



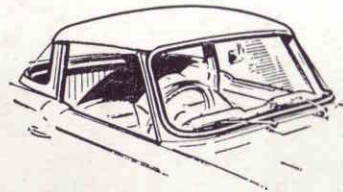
TR 4A

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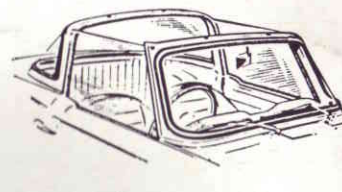
Triumph TR4A brief specification

Unique hard top

The TR4A 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.

SPECIFICATION

Body Type Two seater convertible 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 Ambla (Leather as optional extra).

Seating Two bucket-type seats with deep shaped squab adjustable fore and aft. Both seat squabs fold 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, windscreen washers and panel lights. Combined ignition lock, starter control with third position for accessories. Direction indicators operated by lever on steering column. Three position lighting control lever on steering column giving off, side and headlamps.

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.

	Top	3rd	2nd	1st	Rev.
ratios:	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) Semi-trailing arm independent suspension with coil springs controlled by piston dampers. Mounted on frame through rubber bushed pivots and with rubber insulation of spring.

Jacking Scissor-type jack.

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. 3¼ 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 and flasher direction indicators, mounted outboard of headlamps at front. Direction indicator repeaters mounted on side of front wings. Brake lights and reflectors mounted integrally with parking lights and direction indicators at rear. Number plate illumination lamps mounted in over-riders.

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. ¼ in.	1,232 mm.
Front (wire wheels)	4 ft. 1½ in.	1,263 mm.
Rear (wire wheels)	4 ft. 1½ in.	1,251 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)		
Hood erect	4 ft. 2 in.	1,270 mm.
Top of screen	3 ft. 10 in.	1,170 mm.
Hood folded and screen removed	3 ft. 4 in.	1,020 mm.

Luggage Boot:		
Width max.	46½ in.	1,180 mm.
Depth max.	20 in.	510 mm.

Weight (Touring Trim):		
Dry (excluding extra equipment)	19 cwt.	965 kg.
Complete (including tools, fuel, oil and water)	20 cwt.	1,016 kg.
Gross vehicle weight	23½ cwt.	1,206 kg.

Tyres:		
Size	Goodyear 5.90 x 15 G8S	

Capacities:		
Fuel Tank	11½ galls.	53.5 litres
Engine Sump	11½ pts.	6.56 litres
Gearbox	1½ pts.	0.85 litre
Rear Axle	1½ pts.	0.85 litre
Cooling System	10 pts.	5.7 litres
(with Heater)	11 pts.	6.2 litres

Performance (Engine) Nett b.h.p. 104 at 4,700 r.p.m. Torque 1,590 lb/in. at 3,000 r.p.m. (Equivalent to 154 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) (3.7 Axle)	Gear	Speed	Time
	Top	20-40 m.p.h. (32-64 km.p.h.)	8.6 secs.
Through Gears		30-50 m.p.h. (48-80 km.p.h.)	8.3 secs.
		40-60 m.p.h. (64-96 km.p.h.)	8.2 secs.
		0-50 m.p.h. (0-80 km.p.h.)	7.9 secs.
Standing ¼ mile			17.7 secs.

Optional items at extra cost. Soft top: Leather seating. Heater. Wire wheels (60 spoke). Over-drive. Occasional rear seat. Tonneau cover. Goodyear white wall tyres. Michelin X tyres. Dunlop S.P. tyres.

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

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The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

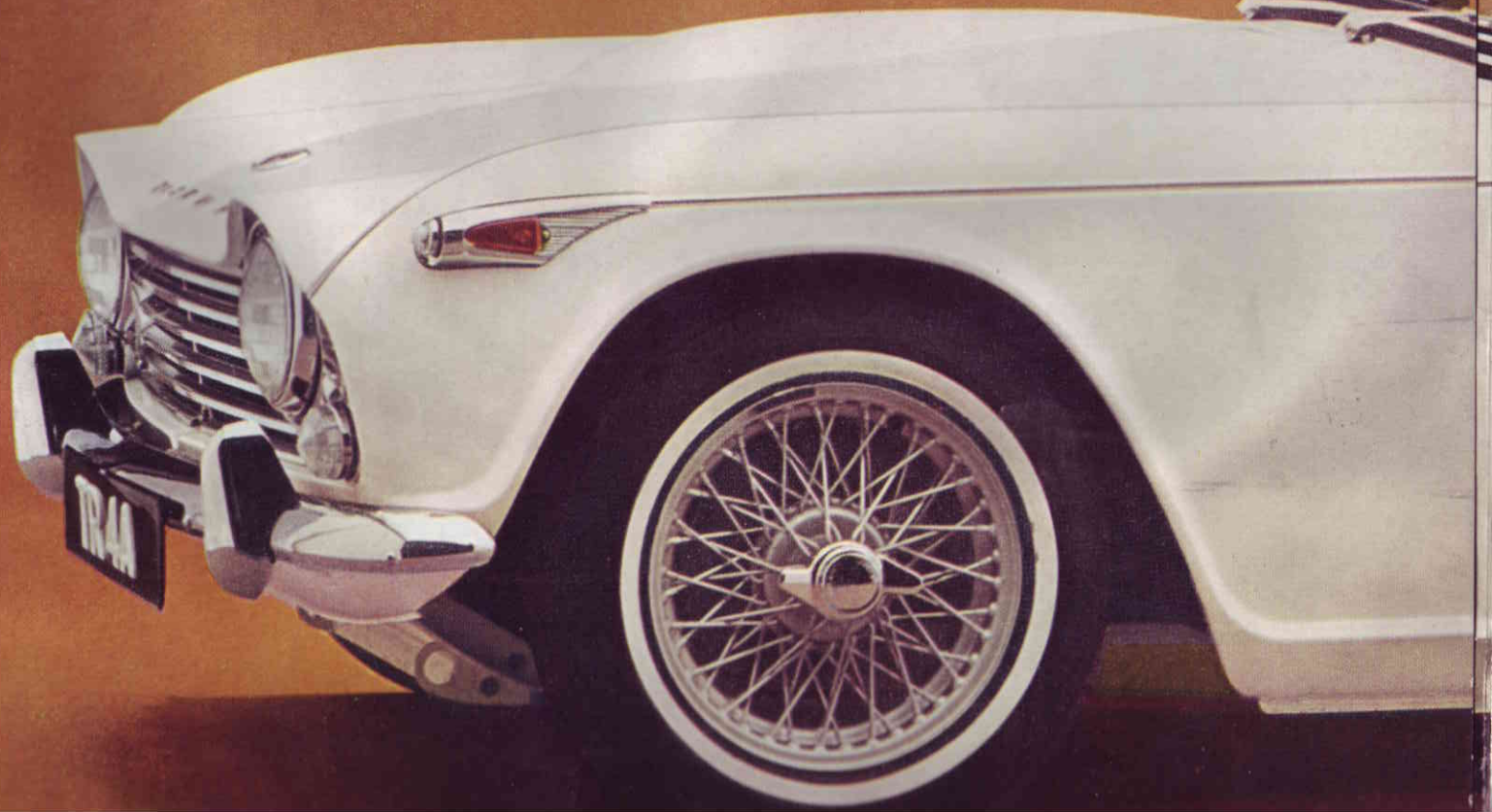


TRIUMPH TR4A

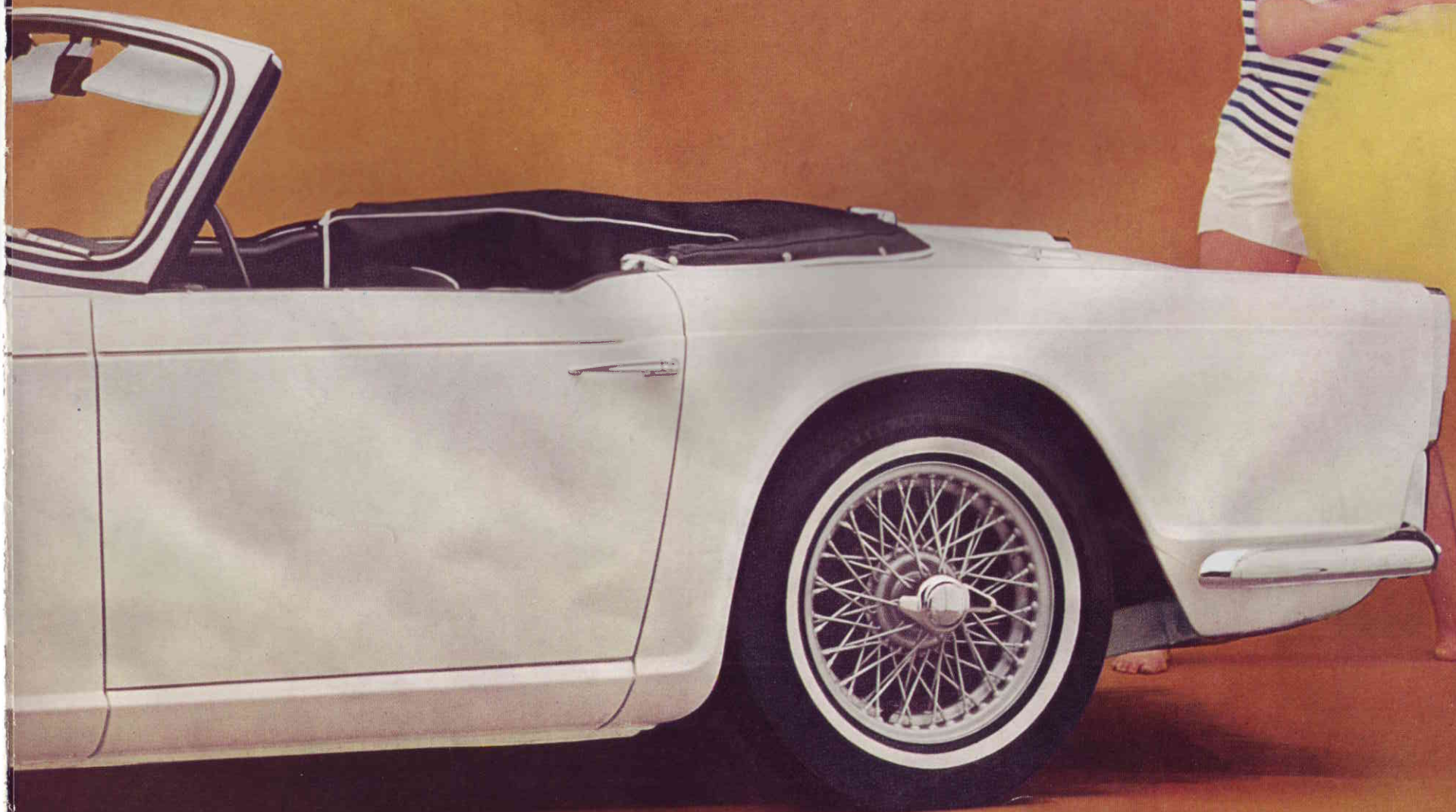


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Convertible hood folds away completely into the body



independent suspension all-round





TRIUMPH 1800



TR2



TR3



TR3A



TR4



TR4A

Four-wheel independence and convertible hood head the list of significant improvements in the latest of the great TRs

Time stands still for no man and no sports car. In fifteen years, we've built five generations of Triumph sports cars. Now we launch a sixth, with significant improvements.

Four on the road — at all times

We chose independent rear suspension for the TR4A because it has the best inherent anti-roll characteristics. And we chose the trailing arm type (using coil springs and piston dampers) because of its utter simplicity and reliability.

Translated into action, these words mean that the TR4A will take a given bend faster, safer and more comfortably for you than any previous TR — an immodest claim, but true. Going straight and level at high speed, too, you'll appreciate this improvement. Any surface roughness on the road affects only the wheel that bumps it; not the entire chassis.

Naturally, the chassis had to be revised to

accept the new suspension. As a result, the already sturdy chassis is even stronger.

Fold-away hood

Now you can enjoy the exhilaration of a real sports car with all the convenience of a true convertible hood. On the TR4A, you can fold it back in moments with one hand — completely into the body. It comes up just as fast. The TR4A can be made weathertight as fast as an April shower takes to come on.

Thicker carpet, deeper seats

Sports cars stopped being Spartan years ago. But now, the TR4A almost goes limousine in search of comfort. We've introduced door-to-door carpet (deep pile), improved the bucket seats (more padding, better shaped to hold you, covered with two-way-stretch Ambla, the softest fabric in any car). Instruments are mounted on a walnut-veneer facia panel. And padding

rolls cover all edges, plus the door waist rails. (Better for safety, as well as looks). Padded sun visors are also standard.

Fair warning

The TR4A has the most efficient early-warning system since cars were preceded by a man with a red flag. A steering column lever flashes the headlamps; long-range horns are installed under the bonnet; and separate repeating flashers on the wings support the normal turn indicators.

Two-speed windscreen wipers will clear rain, sleet and snow efficiently at any speed.

Rally-proven powerhouse

The TR4A gets its steam from the rally-proven 2.2-litre 4-cylinder engine that powered the TR4. It turns out a maximum 104 b.h.p. at the relatively low figure of 4,700 r.p.m., lets you cruise at an easy 90 m.p.h., and reach 110 m.p.h. whenever conditions allow.

To harness this powerhouse, you use a stubby, remote-control lever operating a 4-speed, all-synchromesh gearbox.

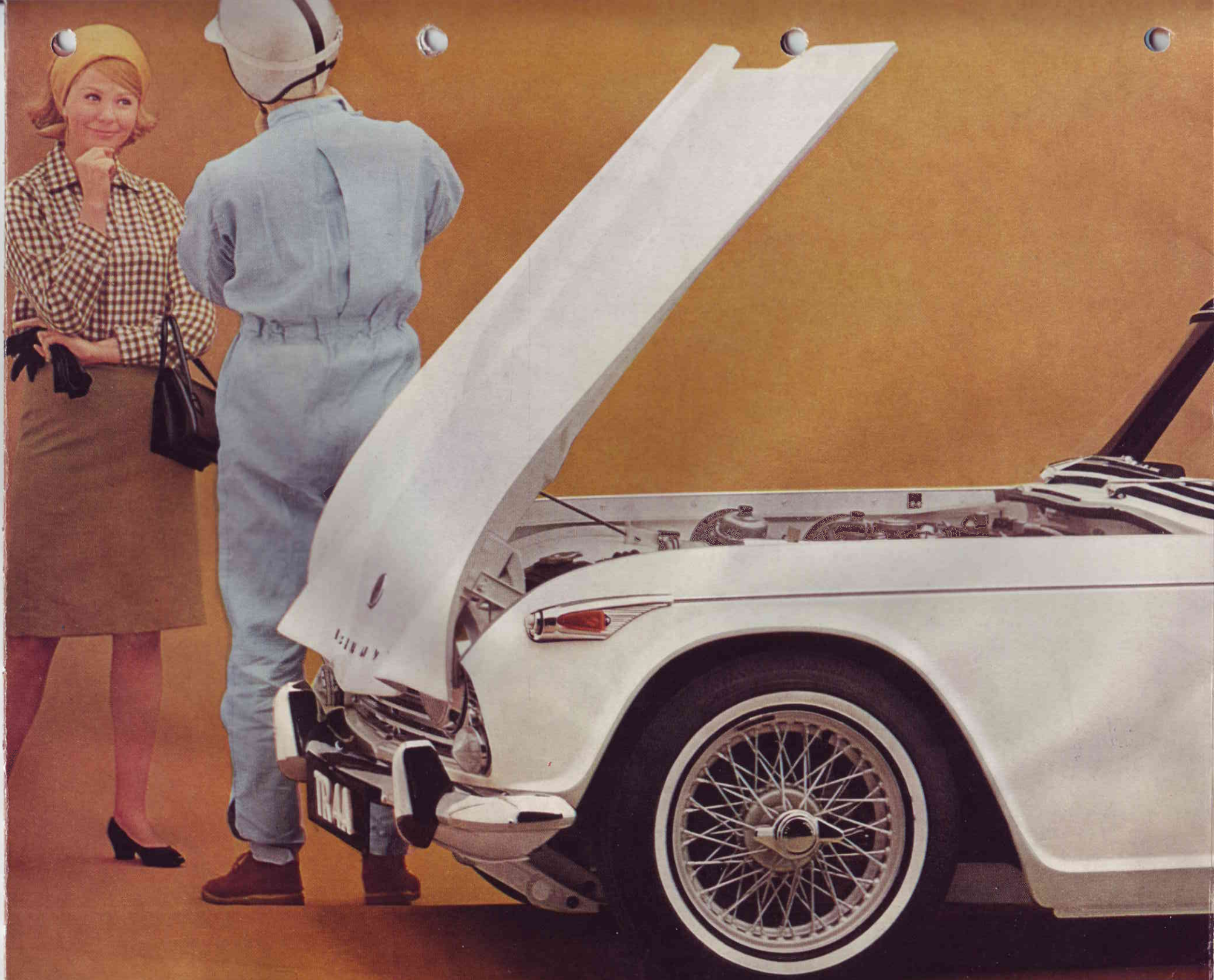
To stop, you have the aid of front-wheel disc brakes—self adjusting for minimum maintenance. To get away, there's a centrally mounted, fly-off type handbrake.

There's 5½ cubic feet of bootspace to take your luggage, and a lockable glove compartment on the facia (deep enough to hold a camera).

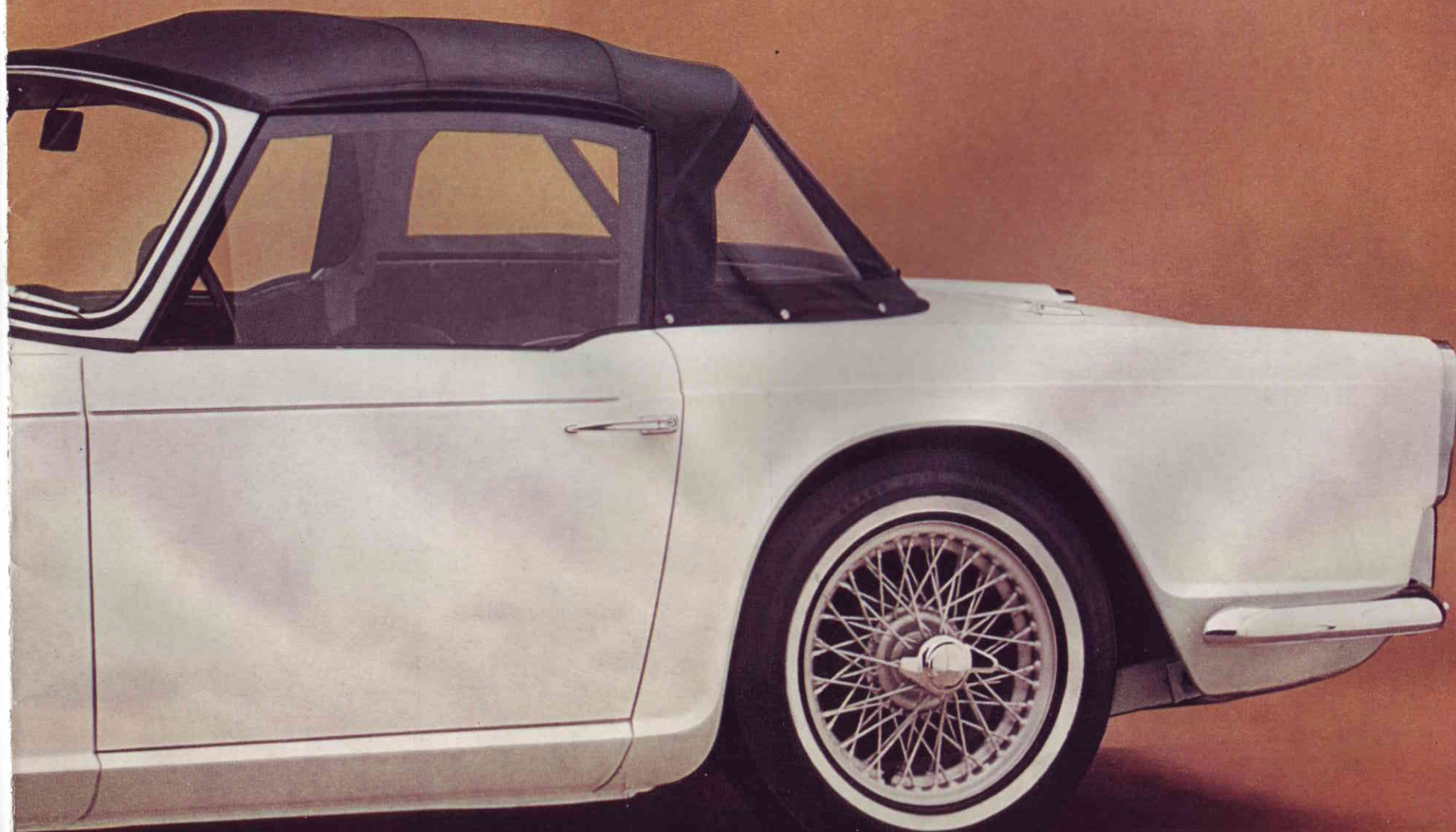
Next step — drive it

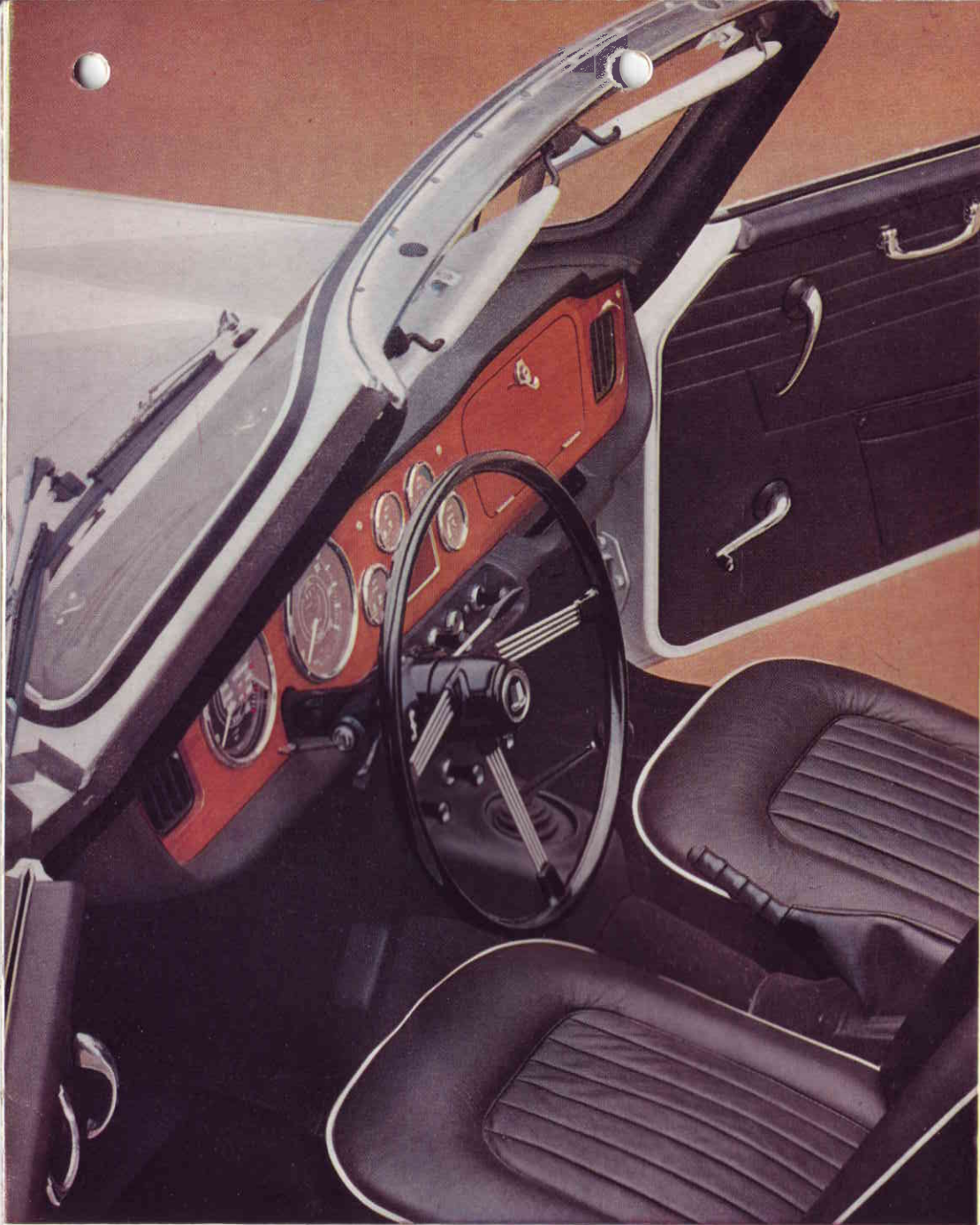
If you like what you read about the TR4A, do the logical thing.

Ask your Standard-Triumph dealer to arrange a test drive. He'll be glad to give the car an opportunity to speak for itself. Let twenty minutes behind the wheel convince you that the TR4A is the best thing to happen to sports cars since the TR4.



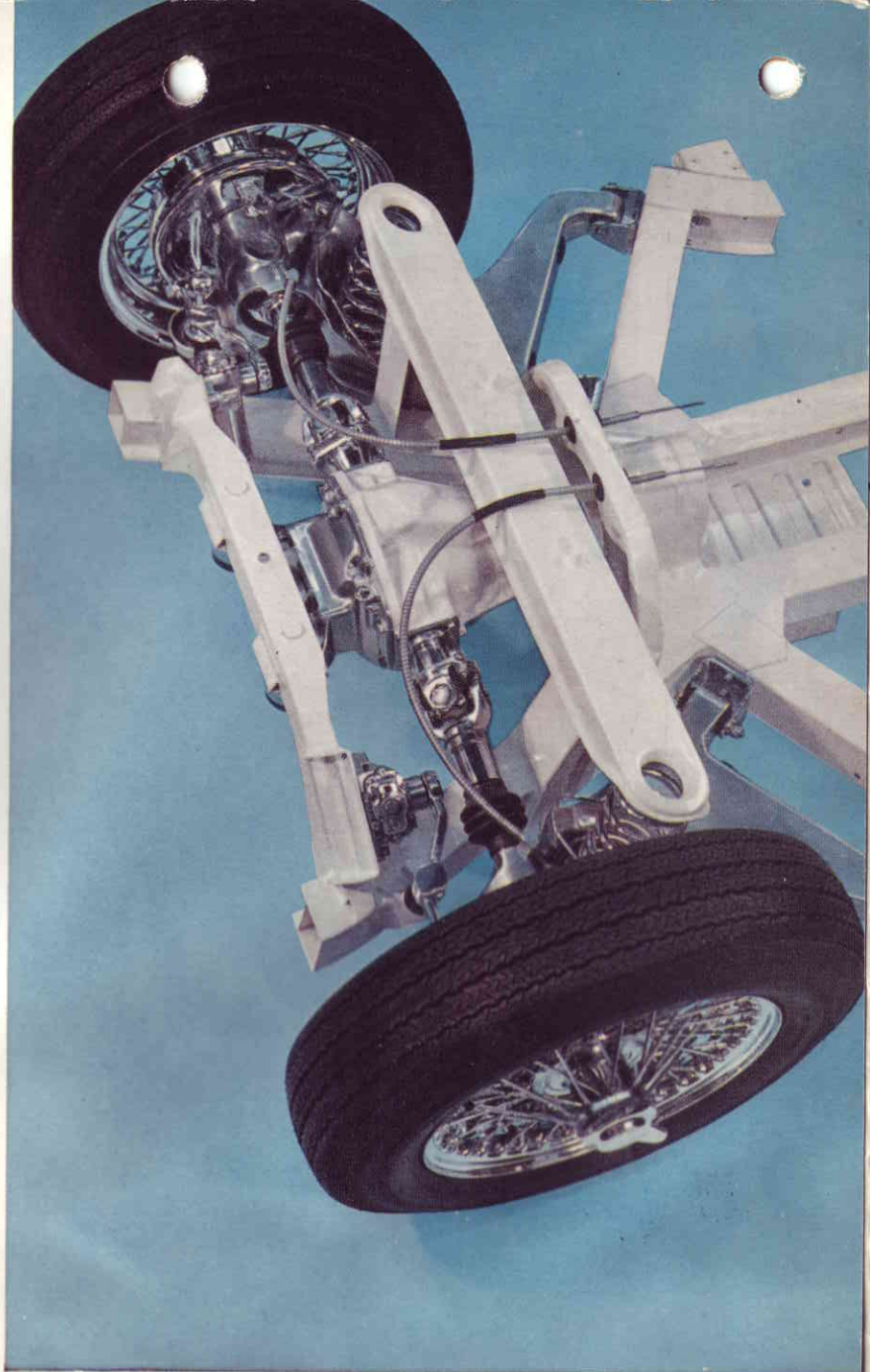
-built-in convertible hood





New cockpit safety features

Six new features make the TR4A the safest TR of all. Padded sunvisors. Twin windtone long-range horns. Two-speed windscreen wipers. Daylight headlamp flasher. Deeper seats for firmer, more comfortable support. New protective padding on fascia and switch panel.



New independent rear suspension

Independent to improve stability and control, to make the TR4A even safer, even more comfortable at speed. Designed for compactness and efficiency, its rear suspension is of the trailing arm type with rubber insulated coil springs controlled by piston dampers.