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NOTICE

Dear Sir,

You have received the guarantee certificate ensuring the car you purchased the assistance from our entire Organization.

Together with the above certificate, you will find three coupons entitling you to the free inspections stated herein, after the car has totalled respectively:

- 1,500 to 2,000 km (930 to 1,240 miles)
- 7,000 to 7,500 km (4,350 to 4,660 miles)
- and 14,000 to 15,000 km (8,700 to 9,320 miles)

We wish particularly to recommend you the use of this Service in order to ensure the best operation and efficiency to the car. We think it fair, however, to inform you that the non-carrying out of the specified inspections will result in the cancellation of the contract guarantee.

If the execution of the service does not meet your requirements, please let us know.

With regards,

LANCIA & C.
Customer Assistance Dpt.
PRECAUTIONS DURING THE RUNNING-IN OF THE CAR

A correct use of the car during the 1st thousands kms. is necessary for a good bedding of the moving parts and to ensure their life.

For a gradual running-in, therefore, it is necessary to proceed as follows:

— when starting the engine, gradually warm-up it without reaching the max. r.p.m.

— on flat roads, never exceed the following engine r.p.m.:

  up to 1,500 km (930 miles): 4,300 r.p.m.
  from 1,500 to 3,000 km (930 to 1,900 miles): 5,000 r.p.m.

— on long runs, from time to time, release the accelerator pedal even for a few seconds only.

— when climbing, never depress the accelerator pedal fully, and shift to the lower gear, if necessary.

This is also recommended for an overhauled engine with replaced pistons, rings and bearings.

— avoid hard and extended brake applications.

Do not change the engine oil later than the 1st 1,500 to 2,000 km (930 to 1,240 miles), as the first filling has been carried out with oil special for the running-in.

Should it be necessary to restore the level during the first 1,500 to 2,000 km (930 to 1,240 miles) use:

AGIP FI SUPERMOTOROIL 10 W-40;
ESSO UNIFLO 10 W-40;
MOBILIOIL SUPER 10 W-50.
FREE INSPECTIONS TO BE CARRIED OUT AFTER THE CAR HAS TOTALLED:

1,500 - 2,000 km (930 to 1,240 miles)

- Check ignition distributor (max. contact gap).
- Check tightening of exhaust manifolds and pipes.
- Check tightening of cylinder head.
- Adjust valve clearance.
- Check sealing of brake system pipes.
- Change engine oil (and cooler oil on the cars equipped with oil cooler).
- Change gearbox and propelling unit oil.
- Check levels of: battery, brake reservoir, windscreen washer reservoir and coolant radiator.
- Check tyre pressures and restore, if required.
- Road test.
Road test.
Remove air cleaner, ignition distributor and spark plugs.
Check ignition distributor and spark plugs.
Check tightening of rear suspension.
Check tightening of hand brake linkage.
Check tightening of front suspension.
Check clearance between hand brake discs and friction pads.
Refit ignition distributor, adjust ignition timing and check tension of fan and dynamo drive belt.
Adjust valve clearance.
Check tightening of front leaf spring bolts.
Check sealing of brake system pipes.
Clean carburettors.
Clean air cleaner element and refit the cleaner.
Check engine starting and slow running adjustment.
Lubricate engine bonnet and luggage compartment release and locking controls, door hinges, ventilator window control, front seat sliders and locks.
Remove oil filter and replace.
Change engine oil (and cooler oil on cars equipped with oil cooler).

Grease the car.

Check levels of: battery, brake reservoir, windshield washer reservoir and coolant radiator.

Check tyre pressures and restore, if required.

Road test.

14,000 - 15,000 km (8,700 to 9,320 miles)

Road test.

Remove air cleaner, ignition distributor and spark plugs.

Check ignition distributor and spark plugs.

Check tightening of rear suspension.

Check tightening of hand brake linkage.

Check wear of rear brake friction pads.

Refit ignition distributor, ignition timing adjustment and check tension of fan and dynamo drive belt.

Adjust valve clearance.

Check wear of front brake friction pads.

Check sealing of brake pipes.
Clean air cleaner element and refit.

Clean carburettors.

Check engine starting and slow running adjustment.

Lubricate engine bonnet and luggage compartment release and locking controls, door hinges, ventilator window controls, front seat sliders and locks.

Remove oil filter and replace.

Change engine oil (and cooler oil on cars equipped with oil cooler).

Change gearbox and propelling unit oil.

Grease the car.

Check levels of: battery, brake reservoir, windshield washer reservoir and coolant radiator.

Check tyre pressures and restore, if required.

Road test.
All the instructions, specifications, details and diagrams considered necessary for the normal maintenance and good performance of the car will be found in this book.

This book is not a complete description of the various units, nor a detailed explanation of their functions, but the owner will find all he normally requires for a profitable exploitation of the car and for preservation of the various parts.

The maintenance instructions cover the normal operational requirements which, of course, may vary according to the different conditions of use of the car. Regular running, long life and, therefore, the maximum economy in the maintenance of the car will be obtained by following the instructions and strictly observing the recommendations given for the use of the car when new. Neglect of the instructions given and a careless use of the car may result in the cancellation of the guarantee terms granted by the manufacturers for their products.
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IDENTIFICATION OF THE CAR

Positions of the stamping and plate for the identification of the car.

816.130 Coupe LHD
818.131 Coupe RHD
818.330 Coupe Rallye 1.3 LHD
818.331 Coupe Rallye 1.3 RHD

KEYS

The car is supplied with two keys of different colour, in duplicate: one of them (black) serves for the ignition switch and for the door locks, the other one (white) for the glove locker, the luggage compartment and the fuel tank filler lids.
INSTRUMENTS AND CONTROLS

Instruments and Controls.

Engine Compartment.

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<th>Component</th>
<th>Description</th>
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<tr>
<td>AIR CONDITIONING FAN</td>
<td>Switch to be operated to boost the air flow, both hot and fresh, when the car is stationary or running at low speed. Operates with key in 1st or 2nd positions.</td>
</tr>
<tr>
<td>AIR SUPPLY CONTROL LEVER</td>
<td>Moved upwards it sends the air to the windscreen, whilst shifted downwards it directs the air to the car interior.</td>
</tr>
<tr>
<td>AIR VENTS</td>
<td>Equipped with butterfly valves, they may be used for defrosting the side windows.</td>
</tr>
<tr>
<td>ASH-TRAY</td>
<td>Opens by pulling the proper knob. To withdraw it, press the spring at bottom of the ash-tray centre.</td>
</tr>
<tr>
<td>CHOKE</td>
<td>Lever to be pulled fully home or half-way, according to the temperature, when the engine must be started in cold weather. A warning lamp lights up when the choke is on.</td>
</tr>
<tr>
<td>CIGARETTE LIGHTER</td>
<td>Operates with key in 1st or 2nd positions. To use, press its centre portion. When this returns to its previous position, the lighter is ready for use: withdraw it, use and refit into its housing. The warning light to light up the housing goes on with the parking lamps.</td>
</tr>
<tr>
<td>CLOCK</td>
<td>Electrical, with hand setting knob to be pulled and turned.</td>
</tr>
<tr>
<td>COOLANT TEMPERATURE GAUGE</td>
<td>Electrical, operates with key in 1st or 2nd positions.</td>
</tr>
<tr>
<td>DIRECTION INDICATORS</td>
<td>Operate with key in 1st or 2nd positions. By moving the lever in the direction of the required turning, the relevant warning light on the instrument panel lights up. Cancellation takes place automatically when the steering wheel is centralized after turning or by hand in case of non-turning.</td>
</tr>
</tbody>
</table>
DYNAMO WARNING LIGHT

Lights up with key in 2nd position and is off when the dynamo produces a voltage sufficient to feed the battery.

FRONT AIR INTAKE

Turning the handwheel (blue) fully anticlockwise will give the maximum air delivery.

FUEL GAUGE

Electrical, operates with key in 1st or 2nd positions.

A reserve warning light is provided.

GEAR CONTROL LEVER

All forward gears, are equipped with synchromesh. To shift, it is sufficient to depress the clutch pedal and change gear by progressively displacing the control lever and then releasing the clutch pedal.

On engaging the reverse gear with parking lamps switched on, the back-up lamps light up.

GLOVE LOCKER

Equipped with push-button lock (same key as for the luggage compartment and fuel tank filler lids).
HAND BRAKE
To be applied when parking the car by pulling the lever fully home (warning light on instrument panel).
To release it, press the push-button at the end of the lever and push down the lever itself to its previous position.

HEATER COCK
With control lever fully pulled, the heater is turned on; with control lever pushed fully home, the heater is turned off.

INSTRUMENT PANEL LIGHTS
Light up, with parking lamps switched on; to switch on and increase the intensity turn the proper knob clockwise.

INTERIOR LIGHTS
A lamp, located in correspondence with the rear-view mirror, is equipped with a two-position switch: a position is for automatic lighting on opening the doors, the other position is for lighting when the doors are closed.

KEY SWITCH
With key not inserted, the following devices are energized:
- day headlamp flashing *
- luggage compartment light *
- engine compartment light *
- parking lamps, number plate lamps and headlamps *
- inner dome lamps and open door marker lamps *
- stop lights *
- back-up lamps *
- clock

With key inserted and turned clockwise to the 1st position (horizontal) the following devices are moreover under current:
- cigarette lighter *
- horns *
- fuel gauge
- direction indicators *
- oil pressure gauge
— plug-in socket
— radio (if fitted) *
— windscreen wipers *
— air conditioning fan *

With key inserted and further turned clockwise to the 2nd position (vertical) the following devices are moreover energized:
— engine ignition *
— warning lights for: carburettor choke *
  dynamo *
  handbrake *

With key pushed fully home the starter motor is operated.

* By acting on the relevant control.

**MAIN AND LOW BEAMS**

Light-up, with parking lamps switched on, by pulling the proper knob after rotation of same to the right.

The change-over from main beam to low beam, or vice versa, is obtained by operating the lever on the steering column.

When the main beam is switched on, a warning lamp (blue) lights up on the instrument panel. Both during the day and the night, headlamp flashing may be obtained by pressing the push-button in the centre of the steering wheel.

**OIL PRESSURE GAUGE**

Electrical, operates with key in 1st or in 2nd positions.

**PARKING AND NUMBER PLATE LIGHTS**

Light up by operating the proper switch, even with key in the off position.

Warning light (green) incorporated with the switch.

**PLUG-IN SOCKET**

For use, should it be necessary, of portable lamp, razor etc.
RADIO (optional) To be fitted into the proper compartment on the instrument panel, after removal of the ornament (see instructions on page 43) and of the cover bearing the Fulvia nameplate.

REVOLUTION COUNTER To check that the engine runs at the r.p.m. required by the gear engaged and by the speed of the car.

SPEEDOMETER With trip recorder (zero-reset with stationary car only by turning the knob to the left).

TEMPERATURE REGULATION Turning the handwheel (red) fully anticlockwise will give the maximum temperature.

WINDSCREEN WASHER Operates by pulling the proper knob which, when released, produces two jets in correspondence with the two windscreen wiper blades.

WINDSCREEN WIPERS Operate by acting on the proper switch, with key in 1st or 2nd positions. They automatically park at the end of travel.
LUGGAGE COMPARTMENT

LID RELEASE

Push-button provided with safety lock. A support device keeps the lid fully open. To close, raise the lid, then lower and press it; if necessary, ensure its locking by means of the key. With parking lamps switched on, a lamp lights up on raising the lid.

Luggage compartment


BONNET RELEASE

Lever to be fully pulled. When released, the bonnet is only half-open. It may be fully opened only by hand-displacing the front catch lever upwards. A support rod, on the left, keeps the bonnet fully open.
DOOR OPENING AND LOCKING

To close, secure the rod in its retainer then lower the bonnet and press it. With parking lamps switched on, a lamp in the engine compartment lights up automatically on raising the bonnet.

Push-button handle for opening from outside. Both doors are equipped with outer locks (same key as for the ignition switch) and may be locked from outside by turning the key and from inside by means of push-buttons operating only when the doors are closed. To open from inside, it is sufficient to operate the door release levers also with door lock push-button depressed. In the rear edges of the doors, there are the open door marker lamps which light up automatically.


SEAT ADJUSTMENT

The seats may be adjusted by upwards displacing the proper levers and releasing them after the proper position has been obtained.
The seat may take two positions: one, low, by completely resting it onto the base, and the other, high, by resting its rear onto the connecting bar.

The rake of the seat backrest may be adjusted as follows:

— lever (2), when lifted, releases the backrest which may be reclined forwards and backwards up to resting onto the rear seat;

— knob (1) selects in advance one of the three positions in which the backrest may be locked when uplifting it after it has been tilted fully forwards to facilitate the access to the rear seat. Such positions, which allow the backrest to be locked at the required rake, may be obtained by turning knob (1) anti-clockwise, or to an intermediate position, or fully clockwise;

Adjusting the front seat backrest.

INNER REAR VIEW
MIRROR

Aim it with the reflector in the day position (control lever to the right).
The night position, anti-dazzle, is obtained by shifting the control lever to the left.

SAFETY BELTS

The fitting is planned for the front seats (driver and passenger), with two upper anchorages on the car sides and four lower ones on the floor, covered by the rubber mat.

—the access to the rear seat is obtained by lifting lever (2). This allows the backrest to tilt forwards, thus leaving free passage.

Uplifting the backrest, without operating lever (2), returns it to the position previously selected by means of knob (1).

Safety Belt Anchorages.

1. Anchorages on the car sides for diagonal-type safety belts.
2. Anchorages on the floor (door side) for the lap-type safety belts.
3. Anchorages at the centre of floor for diagonal and lap type safety belts.
CONTROLS

The anchorage holes, with threading 7/16"-20 UNF conforming to present international regulations, are plugged by means of plugs easily removable. When fitting the belts, check that the screws, supplied by the manufacturer of the belts themselves together with same, have the threading corresponding to the specified one for the above holes.

CHANGING A WHEEL

Before jacking up the car, it is necessary to apply the hand brake, so that the car, lifted on the side of the wheel to be changed, does not move. Remove the hub cap of the wheel to be changed, then loosen the wheel nuts (see note on page 33).

Apply the jack to one of the proper front and rear jacking points under the side sill panels.

The hub cap is to be removed by using the "L" end of the jack ratchet type spanner; to refit, insert it into two of the three lock seats, and then press or slightly fist it in correspondence with the 3rd lock seat.
AIR CONDITIONING

The air conditioning inside the car may be regulated at pleasure and is obtained as follows:

Air at outer temperature with:

- blue handwheel (2) fully rotated anti-clockwise.
- red handwheel (4) rotated anti-clockwise to intermediate position.
- heater cock control lever (5) pushed fully home (cock closed).
- fan control (1) to be operated to boost the air flow.

Hot air with:

- blue handwheel (2) fully rotated anti-clockwise.
- red handwheel (4) fully rotated anti-clockwise.
— heater cock control lever (5) fully pulled (cock open).

— fan control (1) to be operated to boost the air flow.

With air supply control lever (3) pulled upwards the air is directed to the windscreen only.
With lever pulled downwards the air is sent to the car interior only.
With lever in the intermediate position the air is directed both to the windscreen and to the car interior.

All the intermediate conditions of temperature may be obtained by properly operating the two handwheels. With car stationary, to warm the car interior, keep the engine running and switch on the air conditioning fan (1).

Temporarily close the front air intake and switch off the fan (if on), when running near the exhaust pipe of another vehicle or following a vehicle raising much dust.

At the right and left ends of the dash-panel, there are two vents equipped with throttle valves allowing the air flow to be directed to the door glasses to defrost them.

The hot air, through the vents at the base of the windscreen, ensures the demisting and defrosting of the glass.
Air Cleaner Intake Control.

1. Position during cold season to take-in hot air from engine exhaust manifold - 2. Position during hot season to take-in fresh air.

ENGINE HOT AIR INTAKE

In cold weather, it is good practice to exclude the entrance of cold air inside the carburettor air cleaner and let warm air in by operating the proper control located on the cleaner itself.
OPERATING INSTRUCTIONS

BEFORE USING THE CAR

Check that:
— the fuel is sufficient for the planned trip (key in 1st or 2nd positions).
Take care that, on refuelling there are no leaks of premium fuel on the painted parts of the car.
— the coolant in the radiator skims the lower edge of the filler, with heater cock open;
— the fluid in the brake reservoir does not drop by more than 2 cm (0.78 in.) below the max. level;
— the oil in the sump is not much below the max. level marked on the dipstick (located on the engine front side) in order to avoid reaching the min. level while running;
The oil level must be checked anyway not over a distance of 1000 km (620 miles).
— the tyres are inflated to the specified pressure.
Check frequently that the tyres of each pair of wheels are inflated to the same pressure.

STARTING THE ENGINE

With switch key in 2nd position (vertical, turned fully clockwise), the dynamo warning lamp must light up, and the fuel gauge must indicate.
If the engine must be started in cold weather, pull the choke lever fully or half-way (warning lamp on instrument panel lighted up).
At average temperature or when the engine is warm, such operations are not necessary.
Depress the clutch pedal to release the engine from the gearbox.
Then push the switch key fully home without depressing the accelerator pedal. Once the engine is started, let the key return to its normal position.
If the choke has been used, gradually push the lever forwards as required by the engine, pushing it fully home when the engine runs smoothly and without misfiring. Should the engine fail to start, try again, waiting 5 to 6 seconds in order to allow the starter motor to come to rest before being operated again.
Neglect of this rule will result in the deterioration of the teeth of the flywheel ring gear and of the starter motor pinion, thus impairing their operation.

Once the engine has been started and warmed-up, push the choke lever fully home (warning light on instrument panel off).

In case of repeated starter motor operations, with use of the choke, too much fuel might collect in the intake manifold and remain unburnt. In such a case, to facilitate the starting, it will be necessary to push the choke lever fully home. Then, while pushing the switch key, fully depress the accelerator pedal in order to allow the engine to take in a greater quantity of air, thus getting it rid of the excess fuel. Never depress the accelerator pedal repeatedly, otherwise the excess of fuel remains.

Before moving off the car, let the engine run at idling speed (1500 r.p.m.) for about 30 seconds in Summer and 1 to 2 minutes in Winter. Moreover, avoid hard accelerations with cold engine and during the first minutes of running of the car, in order to ensure a good lubrication to all the engine parts.

WARNING! - Exhaust gases are poisonous; therefore, never run the engine in a closed place.

The starter motor does not operate; dead battery (particularly in Winter, keep the battery fully charged and protected; when checking the
electrolyte level, remember that the battery vapours are inflammable), faulty connections, failures in the starter motor and solenoid switch unit.

No ignition: fouled spark plugs, ignition distributor contacts to be cleaned, coil and ignition distributor faulty connections, blown coil fuse, incorrect ignition timing.

Fuel lack: empty tank, unprimed fuel pump, clogged filters, pump and piping to be inspected.

When inspecting with engine at rest, never keep the switch key turned to the 2nd position (vertical) in order to avoid an excessive overheating of the coil and a useless current absorption from the battery.

Repeated misfiring, particularly at full throttle: partially clogged carburettor jets, poor fuel feeding due to dirty filters or faulty pump, foreign matter in the fuel.

Irregular ignition: fouled spark plugs, ignition distributor contacts to be cleaned, coil-distributor-spark plug faulty connections and insulators.

Smoky exhaust: too rich mixture, faulty operation of the carburettor floats, bad sealing of the carburettor jet gaskets.

After the engine has been started, fully depress the clutch pedal and bring the gear control lever to the 1st speed position.

Release the hand brake lever, if applied (warning lamp lighted up on the instrument panel).

Slowly release the clutch pedal and gradually accelerate.

Check now and then:

— the fuel gauge: a warning lamp lights up when the reserve fuel begins to be used, i.e. when
there are in the tank some 5 to 8 lts fuel (1.1 to 1.75 Imp. Gall.; 1.32 to 2.1 USA Gall.). Provide for re-fuelling within the next 30 to 50 km (18 to 30 miles).

— the coolant temperature gauge: the portion between 70 and 100 °C (158 to 212 °F) indicates the coolant temperature for a normal running of the engine. During the hot season and after a long use of the engine at full power, the coolant temperature may exceed 100 °C. This, however, must not give cause for concern. In addition, it may happen that the pointer of the temperature gauge is in the 100 °C portion when the car runs at low speed, as in these conditions the ventilation is reduced. Should the pointer continually be in said portion, however, it will be necessary to check the coolant level in the radiator and the fan belt tension. If all is in order, have the other parts of the cooling system checked.

— the oil pressure gauge: the pointer shows the oil pressure and normally must overstep the indication «30» when the car is running at 100 kph (62 m.p.h.) in top gear. Should this not happen, the engine lubrication is not normal. Therefore, it will be necessary to immediately stop the engine and provide for the necessary inspections. The pressure, however, may vary according to the grade of the oil (thick or thin) or to the operational temperature. During the hot season and after a long use of the engine at full power, it may happen that, allowing the engine to decrease the r.p.m., the pointer is not in the normal portion, even if the engine is running normally.

— the dynamo warning light: must be off when the engine exceeds the min. r.p.m. Should the warning light be on when the car is running, the electrical equipment must be checked.
OPERATING INSTRUCTIONS

CLUTCH PEDAL

Never rest the foot on the clutch pedal, when this is not to be operated, in order to avoid depressing it inadvertently, thus causing clutch slipping and an unnecessary wear of the release bearing.

SPEED LIMITS

The speeds at which it is advisable to change gear depend upon the road characteristics and load conditions of the car.

The max. speeds in each gear, which are not to be exceeded before changing up, are the following:

<table>
<thead>
<tr>
<th>Gear</th>
<th>Coupe kph</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mph</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>46</td>
<td>28.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>79</td>
<td>49</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>121</td>
<td>75.1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gear</th>
<th>Coupe Rallye 1,3 kph</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mph</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>49</td>
<td>30.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>83</td>
<td>51.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>128</td>
<td>79.5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The speed limits in each gear may also be determined by the driver through the revolution counter (max. r.p.m.: 6200).

RUNNING ECONOMY

Particular conditions of use of the car and, above all, up-hilled runs may result in an unusual fuel consumption.

Furthermore, the way of driving the car has also considerable importance. Hard accelerations with stopped car and hard brakings at high speed do not help consumption economy. This, on the contrary, is helped by a gradual increase in speed and timely slowing down when a stop is expected.

The long use of the engine at max. or min. r.p.m. is also to be avoided; use the gear fitting the desired speed.

Keep the engine correctly tuned; take care of the lubrication and keep the tyres inflated to the recommended pressure. On long stops, switch off the ignition.

BRAKES

Brake gradually and timely. Be ready for forced stops, slow down gradually, and avoid, as far
as possible, sudden brakings hastening brake and
tyre wear.
On slippery ground, apply the brakes lightly
and with "pumping" action in order to avoid
locking the wheels and skidding. Adherence to
ground and road holding are greater when the
wheels are not locked.

RUNNING DOWNHILL

On long downhill runs, it is advisable to use
the engine as a brake by engaging the most suitable
gear in order to avoid a rapid wear out of the
brake friction pads.
Do not switch off the ignition, as the fuel flowing
from the carburettors to the engine would remain
unburnt and might damage the parts. In addition,
it might penetrate into the exhaust ducts and
become ignited, thus causing severe damages.
In any event, when using the engine as a brake,
ever exceed the speed recommended for each
gear.

STOPPING THE CAR

When the car must be parked, switch off the
ignition by rotating the switch key anti-clockwise,
then apply the hand brake and, if necessary,
engage the 1st gear. When the engine is at rest,
do not leave the key turned to the ignition posi-
tion in order to avoid damaging the coil.
TECHNICAL DATA

ENGINE

<table>
<thead>
<tr>
<th>Type</th>
<th>4 cylinder narrow V, 45° inclined on the left.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bore</td>
<td>75 mm. (2.95 in.)</td>
</tr>
<tr>
<td>Stroke</td>
<td>69.7 mm. (2.74 in.)</td>
</tr>
<tr>
<td>Displacement</td>
<td>1231 c.c. (75.12 cu.in.)</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>9</td>
</tr>
<tr>
<td>Max. power (SAE)</td>
<td>87 metric b.h.p.</td>
</tr>
<tr>
<td>Max. r.p.m.</td>
<td>6200</td>
</tr>
<tr>
<td>Max. torque (SAE)</td>
<td>11.7 mkg (84.62 lb.ft.)</td>
</tr>
<tr>
<td>r.p.m. at max. torque</td>
<td>4500</td>
</tr>
<tr>
<td>Dry weight</td>
<td>110 kg (242 lbs.)</td>
</tr>
<tr>
<td>Cylinder head</td>
<td>Aluminium alloy with built-in valve seats.</td>
</tr>
<tr>
<td>Crankcase</td>
<td>Aluminium alloy.</td>
</tr>
<tr>
<td>Cylinder block</td>
<td>Special cast iron.</td>
</tr>
<tr>
<td>Crankshaft</td>
<td>Running in three main bearings, counter-balanced.</td>
</tr>
<tr>
<td>Connecting rods</td>
<td>Steel, with replaceable piston pin bushings.</td>
</tr>
<tr>
<td>Pistons</td>
<td>Aluminium alloy, with steel inserts; 2 compres-</td>
</tr>
<tr>
<td></td>
<td>sion rings (1 chromium plated), 1 oil scraper ring.</td>
</tr>
</tbody>
</table>

Timing System

<table>
<thead>
<tr>
<th>Camshafts</th>
<th>Two, overhead, driven by the crankshaft through chain with mechanical tensioner and hydraulic damper. The right-hand camshaft controls the inlet valves, the left-hand one controls the exhaust valves.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valves</td>
<td>Overhead, operated by rockers.</td>
</tr>
<tr>
<td>Valve timing</td>
<td>With 0.40 mm (0.0157 in.) valve clearance for inspection purpose:</td>
</tr>
<tr>
<td>Inlet</td>
<td>opens 17° before T.D.C. closes 65° after B.D.C.</td>
</tr>
<tr>
<td>Exhaust</td>
<td>opens 65° before B.D.C. closes 17° after T.D.C.</td>
</tr>
</tbody>
</table>

Normal valve clearance (with cold engine) | Inlet: 0.15 mm (0.006 in.) Exhaust: 0.25 mm (0.010 in.)
Fuel System

Tank
At rear, under the luggage compartment.

Fuel feeding
Mechanical pump on the right-hand side of the engine.

Carburettors
Two:
- Venturi tube
- Main jet: 26, 105 (107.5*)
- Slow running jet: 42.5
- Air correction jet: 180 (220*)

Coupé
SOLEX C 32 PHH 12

Coupé Rallye 1,3
SOLEX C 35 PHH 7

* for C 32 PHH 13 carburettors with oil bath air cleaner
** for C 35 PHH 9 carburettors with oil bath air cleaner

Controls
Accelerator pedal of the organ type.
Choke lever under the instrument panel, with application warning light on instrument panel.

Pressure regulator
In the right front side of the engine compartment, provided with filter.

Fuel filters
In the tank, fuel pump and at carburettor inlets.

Air cleaner
On the carburettors, dry element type (oil bath element type, optional on Coupé).

Fuel gauge
On the instrument panel, with reserve warning light.

Ignition
Type
With Marelli S 105 C distributor and Marelli BZR 200 A or Klitz G 52 SU coil.

Spark plugs
Coupé: LODGE HL
Coupé Rallye 1,3: CHAMPION N 6 Y

LODGE HL

<table>
<thead>
<tr>
<th>Firing order</th>
<th>1 - 3 - 4 - 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder numeration</td>
<td>on the left: 1-3; on the right: 2-4;</td>
</tr>
<tr>
<td>Fixed advance: (on engine)</td>
<td>10°</td>
</tr>
<tr>
<td>Automatic advance (on distributor)</td>
<td>7° 30'</td>
</tr>
<tr>
<td>Distributor contact points gap</td>
<td>0.45 ± 0.03 mm. (0.0177 ± 0.0011 in.)</td>
</tr>
<tr>
<td>CHAMPION N 6 Y spark plug electrode gap</td>
<td>0.5 to 0.6 mm (0.0196 to 0.0236 in.)</td>
</tr>
</tbody>
</table>
TECHNICAL DATA

Lubrication
System
Pressure type, with rotor pump and pressure relief valve.

Oil filters
Quick change type, on the right rear side of the crankcase; gauze type in the strainer.

Oil pressure gauge
On the instrument panel.

Cooling System
Type
Pressurized, with pump, radiator and fan.

Fan
4-bladed, V-belt driven.

Coolant pump
Centrifugal, driven by the timing chain.

Temperature regulation
Coolant temperature gauge on the instrument panel and thermostat in the engine outlet pipe.

Starting
Type
With BOSCH AL/EDD 0.5/12 R7 starter motor, controlled by the ignition key pushed fully home.

Engine Suspension
Type
With 3 rubber-cushioned attachment points, in conjunction with the gearbox.

TRANSMISSION

Clutch
Type
Single dry plate, FICHTEL & SACHS, with mechanical foot control.

Pedal free travel
20 to 25 mm (0.78 to 0.98 in.)
### Gearbox

<table>
<thead>
<tr>
<th>Type</th>
<th>4-speed all-synchro-mesh with helical gears and reverse.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratios</td>
<td>1st</td>
</tr>
<tr>
<td>3.690</td>
<td>2.179</td>
</tr>
</tbody>
</table>

### Propelling Unit

<table>
<thead>
<tr>
<th>Position</th>
<th>At front in unit with the clutch housing and gearbox connected to the crankcase.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bevel set</td>
<td>GLEASON-HYPOID offset above centre, ratio:</td>
</tr>
<tr>
<td></td>
<td>Coupe</td>
</tr>
<tr>
<td></td>
<td>Coupe Rallye</td>
</tr>
<tr>
<td>Wheel driving shafts</td>
<td>2, equipped with constant velocity U-joints; they connect the wheel hubs to the propelling unit. The inboard joints slide on balls.</td>
</tr>
<tr>
<td>Gearbox-propelling unit lubrication</td>
<td>The propelling unit is lubricated with the oil of the gearbox. The oil in the propelling unit is kept at constant level by means of a pump.</td>
</tr>
</tbody>
</table>

### BRAKES

<table>
<thead>
<tr>
<th>Type</th>
<th>Disc all round.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Hydraulic, foot-operated, for service and emergency braking; Lancia «duplex» system acting, through independent circuits, on front and rear wheels. Mechanical, hand-operated, with control lever at centre of floor, acting on the rear wheels for use when the car is stationary.</td>
</tr>
</tbody>
</table>
### TECHNICAL DATA

| Max. braking effect | Pedal: 3/4 of travel.  
Hand lever: 3 to 4 teeth. |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake fluid reservoir</td>
<td>Under the bonnet, incorporated with the master cylinder.</td>
</tr>
</tbody>
</table>

### STEERING-SUSPENSIONS-WHEELS

<table>
<thead>
<tr>
<th>Subframe</th>
<th>Removable and carrying: engine, clutch-gearbox-propelling unit, front suspension and wheels, radiator, steering box and linkage.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering Gear</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Hourglass worm and roller.</td>
</tr>
<tr>
<td>Drive</td>
<td>Left-hand (right-hand optional).</td>
</tr>
<tr>
<td>Steering joints</td>
<td>Ball-type.</td>
</tr>
<tr>
<td>Front Suspension</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Independent, double wishbones, transverse leaf spring, stabilizer bar and rubber bumpers.</td>
</tr>
<tr>
<td>Dampers</td>
<td>Telescopic, hydraulic, double acting.</td>
</tr>
<tr>
<td>Rear Suspension</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Dead tubular axle, longitudinal half-elliptic leaf springs (no lubrication is required), reaction bar, stabilizer bar and rubber bumpers.</td>
</tr>
<tr>
<td>Dampers</td>
<td>Telescopic, hydraulic, double acting.</td>
</tr>
</tbody>
</table>
Wheels

Rim

Tyres: Coupe

Coupe Rallye 1,3

Inflation pressure

Spare wheel

Wheel hubs

Front wheel toe-out

Positive caster

King pin inclination

Camber

Rear wheel toe-in

ELECTRICAL EQUIPMENT

Type

12 V, 45 Ah battery, with grounded negative, located in the engine compartment.
TECHNICAL DATA

Dynamo

BOSCH EG (R) 14 V 30 A 30

Voltage regulator

BOSCH VA 14 V 30 A

Fuses

A loose fuse (3A), located near the steering shaft, protects the printed circuits of the instrument cluster.

Nine fuses (15 A), located in a proper drawer under the dashboard (see instructions on page 44), protect the various circuits as per specifications given inside the drawer itself. Inside the drawer, there are also located the horn relay, the headlamp control and flashing relay and a loose fuse (15 A) to protect the horn and cigarette-lighter circuit.

Bulbs

<table>
<thead>
<tr>
<th>Main and low beams</th>
<th>12 V - 45/40 W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front, side and rear direction indicators, back-up lamps</td>
<td>12 V - 20 W</td>
</tr>
<tr>
<td>Rear parking and stop lamps</td>
<td>12 V - 5/20 W</td>
</tr>
<tr>
<td>Number plate lamps, front parking lamps, open door marker lamps</td>
<td>12 V - 5 W</td>
</tr>
<tr>
<td>Interior lights, engine and luggage compartment lights</td>
<td>12 V - 5 W cylindrical</td>
</tr>
<tr>
<td>Instrument panel lights and warning lights for: dynamo, parking lamps, hand brake, choke, main beam, fuel reserve and direction indicators</td>
<td>12 V - 3 W</td>
</tr>
</tbody>
</table>

TOOL EQUIPMENT

In the luggage compartment Tool bag containing:

cutting pliers, 4 double-head spanners, box spanner for spark plugs and fuel tank plug, tommy bar, screwdriver, cross-point screwdriver.
<table>
<thead>
<tr>
<th>Optional</th>
<th>Jack equipped with ratchet-type spanner and socket spanner. Note - The ratchet type spanner serves also for removing the wheel hub caps, and, in conjunction with other spanners, for the spark plugs, for the oil drain plugs and for the wheel nuts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPTIONAL</td>
<td>Valve clearance adjusting spanner and feeler gauge. Lever for replacing the brake friction pads.</td>
</tr>
<tr>
<td>BODY</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Unitary construction, with removable front sub-frame.</td>
</tr>
<tr>
<td>Doors</td>
<td>Forward-hinged and equipped with armrests functioning also as pull-handles.</td>
</tr>
<tr>
<td>Windscreen</td>
<td>With curved glass and inner demister and defroster operating together with the air conditioning system; windscreen wipers, windscreen washer, two swivelling sunvisors.</td>
</tr>
<tr>
<td>Rear-view mirror</td>
<td>Swivelling, with two-position reflector and licence stamp holder. Moreover for Coupe Rallye 1,3 additional wing mirror on driver’s side.</td>
</tr>
<tr>
<td>Seats</td>
<td>Individual, sliding, with folding backs.</td>
</tr>
<tr>
<td>Rear quarter ventilators</td>
<td>Swivelling type.</td>
</tr>
<tr>
<td>Luggage compartment</td>
<td>Very spacious, with lid release push-button, safety lock and interior light. On the right there are the tool bag and the spare wheel.</td>
</tr>
<tr>
<td>Towing the car</td>
<td>Front attachment under the body.</td>
</tr>
<tr>
<td>Safety belt anchorages</td>
<td>On the car sides and on the floor.</td>
</tr>
</tbody>
</table>
## TECHNICAL DATA

### DIMENSIONS - WEIGHTS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>2330 mm (91.73 ins.)</td>
</tr>
<tr>
<td>Front track</td>
<td>1300 mm (51.18 ins.)</td>
</tr>
<tr>
<td>Rear track</td>
<td>1280 mm (50.38 ins.)</td>
</tr>
<tr>
<td>Overall length</td>
<td>3975 mm (156.49 ins.)</td>
</tr>
<tr>
<td>Overall width</td>
<td>1555 mm (61.21 ins.)</td>
</tr>
<tr>
<td>Overall height (unladen)</td>
<td>1300 mm (51.18 ins.)</td>
</tr>
<tr>
<td>Min. ground clearance (laden)</td>
<td>120 mm (4.72 ins.)</td>
</tr>
<tr>
<td>Min. turning circle</td>
<td>10500 mm (413.38 ins.)</td>
</tr>
<tr>
<td>Kerb weight</td>
<td>950 kg (2090 lbs.)</td>
</tr>
<tr>
<td></td>
<td>Coupe Rallye 1,3: 925 kg (2040 lbs.)</td>
</tr>
<tr>
<td>Carrying capacity</td>
<td>4 persons + 40 kg (88 lbs.) luggage</td>
</tr>
<tr>
<td>Max. weight (fully laden)</td>
<td>1270 kg (2800 lbs.)</td>
</tr>
<tr>
<td></td>
<td>Coupe Rallye 1,3: 1245 kg (2745 lbs.)</td>
</tr>
<tr>
<td>Max. towable weight</td>
<td>815 kg (1796 lbs.)</td>
</tr>
<tr>
<td></td>
<td>Coupe Rallye 1,3: 795 kg (1752 lbs.)</td>
</tr>
</tbody>
</table>

When the car is run with a trailer, the conditions of use and the performances shall obviously be suited to them.

### PERFORMANCES

<table>
<thead>
<tr>
<th>Gear</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>top</th>
<th>Rev.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. speeds in k.p.h. and m.p.h.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coupe</td>
<td>46 (28.5)</td>
<td>79 (49)</td>
<td>121 (75.1)</td>
<td>160 (100)</td>
<td>42 (26)</td>
</tr>
<tr>
<td>Coupe Rallye 1,3</td>
<td>49 (30.4)</td>
<td>83 (51.5)</td>
<td>128 (79.5)</td>
<td>168 (104.4)</td>
<td>44 (27.3)</td>
</tr>
<tr>
<td>Max. superable gradients</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coupe</td>
<td>34%</td>
<td>18%</td>
<td>11%</td>
<td>6.5%</td>
<td>37%</td>
</tr>
<tr>
<td>Coupe Rallye 1,3</td>
<td>38%</td>
<td>21%</td>
<td>11%</td>
<td>7%</td>
<td>42%</td>
</tr>
</tbody>
</table>

Fuel consumption (CUNA regulations):  
- Coupe: 8.5 lts/100 km (33.2 m.p. Imp. gall.; 27.6 m.p. USA gall.) (premium fuel of 92 O.N. min.)  
- Coupe Rallye 1,3: 9.1 lts/100 km (31.04 m.p. Imp. gall.; 25.8 m.p. USA gall.) (premium fuel of 92 O.N. min.)
Use the following products only:

<table>
<thead>
<tr>
<th>Product Description</th>
<th>Quantity (lts.</th>
<th>Imp. gal.</th>
<th>U.S.A. gal.</th>
<th>kg</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank (5=8 lts.-1.1=1.7 Imp. Gall. reserve included)</td>
<td>38</td>
<td>8 1/2</td>
<td>10</td>
<td>-</td>
<td>Premium fuel (92 O.N. minimum)</td>
</tr>
<tr>
<td>Cooling system*</td>
<td>6.30</td>
<td>1.40</td>
<td>1.66</td>
<td>-</td>
<td>Coolant (30% LANCIA 430 S or SHELL Antifreeze - 70% water)</td>
</tr>
<tr>
<td>Engine: oil sump, filters and pipes</td>
<td>4.30</td>
<td>0.94</td>
<td>1.13</td>
<td>3.85</td>
<td>AGIP FI SUPERMOTOROIL 10W-40, ESSO UNIFLO 10W-40, MOIBOIL SUPER 10W-50</td>
</tr>
<tr>
<td>Gearbox-propelling unit</td>
<td>2.50</td>
<td>0.55</td>
<td>0.66</td>
<td>2.20</td>
<td>AGIP FI ROTRA HYPOID SAE 90, ESSO GEAR OIL GX 90, MOBILUBE HD 90</td>
</tr>
<tr>
<td>Steering box</td>
<td>0.33</td>
<td>0.5 pint</td>
<td>0.7 pint</td>
<td>0.30</td>
<td>AGIP FI ROTRA HYPOID SAE 90, ESSO GEAR OIL GX 90, MOBILUBE HD 90</td>
</tr>
<tr>
<td>Brake system</td>
<td>0.62</td>
<td>1.1 » 1.3 »</td>
<td>0.56</td>
<td>-</td>
<td>AGIP FI BRAKE FLUID SUPER HD, CASTROL GIRLING BRAKE FLUID CRIMSON SAE 70 R3**</td>
</tr>
<tr>
<td>Windscreen washer reservoir</td>
<td>1</td>
<td>1.76 » 2.11 »</td>
<td>-</td>
<td>-</td>
<td>Water and 4% detergent liquid</td>
</tr>
<tr>
<td>Grease nipples</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AGIP FI GREASE 30, ESSO MULTIPURPOSE GREASE H, MOBIL GREASE SPECIAL</td>
</tr>
<tr>
<td>Front wheel driving shaft joints</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AGIP ROCOL MT 320/5, DUCKHAMS Q 5795, ESSO MOLY GREASE MP</td>
</tr>
</tbody>
</table>

* Heating system included.
** Where the AGIP product would not be available.
ROUTINE MAINTENANCE

Operations to be carried out after the checkings under guarantee have been effected.

<table>
<thead>
<tr>
<th>Fig. ref. No.</th>
<th>Normal Maintenance</th>
<th>Intervals in thousands of km and miles</th>
<th>Functional Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>7 (4-3)</td>
<td>14 (8.7)</td>
</tr>
<tr>
<td>1</td>
<td>Air cleaner</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>4</td>
<td>Fuel filters</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>10</td>
<td>Engine oil</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>7</td>
<td>Engine oil filter</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>9</td>
<td>Gearbox and propelling unit</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>8</td>
<td>Gearbox and propelling unit</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>14</td>
<td>Steering box</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>15</td>
<td>Steering idler arm shaft</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>16</td>
<td>Front suspension</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>1</td>
<td>Tyres</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>11</td>
<td>Valve clearance</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>13</td>
<td>Spark plugs</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>6</td>
<td>Ignition distributor</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>2</td>
<td>Engine oil sump</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>3</td>
<td>Dynamo belt</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>12</td>
<td>Fan belt</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>17</td>
<td>Clutch release lever</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>5</td>
<td>Brake system</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>18</td>
<td>Battery</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>1</td>
<td>Dynamo and starter motor</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>1</td>
<td>Battery</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>
Engine - Gearbox - Propelling Unit

Front Suspension Unit
NORMAL ROUTINE MAINTENANCE

ENGINE

Fuel System

Pressure regulator
Every 14,000 km (8,700 miles) replace the filter element.

Fuel filters
Every 7,000 km (4,350 miles) remove and carefully wash them with petrol.
The tank filter is accessible by removing the bottom plug; the pump filter by removing the pump cover; the carburettor filter by disconnecting the inlet pipe.
Should the filters (and relevant gaskets) be worn out, replace them.

Air cleaner
Every 7,000 km (4,350 miles) remove the element and carefully wash it with petrol; replace it, if necessary.

Oil bath air cleaner (optional)
Every 7,000 km (4,350 miles) remove the base, by unscrewing the eye pin, take off the element and wash it with paraffin.
Empty the oil from the base; wash it with paraffin and fill it with SAE 20 oil taking care not to exceed the inner bracket indicating the level. When refitting the base check that the seal is well seated.
Note - For cars circulating in very dusty areas, the above described operations have to be carried out oftener.

Lubrication

Oil sump
Every 7,000 km (4,350 miles) change the oil with hot engine.

Oil drainage
Hole with magnetic plug underneath the engine sump.

Oil filling
Filler with cap on the engine left rear side.

Oil filter
Every 7,000 km (4,350 miles) replace the oil filter. Screw in the new filter until the gasket
Cooling System

Checking the level

Periodically check the level of the coolant in the radiator. The level is normal when, with engine cold, the coolant skims the filler base with heater cock open.

Topping-ups

If the coolant level is not as specified above, top-up with a mixture consisting of 30% anti-freeze and 70% water.

Drinkable water only may be exceptionally used, but bear in mind that in this way the anti-freeze property of the coolant is reduced.

Never top-up with cold water if the coolant level is very low and the engine very hot. In such cases, it will be necessary to wait for the engine to cool, or pour-in the water or anti-freeze mixture very slowly and with engine running.

Coolant drain hole plug
NORMAL ROUTINE MAINTENANCE

Coolant drainage

Remove the radiator filler cap and the drain hole plug located in the front right side of the engine compartment and open the heater core cock.

On removing the radiator filler cap, when the engine is hot, take care to partially unscrew it up to the first stop, thus releasing the pressure, then unscrew it completely.

Replenishment

Proceed as follows:
- make sure that the drain hole plug is closed;
- through the radiator filler, pour 2 lt. (0.44 Imp. g.) of anti-freeze.
- start the engine and run it for a few minutes, completing the replenishment until the level is normal; use drinkable water.
- check the level as specified above.
- if the replenishment has been carried out for the 1st time, check the level after some miles.

Important

Periodically change the coolant (every 12 months at least) and before winter, if possible.

Winter precautions

The cooling system contains a liquid which does not freeze down to a temperature of \(-20^\circ\text{C} (-4^\circ\text{F})\).

Therefore, it is not necessary to drain the system whenever the car must be standing in cold weather for many hours, provided that the temperature does not fall below \(-20^\circ\text{C} (-4^\circ\text{F})\).

TRANSMISSION

Gearbox and Propelling Unit

Oil level

Every 7,000 km (4,350 miles) check the oil level by means of the proper level and breather dipstick.
<table>
<thead>
<tr>
<th><strong>Oil change</strong></th>
<th>Every 14,000 km (8,700 miles) change the oil, possibly with still hot oil. Drain carefully before refilling with fresh oil.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oil drainage</strong></td>
<td>Holes provided with plugs located at bottom of gearbox and propelling unit casing.</td>
</tr>
<tr>
<td><strong>Oil filling</strong></td>
<td>Through the filler provided with cap with level and breather dipstick.</td>
</tr>
<tr>
<td><strong>BRAKES</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Brake fluid reservoir</strong></td>
<td>Periodically check that the fluid in the reservoir does not fall by more than 2 cm (0.787 in.) below the max. level. If necessary, top up. The fluid level must lower very slowly as a consequence of the automatic clearance adjustment due to the wear of friction pads.</td>
</tr>
<tr>
<td><strong>STEERING-SUSPENSION-WHEELS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Steering Gear</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Steering box</strong></td>
<td>Every 14,000 km (8,700 miles) check the oil level. This is correct when the oil skims the filling hole.</td>
</tr>
<tr>
<td><strong>Steering linkage</strong></td>
<td>Every 7,000 km (4,350 miles) lubricate, through the proper grease nipple, the idler arm shaft housing.</td>
</tr>
<tr>
<td><strong>Steering joints</strong></td>
<td>Lubricated on assembly only.</td>
</tr>
<tr>
<td><strong>Front Suspension</strong></td>
<td>Every 7,000 km (4,350 miles) lubricate, through the 4 grease nipples (two on each side), the swivels and, through the 6 grease nipples (3 on each side), the suspension arm shafts.</td>
</tr>
<tr>
<td><strong>Tyres</strong></td>
<td>Every 1,000 km (620 miles) check the pressure of tyres, including the spare one. Remember that badly inflated tyres lessen the road holding, wear out sooner and decrease the braking efficiency.</td>
</tr>
</tbody>
</table>
NORMAL ROUTINE MAINTENANCE

Tyre rotation
(not necessary for X AS tyres)

Every 7,000 km (4,350 miles), for a good life and even wear of tyres, it will be necessary to proceed to the repositioning of the wheels. On such occasion, mount the spare wheel and inspect the tyres for wear, providing for the necessary servicing.

Check that the wheel rims are not distorted; if rusted, clean them.

For the wheel balancing see on page 51.

ELECTRICAL EQUIPMENT

Replacing the head and parking lamp bulbs

Remove the hexagonal screw (4) fixing the rims and located at the bottom of the rims themselves; remove the rims, loosen the screws securing the retainer ring, rotate this up to the screw recess holes and remove it; pull out the beam unit and carry out the replacement.

Replacement of bulbs.

Replacing the front and side direction indicator bulbs

For the replacement it is sufficient to loosen the fixing screws and remove the lens.

Replacing the tail lamp bulbs

For the replacement of the direction indicator, parking, stop and back-up lamp bulbs, it is sufficient to loosen the screws fixing the relevant lens.

To replace the number plate lamp bulbs, loosen the screws fixing the bulb covers.

Replacing the instrument panel warning light bulbs

For the replacement, remove the knurled nuts (1), the nut (2) accessible from inside the glove compartment, then remove the instrument panel ornament and carry out the necessary operations.

NOTE - The replacement of both bulbs and fuses must be carried out exclusively with others having the same characteristics.
NORMAL ROUTINE MAINTENANCE

Replacing the fuses

Unscrew the knurled nut fixing the drawer and withdraw the drawer itself; once the replacement has been completed, refit by reversing the procedure.

BODY

Windscreen washer reservoir

Periodically check the level of the fluid which may be water or detergent solution neither deteriorating the paint nor the windscreen wiper blades.

Use a mixture consisting of water and detergent liquid at 4%.

WARNING

From time to time, lubricate all the car parts subject to wear (hinges, articulations, heater controls, carburettor control levers, sheathes etc.). Check tightness of screws fixing the various body devices and accessories (door handles, armrests, sunvisors, rear-view mirror, ventilator window controls, etc.).
ENGINE

Timing

Clearance between valves and rockers

Every 7,000 km (4,350 miles) check the clearance between valves and rockers; with cold engine, the clearance must be 0.15 mm (0.006 in.) for inlet valves and 0.25 mm (0.010 in.) for exhaust valves.

Checking the timing, with piston at T.D.C.

Bring the flywheel tooth marked «0» to line up with mark 1/4 engraved in the rear flange of the flywheel casing.

Then, adjust the inlet and exhaust valves of cylinder No. 1 with a clearance of 1 mm (0.039 in.) and check that the reference marks engraved in the camshafts line up with the marks stamped on the camshaft front bearing caps. At this stage, the inlet valve must start opening, while the exhaust valve must close.
Valve positions.


Fuel System

Checking the slow running

Specified value: about 800 r.p.m. To be periodically carried out by skilled personnel in order to avoid a bad operation of the engine, specially in case of forced slowing-downs with stops and moving-offs due to filings, motor columns, etc. Remember, in these cases, to avoid repeated and useless accelerations of the engine.

Adjusting the slow running

The slow running may be slightly increased or decreased by slightly acting on the throttle adjusting screw (2) without disturbing the four slow running adjusting screws (1).

The adjustment of these screws must be carried out exclusively by skilled personnel or by Authorized Workshops.
Ignition

Spark plugs

Every 7,000 km (4,350 miles) clean the electrodes and check the electrode gap. For the spark plugs LODGE HL periodically check them for conditions; if necessary, replace them (they must never be adjusted or sand blasted).

Ignition distributor

Every 7,000 km (4,350 miles) inspect the contact breaker points and check that the gap is $0.45 \pm 0.03$ mm ($0.0177 \pm 0.0011$ in.).

Checking the advance

The specified 10° fixed advance is obtained when mark «O», on a flywheel ring gear tooth, is displaced by 3 teeth (24 mm = 0.944 in. approx.) before mark 1/4, and the valves of cylinder No. 1 are closed.

At this stage, the distributor contact points begin opening and the rotor arm is in correspondence with the lead to the cylinder No. 1.
Whenever such conditions do not occur, without removing the distributor from its seat, loosen the nut securing the fastening bracket and slightly turn the distributor body to the right or to the left, secure it and then repeat the above checking.

Lubrication
Engine oil sump

Every 14,000 km (8,700 miles) clean the strainer.
To carry out this operation, remove the engine sump then take off the strainer.

Cooling System
Adjusting the fan and dynamo driving belts

Every 7,000 km (4,350 miles) check the belts for tension; if necessary, adjust them.
To adjust the dynamo belt, first loosen the fan belt by acting on screws (2) and on toothed sector (3), rotating it inwards, then loosen nut (1) and displace the dynamo upwards. To adjust the fan belt, loosen screws (2), and act on the toothed sector (3), rotating it outwards. The tension is correct when the thumb pressure pushes the belts down by about 5 to 10 mm (0.196 to 0.393 in.).
TRANSMISSION

Clutch

Adjustment

Every 7,000 km (4,350 miles) check the pedal for free travel.
The adjustment is carried out by acting on the special nut on the front end of the cable connected to the clutch release lever, until a pedal free travel of 20 to 25 mm (0.78 to 0.98 in.) is restored.

BRAKES

Brake System

Every 7,000 km (4,350 miles) check it for operation.

Foot brake: no adjustment is required.
It is only necessary to replace the friction pads when these are worn out down to a thickness of about 8 mm (0.314 in.). This is denoted by an excessive travel of the pedal and by a decrease in the braking efficiency. The pad renewal is easily carried out by removing the keep plate.

NOTE

After the replacement of the friction pads, the brake system becomes efficient only after repeated operations of the pedal, which allows the normal clearance between pads and disc to be restored.

Hand brake: adjuster at the end of the control cable, under the floor.
Adjust so as to brake the car with a hand lever travel of 3 to 4 teeth.
To adjust, let the pads lightly contact the disc, then slacken the adjuster by 1/3 of a turn.

Bleeding the circuits

To be carried out with the utmost care and scrupulously following the instructions given hereinafter.
The circuits are two: one for the front brakes and one for the rear brakes. The instructions apply to either of the circuits, bearing in mind that it is necessary to bleed a circuit at a time. Therefore, in case of intervention on one of the two circuits, the bleeding must be carried out on the concerned circuit only. Loosen the two bleeding screws relevant to the circuit, then fill the brake fluid reservoir and operate the brake pedal for about 10 times. Afterwards, with bleeding screws open, depress the pedal as far as it will go, then close the screws and release the pedal. Such operation (depressing the pedal with loosened screws and releasing it with closed screws) must be repeated until the fluid flows out of the bleeding holes without air bubbles. It is good practice to have the brake bleeding carried out at an Authorized Workshop of ours. Whenever an intervention is carried out on the brake system, strictly avoid re-using the fluid, which may have been bled from the system, but restore the level with fresh fluid. Useless transfers of the fluid are strictly to be avoided, as this would expose it to the air; the containers are to be left open as short as possible.

**SUSPENSIONS-WHEELS**

**Front and Rear Suspensions**

**Dampers**

Every 14,000 km (8,700 miles), check them for dampening action. Should their operation be abnormal, have them checked at an Authorized Workshop of ours.

**Wheels**

**Front wheel toe-out**

1 to 2 mm (0.039 to 0.078 in.) measured on the rims, with car under static load.
Adjustment

Wheel balancing

Act on the steering rods.

An unbalanced wheel may cause vibrations and troubles affecting the steering. The original balancing given at the Factory may alter owing to the wear of tyres. Therefore, it must be reset, when required, and checked when carrying out the tyre rotation and particularly when the tyre has been replaced.

The balancing may only be carried out by specialized workshops equipped with dynamic balancing machine.

ELECTRICAL EQUIPMENT

Dynamo and starter motor

Every 21,000 km (13,000 miles) clean the commutator with a white cloth soaked in petrol, and blow off the possible copper and carbon powder between the segments.

Check that the brushes slide freely in their holders.

Voltage regulator

For no reason, it is to be tampered with. On overhauls, we recommend to apply only to the Repair Shops of our Branches and Distributors, or to Service Stations with skilled personnel.

Battery

Every month check the level of the electrolyte and, if necessary, top up with distilled water (with cold battery) until the level is 5 mm (0.196 in.) above plates.

NOTE - In summer, the electrolyte level is to be inspected oftener.

Every 14,000 km (8,700 miles) for a good life of the battery it is necessary:

— to clean, with a cloth soaked in a soda solution, the possible acid traces deposited on the monoblocs;
- to check the charge by means of a proper hydrometer; the specific gravity of the electrolyte is of 1.28 (32° Baumé) when the battery is charged, and 1.14 (18° Baumé) when the battery is discharged.

**Headlamp alignment**

To be carried out with car empty, 10 m (32.8 ft.) from a vertical screen. Remove the rim and act on the adjusting screws (see figure on page 42).

**Outer headlamps (for low beams)**

The horizontal edge of the bright spot of the low beam has to be at a height from floor level by about 30 cm (12 in.) lower than that of the headlamp centre.

As to the height from floor level, refer to the horizontal portion of the bright spot edge, clearly visible, carrying out the alignment separately for each headlamp.

The horizontal distance between the centre lines of the main beams has to range from 118 cm (46.5 in.) (parallel beams) to 170 cm (67 in.) (max. divergency).

**Inner headlamps (for main beams)**

The centre line of the bright spot has to be parallel to that of the outer headlamps.
BODY

Washing the car exterior

The washing must be carried out when the car is cold and never under the sun, by using cold or tepid water in abundance.

Wash the bottom of the car and the inside of mudguards with a water jet, using, in case of very dirty parts, a sponge or a brush. The painted parts and the wheels are to be washed with finely sprayed water jet until the mud gets soft.

Carry out the washing, proceeding from top to bottom and using a sponge which must be washed frequently.

Rinse and dry with chamois skin.

Never use soap to wash the car. If proper shampoos, commonly found at automotive dealers, are used, exclude any product not completely neutral.

If, after drying, the paint does not acquire its normal brightness, it may be polished with one of the many polishing products which are easily found on the market and are to be selected among those suitable to our paints.

Cleaning the bumpers

Wash with water and then polish with very fine polishing paste or similar products.

Cleaning of tar, oil and grease spots

Such spots may be eliminated by moistening them with petrol and rinsing, immediately after, with plenty of water.

Cleaning and preserving the chrome-plated parts

After the washing, it is advisable to protect the chrome-plated parts with waxen or resinous products. Such precaution is indispensable when the car must be used or left seaside where chrome-plated parts are more subject to corrosion owing to saltiness.

Cleaning the glasses

Use water mixed with a little alcohol.
FUNCTIONAL ROUTINE MAINTENANCE

Cleaning the car interior

Cleaning the cloth, vinyl lined fabrics, leather and mats

To clean the cloth, use, taking the necessary care and without soaking the underlaying parts, the proper talcum-trichloroethylene or rectified petrol based solvents commonly found on the market.

Vinyl lined fabrics, leather and rubber mats must be washed with water and soap, rinsed with plain water and dried with a chamois skin.

CAUTION: to clean plastic parts, never use rags soaked in petrol or alcohol. Neglect of this would result in loss of brightness.

LONG INACTIVITY

When the car has to be stationary for a long period, it is advisable to take the following precautions:

— park the car in a dry place and jack it up in order to preserve the tyres;

— drain the cooling system;

— drain the fuel tank;

— through the spark plug ports, pour some oil into the cylinders, then crank the engine by a few turns;

— remove the battery; keep it in a dry place where there is no frost danger; charge it every month;

— smear the unpainted parts with grease or anti-rust compounds;

— cover the car with a canvas.

When covering the car, never use plastic coverings detrimental to the preservation of our paints.
In these pages are shortly described the characteristics of the FULVIA Coupe Rallye 1,3 S cars, which differ from those of the FULVIA Coupe Rallye 1,3 cars. For all the other characteristics refer to the preceding pages.
VARIANTS FOR COUPE RALLYE 1.3 S

IDENTIFICATION
As for Coupe Rallye 1.3 but with prefix:
818.360 LHD Coupe Rallye 1.3 S
818.361 RHD Coupe Rallye 1.3 S.

TECHNICAL DATA

ENGINE
Type 818.303
Compression ratio 9.5
Max. power (SAE) 103 metric b.h.p. at 6000 r.p.m.
Max. torque (SAE) 13.2 mkg (95.47 lb. ft.) at 4600 r.p.m.

Timing System
With 0.40 mm (0.0157 in.) valve clearance for inspection purpose:
Inlet \( \begin{align*} \text{opens} & \ 28^\circ \text{ before T.D.C.} \\ \text{closes} & \ 66^\circ \text{ after B.D.C.} \end{align*} \)
Exhaust \( \begin{align*} \text{opens} & \ 66^\circ \text{ before B.D.C.} \\ \text{closes} & \ 28^\circ \text{ after T.D.C.} \end{align*} \)

Checking the timing, with piston at T.D.C.
Adjust the clearance of the intake and exhaust valves of cylinder No. 1 at 2.20 mm (0.0866 in.) instead of 1 mm (0.0394 in.).

Fuel System
Carburettors
Two: SOLEX C 35 PHH 10
Venturi tube 31
Main jet 120 (110*)
Slow running jet 47.5
Air correction jet 180 (190*)

* For carburettors C 35 PHH 13 provided with oil bath air cleaner.
Ignition

Spark plugs LODGE 2 HL

Lubrication

Oil cooling Oil cooler located on the left side of the coolant radiator.

When the engine oil temperature reaches 65 to 70° C (149 to 158 °F) a thermostatic valve, on the oil filter base, makes the cooler come into operation; the valve is fully open at 85° C (185 °F).

BRAKES

Vacuum servo unit in the front wheel circuit.

Inertia operated limiting device in the rear wheel circuit.

CAUTION: with engine stopped, there is no vacuum therefore the brake servo unit does not operate and the braking on the front wheels is much less efficacious.

BODY

Doors Ventilator windows on the doors.

WEIGHTS

Kerb weight 930 kg (2050 lbs.)

Max. weight (fully laden) 1250 kg (2755 lbs.)

PERFORMANCES

<table>
<thead>
<tr>
<th>Max. speeds in k.p.h. and m.p.h.</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Top</th>
<th>Rev.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerb weight</td>
<td>49</td>
<td>83</td>
<td>128</td>
<td>173</td>
<td>44</td>
</tr>
<tr>
<td>Max. weights</td>
<td>(30.4)</td>
<td>(51.5)</td>
<td>(79.5)</td>
<td>(107.5)</td>
<td>(27.3)</td>
</tr>
<tr>
<td>Max. superable gradients</td>
<td>38%</td>
<td>21%</td>
<td>11%</td>
<td>6%</td>
<td>42%</td>
</tr>
</tbody>
</table>
Fuel consumption (CUNA regulations) 8.9 lts/100 km (31.7 m.p. Imp. gall.; 26.4 m.p. USA gall.) (premium fuel of 92 O.N. min.).

CAPACITIES

Engine oil capacity

Engine sump, filters, pipes and cooler: 5.30 litres (1.16 Imp. gall. - 1.39 USA gall.) (4.700 kg - 10.3 lb.).
In these pages, are shortly described the characteristics of the FULVIA Sport 1.3 S cars, which differ from those of the FULVIA Coupe Rallye 1.3 cars. For all the other characteristics refer to the preceding pages.
IDENTIFICATION

The identification plate is located on the left side of the engine compartment instead of on the right side.

818.362 LHD Sport 1,3 S
818.363 RHD Sport 1,3 S

INSTRUMENT AND CONTROLS

Rear window regulator

The partial opening is obtained by upward moving the switch lever located at the right of the cigarette-lighter.

The complete opening, for access to the luggage compartment from outside, is obtained by hand, after releasing the latch located at the bottom of the rear window.

ENGINE

Type 818.303
Compression ratio 9.5
Max. power (SAE) 103 metric b.h.p. at 6000 r.p.m.
Max. torque (SAE) 13.2 mkg (95.47 lb. ft.) at 4600 r.p.m.

Timing System

With 0.40 mm (0.0157 in.) valve clearance for inspection purpose:

Inlet
- opens 28° before T.D.C.
- closes 66° after B.D.C.

Exhaust
- opens 66° before B.D.C.
- closes 28° after T.D.C.

Checking the timing, with piston at T.D.C.

Adjust the clearance of the intake and exhaust valves of cylinder No. 1 at 2.20 mm (0.0866 in.) instead of 1 mm (0.0394 in.)

Fuel System

Carburettors

Two: SOLEX C 35 PHH 10
Venturi tube 31
Main jet 120
Slow running jet 47.5
Air correction jet 180
Ignition

Spark plugs  CHAMPION N 6 Y

Lubrication

Oil cooler located on the left side of the coolant radiator. When the engine oil temperature reaches 65 to 70° C (149 to 158 °F) a thermostatic valve, on the oil filter base, makes the cooler come into operation; the valve is fully open at 85° C (185 °F).

TRANSMISSION

Propelling Unit

Bevel set  Ratio 11/39

ELECTRICAL EQUIPMENT

Bulbs

Front parking and direction indicator lamps: 12V-5/20 W.

Side direction indicator lamps: 12 V - 5 W.

BODY

Spare wheel and tool kit  Located in the rear of the car, in a proper compartment provided with lock.

Seat adjustment  The seats, sliding on inclined rails, can be lifted or lowered respectively by pushing them forward or backward.

Control lever located on the inner side of the seat.
DIMENSIONS - WEIGHTS

Overall length 4090 mm (161.02 in.)
Overall width 1570 mm (61.80 in.)
Overall height (unladen) 1200 mm (47.24 in.)
Kerb weight 935 kg (2060 lbs.)
Carrying capacity 3 persons + 30 kg (66 lbs.) luggage
Max. weight (fully laden) 1175 kg (2590 lbs.)

PERFORMANCES

Max. speeds in k.p.h. and m.p.h.
1st 2nd 3rd Top Rev.
51 87 133 180 46
(31.6) (54) (82.6) (111.8) (28.5)
Max. superable gradients 38% 21% 11.5% 6.5% 43%
Fuel consumption (CUNA regulations) 8.6 lts. per 100 km.
(32.8 m.p. Imp. gall. = 27.3 m.p. USA gall.) (premium fuel of 92 O.N. min.).

CAPACITIES

Engine oil capacity Engine sump, filters, pipes and cooler: 5.30 litres
(1.16 Imp. gall. - 1.39 USA gall.) (4.700 kg - 10.3 lb.).
In these pages are shortly described the characteristics of the FULVIA Coupe Rallye 1,3 HF cars which differ from those of the Coupe Rallye 1,3 cars. For all the other characteristics, refer to the preceding pages.
VARIANTS FOR COUPE RALLYE 1.3 HF

IDENTIFICATION
818.340 L.H.D. Coupe Rallye 1.3 HF
818.341 R.H.D. Coupe Rallye 1.3 HF

INSTRUMENTS AND CONTROLS

Oil temperature gauge
Fitted in the place of the electric clock. The engine operation is not normal when the pointer moves to the red sector.

ENGINE

Type 818.342
Bore 77 mm (3.03 in.)
Stroke 69.7 mm (2.74 in.)
Displacement 1298 c.c. (79.21 cu.in.)
Compression ratio 10.5
Max. power (SAE) 111 metric b.h.p. at 6400 r.p.m.
Max. r.p.m. 6500
Max. torque (SAE) 14.6 mkg (105.6 lb. ft.) at 4750 r.p.m.

Timing

Valve timing
With 0.40 mm (0.0157 in.) valve clearance for inspection purpose:

Inlet { opens 28° before T.D.C.
       closes 66° after B.D.C.

Exhaust { opens 66° before B.D.C.
       closes 28° after T.D.C.

Normal valve clearance (with cold engine)
Inlet 0.20 mm (0.0078 in.); exhaust 0.30 mm (0.0118 in.).

Checking the timing with piston at T.D.C.
Adjust the clearance of the intake and exhaust valves of cylinder No. 1 at 2.20 mm (0.0866 in.) instead of 1 mm (0.0394 in.).
Fuel System

Carburettors
Two: SOLEX C 35 PHH 8
Venturi tube 31
Main jet 120
Slow running jet 42.5
Air correction jet 180

Ignition system
Spark plugs
CHAMPION N 6 Y
LODGE 2 HL

Lubrication
Oil cooling
Oil cooler located on the left side of the coolant radiator.
When the engine oil temperature reaches 65 to 70°C (149 to 158°F), a thermostatic valve, on the oil filter base, makes the cooler come into operation; the valve is fully open at 85°C (185°F).

BODY

Owing to the merely sporting purpose of this car, a few accessories have been eliminated and the body has been lightened in order to obtain improved performances.

Doors
Unprovided with open door marker lamps.

Front seats
The front seats, sliding on inclined rails, are raised when moved forwards and lowered when moved backwards.
Control lever on the seat right-hand side.

Squab adjustment
Fixed squab on the driver's seat. The passenger's seat squab may be tilted forwards to allow free access to the rear seats.
VARIANTS FOR COUPE RALLYE 1.3 HF

DIMENSIONS - WEIGHTS

Overall length 3935 mm (154.91 in.)
Kerb weight 825 kg (1820 lbs.)
Carrying capacity 4 persons + 40 kg (88 lbs.) luggage
Max. weight (fully laden) 1145 kg (2520 lbs.)

PERFORMANCES

Max. speed in k.p.h. and m.p.h.
1st 2nd 3rd Top Rev.
51 87 134 174 46
(31.6) (54) (83.2) (108.1) (28.5)

Max. superable gradients with engine at max. torque
46% 26% 14% 8% 52%

Fuel consumption (CUNA regulations)
8.9 lts/100 km (31.7 m. p. Imp. gall.; 26.4 m.p. USA gall.) (premium fuel 92 O. N. minimum).

CAPACITIES

Engine oil capacity
Engine sump, filters, pipes and cooler: 5.30 litres (1.16 Imp. gall. - 1.39 USA gall.) 4.700 kg (10.3 lbs.).
SERVICING

The instructions necessary for routine adjustments and inspections are clearly stated in the technical data, details and diagrams. For the above operations, however, the Customer may wish to employ specified tools and skilled personnel. We wish, therefore, to remind him of the Repair Workshops of our Branches and Distributors, available even for normal maintenance, and of the necessity to use original spare parts only. For complete overhauls, we recommend you to apply to our above authorized Workshops only. Indeed, being continually informed of the technical data relevant to your car, they are in a position to grant you the best assistance.

SPARE PARTS

When ordering spare parts from our Distributors, please always state:

— the identification number of the required part
— its description
— the required quantity
— the identification number of the car
— the method of transport.

Any other detail not corresponding to our Spare Parts Catalogue is not only unnecessary but may also raise confusion delaying the dispatch of your requirement.

INFORMATION TO OUR ORGANISATION

Always quote the numbers of the car and engine, and refer to all previous correspondence.
LANCIA & C.
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