

X1.9

Special Series



FIAT

Fiat X1-9: the sports formula for the true enthusiast



The X1/9 is a unique car within the Fiat range due to its mechanical layout (mid engine), body styling and type (wedge shape, two seats, removable hard top, pop-up headlights).

Designed for discerning motorists the X1/9 is being

produced in a modified version not previously available in the U.K. The new features - metallic colours, black side strips, new interior layout, wide-section tyres, fog-lights, etc. further enhance its personality with an even more aggressive look.



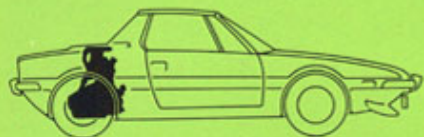
Aerodynamic wedge shape

The front of the car has been styled to ensure a very low drag co-efficient, with the gently sloping bonnet meeting a steeply sloping front at the bumper. To reduce drag to

the very minimum, the front section has been designed to be as clean as possible: one example is the headlights which are retractable so they do not break up the aero-

dynamic perfection of the wedge shape. Also noteworthy are the front air-dam and the large air inlet below the bumper.

Mid-engine



The X1/9 is unusual amongst production sports cars in having the engine located transversely in front of the rear axle. This layout, apart from its aerodynamic advantages, enables the major weight mass to be sited to give ideal distribution of weight between the front and rear wheels. The moments of inertia are thus kept to a minimum for superb road-holding, traction and unparalleled manoeuvrability. The engine is a powerful 73 hp (DIN) 1300 cc enabling the X1/9 to reach a speed of over 170 kph (105 mph).

Safety roll-bar



The X1/9 has been designed to comply with the exacting U.S.A. safety standards. Noteworthy is the adoption of a sturdy roll-over bar which ensures maximum passenger protection. It is integral with the two box-type mainbody members. The sheet steel integral body is built around an extremely robust floor pan which ensures passenger compartment rigidity. A central box-type console joins the floor pan and the instrument panel thus giving the rigidity that is so essential to the passenger compartment and hence safety.

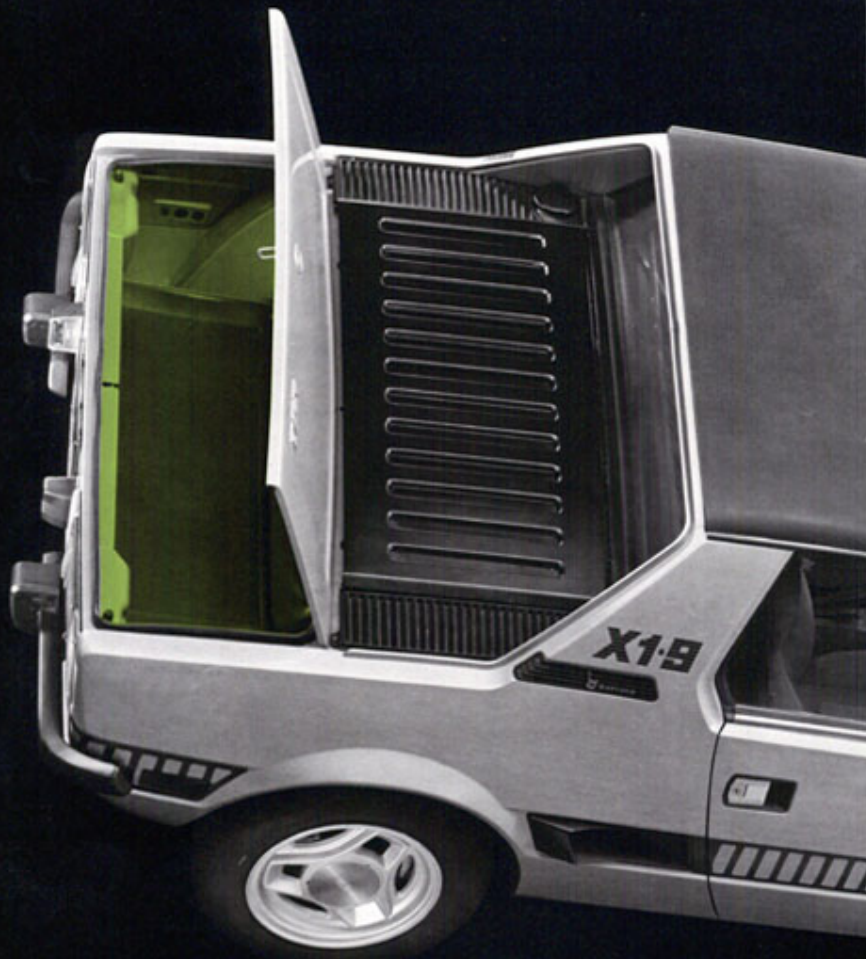
The advantages of both coupe and convertible



Quickly convertible on account of the ingenious arrangement for storing the removable hard top in the front luggage compartment. The X1/9 has all the attractions of an open two-seater with the comfort and safety advantages of a coupe. The hard top is made of a special light and particularly robust synthetic material - it is retained by means of two over centre clips onto the upper edge of the windshield at the front, and two locating arms onto the roll over bar at the rear.



Fitted at the front is an air-dam which both improves road holding at high speed, and channels air into the radiator intake located above it.



Ideal two-seater GT

The X1/9 has two luggage compartments. The front luggage compartment provides enough room to house the hard top as well as luggage. The rear one is meant for



the two elegant interior-matching suitcases which are supplied with the car.

A real sports car interior

The body of the X1/9 is designed and produced by Bertone - the famous Turin coachbuilder. Inside note the 4-spoke safety steering wheel, the body-hugging seats with built-in head restraints, the stubby gear lever. The

X1/9 now features distinctive striped cloth seats, new colour combinations, a dashboard with oddments shelf and newly designed safety instrumentation.



Pop-up headlights and fog-lights



The normal low and high beam light switch activates two electric motors which rotate the lighting units from their retracted position to the upright operating position. The retracted position was designed for aerodynamic reasons but also serves as a means of protecting the lights from



flying stones, and ensures that they stay clean. The X1/9 is also equipped with fog-lights located in a protected position under the bumper.

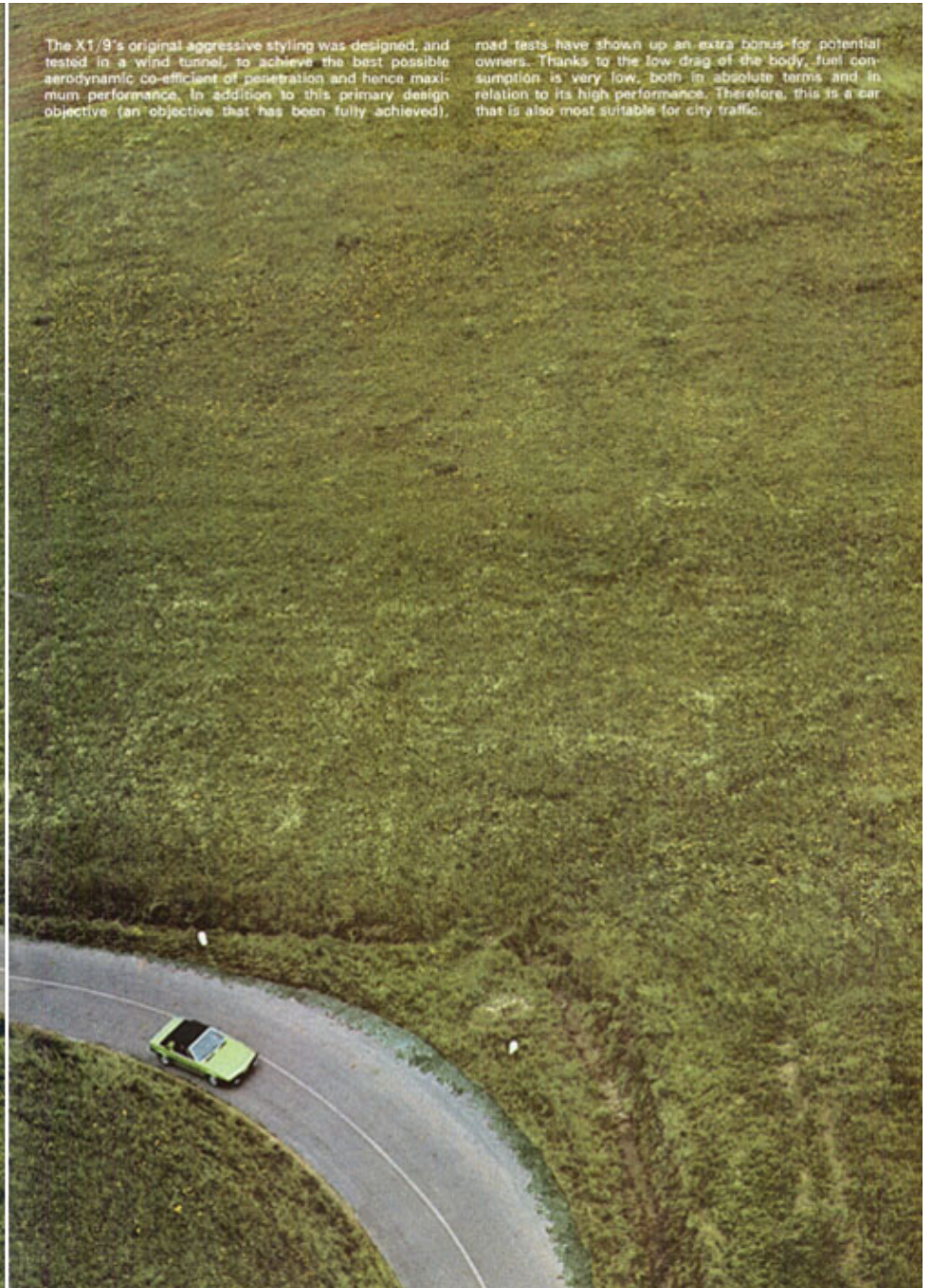
All X1/9s have a small plate located on the right side bearing the flag of the owner's country of origin, the car's serial number and coachbuilder Bertone's signature.

Performance with good fuel consumption



The X1/9's original aggressive styling was designed, and tested in a wind tunnel, to achieve the best possible aerodynamic co-efficient of penetration and hence maximum performance. In addition to this primary design objective (an objective that has been fully achieved),

road tests have shown up an extra bonus for potential owners. Thanks to the low drag of the body, fuel consumption is very low, both in absolute terms and in relation to its high performance. Therefore, this is a car that is also most suitable for city traffic.



Specification

Stressed body structure. Wheelbase 2,202 mm (7 ft 2¹¹/₁₆ in). Front track 1,335 mm (4 ft 4¹/₂ in). Rear track 1,343 mm (4 ft 4⁷/₁₆ in). Length 3,830 mm (12 ft 6³/₄ in). Width 1,570 mm (5 ft 1³/₄ in). Overall height (unladen) 1,170 mm (3 ft 10¹/₈ in).

Engine: 4 cylinders. Capacity 1,290 cc. Bore 86 mm, stroke 55.5 mm. Compression ratio 9.2:1. Maximum power 73 bhp (DIN). Cylinder group with cast-iron crankcase. Aluminium cylinder head. Crankshaft on five bearings. Overhead camshaft driven by toothed-belt. Down-draught twin-choke carburettor. Mechanical pump carburettor feed. Pressure lubrication by gear pump. Total engine oil filtration by cartridge filter. Water circulation by centrifugal pump. Blow-by gas recycling device: the gases are sucked in at the induction stroke and burnt in the cylinders. Power plant mounted transversely and suspended on flexible mountings.

Clutch: single dry plate.

Gearbox: 4 forward and one reverse gear. Flexible ring type synchronizers for forward gears. Gear lever on tunnel.

Transmission: through rear wheels by axle shafts with constant velocity universal joints at hubs and differential.

Differential: integral with gearbox. Cylindrical gear helical-toothed final drive. Ratio 13/53 (4-to-1).

Steering: rack and pinion. Column in three universally-jointed sections. Symmetrical, independent track rods for each wheel. Sealed for life bushes.

Front suspension: independent by swinging arms and strut-type pillar shock absorber units. Coil springs. All bearings of sealed-for-life type requiring no lubrication.

Rear suspension: independent, with transverse strut-type pillar shock absorber units and swinging transverse arms. Coil springs. All bearings of sealed-for-life type requiring no lubrication.

Wheels: disc with 4¹/₂-13 rims. Radial tyres 145-13. Spare wheel behind passenger seat.

Brakes: disc front and rear. Hydraulic system with dual independent front and rear circuits. Parking brake acting mechanically on rear wheel brakes.

Electric system: 12 Volts. Alternator: d.c. output 44 A. Battery 45 Ah. Spray-type windscreen washer. Constant and intermittent wiper speeds.

Petrol tank. Capacity about 48 litres (10.5 Imp gal - 12.6 U.S. gal).

Speed: over 170 km/h (105 mph).

Options: light alloy wheels, tinted windows, heated rear window.

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