

Cisitalia

AUTOMOBILI



COUPE "GRAND SPORT"

1100 cc.

Number of cylinders	4
Bore	mm. 68 (2 11/16")
Stroke	mm. 75 (2 15/16")
Cubic capacity	cc. 1090
Compression ratio	7.5
Brake horsepower	50
Corresponding speed	r. p. m. 5500

Speeds:

In top gear	100 m. p. h.
In 3rd gear	61 m. p. h.
In 2nd gear	45 m. p. h.
In bottom gear	28 m. p. h.

Fuel consumption for full loaded car at maximum speed: 24 miles to the American gallon.

Cruising range: 224 miles.

Engine: Cast iron cylinder block and crankcase highly resistant to wear. Special aluminium alloy cylinder head with detachable valve seats. Three bearings balanced crankshaft. Main and connecting rod bearings in copper and lead. Special steel connecting rods. Special aluminium alloy pistons. Oil sump with air cooling ribbing.

Valve gear: Overhead valves actuated by means of push-rods and rockers from the camshaft in the crankcase.

Carburettor: Weber 36 DR 4 SP fed by means of a diaphragm pump, driven from camshaft and provided with filter.

Lubrication: forced by means of double gear-wheel pump. Autocleaning filter with air cooling ribbing; radiator oil cooling.

Cooling: Water is circulated by means of a centrifugal pump and special radiator. Regulating throttle.

Ignition: with distributor (Marelli type) driven from the camshaft. Marelli starting motor. Worm like ignition plugs ϕ 14 x 1.25.

TRANSMISSION

Clutch: Single plate, working dry.

Gear-box: 4 speeds and reverse: with syncromesh gears.

Propeller shaft: tubular, dynamically balanced

Rear axle: of pressed steel. Final drive through Gleason helical bevel gears.

CHASSIS

Wheelbase	mt. 2.400 (94 1/2")
Front track	→ 1.260 (49 1/2")
Rear track	→ 1.250 (49 3/16")
Ground clearance	→ 0.170 (6 11/16")

Frame: of a particular light structure, high resisting molybdenum-steel tubes.

Front suspension: Wheels independently sprung, with transversal semi-elliptic spring and telescopic hydraulic shock absorbers.

Rear suspension: Through a rigid rear axle with strong vertical springs and telescopic hydraulic shock absorbers.

Steering: The steering control is by worm and worm sector.

Brakes: of the expanding type, acting on all four wheels and controlled hydraulically. The emergency brake is fitted on the transmission, actuated by a hand lever, situated under the dash board, on the right of the driver.

Wheels: Rudge type wire wheels to permit a rapid fixing up and taking down. Well base rims 15" x 3,00" D.

Tyres: Low Pressure: 5.00 x 15.

Electrical equipment: Voltage 12 Volts.

Lamps, with ordinary parabolical projection; lamps 15/50 Watts and 35 Watts (anti-dazzle).

Marelli 6 BA9 battery of the capacity of 40 Amp. per hour. Indirect lighting on the dash board and for the interior of the car. Tail and stop lamps hydraulically commanded. Electric horn and direction indicators.

Petrol tank: capacity 40 lt.

BODYWORK

A two-seater, light, spacious and wholly streamlined, aluminium coachwork. Very large doors, perfect visibility due to the very low form of the hood. Hermetically closed and flat floor.

Weight: Kilo. 770 (1700 lbs.)

Gauges and controls: Revolution indicator, speedometer and mileage recorder, watch, oil pressure gauge, petrol gauge, water temperature indicator, key switch for ignition and external light, facia board lighting switch, direction indicators switch, screen wiper switch, head and anti-dazzle lamps switch, carburettor starter knob, accelerator manual control, starting motor control knob.

FERGUS MOTORS, Inc.

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