

# RENAULT 4

How will it perform in town? (page 4). What length is the Renault 4? (p. 5). How large is the turning circle? (p. 4). Why is it called a 'go anywhere' car? (p. 9). Has it got a sunshine roof? (p. 11). Can the headlights be adjusted according to the load? (p. 12). Has the boot really got several different loading capacities? (p. 13). Can you put an antique chest of drawers in a Renault 4? (p. 13). What's the petrol consumption of the Renault 4? (p. 15).



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For town or country, business or pleasure, the Renault 4 is the ideal car. In fact, it's so adaptable it will take on just about anything.

That's one reason why it's so popular with young people. Another is that it's such fun to drive. You can really drive into the tightest bends in absolute safety. It's a compatible car that's got everything you want without being pretentious. It's got a suspension system that will take you anywhere, durability that's been well-proven, good handling in town and lots of space for friends or the children (4 doors and seats for 4/5) or for going round the antique shops if

you prefer (there's a fifth door for loading up!)

The Renault 4 is as easy to live with as it is to drive. It can be left out all night, even in rain and snow, and it will start quite happily in the morning. And it's got the added protection of special anti-corrosive paintwork.

It will be easy on the budget as well because it's got an amazingly low petrol consumption and only cheap running and maintenance costs.

The Renault 4: To simplify life.



**In town, the Renault 4 will always find its place.**

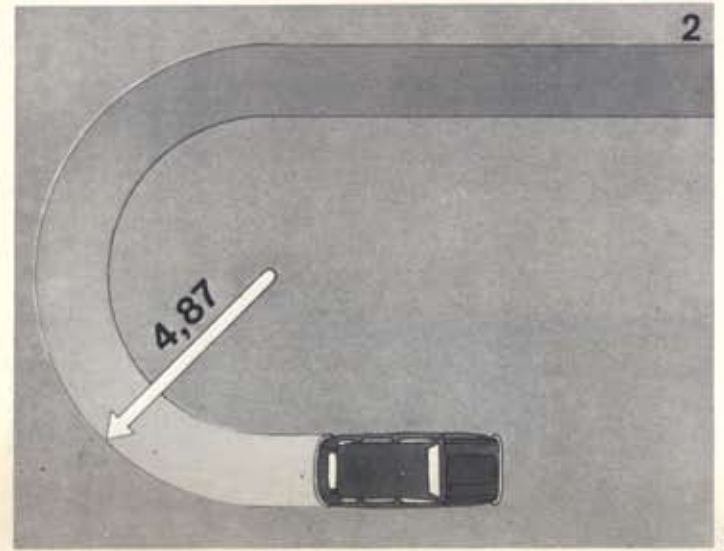
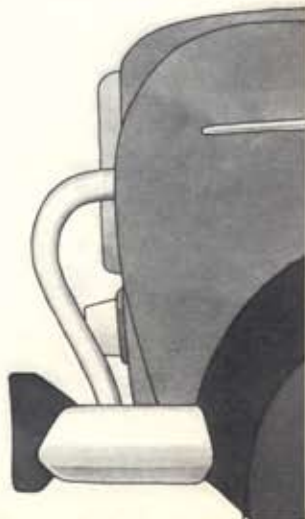
The Renault 4 has everything you need for effortless town driving. First of all it's very compact. It doesn't take long to find somewhere to park a car that's only 12 foot long, and because it's so small you'll soon be through even the heaviest traffic. It's also a very responsive car and, because of its good torque characteristics at low revs, you'll have the acceleration to leave others standing.

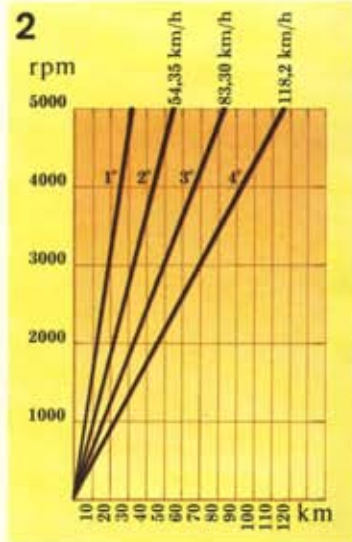
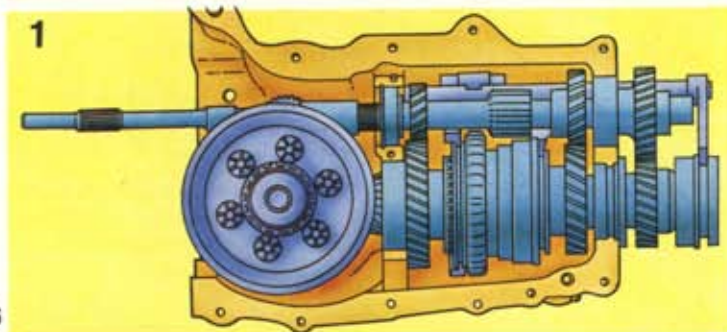
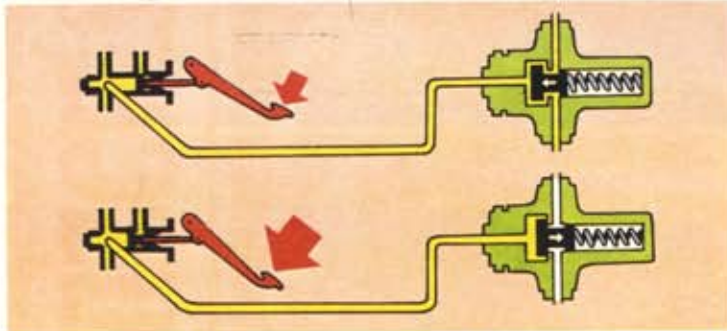
And, finally, the Renault 4 is very light to handle. The small turning circle and rack and pignon steering enables you to turn in the narrowest streets or park in the smallest spaces with a minimum of effort.

When cornering, (1) the inside wheel must always form a greater angle with the axle than the outside wheel.

To obtain the smallest turning circle, Renault have placed the drive shafts in an arrow formation so that the angle on the inside wheel is greater than that of the angle on the universal joint.

32 feet turning circle (2): The Renault 4 will turn in an incredibly small space — so it's easy to handle in town.





*The Renault 4 gearbox (1 and 2): A higher top gear and slower revs to reduce petrol consumption. When the brakes are applied hard and deceleration is sudden a great deal of weight is taken up by the front axle. The rear wheels are therefore momentarily relieved of any weight and the brakes can lock if they receive an equal amount of hydraulic pressure as the front ones. To eliminate this a simple valve is fitted that cuts down the pressure applied by the rear brakes.*

*The Renault 4: For accurate braking at all times.*

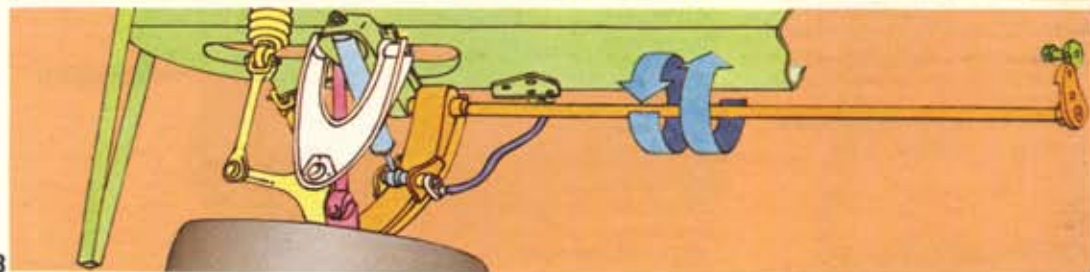
**Whatever the road, whatever the weather, you'll feel safe in a Renault 4.**

The Renault 4 was designed to give complete security at all times.

The suspension, for example, was designed to give perfect road holding even on bumpy surfaces and the front wheel drive gives additional grip. So the Renault 4 can take even the tightest bends at a reasonable speed.

And the four speed, fully synchromesh gearbox is especially sturdy so it will take care of anything from twisting lanes to long stretches on the motorway. This year the performance of the Renault 4 will be improved by revised gear ratios.

The braking system is particularly effective and accurate to ensure absolute safety. A pressure limiting valve is included in the system which prevents the rear wheels locking when the brakes are applied suddenly.



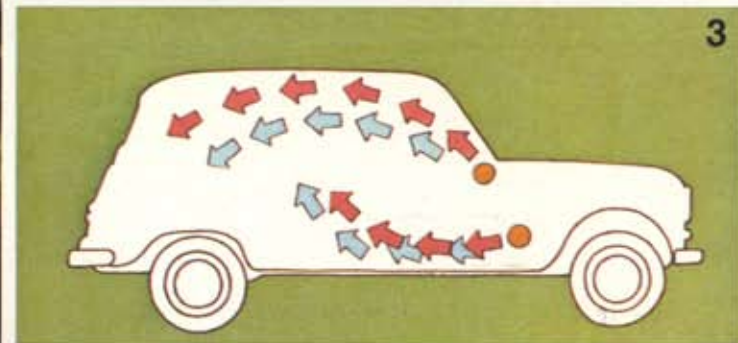
*A flexible suspension system (8½ inches on the front wheels). Extended longitudinal torsion bars: The diagram shows how the front torsion bars operate on the Renault 4. Each of the longitudinal bars is a spring formed by a cylindrical bar turning under perfect mechanical conditions. On the Renault 4 it has been possible to extend the bars to just below the front seats which gives additional flexibility to the whole suspension system.*

**Stony tracks, ruts, pot holes, floods . . . nothing will stop the Renault 4.**

It's all in a day's work for the Renault 4 because it was designed for the worst conditions and the most difficult situations. The suspension system is independent on all four wheels and will remain soft on even the bumpiest surface because of its flexibility (10¼ inches) and the extra long torsion bars that extend to just under the front seats.

The Renault 4 is also very stable because of the transverse anti-roll bar in the front and the four telescopic shock absorbers which will absorb even the worst bumps.

The bodywork won't suffer from any rough driving either because there is 7½ inches ground clearance even when the car is loaded, the floor is reinforced and the exhaust is protected. No wonder the Renault 4 has a reputation for carrying right on to the end of the road!



**If a car's got to take you everywhere it must be comfortable.**

You won't find the Renault 4 full of gadgets that are expensive but worthless on a car of its type. But what you will find is absolute comfort from every angle for the passengers as well as the driver.

'Deep down comfort' from the flexible suspension system that's independent on all four wheels.

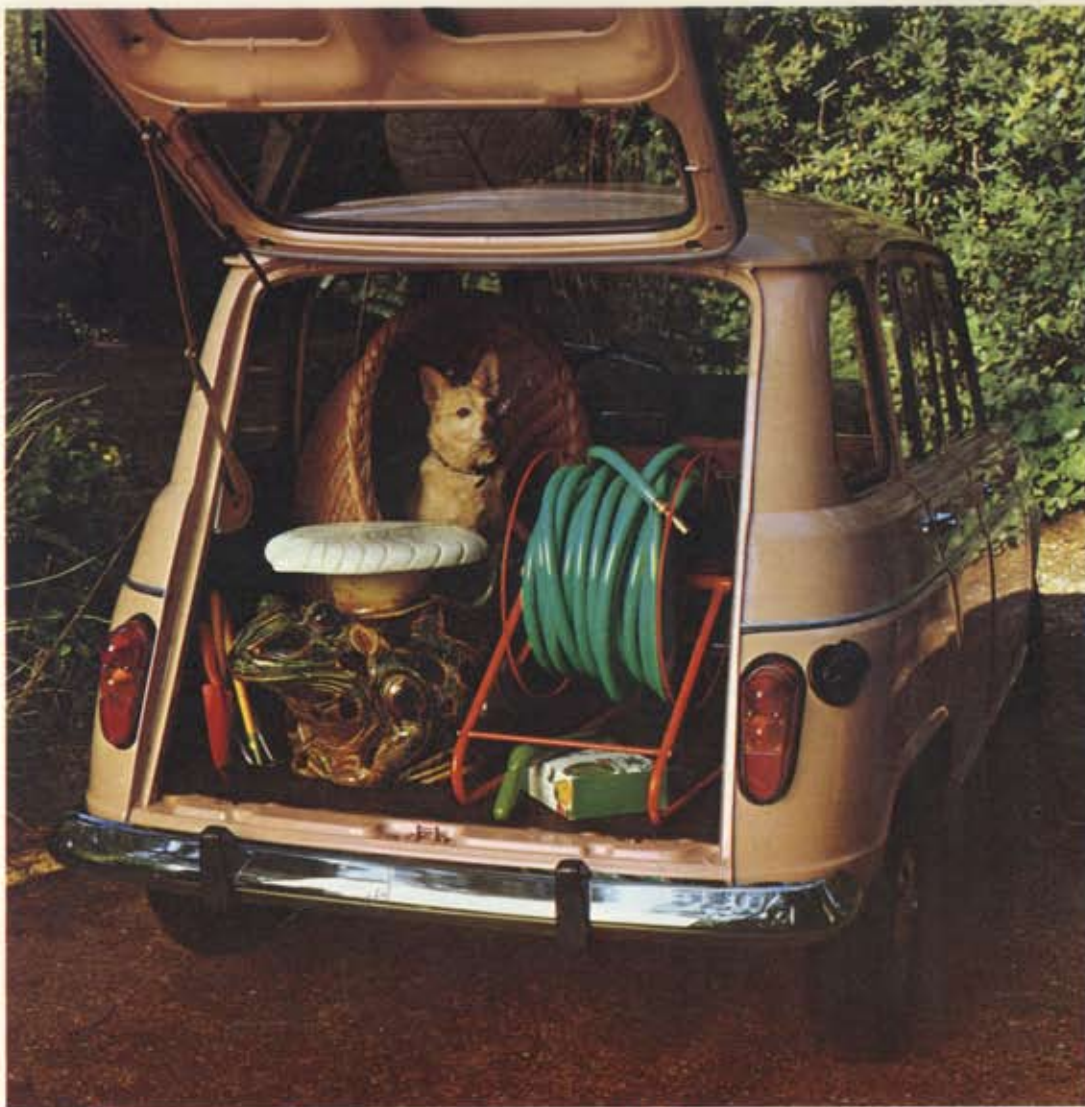
'Luxurious comfort': The seats (Renault 4TL) (1) were designed under medical supervision to obtain the best sitting positions within the space available. The layer of foam varies in thickness according to the amount of pressure it receives from different parts of

the body. The seats in the Renault 4 absorb all the vibrations to eliminate both fatigue and backache on long runs even when the surface is poor.

'Air conditioned comfort' (3): Hot air or cold air as you wish. They're both fully adjustable.

'Comfort to the last detail'. The functional dashboard (6) that groups all the controls within easy reach, the deep glove pocket in the front (2), the ashtray, and all the other little things that make life so much easier when you're driving.

Optional extras The Renault 4 offers the additional comfort of reclining front seats (7). A sunshine roof (4/5) is also available.



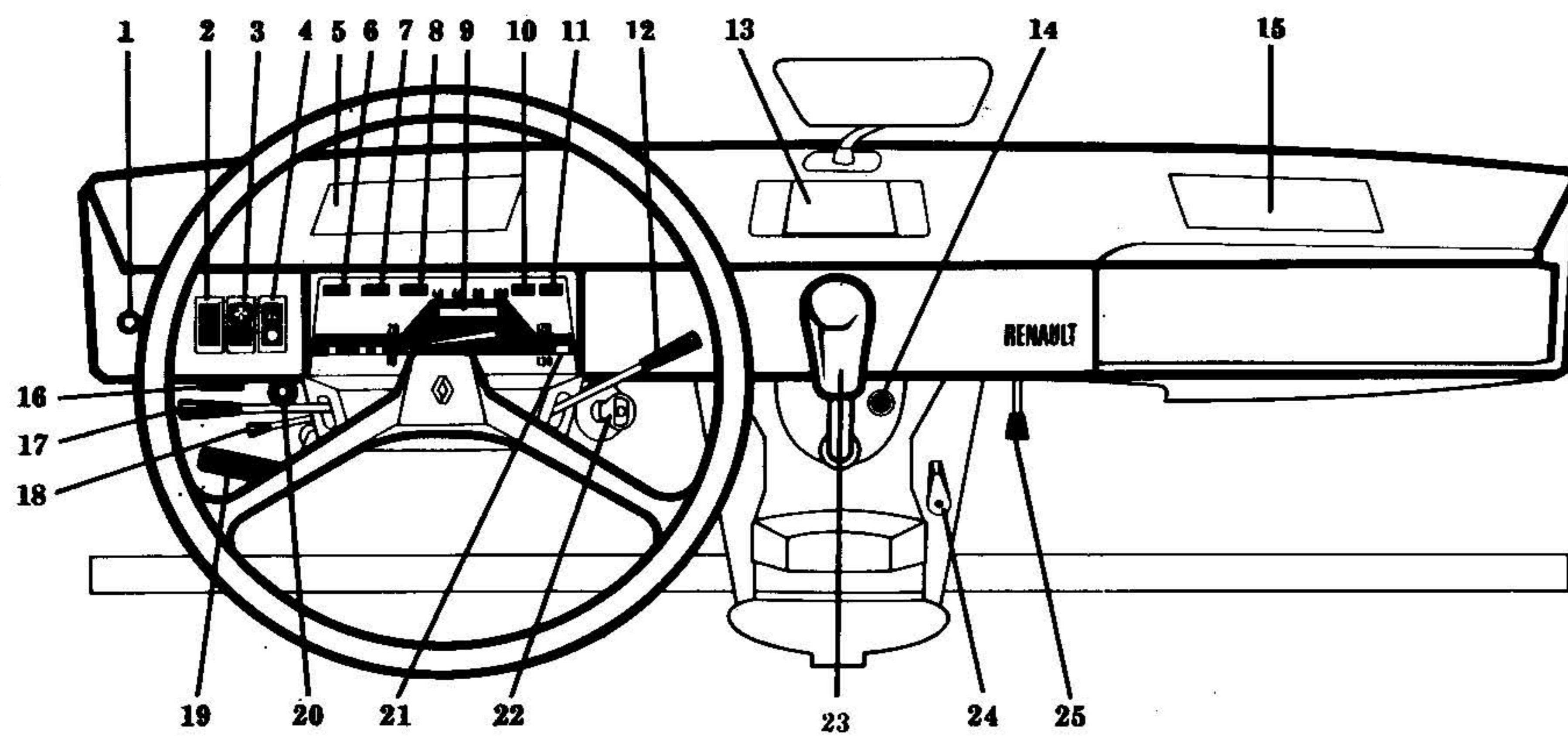
**The Renault 4 is versatile enough to be adapted to any circumstances.**

Because the engine is front mounted and there's no transmission tunnel, the Renault 4 has a vast amount of space for loading up. To make access easier, the designers fitted the car with a fifth door... an upward opening tailgate (1). The floor is absolutely flat, without any sill so things can be loaded with the utmost of ease. There is a parcel shelf (2) fitted to the rear seat which, when in position, closes off the luggage compartment totally and gives a large, flat area to take things

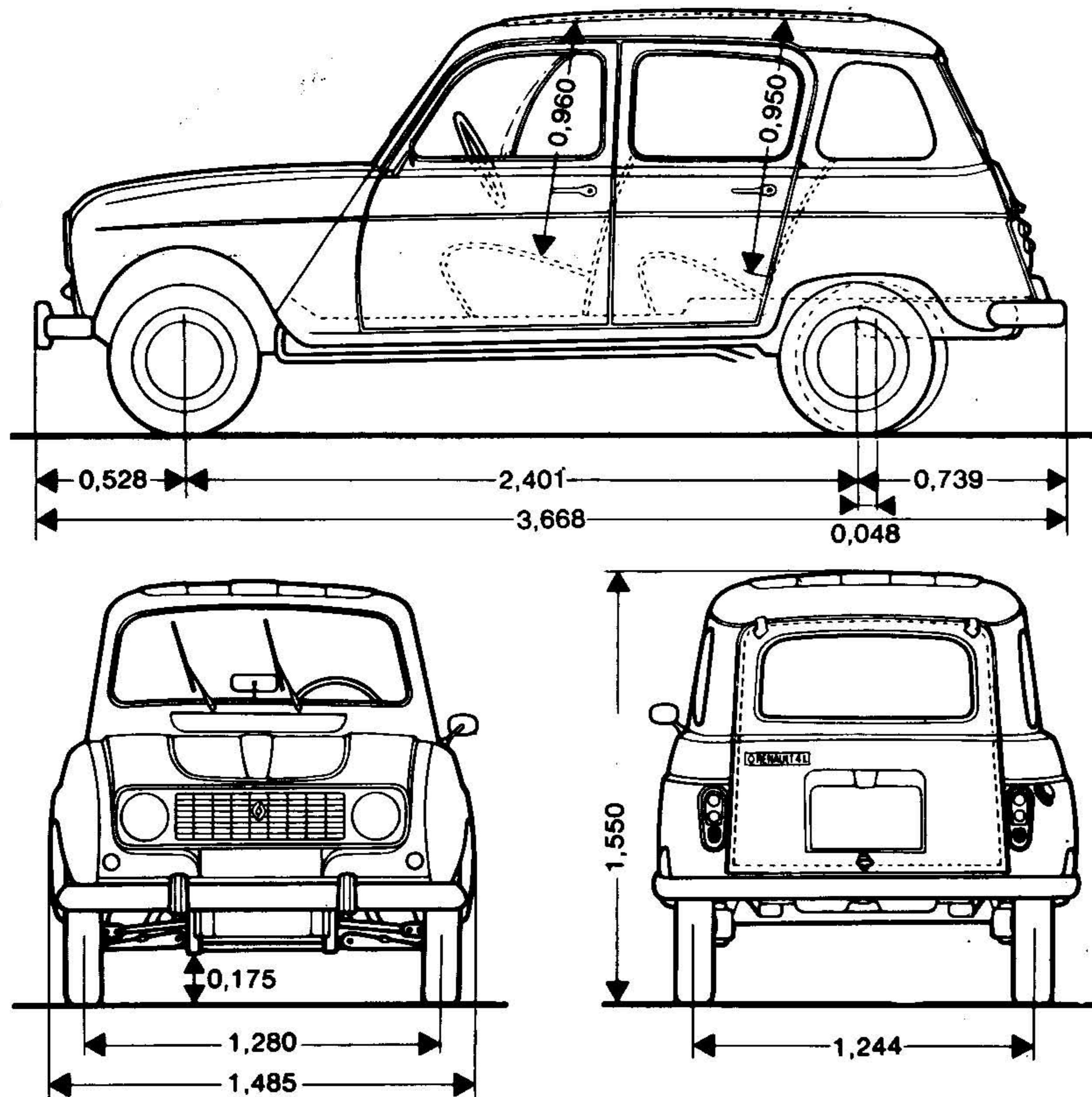
like hats or a coat. To carry tall objects (suitcases, shrubs or even a dog) the shelf folds down against the back of the seat (3). Finally, the rear seat can be folded against the front seats to turn the Renault 4 into an estate that will take everything. The spare wheel doesn't even take up any precious luggage space (4) because it's held by a special bracket under the floor which makes it easy to get at. You don't even have to unload! The headlights (5) can be adjusted (2 positions) according to the weight of the load so that you can always see without blinding drivers coming towards you.

**Three boots in one**

a) With the back seat and parcel shelf both in the normal positions the capacity is 10½ cu ft.  
 b) With the back seat in the normal position, and the parcel shelf folded down against the back seat, the boot will take tall objects and parcels.  
 c) With the back seat tipped forward against the front one, the Renault 4 becomes a conventional estate with a capacity of 42 cu. ft. ... enough to do the rounds of the antique shops ... or move the washing machine ...



- |  |  |
|--|--|
| 1 Windscreen washer                                      | 13 Ashtray                             |
| 2 Windscreen wipers                                      | 14 Bonnet release catch                |
| 3 Heating control  | 15 Air vent                            |
| 4 Heated rear window switch and warning light (optional) | 16 Hazard warning lights switch        |
| 5 Air vent   | 17 Headlights and horn                 |
| 6 Blank light  | 18 Lights                              |
| 7 Oil pressure and water temperature warning light       | 19 Handbrake                           |
| 8 Indicator warning light                                | 20 Choke                               |
| 9 Milometer  | 21 Ammeter                             |
| 10 Headlights warning light                              | 22 Anti-theft starter (multi-position) |
| 11 Hazard warning lights control                         | 23 Gearlever                           |
| 12 Indicator   | 24 Hot and cold air control            |
|  | 25 Air flow directional control        |



## Renault 4 (L and TL)

Model R1123 – front wheel drive saloon – 4 doors and an upward opening tailgate – seats 4/5.

### Coachwork

Bolted onto a rigid platform to form a chassis-shell.

Unladen weight	1532 lbs
Maximum laden weight	2414 lbs
Total train weight (with trailer)	3252 lbs
Maximum towing weight (with braked trailer)	948 lbs
Boot capacity	10½ to 42¼ cu ft

### Engine

4 speed, 4 cylinders in line, positioned behind the front axle. Cast-iron cylinder block with removable wet cylinder liners. Five bearing crankshaft, chain driven side camshaft. Aluminium cylinder head, parallel overhead valves. Pressure lubricated by gear pump. Cooled by an anti-freeze mixture in a sealed system including pump, thermostat and expansion bottle. Capacity 845 cc. Bore and stroke 58 x 80 mm. Maximum power DIN 34 bhp at 5000 rev/min. Maximum torque DIN 42.7 lb ft at 2500 rev/min.

### Clutch

Dry, single plate with torsion shock absorbing hub (diaphragm type thrust spring, cable operated self-centring release bearing).

### Gearbox

With integral differential. Four fully synchromesh forward gears and reverse operated by a lever mounted centrally below the dashboard. Cast iron casing. Final drive ratio 8 x 33 – 4,125 to 1.

### Suspension

Independent on all four wheels with longitudinal torsion bars in the front and transverse in the rear. Anti-roll bar in the front. Telescopic hydraulic shock absorbers.

### Steering

Rack and pinion, floating bushes, without a reaction spring, reduction ratio 20:1. Total number of turns of the steering wheel 3½. Turning circle 32 feet between kerbs.

### Brakes

Drum on all four wheels, hydraulically operated including a pressure limiting valve to prevent rear wheel lock.

### Wheels and tyres

4B 13 wheels. 135 SR 13 or 145 SR 13 radial ply tyres.

### Electrics

12 volt – 35A alternator – battery 140/28 amp/hr.

### Capacities

Fuel 7½ gallons – Cooling system 9½ pints – Engine (oil) 4½ pints – Gearbox (oil) 3 pints.

### Performance and consumption

Maximum speed over 68 mph. Average fuel consumption over 50 mpg at 40 mph.

### Equipment

Renault 4L: adjustable front bench seat, rear bench seat, cloth or PVC upholstery.  
Renault 4TL: separate, adjustable front seats with fixed backrest, fold away rear seat, cloth or PVC upholstery, fold down parcel shelf, sliding windows in the rear doors, over-riders on the rear bumpers, rubbing strip and hub caps.

### Optional extras (according to country)

Renault 4TL: heated rear window, reclining front seats, metallic paint, laminated windscreen, inertia seatbelts.