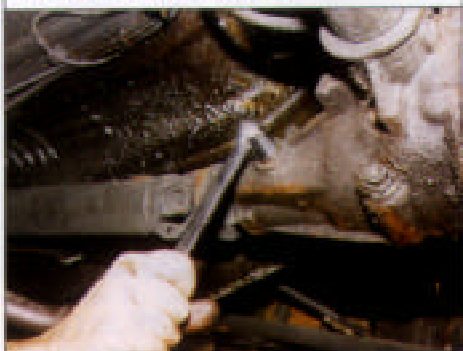


4 Check/change gearbox oils

- **Every 3000 miles, check gearbox and final drive oil levels.** Release filler/level plugs from both gearbox and final drive unit (17mm socket/ring spanner) and in each case ensure that oil level is up to base of threads (vehicle must be level). If needed, top up gearbox with 80/90 grade gearbox oil, axle with 80/90 grade hypoid lubricant.
- **Every 6000 miles, drain gearbox and differential** (with oil warm, after a long run), re-fill with fresh oil. The gearbox drain plug requires a 17mm Allen key; the axle drain plug is released with a 17mm socket/ring spanner. Tony Castle-Miller says that while it is unusual these days to have to periodically drain transmission units, this does pay in the long run. It gives peace of mind to know that the transmission assemblies are always running with clean oil which has not degraded.



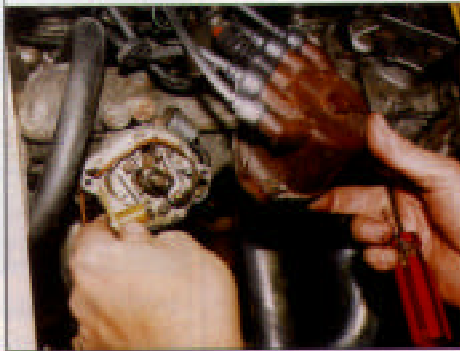
9 Check alternator drive belt

- **Confirm condition and tension of alternator drive belt.** Renew the belt unless it is in perfect condition; look for fraying along its outer edges, and cracks on the inside. If re-adjustment of belt tension is necessary, release long pivot bolt/nut underneath the alternator, plus strap bolt and nut on top (as well as the additional bolt at inner end of strap); use 17mm spanners. Re-tension belt by moving the alternator body, to give a maximum deflection of 1/4in (13mm) under firm thumb pressure, in the centre of the longest belt run. Re-tighten pivot/adjuster bolts and re-check belt tension.
- **Check water pump condition.** Renew the pump if it is evidently weeping, or if the bearings feel rough when rotated, or if they show any signs of more than just perceptible side play.



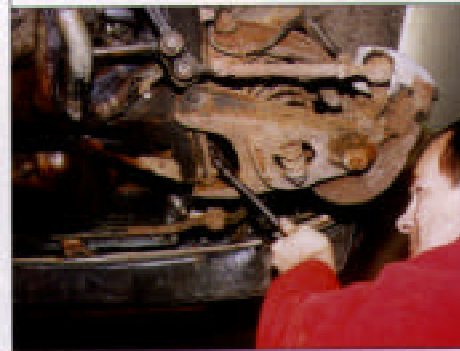
5 Examine ignition system

- **Every 3000 miles, check ignition system** for deterioration of contact breaker points, rotor arm, distributor cap and high tension leads. Conventional coil/contact breaker system was standard on early cars; breakerless electronic ignition fitted to later models. US specification engines had twin sets of contact points – one set, with 'retarded' spark, for starting; the other for normal running. Check model-specific manual for contact breaker gap/timing settings.
- **Every 6000 miles, install new contact breaker points, check spark plugs;** re-gap to 0.5 to 0.6mm (0.020 to 0.024in). Take care fitting plugs, which are angled towards rear plug threads in head angled too. Plugs will cross-thread if you try to fit 'vertically'. Smear a little copper-based anti-seize compound on plug threads when fitting.
- **Every 12,000 miles, fit new spark plugs.**



10 General maintenance

- **Ensure under-engine crossmember to chassis bolts are tight.**
- **Examine ball joint gaiters.**
- **Check steering box/idler units.**
- **Look for excessive movement in steering column upper bush.**
- **Scrutinise gearchange.**
- **Assess propshaft couplings/lower ball joints.** If greasepoints fitted, re-lubricate.
- **Check front wheel bearing play.** If needed add grease (DON'T completely fill cap)/re-adjust bearings (consult manual).
- **Assess coil springs/dampers.**
- **Check suspension bushes.**
- **Examine exhaust system.**
- **Check wheels/tyres** (alloys corrode).
- **Assess clutch operation** adjust to restore free play (17mm/10mm spanners).
- **Oil controls/pivots/hinges/catches.**
- **Check brake compensator valve.**

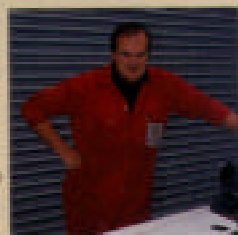


MEET THE EXPERT

Tony Castle-Miller
Middle Barton Garage

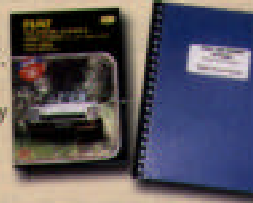
■ Working on Fiats since the mid-1960s, Tony has for the last 15 years provided service, spares supply and restoration work for enthusiasts at Middle Barton Garage in Oxfordshire. He says that generally the 124 is no more difficult to maintain than an MGB, and that apart from some body panels most components required to keep the car on the road can be obtained.

He says the cam belt is relatively easy to change, and the only special tool needed for general maintenance is for the valve clearance adjustment shims.



MAINTENANCE/REPAIR BOOKS

- **Shop Manual** published by Brooklands Books. Fiat 124 Coupé/Spider and 2000 Spider 1971-84. ISBN 1855 200791. £16.95 at Middle Barton Garage.
- **Parts Catalogue** for 124 Spider, Coupé (many exploded diagrams), published by Middle Barton Garage, £12.



SERVICE ITEMS

Availability ★★★★★	Prices from Middle Barton Garage exclude p&g.
Engine Spark plugs each	£1.74
Rotor arm (depending on type)	£2.06
Distributor cap (depending on type)	£5.58
Air filter element (depending on type)	£5.99
Oil filter	£7.83
Cam cover gaskets (each)	£3.35
Brakes Front pads (set)	£17.04
Rear pads (set)	£20.87

SPARES

Availability ★★★★★	
Engine Head gasket set (carburettor)	£39.23
Head gasket set (fuel injection)	£48.82
Sump gasket	£3.80
Transmission Clutch kit (Valeo)	£115.15
Brakes Front and rear discs (per pair)	£35.25
Master cylinder (early; single circuit)	£23.50
Master cylinder (dual circuit, 1969 on)	£69.91
Suspension Damper (each)	£45.82
Exhaust 1.8 litre engine; Downpipe	£46.25
Centre section	£39.66
Rear silencer section	£51.52
Body Sill cover ('pattern'; per pair)	£88.12
Sill cover (original, each)	£103.06
Wheel arch repair section, each	£40.87
Door - lower repair section	£54.47
Door support repair section	£21.41
Hood cover (depends on type)	£259.67

THANKS TO

■ **Tony Castle-Miller**, Middle Barton Garage, 53-55 North Street, Middle Barton, Oxon OX7 7BH. Tel: 01869 340289/340740.