Triumph Spitfire 1500 Engine

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Triumph Spitfire 1500 Exhaust Sound/Acceleration

Triumph Spitfire 1500, Ascent to Blue Ridge Parkway (Pure Sound)

Triumph GT6 Exhaust Sound~~Restoring of a Triumph Spit Fire 2/3~~ 1968 Triumph Spitfire Restoration Project - Part 12 - Start assembling the engine Troubleshooting your British Car *1976 Triumph Spitfire upgraded with Ford motor and transmission 48 Hour Spitfire Rebuild* ~~INSTALLING TUNE UP KIT ON 1976 TRIUMPH SPITFIRE~~ *1968 Triumph Spitfire MK3 Restoration Project - Part 5 - Stripping the engine How To Paint An Engine In Situ - Triumph Spitfire* 1977 Triumph Spitfire 1500 Review - Is a 40 Year Old Car Still Fun? Triumph Supercharged Engine Swap 200+ HP

Triumph Spitfire 1500 - Engine Demonstration*Triumph Spitfire Engine Rebuild #9 - (Corrected) Fuel Pump / Water Pump Housing Installs*

1974 Spitfire 327 V8 conversion**Triumph Spitfire 1500 Engine**

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triumph spitfire 1500 engine for sale | eBay

While often lamented, Triumph's 1500cc, four-cylinder engine is still owned and loved by thousands of enthusiasts. Almost 100,000 of these engines were used in the 1973-'80 Spitfires, and nearly as many were used in MG Midgets sold from 1975 and later. Right off the bat, this larger engine delivered more torque than its predecessor.

Fortify Your 1500: Improving 1500 Spitfire and Midget Engines

This is the car that closed the books for Triumph in America, as the Spitfire was swarmed by a Washington assault. Unlike the home version, America's Spitfire dribbled along with a catalytic converter and just 57hp from a single Zenith-Stromberg carburetor, to which U.S.-spec cars with the 1500 engine were restricted from 1973 onward.

First and Foremost - 1979 Triumph Spitfire 1500 | Hemmings

Now for the question of should the Spitfire be able to cruise at today's highway speeds? Our answer was – yes. But, the original 56.5 hp from the standard engine said – no. So, the engine was rebuilt to make about 95hp of reliable power by Terry Tinney of Terry Tinney Motors (http://www.terrytinney.com/index.html).

Engine & Drivetrain : 1974 Triumph Spitfire

Noted Triumph Spitfire author Calum E. Douglas of the Triumph Network states that a variety of engines will fit, from the stock engine to a Ford 427 Big Block. The main consideration is not the size, but the weight. The weight of a standard Triumph engine is 275 pounds. Bigger engines weigh more, such as the 427, weighing 701 pounds.

What Engines Will Fit a Triumph Spitfire? | It Still Runs

EARLY MkIV engines (to engine number FH25000E) have (as all previous Spitfires) Non-Recessed cylinder bores, and use a plain head gasket. LATE MkIV (from engine number FH25001E), and ALL 1500 engines have a Recessed Lip at the top of the cylinder bores adjacent to the block face, necessitating a particular type of head gasket, which can be identified by a small 'Tag' that stands proud at the rear of the block.

Triumph Spitfire Full Engine Rebuild Kits | Rimmer Bros

This page tune-up data for the Triumph Spitfire and GT6. ... static (engine not running) ... Spitfire 1500 up to 1976. 10° BTDC** 2° ATDC. 14° (plus or minus 2°) BTDC at 1100 rpm. 38 to 40 deg. fixed for electronic ignition. Spitfire 1500 1977-79. 10° BTDC** ...

Engine Tuning Data for the Triumph Spitfire and GT6

1965 Triumph Spitfire, One of the nicest 65 spitfires in existence. 3rd generation pre pollution control rebuilt engine, rebuilt 4 speed synchromesh transmission. ... This 1979 Triumph Spitfire 1500 has only had one owner and 97,300 miles. This Spitfire is in excellent condition with beautiful paint, hard top, rag top, tonneau cover and more. ...

Triumph Spitfire Classics for Sale - Classics on Autotrader

1976 Triumph Spitfire 1500 Roadster Gorgeous Low Mileage Condition. $9,100.00. 19 bids

Triumph Spitfire for sale | eBay

Buy used Triumph Spitfire motors/engines from our network that offers up to a two-year warranty on qualified units! We carry a wide-ranging catalog of used Triumph engines for all applications including gas and diesel engines. Buy your used Triumph Spitfire motors/engines from us and save time and money.

Low Mileage Triumph Spitfire Used Engines For Sale ...

Triumph Spitfire 1500; Overview; Production: 1974–1980 95,829 made: Powertrain; Engine: 1,493 cc (91.1 cu in) Standard SC I4: Transmission: 4-speed manual with optional overdrive on top and third: Dimensions; Curb weight: 1,750 lb (790 kg)(unladen U.K.-spec)

Triumph Spitfire - Wikipedia

Spitfire MkI. FC50001. 1147cc. Spitfire MkII. FD (HE=9.0:1, LE=7.5:1) 1296cc. Spitfire MkIII USA. FE (8.5:1 for emission controlled) 1296cc. Spitfire MkIII. FH (9.0:1) 1296cc. Spitfire MkIV. FK (8.0:1) 1296cc. Spitfire MkIV USA. FM (9:1-world, 7.5:1-US, 9:1-US in 1976) 1492cc. Spitfire 1500 (1973-80) FL. 1492cc. Spitfire MKIV/1500 Sweden

Triumph Spitfire and GT6 Engine Numbers

To be sure it's the proper engine (but not necessarily the original engine that was installed when the car was produced), the engine number in a Euro-spec Spit 1500 should always have the prefix ' FM '. If it says ' FH ', it's a 1300cc MkIV engine. If it's a MkIV you're looking at, that'll be fine.

Triumph Spitfire identification - part of the European ...

This Triumph Spitfire 1500 is built in year 1975 and is in a good condition. The paintwork in the color yellow is in very good condition, as well as the matching black interior with yellow accents. The 1493cc four-cylinder engine with double carburettors and manual transmission ensure that this Spitfire drives great.

1975 Triumph Spitfire for Sale | ClassicCars.com | CC-1423299

The car fitted with this new engine was called the Spitfire 1500 and its engine produced 71 bhp (DIN) @ 5,500 rpm and torque of 82 lb/ft. This engine was mated to a Morris Marina gearbox with the result that the car could now actually "do the ton", i.e. 100 mph and boasted a standing to 60 mph time of 13.4 seconds.

A Brief History of the Triumph Spitfire - Everything You ...

Triumph Spitfire 1500 Cabriolet 1979 Rebuilt engine This beautiful red Triumph Spitfire 1500 Cabriolet was built in 1978 and delivered to the first owner in the Netherlands. The interior of this English classic has black upholstery. This Spitfire 1500 was very well maintained by its owner in recent years, and in 2018 equipped with a ...

1979 Triumph Spitfire 1500 - Hemmings Motor News

The chap who created this stop motion film is one of the few chosen ones who successfully completed a full engine rebuild without throwing in the towel and marching down to the pub, the engine in the film is a 1500 4 pot from a Triumph Spitfire – one of those cars I've always sworn I'll buy.

Rebuilding A Triumph Spitfire Engine - Silodrome

With a maximum top speed of 100 mph (161 km/h), a curb weight of 1797 lbs (815 kgs), the Spitfire 1500 has a naturally-aspirated Inline 4 cylinder engine, Petrol motor. This engine produces a maximum power of 72 PS (71 bhp - 53 kW) at 5500 rpm and a maximum torque of 111.0 Nm (81 lb.ft) at 5500 rpm.

Triumph Spitfire 1500 Technical Specs, Dimensions

1978 triumph spitfire 1500 beautiful #1 condition classic roadster; 1980 triumph spitfire convertible blue w/ overdrive 65,300 actual miles; 1978 triumph spitfire base convertible 2-door 1.5l with overdrive transmission; 1978 triumph spitfire 1500 - soft top, hard top, tonneau. runs well, spare parts(US $5,500.00) Auto Services in New York

Covers all aspects of modifying the MG Midget and Austin Healey Sprite for high performance. Includes engine/driveline, suspension, brakes, and much more. with 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

The books in the Everyday Modifications series are designed to guide classic car owners through the workshop skills needed to make their vehicles easier to use and enjoy. This book is concerned with improving the 4-cylinder Spitfire and Herald, and the 6-cylinder Vitesse and GT6, with engines ranging in size from 948cc to 1998cc. Classic car author and journalist Iain Ayre gives his hands-on advice on maintaining and modifying the Triumph Herald/Vitesse and Spitfire/GT6, covering both keeping them going and either subtly or dramatically improving them, with additional rescue options offered for Triumphs deemed economically terminal. The advice, based on decades of restoration and racing, covers improvements in power, handling, comfort and safety; period design faults isolated and remedied; electrics demystified, modernizing options discussed; six case studies; radical - as well as mild - modification options discussed. Superbly illustrated with over 250 colour photographs including rare period shots.

This totally revised, updated and enlarged book is THE complete guide to building a fast MG Midget or Austin-Healey Sprite for road or track. Daniel has been continuously developing his own 'Spridget' for years, and really does know what works and what doesn't when it comes to building a fast Midget or Sprite. Best of all, this book covers every aspect of the car, from the tyre contact patch to the rollover bar, and from radiator back to exhaust tailpipe. This new edition contains updated information for parts and suppliers, many new photos, and features new material covering aerodynamics, including results from testing the effect of modifications at the MIRA wind tunnel. With over 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

Includes specs, tuning data, tools and detailed step-by-step repair and service procedures for all components.

A model-by-model history of the popular Triumph Dolomite family, the range of quality sporting saloons that started with the Triumph 1300 and was in production from 1965-80. The Triumph 1300 was innovative, with front-wheel drive and a four-door body designed by Giovanni Michelotti. In 1970 the Triumph 1500 and the three-door Toledo were introduced, followed by the range-topping Dolomite in 1972, with Triumph's slant-4 overhead cam engine and rear-wheel drive. The fast Dolomite Sprint confirmed Triumph's position as the British 'BMW Beater' in 1973, with its powerful 16-valve engine and value achieved through clever engineering. In 1976 the whole range was renamed 'Dolomite' - and was a well-rounded model spread of four-door saloons, with engine sizes from 1300cc to 2 litres. With technical specifications and over 150 colour photographs, Triumph Dolomite - An Enthusiast's Guide also includes competition history, the Dolomites' ancestors, and a guide to buying and owning these iconic saloons. Fully illustrated with 161 colour photographs.

BACK IN PRINT! With over 900 photographs and illustrations, this manual is both easy-to-understand and the most complete guide to restoring these iconic cars. Every image digitally rescanned and improved or replaced. The manual contains everything you need to help you work with some of the most restorable of all classic cars. Including: -Model heritage and development. -How to buy a Spitfire, GT6, Vitesse or Herald. -Full 4-cylinder engine strip-down and rebuild. -Full body and chassis restoration. -Tuning hints and tips. -Transmission servicing and replacement. -Suspension overhaul and replacement. -Repairing, replacing or renewing interior trim. -Accessories, Rustproofing and Painting. -Extra 'how-to' section on MiG welding. This 'classic' manual is for every enthusiast for these truly great Triumph cars, from the experienced restorer to the first-time novice. IMPORTANT NOTE: All images from the original manual have been rescanned and digitally enhanced or replaced. They're still mainly 1990s photographs - but MUCH improved over the originals!

Godzilla Stuffed into a Briefcase Columbus takes a vacation to The Bahamas, and discovers the area to be a fun place. He tells all his other adventurous friends about it, and they decide they all need vacations, too. Soon everybody in The Old Country is loading up enough beer to make the trip and sailing to The Bahamas. Hysterical events have surprised us, inventions have made us more comfortable, and recreational pursuits have all but dominated our lives. The story of America is told in a pair of Jekyll & Hyde Timelines. You will meet the good doctor inside. His mean, ugly brother will arrive in 2008. This is a lot more than a pop culture trivia book, although no simpler phrase describes it. Ten timelines tell the story of America's development from the arrival of Columbus to the homeruns of Barry Bonds and the movie release of The Da Vinci Code. The story is separated into ten topics: events, comforts, cars, toys, movies, television, music, nerds, sports, and gossip. Like any competent trivia book, there is a test at the end, but this tale is about the quest, not the grail. This is a capsule history of the things that have defined us, and Godzilla doesn't like being so tightly restrained.

This book tells the life story of the much-loved Triumph TR6 in unprecedented detail, bringing to life the genesis and magnificent history of one of the most-loved British sports cars of its era. Covering the design, development and manufacture of the car as well as its motorsport history, it shows how this last bastion of traditional British sports car motoring went against the grain of troubled automotive times, outstripping its predecessors in sales and popularity. Triumph TR6 - The Complete Story is dedicated to the last traditional open-topped TR sports car - one of the most-loved British sports cars of its era and will be of great interest to motoring and Triumph enthusiasts. The book gives full details of the much-loved Triumph TR6 from 1969-1976, including design, development and manufacture as well as its motorsport history.Superbly illustrated with nearly 400 colour photographs.

Proven factory methods for increased power and performance.

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