

RENAULT 14





The Renault 14 passenger compartment is splendidly spacious, fully carpeted and with plenty of leg, head and elbow room for up to five people. The seats themselves are softly padded to give all-round comfort and support, while deep springs harmonise with

the long-travel suspension to smooth out vibrations. The front seats are reclining and may be adjusted for legroom on ball-bearing runners. The seat covering is in soft vinyl, while cloth upholstery (as shown) is an optional extra.



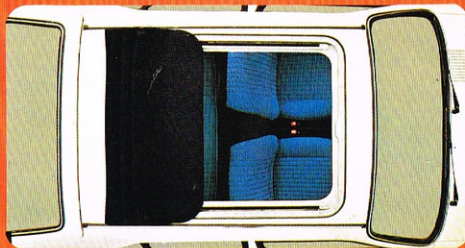
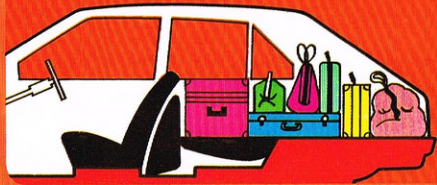
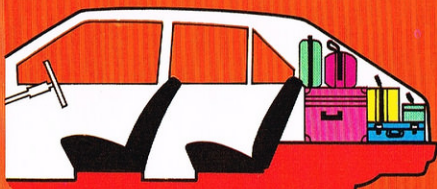
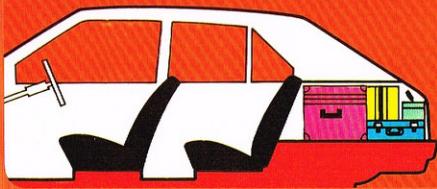
The highly flexible fresh air/heating system allows a wide range of individual adjustment to air temperature, volume and direction and is powerful enough to cope with a wide variety of weather conditions.

Such built-in thoughtful design, together

with attention to so many detailed refinements, makes the Renault 14 one of the most comfortable cars in its class.

Inertia reel front seat belts are already built-in but charged for separately.

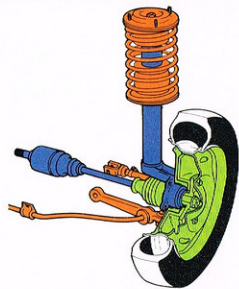
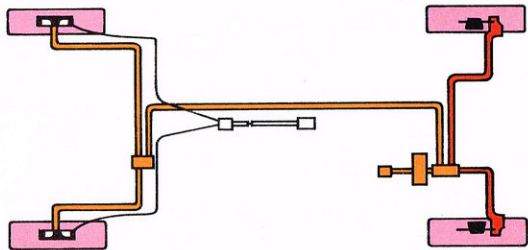




In its normal role as a saloon car the Renault 14 has plenty of room for five adults and 11½ cu ft for their luggage. There is a parcel shelf and a door pocket in front. In the rear, the large parcel shelf lifts with the tailgate to give easier access to luggage, or it may be left in the horizontal position, or even folded down to give extra height to the boot. And by folding away the rear seats like an estate car the Renault 14 can offer a huge 26 cu ft space for really bulky cargo.

A large sliding sunroof is available as an optional extra.





ENGINE Cylinder block Light alloy, removable wet liners, 4 cylinders in line, mounted transversely and inclined rearwards 72°. Cylinder head Light alloy, bi-hemispherical combustion chambers. Valvegear Chain driven overhead camshaft. Crankshaft 5-bearing. Cooling Sealed system, containing water and glycol with rust inhibitor. Thermostatically controlled electric cooling fan. Fuel supply Solex with manual choke. Camshaft driven pump. Cubic capacity 1218 cc. Compression ratio 9.3:1. Bore and stroke 75 x 69 mm. Max power 57 bhp (DIN) at 6,000 rev/min. Max torque 68 lb ft at 3,000 rev/min. Electrical 12 volt 36 Ah battery. Alternator. **STEERING** Rack and pinion. Reduction ratio 21.6:1. Turning circle 32.8 ft between kerbs. **TYRES** Radial ply tubeless. 145 SR13 on 4.50 B13 rims. Spare wheel under bonnet.

TRANSMISSION Front wheel drive. Four speed all synchromesh gearbox mounted transversely. Clutch with single dry plate, diaphragm spring. Road speed per 1,000 rev/min in top gear 15.9 mph. Final drive 15 x 58 (3.867:1) spiral bevel. Overall ratios 1st 15.01 2nd 8.88 3rd 5.81 4th 4.03 rev 13.80. **SUSPENSION** Independent all round, MacPherson strut type front suspension, double transverse torsion bars in rear. Hydraulic telescopic dampers. **BRAKES** Hydraulic servo-assisted dual circuit with pressure limiting valve in rear. Front disc diameter 9.5 in. Rear drum diameter 7 in. Braking area, front 172 sq in, rear 70.1 sq in. **WEIGHTS** Kerb weight 1907 lb (865 Kg) Max towing weight 1764 lb (800 Kg). **CAPACITIES** Engine and gearbox 7 pt (4 lit). Cooling 10.5 pt (6 lit) Petrol tank 8.4 gall (38 lit).

