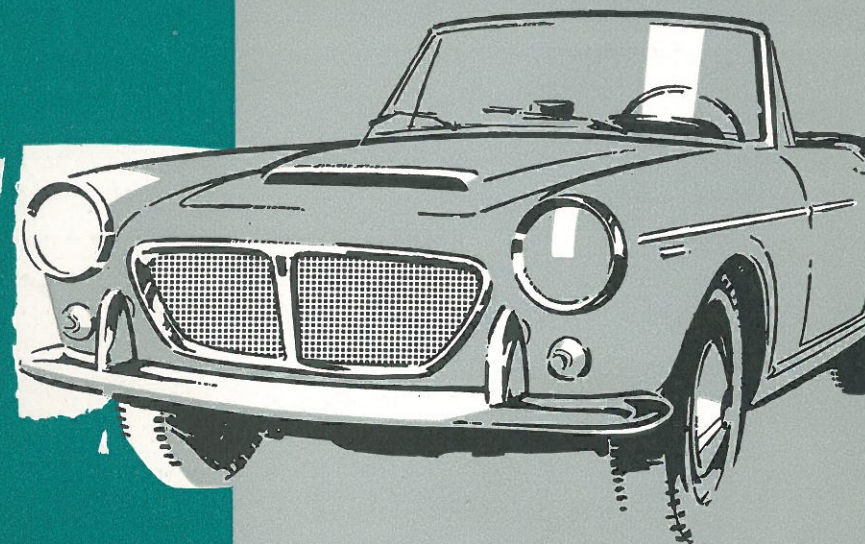


The descriptions and illustrations contained here are not binding. FIAT, therefore, reserves the right — while retaining the basic features of the Model herein described and illustrated — to make at any time, and without necessarily bringing this publication up to-date, any alteration to units, parts or accessories deemed expedient for improvement or for any manufacturing or commercial reason.



**FIAT**

**1200**  
**CABRIOLET**

FIAT — DIPARTIMENTO NORME E PUBBLICAZIONI — Corso G. Agnelli, 200 — TORINO - Italy

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**Instruction Book**



# INDEX

	Page		Page
Service . . . . .	4	Power train . . . . .	32
Identification data . . . . .	5	Brakes . . . . .	34
Run-in period . . . . .	6	Suspension . . . . .	36
		Steering and wheels . . . . .	36
		Generating and starting equipment . . . . .	38
		Lights . . . . .	39
		Accessories . . . . .	43
		Tool kit . . . . .	43
<b>Operation</b>			
Doors . . . . .	7		
Seats . . . . .	8		
Safety belts . . . . .	8		
Hood . . . . .	9		
Luggage compartment lid . . . . .	10		
Gauges and controls . . . . .	11		
Starting the engine . . . . .	14		
Starting the car . . . . .	15		
Car air conditioning . . . . .	16		
Changing the wheels . . . . .	18		
Jacking up the car . . . . .	20		
Folding the top . . . . .	21		
<b>Maintenance</b>			
Engine lubrication . . . . .	23		
Valve gear . . . . .	28		
Fuel system . . . . .	29		
Cooling system . . . . .	30		
Ignition system . . . . .	31		
<b>Specifications</b>			
		Engine . . . . .	45
		Power train . . . . .	47
		Brakes . . . . .	47
		Suspensions . . . . .	47
		Steering and wheels . . . . .	47
		Electric system . . . . .	48
		Body . . . . .	49
		Performances . . . . .	50
		Weights . . . . .	50
<b>Appendix</b>			
		<b>HARD TOP</b> . . . . .	51
		<b>FILL-UP DATA</b> . . . . .	—

**A COPY OF THIS BOOK IS SUPPLIED WITH EACH CAR**

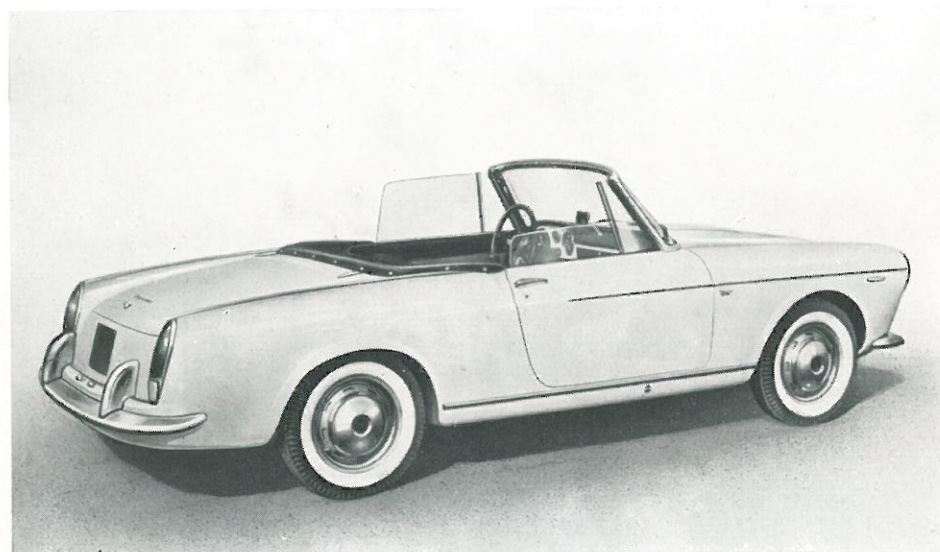
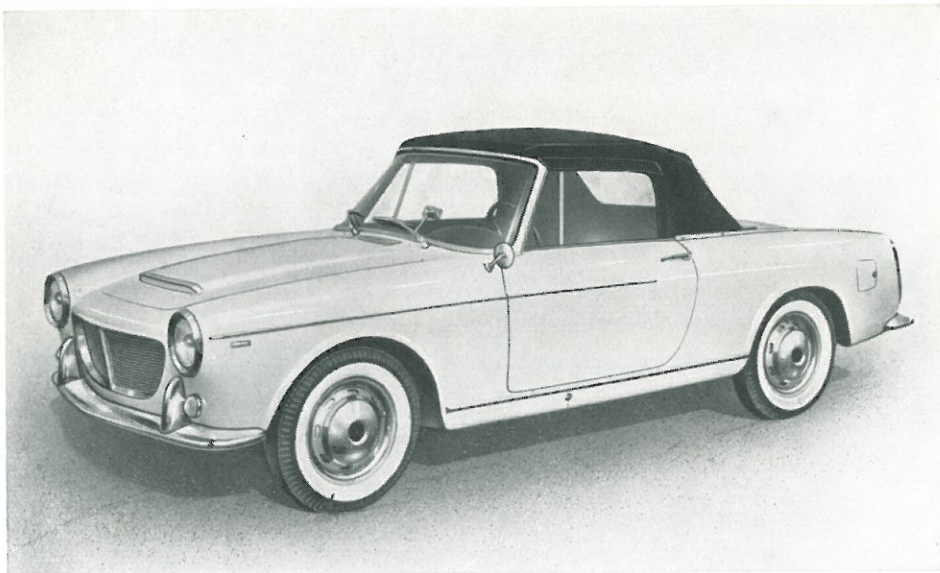
It describes and illustrates the characteristics specific of the model covered. General instructions for use and maintenance common to any type of car are contained in the attached booklet "Safe Motoring Hints".

# FIAT

# 1200

## CABRIOLET

**OPERATION - MAINTENANCE - SPECIFICATIONS**



## **FOREWORD**

*This book is designed to provide all the necessary information on proper use and maintenance of the car.*

*— The first section deals with the main operation instructions and includes some useful pointers.*

*— Periodical lubrication, cleaning and adjustment procedures are described in the second section. Smooth and satisfactory performance, as well as economy and long life, are all dependent upon the close observance of the specified maintenance operations.*

*— Technical data and specifications are condensed in the third section.*

*— The Appendix covers the Hard top version.*



## SERVICE

Not all the specified maintenance operations can be carried out easily by the Owner who usually does not have proper equipment at his disposal. Therefore, the car should be taken to one of the **Service Stations FIAT** has established in Italy and abroad to best assist its Customers.

At these authorized FIAT Stations, any overhaul and repair work will be carried out skillfully, rapidly and economically, thanks to specially designed equipment and experienced personnel.

FIAT's Organization is at your disposal. Do not hesitate to write for any explanation or suggestion that will ensure top car performance and best efficiency.

▼  
**WHEN YOUR CAR NEEDS SERVICE  
LOOK FOR THIS SIGN**



## SPARE PARTS

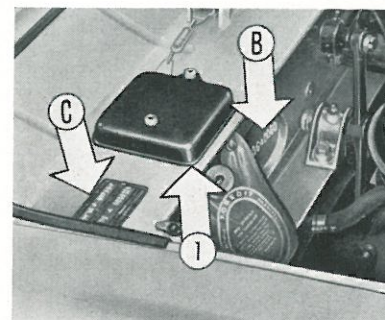
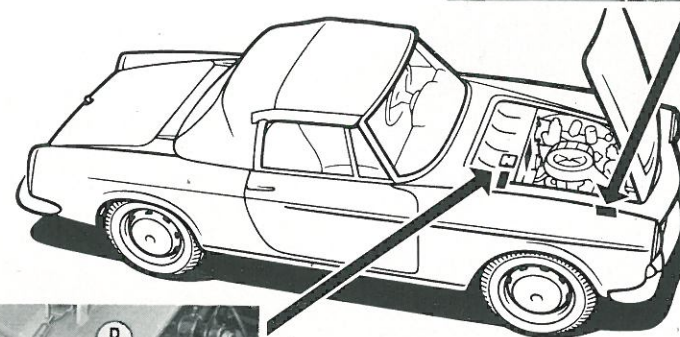
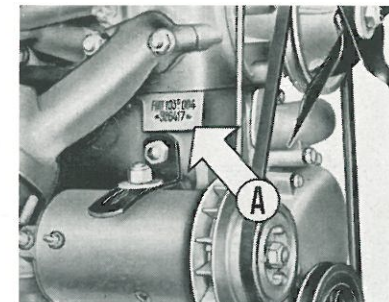
Make it a point to use exclusively genuine FIAT parts. It is the best guarantee for top performance and satisfactory operation of all components.

When ordering, quote:

- **Car model.**
- **Engine number** or **Number for Spares**, according to whether engine or chassis-and-body parts are needed.
- **Part number** of spare ordered.

## IDENTIFICATION DATA

- A. Engine type (103 G.004) and identification number.**
- B. Chassis type (118 G) and identification number.**
- C. Identification plate.**



**1. Fusebox (see page 42 for protected circuits).**

## KEYS

Each vehicle is provided with two sets of keys (\*): one for ignition lock switch and one for doors, deck lid, and fuel filler lid locks.

On key bow face is punched the code number: quoting this number will be sufficient to obtain a duplicate key from FIAT's sales organization.

(\*) A third set of keys is supplied for the armrest-recess lock, between front seats.



## RUN-IN PERIOD

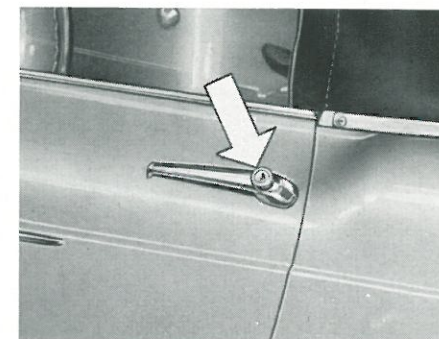
MILEAGE	MAXIMUM PERMISSIBLE SPEEDS							
	1st gear		2nd gear		3rd gear		4th gear	
	km/h	m.p.h.	km/h	m.p.h.	km/h	m.p.h.	km/h	m.p.h.
Up to 500 km (300 miles) . .	23	14	35	22	55	34	90	56
From 500 to 1500 km (300 to 900 miles) . . . . .	25	16	45	28	65	40	105	65
From 1500 to 3000 km (900 to 1800 miles) . . . . .	30	19	50	31	75	47	120	75

- ▶ When car is new, a **running-in of at least 3000 km (1800 miles) is required**; therefore, **never** exceed the running-in speeds indicated above and on the windshield decal.
- ▶ **Never drive at the maximum permissible speeds** for long stretches, and do not lug the engine, **especially when climbing**.

- ▶ After starting, do not race engine; **warm up gradually**.
- ▶ Remember that engine is lubricated with a special running-in oil that **must be replaced by regular oil only after the first 1500-2000 km (900-1200 miles)**. Before renewal wash the system thoroughly.

## O P E R A T I O N

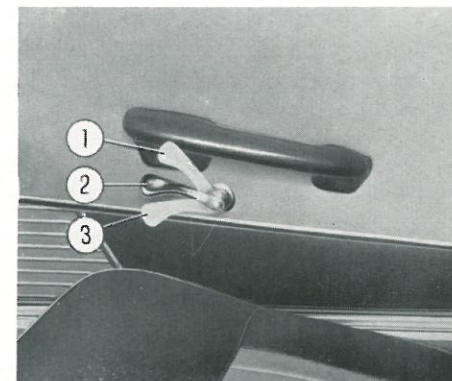
### DOORS



Door handles are of the button-release type. On driver's side door the handle is provided with key-controlled lock. The same key also opens the fuel filler housing lid lock and the deck lid lock.

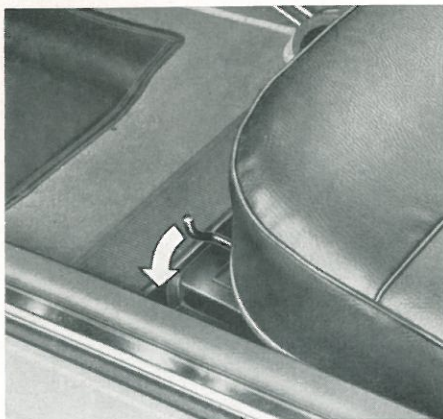
The door opposite driver's side may be unlocked only from inside by a handle that may assume the following three positions:

1. Open.
2. Closed.
3. Locked (cannot be opened from outside).



When any one of the doors is opened, the dash light under instrument panel is automatically turned ON.

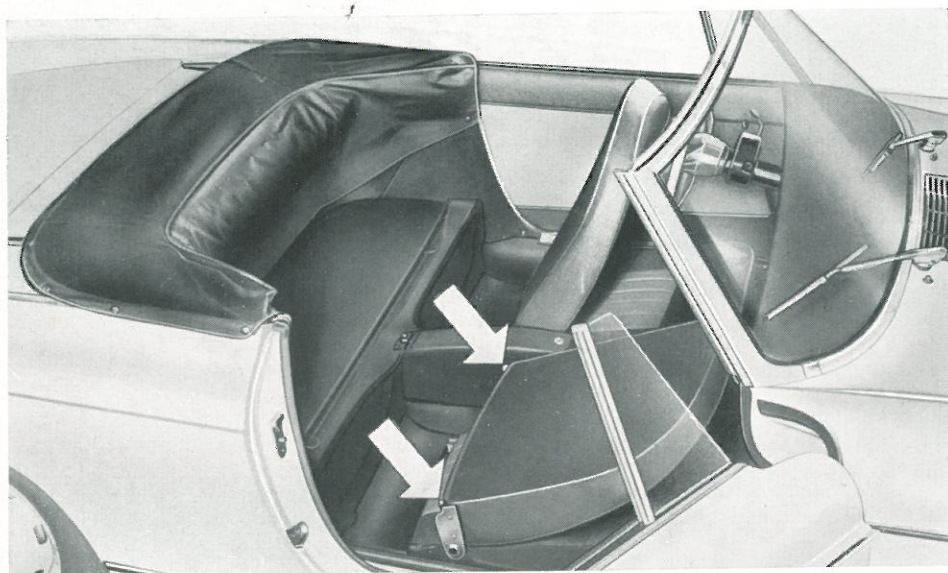




## SEATS

Seat position may be adjusted after pushing down the lock lever.

Seat squabs tilt forward to facilitate access to rear space. Their inclination can be slightly varied by means of the two screws with rubber pad located at bottom of each squab.



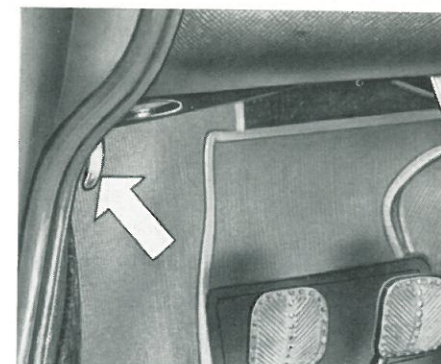
## SAFETY BELTS

Cabriolets are provided with the necessary arrangements for the application of safety belts for the front seat occupants. Drilled holes for safety belt anchoring are provided in right and left rear wheel-

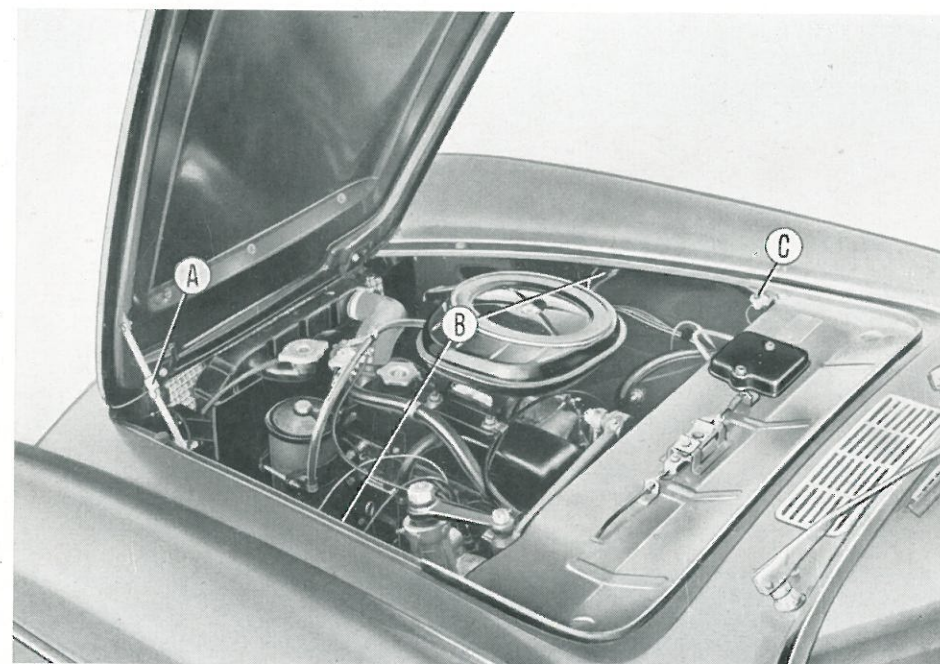
boxes (blacked by rubber studs) and in both sides of floor tunnel (covered by the inner trim) behind front seats. Seat squabs are fitted with brackets for belt threading.

## HOOD

To release hood catch, pull the control under dash.



- A.** Prop holding the engine compartment hood in raised position.
- B.** Lamps (two), engine compartment: they light up automatically (only if outer lighting switch is turned ON) when hood is lifted.
- C.** Jam switch controlling lamps **B.**



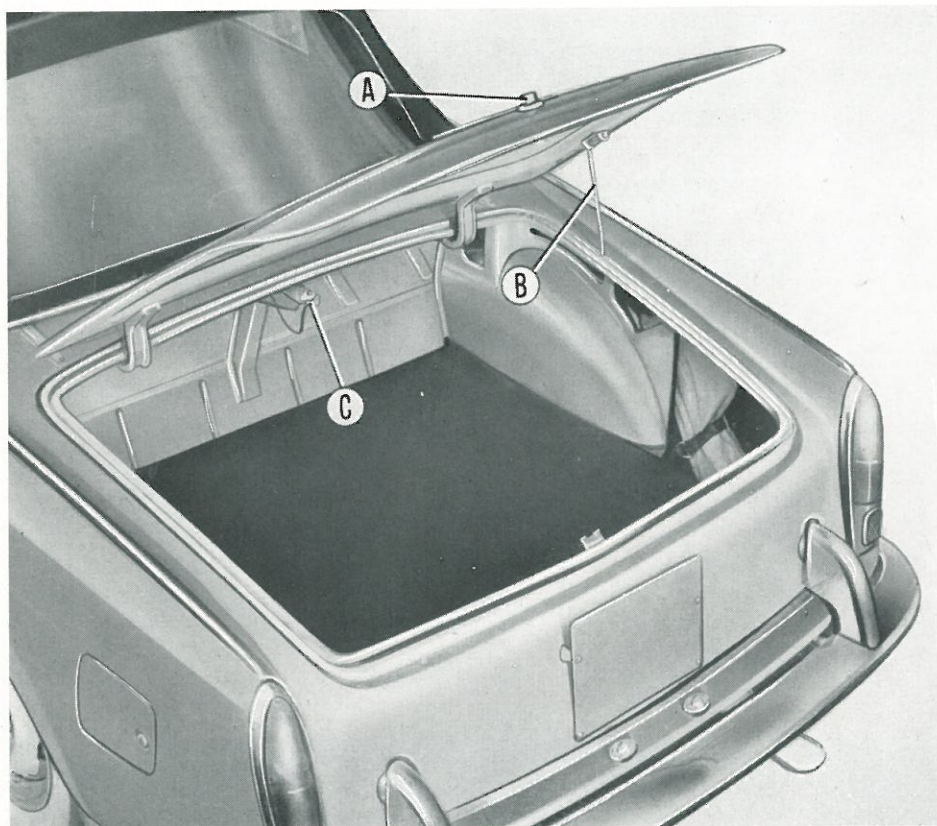


## LUGGAGE COMPARTMENT LID

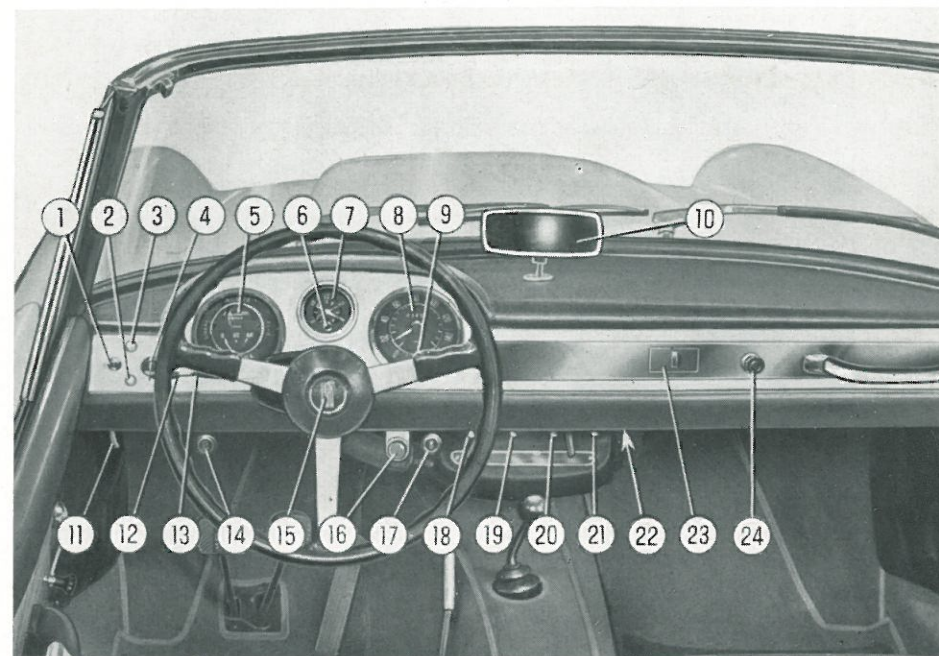
To release the lid press button **A** provided with lock.

Prop **B** holds the lid in raised position.

Lamp **C** lights up automatically when the lid is raised (only with outer lighting switch turned ON).



## GAUGES AND CONTROLS



**Note.** - Facia top lining is removable for access to instruments.

**1. Outer lighting switch:** turns on (with lock switch key in positions 1 or 3 - see page 14) the front and rear parking lamps, the number plate lamps and energizes the switch controlled by lever 12.

**2. Direction indicators pilot light (green):** it flashes when signal lights are ON (\*).

**3. Parking and number plate lamps indicator (green) (\*).**

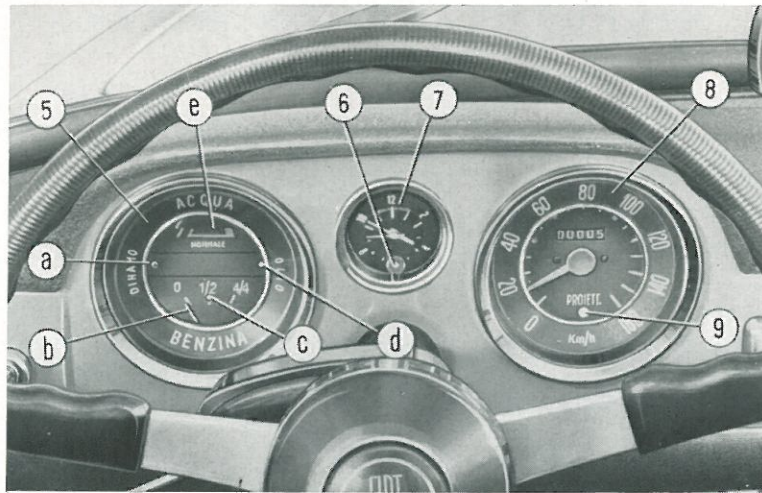
**4. Lock switch:** controls ignition, starting and services (\*\*). See page 14.

(\*\*) With key in position 1, page 4, the following circuits are energized:

- fuel gauge and reserve indicator;
- generator charge indicator;
- heat gauge;
- headlamps, (high and low beams) and high beam indicator;
- parking lights and relevant indicator;
- headlamp flasher;
- number plate lights;
- engine compartment lights;
- luggage compartment light;
- direction indicators, side repeaters and pilot light;
- rear stop lights;
- electrofan motor;
- insufficient oil pressure indicator;
- windshield wiper.
- instrument cluster light;
- cigarette lighter housing indicator.

(\*) Light intensity may be adjusted by rotating the lens.





**5. Instrument cluster, incorporating:**

**a. Generator charge indicator (red):** goes out when engine speed exceeds 1000 RPM (car at about 26 km/h (16 m.p.h.) in fourth gear).

**b. Fuel level gauge.**

**c. Fuel reserve indicator (red):** lights up when only 4,5-7 liters (1.2 to 1.8 U.S. Gals or 1 to 1.5 G.B. Gals) of fuel remain in tank.

**d. Insufficient oil pressure indicator (red):** lights up when oil pressure is inadequate for good engine lubrication. With warm engine at low rpm the indicator may light up even if everything is normal.

**e. Heat gauge:** if the pointer dwells on the light sector of dial, the engine

operation temperature is regular. When the pointer moves on the red sector it is a warning of engine overheating. If this occurs when car is driven at prevailing high speeds, stop the car and find out the cause, which shall be eliminated. Dwelling of the pointer on the red sector can be tolerated when the car is operated in town at low speeds as under this condition radiator ventilation is sensibly reduced.

**6. Electric clock time setting knob:** pull and turn as required.

**7. Electric clock:** for «fast» and «slow» adjustments, use the control on clock back face.

**8. Speedometer-mileage recorder.**

**9. Headlamp high beams indicator (blue).**

**10. Rear view mirror:** with lever-controlled anti-glare device.

**11. Hood catch release lever.**

**12. Outer lighting change-over switch lever (operative when switch 1 is ON).**

**I:** number plate lamp, front and rear parking lamps;

**II:** number plate lamp, front and rear parking lamps and headlamp low beams;

**III:** number plate lamp, front and rear parking lamps and headlamp high beams.

In positions **I** and **III**, by tripping the lever towards steering wheel flashing of headlamp low beams is obtained. With switch **1** (page 11) OFF flashes are obtainable in all three positions.

**13. Direction indicators control lever.**

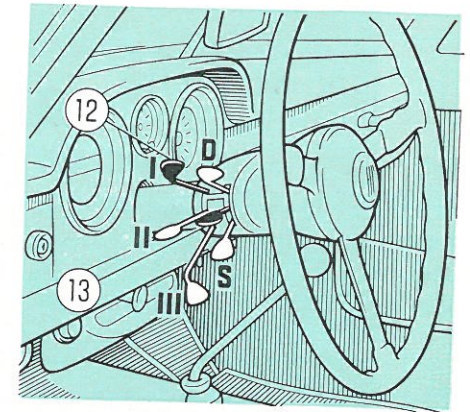
**D** = right turn.

**S** = left turn.

**14. Throttle knob.**

**15. Dual-tone horn button.**

**16. Windshield washer knob:** to clean windshield, press knob repeatedly and turn on wiper switch **18**.



**17. Choke knob:** see page 15.

**18. Windshield wiper switch (with automatic parking of blades);** is energized when lock switch key is in positions **1** or **3**, page 14.

**19. Cluster light switch (is energized when lock switch key is in positions **1** or **3**, page 14).**

**20. Electrofan switch.**

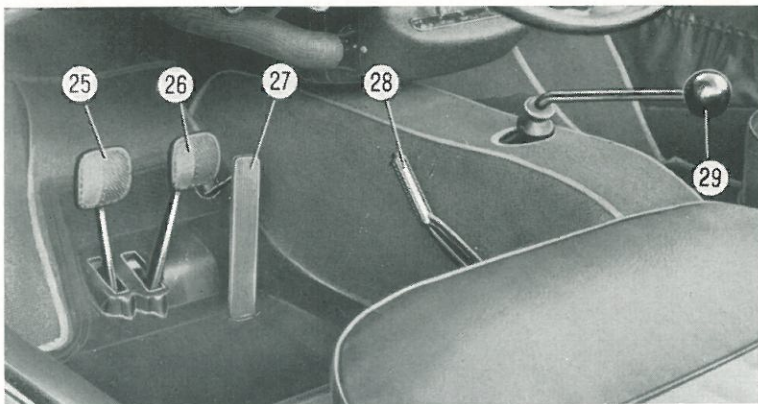
**21. Dash light switch.**

**22. Inspection lamp receptacle.**

**23. Ash tray:** to open ash tray pull down the ornament. For periodical emptying take out the entire tray.

**24. Cigarette lighter:** press in to operate. Lighter stays in about 15 seconds and then automatically pushes out, ready for use.





When outer lighting switch is ON, an amber indicator illuminates the lighter housing.

25. Clutch pedal.

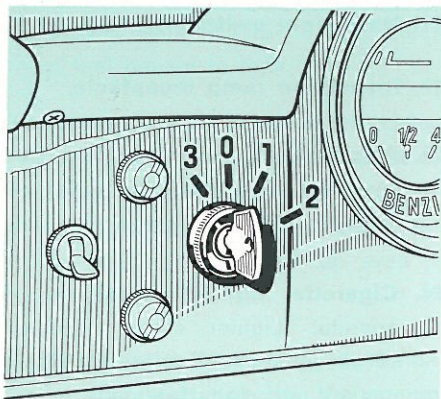
26. Service brake pedal.

27. Accelerator pedal.

28. Auxiliary brake hand lever.

29. Gearshift lever.

## STARTING THE ENGINE



### COLD STARTS

Move gearshift hand lever to neutral (page 15).

**Position 0** = Engine stopped (permits withdrawal of key).

**Position 1** = Engine ignition and services energized.

**Position 2** = Engine starting.

**Position 3** = Parking lamps and number plate lamps ON, with lever 12 page 13 in position I and outer lighting switch ON (permits withdrawal of key).

— Pull choke knob (17, page 11). After engine has started push knob in **gradually** to ensure a smooth running of engine during warm up.

— Insert key in lock switch and turn clockwise to **the stop** (position 2). After engine fires release the key which **trips** to position 1.

**Do not step on accelerator pedal** until the engine has started.

With cold engine and car stationary **avoid accelerating suddenly the**

**engine.** Depress the accelerator pedal gradually.

### HOT STARTS

When engine is warm, leave choke knob in.

In case engine is **very warm** it may be necessary to **fully depress** accelerator pedal which shall be released slowly as soon as engine fires.

**Do not pump the accelerator** as each stroke actuates the accelerator pump which, by providing an excessively rich mixture, would not allow engine to start.

## STARTING THE CAR

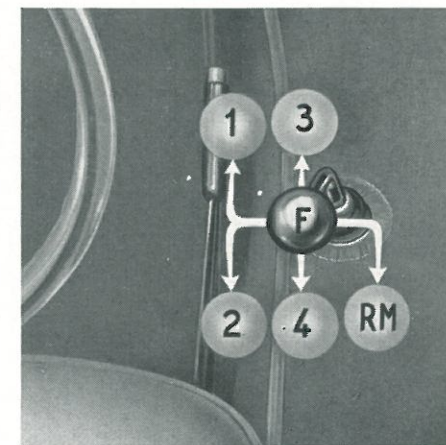
— Declutch.

— Engage 1st gear.

— Release auxiliary (hand) brake (to do this, press button on grip top).

— Release clutch pedal gradually and at the same time accelerate slowly.

— Next, shift up to the higher gears as required.





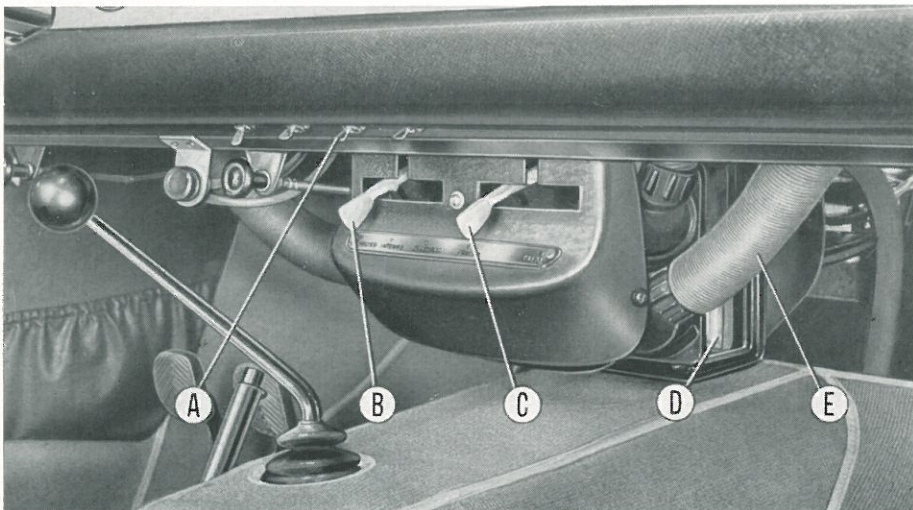
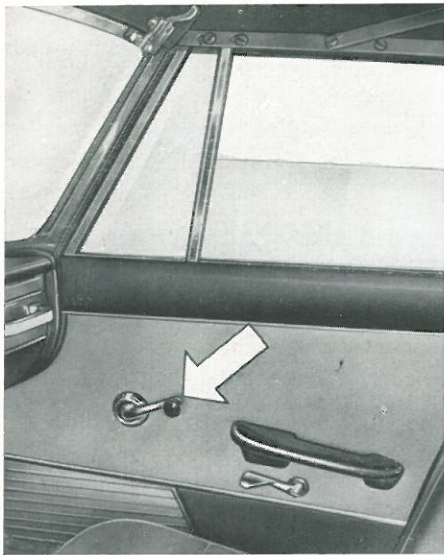
## CAR AIR CONDITIONING

### Summer ventilation.

Air may be admitted into the closed car (top up) by:

- a) Winding down the window drop panes.
- b) Setting heater water inlet control lever **C** in position COLD and shifting air delivery control lever **B** to position INTERIOR: this way, air is admitted to car interior through heater housing deflectors **D**.

At low vehicle speeds, the amount of admitted air may be increased by turning on electrofan switch **A** (this switch is energized only when lock switch key is set in position **1**, page 14).



Heater control position tag.

### Midseason ventilation.

During this period, to demist windshield simply let in cold air by leaving lever **C** in position COLD and shifting lever **B** to position DEFROST.

The air is in this case conveyed by hoses **E** only against the windshield through the six diffusers on fascia top.

### Winter heating.

For interior heating, windshield demisting and defrosting, arrange controls as follows:

- a) **Windshield** - bring lever **B** to position DEFROST, lever **C** to position HOT (\*) and turn on electrofan by its switch **A**.

(\*) Besides in the extreme positions marked HOT and COLD which respectively open or close the hot water inlet to heater radiator,

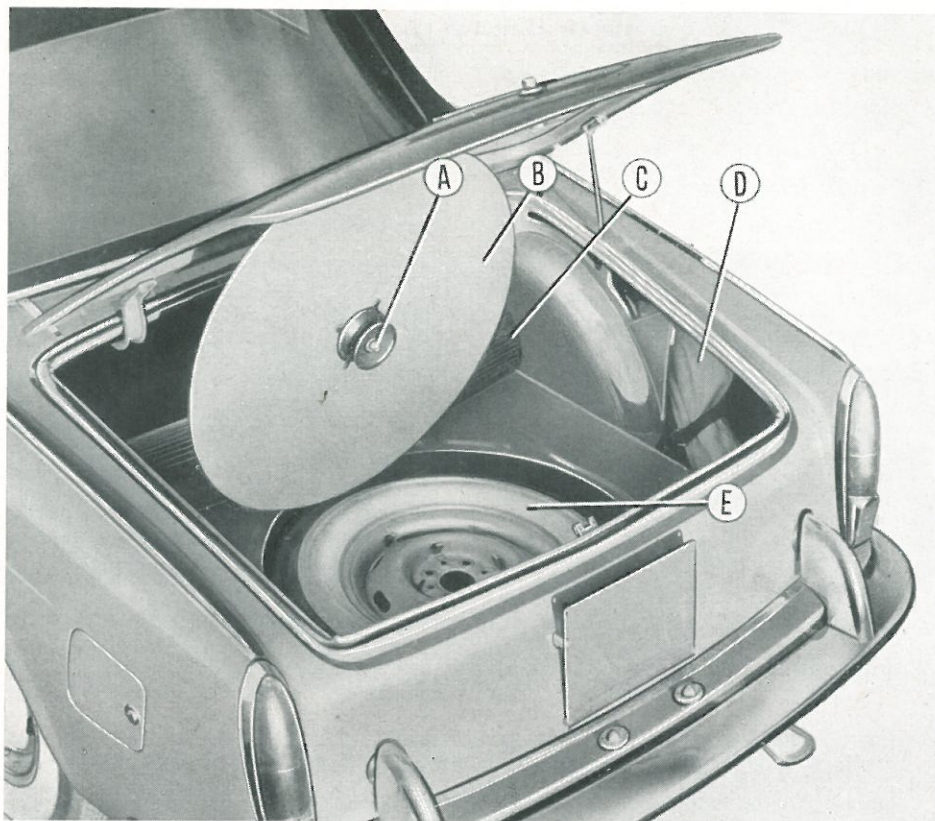
- b) **Interior** - bring lever **B** to position INTERIOR, lever **C** to position HOT (\*) and turn on electrofan by its switch **A**.
- c) **Windshield and interior** - bring lever **B** to a position midway between INTERIOR and DEFROST (air will then circulate simultaneously inside car and against windshield), lever **C** to position HOT (\*) and turn on electrofan by its switch **A**.

**Note.** - If during winter the car must be garaged for some time and cooling system is not filled with antifreeze mixture, besides emptying the engine radiator and jackets drain also the air conditioner radiator by slackening some turns the plug on unit casing lower right side.

the lever can be set also in the intermediate positions so as to obtain the desired temperature inside car.



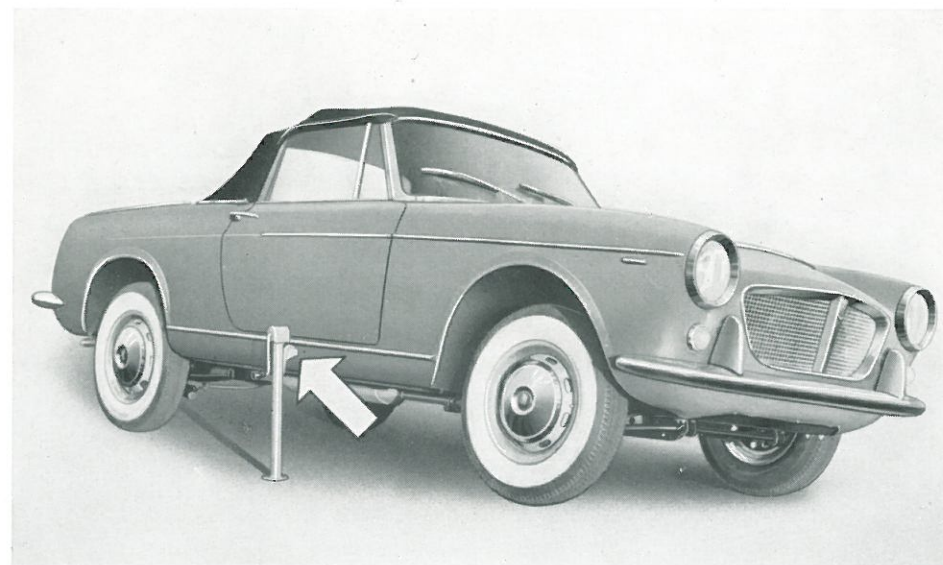
## CHANGING THE WHEELS



- A. Wheel mounting screw.
- B. Spare wheel cover.
- C. Raised mat.
- D. Tool bag.
- E. Spare wheel.

To change a wheel:

- a) Bring the car in a place as level as possible, and lock rear wheels by the auxiliary brake.



- b) Remove the wheel cap and slacken about one turn the four wheel fixing screws (\*), using the speed handle.
- c) Insert jack nub in the bracket under floor (remove rubber blanking plug first) and turn the jack crank until the wheel to be changed clears the ground.
- d) Back out completely the four screws and remove the wheel.
- e) Fit the spare wheel seeing that the location dowel protruding from the

drums fits into one of the four location holes in wheel disc.

- f) Tighten uniformly the wheel fixing screws in criss-cross sequence.
- g) Lower the car, remove the jack and refit the rubber plug in the nub seat.
- h) Fully tighten the wheel screws and fit the wheel cap.

(\*) The wheel fixing screws are RH-threaded (right wheels) and LH-threaded (left wheels). For **removal**, turn screws counterclockwise and clockwise, respectively.





## JACKING UP THE CAR

To raise the car with a garage jack:

- **at front:** place jack head under rear crossmember of front suspension subframe (behind sump) possibly

interposing a wooden block some centimeters thick and suitably long;

- **at rear:** place jack head under the axle bulge.



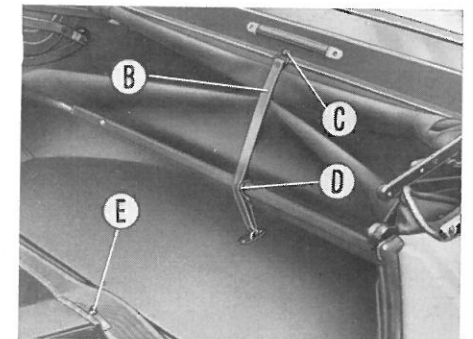
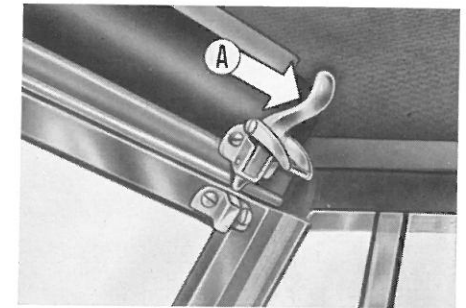
## FOLDING THE TOP (\*)

To stow away the top in the well behind seats, proceed as follows:

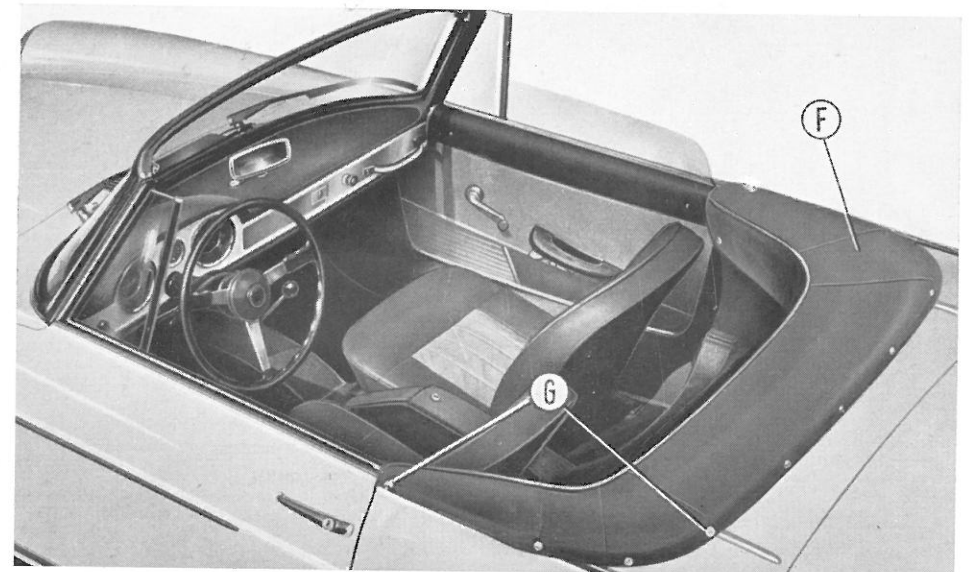
- Release the catches **A** securing the top to windshield frame by lowering the levers.
- Tilt the top back taking care that the fabric is not pinched by the metal frame.

Fasten the fabric by rubber strap **B** which shall be fixed to pawl **C** and to metal frame **D** as shown in the figure (when top is up hook the elastic strap to pawl **E**).

- Finally, pull the well fabric cover **F** over the well and secure with button fasteners **G**.



(\*) The optional Hard Top is described on page 51.





# M A I N T E N A N C E

## CONSULTING THE CHARTS

The periodical maintenance operations recommended in relation to given mileages, are listed in two charts: one covers the points to be lubricated and the other the cleaning, inspection and adjustment operations. Each operation is identified by a number and, in the corresponding note, reference is made to the page where the operation is described.

In the lubrication chart is also given, next to each operation, a symbol indicating the grade of lubricant to be used.

For oil grades not mentioned here, see the « Fill-up Data » Table.

Particular stress is laid on the importance of reporting to a FIAT Service Station for all the maintenance operations marked



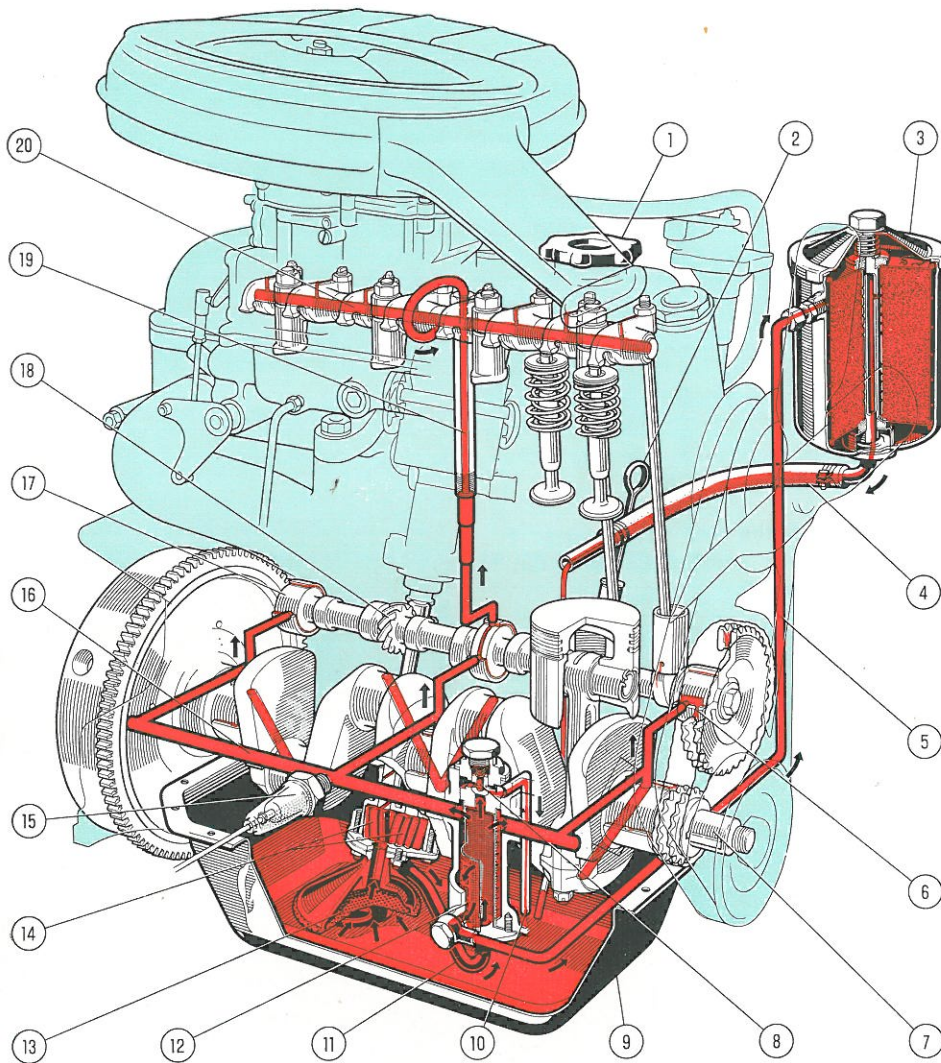
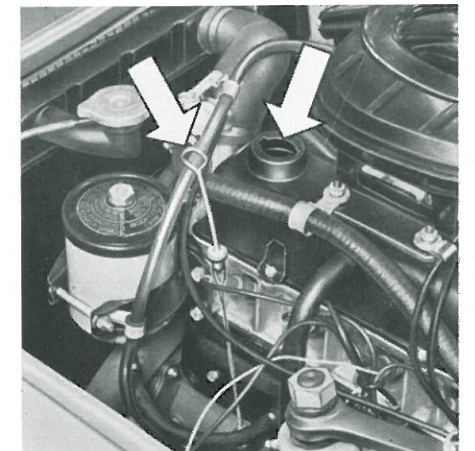
## ENGINE LUBRICATION

### Sump.

**Every 500 km (300 miles):** check oil level and, if necessary, top up. It must always result between the **Min** and **Max** marks on indicator rod.

**Every 5.000 km (3,000 miles):** replace oil with engine **well warmed up**.

When engine is new, replace the oil after the first 1.500-2.000 km (900-1,200 miles) and 3.000-4.000 km (1,800-2,400 miles).

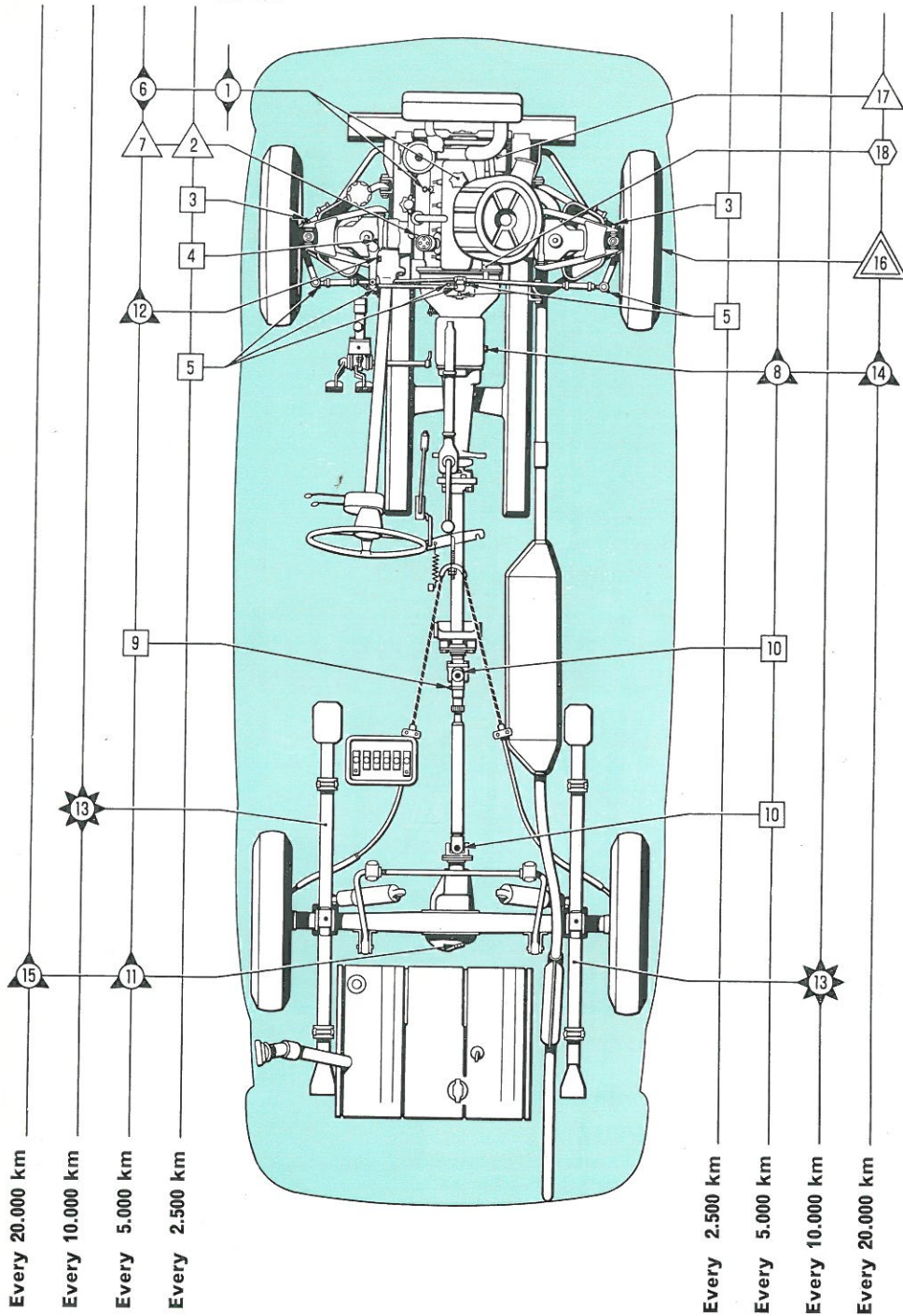


Engine lubrication diagram.

1. Oil filler - 2. Oil level indicator rod - 3. By-pass oil filter - 4. Oil return line, by-pass filter to sump - 5. Oil feed line, main filter to by-pass filter - 6. Duct, timing chain lubrication - 7. Crankshaft - 8. Oil pressure relief valve - 9. Sump - 10. Excessive oil pressure valve drain tube - 11. Oil feed line, pump to main filter - 12. Main filter - 13. Intake filter - 14. Oil pump gears - 15. Insufficient oil pressure indicator sending unit - 16. Oil distribution duct - 17. Camshaft - 18. Oil pump and ignition distributor helical drive gear set - 19. Oil delivery to rocker shafts - 20. Rocker shafts.



500 km



## GENERAL LUBRICATION CHART

### Every 500 km (300 miles)

1. Sump . . . . . Page 23

### Every 2.500 km (1,500 miles)

2. Ignition distributor . . . . . » 31  
 3. Front suspension swinging arms . . . . . » 36  
 4. Steering box . . . . . » 36  
 5. Steering rods . . . . . » 37

### Every 5.000 km (3,000 miles)

6. Sump . . . . . » 23  
 7. Ignition distributor . . . . . » 31  
 8. Transmission . . . . . » 32  
 9. Rear propeller shaft slip yoke . . . . . » 33  
 10. Propeller shafts . . . . . » 33  
 11. Rear axle . . . . . » 33  
 12. Steering box . . . . . » 36

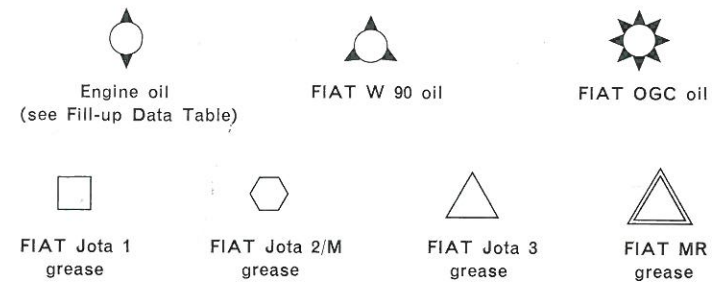
### Every 10.000 km (6,000 miles)

13. Rear semi-elliptic springs . . . . . » 36

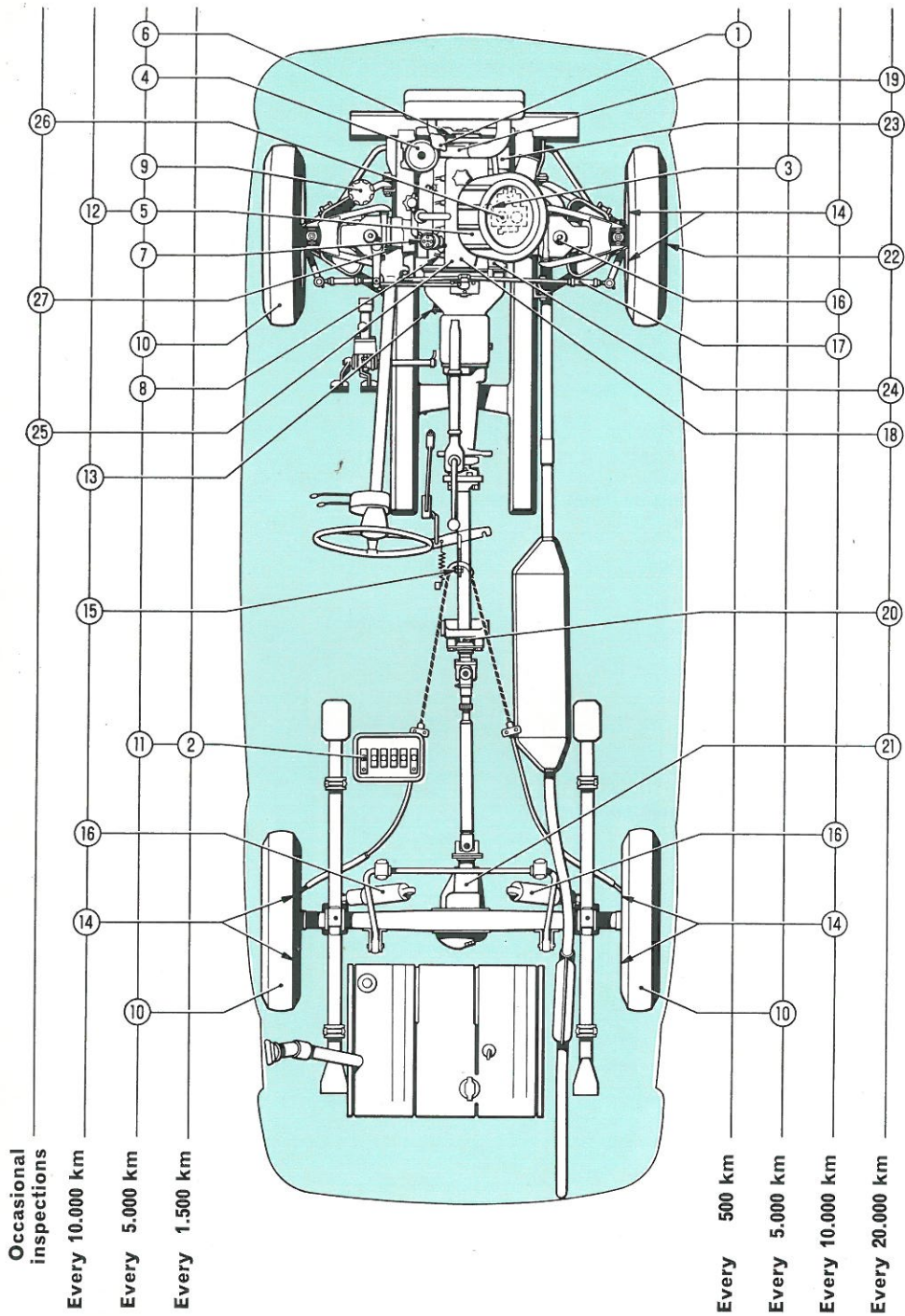
### Every 20.000 km (12,000 miles)

14. Transmission . . . . . » 32  
 15. Rear axle . . . . . » 33  
 16. Front wheel bearings . . . . . » 38  
 17. Generator . . . . . » 38  
 18. Starter . . . . . » 38

## LUBRICANTS







**CLEANING, INSPECTION AND ADJUSTMENT CHART**

**Every 500 km (300 miles)**

- 1. Water radiator . . . . . Page 30

**Every 1.500 km (900 miles)**

- 2. Battery . . . . . » 38

**Every 5.000 km (3,000 miles)**

- 3. Oil delivery filter . . . . . » 28
- 4. By-pass oil filter . . . . . » 28
- 5. Air cleaner . . . . . » 29
- 6. Fan, water pump and generator drive belt tension . . . . . » 30
- 7. Ignition distributor . . . . . » 31
- 8. Spark plugs . . . . . » 31
- 9. Brake fluid reservoir . . . . . » 34
- 10. Tires . . . . . » 38
- 11. Battery . . . . . » 38

**Every 10.000 km (6,000 miles)**

- 12. Air cleaner . . . . . » 29
- 13. Clutch pedal play . . . . . » 32
- 14. Brake shoe clearance . . . . . » 34
- 15. Hand brake adjustment . . . . . » 35
- 16. Hydraulic shock absorbers . . . . . » 36
- 17. Steering rods . . . . . » 37

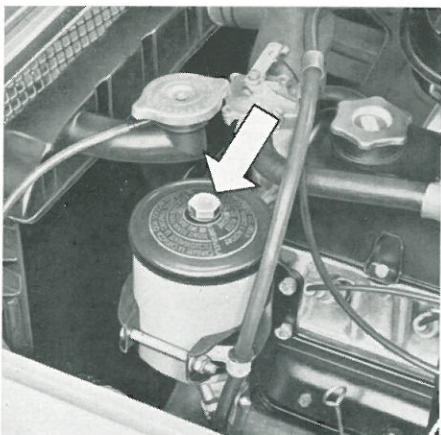
**Every 20.000 km (12,000 miles)**

- 18. Valve gear timing . . . . . » 28
- 19. Water pump . . . . . » 30
- 20. Propeller shafts . . . . . » 33
- 21. Rear axle . . . . . » 33
- 22. Front wheel bearings . . . . . » 38
- 23. Generator . . . . . » 38
- 24. Starter . . . . . » 38

**Occasional inspections**

- 25. Valve clearance . . . . . » 28
- 26. Carburetor . . . . . » 29
- 27. Steering gear adjustments . . . . . » 36



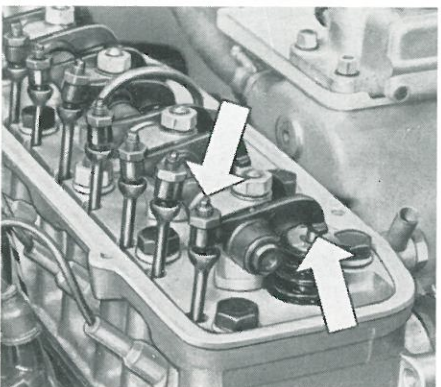


### **Oil delivery filter.**

**Every 5.000 km (3,000 miles):** Unscrew the connection carrying the pressure relief valve and filter gauze; wash gauze in gasoline or kerosene.

### **By-pass oil filter.**

**Every 5.000 km (3.000 miles):** i.e., at every engine oil renewal, replace the cartridge.



## **VALVE GEAR**

### **Valve clearance.**

When engine is new, check valve tappet clearance after the first 1.500-2.000 km (900-1,200 miles) and after 3.000-4.000 km (1,800-2,400 miles). Specified clearance, **with cold engine**, is 0,10 mm (.0039") (intake and exhaust). Subsequently, this clearance ought to be checked only if tappet operation develops noise.

### **Valve gear timing.**

With reference marks lined up as shown, timing is correct.

**Every 20.000 km (12,000 miles):** have on overall inspection of the timing mechanism made at a Service Station.



## **FUEL SYSTEM**

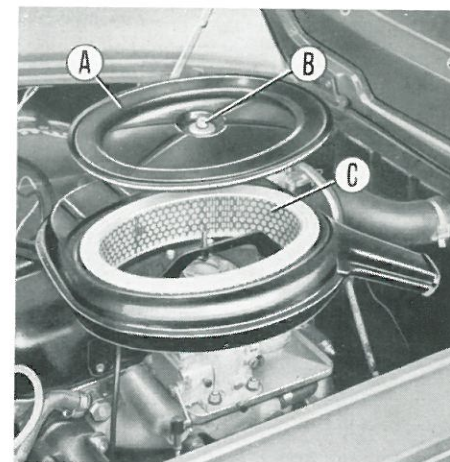
### **Air cleaner.**

**Every 5.000 km (3,000 miles):** remove cover **A** by undoing nut **B** and clean cartridge **C** accurately by shaking off the dust and blowing with a low-pressure air blast.

If restriction is excessive, replace.

**Every 10.000 km (6,000 miles):** replace the cartridge.

**When dusty conditions prevail,** clean and replace cartridge more often.

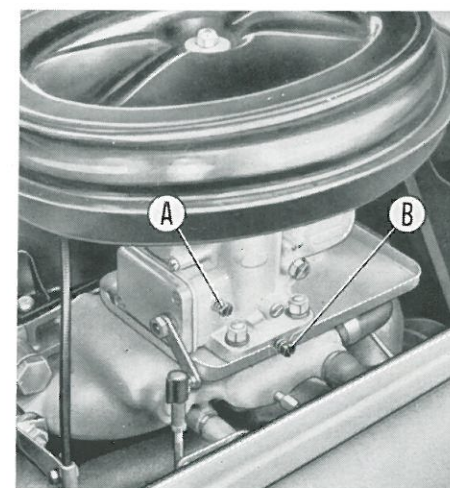


### **Carburetor.**

If engine, though warm, tends to stop at idle speed, increase throttle opening slightly by setscrew **A**. Screw **B** varies idle mixture richness. This adjustment requires the necessary know-how.

Cleaning of jets or inner strainer, if necessary, should be performed exclusively by using an air blast.

Always consult a FIAT Service Station when carburetor develops major troubles.





## COOLING SYSTEM

### Water pump.



**Every 20.000 km (12,000 miles):**

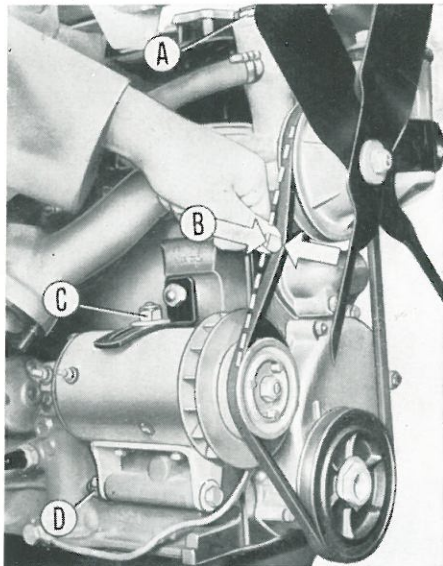
At a FIAT Service Station have the water seal gasket tightness and ball bearing checked and parts replaced if necessary.

Check thermostat **A** for correct operation.

### Water radiator.

**Every 500 km (300 miles):** Check level and, if necessary, add some water.

Rainwater is preferable, since it is not calcareous.



When ambient temperature is close to 0° C replace the water with an anti-freeze mixture (See «*Safe Motoring Hints*»).

In case cooling system water has been completely drained, to refill proceed as follows: bring heater control lever (**C**, page 16) to position «HOT», fill engine radiator to max level, run engine for some minutes at idling speed and then top up once more.

To drain cooling system: bring the heater control lever (**C**, page 16) to «HOT» then open the cocks on engine radiator lower right end, on cylinder block rear left end and on lower right end of heater radiator.

### Fan, water pump and generator drive belt.



**Every 5.000 km (3,000 miles):**

Check belt tension which is correct when, under a 10 kg (22 lbs) pressure, belt sag **B** is 1 cm (1/2").

To stretch the belt:

- Slacken nut **C** locking generator on stretcher.
- Slacken nut **D** of generator articulation.
- Move generator away from engine and fully tighten the nuts. Do not overstretch the belt to prevent straining the bearings.

## IGNITION SYSTEM

### Ignition distributor.

**Every 2.500 km (1,500 miles):** Screw in greaser cap **A** two or three turns.

**Every 5.000 km (3,000 miles):** with **FIAT Jota 3** grease pack the lubricator and smear the breaker cam.

Check breaker point gap **B** which must be 0,42 to 0,48 mm (.016" to .019"); adjustments are made by slackening screw **C** and repositioning the stationary contact carrier plate. Lock screw **C** after adjustment.

If contacts are dirty (oily), wipe with a clean rag damp with gasoline.

After repeated adjustments replace contacts, if required.

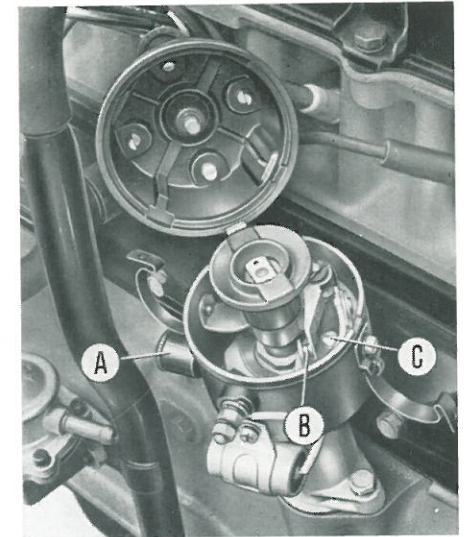
### Spark plugs.

**Every 5000 km (3,000 miles):** clean the spark plugs (preferably by sanding), eliminating any incrustations in the space between central electrode carrier porcelain and plug body and check if gap is correct: 0,5 to 0,6 (.020" to .024").

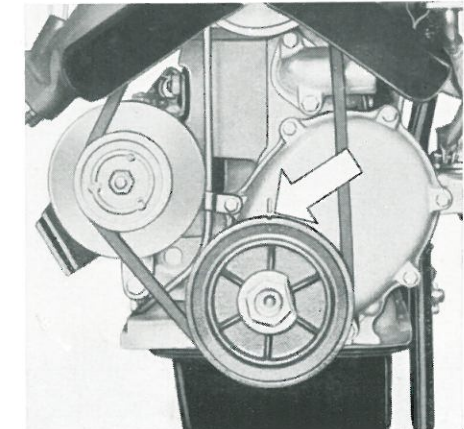
### Ignition timing.



This timing is necessary when the distributor shaft and/or camshaft have been removed. When distributor has been removed without disturbing the crankshaft, no timing operation will be required after reassembly. Time distributor to engine as follows:



- Make sure cylinder No. 1 is in the compression stroke, i.e., with both valves closed. Move crankshaft until the notch on fan and generator drive pulley cover edge lines up with the **reference mark** on timing gear cover.
- Install the distributor, without cap, on its support taken down from engine.





— Insert drive coupling on distributor shaft bottom end. Turn shaft by hand until rotor points to the contact for firing in cylinder No. 1. Reference numbers stamped on cap — ensuring proper cable connection in firing sequence — can be used to identify this contact.

In this position contacts are about to part (check first if the maximum distance

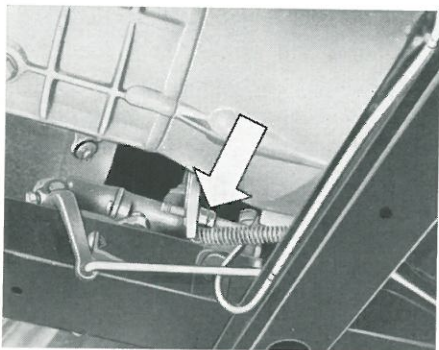
between contacts is 0,42 to 0,48 mm = .016" to .019").

— Next, without disturbing the distributor shaft, insert lower coupling on toothed end of drive shaft.

— Lock the support on engine, check again that contacts are about to part and fully tighten the distributor support locking screw.

— See that cables are correctly connected to spark plugs.

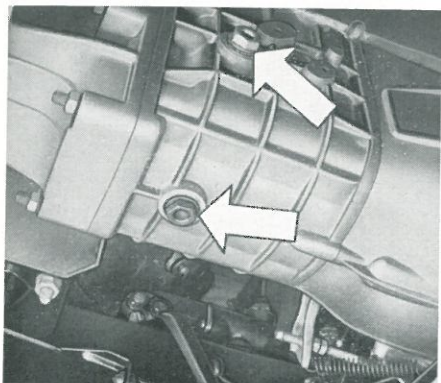
## POWER TRAIN



### Clutch.

**FIAT SERVICE** Every 10.000 km (6,000 miles): check that clutch pedal is set for an approximate 18-22 mm (3/4" to 7/8") free travel. If necessary, re-adjust by stretcher.

Secure in position by locknut.



### Transmission.

Every 5.000 km (3,000 miles): check oil level which must reach filler plug bottom face.

Every 20.000 km (12,000 miles): renew oil. Allow to drip thoroughly before refilling.

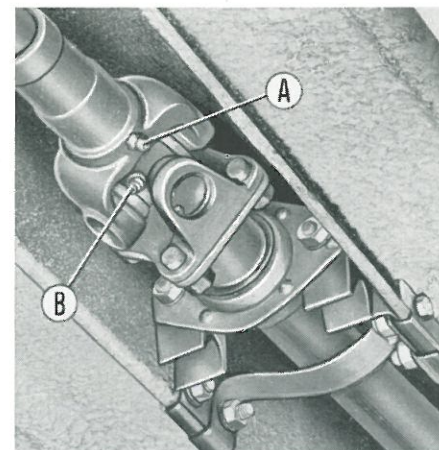
### Rear propeller shaft slip yoke.

Every 5.000 km (3,000 miles): inject **FIAT Jota 1** grease in lubricator **A**.

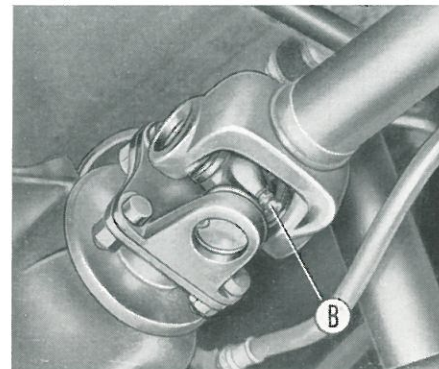
### Propeller shafts.

Every 5.000 km (3,000 miles): inject **FIAT Jota 1** grease in the two lubricators **B** of the rear propeller shaft universal joints.

Grease issuing from overfill valve at spider center means that joint is full.



**FIAT SERVICE** Every 20.000 km (12,000 miles): or less if an unusual noise is noticed, propeller shafts shall be checked by removing the pillow block. This operation can only be carried out at a FIAT Service Station, since a special method must be followed to do this job properly without affecting propeller shaft balance.

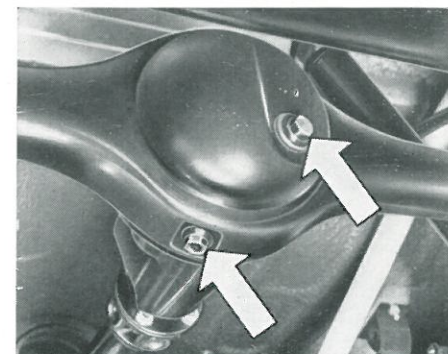


### Rear axle.

Every 5.000 km (3,000 miles): check oil level; if necessary, add oil up to filler plug hole lower edge.

Every 20.000 km (12,000 miles): Replace oil after thorough draining.

**FIAT SERVICE** At a FIAT Service Station, have the final drive hypoid gears inspected and, if necessary, adjusted.

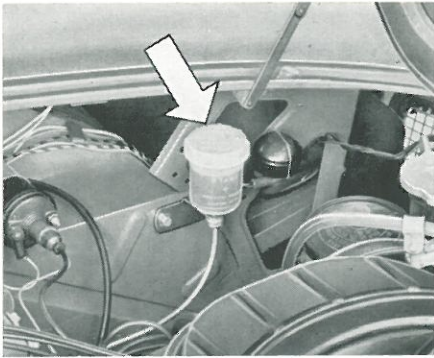




## BRAKES

### *Brake fluid reservoir.*

**Every 5.000 km (3,000 miles):** check level and, if required, top up. Use exclusively the **FIAT special (blue label) brake fluid** (or equivalent HD non-mineral fluid).



### *Brake system.*

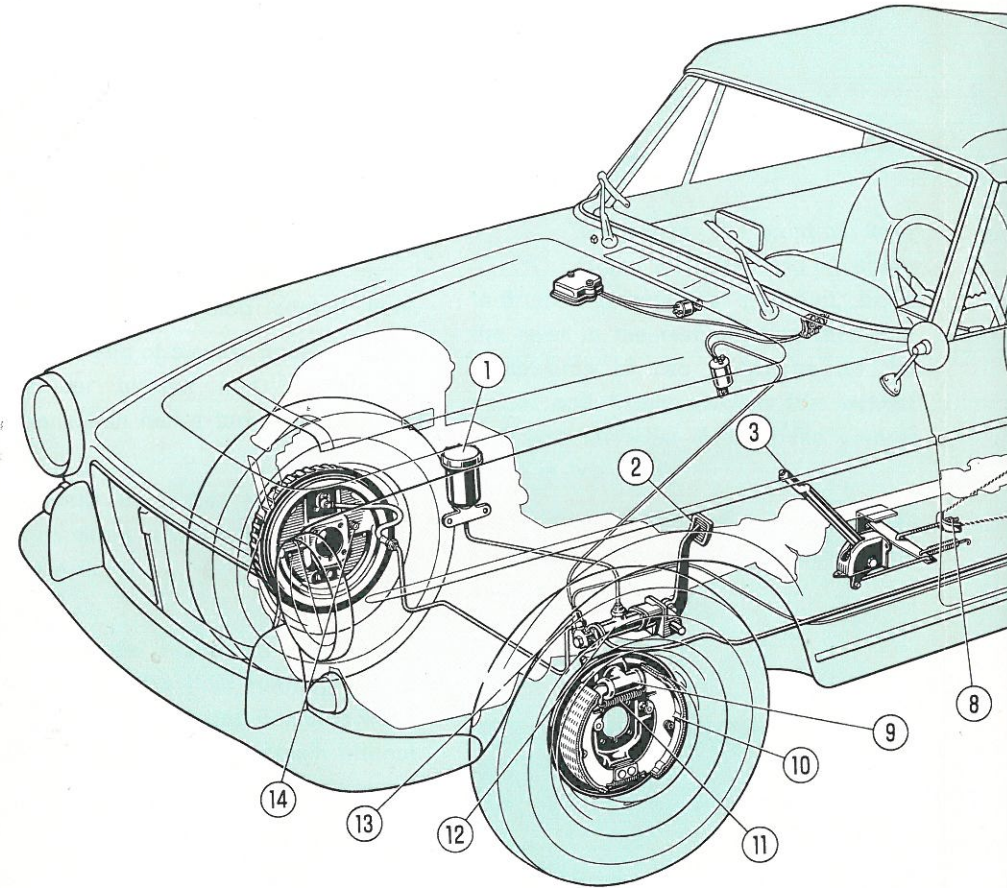
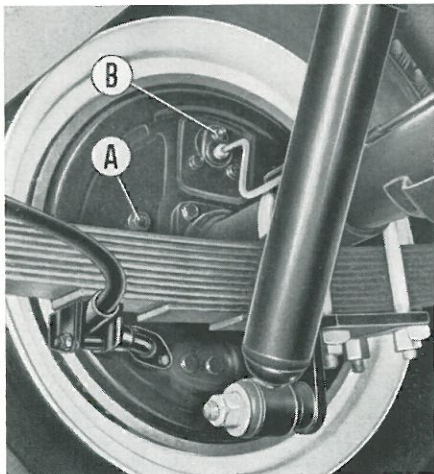
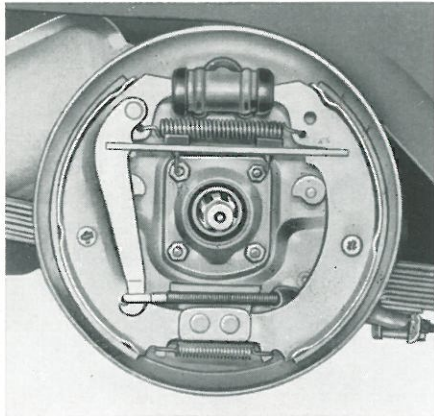


**Every 10.000 km (6,000 miles):** a complete inspection of the system should be performed at a FIAT Service Station; however, if an emergency arises wherein brakes must be adjusted before a Service Station can be reached, the following adjustment procedure is recommended.

### *Brake shoe clearance.*

Check the shoe-to-drum clearance as follows:

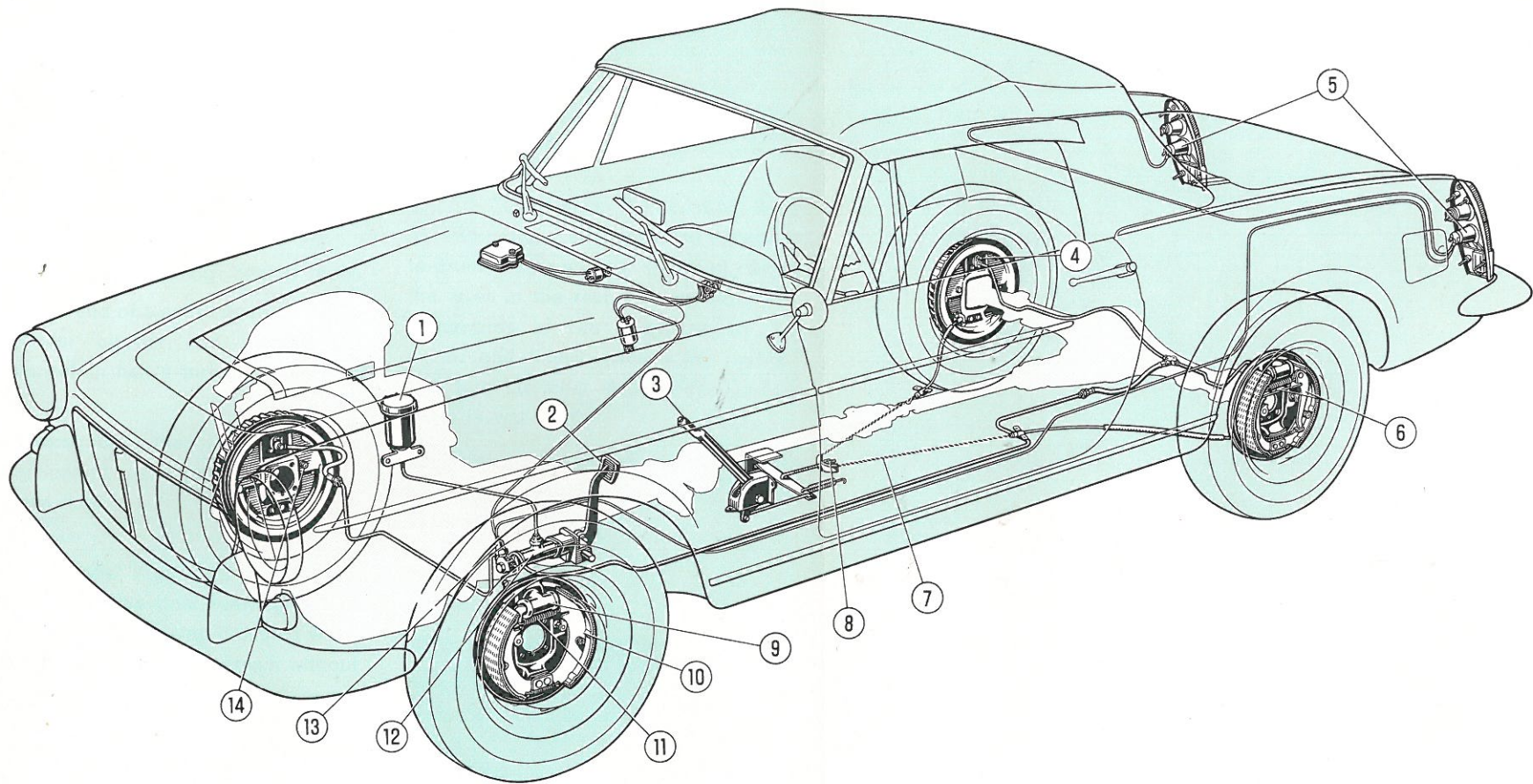
- a) depress brake pedal so as to force the shoes against drum;
- b) keeping the shoes in this position turn nuts **A** until the cam contacts the shoe and then back the nuts 20°. This will set the shoe-to-drum clearance (which may be checked through the slots in drum, after removing the wheel) to 0,25 mm (.01").
- c) Release the brake pedal and see that the wheel revolves freely.
- d) Repeat the same operation on the other wheels.



**Hydraulic service and mechanical brake**

1. Fluid reservoir - 2. Service brake pedal - 3. Auxiliary brake hand lever - 4. Bleeder connection - 5. Stop lights - 6. Auxiliary brake operating levers, actuated by lever (3) - 7. Auxiliary brake control cable - 8. Auxiliary brake lever adjustment stretcher - 9. Wheel - 10. Drum - 11. Shoe - 12. Spring - 13. Stop light - 14. Wheel hub





**Hydraulic service and mechanical brakes system diagram.**

1. Fluid reservoir - 2. Service brake pedal - 3. Auxiliary brake hand lever - 4. Bleeder connection - 5. Stop lights - 6. Auxiliary brake operating levers, actuated by lever (3) - 7. Auxiliary brake control cable - 8. Auxiliary brake lever adjustment stretcher -

9. Wheel cylinder - 10. Brake shoe - 11. Shoe return spring - 12. Master cylinder - 13. Stop lights pressure-operated switch - 14. Shoe-to-drum clearance adjustment camps.



### Air bleeding.

In case the brake system has been drained it must be air bled, after refilling. This is a delicate operation and should be entrusted to a FIAT Service Station.

However, for those who decide to do the work themselves we have outlined the following steps for their guidance:

- Wipe off any dirt from tip of bleeder connection (**B**, page 34) on top of each wheel cylinder.

If necessary, unclog central hole.

Fit one end of bleeder hose on wheel cylinder bleeder and slacken the connection half a turn.

- Immerse the other hose end in a transparent vessel partially filled with brake fluid.

- Pump pedal repeatedly and slowly, and watch the fluid running out of hose into vessel; stop pumping when fluid issues in a solid stream without bubbles.

- While keeping brake pedal depressed, tighten bleeder connection and remove bleeder hose. Clean connection tip of any fluid.

Repeat bleeding operation on each wheel cylinder, making sure each time that fluid level in reservoir is sufficient.

After bleeding the system, top up reservoir to fill mark.

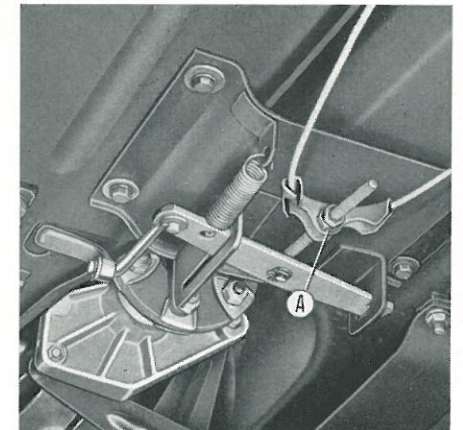
**WARNING! - Never re-use the fluid emptied into vessel unless it has been filtered very carefully.**

### Auxiliary brake.

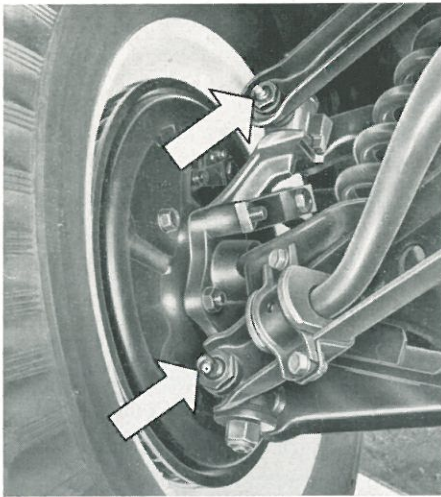


To adjust the control lever stroke, after resetting the shoe-to-drum clearance as specified, bring the lever in the rest position then pull it upwards of two serrations on the sector and finally slacken the locknut and turn stretcher **A** until the control cable is well taut.

After adjustment, check again that shoe-to-drum clearance is 0,25 mm (.01") as specified.







## SUSPENSION

### Front suspension swinging arms.

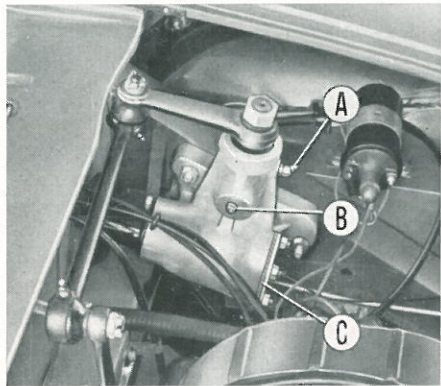
Every 2.500 km (1,500 miles): inject some **FIAT Jota 1** grease in the two lubricators on each wheel.

### Hydraulic shock absorbers.

**FIAT SERVICE** Every 10.000 km (6,000 miles) (or whenever dampening action becomes irregular): have shock absorbers inspected at a FIAT Service Station.

### Rear semi-elliptic springs.

Every 10.000 km (6,000 miles): Wash well with kerosene and inject some **FIAT OGC** graphitized oil between leaves.



## STEERING AND WHEELS

### Steering box.

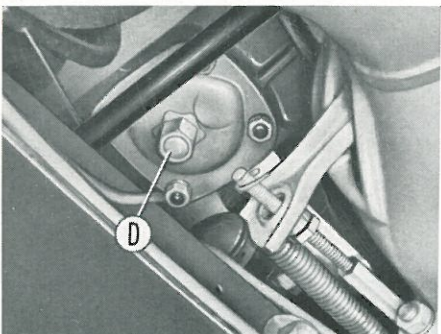
Every 2.500 km (1,500 miles): inject some **FIAT Jota 1** grease in lubricator **A**.

Every 5.000 km (3,000 miles): check oil level through filler plug seat and, if necessary, add oil up to 1 cm (1/2") from lower edge of plug **B**.

### Steering gear adjustments.

**FIAT SERVICE** If excessive play in steering gear develops or if improper response to steering is noticed, have steering mechanism inspected and adjusted at a FIAT Service Station. The adjustments must be carried out as follows:

- a) **Play in worm screw roller bearings:**
  - Remove one or more shims **C** between lower cover and box.
- b) **Backlash between worm screw and roller:**
  - Turn in the adjustment screw after removing its protection cap **D**.



### Steering rods.

Every 2.500 km (1,500 miles): inject some **FIAT Jota 1** grease in the seven lubricators.

**FIAT SERVICE** Every 10.000 km (6,000 miles): check **steering linkages** and **toe-in** (with laden car) with the following load distribution: two passengers on front seats, 30 kg (66 lbs) in the space behind seats and 20 kg (44 lbs) in luggage compartment.

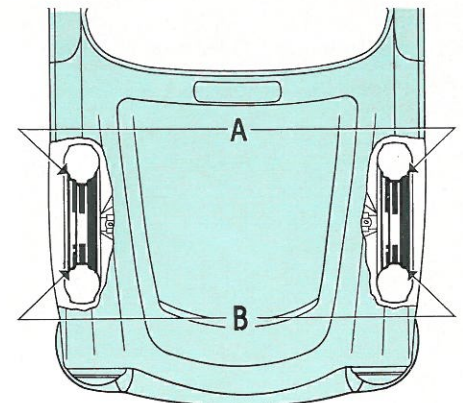
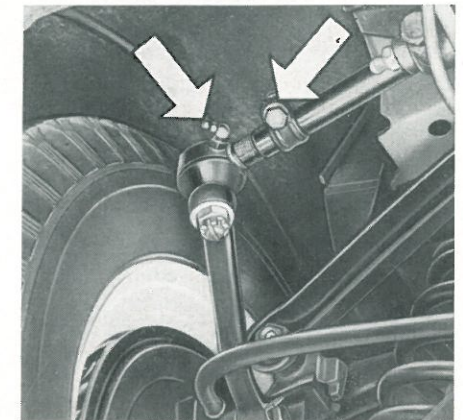
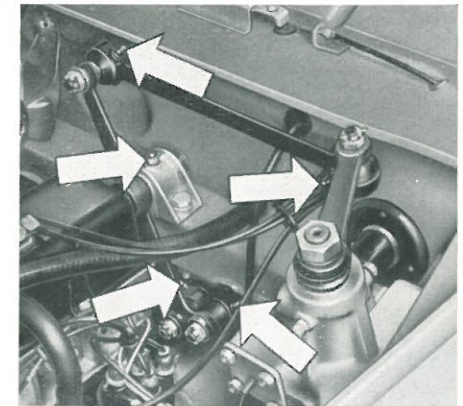
After loading, move the car a few yards so that suspension components will assume their natural setting under load.

Toe-in measurements must be taken on the same points of wheels: measure in **A**, then move car until points **A** reach position **B** and take a new measurement.

**A** must result = **B** + 1 to 3 mm (.04" to .12").

For toe-in corrections, the length of track rods may be varied by rotating the adjustable sleeves after slackening their locking clamps.

After adjusting track rod length as required, check that expansion slot in sleeve registers with clamp joint; with fully tightened clamp, joint faces must not be in contact and clamp must again have its primitive orientation to prevent undesirable interferences with other parts.





### Front wheel bearings.

**FIAT SERVICE** Every 20.000 km (12,000 miles): have bearings lubricated with **FIAT MR grease** and adjusted at a Service Station.

### Tires.

Every 5.000 km (3,000 miles): to ensure long life and equalize wear, exchange tires in criss-cross fashion. (See « Safe Motoring Hints »).

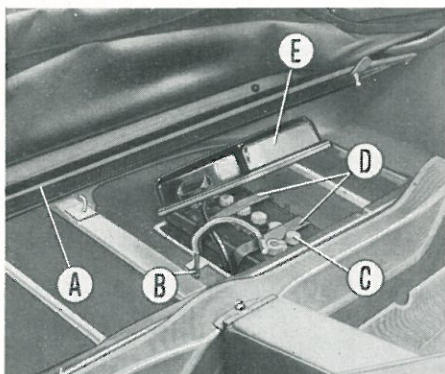
## GENERATING AND STARTING EQUIPMENT

### Battery.

Every 1.500 km (900 miles): with battery at rest and cold, check electrolyte level in all cells and, if necessary, add **distilled water** up to the bottom of the well within each plug.

In summer, check electrolyte level more often.

- A. Rear floor lining: to lift it remove the top fastening rubber strap from the retaining hook.
- B. Cover fixing knobs (two).
- C. Fillers.
- D. Battery lifting strap.
- E. Battery cover.



Every 5.000 km (3,000 miles): check terminals and clamps for tightness and cleanliness, coating them with pure rosy vaseline. If car must be garaged for a considerable time, see « Safe Motoring Hints »).

### Generator.

**FIAT SERVICE** Every 20.000 km (12,000 miles): clean commutator carefully with a dry cloth; check brushes for wear and contact conditions, and replace if necessary.

Lubricate drive end ball bearing with **FIAT Jota 3 grease**. With this same grease pack the pocket between bush and commutator head inner end. Furthermore, pull out the lubricator wick, soak with thick oil and refit in place. Fill grease cap with **FIAT Jota 3 grease** before refitting.

### Starter.

**FIAT SERVICE** Every 20.000 km (12,000 miles): clean commutator carefully; check wear and contact conditions of brushes and, if necessary, replace.

When servicing starter, lubricate free wheel components with **FIAT Jota 2/M grease** and the electromagnet switch plunger with some thin oil.

### Generator regulator.

**FIAT SERVICE** No tampering with this unit by unauthorized personnel should be permitted. Owners should have the unit overhauled exclusively at a FIAT Service Station.

If a radio is fitted on the car, **do not insert any interference suppression**

condenser between terminal No. 67 and ground, either of regulator or generator, since this would cause a rapid wear of contacts of the unit which normally is not a source of radio interference. Furthermore, **never interchange terminals No. 67 and No. 51** or else the regulating unit would be damaged beyond repair.

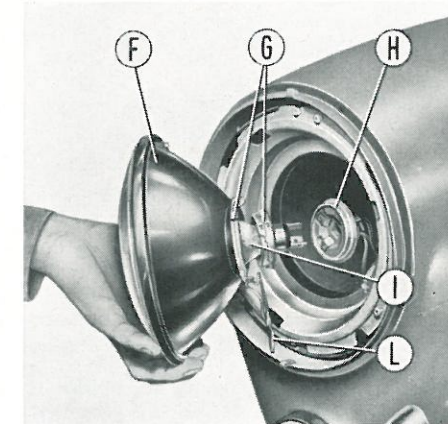
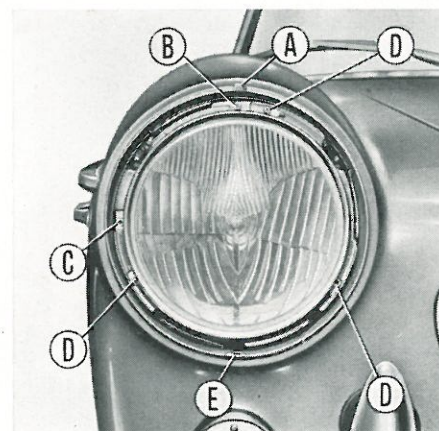
## LIGHTS

### Headlamps.

- A. Frame retainment.
- B. Beam adjustment screw (vertical plane).
- C. Beam adjustment screw (horizontal plane).
- D. Screws to be slackened to permit anticlockwise rotation and removal of headlamp mounting frame.

- E. Frame mounting screw seat.
- F. Optical unit.
- G. Dowel and seat, lamp bulb location.
- H. Terminal plug.
- I. Lamp bulb.
- L. Bulb holder spring fastener.

**Note.** - Access to bulb for replacement may be gained also through engine compartment.





**Aiming the asymmetric low beam headlamps (\*).**

Aiming must be performed on the low beams.

**FIRT SERVICE** When headlamps have been totally disassembled (shell included) their beams must be re-aimed. Aiming must be such that, with car unladen, the light pool horizontal line is on line **b-b**. Furthermore, the separation lines inclined upwards must start from the intersection points of vertical lines **a-a** (headlamp axes) with horizontal line **b-b**. The adjustment is carried out by screw **B** for beam vertical aiming and by screw **C** for beam horizontal aiming (see page 39).

(\*) Identified by symbol E 3 on lens.

**Aiming the symmetric low beam headlamps.**



Place the unladen car in the position shown in the illustration.

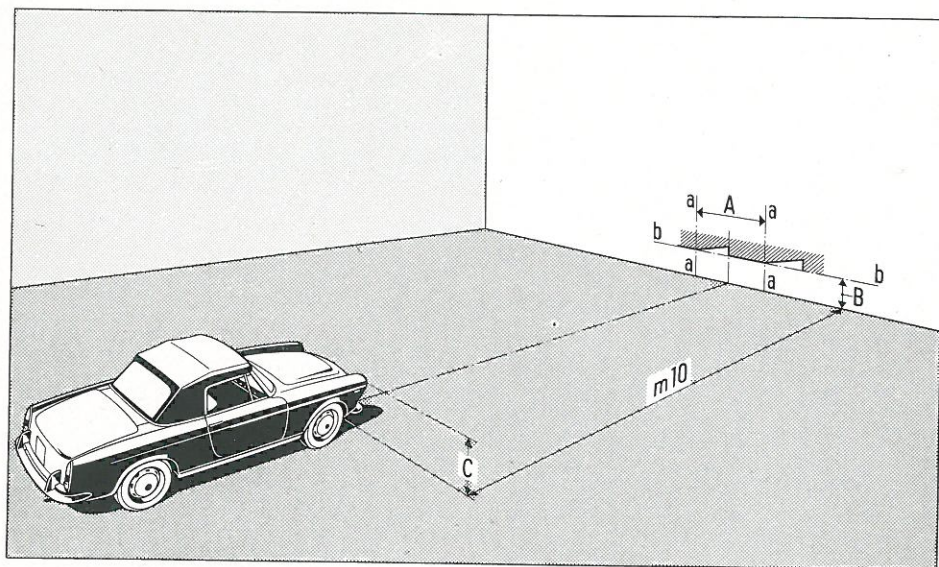
**Horizontal aim checks with the high beams:**

The center of the light pool of each headlamp must lie on the vertical reference **a-a**.

**Vertical aim checks with the low beams:**

The separation line between lit and unlit areas must be horizontal and lie on the horizontal reference **b-b**.

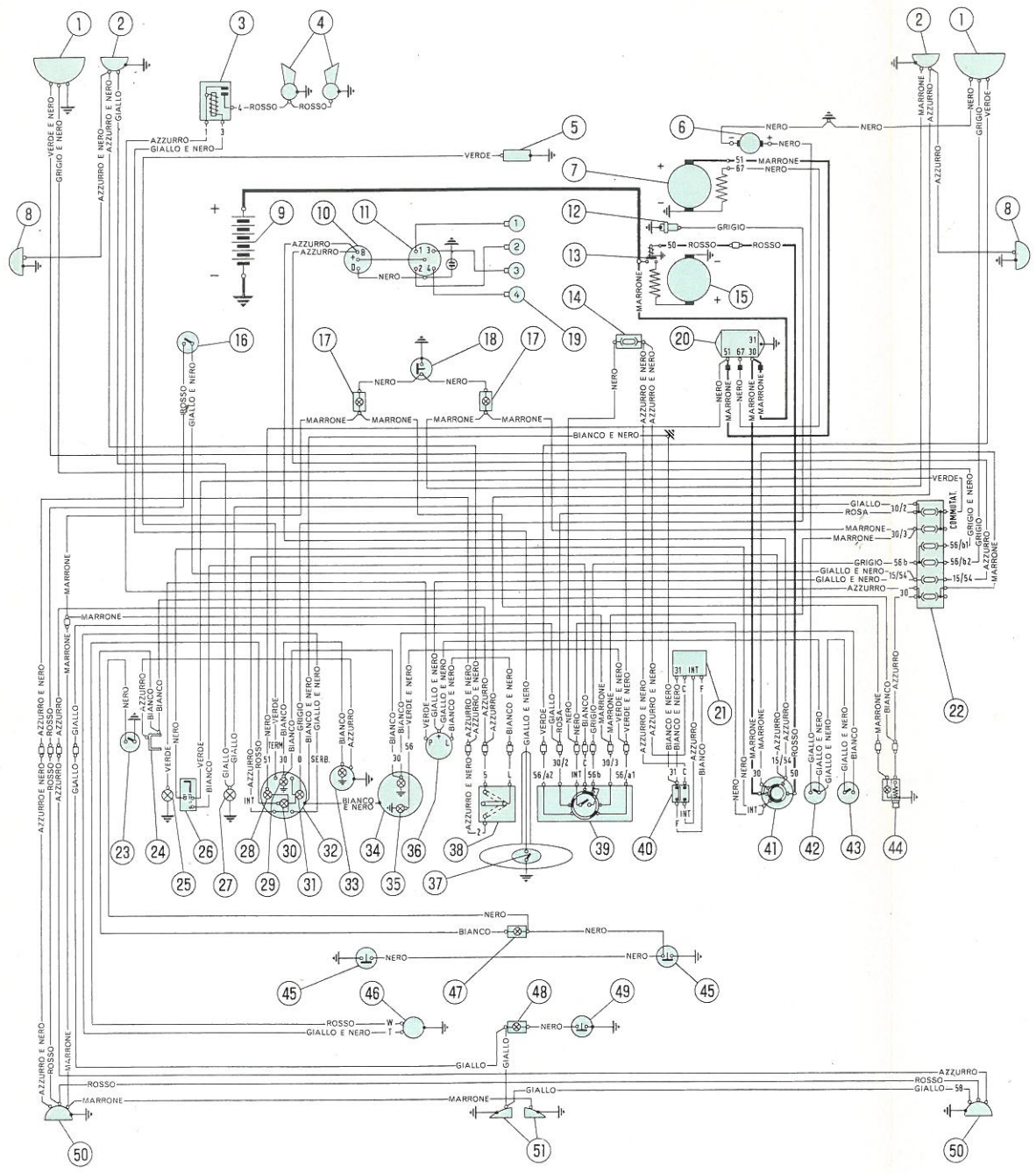
For beam orientation, use the adjustment screws provided on the headlamp unit which are in the same location as shown on page 39 for the asymmetric headlamps.



**A** = Distance between headlamp centers. — **B** = **C** less 7 cm ( $2\frac{3}{4}$ ").  
**C** = Height of headlamp center above ground.

**Note.** - In case headlamps are aimed with car at 5 mt from screen, **B** will equal **C** less 3,5 cm ( $1\frac{3}{8}$ ").





Wiring diagram, with color coded cables.

1. Headlamps (high and low beams).
2. Front direction indicator and parking lamps.
3. Horn control relay switch.
4. Horns.
5. Heat gauge sending unit.
6. Air conditioning unit electrofan.
7. Generator.
8. Direction indicator side repeaters.
9. Battery.
10. Ignition coil.
11. Ignition distributor.
12. Insufficient oil pressure indicator sending unit.
13. Starter electromagnetic switch.
14. 8-Amp fuse, windshield wiper motor.
15. Starter.
16. Hydraulic, pressure-operated stop lights switch.
17. Engine compartment lights.
18. Engine compartment lights jam switch.
19. Spark plugs.
20. Generator regulator.
21. Windshield wiper motor.
22. Fuses.
23. Dash light switch.
24. Inspection lamp receptacle.
25. Direction indicators pilot light.
26. Outer lighting switch.
27. Front parking lamps indicator.
28. Generator charge indicator.
29. Instrument cluster light.
30. Fuel reserve indicator.
31. Insufficient oil pressure indicator.
32. Instrument cluster.
33. Electric clock, with light.
34. Speedometer-mileage recorder (with light).
35. Headlamp high beam indicator.
36. Flasher, direction indicators.
37. Horn button.
38. Direction indicators switch.
39. Front outer lighting change-over switch.
40. Windshield wiper switch.
41. Lock switch.
42. Air conditioning electrofan switch.
43. Instrument cluster light switch.
44. Cigarette lighter, with housing indicator light.
45. Jam switch, on doors, for lamp (47).
46. Fuel level gauge sending unit.
47. Dash light bulb.
48. Luggage compartment lamp.
49. Jam switch, for lamp (48).
50. Rear parking, stop and direction indicator lamps.
51. Number plate lamps.

Note. - Mark **==** means that the cable is provided with numbered strip or ferrule.

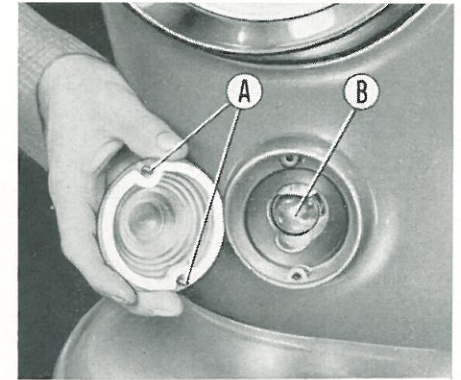
**CABLE COLOR CODE**

Azzurro = <b>Blue</b>	Marrone = <b>Brown</b>	Verde = <b>Green</b>
Bianco = <b>White</b>	Nero = <b>Black</b>	Inter. = <b>Switch</b>
Giallo = <b>Yellow</b>	Rosa = <b>Rosy</b>	Serb. = <b>Tank</b>
Grigio = <b>Grey</b>	Rosso = <b>Red</b>	Term. = <b>Heat gauge</b>



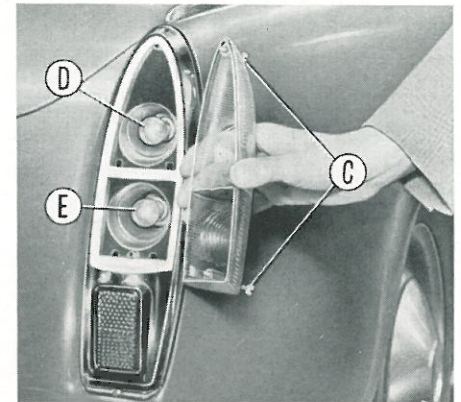
**Front parking and direction indicator lamps.**

- A. Lens mounting screws.
- B. Bayonet-coupled bulb.



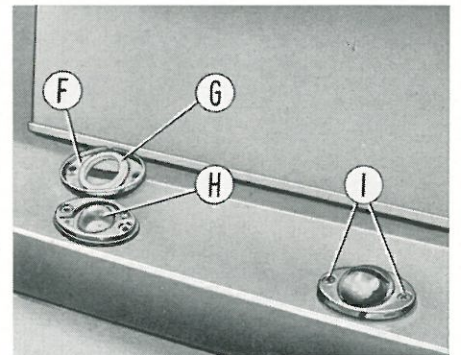
**Rear parking, direction indicator and stop lamps.**

- C. Lens mounting screws.
- D. Bayonet-coupled bulb (direction indicator).
- E. Bayonet-coupled bulb (parking and stop).

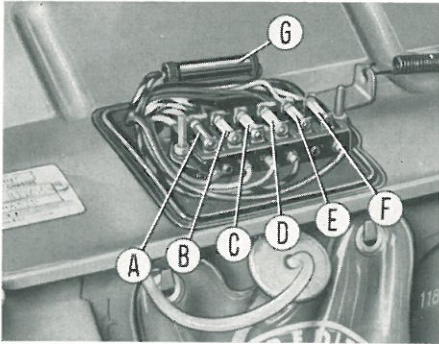


**Number plate lamps.**

- F. Hood: locate dowel correctly at assembly.
- G. Lens, with rubber gasket.
- H. Bayonet-coupled bulb.
- I. Lens and hood mounting screws.







### Fuses.

Five 8-Amp fuses and one 16-Amp fuse (green) in a box located on bulkhead in

engine compartment (see chart below). Furthermore, 8-Amp fuse **G**, arranged next to said box, protects the windshield wiper and cluster light circuits.

**Before replacing a burnt fuse trace the cause of blowing, and remedy accordingly.**

**Unprotected circuits:** battery charge with generator charge indicator, ignition, starting, fuel level gauge with relevant reserve indicator, heat gauge and insufficient oil pressure indicator.

### PROTECTED CIRCUITS

<b>A</b> Fuse No. 30 (16 Amp)	<b>B</b> Fuse No. 15/54 (with circuit energized)	<b>C</b> Fuse No. 56/b2 (with circuit energized)	<b>D</b> Fuse No. 56/b1 (with circuit energized)	<b>E</b> Fuse No. 30/3 (with circuit energized)	<b>F</b> Fuse No. 30/2 (with circuit energized)
<ul style="list-style-type: none"> <li>- Dash light.</li> <li>- Horns.</li> <li>- Inspection lamp receptacle.</li> <li>- Cigarette lighter</li> <li>- Electric clock</li> </ul>	<ul style="list-style-type: none"> <li>- Electrofan.</li> <li>- Rear stop lights.</li> <li>- Direction indicators, side repeaters and pilot light.</li> </ul>	<ul style="list-style-type: none"> <li>- Right headlamp low beam.</li> </ul>	<ul style="list-style-type: none"> <li>- Left headlamp low beam.</li> </ul>	<ul style="list-style-type: none"> <li>- Left headlamp high beam.</li> <li>- High beams indicator.</li> <li>- Front right parking light.</li> <li>- Rear left parking light.</li> <li>- Number plate light (right bulb).</li> <li>- Engine compartment lights.</li> <li>- Cigarette lighter housing indicator.</li> </ul>	<ul style="list-style-type: none"> <li>- Right headlamp high beam.</li> <li>- Front left parking light.</li> <li>- Rear right parking light.</li> <li>- Parking lights indicator.</li> <li>- Number plate light (left bulb).</li> <li>- Luggage compartment light.</li> </ul>

## ACCESSORIES

### Windshield washer.

Maintenance of washer should be performed as follows:

- a) **Jet cleaning and positioning:** remove the jet hex. retainer nut and clean jet hole accurately. To correctly orient the jets, at reassembly, loosen the screw on jet

head, reposition the hex. retainer nut so as to direct the water squirt to top of sweep arc and retighten the screw.

- b) **Cleaning bottle gauze:** Every 4 or 5 refills it is advisable to clean also the filtering gauze on outlet pipe suction end.

## TOOL KIT

The set of wrenches and tools supplied for servicing operations the car Owner can do himself, is contained in a bag fixed to luggage compartment right wall (page 18).

### Tool bag containing:

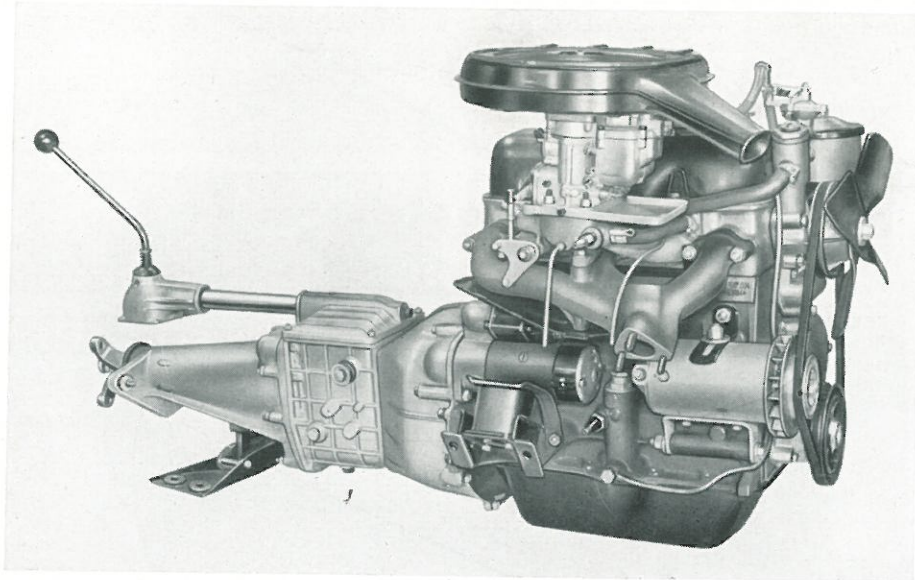
- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>- Wrench, socket, spark plugs.</li> <li>- Wrench, socket, carburetor.</li> <li>- Wrench, double end, 8 x 10 mm.</li> <li>- Wrench, double end, 13 x 17 mm.</li> </ul> | <ul style="list-style-type: none"> <li>- Screwdriver, double-tipped.</li> <li>- Pliers, cutting.</li> <li>- Punch, straight.</li> <li>- Speed handle, wheel fixing screws.</li> <li>- Jack.</li> </ul> |
|--|--|

Also supplied with the car, as standard equipment, are:

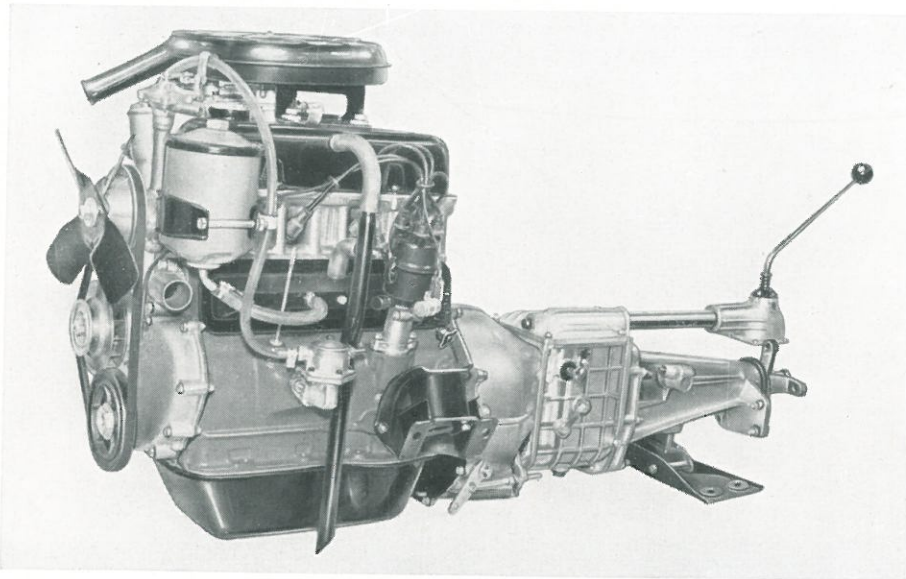
- Fabric cover for top well.
- Touch-up paint can.



# S P E C I F I C A T I O N S



Power plant, right side.



Power plant, left side.

## ENGINE

Type . . . . . 103 G.004  
 Number of cylinders . . . . . 4  
 Bore and stroke . . 72 x 75 mm (2.83" x 2.95")  
 Total piston displacement . . . . 1221 cc  
 Compression ratio . . . . . 8,25 to 1  
 Maximum power (less fan and silencer) . . . . . 58 HP  
 SAE power rating . . . . . 63 HP

### Carburetor data:

Primary Venturi diameters  
 Main jet diameters . . . . .  
 Idling speed jet diameter . . . . .  
 Starting jet diameter . . . . .  
 Accelerating pump jet diameter . . . . .  
 Main air jet diameters . . . . .

Primary throat mm	Secondary throat mm
23,00	23,00
1,15	1,15
0,45	
1,00	
0,70	
2,00	2,00

Air cleaner with paper element.  
 Inlet air pre-heating by hot water circulated in intake manifold.

## VALVE GEAR

Intake { Opens: B.T.D.C. . . . . 16°  
 Closes: A.B.D.C. . . . . 56°  
 Exhaust { Opens: B.B.D.C. . . . . 56°  
 Closes: A.T.D.C. . . . . 16°

Tappet clearance adjustment, for valve timing . . . . . 0,370 mm (.0145")  
 Final tappet operation clearance adjustment, **cold engine:**  
 intake and exhaust . . . . . 0,10 mm (.0039")

## FEED

Carburetor: **Weber 36 DCD7**, dual-throat, with easy starting device (choke) and accelerating pump.

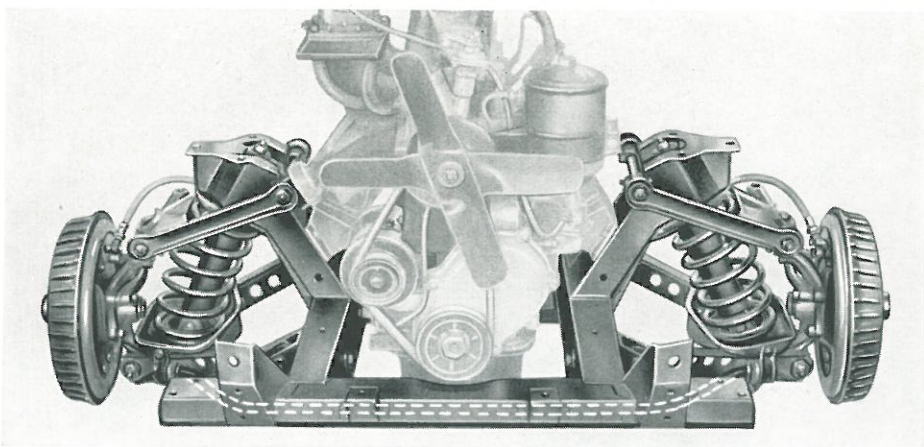
## LUBRICATION

Pressure feed by gear pump; oil pressure relief valve.  
 Main oil filter on delivery line and by-pass paper cartridge filter.  
 Normal lubrication pressure . . 2,5 kg/cm<sup>2</sup> (35.5 p.s.i.)

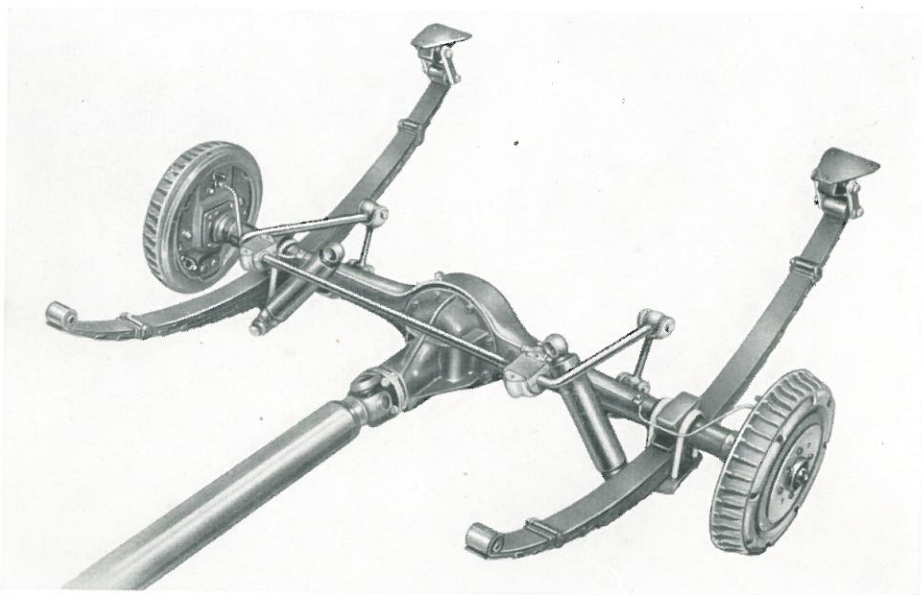
## IGNITION

Firing order . . . . . 1-3-4-2  
 Static advance . . . . . 0°  
 Centrifugal automatic advance . . . . 30°  
 Clearance, between breaker contacts 0,42 to 0,48 mm (.016" to .019")

**Marelli CW 225 N** spark plugs: diameter and pitch (metric) 14 x 1,25 mm spark gap . . 0,50 to 0,60 mm (.020" to .024")



Front suspension and sub-frame.



Rear axle and suspension.

## COOLING

Water circulation by centrifugal pump.  
Thermostat in engine water outlet duct.  
Four-blade fan.

## POWER TRAIN

### CLUTCH

Single plate, dry.  
Pedal free travel: . . . 18-22 mm (3/4"-7/8")

### TRANSMISSION

4 forward speeds (2nd, 3rd and 4th synchromeshed) and reverse. Gear ratios:

1st gear . . . . .	3,38 : 1
2nd gear . . . . .	2,09 : 1
3rd gear . . . . .	1,38 : 1
4th gear . . . . .	1 : 1
Reverse . . . . .	3,38 : 1

### REAR AXLE

Hypoid final drive, ratio . . . . . 10 to 43  
Tubular propeller shaft in two sections, with central pillow block. Front section connected to transmission by flexible joint and to rear section by universal joint.  
Universal joint on rear section axle end.

## BRAKES

### SERVICE

Expanding-shoe type on all four wheels, hydraulically controlled by master cylinder.

### AUXILIARY

Mechanical, hand controlled, operating on rear wheel brakes.

## SUSPENSIONS

FRONT: by swinging arms, with coil springs and hydraulic, double-acting telescopic shock absorbers. Stabilizer bar.

REAR: by semi-elliptic springs and hydraulic, double-acting telescopic shock absorbers. Stabilizer bar.

## STEERING AND WHEELS

### STEERING

Standard . . . . . L.H.D.  
Optional . . . . . R.H.D.  
Control by worm screw and roller:  
ratio . . . . . 1/16,4  
Turning circle diameter 10,50 m (34 1/2 ft)  
Front wheel toe-in 1 to 3 mm (.04" to .12")

### WHEELS AND TIRES

Disc wheels, with rims type . . . 3 1/2 J  
Low pressure tires . . . . . 5,20-14



## ELECTRIC SYSTEM

Tension . . . . . 12 volts

### GENERATOR

FIAT . . . . . 230 watts

Voltage regulator, current regulator and cutout in a single regulating unit.

Cut-in speed { engine, abt. . . . 1000 rpm  
(lights out) { car in 4th gear . . . 26 km/h  
(16.2 m.p.h.)

### BATTERY

Arranged in a suitable well behind left seat.  
Capacity at 20-hr discharge rate . . . 48 Ah

### STARTER

FIAT: power . . . . . 0,50 kW  
Direct engagement by electromagnet and free-wheeling pinion.

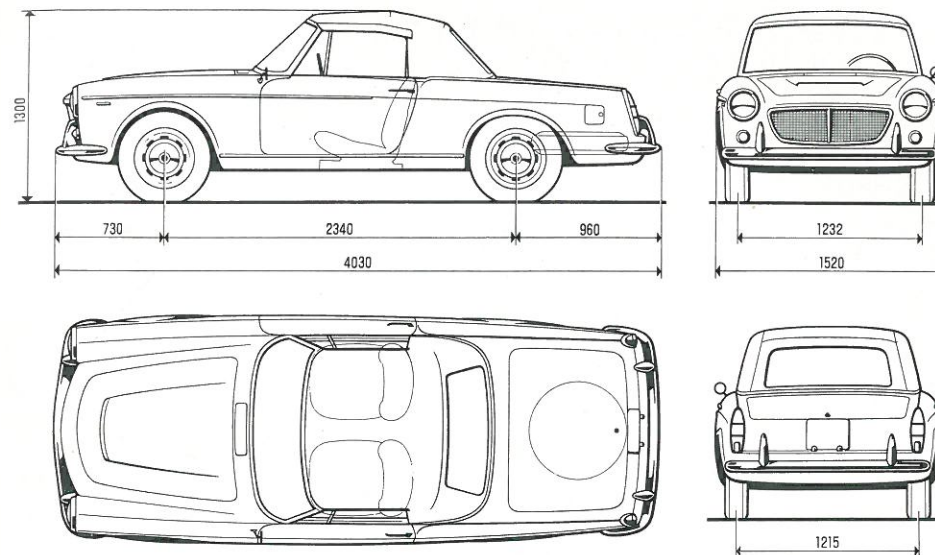
### FUSES

Five of 8 Amps. and one of 16 Amps. (green) in a fusebox, under instrument panel, on dashboard; one 8-Amp. fuse in windshield wiper and cluster light circuit.

## BULBS

Location	Type	Wattage (12 Volts)
— Headlamps { high beam . . . . . low beam . . . . .	spherical, double filament for headlamps with asymmetric low beams (*)	45
		40
— Front lamps { direction indicators parking lights . . .	spherical, double filament . . .	20 5
— Tail lamps { stop lights . . . . . parking lights . . .		
— Tail lamps: direction indicators . . .	spherical . . . . .	20
— Number plate lights . . . . .	spherical . . . . .	5
— Engine compartment lighting . . .	cylindrical . . . . .	5
— Luggage compartment lighting . . .		
— Dash light . . . . .	cylindrical . . . . .	3
— Direction indicator side repeaters — Instrument cluster lights . . . . . — Direction indicators pilot light . . . — Generator charge indicator . . . . . — Fuel reserve indicator . . . . . — Parking and number plate lamps indicator . . . . . — High beam indicator . . . . . — Cigarette lighter housing indicator . . . . .	tubular . . . . .	2,5

(\*) Standard bayonet type for symmetric low beam headlamps.



mm . . . . .	730	960	1215	1232	1300	1520	2340	4030
in . . . . .	28.7	37.8	47.8	48.5	51.2	59.8	92.1	158.7

Maximum height is intended with unladen car. Minimum ground clearance is 120 mm (4.7") with laden car.

## BODY

- Cabriolet, with entirely metallic, monobuilt body.
- Steel-frame, canvas top which may be lowered and stowed away in a special well, protected by a waterproof canvas cover. Hard top available as optional extra equipment.
- Two front-hinged doors. Front fixed-pane and rear drop-pane windows, with regulator.
- Front-hinged bonnet.
- Rear luggage compartment, locked by key, with push-button release on lid; spare wheel and tool bag, housed under luggage floor.
- Two adjustable bucket seats, with forward-tilting, partially adjustable squabs.
- Imitation-leather inner trim.
- Utility recess-armrest between front seats.
- Armrests on door inner panels.
- Handgrab for passenger, on facia.
- Screened, cowl air intake.
- Outer rear view mirror on steering wheel side.
- Optional extra equipment: radio on facia. For radio characteristics and use refer to the Manufacturer's manual.

## PERFORMANCES

### SPEEDS

Maximum speeds after running-in (3000 km = 1800 miles):

1st gear	40 km/h (25 m.p.h.)
2nd »	65 » (40 m.p.h.)
3rd »	100 » (62 m.p.h.)
4th »	abt. 145 » (90 m.p.h.)

### GRADIENTS

Maximum climbable gradients, with fully laden car:

1st gear	abt. 35 %
2nd »	» 19 %
3rd »	» 11,5%
4th »	» 7 %

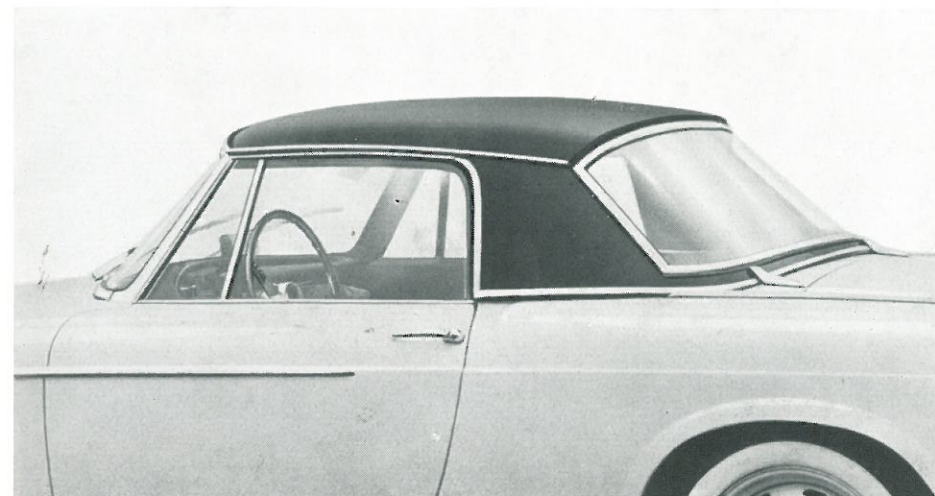
## WEIGHTS

Curb weight	920 kg (2030 lbs)
Useful load	2 persons + 50 kg (110 lbs) of luggage
Gross weight	1110 kg (2448 lbs)

## APPENDIX

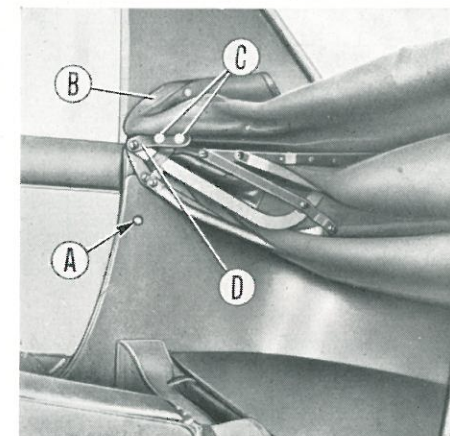
### HARD TOP

A hard top, easily removable, is also supplied as optional-extra equipment, besides the standard canvas top.

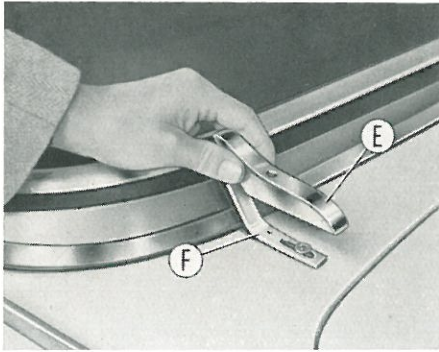


To remove the hard top:

- Lower the lever of the two catches (page 21) securing the hard top to windshield frame.
- Release rear cover **B** from button fasteners **A** and lift cover.
- Remove the four screws **C** and the two plates **D** fixing the top.

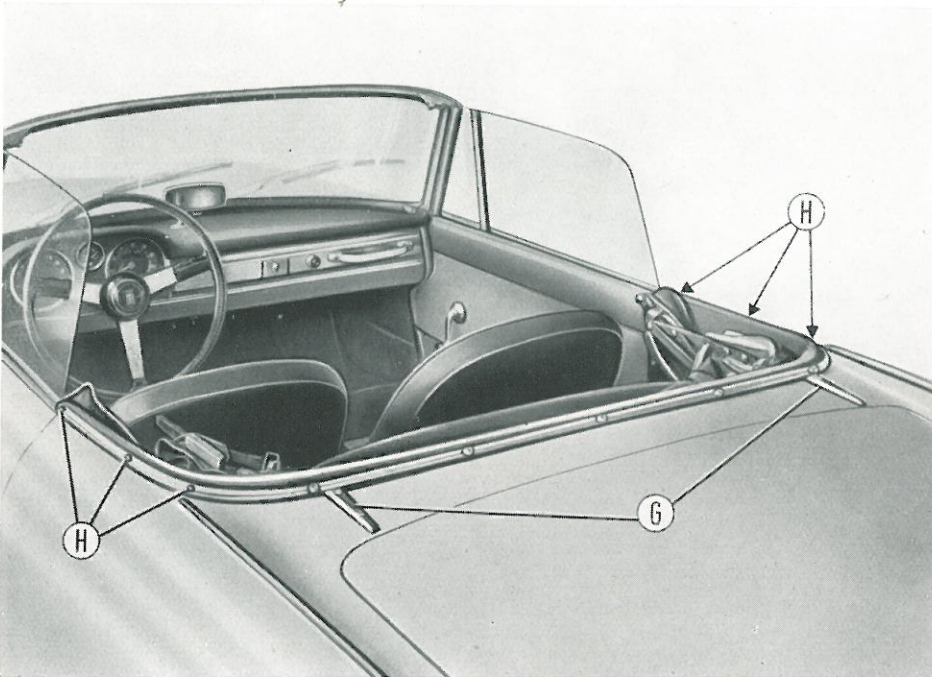






— Remove the two chromium-plated garnish plates **E**, brackets **F** and take off the hard top.

— Fit the two moldings **G** and the 6 fasteners **H** supplied with the hard top.



## FILL-UP DATA

ITEM	QUANTITY				REFILL
	lt	kg	US gals.	GB gals.	
Fuel tank . . . . .	38	—	10	8.3	} Premium gasoline (O.R. 92 min. - R.M.)
including a reserve of .	4,5-7	—	1.2-1.8	1-1.5	
Radiator, cylinder jackets and heating system . .	4,500	—	US qts. 4.8	GB qts. 4.0	} Water (1) Fiat Oil (4)
Engine sump (3) . . . .	3,000	2,700	3.16	2.64	
Transmission . . . . .	1,075	1,000	1.18	.96	} Fiat W 90 Oil (SAE 90 EP)
Rear axle casing . . . .	0,615	0,570	.65	.54	
Steering box . . . . .	0,160	0,150	.17	.14	} FIAT Special (blue label) brake fluid or equivalent HD non-mineral type
Hydraulic brake system .	0,300	0,300	.32	.26	
Hydraulic shock absorbers, each	front 0,165	0,150	.17	.14	} Fiat S.A.I. Oil
rear	0,190	0,170	.20	.17	
Windshield washer . . .	—	(2)	—	—	Water and FIAT D.P./1 liquid (concentrated solution) or TRICO XAW 30 cleaner

(1) When temperature is close to 0° C change to good commercial grade anti-freeze mixtures (see "Safe Motoring Hints").

(2) 0,75 kg pure water plus 0,017 kg (2,28 % in weight) (Summer) or 0,034 kg (4,56 % in weight) (Winter) of cleaner.

(3) Total capacity of sump, filter and lines is 3,500 kg (4.1 U.S. Qts. - 3.4 G.B. Qts.). The amount indicated in the Table is the requirement for periodic oil changes.

(4) See following table for grades:

Lowest anticipated outdoor temperature	FIAT Service MS (API) oil	FIAT Multigrado oil
Below -15° C ( 10° F) (minimum)	<b>VS 10 W</b> (SAE 10 W)	—
Between 0° and -15° C (32° to 10° F) (minimum)	<b>VS 20</b> (SAE 20)	<b>10 W - 30</b>
Above 0° C (32° F) (minimum)	<b>VS 30</b> (SAE 30)	<b>10 W - 30</b>
Above 30° C (90° F) (average)	<b>VS 40</b> (SAE 40)	<b>20 W - 40</b>

**Warning:** Do not up with oils of other grades or Make. Before pouring detergent oils in used engines, flush lubrication system accurately (see "Safe Motoring Hints").

### TIRE PRESSURES

Full load and high speed . . . . .  
Medium load and speed . . . . .

FRONT		REAR	
kg/cm <sup>2</sup>	p.s.i.	kg/cm <sup>2</sup>	p.s.i.
1,70	24.1	1,90	27
1,50	21.3	1,70	24.1

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