

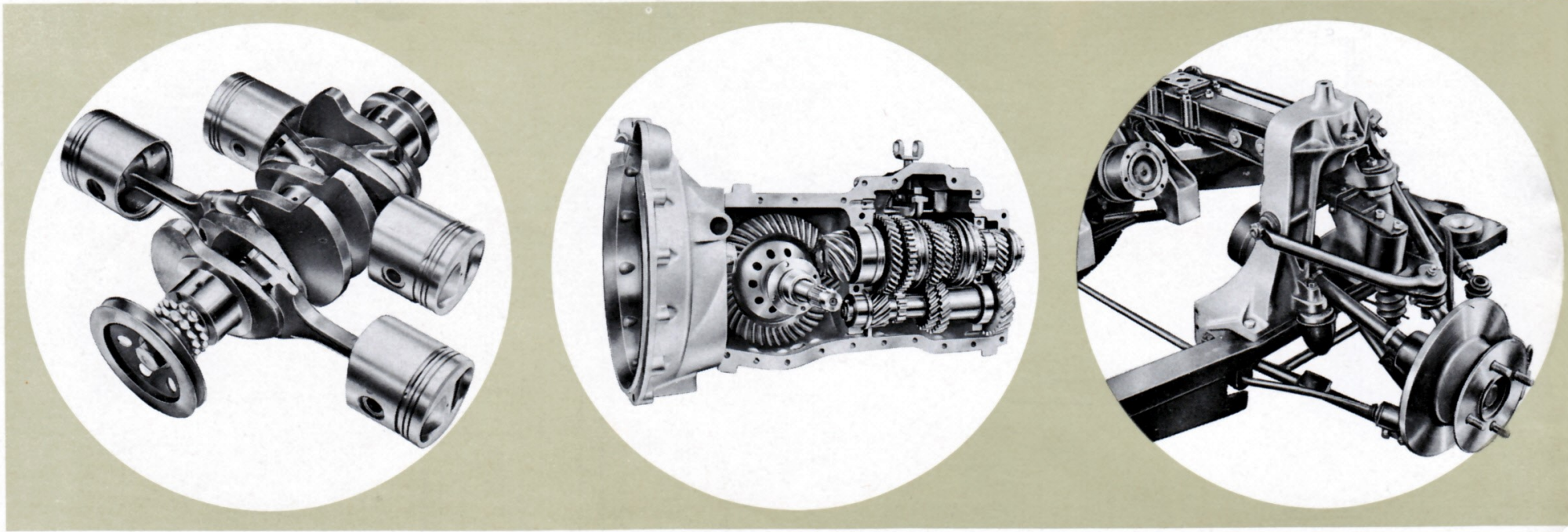


*Lancia*



# ENGINEERING

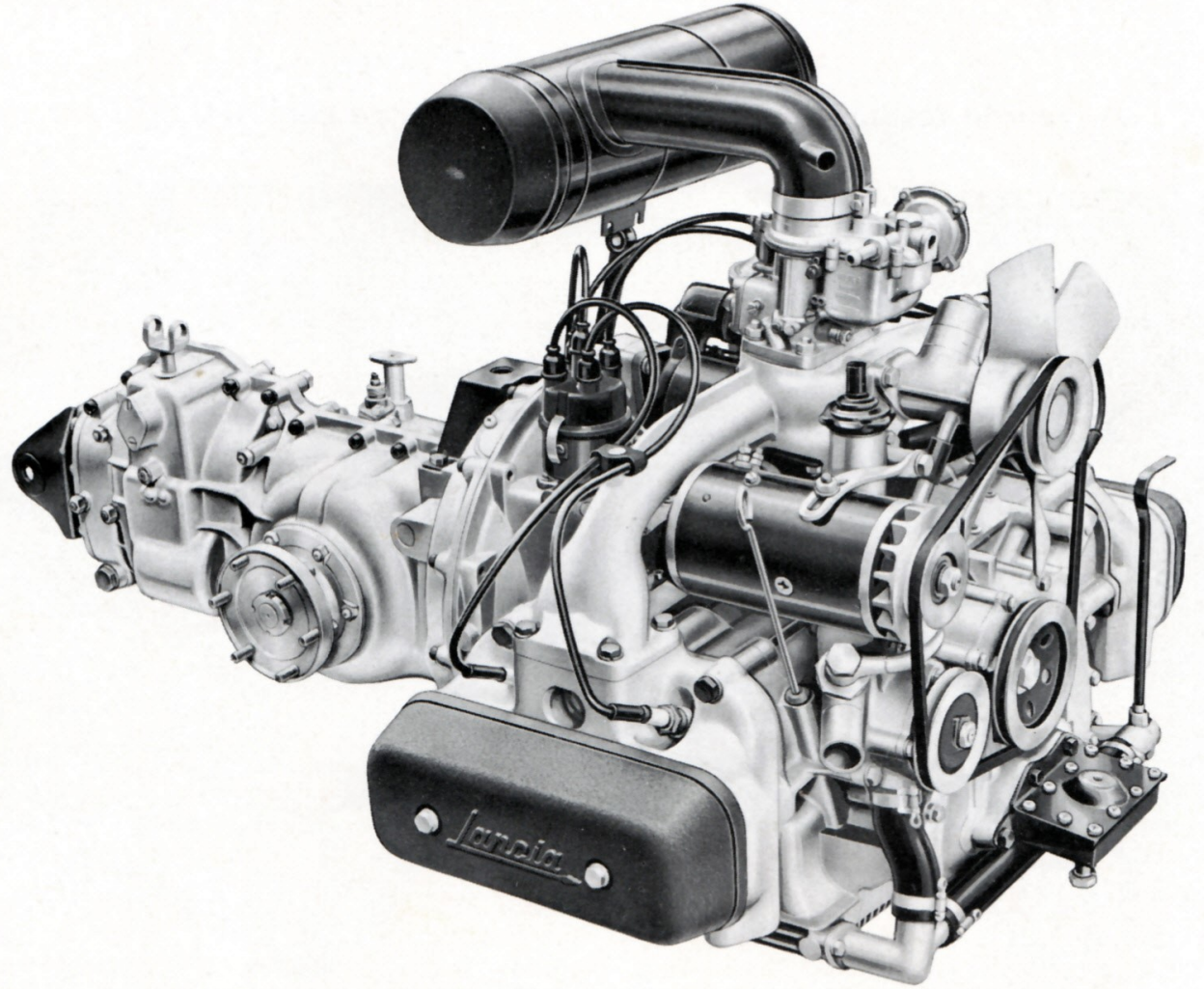
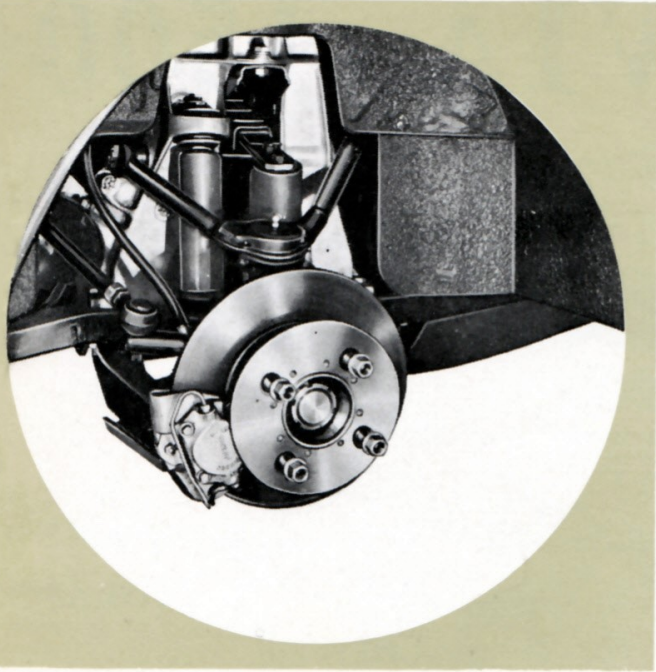
Advanced technical solutions grant safety and comfort, brilliant performance and economic running.



**HORIZONTALLY OPPOSED CYLINDERS:** Reduced longitudinal and vertical measurements of the engine with notable lowering of the center of gravity. Perfect equilibrium of moving parts. Elimination of vibration under all conditions.

**FRONT WHEEL DRIVE:** Drive shafts fitted with homokinetic couplings, and sliding on ball bearings. Absolute regularity of transmission, excellent steering lock, exceptionally light steering at all speeds.

**SUSPENSION:** Front independent with double wishbones, transverse leaf spring and stabilizer bar. Rigid rear axle with longitudinal leaf springs and stabilizer bar; hydraulic telescopic shock absorbers front and rear.



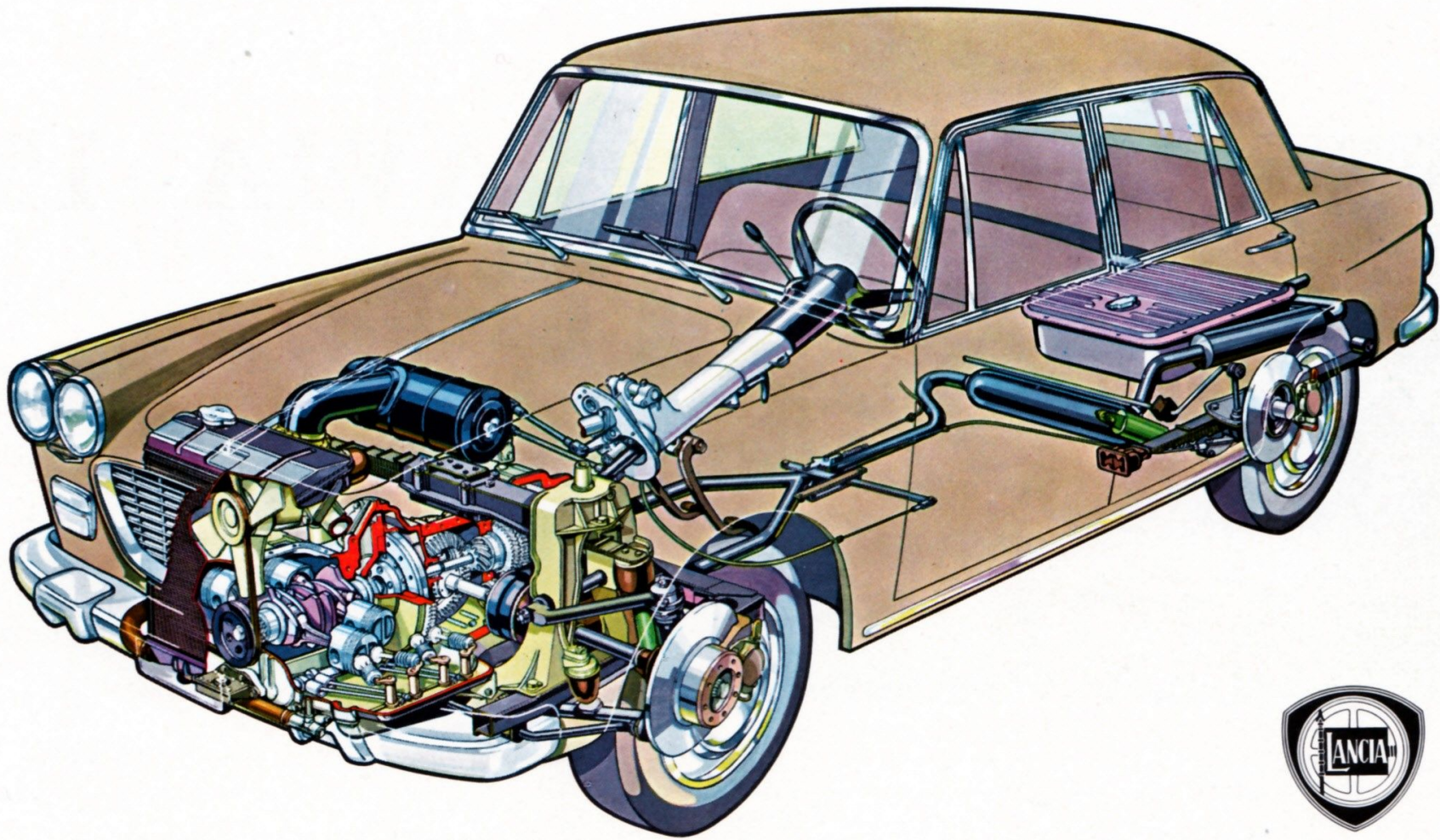
DISC-BRAKES: Servo-assisted on all four wheels, pedal operated with double hydraulic circuit: automatic adjustment during the life of the pads: maximum safety and progressivity with minimum pressure on the pedal.



# FLAVIA 1500

With the originality of its conception and its high performance, it renews the formula of the unforgettable Aprilia, enriching it with the fruits of study and experience in automobile progress, and with the most advanced Lancia technique.

THE FLAVIA OFFERS EXTREMELY COMFORTABLE JOURNEYING AT HIGH CRUISING SPEEDS WITH ABSOLUTE RELAXATION FOR THE DRIVER.

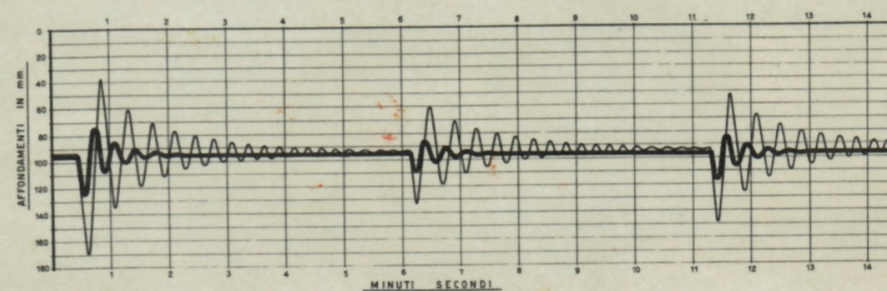
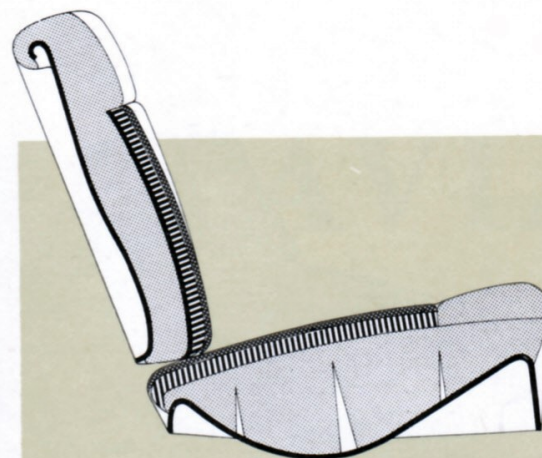


## COACH - WORK



**CAPACITY AND VISIBILITY:** six seats, with ample leg room for passengers, thanks to the absence of the transmission tunnel. Visibility is excellent all around, due to the sloping bonnet, the thin front pillars, which are at  $45^\circ$  from the vertical, and the large rear window. At night the twin head-lamps ensure exceptional lighting.

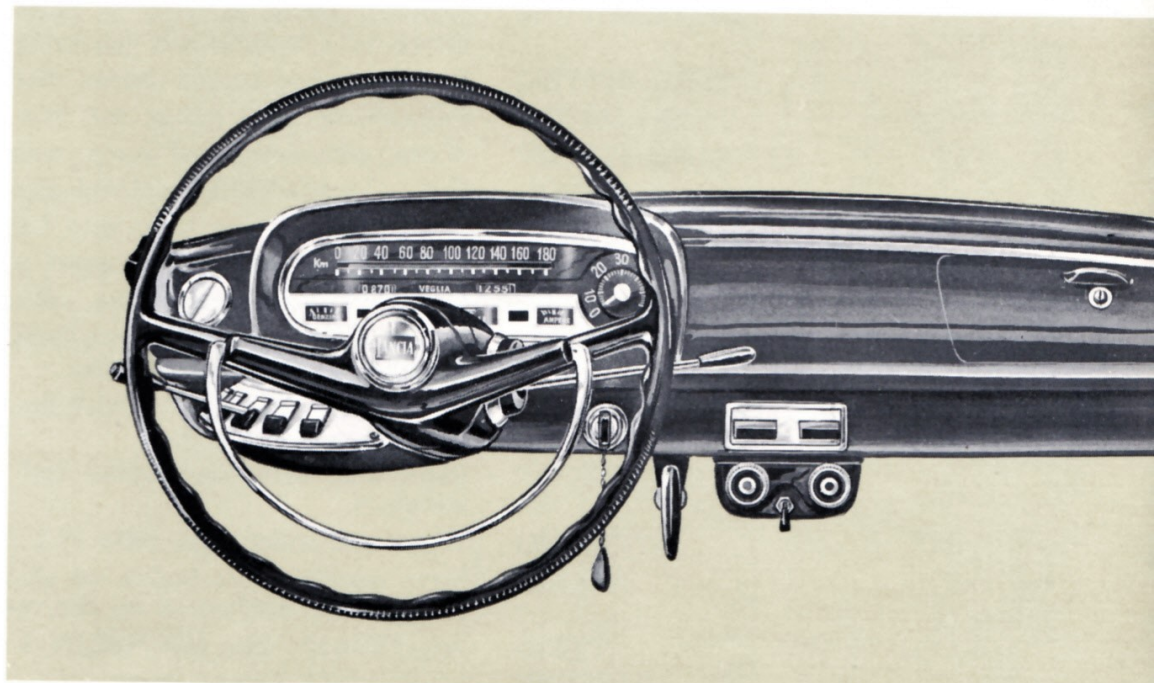
## The classic Italian line



**COMFORT:** The morbidity of the suspension is completed by seating of a new type, constructed entirely of foam rubber which has the quality of absorbing and reducing vibration (see graph of the comparison with normally sprung seats). The back-rest of the front seat is fully reclining.



**LUGGAGE BOOT:** Of exceptional capacity (volume 444 dm<sup>3</sup>) with extremely wide opening lid. The spare wheel, situated vertically on the right side, is easily accessible.



**DRIVING EASE:** Thanks to the light steering and the comfortable driving position. The instruments, complete with revolution counter and ammeter, are constantly in view of the driver. The switches, mounted on a shelf below the instrument panel, are extremely accessible.



Allan Larssons Bil AB  
Rönneholmsv. 26  
Tel. 973250 - MALMÖ

## SPECIFICATIONS

COACHWORK	Pressed-steel integral-construction Sedan, with removable front sub-frame; four doors; six seats.
ENGINE	four horizontally opposed cylinders; bore and stroke 80 x 74 mm; total piston displacement 1488 c.c.; compression ratio 8.5 : 1; max r.p.m. 5600; B.H.P. 80 HP at 5600 r.p.m.; taxable power (Italy) 16 HP; max torque 11.3 m.kg. at 3500 r.p.m.
DISTRIBUTION	overhead valves operated by push-rods and rocker arms: two camshafts in the cylinder block driven by a hydraulically tensioned chain.
FUEL SYSTEM	Bendix electric booster pump, downdraught compound carburettor Solex C 32 PAIA 8.
LUBRICATION	Pressure, by rotor pump; full flow filtering by means of a cartridge.
COOLING SYSTEM	Water, with centrifugal pump, with a thermostat situated in the engine water outlet connection.
IGNITION	Coil, with MARELLI coil and distributor.
CLUTCH	Dry single disc type (disc with Lancia patented cushioned hub).
GEARBOX	Four forward synchromesh gears plus reverse. Gears are permanently engaged.
PROPELLING UNIT	GLEASON hypoid bevel set, offset above centre. Ratio 10/41.
TRANSMISSION	By means of two shafts with homokinetic couplings, sliding on ball bearings at the ends connected to the propulsion unit.
FRONT SUSPENSION	Independent, with double wish bones and transverse leaf spring, stabilizer bar and DE CARBON hydraulic shock absorbers.
REAR SUSPENSION	Rigid axle with longitudinal leaf springs, stabilizer bar and DE CARBON hydraulic shock absorbers.
STEERING	Worm and roller type, ratio 18.2 : 1.
BRAKES	Servo operated disc brakes on all four wheels, pedal operated with a double hydraulic circuit. Hand-brake: mechanical on the rear wheels.
TYRES	Size 165 x 15; type MICHELIN X or PIRELLI Cinturato 367 F and 367 F white sidewall.
BATTERY	12 Volts, 42 Ampere hours.
WEIGHTS AND DIMENSIONS	Weight 1190 kg. Capacity 480 kg (1066 lbs.). All-up weight 1670 kg; wheelbase 2650 mm (104.33 ins); front track 1300 mm (51.18 ins); rear track 1280 mm (50.39 ins); overall length 4580 mm (180.24 ins); overall width 1610 mm (63.23 ins); overall height (empty) 1510 mm (59.1 ins); ground clearance (empty) 135 mm (5 ins).
PERFORMANCE AND CONSUMPTION	Max speed 150 km/h. Consumption (CUNA) 9.9 litres per 100 km (28 m.p.g. Imp./ 22 m.p.g. U.S.). Endurance: 480 km (300 mls). Maximum climbable gradient 31 %.