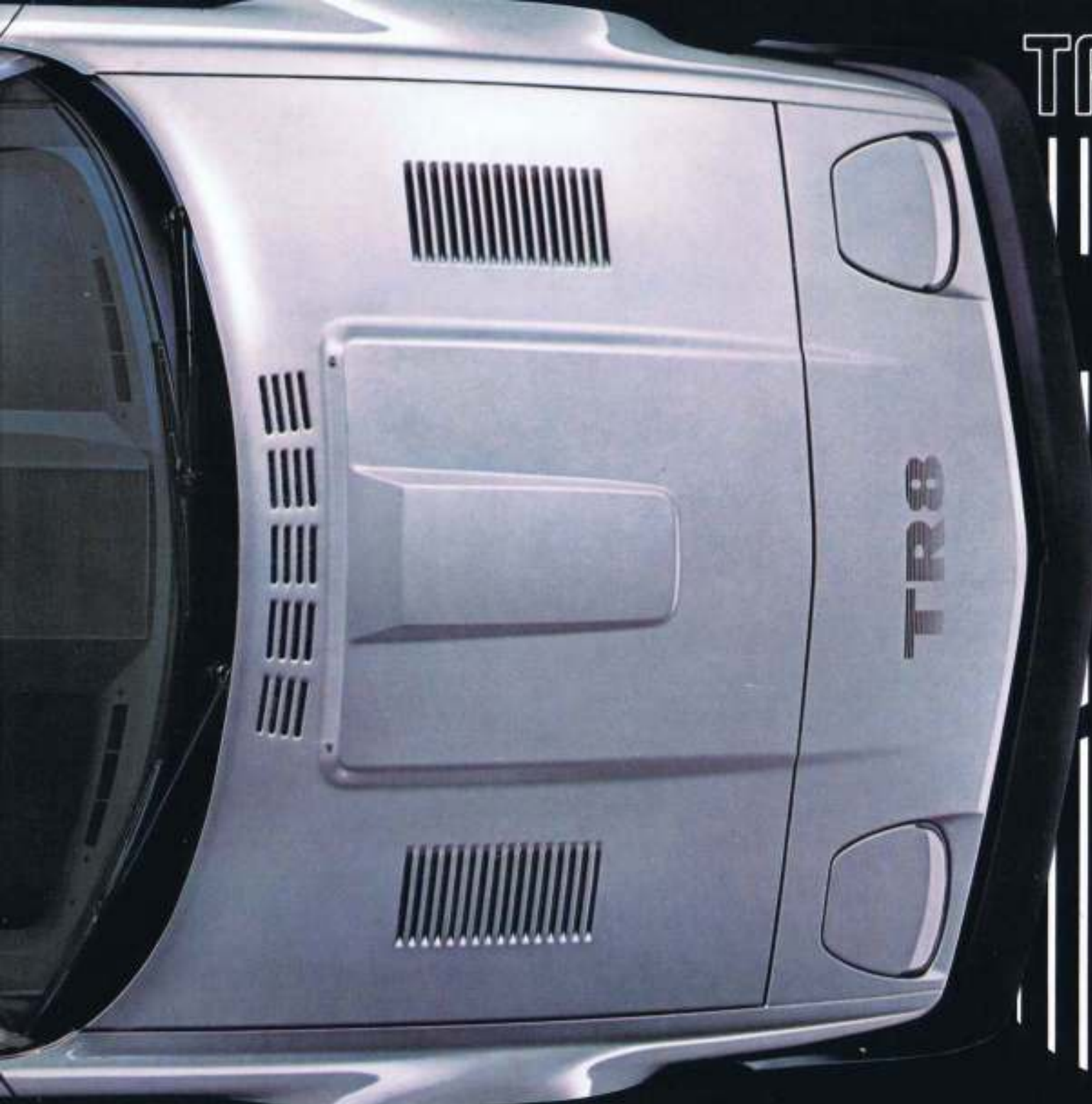


TRIUMPH





Triumph brings you the most powerful TR ever as performance returns to the open sports car: the TR8 convertible, Triumph's newest source of power.

The heart of the TR8 is a muscular 3.5-liter V8 cast of lightweight aluminum alloy. Strong, silent, pulsing V8 power! Dual exhausts, calibrated twin carburetors (fuel injection in Calif.), five main bearings, and cylinders lined with high-strength steel give it impressive power and strength.

The aluminum block has the distinct advantage of less weight than an iron block. And that translates as better weight distribution for improved handling.

Indeed, the TR8's power and stamina are already legend. Last season, specially-prepared TR8s outpowered and outhandled the competition in road races and performance rallies across America:

Coupled to the V8 engine is a robust 5-speed manual gearbox. Five forward speeds mean you can choose exactly the right gear for every driving situation. Fourth gear is direct, while fifth is overdrive for quieter running, longer engine life, and better fuel economy.

Even in a performance sports car, fuel consumption is no longer irrelevant. TR8's EPA estimated MPG is 14 mpg with a 22 highway estimate. Remember, these estimates are for comparison. Your actual mileage may be less depending on trip length, driving speed and weather. California estimates are 16 and 26. Actual highway mileage will probably be less than estimates.

Sports car performance is only partly raw power. Transmitting that power to the road efficiently is of paramount importance. Triumph has designed the TR8 to be one of the best handling and most comfortable convertible sports cars around.

The front suspension is of MacPherson strut design, while the rear suspension is a 4-link coil arrangement. A full eight inches of suspension travel keep the TR8 in constant contact with the road while soaking up bumps and potholes.

To reduce unsprung weight, the TR8 is equipped with handsome cast-alloy road wheels which are vented for additional brake cooling of the 9.61-inch front discs and 9-inch rear drums.

Each alloy wheel is fitted with a 185/70HR steel-belted radial tire for great performance.

Steering is through precise rack and pinion and is power-assisted for

decreased effort with little loss of road feel.

Inside, the TR8 is designed for the serious driver. The spacious cockpit features full instrumentation with graphic white-on-black gauges, an alloy three-spoke steering wheel, column-mounted controls for the horn, headlights, turn signals and wipers.

The multi-adjustable bucket seats assure you the correct driving position while the deep contours keep you firmly in command during spirited driving and ease fatigue on long trips. There's even a handy parcel shelf behind the seats as well as a center console storage bin.

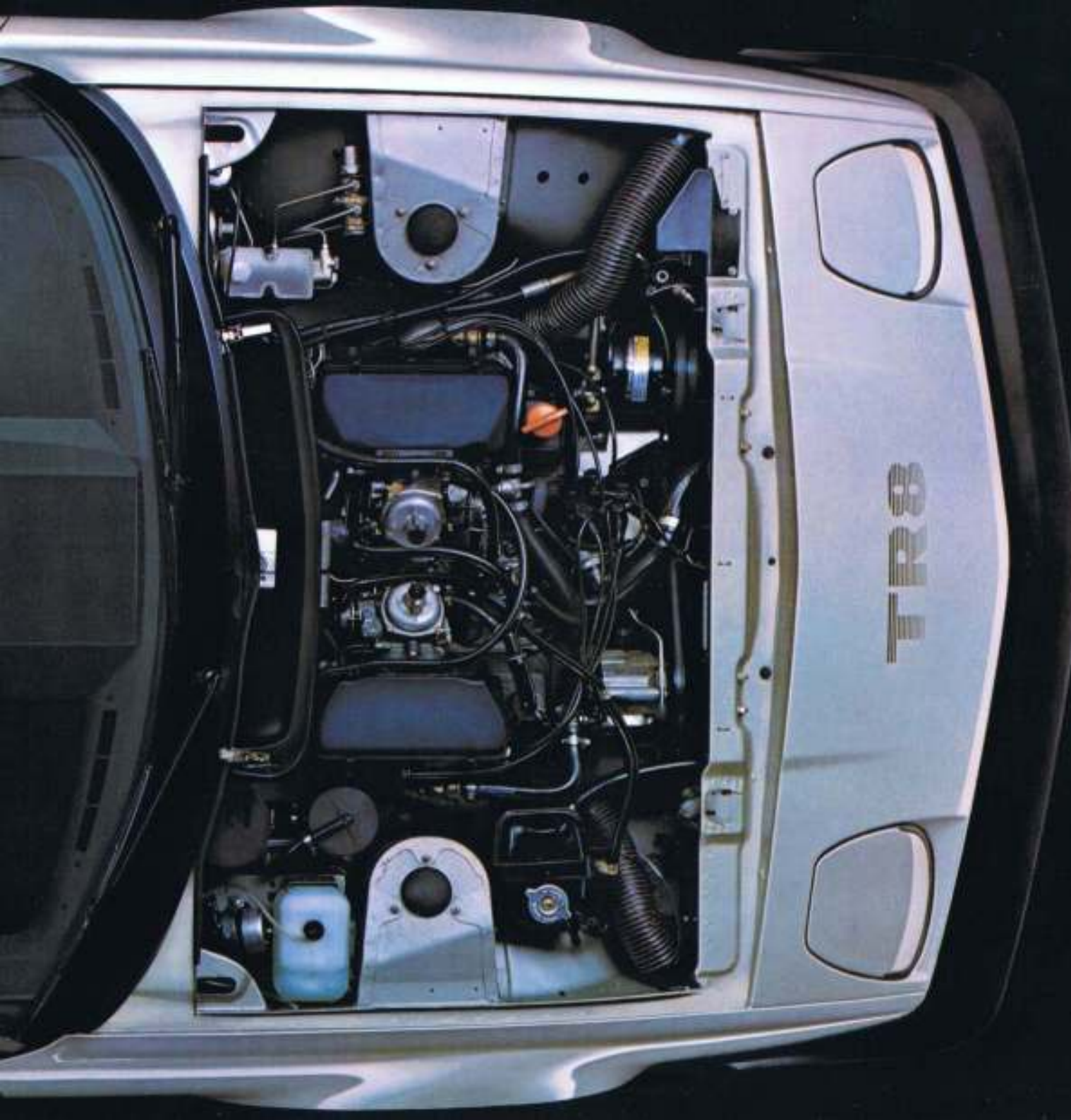
It seems natural for a car with the potential of the TR8 to have a slippery, aerodynamic shape. Triumph's famous wedge features disappearing headlights to help decrease wind drag and a front spoiler for additional down-force.

The body sweeps up dramatically into a Kamm-inspired tail which offers almost 10-cubic feet of lockable, out-of-sight storage space.

One of the most impressive things about the TR8 is that it is a convertible in an age in which most of the open sports cars have disappeared.

The sleek convertible top goes up or down with consummate ease and features full vision through a zip-out rear window and side quarter-windows. When the top is down a snug-fitting boot covers it and accents the TR8's wedge shape.

The TR8 convertible is an inspired blend of comfort, style, and performance in an open sports car. Clearly, it's a powerful idea whose time has come.



**TR8:  
TRIUMPH'S  
NEWEST  
SOURCE  
OF  
POWER.**







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### ENGINE

Eight cylinder, 90° vee, overhead valve. Aluminum alloy cylinder block with cast-iron dry liners. Five main-bearing crankshaft with integral balance weights. Exhaust and evaporative emission control. Dual catalytic converters. Compression Ratio: 8.1:1. Bore: 3.50-in./88.9mm. Stroke: 2.80-in./71mm. Displacement: 215-cu. in./3528cc. Horsepower: 133 @ 5000rpm [148 @ 5100rpm]. Torque: 168 @ 3000rpm [180 @ 3250rpm]. Carburetion: twin Zenith 1.75 CD5ET with automatic choke [electronic fuel injection]. Electronic ignition system. Fuel Pump: Delco electric. Fuel Tank Capacity: 14.6 U.S. gallons. Un-leaded fuel required. Coolant Capacity: 23 pints. Crankcase Capacity: 10.8 pints.

California specifications, when different, are noted in brackets ( )

### DRIVE TRAIN

Standard Transmission: manual five-speed with synchromesh on all forward gears; direct drive in Fourth, overdrive in Fifth. Clutch: diaphragm type, 9.5-in. diameter plate, hydraulically operated. Final Drive: live rear axle, hypoid bevel gears, two-pinion differential, splined axle shafts. Rear Axle Ratio: 3.08:1.

Gear ratios:

Reverse	3.43:1	Third	1.40:1
First	3.32:1	Fourth	1.00:1
Second	2.09:1	Fifth	.83:1

### STEERING

Power-assisted rack and pinion. Steering Wheel: alloy three-spoke, 13.25 in diameter, padded rim. Turns lock-to-lock: 2.8. Turning Circle: 31.6-ft.

### SUSPENSION

Front: independent, MacPherson strut with coil springs and tubular shock absorbers, anti-sway bar. Rear: four-link live rear axle, coil spring and tubular shock absorbers, anti-sway bar.

### BRAKES

Power assisted hydraulic, dual circuit. Front: 9.61-in. diameter discs. Rear: 9-in. diameter self-adjusting drums.

### WHEELS & TIRES

Wheels: cast alloy vented, 13.0 in. diameter x 5.5J. Tires: 185/70HRx13 steel-belted radial ply.

### ELECTRICAL SYSTEM

Negative ground, 12-volt. Battery Rating: 68 amps at 20-hour rate. Alternator: 55 amps (65 amps with air conditioning).

### BODY

Two-door steel-paneled monocoque body. Forward-hinged hood with interior latch and self-locking support stay; front air spoiler. Locking trunk with automatic lid support, trunk light. Tinted glass. Waterproof folding top incorporating zipper-opening rear window. Energy-absorbing bumpers front and rear.

### INTERIOR

Individual contoured bucket seats with color-coordinated interior trim, reclining seat back with adjustable head restraints. Safety three-point inertia-reel seat belts. Pile carpet. Center console with storage bin and lockable glovebox. Door-mounted three-position courtesy lights. Left foot-rest.

### INSTRUMENTS & CONTROLS

Speedometer with trip odometer. Electric tachometer. Water temperature, fuel and battery condition gauges. Warning lights for vehicle status and vital functions. Multi-purpose lever on left side of steering column controls horn, low beam/high beam and flasher, directional turn signals; right side lever controls electric windshield washer, two-speed wipers with single-wipe capability. Heater/defroster with three-speed fan. Electric clock with sweep second hand. Centrally located slide switches for headlights, fog lamps (optional) and four-way hazard warning flashers. Lever controls for heater, ventilation and air conditioning (optional). Cigarette lighter. Rheostat dimmer for instrument panel lights. Multi-adjustable face level air vents in center and outer edges of dash.

### INTERIOR DIMENSIONS

Front seat headroom	39.5 in.
Front seat legroom (maximum)	41.5 in.
Front seat shoulder width	53.0 in.
Trunk capacity (gross)	9.7 cu. ft.

### EXTERIOR DIMENSIONS

Wheelbase	85.0 in.
Overall length	165.4 in.
Overall height	49.5 in.
Overall width	66.2 in.
Track-front	55.5 in.
-rear	55.3 in.
Ground clearance	3.6 in.
Curb weight	2677 lbs.

### ACCESSORIES & OPTIONAL EQUIPMENT

Air conditioning; solid state AM/FM stereo, and AM/FM stereo with 8-track or cassette tape player; luggage rack; striping kits; floor mats; fog lamps.

### COMPETITION INFORMATION

Write to: Jaguar Rover Triumph Competition Department, 600 Willow Tree Road, Leonia, New Jersey 07605; or P.O. Box 459, Brisbane, California 94005.

THE TRIUMPH TR8 CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.

SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

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