

PUNTO eMANUAL

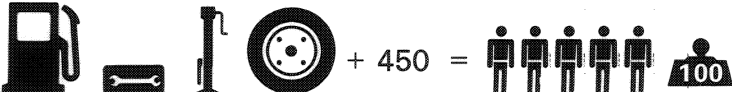
Introduction & Technical Data

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IDENTIFICATION DATA	CHASSIS	ENGINE	VERSION	N° doors	GEARBOX
 EEC STAGE 2 (CF2)	ZFA 176.000	176 B4.000	176 AR 13P	3	
			176 AR 15P	5	

ENGINE	
GEARBOX	

WEIGHTS (in kg)

	3 P	950
	5 P	965
 Kerb weight	3 P	1400
	5 P	1415
	Without braking system	400
	Without braking system	1000

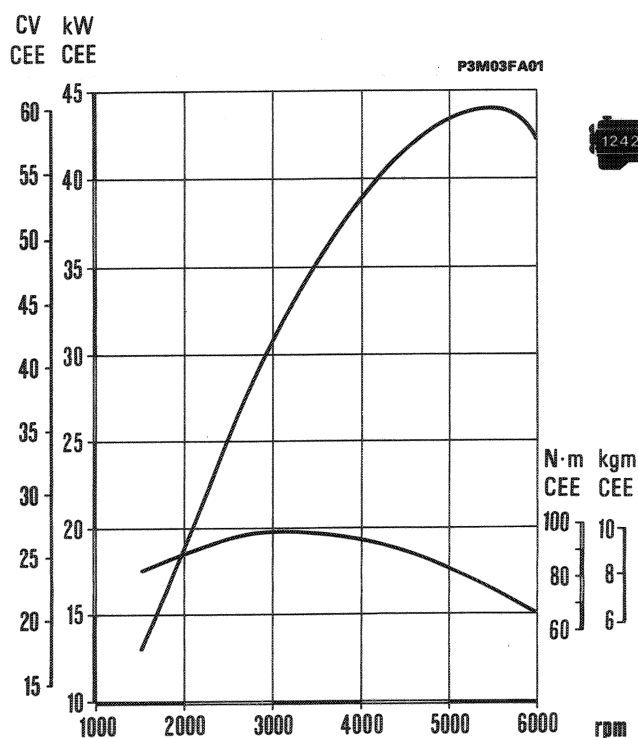


CHARACTERISTICS

	Cycle	OTTO 4 stroke	
	Timing	single overhead camshaft	
	Type of fuel system	I.A.W WEBER-MARELLI integrated electronic injection/ignition	
	Max power	kW (EEC) (CV) (EEC)	44 (60)
		rpm	5500
	Max torque	daNm (EEC) (kgm) (EEC)	9,8 (10)
		rpm	3000

TYPICAL POWER CURVES OBTAINED BY EEC METHOD

The curves illustrated can be obtained with the engine overhauled and run in (50 hours of operation) without a fan, with an exhaust silencer and air filter fitted at sea level.



Test bench cycles of overhauled engines

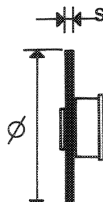
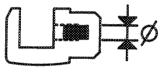
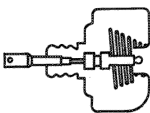
During the bench test for the overhauled engines it is not advisable to run the engines at maximum speed, but to stick to the figures given in the table; complete the running in of the engines in the actual cars.

ELECTRONIC INJECTION/IGNITION SYSTEM COMPONENTS

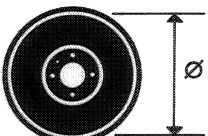
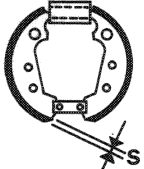
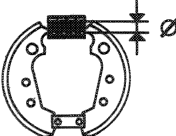
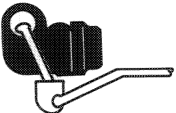
Electronic control unit	I.A.W. 16F.EN
Butterfly casing (with fuel pressure regulator incorporated)	32 MM 17
Absolute pressure sensor	M. Marelli PRT-03/02
Butterfly valve position sensor	Bosch 0.280.122.005
Air temperature sensor	ATS 05
Injector	IWM 523
Coolant temperature sensor	WEBER WTS 05/01
Twin relay for supplying electric pump and injection/ignition control unit	WEBER DRS 240 103/00
Electric fuel pump	MARWAL MSS 070/01
Lambda sensor	Bosch 0.258.003.466
Fuel filter	FI – 03

For missing figures, see previous edition print no. 506.003

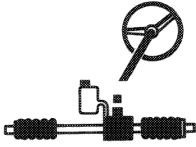
00.33

			 SPI CF2
FRONT BRAKES			Values in mm
 Disc	Ø s {  < allowed	257	
		11,80÷12,10	
		10,55	
		10,20	
 Brake pads	s < allowed	1,5	
 Caliper	Ø	48	
 Master cylinder (pump)	Ø	20,65 (13/16")	
 Servo brake	Isovac 8" vacuum acting on all four wheels		

REAR BRAKES

 Drum	Ø {  allowed	180,00 ÷ 180,25	
		180,85	
		181,35	
 Shoes	s < allowed	1,5	
 Wheel cylinders	Ø	20,60	
	{ Pressure regulators Reduction ratio	Acting on the rear wheels	
		0,25	

ENGINE	
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Type	 rack and pinion power assisted
Ratio	about 2.9
no. of turns lock to lock	
rack travel	137 mm
Minimum turning circle	9,7 m
Steering angle	outer wheel α_1 33°47'
	inner wheel α_2 37°44'
Steering col.	 with 2 universal joints

Technical data

Punto Selecta

Wheels

00.44

VERSION	 Wheel rim pressed steel, type	*  Tubeless, radial tyre type	  Inflation pressure			
			Front		Rear	
			average load	full load	average load	full load
 1242 SPI CF2	5.0 B x 14"	165/65 R 14"	2 bar	2,2 bar	1,9 bar	2,2 bar
		175/60 R 14" (*)	2 bar	1,9 bar	2,2 bar	2,2 bar
Spare wheel	4.5 B x 14" 4.0 B x 14"	135/80 B 14"	2,8 bar			

NOTE *The use of the spare wheel should be limited to distance necessary to reach a service station for the repair. Do not exceed 80 km/h.*

(*) Optional



STARTER MOTOR	M. MARELLI E80 E - 12 V - 0,8 kW
ALTERNATOR	M. MARELLI A115I - 14 V - 40/75 A
VOLTAGE REGULATOR	BUILT IN ELECTRONIC
IGNITION SYSTEM	I.A.W. INTEGRATED ELECTRONIC INJECTION/IGNITION
IGNITION COIL	M. MARELLI BAE 800 AK
SPARK PLUGS	FIAT/LANCIA 9GYSSR CHAMPION RC9YCC M. MARELLI L7LCR
BATTERY	12V - 40 Ah - 200 A 12V - 50 Ah - 250 A (■)

(■) For versions with climate control

Technical data

Punto Selecta

Electrical equipment: electronic injection/ignition

00.55

STATIC ADVANCE ELECTRONIC INJECTION/IGNITION



Type	Lost spark static advance electronic ignition integrated with Weber - Marelli injection system
Type	IAW 16F.EN
Firing order	1 - 3 - 4 - 2

IGNITION COIL WITH 2 HIGH TENSION SOCKETS

Make	M. Marelli
Type	BAE 800 AK
Ohmic resistance of primary winding at 23°C Ω	0,495 $\div$ 0,605
Ohmic resistance of secondary winding at 23°C Ω	6660 $\div$ 8140

RPM AND TDC SENSOR

Make and type	M. Marelli/Jaeger
Sensor winding resistance Ω	575 $\div$ 750
Distance (gap) between sensor and crankshaft pulley tooth mm	0,5 $\div$ 1,5

ADVANCE ON ENGINE

With engine idling	10° $\pm$ 3°
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