

Production Changes

The following lists give significant changes by commission number (and engine or body number as appropriate). Suffix letters indicating left-hand drive or overdrive have been omitted to avoid confusion. Production changes that occurred on introduction of a new model or model revision are more fully dealt with in the text.

TR4

CT 1527

Early type of console bracket (dash bottom to floor via transmission tunnel) deleted in favour of later type.

CT 2829

Rear springs changed from TR3A type to updated 'non-handed' items.

CT 3434

Rear shock absorbers modified, and a different specification introduced for US cars.

CT 4388 (disc wheels), 4690 (wire wheels)

Steering geometry and top wishbone pressings changed, 16P front disc calipers introduced.

CT 5643

Automatic boot lid stay replaces manual type. Rear deck becomes three-piece type instead of previous one-piece type. Boot support tubing strengthened.

CT 5656 (wire wheels), 5783 (disc wheels)

Bore diameter of rear brake slave cylinders reduced from 0.075in to 0.070in.

CT 6344 (disc wheels), 6389 (wire wheels)

Front upper wishbones again modified, as were top ball joints, steering tie rod levers and bottom trunnions.

CT 6429

Bonnet panel slightly modified, incorporating a longer power bulge.

CT 7218

Trunnion to lower wishbone grease seals modified.

CT 7630 (wire wheels), 7747 (disc wheels)

Front disc pads modified.

CT 9553

Integral radiator header tank replaces backwards-pointing TR3A type header tank.

CT 11307

Flat instrument glasses introduced for left-hand drive cars.

CT 11479

Specification of rear shock absorbers changed.

CT 14234 E

Open-circuit engine breather/oil filler system replaced by new closed-circuit type. Drum type paper element air filters introduced. Rocker cover modified.

CT 15053

Flat instrument glasses introduced for right-hand-drive cars.

15076 CT (body number)

New design of seats introduced.

CT 16800 E to CT 16900 E

Trial batch of cars fitted with 175CD Stromberg carburettors.

CT 17954

Distributor changed to Lucas 25 D4.

CT 19970

Vent on fuel tank deleted, now incorporated in filler cap.

CT 20064 (RHD), 20266 (LHD)

Steering rack and mountings modified, steering arms and chassis mounts for rack changed.

20925 CT (body number)

Both seats now tip forward.

CT 20310

Window winding handles modified.

Triumph TR4 TR4A TR5 TR250 TR6

- CP 52786**
Steering lock now standard on home market cars (standard on export cars from CP/CC 50001).
- CP 52868, CC 61571**
Rear springs and rear wishbone support brackets updated. Consequent changes to chassis frame.
- CP 53637, CC 63845**
Pre-engaged starter motor fitted (type 2M 100).
- CP 53854**
Gear lever knob modified.
- CC 65347**
17ACR alternator fitted.
- CC 67893**
Carburettor TR6's previous 'single downpipe' exhaust system replaced by 'twin throughout' system. New type inlet manifold on carburettor TR6s. Fuel tank on carburettor cars reduced to 10¼ gallons.
- CC75001**
13-blade fan fitted to engine, **dash** knob set now have words printed on them.
- CP75001/CC75001**
British Leyland badges fitted to front wings.
- CC75845 L**
Engine suffix changed from E to UE.
- CC78521 U**
Metal vent lid replaced with a plastic grille. Changeover of commission number suffix from L to U. Inertia reel seat belts fitted as standard.
- CP 76095, CC 81079**
Threads on brake caliper assemblies changed from Imperial to metric.
- CR 1, CF 1**
First 1973 models, incorporating various changes, including derating injection engine to 125bhp, fitting 13-blade fan (14½in diameter), change of wheel centres from black to silver, change of steering wheel (reduction in diameter from 15in to 14½in), horn push changed from Triumph shield medallion to 'Triumph' lettering, non-US seats fitted with head restraint facility, redesigned seat covers with coarser grain and fire-resistant material, door and rear compartment trims redesigned, front grille fitted with stainless steel beading top and bottom, black front spoiler added below bumper, number plate illumination moved from top of rear bumper to underside of number plate recess, wiper arms changed from silver to black, heater intake flap changed to a fixed black plastic grille, more substantial front bumper mountings incorporated. Dashboard, instruments and switchgear updated, ammeter replaced by voltmeter, dipswitch moved from floor to steering column, tunnel-mounted interior light deleted and two lights now fitted to shine into front footwells, commission plate moved from under bonnet to left-hand B-post ('CC' carburettor TR6s of 1972 model year also had this modification). 'J' type overdrive introduced on 'CF' cars. New type of Stromberg carburettors on 'CF' cars, fuel tank on 'CF' cars now 9½ gallons.
- Note: it is believed that certain of the above changes were incorporated on some of the final CP/CC series cars, but it is not possible to be certain which changes came and when.
- CR 567**
'J' type overdrive unit introduced on CR series cars, replacing previous 'A' type.
- CR 5001**
Overdrive now standard on 'CR' series cars.
- CF12501 U**
Large black overriders fitted. EGR warning lamp fitted in **dash**, door shell assemblies fitted with side impact strengthening.
- CF 27001 U**
Raised front bumper with amber and white signal/running units below. Altered rear bumper with rear nameplate plinth and Triumph badge. Two sided ignition key fitted.
- CF 28900/CR 6600**
Head restraint has new design of friction roller fitted.
- CF 35001 U**
½in fan belt replaces ⅝in fan belt. Air pump/air injection fitted to exhaust to reduce emissions.
- CF 36177 U**
Seat belt interlock mechanism deleted.
- CF 50001 U**
Front signal/running lights changed to amber/amber. 0.75in rear wheel brake cylinders fitted. Improved handbrake assembly fitted. BL House badges fitted to right side wing only.

Notes

- 1) 'L', 'O' and 'U' suffixes have been omitted to avoid confusion.
- 2) Specification changes consequent upon the introduction of each successive model are dealt with in the text and are not included in this list, which details only changes that occurred during the production run of the particular model itself.
- 3) The cataloguing of actual production changes in the parts manuals becomes less precise beyond the TR4A, and there are frequent references to changes but with blanks as to the actual change point. For this reason it is more difficult to be accurate for these later cars, so less information can be included.