

FAMILY CARS

1899-1974

FIAT

75th ANNIVERSARY

1899-1974

The year 1899 was far more than the threshold of a new century. It was the gateway to the most astounding age of discovery and development in the history of mankind. The principles of physics — many known for thousands of years, many revealed by modern research — have been applied by science and industry with ever-increasing precision, productivity and purposefulness throughout the past, prodigious 75 years. It is extremely significant to us that FIAT has been in existence for that exact span of time. And we are proud to realize that FIAT has been continuously in the vanguard of the advancement of automotive engineering and many major industries.

This 75th Anniversary brochure introduces you to the FIAT Family Cars of today — and traces the lineage of this superlative line with a retrospective look at the years of great achievement that are now honored pages in the history of FIAT and the world of the 20th Century.

America
discovers
FIAT

4N
80



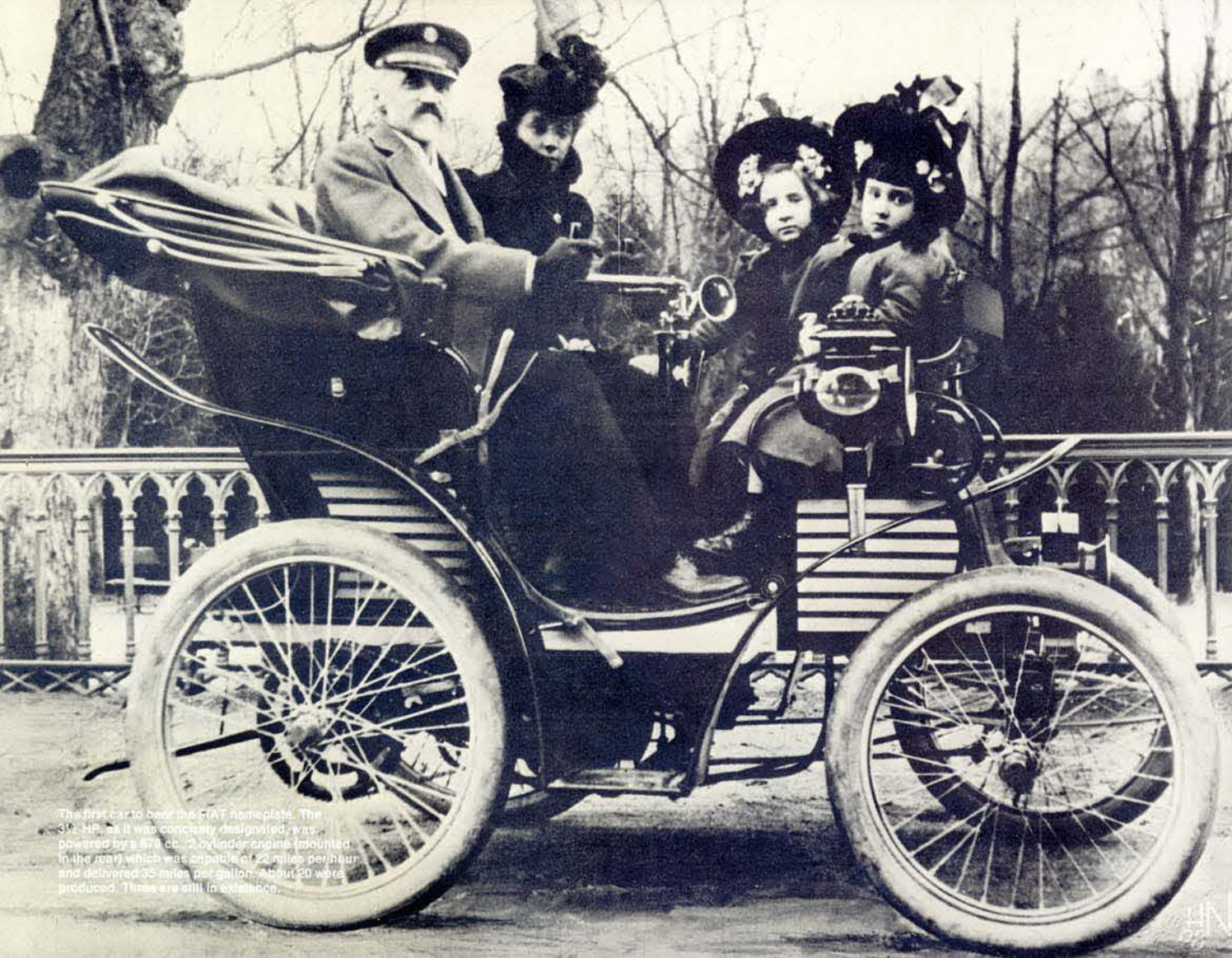
1899-1974

FIAT

75th ANNIVERSARY

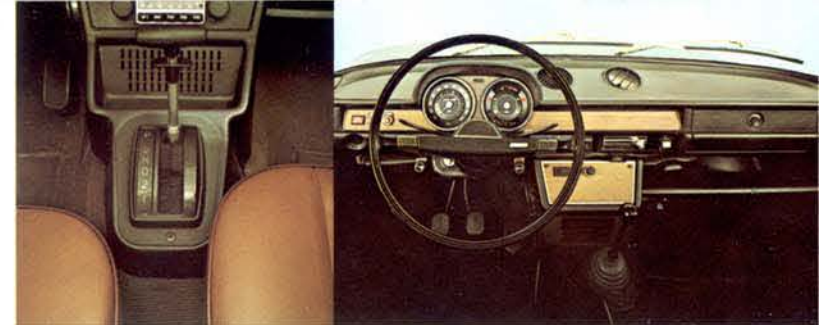






The first car to bear the FIAT nameplate. The 3 1/2 HP, as it was correctly designated, was powered by a 578 cc., 2 cylinder engine (mounted in the rear) which was capable of 22 miles per hour and delivered 35 miles per gallon. About 20 were produced. Three are still in existence.

This car lives up to two names: FIAT and Special. It's compact in size and price — but in every other way, it's big: Space, comfort, safety, dependability, durability, trunk-room, economy — and power (now, the FIAT 124 Special TC has a 1592 cc. twin overhead cam engine). It's only 165.6" in length, yet the interior is a luxurious family room on wheels designed to accommodate four full-size adults. Its acceleration is faster than many cars with larger, less efficient engines; it cruises silently and effortlessly on fast freeways. All coil springs and true-tracking, long-lasting radial-ply tires cushion the ride. Disc brakes on all four wheels give you safe, sure stopping control. An automatic transmission is available. Discover the FIAT 124 Special. It fits your family. And your budget.

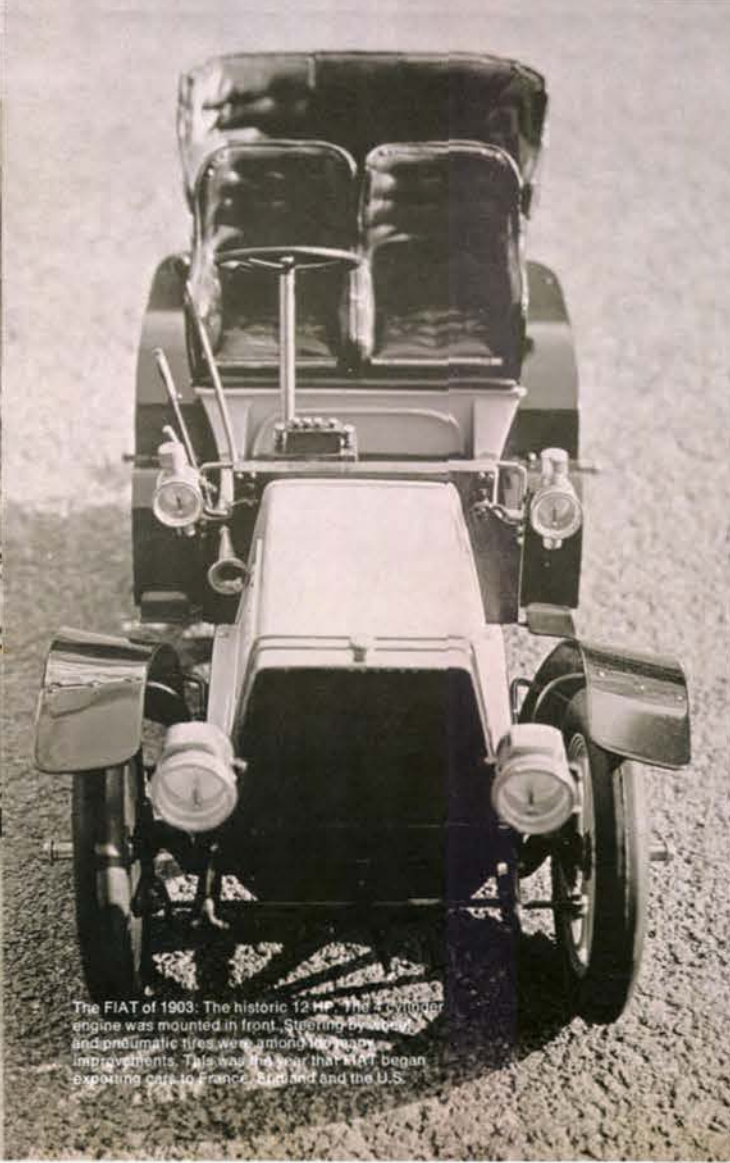


Automatic transmission is available as an option on the FIAT 124 Special and Station Wagon. The unit is a precision torque converter with 3-speed planetary gear set designed expressly for efficient FIAT engines.

Every FIAT model features the look and luxury of far more expensive cars. This handsome, harmonious interior is typical. Rich wood-grain panels enhance the textured vinyl surface of the padded dash. Full, deep-pile carpeting covers both the floor and the console. The foam-cushioned bucket seats are superbly upholstered in durable vinyl.



FIAT
124
SPECIAL TC



The FIAT of 1903: The historic 12 HP. The 4-cylinder engine was mounted in front. Steering by wheel and pneumatic tires were among the many improvements. This was the year that FIAT began exporting cars to France, England and the U.S.



The inside story: 59 cu. ft. of space. That's a lot of room for a lot of anything. And don't worry about the weight. The sturdy coil springs of the rear suspension can stand up to it.



This distinctive dash has been designed to add new dimensions of ease and enjoyment to your driving. It's padded for protection, accented with warm wood grain and arranged for complete convenience. The legible, non-glare instruments can be read at a glance. The switches and levers are instantly accessible.

This is the way space was meant to be used. Sensibly. The FIAT 124 Station Wagon TC is even shorter in length than the 124 Special at 164.8". Yet, like the Special, it has an unbelievable cubic capacity inside — a huge cargo-hold with a hatch panel that opens from floor to roof. It's highly *maneuverable* in tight traffic and crowded parking areas. It's highly *movable* on high speed highways — with power to spare no matter how heavy the load in back and on the handy roof rack. Coil springs all around and radial-ply tires smooth out every road surface. Disc brakes on all four wheels give you certain stopping assurance. An optional automatic transmission is available. Discover the FIAT 124 Station Wagon — and explore the space.



FIAT
124
STATION
WAGON TC

In 1912, FIAT introduced the Zero — and simultaneously began to achieve the factors that would turn the small company into a gigantic international industrial complex: Mass production economy that could lead to lower prices and the idea of a popular car that could attain volume sales in a competitive market.



The interior of the FIAT 128 is more than strikingly luxurious; it's amazingly spacious as well. The engine is mounted transversely — leaving fully 80% of the total area inside for passenger and luggage room.



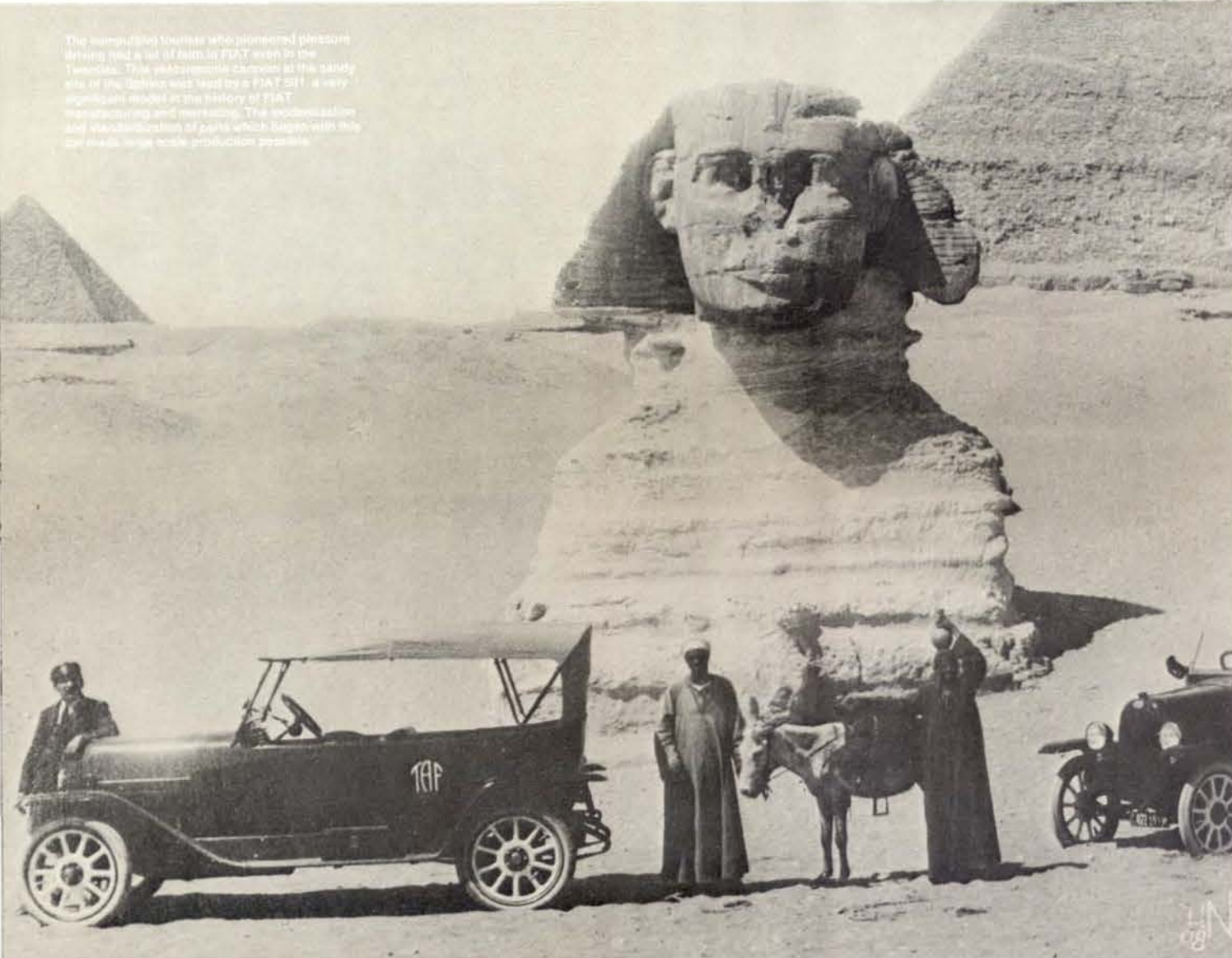
This amazingly spacious interior is the result of the unique FIAT 128 chassis design and assembly. The engine, transmission and spare tire occupy only 20% of the entire area within the body. The remaining 80% is reserved for passenger and luggage room, FIAT 128 — the small car with a big car inside.

Only the designing ingenuity and engineering excellence of FIAT could have produced this incredible sub-compact: FIAT 128. The economy car that offers all the advantages of smallness with none of the disadvantages. It's shorter in length than a VW — but it's bigger inside. That contrast is the result of mounting the front wheel drive engine transversely so that it occupies just 20% of the total interior — leaving fully 80% for passenger room and a 13 cu. ft. trunk. It's a new concept in space — and the most extraordinary combination of comfort, convenience, performance, safety and economy ever achieved in its field. Discover why the FIAT 128 has won more International Car of the Year awards in Europe than any other car in history.



FIAT
128
**4 DOOR
SEDAN**

The surprising tourists who pioneered pleasure driving had a lot of faith in FIAT even in the Twenties. This automobile captured at the sandy site of the Sphinx was used by a FIAT 511, a very significant model in the history of FIAT manufacturing and marketing. The modernization and standardization of parts which began with this car made large scale production possible.



The same sensible, spacious FIAT 128 design is available in a smart, sturdy 2-door model for even greater economy. All of the unique and practical features of the FIAT 128 4-door sedan are incorporated into the 2-door — which is only slightly lighter. The transverse-mounted 1290 cc. S.O.H.C. 4 cylinder engine pours a steady surge of power to the front wheels and responds with far faster acceleration than the FIAT 128's major competitor in the sub-compact class. Front wheel drive also means superior traction on ice, snow and rain-slick roads — one reason for the winning performances of the FIAT 128 for two consecutive years in the Canadian Winter Rally. Discover the FIAT 128 — and discover the best of all ideas in economy car design.



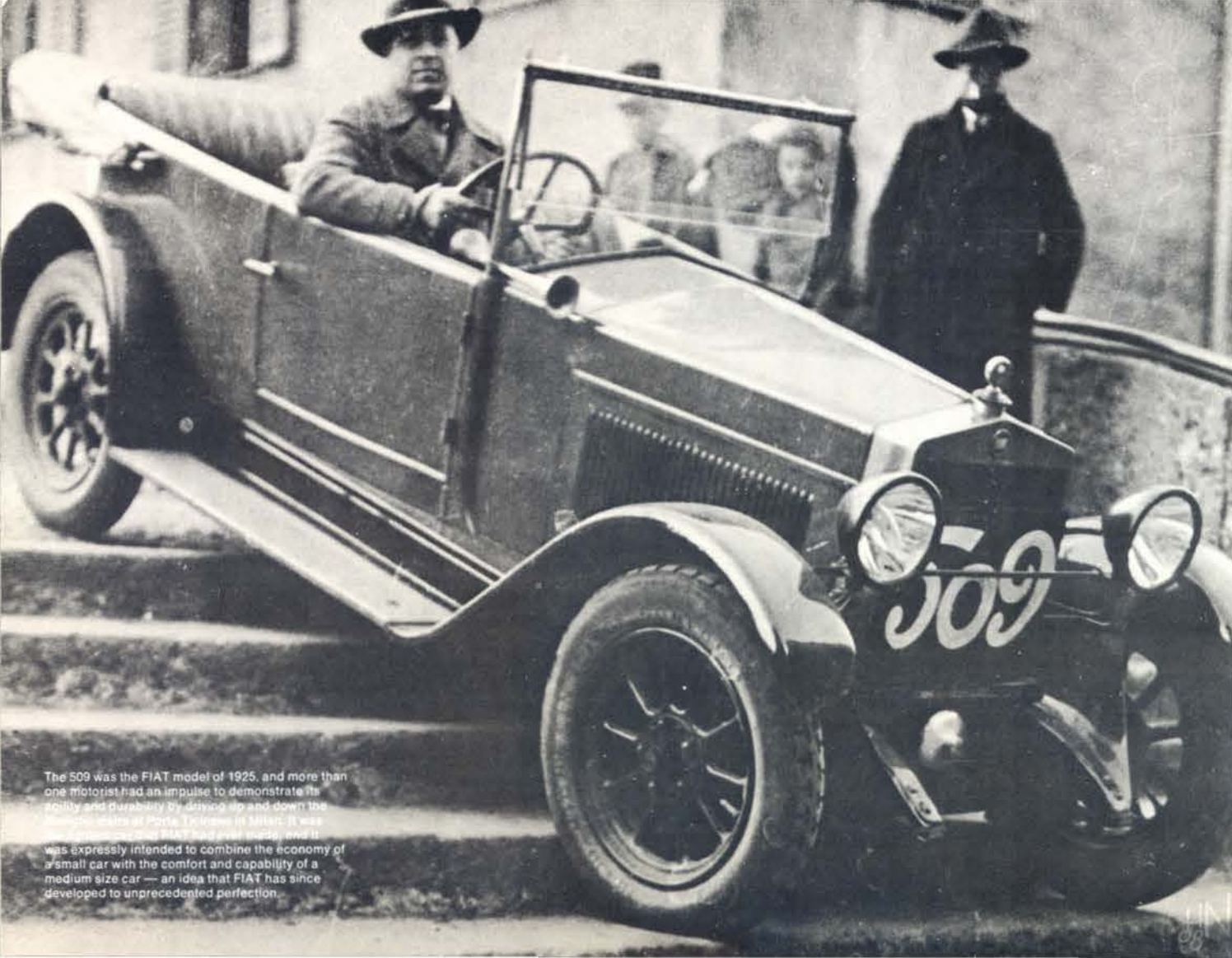
You can sense the surpassing quality of the entire car in the distinction of the interior design and craftsmanship.



Radial-ply tires are standard on all FIAT cars and station wagons to give you the advantages of radial-ply construction at no additional cost: More tire surface on the road for better control; faster, safer stopping; and far longer tread wear.



FIAT
128
2 DOOR
SEDAN



The 509 was the FIAT model of 1925, and more than one motorist had an impulse to demonstrate its agility and durability by driving up and down the steps of St. Peter's Basilica in Milan. It was the first of FIAT's "small cars," and it was expressly intended to combine the economy of a small car with the comfort and capability of a medium size car — an idea that FIAT has since developed to unprecedented perfection.

The FIAT 128 3-door Station Wagon gives you still another way to save in style when you switch to the FIAT 128 space program. It's less than an inch longer than the sedans, and it's identical in every other detail except for the station wagon body with a rear hatch panel that opens the entire back for convenient access to the huge cargo area inside. It has the same space-making chassis as the sedans; the same dependable S.O.H.C. engine with front wheel drive; the same all independent suspension; and the same precision rack and pinion steering. See it, and you'll know why FIAT is the biggest selling car in Europe. Discover the small wonder wagon in America — the FIAT 128.



The third door of the spacious FIAT 128 Station Wagon swings up, up and away. The full-depth, full-width opening measures 4'4" diagonally.



FIAT
128
STATION WAGON

FIAT FAMILY CARS/SPECIFICATIONS



124 SPECIAL TC

FIAT 124 SPECIAL TC

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Two primer coats. Two coats high-gloss enamel. Wheelbase: 95.3". Front track: 52.4". Rear track: 51.2".

ENGINE — Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1592 cc. (97.17 cu. in.). Compression ratio: 8.0 to 1. Bore and stroke: 80 mm. x 79.2 mm. (3.15 x 3.12"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Rear wheel drive. Floor mounted stick shift. Automatic transmission available.

GEAR RATIOS — 1st: 3.797, 2nd: 2.175, 3rd: 1.410, 4th: 1.0. Reverse: 3.655.

FINAL DRIVE RATIO — 4.1.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — Wishbone control arms. Coil springs. Hydraulic shock absorbers and stabilizer bar. Lifetime lubrication.

REAR SUSPENSION — Rigid axle with four longitudinal and one transverse anchor rod. Coil springs. Telescoping, hydraulic shock absorbers.

STEERING — Worm and roller. Steering linkage joints are lifetime lubricated. Turns in 35° diameter.

BRAKES — Large-diameter disc brakes on all four wheels with power assist. Compensator on rear brake circuit to regulate the brake action for load. Dual brake system. Mechanical parking brake.

WHEELS AND TIRES — Self-ventilating steel disc wheels. Rim size: 4½ J x 13", 155 SR x 13 or 150 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 770-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — Dash mounted cluster incorporates a speedometer, directional signal indicator, indicators for battery charging, engine heat and oil pressure, fuel gauge with reserve indicator. Outer lighting switch and panel light switch are mounted in a padded dash. Dual spray nozzle and synchronous wiper operation.

VENTILATION AND HEATING SYSTEM — Provides windshield demisting and defrosting. Air intakes on hood. Hot water heater. Regulators and two-speed heater fan controls are dash mounted. Flow-through ventilation.

FUEL TANK — 9.6 gal.

EXTERIOR DIMENSIONS — Overall length: 165.6". Height: 55.9". Width: 64.9".



124 STATION WAGON TC

FIAT 124 STATION WAGON TC

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Two primer coats. Two coats high-gloss enamel. Wheelbase: 95.3". Front track: 52.4". Rear track: 51.2".

ENGINE — Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1592 cc. (97.17 cu. in.). Compression ratio: 8.0 to 1. Bore and stroke: 80 mm. x 79.2 mm. (3.15 x 3.12"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Rear wheel drive. Floor mounted stick shift. Automatic transmission available.

GEAR RATIOS — 1st: 3.797, 2nd: 2.175, 3rd: 1.410, 4th: 1.0. Reverse: 3.655.

FINAL DRIVE RATIO — 4.3.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — Wishbone control arms. Coil springs. Hydraulic shock absorbers and stabilizer bar. Lifetime lubrication.

REAR SUSPENSION — Rigid axle with four longitudinal and one transverse anchor rod. Coil springs. Telescoping, hydraulic shock absorbers.

STEERING — Worm and roller. Steering linkage joints are lifetime lubricated. Turns in 35° diameter.

BRAKES — Large-diameter disc brakes on all four wheels with power assist. Compensator on rear brake circuit to regulate the brake action for load. Dual brake system. Mechanical parking brake.

WHEELS AND TIRES — Self-ventilating steel disc wheels. Rim size: 4½ J x 13", 155 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 770-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — Dash mounted cluster incorporates a speedometer, directional signal indicator, indicators for battery charging, engine heat and oil pressure, fuel gauge with reserve indicator. Outer lighting switch and panel light switch are mounted in a padded dash. Dual spray nozzle and synchronous wiper operation.

VENTILATION AND HEATING SYSTEM — Provides windshield demisting and defrosting. Air intakes on hood. Hot water heater. Regulators and two-speed heater fan controls are dash mounted. Flow-through ventilation.

FUEL TANK — 11.4 gal.

EXTERIOR DIMENSIONS — Overall length: 164.8". Height: 56.7". Width: 64.9". Rear opening 4.3" (measured from upper right corner to lower left corner).



128 4 DOOR SEDAN

FIAT 128 SEDANS

BODY/FRAME — Unitized construction. Two primer coats. Two coats high-gloss enamel. Wheelbase: 96.4". Front track: 51.3". Rear track: 51.7".

ENGINE — Front, mounted transversely, S.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1290 cc. (78.70 cu. in.). Compression ratio: 8.5 to 1. Bore and stroke: 86 mm. x 55.5 mm. (3.39 x 2.19"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Floor mounted stick shift.

GEAR RATIOS — 1st: 3.583, 2nd: 2.235, 3rd: 1.454, 4th: 1.042, Reverse: 3.714.

FINAL DRIVE RATIO — 4.077.

DRIVE — Through the front wheels by axle shafts connected to differential through "Tripode" constant speed joints and to wheels through ball constant velocity joints.

FRONT SUSPENSION — Independent wheels, by swing arms and sliding knuckle pillars consisting of the wheel pillars rigidly connected to hydraulic double-acting, telescopic shock absorbers; coil springs, stabilizer bar acting as reaction rod for lower swing arms. Lifetime lubrication.

REAR SUSPENSION — Independent wheels, by swing arms and sliding knuckle pillars consisting of the wheel hub axle rigidly connected to hydraulic double-acting, telescopic shock absorbers. Two-leaf transverse spring acting also as stabilizer in asymmetric wheel motions.

STEERING — Rack and pinion. Independent and symmetric tie rods to each wheel, lifetime lubricated. Turns in 33.8° diameter.

BRAKES — Front: Disc with floating caliper and 1 cylinder to each wheel. Rear: Self-centering, expanding-shoe drum type. Self-adjusting. Power assisted. Dual brake system. Compensator on rear brake circuit to regulate the brake action for load. Mechanical parking brake.

WHEELS AND TIRES — Steel disc wheels. Rim size: 4½ J x 13", 145 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 480-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — Speedometer, fuel gauge, fuel reserve indicator, water temperature gauge, parking light indicator, battery charge and oil pressure indicators set in clusters mounted in padded dash. Panel light and outer lighting switches are dash mounted.

VENTILATION AND HEATING SYSTEM — Two fresh air adjustable outlets mounted on panel. Flow-through ventilation. Air intakes on cowl. Hot water heater. Two-speed heater fan.

FUEL TANK — 9.5 gal.

EXTERIOR DIMENSIONS — Overall length: 157.2". Height: 55.9". Width: 63.9".



128 2 DOOR SEDAN



128 STATION WAGON

FIAT 128 STATION WAGON

BODY/FRAME — Unitized construction. Two primer coats. Two coats high-gloss enamel. Wheelbase: 96.4". Front track: 51.3". Rear track: 51.6".

ENGINE — Front, mounted transversely, S.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1290 cc. (78.70 cu. in.). Compression ratio: 8.5 to 1. Bore and stroke: 86 mm. x 55.5 mm. (3.39 x 2.19"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Floor mounted stick shift.

GEAR RATIOS — 1st: 3.583, 2nd: 2.235, 3rd: 1.454, 4th: 1.042, Reverse: 3.714.

FINAL DRIVE RATIO — 4.416.

DRIVE — Through the front wheels by axle shafts connected to differential through "Tripode" constant speed joints and to wheels through ball constant velocity joints.

FRONT SUSPENSION — Independent wheels, by swing arms and sliding knuckle pillars consisting of the wheel pillars rigidly connected to hydraulic double-acting, telescopic shock absorbers; coil springs, stabilizer bar acting as reaction rod for lower swing arms. Lifetime lubrication.

REAR SUSPENSION — Independent wheels, by swing arms and sliding knuckle pillars consisting of the wheel hub axle rigidly connected to hydraulic double-acting, telescopic shock absorbers. Three-leaf transverse spring acting also as stabilizer in asymmetric wheel motions.

STEERING — Rack and pinion. Independent and symmetric tie rods to each wheel, lifetime lubricated. Turns in 33.8° diameter.

BRAKES — Front: Disc with floating caliper and 1 cylinder to each wheel. Rear: Self-centering, expanding-shoe drum type. Self-adjusting. Power assisted. Dual brake system. Compensator on rear brake circuit to regulate the brake action for load. Mechanical parking brake.

WHEELS AND TIRES — Steel disc wheels. Rim size: 4½ J x 13", 145 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 480-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — Speedometer, fuel gauge, fuel reserve indicator, water temperature gauge, parking light indicator, battery charge and oil pressure indicators set in clusters mounted in padded dash. Panel light and outer lighting switches are dash mounted.

VENTILATION AND HEATING SYSTEM — Two fresh air adjustable outlets mounted on panel. Air intakes on cowl. Hot water heater. Two-speed heater fan.

FUEL TANK — 9.5 gal.

EXTERIOR DIMENSIONS — Overall length: 157.6". Height: 55.9". Width: 63.9". Rear opening 4.4" (measured from upper right corner to lower left corner).



FIAT SPORTS CARS/SPECIFICATIONS



124 SPORT SPIDER

FIAT 124 SPORT SPIDER

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Two primer coats. Two coats high-gloss acrylic enamel. Wheelbase: 95.3". Front track: 52". Rear track: 51.8".

ENGINE — Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel downdraft carburetor. Displacement: 1756 cc. (107.13 cu. in.). Compression ratio: 8.0 to 1. Bore and stroke: 84 mm. x 79.2 mm. (3.31 x 3.12"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Five speeds forward plus reverse. Fully synchronesh in all forward gears. Console mounted stick shift. Rear wheel drive.

GEAR RATIOS — 1st: 3.667, 2nd: 2.100, 3rd: 1.361, 4th: 1.000, 5th: 0.881, Reverse: 3.526.

FINAL DRIVE RATIO — 4.3.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — Wishbone control arms. Coil springs, hydraulic shock absorbers and anti-roll bar. Independent springing. Lifetime lubrication.

REAR SUSPENSION — Rigid axle anchored by two trailing arms and transverse Panhard rod. Coil springs, hydraulic shock absorbers.

STEERING — Worm and roller gear. Steering column (with locking anti-theft device) has flexible joint. Steering linkage joints are lifetime lubricated. Turns in 34° diameter.

BRAKES — Large-diameter disc brakes on all four wheels with power assist. Dual brake system. Compensator on rear brake circuit to regulate the brake action for load. Mechanical parking brake.

WHEELS AND TIRES — Self-ventilating steel disc wheels. Rim size: 5 J x 13", 165 HR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 700-Watt Alternator, 80 Amp/hr. battery.

INSTRUMENTATION — Speedometer with trip recording odometer, turn signal, high/low beam indicator and marker light indicator. Electronic tachometer. Charging light indicator. Oil pressure, water temperature and fuel gauge with reserve supply indicator. Electric clock. Windshield wiper switch, outer marker master light switch, panel light switch. Speedometer and tachometer are recessed for glare-free reading and all instruments and switches are mounted in a bright metal dash panel. Dual spray nozzle and synchronous wiper operation.

VENTILATION AND HEATING SYSTEM — Provides windshield demisting and defrosting. Air intakes on hood. Hot water heater. Regulators and two-speed heater fan controls mounted on console.

FUEL TANK — 11.4 gal.

EXTERIOR DIMENSIONS — Overall length: 160.5". Height: 49.2". Width: 63.5". Road clearance: 6".



124 SPORT COUPE

FIAT 124 SPORT COUPE

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Two primer coats. Two coats high-gloss acrylic enamel. Wheelbase: 95.3". Front track: 52". Rear track: 51.8".

ENGINE — Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel downdraft carburetor. Displacement: 1756 cc. (107.13 cu. in.). Compression ratio: 8.0 to 1. Bore and stroke: 84 mm. x 79.2 mm. (3.31 x 3.12"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Five speeds forward plus reverse. Fully synchronesh in all forward gears. Console mounted stick shift. Rear wheel drive.

GEAR RATIOS — 1st: 3.667, 2nd: 2.100, 3rd: 1.361, 4th: 1.000, 5th: 0.881, Reverse: 3.526.

FINAL DRIVE RATIO — 4.3.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — Wishbone control arms. Coil springs, hydraulic shock absorbers and anti-roll bar. Independent springing. Lifetime lubrication.

REAR SUSPENSION — Rigid axle anchored by two trailing arms and transverse Panhard rod. Coil springs, hydraulic shock absorbers.

STEERING — Worm and roller gear. Steering column (with locking anti-theft device) has flexible joint. Steering linkage joints are lifetime lubricated. Turns in 34° diameter.

BRAKES — Large-diameter disc brakes on all four wheels with power assist. Dual brake system. Compensator on rear brake circuit to regulate the brake action for load. Mechanical parking brake.

WHEELS AND TIRES — Self-ventilating steel disc wheels. Rim size: 5 J x 13", 165 HR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 700-Watt Alternator, 80 Amp/hr. battery.

INSTRUMENTATION — Speedometer with trip recording odometer, turn signal, high/low beam indicator and marker light indicator. Electronic tachometer. Charging light indicator. Oil pressure, water temperature and fuel gauge with reserve supply indicator. Electric clock. Windshield wiper switch, outer marker master light switch, panel light switch. Speedometer and tachometer are recessed for glare-free reading and all instruments and switches are mounted in a bright metal dash panel. Dual spray nozzle and synchronous wiper operation.

VENTILATION AND HEATING SYSTEM — Provides windshield demisting and defrosting. Two air outlets mounted in console. Flow-through ventilation. Air intakes on cowl. Hot water heater. Regulators and two-speed heater fan controls mounted on console.

FUEL TANK — 11.4 gal.

EXTERIOR DIMENSIONS — Overall length: 160.8". Height: 49.1". Width: 63.5". Road clearance: 6".



X1/9

FIAT X1/9

BODY/FRAME — Unitized construction. Two primer coats. Two coats high-gloss acrylic enamel. Wheelbase: 86.7". Front track: 52.5". Rear track: 52.5".

ENGINE — Mid, mounted transversely, S.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1290 cc. (78.70 cu. in.). Compression ratio: 8.5 to 1. Bore and stroke: 86 mm. x 55.5 mm. (3.39 x 2.19"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Floor mounted stick shift in sports console.

GEAR RATIOS — 1st: 3.583, 2nd: 2.235, 3rd: 1.454, 4th: 1.042, Reverse: 3.714.

FINAL DRIVE RATIO — 4.077.

DRIVE — Through the front wheels by axle shafts connected to differential through "Tripode" constant speed joints and to wheels through ball constant velocity joints.

FRONT SUSPENSION — MacPherson struts, lower lateral links and compliance struts, coil springs, tube shocks.

REAR SUSPENSION — MacPherson struts, coil springs, tube shocks, adjustable back links, side springs, tube shocks.

STEERING — Rack and pinion. Turns, lock to lock 3.0. Turns in 32.8° diameter.

BRAKES — Large-diameter disc brakes on all four wheels. Compensator on rear brake circuit to regulate the brake action for load. Dual brake system. Mechanical parking brake.

WHEELS AND TIRES — Self-ventilating steel disc wheels. Rim size: 4½ J x 13", 145 HR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 770-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — 8000-rpm electronic tachometer. 130-mph speedometer. Oil gauge with pressure warning light, water temperature gauge, fuel gauge with reserve supply indicator, battery charge indicator. Dual locking switch mounted on dash, panel light switch in console. Dual spray nozzle and synchronous wiper operation.

VENTILATION AND HEATING SYSTEM — Provides windshield demisting and defrosting. Two air outlets mounted in console. Flow-through ventilation. Air intakes on cowl. Hot water heater. Regulators and two-speed heater fan controls mounted on console.

FUEL TANK — 12.2 gal.

EXTERIOR DIMENSIONS — Overall length: 153.5". Height: 46.1". Width: 61.8".



128 SPORT L COUPE

FIAT 128 SPORT L COUPE

BODY/FRAME — Unitized construction. Two primer coats. Two coats high-gloss acrylic enamel. Wheelbase: 87.5". Front track: 52.7". Rear track: 52.5".

ENGINE — Front, mounted transversely, S.O.H.C. inline 4. Water cooled. Vertical dual barrel carburetor. Displacement: 1290 cc. (78.70 cu. in.). Compression ratio: 8.5 to 1. Bore and stroke: 86 mm. x 55.5 mm. (3.39 x 2.19"). Exhaust emission control system.

CLUTCH — Single dry plate.

TRANSMISSION — Four speeds forward plus reverse. Synchronesh in all four gears. Floor mounted stick shift in sports console.

GEAR RATIOS — 1st: 3.583, 2nd: 2.235, 3rd: 1.454, 4th: 1.042, Reverse: 3.714.

FINAL DRIVE RATIO — 4.077.

DRIVE — Through the front wheels by axle shafts connected to differential through "Tripode" constant speed joints and to wheels through ball constant velocity joints.

FRONT SUSPENSION — Independent wheels, with swinging arms and strut-type pillar shock absorbers. Coil springs. All bearings sealed and lubricated-for-life.

REAR SUSPENSION — Independent wheels, with vertical strut-type pillar shock absorbers and swinging transverse arms. Transverse leaf spring which also functions as an anti-roll bar. Rubber bushed at all points.

STEERING — Rack and pinion steering column in three universal-jointed sections. Individual, symmetrical steering arms for each wheel. Turns in 32° diameter.

BRAKES — Power assisted. Front: Disc with floating caliper and 1 cylinder to each wheel. Rear: Self-centering, expanding-shoe drum type. Self-adjusting. Dual brake system. Compensator on rear brake circuit to regulate the brake action for load. Mechanical parking brake.

WHEELS AND TIRES — Striped steel mag type with 4½ J x 13" rims. 145 SR x 13 or 145 HR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 480-Watt Alternator, 60 Amp/hr. battery.

INSTRUMENTATION — 8000-rpm electronic tachometer. 110-mph speedometer. Fuel gauge, fuel reserve indicator, water temperature gauge, battery charge and oil pressure indicators. Rally map light.

VENTILATION AND HEATING SYSTEM — Two fresh air adjustable outlets mounted on panel. Flow-through ventilation. Air intakes on cowl. Hot water heater. Two-speed heater fan.

FUEL TANK — 12.5 gal.

EXTERIOR DIMENSIONS — Overall length: 154.5". Height: 51.6". Width: 61.4". Road clearance: 5.2".



The FIAT emblem has been redesigned many times. But it has always had the same meaning: Leadership in automotive engineering.



*America discovers Fiat-
the biggest selling car in Europe.*

