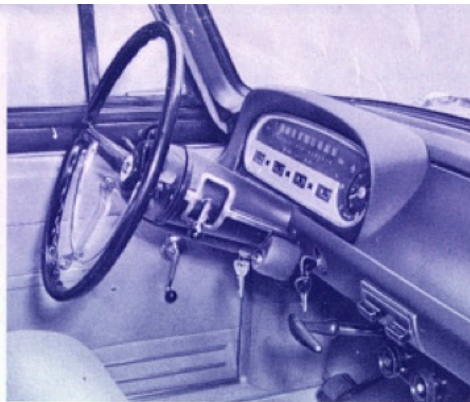


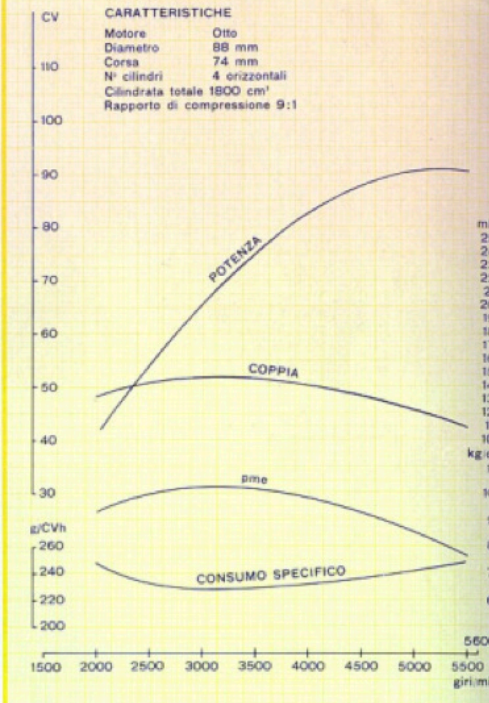
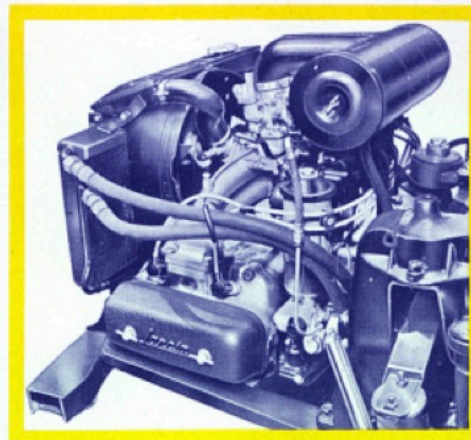


LAN CIA FLA VIA





FLAVIA BERLINA 1.8



FLAVIA SEDAN 1.8 A NEW STEP IN LANCIA COMFORT AND SAFETY

The Flavia 1.8 model joins the Flavia 1.5: very smooth engine, quick acceleration and considerable power reserve at middle speed range (max. torque at 3000 r.p.m.). Mechanically designed to obtain a perfect balance between fast touring performance and handling and smoothness qualities indispensable for town use. The Flavia is comfortable because of its generous inside dimensions, the softness of its special seats, the richness in accessories and instruments, the silent running of its engine and body. The Flavia is a safe motor car because of its very solid construction and body, its great all around visibility, its light and precise steering, its exceptional stability.

GENERAL SPECIFICATIONS

Body: pressed steel unitary construction sedan, with removable front sub-frame; four doors; 6-seater • **Engine:** flat-four, horizontally opposed; bore and stroke: 88x74 mm (3.46x2.91 in.); cubic capacity: 1800 c.c. (109.84 cu. in.); compression ratio: 9 to 1; max. r.p.m.: 5500; max. power: 92 HP DIN at 5200 r.p.m.; max. torque: 14.6 m. kg. (105.6 lb. ft.) at 3000 r.p.m. • **Timing System:** overhead valves operated by pushrods and rocker arms: two camshafts, in the crankcase, driven by a chain with hydraulic tensioner • **Fuel System:** mechanical FISPA pump and SOLEX C 32 PAIA 8 carburettor • **Lubrication System:** rotor pump, filter and cooler • **Cooling System:** coolant, with centrifugal pump and thermostat in the engine coolant outlet connection • **Ignition:** Marelli coil and distributor • **Transmission - Clutch:** single dry plate, FICHTEL & SACHS KFS 200 K, with Lancia patent cushioned hub • **Gearbox:** with constant-mesh gears, four synchromesh forward speeds and reverse • **Propelling Unit:** GLEASON-HYPOID offset above centre bevel set; ratio: 10/41 • **Front Wheel Drive:** trans-

mission by two shafts with constant velocity U-joints; the inboard joints slide on balls • **Suspensions - Front:** independent, with double wishbones, transverse leaf spring, stabilizer bar - **Rear:** dead axle with longitudinal leaf springs, stabilizer bar and reaction bar. DE CARBON oleo-pneumatic shock absorbers front and rear • **Steering:** worm and roller; reduction ratio: 18.2 to 1 • **Brakes:** disc all around, with vacuum servo unit and two independent hydraulic circuits; mechanical hand brake acting on rear wheels • **Tyres:** 165x15, MICHELIN X or PIRELLI Cinturato 367 F (white wall optional for Pirelli) • **Electric System:** 12 Volt, 42 Ah battery • **Weights and Dimensions:** kerb weight: 1190 kg (2618 lbs.); max. weight fully laden: 1670 kg (3674 lbs.); wheelbase: 2650 mm (104.33 ins.); front track: 1300 mm (51.18 ins.); rear track: 1280 mm (50.39 ins.); overall length: 4580 mm (180.31 ins.); overall width: 1610 mm (63.38 ins.); overall height (unladen): 1510 mm (59.44 ins.); min. ground clearance (laden): 135 mm (5.31 ins.) • **Performances:** max. speed 160 k.p.h. (100 m.p.h.); max. superable gradient 34% • **Consumption:** 10.4 lt/100 km (27.3 m.p. Imp. g. = 22.5 m.p. USA g.); corresponding range 460 km (285 miles).

