

THE FIAT DINO - CHASSIS-NUMBER MYTHOLOGY – 2000 SPIDER (AS)

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 plates 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.

135AS – 2000 Spider:

The Cinquecento:

The 2000 Spider has by far been the most interesting of the four siblings to investigate, because the 2000 Spider has been thru the most changes during the production. But there is also another “myth” to clarify with the 2000 Spider, namely “The First 500 vehicles” or the “Series 1” as also referred to! Well, this is neither the first 500 chassis No., nor the first 500 Ricambi No.! So, what can it be, well Pininfarina stamped all the Dino Spider body’s with their own body number (*Boot floor under spare wheel – back plate under the tailgate lock – Hood – The windshield wiper motor bracket*), starting with 190001, and it is the Pininfarina Body No. that is defining the “First 500”! Pininfarina body number 190500 is the last “Series 1”, this is clearly noted on the body parts catalog for the “Modifiche C/D3284” (*Most of the changes in the body spare part catalog of the Spiders, refers solely to the Pininfarina Body No.*)

Since I have documented several Chassis No. & Pininfarina Body No. there is actually a system between the chassis No. & the Pininfarina Body No. The earliest Chassis No. I have documented the Pininfarina body No. on is Chassis No. *240. Chassis No.*240 has Pininfarina Body No.190217. The next chassis I have with Pininfarina Body No. Is Chassis No. *674, which has Pininfarina Body No.190651. So, the chassis number on bout these cars are 23 digits higher than their Pininfarina Body No.! And thereby it must be like this on all the chassis between Chassis No.*240 & *674, which I also got verified on a later stage with chassis No.*522, which have Pininfarina Body No. 499, this also gives 23! So, by this I have calculated that Pininfarina Body No. 190500, must be on Chassis No.:

135AS0000523. But there is always an exception, and Chassis No.*546 have Pininfarina Body No.190524, so here it is 22 digits between! Why, at this stage I have no answer to this. But If you look at the rest of the Pininfarina body No. I have documented, the difference between the Chassis No. & Pininfarina Body No. are slowly increasing (27 -28). So here I’m clearly missing more doc. On chassis No. & Pininfarina No. to verify/ document this theory. SO PLEASE SEND ME PICTURES OF CHASSISPLATES & PININFARINA BODY PLATES. Also, interesting to see the changes in the Pininfarina Body No. between Chassis No. *1025 & *1056, where the Pininfarina Body No. changes from 190998 to 191028. So, seems like 19 is Pininfarina’s internal code for the Spider body, and the rest is the body production number. It seems like Pininfarina stamped bout the Body No. & the Chassis No., and then the chassis went randomly into the Fiat production line, and then sorted by the Ricambi Number in the final assembly at Fiat. At least that’s my theory.

Chassis 135AS0000026, is according to MMB (Mike Morris Book) Page 39, the first production vehicle. This is also the F.I.A. Homologation vehicle in the F.I.A. homologation document No.563 (Spider). The strange thing is that the engine number (135B.000-0000014) noted in F.I.A. document No.563, is the same as the engine number noted in the F.I.A. document 1491, which is the F.I.A. homologation document for the 2000 Coupe!

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Chassis 135AS0000040, is the earliest Spider I have managed to discover during this 2-year project. Chassis 135AS0000040, is for sale at Koch Klassik in Germany, but I have not been able to find the Ricambi or Pininfarina Body No. *(Yes, I have e-mailed them)*

Anybody here on FDF knowing this company, that could manage to get this info?

Chassis 135AS0000388, is the Italian homologation vehicle for OM4954. The declaration of conformity was issued 6. March 1967 on chassis *0000388.

Chassis 514 – Bilde av chassisplate kvalitet, Ricambi No. 501 er gitt i katalogen?

Chassis 135AS0000522, have Pininfarina Body No. 499, so the 2.to last of the “First 500” produced by Pininfarina. On this car I got very good contact with the owner, and received picture documentation of the chassis plate, Pininfarina body No, fuel filler cap, brake pedal return spring & engine No. This made it possible to decode the production date of his vehicle to February 1967, how?

C/D2847 – *0000522 has a square fuel filler cap, which tells me that it is a C2847, so produced before March 1967. D2847 – Round fuel filler cap was introduced from March 1967 production.

C/D2850 - *0000522 has a “hook” on the return spring of the brake pedal, which tells me that it is a D2850. D2850 – Return spring with 38mm hook was introduced in February 1967.

C/D2939 - *0000522 has engine number stamped 135B.000-0000335, so it is a C2939. D2939 was implemented on engine No.: 135B.000-0000663.

Chassis 135AS0000842, is the first Spider with the 4. Exhaust silencer, there is a mismatch between OM4954 extension certificate No. 5803S (1968.05.03) & Modifica D3252. OM4954 states that the 4. exhaust silencer was implemented on chassis No. (telaiο) *842, while Modifica D3252 states that this was implemented on Ricambi No. 842! 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 *842 do have Ricambi No.842, who knows!

On Ricambi No. 833, the Dinoplex C was introduced. So far, I have not been able to track down the chassis number on this vehicle.

Vehicle with Ricambi No. 1107 is the last produced Spider with Knock Off Wheels. So far, I have not been able to track down the chassis number on this vehicle.

Chassis 135AS0001158, is according to MMB page 39, the last production chassis.

Chassis 135AS0001158 exist in Sweden, but I have no info regarding Pininfarina No. & Ricambi No.!

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.