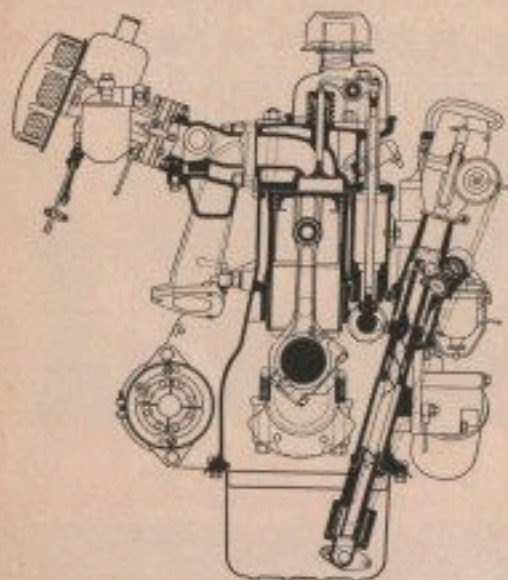


Road Research Report

TRIUMPH TR-4

Importer: Standard-Triumph Motor Company, Inc. 1745 Broadway, New York 19, New York

Number of U.S. dealers: 350
Planned annual production: 18,600
Dollar value of spare parts in U.S.: \$2 million



PRICES

Basic price PDR East Coast, Gulf Ports and Great Lakes

Convertible	\$2,828.00
Hardtop coupe	2,599.00
Options fitted on test car:	
Wire wheels	119.00
Heater	65.00
Radio	57.50
Whitewall tires	25.00
Tonneau cover	35.50
Windshield washer	20.00
Total price of car as tested	3,171.50
Options available:	
Convertible	369.00
Competition anti-race bar	19.50
Denlop high-speed tires	25.00
Skid plate	17.00
Aluminum sump	26.25
Competition springs	4.00
Competition shock absorbers	4.00

OPERATING SCHEDULE:

Fuel recommended	Premium
Mileage	22-23 mpg
Range on 14-gallon tank	210-220 miles
Oil recommended	SAE 10/20W
Crankcase capacity	11.2 pints
Change of intervals of	3,000 miles
Number of grease fittings	24
Lubrication interval	1,000 miles
Most frequent maintenance:	Top up oil level: 250 miles

ENGINE

Displacement	130.5 cu in. 5,128 cc
Dimensions	4 cyl. 3.39 in bore, 3.42 in stroke
Valve gear	Pushrod-operated in-line overhead valves
Compression ratio	9.0 to one
Power (SAE)	125 bhp @ 4,750 rpm
Torque	128 lb-ft @ 2,300 rpm
Usable range of engine speeds	600-6,000 rpm
Corrected piston speed @ 4750 rpm	5,780 fpm

CHASSIS

Wheelbase	84 in
Tread	F 52 in, R 43 in
Length	156 in
Ground clearance	5.9 in
Suspension: F	Ind. wishbones and coil springs
Suspension: R	Live axle and semi-elliptic leaf springs
Steering	Rock and pinion
Turns, lock to lock	2 1/2
Turning circle diameter, between curbs	33 ft
Tire and rim size	5.90 x 15, 15 x 6K
Pressures recommended	Normal, F 24, R 24; High speed, F 27, R 29
Brakes, type, swept area:	11-in discs front, 9-in drums rear, 375 sq. in.
Curb weight (full tank)	2,325 lbs
Percentage on the driving wheels	48.0

DRIVE TRAIN

Gear	Synchr	Ratio	Step	Overall	Mph per 1000 rpm
Rev	No	2.82	—	11.93	—4.2
1st	Yes	3.14	56%	11.61	4.4
2nd	Yes	2.01	51%	7.44	14.9
3rd	Yes	1.33	31%	4.98	15.2
4th	Yes	1.00	—	3.79	20.4

Final drive ratio: 3.70 is one standard, 4.10 optional. Both available with 0.82 to one Laycock-de Normanville overdrive.

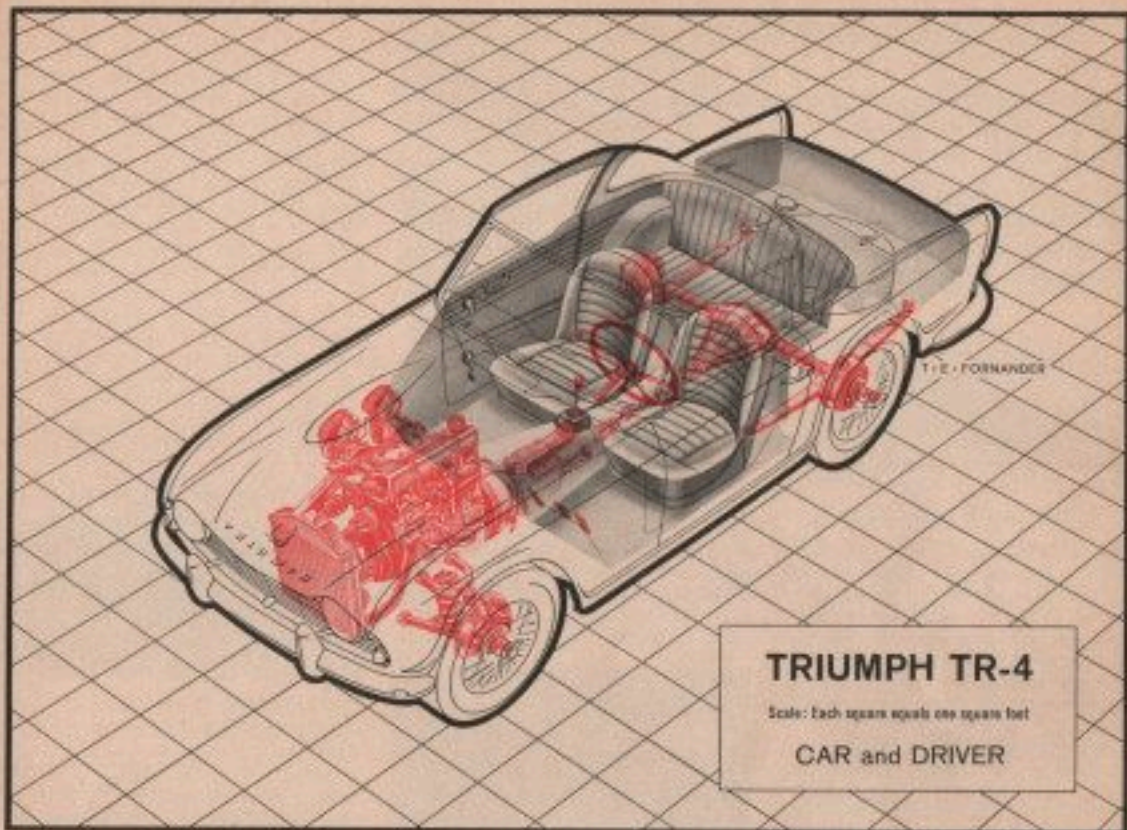
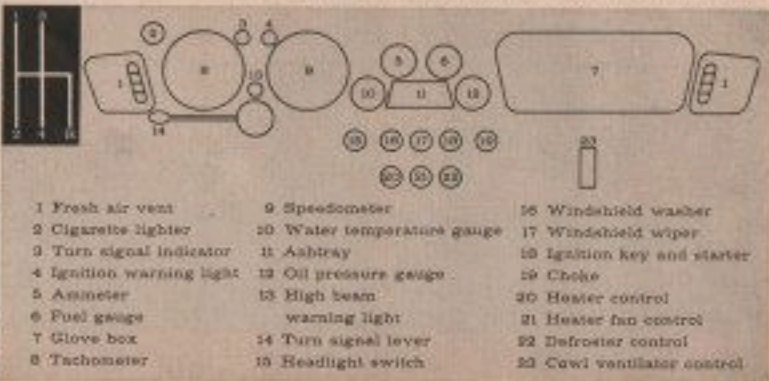
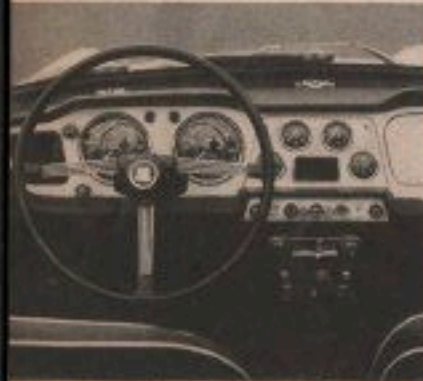
ACCELERATION

Zero to	Seconds
30 mph	5.5
40 mph	5.7
50 mph	6.2
60 mph	11.5
70 mph	14.3
80 mph	19.2
90 mph	25.1
100 mph	31.0
Standing 1/4 mile	14.2

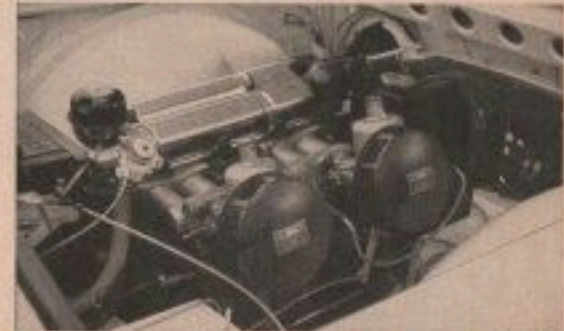
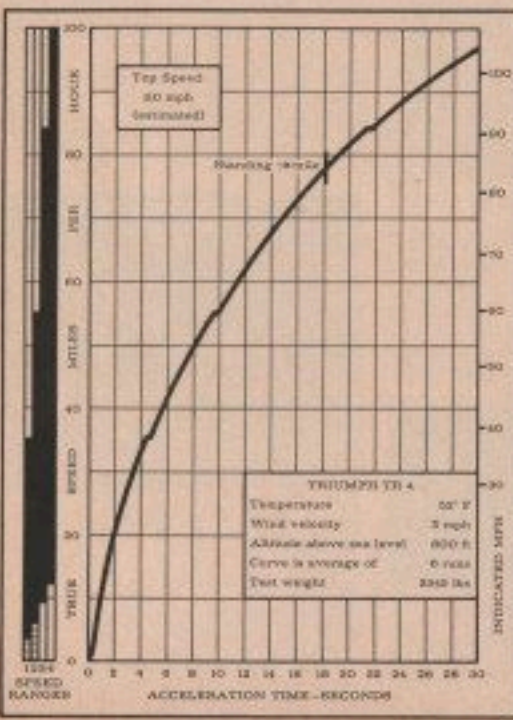


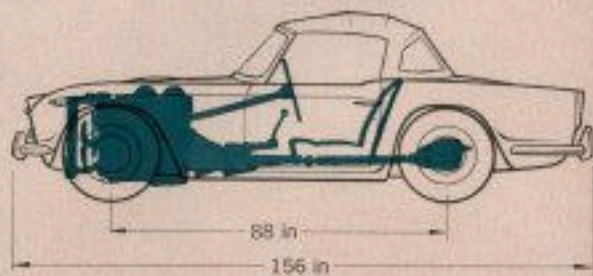
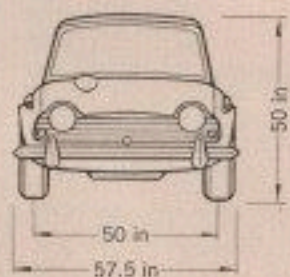
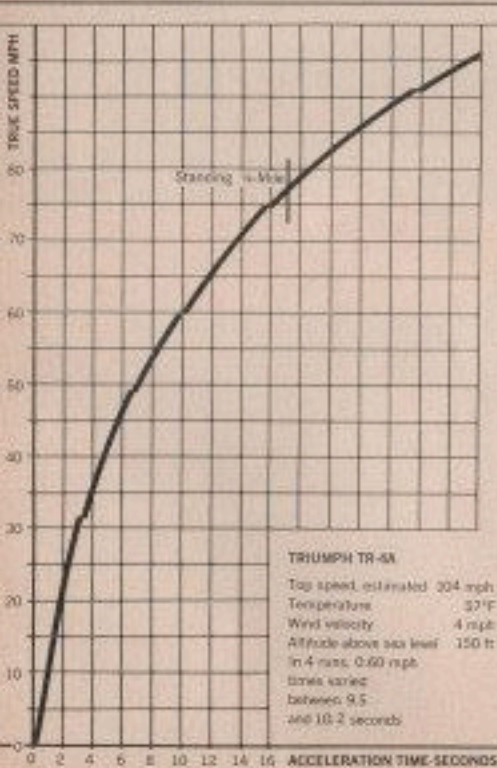
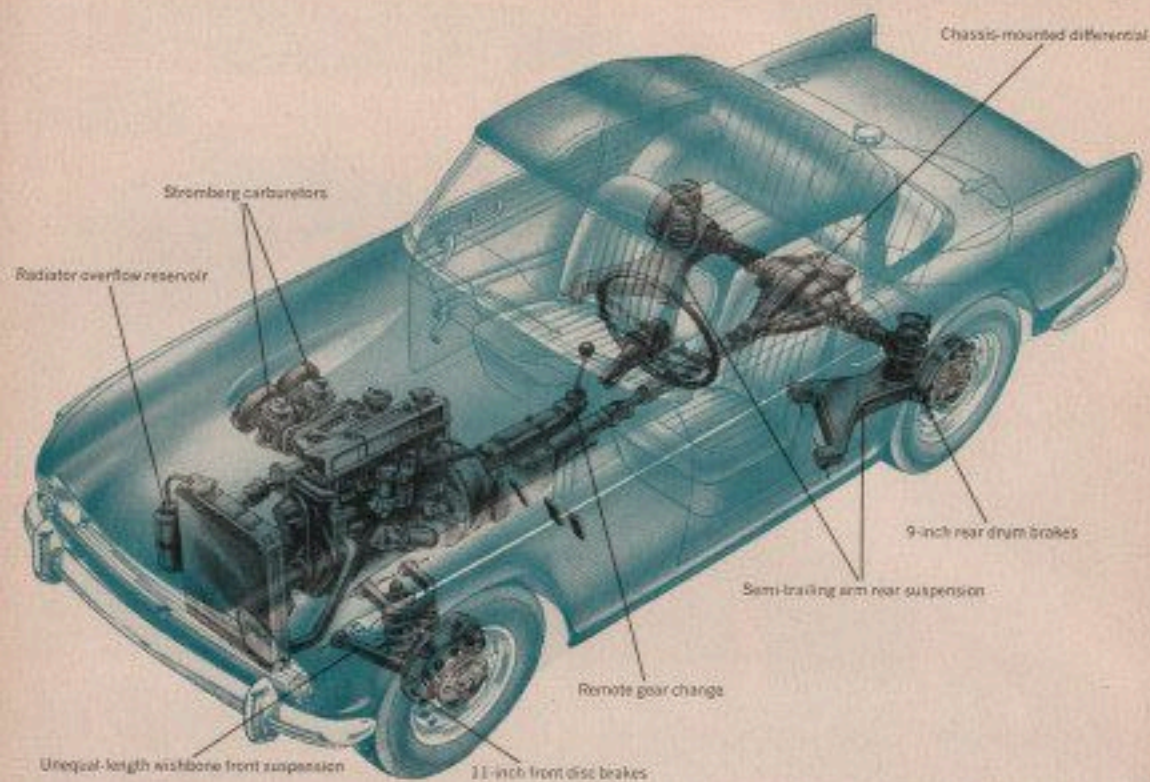
Wheel position to maintain 400-foot circle at speeds indicated.

RPM in thousands



TRIUMPH TR-4
Scale: Each square equals one square foot
CAR and DRIVER





Road Research Report: TR-4A IRS

Importer: Standard-Triumph Motor Co., Inc.
 575 Madison Ave.
 New York, N.Y.

PRICES

Price as tested: \$3049 East Coast PDE

ENGINE

Water-cooled, four-in-line, cast iron block, 3 main bearings
 Bore x stroke 3.39 x 3.62 in., 86 x 29 mm
 Displacement 130.5 cu in., 2138 cc
 Compression ratio 9.0 to one
 Carburetion 2 Stromberg 175 CD
 Valve gear Pushrod overhead valves and rocker arms
 Valve diameter Intake 1.56 in., exhaust 1.20 in.
 Valve lift .360 in.
 Valve timing
 Intake opens 15° BTC
 Intake closes 55° ABC
 Exhaust opens 55° BDC
 Exhaust closes 15° ATC
 Power (net) 105 bhp @ 4700 rpm
 Torque 132.5 lbs-ft @ 3000 rpm
 Specific power output .805 bhp per cu in., 49.2 bhp per liter
 Usable range of engine speeds 1000-5000 rpm
 Electrical system 12 Volt, 51 amp-hr battery
 Fuel recommended Premium
 Mileage 22-25 mpg
 Range on 14-gallon tank 308-392 miles

DRIVE TRAIN

Clutch 9-inch single dry plate diaphragm spring
 Transmission 4 speed, all synchromesh
 mph/1000

Gear	Ratio	Over-all rpm	Max mph
Rev	3.223	11.93	30.6
1st	3.139	11.61	31.5
2nd	2.01	7.42	49.2
3rd	1.325	4.90	74.5
4th	1.00	3.70	99.0
5th	0.82	3.034	120 (theoretical)

 Final drive ratio 3.70 to one

CHASSIS

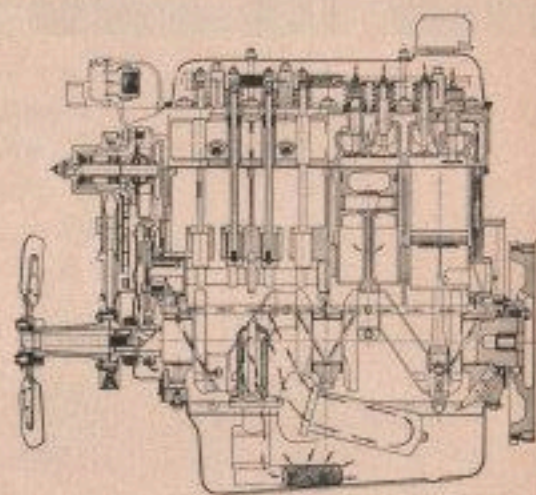
X—member frame, separate all-steel body
 Wheelbase 88.0 in
 Track F 50, R 49.2 in
 Length 156 in
 Width 57.5 in
 Height 50.0 in
 Ground clearance 6 in
 Dry weight 2000 lbs
 Curb weight 2188 lbs
 Test weight 2495 lbs
 Weight distribution front/rear 51/49%
 Pounds per bhp (test weight) 23.75
 Suspension F: Ind., unequal length wishbones and coil springs
 R: Ind., diagonal-pivot swing-arms and coil springs
 Brakes Grinding discs front, 9-in drums rear, 225 sq in swept area
 Steering Rack and pinion
 Turns, lock to lock 4.2
 Turning circle 35 ft
 Tires 3.95-15
 Revs per mile 820

MAINTENANCE

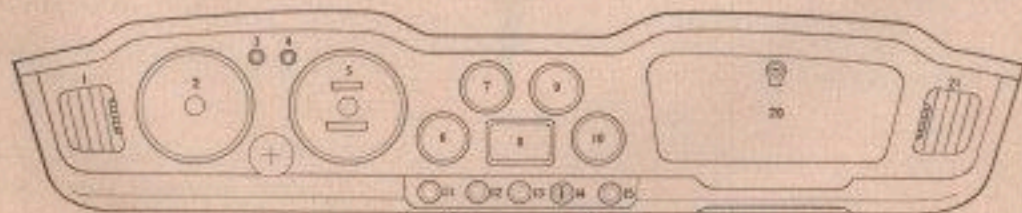
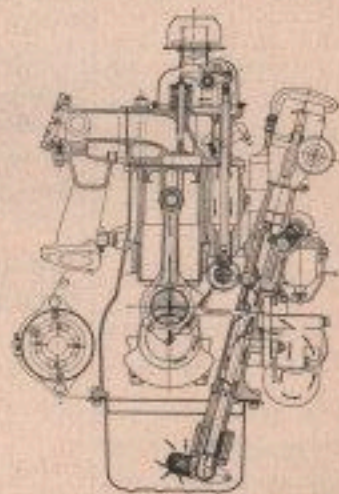
Crankcase capacity 6 qts
 Oil change interval 6000 miles
 Grease fittings 15

ACCELERATION

Zero to	Seconds
30 mph	2.9
40 mph	4.7
50 mph	7.1
60 mph	9.5
70 mph	13.7
80 mph	18.8
90 mph	24.5
Standing 1/4 mile	7.6 mph in 17.5



Above, a side view of the 105-hp Triumph engine, as used in the TR-4 and TR-4A. Below, an end view of the same engine, minus the Stromberg 175 CD carburetors (which replaced the original SU's). Arrows trace the path of the oil circulation.



(1, 21) Fresh air vent controls, (2) Tachometer, (3) Turn signal indicator, (4) Ignition warning light, (5) Speedometer, odometer and trip meter, (6) Water temperature gauge, (7) Oil pressure gauge, (8)

Ashtray, (9) Fuel gauge, (10) Ammeter, (11) Light switch, (12) Windshield washer control, (13) Windshield wiper control, (14) Ignition and starter control, (15) Choke, (16) Optional radio, (17) Heater, (18) Blower, (19) Defroster, (20) Lockable glove box.