



FIAT

128

SPORT L COUPE

This is the car that's never out of place in any place. It leads as many lives as you do—and improves your image in all of them. A modern-day interpretation of the authentic GT tradition, an economy car in a perfect disguise. The styling is a brilliant blending of flowing lines—the full-length sweeping fender contour, the spoiler effect rear deck, the chopped tail and the fastback profile. The interior is a rich fusion of thick carpeting, luxurious bucket seats, sports console, padded steering wheel and full instrumentation. The performance credentials are complete: 1290 cc. rally-winning engine, 4-speed synchromesh transmission, front wheel drive, independent suspension, front disc brakes, rack and pinion steering, radial-ply tires. FIAT 128 Sport L Coupe—the smartest economy move you can make.



Standard equipment:

4-speed transmission • Front wheel drive
 • Power assisted front disc brakes
 • Dual brake system • Radial-ply tires
 • All vinyl interior • Reclining bucket seats
 • Adjustable head rests • Safety padded dash and visors • Safety door locks • Mag style wheels • Full carpeting
 • Electric rear window defogger
 • Padded sport steering wheel • Flow-through ventilation • Day-night rear view mirror • Console • Electronic tachometer
 • Rack and pinion steering • Courtesy lights • Low fuel warning light • Hazard warning lights • Emergency brake light
 • Rally stripes/back • Steering column lock • Temperature gauge

Specifications:

Body Frame—Unitized construction. Two primer coats. Two coats high-gloss enamel. Wheelbase: 87.5." Front track: 52.2." 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. Synchromesh 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—4.416.

Drive—Through the front wheels by axle shafts connected to differential and to wheels through constant velocity ball 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 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 universally-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—Styled 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. 950-Watt Alternator. 50 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 hood. Hot water heater. Two-speed heater fan. Rear window defogger.

Fuel Tank—12.5 gallons.

Exterior Dimensions—Overall length: 156.4." Height: 51.6." Width: 61.4." Road clearance: 5.2."



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