PUNTO eMANUAL

Gearbox & differential

Title	Page
emoving/refitting five speed gearbox	1 🕽
iagram	10 🎝



Removing-refitting

21-27.

REMOVING-REFITTING 5 SPEED GEARBOX

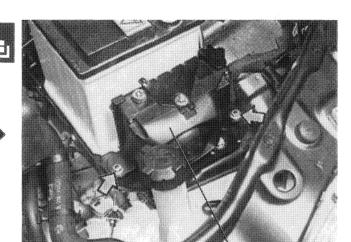
Position the vehicle on a lift.

Proceed as follows: remove the front wheels, then remove the items illustrated:

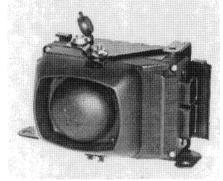


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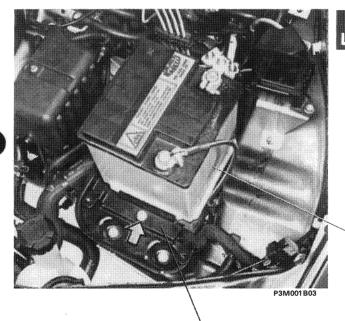
 disconnect the electrical connections and and remove anti-theft alarm and bracket;

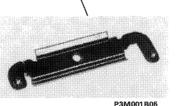


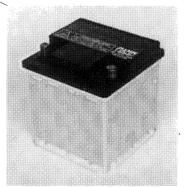
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P3M001B04





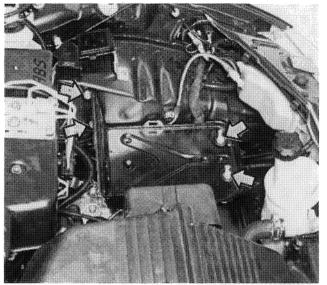


P3M001B0

Removing-refitting

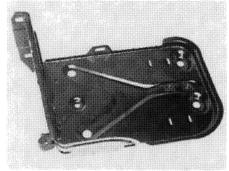
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21-27.



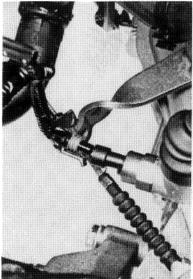


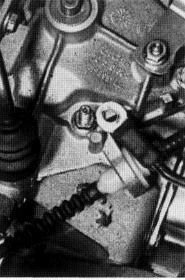




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 remove the bolts shown by the arrows and remove the battery tray;



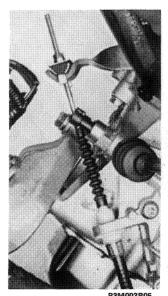


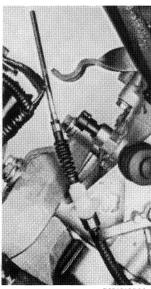




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disconnect the electrical connection for the reversing lights and the earth cable from the gearbox casing;

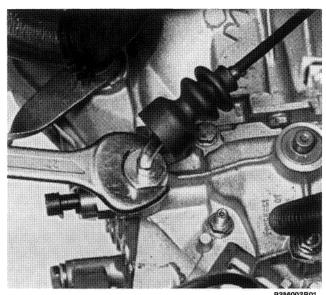




 disconnect the clutch release cable from the lever and from the retaining seat in the gearbox casing;

Removing-refitting

21-27.





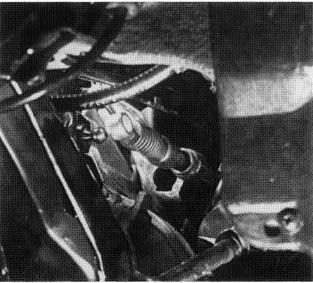
disconnect, the reverse gear inhibitor device from its housing;





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disconnect the gear selector rod from the control lever;



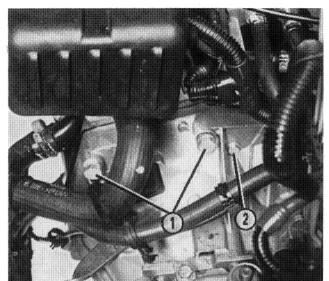
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 disconnect the gear engagement flexible cable from the control lever and the mounting bracket;

Removing-refitting

21-27.

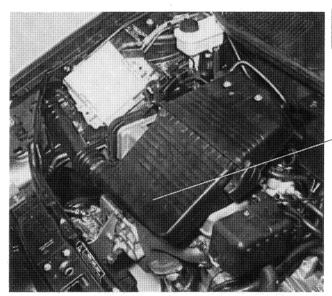




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P3M004R0

- remove the upper bolts (1) fixing the gearbox to the engine and the bolt (2) fixing the starter motor to the gearbox;







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 remove the front section of the air filter; this operation is necessary in order to be able to fit the engine support hook;



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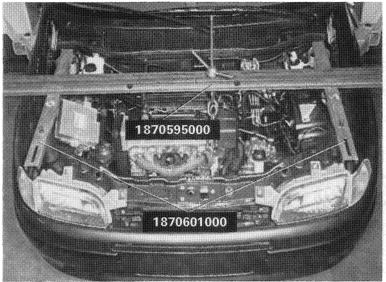
- from inside the engine compartment, disconnect the electrical connection for the

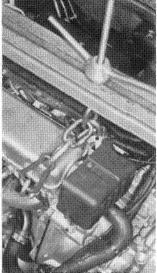
electronic speedometer;



Removing-refitting

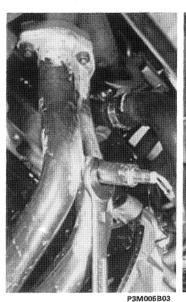
21-27.

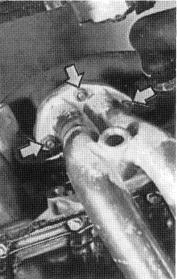






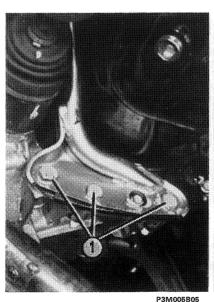
position cross member 1870595000 for supporting the engine as shown in the diagrams;

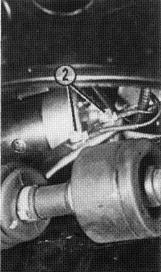






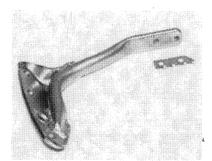
 disconnect the LAMBDA sensor and the exhaust pipe from the manifold;





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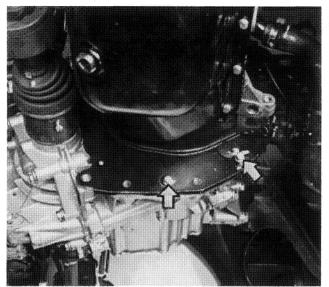
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 remove the torsion bar from the gearbox (1) and from the engine crankcase (2);

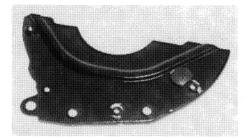
Removing-refitting

21-27.



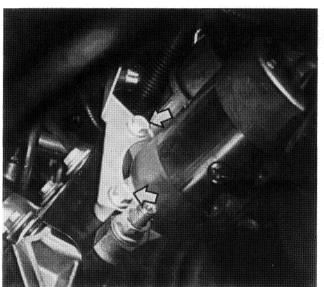






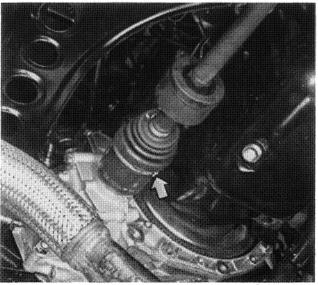
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- remove the flywheel shield;





 remove the bolts fixing the starter motor at the bottom to the gearbox casing and place the actual motor in the engine compartment;

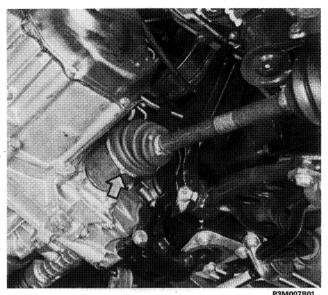




 remove the band fixing the right drive shaft three lobe joint boot the the gearbox output shaft; the three lobe joint is removed from its housing whilst removing gearbox;

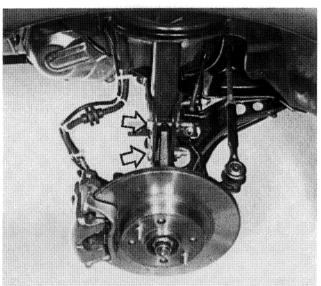
Removing-refitting

21-27.





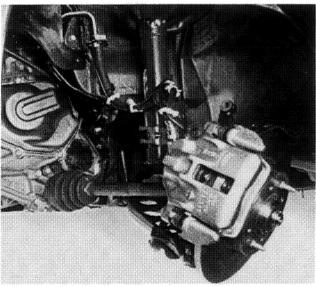
 remove the band fixing the drive shaft three lobe joint boot to the gearbox output shaft;





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 disconnect the complete damper from the left front shock absorber;



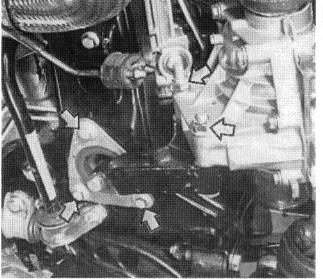
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 remove the drive shaft from the gearbox housing and fix it to prevent the rubber boots from breaking;

Removing-refitting

Punto | 1108 | 1242 |

21-27.

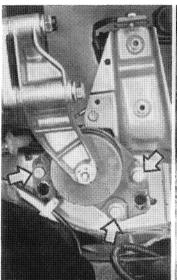


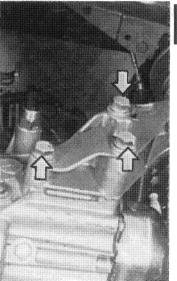




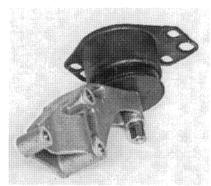
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- remove the power unit centre support;





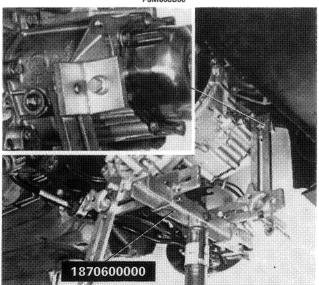




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 remove the bolts fixing the power unit support (gearbox side) to the bodyshell and to the gearbox and remove the support;



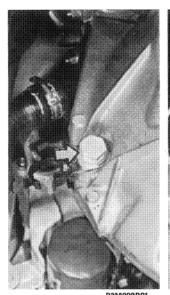


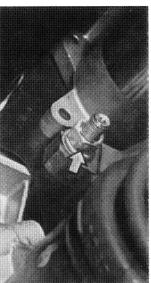


 fix support 1870600000 to the gearbox, as illustrated in the diagrams and position the jack;

Removing-refitting

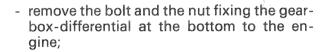
21-27







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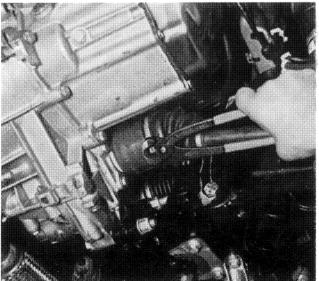


suitably manoeuvre the gearbox-differential so that it is released from the centering pins on the engine and the clutch shaft is released from the driven disc.
Lower the hydraulic lift and extract the gearbox-differential unit

NOTE When refitting the gearbox-differential unit, simply reverse the order of the operations carried out for the removal.



Clutch pedal height





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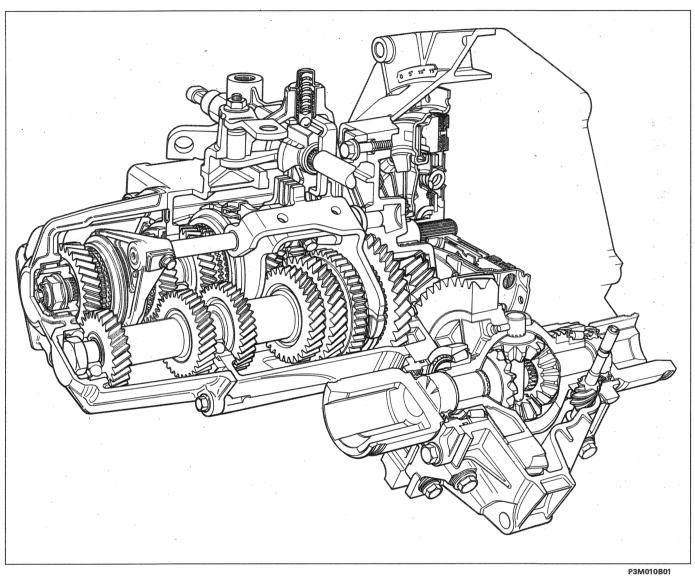
Fitting Oetiker type bands on drive shaft boots

Special Oetiker pliers have to be used to fit the bands or, alternatively, front cutting pliers.

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21-27.



View of C 514.6.10 gearbox, (6 speed) partial cross section