

FIAT 1100 TV

(TURISMO VELOCE)

**FAST
TOURER**

The great success of the "new 1100" model in Italy and abroad has induced Fiat to bring out this special version of the car - the "1100 TV" (Fast Tourer) - to satisfy those motorists who demand particularly brilliant performance and a luxurious finish in a car of restricted cylinder volume.

The "1100 TV" has a 50 HP engine, enabling it to obtain speeds of over 135 km. (83 miles) p. h., while the body adds special elegance to the comfort of the standard model. This car is suitable for fast touring and is well able to satisfy the most exacting requirements of the fastidious motorist.





Body details

Chromium plated radiator grille with built-in fog lamp — Outside mouldings and trimmings chromium plated — Large, curved rear window — Projecting rear wings — Inside and outside door handles chromium plated — Bench seat in front or two separate seats with adjustable and fold-down backrests. Interior finished in cloth and imitation leather with various trimmings. Moquette carpets. Rubber foot-rests in front compartment. Duo-tone finish. Steering wheel and instrument dial rims of a colour matching the inside colour scheme. White wall tyres.

Radio optional
at extra cost.

Technical specification

Integral construction. Wheelbase 2.34 m. (7' 8"). Front track 1.23 m. (4' 0"), rear track 1.21 m. (3' 11.3/4").

Engine: 4 cylinders, 1089 cc. Bore 68 mm., stroke 75 mm. Compression ratio 7.6. Maximum power at 5400 r.p.m. 50 h.p. Cast iron cylinder block. Aluminium head with inserted valve seats. Three-bearing, counterbalanced crankshaft. Copper-lead-indium bearings. Overhead valves. Weber double choke carburettor with air intake, felt filter and silencer. Fuel feed by pump. Forced lubrication with gear pump, by-pass oil filter. Cooling by centrifugal pump circulated water and thermostat. Battery ignition. Electric starting motor.

Clutch: single plate, dry, mounted on flexible hub.

Gear box: 4 speeds and reverse. Synchronised second, third and fourth speeds. Gear lever situated under steering wheel.

Transmission shaft in two portions with central support, cardan joints and flexible rubber coupling.

Rear axle casing of stamped sheet steel, with hypoid final drive ratio 10/43. Cast iron gear bracket.

Front suspension with swinging radius arms, helical springs and hydraulic telescopic double acting shock absorbers. Stabilising bar.

Rear suspension by flat leaf springs, with hydraulic telescopic double acting shock absorbers and stabilising bar.

Steering by worm and roller with independent symmetrical steering rods for each wheel, central tie rod operated by the steering wheel.

Hydraulic brakes on all four wheels, emergency hand brake on the transmission, operated by lever under front seat.

Petrol tank at rear, under floor; capacity 40 litres (8 3/4 imp. galls.).

Disc wheels with 3 1/2" rims and 5.20-14 tyres. The spare wheel is carried in the luggage boot.

Electrical equipment: 12 volts, 180 Watt dynamo with separate regulating unit. 28 amp/h. battery. Three-filament headlamps. Rear parking, direction indicating and stop lights, prism reflector. Front direction indicating lights. Fog lamp. Tail lamp illuminating also luggage boot. Electric horn. Parking lights, headlights and dimmer operated from under steering wheel. Interior lights. Intermittent flash direction indicator lights operated from below steering wheel, with automatic cut-out when steering wheel returns to straight ahead position. Parking lamp also lights under engine bonnet. Light on driving mirror switched on by opening driver's door. Ignition and signal light switch with key. Main switch for outside lights. Twin electric self-parking screen wiper.

