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Power was about 160 hp (119 kW) at 8600 rpm with a top speed of 210 km/h (130 mph). Abarth 1974 Abarth X1-9 Prototipo in installation at Fiat's Abarth Competitions Centre in Turin Abarth subsidiary Fiat Abarth, in 1973, developed the Abarth X1/9 Prototipo to replace the 124 Spider Abarth as the main rally car Of Fiat. Ultimately, the parallel project 131 Abarth was selected by the X1/9 as the main platform of the rally competition. The X1/9 Prototipo used an 1840 cc engine (boring of the 1600 cc 124-derived unit) with a custom 16-valve cylinder head powered by two 44mm Weber IDF carburettors. Externally, the cars wore flared wheel arches, a small spoiler duck tail and an F1-style air intake designed to feed the carb to cool air from above the roof of the cars. All X1/9 Prototipos were burnt out in the traditional lime green/yellow and orange-pink Abarth color scheme. The prototype of the X1/9 Prototipo project means that the exact number of cars produced cannot be determined. Components and whole body shells were regularly changed and replaced as part of the development process, but it is believed that 5 genuine vehicles were produced. Dallar iksunonov 1975 Dallar iksunonov In 1975 X1/9 was selected by Dallara for the Class 5 special production. (Italian pronunciation X1/9) featured a modified X1/9 engine with a custom 16-valve cylinder head and fundamental changes in suspension and body/monocoque, the most obvious of which are the massively flared wheel arches and oversized rear wing. Kit conversions Faran The Faran Car Co. Ltd. was a British company that offered its Eliminator kit in both DIY and home-made form. The design was a replacement for front and rear wings along with front and rear rear bumper sections. External modifications have been completed side skirt windowsill and rear spoiler boot is no different in style that found on De Tomaso Pantera. Faran also proposed converts using Lancia or Fiat Twin Cam engine units, although some owners have decided to keep the original SOHC installation. Production of Faran kits ceased after a fire at the plant. Eurosport 1988 X1/9 1500 cc Eurosport (UK) Ltd. is a specialist X1/9 parts that produced two variants of the kit commonly referred to as full and bolt-on kits. The full kit was a contender for the Faran version and uses a wide replacement fiberglass moldings for front and rear wings as well as front and rear integrated bumper sections. The side skirt completed the styling, which featured a Ferrari Testarossa style side air intake shape in front of the rear wheels. The bolt-on kit is in contrast to the featured replacement front and rear integrated sections of the bumper that have been molded to blend with standard wings. This made it easy to use the bumpers of 1500 alloys with ease and offer a more modern look. Side skirts of the windowsill were also included in the bolt-on kit. Both kits are still available today. The Schult The Schult X1/9 was produced in Germany and is once again comparable to the fact that it drew inspiration in the style of Testarossa, but with more angular lines. The current availability for the Schult conversion is unknown. X1/9 Today UK In 2020, fewer than 300 X1/9s are legal roads in the UK. While the U.S. more than 100,000 of the roughly 160,000 X1/9 were sold in the U.S. last year, only a small fraction of that number remained on U.S. roads in 2020. There is no publicly available vehicle registration database in the U.S. of the year, but U.S.-based parts and accessories vendors specializing in FIAT and other Italian cars estimate that somewhere between 750 and 5000 X1/9s are still on the road See also Corona Dardo, Fiat X1/9 replicas sold by Fiat dealers in Brazil. Main Clubs Club X1/9 Italy (Italy) X1/9 Club Owners (UK) X1/9 Club Germany (Germany) Club X1/9 France (France) X1/9 Club Netherlands (Holland) X 1/9 Club Schweiz (Switzerland) X1/9 Club Belgian (Belgium) X1/9 Club Hungary (Hungary) X1/9 Club Osterraiçh (Austria) X1/9 Club Denmark (Denmark) Klub X1/9 Polska (Poland) Norsk X1/9 Registration (Norway) Fiat Club America (North America) Club X1/9 Australia (Australia) Club X1/9 Japan - クラブオート (Japan) Notes Note 1 X1/9 correctly pronounced in Italian as iksunonove: 'x' (cs) 'one' (uno) 'nine' (no) Phonetically iks-oo-no-nov-eh. English-speaking countries pronounce the name as x-one-nine. Links to b Ward, Phil (January 18, 2001). The Fiat X1/9 is a guide to collectors. Auto Racing Publications Ltd. 9781899870516. b c History Fiat Bertone X1/9. sportsvogn.no. Received on 22 October 2019. Fiat X1/9. carsfromitaly.net. 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