

TECHNICAL FEATURES

ENGINE

Four cylinders in line, positioned transversely and sloping backwards. Electronic ignition standard. Displacements 1301, 1585 and 1995 cm³, maximum DIN power 60.3 kw (82 HP) at 5800 rpm, 73.6 kw (100 HP) at 5800 rpm and 84.6 kw (115 HP) at 5500 rpm; maximum DIN torque 107.9 Nm (11 mkg) at 3300 rpm, 134 Nm (13.2 mkg) at 3000 rpm and 175.5 Nm (12.9 mkg) at 2800 rpm. Maximum speed 6400 rpm.

TRANSMISSION

Front-wheel drive. Clutch: single dry plate with diaphragm spring and flexible hub. Gearbox: cascade with 5 forward speeds, all synchronized, plus reverse. Floor-mounted control lever. On request, automatic transmission with 3 forward speeds plus reverse with torque converter for the 1600 and 2000. Differential: integral with engine gearbox group.

WHEELS

5Jx14" rims for the 1300 and 5 1/2Jx14" for the 1600 and 2000. Tyres: 155 SR 14" for the 1300, 175/70 SR 14" for the 1600 and the 2000.

STEERING

Left hand (right hand on request), rack and pinion. Steering column in three sections with energy-absorbing articulations. Height of steering wheel adjustable with maximum travel of 6.5 cm. Minimum turning circle: 10.9 metres.

BRAKES

Service: 4-wheel disc, Superduplex system with two independent circuits (one forward and one combined), vacuum servo brake and braking corrector. Emergency: integrated with service brakes. Parking: disc on rear wheels with hand control.

ELECTRICAL SYSTEM

12V with 45 Ah battery; 12V 750 W (12V and 600 W for the 1300) constant capacity alternator with built-in electronic voltage regulator; four headlamps with halogen lights for 1300; two quadrangular independent reflector, with halogen lights, with automatic regulation of attitude of dipped beams according to load carried for 1600 and 2000.

INSTRUMENTS

The fascia includes six instruments plus numerous warning lights, including one that indicates low brake fluid level or excessive wear to the front brake pads.

DIMENSIONS AND WEIGHTS

Wheelbase 2540 mm; overall length 4295 mm; overall width 1706 mm; front track 1406 mm; rear track 1392 mm; height (car unladen) 1400 mm; weight in running order 1080 kg for 1300, 1100 kg for 1600 and 2000; capacity (5 persons +150 kg of luggage) 500 kg; weight fully laden 1580 kg for 1300, 1600 kg for 1600 and 2000; capacity of luggage compartment 500 dm³.

PERFORMANCES

Maximum speed in the various gears in km/h (*at 6400 rpm):

	1300	1600	2000
1st*	45	50	53
2nd*	70	78	83
3rd*	103	114	123
4th*	137	151	162
5th	160	170	180
Rev*	51	56	61

Acceleration (carrying 2 persons):

	1300	1600	2000
Standing 400 m	19	18	17 sec.
Standing 1000 m	35.7	33.5	31.5 sec.
0 to 100 k.p.h.	14.5	11.9	10.2 sec.

Maximum grade climbable in first gear (carrying 5 persons and 150 kg of luggage): 35%, 40% and 50.9%.

PRINCIPAL OPTIONS (**)

Automatic transmission (for 1600 and 2000). Metallic finish. Air conditioner and tinted glasses (for 1600 and 2000). Tinted glasses. Sun roof. Electric window lifts. Leather upholstery. Light alloy wheel rims and tyres 175/70 SR 14" (for 1300). Light alloy wheel rims (for 1600 and 2000). Low beam automatic aiming device (for 1300). Power steering (for 1600 left-hand drive).

(**) The options can vary according to the different markets.

PRINCIPAL CHARACTERISTICS OF CARS EQUIPPED WITH AUTOMATIC TRANSMISSION

(To order for 1600 and 2000)

Automatic transmission, 3 forward speeds plus reverse, with torque converter. Option of full automatic working and manual selection.

Gear Selector: vertical travel with 6 positions. The selector mechanism is fitted with a locking device which restricts motion of the lever; to unlock it it is necessary to depress the push button at the centre of the lever knob. A light indicates the gear engaged.

Safety Starting Interlock: starting the engine is possible only with the selector lever in the neutral or park position.

Parking device: For leaving the car on sloping roads in complete safety; supplements the hand brake.

Maximum speed: approximately 165 km/h for the 1600 and approximately 175 km/h for 2000.

BETA SEDAN 1300, 1600, 2000



The illustrations and descriptions contained in this brochure are understood as given by way of indication. The company however reserves the right to make such modifications to the cars at any time and without notice as it may consider desirable to improve them or for any requirement of manufacturing and marketing nature.

Lancia Pubblicità e Promozione - Stampato n. 88795994 - Printed in Italy

G. Zeppigno - Torino

THE LANCIA BETA SALOON. AN EXCITING CAR TO DRIVE.

Unlike average saloon cars which offer only average performance, the Lancia Beta Saloon is exciting for drivers.

For example, the two litre model has one of the fastest standing starts of any car in its class in Europe.

This is hardly surprising, since the car was designed by the same engineers who built the Lancia Stratos, which was four times world rally champion.



Add to this power, the Beta Saloon's front wheel drive, and you have the kind of handling and road holding which makes for exciting, pleasurable driving. The Beta Saloon is also an extremely safe car. There's a rigid passenger safety cell, no protrusions or sharp edges, as well as ergonomically designed controls and indicators. However, the most important innovation is the braking system.

The Beta Saloon was designed by the engineers who built the Lancia Stratos, which was four times world rally champion.

Many cars today expect you to be content with disc brakes on the front wheel and ordinary drums on the rear.

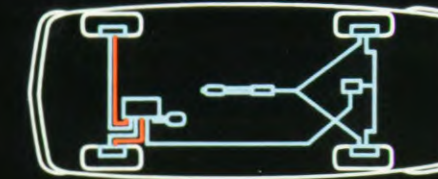
Other cars claim they have dual braking circuits.

In fact, instead of being connected to a single circuit, the four brakes are connected to two independent circuits.

The Beta Saloon on the other hand, has a main brake circuit on all four wheels. In addition,

there's a second circuit on the front wheels which has separate calipers and pads and operates quite independently of the main circuit.

In short, the Beta Saloon brings you to a safe secure halt. Always.



The exclusive Lancia braking system which is standard equipment on the Beta Saloon.



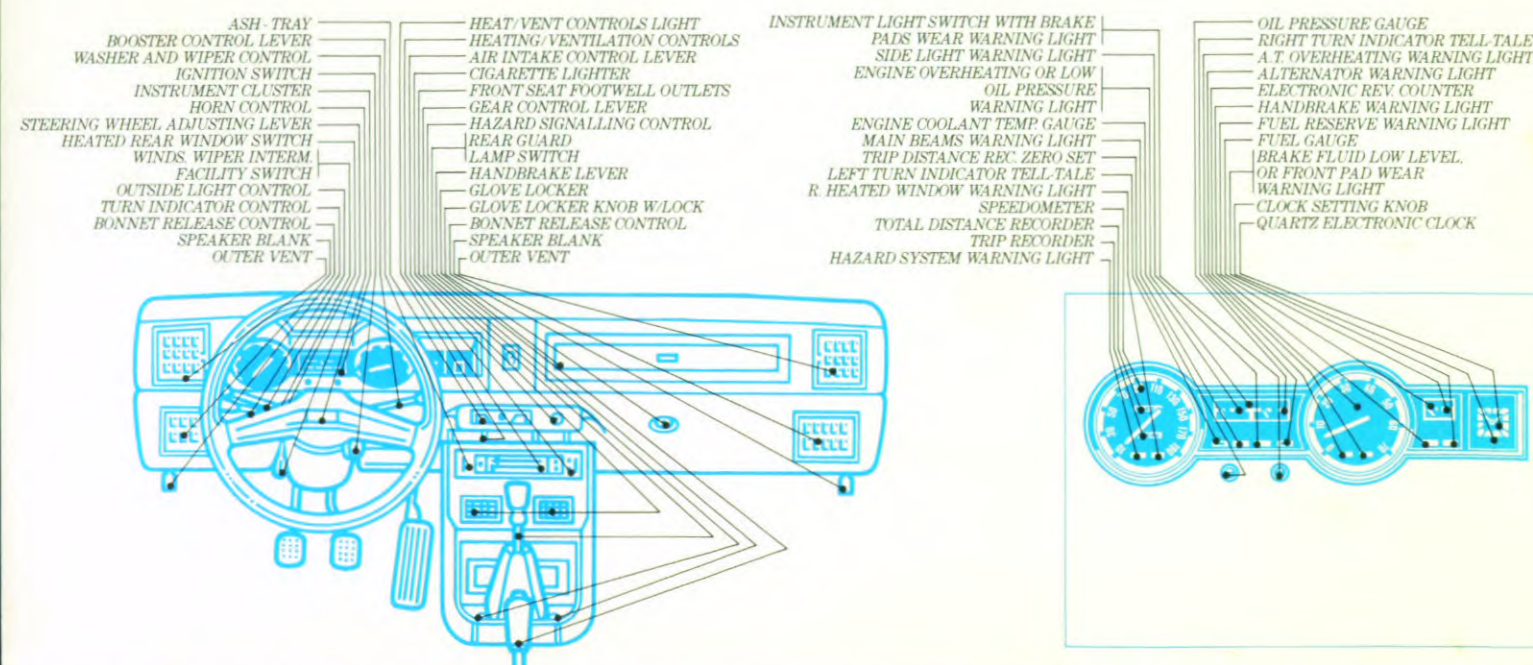
YOU'LL FEEL COMFORTABLE AND RELAXED IN THE LANCIA BETA SALOON

The Beta Saloon is a very roomy, spacious car. This is due to the two box design, the use of front wheel drive and the transverse position of the engine. Once inside the car you will notice the high quality fabric cloth of the seats and the well insulated doors and roof. In fact, in terms of specification,

the Beta Saloon has many standard features other manufacturers only offer as optional extras. Features such as these:
— Electronic ignition on all models to guarantee immediate starting, no matter what the weather.
— All models have a 5 speed, and reverse gearbox. The fifth gear

comes into its own on motorways, saving fuel.
— A steering wheel that adjusts to your most comfortable driving position.
— Self retracting, inertia seat belts are fitted.
— Front seat headrests, which can be adjusted for height and angle.
— A rev counter is standard equipment on all models.

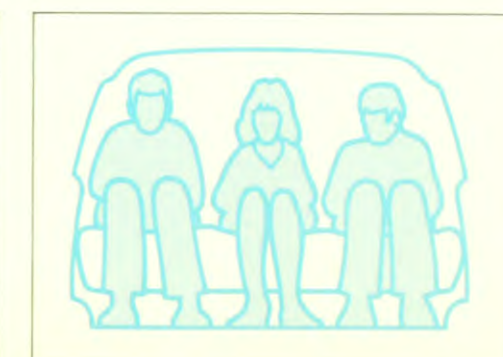
— Heating and ventilation which is linked to the main unit and can be independently controlled from the rear.
— Rear seat courtesy and reading lights, operating independently of the rear doors.
— Hydraulic steering (on the l.h. drive 2000 model).



Heating and ventilation can even be independently controlled from the rear.

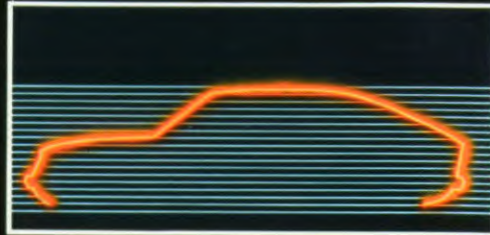
In a rear wheel drive car, rear seat passengers have the discomfort of a transmission tunnel.

In the Beta Saloon, the three rear seats actually seat three people in comfort.



THE LANCIA BETA SALOON FUNCTIONAL AS WELL AS STYLISH

If you've always been impressed by the looks of a Lancia, we now invite you to get to know it a little better. Look closely at any Lancia in the range and then compare what their rivals have to offer. You will discover a very complete car. A car of great comfort, outstanding technical features and better all round specifications. You will discover too, that a Lancia's elegant lines are also



Like many of today's more sophisticated cars, the Beta Saloon is designed on the two-box principle.

functional and that the restrained discreet exterior conceals a car of spirit and character. But to the beginning. The Beta Saloons are based on two fundamental design principles. That of the two box design and front wheel drive.

The two box principle

This concept gives ideal aerodynamic penetration and crosswind stability.



To give you better engine performance in terms of fuel economy and less running noise. A further advantage is an exterior that is both advanced and compact and an interior that is both comfortable and roomy.

Front Wheel Drive

It is well known that cars with front wheel drive handle and hold the road better, especially in adverse weather conditions.



In fact, the Beta Saloon has few rivals when it comes to holding a true line up steep hills in rain or snow. Front wheel drive also means more room inside because no conventional transmission tunnel is needed.

The Beta Saloon has front wheel drive, so there's no conventional transmission tunnel in the rear of the car.

