

A twenty-five-year career is ample testimony to the success of Editoriale Domus's review of "All the Fiats". The volume has clearly conquered a place of honour on the shelves of many car enthusiasts and, as a reference work, on the desks of those who make their living in this sector. It therefore has no need of introductions from me. It is worth, on the other hand, underlining that this, the fifth edition, makes its appearance five years after the previous version, a period of time in which motorists' tastes, habits and needs have changed. The new material covers those models with which Fiat has responded to the new consumer demands: the Punto, Bravo and Brava, Palio, Marea, Coupé, barchetta and Ulysse. Cars that are safe and comfortable and that respect the environment, that are economical and also very attractive. These are all products that illustrate the automobile's great potential for development in spite of having recently celebrated its one hundredth birthday. The cars also bear witness to the passion and dedication that Fiat has poured into these projects. In order to bring them to fruition the company has radically transformed its factories, technological base and corporate structure. The international Car of the Year prize awarded to the Punto in 1995 and to the Bravo and Brava in 1996 are the tangible signs of the automotive sector's appreciation of the results achieved. A verdict shared, and this is what really counts, by European consumers. These pages are not, therefore, merely a list of models, but a historic cavalcade that gets under way in the last century and arrives at the present day, tracing the transformation of the automobile from the dream of a few to the means of transport for all, an essential component in the quality of our everyday lives. Through the development of the individual models, "All the Fiats" recounts the history of the principal Italian automotive manufacturer and its skill in interpreting the evolving demands of society, from the motorization of the masses to the new and more articulated

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ALL THE FIATS

FIRST EDITION: 1970
SECOND EDITION: 1980
THIRD EDITION: 1983
FOURTH EDITION: 1991
FIFTH EDITION: 1996
ISBN N° 7212703

126

700 BIS - UP

1987 →

TAXABLE HORSEPOWER: 10

PRICES: 6,140,000 lire (700 BIS)

(6/1990) 6,620,000 lire (UP)

In September, 1987, the "126" underwent a series of modifications that did not, however, alter its character and style.

The most important technical innovation was the adoption of a water-cooled engine with an increased cylinder capacity of 704 cm³. The flat configuration of the unit allowed a luggage compartment to be created behind the rear seat that, with the seat back lowered, has a total capacity of 500 dm³. Access to the new compartment is via a rear hatch.

Other changes concerned the revised interior fittings, new and more complete instrumentation, a more efficient climate control system and better cabin sound proofing.

PERFORMANCE:

Maximum speed: **116 kph (72 mph)**

Fuel consumption:

at 90 kph (56.25 mph): **4.4 litres/100 km (64.49 mpg)**

urban cycle **5.8 litres/100 km (48.92 mpg)**

average **5.1 litres/100 km (55.64 mpg)**

Passenger capacity: **4 plus 50 kg (11 lbs) luggage.**

ENGINE

Type: 126 A2.000. **Location:** Rear.

Number of cylinders and arrangement: 2 in line.

Capacity: 704 cc.

Bore x Stroke: 80 x 70 mm.

Compression ratio: 8.6:1.

Max. power and corresponding speed: 26 hp DIN at 4500 rpm.

Max. torque and corresponding speed: 5 kgm DIN at 2000 rpm.

Valve arrangement: Valves inclined aligned overhead.

Ignition system: Conventional coil.

Cooling system: Water, pump, thermostat, booster fan with thermostat. **Fuel feed:** Pump, twin choke Weber DFG carburettor (fuel tank: 21 litres, 4.63 galls).

Lubrication: Pressure (sump: 2.5 kg, 5.5 lbs).

Type: Rear wheel drive. **Clutch:** Dry single plate.

Gearbox: 4 spide. Floor mounted gear lever.

Final drive: Bevel gear, ratio 9/39.

Front: Independent, transverse arms, transverse leaf spring, telescopic shock absorbers.

Rear: Independent, transverse arms, coil spring, telescopic shock absorbers.

Disc. Tyres: 135/70 SR 13.

Foot: Hydraulic. **Hand:** Mechanical on rear wheels.

Rack and pinion. Turning circle: 8.6 m (28.2 ft).

12 volts - 45 A alternator - 34 Ah battery.

Integral.

Wheelbase: 1,840 mm (6 ft).

Track: Front 1,134 mm (3.7 ft); Rear 1,169 mm (3.8 ft).

Length: 3,107 mm (10.2 ft). **Width:** 1,377 mm (4.5 ft).

Overall height: 1,343 mm (4.4 ft).

Unladen: 620 kg (1,366 lbs).

Fully laden: 695 kg (1,531 lbs).

TRANSMISSION

SUSPENSIONS

WHEELS

BRAKES

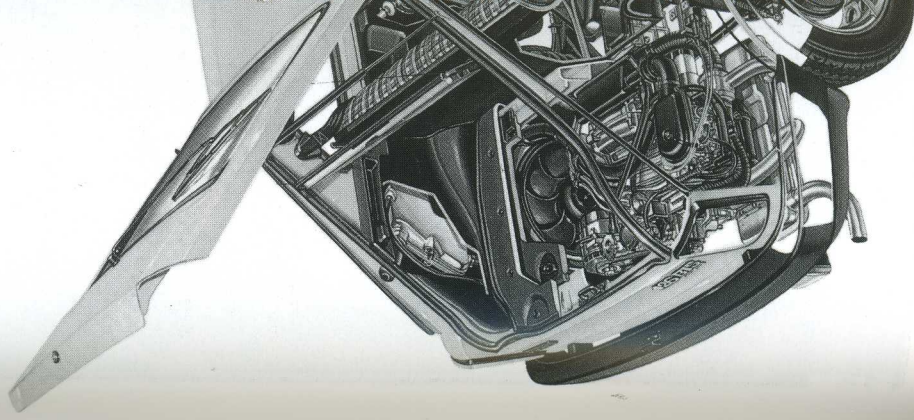
STEERING

ELECTRICAL EQUIP.

STRUCTURE

DIMENSIONS

WEIGHTS



Series: 126 A2-000. Location: Rear.
Number of cylinders and arrangement: 2 in line.
Capacity: 704 cc.

Stroke: 80 x 70 mm.

Compression ratio: 8.6:1.

Power and corresponding speed: 26 hp DIN at 5,000 rpm.

Torque and corresponding speed: 5 kgm DIN at 3,000 rpm.

Valve arrangement: Valves inclined aligned overhead.

Lubrication system: Conventional coil.

Cooling system: Water, pump, thermostat, booster fan thermostat. Fuel feed: Pump, twin choke Weber carburettor (fuel tank: 21 litres, 4.63 galls).

Oil capacity: Pressure (sump): 2.5 kg, 5.5 lbs).

Clutch: Dry single plate.

Gearbox: 4 speed. Floor mounted gear lever.

Final drive: Bevel gear, ratio 9/39.

Front suspension: Independent, transverse arms, transverse leaf spring, telescopic shock absorbers.

Rear suspension: Independent, transverse arms, coil spring, telescopic shock absorbers.

Tyres: 135/70 SR 13.

Steering: Hydraulic. Hand: Mechanical on rear wheels.

Turning circle: 8.6 m (28.2 ft).

Electrical system: 45 A alternator - 34 Ah battery.

Weight:

Wheelbase: 1,840 mm (6 ft).

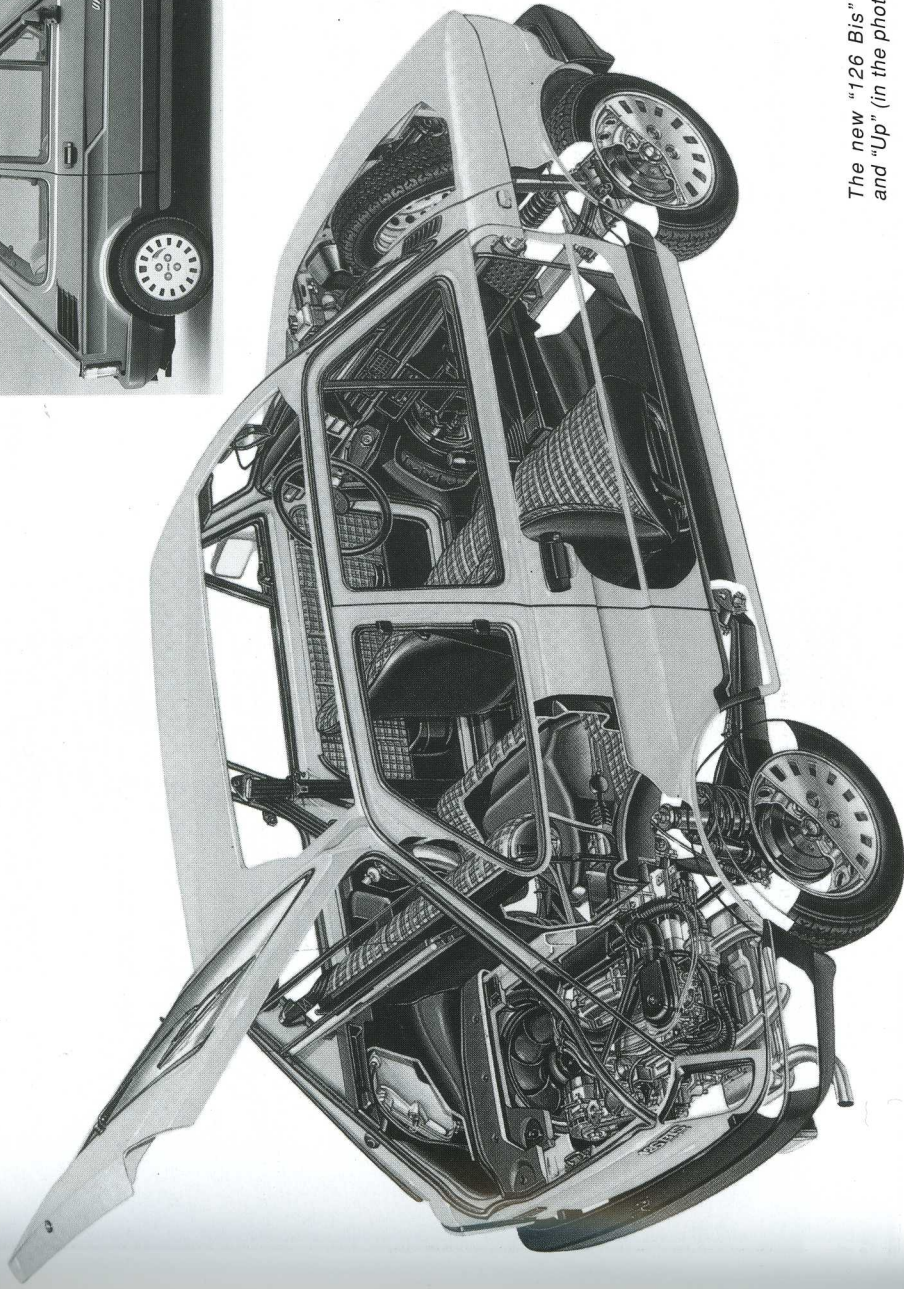
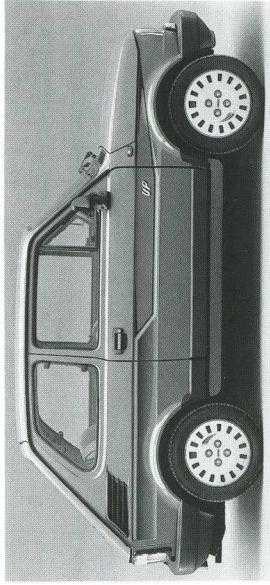
Front overhang: 1,134 mm (3.7 ft); Rear 1,169 mm (3.8 ft).

Track: 3,107 mm (10.2 ft). Width: 1,377 mm (4.5 ft).

Ground clearance: 1,343 mm (4.4 ft).

Empty weight: 620 kg (1,366 lbs).

Maximum weight: 695 kg (1,531 lbs).



The new "126 Bis" (in the cutaway) and "Up" (in the photo).