

1963 Triumph TR4

My car is certainly not a show car. It's a decent looking driver (a typical "20-footer"). However, since most fellow Triumph enthusiasts are curious about one another's cars (I know I always enjoy reading information about other owners' cars regardless of their condition), I've decided to put this brochure together to provide a little information about my car.

Current Owner: Kurtis Jones
Russellville, Arkansas

Purchased: September 7, 2001
Lakeland, Florida

Commission Number: CT19389L
Engine Number: CT18812E

Restoration History:

- By previous owners
- Last painted in 1996 (Signal Red)
 - Interior replaced in 2000
- By current owner
- Engine rebuilt 2003 (by McLeod's British Cars in Maumelle, Arkansas)



Unfortunately, I don't have a lot of information regarding the history of my car. I believe the car was originally red (based on the color of the windscreen frame, which was not repainted).

Modifications:

These are the upgrade modifications that have been made to the car – most of them to enhance the reliability of the car, and/or make maintenance of the car easier.

- Monza Exhaust (previous owner)
- Gear reduction starter
- Converted to negative ground
- Spin-on oil filter (previous owner)
- Polyethylene gearbox cover (previous owner)
- Electric fan (previous owner)
- Radiator overflow bottle added (previous owner)



Other Notes:

Though it's not currently my intention to take my car to the "show car" level, I do believe it's interesting to make note of the items on the car (in addition to the upgrades listed above) that are not exactly correct for the particular year and model of my car.

- Color of engine bay and boot (should match body color)
- Non-original type wiring and electrical connectors throughout the car
- Modern stereo
- Wiper arm (My car does not have the correct bent wiper arm on the passenger's side.)
- Seats (According to Bill Piggott's "Original Triumph", the seat design on the early TR4s was the same as the TR3As. My car has the TR3A type seats; however, Piggott's book states the change occurred at CT15076 – well before my car. Also, both of my seat backs tilt forward, which I believe is incorrect.)



- Oil filler cap (My car has a chromed after market replacement. Also, according to Piggott's book, the change over from an open-circuit engine breather/oil filler system occurred at engine CT14234E. My engine is set up as an open circuit type, complete with the breather pipe on the block. I'm confused about this change over point stated in Piggott's book, since the change over from SU H6 carburetors to Stromberg 175CD carburetors is given at CT21471E, and I have never seen an SU H6 equipped TR4 with a closed-circuit breather system.)
- Heater (Though it was originally an option with these cars, I'm fairly certain that my car originally came equipped with a heater, which is now missing).
- Windscreen washer (I have the bottle, and believe all I need to do is hook up the plastic tubing to make this functional).
- Door pulls missing (I have these. I've just not gotten around to installing them.)
- Spare tire cover (I made one out of a piece of plywood.)



Triumph TR4 Specifications:

Production

Home market: 2592
Export market: 37661
From: August 1961
Until: January 1965
Original base price: \$2,849.00

Engine

4 cylinder overhead valve, wet liner
capacity: 2138 cc / 130.5 cu in
Max power: 105 bhp @ 4750 rpm
Max torque: 128 lb/f @ 3350 rpm

Transmission

4 speed all synchro, optional overdrive

Suspension & Steering

front: double wishbone, coil springs with telescopic dampers
rear: live axle, semi elliptical leaf springs with lever arm dampers
steering: rack & pinion

Braking

front: 10 x 2.25 in drums
rear: 9 x 1.75 in drums

Dimensions

Length: 13 ft 0 in
Width: 4 ft 9.5 in
Height: 4 ft 2 in
Curb Weight: 2240 lbs

Performance

Top speed: 110 mph
0 - 60: 10.5 sec
0 - 100: 36.7 sec
¼ mile: 17.8 sec