls.	63.6 litres
Engine (drain and refill)	... ..	7 pints	4 litres
Gearbox	... ..	2 pints	1.14 litres
With overdrive	... ..	4 pints	2.28 litres
Rear axle	... ..	2 $\frac{1}{4}$ pints	1.28 litres
Cooling system (incl. water bottle)	... ..	13 $\frac{1}{2}$ pints	7.66 litres

**Tyres** Dunlop 6.50—13 medium low profile.

**Luggage Boot** Capacity ... 13 cu. ft. 0.41 cu.m.

## Engine

Number of cylinders	... ..	6
Bore of cylinders	... ..	74.7 mm. 2.94 in.
Stroke of crank	... ..	76 mm. 2.992 in.
Capacity	... ..	1998 c.c. 122 cu. in.
Maximum power	... ..	90 b.h.p. at 5000 r.p.m.
Maximum torque	... ..	1405 lb. in. at 2900 r.p.m.
		(Equivalent to 145 lb./sq. in. b.m.e.p.).

## Performance

Acceleration	... ..	Speed range	Time (sec.)
Top	... ..	20-40 m.p.h.	9.1
Top	... ..	30-50 m.p.h.	6.4
Top	... ..	40-60 m.p.h.	10.2
Thro' Gears	... ..	0-50 m.p.h.	10.9
		0-60 m.p.h.	14.6
		30-60 Km.p.h.	8.8
Top	... ..	50-80 Km.p.h.	9.2
Top	... ..	70-100 Km.p.h.	9.7
Thro' Gears	... ..	0-80 Km.p.h.	10.9
		0-100 Km.p.h.	15.5

Maximum speed ... .. 95 m.p.h.  
Road speed at 1000 r.p.m. in top gear—16.91 m.p.h.  
Road speed at 2,500 ft/min. piston speed in top gear, 87.5 m.p.h.

## Transmission

**Clutch** Diaphragm pattern, 8 $\frac{1}{2}$  in. dia.  
**Gearbox** Four forward speeds and reverse. Synchromesh on all forward gears. Remote control gear lever centrally mounted.

	Top	3rd	2nd	1st	Rev.
<i>Ratios</i>	1	1.386	2.100	3.281	3.369
<i>Overall ratios</i>	4.10	5.68	8.61	13.45	13.81

## Suspension

**Front** Independent suspension with single lower wishbones and combined with coil spring and telescopic damper units.  
**Rear** Semi-trailing arm independent suspension with coil springs controlled by telescopic direct acting hydraulic dampers. Mounted on rubber insulated sub-frame with rubber spring insulation.

**Brakes** 9 $\frac{1}{4}$  in. caliper brakes on front wheels. Drum brakes 9 in. dia. x 1 $\frac{3}{4}$  in. wide, one leading, one trailing shoe, on rear wheels.

## Direct acting servo.

Front swept area	... ..	190 sq. in.
Rear swept area	... ..	99 sq. in.
Total swept area	... ..	289 sq. in.

Maximum Retardation 91g equivalent to stopping from 30 m.p.h. in 33 ft.

**Steering** Rack and pinion. Two spoke steering wheel 16 $\frac{1}{2}$  in. dia., 4 $\frac{1}{4}$  turns lock to lock.

**Battery** 12V. 51 A.H. located under bonnet.

## Optional Items at extra cost

Borg-Warner transmission.  
Dunlop SP 175/6.5—13 tyres.  
Laycock de Normanville overdrive on top two gears.  
Ratio of .82 gives overall ratios and engine speeds :  
*Overall ratio* O/D 3rd 4.66 O/D Top 3.36.  
Road speed at 1,000 r.p.m. in O/D Top 20.6 m.p.h.  
Mean piston speed at maximum road speed in O/D Top 2240 ft/min.

## 12 MONTH GUARANTEE

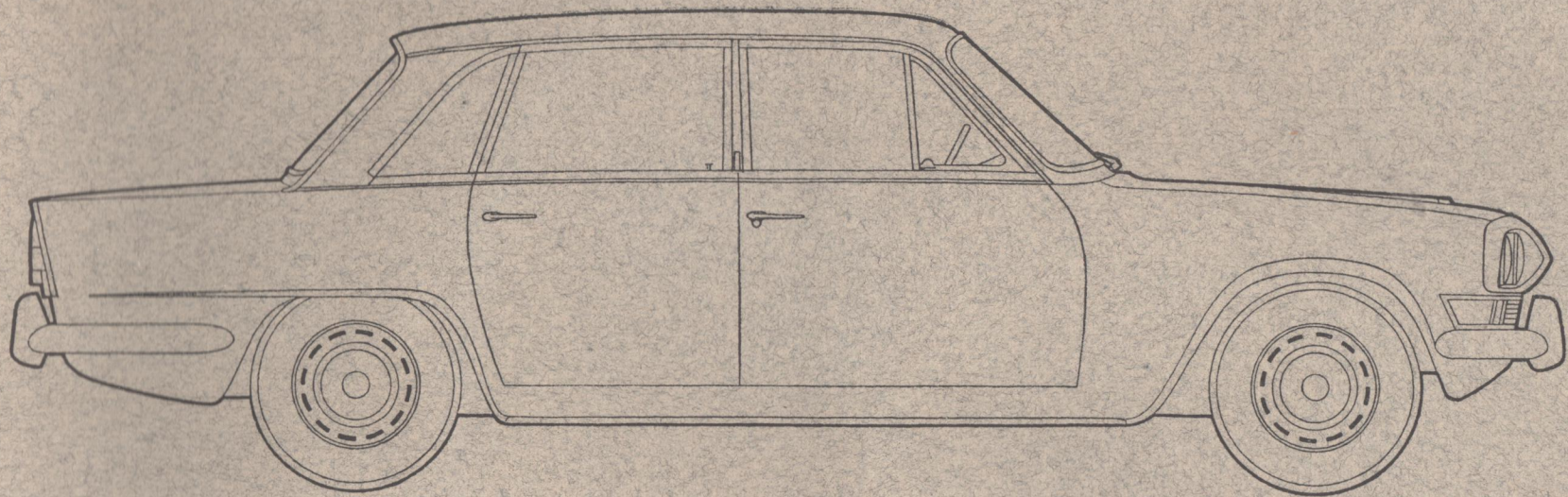
Stanpart Service all over the world

## Conditions of Sale

The goods manufactured by the Standard-Triumph group are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. The Manufacturer reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex-works. The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departures from the specification, design or equipment detailed in its various publications.

Every precaution has been taken to ensure the accuracy of this publication, but the Manufacturer accepts no liability for errors or omissions.





## SIX SPECIAL VIRTUES OF THE TRIUMPH 2000

The smooth silence of six cylinders

The four-wheel fully independent suspension

The reclining front seats

The generous room for five

The heater with separate ducts to front and rear

The modest price



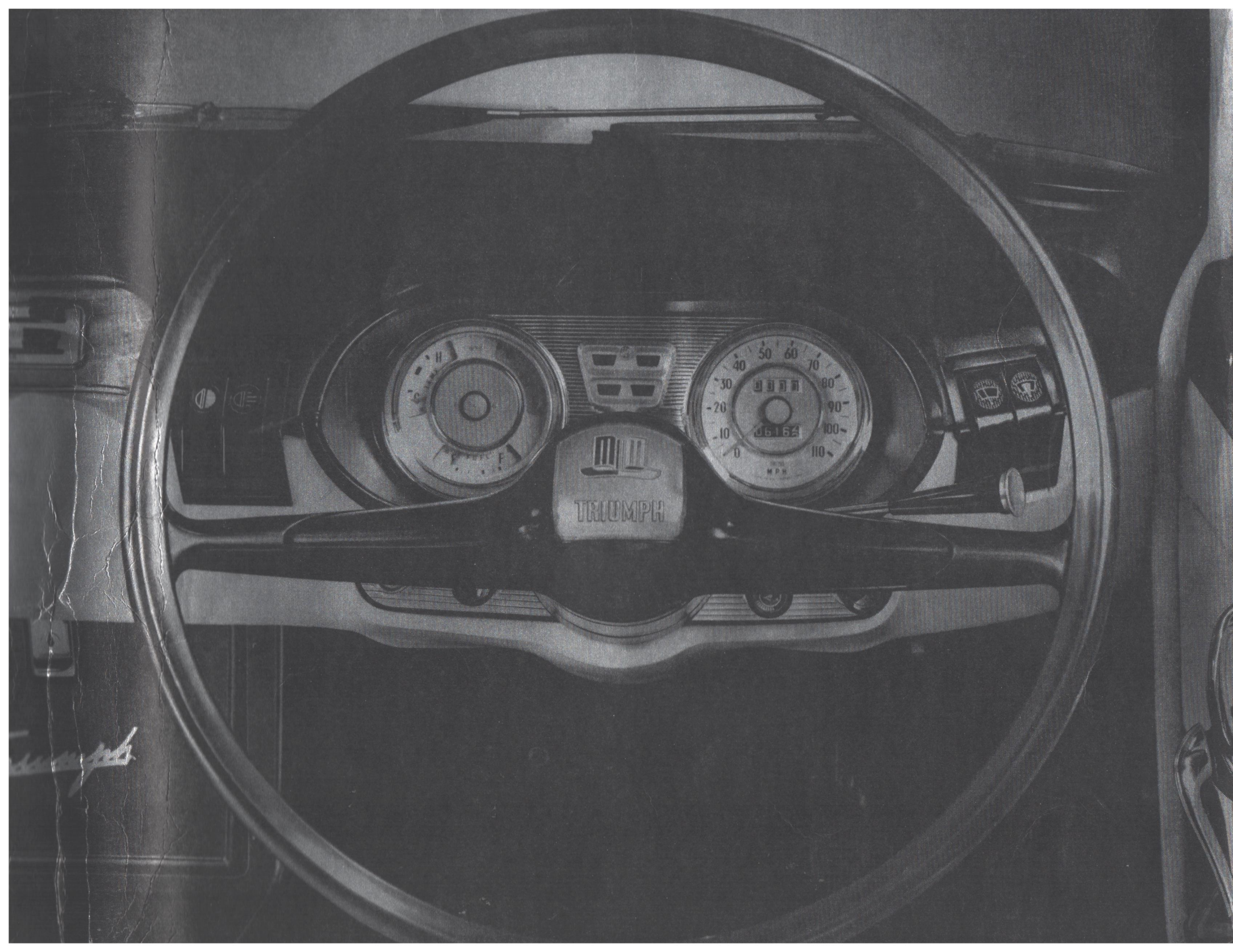
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TRIUMPH 2000









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