

FIAT SERVICE LETTER

SUBJECT: 1977 PRODUCTION CHANGES

VEHICLES: 128, X1/9, AND 124 MODELS

GENERAL INFORMATION:

The 1977 models were modified to improve servicing. Service Letter 000-16 described these changes on the 131 Models. The modifications to the 128, X1/9, and 124 Models are described in the following list. All the modifications may not be on the first production cars but will be made during the 1977 Model Year.

A more detailed description of these modifications will be provided at a later date.

READ, INITIAL AND PASS ON

Service Manager	Parts Manager	Service Writer	Technician			

1977 MODIFICATIONS

MODELS: 128 Sedan, Station Wagon, 3P and X1/9

TIMING BELT COVER

The timing belt cover is made of two pieces. This makes removal of the cover easier and provides better access to air pump, camshaft pulley and timing belt.

AIR INJECTION SYSTEM

The electrovalve for diverter by-pass has been eliminated from 49 state versions and is on California versions only.

The air pump is a Bosch type. It is now driven by a V belt directly from the water pump. The contour of the inner fender has been changed to allow removal of the air pump mounting bolt.

The air injection manifold is built into the cylinder head. This provides greater access to the spark plugs and cylinder head bolts. The air injection check valve is threaded into a tube in the cylinder head.

FUEL PUMP

The 128 Model fuel pump is now a Carter pump.

CATALYTIC CONVERTER

The size of the catalytic converter has been increased.

The 25,000 mile recorder switch is removed and the speedometer cable is now one piece.

On 128 Models the SLOW DOWN and CATALYST indicator lights, catalytic temperature control unit, thermocouple, tachimetric switch, carburetor inhibitor switch and related electrical components have been removed.

TRANSMISSION

On the 128 Models, the synchronizer for first and second gear are new Borg Warner type which are presently used on X1/9 Models.

ELECTRICAL SYSTEM

The electrical system has been simplified by reducing the number of connections. The number of relays has been reduced and on 128 Models they are all grouped on the left front fender in a box.

A 60 Amp battery is being used. On 128 Models a new battery ground cable is connected directly to ground and to the starter motor mounting bolt.

No more adjusting
The voltage regulator is an electronic unit and is located on the right fender beside the heater unit.

The ignition coil is either a Klitz or Bosch type. The ignition wires will be hypalon type.

✓ On X1/9 Models, an opening behind the spare wheel is being added. This will facilitate distributor adjustments.

BODY

The plastic inner fenders will not be installed on California versions.

The lens for the rear directional lights is orange instead of red.

1977 MODIFICATIONS

MODEL: 124 Spider

AIR CLEANER

The hot air duct for the air cleaner has been changed to a flexible duct. A shield has been added to the exhaust manifold. The shield mixes hot and cold air and the duct carries it to the air cleaner. This provides better heating of the intake air for winter operation.

FUEL SYSTEM

The fuel pump is now a mechanical pump. It is located on the left side of the engine below the intake manifold. The fuel filter is now an inline filter similar to the 128 model filter. This results in the elimination of the pressure regulator and relays.

The accelerator linkage in the engine compartment has been changed to the type used on 131 models.

The anti-spill valve in the supply line is between the tank and the pump. The anti-spill valve in the return line is between the carburetor and the tank. They are located on the left side of the engine compartment beside the carburetor.

The 3-way valve is now located near the filler neck.

AIR PUMP

The air pump is mounted on a support located on the lower right side of the engine. It is driven by a "V" belt from the crankshaft pulley. The pulley has three grooves for belts. The air pump belt is in the rear groove.

The exhaust camshaft sprocket is changed to a single belt sprocket.

The air pump is attached to a lower support with a thru bolt and to the upper adjustment bracket with a nut.

The pump is removed from the bottom after removing the upper mounting nut.

The electrovalve for diverter valve by-pass is installed only on California cars. It is controlled by a relay.

The electrovalve for EGR by-pass is located on a bracket in the front left engine compartment. Vacuum line is connected by a tee to the EGR vacuum control line. The electrovalve is controlled by a switch in the transmission. The switch closes in 5th gear and activates the electrovalve which closes the EGR valve.

BRAKE SYSTEM

A new brake fluid reservoir with a level indicator switch has been added. The switch lights the BRAKE warning light whenever the fluid drops below a certain point. The level switch eliminates the need for the pressure switch.

The reservoir is located at the left rear side of the engine compartment above the master cylinder. The relocation of the reservoir and the removal of the pressure switch results in changes to the brake lines. The brake line for the rear brakes passes thru the fire wall below the speedometer cable.

TIMING BELT COVER

Since the exhaust camshaft sprocket is changed to a single belt sprocket the timing belt cover is also changed. The width of the top flange is thinner. This results in a change to the water connector to the cylinder head.

EGR SYSTEM

The EGR valve is now located on the top right side of the engine. It is mounted on a bracket which is secured by the two front camshaft housing bolts.

The tube to the intake manifold is routed between the timing belt cover and the camshaft housings. Be very careful when removing oil filter cap. Clearance between cap and EGR tube is small. If tube is hot, you could burn your hand.

CATALYTIC CONVERTER

The size of the catalytic converter has been increased.

The SLOW DOWN, CATALYST, AND EGR indicator lights have been removed. The catalytic converter temperature control unit, thermocouple, and related electrical components have been removed.

The 25,000 M recorder switch has been removed and the speedometer cable is now one piece.

The tachimetric switch and the carburetor switch for the tachimetric switch have been removed.

ELECTRICAL SYSTEM-ALTERNATOR

The alternator is a Bosch type alternator with an incorporated voltage regulator. It is mounted on the lower left side of the engine. It is driven by a "V" belt from the crankshaft pulley and water pump.

The alternator support also supports the oil filter. The alternator is secured to the support by a thru bolt. The upper mount of the alternator is secured to an adjustable link for belt tension.

IGNITION SYSTEM

The ignition coil is either a Klitz or Bosch coil.

The ignition wires are being changed to Hypalon wires.

DIFFERENTIAL

The gear ratio is changed to 10/43.

All the relays are located in the passenger compartment.

The air horn has been replaced with one of an electric type.

BODY

The plastic inner fenders are no longer installed on California models.

Directional light - the lens for the rear directional lights will be orange instead of red.