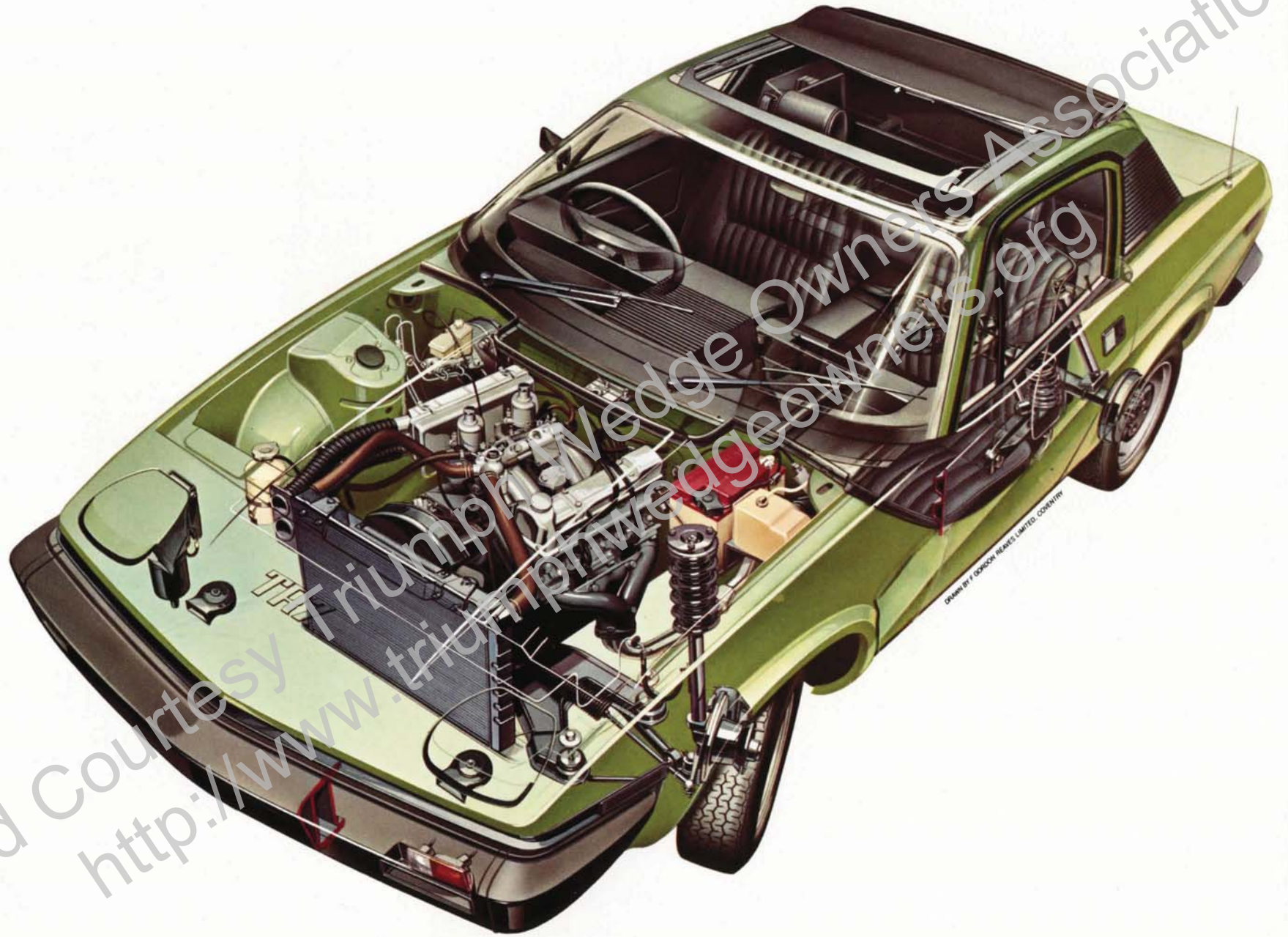




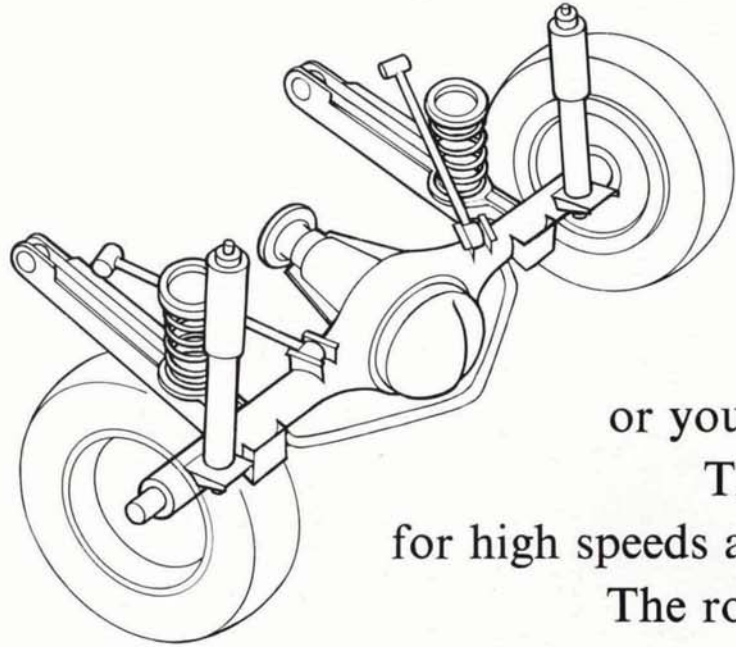
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DRIVEN BY / CONCOR PEARCE LIMITED, COVENTRY

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It has one of the most sophisticated electrical and instrumentation systems of any sports car on the road. It is a closed 2-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, or you can raise them manually )

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

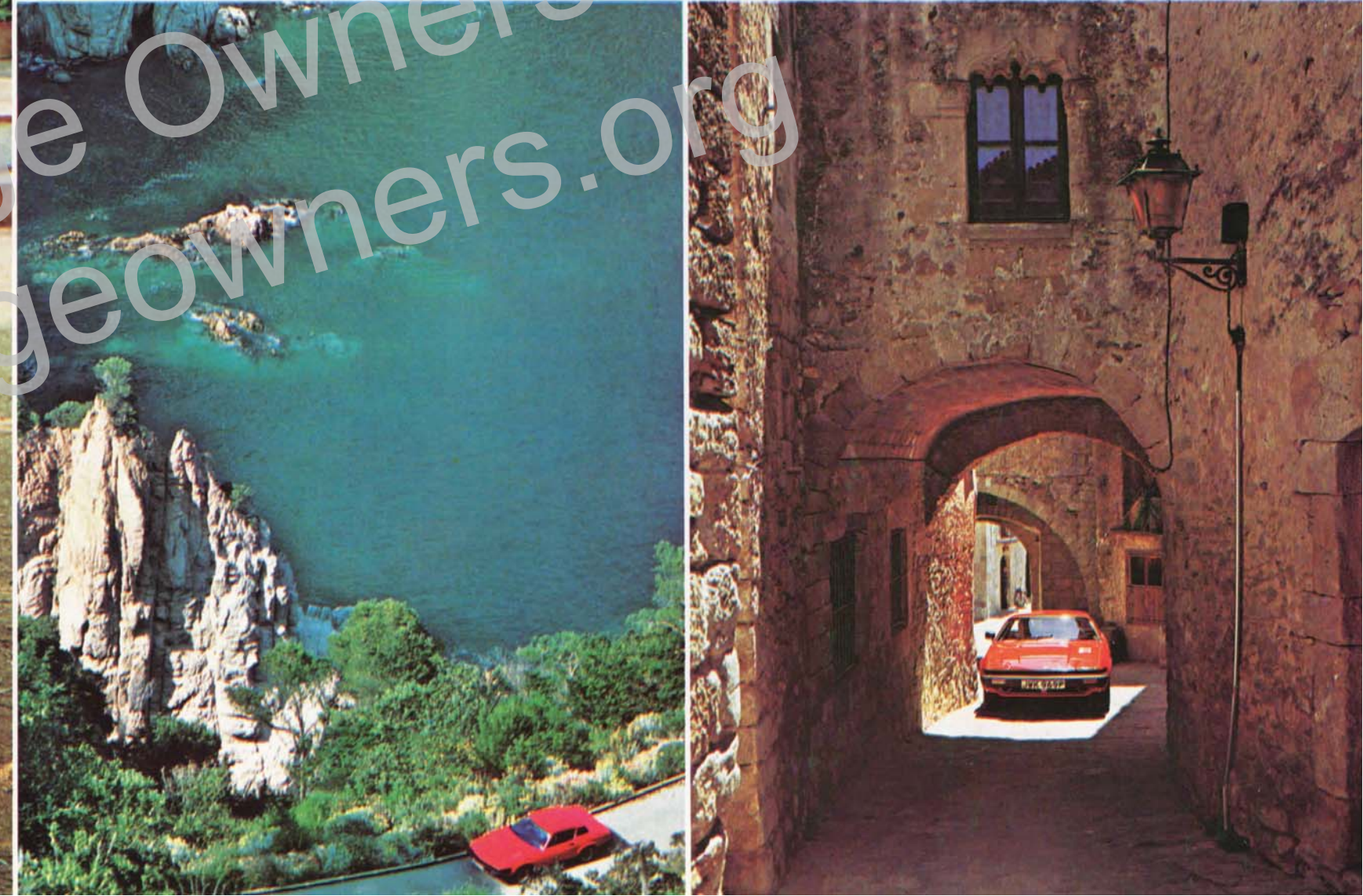
The roof is crush resistant with front and rear impact, roll-over, and side intrusion resistance.

(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 be prevented from moving backwards under impact. The doors have re-inforced 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.)





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

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



As for instrumentation and controls, it 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.

Windscreen washers and wipers, direction indicators, headlamp dip and horn are under your fingertips on the steering column stalk. The

compact, 4-speed, all synchromesh gearbox features a new selector rail for smoother and more precise gear changing. And since the car is capable

of high speeds, the brakes are designed, accordingly, on the discs front/drums rear combination incorporating direct-acting servo with a tandem master cylinder.





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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.

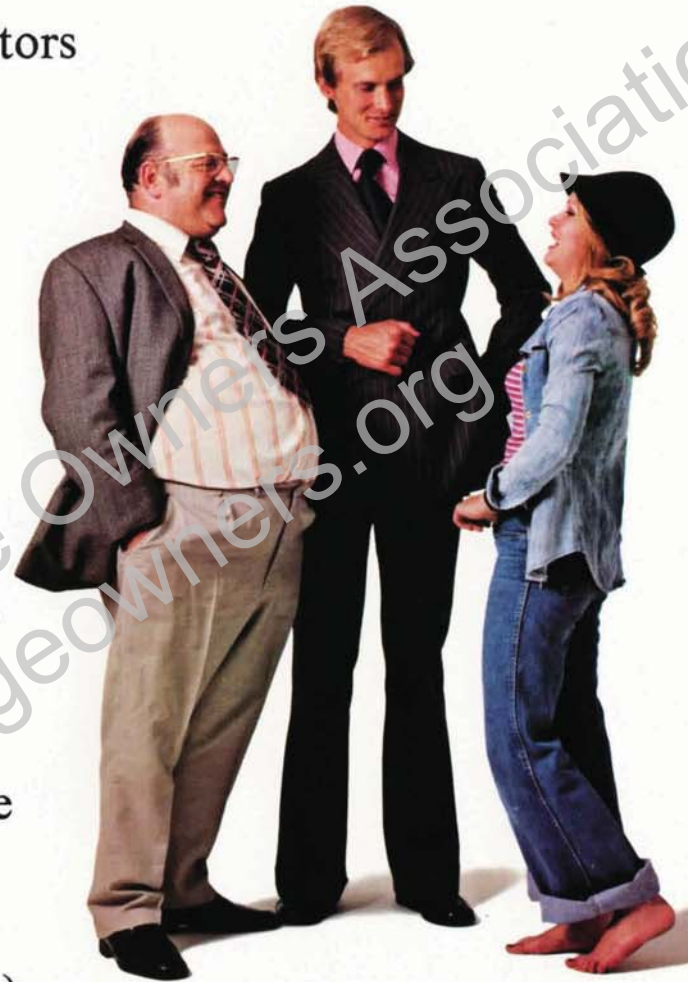
Extensive use of rubber mountings and bushes isolates the body from road-transmitted noise. Anti-roll bars are fitted front and rear.

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.



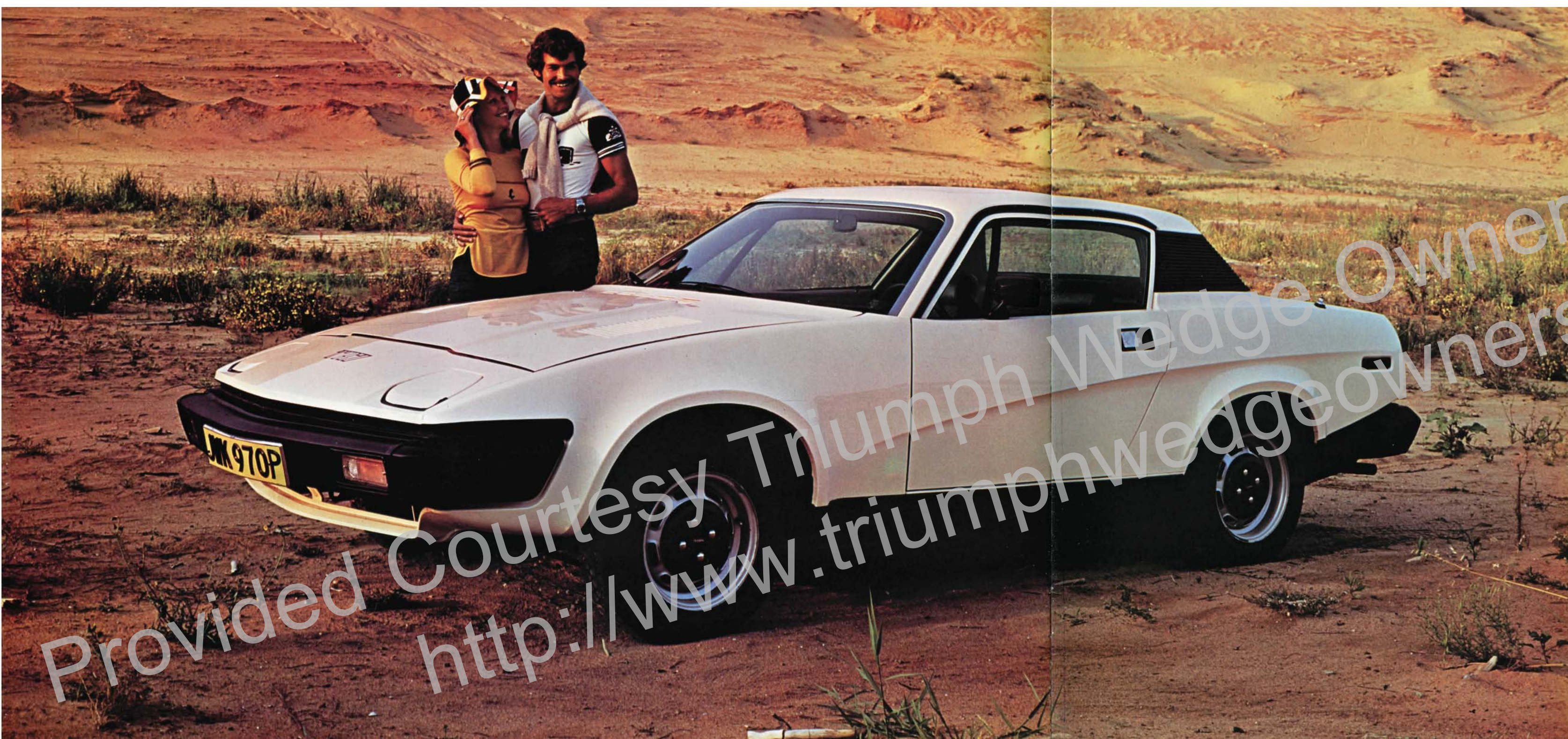




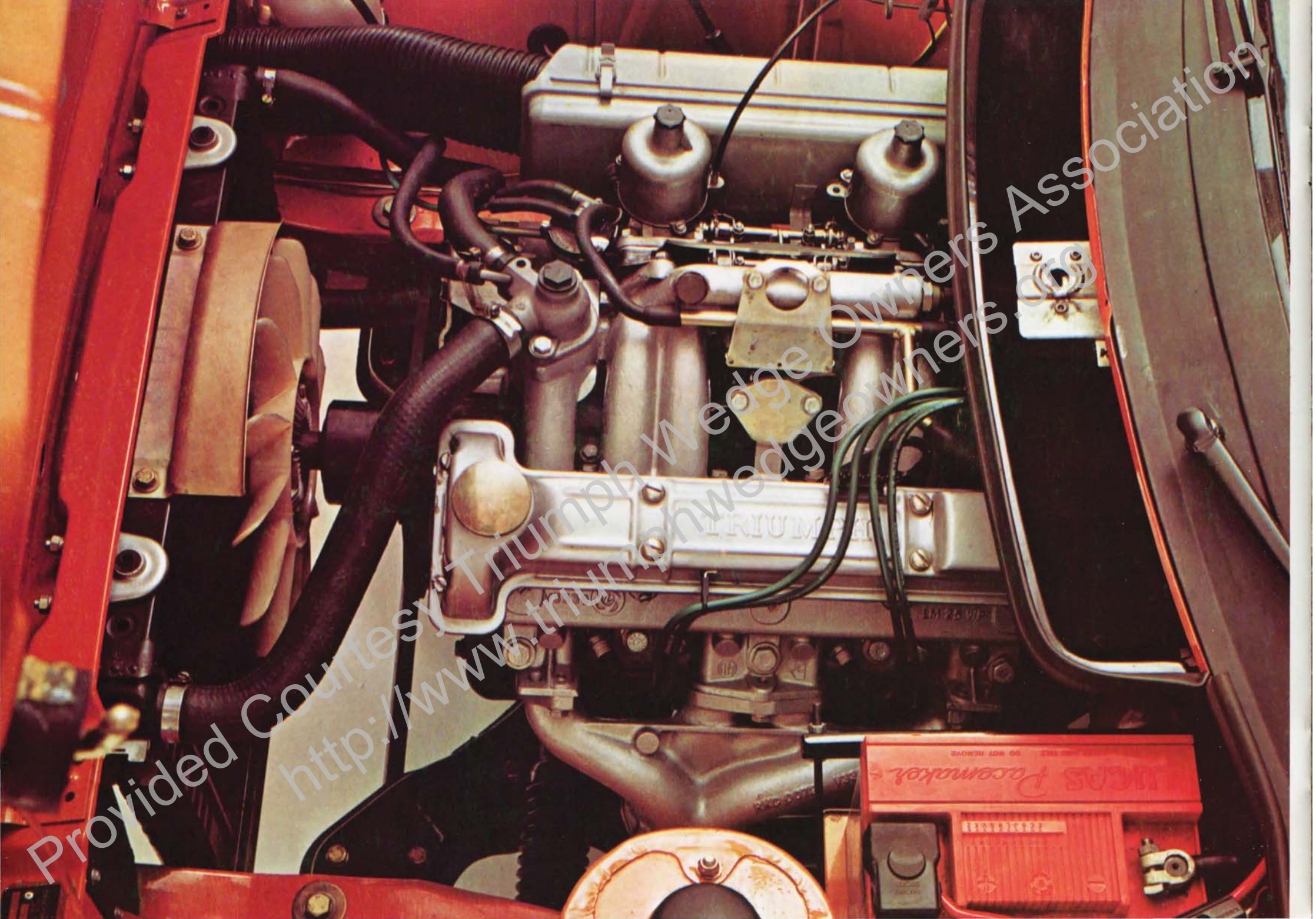
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Coil springs are carried on the lower links and telescopic dampers are mounted on the rearward side of the axle. In short, the overall effect inside the TR7 is like riding in an armchair.

And to keep up this impression of total

comfort, it's worth mentioning here the heating/ventilation system.

It's an air-blending system, the most flexible system 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.

## 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 (DIN) 105 b.h.p. at 5500 r.p.m. Maximum torque (DIN): 118.75 lb.ft at 3500 r.p.m. (equivalent to 147 lb/in<sup>2</sup> b.m.e.p.). Twin SU HS6 carburettors. Mechanical fuel pump. Fuel capacity 12 gallons (54.5 litres).

### Transmission

Clutch: 8½ in. dia. (216 mm) diaphragm spring type. Hydraulically operated. Gearbox: 4 forward speeds and reverse. Synchromesh on all forward gears.

Gearbox ratios	Top	3rd	2nd	1st	Rev.
	1.00	1.25	1.78	2.65	3.01

Rear Axle Ratio 3.63 : 1

Effective Gearing: Road speed at 1000 r.p.m. in top gear—18 m.p.h. (29 k.m.p.h.).

### 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 an anti-roll bar.

### Wheels

Steel disc type, 13 in. dia. × 5½ J safety ledge rims.

Polycarbonate wheel trims.

### Tyres

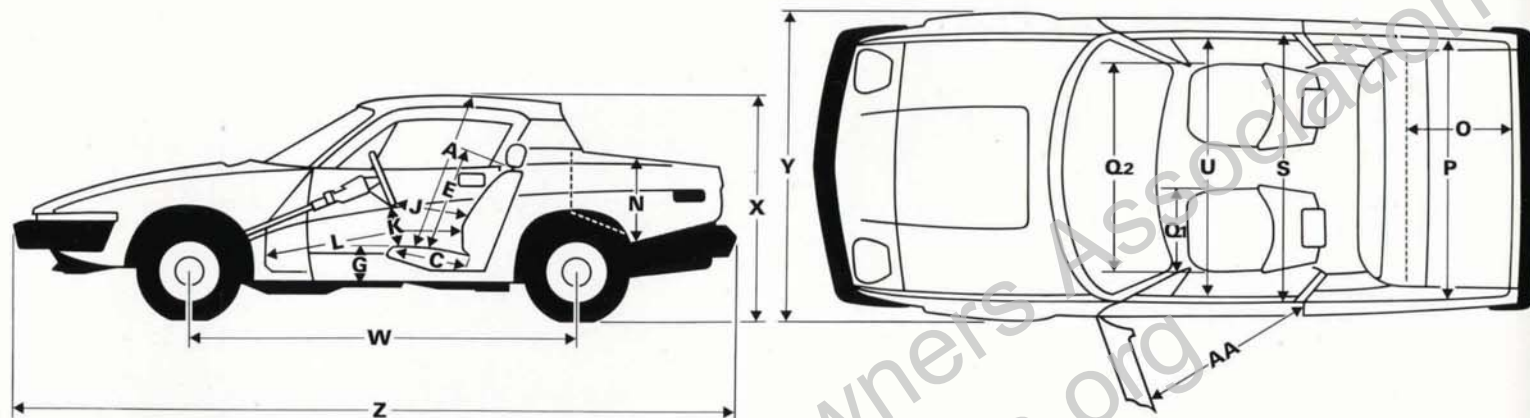
175/70 SR—13 radial ply tubeless.

### Steering

Rack and pinion type. Three spoke steering wheel 14 in. dia (353 mm.) with padded rim. Impact absorbing steering column incorporating anti-theft device, 3¾ turns lock to lock.

continued

# Specification continued



## Brakes

9 3/4 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 @ 20 hour rate, located under bonnet. Negative earth. Alternator: Lucas 17 ACR.

## Coachwork

Two door, two 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. 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<sup>3</sup>) 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. A radio aerial is fitted with a 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. Two-speed windscreen wipers and electrically operated washers. Exterior 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 two 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, at each end of the fascia. Through-flow ventilation is facilitated by rear quarter panel grilles.

**Optional Equipment** (at extra cost). Fabric sun roof.

## DIMENSIONS

	cm	in		cm	in
*Front seat head room (uncompressed) .. A	97.8	38.5	Luggage floor width .. P	155.0	61.0
*Front seat cushion depth .. C	52.1	20.5	*Front seat cushion width .. Q1	52.1	20.5
*Front seat squab height .. E	55.9	22.0	*Front cushions overall width .. Q2	121.9	48.0
*Front seat cushion height .. G	20.3	8.0	Width between front doors (at waist) .. S	134.6	53.0
*Steering-wheel to squab—max. .. J	53.3	21.0	Shoulder width over front seat .. U	134.6	53.0
*Steering-wheel to squab—min. .. J	35.6	14.0	Wheelbase .. W	216.0	85.0
*Steering-wheel to cushion .. K	19.0	7.5	Overall height .. X	126.8	49.9
*Front seat leg reach—max. .. L	105.4	41.5	Overall width .. Y	168.1	62.2
*Front seat leg reach—min. .. L	87.6	34.5	Overall length .. Z	406.5	160.0
Luggage boot height .. N	40.6	14.5	Front door entry width—max. .. AA	76.2	30.0
Luggage floor length .. O	61.0	24.0	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

## PERFORMANCE DATA OBTAINED BY BRITISH LEYLAND ENGINEERS

Acceleration	Speed range	Time (secs.)
Top gear	30–50 m.p.h.	7.4
	40–60 m.p.h.	7.5
Through gears	0–60 m.p.h.	9.4
	0–70 m.p.h.	13.8
Maximum Speed	109 m.p.h. (175 k.p.h.), depending on conditions.	





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