

FIAT 128



FIAT
THE BIGGEST SELLING CAR IN EUROPE



The convenient, comfortable, and economical transportation of people is the purpose of these very sensible vehicles.

And everything about these Fiat 128 Sedans follow sensibly from that.

Its size, for example. The bigness of these Fiat 128 Sedans are where bigness belongs in a car. Inside, where the people are. The Fiat 128 Sedans have ample room for 4 big people.

Fiat 128 4 Door Sedan

The luggage compartment is all for luggage. The spare tire is up front where it really belongs, with the engine and all the other functional parts.



Fiat 128 2 Door Sedan

The front wheel drive of the Fiat 128 Sedans are also quite sensible. Your steering commands go directly to the front wheels that are moving the car.

And the Fiat 128 2 Door and 4 Door Sedans have the good sense to be stylish too.

Ferrari himself drives a Fiat 128 Sedan in town. It makes more sense, that's why, and Signor Ferrari is a very sensible man.

Fiat 128 Station Wagon



All the sensible comfort, convenience, and economy features of the Fiat 128 Sedan, plus the cargo-carrying convenience of a station wagon.

And a third door for still greater convenience.

What the Fiat 128 Station Wagon doesn't have is the clumsiness of bigger wagons. That's because all of the size of this station wagon is inside, where it counts.

That's its secret and its beauty. Only you, and all your passengers, will know that it just looks small from the outside.

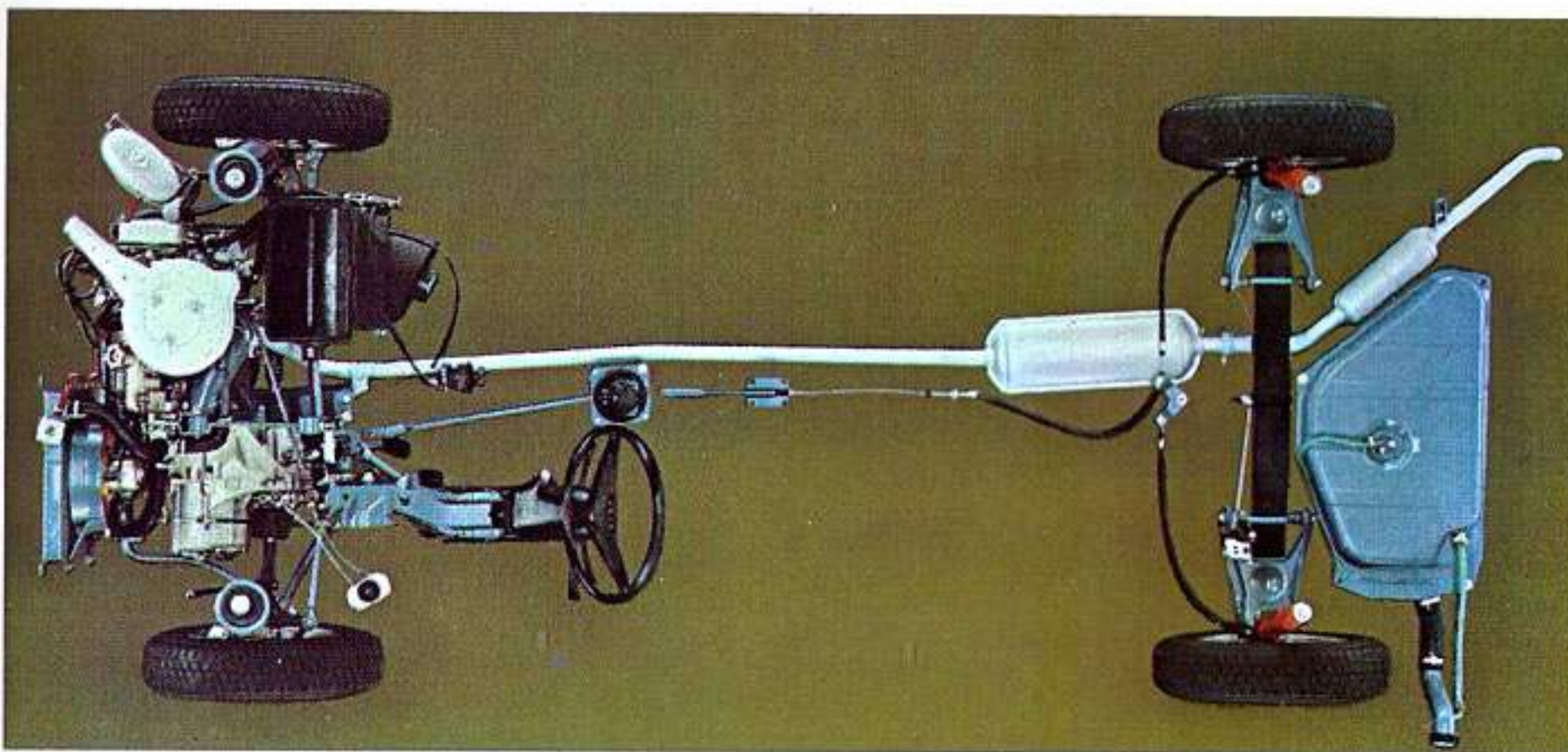
Smartly styled, one might assume that its appearance is its main attraction, when really its clear claim to fame is how very functional it is.

The Fiat 128 Station Wagon is easy to park, easy to back, and just generally easy to use.

Front-wheel drive gives you better control because the wheels that are steering the car are the wheels that are driving the car.

The Fiat 128 Station Wagon functions for fun, with room for all kinds of cargo and the kids.

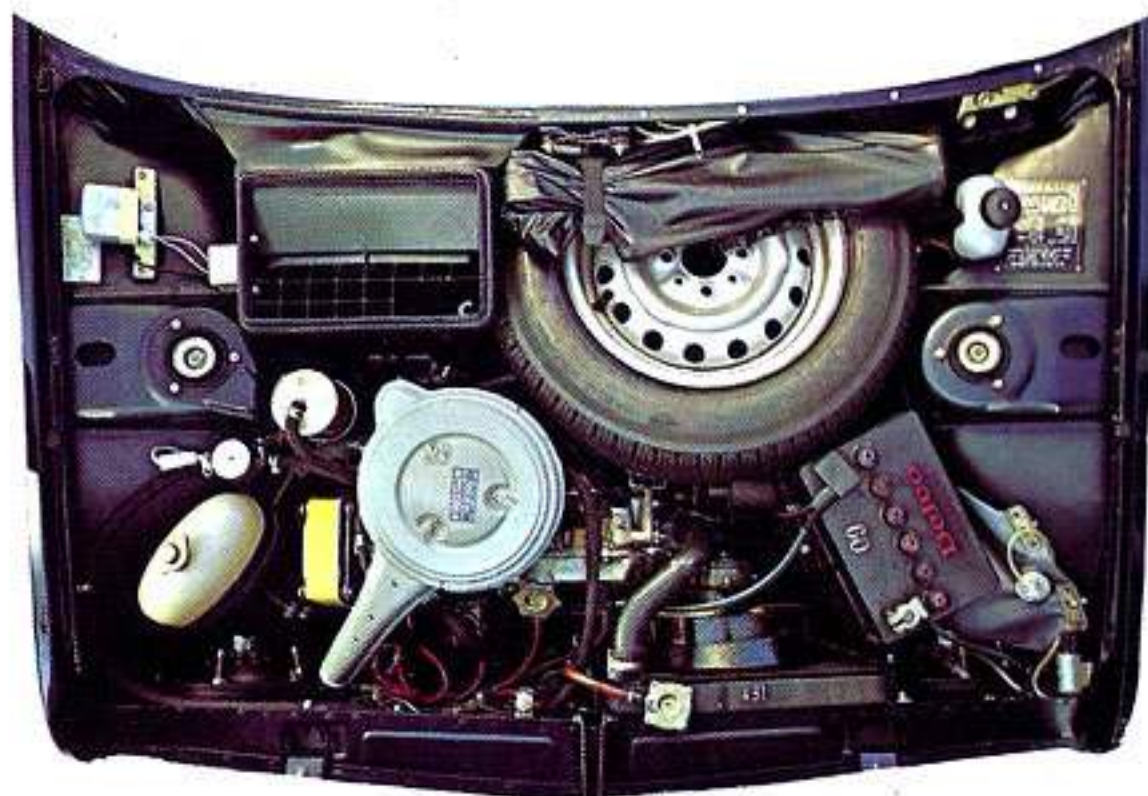
And plenty of both.



Only 20% of the chassis of the Fiat 128 Sedan is used to hold the engine, transmission, and spare tire. And they are all up front. The remaining 80% of the Fiat 128 is for people and their luggage.

The Fiat 128 has precise rack and pinion steering, and independent suspension all around.

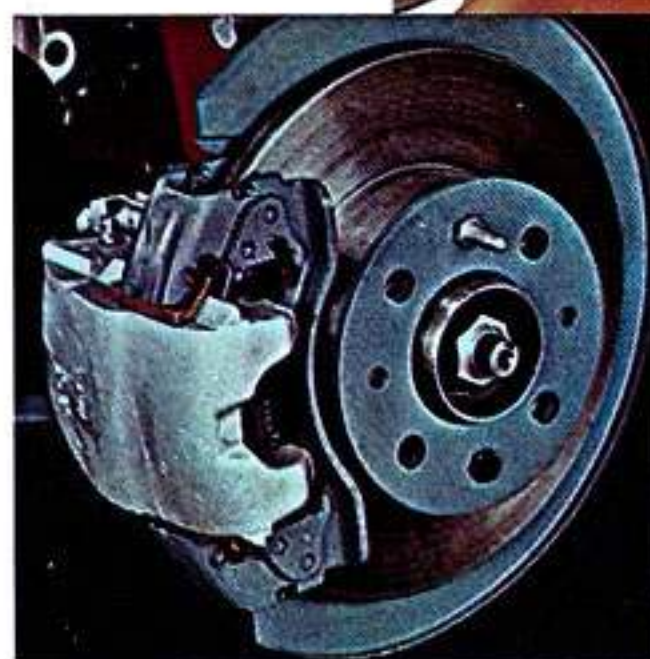
Because all of the equipment is up front, there isn't even the usual bump in the back to interfere with either passenger or luggage space. That's better for driving too. The weight is where it does the most good.



The front wheels receive more direct power because the 5-bearing crankshaft, clutch, and gear box, are all in line with the front axle. This is possible because the overhead cam 4-cylinder engine is mounted transversely rather than in the conventional lengthwise position.



Handsomely padded, the dash has all non-glare dials that are large and clear for easy visibility. All of the controls for lights, windshield wipers, and turn signals are close at hand and easy to operate.



The dual brake system of the Fiat 128 combines self-adjusting disc brakes in the front with drums in the rear, and an equalizing valve in the rear brake system to insure equal braking effectiveness all around.



SPECIFICATIONS:

BODY FRAME—Unitized construction—rust proofed—safety door locks—two primer coats—two coats of high gloss enamel paint—wheel base 96.4"—front overhang 24.1"—rear overhang 31.3".

ENGINE—Front, transverse, inclined 20° forward—four water cooled in-line cylinders—single overhead camshaft—cast iron block—aluminum cylinder head—five bearing crank shaft—displacement 1116cc. (68.10 cu. in.)—compression ratio 8.5 to 1—bore and stroke: 3.15 X 2.185".

CLUTCH—Single dry plate with diaphragm pressure spring.

TRANSMISSION—Four speeds forward, all synchronized, and reverse—floor mounted stick shift.

GEAR RATIOS—First 3.58, second 2.23, third 1.45, fourth 1.03—reverse 3.71, differential drive gear ratio 4.07.

DRIVE—Two front wheels by half-axle swing shaft through constant—velocity joints.

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

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

STEERING—Rack and pinion type—Independent and symmetric tie rods to each wheel—lubricated for life—steering column in two sections with two universal joints—locking anti-theft device—turns in 33'-9" diameter.

BRAKES—Front: disc type—floating caliper. Rear: self-centering, expanding-shoe drum type—self adjusting—dual brake system—compensator on rear brake circuit to regulate the brake action for load and acceleration.

WHEELS AND TIRES—Steel disc wheels—radial ply tires 145 X 13.

ELECTRICAL—12 volt system—50 Amp/hr battery—480 watt alternator.

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 flow through ventilation—air intakes on cowl—hot water heater—adjustable windshield defrosting outlets—two speed heater fan.

FUEL TANK—9.6 gal. capacity.

TOP SPEED—car fully loaded about 85 Mph.

EXTERIOR DIMENSIONS AND WEIGHTS—Overall length 151.8", Overall width 62.5", Overall height 52.9", Wheelbase 96.4", Curb weight (two door) 1,810 lbs., (four door) 1,830 lbs., (station wagon) 1,880 lbs.

FIAT-ROOSEVELT MOTORS, INC.

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