

# **The 127 Sport**

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## **70 HP**

**FIAT**





**The first impression is of a superbly attractive car, but there is more than meets the eye**



Whilst it is immediately good-looking...





# Its beauty is more than skin-deep



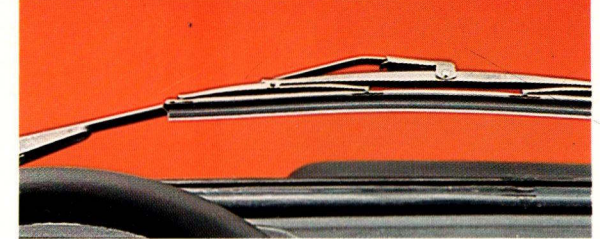
The colour range: black with orange coachline, racing orange with black coachline, metallic silver with black coachline



The front spoiler: increased tyre adhesion at high speed



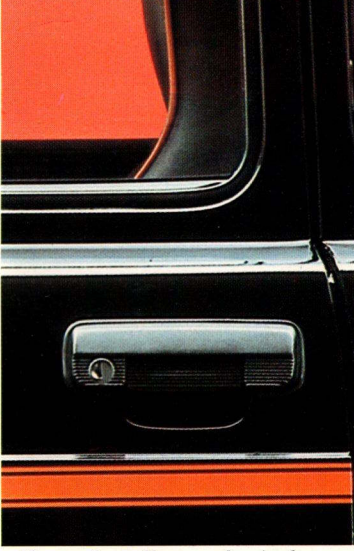
Aerodynamically styled driver's door mirror giving excellent vision



Large non-reflective matt black windscreen wipers



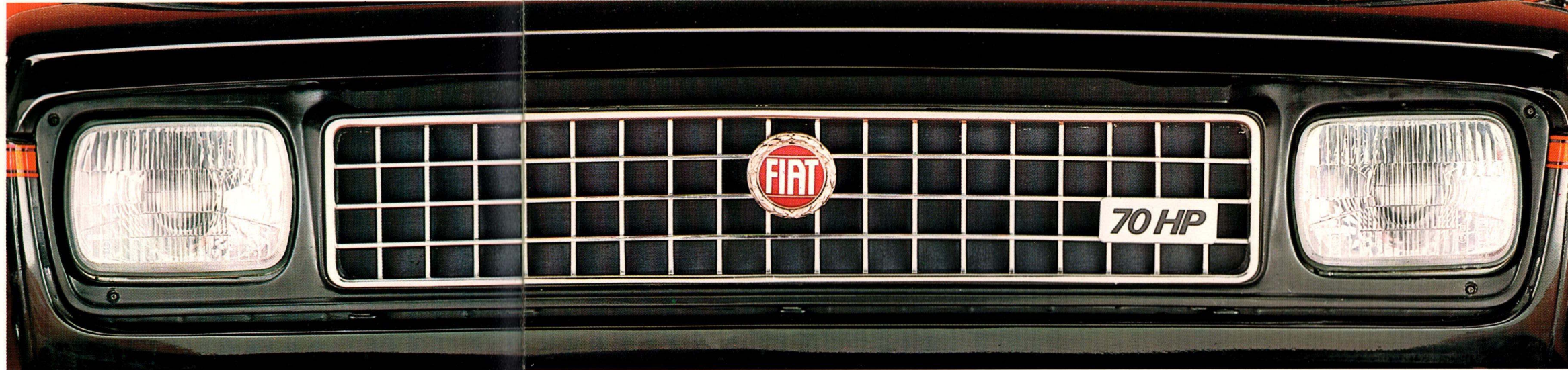
Wide mouldings for side body protection. Protective bodysill strip in black PVC



Door handles and window frames in black stainless steel

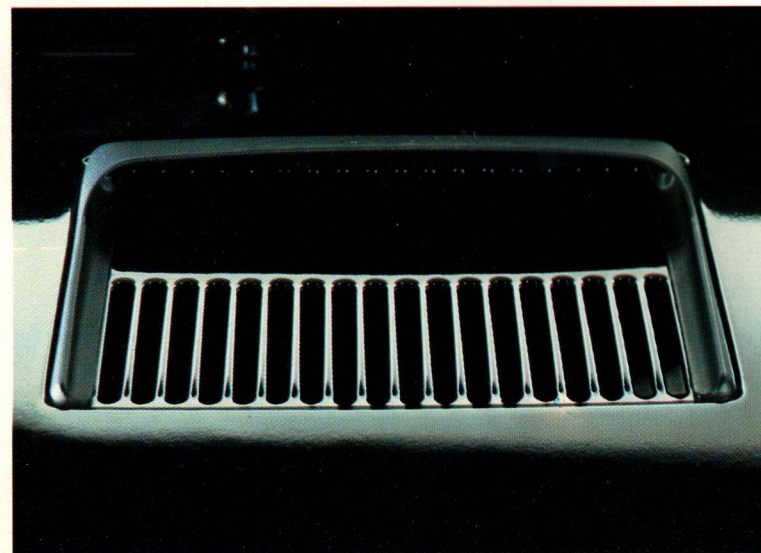


Tinted windows and heated rear window fitted with wash/wipe are both standard



Halogen headlights for improved visibility at night

The new front grille bearing the sporting Fiat emblem and the «70 HP» badge



The air scoop on the bonnet



The sports wheels feature larger rims; the hub caps bear the classical sporting Fiat emblem



The rear spoiler: reduced aerodynamic drag



Elegant and functional Abarth silencer and twin exhaust system

Look at it from every angle: the 127 Sport is fascinating. And as you get closer to it you will understand why. Every detail has been designed and executed with the same painstaking care. One of the best features is the almost complete absence of optional extras, as the standard equipment is exceptionally comprehensive.



**Its power is exciting...**



**127 Sport**



# And its durability is astonishing

You will enjoy the powerful and safe performance of the 127 Sport, and be astonished by its long life. This has been achieved because the basic design qualities of the 127 are such that the increase in power and performance is possible with minimal strengthening of the mechanical components.

The maximum power output of the 127 Sport is 70 bhp (DIN) at 6500 rpm.

This is the result of a higher compression ratio, modified exhaust manifold, newly-designed camshaft, larger inlet valves, a new air filter and a twin choke carburettor.

Other features include an

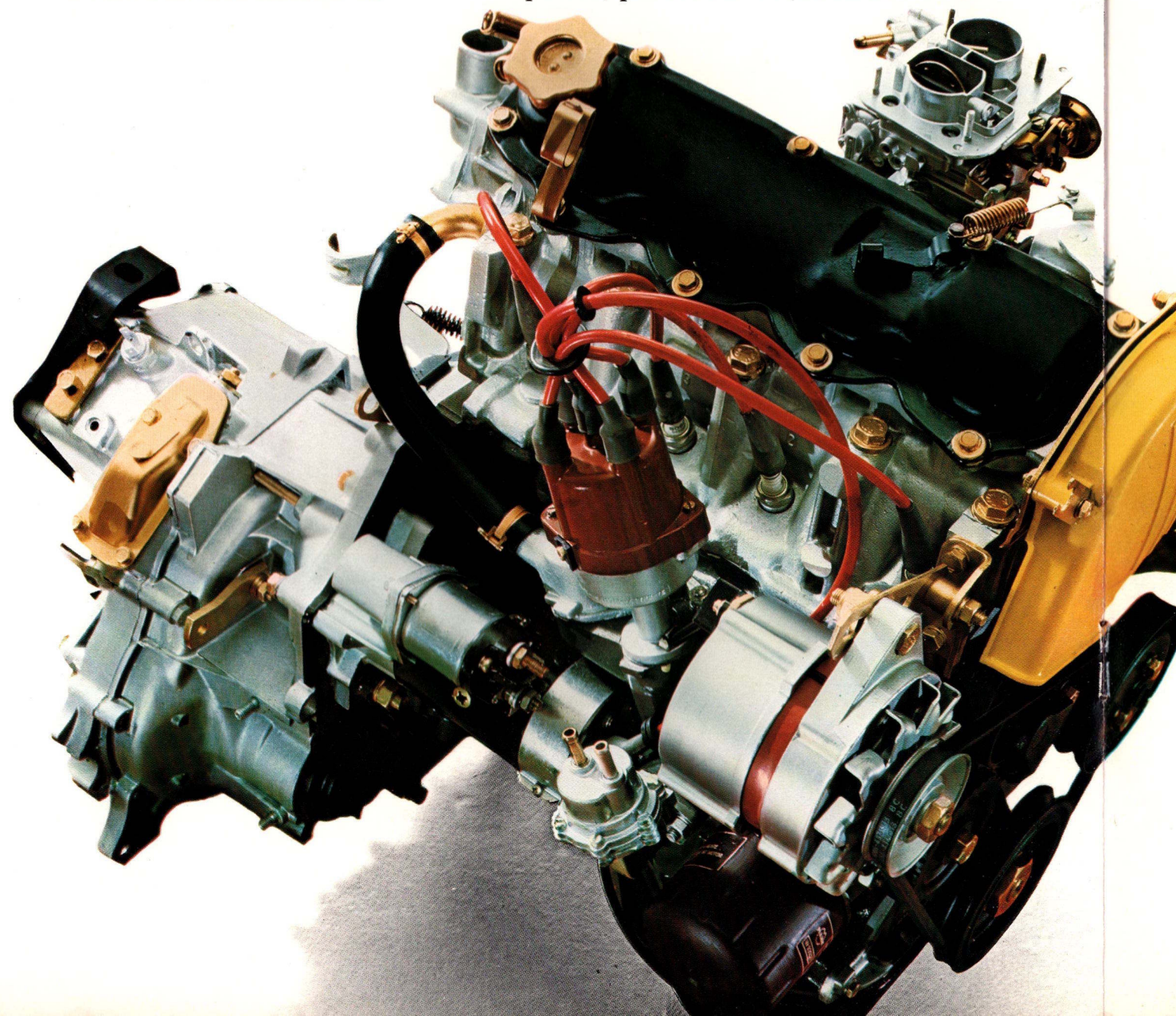
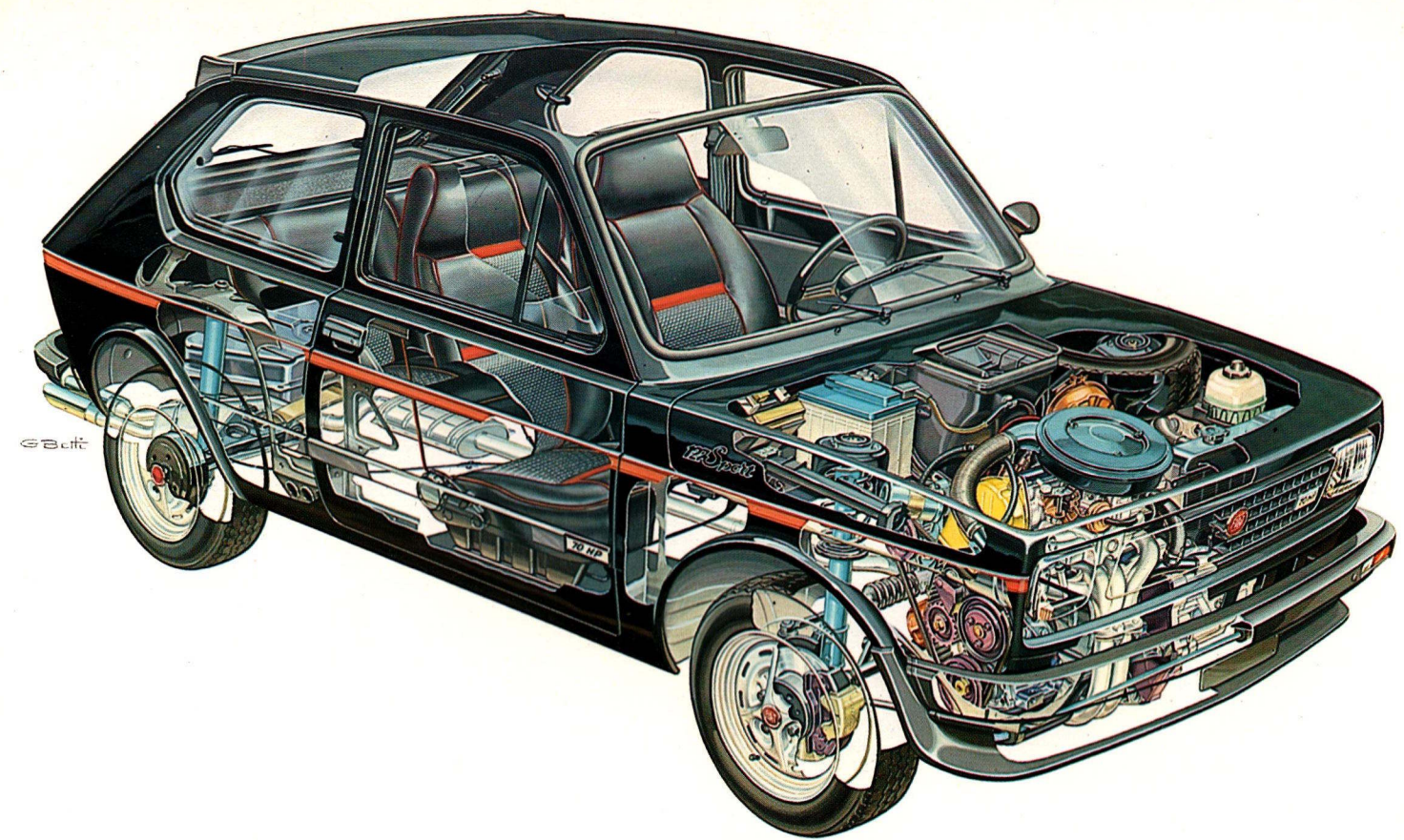
independent starter motor control, a larger sump and a lower final drive ratio for improved acceleration (13/58 - 4.5:1 instead of 14/57 - 4.1:1).

The 127 Sport has a top speed of over 160 km/h and covers the standing start km in 35 secs. Fuel consumption is still economical: 15.4 km one litre of petrol at 90 km/h and 11.1 at 120 km/h (9 litres/100 km).

The engine mountings are as on the improved 127 range, which give reduced levels of noise and vibration.

Moreover, the 127 Sport is fitted with a «four into two» exhaust manifold and an Abarth silencer.

Because of the increased engine power, particular attention has been



paid to elements of active safety:

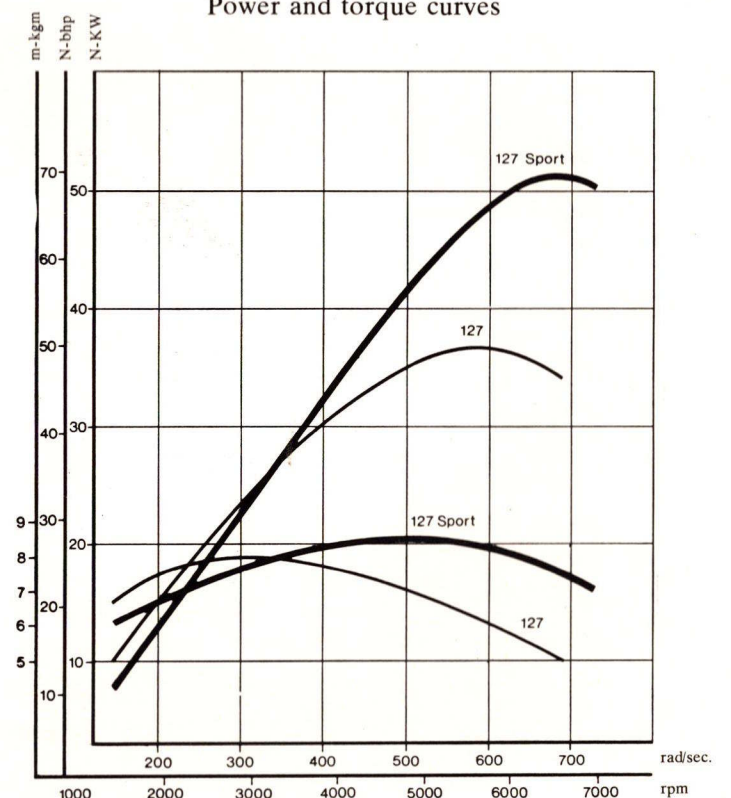
- the braking system is servo-assisted, while the front disc brakes feature one-piece calipers as fitted on the 128 to give greater durability and braking effectiveness;

- the front anti-roll bar has been strengthened and McPherson strut suspension is fitted front and rear to give improved road-holding and ride comfort;

- wheels with larger rims (4½" instead of 4") and high-adhesion radial ply tyres.

All the above features have been designed specifically for the 127 Sport 70 HP. These improvements are based on the essential qualities of driver-appeal, experience and reliability which have made the 127 saloon the best selling car in Europe.

Power and torque curves



The modern and compact engine of the 127 Sport: 1050 cc, overhead camshaft, timing driven by toothed belt, five main bearings, 70 bhp (DIN) at 6500 rpm. Maximum torque 8.5 kgm at 4500 rpm

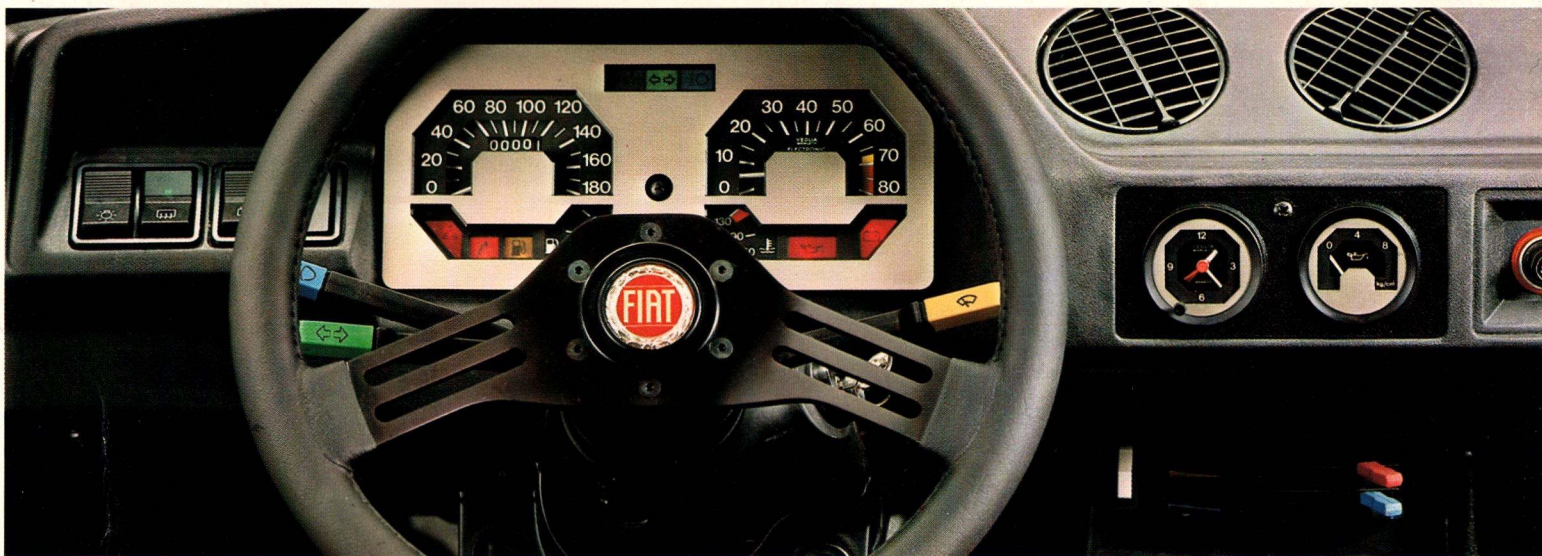


**You will immediately appreciate its comfort...**

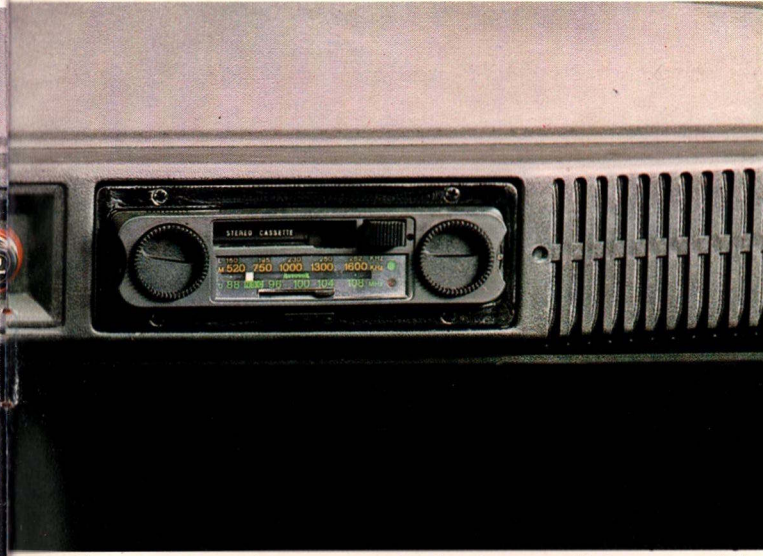




# But everything has been designed for safety



A clear view of the instrument panel, comprehensive equipment, rational design. Everything is within easy reach and clearly visible: odometer, speedometer, electronic rev counter, water gauge, oil pressure gauge. A comprehensive indication of all engine functions.



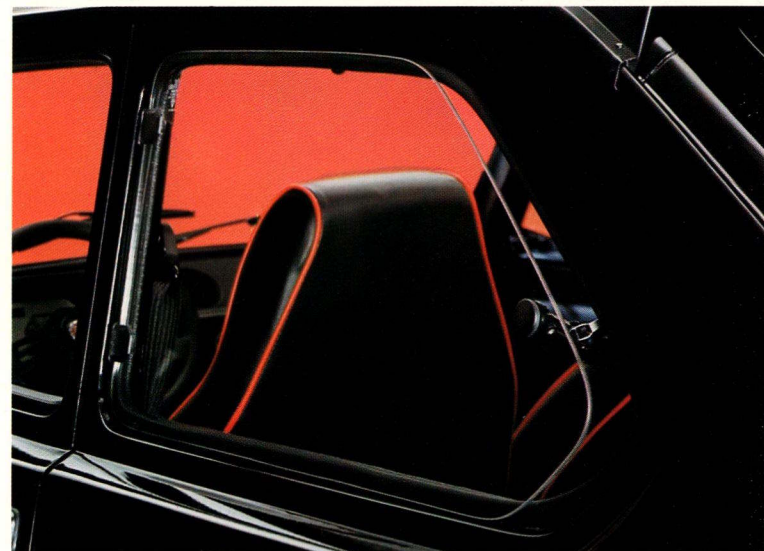
On the passenger side: quartz clock, cigarette lighter, special document recess. The radio is optionally available



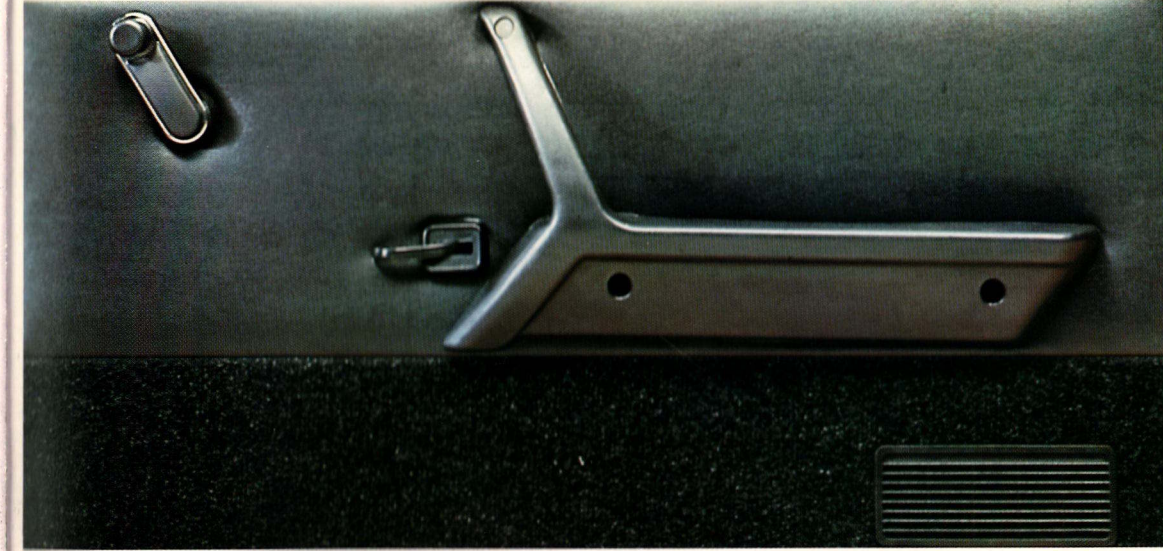
The floor is fully carpeted, with rubber inserts in front of the front seats



Wraparound front seats: fully adjustable, with integral head restraints



Hinged rear side windows



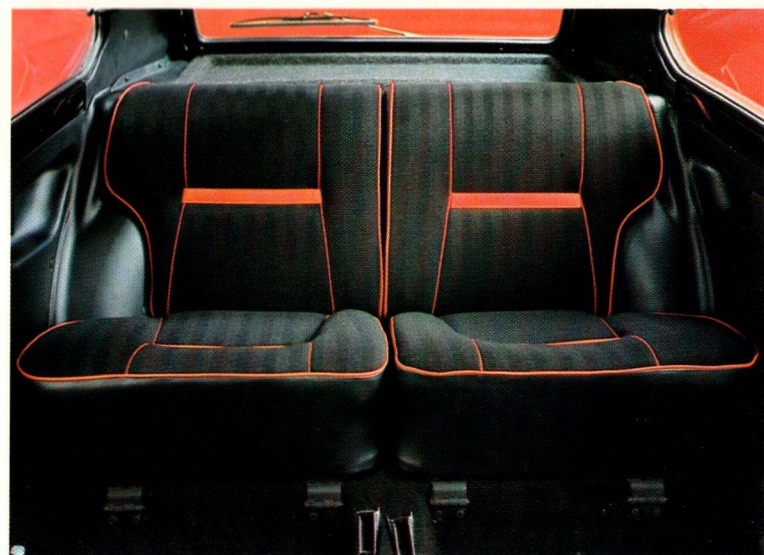
Comfortable and durable armrests and window winders



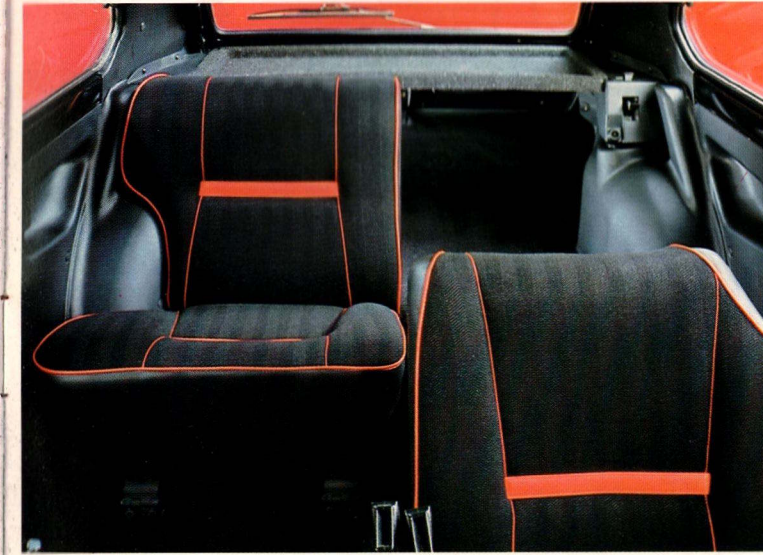
Inertia reel, 3-point attachment seat belts



The elegant interior compartment is predominantly in black and features an attractive gear lever and steering wheel



The comfortable, individual rear seats



The individual, separately folding rear seats permit alternative seating arrangements for differing luggage capacities



Access to luggage is made easier by the third door

Relax and make yourself comfortable in the 127 Sport. Controls rationally laid out within easy reach, clearly marked instruments, comfortable interior layout. But peace of mind is given because everything has been designed for the greatest safety.



# The 127 Sport, 70 HP: the 127's character at 127 percent



## **Integral body structure**

Wheelbase 2.225 m, front track 1.288 m, rear track 1.303 m, maximum length 3.645 m, maximum width 1.536 m, maximum height unladen 1.358 m.

## **1050 cc engine**

4 cylinders. Capacity 1049 cc. Compression ratio 9.8:1. Bore 76 mm. Stroke 57.8 mm. Maximum power output 70 bhp (DIN) at 6,500 rpm (51.5 kW). Maximum torque 8.5 mkg at 4,500 rpm (83.4 Nm). Cast iron cylinder block, light alloy cylinder head. 5-bearing crankshaft. Overhead valves. Belt driven overhead camshaft. Twin choke carburettor, manual starting device. Cartridge-type air cleaner. Mechanical, diaphragm-type fuel pump. Force-feed, positive crankcase ventilation. Oil filters: gauze strainer on oil pump and replaceable cartridge on crankcase. Cooling system: water pump, radiator and expansion tank. Thermostatically controlled electric cooling fan. Solenoid-operated starter motor. Transverse engine-transmission unit mounted on rubber bushes.

## **Clutch**

Single dry plate.

## **Gearbox**

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

## **Transmission**

Front wheel drive. Drive shafts with constant velocity joints.

## **Differential**

Incorporated in the gearbox. Helical spur reduction gear unit. Ratio 4.5:1.

## **Front suspension**

Independent McPherson strut-type with swinging arms and double acting telescopic dampers. Coil springs. Anti-roll bar. Sealed-for-life bearings, requiring no lubrication.

## **Rear suspension**

Independent by lower swinging arms. Transverse leaf spring which also acts as an anti-roll bar. Hydraulic, double acting telescopic shock absorbers.

## **Steering**

Rack and pinion. Universally-jointed three-section steering column. Symmetrical and independent steering arms for each wheel. Sealed-for-life bearings, requiring no lubrication.

## **Brakes**

Front discs, rear drums. Independent front and rear circuits. Brake effort proportioning valve on the rear circuit. Mechanically operated parking brake acting on rear wheels.

## **Fuel tank**

Rear mounted. Capacity: approximately 30 litres.

## **Wheels**

Pressed steel type with 4½ B x 13" rims. 135-13" radial ply tyres. Spare wheel under the bonnet.

## **Electrical system**

12 volt. 45 A alternator with electronic built-in voltage regulator. 34 Ah battery. Provision for radio fitment.

## **Maximum speed**

160 km/h.

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

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