



TVR 350i FIXEDHEAD

TVR

TVR350i FIXED HEAD / TECHNICAL SPECIFICATIONS

Two seat, two door Coupe body manufactured in glass reinforced polyester resin moulded in two halves and bonded along the waistline. This is combined with a plastic coated multi tubular steel backbone spacetrace chassis with outriggers on independent wishbone suspension with coil springs, telescopic shock absorbers and limited slip differential. Aluminium alloy road wheels are fitted with the latest Bridgestone RE71 low profile tyres. Laminated Sundym front screen with toughened Sundym door windows and tailgate are standard. Strategically designed internal body crumple zones protect front and rear portions of the vehicle, with specially moulded polyester resin bumpers. Side intrusion beams located within the door structures conform to all current safety legislation. Individual seats with fore, aft and tilt movements are combined with adjustable head restraints. Upholstery in cloth and ambla is standard in a wide variety of colours, with complete Connolly English leather trim available in any shade as an option. Contrasting deep pile carpet complements the internal colour chosen. Polished walnut veneer, dashboard houses full instrumentation of speedometer, electric tachometer, oil pressure, water temperature and fuel gauges along with voltmeter and quartz clock. Other standard equipment includes: electric operated windows, twin electric door mirrors, stereo radio cassette player, adjustable steering column and small diameter leather trimmed steering wheel. A warning light cluster informs on handbrake, low fluid levels, ignition and oil pressure conditions with provision for extra facilities. A vanity mirror is housed in the passenger sunvisor with cigar lighter and ashtray located in the centre console.

ENGINE

Front mounted driving the rear wheels. Vee slanted 8 cylinder with a total capacity of 3528cc (215 cu in). Bore/stroke ratio of 88.9mm (3.50in) x 77.12mm (3.03mm) with overhead valves, hydraulic

tappets and a 5 bearing crankshaft. Max. power (DIN) 197 bhp (145kW) at 5280 rpm. Max. torque (DIN) 220 lb ft (30.4 kg m) at 4000 rpm.

Compression ratio 9.75 : 1.

Electronic ignition.

Pressurised cooling system with twin electric cooling fans.

FUEL SYSTEM

Induction is by the Lucas L type electronic fuel injection system. A single Lucas electric fuel pump is utilised in conjunction with anti surge pot and filters. Twin interconnected fuel tanks are located forward of the rear axle with a total capacity of 13.5 gallons (61.0 litres).

TRANSMISSION

A five speed manual transmission with hydraulic operated single dry plate diaphragm clutch is standard. Gear ratios are: 1st 3.32, 2nd 2.09, 3rd 1.40, 4th 1.00, 5th 0.792. Reverse 3.43. The final drive is a hypoid bevel type with a ratio of 3.54 : 1.

PERFORMANCE

1st 36 mph (57.9 kph), 2nd 57 mph (91.7 kph), 3rd 86 mph (138.40 kph), 4th 120 mph 193.1 kph), 5th 140 mph (225.2 kph). Acceleration: 0-60 mph (96.6 kph) 6.0 secs. Carrying capacity: 650 lbs (295 kg). Speed in 5th gear per 1000 rpm: 25.4 mph (39.5 kph).

Fuel consumption: 22/28 mpg.

Standing quarter: 14.8 secs.

0-100 mph: 16.4 seconds.

CHASSIS

An all steel multi-tubular backbone chassis with out riggers protected with an epoxy coating giving complete corrosion resistance. This separate chassis concept ensures that loads from the all independent suspension system are fed into a

structure which is fully insulated from the body. Protection for occupants is provided by well designed front, rear and side intrusion beams to conform to all legislative requirements. Front suspension is by upper wishbone, stabilised lower level, coil springs, telescopic dampers and a forward running anti-roll bar. The rear suspension is by a four point linkage with triangulated lower wishbone, torque reaction arm, fixed length driveshafts and hub carrier with coil springs and telescopic shock absorbers. This all runs on 15" (380mm) diameter, aluminium alloy five stud wheels and Bridgestone 205/60 VR15 RE71 low profile tyres.

The braking system is servo assisted on discs all round. These are operated through separate front and rear circuits from a master tandem cylinder combined with a G valve for the rear system. The parking brake operates through a separate caliper on the rear discs, which are inboard with a diameter of 10.9" (277mm). Front discs are outboard and have a 10.6" (269mm) diameter.

STEERING

Rack and pinion with collapsible adjustable steering column. This combines with a 14" diameter leather trimmed steering wheel giving a turning circle of 31.5 feet (9.5m) with 3.7 turns lock to lock. High speed stability is aided by the aero-dynamically designed air dam blended into the front of the body.

HEATING AND VENTILATION

A very comprehensive heating and ventilation system is fitted to all TVRs. Heating is controlled by the current of air flow through the internal matrix and this flow is maintained by a rotating temperature selector located on the centre console. This in turn is boosted by a two speed fan. Fresh cool air can be admitted and directed by twin swivel vents mounted in the centre of the facia and stale air extracted by vents in the B posts. A complete air

conditioning system can be fitted as an option to the vehicle.

AUDIO EQUIPMENT

A LW/MW/FM stereo radio with auto-reverse cassette stereo player is fitted as standard. This plays through twin 20 watt speakers mounted just behind the seats in the trim panels. Reception is transmitted via an automatically operated electric aerial.

DIMENSIONS

	mm	in
Length overall	A 4080	161
Wheelbase	B 2387	94
Width overall	C 1728	68
Height overall	D 1205	47.5
Front track	1450	57.8
Rear track	1480	58.2
Ground clearance	152	6.0
Luggage capacity	0.45 cu m	16 cu ft
Fuel capacity	61.0 litres	13.5 gallons



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