

## *Triumph 1300 Engine*

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**Triumph 1300 Engine**

The Triumph 1300 is a medium/small 4-door saloon car that was made between 1965 and 1970 by Standard Triumph in Coventry, England, under the control of Leyland Motors. It was introduced at the London Motor Show in October 1965 and intended as a replacement for the popular Triumph Herald. Its body was designed by Michelotti in a style similar to the larger Triumph 2000.

**Triumph 1300 - Wikipedia**

For sale is one Triumph Spitfire MKIV 1300cc complete engine, it was taken out of a 1972 Triumph Spitfire. What you see in the pictures is what you get. The car had 67k miles. The number stamped on th...

**Triumph Spitfire Engine | eBay**

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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**

I spoke to the Triumph Tune Spitfire guru TERRY HURRELL, who personally owns a 120 Bhp 1500 as a daily driver. He put it simply and clearly: "If you want to win races with a screamer engine go for the 1300, if you want a good Torquey road car get a 1500". His 120 Bhp 1500 has so far completed 60,000 miles in a manner probably not approved of by ...

**Which Engine to use - Teglerizer**

Triumph's 1300 was a brave venture. It lacked the character and DiY-friendliness of the Herald, but the company's first front-wheel-drive model – and first small monocoque – was well engineered, with semi-trailing arm rear suspension and a comfortable, quality feel that received rave reviews ...

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

This version was fitted to the new 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). In the 1967 Mk3 Spitfire the engine in SU twin-carburettor form put out a claimed 75 bhp (55.9 kW) at 6,000 rpm, and 75 lb·ft (101.7 N·m) of torque at ...

**Standard SC engine - Wikipedia**

Triumph Toledo 1500/1300/FWD/RWD Fast delivery - worldwide ☎ 01522 568000 ☎ 1-855-746-2767 ☐ Payment options including PayPal ► Massive stock ☐ Website with extensive info ► Free catalogues ☐ Over 500 years of combined British car expertise 🏆 Your satisfaction is our top priority - Rimmer Bros.

**Triumph Toledo 1500/1300/FWD/RWD | Rimmer Bros**

1970 Triumph Spitfire 1300 MK III Overdrive RHD. Good and solid condition Triumph Spitfire with overdrive! A right hand driven car with Dutch registration. Good running 1300 cc engine and a complete and well taken care of interior. Price of the car is €10900,- Please find more pictures on our website.

**Triumph 1300 For Sale | Car and Classic**

We can supply reconditioned engines for all small chassis Triumphs, built 'in-house' to ensure the highest quality. There are two options available, Short engine or Full engine, the specifications are

as follows: Short Engine. Complete with rebored block, reground crank, rods, pistons, bearings and core plugs

**Rebuilt Engines @ Canley Classics**

Engine Number Identification Chart Note: USA Engines are not listed - for further details, please enquire. Many cars now have non-standard/original engines fitted and it is always advisable to order parts by engine number rather than car model.

**Engine Number Identification Chart @ Canley Classics**

The 1500 engines were put in Spridgets for the same reasons they were put in later Spitfires. To give back some of the power the 1300 engines were losing to smog controls. 1275 MG engines were great engines and maybe slightly sturdier than the Triumph engines, but they weren't little screaming engines.

**1500 or 1300 which is best : Spitfire & GT6 Forum ...**

Slightly off topic, triumph 1300 engine OK, one of my other cars is a 1972 Spitfire 1300cc. Got the head reconditioned about 3 years ago. She is now burning oil and getting a bit emulsified. Compression is down by 40 psi on all 4 cylinders (pretty much the same on all four which I think is a bit odd) .

**Slightly off topic, triumph 1300 engine - LocostBuilders**

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