

128

CUSTOM 3P COUPE

FIAT



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The new 128 Custom 3P. An all purpose car. Combines the styling and verve of a sports coupe with the passenger capacity of a sedan. And adds the utility of a hatchback. 3P translates into three doors in Italian. The hatch in the back is the third door. Opening wide. So you can stow all the big and little things you pick up on your daily rounds. From the shopping center to the hardware store to the antique shop. We could go on and on. Just like the 3P. The car that goes everywhere. And does. The FIAT 128 3P. Performance. Precision-sized. Perfect. In any language it makes great sense.



Standard Equipment:

4-speed floorshift • 4 cyl single OHC engine • Weber carburetion/auto choke • Transverse engine mounting • Front wheel drive • 4 wheel ind suspension • Expansion type cooling system • Cooling system electro fan • Rack and pinion steering • Power front wheel disc brakes • Equalized dual brake system • Reclining bucket seats • Adjustable head rests • All vinyl interior • Safety padded dash & visors • Safety door locks • Locking gas cap • 2 speed electric wipers • Windshield washers • Full carpeting • Radial ply tires • Mag style wheels • Sport steering wheel • Energy absorbing bumpers • Left outside mirror • Day/night rear view mirror • Heater & defroster • Flow through ventilation • Electronic tachometer • Safety belts • Courtesy lights • Low fuel warning light • Emergency brake light • Hazard warning light • Water temperature gauge • Steering column lock • Unitized body construction • Cigarette lighter • Tinted glass all around.

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. 940-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: 51.2." Width: 61.4." Road clearance: 5.2."



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