

TRIUMPH 2000





Triumph 2000-The idea behind it

WHEN Triumph thought out the 2000 they designed it for the man who brings an awareness of what driving is all about to his motoring. That's why the Triumph 2000 accelerates signally *faster* than its competitors, especially through the key middle ranges (the speeds essential for safe overtaking). Extra money is spent on an independent suspension system that makes the car so footsure as to seem almost bonded to the road. The Triumph 2000 carries five in comfort, it does not attempt to pack six passengers at a pinch.

Lack of bulk makes the Triumph 2000 nimbler, more potent.

The pleasures of real leather

The seat facings of the Triumph 2000 are covered with rich, perforated leather, the most expensive form of upholstery — and the most comfortable. Leather keeps you cool in summer, and retains its shape and rich colour for years. Coach trimming with leather is, of course, a traditional craft. Throughout the construction of the Triumph 2000 you will find the old skilled crafts happily allied with modern manufactur-

ing methods. Example: the Triumph 2000 gearbox has been widely praised for its silent smoothness. It is assembled by men to whom skilled engineering is a heritage. *All* gearboxes are run and tested mechanically before actual installation. Another test is by an electronic apparatus which *listens* to the teeth meshing and makes a pen-tape recording like a cardiograph of its performance. If the Triumph 2000 gearbox is a masterpiece of *pianissimo* it is a combination of skilled craftsmanship and modern technology that makes it so.



Stretching room for five

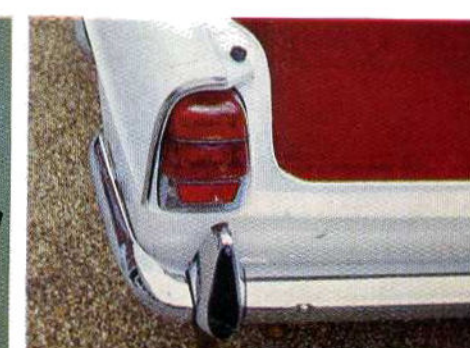
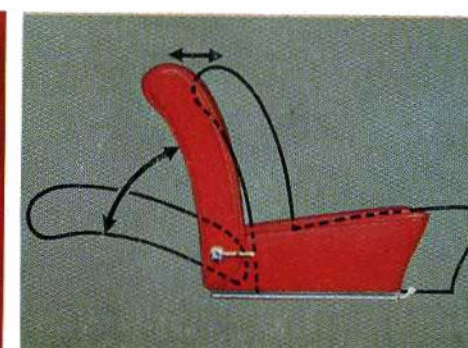
WHEN Triumph considered the length of the 2000 they asked the essential, simple question. *How much does it take to seat five people spaciouly, with 90 b.h.p. in front and a large boot behind?* The answer made the Triumph a foot shorter than other cars of a similar class. It also made the Triumph easier to park, and seconds quicker off the mark. Same thing with the weight. The Triumph weighs about 7 cwt less than some of its competitors. The pleasing thing is how much you

gain by losing all that weight. Naturally the Triumph is lighter to handle, and it accelerates past more ponderous cars in safety and with good grace. Soft seats, deep carpets and lots of room give rear-seat passengers a distinct impression that they are being well looked after. Confirmation comes when they notice that they have their own fresh-air and heater ducts, mounted in the floor behind the front seats. The Triumph 2000 carries five in comfort, and

the front seats recline fully. On long journeys the passenger can relax at full length. Another point — a seat-back that moves through almost 90° offers a driving position tailor-made for your comfort.

The Triumph 2000 has the obliging sort of boot that only seems big when you have lots of luggage, not when you're looking for a parking spot. It carries 13 cu. ft. In terms of suitcases, try four and then add a few.

Outside the boot the Triumph 2000 has twin reversing lights and 'wrap-round' bumpers. The number plate lamp illuminates the boot. The bumpers have overrides with rubber inserts.





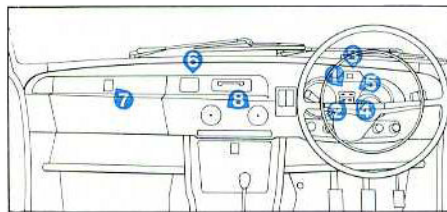
Triumph 2000-set for five



THE Triumph 2000 has a way of making important things *interesting*. Note the instrument layout, set to help the driver at a glance. For example, warning lights for fuel (1), choke (2), main beam (3), ignition (4) and oil pressure (5) are directly in the line-of-sight. A clock (6) has been added to the fascia and all instruments are recessed, out of harm's way. There is walnut where it pleases, and safety padding where it matters. There is ample storage space beneath the fascia, a lockable glove compartment (7) and a lockable cubby-hole in the main console. A vanity mirror is fitted on the passenger's sun visor.

Ventilation - and safety

The ventilation system of the Triumph makes sure the driver and his passengers enjoy the climate, whatever the outside conditions. Briefly, the inside of the Triumph stays warm in winter, cool in summer. The ventilation's primary function is to help to keep the driver alert, and to aid the concentration he needs for safe driving. The Triumph 2000 does this in two ways, a 'full-flow' ventilation system operates throughout the car, plus a personalised system for the driver and front passenger.



'Full-flow' heater ventilation system

Passengers in the Triumph 2000, can carry their own climate with them — and change it at any time. Cool fresh air and warm fresh air (in any mixture) are fed in at the front, then out at the back through vents near the rear window. So the atmosphere is warm or cool and always fresh — even with the windows closed. As well as defrosting and demisting the front window, this remarkable system also helps to keep the rear window demisted.

To keep the driver cool

Everyone knows the situation in winter when everybody wants the heater full on — except the driver. In the Triumph 2000 twin nozzles (8) provide ventilation for the front seats. They

send any amount of cool air, in any direction. The driver can set them to direct cool air over himself, to keep his mind alert, concentration sharp — whilst passengers relax and enjoy the Triumph's ample heating. The driver stays re-

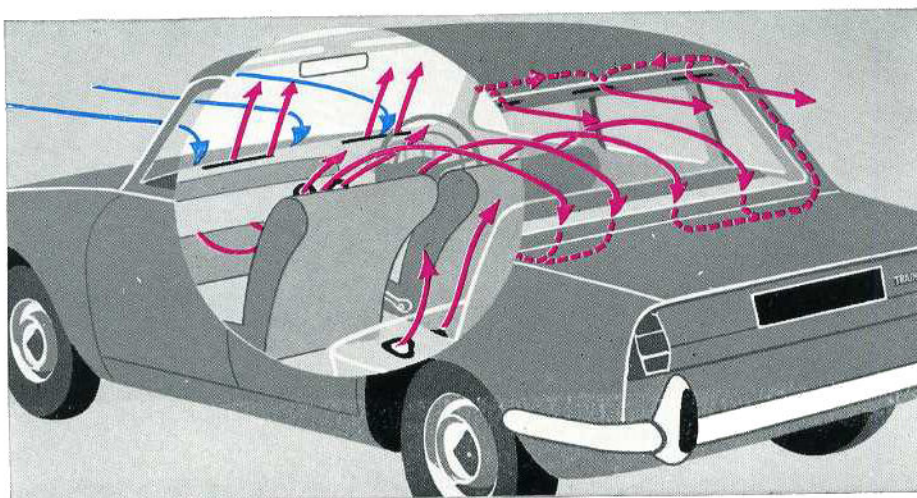


freshed right through long journeys without having to adjust the heating, or open windows and play havoc with hair styles. A thoughtful innovation that combines consideration for passengers with safety for everyone.

Family safety



Contributing to the driver's peace of mind, there are childproof locks on all four doors.





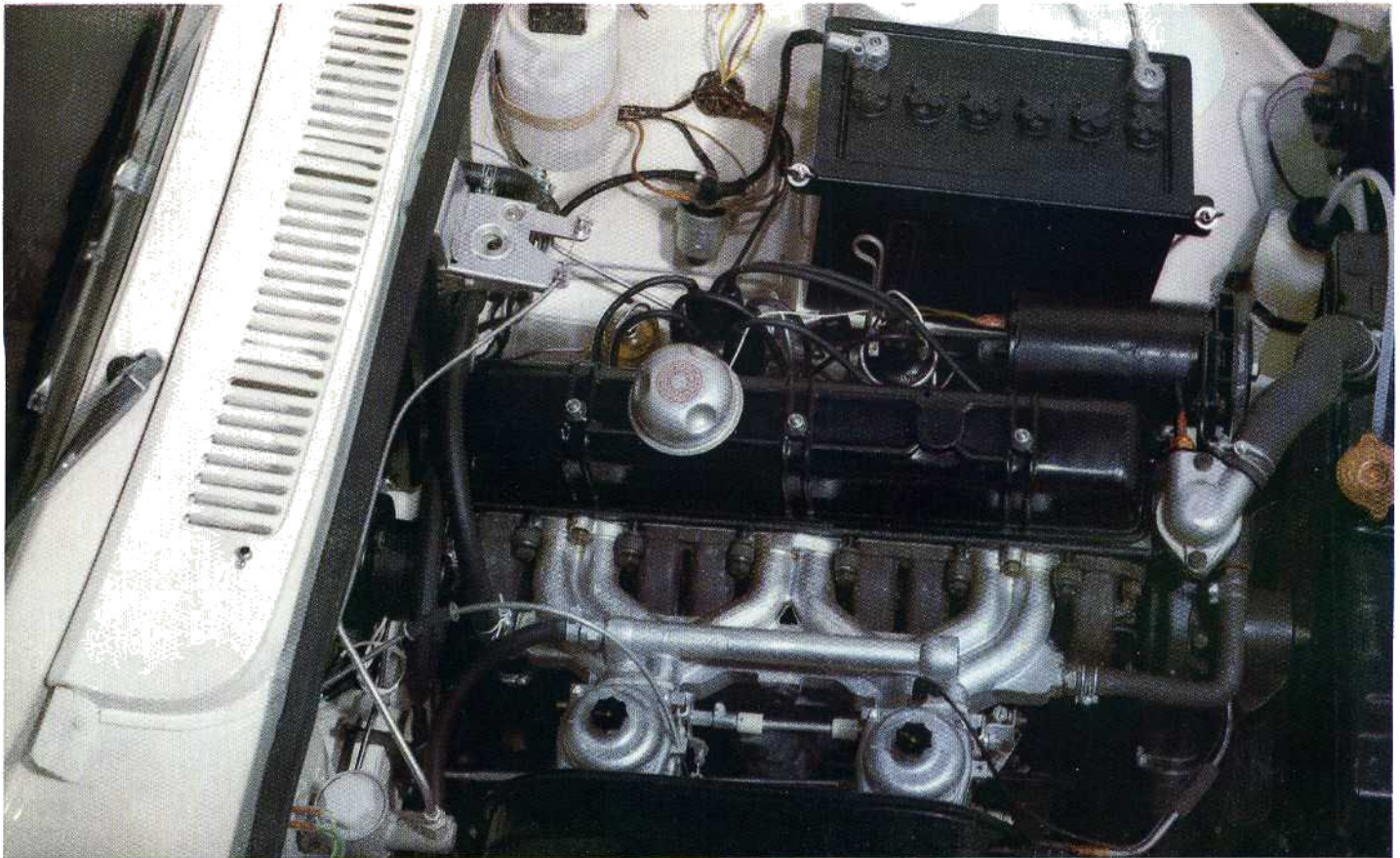
To match the Triumph's station in life -6 cylinders

LIKE some excellent motor cars, the Triumph 2000 could have got along quite well with only 4 cylinders. But five people would not have enjoyed their ride half as much. It would not have been as smooth, or as quiet. At traffic lights you will hear other engines ticking over, but you may find yourself checking the ignition light to make sure your own is running. The Triumph 2000 does not

equate noise with power. Top-gear acceleration is one of the reasons why the Triumph compares so well with cars that are far more expensive. And six cylinders give you an effortless flexibility at very low speeds which leave a four-cylinder engine 'gasping' and compel you to change down. At all speeds the Triumph 2000 goes on proving that 6 cylinders are more civilised than 4.

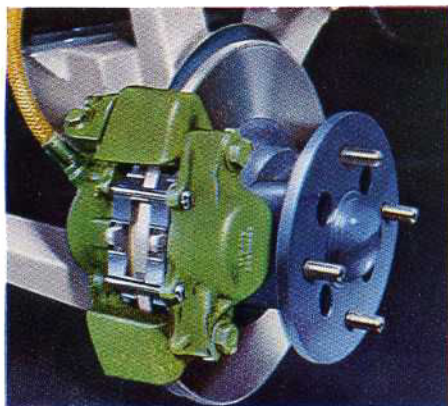


Middle lane calm



THE 90 b.h.p. performance of the Triumph 2000 isn't just impressive, it's eminently practical. On the principle that how a car accelerates matters more than top speed, the Triumph is faster from 0 to 50 than its rivals; from 40 to 60 it's so much faster as to be in a different class altogether.

It's the Triumph's superiority in these *overtaking* speeds that makes it so reassuring to drive. It cuts overtaking time dramatically, doesn't leave you exposed in the middle of the road.



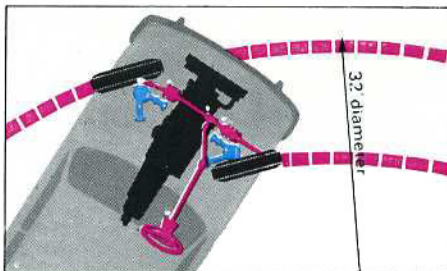
The Triumph's braking is as exceptional as its performance. Triumph enter the world's top rallies to test to the utmost. The result, big-engine performance is matched by big-engine braking. The Triumph 2000 has disc brakes at the front, where 70% of the braking effort is developed. Fast stops. No wet drums, no fading.

Close-up on quality engineering

If you are mechanically minded you will appreciate the Triumph 2000 layout's easy access for servicing. But the best place to appreciate Triumph engineering is from the driver's seat. Triumph use the experience gained in winning top rallies to put performance and reliability into everyday motoring.

Rack and pinion steering

The steering of the Triumph 2000 has the lightness of a small car, and a precision that wins points in driving trials. Another bonus that stems from lack of bulk. The Triumph has a turning circle that many smaller cars could envy: 32 feet.



Impact safety

The steering column has a special dog-leg joint designed to prevent the column from being thrust towards you on serious impact.

Are roads getting smoother?

They certainly seem so to owners of the Triumph 2000. But then, he's not in a position to know. The Triumph keeps bumps where they

belong, at road level. The drive shafts of the back axle are double-jointed and when one wheel hits a bump it does not transmit the shock to the other wheel. The rear wheels are located on semi-trailing arms and coil springs with direct-acting hydraulic dampers. This, a most sophisticated method of constructing a back axle, not only makes the ride supremely comfortable, it gives the car a sure-footedness that neither a solid back axle nor even a less highly developed form of independent rear suspension can ever match.



The Triumph 2000 combines performance with a reassuring attitude to safety. Speed is emphasised where it can be used as a safety factor — in overtaking. All-independent suspension and braking offer race-proved handling that more than matches the power. The driver is surrounded by padded surfaces, the steering column embodies a safety device and the passengers sit in a reinforced steel frame. The Triumph 2000 offers potent, 4-wheeled proof that a car can combine enviable performance with reassuring safety.



Traffic option: automatic transmission

FOR a modest extra sum the Triumph 2000 offers automatic transmission. Next to a chauffeur, the most relaxing extra you can have. Every take-off is smooth. There are no more tiring, repetitive gear changes in traffic. You can keep both hands on the wheel, maintain complete concentration on the road. Here's how automatic transmission works.

Starting

Your selector will either be in the position P for parking, which means the transmission is automatically locked for safe parking on gradients. Or N for neutral which means what it says. With handbrake on, select N, turn the ignition and the Triumph 2000 will make a whispering start.

Selecting

If you need to reverse select R. Let your handbrake off and without any help from the accelerator the car will creep backwards. Select D to drive forwards. The remaining positions are for lockup. This is for instant down-changes, invaluable for engine braking on steep descents, or to maintain one particular gear.

Driving

Touch the accelerator and you take off. Through traffic or on the open road the automatic transmission does the chores. You're free to enjoy your motoring.

Climbing

When the Triumph 2000 Automatic *needs* to change down, it will change down. You cannot cause over revving or labouring and you cannot



improve on its judgement.

Stopping

A sudden emergency. You need to stop quickly — all that's needed is a shift of the foot from

accelerator to brake. Both hands can stay on the wheel and the car automatically changes down to first for the restart. Quick, safe, sensible. And the wide brake pedal can be applied with both feet.



Touring option: overdrive

Overdrive on the manual gearbox Triumph 2000 can make life especially easy for anyone who puts in big road or motorway

mileage. A flick of a switch and the overdrive comes into action. The revs fall but the road speed remains. It's a refinement that adds

economy to relaxation, pays for itself in terms of petrol saved.



TRIUMPH 2000 ESTATE

**The slimmest shape that ever carried
50 cubic feet of luggage**

THE Triumph 2000 Estate has the same sleek dimensions as the saloon. It carries five people in comfort with room to spare. But with the rear seat folded flat, its favourite act is swallowing luggage. Suitcases are small fry, the 2000 Estate feels more at home with family trunks and a few hampers. Performance is in the same athletic class as the saloon and the Estate doesn't miss any of the social graces. Two further refinements have just been added: it has leather upholstery and the same 'full-flow' ventilation system as the saloon. The load area has a fitted pile carpet, the sides have walnut capping. There are aluminium strips to protect the floor (with rubber inserts to protect your luggage). Lift the tailgate and the load area is automatically lighted by a rear roof light.

Loading without worrying

The rear seat and squab fold over to give the greatest possible load space, and you don't have to worry about the front seats because the squab forms a bulkhead to protect them. The flat floor is 5 ft. 3 1/4 ins. long. At the rear: 790 sq. ins. of tailgate window give you perfect rearward visibility.



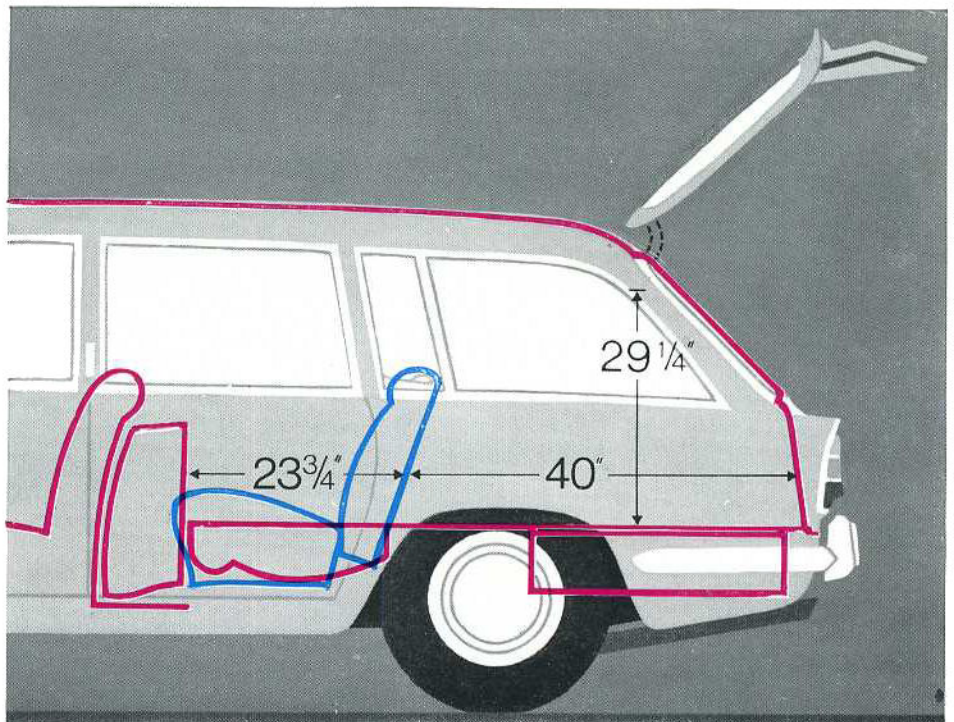
Housing the spare wheel

The load area has a flush-fitting 'trap door'. Beneath it are kept the spare wheel, wheelbrace, jack and tool roll. A key (with its own holster) releases and fixes the door in seconds.



The Estate has the same 'full-flow' heater/ventilation system as the 2000. Ventilation ducts are located in the tailgate.

The Triumph 2000 does removals in the grand manner. The rear-end statistics make reassuring reading for anyone with luggage to carry. Maximum height 30 1/4 inches, width 54 1/4 inches, maximum length 63 1/4 inches. With the rear squab up 40 inches. Door aperture height 29 1/4 inches.



TRIUMPH 2000 SALOON AND ESTATE CAR SPECIFICATION

4-door, 5-seater luxury cars. 6-light, steel-panelled coachwork, rust proofed and dust proofed.

General equipment includes electric clock, screen washers, cigar lighter, twin sun visors, moulded pile carpets, wood cappings on door and waist, attachments for safety harness front and rear.

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

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

Upholstery Superior quality with leather facings pierced to improve breathing of the trim. Ambla facings optional. Separate front seats with reclining adjustment. Divan rear seat with wide centre arm-rest.

Heating and Ventilation (Saloon and Estate) Heater provides fresh air of required temperature to both front and rear of car through separate ducts. Demister and defroster provides suitably heated air to whole of windscreen whilst full flow ventilation through interior ducts at base of backlight assists rear window demisting. Estate Car has two one-way ducts in tail gate. The two speed heater booster motor can be used to blow cold air into the interior if desired. Heater controls under centre of facia. Pivoting anti-draught ventilators on front doors. Facia contains two directional fresh air vents.

Dimensions

Length	14' 5½"	4415 mm.
Width	5' 5"	1650 mm.
Height unladen	4' 8"	1420 mm.
Wheelbase	8' 10"	2690 mm.
Track — front	4' 4"	1320 mm.
— rear	4' 2½"	1280 mm.
Ground clearance (static laden)	6"	150 mm.
Turning circle	32'	9.75 m.
Front seat width	22"	560 mm.
Front head room	34"	864 mm.
Steering wheel clearance from seat cushion (min.)... ..	5½"	140 mm.
Front squab to clutch pedal	32-40"	815-1020 mm.
Rear seat effective width	49"	1245 mm.
Rear head room	33½"	850 mm.
Rear squab seat to back of front seat	24½-33"	620-838 mm.
Maximum interior height	46"	1170 mm.
Maximum interior width	55½"	1405 mm.

Weight (Saloon)

Dry (excl. extra equipment)	21½ cwt.	1100 kg.
Complete (incl. fuel, oil, tools and water)	23 cwt.	1170 kg.

Weight (Estate)

Dry (excl. extra equipment)	22½ cwt.	1156 kg.
Complete (incl. fuel, oil, tools and water)	24 cwt.	1219 kg.
Max. gross vehicle weight		
— Saloon	31 cwt.	1575 kg.
— Estate Car	32½ cwt.	1651 kg.

Capacities

Fuel tank — Saloon	14 galls.	63.6 litres
— Estate Car	11½ galls.	52.3 litres
Engine	8 pints	4.55 litres
Gearbox	2½ pints	1.42 litres

With overdrive	4½ pints	2.46 litres
Rear axle	1½ pints	1.00 litre
Cooling system (incl. water bottle)	13½ pints	7.66 litres

Tyres — Dunlop 6.50-13 medium low profile for Saloon.
— Dunlop SP 175-13 for Estate Car.

Luggage boot (Saloon) Cap. 13 cu. ft. (0.37 cu. m.)

Engine

Number of cylinders	6	
Capacity	1998 cc.	122 m. ³
Bore of cylinders	74.7 mm.	2.94"
Stroke of crank	76 mm.	2.992"
Compression ratio	9 : 1	
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.)		

Transmission

Clutch — Diaphragm type, 8½" dia.
Gearbox — Four speeds forward and one reverse. Syncromesh on all forward gears. Remote control gear lever centrally mounted.

	Top	3rd	2nd	1st	Rev.
Ratios	1	1.39	2.10	3.28	3.37
Overall ratios	4.10	5.68	8.61	13.45	13.81

Suspension

Front — Independent suspension with single lower wishbone and combined 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 — 9½" caliper disc brakes on front wheels. Drum brakes 9" dia. by 1½" wide, leading and trailing shoes 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 0.91g equivalent to stopping from 30 m.p.h. in approximately 33 ft.	

Steering — Rack and pinion. Two spoke steering wheel 16½" diameter, 4 turns lock to lock.

Battery — 12V. 57 Amp. Hr., located under bonnet.

Saloon performance

(Motor road test March 14th 1964)

Acceleration	Speed range	Time (sec.)
Top	20-40 m.p.h.	7.1
Top	30-50 m.p.h.	7.7
Top	40-60 m.p.h.	8.3
Through gears	0-50 m.p.h.	9.4
Through gears	0-60 m.p.h.	13.6
Maximum speed	95 m.p.h.	
Road speed at 1000 r.p.m. in top gear — 16.91 m.p.h.		
Road speed at 2500 ft/min. piston speed in top gear — 87.5 m.p.h.		

Estate Car performance

Acceleration	Speed range	Time (sec.)
Top	20-40 m.p.h.	9.1
Top	30-50 m.p.h.	9.3
Top	40-60 m.p.h.	10.1
Through gears	0-50 m.p.h.	10.7
Through gears	0-60 m.p.h.	14.9
Top	30-60 km.p.h.	8.4
Top	50-80 km.p.h.	8.6
Top	70-100 km.p.h.	9.8
Through gears	0-80 km.p.h.	10.4
Through gears	0-100 km.p.h.	15.7
Maximum speed	92 m.p.h.	

Road speed at 1000 r.p.m. in top gear — 16.74 m.p.h.
Road speed at 2500 ft/min. piston speed in top gear — 86.64 m.p.h.

Seating (Estate) Rear squab folds flat and level with luggage platform for increased load-carrying capacity.

Spare wheel and tools (Estate) Housed under floor, accessible through removable load area section.

Lift Gate (Estate) Single type, counterbalanced, housing wide backlight, 790 sq. in. glazed area.

Optional items at extra cost

Automatic transmission (fitted only in conjunction with 3-7 axle).

Dunlop SP 175-13 tyres (Saloon only).
Overdrive on top two gears. Ratio of 0.82 gives overall ratios: 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., (20.4 m.p.h. Estate Car). Mean piston speed at maximum road speed in O/D top 2240 ft/min. (2150 ft/min. Estate Car).

For caravan towing with an automatic a transmission oil cooler will be required and is available as an accessory from your Triumph dealer.

Generous Guarantee

Stanpart Service all over the world

CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.



COVENTRY

ENGLAND