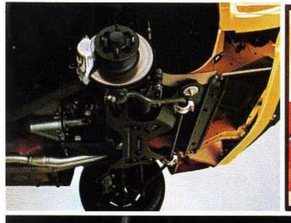
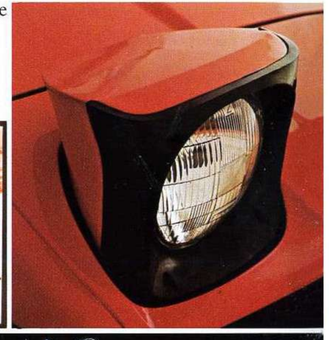
Triumph

TR7

Some years ago we decided it was time for a new sports model to continue the successful TR line. Whatever we designed had to conform very strictly to existing and future legislation on safety and pollution.

It would also have to be economical on petrol.





And, just as important, it would have to be something neglected in sports cars for years: comfortable.

The requirements were formidable. But our designers readily accepted the challenge. The early sketches were fascinating. It was obvious from the beginning that this was going to be an exceptional car. Undoubtedly, the trial styling was strikingly dramatic and highly individual.

And all the safety requirements had been designed into it.

Its shape was totally out of the TR idiom. It had the look of the car of tomorrow. It was a purposeful 'wedge' shape. The bonnet was low and sweeping and the tail was high and cut off.

Stylish and purposeful. Now what about an engine to match its sleekness?

It was decided that the engine was to be a 2-litre version of the Triumph Dolomite engine (an engine already famous for its power output at such a light weight). All that remained now was to put our new brainchild to the test. The engine, particularly, was rigorously tested.

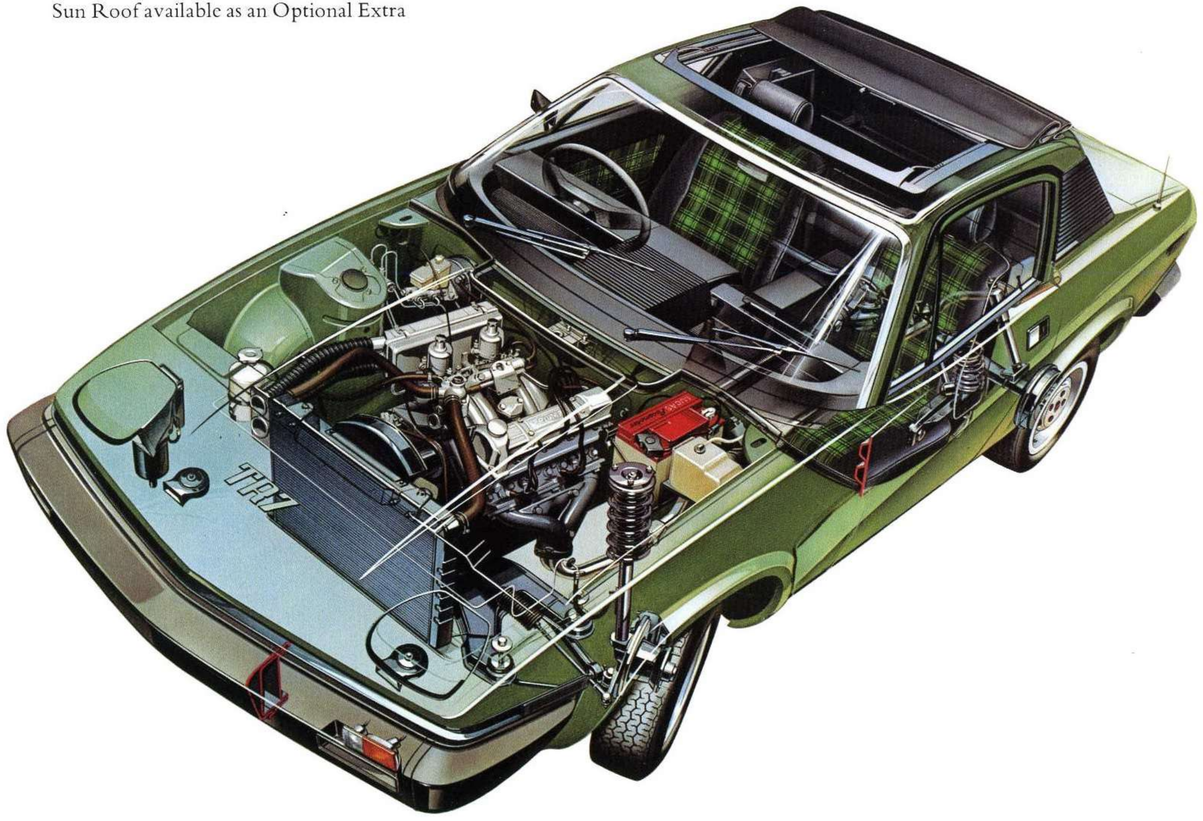
(American cars have to undergo a 50,000-mile certification. Since a lot of our cars were going to America, we had to conform.)

Prototypes were secretly shipped out of England bound for Canada and America for all-weather testing. They were given a harsh introduction to the road.

Cold weather starting was carried out in Canadian mid-winter temperatures of minus 30°C. Hot weather testing was carried out at three different locations: the Arizona desert for dust and extreme heat, the Mississippi basin for humid heat, and the baking streets of New York City in mid-summer. All in all, the prototypes of our hopeful new sports car were driven to their limit in the worst motoring conditions in the world.

And they survived the ordeal with flying colours. Undoubtedly, from the tip of its high back to the front bumper, this car was going to be a champion. And so the TR7 was born.

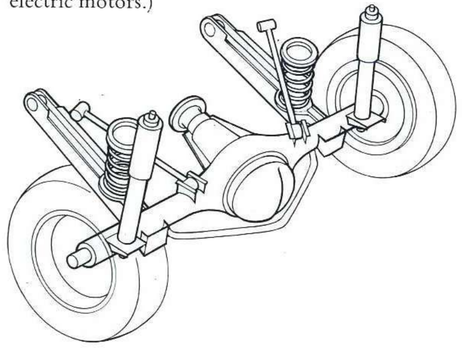
Sun Roof available as an Optional Extra



A car designed on the basis of major motoring needs for the next 20 years. Its interior comfort is comparable to a luxury saloon car. Its design meets all and more of the safety requirements we laid down for it. It has a top speed of well over 100 mph.

And as extra cost options to the 4-speed gearbox, automatic transmission is also available.

It has one of the most sophisticated electrical and instrumentation systems of any sports car on the road. It is a closed two-seater sports car. All in all, it's an amazing piece of design and engineering. Outwardly, the futuristic design conceals some very ingenious thinking. And some very practical ideas on safety. The lights, for instance, are pop-up. In this way, the aerodynamics of the styling are preserved whilst still allowing for safety regulations governing lights. (The lamps are operated by two electric motors.)



The tinted laminated safety windscreen is raked to allow for high speeds and less wind noise. The body is of all-steel construction.

The roof is crush resistant with front and rear impact, roll-over, and side intrusion resistance. (In tests, pressures of up to 25,000 lb were applied to different parts of the body before final approval.)

The bonnet is designed to resist backwards movement under impact. The doors have reinforced hinges and anti side-intrusion barriers built in. The interior story is just as fascinating.

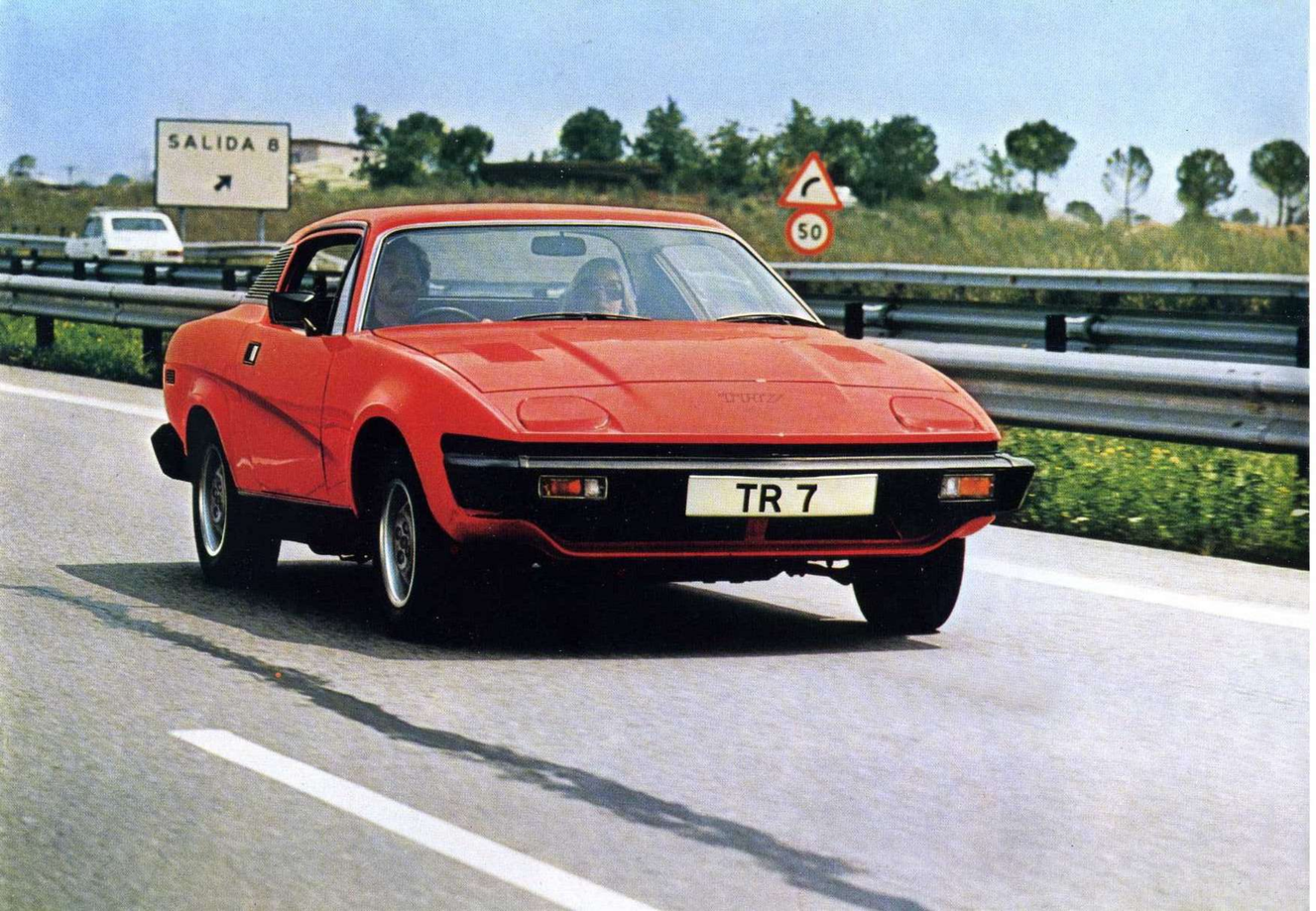
The TR7 is unashamedly a two-seater. (We decided to do away with useless small seats in the back so you could have maximum room in the front.)

The result is an uncanny amount of leg and shoulder room for such a slim design.

Each passenger has around 3 ft 6 in of legroom. (Enough in fact, for a man well over 6 ft to stretch out his legs fully.) And 4 ft 5 in of shoulder room is a far cry from the usual sports car squeeze. The reclining bucket seats have a fore/aft adjustment of 7 in, and the 3-spoke safety steering wheel is specially padded.

Instrumentation and controls, couldn't be more intelligently laid out.

You have everything before your eyes. Or under your fingertips. Speedometer, tachometer, clock, fuel and water temperature gauges and



battery condition indicator are all built into one complete component with printed circuit wiring. A map light is fitted.

Windscreen washers and wipers, direction indicators, headlamp dip and horn are under your fingertips on the steering column stalk. The compact, 4-speed gearbox has synchromesh on all forward speeds and features a selector rail designed for smoother and more precise gear changing. And since the car is capable of high speeds, the brakes are designed, accordingly, with a discs front/drums rear combination incorporating direct-acting servo with a tandem master cylinder.

One of the major areas where the TR7 scores over its competitors is in its ride and handling.

By combining carefully chosen spring rates and long but controlled suspension travel, we've managed to give the kind of ride you expect only from a luxury saloon car.

Extensive use of rubber mountings and bushes isolates the body from road-transmitted noise. Anti-roll bars are fitted front and rear.

The front suspension is by McPherson strut located at the top of the wheel arch and mounted

to a lower linkage which is an integral part of the stub axle housing. (The advantages of struts include less use of valuable engine-bay space, improved comfort and higher roll stiffness.)

The rear suspension is the Triumph four-link system with fore and aft location provided by two fabricated arms mounted to the body and the underside of the axle casing.

Transverse location is by two inclined arms mounted to the body and to the top of the axle casing next to the differential unit.

Coil springs are carried on the lower links and telescopic dampers are mounted on the rearward side of the axle. In short, the overall effect inside the TR7 is like riding in an armchair.

And to keep up this impression of total comfort, it's worth mentioning here the heating/ventilation system.

It's an air-blending system, one of the most flexible systems you can have in a car. Whatever amount of warmth you want, you can get it. All in all, there are six vents in the car, to provide you with every conceivable condition of air.

Impressed? Only one thing will impress you more.

A test drive. Why not arrange one soon? It'll be an experience you won't forget. Until you own one.


HAZARDS
REAR DEMIST
LIGHTS
VENT
DEFROST
AIR
TEMP
MPH
KPH
FUEL

SPECIFICATION

Engine
Cylinders: 4 in line, inclined 45°. Bore of cylinders: 90.3 mm (3.56 in). Stroke of crank: 78 mm (3.07 in). Capacity: 1998 cc (122 cu in). Compression ratio: 9.25:1. Maximum power 105 bhp (78 Kw) at 5500 rev/min. Maximum torque 119 lb/ft (161 Nm) at 3500 rev/min.* Twin SU HS6 carburetters. Mechanical fuel pump. Fuel capacity 12 gallons (54.5 litres).

Transmission
Clutch: 8¼ in dia (216 mm) diaphragm spring type. Hydraulically operated. Gearbox: 4 forward speeds and reverse. Synchromesh on all forward gears. Gearbox ratios:

4-speed	Top	3rd	2nd	1st	Rev.
	1.00	1.25	1.78	2.65	3.05
	Rear Axle Ratio 3.36:1				
Automatic		3rd	2nd	1st	Rev.
(optional)		1.00	1.45	2.39	2.09
	Rear Axle Ratio 3.27:1				

Suspension
Front: Independent, comprising telescopic struts (incorporating hydraulic dampers), co-axial coil springs, single transverse lower links and anti-roll bar.
Rear: Four-link system comprising lower longitudinal trailing arms, upper semi-trailing radius rods, coil springs, telescopic hydraulic dampers and anti-roll bar.

Wheels
Steel disc type, 13 in dia × 5½ J safety ledge rims.
Polycarbonate wheel trims.

Tyres
175/70 SR – 13 radial ply tubeless.

*DIN 70020

Steering
Rack and pinion type. 3-spoke steering wheel 14 in dia (353 mm) with padded rim. Impact absorbing steering column incorporating anti-theft device, 3⅜ turns lock to lock.

Brakes
9¾ in (248 mm) discs front 8 in (204 mm) self adjusting drums rear, servo assisted. Tandem master cylinder and rear brake pressure reducing valve to lessen risk of rear wheel lock-up. Centrally mounted hand lever operates rear brakes mechanically.

Electrical Equipment
Battery: 12-volt, 40-amp hour at 20-hour rate, located under bonnet. Negative earth. Alternator: Lucas 17 ACR.

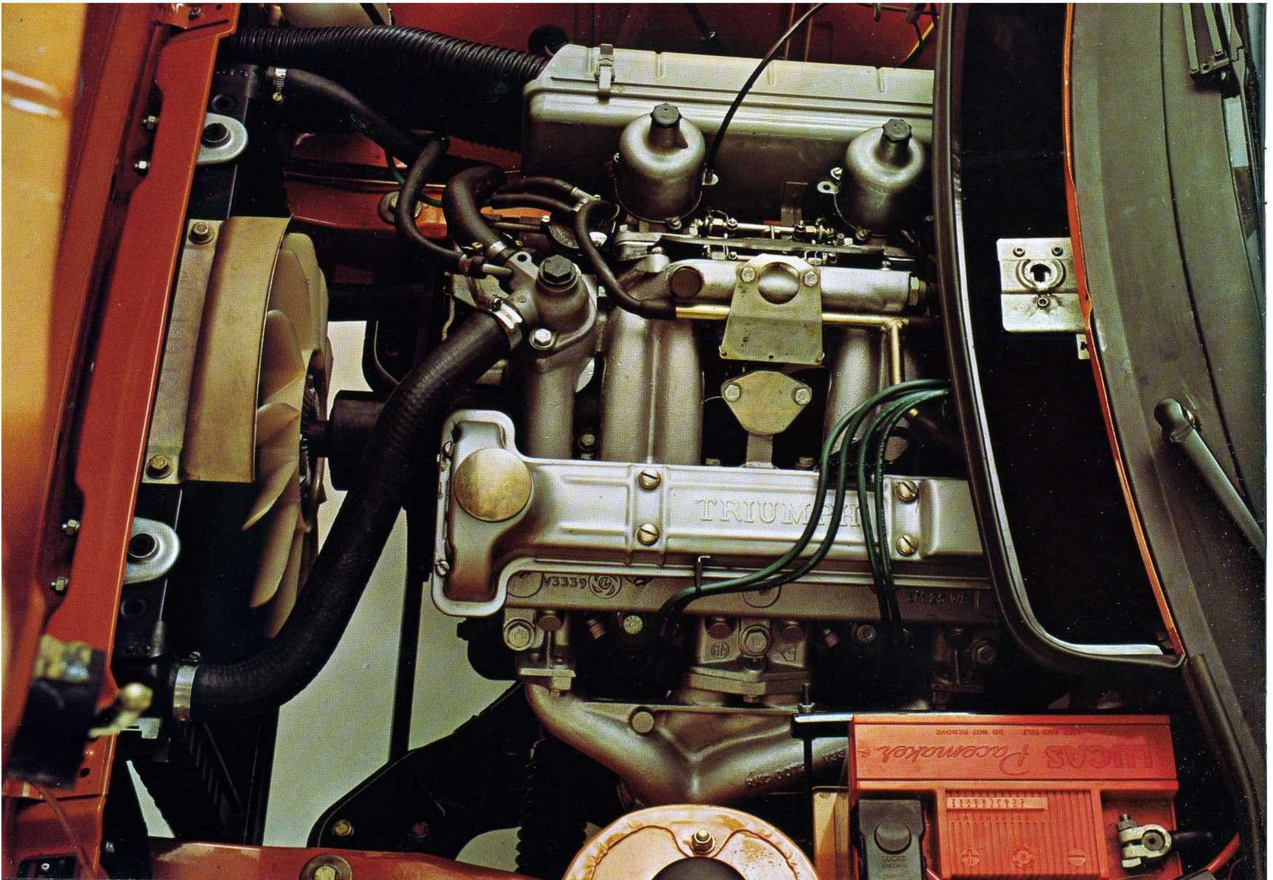
Coachwork
2-door, 2-seater, closed top sports car. Steel panelled body of unitary construction with separate front sub-frame and forward hinged bonnet. Tinted laminated glass windscreen, toughened safety glass quarter lights and winding side windows.

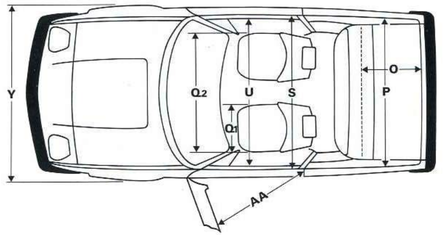
General Equipment (Interior)
Adjustable dipping rear view mirror with break-away support. Padded sun visors incorporating vanity mirror on passenger's side and ticket pocket on driver's side. Seat wearing surfaces trimmed in plaid pattern nylon fabric with matching panels in doors. Moulded pile carpet with heel mat for driver. Flush fitting ashtray in each door panel. Interior roof lamp with integral and door operated switches. Inertia reel safety belts, with ignition controlled, optical warning system. Separate luggage compartment at rear 10.3 cu ft (0.29 m^3) gross. Glove box in fascia, and storage bin in centre armrest. Also stretch pockets on rear quarter trim panels and moulded parcel shelf behind seats. Map light. Telescopic radio aerial on rear wing and speaker in each door. (Radio available from your dealer.)

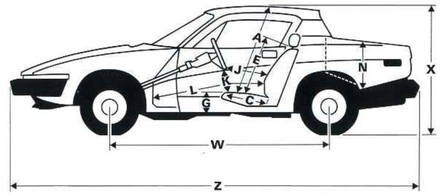
General Equipment (Exterior)
Black plastic air intake grille, and trims to rear quarter panel ventilators. Twin windtone horns. 2-speed windscreen wipers and electrically operated washers. Mirror mounted on driver's door. Heated backlight.

Instruments and Controls are set in a grained finish, moulded fascia and a centrally mounted console. Speedometer with total and trip odometers, tachometer, electric clock, water temperature, fuel level and battery condition indicator gauges. Warning lamps for direction indicators, headlamps main beam, rear window demist, ignition, low oil pressure, handbrake 'on'/service brake failure, seat belts, choke control, low fuel level, and hazard warning system. Switches on the fascia control lighting, rear window demisting and hazard warning. The lighting switch also controls instrument and heater control illumination, and the operation of the electric headlamp mechanism. Choke control and bonnet release catch beneath fascia. Heater controls, rheostat for instrument illumination and cigar lighter in centre console. Two fingertip stalk switches are mounted on the steering column nacelle. The left-hand switch controls the 2-speed windscreen wipers and electric washers, with a flick wipe position, and the right-hand switch controls direction indicators, horns and headlamp flash and dip. Fresh air vents are located above the centre console and at each end of the fascia. Through-flow ventilation is facilitated by rear quarter panel grilles.

Optional Extras (at extra cost)
Automatic Gearbox including Oil Cooler. Fabric sun roof.







Dimensions		cm	in
*Front seat head room (cushion depressed) ..	A	97.8	38.5
*Front seat cushion depth	C	52.1	20.5
*Front seat squab height	E	55.9	22.0
*Front seat cushion height	G	20.3	8.0
*Steering wheel to squab—max ..	J	53.3	21.0
*Steering wheel to squab—min ..	J	35.6	14.0
*Steering wheel to cushion	K	19.0	7.5
*Front seat leg reach —max	L	105.4	41.5
*Front seat leg reach —min	L	87.6	34.5
Luggage boot height	N	40.6	14.5
Luggage floor length	O	61.0	24.0
Luggage floor width	P	155.0	61.0
*Front seat cushion width	Q1	52.1	20.5
*Front cushions overall width ..	Q2	121.9	48.0
Width between front doors (at waist)	S	134.6	53.0
Shoulder width over front seat ..	U	134.6	53.0
Wheelbase ..	W	216.0	85.0
Overall height ..	X	125.4	49.4
Overall width ..	Y	168.1	62.2
Overall length ..	Z	406.5	160.0
Front door entry width—max ..	AA	76.2	30.0
Track at front ..		140.9	55.5
Track at rear ..		140.4	55.3
Turning circle (between kerbs)		8.8 m	29 ft
Kerbside weight ..		1000.0 kg	2205 lb

*APPROXIMATE MEASUREMENTS

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