

THE NEW  
1939  
(1938) <sup>12</sup>  
FIAT  
1100

- NEW AERODYNAMIC LINES: DOWNSWEPT BONNET
- MOST MODERN BODY
- RATIONAL DASHBOARD, DE LUXE CAR STYLE
- 4 VERY COMFORTABLE SEATS

**Unchanged mechanical features**  
**A brilliant, economical car with smart acceleration**





## BODY



The «1100» Saloon is upholstered in fine quality cloth (on request, at extra charge, in leather); the arm-chair front seats are independently adjustable; the back squab of the rear seat can be pulled forward to gain access to the inside luggage space. All the doors are fitted with wind-up glasses.

The instrument board is of the most up-to-date rational type, handsome, compact and easily consulted.

The car is supplied complete with chromium plated bumpers, electric double arm screen wiper, driving mirror, «Stop» light, direction indicators recessed into pillars, interior illumination, clock, two adjustable inside sun visors, map pockets to the doors, spare wheel recessed into tail, outside

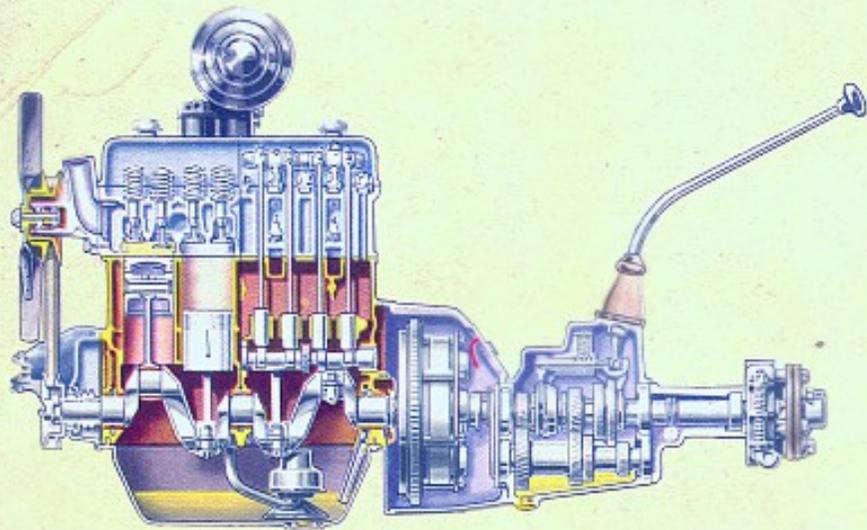


# CHASSIS



The frame, light and stiff, is braced by a central X girder and is lower than the level of the transmission shaft. The independent front wheel suspension, of the oscillating quadrilateral type, keeps the wheel track constant at the point of contact with the ground and corrects the trajectory of the wheels during oscillations, thus con-

fering on the car the highest degree of stability, comfort and safety at speed, on curves and on any kind of road surface. Steering is easy and pleasant, thanks also to the elimination of the rigid transverse rod connecting the front wheels, and all winding, rolling and pitching motion is prevented.



# TECHNICAL SPECIFICATION

**Engine:** 4 cylinders 68x75 mm. - Piston displacement 1090 cc. Brake HP at 4000 r. p. m., 32 - Cylinder block of phosphor-manganese iron cast in one piece with the base chamber - Aluminium cylinder head with inserted valve seats - Three bearing crankshaft - Overhead valves actuated by push rods and rocker arms from the camshaft situated in the crankcase and driven by a silent roller chain - Inverted carburettor, with starting device and adjustable economiser - Mechanical pump feed from rear tank holding 33 liters (7. 1/4 gallons) - Silenced air filter and bowl type detachable petrol filter - Forced lubrication through gear pump - Thermosyphon cooling - Battery ignition with automatic spark advance and hand corrector - Electric selfstarter controlled from the dashboard - Flexible three-point engine suspension.

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

**Gearbox:** 4 speeds and reverse, with silent third and synchromesh arrangement for quick engagement of 3rd and 4th speeds.

**Transmission** through tubular shaft with two flexible couplings at the ends and sliding sleeve in front.

**Rear axle** of pressed sheet steel with silent helical toothed final drive gears - Differential mounted on taper roller bearings - Pinion play adjustable from outside.

**Frame:** low hung, with central X girder bracing - Wheelbase m. 2,42 (7' 11.3/8") wheel track m. 1,23 (4' 0.3/8").

**Front suspension** of Fiat independent wheel type, with oil immersed springs and hydraulic shock absorbers enclosed in vertical casings.

**Rear suspension** through highly flexible semielliptic springs, hydraulic shock absorbers and transverse stabiliser bar.

**Steering** through worm and worm wheel, adjustable - Separate independent drag link to each wheel.

**Hydraulic brakes** actuated by pedal, on all four wheels - Auxiliary hand brake on the transmission.

Aluminium brake drums, ribbed for cooling and fitted with special cast iron inserted rings.

**Wheels:** disc 15x3 with extra low pressure tyres 5,00-15.

**Electrical equipment,** 12 Volts: dynamo has device for increasing output when headlamps are alight

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