

# Triumph Tr250 Production Information

The first TR 250 was assembled on 11 July 1967. CP2, the first production Tr5, was built August 29<sup>th</sup> of that year. The first cars built in 1968 were CD2685L and CP586 respectively. The last on 19 September 1968 for both variants being CD8594L and CP3101. 8,484 TR250s were built for the export market, mostly destined for the U.S. 1,161 Tr5s were kept in the home market while 1690 were exported, another 96 Tr5s were built as CKD kits for a total of 2947 cars. TR 5's, they were both LHD and RHD according to country of delivery. A few 250's did stay in Europe via the European delivery program but it was not the norm. The difference in actual production and commission numbers is attributed to rebadging and numbers being assigned to cars that were never built.

CD 1 built 11 July 1967 to CD 2357; CD 2358, built 1 Jan. 1968 to CD 8594 built 19 Sept. 1968

CP 2 built 29 August 1967 to CP 585; CP 586 built 1 Jan. 1968 to CP 3101 built 19 Sept. 1968

The IRS system became standard fitment and the solid axle was no longer available. Deeper seats with more structure were introduced.

## Paint Color

TR250s and 5s came with the same paint options, these color combinations are described below.

Paint	Code	Trim	Code
Black <sup>2</sup>	11	Black, Matador Red, Light Tan	11, 12, 13
New White	19	Black, Matador Red	11, 12
Triumph Racing Green aka Conifer Green	25	Black, Matador Red, Light Tan	11, 12, 13
Wedgewood Blue	26	Black, Midnight Blue	11, 16
Signal Red	32	Black	11
Jasmine Yellow	34	Black, Light Tan	11, 13
Royal Blue	56	Black, Shadow Blue <sup>1</sup>	11, 27
Valencia Blue	66	Black, Light Tan, Shadow Blue	11, 13, 27

1) Midnight blue may have been available on Royal blue cars.

2) Black was defiantly available on the TR 250 and possibly the TR5, though it was very rare.

Wheelbase: 88"  
Front Track(Disc): 49.25"  
Front Track(Wires): 49.75"  
Rear Track(Disc): 48.75"  
Rear Track(Wire): 49.25"

Length: 153.6"  
Width: 58"  
Height: 50" (top up)  
Ground Clearance: 6"  
Kerb Weight 2277 lb

#### Engine:

The TR250 was powered by a 2,498 cc inline-six cylinder engine producing 111 bhp at 4,500 rpm  
Valve clearance: .010" Cold  
Spark Plug: Champion N12Y  
Ignition Coil: Lucas HA12 3 ohm. (SA12 Red top available)

Turning circle: 33 ft  
Tire size: 185HR15  
Tire Brand: Goodyear G800 or Michelin X, both redline.  
Wheel size: 4.5"x15 (Steel) 4.5"x15 60 Spoke (Wire)  
Silverstone Aluminum or Magnesium wheels could be purchased from the dealer in 6"x15

#### Suspension Geometry (2 up condition)

Front Toe 0-1/16" toe in  
Front Camber -1/4 degree +/- 1/2 degree  
Rear Toe 0-1/16" toe in  
Rear Camber -1 Degree +/- 1/2 degree  
Front Caster 2 3/4 degrees +/- 1/2 degree  
King Pin Inclination 9 1/4 degrees +/- 3/4 degree

#### Capacities:

Fuel tank: 13.5 US gal  
Engine sump: 5 qts  
Gearbox: 2.4 pts (4.2 with O/D)  
Rear Axle: 1.8 pts  
Cooling system (with heater): 6.6 qts

#### Battery:

UK fitment: C9  
USA fitment: CZ9  
Cold weather: CZ11

A new group 27 battery fits properly in the car.

#### Performance:

Standing Quarter Mile: 18.5 seconds  
Fuel consumption: 23.5 miles per US gallon

The exterior changes to the TR250 were subtle but easily found when pointed out.

The front grill no longer had a hole for a crank. It also seems Triumph struggled with supply of the grills. Two versions are known, the earlier having a rounded edge on the louvers, the later being a sharp corner. The front bullet lights in the grill became amber to comply with new regulations in the USA. The front valence gained a large center hole to increase cooling.



The upper fender beading was a taller profile with the door piece tapering down. The beading between the fenders and body was painted for the TR250, unlike the TR4A. A single piece of beading was added along the rocker line along with rock chip paint below the beading.

Wheels were slightly changed for the TR250. The steel wheel remained the same at 4.5"x15" but the tire was increased to a 185HR15 and the hubcaps were changed to the Rostyle. Wire wheels remained the same at 60 spoke chrome or silver painted were both available.



A new style "Monza" cap was debuted on the 250, it was magnetic and larger than the 4A/5 cap. It was plated steel, probably zinc plating as it has no luster to the finish. There are two versions of the 250 cap, the difference is noticeable in the step which prevents the cap from opening past 90 degrees. It seems earlier cars had the large step (Right), later cars the step was modified to be less visible (Left). A technical service bulletin from BL indicated that dealers should rotate the cap 45 degrees counter clockwise to prevent the cap opening in the event of a collision.

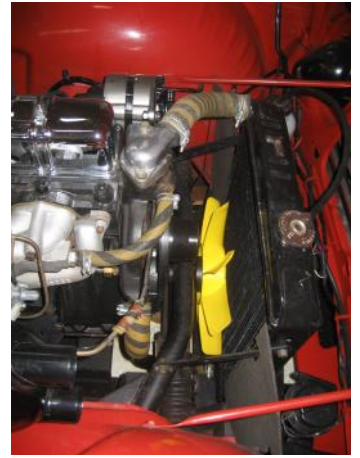


All TR250s were fitted with a silver hood stripe. The stripe was pointed in the middle of the hood and angled aft as it went outward.

The hood and trunk badges were chrome with cream background. The two fender badges were chrome with black lettering on a piece of foil stuck in the middle of the badge.



TR 250s were fitted with yellow and black striped hoses. These hoses were manufactured in at least two styles, one which was a cloth striped cover over a black hose and the second was a two piece rubber system that was wrapped and vulcanized on to make the outer sleeve of hose. The second type was vulcanized in a braided steel sleeve thus it has a different texture than the cloth wrapped type. All hoses should be fitted with wire type clamps.



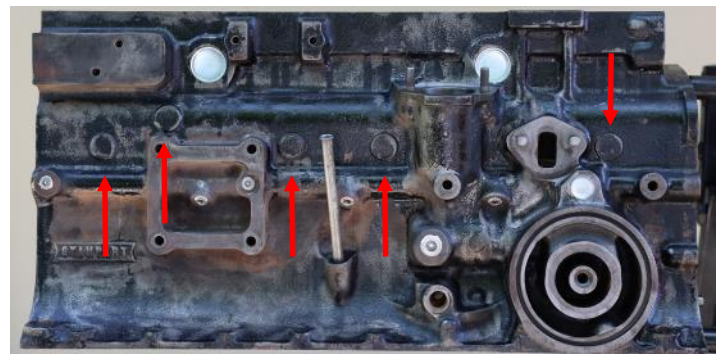
Timing covers should have four depressed sections on the upper portion with sound deadener. Covers should be painted black with sound deadener on the upper portion as seen here on an NOS cover. The sound deadener usually a tan color and should not be painted. Deadener applied during production was not nearly as neat as shown here.

Oil filter housings were made by AC and generally finished silver.

There is strong evidence showing 250 blocks were marked with a "156" in yellow and an addition number in red paint. It is suggested that these were inspectors markings. I have seen more than 10 blocks with this paint scheme. It does seem that on later blocks the 156 was oriented vertically on the raised portion of the casting just in front of the drain valve.



All TR250/TR5 engine block have 5 raised discs in the casting on the distributor side. An original block can be easily discerned using these castings.



TR250s were fitted with enhanced emissions equipment to meet ever more stringent regulations. The most difficult piece of this equipment is the vacuum control valve. It is bolted to the throttle linkage below the front carburetor. This valve is often lost or non functional.

All cars were fitted with a 4 speed 4 syncro transmission. This could be upgraded to include overdrive at the factory or at the dealership during purchase. If overdrive was installed at the factory a "O" will be stamped in the commission plate following the commission number and the "L" if left hand drive.

## Tops

The convertible tops, top boot and tonneau covers fitted to all TR250's were all manufactured from the same basic material: a "crushed" grain vinyl over a natural or tan colored canvas. The closest available material at this writing is British Everflex, which is reputedly the original material, with minor improvements. Tops were offered in black or white. The backing canvas was usually tan. The top boot was made of the same material as the top and had two strips of piping. It was color keyed to the interior so for all cars except those with a tan interior the piping was white, tan cars had tan piping throughout. The tops on the TR250s/5s were sewn together, as opposed to heat pressed like the rear windows. The thread observed on the original tops appears buff in color, although this may be the result of years of fading, accumulated dirt, or both. The main seams of these tops run along the width of the top over the hoodstick bows, as well as from the edge of the windshield along the window edge and down to the rear fastener strip. The front of the top is fitted with a rubber seal retained by metal channel. There should be two reflective strips sewn into the tops on 250s, the first follows the upper edge of the window, the second follows the aft top bow across the width of the top.



## Interior

Both leather and vinyl trim was available on the cars, with the standard being Ambla. The leather upgrade was to be denoted by an "H" prefix on the commission plate but multiple original leather cars bare no extra marking on the commission plate. The upgrade only impacted the seat material, the remainder of the interior still being Ambla. All seats were trimmed along the outer seams with 4mm hollow PCV piping either white or color matched in the case of a tan interior. The seats had a diamond pattern heat stamped into the center sections with a small hole at the center of the diamond. The diamonds were two per strip of material and offset from each other. The piping in the center portion of the seat was wrapped in same material as the seat unlike the edge piping which was smooth PCV. A leather covered shift knob with leather gaiter and leather wrapped steering wheel were added to "enhance driving feel and control".



## Dashboard

The wood dashboard remained but the gauges were now trimmed in satin black rims instead of chrome. For the majority of production the wood was book matched in the center, this went away in the last 500-750 cars. The ashtray was moved from the gauge area to the middle of the dash padding. The dash light rheostat was moved onto the dashboard. The wiper switches were also moved to the dashboard for ease of use. New eyeball vents were introduced and two vents were added pointed toward the footwell area.



## Seat Belts

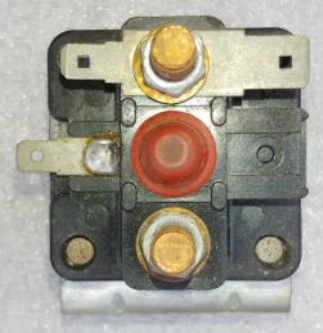
Seat belts could be factory fitted or installed by the dealer and vary slightly. The factory offering included a shoulder belt and there was no rollup mechanism. These were manufactured by Britax with black webbing, silver cadmium plated hooks, and a chromed seat belt latch. The latch cover was painted black had a release button in the middle with a "Stanpart" logo and "Press to Release". The US dealer offering was often a three piece lap and shoulder belt with a recoil mechanism.



## Carpet Fabric

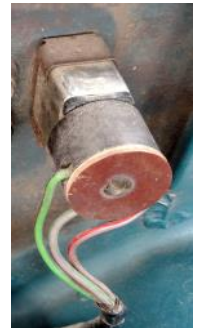
Cars were fitted with a wool synthetic blend carpet, resembling tufted nylon but not identical. The floor carpets were bound in vinyl to match the carpet color on all wearing edges. All carpet was dyed to the correct color as identified on the commission plate. All floor carpet was underlaid with jute material for padding.

The Tr250 was the first in the TR line to offer an alternator. A Lucas 15AC unit was fitted with an external 4TR regulator.



The starter solenoid was new for the 250, with the unit becoming square with a red button in the center for manual operation. It was fitted to the right side of the battery box.

Tr250s were the first Triumphs to offer a Hazard flasher system. This resulted in a unique flat faced hazard switch being debuted. This switch was fitted such that the triangle pointed up, and the top portion was depressed when the switch was off. This system also used a special US manufactured 3 prong flasher which mated with a unique round plug on the wiring harness. These plugs are not replicated on new harnesses



All Tr250 wiring harnesses were fitted with a Lucas decal near the alternator.



Many cars were fitted with Lucas brand black spark plug wires and champion brand-bakelite spark plug caps.



TR250 tail lights were very similar to the TR4A unit except the lenses were changed to have vertical fins instead of circular. Both Red/Red and Amber/Red lenses were fitted to the cars based on state of delivery. Front spire lights were changed from white to amber to comply with new regulations, the side facing lamp no longer flashed.



Badges and lights were added to the rear fenders along with reverse lights just below the brake light housings. For cars delivered in Germany and Denmark, extra license plate lighting was added by using two TR3 style lights turned upside down and fastened to the trunk.

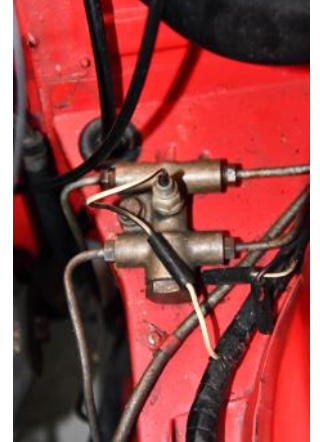


The Tr250 incorporated multiple safety improvements:

A steering rack brace was added to help prevent it collapsing into the cockpit.



A brake pressure differential warning actuator (PDWA) was developed to isolate the front or rear brake systems in the event of a partial failure. This system added an indicator light to the dash board to alert the driver. The brake system also benefited from an upgrade with the previously optional brake booster becoming standard fitment on all cars.



The front lower control arms were fitted with a second stud to attach them to the frame, solving the failure problem which was noted in the 4A.

Options:

Radios:

It is known that a common choice for radio was a Bendix 8BTR, having five rounded head buttons, a chrome bezel, and two large black knobs. The radio was AM only, and had a Triumph logo in the center below the scale. A less common choice was the 7BTRX which was normally installed in TR4As but may have been used by dealers who had them available. The second radio option was AM/FM with all chrome buttons and knobs. It was also manufactured by Bendix, model number FBTR and did not contain any triumph badging.

A fiberglass hardtop was available to the USA only, having a single rear window and being very angular in design.

A "TS" (touring and safety) kit consisting of first-aid equipment, flares, trouble lights, and a selection of spare parts. These spare parts often included a head gasket, fan belt, spark plug, set of hoses, distributor cover, rotor arm, condenser, contact set, water pump seal, fuel pump diaphragm, oil and fuel flexible pipes, inlet and exhaust valves, valve spring set, rocker cover gasket, and a set of spare bulbs.

AMCO luggage rack with additional ski rack attachment was offered by Amco. The luggage rack was fitted to the trunk hinges and license plate mount holes.

AMCO front grill guard was offered and bolted to the inner bolt of the bumper bracket and wrapped up around the bumper and across the grill.

An AMCO single piece center console containing a padded armrest (black ambla with white piping), a cigarette lighter, radio speaker, and ashtray. A second design of console contained a rally clock of Kienzle manufacture instead of the cigarette lighter and ashtray.

Air Conditioning was advertised as available though there are no known original examples of this.

An anti-mist panel for the rear window of the Hard top, P/N 566298

An Oil cooler kit (P/N 308367)

A skid plate P/N 308208

An electric screen defroster, P/N 59844, possibly the same version as offered on the TR4/4A cars with suction cups to hold it to the inside of the windshield.

Touch-up paint was offered in ¼ pint tins, aerosol spray cans, or pencils.