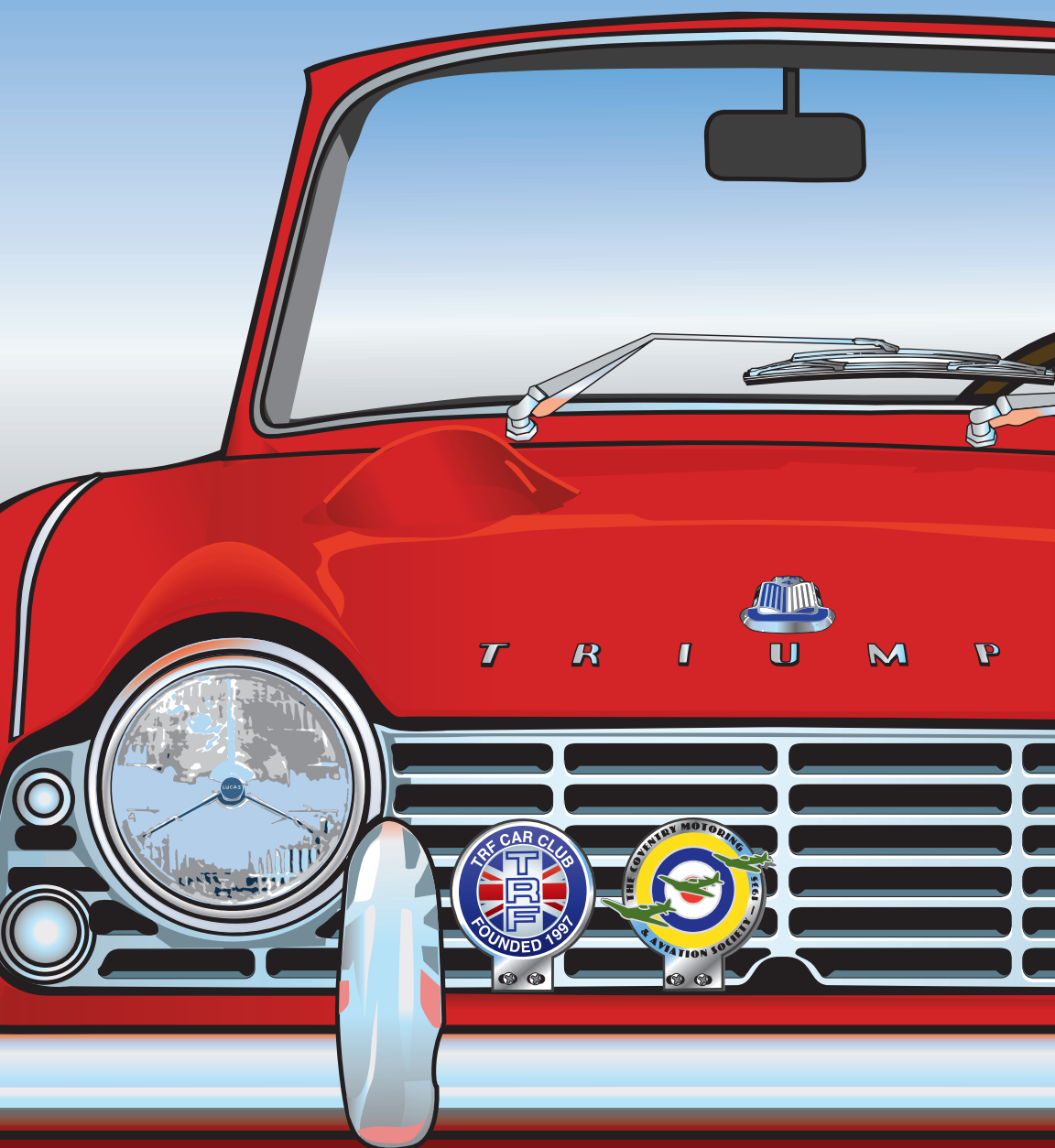




The Roadster Factory



**Triumph TR4, TR4A
Glove Box
Companion
Web Catalogue**

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This TR4 takes a tight corner on the Autocross course at one of TRF's Summer Parties

INTRODUCTION BY JOHN SWAUGER

We are pleased to offer our new TR4 and TR4A Glovebox Companion Catalogue. This catalogue is an expanded edition of the TR4 and TR4A Mini Web Catalogue published in May of 2007. Over the past three years, customers have used the earlier catalogue to purchase parts to maintain and restore their TR4's and TR4A's. The new catalogue features more catalogue sections and greater detail. We hope that you will find it to be useful.

Enthusiasm for the TR4 and TR4A models is strong and continues to grow. Every year it seems that more customers are undertaking full restorations of TR4's and TR4A's, and the results are evident as we travel to car shows around the country. There are many perfectly restored cars appearing at the shows in addition to cars that are being maintained for daily driving as well as some that have been modified for competition driving.

When introduced in 1961, the TR4 appeared to be a completely new car from the TR3A that had been so popular, and in many ways it was a new car. The new TR4 featured rack and pinion steering, all-synchro gearbox, larger displacement engine, roll-up windows, and a total restyling of the body by Michelotti, but this different package was fitted to a modified TR3A chassis frame, still featuring a solid axle and the same brakes and suspension as the TR3A. On the other hand, the TR4 was also the next step in the evolution of the TR series that began with the TR2 and ended in 1976 with the last TR6. Early



TRF salesperson Danny Mabon drew this TR4 in between talking on the phone to customers.

Introduction by John Swauger—Continued

TR4's shared many components with the TR3A, and during TR4 production, changes were made that carried over to the TR4A and beyond.

The U.S. market was always important to Triumph with most car production coming here. For that reason, a version of the TR3A known as the TR3B was sold in the U.S. along with the new TR4. There are some who feel that the U.S. dealers were wary of a radically new model and lobbied to continue the side screen TR. This gave dealers the opportunity to continue to sell the less expensive earlier model along with the new TR4.

By the time the TR4A was introduced in the fall of 1965, a number of changes had been made. A redesigned front suspension was fitted to the TR4A, and this would continue on the TR5, TR250, and TR6. The interior continued to evolve with the TR4A model featuring updated seats and interior trim. A wood dash panel, offered as a special order for the TR4, became standard equipment on all TR4A's. The simple top frame with a removable soft top found on the TR4, was replaced by a combination top and frame assembly which folded down behind the seats on the TR4A. A completely redesigned chassis frame was found on the TR4A with some cars retaining solid axles and others getting the new independent rear suspension (IRS) that would be later used on the TR5, TR250, and TR6. On the outside, chromed trim appeared on the doors and front fenders of the TR4A along with sidemarker lamps fitted to the front fenders. Bonnet badges changed from the TR4 to the TR4A.

As noted above, production changes in the TR4 and TR4A overlapped with previous models and with models that followed. Not until the TR7 in 1975 did Triumph undertake to completely change the design of its TR range all at one

Continued on Next Page

Introduction by John Swauger—Continued



Guests driving a TR4 at the Gymkhana set up on Philadelphia Street in Indiana Pennsylvania during a TRF Summer Party.

time, creating a new uni-body car that was a major departure from the cars that preceded it.

In all there were 40,254 TR4's and 28,468 TR4A's built between July 18, 1961 when TR4 production began and July 11, 1967 when TR4A production ended, making way for the TR5 and TR250, the next steps in the evolution of the Triumph TR.

We look forward to helping you to maintain and restore your TR4 or TR4A in the years ahead.

Sincere regards,
John Swauger
The Roadster Factory
January 24, 2011



This TR4 sports Union Jack headlamp covers and a "race number" for the 2010 TRF Summer Party Concours d'Elegance. The theme was "24 Heures du Mans."