1967 TRIUMPH TR6

1967 TRIUMPH TR6 BY THE NUMBERS

ENGINE MODS
Hepworth & Grandage pistons replaced the Triumph units, while the 9.0:1 compression ratio remained unchanged. Starting with engine #DU63043 the final exhaust cam oiling scheme was introduced. Called "timed tappets", oil was fed to the exhaust tappet block at full & constant pressure, & the exhaust cam pushed the tappets up, they opened small oil ports that provided oiling to the exhaust cam lobes. Starting with engine #DU63241 an O-ring was installed on the tappet blocks to prevent oil seepage between the tappet blocks & the barrels. The oil pump was increased in scavenge capacity.

NEW CONCENTRIC CARB
Gone was the age-old Amal Monobloc carburetor. Starting with engine #DU63043 the 1967 Triumph TR6 got a new Amal Concentric (#R930/9-B) with a 30mm bore.

GEARBOX CHANGES
A new mainshaft with longer threads allowed the use of a self-locking nut. Alternate engagement dogs on the mainshaft second gear were deleted to ease shifting.

FRAME & CYCLE GEAR
The anti-theft steering lock was moved from the middle of the steering head to the bottom, now threaded for adjustment. All threads on the frames were now converted to UNF. A new fork top lug went along with the new lock set up. Front fork gaiters now got spring clips to secure them. From Engine #DU54659, O-rings were added to the fork seal holders to help prevent seepage.
BODY WORK
The parcel rack was eliminated from US models, & so the US-market tanks lost the threaded mounting lugs. From #DUS4659, the oil tank reverted back to the old top-end oiling set up from 1965.

1967 Triumph TR6 SPECIFICATIONS:

MODEL DESIGNATIONS:
1967 Triumph TR6................................. Standard 1967 Triumph
TR6C........................................... Off-Road/Street
1967 Triumph TR6R............................. Roadster
1967 Triumph TR6P............................. Police

ENGINE:
Engine type....................................... OHV vertical twin
Horsepower at RPM................................ 42 BHP @ 6,500 rpm
Bore................................................ 71mm / 2.79"
Stroke............................................. 82mm / 3.23"
Displacement.................................... 649cc / 40 cu. in.
Compression Ratio............................. 8.5:1

Valve Clearance (cold):
Inlet................................................ 0.05mm / 0.002"
Exhaust............................................ 0.10mm / 0.004"

Valve Timing:
Inlet Valve Opens.............................. 34 degrees BTDC
Inlet Valve Closes.............................. 55 degrees BTDC
Exhaust Valve Opens.......................... 55 degrees BTDC
Exhaust Valve Closes.......................... 27 degrees BTDC

IGNITION:
Ignition Breaker Gap............................. 0.4mm / 0.015"
Spark Plug Gap.................................. 0.50mm / 0.020"
Timing (static)................................... 14 degrees BTDC
Timing (fully advanced):........................ 38 degrees BTDC

CARBURETOR (1):
Type........................................ Amal Concentric R930/9-B
Throat Size....................................... 30mm
Main Jet........................................... 230
Needle Jet........................................ .106
Needle Position.................................. 2
Needle Type.......................................622/124
Throttle Valve Cutaway........................... 3-1/2
Pilot Jet............................................ 25

TRANSMISSION:
Speeds.............................................. 4

Gear Ratios:
4th - Top........................................... 5.84
3rd - Third......................................... 6.76
2nd - Second..................................... 8.17
1st - Bottom..................................... 11.8

CLUTCH:
Type................................................ Multi-plate, wet
Number of Plates:
Drive Plates...................................... 6
Driven Plates..................................... 6

SPROCKETS:
Engine............................................. 29 teeth
Clutch............................................. 58 teeth
Gearbox.......................................... 19 teeth
Rear Wheel...................................... 46 teeth

CHAIN:
Primary, pitch.................................. 3/8" triplex
Primary, length.................................. 84 links
Final Drive, pitch.............................. 5/8" X .400" X 3/8"
Final Drive, length............................. 106 links

CAPACITIES:
Fuel (US versions).............................. 3 Imp. gal.
Fuel (UK & export versions)................... 4 Imp. gal.
Oil Tank.......................................... 6 pints / 3 L
Gearbox........................................... 1 pt / 500cc
Primary Chaincase............................. 1/4 pt / 150cc
Front Forks..................................... 6.4 oz. / 190cc

TIRES:
Front............................................... 3.25 X 19"
Rear.............................................. 4.00 X 18"

SUSPENSION:
Front............................................... Telescopic Forks
Rear............................................... Swing Arm
BRAKES:
Front............................................... 8" / 20.32cm SLS
Rear................................................ 7" / 17.78cm SLS

DIMENSIONS:
Seat Height...................................... 32.5" / 77.5cm
Wheelbase........................................ 54.5" / 140.3cm
Length............................................ 85.5" / 202cm
Width............................................... 28.9" / 72cm
Ground Clearance.............................. 5" / 12.7cm
Weight, unladen................................ 380 lbs / 165kg

TRIUMPH MOTORCYCLE BOOKS

TALES OF TRIUMPH & MERIDEN

TRIUMPH MOTORCYCLES: TRIUMPH ENGINEERING CO.

TRIUMPH WORKSHOP MANUAL, 1935-1939

TRIUMPH WORKSHOP MANUAL, 1937-1951
TRIUMPH 650 & 750 TWINS

Triumph 650cc and 750cc Twins

Matthew Yale

ESSENTIAL BUYERS GUIDE TO TRIUMPH BONNEVILLE

The Essential Buyer’s Guide

TRIUMPH BONNEVILLE

TR BONNEVILLE 2001-08

TR BONNEVILLE, PORTRAIT OF LEGEND

TR BONNEVILLE: T120/T140
TRIUMPH MC RESTORATION

TRIUMPH MOTORCYCLE RESTORATION

TRIUMPH TRIPLES & FOURS

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