

**THE NEW
X1-9
FIVE
SPEED**

FIAT



POWERFUL NEW 1500 CC ENGINE TO MATCH THE ADVANCED ENGINEERING OF THE X1-9.



The original structural formula of the X1/9 needed a more powerful engine to fully demonstrate its outstanding features. So the new X1/9 Five Speed was born. Matching the advanced styling and design of the X1/9 to a powerful new 1500 cc engine.

The new X1/9 is a showcase of modern sports car technology: 1498 cc engine, single overhead camshaft, short stroke, five main bearings, five speed gearbox, exceptional roadholding ability, midship engine, independent suspension, four disc brakes and contemporary styling inside and out.

A compact 2 seater with its own distinctive personality, the X1/9 is already firmly established as one of the world's leading popular sports cars.



85 HP EXPLOITED TO THE FULL BY MIDSHIP ENGINE.

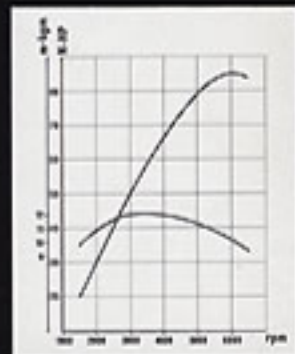


The performance of a sports car depends on two things: total power available and drive flexibility. That's why we designed a midship engine for the X1/9. To make the best possible use of its 85 hp capacity. The midship engine

means less power lost in friction as well as a more balanced distribution of weight for better roadholding. In the X1/9 60% of the overall weight is borne by the rear axle, giving perfect grip to the drive wheels during acceleration. These features combine to make the X1/9 an easy to drive, reliable and high performance car, capable of exploiting its power to the fullest.



The heart of the X1/9 is a short stroke four cylinder engine with single overhead camshaft driven by toothed belt and with five main bearings - an evolution of the 128 power plant, probably the most widely praised and successful engine in the Fiat production range.



Specially designed to handle beautifully even in the toughest conditions, this engine scores top marks for low fuel consumption; and maintenance is easy thanks to our redesigned larger engine bonnet.

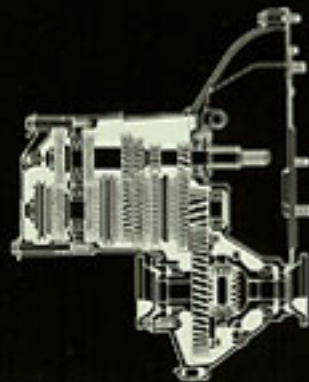


**X1-9 ACCELERATION –
IT'S QUITE A PERFORMANCE.
5 SPEED GEARBOX –
AT THE SPORTING RATIOS.**



To fully exploit the power of an engine, rpm should always be kept around recognised values. And this is possible only if the most appropriate ratio is available under all circumstances. That's why we've equipped the new X1/9 with a five speed gearbox.

With its smooth and precise shift, the new 5 speed gearbox is a classic sports car format. Five speeds make for smoother, safer overtaking, nippier acceleration and greater all-round driving comfort.



The X1/9 delivers a top speed of 112 m.p.h. (180 km/h). Reaches 1 km from a standing start in 33.2 secs. And covers the quarter mile in just 17.8 secs. The sort of performance that's guaranteed to satisfy even the most demanding sports car enthusiast. And outstrips many a car with much greater engine capacity. Fast, safe and exceptionally manoeuvrable, the new X1/9 embodies all the qualities that have brought Fiat the World Rally Championship in 1977 and 1978.

PERFORMANCE ENHANCED BY SUPERB ROADHOLDING ABILITY.



Superb roadholding under all conditions is an essential requirement of sports car motoring.

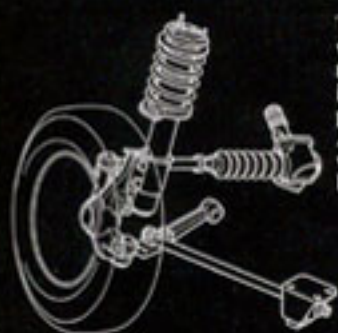
A requirement the XI/9 meets with



characteristic ease, thanks to its unique structural format.

For example the midship engine, located transversely in front of the rear axle, distributes the major weight of the car as near as possible to the centre of gravity. Result - better roadholding for safer driving. And independent suspension means constant stability even in critical situations.

Another vital element in the XI/9 safety system is the prompt, responsive rack and pinion steering. While low profile radial tyres bring extra authority to braking and cornering. The XI/9 isn't just a pretty face - that sleek, rugged body is designed to comply with the most exacting US safety standards.



The anti-roll bar is integral with the two box-type longitudinal members surrounding the floor pan for greater passenger safety. And disc brakes on the four wheels mean quick, safe braking in all situations.

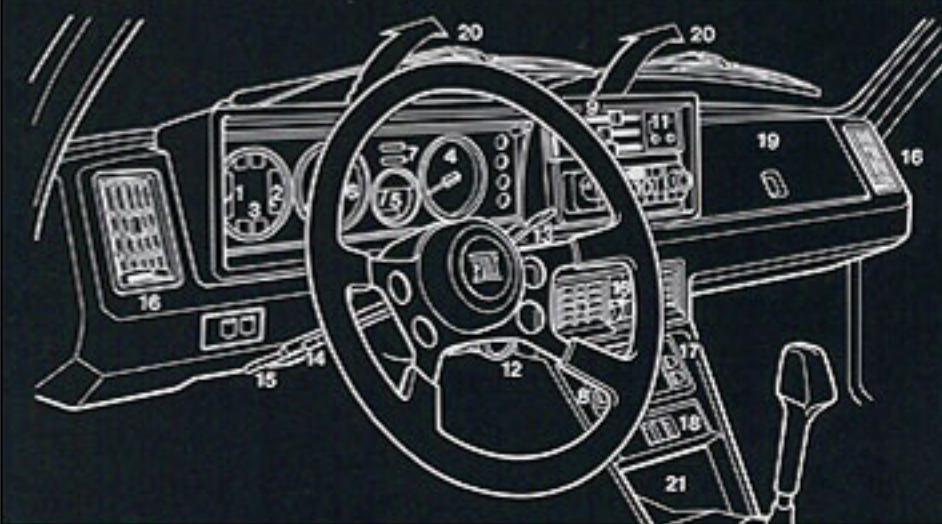


EASY-TO-READ AND FULLY INFORMATIVE INSTRUMENT PANEL.

The driving position of a sports car must satisfy very exacting requirements. Each detail must be designed to permit perfect control and concentration at all times.

And that means a fully informative, well designed instrument panel. In the XI/9, the instrumentation is divided into 3 parts, according to function.

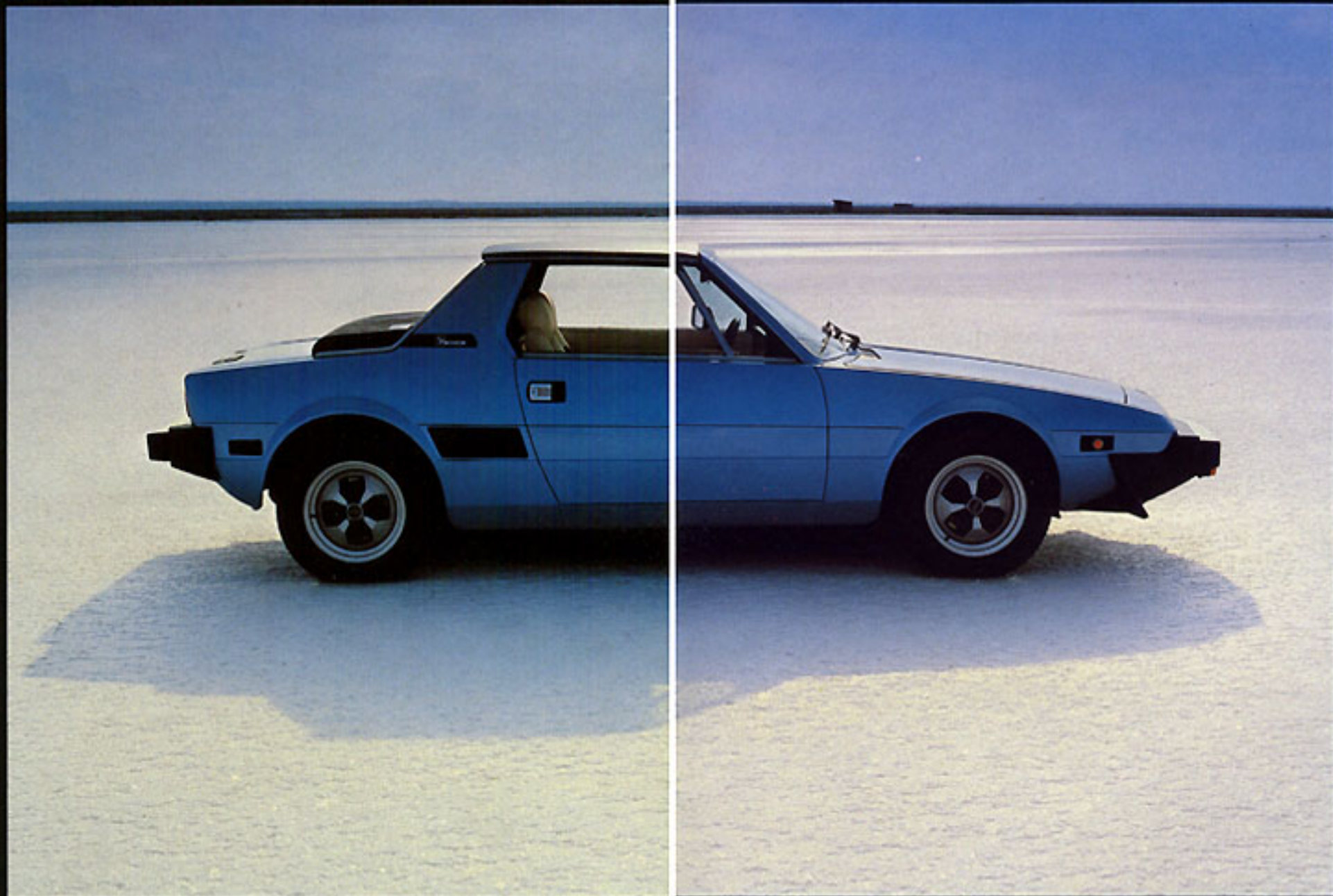
One unit contains the instrumentation as well as radio housing plus ventilation system controls. Another unit contains the spacious glove compartment. A console joins the floor and the dashboard.



The standard equipment, derived from aircraft design, includes:

- 1) Oil pressure gauge
- 2) Water temperature gauge
- 3) Battery and heated rear window warning lights
- 4) Rev counter
- 5) Fuel gauge
- 6) Speedometer & trip recorder
- 7) Direction indicators warning lights
- 8) Hazard warning lights
- 9) Ventilation system controls
- 10) Stereo radio/tape player (on request)
- 11) Digital clock (on request)
- 12) Cigar lighter
- 13) Two-speed windscreen wipers and intermitence
- 14) Direction indicators control
- 15) Light switch
- 16) Air intakes
- 17) Heated rear window control and spare switches
- 18) Ashtray
- 19) Glove box
- 20) Windscreen demister
- 21) Oddments console

AERODYNAMIC BODY SHAPE DESIGNED BY BERTONE.



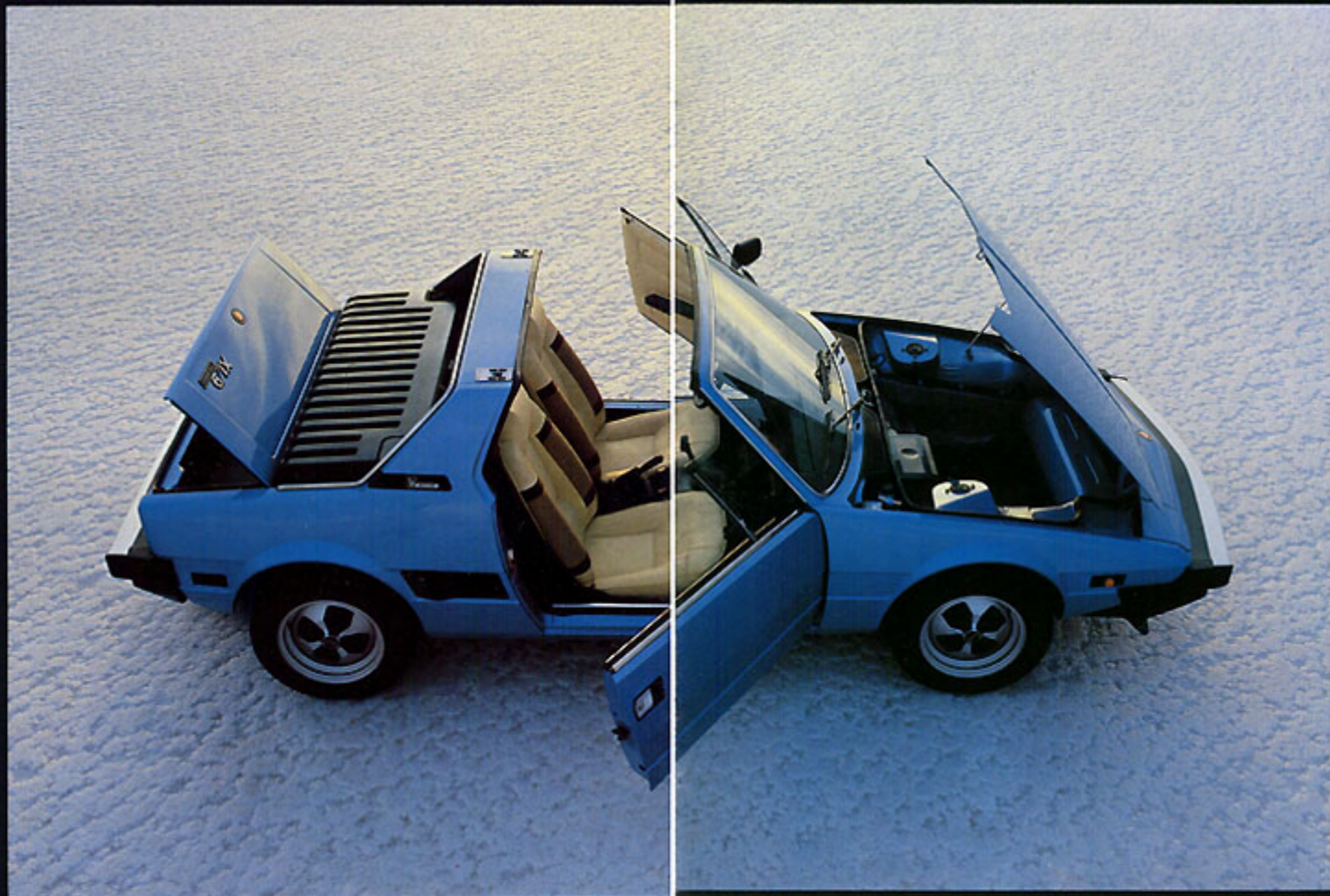
One of the world's leading car designers, Bertone, helped to create the sleek, unmistakable shape of the Fiat 127 Five Speed. The distinctive wedge shape is the result of in-depth dynamic studies aimed at achieving the best possible drag coefficient compatible with roadholding abilities.



The front is tapered to minimise the aerodynamic coefficient of drag and the large spoiler ensures greater grip and steering precision at high speeds. The grille, located in the spoiler, channels air to the radiator intake.

The new front and rear bumpers provide extra protection against minor collisions in town traffic. Made of anodised aluminium, jointed in shock absorbent matt black foam, they can withstand impacts of up to 5 m.p.h. (8 km/h).





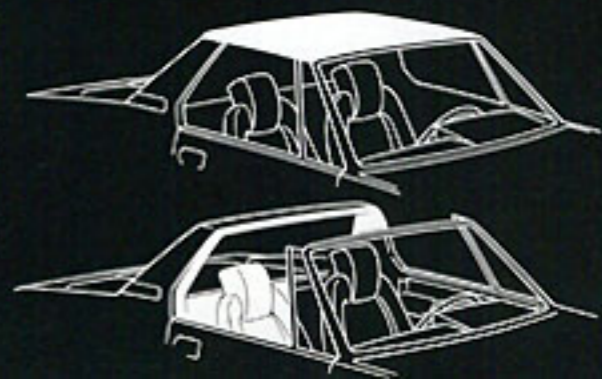
THE X1-9 - A SPORTS CAR MADE FOR TWO, PLUS LUGGAGE.

Sporting a quickly detachable hard top roof, the X1-9 is one of the most versatile sports cars around. Offering the dash and excitement of an open-air two seater with the safety and comfort of a coupe.

It will take you less than a minute to convert the X1-9 into an open two-seater: the hard top is retained by two "over-centre" catches at the top of the windscreen and by two spigots which fit into the top of the roll bar.

When removed the hard top is stored on top of the front luggage compartment. Step inside the X1-9 and you enter a new world of motoring luxury. Two luxurious wrap-around seats with built-in head restraints,

deep pile carpeting, special heat retaining upholstery and a remarkable standard of finish, right down to the last detail. The smart four-spoke steering wheel is covered in non-slip polyurethane foam for better grip. Luggage space is ample, with two compartments - at front and rear.



THE X1-9: SPECIFICATION.

Stressed body structure.
2 door - roll-bar.

Engine, centrally located, in transverse position. 4 cylinders in line. Capacity 1498 cc. Bore 86.4 mm. Stroke 63.9 mm. Compression ratio 9.2:1. Maximum power output 85 hp-DIN (62.5 kW) at 6000 rpm. Maximum torque 12 mkg DIN (118 Nm) at 3200 rpm. Five bearing crankshaft. Single overhead camshaft driven by toothed belt. Ignition by mechanical distributor. Mechanical diaphragm type pump. Twin-choke downdraught Weber carburettor, automatic choke, dry air cleaner. Pressure lubrication by gear pump.

Thermostatically controlled water cooling circulation, electric radiator fan.

Rear wheel drive.

Clutch, single dry plate, hydraulically operated, diameter 190 mm.

Gearbox, five forward speeds and reverse. Ratios: 1st 3.583 - 2nd 2.235 - 3rd 1.454 - 4th 1.042 - 5th 0.863 - reverse 3.714. Axle ratio 4.076 (13/53).

Brakes, discs front and rear. Automatic adjustment for wear. Independent front and rear circuits. Disc diameter: 227 mm, front and rear.

Front suspension independent by lower wishbones and hydraulic double acting telescopic dampers.

Rear suspension independent by lower wishbones and adjustable transverse links.

Steering, rack and pinion. Articulated steering column with two universal joints.



Wheels, pressed steel 5Jx13" rims, 165/70 SR-13" tyres.

Electrical system, 12 Volt. 45 A alternator, 45 Ah battery.

Dimensions and weights. Length 3969 mm. Width 1570 mm. Height 1180 mm. Wheelbase 2202 mm. Front track 1355 mm. Rear track 1350 mm. Capacity of luggage compartments: front 155 cu.dm.; rear 125 cu.dm. Turning circle 10 m. Fuel tank capacity: 49 litres. Kerb weight 920 kg.

Main optional extras. Heated rear window and tinted windows. Additional high beam lights. Hard top with special insulation. Digital clock. Metallic paint. Inertia-reel safety belts. Light alloy wheels. Stereo radio/tape player.

The layouts of X1/9 models and the supply of options may change from one country to another to meet special market or legal requirements.

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