

THE FIAT DINO- CHASSIS-NUMBER MYTHOLOGY – 2000 COUPE (AC)

I have made two documents, where one is sorted by the chassis number, and the other one is sorted by the Ricambi number, but in increasing order. Everything in the document with “**BOLD LETTERS**” I have some kind of documentation on it. Either a picture of the chassis plate etc. or the original document, or a copy of the original document. I have also inserted all the modifications with descriptions from the parts catalog/ B.I.T., and as you can see it all make sense when you look at the document sorted by the Ricambi number.

135AC – 2000 Coupe:

Chassis 135AC0000026 is according to MMB (Mike Morris Book) Page 56, the first production vehicle. This is also the F.I.A. Homologation vehicle in the F.I.A. homologation document No.1491 (Coupe). The strange thing is that the engine number (135B.000-0000014) noted in F.I.A. document No.1491, is the same as the engine number noted in the F.I.A. document 563, which is the F.I.A. homologation document for the 2000 Spider!

Chassis 135AC0000027 is the Italian homologation vehicle for OM5061. The declaration of conformity was issued 12. April 1967 on chassis *0000027.

Chassis 135AC0000038 have Ricambi No. 16, so according to my theory this is the 16th vehicle produced, and the earliest AC I have managed to discover so far 😊

Chassis 135AC0002486 is the first Coupe with the 4. Exhaust silencer, there is a mismatch between OM5061 extension certificate No. 5804S & Modifica D3252. OM5061 states that the 4. exhaust silencer was implemented on chassis no. (telaio) *2486, while Modifica D3252 states that this was implemented on Ricambi No. 2486! So even at the “Ministero dei Trasporti dell`Aviazione Civile”, there is some misunderstanding during the homologation process. Or maybe Fiat Auto S.p.A. did it on purpose, or maybe chassis 2486 do have Ricambi No.2486, who knows!

On Ricambi No. 2466, the Dinoplex C was introduced. So far, I have not been able to track down the chassis number on this vehicle.

Chassis 135AC0003654 is according to MMB p.56 the last production chassis. While we today know that Chassis 135AC0003670 with Ricambi No.3621 is the highest known AC chassis number. Chassis *3670 was sold new in Sweden where it still is today.

But Chassis 135AC0003623 has Ricambi No. 3641, so this is the highest known Ricambi No. on an AC I have discovered so far and must be produced 20 vehicles later than chassis * 3670! The first Ricambi No. I have documented on a BC is 3657, so here it is only 16 vehicles between. And by this, maybe Fiat only produced 3641 AC`s, or is there a higher AC Ricambi No. out there?

Regarding the engine numbers, there is no regular “system” of the engine numbers (at least I have not found it), but the Modifiche info in the parts catalog gives us some kind of system/ guidelines. And when you study all the engine numbers I have inserted, you can clearly see a pattern of which year the engine numbers belong to, even down to which month in some cases! But you must look at the Ricambi sorted doc.