

## Triumph Dolomite Engine

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Lot 90 - Triumph Dolomite Sprint Triumph Dolomite 1850HL review
Triumph dolomite sprint race engineAcclaim-brake-shoe-failure+ Dolomite-valve-adjust <b>Triumph Dolomite Engine</b>
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 ...

**Triumph Dolomite** - **Wikipedia**

The engine was used first by Triumph in the Dolomite 1850, which appeared in 1972. The regular Dolomite used the 1.85 L engine, while the sportier Dolomite Sprint, unveiled in June 1973, got both a new cylinder head and an increase in displacement to 2.0 L. The slant-four was also used by Panther in the Dolomite-based Rio (1975-1977).

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

Petrol Engines: Year: Maximum power - Output - Horsepower (hp) Engine size - Displacement - Engine capacity: Compare with another car: Dolomite 1300 Specs: 1980: 59: 1296 cm3 (79.1 cu-in) Dolomite 1500 Specs: 1980: 72: 1493 cm3 (91.1 cu-in) Dolomite 1900 Specs: 1972: 92: 1855 cm3 (113.2 cu-in) Dolomite 2000 Sprint Specs: 1973: 129: 1998 cm3 (121.9 cu-in)

**Specs for all Triumph Dolomite versions**

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 and Sprint Engine and Gearbox Mountings**

With a maximum top speed of 116 mph (187 km/h), a curb weight of 2185 lbs (991 kgs), the Dolomite 2000 Sprint has a naturally-aspirated Inline 4 cylinder engine, Petrol motor. This engine produces a maximum power of 129 PS (127 bhp - 95 kW) at 5200 rpm and a maximum torque of 165.0 Nm (121 lb.ft) at 5200 rpm.

**Triumph Dolomite 2000 Sprint Technical Specs, Dimensions**

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 ...**

Saab was given exclusive use of the shared engine in the early years, and Triumph only unveiled its new four-pot model – the Dolomite – in 1972. It proved an immediate success, combining practicality and performance with a famed level of luxury.

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

Dolomite/Toledo/FWD Body Fittings Brakes Clearance Bargains Clutch Cooling System Electrical General Electrical Lighting Engine Exhaust System Fuel System Gaskets & Seals GearBox O/D Miscellaneous Prop Shaft Axle

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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 - email: 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**

For the Dolomite this engine was to be used in 91bhp/1,854cc form, complete with twin SU carburettors, which was enough to guarantee a top speed of more than 100mph. Matched by the same all-synchromesh four-speed gearbox as cars like the Toledo 1500 and the (later) 1500TC, a Laycock overdrive was also optional, as was a three-speed Borg Warner automatic.

**Triumph Dolomite Introduction - Rimmer Bros**

• Engines: the Slant Four engines are generally robust if serviced regularly, however neglect can lead to problems. Oil changes every 3000miles are recommended. ... Triumph Dolomite owners clubs ...

**Triumph Dolomite: Buying guide and review (1972-1980 ...**

The Dolomite was the final vehicle in a string of small sedan models that Triumph produced to act as successors to the popular Herald. The first was the Triumph 1300, which had a 1300cc engine and front-wheel drive. Later the body panels were remodelled and a 1500cc engine was fitted, resulting in the Triumph 1500.

**Triumph Dolomite - Autopedia, the free automobile encyclopedia**

1972 Dolomite joins the range; based upon the 1500 shell but is rear-wheel driven and uses an engine that was designed by Triumph for Saab and its new 99 range. In the Dolomite it has a capacity of 1854cc for 91bhp. Front disc brakes now fitted to Toledos (at long last was the general view).

**Triumph Dolomite - Classic Car Reviews | Classic Motoring ...**

During the 1960s and '70s Triumph sold a succession of Michelotti-styled saloons and sports cars, including the advanced Dolomite Sprint, which, in 1973, already had a 16-valve four-cylinder engine. It is alleged that many Triumphs of this era were unreliable, especially the 2.5 PI (petrol injection) with its fuel injection problems.

**Triumph Motor Company - Wikipedia**

1979 Triumph Dolomite 1500 Automatic. 4 door sedan/ saloon FR 3A 1493 cm3/91.1cuin 71 PS 70 bhp 52 kW. 1979 Triumph Dolomite 1850HL. 4 door sedan/ saloon FR 4M 1855 cm3/113.2cuin 91 PS 90 bhp 67 kW 967 kg. 1978 Triumph Dolomite Sprint. 4 door sedan/ saloon FR 4OD 1998 cm3/121.9cuin 129 PS 127 bhp 95 kW.

**1980 Triumph Dolomite 1500 specifications, fuel economy ...**

Triumph have taken the popular Dolomite's body, luxury interior and suspension, and given it a 1,998-c.c., 127-b.h.p. net, 16-valve version of the 45-degree inclined four-cylinder engine originally developed by them for Saab and latterly used in 1,854-c.c., 8-valve, 91-b.h.p. net trim for the ordinary Dolomite.

**Sixteen-valve Dolomite Sprint from Triumph - Motor Sport ...**

In 2014 Warren Heath Engineering (the ex Prodrive engine builder) took over the restoration, race prep and race support of the Dolomite. The engine being rebuilt along with a suspension overhaul and development in 2016. Today chassis VA2493 presents in race ready order with a pleasing patina as one might expect of a race car.

**1976 Triumph Dolomite Sprint Gr.1 ex-Works For Sale | Car ...**

(1) 1 product ratings - Vibra-Technics Engine Mount for Triumph Triumph 2000, 2.5, 2.5Pi, 2.5TC 1964-75

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