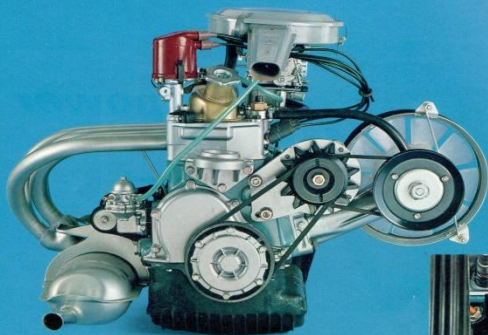


FIAT
850
SPORT
SPIDER

***Increased power
for the
850 Sport***





The 850 Sport is now faster yet safer

- 52 HP (DIN), 903 cc. engine gives more power, higher speed (over 93 m.p.h.), and still better acceleration for safer undertaking.

Refined engineering and improved roadholding for the 850 Sport

- alternator, for increased electrical output
- aluminium oil sump with large cooling area, and enlarged oil pump
- centrifugal oil filter
- wider radial ply tyres on broad based rims, and disc brakes on front wheels
- long-wear exhaust valves and valve seats



The 850 Sport has been improved in appearance and styling details

- new headlight arrangement
- front and rear bumpers with rubber overriders



More interior comfort for the 850 Sport

- improved trim with new seat, door and dashboard trim
- console between the front seats

Gauges and controls:

Main lighting switch, panel light switch, windscreen wiper switch, interior lighting switch, speedometer with trip and total mileage recorders, including high beam indicator (blue), parking light indicator (green), direction indicator (green), oil pressure gauge with warning light (red), water temperature gauge, fuel level gauge with reserve tell-tale (red), electronic rev counter, ignition warning light (red).



Specifications

Integral construction body

Dimensions:

Wheelbase 6 ft. 7 ⁵¹/₆₄ in. (2027 mm);
track: front 3 ft. 10 ¹/₁₆ in. (1170 mm);
rear 4 ft. 0 ⁷/₆₄ in. (1222 mm);
overall length 12 ft. 6 ³⁵/₆₄ in.
(3824 mm);
overall width 4 ft. 11 ¹/₁₆ in.
(1500 mm);
overall height 4 ft. 0 ¹/₃₂ in.
(1220 mm).
Turning radius
15 ft. 9 in. (4800 mm).

Engine

4 cylinders, 903 cc., 52 hp (DIN), rear
mounted. Compression ratio 9.5-to-1.
Bore and stroke 65 mm x 68 mm.
Cast-iron crankcase.

Aluminium cylinder head.
Three-bearing crankshaft. O.H. valves.
Dual-barrel carburettor. Cartridge
air cleaner. Mechanical diaphragm
fuel pump. Forced lubrication
by gear pump. Centrifugal
oil filter. Cooling system: centrifugal
pump-promoted circulation of a
special coolant mixture providing
protection down to -35° C (-31° F).
Cooling circuit with translucent
expansion tank. Plastic axial-flow fan.
Cooling temperature adjusted by
thermostat. Key-operated solenoid
starter. Oil fumes and blow-by
gases recirculation system.

Clutch

single dry plate.

Drive line

to rear wheels by two swinging
half shafts connected by runner slip
joints at differential and flexible
joints at wheels. Differential and
final drive unit incorporated in
transmission casing. Ratio: 8/39.

Gearbox

four forward speeds and reverse.
All forward gears in constant mesh
with Porsche-type synchronizer rings.

Steering

by worm screw and helical sector.
Steering post with two universal joints.
Steering linkage joints
lubricated for life.

Front suspension

independent, by
transverse-mounted leaf spring and
hydraulic telescopic double-acting
shock absorbers. Anti-roll bar.

Rear suspension

independent, by coil springs
and hydraulic, telescopic,
double-acting shock absorbers on
swinging arms. Anti-roll bar.

Brakes

hydraulic service brakes by disc at
front and drums at rear.
Hand brake acting on rear brake shoes.

Wheels

steel disc, with size 5 J-13 rims.
Radial ply tyres 155-13" or 150-13" ZX.

Fuel tank

located at rear, between engine
and firewall.
Capacity: approx. 6.6 Imp. Gals
(30 litres).

Ventilation and heating system

incorporates windscreen demisting
and defrosting; air intakes on bonnet;
heater fan in air distribution system;
heater radiator with hot water
recirculation from engine.

Electrical system

12 Volt; Alternator; current
max. 53 A; 48 Amp/h battery.

Speed

over 93 m.p.h. (150 k.p.h.).



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