Contents

FIAT Tipo DGT

FIAT Tipo DGT/SX

About this manual

Its aim

The aim of this manual is to help you get the best value from your vehicle. It can do so in several ways. It can help you decide what work must be done (even should you choose to get it done by a garage), provide information on routine maintenance and servicing, and give a logical course of action and diagnosis when random faults occur. However, it is hoped that you will use the manual by tackling the work yourself. On simpler jobs it may even be quicker than booking the car into a garage and going there twice, to leave and collect it. Perhaps most important, a lot of money can be saved by avoiding the costs a garage must charge to cover its labour and overheads.

The manual has drawings and descriptions to show the function of the various components so that their layout can be understood. Then the tasks are described and photographed in a step-by-step sequence so that even a novice can do the work.

Its arrangement

The manual is divided into eleven Chapters, each covering a logical sub-division of the vehicle. The Chapters are each divided into Sections, numbered with single figures, eg 5; and the Sections into paragraphs (or sub-sections), with decimal numbers following on from the Section they are in, eg 5.1, 5.2, 5.3 etc.

It is freely illustrated, especially in those parts where there is a detailed sequence of operations to be carried out. There are two forms of illustration: figures and photographs. The figures are numbered in sequence with decimal numbers, according to their position in the Chapter – eg Fig. 6.4 is the fourth drawing/illustration in Chapter 6. Photographs carry the same number (either individually or in related groups) as the Section or sub-section to which they relate.

There is an alphabetical index at the back of the manual as well as a contents list at the front. Each Chapter is also preceded by its own individual contents list.

References to the 'left' or 'right' of the vehicle are in the sense of a person in the driver's seat facing forwards.

Unless otherwise stated, nuts and bolts are removed by turning anti-clockwise, and tightened by turning clockwise.

Vehicle manufacturers continually make changes to specifications and recommendations, and these, when notified, are incorporated into our manuals at the earliest opportunity.

Whilst every care is taken to ensure that the information in this manual is correct, no liability can be accepted by the authors or publishers for loss, damage or injury caused by any errors in, or omissions from, the information given.

Project vehicles

The main project vehicle used in the preparation of this manual, and appearing in the majority of the photographic sequences, was a 1989 Fiat Tipo 1.6 DGT SX. Additional work was carried out and photographed on a 1989 Fiat Tipo 1.4 Formula, and a 1989 Fiat Tipo 1.6 DGT.

Introduction to the FIAT Tipo

The FIAT Tipo was first introduced to the UK market in July 1988 with the option of three engine sizes and three trim levels. This manual covers the petrol engines, but other models in the range are fitted with Diesel engines.

The Tipo was introduced by FIAT as the successor to the Strada. However, the Tipo was conceived as a totally fresh design, and shares very little with its predecessor. The controversial styling incorporates an unusually long wheelbase for a car of this class, together with a high roof line, which allows maximum use of interior space.

All models share the same 5-door Hatchback body style and a five-speed manual gearbox. 1.4 and 1.6 litre engines are available. All-round independent suspension is fitted, and the suspension and drivetrain components are mounted on subframes to reduce the transmission of road noise to the passenger compartment, and to preserve the alignment of the components in the event of minor impact.

The standard equipment fitment is comprehensive across the range, and as a result, few options are available.

For the home mechanic, the Tipo is a straightforward vehicle to maintain, and most of the items requiring frequent attention are easily accessible.

General dimensions, weights and capacities

Dimensions

Overall length	3958 mm (156.0 in)
Overall width (excluding door mirrors)	1700 mm (67.0 in)
Overall height	1445 mm (57.0 in)
Wheelbase	2540 mm (100.0 in)
Front track	1429 mm (56.3 in)
Rear track	1415 mm (55.8 in)
Turning circle	10.3 m (33.8 ft)

Weights

Kerb weight:*	
1.4 litre models	945 to 965 kg (2084 to 2128 lbs)
1.6 litre models	970 kg (2139 lbs)
Maximum gross vehicle weight	Refer to VIN plate
Maximum towing weight:	
Braked trailer:	
1.4 litre models	1100 kg (2426 lbs)
1.6 litre models	1200 kg (2646 lbs)
Unbraked trailer:	
1.4 litre models	525 kg (1158 lbs)
1.6 litre models	550 kg (1213 lbs)
Maximum towing hitch downward load:	
1.4 litre models	77 kg (170 lbs)
1.6 litre models	84 kg (185 lbs)

**Exact kerb weights depend upon model and specification*

Capacities

Engine oil (including filter):	
Drain and refill	3.30 litres (5.80 pints)
From dry (after major overhaul)	3.75 litres (6.60 pints)
Cooling system	6.5 litres (11.4 pints)
Fuel tank	55.0 litres (12.1 gals)
Manual gearbox	1.4 litres (2.5 pints)

Jacking, towing and wheel changing

Jacking and wheel changing

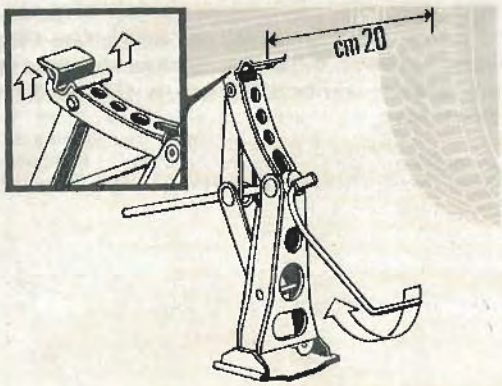
Note: *A "space-saver" spare wheel is provided on all Tipo models. The tyre fitted to this wheel is smaller than the standard tyres, and the wheel should only be used to travel the distance necessary to reach a suitable tyre repair specialist where the damaged tyre can be repaired. Do not exceed a speed of 50 mph (80 kmh) when using the spare wheel. The spare tyre has a maximum life of 1800 miles (3000 km)*

The jack supplied with the vehicle tool kit should only be used for changing roadwheels. When carrying out any other kind of work, raise the vehicle using a hydraulic jack, and always supplement the jack with axle stands positioned under the vehicle jacking points.

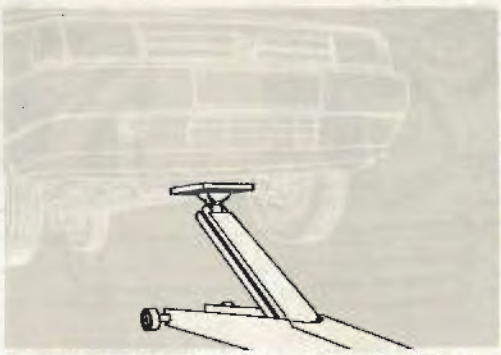
To change a roadwheel, first remove the spare wheel and jack from their stowage position with the spare wheel under the luggage compartment floor. Firmly apply the handbrake and engage first gear. Place chocks at the front and rear of the wheel diagonally opposite the one to be changed.

Remove the wheel trim and loosen the roadwheel bolts using the wheel brace provided in the tool kit. Position the jack head under the jacking point nearest the wheel to be changed. Raise the jack until the wheel is clear of the ground. Note that as the car is raised, it will tend to move horizontally due to the geometry of the front suspension; the curved base of the jack is designed to compensate for this. Remove the wheel bolts and the wheel. Fit the spare wheel and secure it with the wheel bolts, noting that the locating peg on the brake disc or drum must locate in one of the four holes in the wheel rim. Lower the jack until the wheel is just touching the ground, and tighten the wheel bolts moderately tight. Now lower the jack fully and tighten the wheel bolts securely in a diagonal sequence. Refit the wheel trim, then withdraw the jack and stow the wheel, jack and wheel brace in their respective locations.

When jacking up the vehicle with a hydraulic jack, position the jack head under one of the relevant jacking points. If the rear of the vehicle is to be jacked up, a block of wood should be positioned under the rear crossmember between the jack and the vehicle, as shown in the accompanying illustration. If the front of the vehicle is to be jacked up, a block of wood should be placed between the gearbox casing and the jack. **Do not** jack the vehicle under the sump or any of the steering or suspension components. Supplement the jack with axle stands. The jacking points and axle stand positions are shown in the accompanying illustrations. **Never** *work under, around, or near a raised vehicle, unless it is adequately supported in at least two places.*

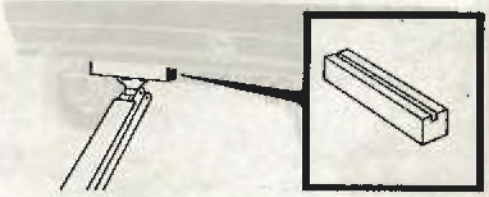


Jacking point for use with vehicle jack



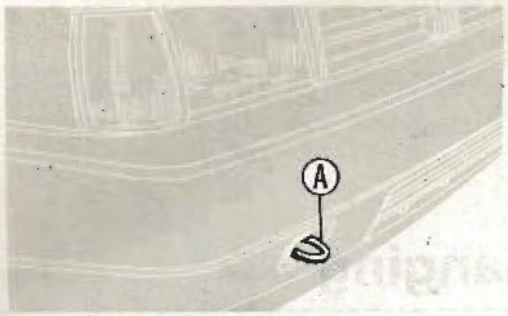
Front jacking point for use with hydraulic jack

Position jack head under gearbox casing with interposed block of wood

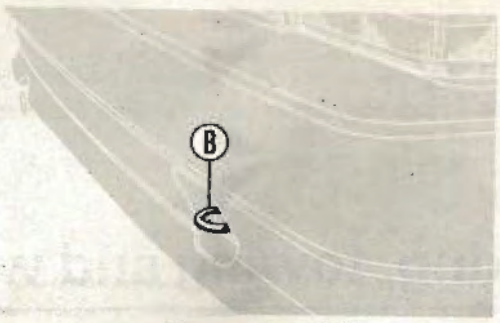


Rear jacking point for use with hydraulic jack

Dimensions of wooden block - 400 x 70 x 70 mm (16 x 3 x 3 in) with groove 10 mm (0.4 in) wide and 25 mm (1.0 in) deep



Front towing eye (A)



Rear towing eye (B)

Towing

Towing eyes are fitted to the front and rear of the vehicle for attachment of a tow rope. Always turn the ignition key to the "MAR" position when the vehicle is being towed, so that the steering lock is released and the direction indicator and brake lamps are operational.

Before being towed, release the handbrake and place the gear lever in neutral. Note that greater than usual pedal pressure will be required to operate the brakes, since the vacuum servo unit is only operational with the engine running. Similarly, on models with power steering, greater than usual steering effort will be required.