

The new Fiat 124 Spider

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Overview

124 Spider Revives Legendary Nameplate with Iconic Italian Styling and Dynamic Driving Experience

- Fiat 124 Spider returns nearly 50 years after original introduction.
- Delivers iconic Italian style with modern adaptation of original Spider legend.
- Powered by turbocharged MultiAir 1.4-liter engine for 140 horsepower and 240 Nm of torque, available with manual transmission.
- Available with safety and security features, plus technologies for added comfort and convenience.
- 124 units will be available as limited-production 'Anniversary'.

The new Fiat 124 Spider revives the storied nameplate, bringing its classic Italian styling and performance to a new generation. Paying homage to the original 124 Spider nearly 50 years after its introduction, the Fiat 124 Spider delivers the ultimate Italian roadster experience with driving excitement, technology and safety combined with iconic Italian design.

Engaging driving dynamics through thoughtful engineering

In EMEA, the Fiat 124 Spider is available with the proven 1.4-liter MultiAir Turbo four-cylinder engine, the engine's first application in a rear-wheel-drive vehicle. The engine, delivers 140 horsepower and 240 Nm. of torque, and is available with a six-speed manual transmission.

The 124 Spider's suspension uses a double-wishbone layout in front and a multilink in the rear, specifically tuned for greater stability while braking and turning. Steering is light and responsive with the use of an electric power assist (dual pinion) system.

The steering and suspension setup, lightweight frame, balanced weight distribution and turbocharged engine combine for a dynamic driving experience. Noise vibration and harshness (NVH) enhancements, including an acoustic front windshield and insulation treatments, also help to deliver a refined, quiet ride.

For an open-air driving experience, the Fiat 124 Spider's soft convertible top is easy to operate and requires minimal force.

Loaded with safety, security and technology features

The all-new roadster is available with safety and security features, including adaptive front headlamps, and rear camera. A high-strength body delivers high rigidity and light weight.

The Fiat 124 Spider also includes an array of available technology features for added comfort and convenience, including the 7-inch touchscreen display with digital radio multimedia control, Bluetooth connectivity, heated seats and Keyless Enter'n Go.

A Bose premium sound system with nine speakers, including dual headrest speakers, is also available for superior sound quality even with the top down.

Design pays homage to past with modern interpretation of styling cues

The new Fiat 124 Spider, designed at Centro Stile in Turin, Italy, borrows cues from the original 1966 Spider – widely considered one of Fiat's most beautiful cars of all time – and reinterprets them for today. The 124 Spider has a timeless low-slung presence, with a classically beautiful bodyside, well-balanced proportions and a sporty cabin-to-hood ratio. Features like the hexagonal upper grille and grille pattern, "power domes" on the front hood and sharp horizontal rear lamps call to mind details of the historic Spider.

The interior is crafted and designed to focus on the occupants, with premium soft-touch materials throughout. Ergonomics were applied to emphasize the driving experience and ensure easy operation of the steering wheel, pedals and shifter while driving.

The Fiat 124 Spider is available in two trim levels: 124 Spider and Lusso. Each model is available in 8 exterior paint colors, including Rosso Passione (Solid Red), Bianco Gelato (Solid White), Nero Vesuvio (Black Metallic), Grigio Argento (Gray Metallic), Grigio Moda (Dark Gray Metallic) Bronzo Magnetico (Bronze Metallic), Azzurro Italia (Azure Metallic) and tri-coat Bianco Ghiaccio.

Special edition gives enthusiasts the chance to own one of the first Fiat 124 Spiders

To celebrate the return of the classic nameplate, 124 vehicles will be offered as a limited-edition Anniversary. Each will be individually numbered with a commemorative badge and available in Rosso Passione exterior paint with premium leather seats in black. The new Fiat 124 Spider will arrive in FIAT studios in EMEA in summer 2016.

Design

New Fiat 124 Spider pays homage to past with iconic styling, Italian design and world-class craftsmanship

- **Fiat 124 Spider takes styling cues from original Spider, reinterprets them for the 21st century.**
- **Interior crafted to focus on occupants, with soft-touch materials throughout.**
- **Available in two models – 124 Spider and Lusso – with 8 exterior paint colors.**

Designed at Centro Stile in Turin, Italy, the new Fiat 124 Spider delivers a modern adaptation of a legend. The iconic styling of the 124 Spider features cues from one of Fiat's most beautiful cars of all time – the original Spider – and translates them for the 21st century. The Fiat 124 Spider joins the FIAT family of iconic contemporary cars strongly rooted in the brand's heritage.

Exterior design

With its timeless low-slung presence, the Fiat 124 Spider features a classically beautiful bodyside with well-balanced proportions and a sporty cabin-to-hood ratio. A horizontal line emerges from the front fender, kicks up over the rear fender and flows toward the rear headlamp, an interpretation of the historical 124 Spider's body.

The upper grille has a hexagonal shape, inspired by the unique shape of the original 124 Spider's front air intake. A hexagonal grille pattern emphasizes this shape and echoes the sporty honeycomb mesh on the grille of the original 124 Spider.

Signature LED front and rear lamps add to the car's expression both day and night

The front lamps have a focused appearance, and when paired with the hexagonal front grille, give the car an "alert" expression, while the lower grille has a friendly look and an "eyelid" that wraps over each front headlamp and runs toward the upper corner of the front grille. The front turn indicators and fog lamp bezels add a dynamic touch that, combined with the wide hexagonal grille, give the front face an unmistakable character.

"Power domes" on the front hood emphasize the engine's location and power, and give a nod to the second-generation 124 Spider, where the domes were necessary to allow for larger engines. Signature

LED front and rear headlamps add to the car's expression both day and night.

The rear of the Fiat 124 Spider is defined by two main features: the "seagull" section of the rear fenders and sharp horizontal rear lamps – both elements found on the original 124 Spider. The rear fenders are shaped so that the upper surface falls inward toward the decklid, giving them a distinctive V-shape from the rear.

A signature detail is the body color insert in the rear lamps, giving the lamps a closed loop appearance. An integrated rear spoiler enhances the aerodynamic performance, and the rear license plate is mounted between the rear lamps, as on the original 124 Spider. Twin exhausts underline the performance capability of the engine.

Interior design

All the interior has been dressed design with premium materials: leather (on seats, steering wheel and gear shift) and eco leather on doors and Instrument panel, using soft touch materials to cover the rest. The Italian craftsmanship to merge the heritage with the new Fiat.

The interior of the Fiat 124 Spider is designed and crafted to focus on its occupants. Ergonomics were applied to ensure the steering wheel, pedals and shifter are easily and quickly operable while driving. The dashboard features a unique design with a colored bezel, and uses soft-touch materials.

The steering wheel was ergonomically designed to emphasize the car's handling, and is crafted with premium grained leather. The seats, which have a light net structure with unique foam shape and upholstery, were also designed using ergonomics, ensuring they comfortably fit the driver. Door panels are crafted using premium soft-touch materials and feature a Satin Chrome door handle.

From the driver's seat, the three-gauge cluster display includes a rev counter positioned in the middle for performance driving.

124 Spider

The 124 Spider model features dual-tip exhaust, black roll bar finish, and body color header, side sills and door handles. It comes standard with 16-inch alloy wheels, black premium cloth seats, halogen headlamps, LED tail lamps and cruise control. Inside, the soft-touch materials on the instrument panel are highlighted with light silver accents.

Lusso

The Lusso ("Luxury") model builds on the Classica, with standard 17-inch alloy wheels, silver-painted A-

pillar header and roll-bar cover, dual-tip chrome exhaust and fog lamps. The interior features premium leather seats in Nero (Black) or Saddle, a wrapped cluster with visible stitching and automatic climate control.

Both models are available in 8 colors: Rosso Passione (Solid Red), Bianco Gelato (Solid White), Nero Cinema (Black Metallic), Grigio Argento (Gray Metallic), Grigio Moda (Dark Gray Metallic) Bronzo Magnetico (Bronze Metallic), Azzurro Italia (Azure Metallic) and tri-coat Bianco Ghiaccio.

Engineering

New Fiat 124 Spider Engineered for Dynamic Driving Experience

- Fiat 124 Spider delivers performance-oriented and engaging driving dynamics in a robust rear-wheel-drive package.
- Turbocharged MultiAir 1.4-liter engine with a front-mounted intercooler delivers 140 horsepower and 240Nm of torque, available with manual transmission.
- Suspension, steering and noise, vibration and harshness (NVH) tuning contribute to a refined yet responsive ride.
- Easy-to-operate convertible soft top for open-air experience.

With its responsive handling, excellent power-to-weight ratio, MultiAir Turbo power, use of lightweight materials and precision engineering, the new Fiat 124 Spider delivers the dynamic driving experience synonymous with both the iconic Fiat 124 Spider of yore and today's FIAT brand.

High-performance engine designed to provides excellent vehicle performance on a Rear Wheel Drive application

The Fiat 124 Spider is powered by the reliable and well known 1.4-liter MultiAir Turbo four-cylinder engine. The engine has a max power of 140CV (103 kW) and a max torque of 240Nm.

The engine basic structure contents have not been changed: the 1.4-liter MultiAir Turbo longitudinal engine is a four cylinders in line with an aluminum bedplate, a structural oil pan and a four valve/cylinder. Total displacement is 1.368 litres with a bore of 72 mm and a stroke of 84 mm and a compression ratio of 9.8:1.

The light crank train allow to have, despite high power level, very low vibration amplitude that grant to the vehicle an excellent NVH behavior. High specific power level needs unique features in order to manage high thermo-mechanical load; in details the pistons have floating pin, and are cooled by oil-jet set on the engine block.

The MultiAir system allow to have simultaneously high performance all over the speed range and low

fuel consumption level, either at low and medium load.

Vehicle is equipped with an high permeability intake system able to minimize intake air pressure drop and a front-mounted intercooler, designed to effectively cool the compressed air, positively affecting either the in cylinder trapped air (increasing the air density) or the combustion efficiency reducing the knock risk.

This high reliability engine 1.4-liter MultiAir Turbo engine, coupled with a six-speed manual transmission allow exciting performance all-over engine speed range.

Lightweight manual transmission tuned for optimal clutch and shift feel

The 124 Spider's six-speed manual transmission is a six-speed gearbox that features a simple structure and compact, lightweight design. Its die-cast aluminum housing and materials used contribute to its lighter weight.

Shifts are direct and smooth with only a light amount of force required. The choice of gearing allows the use of a compact rear differential unit to improve fuel economy.

To contribute to the 124 Spider's precise driving dynamics, the clutch pedal operation is optimized, allowing drivers to control acceleration G-forces and delivering easy, quick shifts. The clutch pedal is ergonomically positioned to ensure the optimal length of movement between the pedal at rest and the engagement point – allowing for rhythmical gear changes with a light feeling. Optimized tuning of the pedal based on muscle characteristics results in a clutch feeling that enables precise control over the rate of acceleration.

Rear-wheel-drive system

The balanced front-to-rear weight distribution is combined with a lowered yaw inertia moment (achieved by moving the engine rearward and adopting aluminum components at the front and rear ends of the body) and a low center of gravity to deliver a light, dynamic driving experience.

The rear differential unit features a ring gear optimized to support the amount of torque produced. The thickness of the aluminum casing is reduced, maintaining strength and noise vibration and harshness (NVH) performance characteristics. The rear differential unit is compact, and the shape of the inside of

the unit is optimized to create a smooth flow of oil from the rear differential gears.

Convertible top system

An open-air driving experience is effortless with the Fiat 124 Spider's easy-to-operate soft top. By examining the natural path the driver's hand takes when opening and closing the top and how the driver can most easily apply the force required, the operation of the top is optimized. An assist spring supports the driver's action when raising the top from the fully open position, making the force required minimal. This optimization saves weight by eliminating the need for power assist system.

When the lock levers are operated to open or close the top, the windows are automatically lowered to 140 mm lower than their fully raised position, making it easier and more convenient to open the top.

The 124 Spider's seat structure also makes it simple to operate the soft top while seated. The seat provides a consistent level of support from the thighs, rear, hips and side of the ribcage, while bolsters are less snug at the shoulder level – allowing the driver's upper body freedom of motion,.

While driving the 124 Spider with the top and windows down, the human-centric proportions of the body design and the rearward placement of the front header surrounding the windshield help to guide the wind above the heads of occupants and toward the rear of the car – minimizing both the amount of wind striking occupants directly and any drafts wrapping around from behind.

Lightweight body structure

The Fiat 124 Spider's body structure applies the basic concept of using straight beams and creating a continuous framework wherever possible so the various individual sections function in harmony.

In addition, the use of aluminum and high-tensile steel provides safety and rigidity, producing a lightweight open-top body that responds briskly to a driver's will.

The straight high-mount backbone frame for the front tunnel section and the large cross section contribute to build a strong structure. In addition, the subframe and crossmembers connect to the backbone to the front and rear sections which help to provide a structure that is lightweight, safe and highly rigid.

Driving performance is enhanced by the application of aluminum parts on the body and chassis. Components made of aluminum include the hood and trunk lid, front and rear bumper reinforcements, seatback bars, underbody crossmember and bulkhead panel. To further optimize weight, the 124 Spider features an advanced seat structure that uses a lightweight net material on the seatback and seat cushion.

Suspension setup and steering contribute to dynamic driving

The Fiat 124 Spider's front suspension uses a double-wishbone layout.

The 124 Spider's multilink rear suspension helps to improve control while cornering. The dampers are connected directly to the hub supports, delivering a 1:1 damper level ratio in relation to the suspension stroke. The mounting position of the dampers is optimized to minimize changes in the ratio, helping to improve the grip of the tires. The suspension is designed to use the lateral force from the tires to increase toe-in, even under higher G-forces while cornering, to deliver greater stability while turning.

With the use of an electric power assist steering (dual pinion) system, the 124 Spider's steering is light and responsive, accurately transmitting road input with a minimum of torque variation. Applying the power assist directly to the steering rack delivers positive feedback when steering in the high G-force range. The straight steering shaft position creates a linear steering feel, with the steering gear ratio optimized to deliver a linear response that matches driver tendencies.

NVH enhancements deliver refined, quiet ride

To minimize noise and vibrations and create a quiet, comfortable ride whether the top is open or closed, engineers adjusted the characteristics between the engine mounts. In addition, the cross-section shape of the frame that joins the transmission to the rear differential is positioned to allow occupants to sit closer to the center of the vehicle, while reducing powertrain vibrations. The individual suspension components are optimized to avoid generating resonance with one another, achieving stability while handling and minimizing road noise.

Wind noise is combated with the adoption of an aerodynamically efficient design for the rear edge of the hood, the A-pillars and header. The seatbelt mounting position is located to minimize wind noise while driving with the top down.

The 124 Spider also uses a preventing fluttering and improving sound insulation to reduce noise while driving with the top up. The soft top features a headliner inside the vehicle for improved sound absorption, as well as a rear package mat that adds to sound absorption and insulation.

Technology

Fiat 124 Spider Offers Features for Added Technology, Comfort and Convenience

- Available communication, entertainment and convenience features keep drivers connected and comfortable.
- The 124 Spider offer available 7-inch touchscreen, Bose premium sound system, Bluetooth connectivity, rear camera and a 3D navigation system.

The new Fiat 124 Spider offers a range of technologies, helping to enhance the fun-to-drive nature of the vehicle, and keep drivers connected and safe.

The 124 Spider comes standard with a three-gauge cluster, featuring a large analog tachometer in the center, a speedometer on the right and an information display on the left, allowing drivers to easily monitor vehicle information.

Infotainment

The new Fiat 124 Spider features a easy-to-use infotainment systems. The Radio 3.0, standard on the 124 Spider trim, includes AM/FM radio, MP3 player, USB port, auxiliary input and six speakers.

Bluetooth connectivity with handsfree calling is optional.

The infotainment system, optional on both trim, includes a 7-inch touchscreen display, AM/FM radio, HD Radio, MP3 player, two USB ports, auxiliary input, six speakers, multimedia control, Bluetooth connectivity, rear camera and 3D navigation system.

Standard on the system, voice recognition allows drivers to operate their mobile phone, music and navigation system handsfree, to stay focused on driving. Voice-text reply also allows drivers with a compatible mobile phone to reply to a text message using predefined responses.

Other available options include navigation. For superior sound quality even with the top down, a Bose premium sound system with nine speakers, including dual headrest speakers per seat and a subwoofer, is available.

For added entertainment, the system also provides drivers with access to App Aha and Stitcher Internet radio apps via Bluetooth connectivity.

Aha by Harman

Aha makes it easy to instantly access more than 30,000 stations of audio content, including leading Internet music services, Internet radio, news, entertainment, audiobooks, Facebook and Twitter newsfeeds, weather and more.

Stitcher

Stitcher Radio is an application that provides access to thousands of radio shows and podcasts streamed directly to devices without downloading or syncing. Recommended content is automatically selected by registering content added to Favorites.

Safety

New Fiat 124 Spider loaded with advanced safety and security features

- Fiat 124 Spider offers advanced safety and security features, including adaptive front headlamps.
- High-strength body specifically designed to provide high rigidity and light weight.

High-strength body

Among the passive safety features available on the Fiat 124 Spider is a high-strength body. The new 124 Spider features a body that uses straight beams wherever possible and a continuous framework adapted specifically for a front-engine, rear-wheel-drive convertible. The result is a high-strength body with high rigidity and light weight.

A variety of measures were implemented on the body structure, and the materials provide excellent absorption of impact energy.

In the event of a frontal impact, the multi-load path structure of the body distributes impact energy in two directions. Impact force is absorbed by the upper path, which employs a cross-shaped structure for crush cans and front frame members, and the lower path, which incorporates an impact-absorbing extension on the front suspension crossmember. The upper and lower paths form a straight, uninterrupted architecture that disperses and absorbs energy across the side sills, B-pillars and tunnel section to reduce the chances of cabin deformation.

Seatback bars are positioned directly above the crossmember, which joins the sides of the body at the rear edge of the side sills, giving the 124 Spider a structure similar to the uninterrupted ring structures found in fixed-roof vehicles. In the event of a side impact, the structure takes the load of the impact, with the entire body absorbing the energy. The shape of the reinforcing brackets for the seatback bar also uses ridges to help disperse the input to the crossmember. Ultra-high-tensile steel is used on the side sills, while the strength of the A-pillars is increased with the addition of reinforcing materials. Measures taken to protect against rear-impact collisions include the adoption of a double-hat section structure on the rear side frames and the use of high-tensile steel on the upper sections to help resist deformation. Deformation control beads are positioned on the rear edge of the rear side frame

members to absorb impact. Finally, the rear suspension and a kick-up structure on the rear side frames form a multi-load path to help protect the cabin and fuel tank.

Standard and available safety and security features on the Fiat 124 Spider include:

- **Adaptive front headlamps:** Using steering input and vehicle speed, points the headlamps in the direction the driver intends to travel.
- **Active hood:** in case of pedestrian impact, the hood is automatically raised in order to increase the distance from the hard engine points.
- **Anti-lock brake system (ABS).**
- **Automatic headlamps:** Headlamps turn on and off automatically depending on exterior light levels and when the windshield wipers are turned on or off.
- **Auto-leveling headlamps:** Provides a steady distribution of light on the road regardless of the vehicle's position.
- **BeltAlert.**
- **Constant-force retractors (CFR):** Regulate the force exerted on the occupants by the seat belts and then gradually release seat-belt webbing in a controlled manner.
- **Daytime running lamps (DRL):** Lights that illuminate during daytime conditions, increasing the vehicle's visibility to other drivers.
- **Door trim construction:** Catch structure prevents door switch panels from coming loose and exposing edges or protruding parts in the event of a side impact.
- **Electronic brake-force distribution:** Assists the driver to optimize stopping distances and control under all vehicle loading conditions by regulating braking pressure front-to-rear.
- **Electronic roll mitigation (ERM):** An extension of electronic stability control (ESC). Uses input from ESC sensors to anticipate if the vehicle is at risk of entering a potential roll situation, then applies the brakes individually and modulates the throttle position as needed.
- **Electronic stability control (ESC):** Enhances driver control and helps maintain directional stability under all conditions. Provides the benefit in critical driving situations such as turns, and is valuable when driving on mixed surface conditions including snow, ice or gravel. If there is a discernible difference between driver input through the steering wheel and the vehicle's path, ESC applies selective braking and throttle input to guide the vehicle back on to the driver's intended path.
- **Electronic Vehicle Information Center (EVIC):** Provides the driver with trip, temperature, and

other vehicle information within the instrument cluster.

- **Energy-absorbing steering column:** The manual-adjust steering column utilizes two hydroformed coaxial tubes that can move relative to each other to allow the column to move forward for enhanced energy absorption during a crash.
- **Express down windows:** One-touch powered express down window button located on the front driver door.
- **Fog lamps:** Lighting to provide additional visibility in fog or other poor weather conditions.
- **Front and rear crumple zones:** Specially formed structural members that crumple and absorb energy in a collision, helping protect the occupant cabin.
- **Front seat-belt adaptive/active load limiters:** Designed to optimize the chest loading in an impact event.
- **Front seat-belt pretensioners:** During a collision, impact sensors initiate front seat-belt pretensioners to remove slack in the seat belt system, thereby reducing the forward movement of the occupant's head and torso.
- **Global position sensor (GPS):** Used for navigation guidance and electronic vehicle tracking.
- **Instrument cluster display:** Offers drivers a wide range of customization options to communicate vehicle information with easy-to-understand icons.
- **Keyless Enter 'n Go:** When an individual enters the vehicle, electronic sensors detect if the vehicle key fob is present. The vehicle will then allow the individual to push a button to start the vehicle without having to insert the key into the ignition.
- **Mechanical parking brake:** Latching brake used to keep the vehicle stationary.
- **Non-intrusive brake pedal and improved footrest:** Helps mitigate injury to driver's legs in the event of impact.
- **ParkSense rear park assist system:** The system utilizes ultrasonic sensors at low speeds in reverse to detect stationary objects.
- **ParkView rear backup camera:** Provides a wide-angle view of the area immediately behind the vehicle, giving the driver greater peace of mind before reversing at low speeds. Contains grid lines to aid the driver when maneuvering into parking spaces or narrow areas. The image is displayed on the navigation screen when the transmission is shifted into Reverse.
- **Rain-sensing wipers:** A driver convenience feature that automatically senses moisture on the windshield and activates wipers.
- **Remote keyless entry:** Locks and unlocks doors and turns on interior lamps. If the vehicle is

equipped with a security alarm, the remote also arms and disarms that system.

- **Safety cage body structure:** Protects occupants by managing and controlling energy in the event of an impact.
- **Seat structure:** Designed to deliver firm support to occupant's head during initial impact to mitigate shock to the neck.
- **Security alarm:** Deters vandalism and theft, frequently lowering insurance premiums. System protects the vehicle from theft by monitoring door-ajar switches and the ignition circuit for unauthorized entry.
- **Sentry Key engine immobilizer:** Utilizes an engine key that has an embedded transponder with a preprogrammed security code to discourage vehicle theft.
- **Side guard door beams:** Reinforcement beams inside the doors that increase occupant protection in a side collision.
- **Supplemental front seat side air bags:** Provide enhanced protection to the driver and front outboard passenger in certain impacts.
- **Three-point seat belts:** Seating positions have lap and shoulder belts.
- **Tire-pressure monitoring (TPM) system:** Informs driver when tire pressure is too low.
- **Traction control system:** Part of the standard anti-lock brake system (ABS), helps keep driving wheels from spinning during acceleration from a stop or during all speeds by applying individual brakes alone or in combination with engine torque limitation to prevent wheel slip.
- **Voice Command:** An in-vehicle, voice-activated communication system that allows drivers to operate a Bluetooth-compatible phone with their hands on the wheel and eyes on the road. When the Bluetooth phone is initially connected, the contact list is automatically downloaded, synchronizing phone book entries, which can then be selected by simply saying a contact name. It also allows drivers to switch radio mode and tune to AM/FM radio and Digital Audio Broadcast.

50 years of heritage: the history of the 124 Spider

In November 1966 at the Turin Auto Show, the Fiat 124 Spider debuted to great critical acclaim. In the nearly 50 years since its introduction, the 124 Spider has remained an icon for collectors and car buffs alike.

The Fiat 124 Spider was first sold in the U.S. market in 1968. The roadster featured a five-speed manual transmission, 1438cc twin-cam engine, four-wheel disc brakes, intermittent windshield wipers and steering column-mounted lighting controls.

The 124 Spider, which evolved from Fiat's mid-range 124 sedan, was a true sports car with broad appeal. Fiat chose the design firm Pininfarina, a longtime partner and the largest and most respected name in Italian coachbuilding, to style and build the 124 Spider.

Americans loved the Spider's proportions and unassuming Italian styling, and its water-tight soft top could be lowered from the driver's seat quickly and easily, and provided good visibility with glass rear quarter lights.

In fact, the 124 Spider's design was so successful that the vehicle was never extensively redesigned in its 19-year production run, and is still considered one of Pininfarina's greatest commercial hits.

Less than 10 years after its introduction to the U.S., the Fiat 124 Spider was such a sales success that Fiat began producing the vehicle exclusively for the U.S. market in 1975. In 1979, the vehicle was renamed the Spider 2000, referring to its new 1995cc engine.

Toward the end of 1981, Pininfarina took over the entire production process of the vehicle, and sales in Europe resumed. In 1982, production of Fiat and Pininfarina Spiders overlapped as Fiat built the last Spider 2000 models and Pininfarina began production of its own version, sold in the U.S. as the Pininfarina Spider Azzurra and in Europe as the Pininfarina Spidereuropa. The Pininfarina Spider Azzurra included leather trim, stereo/cassette player and power windows as standard.

After nearly 200,000 Spiders were built, production of the model line ended in 1985. Its extensive 19-year production run means the Fiat 124 Spider outlived nearly all of its contemporary sports car competition, excluding the Alfa Romeo Spider.

More than 170,000 124 Spiders were sold in the U.S. alone from 1968 to 1985. Today, there are nearly 8,000 still registered in the U.S.

With its global debut at the 2015 Los Angeles Auto Show, the Fiat 124 Spider revives the storied nameplate, bringing its iconic Italian styling and performance to a new generation.

Timeline

November 1966 – Fiat 124 Spider debuted at the Turin Auto Show

1968 – First Spider sold in the U.S. market

1975 – Produced exclusively for the U.S. market after immense sales success there

1979 – Renamed the Spider 2000

1981 – Pininfarina took over the entire production process of the vehicle. Sales in Europe resumed.

1982 – Production of Fiat and Pininfarina Spiders overlapped as Fiat built the last Spider 2000 models and Pininfarina began production of its own version, sold in the U.S. as the Pininfarina Spider Azzurra and in Europe as the Pininfarina Spidereuropa

1985 – Production of the model line ceased, after nearly 200,000 Spiders has been built, three-quarters of which were for the U.S. market

November 2015 – Legendary nameplate returns nearly 50 years later with the global debut of the Fiat 124 Spider at the Los Angeles Auto Show