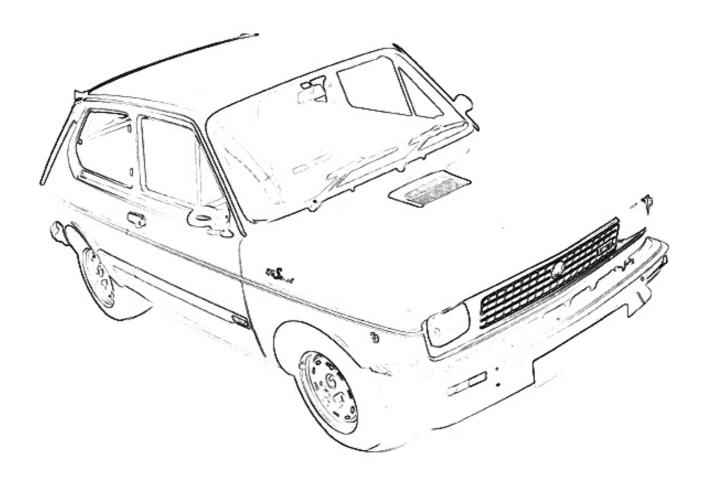
## Fiat 127 1049 cm<sup>3</sup>



opis části servisního manuálu

## **Supplement**

## **Contents**

Intro	luction	1
Speci	fications	2
	1049 cc engine - general Crankshaft - refitting Piston rings - refitting Pistons and connecting rods - reassembly Pistons - refitting Connecting rods to crankshaft - reassembly Oil pump - reassembly Crankshaft oil seals and carriers - refitting Sump - refitting Auxiliary shaft and seal - refitting Belt - pulleys and tensioner - refitting Cylinder head and valve gear - reassembly Distributor - refitting Toothed drive belt - removal, refitting and adjusting Valve clearances - adjustment Engine - final assembly Engine removal – 127 Special and 127 from chassis number 110	
	System	4
	on system	5
	ng system	6
	rical system	7
Body	work and fittings	8

## 1. Introduction

Since its first introduction in 1971 the FIAT 127 has undergone a continuing programme of improvements concerned mainly with styling and trim alterations. However, in 1977 a new model range was introduced which included the option of a larger engine of 1049 cc capacity with a single overhead camshaft. In appearance, cars in the new range are broadly similar to the earlier models but they have a lower bonnet line, larger glass area and redesigned bumpers.

In October 1978, the FIAT 127-Sport was launched. This is a high performance version of the three door hatchback having the 1049 cc

engine with a twin choke carburettor. Apart from minor body styling changes, the Sport is equipped with a larger capacity sump, twin exhaust tailpipes, servo braking, additional instrumentation and a laminated windscreen.

This supplement has been added to cater for some of the production changes which have been made, but principally to cover the 1049 cc engine. The material given in Chapters 1 to 12 still applies unless superseded by information contained in this Supplement. Therefore, always read this Chapter in conjunction with the rest of the book.