

FIAT ABARTH 124 RALLY - WORKS GROUP FOUR ALTERATIONS

BODYWORK

All Cars(?)

Fully seam welded, gusseted and plated tub
Strengthened suspension mounting points
Full roll cage
Perspex door windows
Strengthened mounting points for hard top
Lightweight boot lid with rubber retaining clips
Lightweight bonnet with bonnet pins (two or three pin in three different layouts)
Full width alloy sump guard with protection for inner suspension mounts

1973 on

Wider (100mm) wheel arch extensions
Enlarged rear wheel arch openings

1974 on

Access points in rear scuttle for top bolts of rear struts (from 1/1974)
Changed frontal layout with integral spotlights either side of grill, altered sidelights and brake ducts, eggbox grill (from 4/1974)

Mid/Late 1974 on

Front end wide body kit with vents in rear of front wings for extracting hot air from under wheelarches (from 7/1974)
Bonnet with integral spotlights (from 7/1974)
Altered gearbox tunnel (from 7/1974)
Strengthened radiator mounts (from 7/1974)
Rear wide body kit with scoops in front of rear wheel **arches for brake cooling (from 10/1974)**
Enlarged rear brake cooling ducts (from 1/1975)
Cold air scoops on bonnet (from 7/1975)
Lightened (thinner) glassfibre hard top (from 7/1975)
Altered doors (from 7/1975)

16 Valve Cars

Flattened/Cut away cross beam on bulkhead
Cut away gearbox tunnel for easier access (7/1975 on)

WHEELS & TYPES

20mm alloy wheel spacers
Steel wheel studs with rolled threads (instead of bolt type fixing)

Tarmac - 8J x 13 Cromadora Magnesium wheels
 235/530 x 13 hand cut slicks
 9J x 13 Cromadora Abarth Magnesium Rear wheels from late 75)

Forest - 5.5J x 13 Abarth CD30 Magnesium wheels
 6J x 13 Cromadora Magnesium wheels
 185/70 x 13 (Rear)
 175/84x13 (Front)

ENGINE TYPES

Early 8 Valve ~ Type 132

As Standard but :

Aluminium Big wing wet sump with side mounted oil filter

Balanced and shot peened steel rods

Balanced Crank

Lightened flywheel

Forged pistons

10.8 to 1 Compression Ratio

High lift and duration cams

Larger valves

Gas flowed head and manifold

Twin 44 IDF carbs

Later 8 Valve (Type 132) Engine - (Changes)

1839cc (86mm Bore)

Remote oil filter

Steel big wing wet sump

Modified Jackshaft

Series One Abarth 16 Valve (type 232A) Engine - (Changes) - First used (when?)

As early 8 valve but:

16 valve head assembly

Forged pistons

Abarth Crank (different pattern - toughened and hardened)

Side (block) mounted distributor

Twin 48 IDF carbs

Modified Jackshaft

Smaller Jackshaft belt drive wheel

Series Two Abarth 16 Valve (type 232B) Engine - (Changes) - First used fwhen?)

As type 232A but 1839cc (86mm Bore)

Changes/Alternative parts for type 232A/B

Exhaust Cam mounted distributor

Bosch/Kugelfischer direct fuel injection with guillotine type throttle assembly

Full dry sump (with tank in boot)

Series One Lampredi 16 Valve

Completely different engine based on 1997cc block with Lampredi designed head as subsequently fitted to 131 Abarth. Engine probably only fitted experimentally, but reputedly also fitted to Alen's car in 1976 Monte.

FUEL

(For Carbs/Injection see "Engine" section)

Twin electric fuel pumps in boot

Fuel lines through cockpit

Alternative larger fuel tank mounted in LHS of boot for long distance events. Flat floor (1973on)

Alternative larger fuel tank mounted on rear bulkhead in boot. Flat floor (10/1974 on)

BRAKES-Front

256mm x 20mm vented discs (from 1/1974)
Cooling ducts to discs
Forged Aluminium alloy ATE two pot calipers (Porsche 911 RS type) (from 1/1974)
Lockheed 4 pot alloy Calipers (from late 1975)

BRAKES - Rear

256mm x 9.6mm (?) solid steel discs (from 1/1974)
Steel two pot calipers
Cooling ducts to discs (from 10/1974 with full wide body kit)
Abarth small drum type mechanical handbrake assembly (in bell of rear disc) - (from 10/1974)
In line hydraulic handbrake (from 10/1974)

BRAKES - General

All brake lines internal
All brake hoses armoured
No brake servo
Twin Master cylinders with separate reservoirs under scuttle
Opening in scuttle over reservoirs (from 4/1974)
Brake bias adjuster (from 10/1974)

STEERING

Quick ratio steering box (2.4 turns lock to lock) with strengthened drop arm.
Strengthened (gusseted) idler arm Fabricated and rose jointed tie rods
Strengthened track control rods

SUSPENSION - Front

Strengthened front cross member
Strengthened (gusseted) upper wishbones with rose joints at inner end
Strengthened (plated) lower wishbones with rose joints at inner end (from 1/1975)
Stronger (forged steel) stub axles
Rose jointed anti roll bar drop links
Up rated dampers
Up rated springs

SUSPENSION - Rear

Rose jointed drag links
Rose jointed drop links on anti roll bar
Strengthened anti roll bar mounts
Gusseted lower reverse wishbone with rose joints
Strengthened hub carriers (from early 1974)
New type forged steel hub carriers with mounts for two brake calipers (7/1975 on)
Strengthened differential carrier
Up rated struts with adjustable spring platforms
Up rated springs