

1969
TRIUMPH
TR6

1969 TR6 VIN: CC29605L Block Number: CC60083E

Owned Since 1978.

In restoration: '78 – 6/81

Driven 6/'81 – 9/'83 ~ 36,000miles

In Storage: '83 – '90

Partial Dismantle and Storage: '90 to present (Please note: all pictures were taken prior to 1982 and do not reflect the current condition.)

Present Condition: Partially dismantled: doors, hood, fenders and boot removed. All interior removed. Dash and instruments removed. Tires are flat and cannot be inflated. Never installed parts are in original packaging.

Completeness: At the time of completing the first restoration the only missing components that I know of:

- Dash ashtray
- Transmission Tunnel cockpit light

New Parts Never Installed (Purchased in UK 1987):

- Top padded dash
- Left and Right Rear Tail Light Assemblies
- Exhaust pipe and muffler
- New window crank mechanism, still in factory wrapper (I believe for passenger side window)
- Rebuilt speedometer (purchased in UK.

Major Spare Parts (in addition to those installed):

- Engine block, as far as I know no cracks
- Crankshaft
- Head with rocker shaft and tappets, as far as I know no cracks or warp
- Camshaft, useable but probably should be dressed out by machinist
- Collapsible spacers for the left and right outer axel shaft

Special Tools and Manuals:

- Custom designed jig used to separate rear outer axel shaft from the driving flange and hub assembly. This jig prevents mushrooming the shaft or bending the flange when using a hydraulic press to separate the two, which requires approximately 4000 pounds of pressure. Have successfully separated over 7 shafts with this tool over the years (successful means no damage to parts).
- Custom designed tool to spread the rear axel housing to enable removal of the differential case assembly.
- Copies of both Triumph shop and parts manuals.

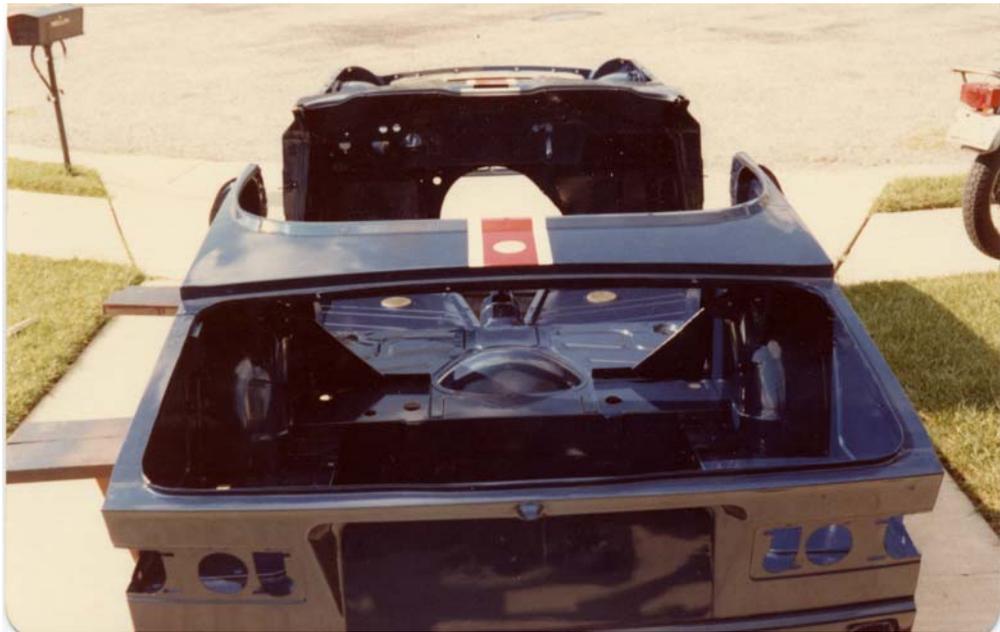
Major Restoration '78 – '81:

- Replaced frame with excellent frame recovered from salvaged car. All aspects of the frame in perfect shape, including rear differential mounts. Reason for replacing the frame; rusted out frame members where the rear trailing arms attached. Sandblasted. Outside painted with black polyurethane. Interior tubes flooded with rustoleum primer. Current condition the same with some very limited surface rust where paint was scraped off.



- Main body shell was dunked in Newport News shipyard vats to remove all paint and rust. Old, rusty rocker panels cut and ground off, new rocker panels spot welded on. Interior of rocker panels flooded with rustoleum primer. Any holes caused by rust-thru were repaired with fiberglass, mostly in the battery compartment. Any area not seen by the public while being driven painted with enamel with polyurethane hardner. All visible areas painted with lacquer. Replaced cardboard based transmission tunnel with aftermarket fiberglass transmission tunnel. Current condition: very limited surface rust where paint has been scraped and 15 years of dust and dirt.





- Fenders Hood, trunk and doors: One fender was brand new, the others sand blasted, rust damage repaired with fiberglass, (bondo only used to finish surface blemishes). Current condition of fenders: removed from car on stands; one door needs to be re-shot with color coat and clear, has paint cracks and hazing. Door windows were in good shape. One window crank mechanism was slipping; purchased a new window crank in the UK in 87, not sure it was the right one, but it was the only new unit in country at the time. Hood and trunk sandblasted primed and painted with lacquer with clear coat. Not Triumph color, rather dark metallic blue (to match the British flag) with a Union Jack on the hood that turns into a red and white racing stripe down the middle of the body and over the trunk.
- Bumpers grill and trim. Bumpers useable but not show quality. All the rest of the trim in good shape for a car this age and near show quality. New wheel trim rings were installed at time of restoration completion.
- Seats and Interior: Seats are surprisingly in decent shape for as old as they are and how long they have been in storage: useable. Have a padded dash that has never been installed. Padded transmission to dash structure in better than fair condition. Padded dash pieces under the dash left and right useable, probably would want to replace. Wood dash was refinished and coated with a clear resin. Glovebox door probably needs some more work to match the dash.

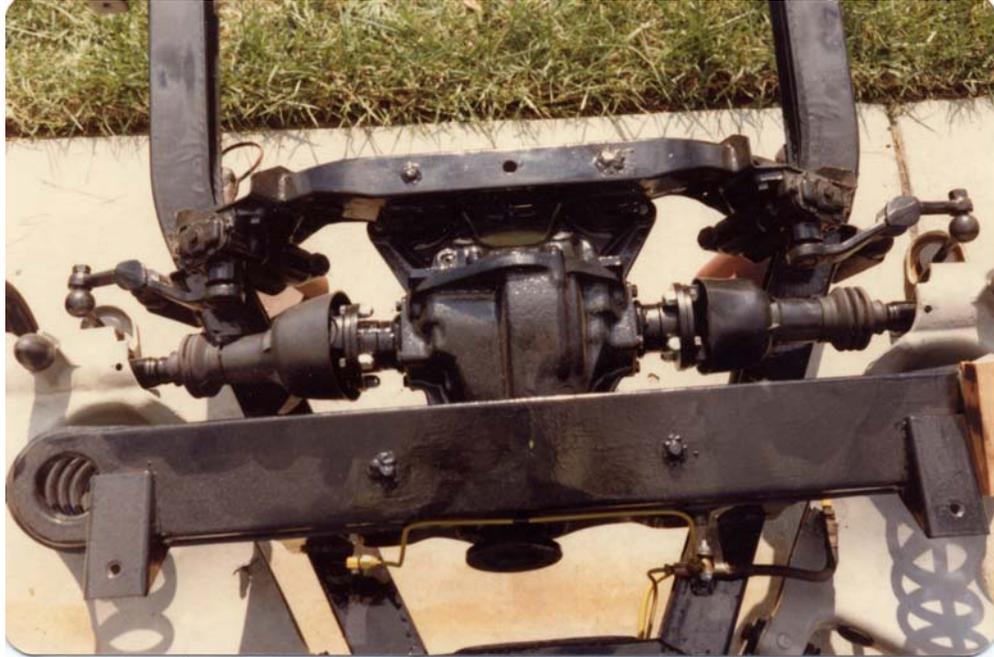


- Engine completely rebuilt to factory specifications. Drove 36,000 miles getting 26 miles to the gallon and always passed emission standards for the day. Total current condition is unknown but not working. When put in storage in 1983, the cylinders were filled with engine oil for preservation. However, my dad not realizing the engine was packed with oil, tried to start the engine. Engine has not been touch since.



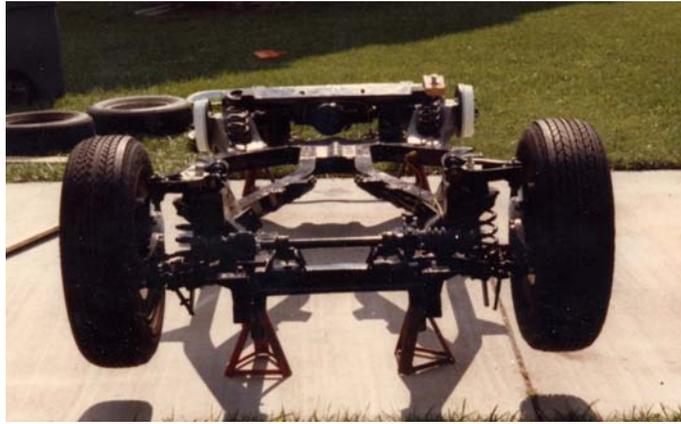
- Transmission: totally rebuilt to factory specifications. Replaced most of the synchro cups and re-shimmed to factory specifications. As I recall, I only replaced one major gear, think it was third. Current Condition: The same except for 20 years of storage and 36K miles.

- Differential: Rebuilt to factory specifications, which included replacing the crown wheel pinion set. Worked fine and made no noise at any speed (90 is the fastest I ever took it). Current condition: same except for 20 years storage.



- Steering: rebuilt the steering box and replace all mounting rubber. Condition today: Same except needs a new steering column coupler, which I believe I bought in England in '87 and haven't installed (I need to find it).
- Suspension: Rebuilt with all new rubber and nylon bushes. Replace one of the front bottom trunnion assemblies. Tires are unusable and deflated.





Finished shots after restoration 1981:

