1963-73 FIAT SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are inflated according to specifications.

Tire Pressure Specifications (psi)

Model Application	Front	Rear
600D	14	23
1100R	21	26
850	16	26
1500	23	24
128	26	24
124		
Standard tires	21	26
Radial tires	24	26

CASTER

Model 128 – If caster is not within specifications, raise front of vehicle. Remove anti-roll bar to control arm nut and disconnect control arm from body. Remove end of anti-roll bar from control arm. To adjust caster, addition of shims between end of anti-roll bar and rubber pad of control arm will decrease caster and removal of shims will increase caster. Reverse removal procedure and check caster.

Model 124 – If caster is not within specifications, raise front of vehicle and remove wheel and shock absorber. Using suitable tool (A.74174), compress spring to relieve lower control arm and loosen nuts holding control arm pivot bar to crossmember. To adjust caster, remove shims from front stud and move to rear stud to increase caster. To decrease caster, remove shims from rear stud and move shims to front stud. Reverse removal procedure and check caster.

Models 600D, 850 & 1100R – If caster is not within specifications, loosen two nuts on control arm pivot bar to body. To adjust, remove shims from rear stud and place shims at front stud to increase caster. To decrease caster, move shims from front stud to rear stud. Tighten nuts and check caster.

Model 1500 – No adjustment procedure available at time of this publication. *See Wheel Alignment Specifications.*

CAMBER

Model 124 – If camber is not within specifications, adjust by changing shims. Raise front of vehicle, remove wheel and shock absorber. Using suitable tool (A.74174), compress spring to relieve lower control arm and loosen nuts holding control arm pivot bar to crossmember. To increase camber, remove equal amount of shims from both studs and add equal amount of shims to decrease camber. *NOTE – Adding or removing equal amounts of shims will not affect caster.* Reverse removal procedure and check camber.

Model 1500 – No adjustment procedure available at time of this publication. *See Wheel Alignment specifications.*

WHEEL ALIGNMENT SPECIFICATIONS

R – Right **F** – Front
Rr – Rear **L** – Left
Man – Man Steering
Pwr – Power Steering

	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
1963-72					
124 Front					
Sport Coupe	+3° ± 1/3°	1/4° ± 1/3°	.24 to .32	.....	.....
Spider	+3 1/6° ± 1/3°	1/7° ± 1/3°	.20 to .28	.....	.....
All Others	+2 1/4° + 1/2° -1/6°	+1/12° ± 1/3°	.275 ± .039	.....	.....
128 Front	+1 2/3° ± 1/4°	+1 2/3° ± 1/3°	-.197 ± .039	.....	.....
128 Rear	.....	-1/6° ± 1/3°	.177 ± .079	.....	.....
600D Front①	+9 1/2° ± 1°	+1° ± 1/3°	.32 to .43	.....	.....
850 Front					
Coupe	+9° ± 1°	+1 5/6° ± 1/3°	.43 to .51	.....	.....
Spider	+9° ± 1°	+1 1/2° ± 1/2°	.43 to .51	.....	.....
All Others	+9 1/2° ± 1°	+ 1/2° ± 1/3°	.43 to .51	.....	.....
850 Rear	.....	.....	0 to .08	.....	.....
1100R Front	+1 1/4° ± 1/2°	-1/12° ± 1/3°	.234 to .313	.....	.....
1500 Front	+2 1/6° ± 1/2°	+ 1/2° ± 1/2°	.125 to .203	.....	.....
1973					
850 Front	+9° ± 1°	+1 5/6° ± 1/2°	.51 to .59	.....	.....
850 Rear	.....	- 1/2° ± 1/2°	.02 to .18	.....	.....
124					
Sedan & Wagon	+2 2/3° ± 1/3°	+ 1/4° ± 1/4°	.20 to .36	.....	.....
Spider	+2 2/3° ± 2/3°	+1/6° ± 1/3°	.16 to .32	.....	.....
128 Front					
Sedan & Wagon	+1 1/2° ± 1/6°	+1 2/3° ± 1/3°	-.12 to +.04	.....	.....
Coupe	+1 1/2° ± 1/6°	+1 1/3° ± 1/3°	-.06 to +.10	.....	.....
128 Rear					
Sedan	.....	-1/3° ± 1/6°	.10 to .26	.....	.....
Wagon	.....	+2/3° ± 1/3°	.10 to .26	.....	.....
Coupe	.....	-1 1/6° ± 1/6°	.16 to .32	.....	.....

① – Rear toe-in on 600D is 1/3° ± 1/4°

1963-73 FIAT SPECIFICATIONS & ADJUSTMENTS (Cont.)

Model 128 Front – Camber is nonadjustable. If not within specifications, inspect suspension for damage. Repair or replace parts as necessary.

Model 128 Rear – If rear camber is not within specifications raise rear of vehicle and compress one end of leaf spring, shifting it from flexible guide anchoring spring to control arm. Remove guide and slowly release spring. Remove nuts attaching pivot to body and loosen screw to free adjustment shims. To increase camber, add an equal number of shims on both screws attaching control arm to body. To decrease, remove equal number of shims from both screws. Reverse removal procedure and check camber.

Models 600D, 850 & 1100R Front – If camber is not within specifications, adjust by changing shims. Loosen two nuts on control arm pivot bar to body. To increase camber, add equal amounts of shims to both studs and to decrease, remove equal amounts of shims. Tighten nuts and check camber.

TOE-IN

Model 128 Front – Place front wheels in straight ahead position. If toe-in is not within specifications, loosen sleeve locking nut on tie rods. To adjust, rotate hexagon on ball pin to set toe-in to specifications. Hold hexagon in position and lock nuts against tie rod sleeve.

Model 128 Rear – If rear toe-in is not within specifications raise rear of vehicle and compress one end of leaf spring, shifting it from flexible guide anchoring spring to control arm. Remove guide and slowly release spring. Remove nuts attaching pivot to body and loosen screws to free adjustment shims. To increase toe-in, add shims to rear screw or remove shims from front screw. To decrease, add shims to front screw or remove shims from rear screw.

All Other Models Front – Place front wheels in straight ahead position. If toe-in is not within specifications, loosen four clamps securing sleeves on tie rods. Rotate tie rods in opposite direction (by equal amounts) to set toe-in to specifications. Tighten clamps. *NOTE – Expansion slot in sleeve must coincide with clamp joint when clamp is fully tightened.*

Models 600D & 850 Rear – If rear toe-in is not within specifications, loosen screws securing lower control arm support to body. Elongated holes on support allow movement to set toe-in to specifications. Tighten screws 29-36 ft. lbs. and check toe-in.