Contents

LIVING WITH YOUR FIAT PUNTO

Introduction to the Fiat Punto Page 0•4
Safety first! Page 0•5

Roadside repairs

If your car won't start Page 0•6
Jump starting Page 0•7
Wheel changing Page 0•8
Identifying leaks Page 0•9
Towing Page 0•9

Weekly checks

Introduction Page 0•10
Underbonnet check points Page 0•10
Engine oil level Page 0•12
Coolant level Page 0•12
Brake fluid level Page 0•13
Power steering fluid level Page 0•13
Tyre condition and pressure Page 0•14
Automatic transmission fluid level Page 0•15
Screen washer fluid level Page 0•15
Wiper blades Page 0•15
Battery Page 0•16
Electrical systems Page 0•16

Lubricants and fluids

Page 0•17

Tyre pressures

Page 0•18

MAINTENANCE

Routine maintenance and servicing

Fiat Punto petrol models Page 1A•1
Servicing specifications Page 1A•2
Maintenance schedule Page 1A•3
Maintenance procedures Page 1A•6
Fiat Punto diesel models Page 1B•1
Servicing specifications Page 1B•2
Maintenance schedule Page 1B•3
Maintenance procedures Page 1B•5

Contents

REPAIRS AND OVERHAUL

Engine and associated systems

SOHC (8-valve) petrol engine in-car repair procedures	Page 2A•1
DOHC (16-valve) petrol engine in-car repair procedures	Page 2B•1
Diesel engine in-car repair procedures	Page 2C•1
Engine removal and overhaul procedures	Page 2D•1
Cooling, heating and ventilation systems	Page 3•1
Fuel system - single-point petrol injection models	Page 4A•1
Fuel system - multi-point petrol injection models	Page 4B•1
Fuel system - diesel models	Page 4C•1
Exhaust and emission control systems	Page 4D•1
Starting and charging systems	Page 5A•1
Ignition system - petrol models	Page 5B•1
Preheating system - diesel models	Page 5C•1

Transmission

Clutch	Page 6•1
Manual transmission	Page 7A•1
Automatic transmission	Page 7B•1
Driveshafts	Page 8•1

Brakes and suspension

Braking system	Page 9•1
Suspension and steering	Page 10•1

Body equipment

Bodywork, trim and fittings	Page 11•1
Body electrical systems	Page 12•1

Wiring diagrams

Page 12•13

REFERENCE

Dimensions and weights	Page REF•1
Conversion factors	Page REF•2
Buying spare parts	Page REF•3
Vehicle identification	Page REF•3
General repair procedures	Page REF•4
Jacking and vehicle support	Page REF•5
Disconnecting the battery	Page REF•5
Tools and working facilities	Page REF•6
MOT test checks	Page REF•8
Fault finding	Page REF•12
Glossary of technical terms	Page REF•20

Index

Page REF•24

The Fiat Punto range was introduced in March 1994 with 1108 cc, 1242 cc and 1372 cc petrol engines and a 1698 cc diesel engine. At first, models were only available in 5-door Hatchback form, however 3-door versions followed in May 1994 and Cabriolet and Automatic versions in June 1994. At the same time a turbo diesel model was launched. Power-assisted steering and ABS were offered as options in October 1994, and the 6-speed 55SX and normally-aspirated diesel followed in June 1995. In June 1997 a minor facelift was undertaken which included improvements to the suspension and steering and various cosmetic changes. This facelift also saw the introduction of the 1242 cc DOHC 16-valve engine available in top of the range models.

All engines covered in this Manual are fitted with single- or double-overhead-camshaft engines, and all models have fully independent front and rear suspension. The distinguished lines of the bodywork together with the high level rear lighting have made the Fiat Punto a very popular small car.

Provided that regular servicing is carried out in accordance with the manufacturer's recommendations, the Fiat Punto should prove reliable and economical. The engine compartment is well-designed, and most of the items needing frequent attention are easily accessible.

Fiat Punto 55 SX 5-door

Fiat Punto 55 S 3-door

The Fiat Punto Team

Haynes manuals are produced by dedicated and enthusiastic people working in close co-operation. The team responsible for the creation of this book included:

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Wiring diagrams	**Matthew Marke**

We hope the book will help you to get the maximum enjoyment from your car. By carrying out routine maintenance as described you will ensure your car's reliability and preserve its resale value.

Your Fiat Punto Manual

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 clear step-by-step sequence.

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

Acknowledgements

Thanks are due to the Champion Spark Plug Company, who supplied the illustrations of various spark plug conditions. Thanks are also due to Draper Tools Limited, who provided some of the workshop tools, and to all those people at Sparkford who helped in the production of this manual.

We take great pride in the accuracy of information given in this manual, but vehicle manufacturers make alterations and design changes during the production run of a particular vehicle of which they do not inform us. 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.

Working on your car can be dangerous. This page shows just some of the potential risks and hazards, with the aim of creating a safety-conscious attitude.

General hazards

Scalding

• Don't remove the radiator or expansion tank cap while the engine is hot.
• Engine oil, automatic transmission fluid or power steering fluid may also be dangerously hot if the engine has recently been running.

Burning

• Beware of burns from the exhaust system and from any part of the engine. Brake discs and drums can also be extremely hot immediately after use.

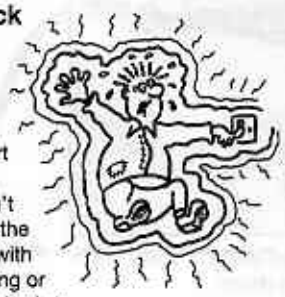
Crushing

• When working under or near a raised vehicle, always supplement the jack with axle stands, or use drive-on ramps. ***Never venture under a car which is only supported by a jack.***
• Take care if loosening or tightening high-torque nuts when the vehicle is on stands. Initial loosening and final tightening should be done with the wheels on the ground.

Fire

• Fuel is highly flammable; fuel vapour is explosive.
• Don't let fuel spill onto a hot engine.
• Do not smoke or allow naked lights (including pilot lights) anywhere near a vehicle being worked on. Also beware of creating sparks (electrically or by use of tools).
• Fuel vapour is heavier than air, so don't work on the fuel system with the vehicle over an inspection pit.
• Another cause of fire is an electrical overload or short-circuit. Take care when repairing or modifying the vehicle wiring.
• Keep a fire extinguisher handy, of a type suitable for use on fuel and electrical fires.

Electric shock



• Ignition HT voltage can be dangerous, especially to people with heart problems or a pacemaker. Don't work on or near the ignition system with the engine running or the ignition switched on.
• Mains voltage is also dangerous. Make sure that any mains-operated equipment is correctly earthed. Mains power points should be protected by a residual current device (RCD) circuit breaker.

Fume or gas intoxication

• Exhaust fumes are poisonous; they often contain carbon monoxide, which is rapidly fatal if inhaled. Never run the engine in a confined space such as a garage with the doors shut.
• Fuel vapour is also poisonous, as are the vapours from some cleaning solvents and paint thinners.

Poisonous or irritant substances

• Avoid skin contact with battery acid and with any fuel, fluid or lubricant, especially antifreeze, brake hydraulic fluid and Diesel fuel. Don't syphon them by mouth. If such a substance is swallowed or gets into the eyes, seek medical advice.
• Prolonged contact with used engine oil can cause skin cancer. Wear gloves or use a barrier cream if necessary. Change out of oil-soaked clothes and do not keep oily rags in your pocket.
• Air conditioning refrigerant forms a poisonous gas if exposed to a naked flame (including a cigarette). It can also cause skin burns on contact.

Asbestos

• Asbestos dust can cause cancer if inhaled or swallowed. Asbestos may be found in gaskets and in brake and clutch linings. When dealing with such components it is safest to assume that they contain asbestos.

Special hazards

Hydrofluoric acid

• This extremely corrosive acid is formed when certain types of synthetic rubber, found in some O-rings, oil seals, fuel hoses etc, are exposed to temperatures above 400°C. The rubber changes into a charred or sticky substance containing the acid. *Once formed, the acid remains dangerous for years. If it gets onto the skin, it may be necessary to amputate the limb concerned.*
• When dealing with a vehicle which has suffered a fire, or with components salvaged from such a vehicle, wear protective gloves and discard them after use.

The battery

• Batteries contain sulphuric acid, which attacks clothing, eyes and skin. Take care when topping-up or carrying the battery.
• The hydrogen gas given off by the battery is highly explosive. Never cause a spark or allow a naked light nearby. Be careful when connecting and disconnecting battery chargers or jump leads.

Air bags

• Air bags can cause injury if they go off accidentally. Take care when removing the steering wheel and/or facia. Special storage instructions may apply.

Diesel injection equipment

• Diesel injection pumps supply fuel at very high pressure. Take care when working on the fuel injectors and fuel pipes.

Warning: Never expose the hands, face or any other part of the body to injector spray; the fuel can penetrate the skin with potentially fatal results.

Remember...

DO

• Do use eye protection when using power tools, and when working under the vehicle.
• Do wear gloves or use barrier cream to protect your hands when necessary.
• Do get someone to check periodically that all is well when working alone on the vehicle.
• Do keep loose clothing and long hair well out of the way of moving mechanical parts.
• Do remove rings, wristwatch etc, before working on the vehicle – especially the electrical system.
• Do ensure that any lifting or jacking equipment has a safe working load rating adequate for the job.

DON'T

• Don't attempt to lift a heavy component which may be beyond your capability – get assistance.
• Don't rush to finish a job, or take unverified short cuts.
• Don't use ill-fitting tools which may slip and cause injury.
• Don't leave tools or parts lying around where someone can trip over them. Mop up oil and fuel spills at once.
• Don't allow children or pets to play in or near a vehicle being worked on.

The following pages are intended to help in dealing with common roadside emergencies and breakdowns. You will find more detailed fault finding information at the back of the manual, and repair information in the main chapters.

If your car won't start and the starter motor doesn't turn

- ☐ If it's a model with automatic transmission, make sure the selector is in P or N.
- ☐ Open the bonnet and make sure that the battery terminals are clean and tight.
- ☐ Switch on the headlights and try to start the engine. If the headlights go very dim when you're trying to start, the battery is probably flat. Get out of trouble by jump starting (see next page) using a friend's car.

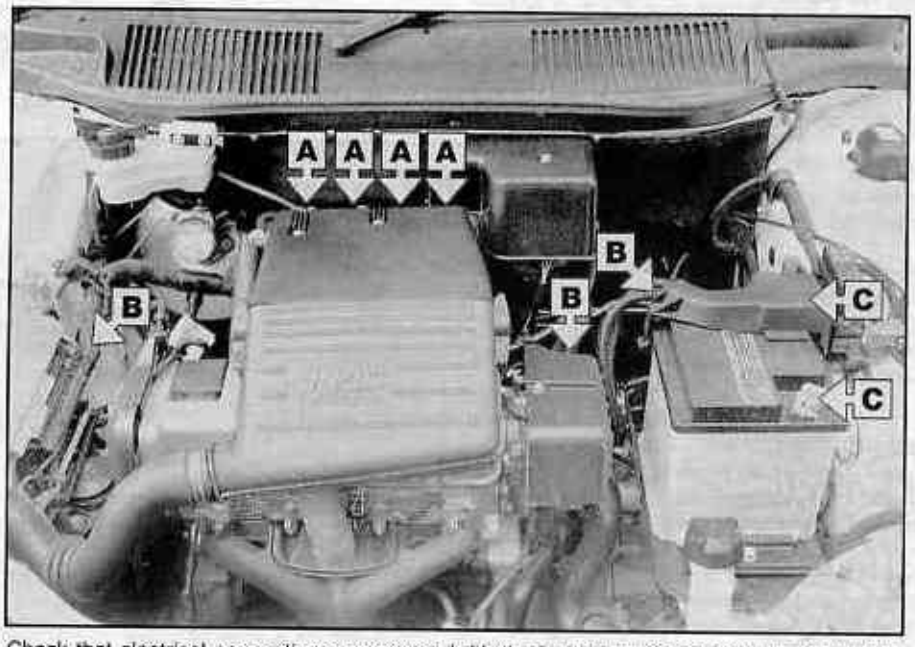
If your car won't start even though the starter motor turns as normal

- ☐ Is there fuel in the tank?
- ☐ Is there moisture on electrical components under the bonnet? Switch off the ignition, then wipe off any obvious dampness with a dry cloth. Spray a water-repellent aerosol product (WD-40 or equivalent) on ignition and fuel system electrical connectors like those shown in the photos. Pay special attention to the ignition coil wiring connector and HT leads. (Note that Diesel engines don't normally suffer from damp.)

A Check that the spark plug HT leads are securely connected by pushing them onto the plugs (petrol engine models).

B Check that the wiring to the engine compartments is securely connected.

C Check the security and condition of the battery terminals.



Check that electrical connections are secure (with the ignition switched off) and spray them with a water dispersant spray like WD40 if you suspect a problem due to damp