

TR7 Fixedhead



Provided Courtesy Triumph Wedge Owners Association
<http://www.triumphwedgeowners.org>



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The new TR7 Fixedhead

The TR has always been a most sought after sports car. From the sound of its throaty exhaust to its lusty surge of power in every gear. This new TR has really shaken the motoring world. It's streamlined to the point of being futuristic. It's so comfortable the roadtesters have run out of adjectives. It disappears down country lanes as if on rails. And it takes to the autoroutes like a luxury GT saloon.

More Extrovert

You can't go unnoticed in the new TR7. Even with that low profile, the clean aerodynamic lines with a new front spoiler are still very controversial. You can see the other latest major improvements even if you're left standing on the pavement. A lot of those items that used to be expensive extras are now standard equipment. They include: Cast alloy wheels, a sleek black front spoiler. And a big folding sunroof. The spacious interior is also a lot more stylish with woven fabric upholstery, door facings and carpet which have been colour co-ordinated to the exterior body colour. When you consider the TR7 is quite capable of covering over 350 miles between petrol stops, you begin to appreciate why we made sure the interior is just as advanced as the rest of the car.

More potent

The TR7 follows a long line of great TRs and has over 50 years of Triumph

sports car knowledge behind it. With this track record you can expect a real thoroughbred. So let's take a look under the bonnet. To start with, the ratios of the 5-speed gearbox and rear axle, have been carefully matched to the power and torque characteristics of the 2 litre OHC engine providing a really flexible powerband. You can pull away smoothly in top on less than 1000 rpm. Then you'll notice a distinct surge of power throughout the mid-range of 2000-5500 rpm with peak power developing around 5500 rpm.

More difficult to catch

The sight of your tail-lights disappearing quickly down a twisting road would lead people to believe you're enjoying the most complex suspension. The truth is that the TR7 has a very reliable rally-proven suspension system, so uneven surfaces produce minimal steering deflection and Z bends produce very little body roll.

Much more desirable

It's difficult to convince anyone looking at the TR7 that it does more than 10 miles to the gallon. So here's an unbiased opinion: Autocar said 'On a 2000 mile round trip to the South of France, with a high proportion of motorway cruising at around 85 mph, it produced an overall consumption of 27.6 mpg'. Enough said, we think you'll find the new 114 mph TR7 takes a lot of beating. Not only now, but throughout the 80's.

Specification

Coachwork

Steel panelled body of unitary construction with folding fabric sunroof, front spoiler and tinted laminated windscreen. Telescopic aerial and twin door-mounted speakers.

Engine

Capacity: 1998 cc (122 cu in)
Cylinders: 4 in line
Maximum BHP at rpm: 105 at 5500
Maximum Torque lb/ft at rpm: 119 at 3500

Gearbox

Manual 5 forward speeds and reverse. Synchronmesh on all forward gears.

Suspension

FRONT: Independent, McPherson strut with anti-roll bar.
REAR: Four-link system, with coil springs, telescopic hydraulic dampers and anti-roll bar.

Steering

Rack and pinion, 3 $\frac{7}{8}$ turns lock to lock. Impact absorbing steering column.

Brakes

Dual circuit servo-assisted. Discs front. Self adjusting drums rear.

Wheels & Tyres

Cast alloy wheels with 185/70 HR-13 radial tyres.

Instrumentation

Speedometer with total and trip odometer, tachometer, electric clock, water temperature, fuel level and battery condition gauges. Warning lamps for direction indicators, headlamps main beam, rear window demist, ignition, low oil pressure, handbrake 'on' brake failure, seat belts, choke control, low fuel level and hazard warning system, low coolant level, rear fog guard lamps.

Electrical Equipment

Two-speed wipers, flick wipe, windscreen washers, heated backlight, cigar lighter, instrument illumination rheostat, reversing lamps, two rear fog guard lamps, retracting headlamps, door mounted courtesy lamps, luggage boot lamp.

Dimensions

Overall length: 160 ins. (4.06 m)
Overall width: 66.2 ins (1.68 m)
Overall height: 49.5 ins (1.26 m)
Turning Circle: 29 ft (8.8 m)
Fuel tank capacity: 12 gallons

Optional Extras

Automatic gearbox, including oil cooler and 175/70SR-13 tyres.

FUEL CONSUMPTION TESTS

The results of the officially approved tests for this range of models in miles per gallon and litres per 100 kilometres are as follows:

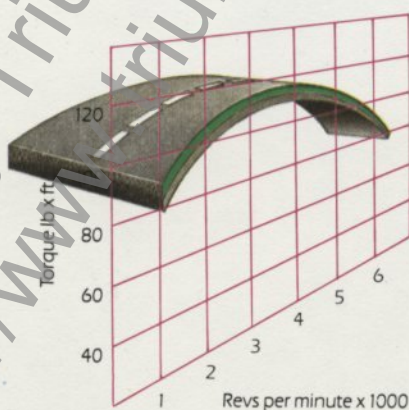
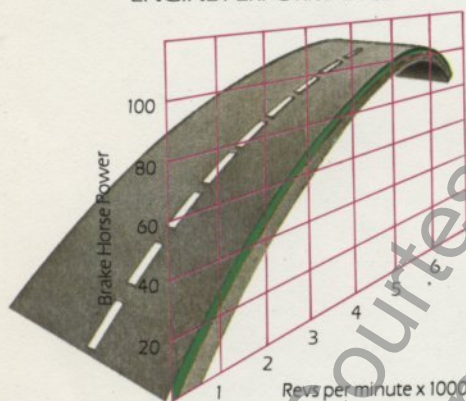
	TR7 Manual	TR7 Automatic
Urban Driving	22.7 mpg (12.5 L/100 km)	26.2 mpg (10.8 L/100 km)
Constant 56 mph (90 kph)	37.9 mpg (7.5 L/100 km)	41.5 mpg (6.8 L/100 km)
Constant 75 mph (120 kph)	30.7 mpg (9.2 L/100 km)	29.7 mpg (9.5 L/100 km)

Important Notice

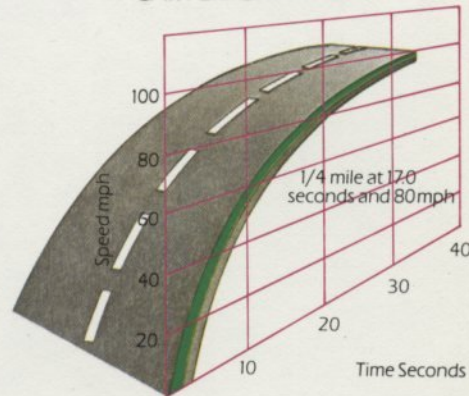
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Performance

ENGINE PERFORMANCE



CAR PERFORMANCE



SUPERCOVER

Even if you never need it,
it's good to know you've got it.

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Twin speakers and aerial standard equipment



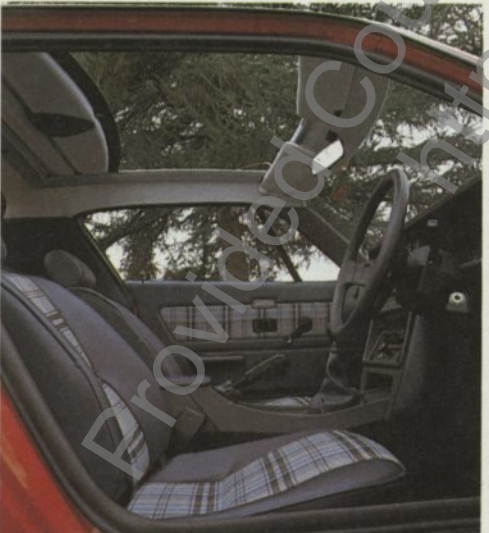
Sophisticated instrument system clearly visible



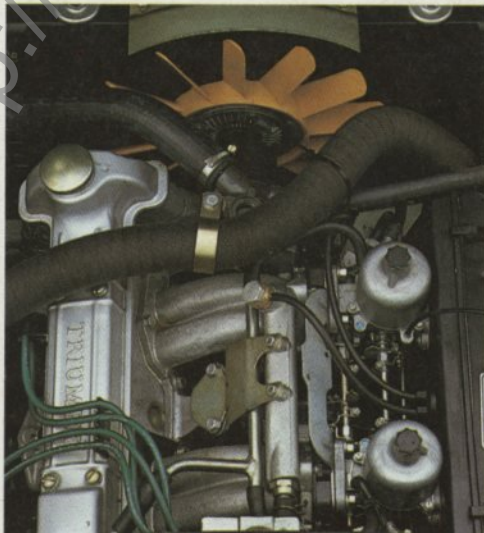
Good, lockable interior storage



Rake-adjusting bucket seats for long-distance comfort



A big folding sunroof.



Lusty power from a 2 litre-engine.



They pop up in less than a second