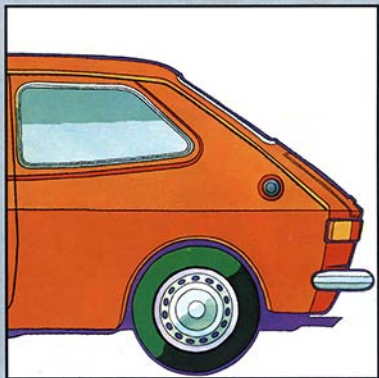




FIAT
127

There are lots of cars to choose from under 1,000 c.c.

How many people will choose the 127? Under 1,000 c.c.—it's a size which is popular with motorists because comfort and performance don't have to be sacrificed in the interests of economy.

What are the factors which make people choose a medium cylinder capacity car? Recent research shows that the decisive factors (in order of importance) are price, low running costs, performance, comfort and styling. Then there's the unknown factor, which we might call "charm"—the joker in the pack—quite capable of outweighing all the other considerations.

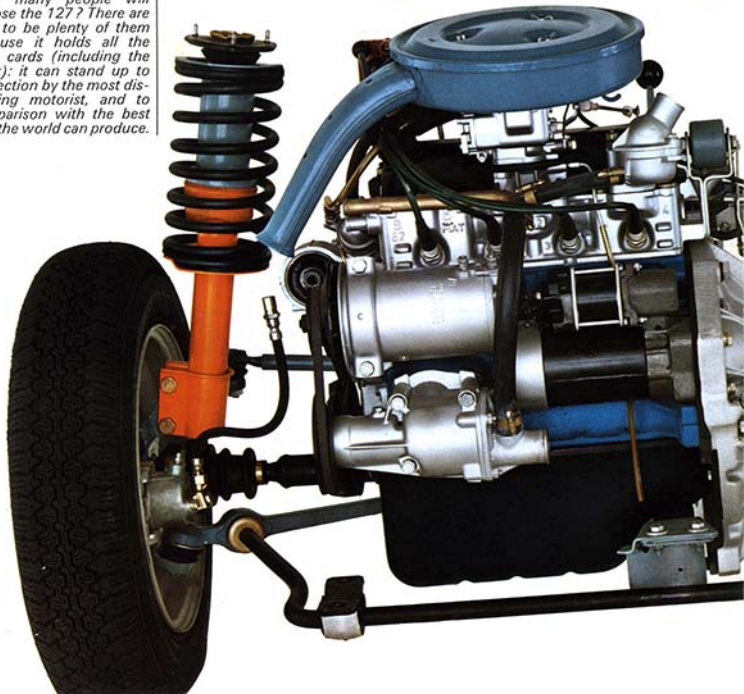
How many people will choose the 127? There are sure to be plenty of them because it holds all the right cards (including the joker): it can stand up to inspection by the most discerning motorist, and to comparison with the best that the world can produce.

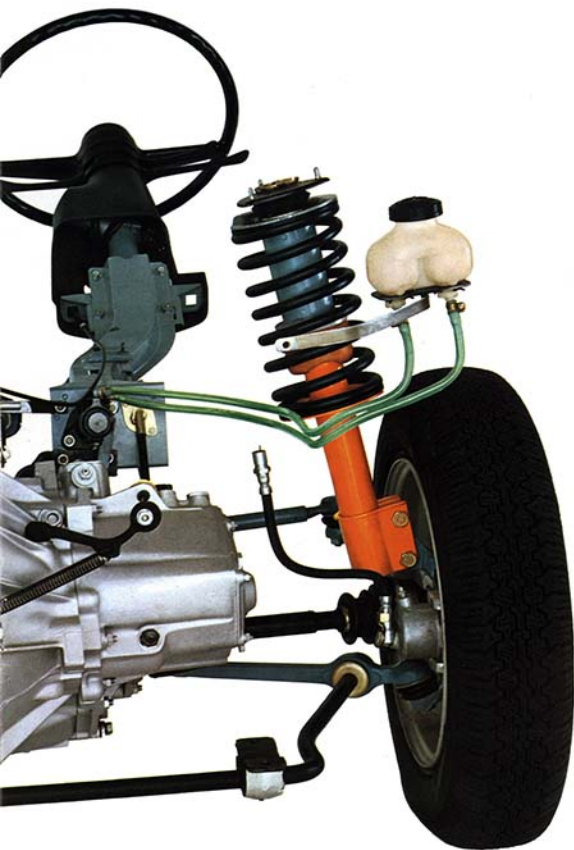
Selling points (to facilitate fair comparison with rival makes)

Technical: 903 c.c.—power output 47 b.h.p. (DIN)—speed approx. 140 k.p.h. (approx. 87 m.p.h.)

Constructional (already fully tested on the 128, with success on an international scale): transverse front engine—front wheel drive—-independent four-wheel suspension—dual brake circuits—long wheelbase—wide track.

New styling (completely functional and up-to-date): 2-door saloon with plenty of room for 5 people and all their luggage in comfort.





Putting the engine at the front, with the radiator in an area where it gets natural ventilation, ensures better cooling even at top engine speed.

The 127 has a 903 c.c. engine

The engine of the 127 is derived from that of the 850 Sport Coupé. So its sporting qualities can be fully enjoyed without any worries—they are completely natural in an engine which has been thoroughly tested and tuned.

None of the various different engine and transmission arrangements have shown complete superiority over the others. Fiat always chooses the arrangement which suits each separate model best.

For the 127, Fiat has chosen to put everything at the front, because it gives the passengers more room and makes for really exceptional roadholding (particularly on wet or snow-covered roads). And the car handles so well that it's a joy to drive.

Interesting comparisons

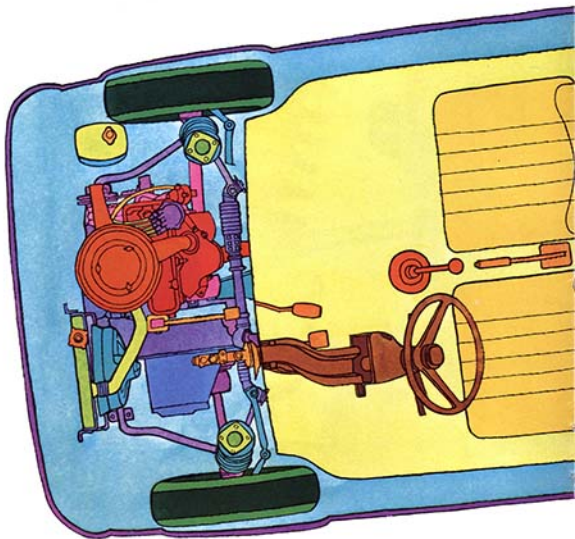
The 127 has been designed and built as a new car which will be able to meet the market requirements of the future in advance: in other words, it represents an important stage in the evolution of the motor-car. In spite of this positive factor, many motorists are bound to wonder: "Apart from the styling, which is certainly more up-to-date and individual, what important differences are there between the 127 and the 850?"

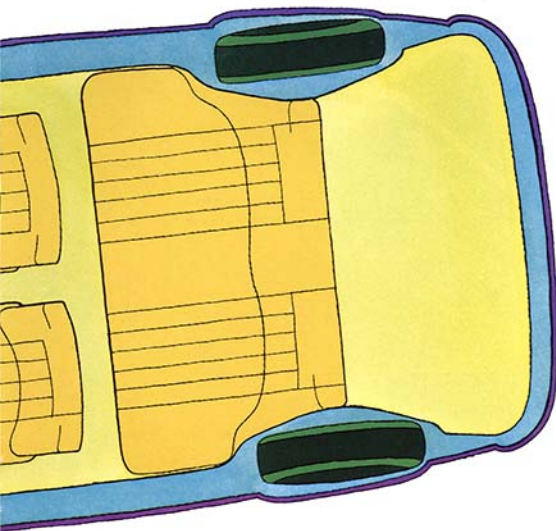
Here, briefly, are the answers:

More room inside compared with outside dimensions. Wide, deep rear seat with plenty of knee room. Deep front seats. Plenty of room for long legs. Plus tremendous luggage capacity. This means that, while the 127 is in the same class with regard to cost, consumption, manoeuvrability and parking, the user of a 127 enjoys the advantages that he would get in a bigger car.

Advanced technical features which set new standards in the under one-litre class. They increase the pleasure of driving, the feeling of stability on bends, at speed, and in the wet. They increase the pleasure of having a new set of instruments in front of the driver and within easy reach. They increase the driver's sense of pride and satisfaction when he looks at other cars.

Better performance: about 140 k.p.h. against 125 of the 850 model, (87 m.p.h. against 74.6 m.p.h.), snappier acceleration, better power-to-weight ratio.





Before talking about styling, let's say something about "project 127"

The styling of a car is the "clothing" with which the engineers cover the various technical elements, or in other words the project. "Project 127" had two main objects: to "enclose" the largest possible space with the smallest possible outside dimensions and to increase safety (protective and preventive) to the highest levels permitted by modern technology.

Fiat had all the answers at hand, already tested and brilliantly proven on the 128: transverse front engine, front-wheel drive, independent 4-wheel suspension, long wheelbase and wide track (i.e. wheels placed right at the corners of the body). An engineer knows at once that these answers are expensive, but he also realizes that they give the car real quality.

There are many advantages, which soon become apparent to the driver: 80 % of the overall dimensions of the car is useful space for passengers and luggage; independent 4-wheel suspension improves ride comfort and stability; the transverse-mounted engine takes up less space, and front wheel drive shows once again its proven roadholding qualities (particularly on bends and on wet or snow-covered roads); the length of the wheelbase and width of the track mean more room inside and greater stability, and thus increased comfort (reduced effects of pitch and roll).



This is the "clothing"





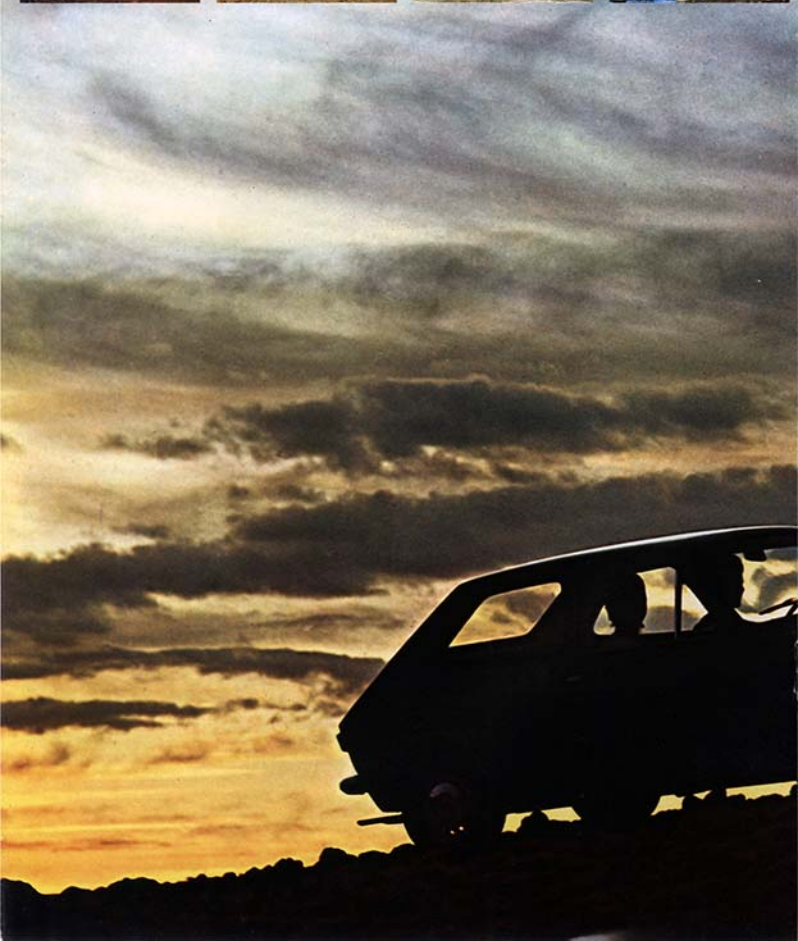
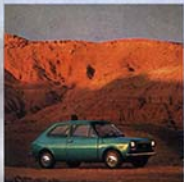
Optional: combined cloth and leathercloth upholstery.





To get a good view
of a new car like
the 127, one must
walk all the way
round







Outside settings help
one to understand
a car's personality







It's difficult to give much of an idea of roominess in a photograph

It's always difficult to give an idea of the roominess of a car interior. The best thing is to sit in a 127 and try it out not just in the front; in the back, too, with a couple of other people. (All cars are comfortable in the front seats).

Instruments and warning lights: upper part of instrument panel covered in crash-proof padding. Speedometer and distance recorder in one dial, fuel gauge and warning lights for low oil pressure, low fuel level, generator charge and excessive water temperature in another. High beam, direction indicator and side lamp warning lights between main dials. Exterior and instrument panel light switch on left. Windscreen wiper control on steering column, screenwasher on dash-



board. Other controls beneath dash panel, hot and cold air mixing lever, heater fan switch, choke.

Seats: front seats adjustable fore and aft; reclining back rests optional. Front seats fold completely forward.

Heating and ventilation: two separate hot and cold air streams controlled by lever under the dashboard. Both streams are mixed in the heater unit and distributed by the fan through two adjustable outlets on top of the dashboard to demist the windscreen and heat the upper part of the car; or directed through two adjustable flaps to warm driver's and passengers' feet.

Safety (which is something that can't be seen)

It's a feeling one has all the time as one drives, a matter of trust and reliability.

Safety can't be seen, but it can be explained in technical terms.

Dual brake circuits: one for the front wheels, one for the back wheels. The brakes will always work on one of the two axles, whatever happens.

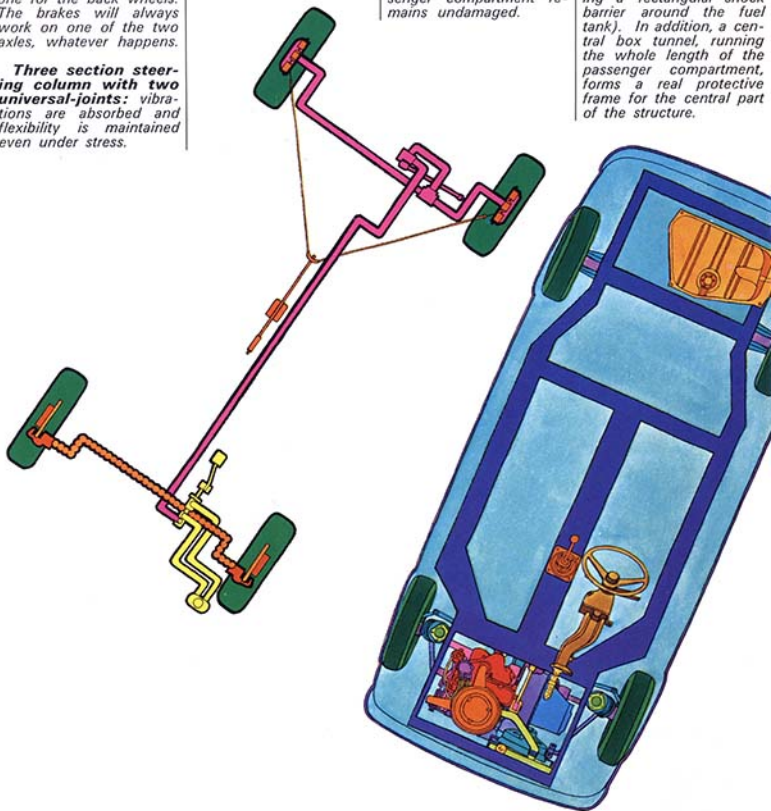
Three section steering column with two universal-joints: vibrations are absorbed and flexibility is maintained even under stress.

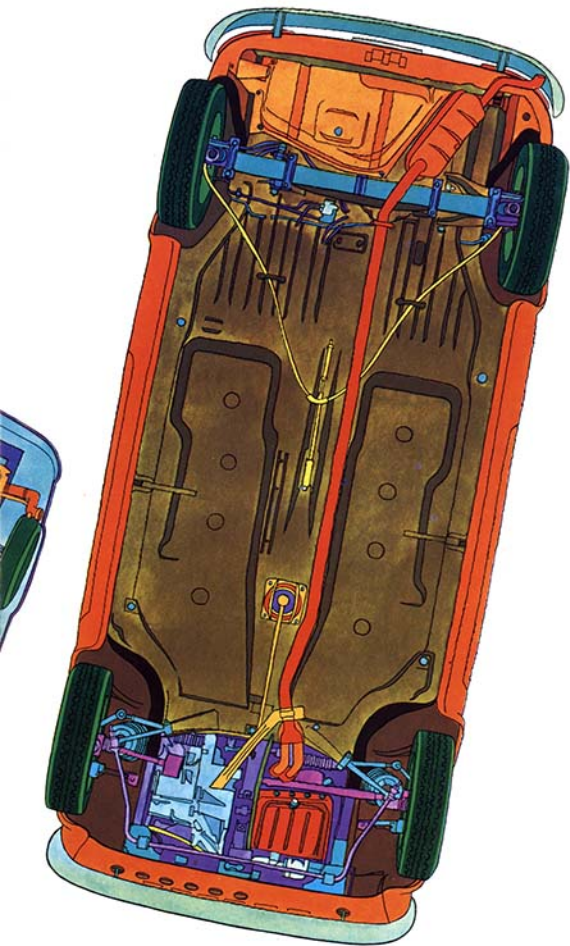
Safety cap on the fuel tank: the tank has a screw-cap, fully tested, which prevents petrol escaping on impact.

Fuel tank in a safety area: protected by two strong box-type cross members which form part of the carrying structure.

Bodywork: as a result of the continuous study with safety in mind of the behaviour of the structure of all Fiat cars, the bodywork of the 127 has been designed on the "bearing body" principle. The central part of the body is highly resistant to torsional and bending stress, while the front and rear are constructed in such a way as to be able to absorb the worst effects of impact, thus ensuring that the passenger compartment remains undamaged.

Important: the floor (a single piece of pressed sheet steel which extends the whole length and breadth of the vehicle) is surrounded and reinforced by a sturdy framework consisting of a box section cross member at the front, connected to two longitudinal members which run along the sides of the floor until they reach the rear cross members (which support the rear suspension and bumpers, as well as forming a rectangular shock barrier around the fuel tank). In addition, a central box tunnel, running the whole length of the passenger compartment, forms a real protective frame for the central part of the structure.





Have a look at it upside down

At first sight perhaps it looks like the underneath of any other car. On the contrary it conceals significantly advanced engineering. First of all, we would like to point out that, in spite of its limited outside dimensions the 127 has a long wheelbase (i.e. the front wheels have been taken as far forward as possible and the rear ones as far back as possible). It's easy to see that, as a result, the wheel housings and areas taken up by the suspension hardly affect the passenger compartment at all: one of the secrets of all that roominess inside.

Now look at the distance between the rear wheels (i.e. the rear track): it's unusually wide compared with wheelbase and class range. Advantages? Exceptional roadholding, which enables the driver to do some surprising things with the 127 in complete safety. And, finally, notice the independent 4-wheel suspension: a system which makes the 128, 130 and Dino both comfortable and stable.

In these pages we have done our best to let you share our enthusiasm, as engineers, for a car which is so new and at the same time so well tested, from which we therefore expect a lot of satisfaction. Now you have a good idea of the 127. But it's still only an idea. In order to understand the real value of a 127, you'll have to give it a try.

Specifications

Integral body: Wheelbase 2,225 mm (7 ft. 3 7/8 in.). Track: front: 1,280 mm (4 ft. 2 1/8 in.); rear 1,295 mm (4 ft. 3 in.). Overall length 3,595 mm (11 ft. 9 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-to-1. Bore 65 mm. Stroke 68 mm. Power output 47 b.h.p. (DIN). 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. Plastic axial cooling fan: temperature regulated by thermostat. 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-to-1).

Front suspension: independent, with strut-type wishbones and telescopic shock absorbers. Coil springs, anti-roll bar. Sealed-for-life bearings.

Rear suspension: independent, strut-type transverse wishbones, telescopic shock absorbers. Transverse leaf spring which also functions as an anti-roll bar. Rubber bushed bearings.

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

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 galls, 8 U.S. galls) approx.

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

Electrical system: 12 volt. 230 watt dynamo. 34 amp/h battery.

Windscreen washers.

Speed: approx. 140 k.p.h. (87 m.p.h.).

For a Fiat, Fiat Service

Wherever Fiat cars go, Fiat Service goes too. Highly specialised in men, tools and equipment, the organisation is at all times ready to keep your car in perfect condition. Fiat Service gives the owner rapid assistance at reasonable cost. Where necessary, a mobile workshop service is available and a comprehensive guarantee covers the workmanship and materials of all Fiat cars. The Fiat Ricambi establishment which manufactures and stores all Fiat replacement parts in Turin ensures prompt despatch of spares through over 12,000 Service Centres all over the world.

FIAT
127

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Fiat Publicity - Edition no. 3248
Printed in Italy
Pozzo Gros Monti S.p.A. - Torino