

Fiat 127
and 127 Special

FIAT





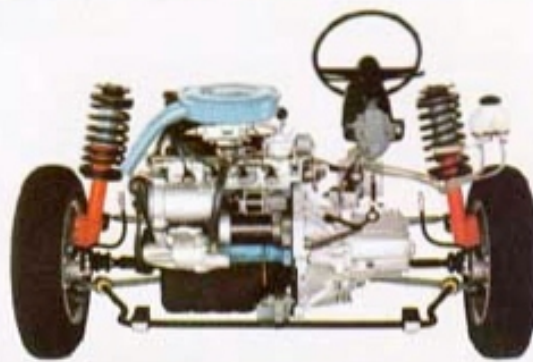
This is the 127 — one of the key models in the vast Fiat range. Within a very few months of its introduction it was established as an international success — a situation emphasised by its selection as "car of the year" 4 times by panels of judges

comprising engineers, motoring specialists and journalists from 19 countries.

The 127 is a front wheel drive car. The superiority of this arrangement is clearly shown in a medium-sized car which needs to be roomy inside



and compact outside. The elimination of the space occupied by the transmission and the rear differential means that the wheels can be spaced further apart to provide not only greater roominess, but also greater stability and comfort because the track is wider and the wheelbase longer.





The personality of the 127 has two sides to it — aesthetic and technical. With its distinctly non-conformist appearance and especially its sharply cut-off tail, the 127 is living proof that a medium-size car — what the Americans call a "compact" — no longer has to

be a scaled-down version of a big car. In fact, the 127 is neither a saloon, nor a coupe, nor a station wagon. It's just an intelligent new car.

From the technical point of view, the most striking thing about the 127 is its performance. With a 903 cc



engine it can reach 140 km/h (87 mph) and still record low fuel consumption figures despite its lively temperament. Indeed it has won several international fuel consumption trials. And it has the kind of roadholding that only stunt drivers can really put to the test.





*Good roadholding means safety.
And if you can achieve this without
compromising riding qualities, you have
a good suspension system.
Which is what the 127 offers.*

*The secret lies in the careful
adjustment of a complex design formula
based on the following features:*

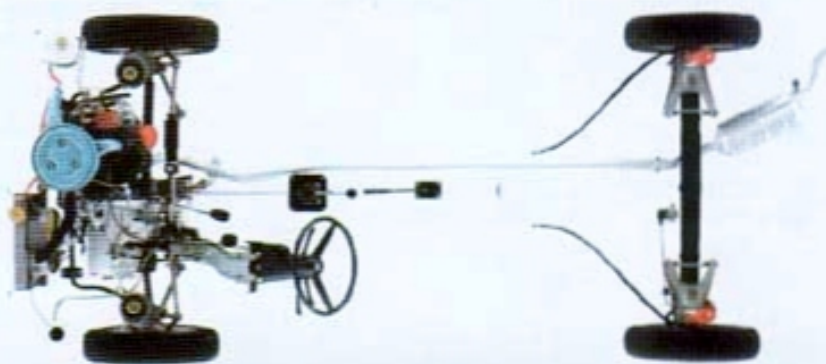
front wheel drive + long wheelbase +

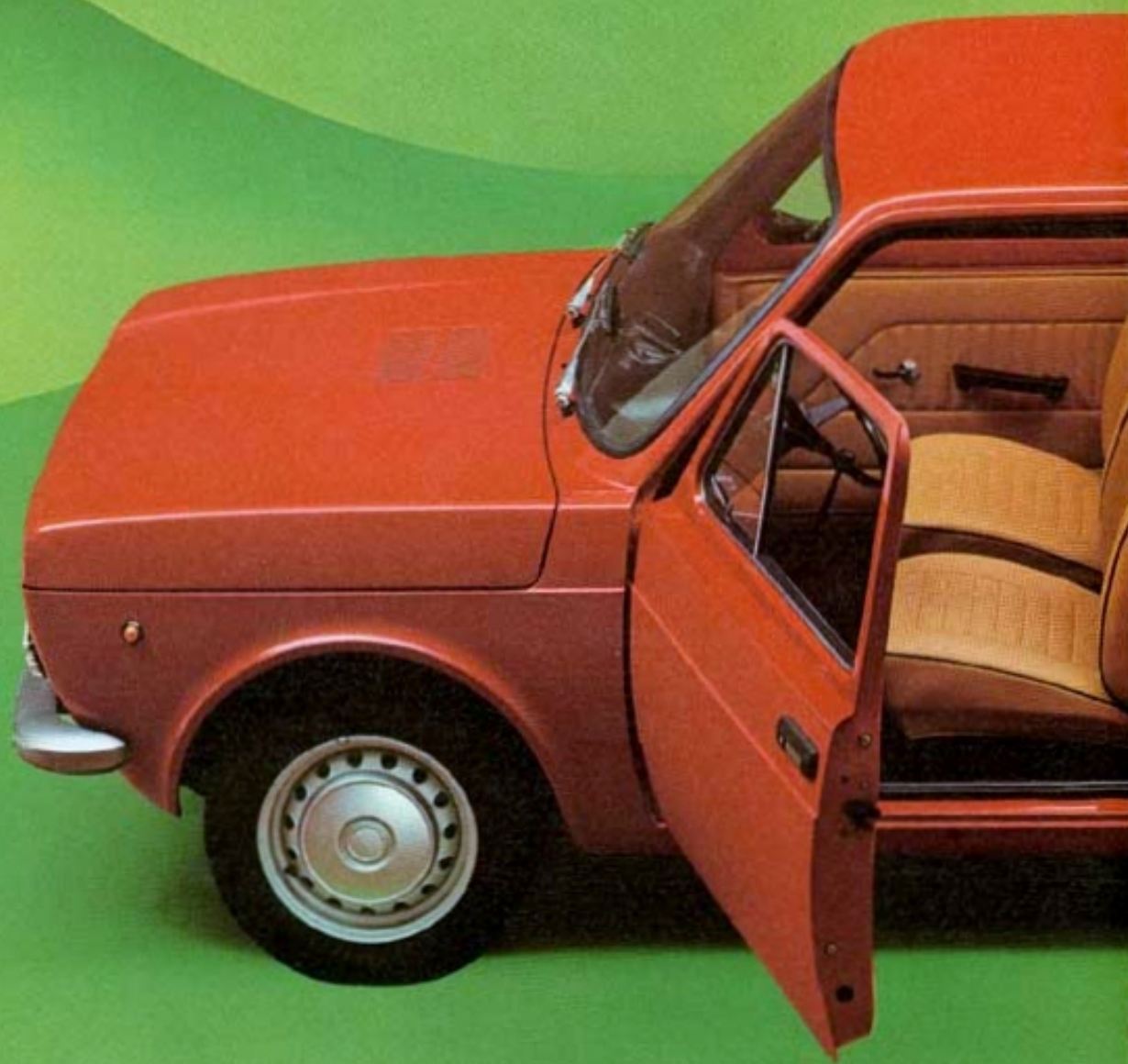
*wide track + independent suspension
of all four wheels.*

*The latter solution, of the same type
tested so successfully in the 128,
keeps the wheels perpendicular to the road.
In this way contact between the car
and the road is maintained through
wide section tyres so that you obtain
maximum adhesion and more
even tread wear.*



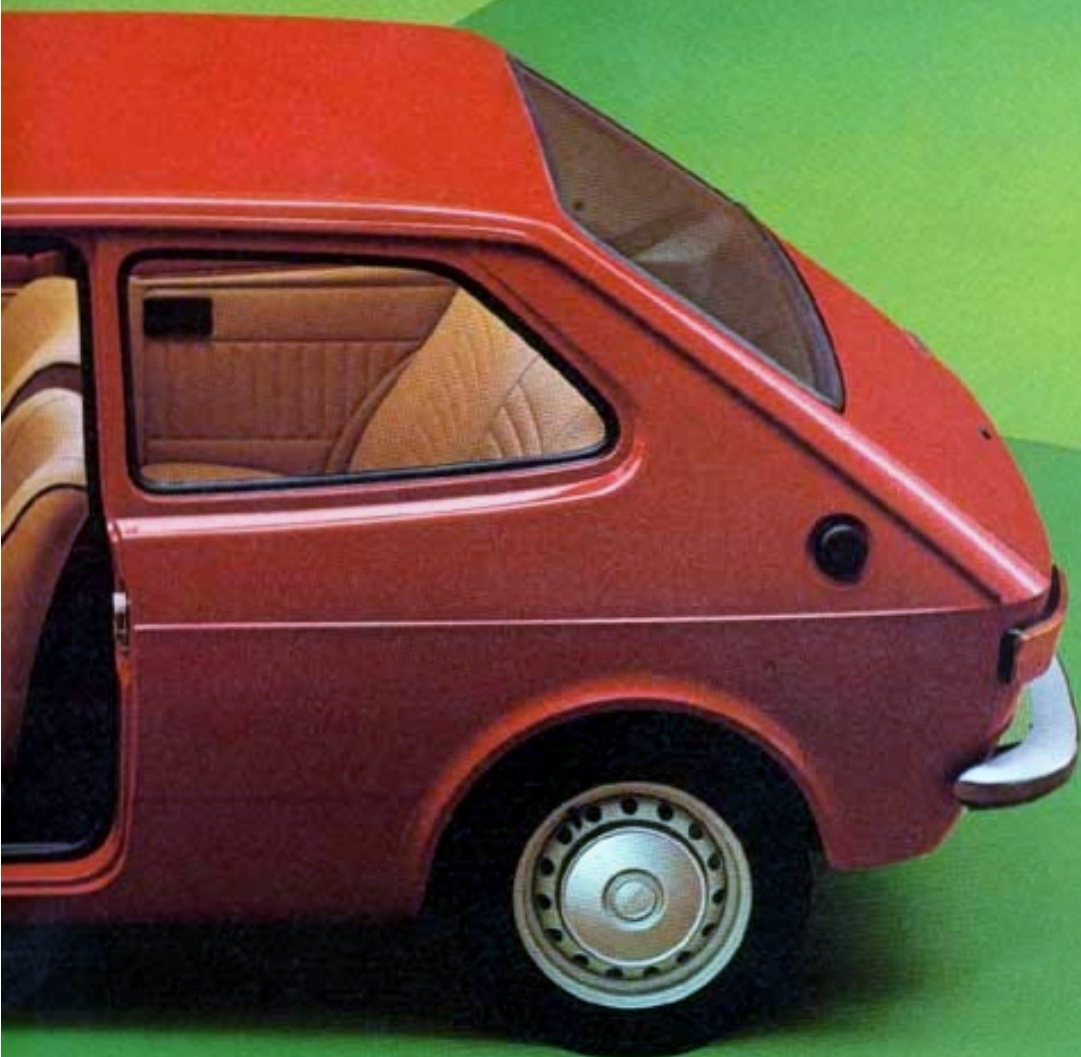
The picture aside shows how little of the total length of the vehicle is occupied by mechanical components. This is the benefit gained by front wheel drive and by mounting the engine transversely.





We have already said that the 127 is exceptionally roomy. And yet, looking at it from the outside, with its compact

line and its carefully contained external dimensions you might get the wrong idea. The first time you sit in it, you'll be surprised. You'll discover that not only is there room for five



people, but that there is also just that little extra space that the long-legged individual appreciates so much.





On the subject of safety the 127 also has a great deal to say. We have already seen that a high degree of active safety has been reached by refining its performance and road-holding to the utmost, and by the efficiency and the reliability of its braking system.

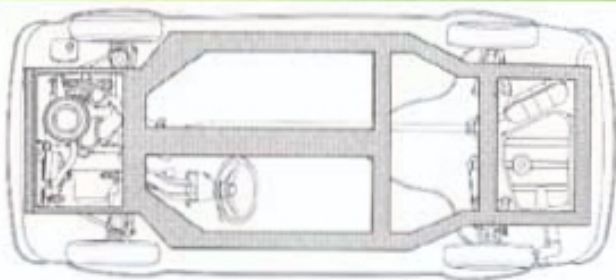
Now we will outline some of the important technical devices which have been used to improve passive safety.

Reinforced floor pan: a single one-piece steel pressing surrounded by a robust framework comprising a box section front cross member from which two longitudinal members stretch back along the sides of the floor pan to link up with the rear cross members which form a rectangular crush-proof frame around the fuel tank. A third central longitudinal member contributes to the reinforcement of the passenger compartment.



Three-section universally-jointed steering column, mounted on the underframe by a deformable bracket: in the event of a violent impact passenger compartment penetration is reduced.

Safety fuel filler cap: threaded type cap tested to avoid fuel loss in the event of impact.





The 127 Special, in 2-door and 3-door forms, joins the range alongside the standard model. It offers a number of functional and styling innovations which underline its inherently practical nature. Among the numerous exterior modifications adding further refinement to the highly individual line of the 127 are a number of particular notes: the grille is new, the bumpers are of larger section and protected by a central rubber strip, while stainless steel side mouldings incorporating a central plastic insert are both

a protective and a styling feature. Interior equipment differs from the standard model by finish and equipment of a higher quality.

The seats are upholstered in cloth and leathercloth, there is looped-pile carpeting, the steering wheel has padded spokes, there is an oddments tray on the tunnel, a new instrument panel is set in a laminated veneered background under an enlarged non-reflective hood, as well as many other new features which complement the car's comfort and styling.



New standard accessories

Cigarette lighter. Electric windscreen washer. Intermittent windscreen wiper function. Water temperature gauge. Two-speed heater fan. Reversing light.





127 3-door version

The 3-door version joins the 2-door. Body lines, technical features and performance of the two models are identical. However, as you may imagine, the kind and the amount of luggage that can be carried are completely different. In fact a third door makes baggage loading and unloading very much

*easier. To exploit its carrying capacity even further the rear seat and back rest of the 127 3-door fold forward to provide a perfectly flat unbroken loading platform with a **useful carrying space of over 1 cu m (over 35 cu ft).***

Payload: 5 people + 50 kg (110 lb) of luggage or 1 person + 330 kg (725 lb).



*External rear
view mirror on
driver's door or
on both doors
as required
by law.
Parcel shelf
below the rear
window in the
3-door version.*



Specification

Integral body structure: wheelbase 2,225 mm (7 ft 3 7/8 in). Tracks: front 1,280 mm (4 ft 2 1/4 in); rear 1,295 mm (4 ft 3 in). Overall length 3,595 mm (11 ft 9 1/2 in) (Special: 3,635 mm - 11 ft 11 1/2 in). Overall width 1,527 mm (5 ft 0 1/8 in). Overall height (unladen) 1,370 mm (4 ft 5 7/8 in).

Engine: 4 cylinders, 903 cc. Compression ratio 9:1. Bore 65 mm. Stroke 68 mm. Power output 45 hp (DIN), 33.1 kW. Cast iron cylinder block. Aluminium cylinder head. Three-bearing crankshaft. Overhead valves. Single choke carburettor. Cartridge-type air filter. Mechanical fuel pump. Pressure lubrication by gear pump. Cartridge-type oil filter. Coolant circulated by centrifugal pump. Translucent expansion tank. Electric fan controlled by temperature switch on radiator. Solenoid-operated starter motor. Blow-by gases recirculation device. Engine-transmission unit mounted transversely on flexible bushes.

Clutch: single dry plate.

Gearbox: 4 forward speeds and reverse. Flexible ring type synchromesh on all forward gears. Floor-mounted gear lever.

Transmission: through the front wheels by shafts with constant velocity joints at differential and hubs.

Differential: incorporated in the gearbox. Helical spur reduction gear unit. Ratio 13/61 (4.692:1).

Front suspension: independent by swinging arms and strut-type pillar shock absorber units. Coil springs, anti-roll bar. All bearings of sealed-for-life type requiring no lubrication.

Rear suspension: independent, with transverse strut-type pillar shock absorber units and swinging transverse arms. Transverse leaf spring which also functions as an anti-roll bar. Rubber bushed at all points.

Steering: rack and pinion. Universally-jointed three-section steering column. Independent, symmetrical steering arms for each wheel, sealed-for-life steering linkage bearings.

Brakes: discs at the front, drums at the rear. Hydraulic system with independent front and rear circuits. Brake effort proportioning valve in the rear circuit. Mechanically operated parking brake acting on rear wheels.

Fuel tank: at the rear. Capacity 30 litres (6 1/2 imp. gall-8 U.S. gall) approx.

Wheels: disc type with 4.00 x 13" rims. Radial ply 135-13 tyres. Spare wheel in engine compartment.

Electrical system: 12 volt, 440 W alternator, 34 A/h battery. Spray type windscreen washer.

Maximum speed: approx. 140 km/h (87 mph).

The layouts of 127 models and the supply of options may change from one country to another to meet special market or legal requirements.