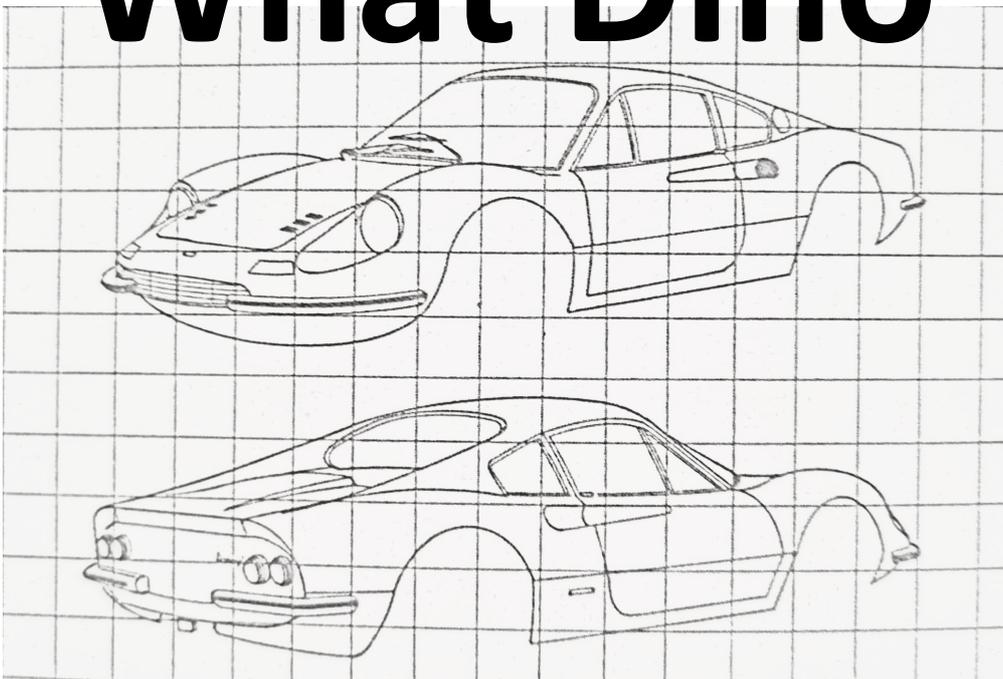


# What Dino



## Quick Reference Manual

To identify each single version of the 6-cylinder Dino



**Scuderia Gran Turismo GmbH**

Salzhub 14

83737 Irschenberg

[info@scuderia-gt.de](mailto:info@scuderia-gt.de)

[www.scuderia-gt.de](http://www.scuderia-gt.de)



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**Dino 246 GT**  
**Modifications 206 GT, 246 GT / GTS versions**



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## Dino 246 GT

### Modifications 206 GT, 246 GT / GTS versions



## Dino 246 GT

### Most evident Modifications distinguishing various versions

This briefing is intended to give a quick overview about variants and their respective most evident distinguishing characteristics.

The intention was not to name all minor changes which found their way into production during a relative long lifecycle of 8 years.

Instead it should give a handy help, fast and easy to handle like a Dino, to identify a specific car, verify it's originality and preservation or restauration status or provide information regarding correct spare parts, repair- and maintenance-work.

Sure there are other publications far more detailed but therefore voluminous, just in case you wish to know really everything about one of all-time most iconic sports cars.

A total of 4.067 Dino six-cylinder (tipo 607) GT and GTS were manufactured in 8 Years production run.

Not all modifications can be attributed to specific chassis-numbers.

Often changes made on the cars were rather scattered introduced in the production run.

So, if you find yourself with a Dino that has components which don't match with the chassis number it does not necessarily means that the car had been modified inappropriately.

You have to check first how the determined car left the factory.

Best to do this is to have a copy of the build-sheet ("Scheda di Montaggio").



*The author*

Dino 246 GT  
Modifications 206 GT, 246 GT / GTS versions



246 GT Tipo 607 -L-

**Presentation**

03/1969 „Salon D’Automobile Geneve “,

**Production**

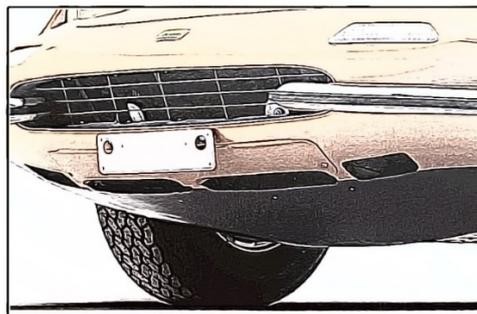
start 06/1969 end 10/1970

**Engine (Tipo 135C5)**

2.418ccm 195 PS / 7600/min (market competitor Porsche 911S declared 170PS),

Bore 92,5 -Stroke 60mm, 9:1, 226Nm/5500/min;

from outside engine-gearbox dimensions are identical to previous 2.0 six-cylinder;  
cast iron, cylinder-heads light alloy.



*Cromodora ‘flared’ knock-on hub front air-ducts with inlet-shield*

**Clutch**

reinforced, larger clutch-disk, higher-load disengage suspension, supplier VALEO.

**Chassis**

stretched by 6cm, wheelbase 2340mm (206 GT was 2280mm);

Weight distribution

42% front, 58% rear (206 GT was 45%-55%).

Sometime during production run switch from MICHELIN 185 VR 14 to 205/70 VR 14 X MICHELIN.

**Bodyshell**

length increased by 8,5 cm;

steel-bodyshell, doors and bonnets light-alloy (some cars finished completely in steel except front-bonnet still in light-alloy),

welded to the chassis (not rivetted like before),

enlarged front air-duct below bumper, additional removable shield for adjusting air-flow to coolers.

**ANSA silencer** with bigger exhaust-pipes and different exhaust-manifold;



246 GT Tipo 607 -L-

**MOMO-Leather-Steering wheel**, diameter 37cm (previous 38cm);

**Ignition-system**

slightly changed Dinoplex C AEC 101DA with distributor S 125 BX-15°, both Magneti Marelli, applicated to production some time in 12/1968;  
coil BZR 205 A 12V – 8F

**Carburettors**

WEBER 40 DCNF/1, later WEBER 40 DCNF/7

**70L Tanks**

total capacity of the two tanks, each side-mounted, was enlarged.

**Interior Trim**

leatherette with stitching only printed on,  
dashboard cover finished in „Mousehair“,  
ball-knob-gear-lever,  
lever to open filler-cap from inside cabin.

**Options**

individual bodyshell colour,  
car-radio „VOXSON“,  
automatic antenna.

Dino 246 GT  
Modifications 206 GT, 246 GT / GTS versions



246 GT Tipo 607 -M-

**Production**

start 10/1970 end 06/1971;

improvements of road-holding, handling and interior-trim,  
reinforced bumpers,  
CROMODORA LM-wheels with 5-bolts, engraved 'FIAT';



*Cromodora 5 bolts wheel*

*door-locks original position*

Note: bolts of front wheels measure 7,6 cm length, while rear ones measure only 6,7 cm in length!  
Don't interchange them !

**Chassis**

reinforced and enlarged around engine-gear-compartment mounts;  
same done to chassis central struts, which now allow for smaller inner-sills.

**Bodyshell**

rear-bumper integrated plate-illumination not welded inn anymore but separate bolted on chromed metal sheet;  
no trunk-lock-knob anymore, trunk-lit opening lever in cabin;  
door-locks repositioned below side air-intake-duct;

matt-black anodized frame of door-three-quarter-windows;  
also matt-black anodized windscreen-wiper arms.

Better bodyshell stiffness of steel-body allowed for 2,5 mm thinner windscreen-glass down to 6 mm.

Passenger side make-up mirror not removable anymore as not hold in place on sun-visor by two buttons but rather glued to sun-visor.

**Oil sump**

additional anti-splash-shield;

**Gearbox**

outside of gearbox housing maintained identical , inside changes : elimination of separate oil-pump,  
gear-shafts not drilled out but left solid.



**246 GT Tipo 607 -M-**

**Track width**

rear 30 mm wider;

**Steering-column**

crash-collapse-element integrated.

Different MOMO steering wheel, diameter reduced to 36 cm, but cracks under load;  
recommended after-market alternative MOMO „Prototipo“.

**Breaks**

Break-pads and -callipers of German manufacturer ATE.

**Ignition-system**

Further developed Dinoplex C AEC103 A (easily recognisable as case is only half the dimensions of the older versions. The electronic components are completely wrapped by plastic material and so in theory can't be exchanged anymore);  
coil BAE 200 A.

**Fuel-system**

Into left hand fuel tank a filter stick is bolted in which substitutes to the former big filter of FISPA-make.

Both tanks are not treated externally anymore with glassfiber but sprayed with an protective paint.  
At least another minor detail but which comes easily recognizable : the fuel-cap is a FIAT spare part with conventional screw thread. Gone is the cap with the unique bayonet catch.

**Interior Trim**

Major changes concern the interior.

New seats with height-adjustable headrests;

The seats are no longer adjustable in inclination, but only longitudinally.

On the door panels there is now a storage tray, which incidentally is identical to the one installed on the FIAT 500 Lusso and the 124 Spider.

A leather interior is offered, but hardly ever ordered.

The footrest in the passenger footwell as well as the passenger grab handle are gone.

The beautiful dashboard was revised. The glove compartment lid was made narrower to make room for heating and ventilation levers to be moved from the centre console to the dashboard and for a car radio to be installed beneath.

The switches for the electric windows, which were now available as an option, took their place on the centre console.

**Dino 246 GT**  
**Modifications 206 GT, 246 GT / GTS versions**



**246 GT Tipo 607 -M-**

**Options**

Electric windows;

Hazard-blinkers for German- and Austrian-market deliveries;

small red warning-light integrated into rearward door panel to signal open doors;

single rectangle reversing light in mid rear position.

Radios from VOXSON or AUTOVOX could be ordered ex works.

The availability of a right-hand drive version was also new.

**246 GT Tipo 607 -E-**

**Production**

start 06/1971 until 01/1974

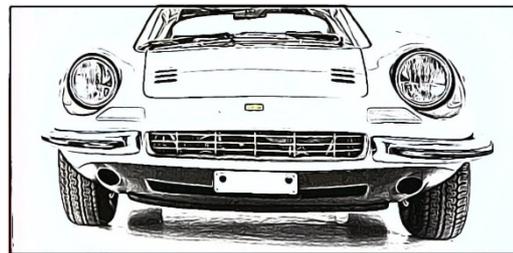
1.779 version "246 GT";

from 02/1972 to 07/1974 Targa version "246 GTS";

1.282 version "246 GTS".



*Daytona-seats, adjustable headrests, new centre console*



*E-Series two round air-inlets*

**Wheels Seats Bodyshell**

One of the most striking features of the -E- series are the optional Campagnolo 7 ½" rims with correspondingly flared wheel arches, further so-called "Daytona seats" as well as below the front bumper an additional large air opening with spoiler lip and finally the now parallel working wiper arms, in contrast to the earlier "butterfly wipers".

For the first time, air conditioning was on the options list.

Only the connoisseur will notice that the radiator grille has been given a slightly more angular shape, the bumpers have been shortened at the side of the radiator grille so that they no longer reach into the radiator inlet.

Clearly visible is the new chrome strip at the rear, which houses the number plate illumination.

**Engine**

If you open the bonnet, you will notice that there are two oil filler necks at the front and rear cylinder heads. On the other hand, there is only one oil drain plug, no longer two ...

Functionally important is a change that was probably introduced from engine number 135 CS 0000010000, chassis no. 04000 :

new chain tensioners in the camshaft drive should cause a better chain tension and thus prevent the danger of a loose running chain jumping over.

The valve covers, now made of aluminium instead of magnesium, can also be distinguished from the outside: they have a grey material colour, no longer brown-olive.

**Dino 246 GT**  
**Modifications 206 GT, 246 GT / GTS versions**



**246 GT Tipo 607 -E-**

In the middle of `72, after the end of the production of Fiat Dino Coupé and Spider, Ferrari finally received Cromodora rims for the Dino production, embossed with the lettering "Dino".

**Gearbox**

The gearbox was completely revised, all ratios were changed.

As a result, the new gearbox had a slightly longer ratio, which lowered the engine speed to the recommended maximum of 7,800 rpm when reaching top speed.

**Ignition-system**

From approx. 06/73 a much improved ignition-coil by Magneti Marelli was introduced : BAE 203 A.



**246 GTS Tipo 607 -E-**

**Presentation**

02/1972

**Production**

first car 02/1972, last „246 GTS“ 10/1974;

1282 total of “246 GTS”

**Chassis**

inner sills were reinforced so to maintain torsional stiffness of open Targa-version.

**Bodyshell**

gross weight of Targa-version was given by works with 1.120 kg (+40 kg compared to GT);

floor-panels not finished anymore in GFK but metal;

Round profile door seals now applicated also as hood-seals;

frames of side-vent-windows chromed again;

**Interior Trim**

Rollo curtains instead of sun-visors;

lock for securing levers of trunk, filler-cap and engine-hood.

**US-Version**

For the US-market due to local homologation-requirements series -E- cars were delivered with special equipment.

Antipollution measurements cost a loss in power-output of some 20 HP for the US-version engine.



**Quick-Referenz PRODUKTION DINO GT**

(Jahr, Typ, erste Chassis-Nr. - letzte-, Anzahl produzierte Fahrzeuge)

Jahr	Tipo	Chassis	Stck.	Total	Tipo	Chassis	Stck.	Total	Tipo	Chassis	Stck.	Total
1966	206 GT	00106	1									
1967		10523	3									
1968		00108	97									
1969		00302-00410	53	154	246 GT -L-	00406	81					
1970		00570-01116	274	355	246 GT -M-	01118	149					
1971				497	246 GT -E-	02132	485					
1972				822		03098	822					
1973				469		05566	469					
1974				3		07642-08518	3	1.779				
												<b>2.785</b>

**Quick-Reference PRODUCTION DINO GTS**

(Year, model-type, first-chassis-no. - last-, number produced cars)

Year	Tipo	Chassis	Units	Total
1972	246 GTS -E-	03390	287	
1973		05476	682	
1974		07640-08518	313	1.282

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