



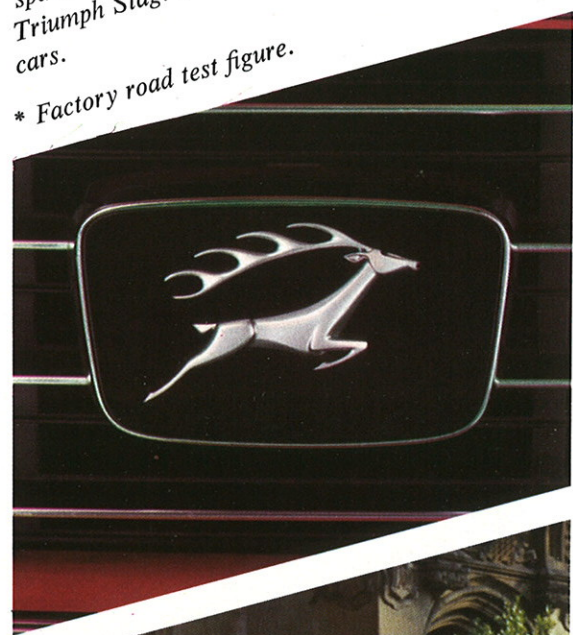
**Triumph Stag**





International appeal. Those two words sum up the Triumph Stag. For this is the Grand Touring car that has beaten the continentals at their own game. All over Europe—all over the world—motoring devotees have set their sights (and their hearts) on a Stag. Which is great for Britain, if a trifle frustrating for British Stag Hunters. Certainly this is a car that is well worth waiting for. Utterly sophisticated in every styling detail, it combines the luxury of a prestige saloon with the performance and handling of a true sports car. Available as a soft top or with fully trimmed and easily removed hard top, plus soft top, it boasts a potent 3 litre, V8 engine capable of launching you from 0 to 50 in a rocketing seven seconds\*, yet quiet and docile for touring in the grand manner. And inside there is no suggestion of sports car spartanism. Instead, luxury abounds. Triumph Stag. One of the world's most wanted cars.

\* Factory road test figure.







For the person who's going up in the world, travelling from A to B can be more than just a necessity, a means to an end. It should and can be a pleasure, an enjoyable pastime. And the Triumph Stag has all the qualities needed to ensure that this is achieved, safely and in comfort. For this is no stuffy Continental Coupé, all style and no stamina, but an elegant and practical grand tourer. The snugly tailored hood keeps out the most inclement weather, yet is quickly and easily lowered when the sun comes out—healthy fresh-air motoring is to enjoy the Stag at its best. It is concealed below a neatly folding panel around the generously upholstered occasional rear seat. And that feeling of security given by the well-padded and distinctive roll-over bar, adds further to the pleasure of hood-down Triumph motoring. Access to the rear seat is via the wide front doors and easily tipped front seat squabs, and there is ample headroom with either the hood or hard top in position, another point in favour of this remarkable British motor car.



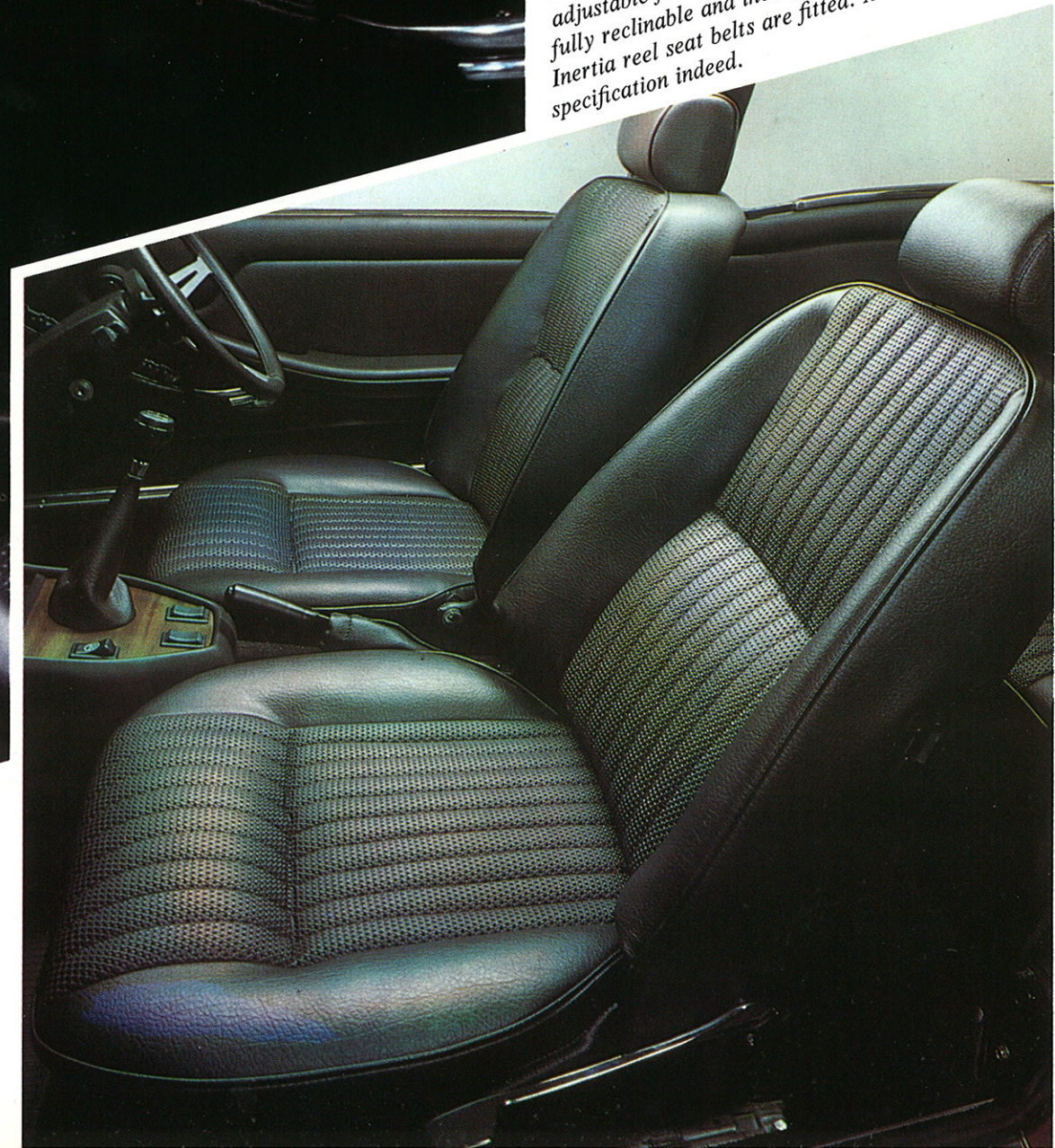




Practical luxury—that's the keynote of the Stag interior. From the high-backed seats to the adjustable steering column, this interior has been planned for comfort and convenience of the highest order.

Instrumentation is clear and comprehensive, set in an attractive walnut fascia, along with adjustable outlets for the sophisticated heating and ventilation system, and fresh-air vents too. Standard equipment also includes electrically operated side windows, controlled at the touch of a switch, a hazard warning system, heated rear window in the hard top, overdrive on 3rd and top gears of the manual gearbox. An automatic box is available at extra cost for those who want even more relaxed driving.

The seats are trimmed in hard-wearing, perforated, expanded vinyl, the extra wide front seats being adjustable fore and aft and for height, the backrests fully reclinable and incorporating head-restraints. Inertia reel seat belts are fitted. A very complete specification indeed.



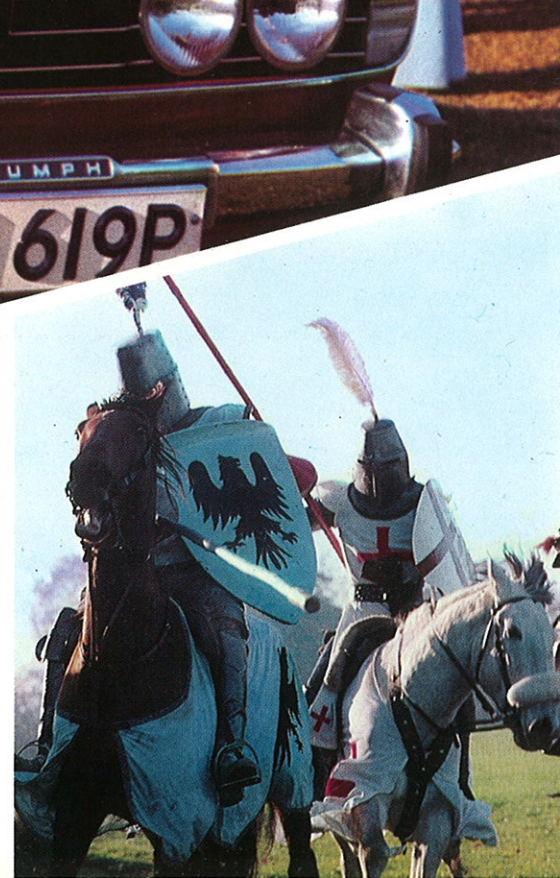








Originally styled by Michelotti, the Stag has been developed as an elegant Grand Tourer, matching in looks and performance many costly 'specialist' cars and exotic imports. The sleek body lines are complemented by stainless sills and wide aluminium alloy wheels, while four quartz-halogen headlamps, side-mounted direction indicator repeater lights, tinted glass with laminated windscreen and a door mounted rear-view mirror are some of the standard fittings that help to make the Triumph Stag the exceptional motor car it is. And being a two-seater but with occasional room for two more, the boot is large enough to take ample luggage. But there is also a lockable glove compartment in the fascia with a padded parcel shelf beneath, stretch pockets in each door panel and on the back of each front seat squab, and recessed compartments in the rear seat side panels. Typically Triumph, every detail is treated as an important part of the whole car.



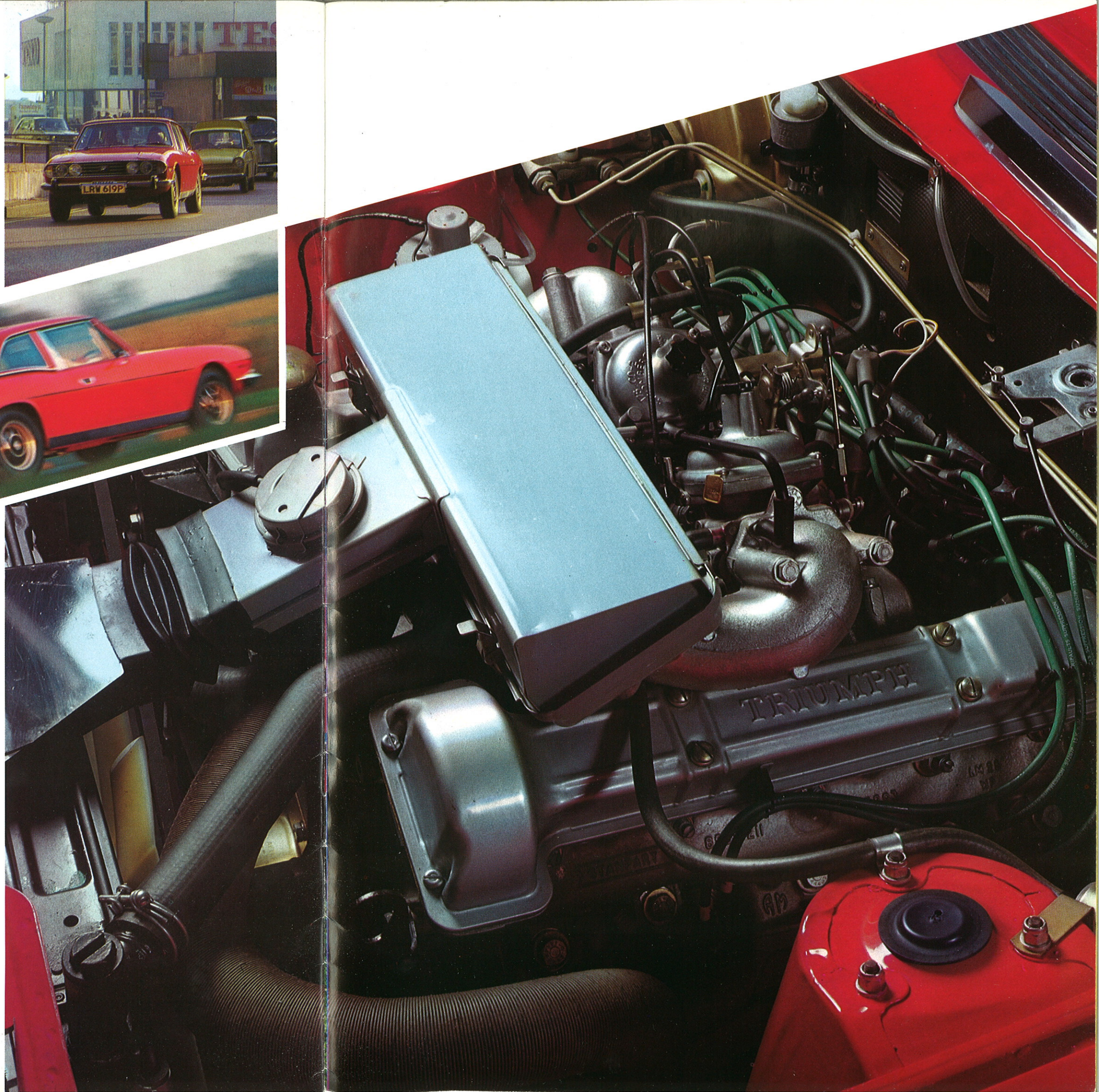




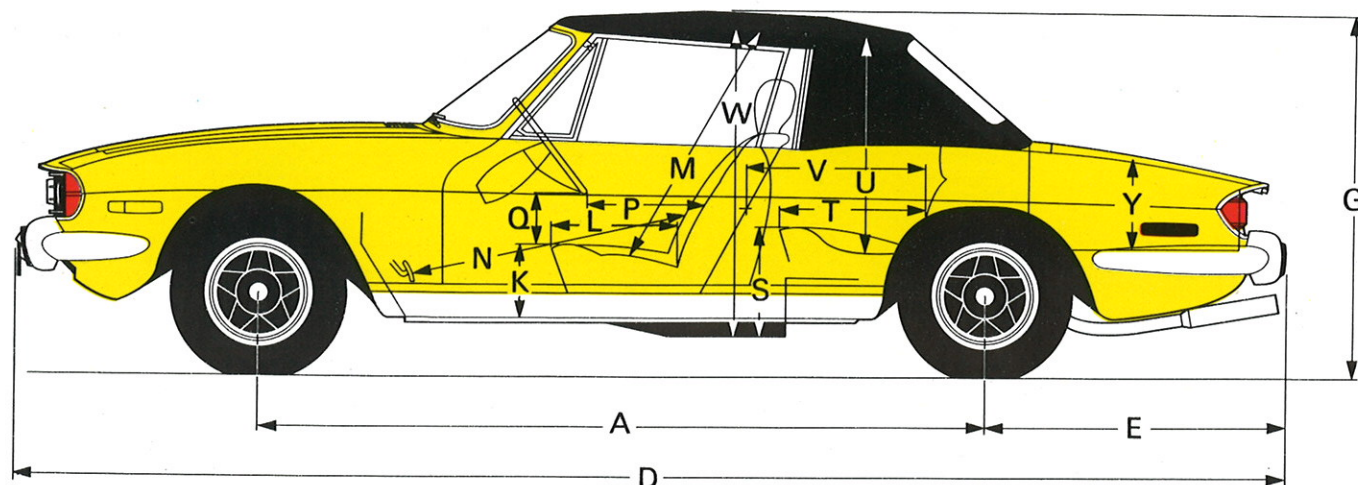
Sports car performance and handling, with saloon car comfort demand a sophisticated combination of power and suspension systems to achieve the desired qualities. To this end the Triumph Stag is fitted with a 3-litre V8 engine designed to give a high power output without being over-stressed, resulting in an unobtrusive and relatively economical unit. An all synchromesh, four speed gearbox, independent rear suspension, and wide-tyred light alloy wheels complete the power train. Large front disc brakes with self-adjusting rear drum brakes, and power-assisted rack and pinion steering enable the power and road-holding of the Stag to be used to the full.

0 to 60 m.p.h. in 9 seconds and 60 to 80 in 8.5 seconds\* in top gear illustrate the outstanding flexibility and remarkable acceleration of the vehicle, and as Motor found out during an extended continental road test '... the Stag was proving itself to be a quite outstanding touring car, just as content to purr along at low speed with a muted rumble from the V8 ahead as it had been to cruise at a steady 100 m.p.h. the previous day.'

\* Factory road test figures.







## Dimensions

A Wheelbase	8 ft. 4 in.	2540 mm.
D Overall Length	14 ft. 5 $\frac{3}{4}$ in.	4420 mm.
E Rear overhang	40.86 in.	1037 mm.
G Overall Height (Hard Top)	4 ft. 1 in.	1245 mm.
(Soft Top)	4 ft. 1 $\frac{1}{2}$ in.	1258 mm.
K Seat Height—floor to cushion (Front)	8 $\frac{1}{2}$ in.	216 mm.
L Seat depth (Front)	19 in.	483 mm.
M Headroom from seat cushion (Front)	34 $\frac{1}{2}$ in.	876 mm.
N Squab to clutch pedal	Max. 39 $\frac{1}{2}$ in.	1002 mm.
	Min. 33 $\frac{1}{2}$ in.	850 mm.
P Steering wheel clearance from seat squab	Max. 18 $\frac{1}{2}$ in.	470 mm.
	Min. 9 $\frac{1}{2}$ in.	242 mm.
Q Steering wheel clearance from seat cushion	Max. 8 in.	204 mm.
	Min. 6 in.	153 mm.
S Seat Height—floor to cushion (Rear)	11 in.	279 mm.
T Seat Depth (Rear)	16 in.	407 mm.
U Headroom—seat to roof (Rear)	32 $\frac{1}{2}$ in.	818 mm.
V Distance between Front and Rear squabs	Max. 28 in.	712 mm.
	Min. 22 in.	560 mm.
W Interior Height—floor to roof (Max.)	44.5 in.	1130 mm.
Y Height of luggage compartment	Max. 13 in.	330 mm.
	Min. 8 in.	204 mm.
Depth of luggage compartment	Max. 29 in.	736 mm.
	Min. 21 in.	533 mm.
Boot capacity	9 ft. <sup>3</sup>	26 cubic metres
Ground Clearance (4-up condition)	4 in.	102 mm.
Turning Circle (between kerbs)	35 ft. 6 in.	10.8 m.
Rear Track	4 ft. 5 $\frac{1}{8}$ in.	1349 mm.
Front Track	4 ft. 4 $\frac{3}{4}$ in.	1340 mm.
Overall Width	5 ft. 3 $\frac{1}{2}$ in.	1612 mm.

### IMPORTANT NOTE

The specification of this model is correct for the U.K. market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.

## Specifications

### Engine

No. of cylinders	8, in V configuration
Bore of cylinders	86 mm. (3.385 in.)
Stroke of crank	64.5 mm. (2.539 in.)
Capacity	2997 c.c. (182.9 cu. in.)
Maximum power	146 b.h.p. net @ 5,700 r.p.m.

Maximum torque	2,000 lb. in. @ 3,500 r.p.m., equivalent to 137 lb./sq. in. b.m.e.p.
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Acceleration*	Speed range	Time (secs)
Through gears	0-50 m.p.h.	7.0
	0-60 m.p.h.	9.0
	0-70 m.p.h.	12.0
Top gear	30-50 m.p.h.	7.5
	40-60 m.p.h.	7.5
	60-80 m.p.h.	8.5

Maximum Speed: 120 m.p.h. (193 km.p.h.) depending on conditions.

\* Factory road test figures.

**Clutch** Diaphragm type, hydraulically operated.

**Gearbox** Four forward gears and reverse. Synchromesh on all forward gears.

**Suspension:** (Front) Independent strut-type suspension with coil springs and telescopic hydraulic damper units. Single lower transverse links with fore and aft location by leading radius rods. Coil springs seat on noise-insulating washers. Rubber bushed pivots and special wear-resistant ball joint swivels. Anti-roll bar. (Rear) Semi-trailing arm independent suspension mounted on rubber-insulated steel sub-frame. Coil springs and telescopic direct-acting hydraulic dampers. Coil springs seat on noise-insulating washers.

**Wheels:** 14 in. dia. light alloy 5.5 flat hump safety ledge rims.

**Tyres:** Michelin 175 HR 14. Radial Ply XAS. Tubeless or Avon 185. HR Radial Ply Tubeless.

**Steering:** Power-assisted rack and pinion type. Three-spoke alloy steering-wheel with padded rim and centre boss, 14 $\frac{1}{2}$  in. (368 mm.) dia., 2 $\frac{1}{2}$  turns lock to lock. Column adjustable from driving position by means of a readily accessible clamping device—adjustment range approximately 4 in. (102 mm.) axially and 2 in. (51 mm.) vertically. Steering-column incorporates an anti-theft locking device.

**Brakes:** Caliper disc brakes on front wheels, disc dia. 10 $\frac{3}{8}$  in. (270 mm.). Self-adjusting drum brakes 9 in. dia.  $\times$  2 $\frac{1}{4}$  in. wide (228 mm.  $\times$  57 mm.) of leading and trailing shoe type on rear wheels. Direct-acting servo. Centrally mounted hand-lever operates rear brakes mechanically.

**General Equipment:** (Interior) High impact laminated tinted safety glass windscreen and toughened tinted safety glass side windows. Electrical operation for side windows. Day-night dipping interior driving mirror with break-away support. Padded sun visors adjustable vertically and laterally with vanity mirror on passenger side. Non-reflective veneered fascia panel with padded surround. Electric clock in fascia panel. Soft top rear window has a zip fastener on three sides accessible from inside, allowing panel to be partially removed.

(Exterior) Wrap-around bumpers front and rear with rubber faced over-riders. Forward-hinged bonnet. Electrically operated twin, two-speed self-parking windscreen wipers and electrically operated twin windscreen washers. Polished metal cappings on door pillars and stainless steel tread-plates on sills. Stainless steel body mouldings and windscreen surround. Tool roll, wheel brace and jack. Door-mounted driver's rear-view mirror.

**Lamps:** (Front) Four quartz-halogen headlamps set in grille. Parking and direction indicator lamps in combined cluster. When on 'Main Beam' all four headlamps are 'on'. When switch is set to 'dip' outer lamps are dipped and inner lamps are extinguished. Side direction indicator repeater lamps fitted to front wing panels.

(Rear) Direction indicator lamps, tail and stop lamps, reflectors and reversing lamps in a combined cluster.

**Optional extras:** Automatic transmission.





## Specifications Continued

### Weights (approx.)

Dry (excluding extra equipment) . . . . .	2,659 lb. (1210 kg.)
Basic kerb (including tools, fuel, oil and water) . . . . .	2,756 lb. (1250 kg.)
Kerb (including optional extras) . . . . .	2,826 lb. (1282 kg.)
Gross vehicle weight—maximum . . . . .	3,759 lb. (1705 kg.)

### Capacities

Petrol tank . . . . .	12½ gal. (58·00 l.)
Lubrication system:	
Engine sump—drain and refill . . . . .	8 pints (4·5 l.)
(when filter also changed) . . . . .	9 pints (5·1 l.)
Gearbox from dry . . . . .	2·8 pints (1·6 l.)
(including o/drive) . . . . .	3·5 pints (2·0 l.)
Rear axle from dry . . . . .	2 pints (1·1 l.)
Power steering reservoir . . . . .	1¼ pints (0·7 l.)
Cooling system with heater . . . . .	18½ pints (10·5 l.)



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