CABRIOLETS

1500 Type 118K

1600S Type 118SB

SPECIFICATIONS AND FEATURES

MAIN SERVICING INSTRUCTIONS

FIAT - SERVICE DEPARTMENT - TURIN

CABRIOLETS

1500 Type 118 K

1600 S Type 118 SB

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SERVICE DEPARTMENT - TURIN

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GENERAL INFORMATION

In this publication are outlined the main specifications and features as well as the service procedures of more current use covering 1500 and 1600 S Cabriolets.

All data and repair directions in the following pages are intended to apply to both Models whenever no specific mention of the type is made. Differing parts are dealt with separately and each of them comes with the applicable Model name.

MAIN SPECIFICATIONS - 1500 CABRIOLET

IDENTIFICATION DATA

Chassis type	118 K
Engine type	115 C.005

ENGINE

Arrangement	front
Cycle and strokes	Otto, 4 - stroke
No. of cylinders	four, in - line
Bore	3.03″ (77 mm)
Stroke	3.13″ (79.5 mm)
Displacement	90.37 cu.in (1,481 cm^3)
Compression ratio	9 to 1
Maximum horsepower, SAE standards	83
at	5,400 rpm
Taxable horsepower (Italy)	16
Cooling	water

CLUTCH

Dry, single plate type with spring cushioned hub.
Driven plate lining O. D. . . . . $7\,^{7}/_{8}$″ (200 mm)

TRANSMISSION

Five forward speeds and reverse.
Gear ratios:

First, synchromeshed	3.242 to 1
Second, synchromeshed	1.989 to 1
Third, synchromeshed	1.410 to 1
Fourth, synchromeshed	1 to 1
Fifth (O. D.), synchromeshed	0.864 to 1
Reverse	3.340 to 1

PROPELLER SHAFT

Two-section with center pillow bearing.
A flexible joint and two universal joints.

REAR AXLE

Hypoid final drive gear set.
Gear ratio: . . . . . 4.1 to 1 (10/41)

FRONT SUSPENSION

Independent-wheel type.
Control arms counteracted by coil springs and hydraulic shock absorbers.
Sway eliminator bar.
Toe-in, fully laden . . . . .0394″ to .1181″ (1 to 3 mm)
Camber, fully laden . . . . . $0^{o}\ 30' \pm 20'$
Caster, fully laden . . . . . $2^{o}\ 10' \pm 30'$

REAR SUSPENSION

By semi-elliptic springs and hydraulic shock absorbers.
Sway eliminator bar.

STEERING SYSTEM

Worm and roller steering gear.
Gear ratio . . . . . 16.4 to 1
Turning circle . . . . . $34\,^{1}/_{2}$ ft (10.5 m)
Steering column mounted on two ball bearings and fitted with a pair of end universal joints.
Linkage end joints, of the « for life » type, need not be lubricated.

BRAKES

Front: disc type.
— Disc diameter . . . . . $9\,^{27}/_{32}$″ (250 mm)
— Bore of caliper outer cylinders $1\,^{11}/_{32}$″ (33.985 mm)
— Bore of caliper inner cylinder . $1\,^{15}/_{16}$″ (48.132 mm)

Rear: drum type, with self-centering shoes.
— Drum diameter . . . . . $9\,^{27}/_{32}$″ (250 mm)
— Wheel cylinder bore . . . . . 3/4″
— Master cylinder bore . . . . . 7/8″

Vacuum brake booster acting on four wheels.

WHEELS AND TIRES

Disc wheels with rim, type . . . . $3\,^{1}/_{2}$ J
Tire size . . . . . 145 x 14″
Tire inflation pressure:
— front . . . . . 22.8 psi (1.6 kg/cm^2)
— rear . . . . . 24.2 psi (1.7 kg/cm^2)

ELECTRIC SYSTEM

Voltage 12
Battery capacity (at 20-hour discharge rate) . . . . . 48 Amp/hr
FIAT generator type D 115/12/28/4.
FIAT generator regulator type GN 2/12/28.
FIAT starting motor type E 100-1,5/12 Var. 1.

WEIGHTS

Curb weight (with water, oil, petrol, spare wheel, tool kit and accessories) . . . . . 2,127 lbs (965 kg)
No. of seats . . . . . two
Carrying capacity . . 2 people plus 110 lbs (50 kg)

Laden weight . . . . . 2,546 lbs (1,155 kg)
Distribution of laden weight:
— front axle . . . . . 1,290 lbs (585 kg)
— rear axle . . . . . 1,256 lbs (570 kg)

PERFORMANCE

Speeds, maximum, on flat road (run-in and fully laden):

first gear	31 mph (50 km/h)
second gear	50 mph (80 km/h)
third gear	68 mph (110 km/h)
fourth gear	93 mph (150 km/h)
fifth gear (overdrive)	100 mph (160 km/h)
reverse	31 mph (50 km/h)

Gradients, maximum climbable (run-in and fully laden):

first gear	40 %
second gear	22 %
third gear	14 %
fourth gear	9 %
fifth gear (overdrive)	6.5 %
reverse	40 %

CAPACITIES

UNIT	Quantity				FILL-IN
	lt	kg	Imp. units	U.S. units	
Fuel tank	38	—	8.36 gals	10.04 gals	Gasoline: ON 92 (Research Meth)
Radiator, engine and heating system	6	—	1.32 gals	1.52 gals	Pure water (1)
Oil pan (*)	3.500	3.150	3.1 qts	3.7 qts	FIAT oil (3)
Transmission	1.60	1.50	1.4 qts	1.7 qts	FIAT W 90/M oil (SAE 90 EP)
Rear axle	0.90	0.85	0.79 qts	0.95 qts	
Steering gear	0.16	0.15	0.14 qts	0.17 qts	
Hydraulic brake circuit	0.37	0.37	0.65 pts	0.78 pts	FIAT special blue label fluid
Front shock absorbers, each	0.165	0.15	0.29 pts	0.35 pts	FIAT S.A.I. fluid
Rear shock absorbers, each	0.185	0.165	0.33 pts	0.39 pts	
Windshield washer bag	—	(2)	(2)	(2)	Water and FIAT D.P./1 fluid mixture (concentrated solution)

(*) Total oil capacity of pan, filter and pipings is 3.79 Imp. qts - 4.55 U.S. qts (3.900 kg). Figure specified in table refers to the amount recommended for periodical oil changes.

(1) When temperature is close to 32° F (0° C), replace radiator water by **FIAT special anti-freezing mixture.**

(2) Pure water .66 Imp. qts - .79 U.S. qts (0.75 kg) plus .6 oz - 17 g (Summer) or 1.2 oz - 34 g (Winter) cleaner.

(3) Use the following grades of oil:

TEMPERATURE	**FIAT Unigrade Oil**	**FIAT Multigrade Oil**	TEMPERATURE	**FIAT Unigrade Oil**	**FIAT Multigrade Oil**
	Supplement 1 level oils which fill MS sequence requirements			**Supplement 1** level oils which fill MS sequence requirements	
Below 5° F (—15° C) - minimum	**VS 10 W** (SAE 10 W)	—	Above 32° F (0° C) - minimum	**VS 30** (SAE 30)	**20 W - 40**
Between 32° F (0° C) and 5° F (—15° C) - minimum	**VS 20 W** (SAE 20 W)	**10 W - 30**	Above 86° F (30° C) - average	**VS 40** (SAE 40)	

CAUTION!: These are detergent oils; do not top up with oils of different make or grade; when first using **detergent** oils on engines other than new, carry out an accurate **flushing** of the lubrication system.

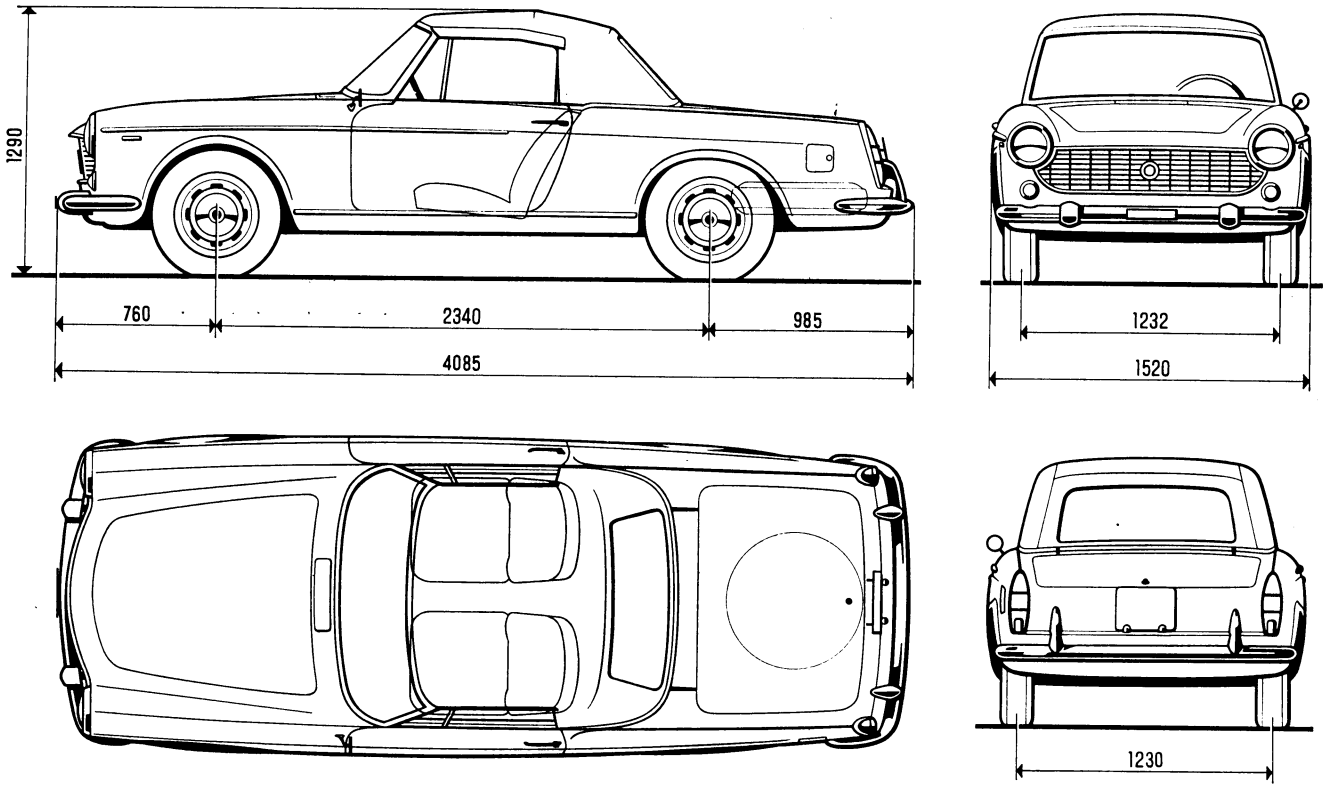
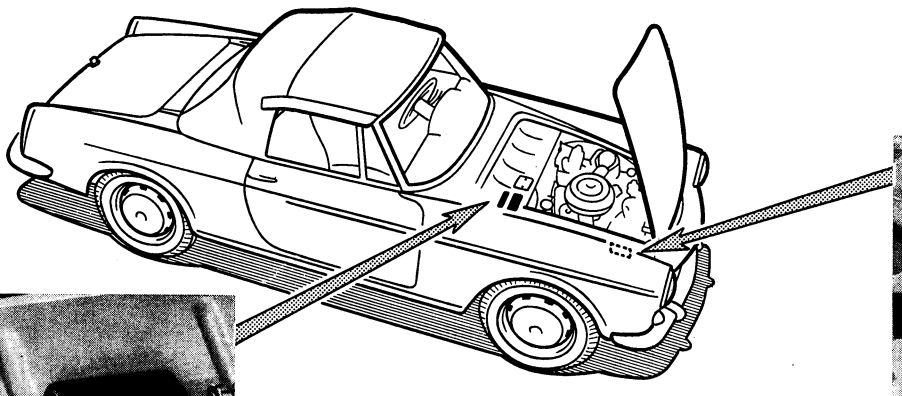


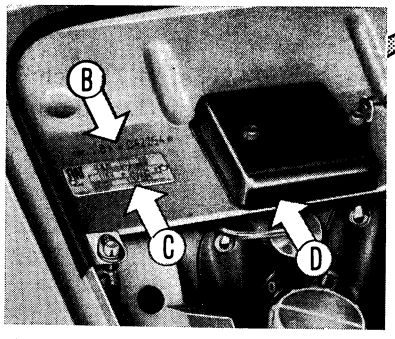
Fig. 1. - Leading dimensions of FIAT 1500 Cabriolet (in mm).

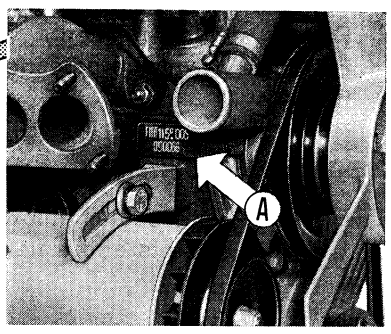
Overall height applies to an unladen vehicle.

UNIT IDENTIFICATION DATA

Fig. 2. - Location of FIAT 1500 Cabriolet identification data.







A. Engine type (115 C.005) and serial number.

B. Chassis type (118 K) and serial number.
C. Unit identification plate.
D. Fuse box.

MAIN SPECIFICATIONS - 1600 S CABRIOLET

IDENTIFICATION DATA

Chassis type	118 SB
Engine type	118 B.000

ENGINE

Arrangement	front
Cycle and strokes	Otto, four - stroke
No. of cylinders	four, in - line
Bore	3.15″ (80 mm)
Stroke	3.07″ (78 mm)
Displacement	95.69 cu.in (1,568 cm^3)
Compression ratio	8.6 to 1
Maximum horsepower, SAE standards	100
at	6,000 rpm
Taxable horsepower (Italy)	17
Cooling	water

CLUTCH

Dry, single-plate type.
Driven plate lining O. D. . . . $8\,1/2$″ (216 mm)
Hydraulic control of clutch.

TRANSMISSION

Five forward speeds and reverse.
Gear ratios:

First, synchromeshed	3.242 to 1
Second, synchromeshed	1.989 to 1
Third, synchromeshed	1.410 to 1
Fourth, synchromeshed	1 to 1
Fifth (O. D.), synchromeshed	0.864 to 1
Reverse	3.340 to 1

PROPELLER SHAFT

Two-section with center pillow bearing.
Two universal joints and a flexible joint.

REAR AXLE

Hypoid final drive gear set.
Gear ratio: . . . . . 4.4 to 1 (9/40)

FRONT SUSPENSION

Independent-wheel type.
Control arms counteracted by coil springs and oleo-pneumatic shock absorbers; sway eliminator bar.

Toe-in, fully laden	.0394″ to .1181″ (1 to 3 mm)
Camber, fully laden	$0^o\,30' \pm 20'$
Caster, fully laden	$1^o \pm 30'$

REAR SUSPENSION

By semi-elliptic springs and oleo-pneumatic shock absorbers; sway eliminator bar.

STEERING SYSTEM

Worm and roller steering gear.

Gear ratio	16.4 to 1
Turning circle	$34\,1/2$ ft (10.5 m)

Steering column mounted on two ball bearings and fitted with a pair of end universal joints.
Linkage end joints, of the « for life » type, need not be lubricated.

BRAKES

Disc type throughout.

Disc diameter	$10\,5/8$″ (270 mm)
Master cylinder bore	7/8″
Bore of front caliper outer cylinders	$1\,1/2$″ (38.195 mm)
Bore of front caliper inner cylinder	$2\,1/8$″ (54 mm)
Bore of rear caliper outer cylinders	$1\,3/16$″ (30.251 mm)
Bore of rear caliper inner cylinder	$1\,11/16$″ (42.874 mm)

Pressure regulator controlling front circuit.
Vacuum brake booster acting on four wheels.

WHEELS AND TIRES

Disc wheels with rim, type	$4\,1/2$ J
Tire size	155 x 15″

Tire inflation pressure:

— low speed, front and rear	24.2 psi (1.7 kg/cm^2)
— high speed, front and rear	27 psi (1.9 kg/cm^2)

ELECTRIC SYSTEM

Voltage	12
Battery capacity (at 20-hour discharge rate)	48 Amp/hr

FIAT generator type D 115/12/28/4 C.
FIAT generator regulator type GN 2/12/28.
FIAT starting motor type E 100-1,5/12 Var. 1.

WEIGHTS

Curb weight (with water, oil, petrol, spare wheel, tool kit and accessories) . . . . . 2,315 lbs (1,050 kg)
No. of seats . . . . . two
Carrying capacity . . . 2 people plus 110 lbs (50 kg)

Laden weight . . . . . 2,734 lbs (1,240 kg)
Distribution of laden weight:
— front axle . . . . . 1,400 lbs (635 kg)
— rear axle . . . . . 1,334 lbs (605 kg)

PERFORMANCE

Speeds, maximum, on flat road (run-in and fully laden):

first gear	31 mph (50 km/h)
second gear	50 mph (80 km/h)
third gear	75 mph (120 km/h)
fourth gear	106 mph (170 km/h)
fifth gear (overdrive)	109 mph (175 km/h)
reverse	31 mph (50 km/h)

Gradients, maximum climbable (run-in and fully laden):

first gear	43 %
second gear	24 %
third gear	14.5 %
fourth gear	10 %
fifth gear (overdrive)	7 %
reverse	43 %

CAPACITIES

UNIT	Quantity				FILL-IN
	lt	kg	Imp. units	U.S. units	
Fuel tank	45	—	10 gals	12 gals	Premium gasoline: ON 98 (Research Method)
Radiator, engine and heating system	6	—	1.32 gals	1.52 gals	Pure water (1)
Oil pan (3)	6	5.4	5.3 qts	6.3 qts	FIAT oil (4)
Transmission	1.6	1.50	1.4 qts	1.7 qts	FIAT W 90/M oil (SAE 90 EP)
Rear axle	0.90	0.85	0.79 qts	0.95 qts	
Steering gear	0.16	0.15	0.14 qts	0.17 qts	
Hydraulic brake circuit	0.42	0.42	0.74 pts	0.88 pts	FIAT special blue label fluid
Hydraulic clutch control circuit	0.17	0.17	0.30 pts	0.36 pts	
Windshield washer bag	—	(2)	(2)	(2)	Water and FIAT D.P./1 fluid mixture (concentrated solution)

(1) When temperature is close to 32° F (0° C), replace radiator water by **FIAT special anti-freezing mixture.**

(2) Pure water .66 Imp. qts - .79 U.S. qts (0.75 kg) plus .6 oz - 17 g (Summer) or 1.2 oz - 34 g (Winter) cleaner.

(3) Total oil capacity of pan, filter and pipings is 5.9 Imp. qts - 7.1 U.S. qts (6.00 kg). Figure specified in table refers to the amount recommended for periodical oil changes.

(4) Use the following grades of oil:

TEMPERATURE	**FIAT Unigrade Oil**	**FIAT Multigrade Oil**	TEMPERATURE	**FIAT Unigrade Oil**	**FIAT Multigrade Oil**
	Supplement 1 level oils which fill MS sequence requirements			**Supplement 1** level oils which fill MS sequence requirements	
Below 5° F (—15° C) - minimum	**VS 10 W** (SAE 10 W)	—	Above 32° F (0° C) - minimum	**VS 30** (SAE 30)	**20 W - 40**
Between 32° F (0° C) and 5° F (—15° C) - minimum	**VS 20 W** (SAE 20 W)	**10 W - 30**	Above 86° F (30° C) - average	**VS 40** (SAE 40)	

CAUTION!: These are detergent oils; do not top up with oils of different make or grade; when first using **detergent** oils on engines other than new, carry out an accurate **flushing** of the lubrication system.

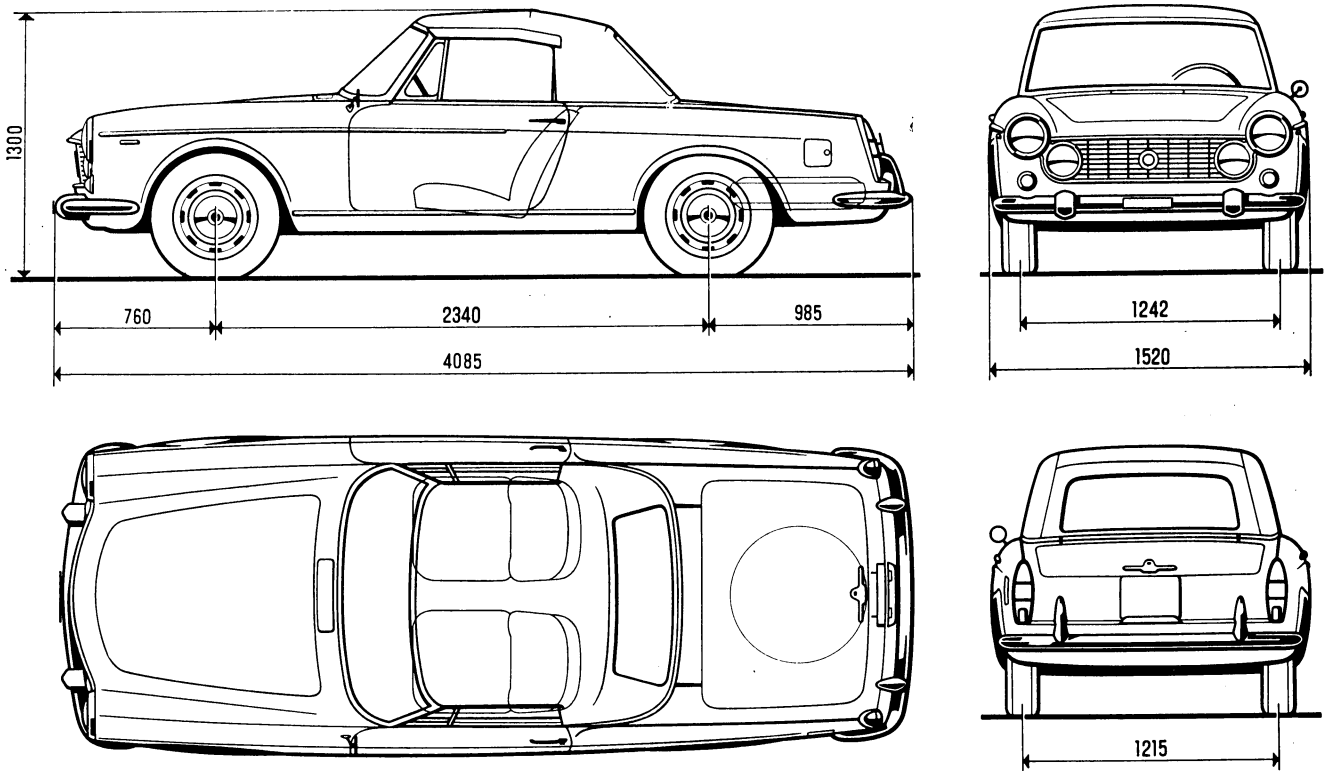
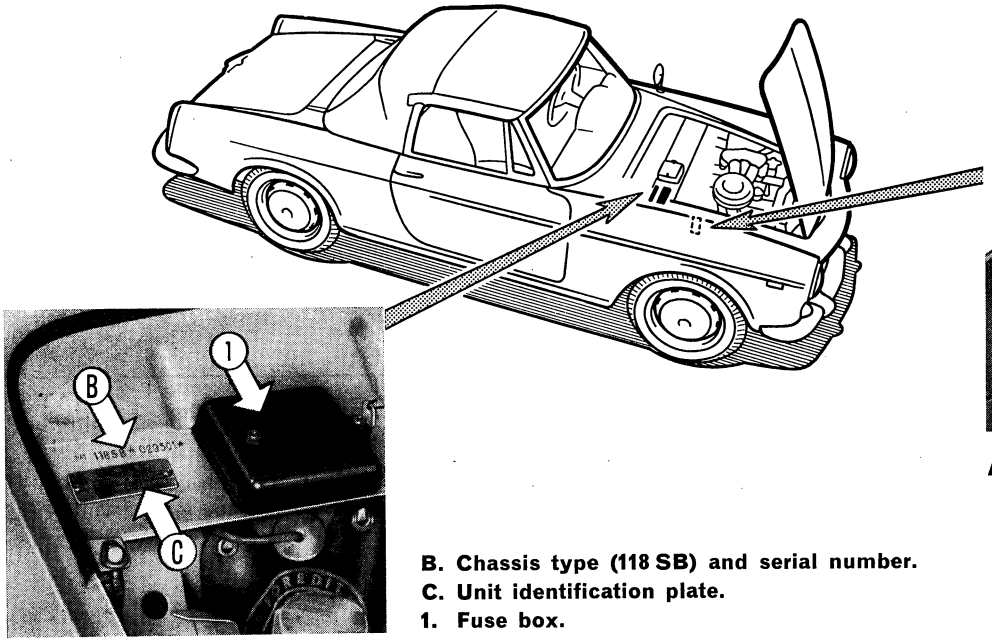
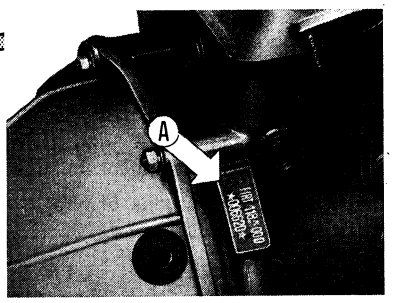


Fig. 3. - Leading dimensions of FIAT 1600 S Cabriolet (in mm).

UNIT IDENTIFICATION DATA

Fig. 4. - Location of FIAT 1600 S Cabriolet identification data.





A. Engine type (118 B.000) and serial number.

B. Chassis type (118 SB) and serial number.
C. Unit identification plate.
1. Fuse box.

MAIN FEATURES

Engine

ENGINE 115 C.005

The four-stroke gasoline engine is arranged at the front of the car.

The principal characteristics of engine 115 C.005 are tabulated on foot of this page.

Cylinder block and crankcase in one iron casting. Aluminum alloy **pistons** of the steel-belted type.

Pistons fitted with three **piston rings**: a compression ring (first), an oil ring (second) and a radial-slotted oil scraper ring (third).

The piston pin hole is .079″ (2 mm) offset.

On assembly, the offset piston should be positioned to the left in respect of cylinder axis, viewing from the valve gear end.

Aluminum **cylinder head** with cast iron valve seat inserts.

Crankshaft working on three supports; babbitt-lined thin-wall type **main bearings**; four half thrust rings fitted on center bearing shoulders.

Connecting rods steel forged with babbitt-lined thin-wall type **bearings**.

VALVE GEAR

Overhead valves operated through tappets, push rods and rockers off the camshaft in crankcase. Camshaft chain-driven by crankshaft.

Valve tappet clearance to check timing		.0177″ (0.45 mm)
Intake	opens	25° B.T.D.C.
	closes	51° A.B.D.C.
Exhaust	opens	64° B.B.D.C.
	closes	12° A.T.D.C.
Valve tappet clearance for engine operation, **cold:**		
— intake		.0079″ (0.20 mm)
— exhaust		.0098″ (0.25 mm)
Valve head diameter	intake	1.378″ (35 mm)
	exhaust	1.240″ (31.5 mm)
Valve face angle		45° 30′ ± 5′
Valve seat angle		45° ± 5′

LUBRICATION

Pressure metered flow system activated by a gear pump.

Centrifugal oil filter and by-pass supplementary filter with pleated paper cartridge.

MAIN SPECIFICATIONS OF ENGINE

Type	115 C.005
Cycle and strokes	Otto, four-stroke
No. of cylinders, lin line	4
Bore	3.03″ (77 mm)
Stroke	3.13″ (79.5 mm)
Displacement	90.37″ cu.in (1.481 cm^3)
Compression ratio	9 to 1
Maximum horsepower (DIN)	75
Maximum horsepower (SAE)	83
at	5,400 rpm
Maximum torque (DIN)	85.35 ft.lbs (11.8 kgm)
Maximum torque (SAE)	88.97 ft.lbs (12.3 kgm)
at	3,200 rpm
Taxable horsepower (Italy)	16
Timing	overhead valves
Dual-barrel carburetor — Weber, type	34 DCHD
Dual-barrel carburetor — Solex, type	C 34 PAIA 2

Pressure relief valve incorporated in oil pump.

Standard oil pressure, at rated speed: 56.9 to 64 psi (4 to 4.5 kg/cm^2).

FUEL SYSTEM

Air cleaner with pleated paper filtering element.

Fuel feed by a camshaft-driven mechanical pump of the diaphragm type, sucking from the tank.

Intake manifold with hot water jackets for heating fuel mixture.

Dual-barrel downdraft carburetor with air control of second throat throttle valve; gradual operation choke and accelerator pump.

Carburetor type: Weber 34 DCHD 4.

Recirculation device of blow-by gases and oil vapours which are drawn into carburetor air intake, hence burned in cylinders.

COOLING SYSTEM

Water is circulated by a centrifugal type pump located in front of cylinder block and V-belt driven off the crankshaft.

Water circulation control by thermostat on engine water outlet duct.

Vertical row tube, single-core type radiator in front of engine.

Automatic in-and-out fan operating through a solenoid controlled by a thermal switch in radiator to contact of coolant.

Temperature gauge sending unit, connected with the temperature gauge on dashboard.

IGNITION

Battery ignition, with distributor driven by a spindle off the camshaft. Combination vacuum and centrifugal weight advance. Manual variator of static advance.

Firing order	1-3-4-2
Static advance	10°
Manual adjustment of static advance	± 5°
Vacuum advance	15° ± 2°
Automatic advance	21° ± 2°
Breaker point gap	.0177″ ± .0012″ (0.45 ± 0.03 mm)

Spark plug types and gap:

— Marelli M 14-19 (CW 240 LP)	.0197″ to .0236″ (0.5 to 0.6 mm)
— Champion M 14-19 (N 9 Y)	.0197″ to .0236″ (0.5 to 0.6 mm)
— AC-Delco M 14-19 (44 XL)	.0197″ to .0236″ (0.5 to 0.6 mm)

STARTING

By electric motor. Drive solenoid actuated from key-type ignition switch adjacent to the steering column.

ENGINE MOUNTINGS

The engine-clutch-transmission unit is mounted at three points on rubber blocks, two of which are located on engine sides and one under transmission extension.

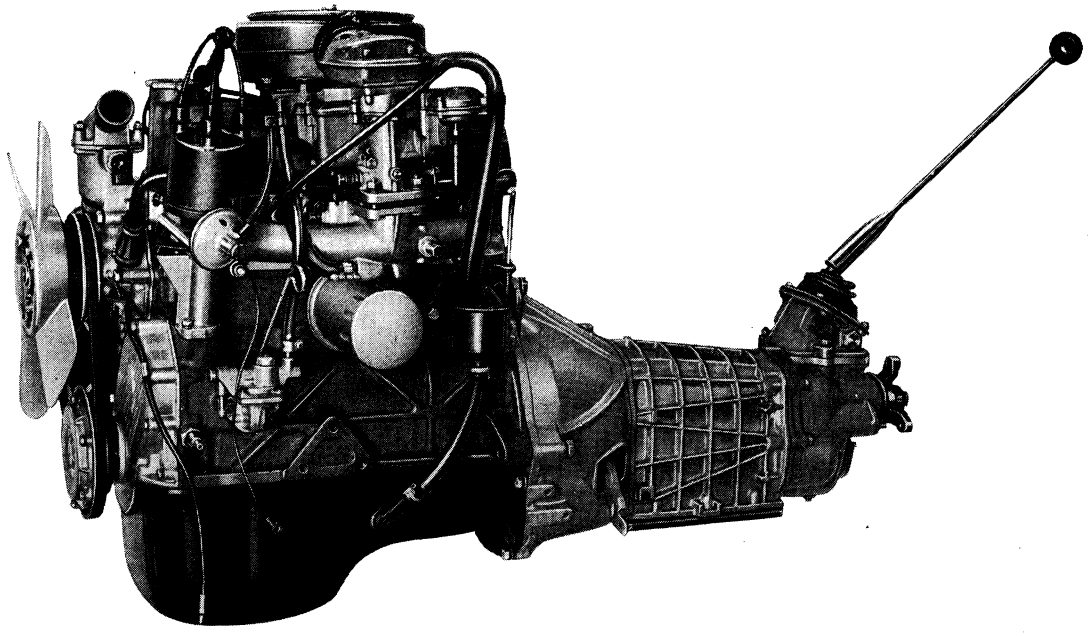


Fig. 5.

Left-hand side view of 1500 Cabriolet power plant.

ENGINE 118 B.000

The four-stroke gasoline engine is arranged at front of the car.

The principal characteristics of engine 118 B.000 are tabulated on foot of this page.

Cylinder block and crankcase in one iron casting.

Aluminum alloy **pistons** fitted with three **piston rings**: a compression ring (first), an oil ring (second) and a slotted oil scraper ring (third).

Aluminum **cylinder head** with cast iron valve seat inserts.

Crankshaft working on five supports; babbitt-lined thin-wall type **main bearings**; four half thrust rings fitted on rear bearing shoulders.

Connecting rods are steel forged with babbitt-lined thin-wall type **bearings**.

VALVE GEAR

Inclined overhead valves operated by two O. H. camshafts.

Twin double-chain drive.

Valve tappet clearance for both timing check and engine operation, **cold:**

— intake . . . . . .0118″ (0.30 mm)

— exhaust . . . . . .0138″ (0.35 mm)

Intake	opens	28° B.T.D.C.
	closes	64° A.B.D.C.
Exhaust	opens	63° B.B.D.C.
	closes	23° A.T.D.C.
Valve head diameter	intake	1.595″ (40.5 mm)
	exhaust	1.437″ (36.5 mm)
Valve face angle		55° 30′ ± 5′
Valve seat angle		55° ± 5′

LUBRICATION

Pressure metered flow system activated by a chain-driven gear pump.

Centrifugal oil filter and by-pass supplementary filter with pleated paper cartridge.

Pressure relief valve in the delivery line.

Standard oil pressure, at rated speed . . . . . 85.3 psi (6 kg/cm²)

MAIN SPECIFICATIONS OF ENGINE

Type	118 B.000
Cycle and strokes	Otto, four-stroke
Number of cylinders, in-line	4
Bore	3.15″ (80 mm)
Stroke	3.07″ (78 mm)
Displacement	95.69 cu.in (1.568 cm³)
Compression ratio	8.6 to 1
Maximum horsepower, DIN standards	85
at	5,800 rpm
Maximum horsepower, SAE standards	100
at	6,000 rpm
Maximum torque, DIN standards	87.52 ft.lbs (12.1 kgm)
at	3,800 rpm
Maximum torque, SAE standards	97.65 ft.lbs (13.5 kgm)
at	4,000 rpm
Taxable horsepower (Italy)	17
Timing	twin O.H. camshaft
Dual-barrel carburetors:	
— Weber type front	34 DCS 2
— Weber type rear	34 DCS 4

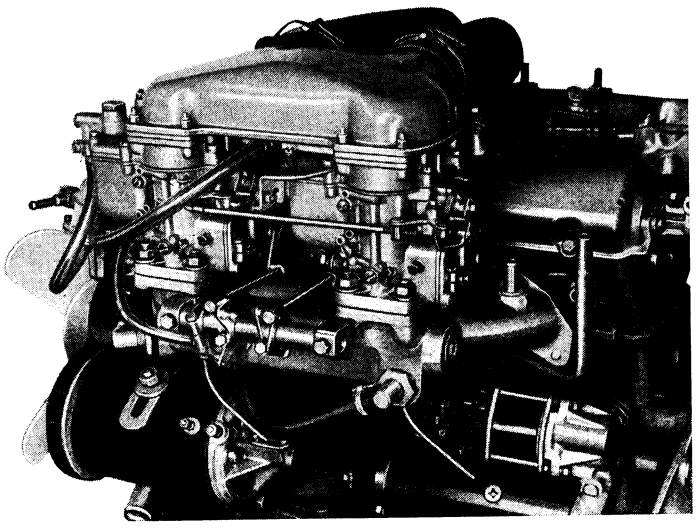


Fig. 6. - Weber carburetors in place on engine 118 B.000.

FUEL SYSTEM

Air cleaner with pleated paper filtering element.

Fuel feed by serially-connected mechanical diaphragm pump and electric pump; the latter operates on engine starting.

Intake manifold with hot water jackets for heating fuel mixture.

Two dual-barrel downdraft carburetors with simultaneous opening of throttle valves. Both carburetors feature an independent ckoke device and power pump.

Carburetor types: Weber 34 DCS 2 and 34 DCS 4.

Recirculation device of blow-by gases and oil vapours which are drawn into carburetor air intake, hence burned in cylinders.

COOLING SYSTEM

Water is circulated by a centrifugal type pump located in front of cylinder block and V-belt driven off the crankshaft.

Water circulation control by thermostat on engine water outlet duct.

Vertical row tube, single-core type radiator in front of engine.

Automatic in-and-out fan operating through a solenoid controlled by a thermal switch in radiator to contact of coolant.

Temperature gauge sending unit, connected with the temperature gauge on dashboard.

IGNITION

Battery ignition, with distributor chain-driven by the crankshaft via a spindle.

Firing order	1-3-4-2
Static advance	$0^{o} \pm 1^{o}$
Automatic advance	$33^{o} \pm 2^{o}$
Breaker point gap	.0165″ to .0189″ (0.42 to 0.48 mm)

Spark plug types and gap:

— Marelli M 14-19 (CW 230 LPS)	.0256″ to .0295″ (0.65 to 0.75 mm)
— Champion M 14-19 (N 9 Y)	.0197″ to .0236″ (0.50 to 0.60 mm)

STARTING

By electric motor. Drive solenoid actuated from key-type ignition switch adjacent to the steering column.

ENGINE MOUNTINGS

Support of engine-clutch-transmission unit is provided by means of two resilient blocks situated on engine sides, and a cross member being attached to the transmission extension, through rubber cushions, and to underbody.

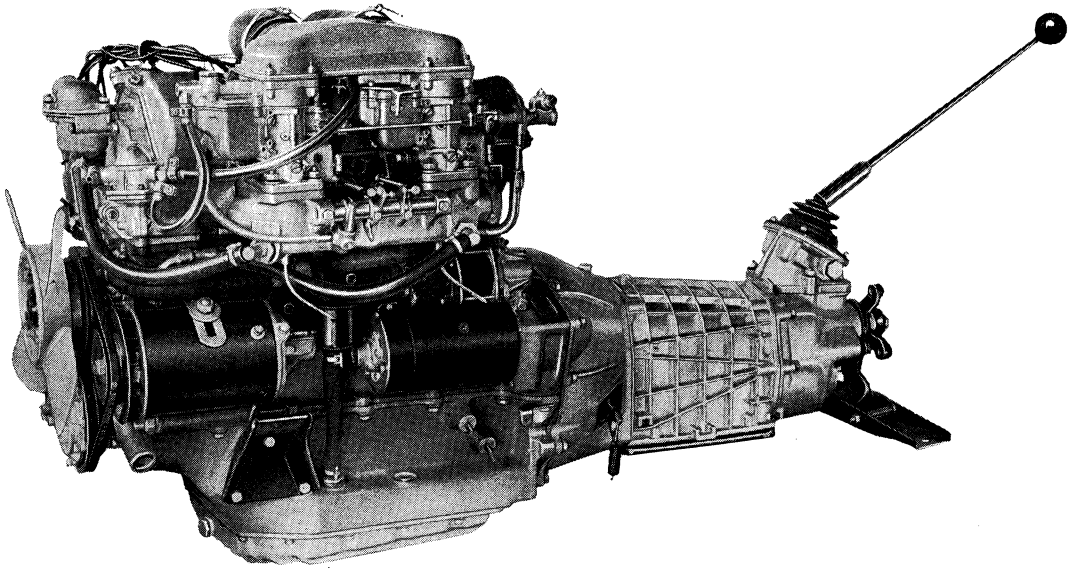


Fig. 7.

Left-hand side view of 1600 S Cabriolet power plant.

Running Gear

CLUTCH

Dry, single plate type with spring-cushioned hub and damper rings. Clutch is actuated mechanically in 1500 Cabriolet and hydraulically in 1600 S Cabriolet.

	1500	1600 S
Driven plate lining O. D.	$7\,^{7}/_{8}''$ (200 mm)	$8\,^{1}/_{2}''$ (216 mm)
Driven plate lining I. D.	$5\,^{19}/_{32}''$ (142 mm)	6″ (152 mm)
Pedal free play	23/32″ to 7/8″ (18 to 22 mm)	23/32″ to 7/8″ (18 to 22 mm)
Master cylinder bore	—	3/4″
Actuating cylinder bore	—	3/4″

TRANSMISSION

Five forward speeds (all synchromeshed) and reverse. Fifth speed is an overdrive.

All forward speeds are constant meshed.

Free-type synchromesh rings for first, second, third and fourth gears.

Fifth gear synchromesh ring of the **spring-type**.

Gearshift control by manual lever mounted on floor tunnel.

Gear ratios:

— first	3.242 to 1
— second	1.989 to 1
— third	1.410 to 1
— fourth	1 to 1
— fifth	0.864 to 1
— reverse	3.340 to 1

PROPELLER SHAFT AND JOINTS

Power is driven to rear wheels by means of two tubular shafts with center pillow block (fig. 131).

The front prop shaft is connected to the transmission through a flexible joint (fig. 131) and fitted with a bearing housing for the pillow block in the vicinity of the rear flange sleeve.

The rear prop shaft is connected to the front one and to rear axle through universal joints. Splined front end allows for sliding trip of « U » joint slip yoke.

REAR AXLE

of the semi-floating type.
Pressed steel sheet axle housing.
Cast-iron differential carrier.

Final drive hypoid gear ratio:

— 1500 Cabriolet	4.1 to 1 (10/41)
— 1600 S Cabriolet	4.4 to 1 (9/40)

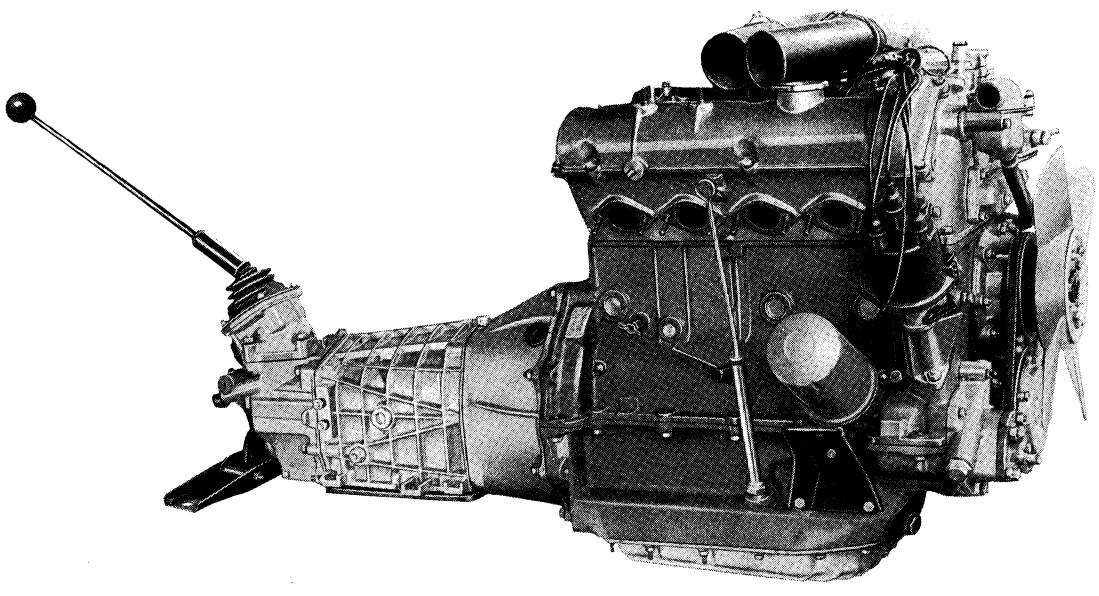


Fig. 8.

Right-hand side view of 1600 S Cabriolet power plant.