

# Triumph Dolomite Engine

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## Triumph Dolomite Engine

Background. The Dolomite was the final addition to Triumph's small-car range (codenamed "Project Ajax"), which had started in 1965 with the Triumph 1300. Designed to be a replacement for the rear-wheel drive Triumph Herald, the 1300 was originally fitted with a 1,296 cc (79 cu in) engine and front-wheel drive. The later model, introduced in September 1970 as the Triumph 1500, featured a

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## **Triumph Dolomite - Wikipedia**

Choose a Triumph Dolomite version from the list below to get information about engine specs, horsepower, CO2 emissions, fuel consumption, dimensions, tires size, weight and many other facts. Notice also the plus sign to access the comparator tool where you can compare up to 3 cars at once side by side.

## **Specs for all Triumph Dolomite versions**

Triumph Dolomite Sprint engine Triumph added a unique 16-valve cylinder head to the slant-four for the 1973 Dolomite Sprint . At the time there were at British Leyland (BL) both Harry Mundy , who worked on engine development at Jaguar, and Walter Hassan , also at Jaguar but in charge of engine technology development at BL as well.

## **Triumph slant-four engine - Wikipedia**

The Dolomite 1500 was a new half-and-half model, for it shared the same rectangular-headlamp nose as the Dolomite 1300, and also got Dolomite 1850-type suspension, but had the larger 71bhp/1,493cc engine (which was based on that of the current Spitfire), overdrive as optional equipment, brushed nylon cord upholstery, all to a rather simpler equipment standard than the 1500HL.

## **Triumph Dolomite Introduction - Rimmer Bros**

The Dolomite used the longer bodyshell of the front wheel drive Triumph 1500, but with the majority of the running gear carried over from the rear-wheel drive Triumph Toledo. Initially, the only version available used the new slant-four 1854 cc engine, which mated an alloy OHC head to an iron block, providing 91 bhp (68 kW) which offered sprightly performance.

## **Triumph - Triumph Dolomite (1972-1980) - Motor Car History**

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TRIUMPH DOLOMITE 1850, 1850HL ENGINE HEAD GASKET SET (GEG1176) (Fits: Triumph Dolomite) £25.13. £6.75 postage. Head Gasket Set Triumph Dolomite 1500 1976 to 1980 (Fits: Triumph Dolomite) £18.99. FAST & FREE. Only 2 left. TRIUMPH 2.0 LTR DOLOMITE "SPRINT" (1973 on) HEAD GASKET SET - CX540E (Fits: Triumph Dolomite)

### **Car Engines & Engine Parts for Triumph Dolomite for sale ...**

The Triumph Dolomite 1300 has a Inline 4, Petrol engine with 1296 cm<sup>3</sup> / 79.1 cu-in capacity. How much horsepower (hp) does a 1980 Triumph Dolomite 1300 have? The 1980 Triumph Dolomite 1300 has 59 PS / 58 bhp / 43 kW horsepower.

### **Triumph Dolomite 1300 Technical Specs, Dimensions**

TRIUMPH DOLOMITE SPRINT. Sold/number built 1973-'80/22,941; Construction steel monocoque; Engine iron-block, alloy-head, sohc, 16v 1998cc slant-four, twin SU HS6 carburettors Max power 127bhp @ 5700rpm; Max torque 122lb ft @ 4500rpm; Transmission four-speed manual with overdrive, rear-wheel drive

### **Separated at birth: Saab 99 vs Triumph Dolomite | Classic ...**

Chris Witor - Triumph 2000, 2500, 2.5 & Dolomite specialist automotive parts supplier, supplying a wide range of performance and standard spares worldwide - website: [www.chriswitor.com](http://www.chriswitor.com) - email: [chris@chriswitor.com](mailto:chris@chriswitor.com) - phone: +44 1749 671404 - fax: +44 1749 671404 - address: Hornsmead, Knowle Lane, Wookey, Wells, Somerset, England BA5 1LD.

### **Chris Witor Triumph Specialist**

Dolomite 135: 135: Triumph, this is what the Sprint lump should have produced, but the manufacturing process was not good enough. Test bed engines: 150: Spen King has been reputed to have seen this figure on the test engines, this does fit in with rolling road figures of well prepared

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engines. Old standard <90

### **General Tuning - DollySprint.com**

TRIUMPH DOLOMITE SPRINT CUSTOM PROJECT V6 COSWORTH ENGINE . Unfinished project so selling as spares or repair . This will make a unique car once finished, all the work carried out so far has been done to a high standard and the attention to detail needs to be seen!

### **Triumph Dolomite Sprint Custom Project, Cosworth V6 Engine ...**

This gasket fits the stock stamped steel valve cover used on all the Triumph "Small" 4 cylinder engines (1147cc, 1296cc, 1493cc). This includes the Spitfire, Herald, MG Midget 1500, and other models. This gasket has been designed with a semi-circular cross section to better fit these valve covers.

### **Triumph Dolomite and Sprint Engine Gaskets and Oil Seals**

TRIUMPH DOLOMITE 1850/SPRINT ENGINE OIL DIPSTICK IN VG COND. AU \$24.99. AU \$5.00 postage. or Best Offer. Watch. Alloy Rocker Cover, Triumph Herald, Spitfire Mk1-1500, Dolomite 1500 (Fits: Triumph Dolomite) AU \$198.75. AU \$20.60 postage. Watch. INLET VALVE 36.60mm HEAD TRIUMPH DOLOMITE 1850 (early) SET OF 4 V34376.

### **Engines & Components for Triumph Dolomite for sale | Shop ...**

Triumph Dolomite Sprint Engine. Triumph Dolomite Sprint engine Worked fine when triumph tr7 or dolomite sprint (may fit other makes &models). Triumph Dolomite Sprint Engine which you can see in the attached pictures. The Triumph Dolomite Sprint Engine bought for 1105 last year, have been used but they are still in a great condition.

### **Dolomite Sprint Engine for sale in UK | View 50 bargains**

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The Triumph Dolomite is a car that was produced by Triumph Motor Company from 1934 to 1940. It first appeared in 1934 as a sports car and the name was also used from 1937 on a series of sporting saloons and open cars until 1939 when the company went into receivership.

### **Triumph - Triumph Dolomite Straight 8 (1934-1935)**

Bore wear is also unusual in these engines if properly maintained. Make sure the front camshaft tunnel in the block isn't worn, here again a good oil supply would make this unlikely. Remove all the oil gallery plugs and get a long stiff bristle brush and give them a thorough clean. Properly put together this should give nice power and torque, even if you stuck with re-needed 1.75" SUs.

### **Sprint fast road engine rebuild - The Triumph Dolomite Club**

The decision to swap the driven wheels from one end to the other was taken in the late 1960s because Triumph's aim was to take the range upmarket with larger, more powerful engines. Front-wheel drive wasn't going to work with the Dolomite and Sprint's powerplant, so a radical solution was needed.

### **Triumph Dolomite Sprint - Classic Car Reviews | Classic ...**

With Special Tuning tie bars now as rare as hens teeth, Rob MacGregor has had some adjustable front tie bars made, contact Malc at the Triumph Dolomite Club or Rob at SprintSpeed for a set. Ford Stub axles. Rob showed me a couple of stub axles that he's had made. These allow the Triumph vertical link to use Ford hubs.

### **DollySprint.com**

The engine numbers of the genuine TR7 sprints begin with CH and end in HE .The H means it is a high compression unit and the E means it is an engine as opposed to a gearbox etc. When fitted to the Dolomite the sprint engine has a VA suffix, so it is easy to spot a genuine TR7 sprint engine, my

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own TR7 sprint, SJW 530S, has the engine no 117,this is the original engine fitted at the factory so ...

### **TR7 Sprints - TriumphTRS.co.uk**

History Edit. The Dolomite was the final addition to Triumph's complex small-car range (codenamed "Project Ajax"), which had started in 1965 with the Triumph 1300. Designed to be a replacement for the rear-wheel drive Triumph Herald, the 1300 was originally fitted with a 1,296 cc (79 cu in) engine and front-wheel drive. The later model, introduced in September 1970 as the Triumph 1500, featured ...

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