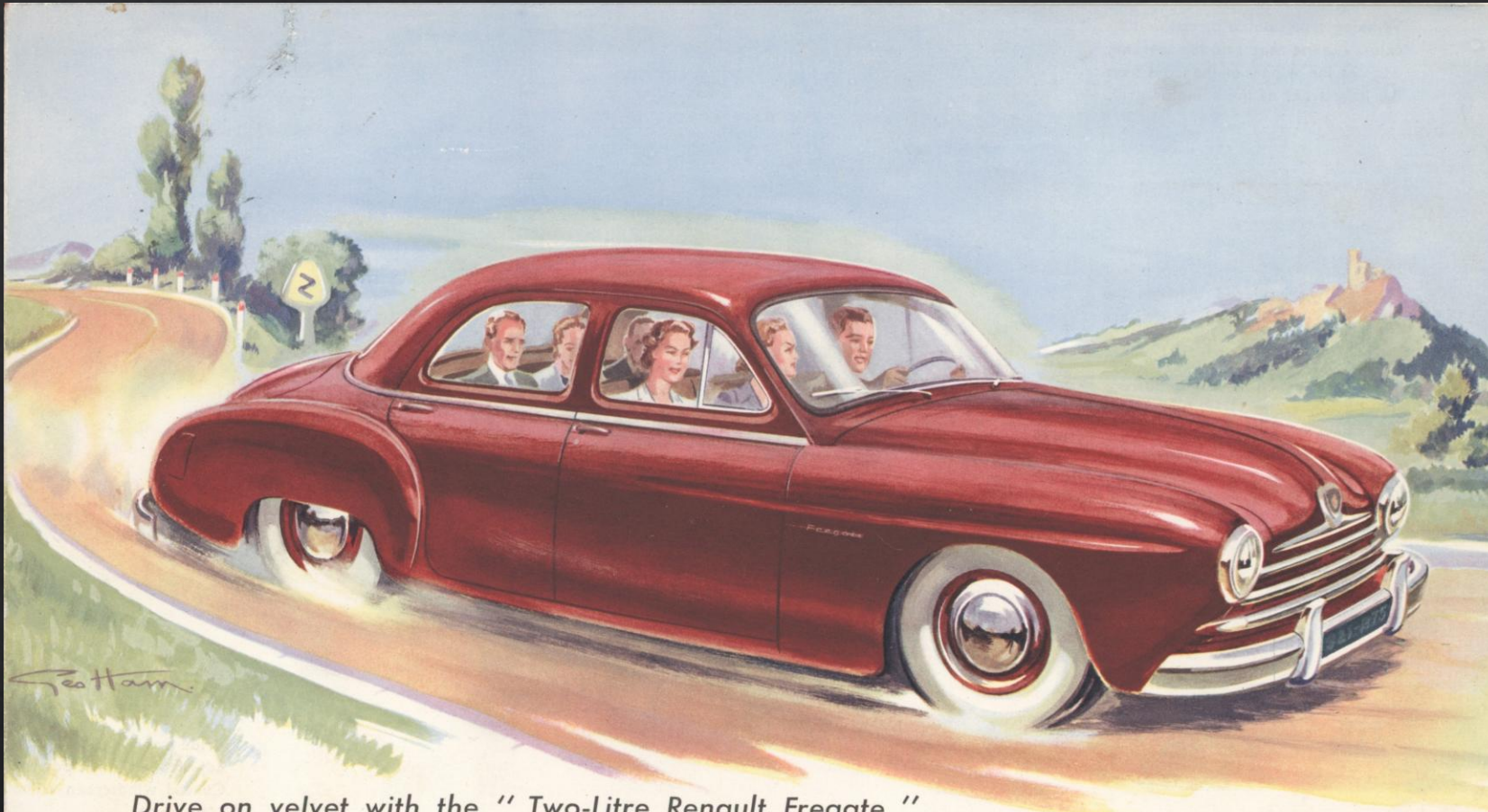


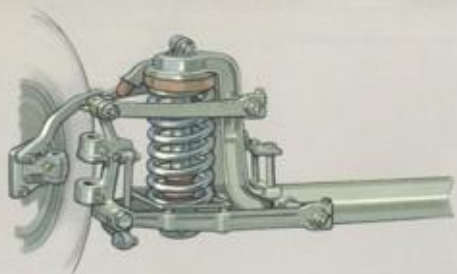


Drive on velvet with the "Two-Litre Renault Fregate"  
...the high style car



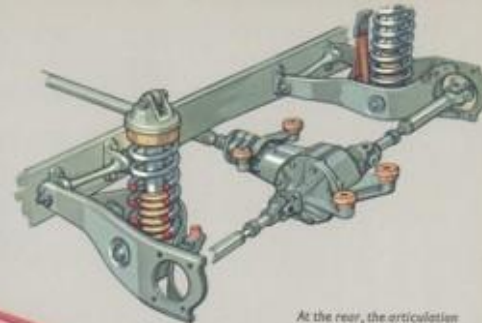
*Fregate*

RENAULT



Suspension - by four independently sprung wheels with telescopic shock absorbers placed in the centre of the coil springs and rubber shock buffers.

Rear and front torsion bars. At the front, the shock absorbers are fixed on a strong tubular cross member with forged swan necks.



At the rear, the articulation of the suspension is arranged so that the camber of the wheel varies with the ground surface and this ensures better road holding on corners.

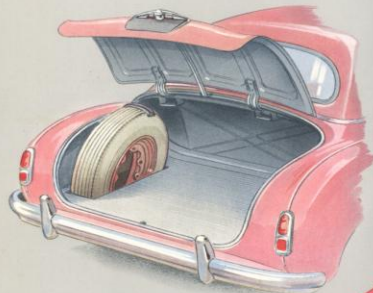
Reduction gear and differential are suspended from the body shell by rubber mountings.

**IT'S ATTRACTIVE :** Cast a critical eye over the sleek lines of the Renault Two-Litre. Every inch of this car reveals that flair for design for which the French are justly famed. The eager forward rake gives exciting promise of unbounded power - and it takes no more than a minute at the wheel to prove that this promise is no idle boast! The design of the "2 Litre Fregate" is the result of systematic studies in the Wind Tunnel which allowed the best air resistance coefficient permitted so far ( $C_x = 0,25$ ).

**IT'S ROOMY :** The engineering skill and farsightedness of the Renault designers has endowed post-war motoring with a car which can transport six adults and all their accompanying luggage in complete comfort and roominess - yet with unbelievable economy in running cost. When seated in the "2 litre" you will appreciate its spaciousness and will notice that the available inner body space had not been properly utilised up to now.

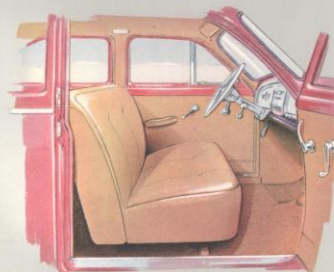
**IT'S FAST :** So swiftly and silently is the Two-Litre powered, it seems that tough gradients have, in some mysterious fashion, ceased to exist - and the longest journey is too soon completed. In this car - with its impressive top speed of 80 m. p. h. - the beautifully balanced springing and the thorough road-holding qualities combine to bring sustained safety and comfort to the thrill of fast travel.

**IT'S ECONOMICAL :** The spacious elegance, power and quality of big car motoring with the economy of a smaller model - that is the ideal of every prospective car owner to-day! The Renault Two Litre, with its moderate 28 m. p. g. interprets that ideal in practical terms. Lightweight construction, perfect aerodynamic styling plus brilliant engine design is the secret of this outstanding feature.



The luggage boot at the rear is of exceptional size. It easily holds six people's luggage and contains a spare wheel vertically fixed. Two lockers for the tools have been provided under the carpet. The 13 gallons petrol tank is placed at the rear under the luggage boot. Its filler cap, which is recessed into the right hand rear wing can be got at through a small sprung trap door, and is protected by a dustproof housing. Winking type double direction indicators - at the rear : on the extreme edge of the wing - at the front : on the lowest bar of the radiator grill.

The seats are placed between the axles, where the road shocks are least felt. Rear seat for three persons-width 53 1/2 inches. Distance between the front and rear square - 29 1/2 to 33 1/2 inches. No wheel arches restrain passenger comfort, and arm rests, acting as door pulls, are fitted on the rear doors.

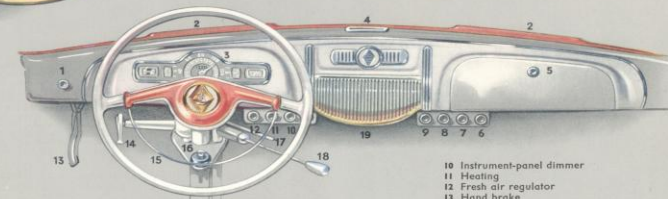


The Two-Litre is equipped with a four cylinder engine of two-litre capacity. Its power is used in the best way at all speeds which gives the car remarkable acceleration (275 yards in 17 seconds from a standing start.) The classic system of overhead valves gives high efficiency, as the robustness of the two-litre engine allows the high compressions which may be required by high octane ratio fuels. Detachable wet liners, connecting rods with removable white metal bearings : all these points make maintenance easier and cheaper.



The bonnet opens wide, which allows very easy access to the engine from all sides. The unlocking of the bonnet is controlled from the inside of the car. Air Conditioning : Fresh air is drawn in from the front of the car and brought to the heater. The warm air is then directed towards a distribution box, from which it is conveyed through three rubber hoses, to the inside of the car and to the vents located under the windscreen. In summer, ventilation is ensured by the same system (with the heater not working) and by the ventilating flaps on the doors.

Wide front seat for three persons. This seat can be adjusted while the passengers are sitting on it. Curved windscreen without blind spot (16 1/2 by 50 1/4 inches). Curved rear window (14 1/2 by 46 1/2 inches), which is conveniently sloped so that snow cannot accumulate on it. The narrow body pillars have been placed as far back as possible in order to give maximum range of sideway visibility. Large winding windows. All the controls are within direct reach of the driver. A place is provided for a radio set on the dash board.



- |                    |                                         |
|--------------------|-----------------------------------------|
| 1 Bonnet           | 5 Glove compartment                     |
| 2 Defroster vents  | 6 Cigar-lighter                         |
| 3 Instrument panel | 7 Starter motor                         |
| 4 Ash-tray         | 8 Choke                                 |
|                    | 9 Windscreen-wiper                      |
|                    | 10 Instrument-panel dimmer              |
|                    | 11 Heating                              |
|                    | 12 Fresh air regulator                  |
|                    | 13 Hand brake                           |
|                    | 14 Parking light switch                 |
|                    | 15 Electric horn contactor              |
|                    | 16 Ignition and steering locking device |
|                    | 17 Direction indicator lever            |
|                    | 18 Gear change lever                    |
|                    | 19 Radio grill or glove compartment     |

#### ENGINE

4 cylinders, push rod overhead valves.  
Bore 85 mm.  
Stroke 88 mm.  
Cubic capacity 1,996 c.c.  
Maximum torque 96 m/lb at 2,300 r. p. m.  
Power speed 4,200 r. p. m. at 80 m. p. h.  
Compression ratio 6.6.  
Valve lift 8.2 mm. (32").  
Power unit block - 3 point suspension : at the front on two rubber mountings and at the rear of the gear box on an elastic cradle.

#### REAR AXLE RATIO

7/34.

#### TYRES

6.40 x 15 or 185 x 400.

Aluminium cylinder head.  
Balanced cast steel crankshaft.  
Piston pin with bronze bush on the connecting rod.  
Pistons with compensation plate.  
Carburettor with accelerator pump.  
Four blade fan.  
Water - Radiator with thermostat and by-pass (capacity 1.86 gallons).  
Lubrication under pressure.  
Oil sump - seven pints.  
Dry single plate clutch.

#### 4 SPEED GEAR BOX

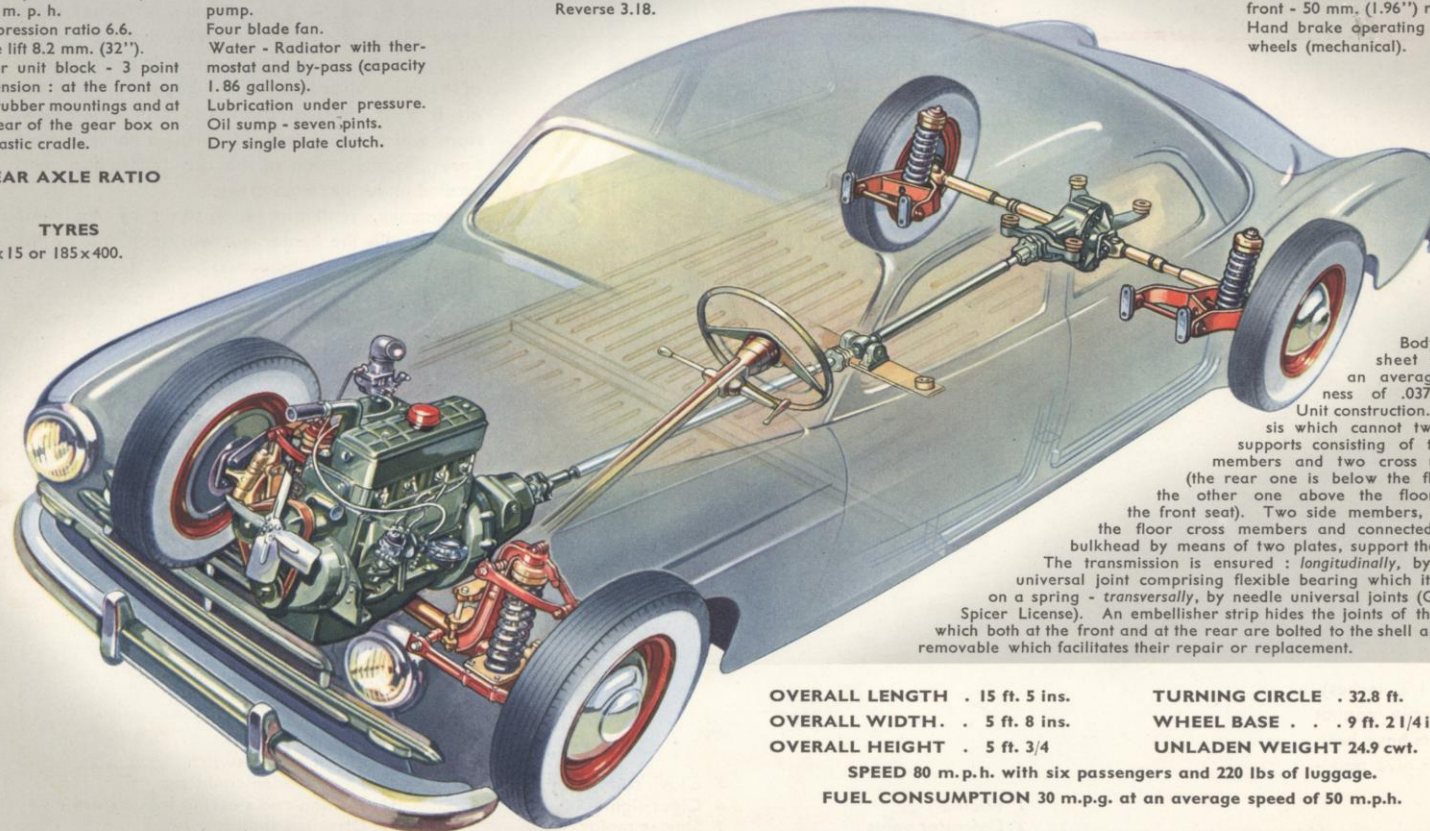
4th. gear is overdrive.  
2nd, 3rd and 4th gear are synchronised and always meshed (dog clutch) - helical gears.  
Gear lever under the steering wheel.  
Take off from the lower shaft.  
Ratios : 1st. 3.18 2nd. 1.72.  
3rd. 1.13 4th. 0.81.  
Reverse 3.18.

#### ELECTRICAL EQUIPMENT

90 amp/hr battery.  
Ignition with automatic advance control.  
Dynamo which balances the current consumption and ensures all requirements.

#### BRAKES

Bendix with Lockheed hydraulic operation.  
Floating shoes held in place by small pincer type spring.  
Twinplex device in front.  
Diameter of the brakes 280 mm. (11.02").  
Width of linings 65 mm. (2.55") front - 50 mm. (1.96") rear.  
Hand brake operating on rear wheels (mechanical).



Bodywork in sheet steel of an average thickness of .037 inches.  
Unit construction. A chassis which cannot twist, with supports consisting of two side members and two cross members (the rear one is below the floor and the other one above the floor under the front seat). Two side members, fixed to the floor cross members and connected to the bulkhead by means of two plates, support the engine.  
The transmission is ensured : longitudinally, by sprung universal joint comprising flexible bearing which itself rests on a spring - transversally, by needle universal joints (Glaenger-Spicer License). An embellisher strip hides the joints of the wings, which both at the front and at the rear are bolted to the shell and easily removable which facilitates their repair or replacement.

OVERALL LENGTH . 15 ft. 5 ins.

OVERALL WIDTH . 5 ft. 8 ins.

OVERALL HEIGHT . 5 ft. 3/4

TURNING CIRCLE . 32.8 ft.

WHEEL BASE . . 9 ft. 2 1/4 ins.

UNLADEN WEIGHT 24.9 cwt.

SPEED 80 m.p.h. with six passengers and 220 lbs of luggage.

FUEL CONSUMPTION 30 m.p.g. at an average speed of 50 m.p.h.

The Regie Renault reserves the right to modify its models and their characteristics, without previous notice.

**RENAULT**

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