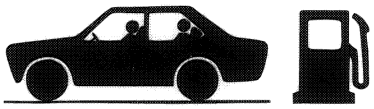
MAIN CHARACTERISTICS OF THE "98 RANGE" VERSION WITH RETURNLESS FUEL SYSTEM

The fuel system of the Punto 1242 MPI 8v has undergone an update on the fuel system which has involved dispensing with the fuel return pipe.
This update has led to the variation of some of the technical data which are listed in the tables below.

FUEL CONSUMPTION

 Fuel consumption in accordance with directive 93/116/CE (litres/100 km)	Urban	9,3
	Extra-urban	5,5
	Combined	6,9

The fuel consumption figures in accordance with regulation 93/116CE have been defined in the course of homologation tests involving:
- an urban cycle which includes a cold start followed by a varied urban cycle simulation.
- an extra-urban cycle which includes frequent acceleration in all gears simulating normal out of town usage. The speed varies between 0 and 120 kph.
- the combined average consumption includes 33% of the urban cycle and 67% of the extra-urban cycle.

The type of journey, traffic conditions, driving styles, atmospheric conditions, trim level/equipment/accessories, whether a roof rack is fitted, the presence of special equipment and the general state of the vehicle can lead to fuel consumption figures which differ from those obtained through the above mentioned procedures.

Control of CO_2 exhaust emissions

CO_2 exhaust emissions (g/km)	167

The CO_2 exhaust emissions in g/km are measured during an average combination cycle route. The emission figures are given in the table at the side

FUEL SYSTEM

Type	Weber-Marelli I.A.W. - M.P.I. integrated electronic injection/ignition
Pump	electrical immersed in the tank
Capacity	$\geqslant$ 110 l/h
Fuel pressure regulator setting	3.5 bar

ELECTRONIC INJECTION SYSTEM COMPONENTS

	1242 MPI 8v
Electronic control unit	I.A.W. 49F.D1
Butterfly casing	36 CFF1
Intake air pressure sensor	PRT 03/03
Butterfly valve position sensor	PF 2C
Injectors	IWP 023
Coolant temperature sensor	WTS 09
Twin relay for supplying electric pump and injection/ignition control unit	DRS 240 103/00
Electric fuel pump assembly (including the pressure regulator and the fuel filter)	MARWALL 0976 - 201 - 9900
Lambda sensor	Bosch LSH 25
Fuel filter	Inserted in the electric pump assembly
Fuel pressure regulator	Inserted in the electric pump assembly

For the missing figures, see previous editions (1st and 2nd volumes)

	1242 MPI 8v
STARTER MOTOR	M. MARELLI E80 E - 12 V -0,8 kW
ALTERNATOR	M. MARELLI A1151 - 14 V - 38/65A M. MARELI A1151 - 14 V - 40/75 A (●)
VOLTAGE REGULATOR	BUILT IN ELECTRONIC
BATTERY	12V - 40 Ah - 200 A 12V - 50 Ah - 250 A (●)
IGNITION COIL	M. MARELLI BAE 800 GK
SPARK PLUGS	FIAT/LANCIA 9GYSSR CHAMPION RC9YCC COOPER L7LCR

(●) For vehicles equipped with air conditioning

STATIC ADVANCE ELECTRONIC INJECTION/IGNITION

1242 MPI 8v

Make	Lost spark static advance electronic ignition integrated with the Weber - Marelli injection system
Type	IAW 49 F.D1
Firing order	1 - 3 - 4 - 2

IGNITION COIL WITH 2 HIGH TENSION SOCKETS

Make		M. Marelli
Type		BAE 800 GK
Ohmic resistance of primary winding at 20 °C	Ω	0,495 ÷ 0,605
Ohmic resist. of secondary winding at 20 °C	Ω	6660 ÷ 8140

RPM AND TDC SENSOR

Make and type		M. Marelli/Jaeger CVM
Sensor winding resistance	Ω	670 ÷ 750
Distance (gap) between sensor and crankshaft pulley tooth	mm	0,5 ÷ 1,5

ADVANCE ON ENGINE

With engine idling	13° ± 3°

SPARK PLUGS

Make and type	Champion	RC9YCC
	Fiat/Lancia	9GYSSR
	COOPER	L7LCR
Thread		M 14x1,25
Electrode gap	mm	0,85 ÷ 0,95