

1976 Fiat X1/9 1300

2dr Targa . 4-cyl. 1290cc/61hp 2bbl

#1 Concours condition

\$28,000

↗ +4.9%

#2 Excellent condition

\$20,100

↗ +5.2%

#3 Good condition

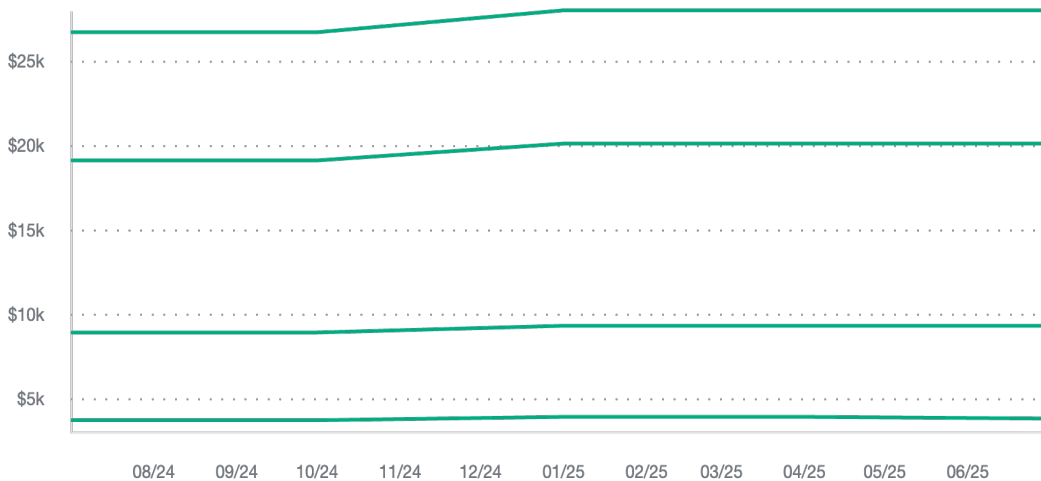
\$9,300*

↗ +4.5%

#4 Fair condition

\$3,800

↗ +2.7%



NOTE: The chart displays price changes for the last year.

Model description

By the 1970s, wedge-shaped cars had become *de rigueur* for European car manufacturers. At the height of the disco craze, Lotus had the Esprit, Triumph had the TR7, and the Italian manufacturers had seemingly abandoned all hints of curves with their new designs (Maserati Khamsin, Lamborghini Countach, Ferrari 400). Fiat, for their part, had the X1/9.

Based on a 1969 concept car, the Fiat X1/9 debuted in 1974 with styling courtesy of Bertone's Marcello Gandini. The two-seat car was an early adoptee of the wedge theme, and carried a Targa top. The Fiat 128 sedan's single-overhead-cam 1290-cc four-cylinder engine generated 67 hp, was placed mid-ship, and was mounted transversely. Packaging was incredibly compact, with a trim curb weight of 1,940 lbs. and a 46.1-inch height. Four-wheel disc brakes and independent suspension, as well as a four-speed manual transmission rounded out the package. Prices remained competitive at \$3,917 (about as much as a new MGB), and more than 20,000 were sold.

X1/9s received a makeover in 1979, with engine displacement growing to 1,498 cc, and the cars gaining an extra gear on the shifter. By 1980, fuel injection was equipped on all X1/9s instead of a Weber carburetor, and horsepower was a resultant 75.

Fiat exited the U.S. market in 1982, although Malcolm Bricklin continued to import the car directly until 1989 under the Bertone moniker. These cars had a few more creature comforts like air conditioning and power windows, but were largely unchanged from a mechanical standpoint. Badging switched from Fiat to Bertone. Sticker prices climbed steadily each year, eventually topping out at \$13,990. Paired with competition from Toyota's MR2 and Pontiac's Fiero, fewer than 20,000 Bertone X1/9s found new homes, and production stopped altogether in 1989.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The knock on the X1/9 has usually focused on the car's lack of power, but that nit tends to miss the point. Their light weight, stiff suspension, and mid-engine configuration makes smooth and twisty roads fun. Just steer clear of the drag strip. Detractors also cite lack of storage and cramped quarters, though those faults tend to be less of a concern now that the X1/9 is beyond used-car status. As is the case on most old cars, beware of rust. X1/9s suffer from iron oxide invasion as much as any car of the era, and finding a rust-free example can be time-consuming.

The Fiat X1/9 is one of the most affordable entry points into classic car ownership. While the cars weren't widely embraced when new, they do offer a fun and interesting ride for the price. Maintenance and operation are also very affordable, which continues to make the X1/9 appealing.

Body styles

2dr Targa

Engine types

4-cyl. 1290cc/61hp 2bbl

1974-1982 Fiat X1/9 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$45,675	\$110	\$6,825	83

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.