



695

This supplement describes all the main characteristics of the Abarth  in the version ~~695~~ **695** TRIBUTO **Ferrari**.
 For anything not dealt with, refer to the Owner Handbook in which this Supplement is enclosed.

LIST OF CONTENTS

CONTROL PANEL AND INSTRUMENTS	3	MOVING THE CAR	10
SEATS	5	Engaging the 1 st speed	10
ABARTH COMPETIZIONE GEARBOX	6	Engaging the 2 nd speed	10
STARTING THE VEHICLE	6	Engaging reverse (R).....	11
OPERATING MODES	7	ENGAGING NEUTRAL (N)	11
Manual operation (MANUAL)	7	DISPLAYED INFORMATION	12
Automatic operation (AUTO)	7	WARNING BUZZER	12
“Kick Down” function	8	PARKING THE CAR	13
SPORT FUNCTION	8	GENERAL WARNINGS	13
LEVERS ON THE STEERING WHEEL	9	WARNING LIGHTS AND MESSAGES	14
STARTING THE ENGINE	9	CHECK TRANSMISSION - SEE HANDBOOK	14

REDUCE GEARS	14	CHECKING FLUID LEVELS	17
MANUAL METHOD UNAVAILABLE	14	ABARTH COMPETIZIONE GEARBOX	
AUTOMATIC METHOD UNAVAILABLE	14	HYDRAULIC ACTUATION SYSTEM OIL	17
CLUTCH OVERTEMPERATURE – SEE HANDBOOK	15	ENGINE CODE – BODYWORK VERSION	19
PRESS BRAKE PEDAL	15	ENGINE	19
PRESS BRAKE PEDAL – DELAYED STARTUP	15	TRANSMISSION	20
GEAR NOT AVAILABLE	16	WHEELS	21
OPERATION NOT PERMITTED	16	PERFORMANCE	21
PUSH BRAKE PEDAL - REPEAT OPERATION	16	DIMENSIONS	22
SET TO NEUTRAL N (neutral)	16	WEIGHTS	23
TOWING THE CAR	17	CAPACITIES	24
SCHEDULED SERVICING PLAN	17	FUEL CONSUMPTION	24
		CO₂ EMISSIONS	24

CONTROL PANEL AND INSTRUMENTS

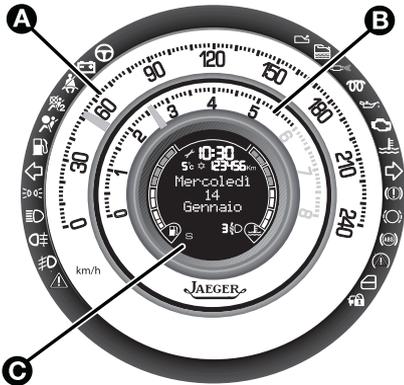


fig. I

F0S0146Ab

- A Speedometer (speed indicator)
- B Rev counter
- C Reconfigurable multifunctional display with digital fuel level indicator and digital indicator of engine coolant temperature.

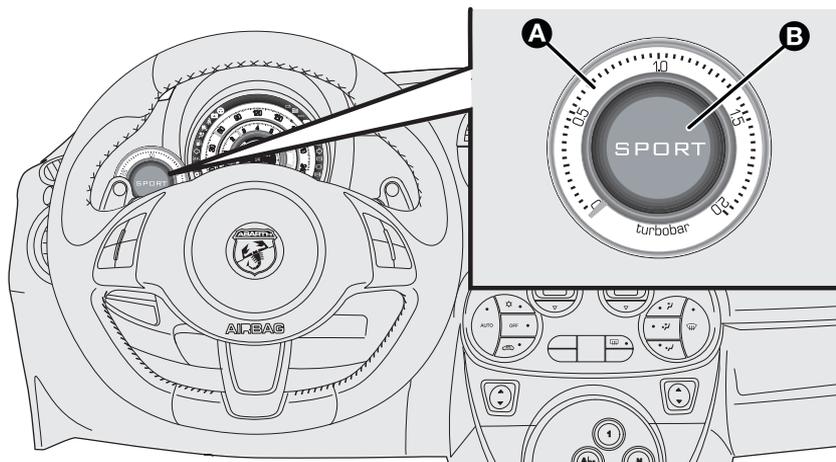


fig. 2

F0S0147Ab

INSTRUMENTS

A Turbocharger pressure gauge

B SPORT mode activation signal

SEATS

SPORT FRONT SEATS



WARNING

All adjustments must be made with the car stationary.

Fore/aft adjustment

Lift the lever **A**-fig. 3 and push the seat forwards or backwards: in the driving position your arms should rest on the rim of the steering wheel.

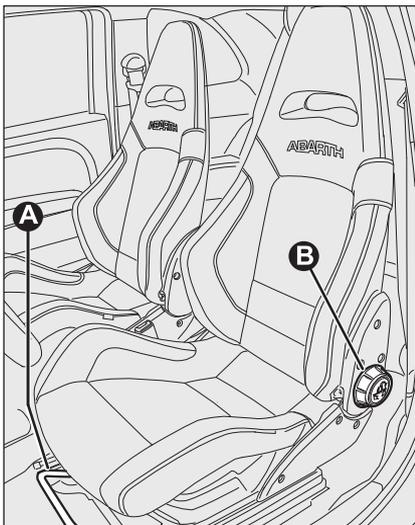


fig. 3

FOS149Ab



WARNING

Once you have released the adjustment lever, always check that the seat is locked on the guides by trying to move it back and forth. Failure to lock the seat in place could result in the seat moving suddenly and the driver losing control of the car.

Backrest angle adjustment

Rotate the knob **B**-fig. 3.

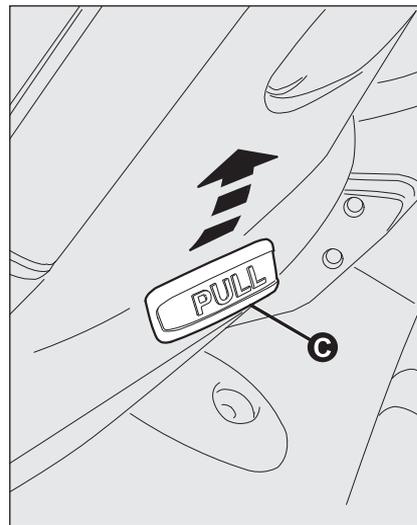


fig. 4

FOS136Ab

Backrest tilt

To tilt the seat, pull the lever **C**-fig. 4 (on the seat back) upwards; then release it and, pushing on the seat, slide it forward.

ABARTH COMPETIZIONE GEARBOX

The vehicle is equipped with an electronically controlled gearbox known as “Abarth Competizione gearbox” which allows two operating logics: **MANUAL** and **AUTO**.

The gearbox consists of a conventional manual transmission to which an electronically-controlled electrohydraulic device that controls the clutch and gear shifts automatically has been added.

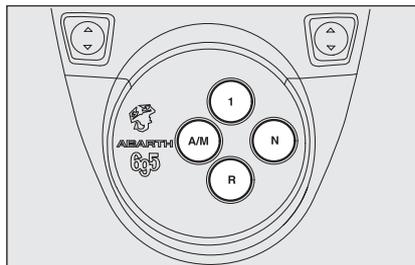


fig. 5

F0S138Ab

With key extracted from the starting device, the buttons on the gearbox dashboard (**fig. 5**) can be pressed with or without the brake pedal pressed. When the buttons are pressed, the system will not perform any activation, therefore the gear engaged before engine switching off remains engaged.

With vehicle stationary and key in the **MAR** position (ignition-operated electrical services activated), the screen displays the speed engaged and the active operating mode (automatic = **AUTO** or manual = no display).

STARTING THE VEHICLE

Notes

- At starting, the system sets in **AUTO** mode.
- With the buttons **1**, **N**, **R** and brake pedal pressed, the 1st speed, neutral (**N**) and reverse (**R**) can be engaged.
- With the buttons **1**, **N**, **R** and without depressing the brake pedal, no gear change request is implemented by the system.
- With the levers on the steering wheel (see paragraph “Levers on the steering wheel”) and even with the brake pedal depressed, no gear can be engaged.
- If the vehicle is switched off with mode **SPORT** or **NORMAL** active, the mode previously set is maintained when the engine is restarted.

OPERATING MODES

The gearbox can work in two operating modes:

- the first manual type (**MANUAL**), in which the driver decides directly when to change gear;
- the second completely automatic (**AUTO**), in which the system decides when to make the gear change.

Manual Operation (MANUAL)

In this operating mode, the driver is responsible for choosing the best gear ratio to engage, depending on the car operating conditions.

To change to a higher gear, operate the lever “+” on the steering wheel; to change to a lower gear, operate the lever “-”.

If the request is accepted by the system, when the gear change is completed, the display shows the new gear engaged.



fig. 6

F0S0173m

NOTE The system shows the gear actually engaged on the display and not the gear requested by the driver.

If the request is not accepted by the system, the display shows the gear engaged before the request and emits an acoustic signal.

If the gear change request may adversely affect the correct operation of the engine or the gearbox, the system will not allow the gear change but will automatically change down if the engine reaches the idling speed (e.g. during deceleration).



fig. 7

F0S0174m

Automatic operation (AUTO)

To switch automatic operation (**AUTO**) on/off, press the button **A/M** on the gearbox panel; activation is signalled by the word **AUTO** and the gear engaged shown on the display (fig. 6-7).

In **AUTO** mode the system changes gear depending on the vehicle speed, the engine rpm and the intensity with which the accelerator pedal is pressed.

To move the vehicle, the 1st, 2nd or the reverse (**R**) gear must always be engaged (with brake pedal depressed).

A gear change can be requested using the control lever without having to switch off this mode: this function known as “gear suggestion” suspends the automatic mode for the time necessary to carry out the gear selection requested by the driver.

“Kick Down” function

The “Kick Down” function is also available: if necessary (for example when overtaking), pressing fully the accelerator pedal over the hardening point, the system downshifts one or more gears (if the rpm allow it) in order to provide suitable power and torque for the acceleration requested by the driver.

In this way the engine speed and power can be suddenly increased and then automatically restored when the conditions set previously are resumed.

WARNING The use of the “Kick Down” function is recommended only when overtaking or accelerating fast, in order not to increase fuel consumption.

Pressing the button **SPORT** on the dashboard activates the “**SPORT**” mode (the word **SPORT** is displayed on the screen located inside the turbocharger pressure gauge - see paragraph “Displayed information”). If the button is pressed a second time, the “**SPORT**” mode is deactivated.

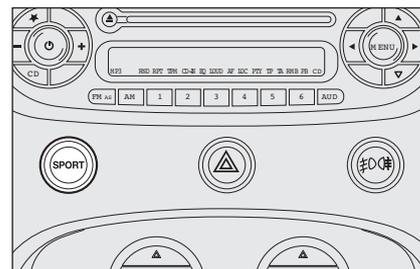


fig. 8

F0S0164m

SPORT FUNCTION

The driver can also use the **SPORT** function which enables a sporty driving setting by intervening on gear changes, the engine control unit and the steering. To activate this function, press the **SPORT** button (fig. 8) located on the dashboard.

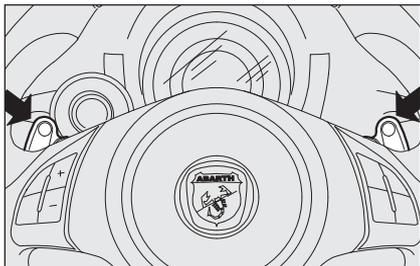


fig. 9

F0S0159m

LEVERS ON THE STEERING WHEEL fig. 9

They enable a sequential gear shifting.

The lever “+” on the steering wheel engages a higher gear, while the lever “-” engages a lower gear.

The engagement of a lower (or higher) gear is only permitted if the engine revs allow it.

STARTING THE ENGINE

To start the engine press the brake pedal: the system engages neutral (**N**) automatically.

After the starting procedure, the 1st speed (**1**) or reverse (**R**) can be engaged.

Independently of the mode (**AUTO/MANUAL**), to engage the 1st speed or the reverse (**R**), it is necessary to depress the **brake pedal** and press the button **1** on the gearbox panel and the button **R** to engage the 1st speed and the reverse respectively.

The levers on the steering wheel work only if the 1st speed has been engaged by pressing the button **1**: setting off in 2nd speed is therefore possible by operating the “+” lever with brake pedal depressed (in this case the selected mode **AUTO/MANUAL** is kept active).

IMPORTANT The 1st speed cannot be engaged by pressing the lever “-” on the steering wheel.

Attention

If start-up is requested with the gearbox faulty, run the “Delayed start-up” procedure (see paragraph “Warning lights and messages”): if the ignition key is turned to the **AVV** position for at least 7 seconds with brake pedal depressed, the engine will be started. The system will remain in a recovery situation (highest permitted gear 3rd, Automatic mode not available). If the engine does not start, contact an **Abarth Dealership**.

When the driver’s door is opened, the system activates the hydraulic components so that they are prepared for the subsequent engine starting.

MOVING THE CAR

Starting the vehicle (setting off) is permitted in 1st and 2nd speed (recommended on road surfaces with poor grip) and reverse (R).

Notes (concerning vehicle start-up)

The gears can only be engaged by pressing the brake pedal. If the brake pedal is not depressed, the display will show a dedicated message (see paragraph “Warning lights and messages”).

Speeds higher than 2nd cannot be engaged: in this case the display will show a dedicated message (see paragraph “Warning lights and messages”).

When setting off on a medium-steep incline, it is advisable to engage the hand-brake.

Engaging the 1st speed

Proceed as follows:

- press the brake pedal;
- press button **1** on the gearbox panel;
- release the brake pedal and press the accelerator pedal (fully depressing the pedal quickly to the end of travel position and switching off the ASR, if fitted, with a “lively” setting-off).

downshifting to the 1st speed is possible by operating the lever “-” behind the steering wheel.

Engaging the 2nd speed

Proceed as follows:

- press the brake pedal;
- press button **1** on the gearbox panel;
- operate the lever “+” on the steering wheel keeping the brake pedal depressed;
- release the brake pedal and press the accelerator pedal.

Engaging reverse (R)

Reverse (R) can only be engaged with vehicle stationary and brake pedal pressed.

Proceed as follows:

- press the brake pedal (vehicle completely stationary);
- press button **R** on the gearbox panel;
- release the brake pedal and press the accelerator pedal.

When reverse is engaged, the system emits an acoustic signal.

If the brake pedal is not depressed (and the vehicle is stationary), the display will show a dedicated message (see paragraph “Warning lights and messages”) and the system will automatically engage neutral (N).

IMPORTANT With the vehicle running, the request is accepted and executed if the vehicle speed drops below 3 km/h within 3 seconds from the request: if the request is not executed, the system will keep the speed engaged or, if the speed of the car drops below 10 km/h, will put the gearbox in neutral (N) and the manoeuvre will have to be repeated.

ENGAGING NEUTRAL (N)

Neutral (N) can only be engaged with accelerator pedal released, regardless of the brake pedal condition (pressed or not) (in any case, pressing the brake pedal is always recommended).

The display will show the letter **N** together with the active operating mode.

When trying to engage the neutral with accelerator pedal depressed, the system will not accept the request and maintain the speed engaged. In this case the display will show a dedicated message (see paragraph “Warning lights and messages”) and an acoustic signal is emitted.

To engage a speed from the neutral (N) position, press button **1** on the gearbox panel (it is not necessary to press the brake pedal): the gearbox will immediately choose the correct gear according to the vehicle’s speed.

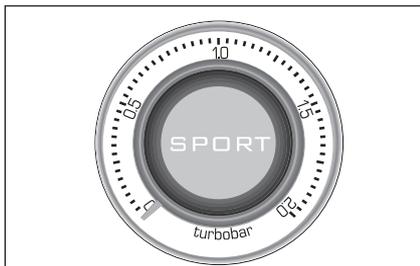


fig. 10

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DISPLAYED INFORMATION

When the ignition key is turned to the **MAR** position, after about 1 second, the display will show the speed engaged and the last mode used (**AUTO** or **MANUAL**):

- N** = neutral;
- 1** = first gear;
- 2** = second gear;
- 3** = third gear;
- 4** = fourth gear;
- 5** = fifth gear;
- R** = reverse.

The vehicle always starts with the mode **AUTO** active.

If the **SPORT** function is used, the display (fig. 10) inside the turbocharger pressure gauge will show the word **SPORT**.

IMPORTANT If 10 seconds elapse with the ignition key in the **MAR** position and the display does not show the gear engaged, turn the key to the **STOP** position, wait for the display to switch off and then repeat the manoeuvre. If the fault persists, contact an **Abarth Fiat Dealership**.

WARNING BUZZER

For safety reasons, an acoustic warning is emitted when parking the vehicle with the gearbox in neutral (**N**) (the warning can be heard when the ignition key is turned to the **STOP** position).

With the vehicle stationary, engine running and (1st), (2nd) or (**R**) gear engaged, the system turns on the buzzer and automatically shifts the gearbox to neutral (**N**) when:

- the accelerator and/or the brake pedal are not operated for at least 3 minutes;
- the brake pedal is pressed for longer than 10 minutes;
- the driver's door is opened and the accelerator pedal or the brake pedal are not operated for at least 1.5 seconds;
- a fault is detected in the gearbox.

PARKING THE CAR

To park safely, keeping a foot on the brake pedal, the 1st or reverse (**R**) gear must be engaged and, in case of parking up-hills/downhills, the handbrake must be engaged. Wait until the indication of the gear engaged disappears on the display before releasing the brake pedal.

IMPORTANT NEVER leave the car with the gearbox in neutral (**N**).

GENERAL WARNINGS

- ❑ With car stationary and gear engaged, always keep the brake pedal pressed until you decide to set off, then release the brake and accelerate gradually.
- ❑ During prolonged stops with the engine running, it is advisable to keep the gearbox in neutral (**N**).
- ❑ In order to safeguard the efficiency of the clutch, do not use the accelerator to keep the car stationary (e.g. when stopped on an incline); if the clutch overheats it could be damaged. Use the brake pedal or the hand brake and press the accelerator pedal only when you decide to set off.
- ❑ Use the 2nd gear only when you need more control when setting off for manoeuvres on surfaces with poor grip.
- ❑ If, with reverse (**R**) engaged, you need to engage the 1st speed or vice versa, change gear only with vehicle stationary and brake pedal pressed.
- ❑ Although it is highly inadvisable, if you are driving downhill and, for unexpected reasons, you let the car move forward with the gearbox in neutral (**N**), when there is a request to engage a speed, depending on the actual speed of the car, the system will automatically engage the best speed for the correct transmission of drive torque to the wheels.
- ❑ When necessary, with the engine switched off, it is possible to engage the 1st speed, reverse (**R**) or neutral (**N**) with key in **AVV** position and brake pressed. In this case, it is advisable to change allowing at least 5 seconds to elapse between one gear change and the next to safeguard the operation of the hydraulic system and the pump in particular.
- ❑ Fully and quickly depressing the accelerator pedal activates a function that allows a “lively” departure.
- ❑ For starting on a hill, accelerating gradually but fully immediately after having released the handbrake or the brake pedal allows the engine to greatly increase the number of revs and tackle the steepest gradients with more torque at the wheels.

WARNING LIGHTS AND MESSAGES



CHECK TRANSMISSION – SEE HANDBOOK (red)

When the ignition key is turned to **MAR**, the warning light turns on and should go off after a few seconds.

The warning light on the instrument panel flashes (together with a message in the display and a buzzer) to indicate that the gearbox is faulty.



If there is a fault in the gearbox, contact an Abarth Dealership as soon as possible to check the system.

REDUCE GEARS

This message appears in the display to indicate that the driver is using the gearbox incorrectly.

Incorrect use (by the driver) could automatically activate a procedure for protecting the system.



Contact an Abarth Dealership if the message remains in the display.

MANUAL METHOD UNAVAILABLE

This message is shown in the display when it is not possible to select **MANUAL** mode with the engine running.



Contact an Abarth Dealership if the message remains in the display.

AUTOMATIC METHOD UNAVAILABLE

The message appears in the display when it is not possible to select **AUTO** mode with the engine running.



Contact an Abarth Dealership if the message remains in the display.

CLUTCH OVERTEMPERATURE SEE HANDBOOK

This message appears in the display together with a buzzer when the clutch overheats.

In this situation, limit setting off and gear change or, if necessary, park (turning off the engine) until optimum conditions are restored.



If the message still appears in the display, contact an Abarth Dealership.



To safeguard clutch efficiency, do not use the accelerator to keep the car at a standstill (e.g.: parking on a hill); the clutch could be damaged by overheating. Use the brake pedal instead and operate the accelerator only when you are ready to set off.

PRESS BRAKE PEDAL

This message is shown in the display together with a buzzer during an attempt at starting when the brake pedal is not pressed.

PRESS BRAKE PEDAL – DELAYED START-UP

The display shows these messages alternately and in sequence together with a buzzer when the system does not recognise the brake pedal as operational during a starting attempt.

In this situation, keep the key on **AVV** for at least 7 seconds with the brake pressed. The engine will start. The system will be in recovery mode (maximum speed permitted: 3rd)

IMPORTANT If start-up is requested with the gearbox faulty, run the “Delayed start-up” procedure (see associated messages): turn the key to the **AVV** position for at least 7 seconds with the brake depressed and the engine will start. The system will be in recovery mode (highest gear permitted 3rd, Automatic mode not available). If the engine does not start, contact an **Abarth Dealership**.

IMPORTANT The messages are only displayed if the engine is started with a gear other than neutral (**N**) engaged.



Contact an Abarth Dealership if the messages remain in the display.

GEAR NOT AVAILABLE

This message appears in the display together with a buzzer in the following cases:

- when it is not possible to change gear due to a fault in the system;

or

- when, due to a fault in the system, it is only possible to engage 1st, 2nd, 3rd or reverse (R).



Contact an Abarth Dealership if the message remains in the display.

OPERATION NOT PERMITTED

The message appears in the display together with a buzzer when the system will not accept a gear change through the control lever because certain conditions required for acceptance of the gear change are not met.

PUSH BRAKE PEDAL-REPEAT OPERATION

The message appears in the display accompanied, in some cases, by a buzzer for safety reasons if you attempt to change gear without previously pressing the brake pedal.



Contact an Abarth Dealership if the message remains in the display.

SET TO NEUTRAL N (neutral)

This message appears in the display together with a warning buzzer when the system asks the driver to perform the manoeuvre.

When the gearbox is changed to (N) the message in the display should go off.



Contact an Abarth Dealership if the message remains in the display.

TOWING THE CAR

Make sure that the gearbox is in neutral (**N**) (checking that the car can be moved) and proceed in the same way as for towing a normal car with a manual gearbox (see description in Owner Handbook).

If the gearbox cannot be put in neutral, do not tow the vehicle and contact an **Abarth Dealership**.

SCHEDULED SERVICING PLAN

Engine oil and engine oil filter change: **every 10,000 km** (or every year or any-way at the end of every race).

The gearbox oil is “For Life”-type and does not have to be checked regularly, excepting the cases of leaks or malfunction of the device.

CHECKING FLUID LEVELS

ABARTH COMPETIZIONE GEARBOX HYDRAULIC ACTUATION SYSTEM OIL

The oil level should only be checked at an **Abarth Dealership**.



Used gearbox hydraulic actuation system oil contains substances that are harmful to the environment. It is advisable to have the oil changed by an Abarth Dealership where it will be disposed of respecting the environment and according to legal requirements.

ENGINE COMPARTMENT

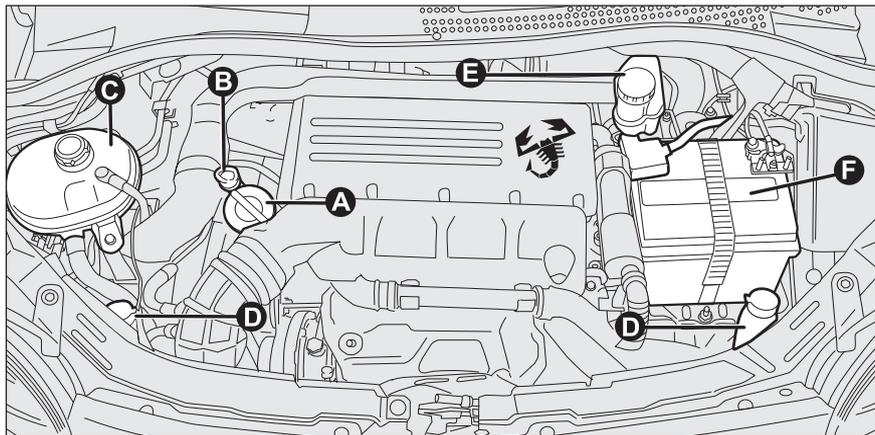


fig. 11

F0S150Ab

- A** Engine oil filler fitting
- B** Engine oil level dipstick
- C** Engine coolant
- D** Windscreen washer fluid
- E** Brake fluid
- F** Battery

ENGINE CODE - BODYWORK VERSION

Versions	Engine code	Bodywork version
1.4 TB PETROL ABARTH COMPETIZIONE GEARBOX	312A3000	312AXFI1 07KC

ENGINE

GENERAL INFORMATION

1.4 TB PETROL ABARTH COMPETIZIONE GEARBOX

Engine code		312A3000	
Cycle		Otto	
Number and arrangement of cylinders		4 in line	
Piston bore and stroke	mm	72 x 84	
Total displacement	cm ³	1368	
Compression ratio		9.8 : 1	
Max. power (EEC)	kW	132	
	HP	180	
corresponding speed	rpm	5500	
		NORMAL	SPORT
Max. torque (EEC)	Nm	230	250
	kgm	23.4	25.4
corresponding speed	rpm	2000	3000
Spark plugs		NGK IKR9F8	
Fuel		Unleaded petrol 95 RON or 98 RON (Specification EN228)	

TRANSMISSION

I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX

Gearbox

Five forward speeds plus reverse with electronically managed electrohydraulic control system

Clutch

Electronically controlled electrohydraulic system

Drive

Front

WHEELS

RIMS AND TYRES

Version	Rim	Tyres provided
I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX	7J x 17 H2 ET38	205/40 R17 84W XL (*)

(*) Tyre to which chains cannot be fitted.

COLD TYRE PRESSURE (bar)

Tyres	Medium load		Full load	
	Front	Rear	Front	Rear
205/40 R17 84W XL	2.3	2.1	2.6	2.4

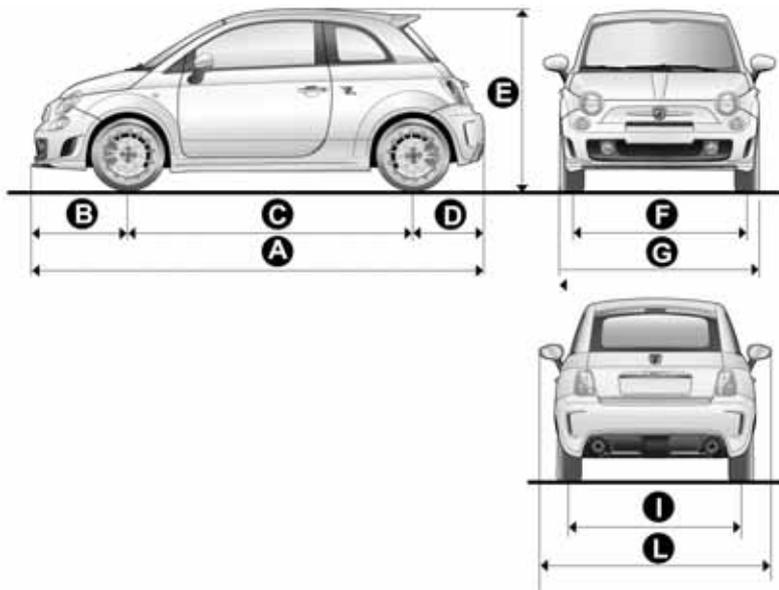
Add + 0.3 bar to the prescribed pressure when the tyres are warm. However, recheck that the value is correct with the tyre cold.

With snow tyres, add +0.2 bar to the inflation pressure value prescribed for standard tyres.

When travelling at speeds over 160 km/h, inflate the tyres to the values specified for fully laden conditions.

PERFORMANCE

The top speed after the vehicle has been run in is 225 km/h.



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DIMENSIONS

Dimensions are expressed in mm and refer to the car equipped with its standard-supplied tyres.

Height is measured with the vehicle unladen.

LUGGAGE COMPARTMENT VOLUME

Capacity with vehicle unladen (VDA standards): 185 litres

A	B	C	D	E	F	G	I	L
3657	776	2300	581	1485	1409	1627	1402	1893

WEIGHTS

Weights (kg)

I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX

Unladen weight (with all fluids, fuel tank filled to 90% and without optional equipment):	1070
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Payload (*) including the driver:	390
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Maximum allowed loads (**)	
– front axle:	830
– rear axle:	640
– total:	1460

Towable loads:	
– braked trailer:	–
– non braked trailer:	–

Maximum load on roof:	50
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Maximum load on the ball:	–
---------------------------	---

(*) If special equipment is fitted (sun roof, tow hook, etc.) the unladen weight increases and consequently the payload will decrease, still complying with the maximum allowed loads.

(**) Loads not to be exceeded. The driver is responsible for arranging goods in the luggage compartment and/on load platform within the maximum permitted loads.

CAPACITIES

	I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX		Specified fuels Recommended products
	litres	kg	
ABARTH COMPETIZIONE GEARBOX hydraulic actuation system	0.70	0.59	TUTELA CAR CS SPEED Special oil with "ATF DEXRON III" additive Contractual Technical Reference N. F005.F98

FUEL CONSUMPTION

Fuel consumption according to the current European directive (litres x 100 km)	Cycle Urban	Cycle Extra-urban	Consumption Combined
I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX	8.4	5.4	6.5

CO₂ EMISSIONS

The CO₂ emission levels at the exhaust given in the following table refer to combined consumption.

Versions	CO ₂ emissions according to the current European directive (g/km)
I.4 TB PETROL ABARTH COMPETIZIONE GEARBOX	151



The data contained in this publication is intended merely as a guide. Fiat reserves the right to modify the models and versions described in this booklet at any time for technical and commercial reasons. If you have any further questions please consult your Abarth dealer.
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