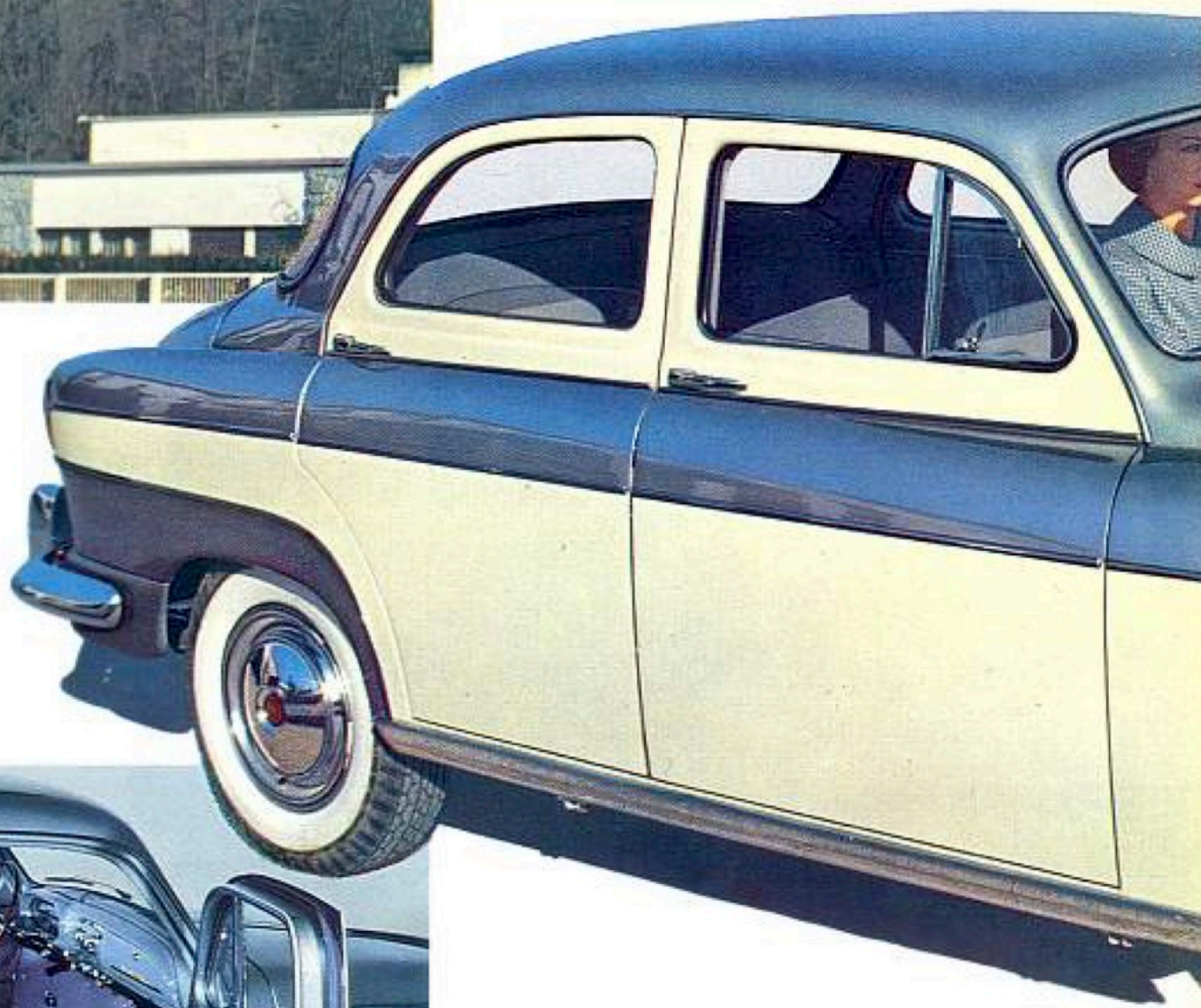


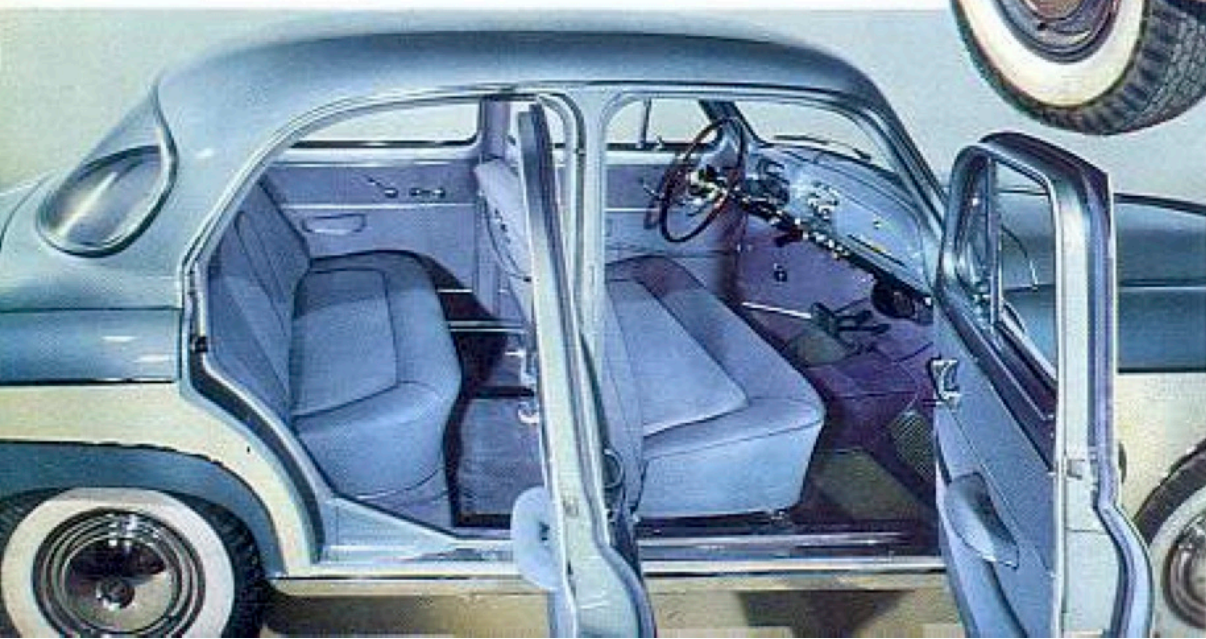
FIAT 1900 B



saloon and "full-light"



Roomy interior. Radio receiver included as standard equipment.



The bodywork of the 1960 B is in various shades of beautiful metallic paint; also two-colour schemes in several combinations.



Fiat 1900 B

saloon

The **1900 B** is an improved and more powerful version of the original Model 1900—already world famous as a high-class vehicle of modern lines, outstanding performance and superb technique. Greater pulling power (80 b.h.p.) with numerous mechanical improvements. Smart new design. Twin colour scheme in metallic paints. The 1900 B retains all the advantages derived from fluid flywheel transmission. As is well-known, Model 1900 was among the first European series production cars to incorporate fluid flywheel drive. There are four very comfortable seats in the 1900 B Saloon, but 6 persons can be accommodated if desired.

speed: about 90 miles (145 km) p.h.

Fiat 1900 B

“full-light”

The **1900 B** can also be supplied with **“full-light”** body of strikingly handsome design. Large adjustable side windows and a full-width rear window of modern design provide maximum visibility and excellent ventilation. 2 doors. Two-colour paintwork, de-luxe fittings, a wide range of accessories. The **“Full-Light”** is the artistic embodiment of the latest refinements in modern car design.

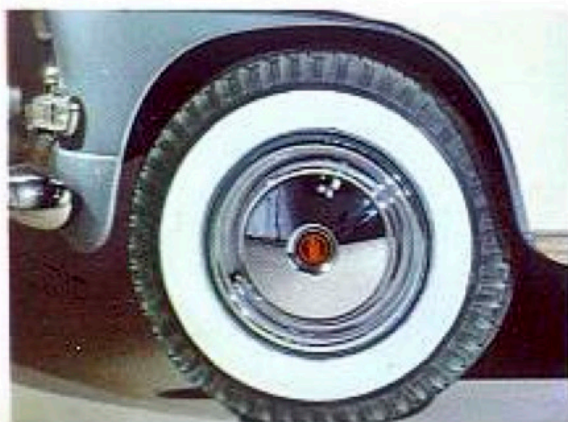
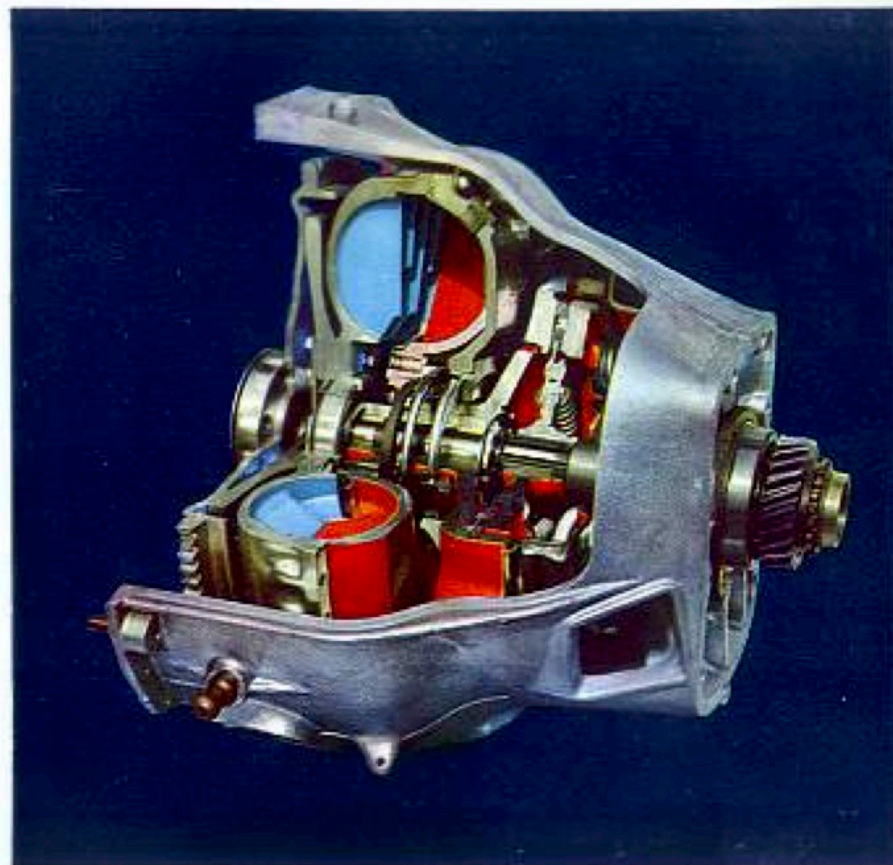
speed:
about 90 miles (145 km) p. h.



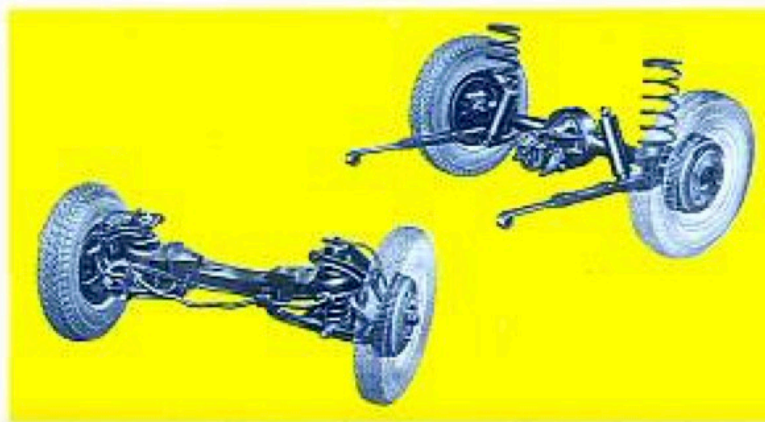


**fluid flywheel
a thrill to drive**

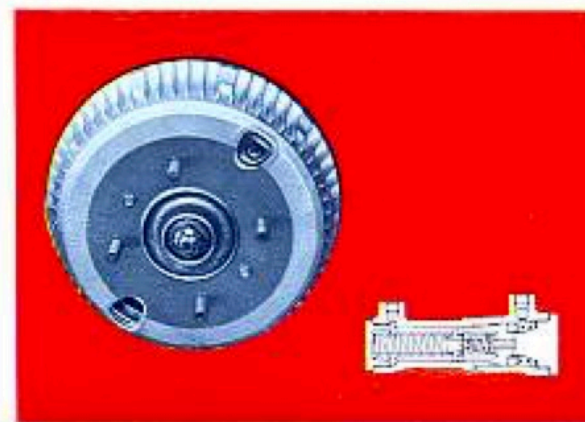
The fluid flywheel — which, by the way, prolongs the life of the mechanical parts and consequently, of the car itself — makes driving both easy and delightful. The use of the clutch and five-speed gearbox is reduced to a minimum. The five-speeds, four of which are synchronised, the fifth being an overdrive, give a wide range of gear ratios which enable maximum use to be made of the powerful engine under the most difficult conditions. The fourth, which is a direct drive, is, in practice, the general purpose gear, both on hills and in town traffic. The fifth is the "petrol economy" gear in which the engine runs quite silently whilst utilising its maximum speed.



Tubeless tyres.

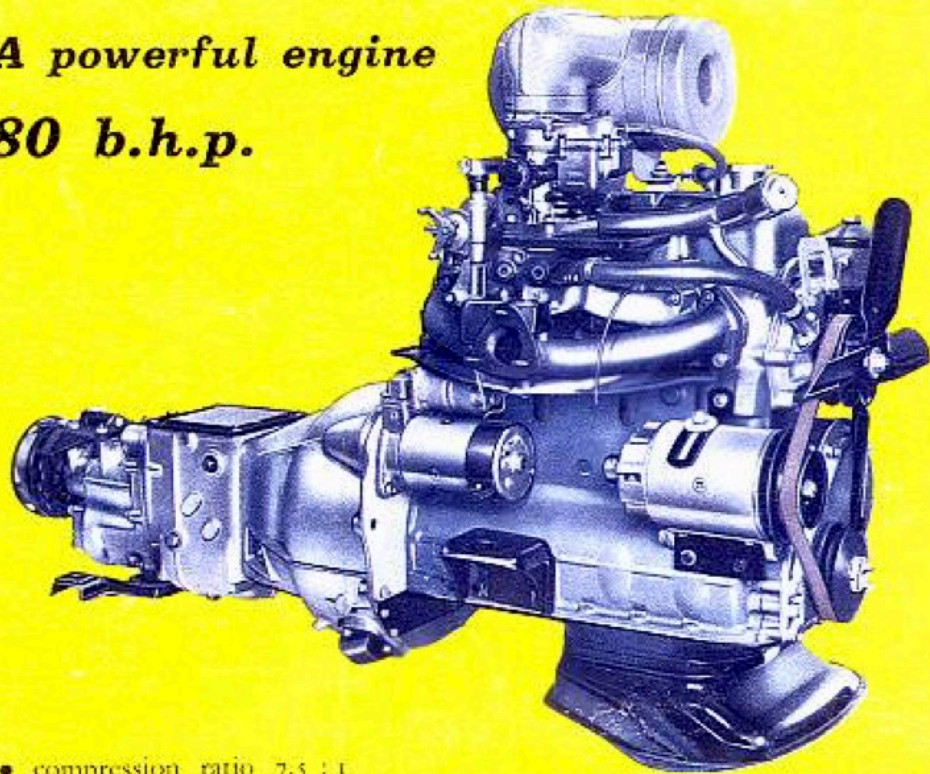


Front and rear suspensions.



Brakes equipped with a system of ventilation that ensures efficient and continuous power; a special hydraulic pressure booster diminishes the pedal pressure necessary to brake.

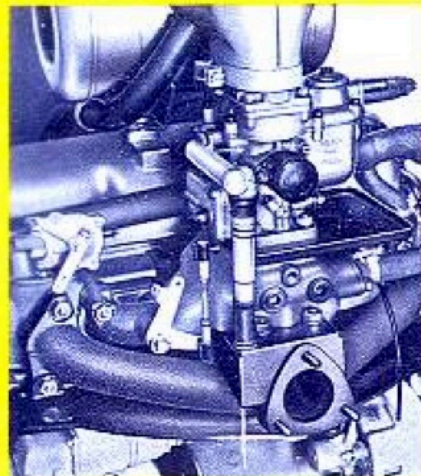
A powerful engine 80 b.h.p.



- compression ratio 7.5 : 1
- automatic carburetter priming device
- electromagnetic control of starter motor
- inlet manifold heated by water system

automatic priming of carburetter

the carburetter priming device automatically admits the correct supply of fuel for starting the engine under ordinary atmospheric conditions, eliminating hand control.



technical specification

Integral construction: Wheelbase, 2.65 m (8' 8 1/2"). Front track, 1.330 m (4' 4 3/8"), rear 1.325 m (4' 4 9/16").

Engine: 4 cylinders. Capacity, 1901 c.c. Bore, 82 mm. Stroke, 90 mm. Compression ratio 7.5:1. Output at 4000 r.p.m. 80 b.h.p. Cast iron cylinder block. Special cast iron renewable cylinder liners. Aluminium cylinder head. Three bearing crankshaft. Thin walled main and connecting rod bearings (lead-indium shells). Overhead valves. Cooling water circulated by centrifugal pump. Downdraught twin-choke carburetter. Automatic priming of carburetter. Inlet manifold heated by water system. Diaphragm fuel pump. Battery ignition with distributor and automatic advance. Forced lubrication by gear pump. Engine supported on flexible mountings. Electric starter.

Fluid flywheel: Rotor and housing aluminium casting. Graphite ring in front.

Clutch: single dry plate with damper.

Gearbox: 5 speeds and reverse. Constant meshing in second, third, fourth and fifth gears. Synchroniser ring for the second, third, fourth and fifth speeds. Direct drive in fourth speed. Aluminium casting gearbox. Gear control lever under steering wheel.

Transmission in two parts. The front section connected to the gearbox by flexible coupling and supported in the centre by roller bearing, the rear section with cardan joints at both ends.

Rear axle: hypoid bevel coupling. Ratio 4.3 : 1.

Front suspension: independently sprung wheels, with coil springs and hydraulic, telescopic, double acting shock-absorbers. Stabiliser bar. Pressed steel wishbones.

Rear suspension: by coil springs and longitudinal leaf springs, antisway bars hinged to axle and coupled to the body by triangular brackets. Hydraulic telescopic double acting shock-absorbers.

Steering: by worm and roller. Positive steering. Number of turns from lock to lock : 3.

Hydraulic brakes on the four wheels, with pressure booster. Handbrake on the transmission. Aluminium brake drums with cooling fins and special cast iron liners. Ventilated brake drums.

Wheels: with 4 1/2 K. rims and 6.40 x 14 very low pressure tubeless tyres. The spare wheel is stowed under the luggage compartment.

Fuel tank: at rear, capacity 12 galls. (55 liters), with electric petrol gauge.

Electrical equipment: 12 volt. 300 Watt dynamo.

Vacuum operated spray-type windscreen wiper.

Heating & air-conditioning equipment: Heating is regulated by exterior air intake. A variable speed electric fan is employed to prevent condensation and frost formation on the windscreen and for cooling the interior in summer.

Lock on the main output shaft, to block the car. Anti-theft device by feed cut-out to carburetter.

Radio: modern type receiver supplied as standard equipment, included in the price of the car.

The descriptions and illustrations in this catalogue are given merely as general information and are not binding; Fiat therefore reserve the right, while maintaining the fundamental features of the models here described and illustrated, to effect at any time and without notice those alterations to parts, fittings or equipment of accessories they may eventually think fit to make by way of improvement, or for any reason whatsoever of a manufacturing or commercial nature.