

**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**

The initial Stag design was based around the saloon's 2.5-litre six cylinder engine, but Webster intended the Stag, large saloons and estate cars to use a new Triumph-designed overhead cam (OHC) 2.5-litre fuel injected (PI) V8. In 1968, under the direction of Webster's successor, Spen King, the new 2.5 PI V8 was enlarged to 2,997 cc (3 L; 183 cu in) to increase torque.

**Triumph Stag - Wikipedia**

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This page tune-up data for the Triumph Spitfire and GT6.

**Engine Tuning Data for the Triumph Spitfire and GT6**

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**Triumph Motorcycles India eyes 10% growth - ET Auto**

Automobile Engine Weights. ENGINE Weight References Comments; pounds; Alfasud flat-4 : 240 (2) Alfa Romeo SOHC V6

**Engine Weights II - GoMoG**

Better tires and wheels are typically the single biggest contribution to improved handling that you can make. Wider and lower profile tires on wider rims promote a better contact patch and more grip, up to a point. Original equipment on most Spitfires are 155/80-13 tires on 4.5 inch wide rims.

**Triumph Spitfire Performance Enhancements - Auskellian**

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