

Triumph 1300 Engine

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Triumph 1300 Engine

The engine was the same 1296 cc Standard SC unit as used in the Triumph Herald 13/60. (the engine had originated in 1953 in the Standard Eight in 803 cc form) A conventional OHV four-cylinder unit, it developed 61 hp (45 kW) with the single Stromberg CD150 carburettor (also as used in the Herald 13/60) and was mated to a 4-speed all-synchromesh gearbox.

Triumph 1300 - Wikipedia

And so they did, in the form of the Triumph 1300, which arrived in 1965. But unlike at BMC, they kept the Herald's 1300 cc four in the longitudinal orientation and put the transmission and differential under, not unlike the Saab 99 and Toronado. The transmission had its own sump too.

Cohort Classic: Triumph 1300 - Before It Got Converted ...

1300. In 1965 the engine was enlarged from 1147 cc to 1,296 cc (79.1 cu in), with the increase coming from a change in bore from 69.3 mm (2.73 in) to 73.7 mm (2.90 in) while stroke remained at 76 mm (3.0 in). This version was fitted to the new

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Triumph Herald 13/60 and Triumph 1300 saloons. When it debuted in the Triumph 1300 with a single Stromberg CD150 carburettor it developed 61 hp (45.5 kW).

Standard SC engine - Wikipedia

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Triumph - Triumph 1300 (1965-1970) - Motor Car History

With a maximum top speed of - mph (km/h), a curb weight of 2079 lbs (943 kgs), the Dolomite 1300 has a naturally-aspirated Inline 4 cylinder engine, Petrol motor. This engine produces a maximum power of 59 PS (58 bhp - 43 kW) at 5500 rpm and a maximum torque of 92.0 Nm (67 lb.ft) at 5500 rpm.

Triumph Dolomite 1300 Technical Specs, Dimensions

The Triumph 1300 Saloon's engine is a naturally aspirated petrol, 1.3 litre, overhead valve 4 cylinder with 2 valves per cylinder. This unit has an output of 61 bhp (62 PS/45 kW) of power at 5000 rpm, and maximum torque of 99 N·m (73 lb·ft/10.1 kgm) at 3000 rpm. A 4 speed manual gearbox supplies the power to the wheels.

1965 Triumph 1300 Saloon specifications | technical data

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Full Engine Rebuild Kit - 1300 - Recessed Bores - RL1002R2BK

This full engine rebuild kit includes the minimum of parts required when rebuilding an engine (less crank & cam); and assumes that your cylinder block, head, crankshaft & camshaft are all serviceable. Crank bearings are supplied standard size and pistons are supplied +0.020" oversize.

Triumph Spitfire Full Engine Rebuild Kits | Rimmer Bros

The 1296cc engine would soon be used in the Spitfire, too, and would eventually give the Herald a new lease of life as well, as development costs forced Leyland to take the 1300 upmarket.

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Four doors and luxury trim, with innovative fold-flush window winders, added to the appeal.

Buyer's guide: Triumph 1300, 1500 & Toledo | Classic ...

Triumph ENGINE MOTOR TRANSMISSION 01-08 Bonneville/T100 04-08 Thruxton CARBS (Fits: Triumph) \$849.95. \$185.00 shipping. ... \$1,300.00. \$150.00 shipping. or Best Offer. 07-12 TRIUMPH STREET TRIPLE 675 ENGINE MOTOR REPUTABLE SELLER VIDEO! \$625.09. Free shipping. 10 watching.

Complete Engines for Triumph for sale | eBay

Some engines have been recorded with the suffix "ES". It is believed that these are actually new engines supplied as warranty spares. Racing Engine Numbers: "70X" is the "Works" (Factory) 1147cc with eight-port head, "79X" is the 1296cc version. The 70 and 79 refer to the displacement of the engines in cubic inches.

Triumph Spitfire and GT6 Engine Numbers

To get the best from Triumph's three bearing crank engine, make sure the oil is fresh and quality oil filters are used. The starter is unique to the 1300, as the starter ring is on the crank pulley - it rotates anti-clockwise. While in theory not suitable for unleaded fuel, some owners use unleaded and knock the timing back a couple of degrees.

Triumph 1300/1500 Review | CCFS UK

Triumph added a more sporting model to its small saloon range in 1967, the Triumph 1300TC. TC stood for "Twin-Carb" referring to the 75bhp twin carburettor Spitfire engine that powered the little saloon. Performance was excellent for the time and top speed was around 90mph which was considerably better than the standard 1300.

Triumph 1300TC - Vehicle Summary - Motorbase

Triumph Spitfire Mk4 Engine, Herald 13/60, Toledo Engine originally from a Mk4 Spitfire based on these are in used condition with some staining although more than fair condition for their age all sensible offers will be considered. I bought this triumph spitfire engine from a friend and it cost him nearly 264.

Triumph Spitfire Engine for sale in UK | View 111 bargains

The Triumph 1300 was a medium/small 4-door saloon car made in Coventry, England by Standard Triumph under the control of Leyland Motors. Produced from 1965 and intended as a replacement of the popular Triumph Herald, it was re-engineered in the 1970s to become the Dolomite range.

Triumph 1300 - Tractor & Construction Plant Wiki - The ...

Triumph Engine Oil Chart - Fast delivery - worldwide - 01522 568000 or 1-855-746-2767 - Payment options including PayPal - Website with extensive info - Free catalogues

Triumph Engine Oil Chart - Rimmer Bros

This engine is a 1948 Packard Straight 8, it's an L-head inline 8-cylinder engine, it has a capacity of 327 cu. in (5.35 litres), and it produces 145 hp. Long before the era of emissions restrictions...

Rebuilding A Triumph Spitfire Engine - Silodrome

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Triumph 1300 - Infogalactic: the planetary knowledge core

The 1300 Spitfire and MG motors shared quite a lot; iron block, 3 main bearing crankshaft, similar bore & stroke, similar cylinder heads, similar carbs, similar power. But the US emissions regs sucked away both torque and power.

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