

Triumph Dolomite Sprint Engine

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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

Triumph slant-four engine - Wikipedia

History. 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 remodelled ...

Triumph Dolomite - Wikipedia

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triumph dolomite sprint engine | eBay

The donor engine would be stripped, cleaned, bead blasted and de-burred. The block and head are then machined as required. Rotating parts are balanced, bolts changed where necessary.

Triumph Dolomite Sprint Engine - Retro Engineering Ltd

Scholar Engines. OK may not deal in Sprint engine's but may point you in the right direction. Or Daz ALG1K Build's a wicked Cosworth Motor and didn't he build a quick Sprint Motor as well. 1980 Dolomite Sprint V8 (AJP8 is in but need to adjust the position and make mount's) 2002 Citroen Xsara 2.0 HDi Estate.... Part's delivery Vehicle.

competition sprint engine - The Triumph Dolomite Club

Front-wheel drive wasn't going to work with the Dolomite and Sprint's powerplant, so a radical solution was needed. The result was the Toledo, launched in two-door form in August 1970. Apart from overseas market cars, all Toledos were equipped with Triumph's 1296cc four-pot engine, as seen in the Herald and front-wheel drive 1300.

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

Triumph TR7 Dolomite 1850 Sprint ** Engine Sump DR . New drain plug for all Triumph TR7 / Dolomite front (four front lights, engine bay, wipers, instruments etc) and rear (lights, fuel, bumper lights) loom sections. Brand new never used Beautiful dolomite sprint engine for super value at 3 . Stored in Royston .

Dolomite Sprint Engine for sale in UK | View 55 bargains

1973 Triumph Dolomite Sprint: The Triumph Dolomite Sprint is a rear wheel drive motor vehicle, with the powerplant placed in the front, and a 4 door saloon (sedan) body designed by Michelotti. The 4 cylinder, single overhead camshaft naturally aspirated engine has 4 valves per cylinder and a displacement of 2 litres. This unit produces power and torque figures of 127 bhp (129 PS/95 kW) at 5700 ...

1973 Triumph Dolomite Sprint car specifications, auto ...

Manufacturers and suppliers of parts and components for the Triumph Dolomite Sprint speed is a

company that designs and manufactures up rated / competition parts for the Dolomite Sprint. This is through ideas that we have had because of the need for non STD parts, or developing ideas that other Dolomite owners have had.

Manufacturers of Triumph Dolomite parts and components ...

Acquaintances at Triumph tell us that this is far from being a fancy gimmick: while the standard Dolomite remains perfectly stable when pushed to over 100 m.p.h., the Sprint, with higher cruising and cornering speeds, showed a marked tendency for departing from the tarmac before the addition of the spoiler.

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

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 engines. Old standard <90

General Tuning - DollySprint.com

Follows the rebuild of my Sprint engine which just recently decided to drop a valve into the combustion chamber : The Phoenix Project On a fateful evening sometime in May 2002, whilst driving, there was a loud bang and a flash as (i guess) a fuel line caught fire in my Dolomite Sprint.

Dolomite Sprint - Triumph Owners

Julian1978 Dolomite Sprint Blue, a bit tetley. - Current daily drive. 1972 Spitfire IV No name, in bits. 1968 GT6 II Little blue, nice! 1973 Dolomite Sprint VA41, seriously tetley. 1980 Dolomite 1500HL Orange, really quite tidy.

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