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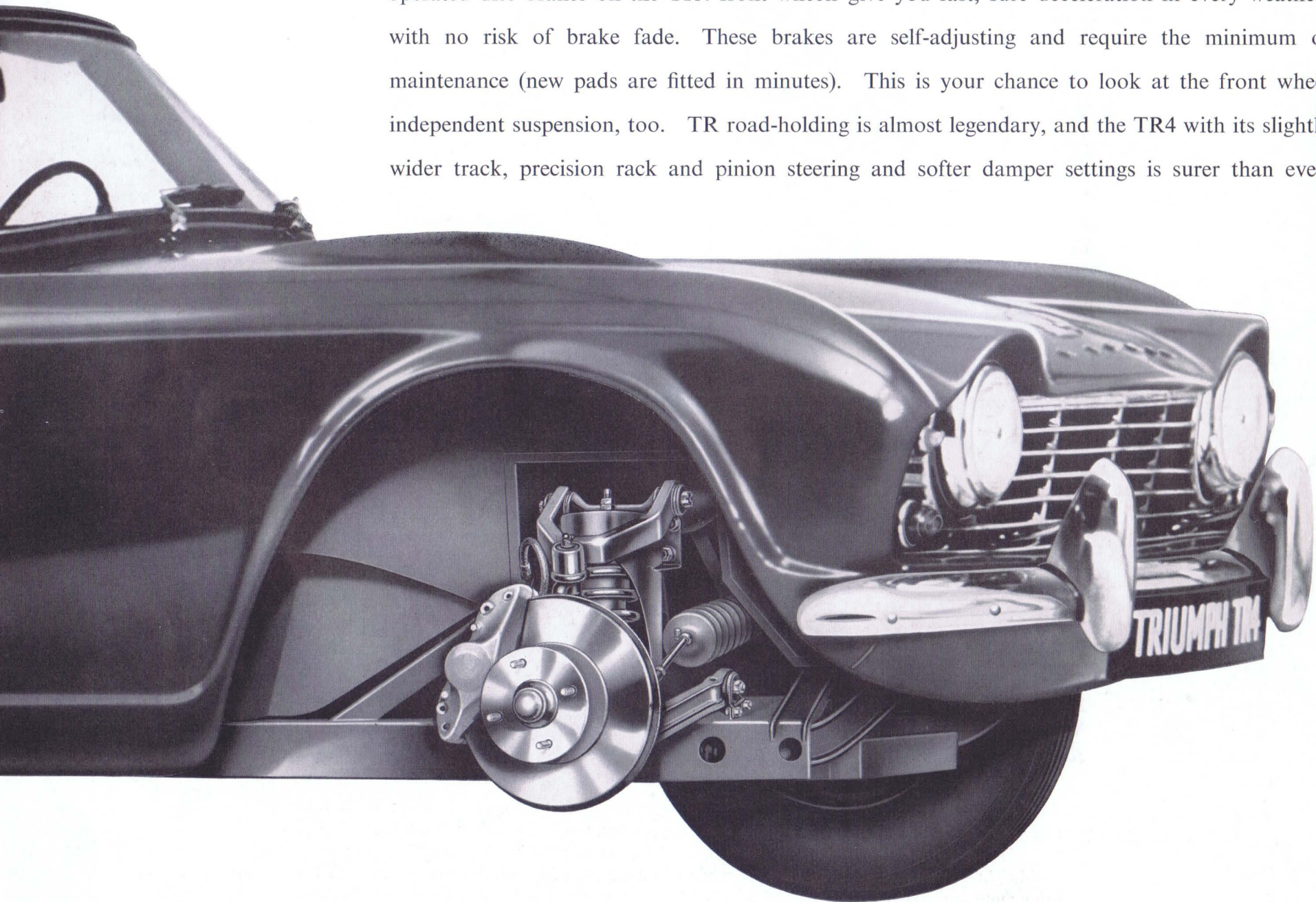
Open up!

You've seen the beautiful TR4 body shell, lean and sleek as a sports car should be. Now look in. First surprise: a boot of really sensible dimensions. Capacity? $5\frac{1}{2}$ cubic feet or room for all the luggage a couple on tour would need. And the spare wheel is tucked out

of the way in its own compartment. Second surprise: wide doors that make getting in the TR4 as easy as sitting in an armchair. Biggest surprise: when you find this comfort-loving car has all the toughness and verve of a true Triumph Sports Car.

Stop! Yes, every time, from any speed. Hydraulically

operated disc brakes on the TR4 front wheels give you fast, sure deceleration in every weather, with no risk of brake fade. These brakes are self-adjusting and require the minimum of maintenance (new pads are fitted in minutes). This is your chance to look at the front wheel independent suspension, too. TR road-holding is almost legendary, and the TR4 with its slightly wider track, precision rack and pinion steering and softer damper settings is surer than ever.





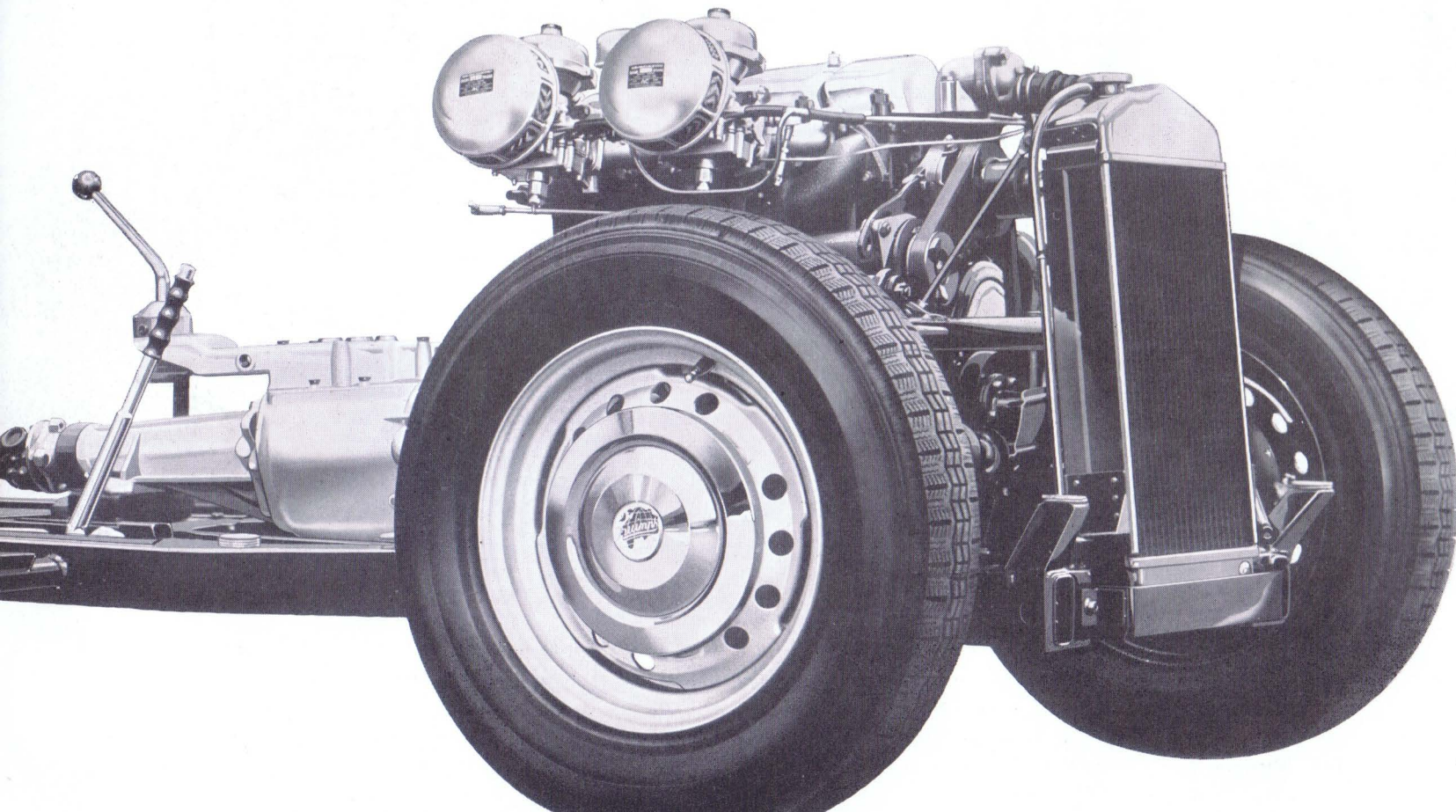
At ease!

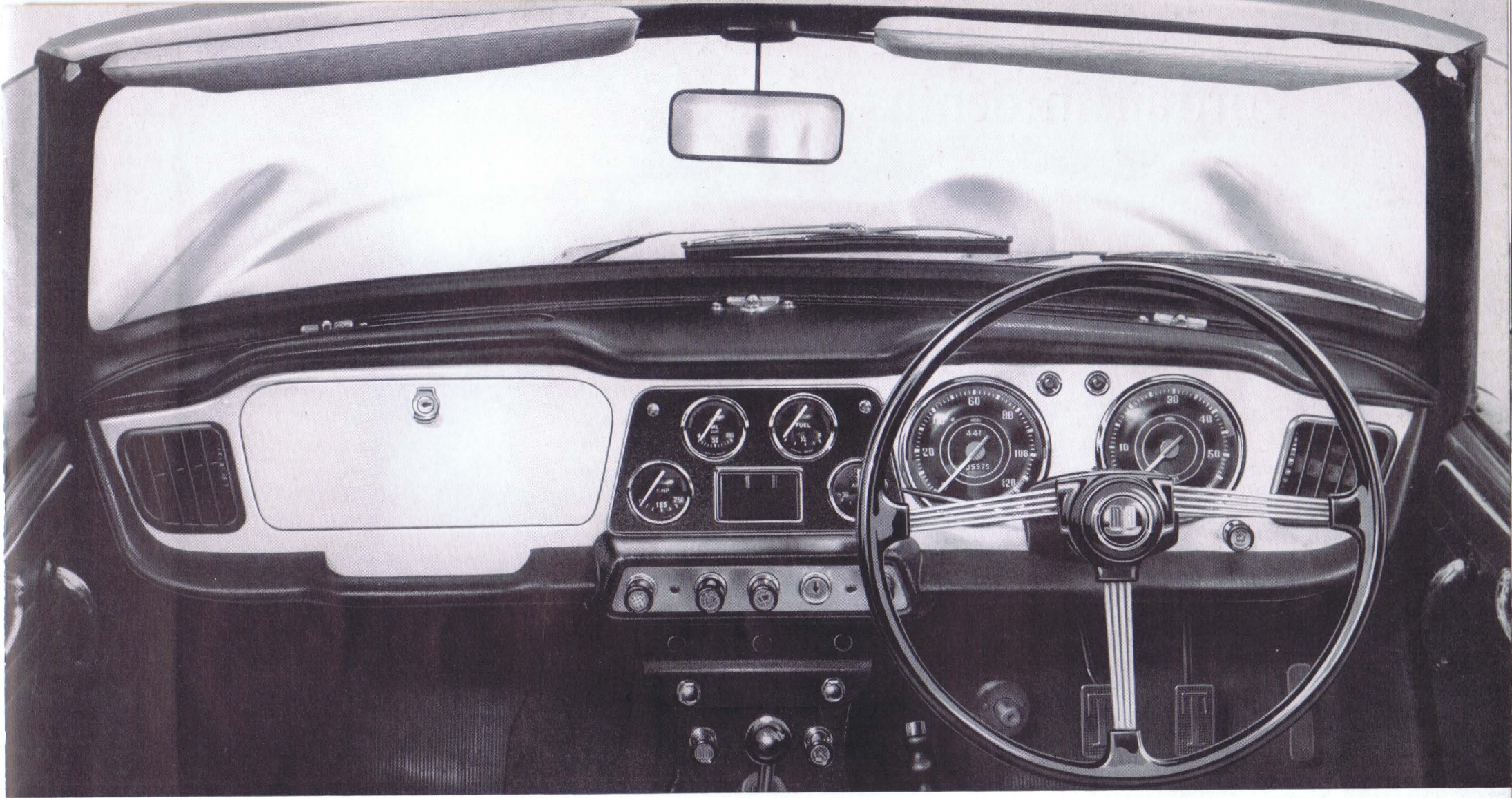
The cockpit of a TR4 is one of the most comfortable places on the road. There's more space than in any other sports car in its class. Full-height doors and wind-up windows mean calm motoring even at 100 m.p.h. Individual seats cushion you in comfort and leave you

relaxed after the longest journey. Luxury at your feet, too—a thick carpet with felt underlay. A fully-windproof hood gives real snugness even in the depth of winter. Alternatively, there's the hard top model giving you the choice of saloon car protection or open motoring.

Portrait in depth

Beneath those smooth lines, the TR4 is a piece of precision engineering with one thought in mind ; swift, safe going in comfort. Backbone of the TR4 is a real chassis of tough, fully rust-proofed British steel. Substantially (right word) the same TR chassis that has stood pounding on the world's most punishing tracks. A little wider on the TR4 for even better road holding and more cockpit room. Next, the powerhouse. 2.2 litres, 4 cylinder, twin Stromberg carbs. This is the world famous TR3A engine, only more of it. Wet liners are fitted, for better cooling at sustained high speeds and lower major overhaul costs. And the gearbox has synchromesh on all four forward gears.



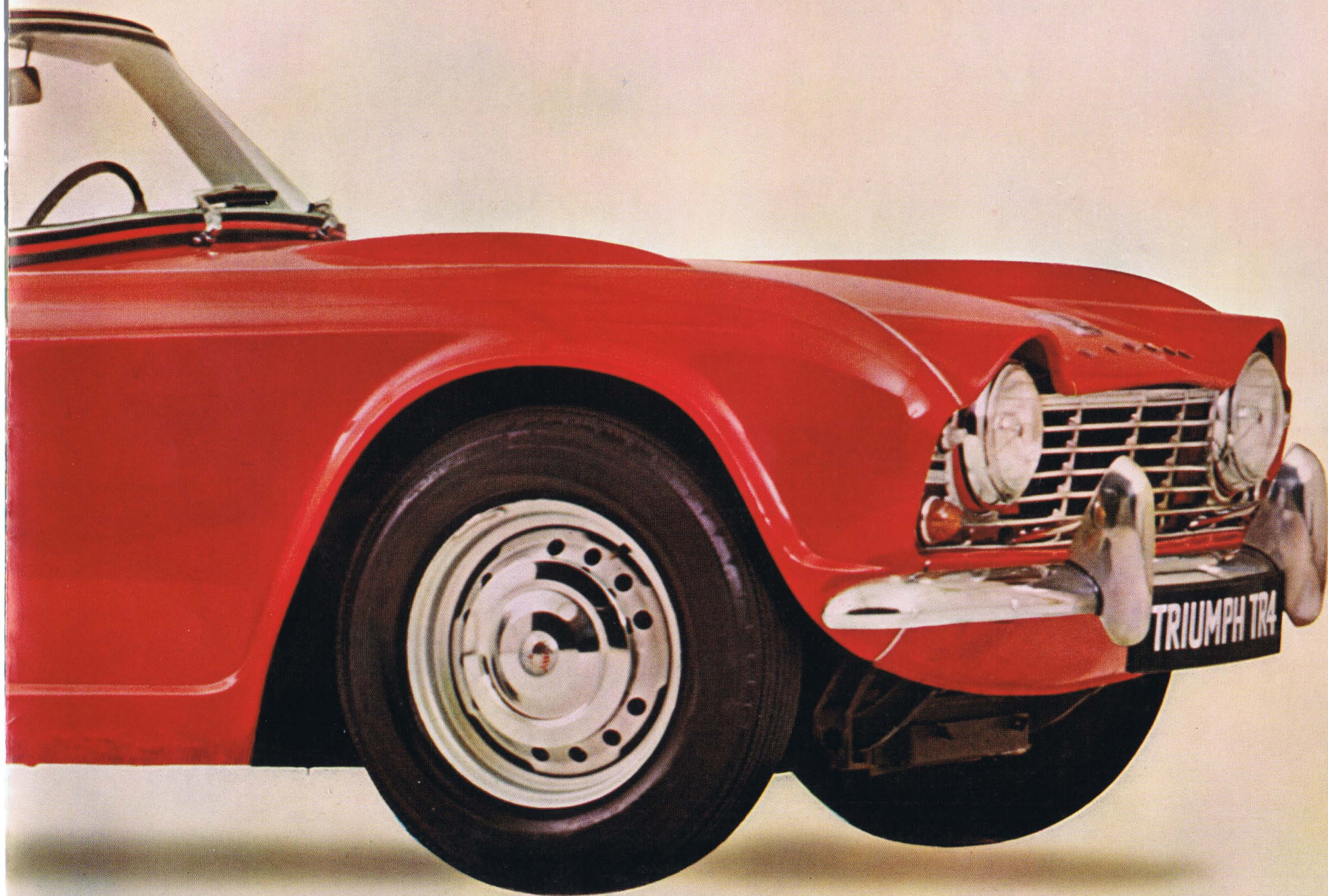


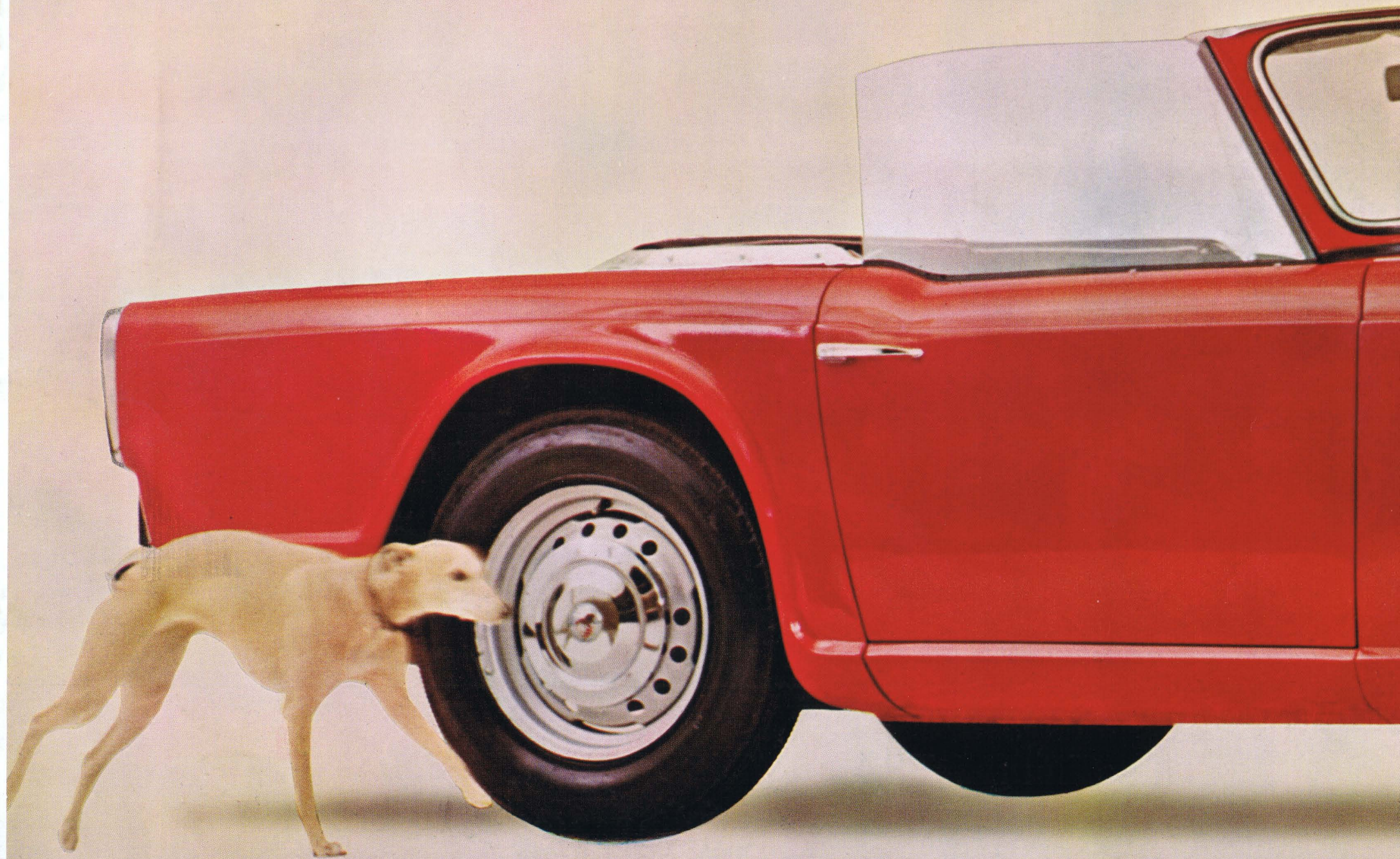
A full range of instruments, carefully arranged to tell you all you want to know at any speed. Illumination is by variable, rheostat controlled panel light. Note too, the ashtray, lockable glovebox and sensibly grouped controls.

What this book can't tell you

The *feel* of the TR4 on the open road has to be experienced to be understood. Performance is certainly there — as good as or better than the earlier Triumphs. And no TR has ever been safer; an adjustable steering column, which yields on severe impact, is a standard fitting. All the facts and figures are on the back cover,

and very good reading they make. But only when you take a TR4 out can you discover how this wonderful combination of sports car liveliness and saloon car comfort puts new pleasure into your motoring. Try the TR4 — soon. We don't think there is another sports car in the world to match it at its price.







Gentle enough for crowded roads, but with 110 m.p.h. in readiness. Soft top and hard top models available.

The Triumph TR4—a tough, sporting Triumph with the good manners and easy comfort of a luxury saloon car

TRIUMPH TR4 BRIEF SPECIFICATION

Body Type Two seater sports, all weather equipment, steel body. Detachable windscreen of laminated safety glass. Anchor points for safety harness. Winding windows. Soft top and hard top models available.

Luggage Accommodation Space behind seats and in boot. Glove compartment in fascia with lock. Spare wheel housed in compartment below boot floor.

Upholstery Vynide (Leather as optional extra).

Seating Two bucket-type seats with deep shaped squab adjustable fore and aft. Passenger seat squab folds forward to give access to rear.

Instruments 5 in. tachometer and 5 in. speedometer with trip, positioned in front of driver. Separate instruments for fuel, water temperature, oil pressure and ammeter. Indirect instrument illumination. Ignition, direction indicator and headlamp high beam warning lights.

Controls Buttons for choke, windscreen wipers, side and headlamps. Combined ignition lock, starter control with third position for accessories. Direction indicators operated by lever on steering column. Windscreen washer (manual).

Locks Handle to each door, both doors lock externally by ignition key. One piece bonnet arranged with pull type lock release mechanism, button under fascia. Lockable handle for boot lid.

Engine 2138 c.c. 4 cyl. Bore 86 mm., stroke 92 mm. Compression ratio 9 : 1 (1991 c.c. engine available as an alternative).

Gears Four forward speeds, all synchromesh, and reverse.

RATIOS:	Top.	3rd.	2nd.	1st.	Rev.
	1.00	1.33	2.01	3.14	3.22
OVERALL:	3.7	4.9	7.43	11.61	11.92

Propeller Shaft Hardy Spicer all-metal shaft, needle roller bearings. Short length to avoid whip and simplify frame construction.

Suspension (Front) Low periodicity independent suspension system with wishbone shackles top and bottom. Patented bottom bush and top ball jointed wheel swivels. Coil springs controlled by telescopic dampers. Taper roller hub bearings.

(Rear) Wide semi-elliptic springs controlled by piston type dampers.

Jacking Mid-point side jacking.

Wheels Steel disc type, with chromium nave plates.

Brakes Girling hydraulic. **Front:** Caliper disc type. **Rear:** Alloy cast iron brake drums incorporating leading and trailing shoes. Foot brake operates on all four wheels. Centrally mounted hand brake operates mechanically on rear wheels only.

Frame Rigid structure, channel steel pressings braced by a cruciform member. Complete frame rust-proofed.

Steering Rack and pinion type unit. Optional right- or left-hand drive. Steering wheel 16 in. dia. three-spoke type. Telescopic and collapsible steering column. 2½ turns lock to lock.

Battery 12 volts, 57 amp/hour located under bonnet.

Lights (Headlamps) Powerful flush fitting sealed units. Export lighting to suit all markets. Parking lights housed beside headlamps. Twin stop/tail lamps and twin flasher direction indicators. Number plate illuminators incorporated in rear over riders. Twin rear reflectors moulded in rear lamps.

General Dimensions

Wheelbase:	...	...	7 ft. 4 in.	2,240 mm.
Track: Front (disc wheels)	...	...	4 ft. 1 in.	1,245 mm.
Rear (disc wheels)	...	...	4 ft. 0 in.	1,220 mm.
Front (wire wheels)	...	...	4 ft. 2 in.	1,270 mm.
Rear (wire wheels)	...	...	4 ft. 1 in.	1,245 mm.
Ground Clearance:	...	...	6 in.	152 mm.
Turning Circle: (between kerbs)	...	...	34 ft.	10.4 metres

Overall Dimensions:

Length	...	...	13 ft. 0 in.	3,960 mm.
Width	...	...	4 ft. 10 in.	1,470 mm.
Height (unladen)	...	...	4 ft. 2 in.	1,270 mm.
Hood erect	...	...	3 ft. 10 in.	1,170 mm.
Top of screen	...	...	3 ft. 4 in.	1,020 mm.
Hood folded and screen removed	...	...

Luggage Boot:

Width Max.	...	...	46½ in.	1,180 mm.
Length Max.	...	...	20 in.	510 mm.

Weight (Touring Trim):

Dry (excluding extra equipment)	18½ cwt.	940 kg.
Complete (including tools, fuel, oil and water)	19½ cwt.	990 kg.
Gross vehicle weight	22½ cwt.	1,210 kg.

Tyres:

Size	5.50/5.90—15 in.	Goodyear
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Capacities:

Fuel Tank	11½ galls.	53.5 litres
Engine Sump	11 pts.	6.25 litres
Gearbox	1½ pts.	0.85 litre
Rear Axle	...	...	1½ pts.	0.85 litre
Cooling System	...	...	13 pts.	7.5 litres
(with Heater)	...	...	14 pts.	8 litres

Performance (Engine) Nett b.h.p. 100 at 4,600 r.p.m. Torque 1,520 lb./in. at 3,350 r.p.m. (Equivalent to 147 lb./sq. in. b.m.e.p.). Piston Speed: 2,898 ft./min. at 4,800 r.p.m. (Equivalent to 100 m.p.h. or 161 km.p.h. in top gear.) **Maximum Speed** (Touring trim): top gear 110 m.p.h. (177 km.p.h.).

Acceleration (two up)	Gear	Speed	Time
(3.7 Axle)	Top	20-40 m.p.h. (32-64 km.p.h.)	8.6 secs.
		30-50 m.p.h. (48-80 km.p.h.)	8.3 secs.
		40-60 m.p.h. (64-96 km.p.h.)	8.4 secs.
		0-50 m.p.h. (0-80 km.p.h.)	8.2 secs.
Through Gears			17.9 secs.

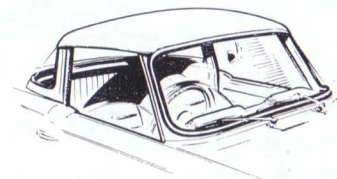
Standing ¼ mile

Optional items at extra cost. Soft top: Leather upholstery. Heater. Wire wheels (60 spoke). Overdrive. Occasional rear seat. Tonneau cover. Goodyear white wall tyres. Goodyear Motorway Special tyres. Michelin X tyres. Dunlop Duraband tyres. (These should be fitted if the car is to be used regularly at speeds in excess of 90 m.p.h.). Sun visors.

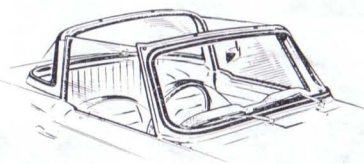
Hard top: As above — also 'Surrey Top' folding canopy.

UNIQUE HARD TOP

The TR4 Hard top model is the last word in sports car versatility — just remove the unique detachable roof panel for open motoring. And for that sudden shower there's a 'Surrey Top' canopy available as an optional extra.



Hard top with roof panel in position—snug and weatherproof.



Roof panel detached; fixed windscreen and rear window remain in position for open motoring without draughts.



The 'Surrey Top' (a folding canopy of p.v.c.) quickly clips into position for emergency weather protection.

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