

A guide to TR7 and TR8 Labels

After repainting my car I was disappointed to discover that few original labels were still available. Whilst a few have been reproduced, their accuracy when compared to the original labels left much to be desired. The wording used was often the only common thread - on occasions even that was incorrect with EPA being replaced with ETA. Rounded corners with square or colour differences. Needing a selection for my own car I was determined to do better. The majority of these labels are accurate reproductions of the original period ones as I was fortunate to find a couple of club members who had squirreled away some Triumph, Rover, Jaguar and Unipart labels. Others are taken from the many cars that I have been lucky enough to come across in the UK, Europe, USA from visits to TR Drivers Club meetings at Billing and Gaydon, TR Register meetings at Malvern, Vintage Triumph Register, TR8CCA (now TWOA) meetings in NY state, at Stowe VT and Bowie as well as meeting up with owners at their homes as far afield as Canada. Finally some are taken from images.



Positioning of labels is done on the assumption that the viewer is sat in the car. There is little difference between left and right hand drive cars apart from labels with regard to brakes and the battery (not TR8s). Catalytic convertor labels are normally on the driver's door and the glove box tyre size and pressure label is closer to the centre console.

Bear in mind that these were put on by factory workers so they are not perfectly aligned and human variation creeps in. The large efi labels could be left hand or right hand aligned to the bonnet seam and there are a few cars with a second emission label covering up a different first one as well as efi labels on a car that was only ever carburetted! Spelling mistakes and errors also creep into the labels themselves with different spelling of the same word on the same label (eg carburettor and carburetter, CÔNTROL and CÔNTROLE). Many of the TR books have incorrect labels shown as when the books were published few original labels survived and most reproductions were simply close approximations. The shiny cars featured had most often been repainted - showing the car in the best light but original labels had been removed. Prime examples are the headlight warning label with rectangular edges or the brake warning label with a pure white background.

This is a GUIDE and NOT meant to be the definitive list as there are undoubtedly more labels on TR7s and TR8s. There are part numbers for at least 3 emission labels that are not listed here and there are several more labels that were used for the European market. This document will continue to evolve and any examples of other labels would be appreciated.

The small images on the left hand side of the pages that follow (p 2 - 7) are all available to purchase - those photographs to the right are to assist with placing them correctly on the car. The emission labels are on pages 8 and 9 with some examples of placement at the end.

ATTENTION
 THE PLUG ON TOP OF THE THERMOSTAT HOUSING IS PROVIDED FOR INITIAL FILLING PURPOSES ONLY. SEE INSTRUCTION BOOK.
 THE PLUG & OVERFLOW BOTTLE PRESSURE CAP MUST NEVER BE OPENED WHEN THE ENGINE IS HOT OTHERWISE HOT WATER WILL BE DISCHARGED UNDER PRESSURE.

ACHTUNG
 DER ENFUELLSTOPFEN AN DER OBSEITSEITE DES THERMOSTATGEHAEUSES IST NUR FUER ERSTBEFUELLUNG VORGESEHEN, VERGL. BETRIEBSANLEITUNG.
 BITTE BEACHTEN SIE ANWEISUNGEN IN DER BETRIEBSANLEITUNG.
 DER STOPFEN UND DER DICKECK DER UEBERLAUFFLASCHE SOLLEN NICHT GEFÖNFNET WERDEN WENN DER MOTOR HEISS IST, DA SONST HEISSES WASSER UNTER HOCHDRUCK AUSGETOSSEN WIRD.

ATENCION
 EL TAPON SITUADO EN LA PARTE SUPERIOR DEL ALCAJAMIENTO DEL THERMOSTATO ES SOLAMENTE PARA EL LLENADO INICIAL.
 VEASE EL MANUAL DE INSTRUCCIONES. EL TAPON Y LA TAPA DE PRESION DE LA BOTTLE DE RESERVA NUNCA DEBEN ABRISRE CON MOTOR CALIENTE. DE OTRO MODO AGUA CALIENTE SERA DESCARGADO BAJO PRESION.

ATTENTION
 LE BOUCHON SITUÉ AU SOMMET DU LOGEMENT DE THERMOSTAT NE SERT QUE POUR LE REMPLISSAGE INITIAL. VOIR MANUEL D INSTRUCTIONS.
 LE BOUCHON ET CHAPÉAU A PRESION DE LA BOUTEILLE DE TROP-PLEIN NE DOIVENT JAMAIS ÊTRE OUVERTS LE MOTEUR ÉTANT CHAUD, AUTREMENT DE L'EAU CHAUDE SERA DÉCHARGÉE SOUS PRESION.

The early Speke built cars had this four language thermostat housing label applied to the underside of the centre of the bonnet / hood. A similar label was used on the Triumph Stag, but the wording differs (radiator rather than thermostat housing). The image with the green bonnet is from an early TR8 and the remains of the label can be seen in the centre of the bulge. The location was slightly to the left or the same central position for the TR7 bonnet without the bulge. Note also the position of the emission labels (right hand side) and the British Leyland Unipart label (small white block to the left).



This was fitted to TR7 and TR8 Speke cars with the overflow bottle.

WARNING
 ENSURE THAT PIPE FROM MANIFOLD INLET TUBE IS CONNECTED SECURELY TO THE BLACK SPIGOT OF THE TEMPERATURE SENSOR

The TR7 air box (the colour of the box varies) had a label warning about ensuring the pipe from the manifold is connected to the spigot of the temperature sensor. Most TR7 models had this label fitted.



AC MADE IN ENGLAND PRESENTS APPLIED FOR
AC
 TYPE P.C.116 FOR SERVICING OF ELEMENT REFER TO VEHICLE MAKERS HANDBOOK

The carburettor TR8 had two labels on the air filters, one on each side facing outwards.



AC
 AIR CLEANER
 TRADE MARK REG. PATENT No. 273353
 MADE IN ENGLAND
 AIR FILTERS - PLUG COMPANY - SUBSIDIARY

The fuel injected TR7 and TR8 used a different AC label on the single air filter box.



FOR ELEMENT SERVICE REFER TO VEHICLE HANDBOOK
UNIPART

1974-1976 single carb Californian TR7

T.P.A. PAINT

The TPA Paint label was placed on the front (left hand) turret and also on occasions on the headlight pods. TPA, or Thermoplastic Acrylic paint, was a single stage acrylic lacquer resin paint mixed with a heat-setting plasticisers used by British Leyland starting in calendar year 1979, and used until 1987 - so long after the last TR was built. Thus this label would have been on almost all Canley and Solihull cars. The position was not consistent being in a variety of places on the turret. The small size of the label probably accounts for the varied placing!



▲ IMPORTANT ▲
 ALL BRAKE AND CLUTCH COMPONENTS ON THIS VEHICLE HAVE METRIC THREADS AND MUST BE SERVICED WITH PIPES HAVING THE APPROPRIATE END FITTINGS.

Part UKC 6468 appears in the parts manuals and was placed on the turret near to the brake pressure reducing valve, so on the left for left hand drive cars and to the right for right hand drive. Placing was not consistent as seen in the photographs for the TPA paint label above. This is the only label to be fitted to all TR7 and TR8 cars and variants without any changes to it.



WARNING
 CLEAN FILLER CAP BEFORE REMOVING. USE ONLY DOT 3 FLUID FROM A SEALED CONTAINER.

The brake servo label was on the servo! Placing seems to vary slightly from horizontal to an angle, but was generally on the left hand side as seen from the cockpit.



IN CASE OF HEADLAMP MECHANISM FAILURE TO RAISE THE HEADLAMP. ① DISCONNECT THE CIRCULAR ELECTRICAL PLUG BEHIND THE HEADLAMP PANEL IN THE ENGINE COMPARTMENT. ② TURN THE KNOB ON THE END OF MOTOR (BENEATH THE HEADLAMP) TO THE LEFT.

IN CASE OF HEADLAMP MECHANISM FAILURE TO RAISE THE HEADLAMP. ① DISCONNECT THE RED 3-WAY ELECTRICAL PLUG BEHIND THE HEADLAMP PANEL IN THE ENGINE COMPARTMENT. ② TURN THE KNOB ON THE END OF MOTOR (BENEATH THE HEADLAMP) TO THE LEFT.

The Headlamp Mechanism warning label came in two versions, an early one for the Speke cars with circular plugs (to VIN ACG25001 and ACW30001 - around June 1977) and then a later one for the red 3 way plugs. The BL parts manuals made an error and kept the part number for the earlier label as the part for the latter! This was fitted on the right hand side of the cross member so that the wording could be read by the driver.



IMPORTANT UNIPART
 FIT ONLY BRITISH LEYLAND OR UNIPART PRODUCTS AS REPLACEMENTS. Legislation is increasingly requiring that components meet specified standards. ENSURE COMPLIANCE BY FITTING BRITISH LEYLAND OR UNIPART APPROVED PRODUCTS.

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The BL parts label evolved over time as the British Leyland name was ditched in about 1977 and the Leyland logo took over (top right corner). This was then changed so that it was simply a Unipart label. It is hard to know when the change was made but early Speke cars used the first two, Canley the middle and perhaps last with Solihull most likely the Unipart only one. The placing was on the upper left hand side of the under bonnet/ hood for the first two, but by the time of the third label placing was not as consistent. The image shows an original car label with it near the J hooks. It is also fitted to the lower centre of the bonnet/hood.



VEHICLE EMISSION CONTROL INFORMATION:- THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1976 MODEL YEAR NEW MOTOR VEHICLES WITH THE EXCEPTION OF THE CARBON MONOXIDE STANDARD FOR CALIFORNIA
NON CATALYST

VEHICLE EMISSION CONTROL INFORMATION:- THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1979 MODEL YEAR NEW MOTOR VEHICLES
CATALYST

VEHICLE EMISSION CONTROL INFORMATION THIS VEHICLE CONFORMS TO U.S. E.P.A. REGULATIONS APPLICABLE TO 1981 MODEL YEAR NEW MOTOR VEHICLES
CATALYST APPROVED FOR IMPORT

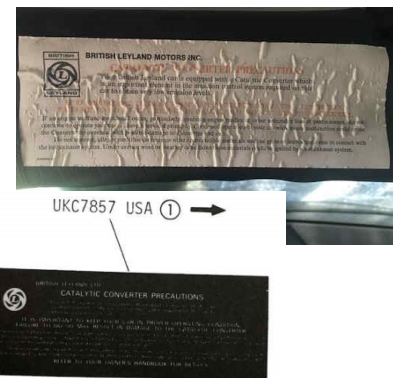
The catalyst label was for US cars - the label differed for California in 1976 but once Catalysts were fitted to all US cars the label simply changed on an annual basis from 1976 (one CATALYST and one NON CATALYST), 1977, 1978, 1979, 1980 and 1981. There were seven labels in total of which 3 are illustrated here and 3 others on the right. The driver's door was the favoured location. Fitted above the door catch - and below the anti-burst latch when fitted to the drophead.



BRITISH LEYLAND MOTORS INC. CATALYTIC CONVERTER PRECAUTIONS
Your British Leyland car is equipped with a Catalytic Converter which has an important function in the exhaust control system required on this car to obtain only low emissions levels.
IT IS IMPORTANT TO KEEP YOUR CAR IN PROPER OPERATING CONDITION. FAILURE TO DO SO MAY RESULT IN DAMAGE TO THE CATALYTIC CONVERTER.
If an engine malfunction, diesel soot, prolonged idling, excessive or other noticeable loss of performance, does not continue to operate your car, drive in correct promptly. Continued operation of your car with severe malfunctions could cause the Converter to malfunction with possible damage to Converter and car.
Do not operate, idle, or park this car in areas where combustible materials such as petrol fumes can come in contact with the hot exhaust system. Under certain road or weather conditions these materials could ignite by the exhaust system.
REFER TO YOUR OWNERS HANDBOOK FOR DETAILS

BRITISH LEYLAND LTD CATALYTIC CONVERTER PRECAUTIONS
Your British Leyland car is equipped with a Catalytic Converter which has an important function in the exhaust control system required on this car to obtain only low emissions levels.
IT IS IMPORTANT TO KEEP YOUR CAR IN PROPER OPERATING CONDITION. FAILURE TO DO SO MAY RESULT IN DAMAGE TO THE CATALYTIC CONVERTER.
If an engine malfunction, diesel soot, prolonged idling, excessive or other noticeable loss of performance, does not continue to operate your car, drive in correct promptly. Continued operation of your car with severe malfunctions could cause the Converter to malfunction with possible damage to Converter and car.
Do not operate, idle, or park this car in areas where combustible materials such as petrol fumes can come in contact with the hot exhaust system. Under certain road or weather conditions these materials could ignite by the exhaust system.
REFER TO YOUR OWNERS HANDBOOK FOR DETAILS

The "Catalytic Converter Precautions" label was placed on the driver's sun visor. Many people erroneously think that UKC7857 is the part number for the hood (soft top) fitting label on the convertible sun visors, but a careful inspection of the label in the parts manual (right) shows it carries the same wording as the other (albeit earlier one which had the British Leyland logo) images here. It is not clear when this stopped being used - but it certainly was not used on the convertibles as the hood storage label took the space. It was still listed for the fixed head cars in the latest parts books (hence the confusion).



TYRES
SIZE 175/70 SR13
PRESSURE AT FRONT 24p.s.i.
MAX. LOADED REAR 28p.s.i.
VEHICLE WT. 18
VEHICLE CAPACITY WT. 435 lb
DESIGNATED SEATING 2 FRONT

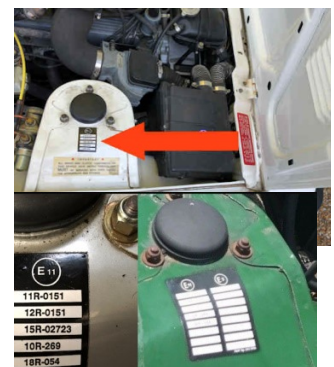
TYRES
SIZE 175/70 HR 13
PRESSURE AT FRONT 24p.s.i.
MAX. LOADED REAR 28p.s.i.
VEHICLE WT. 18
VEHICLE CAPACITY WT. 435 lb
DESIGNATED SEATING 2 FRONT
MAX. LOADED VEHICLE WT. 2775 LBS

Tyre pressure labels varied according to the tyres fitted to the car and between the TR7 and TR8 (plus TR7 V8). Later automatic TR7s continued to be fitted with the 175 SR rated tyres and should therefore have the different label in the glove box. The original labels were printed on a thin piece of metal but these reproductions are on vinyl. There are 5 variants in total, The early Bullet label (with the same part number ZKC 0624) had HR tyres plus an extra line of information in the space at the bottom of the one shown here - the Max Loaded Vehicle Wt -2775 lbs. Then part ZKC624 was for the TR7 2V with 175 Tyres, the later TR7 used part number ZKC2601 with 185 tyres with the TR7 V8 and TR8 both sharing part number YKC3372



E11	11R-0151
E11	12R-0151
E11	15R-02723
E11	10R-269
E11	18R-054

The E11 labels were fitted to UK and European cars and seem to have also reached Australia (though these might just be imported UK cars rather than the original BL exports). The early cars had a large label but by 1979 the size had decreased. This was fitted on the right hand turret (might be left hand for European export cars).



WARNING
 WHEN USING BOOST START
 OBSERVE POLARITY OF
 BATTERY. SUPPLY VOLTAGE MUST
 NOT EXCEED 16V OTHERWISE
 DAMAGE TO THE IGNITION
 SYSTEM WILL OCCUR

The battery warning sticker was fitted to the turret near the battery on a TR7. Early cars had a lighter shade of red, later a darker, as per TR8s. For the TR8 with a battery box (fixed heads though at least one convertible also received it - used a lighter shade) it was fitted to the lid of the box. The later convertible TR8s (darker ink) had this fitted to the petrol inspection plate in the boot/trunk.



Leyland Cars
AIR CONDITIONER
 MAXIMUM OPERATING CHARGE
 2 LBS. 2 OZS. OF R-134a
 COMPLIES WITH SAE-J639

The A/C label was fitted to the lower left hand side on the bonnet / hood. The original label was for 2lbs 8 ozs of the gas R12 but this is now illegal in Europe and not available in North America (though old stock remains). This label refers to the newer gas R134a and reflects the fact that just 2lbs 2 ozs is required. This label was fitted to Rover cars as well.



Delco Air
 070473
 REFRIGERANT OIL 5.17 kg (11.5 LBS.)
 CHARGE IN 1984 5.74 kg (12.6 LBS.)
 MODEL NO. 131144 **290**
 WETS S.A.E. J639

The TR8 compressor label was fitted to the 1979 /80 compressor some later models had a different label as the compressor differed. This one was fitted so that the words would be upside down to the driver - logical as these parts were pre-labelled by an external provider - Delco Air in this case.



INSTRUCTIONS HOOD STOWAGE
 1. RELEASE HEADER RAIL FROM WINDSCREEN FRAME BY TURNING 2 CATCH LEVERS TOWARDS INSIDE OF CAR AND PUSH HEADER RAIL UPWARDS.
 2. FROM THE OUTSIDE OF CAR RELEASE 8 FASTENERS (4 PER SIDE) SECURING SIDES OF HOOD TO BODY.
 3. LIFT HEADER RAIL UPWARDS AND PUSH REARWARDS AT THE SAME TIME FULL HOOD COVER REARWARDS BY HOLDING FLAP AT TOP OF BACKLIGHT. THE BACKLIGHT AND QUARTERLIGHTS SHOULD THEN REST ON TRUNK LID AND NOT TRAPPED UNDER HEADER RAIL.
 4. ENSURE HOOD IS FLAT THEN FOLD REAR QUARTERLIGHTS INWARDS ON TOP OF COVER THEN FOLD BACKLIGHT FORWARD ON TO HOODSTICKS BEHIND THE SEATS.
 5. FASTEN STORAGE COVER.

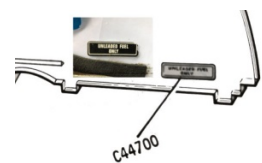
The hood stowage instructions (these were NOT part UKC7857 - see Catalytic convertor above) were fitted to the drophead driver's sun visor in line with the clip or slightly to the right of it (though the photograph is in fact that of a reproduction - square corners). It seems that the early dropheads with black sun visors (upper image) (and I need to check with those fitted to the Spider special edition) had a variant that differed to the one for the blue and tan sun visors (lower image). The earlier one had a textured finish, was slightly smaller and had a different typeface. These seem to crinkle over time, though less so for the earlier label.



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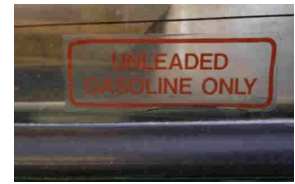
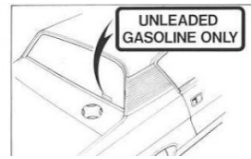
UNLEADED FUEL ONLY

Unleaded fuel only labels were fitted to the clear plastic cover on the dash pod. This Jaguar part was fitted to US and Canadian cars plus other markets where unleaded fuel was being used. The image is from a parts book with a smaller one inset that is taken from an actual dash pod cover.

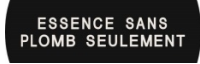




The early fixed head cars (US, Canada and ?) had an Unleaded Gasoline Only sticker in the inside rear window as shown in the glove box manual.



The convertible cars (and later fixed heads) for the unleaded fuel market had a thin metallic badge to the right of the fuel filler cap. For the French Canadian market (and France?) these also had a label on the filler cap itself "Essence Sans Plomb Seulement" - translating literally as Fuel Without Lead Only.



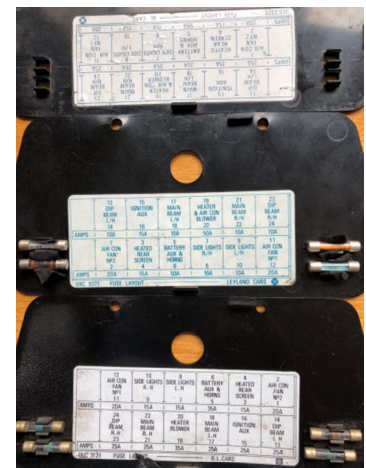
Triumph Logo - not original but designed to fit in the TR8 and Spider special edition plastic centre cap in the steering wheel, which for some unknown reason seems to have been blank. This is a reproduction of the badge that was used in the centre of the later TR7 wheel. The Spider has a red logo - image awaiting confirmation.



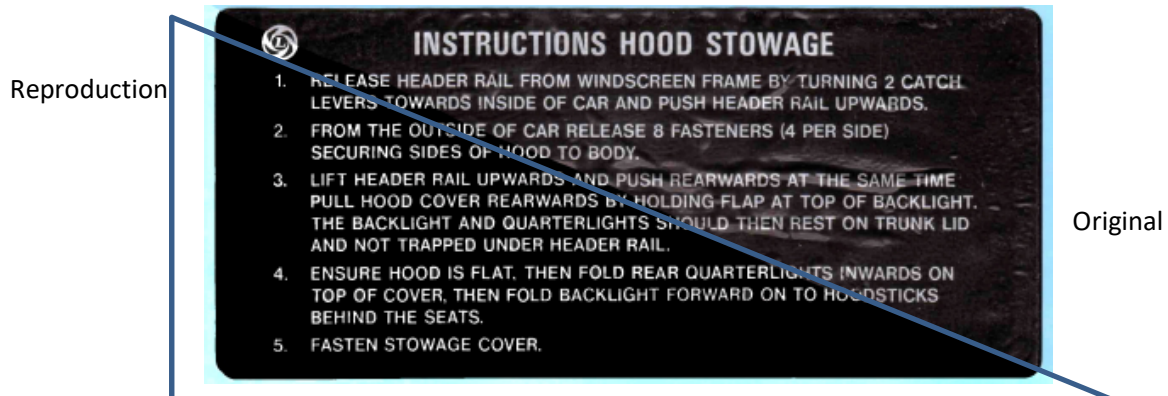
	12	13	14	15	16	17	18	19	20	21	22	23
IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION	IGNITION
MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM	MAIN BEAM
STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP	STOP
WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER	WIPER
WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR	WIPER MOTOR
WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH	WIPER WASH
WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR
WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP	WIPER WASH PUMP
WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR	WIPER WASH MOTOR
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The fuse panel in the later cars at the rear of the glove box had a fuse diagram attached. Left and right hand drive cars appear to differ in the way the information was displayed. The image to the right shows 3 different fuse panels (two right hand drive, the third a left hand) and you will note that one image is 180 degrees opposed. There are many more fuse panel labels and a lack of consistency with the fuse ratings. They were in blue, green and black (red too?), but there could be many more as this is a part that is not easy to see being hidden at the back of the glove box.

The various owners' manual's list different part numbers for these, but as with most of the parts and other official literature the images are almost always black and white line drawings. Another interesting point to note is the change from Leyland Cars accompanied by the logo (middle image) with an **L** in it to the later B.L. Cars and the blank logo.



That leaves the emission labels but before continuing to them, a quick look at the accuracy of the reproductions! Here is a diagonal split of the hood stowage label - the upper right quadrant is the original (now crinkled) label whilst the lower left side in the blue triangle is the reproduction.

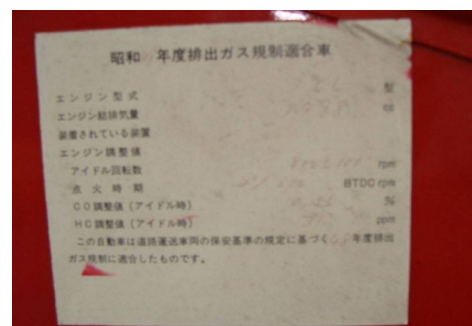


More than half a dozen different fonts were needed to match the labels as closely as possible - it is interesting how many variants there are in letters such as M - M M M and M, with splayed or straight arms, short or long centre part etc. The number 1 is also - 1 1 1 and 1 surprisingly varied. In addition for the 2 French language labels a range of accents was required and without doubt the most difficult part of all was matching the diagrams (and adding the correct lines) to show how to adjust carburettors or the emissions. Some use arrows to point the way, others plain lines and also some with a large dot on the end!

That just leaves the emission labels which were always fitted to the top right of the under bonnet (hood) above the louvres. The UK cars displayed less information as there was no diagram to show how to maintain the carburettor(s). There seem to have been a couple of labels that were put on the Sprints, the other was a joint Dolomite and TR7 label. The lack of additional information contrasted with those for the Australian, Canadian and US markets. The Australian label is virtually the same as a US one with some minor amendments. To meet USEPA (United States Environmental Protection Agency) regulations a new label was required annually so there are more US labels than for any other market. So far, for carburettor cars I have identified 6 different TR7 labels, 3 TR7 V8 and 4 TR8 for the USA, 2 for Canada and 1 for Australia (plus an image for a Japanese TR7 - which is the one label that has not been reproduced!). For the fuel injected cars the TR7 had a different label, there were 2 for the US fuel injected TR8 cars, one in 1980 and another in 1981. The Canadian efi cars used the same label throughout (though the cars were almost all sold in 1981 apart from the few rare 1982 model year cars) - but in two languages. The English label was put on the car above the French which was a larger sticker and needed more space - see also the very first image showing the spelling error.

There are several more TR7 labels shown in the parts books and microfiche, namely ULC1057, ULC1058, ULC1523, ULC1645 and TKC6073 (Canada) that I have no images of (as yet). There will no doubt be some others too.

This is one from a Japanese TR7 (courtesy of Dr CK Smith)



Triumph TR7 VEHICLE EMISSION CONTROL INFORMATION
TRIUMPH MOTORS
BRITISH LEYLAND UK LIMITED
COVENTRY ENGLAND

ENGINE SETTINGS

FIRING ORDER	1, 3, 4, 2
ROCKER CLEARANCE (COLD)	008 (1/2 mm) INLET 018 (45 mm) EXHAUST
CONTACT BREAKER GAP	014 - 016 (35 - 40 mm)
DWELL ANGLE	38° - 40°
IGNITION TIMING (IDLE)	10° B.T.D.C.
IGNITION TIMING (STATIC)	10° B.T.D.C.
SPARK PLUG TYPE	CHAMPION N 12Y
SPARK PLUG GAP	020 - 026 (51 - 66 mm)
IDLE SPEED (NEUTRAL)	650 - 850 R.P.M.
FAST IDLE SPEED (COLD)	1100 - 1300 R.P.M.
IDLE MIXTURE (% CO)	2.5 - 4.5%

PT. No. UKC 6246

TR7

Triumph T.R.Z VEHICLE EMISSION CONTROL INFORMATION
TRIUMPH MOTORS
BRITISH LEYLAND UK LIMITED
COVENTRY ENGLAND

ENGINE SETTINGS

FIRING ORDER	1,3,4,2
ROCKER CLEARANCE (COLD)	018 (46 mm) INLET & EXHAUST
CONTACT BREAKER GAP	015 (40 mm)
DWELL ANGLE	46° - 56°
IGNITION TIMING (IDLE)	10° B.T.D.C.
IGNITION TIMING (STATIC)	10° B.T.D.C.
SPARK PLUG TYPE	CHAMPION BN3Y
SPARK PLUG GAP	025 (40 mm)
IDLE SPEED (NEUTRAL)	650 - 850 RPM
FAST IDLE SPEED (COLD)	1100 - 1300 RPM
IDLE MIXTURE (% CO)	2.5 - 4.5

PART No UKC 8605

Sprint UK

B.L. CARS LTD. VEHICLE EMISSION CONTROL INFORMATION
MODEL: TRIUMPH TR8 ENGINE FAMILY: RV8/F3
CAPACITY: 2150i cc EVAP FAMILY: RV8/F3
EXHAUST EMISSION CONTROL TYPE: FI/EGR/CAT

ENGINE SETTINGS

IDLE SPEED	850 ± 50/100 R.P.M
DWELL	FIXED
TIMING AT IDLE	T.D.C. ± 1°
IDLE MIXTURE (% CO)	NOT ADJUSTABLE
SPARK PLUG GAP	0.025 IN
TRANSMISSION	NEUTRAL
VALVE CLEARANCE	NOT ADJUSTABLE
AIR CONDITIONING	OFF
FAST IDLE SPEED	NOT ADJUSTABLE
INITIAL INJECTION TIMING	NOT ADJUSTABLE

PROCEDURE: WARM UP ENGINE, CHECK IGNITION TIMING, SLACKEN LOCKNUT, TURN IDLE SPEED ADJUSTMENT SCREW - ANTICLOCKWISE TO INCREASE SPEED OR CLOCKWISE TO DECREASE SPEED. TIGHTEN LOCKNUT. NOTE - IDLE MIXTURE ADJUSTMENT IS SEALED.

PLenum CHAMBER
LOCKNUT
IDLE SPEED ADJUSTMENT SCREW

JAGUAR ROVER TRIUMPH LIMITED MANAGING AGENT FOR B.L. CARS LTD. VEHICLE EMISSION CONTROL INFORMATION
MODEL: TRIUMPH TR8 ENGINE FAMILY: RV8/F3
CAPACITY: 2150 cc EVAP FAMILY: RV8/F3
EXHAUST EMISSION CONTROL TYPE: AIR/FICAT

ENGINE SETTINGS

IDLE SPEED	850 ± 50 R.P.M
DWELL	FIXED
TIMING AT IDLE	1° B.T.D.C.
IDLE MIXTURE (% CO)	5% NOMINAL 2%
SPARK PLUG GAP	0.025 IN
TRANSMISSION	NEUTRAL
VALVE CLEARANCE	NOT ADJUSTABLE
AIR CONDITIONING	OFF
FAST IDLE SPEED	NOT ADJUSTABLE

IMPORTANT: IDLE MIXTURE SETTING PROCEDURE: WARM UP ENGINE, CHECK IGNITION TIMING, BALANCE CARBURETTORS FOR AIR FLOW AND SET IDLE SPEED TO NOMINAL. SETTING DISCONNECT AND PLUG AIR INJECTION AT CHECK VALVES USING INFRA RED CO ANALYSER AND NEEDLE ADJUSTING TOOL. MOVE METERING NEEDLE AN EQUAL AMOUNT ON EACH CARBURETTOR.

NEEDLE ADJUSTMENT TOOL
IDLE SPEED SETTING SCREW

B.L. CARS LTD. RENSEIGNEMENTS SUR LES SYSTÈMES DE CONTRÔLE DES GAZ POLLUANTS DES VÉHICULES
MODÈLE: TRIUMPH TR8 MOTEUR: RV8/F3
PUISSANCE: 215 PO_e EVAP: RV8/F3
SYSTÈME DE CONTRÔLE DES GAZ POLLUANTS À L'ÉCHAPPEMENT: FI/EGR/CAT

RÉGIME DU RALENTI

ENTRÉE	850 ± 50/100 TR/MN
CALAGE AU RALENTI	FIXE
MÉLANGE DU RALENTI (%CO)	P.M.H. ± 1°
ÉCARTANT DES BOUGIES	PAS RÉGLABLE
BOÎTE DE VITESSES	0.025 PO
JEU DES SOUPAPES	AU POINT MORT
CLIMATISEUR	PAS RÉGLABLE
RÉGIME DU RALENTI ACCÉLÉRÉ	A L'ARRÊT
CALAGE INITIAL DE L'INJECTION	PAS RÉGLABLE

MÉTHODE DE RÉGLAGE DU RALENTI
FAITES CHAUFFER LE MOTEUR. VÉRIFIEZ LE CALAGE DE L'ALLUMAGE. DÉSERRER L'ÉCROU DE BLOCAGE. TOURNEZ LA VIS DE RÉGLAGE DU RALENTI - À GAUCHE POUR AUGMENTER LE RALENTI, À DROITE POUR LE DIMINUER. RESERRER L'ÉCROU DE BLOCAGE. REMARQUE: LE RÉGLAGE DU MÉLANGE DU RALENTI EST PLOMBÉ.

VIS DE RÉGLAGE DU RALENTI
ÉCROU DE BLOCAGE
CHAMBRE DE DÉTENTE

JAGUAR ROVER TRIUMPH LTD AGENT GESTIONNAIRE DE B.L. CARS LTD. RENSEIGNEMENTS SUR LES SYSTÈMES DE CONTRÔLE DES GAZ POLLUANTS DES VÉHICULES
MODÈLE: TRIUMPH TR8 MOTEUR: RV8/F3
PUISSANCE: 215PO_e EVAP: RV8/F3
TYPE DE SYSTÈME DE CONTRÔLE DES GAZ POLLUANTS À L'ÉCHAPPEMENT: FI/EGR/CAT

RÉGIME DU RALENTI

ENTRÉE	850 ± 50 R.P.M
INVERSER	FIXE
CALAGE DU RALENTI	3° P.M.H.
MÉLANGE DU RALENTI (%CO)	5% NOMINAL 2%
ÉCARTANT DES BOUGIES	0.025 PO
BOÎTE DE VITESSES	AU POINT MORT
JEU DES SOUPAPES	PAS RÉGLABLE
CLIMATISEUR	A L'ARRÊT
RÉGIME ACCÉLÉRÉ DU RALENTI	PAS RÉGLABLE

IMPORTANT: MÉTHODE DE RÉGLAGE DU MÉLANGE DE RALENTI - FAITES CHAUFFER LE MOTEUR. VÉRIFIEZ LE CALAGE DE L'ALLUMAGE. DÉSERRER LES CARBURETTORS POUR LE DÉBIT D'AIR ET RÉGLEZ LE RÉGIME DU RALENTI AU RÉGIME NOMINAL. DÉBARRASSEZ ET BOUCHEZ L'INJECTION D'AIR AUX CLAPETS. À L'AIDE D'UN ANALYSEUR INFRA-ROUGE, DÉPLACEZ LE POINTAU DE CHAQUE CARBURETTOR D'UN NOMBRE ÉGAL DE TOURS.

OUTIL DE RÉGLAGE DU POINTAU
VIS DE RÉGLAGE DE RÉGIME DU RALENTI

Canada

The Part No. for the efi label translates into French as "PIECE No" whilst for the (1980) carburettor cars it remained as "PART No". The French label part number (ERC7737) is less than the English (ERC7738) which is one less than the green with a single yellow stripe (ERC7739) for the US 1981 cars.

A few samples of the fitted labels with the louvres visible on the right hand under bonnet / hood - see also two more images at the start.



Triumph TR8 VEHICLE EMISSION CONTROL INFORMATION
TRIUMPH MOTORS
B.L. CARS LTD
COVENTRY ENGLAND

ENGINE SETTINGS

FIRING ORDER	1, 8, 4, 3, 6, 5, 7, 2
VALVE CLEARANCE	HYDRAULIC NON ADJUSTABLE
IGNITION	LUCAS ELECTRONIC 35D8
IGNITION TIMING (IDLE)	8° B.T.D.C.
IGNITION TIMING (STATIC)	8° B.T.D.C.
SPARK PLUG TYPE	CHAMPION N 12Y
SPARK PLUG GAP	0.035" (0.9mm)
IDLE SPEED (NEUTRAL)	750 ± 25 R.P.M.
IDLE MIXTURE (%CO)	2.5 - 4.5%

Part No. UKC 8248

Finally a mock-up of how the UK specification TR8 label might have appeared, based on the UK TR7 labels but to reflect a Rover V8 (9.35:1 engine compression ratio).

Appendix A selection of other labels on the TR7 or TR8, but no plans to be reproduced.



ROVER 3500 / TRIUMPH TR8		1980 MODEL YEAR	
ENGINE RV8 / F3	HC GM/MILE	CO GM/MILE	NO GM/MILE
EXHAUST EMISSION STANDARDS	0.39	9.0	1.0
EXHAUST EMISSION TEST RESULTS	0.297	3.77	0.16
THIS VEHICLE HAS BEEN TESTED UNDER AND CONFORMS TO THE CALIFORNIA ASSEMBLY LINE TEST PROCEDURES			3
CRC 3717			

