

1958

Triumph TR-4A



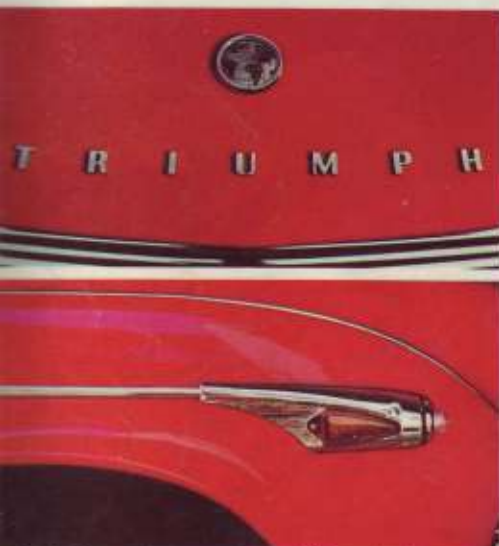




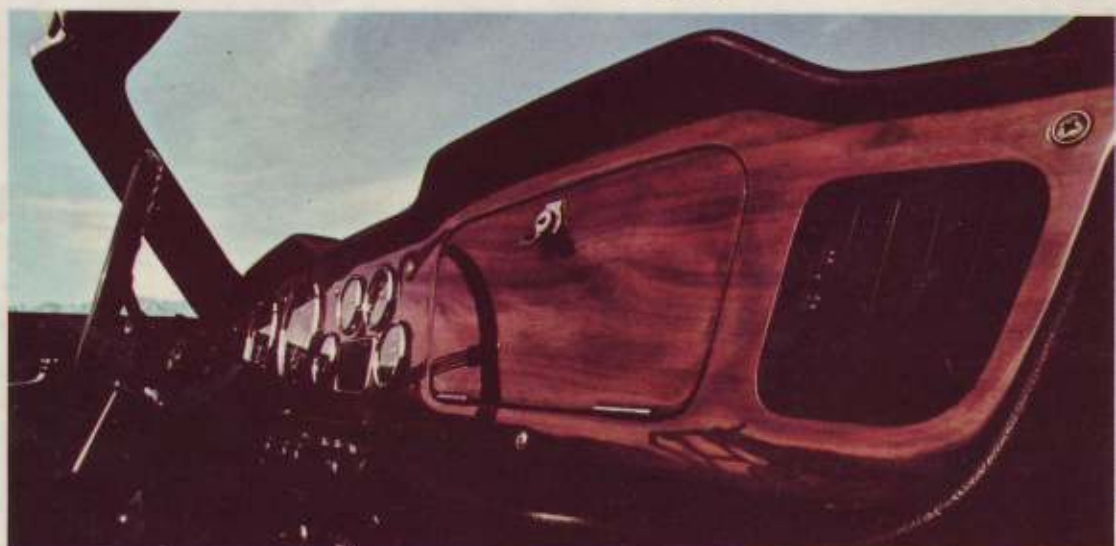
The tremendous torque of the new Triumph TR-4A whips you to 60 mph in 10½ seconds. (Top speed: 110.) And wide-track suspension lets you corner faster, flatter, safer than you ever thought possible.



Go ahead—tromp on those mammoth disc brakes. They doggedly refuse to falter or fade at any speed.



TR-4A boasts a new medallion. And amber side-lights that flash with the turn signals.



Here's a touch of limousine luxury: the hand-rubbed, English walnut dash. (Who says a great sports car has to be dullsville?) Of course, it features complete, easy-to-read instrumentation.



Va-va-voom! The power-packed engine is one big reason TR-4A is called a real sports car.



Wire wheels are essential for traditional sports car appearance. On Triumph TR-4A, they're beautiful, too.



Pack up and take off! The TR-4A trunk is roomy, easy-to-get-at. Could even hold your kitchen sink.



Independent rear suspension smooths the bumpiest roads. Makes TR-4A one sports car that won't shake your fillings loose. (Even if you hit cobblestones at 100 mph.) It's perfect for racing or touring.



The distinctive new grille-work gives TR-4A more pizzazz than ever. Looks fast even standing still.



The new bucket seats let you drive all day without busting your back. They're hand-tooled from genuine English leather. And individually adjustable.



Triumph TR-4A is a two-fisted sports car that makes allowances for 98-lb. wearers. Like the new convertible top. Pull over, pull down. Click! Click! It's up.



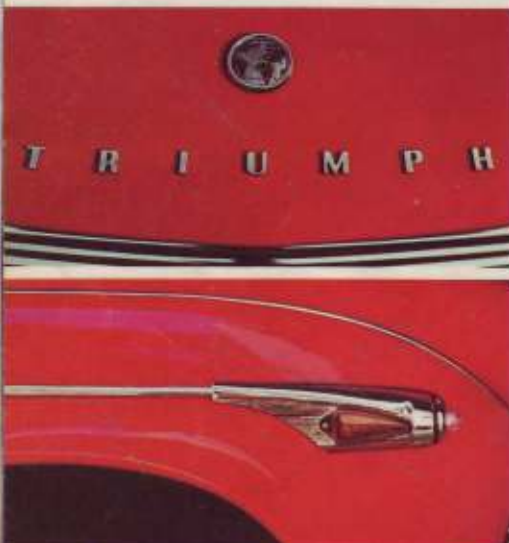
The classic good looks and streamlined shape (of the model on the right) are the trademark of Michelotti, the brilliant Italian automotive stylist.



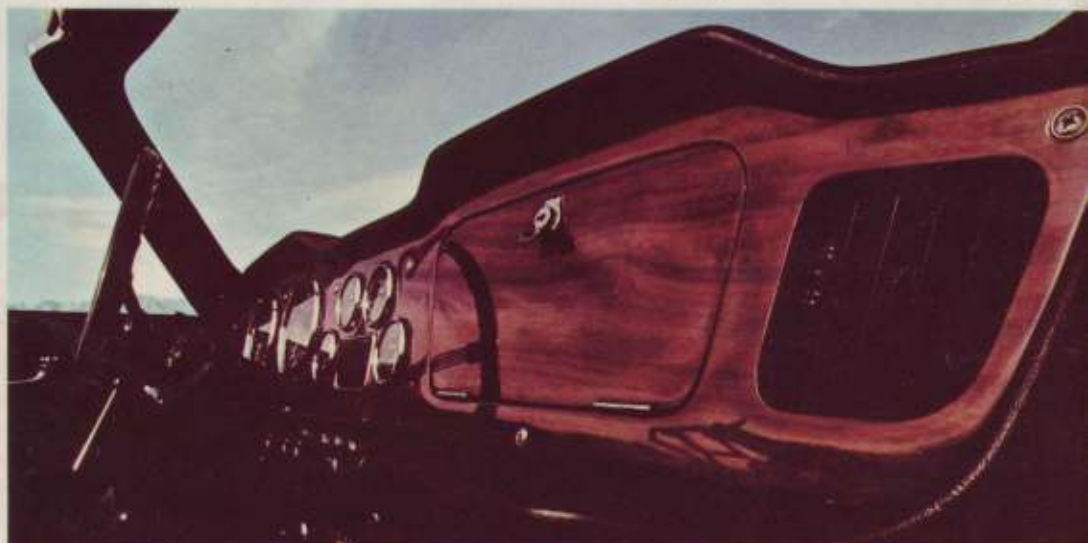
The tremendous torque of the new Triumph TR-4A whips you to 60 mph in 10½ seconds. (Top speed: 110.) And wide-track suspension lets you corner faster, flatter, safer than you ever thought possible.



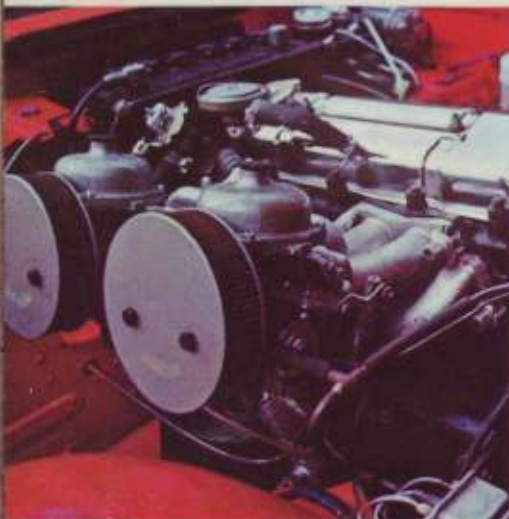
Go ahead—tromp on those mammoth disc brakes. They doggedly refuse to falter or fade at any speed.



TR-4A boasts a new medallion. And amber side-lights that flash with the turn signals.



Here's a touch of limousine luxury: the hand-rubbed, English walnut dash. (Who says a great sports car has to be dullsville?) Of course, it features complete, easy-to-read instrumentation.



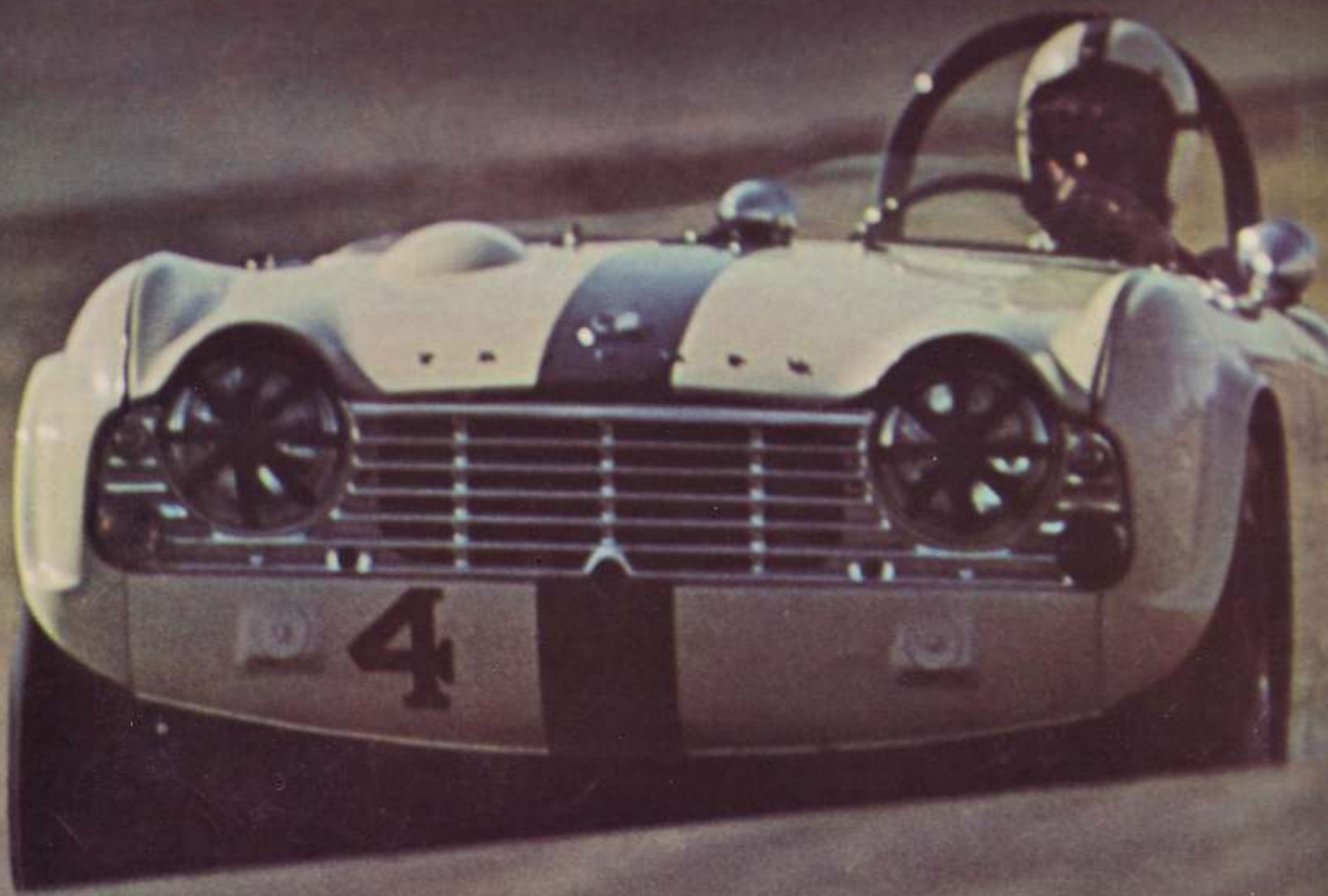
Va-va-voom! The power-packed engine is one big reason TR-4A is called a real sports car.



Wire wheels are essential for traditional sports car appearance. On Triumph TR-4A, they're beautiful, too.



Pack up and take off! The TR-4A trunk is roomy, easy-to-get-at. Could even hold your kitchen sink.



Triumph...Sports Car Club of America National Class Champion for the fourth straight year

1965

1968

Triumph TR-4A

Standard equipment and features: Rack-and-pinion steering; adjustable steering column: 3¼ turns lock to lock. Front-hinged, safety hood; wrap-around bumpers front and rear; roll-up windows; detachable windshield. Individually adjustable leather-covered bucket seats. Locking glove box, trunk. 5 in. speedometer/odometer, 5 in. tachometer, ammeter, fuel, temperature and oil pressure gauges; warning lights for generator, turning signal and main beam; variable dash illumination. Key-turn starter, self-canceling turn signals, manual choke, padded passenger grab handle. Full carpets. Separate parking and turn signal lights, sealed beam headlights, license plate lights mounted in rear

bumper guards, twin horns, vinyl-impregnated canvas top with wrap-around rear window, 2-speed electric windshield wipers, individual fresh air intakes mounted in dash with dial directional control, complete tool kit. Body: Two seater sports convertible, steel body. Winding windows. Soft top and hard top models available. Chassis: Rigid structure, channel steel pressings braced by a cruciform member. Upholstery: Leather and vinyl. Luggage accommodations: Space behind seats and in trunk. Glove compartment with lock. Spare wheel housed in compartment below trunk floor. Locks: Both doors lock externally by ignition key. Jacking: Mid-point side jacking.

Specifications and general dimensions:

Wheelbase	7 ft. 4 in.	Turning circle	34 ft.
Ground clearance	6 in.	Fuel tank	14.1 gals.
Length	13 ft. 0 in.	Engine sump	13.2 pts.
Width	4 ft. 10 in.	Gearbox	1.8 pts.
Height with top up	4 ft. 2 in.	Rear axle	1.8 pts.
Height with top down	3 ft. 10 in.	Cooling system with heater	16.8 pts.
Track:	IRS Solid Rear Axle	Weight:	IRS Normal
Front (disc wheels)	4 ft. 1 in. 4 ft. 1 in.	Dry	2128 lbs. 2072 lbs.
Rear (disc wheels)	4 ft. ½ in. 4 ft. 0 in.	Complete	
Front (wire wheels)	4 ft. 1¼ in. 4 ft. 2 in.	(fuel, oil, water, etc.)	2240 lbs. 2184 lbs.
Rear (wire wheels)	4 ft. 1¼ in. 4 ft. 1 in.	Tires:	6.95-15 in. Goodyear Grand Prix

Performance: Engine: 4-cylinder, 2138 c.c. Bore 86 mm., stroke 92 mm. Net b.h.p. 105 at 4,700 r.p.m. Torque 1,590 lb./in. at 3,000 r.p.m. Compression ratio 9 to 1. 12-volt electrical system. Gearbox: Four forward speeds, all synchromesh, and reverse.

	Top	3rd	2nd	1st	Rev.
Ratios	1.00	1.33	2.01	3.14	3.22
Overall ratios	3.70	4.90	7.43	11.61	11.92

Acceleration (two up 3.7 axle):

Top gear	20-40 mph	8.6 secs.	Through gears	0-50 mph	7.9 secs.
	30-50 mph	8.3 secs.	Standing ¼ mile		17.5 secs.
	40-60 mph	8.2 secs.	Maximum speed	110 mph	

Brakes: Girling hydraulic. Front: Caliper disc type. Rear: Alloy, cast iron brake drums. **Wheels:** Steel disc type. **Suspension:** Front: Low periodicity independent suspension system with wish-bone shackles top and bottom. Patented bottom bush and top ball jointed wheel swivels. Coil springs con-



trolled by telescopic shock absorbers. Tapered roller hub bearings. Rear: hypoid rear end with semi-floating axles and semi-elliptic springs. **Optional independent rear suspension:** Semi-trailing arm independent suspension with coil springs controlled by piston type shock absorbers.

Other optional equipment and accessories:

Soft top kit, overdrive, 4.1 axle ratio, 6" wire wheels, 6" magnesium wheels, 920 Indy Firestone tyres, «Sebring» 130 bhp engine kit,

alternator, electric fan, dual brakes, tinted glass, tonneau cover, luggage racks, radio, rear seat, white walls, rubber floor mats, front bumper guard, fog lamp, automatic seat belts.

Optional racing equipment: A complete line of competition equipment approved by the Sports Car Club of America is available. For

information, write: Leyland Motor Corporation of North America Competition Dept., 111 Galway Place, Teaneck, N. J. 07666