



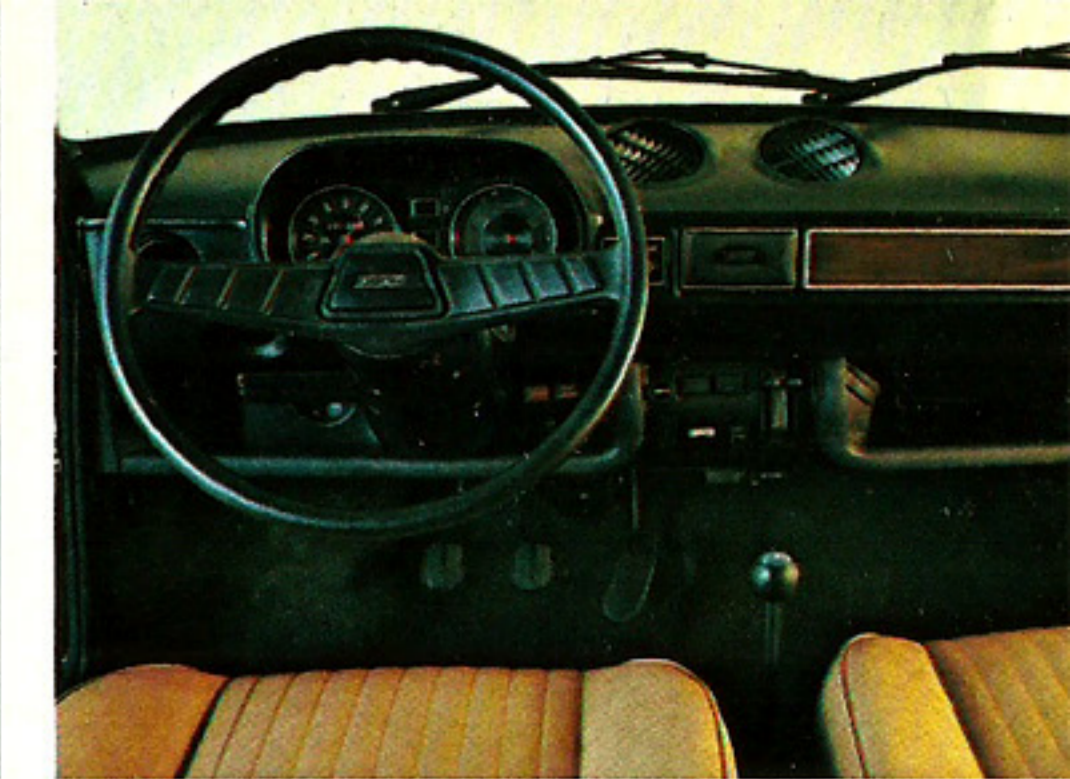
FIAT **127** FAMILY CARS



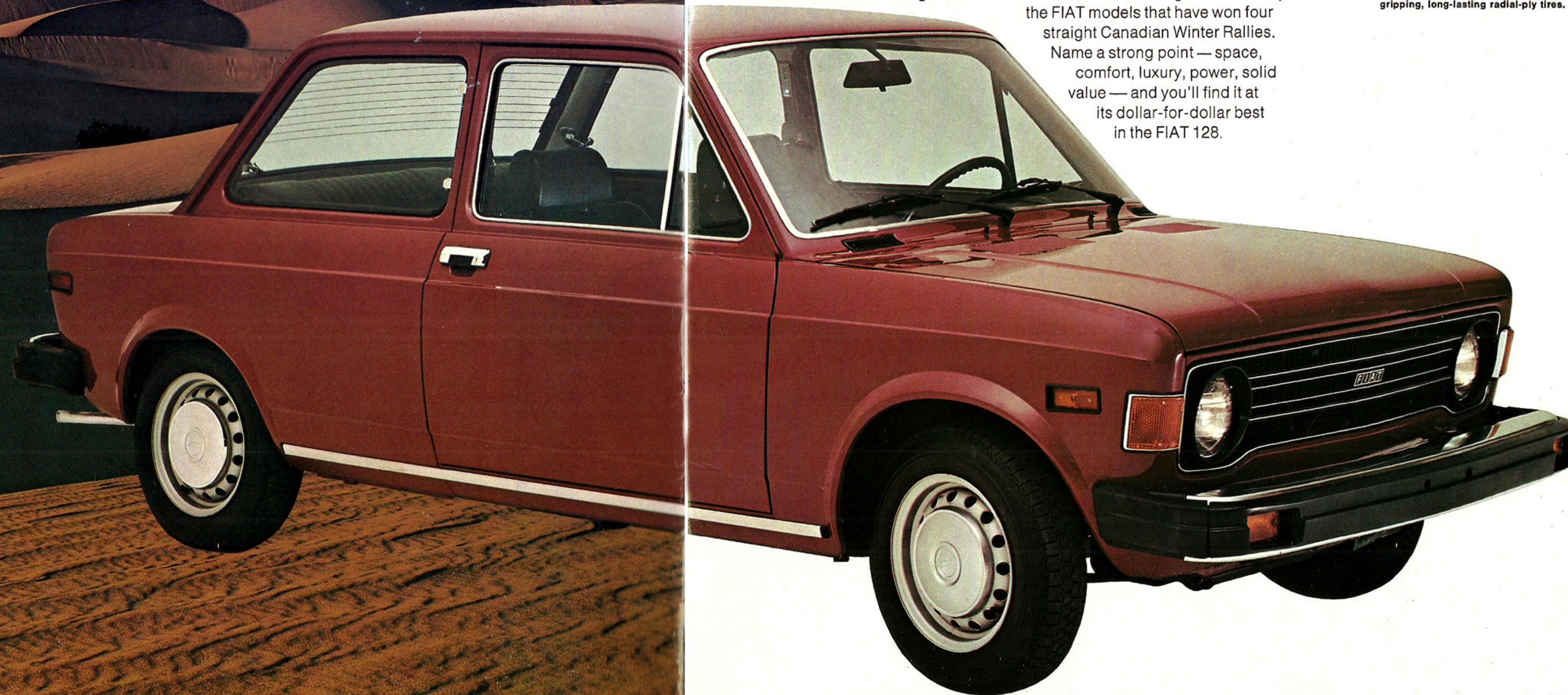
FIAT 128 2-door — the almost identical twin of the standout FIAT 128 4-door Sedan. It's a little lighter in weight and more than a little lighter in price. But in every other detail, it's the same precision engineered, incredibly spacious small car — with an even greater capability for fuel conserving economy. The responsive 1290 cc. 4-cylinder engine means action — much faster acceleration than the best known competitor and a safety margin of muscle for highway maneuvering. Front wheel drive supplies the traction — sure-footed steadiness that takes the worry out of the worst weather. Only the engineering skill and ingenuity of FIAT — developed and refined by 76 years of experience — could produce a car as completely sensible and universally useful as this one. Test drive it — and get a firsthand sensation of the strength and stability of the FIAT models that have won four straight Canadian Winter Rallies. Name a strong point — space, comfort, luxury, power, solid value — and you'll find it at its dollar-for-dollar best in the FIAT 128.



All FIAT models — Sports Cars and Family Cars alike — are equipped with road-gripping, long-lasting radial-ply tires.



Easy to reach controls, easy to read instruments — you'll find plenty of both in the carefully planned, handsomely styled, safety padded dash of the FIAT 128.

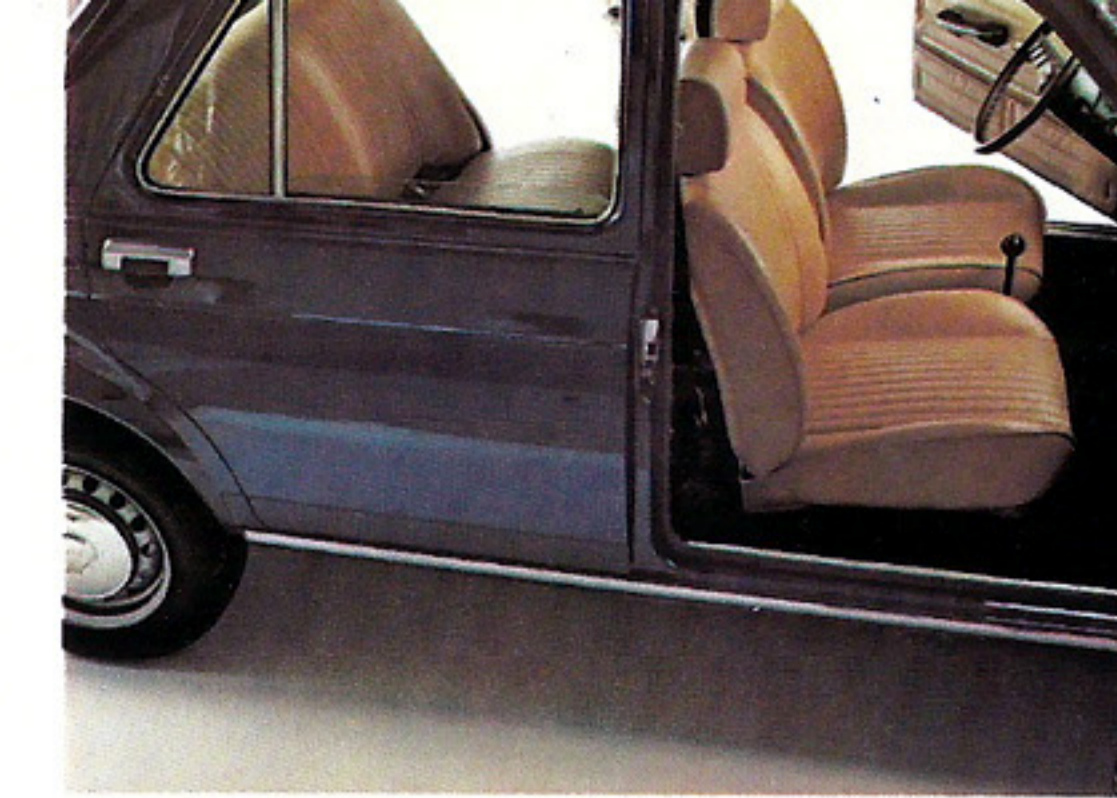


FIAT 128 2 DOOR SEDAN

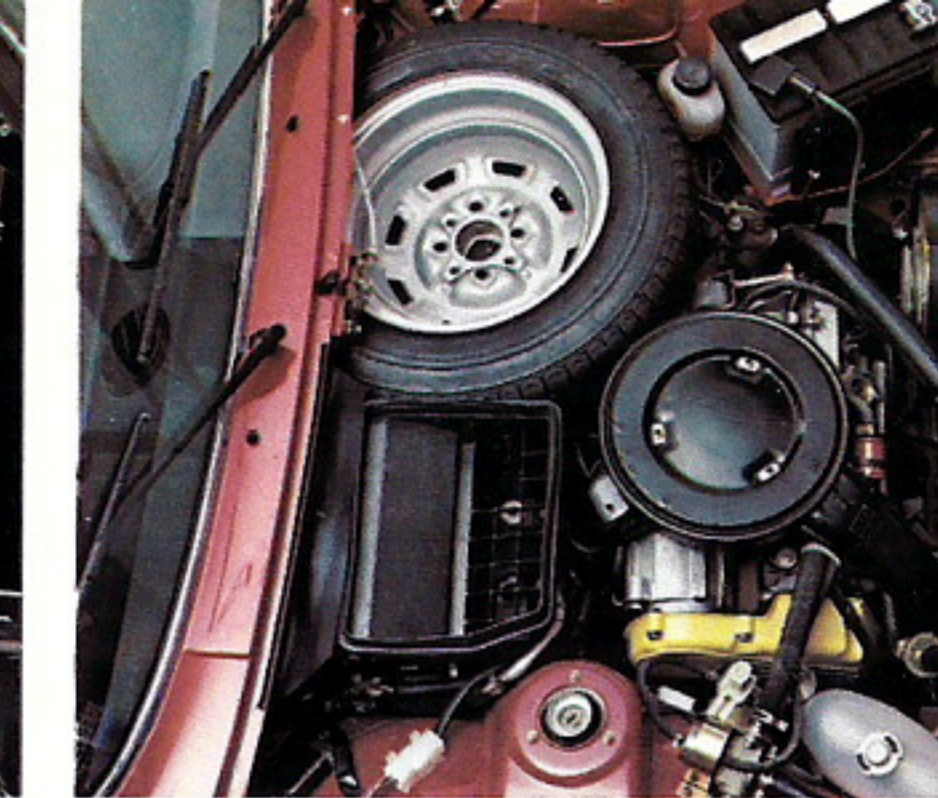


This is the FIAT that did the "impossible." It made sub-compact size truly practical for families for the first time. Outside, it measures down to the dimensions of its competitors. Inside, it's another story entirely: the most ingenious space-making design ever achieved in a small car. The FIAT 128 4-door Sedan is shorter than a VW — yet it has more front legroom than a Cadillac and more headroom than a Rolls-Royce. Fully 80% of the interior area is passenger and luggage room; the transverse-mounted engine needs only the remaining 20%. Small wonder the

FIAT 128 has won more International Car-of-the-Year awards than any other model in history. Convenience, comfort, safety, performance and amazing economy can coexist. The FIAT 128 proves it.



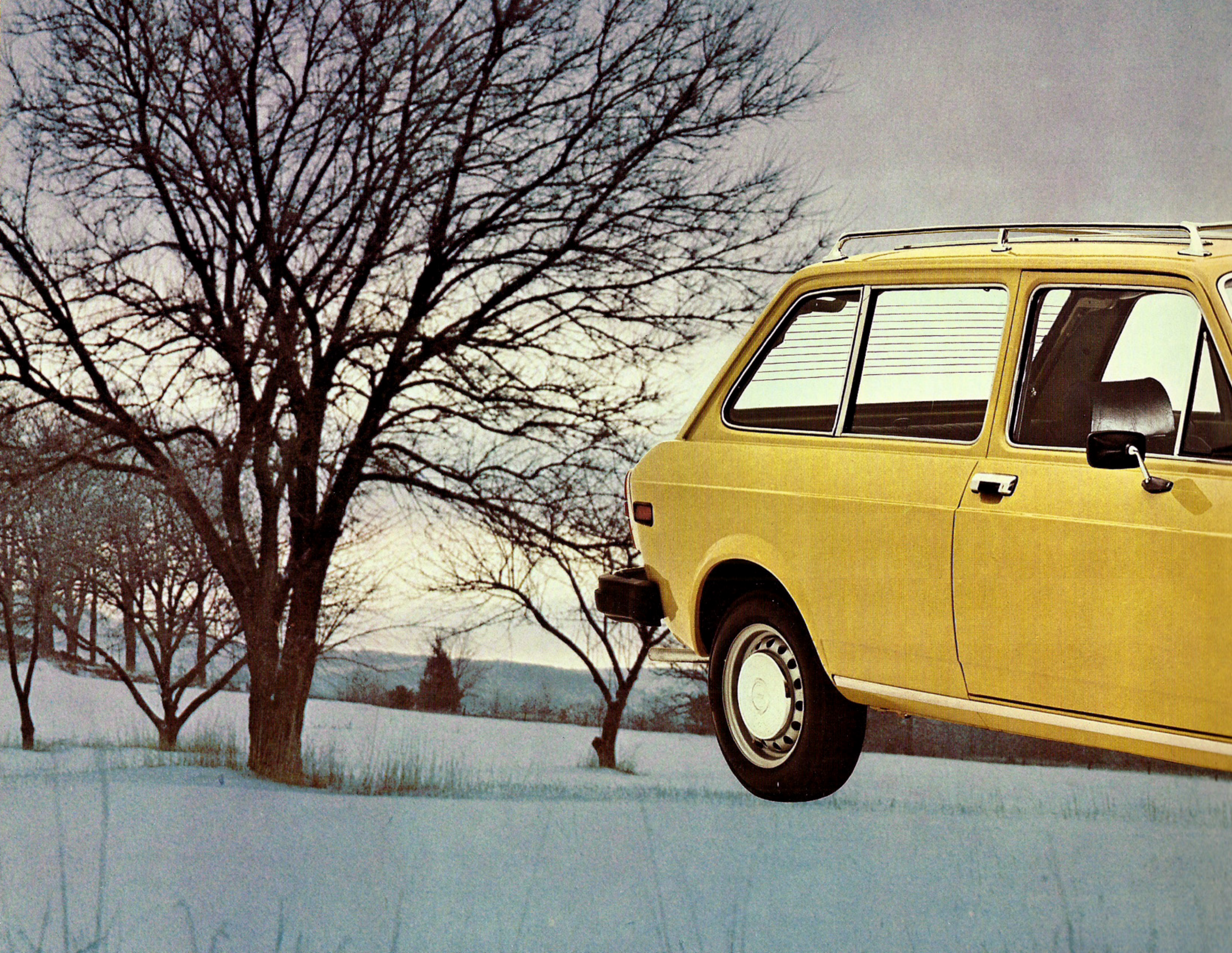
FIAT 128 means economy — not austerity. It's more than a new concept in space — it's the pace-setting standard of luxury in its field.



Here's how the FIAT 128 makes every inch count: the transverse-mounted engine is confined to just 1/5th of the total interior.



FIAT 128 4 DOOR SEDAN

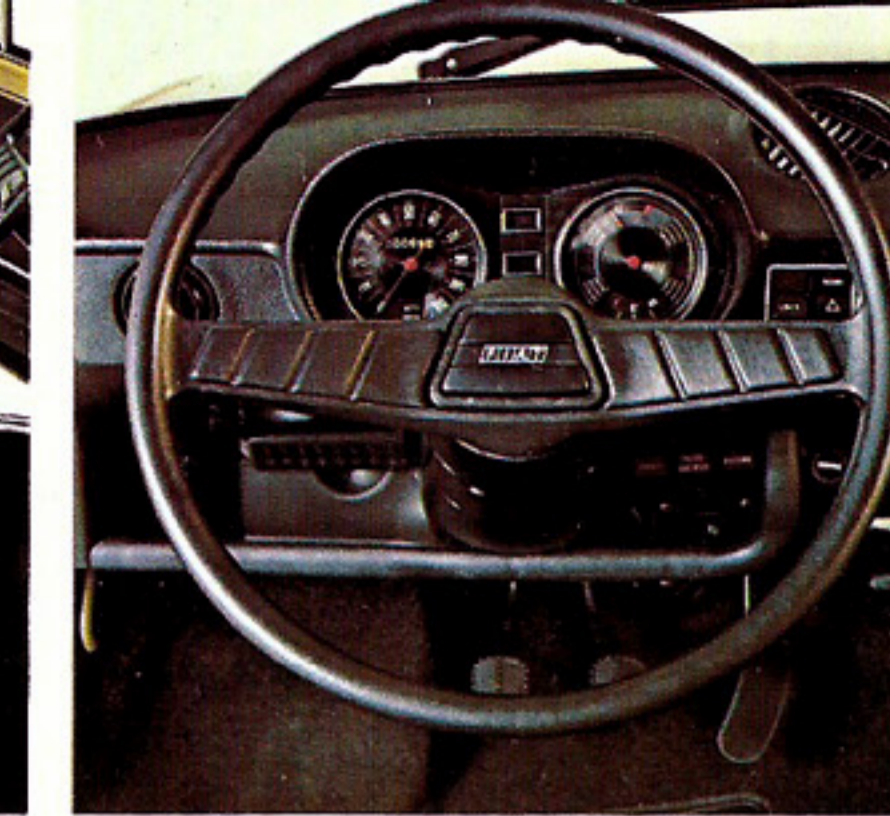


How do you make the most practical small car ever designed even more practical? Add exactly .6 of an inch to the length and turn it into a station wagon. Here's how it looks — and you'll never see anything on four wheels that makes more sense than the FIAT 3-door Station Wagon. Every feature of the FIAT 128 Sedans — transverse-mounted engine occupying just a fraction of the interior space; front wheel drive; front disc brakes; luxurious reclining bucket seats; rack and pinion steering — plus a huge cargo-hold with an upswinging hatch panel that opens wide all the way from the floor to the roof. Easy to load, easy to drive, easy to own. FIAT 128 Station Wagon —

one of the finely crafted, precision engineered models that make it easy to understand why FIAT alone, among the eight top-selling imported cars in the U.S.A., had a sales increase in 1974.



It's identical to the sedans in every detail from the front bucket seats forward — but in back, there's an added attraction: a fold-down rear seat and space to spare.



Everything's under control: the non-glare dials are large and clear, the switches and levers are close at hand.

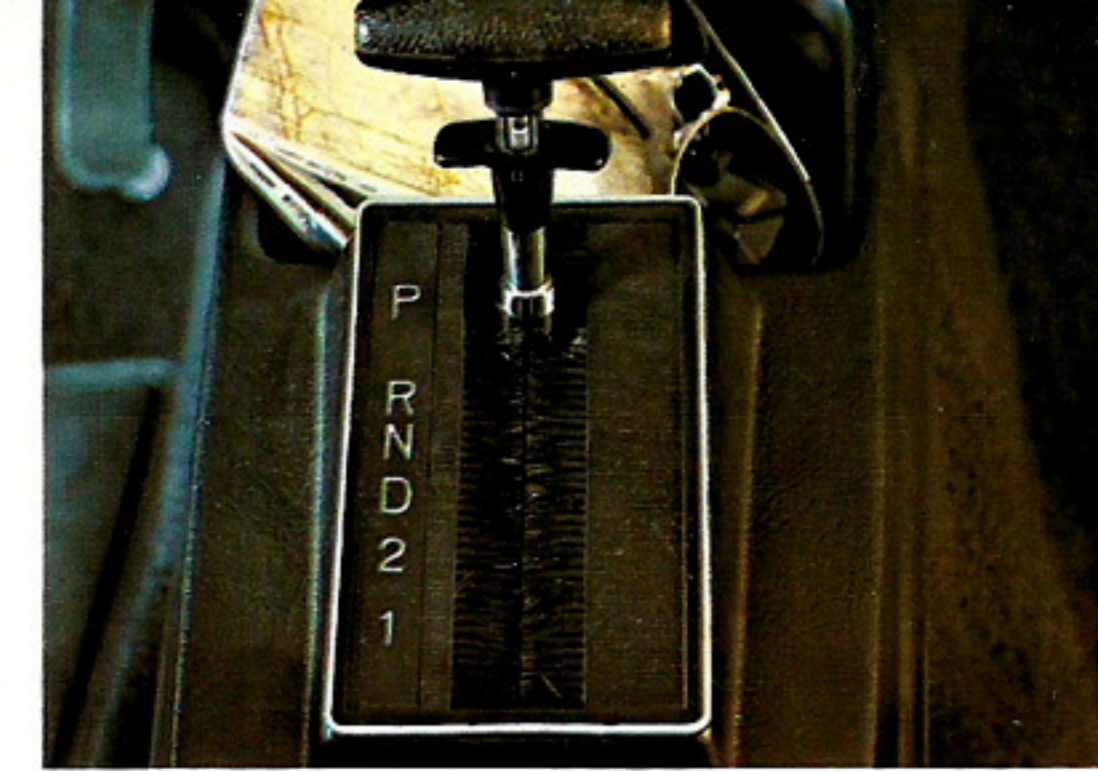


FIAT 128 STATION WAGON



This totally new car is more than a response to the realities of today — it's a reasoned response. There's a big difference. The FIAT 131 is designed to avoid needless costs without excluding needed qualities: ample space, agile performance, luxurious comfort, solid safety and striking styling that promises enduring value. The FIAT 131 2-door Coupe is the rugged running mate of the FIAT 131 4-door Sedan — with the edge of an even lower price. It has the same, sports-car-inspired, flowing lines and ESV-experience-engineered, super-strength body — accented by a greenhouse of gracefully curved, tinted glass to give you visibility unlimited. Technically, it's in the compact class; but for your information, it has more legroom in front than a Continental Mark IV.

Amazing? Not for Fiat.
Particularly a brilliant new
FIAT 131.



A fully automatic transmission is available as an option on all three FIAT 131 models. This precision torque converter is one of the most dependable and durable units ever designed.



Under the hood, there's a 1756 cc. heart — the same displacement as the FIAT 124 Sports Car engines.



Locking gas cap optional.

FIAT 131 2 DOOR COUPE



When FIAT introduces a new model, it's all new, and it's all news. Important news. International news. Here you have it: The FIAT 131. A car that comes closer to being the absolute answer to this country's real and urgent needs today than any other model in production. A compact car that a family accustomed to mid-size interiors can feel at home in — completely. A contemporary car that makes no compromises. Consider the evidence: 1756 cc. engine (the same size as the power plants of the thoroughbred FIAT 124 sports cars); a fuel-saving 5-speed synchromesh gearbox (and an automatic transmission is available);

front disc brakes; mag style wheels; tachometer; all vinyl reclining front bucket seats; console; carpeting; tilt steering wheel; child-proof rear door locks; radial-ply tires. And that's only the beginning. FIAT has news for you. Great news. The new FIAT 131 for 1975.

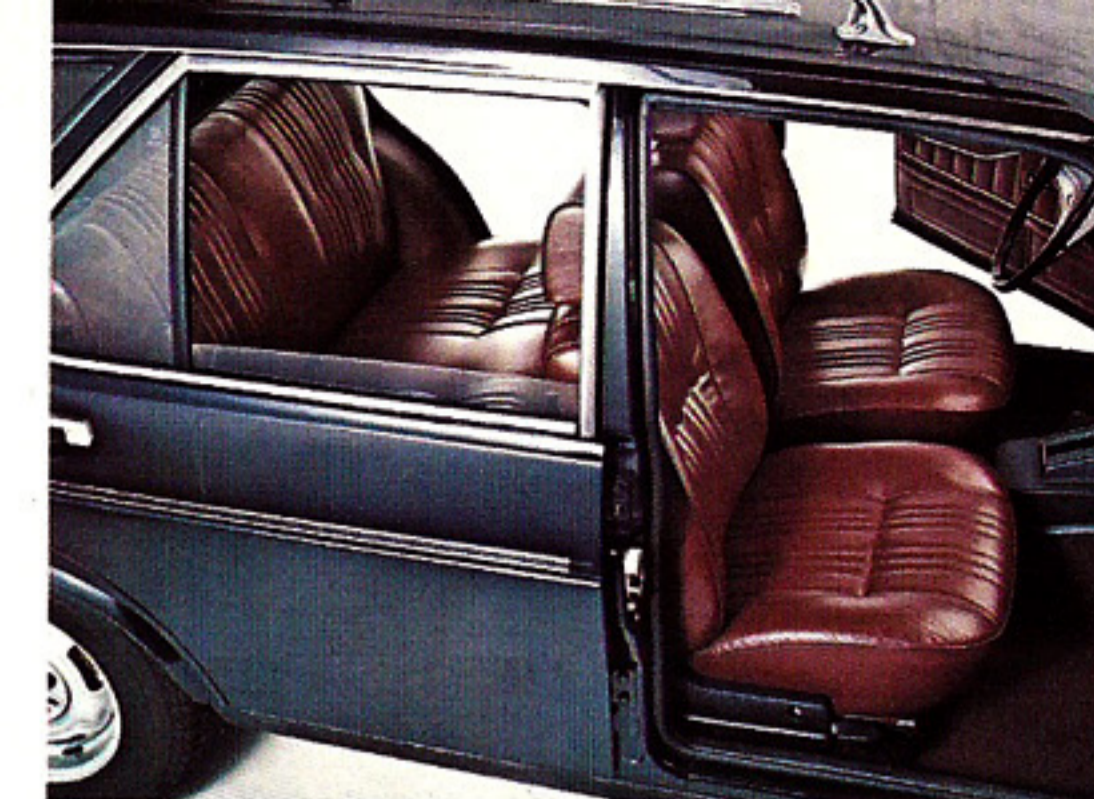


Locking gas cap optional.

FIAT 131 4 DOOR
SEDAN



Take a sleek, balanced sedan body a step further — and this is the rewarding result: The spectacular FIAT 131 Station Wagon. It looks spacious, and it is. Yet, incredibly, this utility-planned body with a huge cargo capacity is the same length and width as the FIAT 131 Sedan and Coupe. You don't have to give up an inch of easy-handling maneuverability to gain the usefulness and convenience of this uncommon carrier with a 5th door that opens up the entire back for free and easy accessibility. It's time to talk sense to the American people. And the FIAT 131 Station Wagon has more to say than any competitor in its class. Compare standard equipment, compare structural soundness, compare operating economy and compare cost. The FIAT 131 Station Wagon is kind and generous. Kind to your budget; generous with everything that assures the pleasure, comfort and safety of your family.



It's a "Family Room" on wheels, as you see it. And with the back seat folded down, it's a "Family Moving Van" with plenty of space for just about anything.

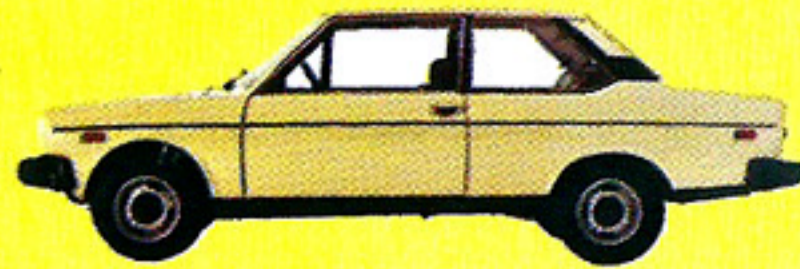


Trip odometer, electronic tachometer, quartz crystal electric clock — they're all standard on the dashboards of all three FIAT 131 models.



Locking gas cap optional.

FIAT 131 STATION WAGON



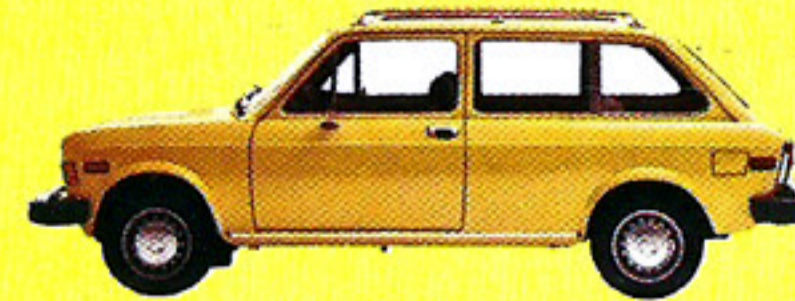
131 2 DOOR COUPE



131 4 DOOR SEDAN



131 STATION WAGON



128 STATION WAGON



128 2 DOOR SEDAN



128 4 DOOR SEDAN

FIAT FAMILY CARS/SPECIFICATIONS

FIAT 131 4 DOOR SEDAN AND 2 DOOR COUPE

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Five coats of paint: phosphating coat; anti-rust coat (electrophoresis); primer coat; pigment undercoat; high-gloss enamel finishing coat. Wheelbase: 98". Front track: 54.1". Rear track: 51.9".

ENGINE—Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel 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 synchromeshed in all forward gears. Console mounted stick shift. Rear wheel drive. Automatic transmission available.

GEAR RATIOS—1st: 3.612. 2nd: 2.045. 3rd: 1.357. 4th: 1.000. 5th: 0.870. Reverse: 3.244.

FINAL DRIVE RATIO — 4.444.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — McPherson struts. Coil springs. Hydraulic, double-acting, telescopic shock absorbers. Stabilizer bar. Lifetime lubrication.

REAR SUSPENSION — Rigid axle anchored by two trailing arms and one transverse rod. Coil springs. Hydraulic, double-acting, telescopic shock absorbers.

STEERING — Direct acting rack and pinion. Steering linkage joints are lifetime lubricated. Turns in 34.8' 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 — Steel disc wheels. Rim size 5 J x 13". 160 SR x 13 or 165 SR x 13 radial-ply tires.

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

INSTRUMENTATION — Dash mounted cluster incorporates a speedometer, electronic tachometer, directional signal indicator, indicators for battery charging, engine heat and oil pressure, fuel gauge with reserve indicator. Quartz crystal clock. Outer lighting switch and panel light switch are mounted in 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. Rear window defogger.

FUEL TANK — 12.2 gallons.

EXTERIOR DIMENSIONS—Overall length: 171.7". Height: 53.7". Width: 64.6".

FIAT 131 STATION WAGON

BODY/FRAME — Unitized construction, electrically welded. Reinforced longitudinal stress members. Five coats of paint: phosphating coat; anti-rust coat (electrophoresis); primer coat; pigment undercoat; high-gloss enamel finishing coat. Wheelbase: 98". Front track: 54.1". Rear track: 51.9".

ENGINE — Front mounted, T.O.H.C. inline 4. Water cooled. Vertical dual barrel 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 synchromeshed in all forward gears. Console mounted stick shift. Rear wheel drive. Automatic transmission available.

GEAR RATIOS — 1st: 3.612. 2nd: 2.045. 3rd: 1.357. 4th: 1.000. 5th: 0.870. Reverse: 3.244.

FINAL DRIVE RATIO — 4.444.

DRIVE SHAFT — Two-piece with universal joints.

FRONT SUSPENSION — McPherson struts. Coil springs. Hydraulic, double-acting, telescopic shock absorbers. Stabilizer bar. Lifetime lubrication.

REAR SUSPENSION — Rigid axle anchored by two trailing arms and one transverse rod. Coil springs. Hydraulic, double-acting, telescopic shock absorbers.

STEERING — Direct acting rack and pinion. Steering linkage joints are lifetime lubricated. Turns in 34.8' 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 — Steel disc wheels. Rim size: 5 J x 13". 160 SR x 13 or 165 SR x 13 radial-ply tires.

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

INSTRUMENTATION — Dash mounted cluster incorporates a speedometer, electronic tachometer, directional signal indicator, indicators for battery charging, engine heat and oil pressure, fuel gauge with reserve indicator. Quartz crystal clock. Outer lighting switch and panel light switch are mounted in 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. Rear window defogger. Flow-through ventilation.

FUEL TANK — 12.2 gallons.

EXTERIOR DIMENSIONS—Overall length: 171.7". Height: 53.3". Width: 64.6". Rear opening: 4' 8" (measured from upper right corner to lower left corner).

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. Synchromesh 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 transversal spring acting also as stabilizer in asymmetric wheel motions.

STEERING — Direct acting rack and pinion. Independent and symmetric tie rods to each wheel, lifetime lubricated. Turns in 33.8' 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 — Steel disc wheels. Rim size: 4 1/2 J x 13". 145 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system, 950-Watt Alternator. 50 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. Rear window defogger. Flow-through ventilation.

FUEL TANK — 9.5 gallons.

EXTERIOR DIMENSIONS—Overall length: 159.2". Height: 55.9". Width: 62.6". Rear opening: 4' 4" (measured from upper right corner to lower left corner).

FIAT 128 SEDANS

BODY/FRAME — Unitized construction. Two primer coats. Two coats high-gloss enamel. Wheelbase: 96.4". Front track: 51.3". Rear track: 51.8".

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.

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. Two-leaf transversal spring acting also as stabilizer in asymmetric wheel motions.

STEERING — Direct acting rack and pinion. Independent and symmetric tie rods to each wheel, lifetime lubricated. Turns in 33.8' 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 — Steel disc wheels. Rim size: 4 1/2 J x 13". 145 SR x 13 radial-ply tires.

ELECTRICAL — 12-Volt system. 950-Watt Alternator. 50 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. Rear window defogger.

FUEL TANK — 9.5 gallons.

EXTERIOR DIMENSIONS — Overall length: 158.6". Height: 55.9". Width: 62.6".

FIAT SPORTS CARS/SPECIFICATIONS



X 1/9

FIAT X1/9

BODY/FRAME — Unitized construction. Reinforced longitudinal stress members. Two primer coats. Two coats of high-gloss acrylic enamel. Wheelbase: 86.7". Front track: 52.5". Rear track: 52.9".

ENGINE — Mid, mounted transversely. S.O.H.C. inline 4. Water cooled. Vertical dual 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: 0.959. Reverse: 3.714.

FINAL DRIVE RATIO — 4.416.

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

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

REAR SUSPENSION — Chapman struts, wide lower A-arms and adjustable back links, coil 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. 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. 950-Watt Alternator. 50 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. Outer lighting switch and panel light switch are mounted on 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. Rear window defogger.

FUEL TANK — 12.7 gallons.

EXTERIOR DIMENSIONS — Overall length: 158.5". Height: 46.1". Width: 61.8". Road clearance: 5.25".



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: 53". 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 synchromeshed 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.

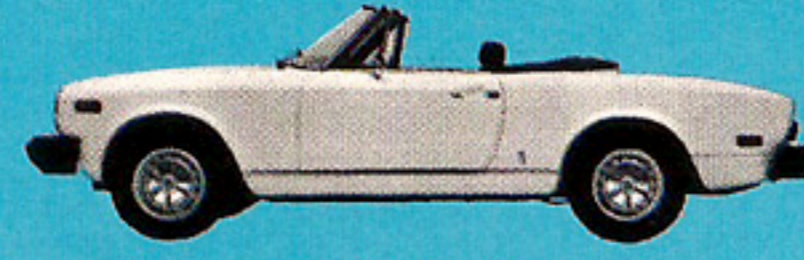
ELECTRICAL — 12-Volt system. 700-Watt Alternator. 60 Amp/hr. battery.

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. Quartz crystal 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. Flow-through ventilation. Regulators and two-speed heater fan controls mounted on console. Rear window defogger.

FUEL TANK — 11.4 gallons.

EXTERIOR DIMENSIONS — Overall length: 172.4". Height: 52.7". Width 66.7". Road Clearance: 6".



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: 89.7". Front track: 53.2". Rear track: 52".

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 synchromeshed 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. 60 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. Quartz crystal clock. Windshield wiper switch, outer marker master light switch, panel light switch. Speedometer and tachometer are recessed for glare-free reading with matte black bezel rings and all instruments and switches are mounted in a wood-grained panel 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 mounted on console.

FUEL TANK — 11.4 gallons.

EXTERIOR DIMENSIONS — Overall length: 163.1". Height: 49.2". Width: 63.5". Road clearance: 6".



128 SPORT L COUPE

FIAT 128 SPORT L COUPE

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 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 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 cowl. 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".



America discovers Fiat
...there must be a reason.