

Fiat 128 Rally 1300 **FIAT**

128



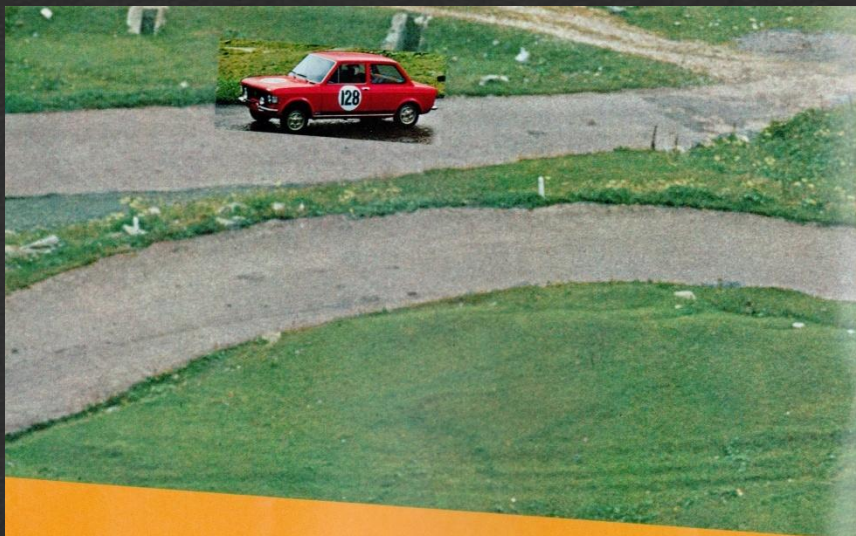
**Every day rally
version cars are
becoming more
and more popular**

Thousands of "rally" cars are produced every year, and their popularity increases all the time. Yet drivers who take part in rallies are comparatively few. So what's the reason?



It lies in the fact that the general public, increasingly knowledgeable about automobile engineering, is finding that it's not in the least necessary to compete in order to own a rally type car. These special versions have advantages for everyone, for all kinds of driving.

*The 128 Rally is an interesting development of this type which is mass produced by Fiat. The design is based on the use of **a number of technical features** which improve the performance and sporting capabilities of production cars.*
Speed 150 k.p.h. (93.2 m.p.h.).



Only a **certain number of tuning features:** not all of those which the "bolt-on" mechanics like to use. A large manufacturer has to weigh all the pros and cons. He must decide what is most useful in the production car to the enthusiast who will not necessarily drive in competition.

Optional, light alloy wheels.





More powerful lighting: two headlamps and two auxiliary lamps.

These technical features, derived from competition experience, and selected by Fiat for the 128 Rally, provide every motorist with obvious advantages:

- an engine of larger cylinder capacity than the basic model;
- more brilliant, long range lighting;
- more powerful electrical system;

- protective devices for the engine and bodywork;
- comprehensive instrumentation, giving fuller information about engine and electrical system performance;
- a range of accessories designed to increase comfort over long distances.



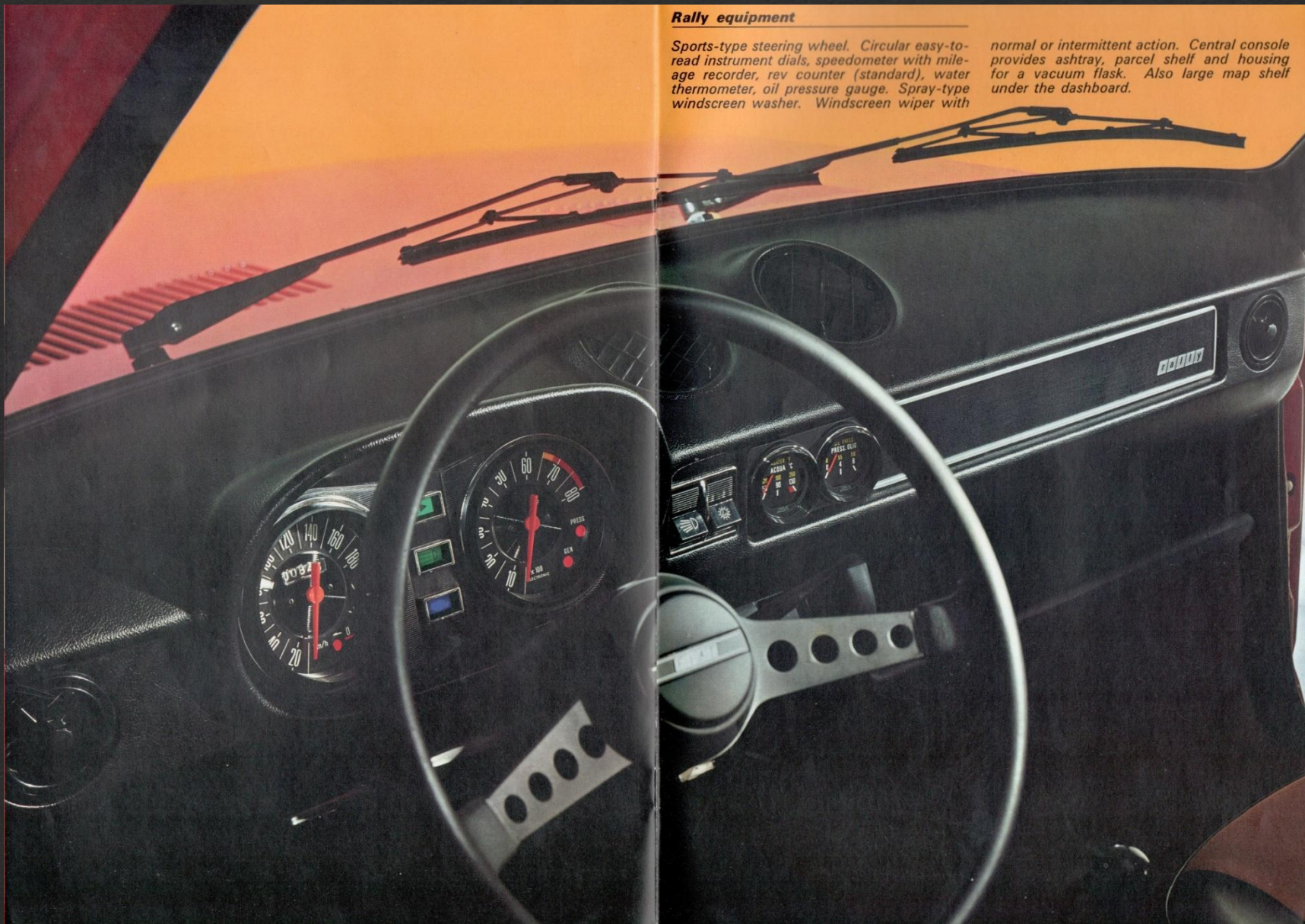
The result of these modifications is that the 128 Rally looks different - and "special". Its behaviour on the road gives drivers of every calibre an outstanding feeling of confidence and safety.



Rally interior

Some of the ways and means by which any journey is made safer and more comfortable are at once evident: wrap-around seats, head-

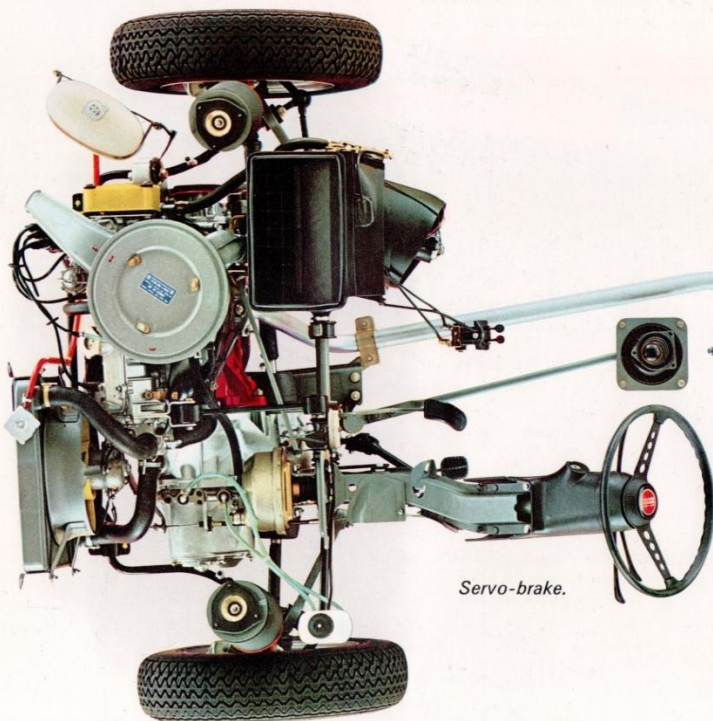
rests (standard equipment), side windows with partial caliper opening, adjustable seat squabs folding forward.



Rally equipment

Sports-type steering wheel. Circular easy-to-read instrument dials, speedometer with mileage recorder, rev counter (standard), water thermometer, oil pressure gauge. Spray-type windscreen washer. Windscreen wiper with

normal or intermittent action. Central console provides ashtray, parcel shelf and housing for a vacuum flask. Also large map shelf under the dashboard.



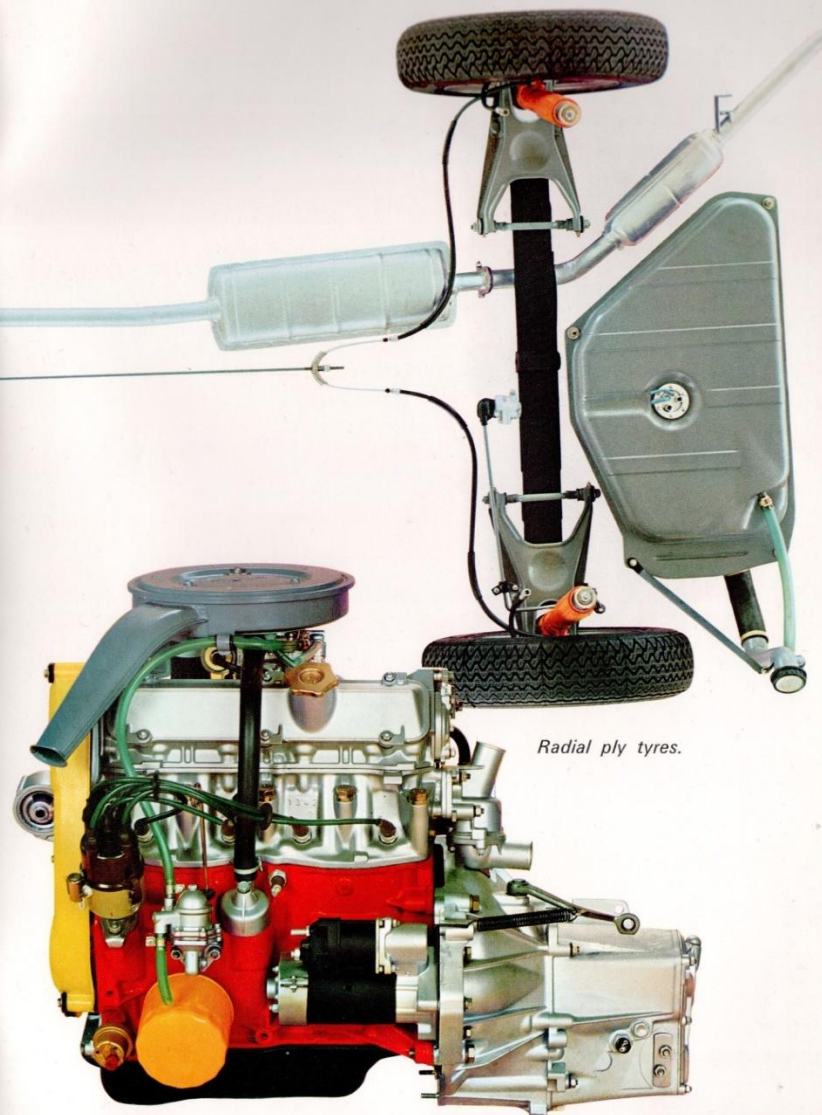
Servo-brake.

128 mechanics: supertested

Front-wheel drive. Disc brakes at front, drums at rear, with braking action compensator. Vacuum servo-brake. Two independent hydraulic brake circuits for front and rear wheels. Independent 4-wheel suspension. Steering box set back and protected. Steering column in three universally-jointed sections.

1300 engine

Transverse-mounted at the front. 4 cylinders in line, oversquare (bore 86 mm, stroke 55.5 mm). Compression ratio 8.9-to-1, 67 b.h.p. (DIN). Five bearing crankshaft. Overhead valves and camshaft. Twin carburettor.



Radial ply tyres.

Specification

Stressed body structure

Wheelbase 2.448 m (8 ft. 0³/₈ in.). Front track 1.308 m (4 ft. 3¹/₂ in.). Rear track 1.313 m (4 ft. 3³/₄ in.). Length 3.876 m (12 ft. 8⁵/₈ in.). Width 1.59 m (5 ft. 2¹/₂ in.). Height (unladen) 1.39 m (4 ft. 6³/₄ in.).

Engine

5 cylinders. Capacity 1,290 c.c. Bore 86 mm. Stroke 55.5 mm. Compression ratio: 8.9-to-1. Maximum power output 67 b.h.p. (DIN). Cast iron cylinder block. Aluminium cylinder head. Five-bearing crankshaft. Overhead valves and camshaft. Twin carburettor. Mechanical fuel pump. Pressure lubrication through gear pump. Full-flow cartridge type oil filter. Centrifugal cooling water pump. Recirculation device to convey blow-by gases to inlet manifold to be burnt in the combustion chambers. Engine-transmission unit located transversely and mounted on flexible bushes.

Clutch

single dry plate.

Gearbox

4 speeds forward plus reverse. Flexible ring type synchronisers for all forward gears. Gear lever mounted on the floor.

Drive

through the front wheels by drive shafts with constant velocity universal joints at hubs and differential.

Differential

incorporated in the gearbox. Helical-toothed pinion type reduction unit. Ratio 13/53 (4.07-to-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. 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. All steering linkages fitted with sealed-for-life bearings requiring no lubrication.

Brakes

discs at the front, drums at the rear. Two independent hydraulic brake circuits for front and rear wheels. Brake effort proportioning valve on the rear brake circuit. Vacuum servo-brake. Mechanically operated parking brake acting on the rear wheels.

Fuel tank

at the rear. Capacity, approximately 38 litres (8¹/₄ imp. galls — 10 U.S. galls).

Wheels

disc type with 4¹/₂ J rims. Radial ply tyres 145-13". Spare wheel in engine compartment.

Electrical equipment

12 volt. Alternator: capacity 40 A. 45 Amp/h battery.

Spray type windscreen washer. Normal and intermittent windscreen wipers.

Speed

150 k.p.h. (93.2 m.p.h.).

Major options

light alloy wheels, safety belts, etc.

For a Fiat, Fiat Service

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