

RENAULT 4

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 **RENAULT**

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RENAULT 4 Still looking as young as ever ! But of course !

The technical principles adapted for the Renault 4 revolutionary at the time — are now the ones used today. For example, the principle of - putting everything at the front - : the Renault 4 consequently has superb road-holding and the added advantage of a vast amount of room at the back. Then there is the flat-floored boot, without a sill to negotiate, completely accessible through its 5th door, a genuine - back door - (a tailgate that can be raised with one finger) : the idea was first used by the Renault 4... What the Renault 4 achieved was to - demystify - the car image with its truly - all-purpose - approach. Practical, sensible (without overdoing it), with a - friendly personality -, it offered what was essential, with no frills, at a time when tribute was still being paid to the car myth, to chromium plating, to gadgets... Long before the rest, it foresaw the problems of today. Take fuel-saving, for example. With a very economical 43 1/2 mpg at a maintained speed of 56 mph, (45 mpg in town) it could hardly be described as wasteful ! Saving also means inexpensive spares and virtually no servicing (oil change every 3000 miles). With these

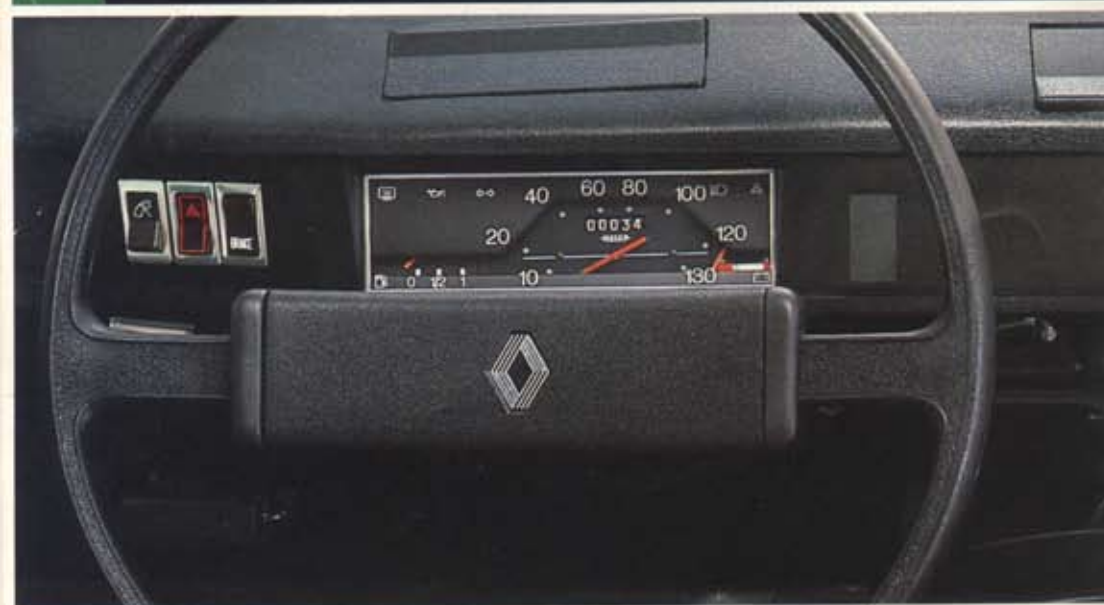
features, its popularity with young people comes as no surprise. Thoroughly modern, it's still as - trendy - as a pair of jeans.

In town, the Renault 4 has all the qualities needed. Being only 12' long, you can always find a spot to park it and it is compact enough to squeeze through the traffic. With good pick-up you can make a fast - get-away - when the light turns green. With the torque available at low revs it's easy to leave the traffic jams behind. It's also very manoeuvrable. Its small turning circle enables you to turn in the narrowest streets with a minimum of effort, and this quality is enhanced by its light rack and pinion steering.

Out of town, it offers complete security at all times. Its suspension gives incredible road holding. For safe overtaking it has a smooth but sturdy synchromesh 4-speed gearbox.

For accurate, straight-line braking it has a pressure limiting valve sensitive to the car load.

Comfort is assured by its torsion-bar suspension and seats designed under medical supervision. There's plenty of room for your friends, for your family (four seats - four doors) or for a bulky load (through the 5th door at the rear) The Renault 4 is also easy to live with. It can be left out all night, protected by its special anti-corrosive paint work. The Renault 4 : to simplify life.



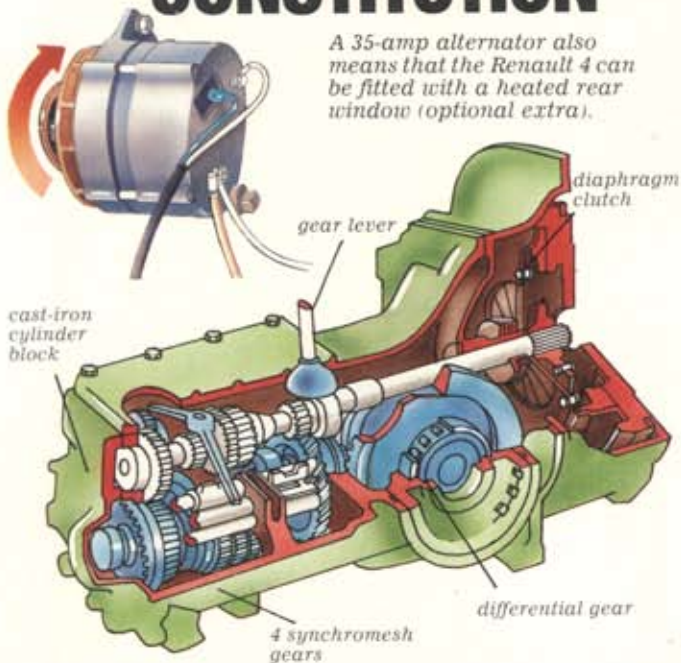
RENAULT 4 TL Comfort in the Renault 4 TL : soft, comfortable seats adjustable for leg room (reclining seats optional extra). Direct ventilation by two vents in the dashboard. A complete instrument panel, easy to read due to its fluorescent orange needles and clear lettering.

A padded steering wheel, smaller for better manoeuvrability. A deep, wide parcel tray. NEW, Renault 4 and Renault 4 TL : longer wiper blades and two speeds for really effective screen wiping. — Matt black overtaking mirror. — New control for opening rear tailgate. — New arrangement for sun visors.



A ROBUST CONSTITUTION

A 35-amp alternator also means that the Renault 4 can be fitted with a heated rear window (optional extra).



The mechanical qualities of the Renault 4 need no further demonstration. They have contributed above all to the car's image of unflinching endurance. - Inexhaustible - is the reputation the engine has gained.

What are its strong points? 4 vertical cylinders in line positioned behind the front axle ensuring good weight distribution. Cast-iron cylinder blocks with removable wet cylinder liners to guarantee long life. 4 fully synchromesh forward gears to enable it to get the best out of the engine.

The low ratio of the first gear makes hill starts easier and takes the strain off the clutch. The high ratio in fourth means lower engine revs and lower consumption (43.5 mpg at 56 mph, maintained speed) in town. Cooling system: sealed, containing water and glycol with rust inhibitor.

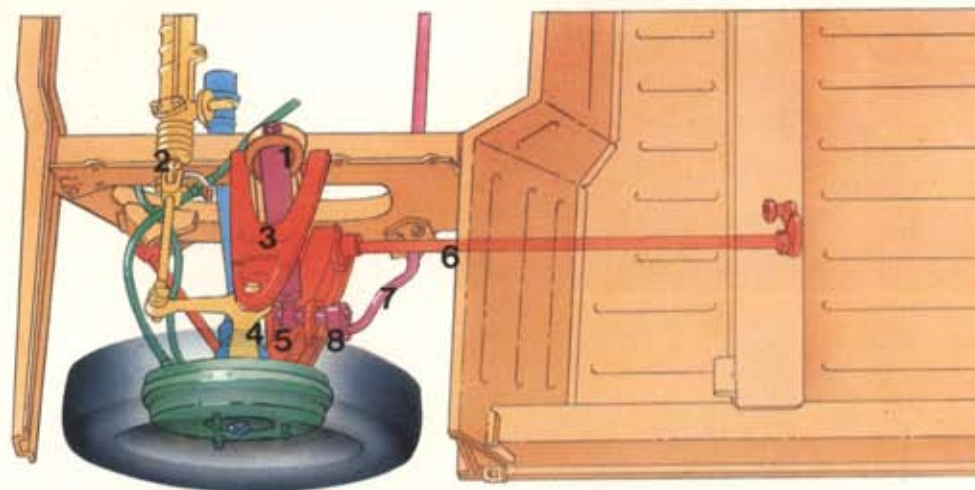
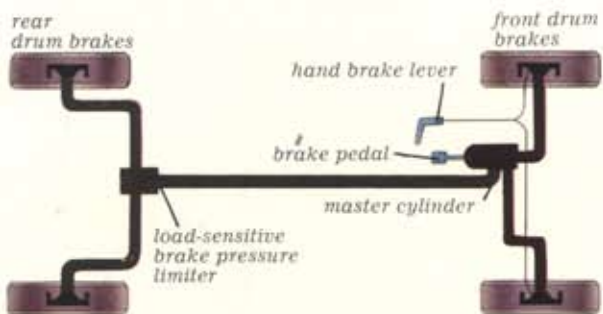
With front-wheel drive it has exceptional road-holding qualities. It is compact (3.67 m/7' 10 1/2") and highly manoeuvrable due to its tight turning circle (9.74 m/31 3/4) and its light rack and pinion steering. It can thus be parked easily and can virtually - turn on a sixpence -

For safe braking the Renault 4 has a load-rated pressure limiting valve which automatically limits the pressure exerted on the rear brakes and, in the event of sudden braking, prevents the rear wheels from locking. To ensure perfect visibility, this

GOOD ROAD-HOLDING AND VISIBILITY



year new longer-blade wipers have been fitted to cover a larger screen area.

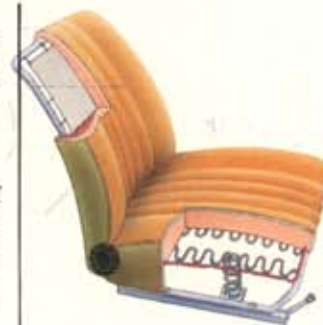


SUSPENSION

- 1 - Shock absorber
- 2 - Steering drop arm.
- 3 - Upper suspension arm.
- 4 - Stub axle.
- 5 - Transmission.
- 6 - Torsion bar.
- 7 - Anti-roll bar.
- 8 - Lower suspension arm.

its long travel (more than 20 cm (8") on front wheels) and the ultra-long torsion bars which extend right under the front seats. A transverse anti-roll bar adds to its stability. Four telescopic hydraulic shock absorbers protect you from the bumps of rough roads. An 17,5 cm (6.89") clearance protects the chassis too. In addition, to the comfort of the suspension there is the great comfort of the seats.

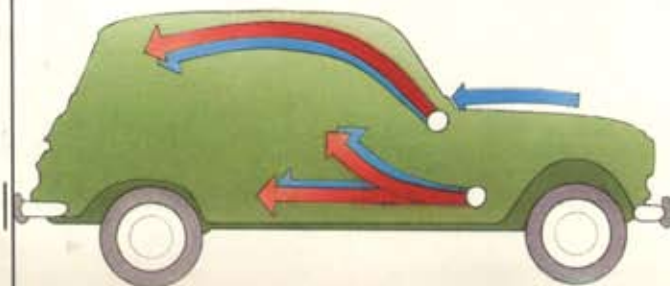
The seats are designed to cut out all vibrations and to eliminate tiredness and backache, making long runs on bad surfaces easy going. Front seats adjustable and reclining (optional with TL). For added comfort the heating and ventilation system provides hot air or cold air as you wish.



« GO ANYWHERE » COMFORT

Ruts, humpbacks, rough tracks - nothing stops the Renault 4. It was designed as a - go anywhere - car, built to keep its passengers comfortable.

The first feature of the Renault 4's comfort is the suspension. With all round independent suspension it is astonishingly flexible due to



A BOOT PACKED WITH GOOD IDEAS

Because the engine is front-mounted and the passenger cabin is completely free of a transmission tunnel, the Renault 4 offers a vast amount of storage space at the rear. An upward opening tailgate, a real fifth door, makes access easier. A flat floor with no high sill to negotiate makes for easy loading. Thanks to the fold-away shelf and bench seat the Renault has 3 boots in one:

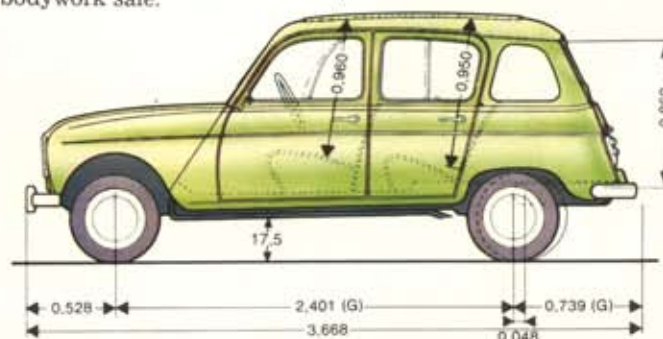
- With the back seat and rear shelf in their normal position the boot has a capacity of 10.5 cu. ft.
- With the back seat in its normal position and the shelf folded down against the back seat, the boot will take in tall objects and parcels.
- With the back seat folded forward, the Renault 4 becomes, quite simply, an



estate with a capacity of 42 cu. ft. The headlights are load-adjustable (2 positions) so you can see without blinding the other drivers. Other good ideas: The spare wheel - neatly tucked away under the floor - is easily accessible. There's no need to empty the boot to get at it! With its reinforced floor, it's built to go anywhere. Rust prevention: The Renault 4 can be left out all night with no problem, come rain or snow. Its overall anti-rust paint keeps the bodywork safe.

PROTECTION OF THE BODYWORK

Provided by phosphate treatment. Three primer undercoats - one by dipping - and two finishing coats.



RENAULT 4

EQUIPMENT

Adjustable front bench seats. Fixed rear bench seats. Matt black overtaking mirror. Two speed wipers Adjustable sun visors. Rubber over riders on front bumpers. Chrome screen washers.

OPTIONS

PVC or cloth upholstery safety belts

RENAULT 4 TL

EQUIPMENT

Separate, adjustable front seats with fixed back rest fold away fixed rear bench seats. Black rubber luggage compartment mat and wall trim. Door panels covered in vinyl. Matt black over taking mirror. Two-speed wipers. Adjustable sun visors. Chrome windscreen surround. Rubber over-riders on front and rear bumpers. Chrome screen washers. Sliding windows in the rear door.

OPTIONS

PVC or cloth upholstery. Reclining front seats. Metallic paint. Safety belts.

	RENAULT 4	RENAULT 4 TL
MODEL	4 doors, rear tailgate saloon	4/5 seats
COACHWORK	front wheel drive-platform chassis	
	kerb weight in working order	695 kg (1 532 lb)
	total laden weight	1 025 kg (2 260 lb)
	total train weight	1 495 kg (3 295 lb)
	max. towing weight (braked)	520 kg (1 146 lb)
	max. towing weight (unbraked)	330 kg (727 lb)
boot capacity		10 1/2 to 42 cu.ft.
ENGINE	4 vertical cylinders in line, cooling by liquid in hermetically sealed circuit	
SPECIFICATIONS	cubic capacity	845 cc
	bore and stroke	58 x 80 mm
	compression ratio	8 : 1
	max. power (DIN)	27 hp at 4 700 rpm
	max. torque (DIN)	5.9 mkg at 2 500 rpm
GEARBOX	four fully synchromesh forward gears and one reverse. lever mounted centrally below dashboard.	
BRAKES	drum on all 4 wheels, hydraulically operated with a pressure limiting valve to prevent rear wheel lock, mechanically actuated, handbrake under the dashboard, acting on the front wheels,	
SUSPENSION	independent on all 4 wheels, longitudinal torsion bars, anti-roll bar, telescopic hydraulic shock absorbers, (front) taut suspension arms, transverse torsion bars (rear)	
STEERING	rack and pinion, reduction ratio	20 : 1
	total number of turns of the steering wheel	3
	turning circle : between kerb :	9,75 m
WHEELS AND TYRES	135 SR 13 radial ply tyres or 145 SR 13.	
ELECTRICS	alternator	12 volts
	battery	35 A
		140/28 amp/hr.
CAPACITIES	petrol tank	34 litres (7 1/2 gal.)
	cooling system	5,5 litres (9 1/2 pints)
	engine oil	2,5 litres (4 1/2 pints)
	gearbox oil	1,8 litre (3 pints)
PERFORMANCE	maximum speed	over 110 kph (over 68mph)
CONSUMPTION	average consumption over 100 kilometers at 90 kph at maintained speed in town	6,3 litres (45 mpg at 56mph) 8,4 litres (33 1/2 mpg)