

# 126

1972-1977

**TAXABLE HORSEPOWER:** 7

**PRICE:** 795,000 lire

Introduced at the Turin Show, the 126 can be considered as a development of the 500. However, while it retains the basic engineering layout of the earlier two-cylinder vehicle in a completely new four-seat body, it is improved in two particular features, engine and gearbox. The former, slightly increased in capacity from 499 c.c. to 594 c.c., has a higher power output — 23 b.h.p. (DIN) instead of 18 — and therefore better performance, with the maximum speed increased by about 10 k.p.h. (6.2 miles). The gearbox on the other hand has synchromesh on the three upper ratios. Another engineering innovation worthy of note is the relocation of the fuel tank under the left-hand side of the rear seat instead of under the bonnet.

## PERFORMANCE

Maximum speed: **over 105 k.p.h.** (over 65 m.p.h.).

Maximum gradient climbable: **24%** (1 in 4).  
Average fuel consumption: **5.2 litres per 100 km** (54 m.p.g.).

Passenger capacity: **4 plus 40 kg (88 lb)** of luggage.

## ENGINE

**Type:** 126 A.000.

**Location:** Rear.

**Number of cylinders and arrangement:** 2 in line.

**Capacity:** 594 cc.

**Compression ratio:** 7.5 : 1.

**Bore & Stroke:** 73.5 mm × 70 mm.

**Max. power and corresponding speed:** 23 b.h.p. (DIN) at 4,800 r.p.m.

**Valve arrangement:** Overhead.

**Ignition system:** Coil, distributor.

**Cooling system:** Air-cooled.

**Fuel feed:** Pump, carburettor, capacity, 21 litres (4½ galls.).

**Lubrication:** Forced (oil pan: 2.5 kg - 5.51 lb.).

## TRANSMISSION

**Type:** Swing axle with half shafts.

**Clutch:** Single dry plate.

**Gearbox:** 4 speeds forward (synchromesh on 2nd, 3rd, and 4th) plus reverse, central lever.

**Final drive:** Spiral bevel, ratio, 4.87 : 1.

## SUSPENSION

**Front:** Independent, top wishbones, transverse-mounted self-stabilizing leaf springs, telescopic shock absorbers.

**Rear:** Independent, semi-trailing arms, coil springs, telescopic shock absorbers.

## WHEELS

Disc.

## TYRES

135 SR - 12.

## BRAKES

**Foot:** Hydraulic on all four wheels.

**Hand:** Mechanical on rear wheels.

## STEERING

Worm and helical section.

**Turning circle:** 8.6 m (28 ft. 3 in.).

## ELECTRICAL EQUIPMENT

12 volts, 230-watt dynamo, 34 amp./hr battery. Integral.

## STRUCTURE

**Wheelbase:** 1,840 mm (6 ft 0½ in.).

**Track:** Front, 1,140 mm (3 ft 9 in.); rear, 1,203 mm (3 ft 11⅜ in.).

**Length:** 3,054 mm (10 ft 0¼ in.).

**Width:** 1,377 mm (4 ft 6¼ in.).

**Height:** Overall: 1,335 mm (4 ft 4½ in.).

**Ground clearance:** 140 mm (5½ in.).

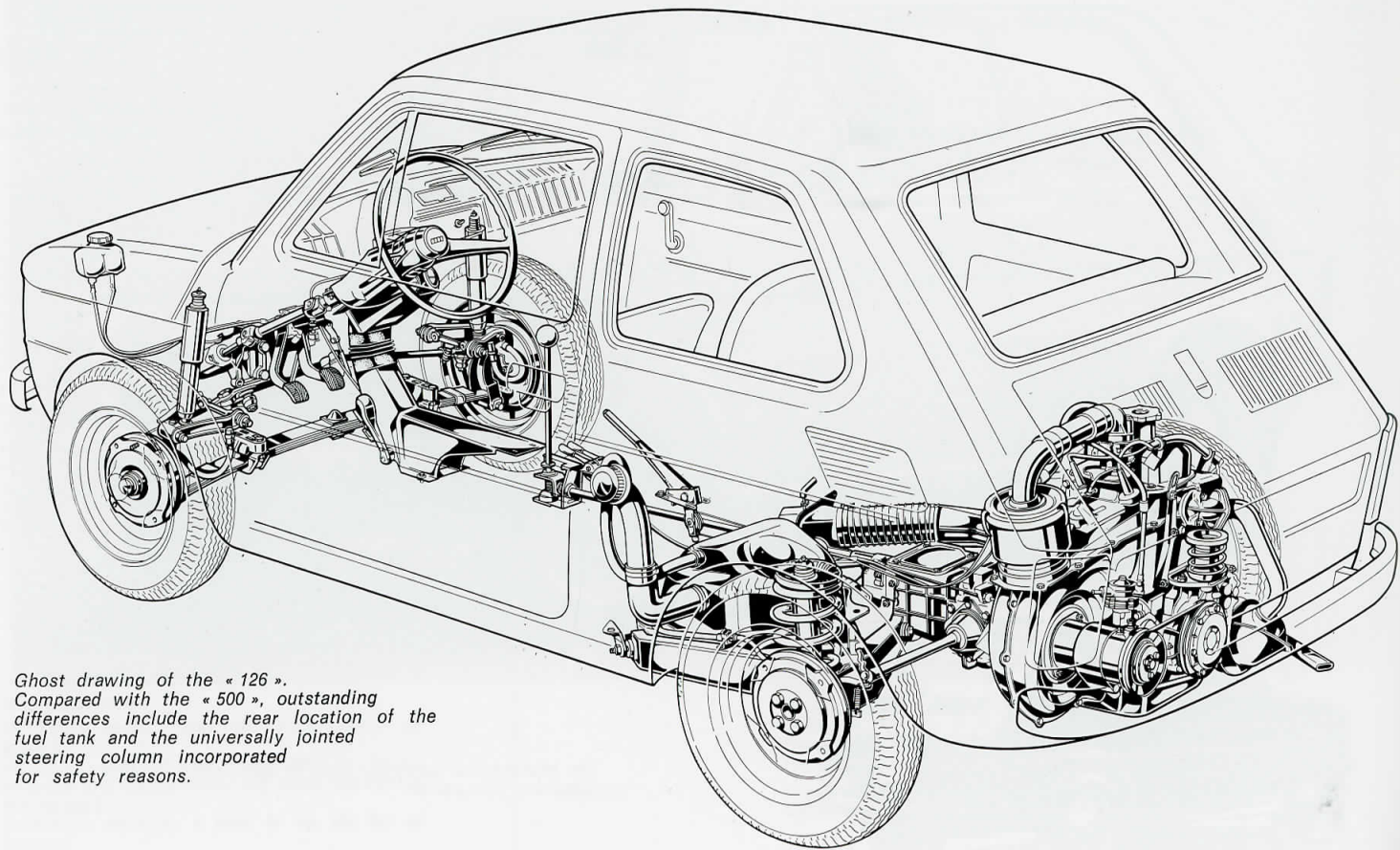
## WEIGHT

**Laden:** 900 kg (1,984 lb.).

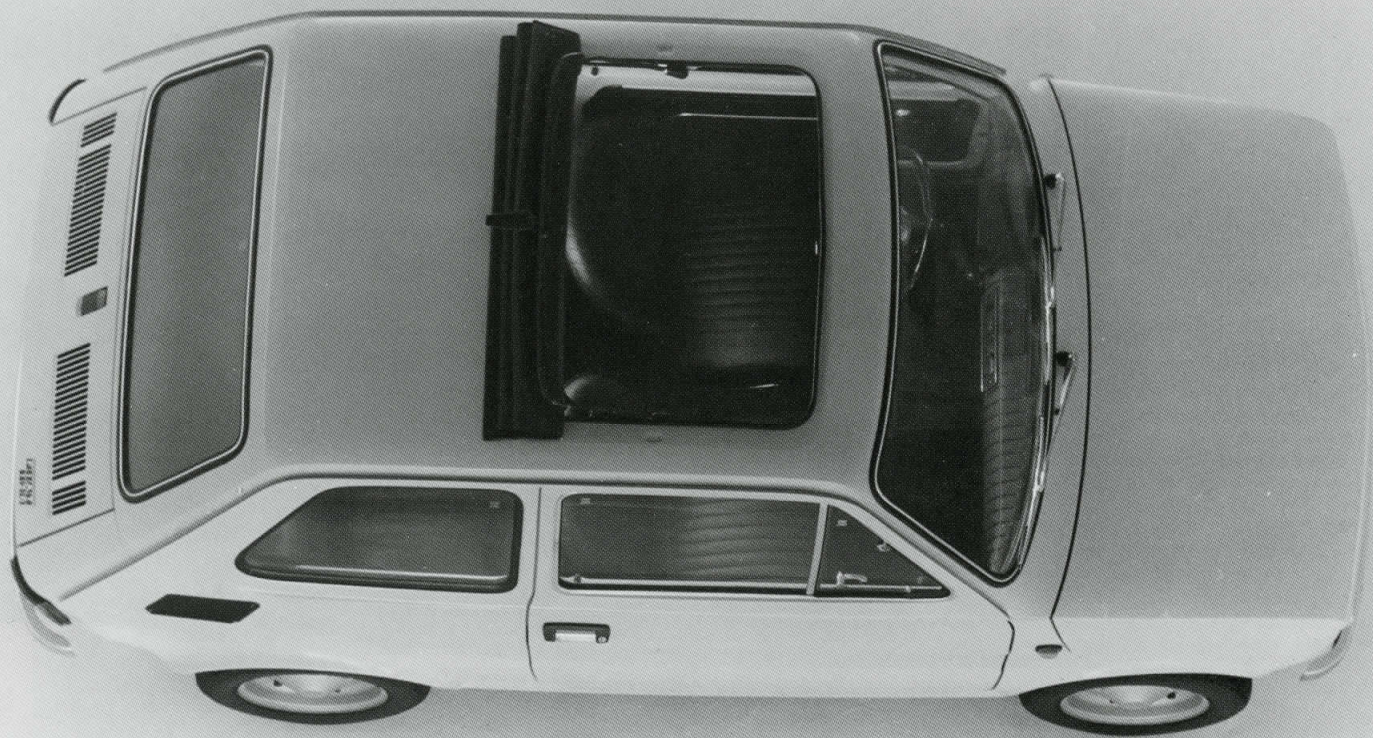
**Unladen:** 580 kg (1,270 lb.).



*The modern and individual lines of the « 126 »,  
two-door, four-seater.*



*Ghost drawing of the « 126 ».  
Compared with the « 500 », outstanding  
differences include the rear location of the  
fuel tank and the universally jointed  
steering column incorporated  
for safety reasons.*



*The sunroof version of the "126".*

# 126 650

1976-1985

At the Turin Motor Show in winter 1976, the base model was flanked by the "126 Personal" with a higher level of body finish and some mechanical improvements.

Main body changes were: bumpers in black resin (length increased from 3,054 to 3,129

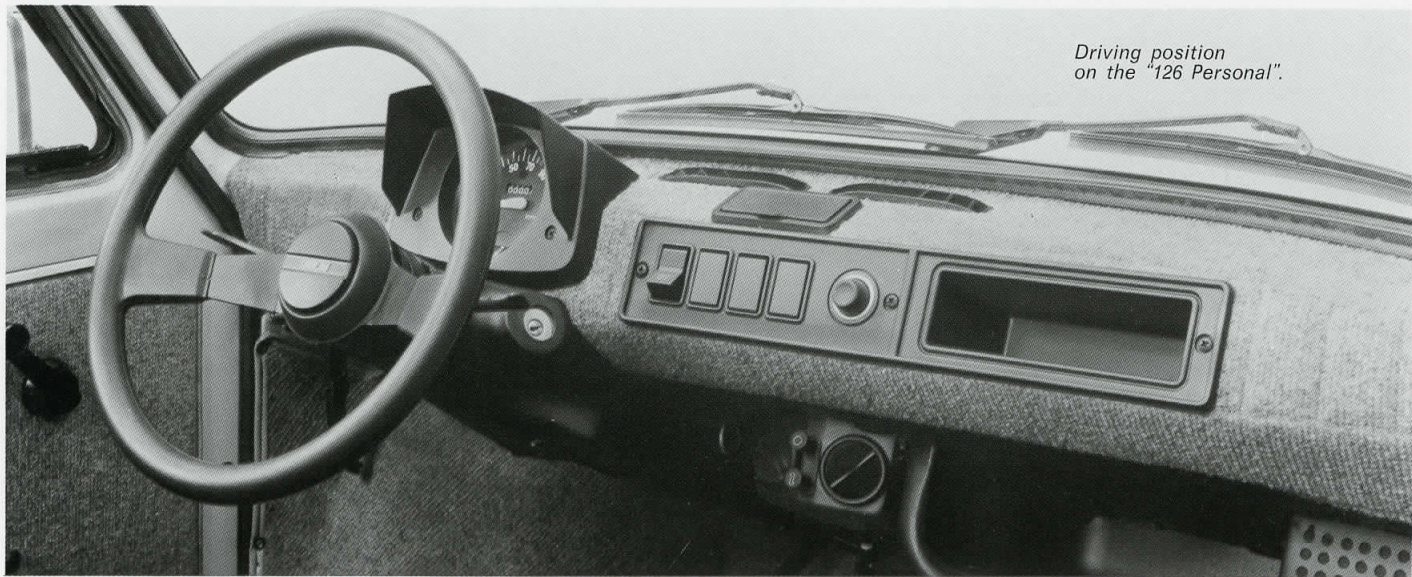
mm (10 to 10.26 ft), side rubber strips as styling/functional heritage of the ESV (width increased from 1,377 to 1,382, 4.52 to 4.53 ft), external rearview mirror and new wheels. <<internally, new steering wheel, dash panel and interior covered in pile carpetting.

Two versions: "Personal" and "Personal 4" (i.e. 4 seats, with rear bench). Mechanics feature more powerful brakes ("128" descent), 33A alternator and softer suspension. Prices range from 1,988,000 to 2,024,000 (with sunroof).

From July, 1977, the "126" was equipped with a 650 cm<sup>3</sup> engine. The following were its main

features which made it differ from the preceding 600 cm<sup>3</sup> unit: type A1.000, capacity 652 cm<sup>3</sup>, bore 77 mm, max. power 24 hp DIN at 4500 rpm, max torque 4.2 mkg DIN at 3000 rpm, Weber 28 IMB 5/250 carburettor. Its weight increased by some 20 kg (44 lbs), performance remained virtually the same. Price: 2,384,000 lire.

At the end of 1978 came the special series "Black" and "Silver" (2,897,000 lire), at the beginning of 1980 the "Red" and "Brown". In 1983 only one standard version was offered which, starting from May 1985, was produced in the FSM works in Poland.



*Driving position  
on the "126 Personal".*



*External views  
of the "126 Personal".*

