

# FIAT 1900 B



*saloon and "full-light"*





LEONE

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LEONE

VEGAS 1234



# 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.**



there is ample space inside the car; an armrest is fitted to the centre of the rear seat and there are door-operated "courtesy" lights

the spare wheel, stowed under the luggage compartment, leaves the whole of the boot free for storing a larger number of suitcases



new instrument panel and two-colour steering wheel





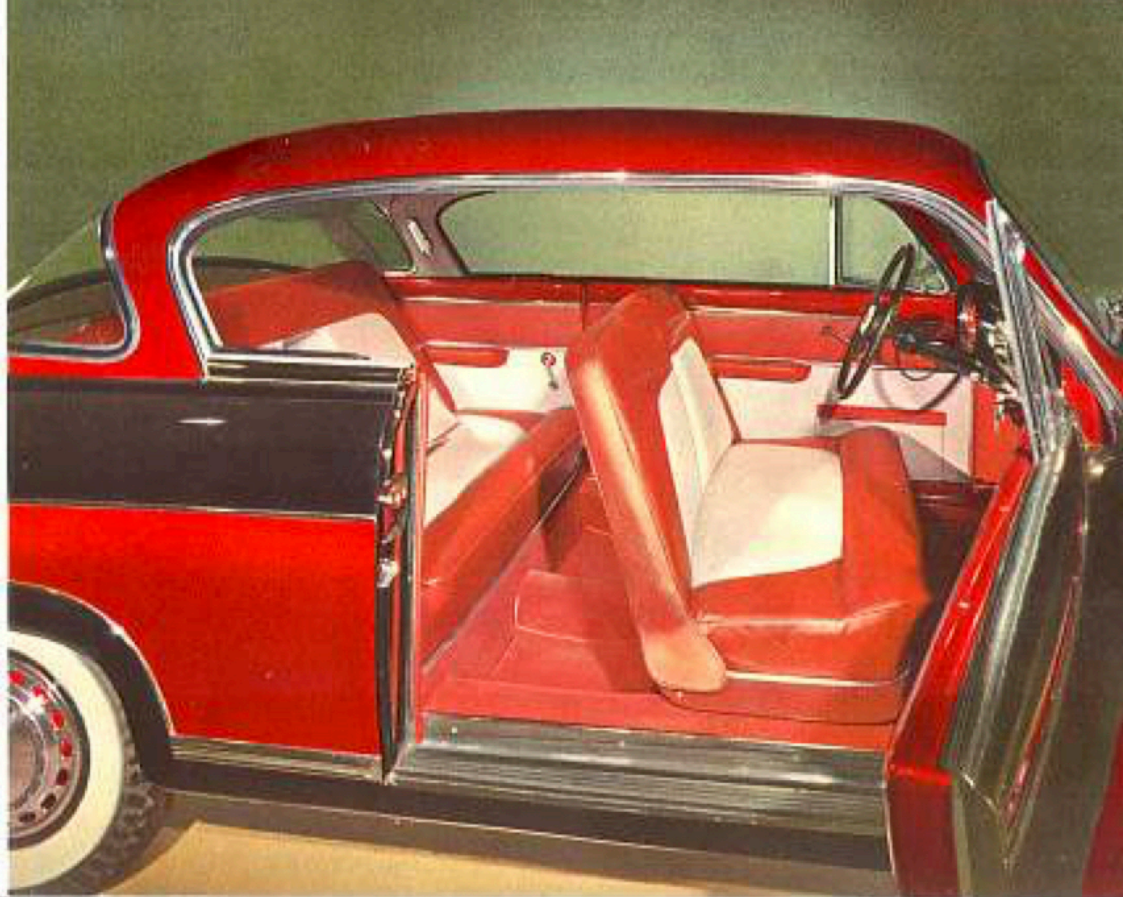


# Fiat 1900 B

## "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 kms) p. h.**



exceptional visibility  
side windows and centre pillars can be lowered completely



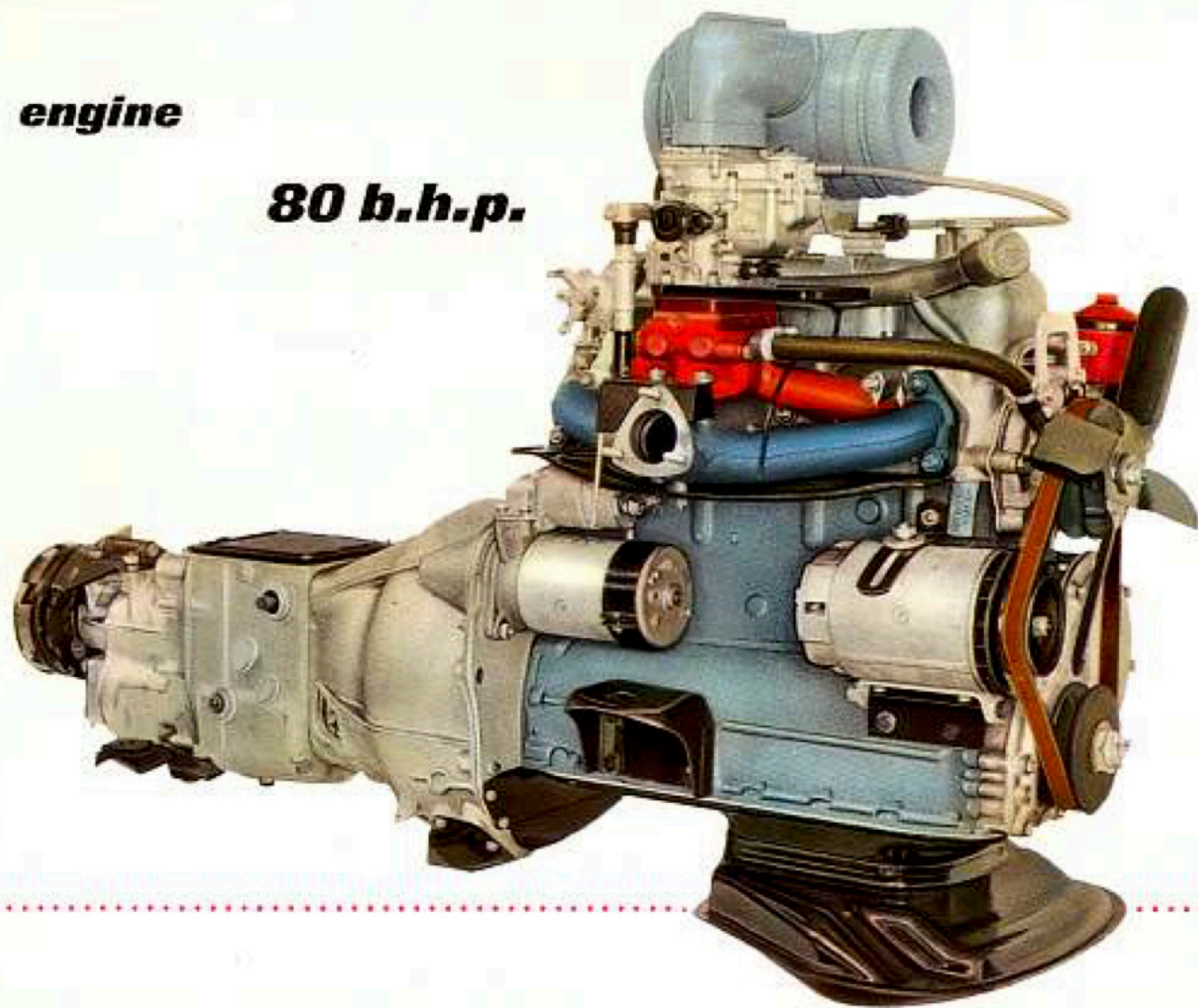
de-luxe fittings





**engine**

**80 b.h.p.**



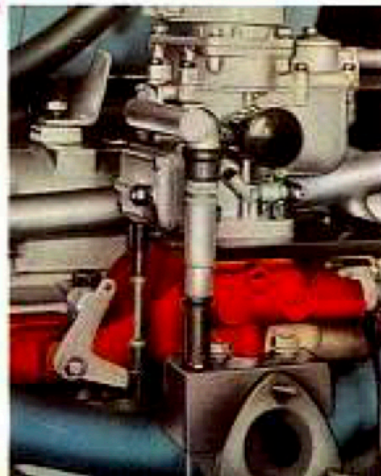
- compression ratio 7.5 : 1
- automatic priming device to carburetter
- electromagnetic control of starter motor
- inlet manifold heated by water system

**automatic priming  
of carburetter**

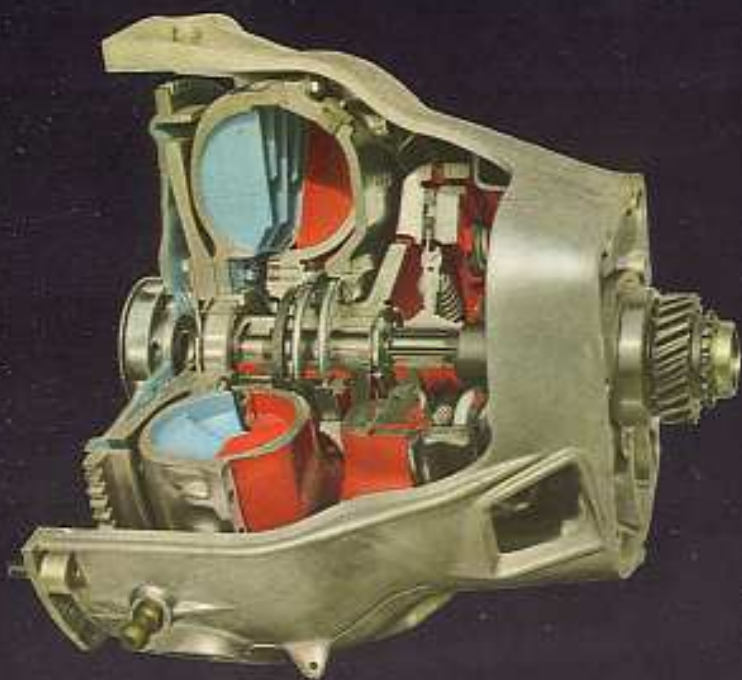
the new automatic priming device for the carburetter makes manual control of this operation unnecessary; this device automatically admits the correct supply of fuel in the carburetter for starting the engine under ordinary atmospheric conditions

**fluid flywheel  
a thrill to drive**

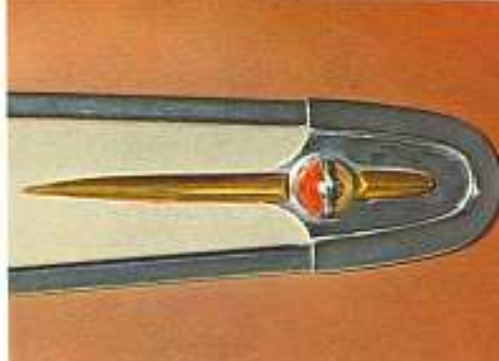
The fluid flywheel — which, by the way, prolongs the life of the mechanical parts and consequently, of the car itself — makes driving both easy and delightful. The use of the clutch and five-speed gearbox is reduced to a minimum. The five-speeds, four of which are synchronised, the fifth being an overdrive, 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.



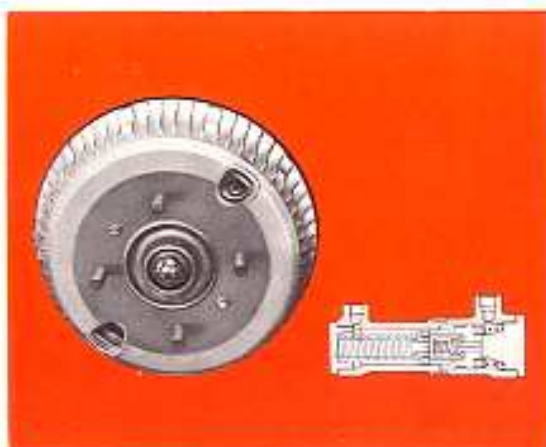




jet type windscreen wiper ensures uninterrupted visibility



flashing-light indicators at both sides of the car



greater braking efficiency by means of new system of ventilated brake drums; a special hydraulic pressure booster diminishes the muscular effort for braking



tubeless tyres and new wheel trims



improved suspension, with increased flexibility of front springing; smoother steering as a result of improvements to the steering linkage assembly and to the front axle





The bodywork of the 1900 B is in various shades of beautiful metallic paint; also two-colour schemes in several combinations.

## technical features

**Integral construction:** Wheelbase, 2.65 m (8' 8 1/2"). Front track, 1350 m (4' 4 3/8"), rear 1325 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 55 litres, with electric petrol gauge.

**Electrical equipment:** 12 volt. 300 Watt dynamo with separate C.V.C. unit. Starter motor with electromagnetic coupling. Ignition flashing indicators and starter switch operated by the same key. Harmonised train electric horns and flashing-light indicator switch controlled from the steering wheel. Twin electric windscreen wiper blades with automatic parking of blades. Light behind rear-view mirror switches on automatically when driver's door is opened. Interior light automatically switches on when rear doors are opened. Engine housing lamp lights up automatically when bonnet is opened. Direction indicator control is cut out automatically when steering wheel returns to straight ahead position. Headlamp dipper controlled by lever under steering wheel. Double filament headlamps. Front parking and flashing unit. Rear parking, direction and "stop" lights and prismatic reflector. Two-colour flashing sidelights. Tail lamp, with reverse indicator. Luggage compartment light. *On the Saloon Model:* Antifog lamp in central position. Combined instrument with linear scale speedometer and self-winding clock. *On the "Full-Light":* twin antifog lamps. Electric cigar lighter. Combined instrument with ordinary speedometer and clock.

**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.

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