

ISO LELE



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TOP LEFT
A look of the interior with the easy to view instrument panel. All leather upholstery throughout and fully air conditioned. Stereo radio is standard equipment.

TOP CENTRE
An impressive stance, the Lele sits down well and is an outstanding road holder. The hoods lift when the headlights are in use.

BOTTOM LEFT AND TOP RIGHT
Two views which emphasise the sleek groove of the Lele.

BOTTOM CENTRE
Under the bonnet and a glimpse at the power unit. Ford V8 357C, 5762 cc with overhead valves, hydraulic tappets, one four barrel carburettor with automatic choke. 375BHP (SAE) at 5,800 RPM.

BOTTOM RIGHT
A very roomy boot gives plenty of room for luggage—and golf clubs.



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UP
Plenty of room to relax in the luxury of the back seats – the Lele is a genuine four seater. Everything has been provided to give complete comfort. Rich leather and deep carefully designed seats, air conditioning for hot weather and gentle warmth in the winter. This is the way to travel.

TOP RIGHT
The Lele is a very safe car. The elegant, fashionable lines and effortless performance make her into a car that the ladies will always want to drive and you can let them – with confidence.

BOTTOM RIGHT
The back view of the car which is the view that most people will see disappearing. Naturally the rear window is heated and the boot lid is operated by a concealed catch inside the driver's door frame. A great deal of attention has been paid to security.



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BODY

4-seater, 2-door Coupé, constructed of steel on steel chassis.

Overall length 15 ft. 4.6 ins.

Width 5 ft. 9.1 ins.

Height 4 ft. 5 ins.

Ground clearance 4.7 ins.

Wheel base 8 ft. 9.9 ins.

Track, front & rear 4 ft. 7.5 ins.

Turning circle 41 ft. 4 ins.

LIGHTS

Headlamps twin Halogen, hazard warning lights fitted.

ENGINE

Ford V8 351C, 576cc, overhead valves, hydraulic tappets, one four barrel carburetor, with automatic choke, giving 325 BHP (SAE) at 5,800 RPM.

TRANSMISSION

Ford automatic 3-speed with hydraulic torque converter or 5-speed Z.F. gearbox with single disc clutch.

FINAL DRIVE

Salisbury/Power Lok differential.

STEERING

Z.F. recirculating ball, power assisted.

SUSPENSION

Front: Independent with wish bones, coil springs, telescopic shock absorbers, anti-roll bar.

Rear: De Dion, coil springs, telescopic shock absorbers, radius arms, Panhard rod.

WHEELS & TYRES

Elektron alloy wheels with radial tyres.

BRAKES

Grilling dual system discs on all wheels, inboard at rear, power assisted.

