

SPECIFICATION

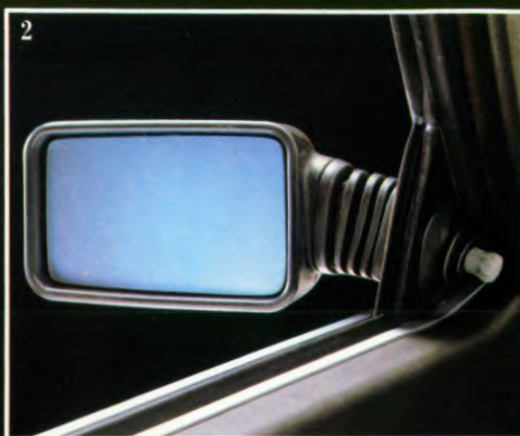
		1300	1500	1500 Automatic	1600
ENGINE		4 in line cylinders, transversely at front			
Bore x stroke	mm	86.4 x 55.5	86.4 x 63.9		84 x 71.5
Engine	cm ³	1301	1498		1585
Compression ratio		9.5:1	9.2:1		9.3:1
Max. power output	bhp(kW) at rpm	78(57.4)/5800	85(62.5)/5800		105(77.2)/5800
Max. torque DIN	mkg(Nm) at rpm	10.7(105)/3400	12.5(126)/3500		13.8(135.4)/3300
Camshaft		SOHC (TOHC for the 1600), toothed belt driven			
TRANSMISSION		front wheel drive			
Clutch		single dry plate with disc engagement spring			single dry plate
Number of speeds		5		Automatic	5
Transmission ratios	1st	4.090:1		2.346:1	3.583:1
	2nd	2.235:1		1.402:1	2.235:1
	3rd	1.462:1		1:1	1.550:1
	4th	1.034:1		—	1.163:1
	5th	0.863:1		—	0.959:1
	Reverse	3.714:1		2.346:1	3.714:1
Final drive		3.765:1 (64/17)	3.588:1 (61/17)	3.635:1	3.588:1 (61/17)
STEERING		rack and pinion, three-section steering column with energy absorbing articulations height adjustable steering (60 mm)			
Turning circle	m	10.6			
BRAKES		front discs with floating calipers rear drums with self-centering shoes			4 discs with floating calipers
		brake servo, crossover-type divided brake circuit with brake effort proportioning valve on rear wheels			
SUSPENSION		McPherson type independent wheel with lower swinging arms and antiroll bar, double acting hydraulic telescopic dampers			
Front					
Rear		McPherson type independent wheel, transverse links, longitudinal reaction arms, and antiroll bar			
ELECTRICAL EQUIPMENT		12 V, 55 A alternator, 40 Ah battery (non maintenance), 2 iodine headlamps			
ROAD WHEELS					
Rims		5 B x 13"			5½ J x 14"
Tyres (Tubeless)		165/70 SR 13"			165/65 SR 14"
OVERALL DIMENSIONS AND WEIGHTS					
Wheelbase	(mm)	2475			
Track, front and rear	(mm)	1400			
Overall length - width - height	(mm)	4180 x 1620 x 1385			
Boot capacity	dm ³	450			
Kerb weight	(kg)	935	940	960	975
Max. payload	(kg)	450			
Towing weight	(kg)	1000			
Fuel tank	(liters)	45			
PERFORMANCE					
Top speed	(km/h)	160	165	160	178
Acceleration	(secs)				
0-100 km/h		14.3	12	14.3	10.2
0-400 m		18.7	17.9	18.9	16.8
0-1000 m		35.5	33.5	35.7	32.2
Max. gradient climbable	(%)	33.9	34	34.5	34.8
Fuel consumption at a steady	(l/100 km)				
90 km/h		5.9	5.9	7.2	6.4
120 km/h		8	7.9	9.6	8.4
Urban cycle		8.9	9.3	10	10.2
PRINCIPAL OPTIONAL ITEMS*		Electric front windows (1300, 1500). Electric rear window. Check control (1300, 1500). Inertia-reel rear seat belts. Air conditioning (1600). Adjusting headlamp beam and wash/wipe. Tinted windows. Wider, lower section tyres (1300, 1500). Light alloy wheels. Rear head restraints.			
		165/65 14" tyres (1300, 1500). Individually folding rear seats. Rear seats with head restraints. Steel sunroof. Tripmaster computer. Metallic paint. Second internally adjustable passenger door mounted mirror (1300, 1500). Central door locking (1300, 1500).			

* The availability of optional items may differ from market to market.

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LANCIA PRISMA 1300, 1500, 1600.





1. Electric front windows (standard on the 1600) with switches recessed into the door panels.
2. Internally adjustable driver's door mirror.
3. Dome lamp with spot and reading lights.
4. Central door locking (standard on the 1600).
5. Large 450 dm³ (18.88 cubic ft) luggage compartment with loading platform level with the bumpers. The individually folding rear seats facility, providing extra luggage space, is an optional item.

ALL THE PRISMA CLASS IN THREE VERSIONS.

PRISMA 1300

The flexible 78 bhp engine gives outstanding performance: 160 km/h (100 mph) top speed, a 0 to 100 km/h (62 mph) acceleration of 14.3 seconds, and a standing km acceleration of 35.5 seconds. Plus all the advantages such as fuel economy and low costs of a reduced cubic capacity. The 1300 version offers the pleasure of driving a Prisma and of owning a reliable car with long lasting design and value.

PRISMA 1500 AND 1500 AUTOMATIC

The 1500 engine fits perfectly a refined saloon such as the Prisma. Developing 85 bhp, it is a highly flexible unit and has excellent acceleration. Developed from a power unit fully proven by Lancia, it ensures a perfect balance between performance and fuel consumption. The 1500 version is available with an advanced automatic transmission for more leisurely driving; this does not prevent the driver however from selecting the gears manually if he so wishes to enable him to drive more dynamically.

PRISMA 1600

This version is at the top of the Prisma range in terms of performance, technological solutions, and equipment. It has a twin overhead cam 105 bhp engine with a five-speed gearbox, a top speed of 178 km/h (110.6 mph), and a 0 to 100 km/h (62 mph) acceleration of 10.2 seconds, disc brakes on all four wheels, and Digiplex static electronic ignition. The cloth upholstery has been specially designed for Lancia by Ermenegildo Zegna. The check control panel is for the car's main functions. There are front electric windows, central door locking, and larger, low rolling resistance tyres.

Light alloy wheels are not part of the standard equipment, but are available as optional items.



Those discerning drivers who wish to make the Prisma their car know exactly what they want in terms of a combination of elegance and functionality: this combination is in the Prisma with rational distribution of space, the design personality, and the refinement and quality of the trim.

Driving comfort is ensured by the five-speed transmission, fully comprehensive instrumentation (which includes rev. counter, econometer, digital clock, check control), height adjustable steering, and internally adjustable driver's door mirror.

The Prisma has head restraints and front seat belts, rear seat recess arm, lockable glove compartment with light, and courtesy lights with a few seconds delay. Central door locking and electric front windows are standard on the 1600. The Prisma also has many optional items, such as the individually folding rear seats to increase luggage space, trip computer supplying the driver with useful information, including external temperature; internally controlled adjusting headlamp beam, headlamp wash/wipe, air conditioning (1600 only), rear seat head restraints, rear seats belts, alloy wheels, and steel sunroof.



THE WHOLE OF LANCIA EXPERTISE BEHIND A NEW LANCIA.

Prisma. The latest Lancia. The expression of Lancia expertise and of what this expertise has produced for more than 70 years; 70 years that were fundamental to the history of the automobile. The Prisma is a very modern car featuring some of the most advanced technological solutions, the front-wheel drive layout (adopted on the entire Lancia range for the past 20 years), transversely-mounted OHC engine, all round independent sus-

pension, crossover-type divided brake circuit with brake-effort proportioning valve and vacuum servo, and electronic ignition. The Prisma is a practical car because despite its compact dimensions (more compact than those of its direct competitors), it has interior roominess and terrific luggage space. The Prisma is a car of superior quality because of the materials used in making it: anodised aluminium mouldings, stainless steel

front grille, and those body components which may suffer particular weathering are in zinc-metal sheet-steel. The advanced painting and corrosion prevention systems used, the rich interior upholstery, and the fully comprehensive equipment, put the finishing touches to the Prisma. The Prisma is a modern car because it has the ideal balance between advanced technology and exclusive tradition.

