IN AN EMERGENCY

The following pages give indications necessary in the event of an emergency.

The subjects dealt with take into account numerous minor problems which the driver may have to face and indicate the type of intervention to be carried out. Contact Alfa Romeo Authorized Services for the more serious problems.

The following pages should therefore, be read through carefully so that, if an emergency arises, you know where to search for the relevant information.

IN THE EVENT OF A PUNCTURE

WARNING

Wheel changing and correct use of the jack and spare wheel call for some precautions as mentioned below.
Signal the presence of the stationary vehicle according to current regulations: hazard warning lights, reflecting triangle, etc.
Any passengers should leave the car, specially if the vehicle is heavily laden, and wait for the wheel to be changed out of harm of the traffic.
If parked on a slope or rough road, place wedges or other suitable devices under the wheels to prevent the car from rolling. Do not grease the threads of bolts before installing them; they might slip out.

WARNING

The spare wheel is specific to your model of car: do not use it on another model or use the spare wheel of other models on your car. On cars fitted with tyres 215/55 R16 (*), 225/45 R17, 235/40 R18 and spare wheel with tyre 215/55 R16 (*), since the spare wheel is different from the standard wheels, observe the instructions for use given below:
– The spare wheel should only be used in an emergency.
– Use of the spare wheel should be kept to a minimum. Do not drive at speeds of over 80 km/h.
– The car will handle differently when the spare wheel is fitted. Avoid sudden acceleration or braking, sharp corners and fast bends.
– Check at regular intervals that spare wheel pressure is equal to 2.7 bar (2.7 kg/cm^2).
– Two or more spare wheels should never be used together. Have the wheel changed repaired and refitted as soon as possible.

WARNING

On cars fitted with tyres 215/55 R16 (*), 225/45 R17, 235/40 R18 and spare wheel with tyre 215/55 R16 (*), do not apply the wheel cap on the spare wheel. The spare wheel has an orange sticker with the main cautions about use of the wheel itself and instructions for use.
The sticker must absolutely never be removed or covered.
The sticker contains the following instructions in four languages:
– WARNING! Only for temporary use 80 km/h max!
– Replace with standard service wheel as soon as possible.
– Do not cover these instructions.
The vehicle may fall if the jack is not positioned correctly.

(*) Tyre 205/55 R16 for versions/markets where applicable.

WARNING

The jack only serves for changing wheels on the car with which it is provided or on cars of the same model. It must not be used for other purposes such as for instance raising cars of other models. In no case should it be used for repairs under the vehicle.

Do not use the jack for higher capacities than stated on its label.

Absolutely never tamper with the inflation valve. Do not insert tools of any kind between the rim and the tyre.

Routinely check that the pressure of tyres and spare wheel is as specified in the "Technical specifications" chapter. Raise the car only laterally. The car must absolutely never be raised placing the plate of the workshop lift arm under the aluminium crossmember of the rear suspension.

CHANGING A WHEEL

Please be informed that:

— The jack mass is 2.100 kg.

— The jack requires no adjustment.

— The jack cannot be repaired, in the event of breakage it must be replaced by another original one.

— No tools other than its operating crank can be fitted to the jack

To change a wheel proceed as follows:

— Stop the car in such a position that it is not dangerous for the traffic where it is possible to change the wheel safely. Where possible, park on a level, compact surface.

— Engage the handbrake

— Engage 1st gear or reverse. For cars with automatic gearbox set the lever to position **P**.

— Open the boot.

— Fold forward the boot mat (**A-fig. 1**).

— Slacken the ring nut (**A-fig. 2**) and remove the spare wheel.

— Take the tool bag (**A-fig. 3**) and bring it near to the wheel to be changed.

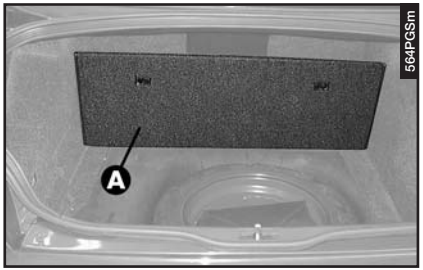

fig. 1

— Remove the wheel cap (**A-fig. 4**) (only for versions with steel rims) levering on the edge with the flat-tipped screwdriver provided in the tool bag.

fig. 2

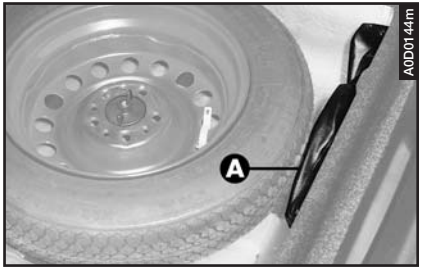

fig. 3

— Using the L-wrench (**B-fig. 5**) provided, loosen the fastening bolts (**A**) by about one turn.

— Position the jack under the car next to the wheel to be replaced (**fig. 6**):

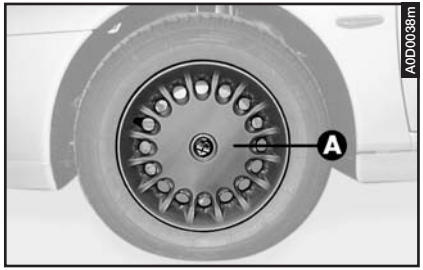

fig. 4

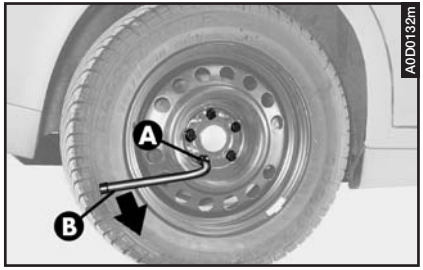

fig. 5

Position **1**: changing a rear wheel;

Position **2**: changing a front wheel.

— Turn the knob (**A-fig. 7**) of the jack to extend it until the pin (**B**), on the on the upper part of the jack inserts correctly in the seat on the body (**C**).

— Fit the L-wrench (**A-fig. 8**) on the jack pin (**B**).

— Work the jack and raise the car, until the wheel is a few centimetres above ground.

— Completely unscrew the fastening bolts (**A-fig. 9**) and remove the wheel.

— Make sure the spare wheel is clean and free of impurities on the hub contact surface which could cause slackening of the fastening bolts later.

— Install the spare wheel making the hub pin (**A-fig. 10**) coincide with one of the holes (**B-fig. 11**) of the wheel.

– Tighten the five fastening bolts (**A-fig. 12**).

– Lower the car and remove the jack (**fig. 13**).

fig. 6

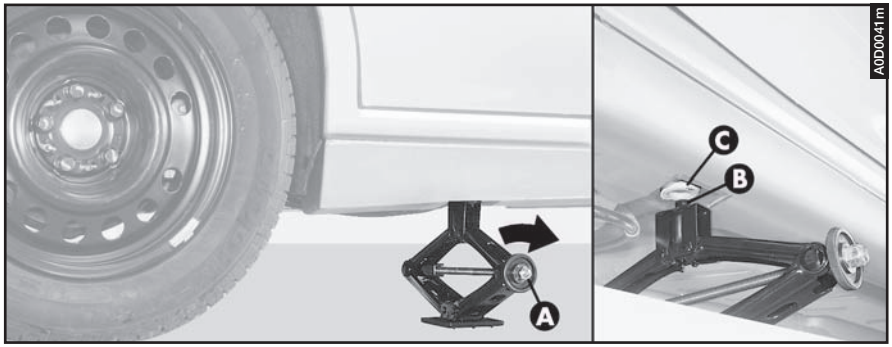

fig. 7

– Completely tighten the bolts in the sequence shown (**fig. 14**).

– On cars having the same alloy rims as the spare wheel ones, wheel cap can be fitted following the instructions given in the following paragraph.

IMPORTANT Never fit the wheel cap to the spare wheel if the spare wheel is different from the standard one.

After refitting a wheel:

– Stow the spare wheel in the space provided in the luggage compartment and fasten it with the ring nut (**A-fig. 2**).

– Put jack and tools back in the bag and stow it in the boot.

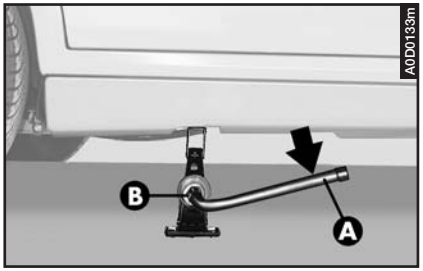

fig. 8

REFITTING A NORMAL WHEEL

Refit the wheel as described below:

— Stop the car in such a position that it is not dangerous for the traffic where it is possible to change the wheel safely. Where possible, park on a level, compact surface.

— Engage the handbrake

— Engage 1st gear or reverse. For cars with automatic gearbox set the lever to position **P**.

— Open the boot.

— Fold back the boot mat (**A-fig. 1**).

— Take the tool bag (**A-fig. 3**) and the spare wheel and bring them near to the wheel to be changed.

— Remove the wheel cap (**A-fig. 4**) (if present) levering on the edge with the flat-tipped screwdriver provided in the tool bag.

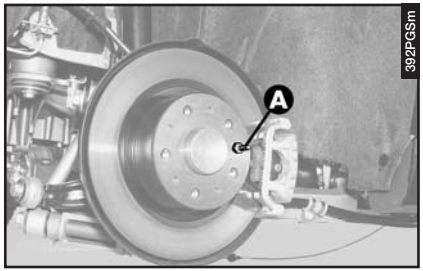

fig. 10

— Using the L-wrench (**B-fig. 5**) provided, loosen the fastening bolts (**A**) by about one turn.

— Position the jack under the car next to the wheel to be replaced (**fig. 6**):

Position **1**: changing a rear wheel;

Position **2**: changing a front wheel.

— Turn the knob (**A-fig. 7**) of the jack to extend it until the pin (**B**), on the on the upper part of the jack inserts correctly in the seat on the body (**C**).

— Fit the L-wrench (**A-fig. 8**) on the jack pin (**B**).

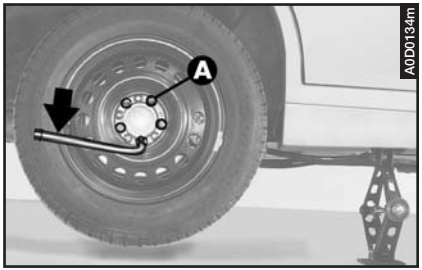

fig. 9

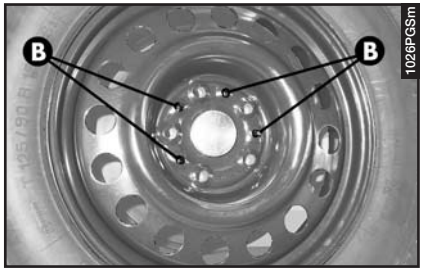

fig. 11

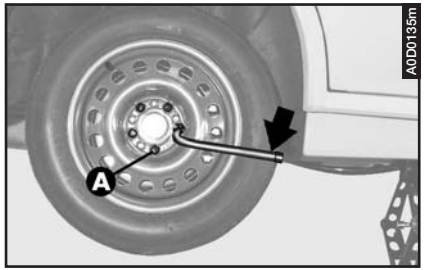

fig. 12

— Work the jack and raise the car, until the wheel is a few centimetres above ground.

— Completely unscrew the fastening bolts (**A-fig. 16**) and remove the wheel.

— Make sure that the wheel to be installed is clean and free of impurities on the hub contact surface which could cause slackening of the fastening bolts later.

— Install the wheel making the hub pin (**A-fig. 10**) coincide with one of the holes (**B-fig. 11**) of the wheel.

— Tighten the five fastening bolts (**A-fig. 17**).

For cars with alloy rims it is easier to insert the wheel bolts using the specific centering pin.

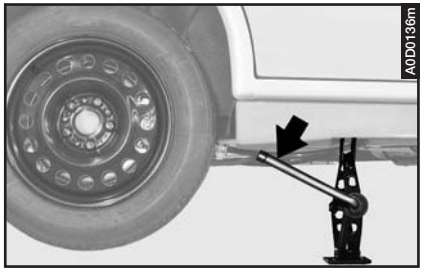

fig. 13

— Screw the centering pin (**A-fig. 18**) in one of the fastening bolt holes.

— Push the wheel on the pin and fasten it with four bolts.

— Remove the centering pin (**A-fig. 19**) and screw the last fastening bolt.

fig. 14

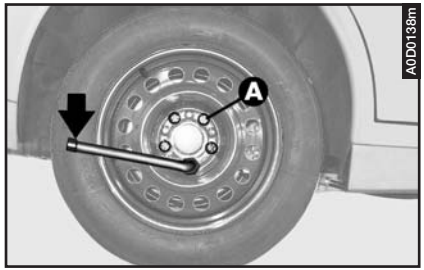

fig. 15

— Lower the car and remove the jack (**fig. 20**).

— Completely tighten the bolts in the sequence shown (**fig. 21**).

— If present, fit the hub cap so that the valve can come out through the tapered hole. Press the edges of the hub cap starting from near the valve hole (**A-fig. 22**) and proceeding round until it is securely attached.

IMPORTANT Incorrect fitting might cause the wheel cap to come off when the car is on the move.

After refitting a wheel:

— Stow the spare wheel in the space provided in the luggage compartment and fasten it with the ring nut (**A-fig. 2**).

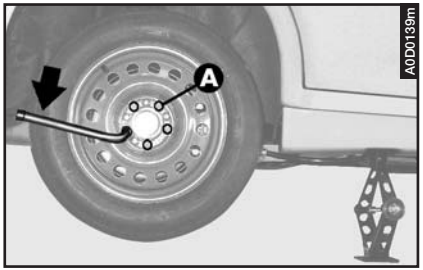

fig. 16

– Put jack and tools back in the bag and stow it in the boot

WARNING

Do not grease the threads of bolts before installing them; they might slip out.
The bolts should be tightened to a torque of 86 Nm (8.8 kgm).
You are advised to have the wheel bolt tightening checked by Alfa Romeo Authorized Services as soon as possible.
Indeed, insufficient tightening may cause the wheel bolts to slacken with the obvious dangerous consequences. Excessive tightening can strain the bolts.

fig. 20

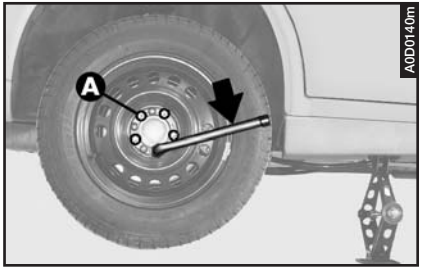

fig. 17

fig. 21

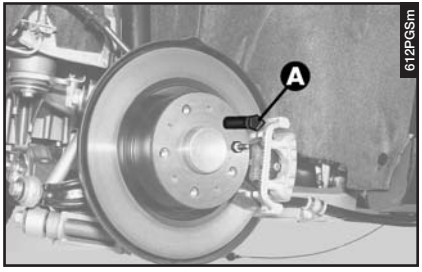

fig. 18

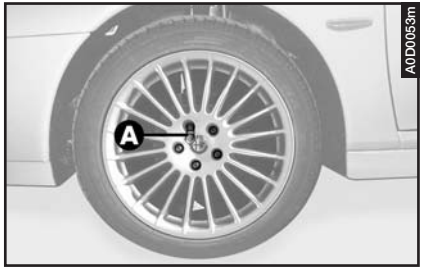

fig. 19

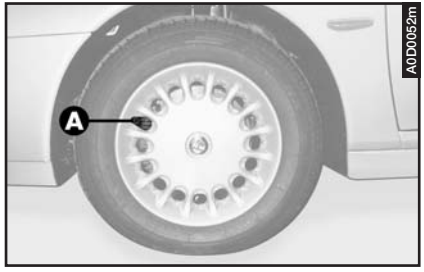

fig. 22

IF ONE OF THE EXTERNAL LIGHTS GOES OUT

WARNING

Alterations or repairs to the electric system not carried out correctly and without taking into account the specifications of the system may cause malfunctioning and the risk of fire.

IMPORTANT The headlight inner surface might be slightly misted: this should not be considered irregular but a natural phenomenon due to low temperature and the air humidity level. Misting will disappear as soon as the headlights are turned on. Drops inside the headlight mean water infiltration: contact Alfa Romeo Authorized Services.

GENERAL INSTRUCTIONS

— When a light is not working check that the corresponding fuse is intact before replacing the bulb.

— For the location of fuses, refer to the paragraph "In the event of a burnt fuse" in this chapter.

— Before changing a bulb check the contacts for oxidation.

— Burnt bulbs must be replaced with others of the same type and power.

— Always check the height of the headlight beam after changing a bulb to ensure they are safe.

TYPES OF BULBS (fig. 23)

Various types of bulbs are fitted to your vehicle.

A. All glass bulbs
These are pressure-fitted. Pull to remove.

B. Bayonet type bulbs
Press the bulb, turn counter-clockwise to remove this type of bulb from its holder

C. Tubular bulbs
Free them from their contacts to remove.

D. Halogen bulbs
To remove free it from the clip on its seating.

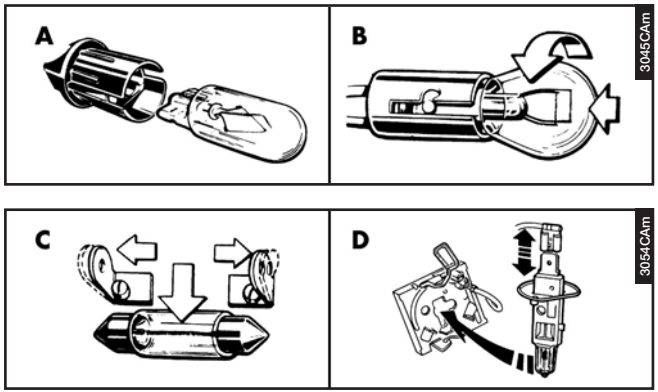

fig. 23

Halogen bulbs must be handled touching only the metallic part. If the transparent bulb is touched with the fingers its lighting intensity is reduced and the life of the bulb may be compromised. If touched accidentally, rub the bulb with a cloth moistened with methylated spirits and allow to dry.

Where possible the bulbs should be replaced by Alfa Romeo Authorized Services. The correct operation and positioning of the external lights are vital to the safety of the vehicle and its passengers and the subject of specific laws.

WARNING

Halogen bulbs contain pressurised gas, in the case of breakage they may burst.

BULBS	TYPE	W
LOW BEAM/HIGH BEAM (GAS DISCHARGE HEADLIGHTS)	D (D1)	35
HIGH BEAM HEADLAMP SIGNALLER (GAS DISCHARGE HEADLIGHTS)	D (H1)	55
LOW BEAM (HALOGEN BULB HEADLIGHTS)	D (H7)	55
HIGH BEAM (HALOGEN BULB HEADLIGHTS)	D (H7)	55
FRONT SIDELIGHT	B (H6W)	6
FOG LAMPS	D (H3)	55
FRONT DIRECTION INDICATORS (COLOURED BULB)	B (PY21W)	21
SIDE DIRECTION INDICATORS	A (5W Amber)	5
REAR DIRECTION INDICATOR	non-replaceable LEDs	
STOP/SIDE LIGHT	B (21/5W)	21/5
REVERSING LIGHT	B (P21W)	21
REAR FOG GUARD	B (P21W)	21
ADDITIONAL STOP LIGHT (3rd STOP)	A (W2.3W)	2.3
REAR SIDE LIGHT (ON BOOT LID)	B (R5W)	5
FRONT ROOF LIGHTS	B (10W Halogen)	10
BOOT LIGHT	C (10W)	10
GLOVEBOX AND DOOR LIGHTS	A (W5W)	5
SUN VISOR LIGHT	C (C5W)	5
NUMBER PLATE LIGHT	A (W5W)	5
REAR ROOF LIGHTS	B (HT5W Halogen)	5

FRONT LIGHT UNITS - GAS DISCHARGE HEADLIGHTS

(optional for versions/markets where applicable)

The front light units with gas discharge headlights contain low beam/high beam (gas discharge), high beam headlamp signaller (halogen), sidelight and direction indicator bulbs.

The bulbs are arranged inside the light unit as follows (**fig. 24-25**):

A. Direction indicator

B. High beam headlamp signaller and sidelight

C. Gas discharge low beam/high beam.

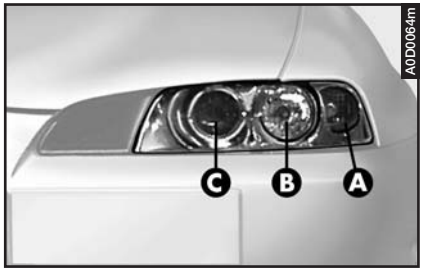

fig. 24

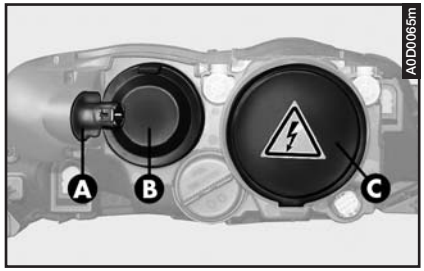

fig. 25

WARNING

Any work on the front light units should be carried out with the light switch at position 0 (lights off) and with the ignition key removed from the switch: danger of electric discharge.

Low beams/high beams

Xenon bulbs are very longlasting and failure is highly unlikely.

WARNING

If necessary, have the system checked and if necessary repaired only by Authorized Alfa Romeo Services.

The following paragraph describes how to replace xenon bulbs correctly.

WARNING

Any work on the front light units should be carried out with the light switch at position 0 (lights off) and with the ignition key removed from the switch: danger of electric discharge.

To replace the bulb (Type D – D1, 35W):

– Remove the engine compartment cover after turning the fastening pins.

– Remove the rubber cap (**A-fig. 26**) by pulling the tab (**B**).

– Release the clip (**C- fig. 27**).

– Remove the bulb (**D- fig. 28**) and disconnect the snap-fitted connector (**E**).

Xenon bulbs may only be touched on the metal part. If the glass bulb is touched by the fingers, clean it carefully with a clean cloth moistened with methylated spirit and allow to dry before refitting the bulb.

– Fit connector to new bulb.

– Fit the bulb in the headlight reflector making the notch coincide with the corresponding groove.

– Lock the bulb with the clip.

– Fit the rubber cap.

– Refit the engine compartment cover and fasten turning the fastening pins.

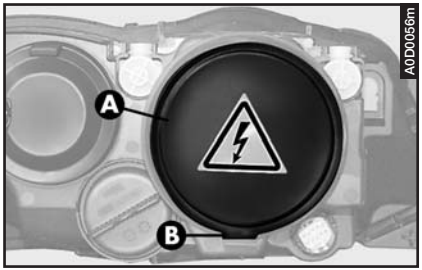

fig. 26

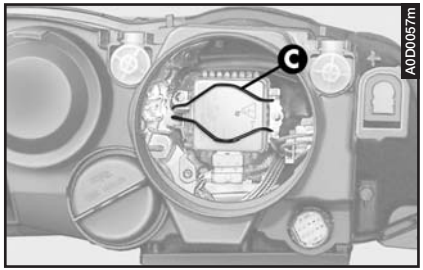

fig. 27

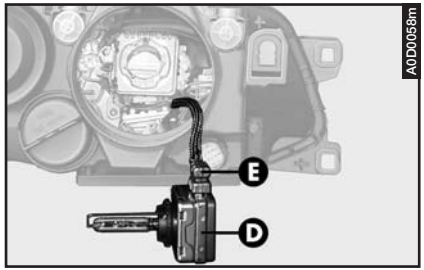

fig. 28

High beam headlamp signaller

To replace the bulb (Type D – H1, 55W):

– Remove the engine compartment cover after turning the fastening pins.

– Turn counter-clockwise and remove the direction indicator bulb holder (**A- fig. 29**), without disconnecting the connector to widen the working space.

– Remove the rubber cap (**B**) by pulling the tab (**C**).

– Disconnect the snap-fitted connector (**D- fig. 30**) and release clip (**E**).

– Remove the bulb (**F- fig. 31**).

– Fit new bulb in the headlight reflector making the notches coincide with the corresponding grooves.

– Lock the bulb with the clip.

– Fit the connector to the bulb.

– Fit the rubber cap.

– Fit the direction indicator bulb holder and lock it by turning it clockwise.

– Refit the engine compartment cover and secure it by turning the fastening pins.

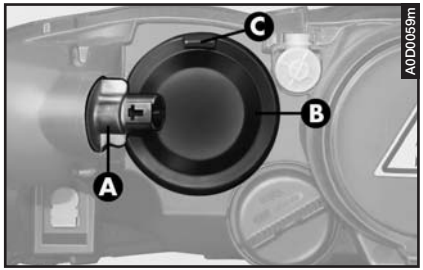

fig. 29

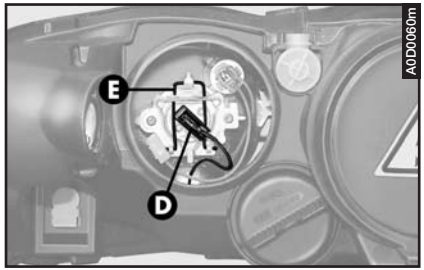

fig. 30

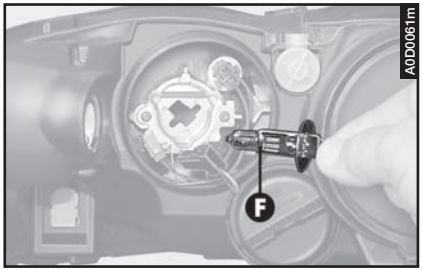

fig. 31

Front sidelights

To replace the bulb (Type B – H6W, 6W):

– Remove the engine compartment cover after turning the fastening pins.

– Turn counter-clockwise and remove the direction indicator bulb holder (**A- fig. 32**) without disconnecting the connector to widen the working space.

– Remove the rubber cap (**B**) by pulling the tab (**C**).

– Press the two retaining tabs and remove the bulb holder (**D- fig. 33**).

– Remove the bulb (**E- fig. 34**) from the bulb holder, pushing it slightly and turning it counter-clockwise.

– Fit the new bulb into the bulb holder, pushing it slightly and turning it clockwise.

– Push the bulb holder down in its seat.

– Fit the rubber cap.

– Fit the direction indicator bulb holder and lock it by turning it clockwise.

– Refit the engine compartment cover and secure it by turning the fastening pins.

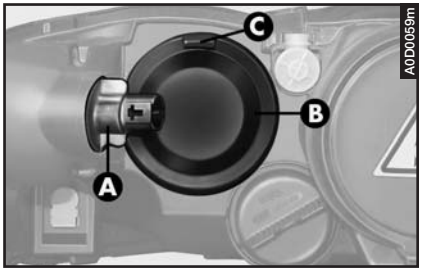

fig. 32

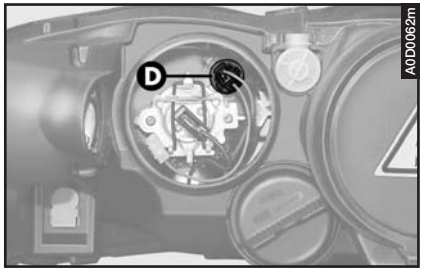

fig. 33

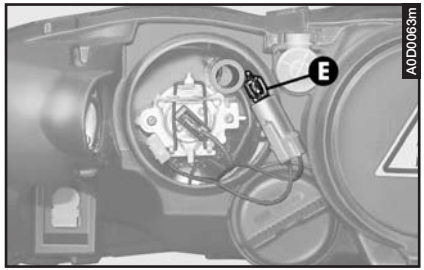

fig. 34

Front direction indicators

To replace the bulb (Type B — PY21W, 21W, coloured):

— Remove the engine compartment cover after turning the fastening pins.

— Turn counter-clockwise and remove the bulb holder (**A- fig. 35**) without disconnecting the connector.

— Remove the bulb (**B- fig. 36**) from the bulb holder, pushing it slightly and turning it counter-clockwise.

— Fit the new bulb into the bulb holder, pushing it slightly and turning it clockwise.

— Fit the bulb holder and lock it by turning it clockwise.

— Refit the engine compartment cover and secure it by turning the fastening pins.

FRONT LIGHT UNITS – HALOGEN BULB HEADLIGHTS

(optional for versions/markets where applicable)

The front light units with halogen bulb headlights contain low beam, high beam, sidelight and direction indicator bulbs.

The bulbs are arranged inside the light unit as follows (**fig. 37-38**):

A. Direction indicator

B. High beam headlight and sidelight

C. Low beam headlight.

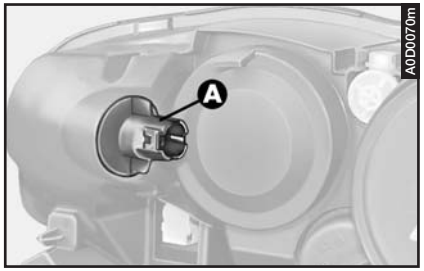

fig. 35

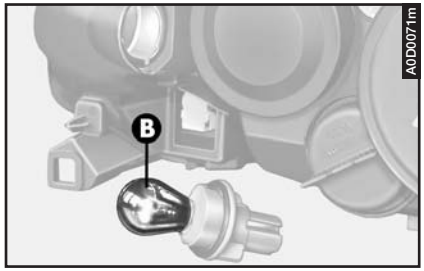

fig. 36

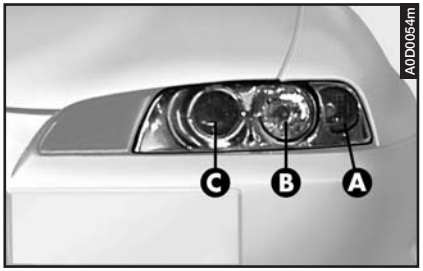

fig. 37

Low beam headlights

To replace the bulb (Type D – H7, 55W):

– Remove the engine compartment cover after turning the fastening pins.

– Remove the rubber cap (**A- fig. 39**) by pulling the tab (**B**).

– Disconnect the snap-fitted connector (**C- fig. 40**).

— Release the clip (**D**).

– Remove the bulb (**E- fig. 41**).

– Fit the bulb in the headlight reflector making the notch coincide with the corresponding groove.

– Lock the bulb with the clip.

– Fit the connector to the new bulb.

– Fit the rubber cap.

– Refit the engine compartment cover and secure it by turning the fastening pins.

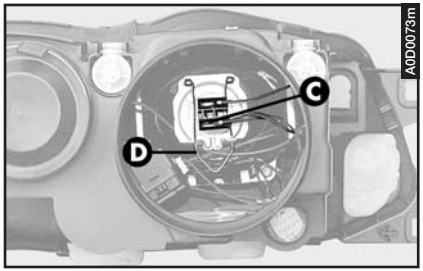

fig. 40

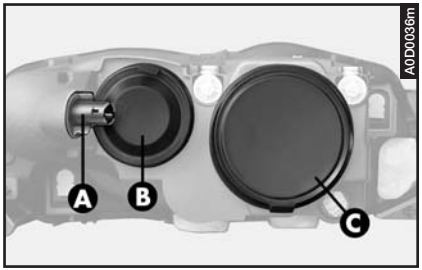

fig. 38

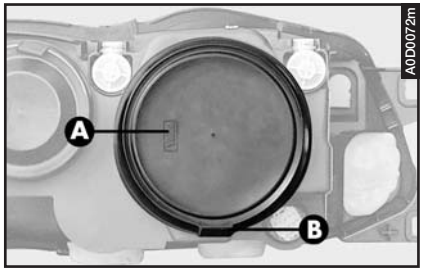

fig. 39

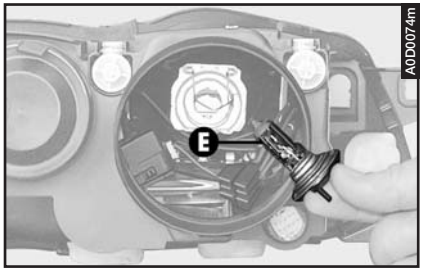

fig. 41

High beam headlights

To replace the bulb (Type D – H7, 55W):

– Remove the engine compartment cover after turning the fastening pins.

– Turn counter-clockwise and remove the direction indicator bulb holder (**A- fig. 42**) without disconnecting the connector to widen the working space.

– Remove the rubber cap (**B**) by pulling the tab (**C**).

– Disconnect the snap-fitted connector (**D- fig. 43**) and release the clip (**E**).

– Remove the bulb (**F- fig. 44**).

– Fit the new bulb in the headlight reflector making the notches coincide with the corresponding grooves.

– Lock the bulb with the clip.

– Fit the connector to the bulb.

– Fit the rubber cap.

– Fit the direction indicator bulb holder and lock it by turning it clockwise.

– Refit the engine compartment cover and secure it by turning the fastening pins.

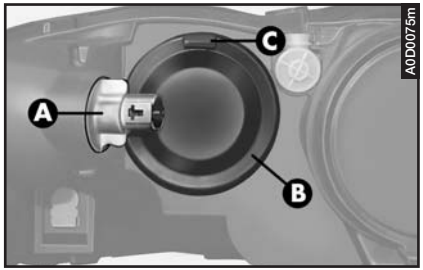

fig. 42

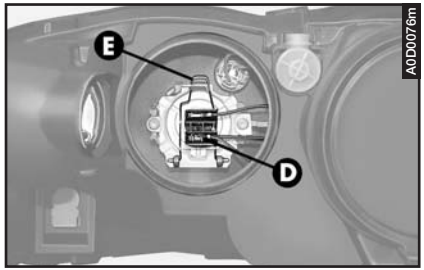

fig. 43

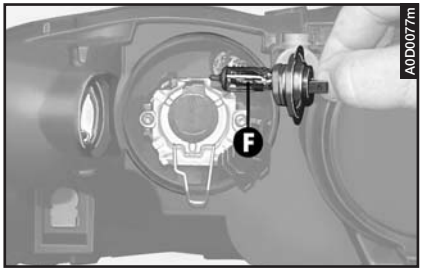

fig. 44

Front sidelights

To replace the bulb (Type B — H6W, 6W):

— Remove the engine compartment cover after turning the fastening pins.

— Turn counter-clockwise and remove the direction indicator bulb holder (**A- fig. 45**) without disconnecting the connector to widen the working space.

— Remove the rubber cap (**B**) by pulling the tab (**C**).

— Press the two retaining tabs and remove the bulb holder (**D- fig. 46**).

— Remove the bulb (**E- fig. 47**) from the bulb holder, pushing it slightly and turning it counter-clockwise.

— Fit the new bulb into the bulb holder, pushing it slightly and turning it clockwise.

— Push the bulb holder down in its seat.

— Fit the rubber cap.

— Fit the direction indicator bulb holder and lock it by turning it clockwise.

— Refit the engine compartment cover and secure it by turning the fastening pins.

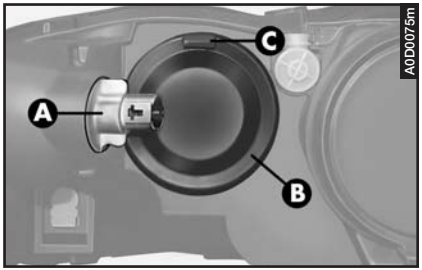

fig. 45

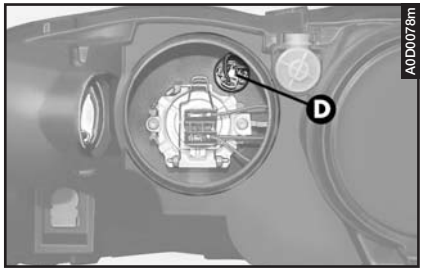

fig. 46

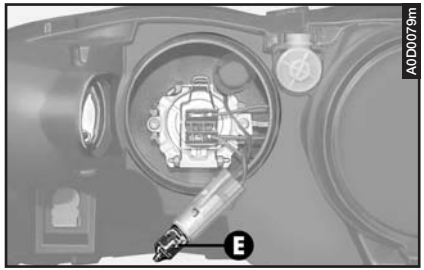

fig. 47

Front direction indicators

To replace the bulb (Type B — PY21W, 21W, coloured):

— Remove the engine compartment cover after turning the fastening pins.

— Turn counter-clockwise and remove the bulb holder (**A- fig. 48**), without disconnecting the connector.

— Remove the bulb (**B- fig. 49**) from the bulb holder, pushing it slightly and turning it counter-clockwise.

— Fit the new bulb into the bulb holder, pushing it slightly and turning it clockwise.

— Fit the bulb holder and lock it by turning it clockwise.

— Refit the engine compartment cover and secure it by turning the fastening pins.

FRONT FOGLIGHTS

To replace the bulb (Type D - H3, 55W) proceed under the car as follows:

— Disconnect the connector (**A- fig. 50**) from the light unit.

— Turn the cover (**B**) counter-clockwise and remove it.

— Disconnect the connector (**C- fig. 51**) from the bulb.

— Release the clip and remove the bulb (**D- fig. 52**).

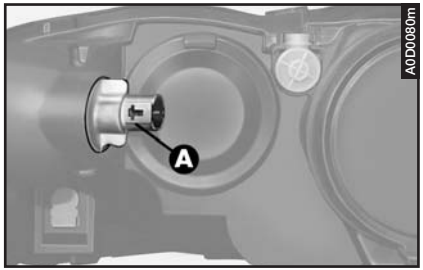

fig. 48

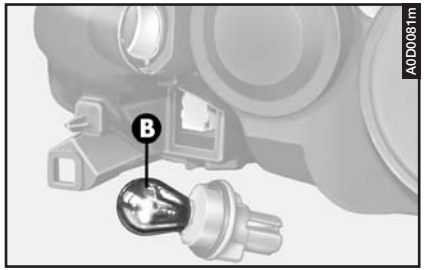

fig. 49

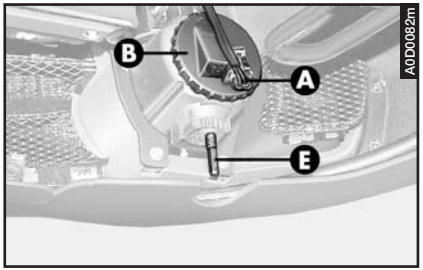

fig. 50

– Fit the new bulb in the headlight reflector making the notches coincide with the corresponding grooves.

– Lock the bulb with the clip.

– Fit the connector to the bulb.

– Refit the cover and lock it by turning it clockwise.

– Refit the light unit connector.

IMPORTANT The screw (**E- fig. 50**) serves to adjust the beam of the foglights.

To adjust the front foglights contact Alfa Romeo Authorized Services.

WARNING

The efficiency of the lights will be decreased and may inconvenience other road users if the light units are not correctly adjusted. If in doubt contact Alfa Romeo Authorized Services to have them checked and adjusted if necessary.

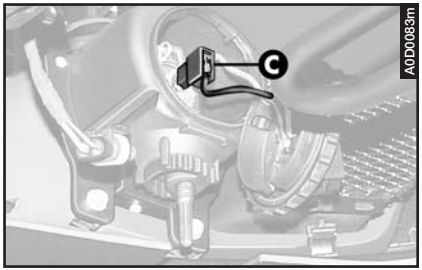

fig. 51

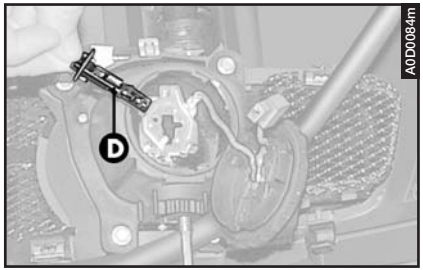

fig. 52

SIDE DIRECTION INDICATORS

To replace a bulb (Type A, 5W amber):

— Push the transparent cover (**fig. 53**) towards the rear of the car to compress the tab (**A-fig. 54**). Release the catch (**B**) and remove the unit.

— Turn the bulb holder (**C-fig. 55**) counter-clockwise and remove it from the transparent cover (**D**).

— Withdraw the bulb (**E**) which is of the pressure-fitted type and replace it.

— Insert the bulb-holder (**C**) in the transparent cover (**D**).

Refit the unit firstly inserting the catch (**B-fig. 54**) on the front part and then pressing the rear part until the catch (**A**) clicks into place.

Take care not to damage the bodywork or the transparent cover when removing the side direction indicator unit.

fig. 53

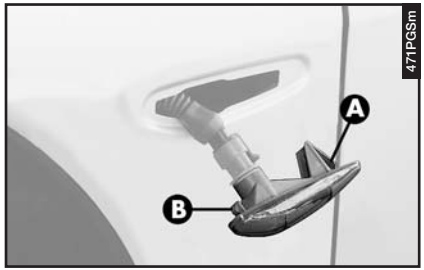

fig. 54

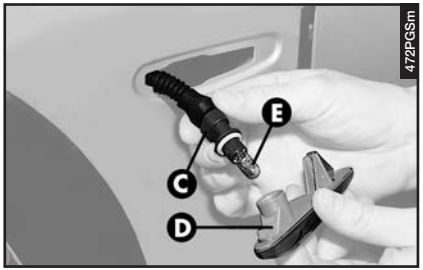

fig. 55

GUARDS AND SIDELIGHTS

To replace the bulbs (Type B, 21W reversing light and rear fog guard, 5W sidelight):

— Open the boot.

— Lower the lid (**A-fig. 56**) of the boot trim corresponding with the light concerned and remove the bulb holder unit (**B-fig. 57**) releasing the retainer catch (**C**).

— Remove and replace the bulb concerned (spherical with bayonet coupling) pushing gently and turning counter-clockwise (**fig. 58**):

(**D**) Reversing light bulb

(**E**) Rear fog guard bulb

(**F**) Sidelight bulb.

— Re-insert the bulb holder unit fastening it correctly in place using the retainer catches (**C-fig. 57**).

— Shut the trim lid.

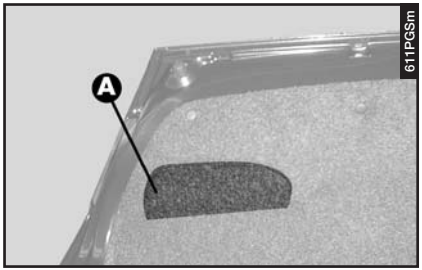

fig. 56

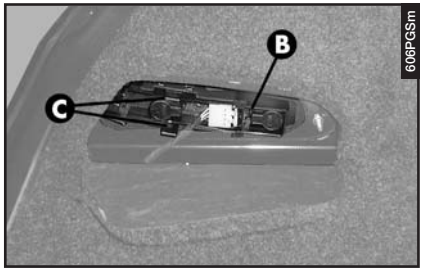

fig. 57

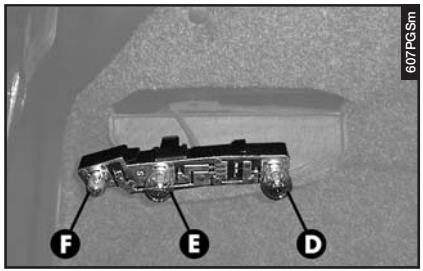

fig. 58

DIRECTION INDICATORS AND SIDE LIGHTS/STOP LIGHTS (**fig. 59**)

WARNING The rear direction indicators comprise leds integrated in the light unit: should they fail to operate, contact Authorized Alfa Romeo Services.

To replace the bulb (Type B, sidelight 5W/stop light 21W):

– Open the boot

– Remove the bulb holder (**A-fig. 59**) turning counter-clockwise.

– Remove and replace the bulb (**B**) (spherical type with bayonet coupling) pushing gently and turning counter-clockwise.

– Re-insert the bulb holder unit correctly in place and fasten turning clockwise.

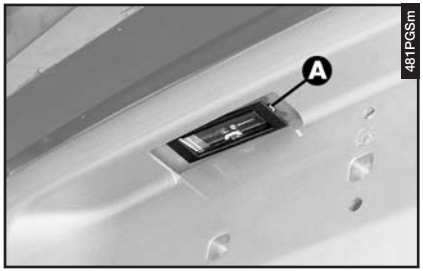

fig. 60

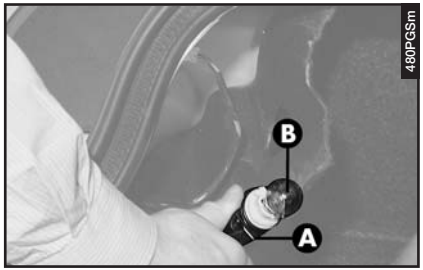

fig. 59

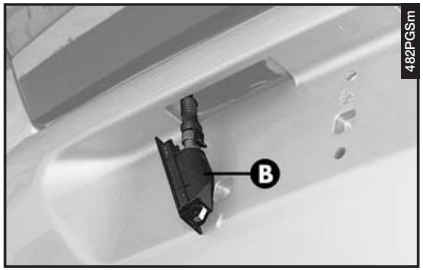

fig. 61

NUMBER PLATE LIGHTS (**fig. 60-61-62**)

To replace the bulbs (Type A, 5W):

– Withdraw the number plate light unit releasing the catch (**A-fig. 60**) using a flat screwdriver protected with a soft cloth.

– Withdraw the unit (**B-fig. 61**).

– Withdraw the bulb holder (**C-fig. 62**) turning gently and replace the bulb (**D**) which is snap-fitted.

– Refit the bulb holder (**C-fig. 62**) and the complete unit (**B-fig. 61**).

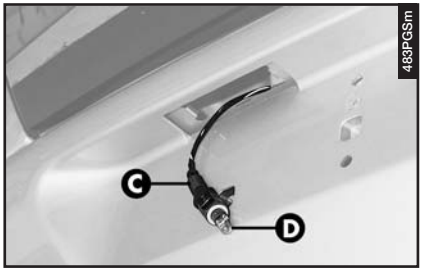

fig. 62

ADDITIONAL STOP LIGHT (3rd STOP)

To replace the bulbs (Type A, 2.3 W):

– Remove the rubber caps (**A-fig. 63**).

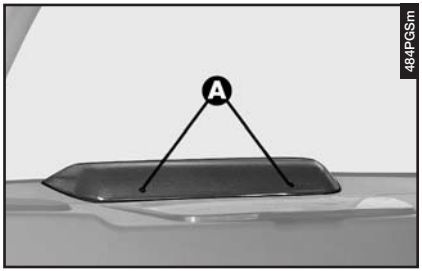

fig. 63

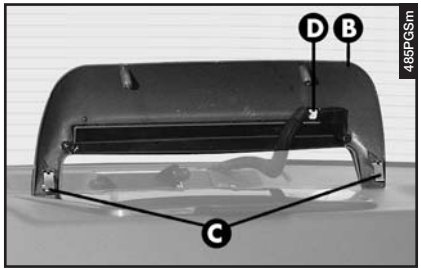

fig. 64

– Slacken the two screws fastening the light unit (**B-fig. 64**) and remove it releasing the two catches (**C**).

– Disconnect the connector (**D-fig. 64**) of the light unit.

– Slacken the two screws (**E-fig. 65**) and separate the light unit from the cover.

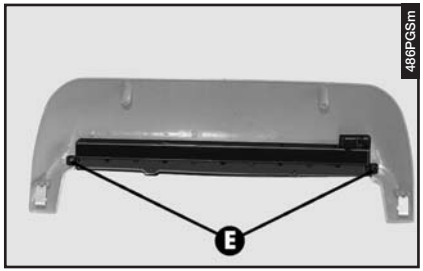

fig. 65

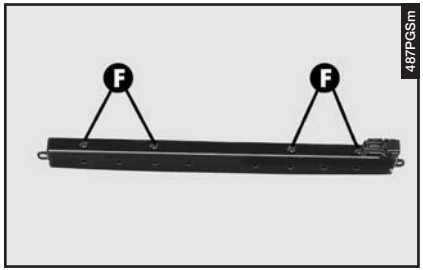

fig. 66

– Slacken the four screws (**F-fig. 66**) fastening the transparent cover.

– Remove the transparent cover (**G-fig. 67**) and replace the bulb concerned

– Refit the transparent cover locking it with the screws (**F-fig. 66**).

– Refit the cover on the light unit and fasten it with the screws (**E-fig. 65**).

– Connect the connector (**D-fig. 64**).

– Re-position the unit correctly firstly inserting the two catches (**C-fig. 64**) and then tightening the fastening screws.

– Refit the protective caps (**A-fig. 63**).

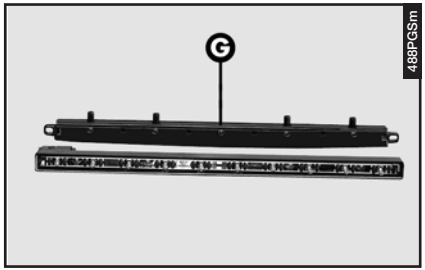

fig. 67

IF ONE OF THE INTERNAL LIGHTS GOES OUT

FRONT ROOF LIGHT

To replace the bulbs (Type B, 10W Halogen):

— Remove the roof light (**A-fig. 68**) levering in the point illustrated.

— Remove the screen (**B-fig. 69**) firstly releasing it from the catch (**C**) on the right and then from the two stoppers on the left.

— Remove and replace the bulb concerned (**D-fig. 70**) (tubular with bayonet coupling), pushing gently and turning counter-clockwise.

— Refit the screen (**B-fig. 69**), firstly inserting the left side under the two stoppers then on the right side until the catch clicks. (**C-fig. 69**).

— Refit the roof light firstly inserting the front part, then pressing in the rear part to fit it in place.

When refitting the roof light ensure that the electrical wiring is correctly arranged and does not interfere with the edges of the light or retaining clips.

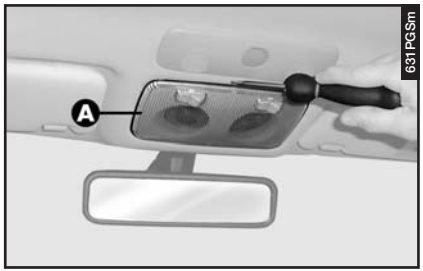

fig. 68

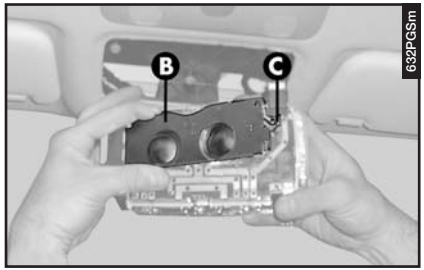

fig. 69

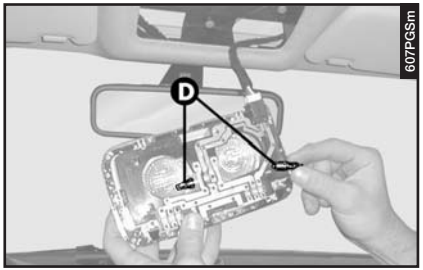

fig. 70

REAR ROOF LIGHTS

To replace the bulbs (Type B, 5W):

— Remove the roof light (**A-fig. 71**) levering in the point illustrated.

— Remove and replace the bulb (**B-fig. 72**) (tubular with bayonet coupling) pushing gently and turning counter-clockwise.

— Refit the roof light firstly hooking the catch (**C-fig. 72**) and pressing on the other side until the catch clicks into place (**D-fig. 72**).

COURTESY LIGHTS

To replace the bulb (Type C, 5W):

— Remove the light (**A-fig. 73**) levering in the point illustrated.

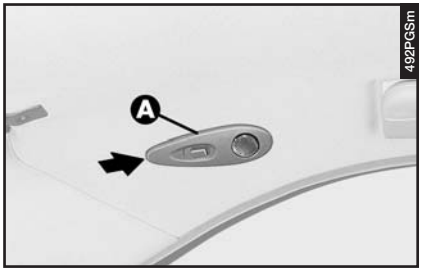

fig. 71

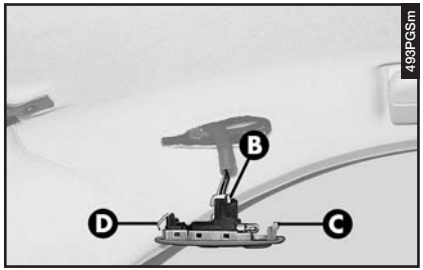

fig. 72

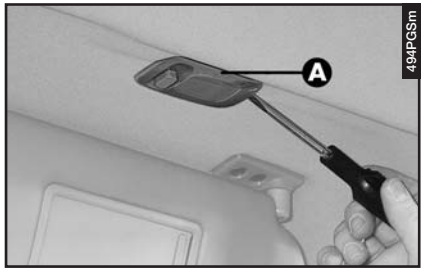

fig. 73

– Remove the screen (**B-fig. 74**) releasing it from the catches (**C-fig. 74**)

– Remove the bulb (**D-fig. 75**) pulling outwards and releasing from the side contacts.

– Insert the new bulb making sure that it is positioned correctly and locked between the contacts.

– Refit the screen (**B-fig. 74**) inserting it correctly between the catches (**C-fig. 74**).

– Refit the light unit firstly inserting from the side (**E-fig. 75**) and then pressing on the other side until the catch clicks into place (**F-fig. 75**).

GLOVEBOX LIGHT

To replace the bulb (Type A, 5W):

– Remove the light pushing with a screwdriver on the tab (**A-fig. 76**)

– Press the sides of the bulb screen (**B-fig. 77**) in correspondence with the two fastening pins and turn it.

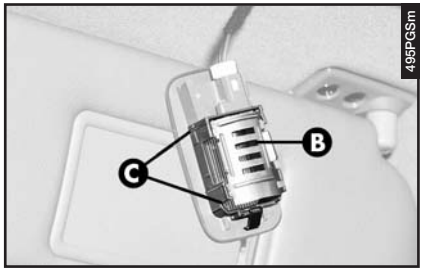

fig. 74

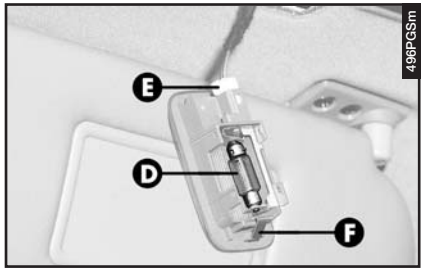

fig. 75

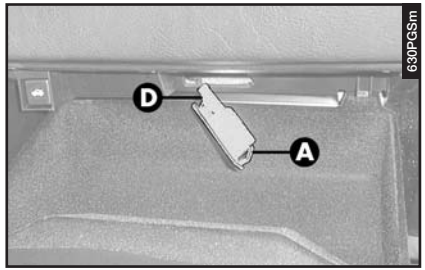

fig. 76

— Change the bulb (**C-fig. 77**) which is pressure-fitted.

— Re-position the screen inserting the two fastening pins.

— Re-install the light inserting it in the correct position firstly on one side (**D-fig. 76**) and then pushing on the other until the tab clicks.

DOOR LIGHTS

To replace the bulb (Type A, 5W):

— Remove the light pushing with a screwdriver on the tab (**A-fig. 78**).

— Press on the side of the screen (**B-fig. 79**) in correspondence with the two fastening pins and turn it.

— Change the bulb (**C-fig. 79**) which is pressure-fitted.

— Re-position the screen inserting the two fastening pins.

— Re-install the light inserting it firstly on one side (**D-fig. 78**) and then pushing on the other until the tab clicks.

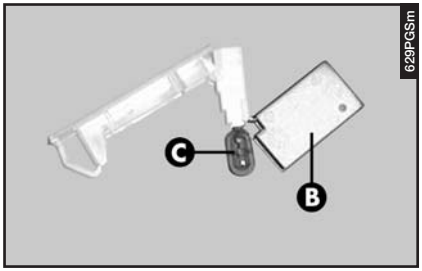

fig. 77

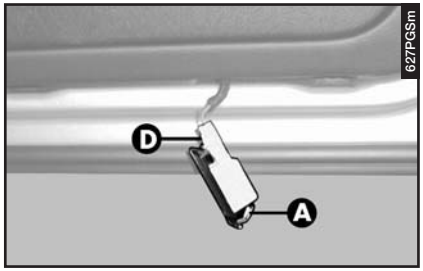

fig. 78

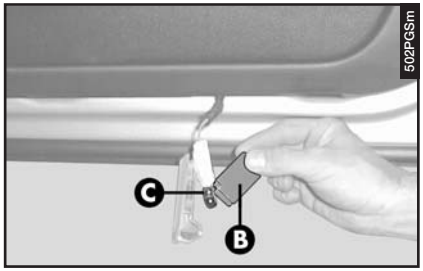

fig. 79

LUGGAGE COMPARTMENT LIGHT

To replace the bulb (Type C, 10W):

– Remove the light levering on point (**A- fig. 80**) with a screwdriver.

– Lift the protection cover (**B- fig. 81**).

– Remove the snap-fitted bulb (**C- fig. 82**).

– Fit the new bulb locking it between the two contacts.

– Lower the protection cover.

– Refit the light by locking it in its seat.

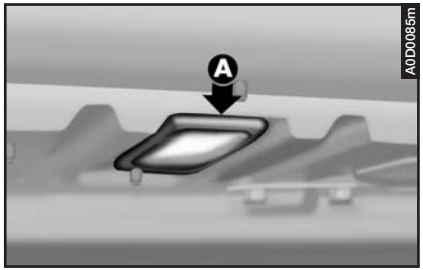

fig. 80

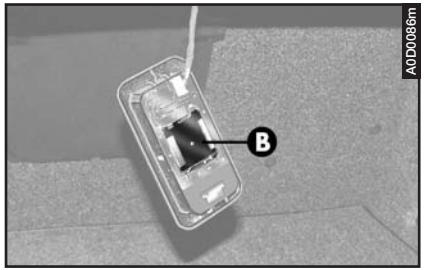

fig. 81

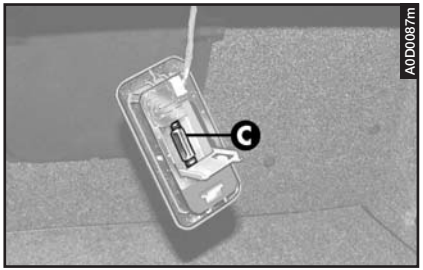

fig. 82

IN THE EVENT OF A BURNT FUSE OR RELAY

GENERALITIES (fig. 83)

When an electric device is no longer working, check that its fuse is intact.

A - Intact fuse

B - Fuse with damaged filament.

Remove the fuse to be replaced using the pincer (**C**) on the fusebox.

Replace the fuse with another of the same rating and colour.

Never replace a damaged fuse with anything other than an intact fuse.

WARNING

Never replace a fuse with another with a higher amp rating, DANGER OF

Before replacing a fuse check that the key has been removed from the ignition and that all the services are switched off and/or disengaged.

WARNING

If a fuse blows again contact Alfa Romeo Authorized Services. The systems and devices protected by fuses are in listed in the tables on next pages.

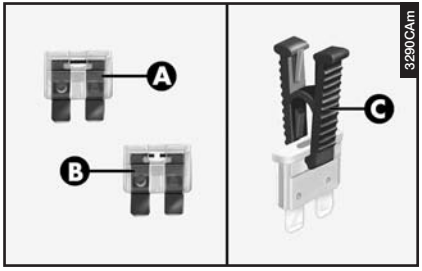

fig. 83

FUSES AND RELAYS IN THE CONTROL UNIT

The fuses for the main devices are housed in a control unit under the dashboard, to the left of the steering column.

Access to it is gained slackening the knob (**A-fig. 84**) and lowering the panel (**B**).

The graphic symbols which distinguish the main electric component corresponding to each fuse are given on a label on the inner wall of the panel.

In the upper part of the control unit there is a pincer (**C-fig. 85**) for removing fuses.

At the sides of the control unit there are some spare fuses (**C-fig. 86**); after replacing a fuse you are advised to replenish the stock of fuses when they are used.

The systems and devices protected by fuses are in listed in the tables on next pages.

The circuits operated by relays are the following (**fig. 86**):

A - Switch discharge relay

B - Headlight washer timer.

fig. 84

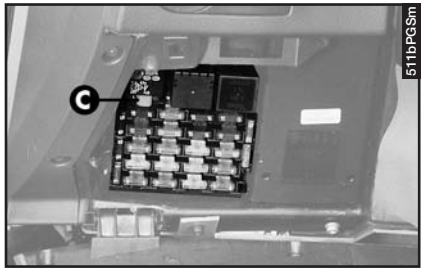

fig. 85

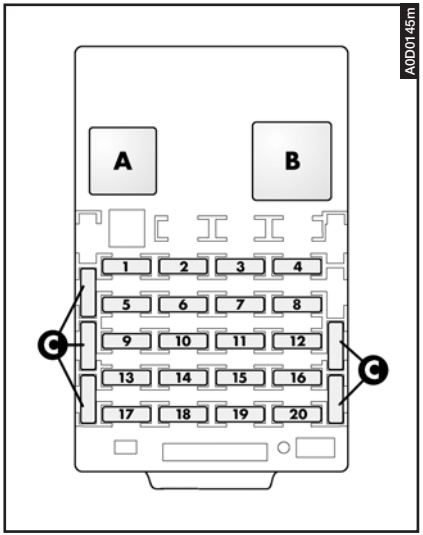

fig. 86

FUSES AND RELAYS IN ENGINE BAY

The fuses and relays in the engine bay are housed:

— In a box set next to the left side panel (**fig. 88**).

— On a bracket set behind the left headlight (**fig. 91**).

To gain access to the box, remove the cover (**A-fig. 87**), releasing it from the retaining clips.

The devices protected by the fuses in the engine bay are listed in the tables on next pages.

IMPORTANT The arrangement of the relays may vary depending on the versions and markets. In the event of a suspected anomaly, contact Alfa Romeo Authorized Services.

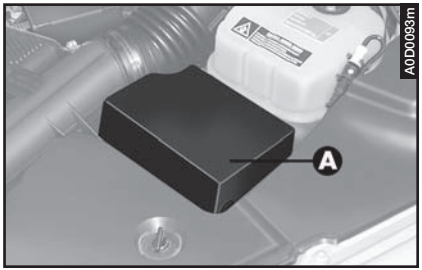

fig. 87

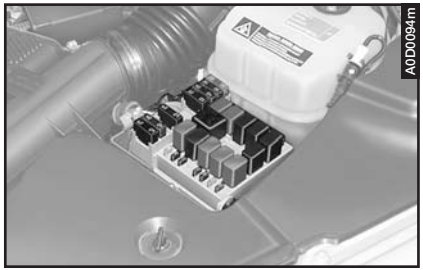

fig. 88

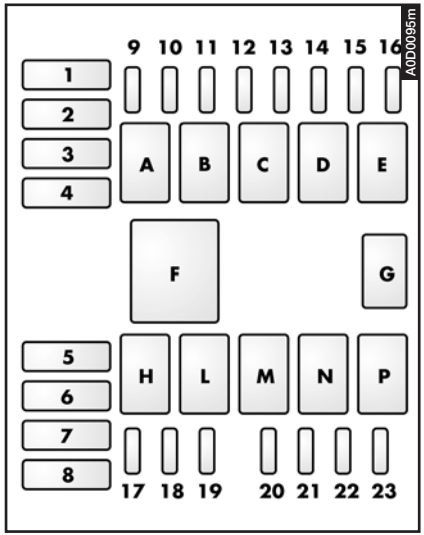

fig. 89

Circuits operated by relays are the following (**fig. 89**):

A. Dipped beam headlight

B. Climate control fan

C. Horn

D. Front fog light

E. Electronic automatic gearbox control unit (Sportronic versions)

F.. Petrol versions (single fan): engine cooling radiator (high speed)

JTD versions (two-fan): engine cooling radiator (high speed)

G. Conditioner compressor

H. Petrol versions: engine cooling radiator (low speed)

JTD versions (two-fan): engine cooling radiator (high speed)

L. Fuel pump

M. Electronic injection main relay

N. Starter motor

P. Diesel filter warming (JTD versions)

JTD versions (two-fan): engine cooling radiator (low speed)

To gain access to relays on the bracket set behind the left headlight (**fig. 91**), remove the cover (**A-fig. 90**) after turning the fastening pins (**B**).

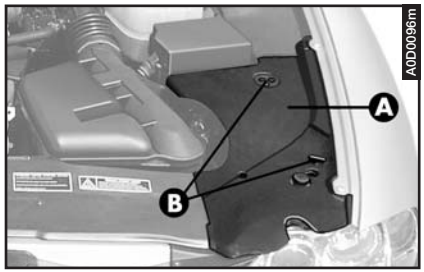

fig. 90

Circuits operated by relays are the following (**fig. 91**):

— Brown base relay: additional heater (JTD versions)

— Black base relay: engine cooling radiator relay, high speed (JTD versions).

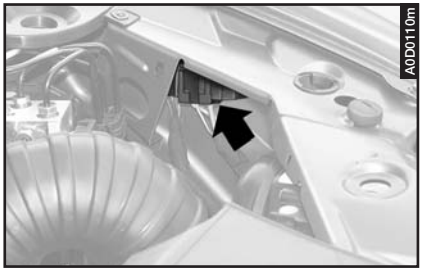

fig. 91

FUSES AND RELAYS IN THE BOOT

Fuses and relays are housed in the right-hand side of the boot are housed in a box, in the recess closed by cover (**A-fig. 92**).

To open the cover turn the knob (**B**).

The devices protected by the fuses in the boot are listed in the tables on next pages.

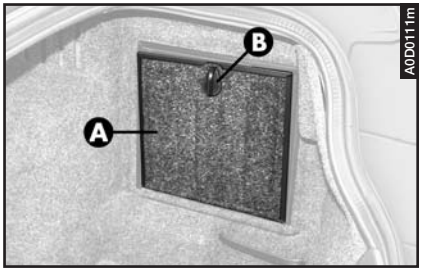

fig. 92

IMPORTANT The arrangement of the relays may vary depending on the versions and markets. In the event of a suspected anomaly, contact Alfa Romeo Authorized Services.

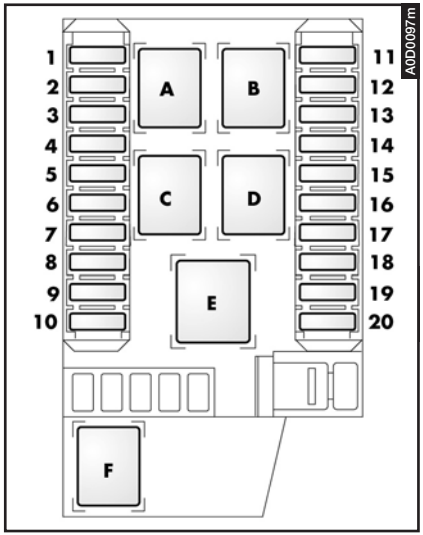

fig. 93

Circuits operated by relays are the following (**fig. 93**):

A. Air mixing actuator, climate control unit, additional heater control (JTD versions)

B. Rearscreen heating relay

C. Seat warming control, electrochromic driving mirror, sun visor light, rain sensor, parking sensor control unit, door mirror control light, remote control receiver, alarm system control unit, driver's power window control LOCK warning light

D. Windscreen heating, door mirror defrosting

E. Front seat warming, rear current socket, front seat electric adjustment, powered sunroof

F. Direction indicators, trailer presetting

External lights	Fuse no.	Ampere	Location
Brake lights (switch)	9 1	5A 15A	fig. 86 fig. 86
Direction indicators	12	10A	fig. 93
External lights (control)	5	10A	fig. 86
Front fog lights	16	15A	fig. 89
Headlights and headlight position sensor (gas discharge headlights)	6	7.5A	fig. 86
IGE control unit: - brake light switch - brake lights - headlight spot - left side lights - rear light units - right side lights	 1 9 11 17 15 8	 15A 5A 15A 10A 10A 10A	 fig. 86 fig. 86 fig. 86 fig. 86 fig. 86 fig. 86
Left dipped beam headlight	12	15A	fig. 89
Reversing lights (only versions with manual gearbox)	13	10A	fig. 86
Right dipped beam headlight	10	15A	fig. 89

Internal lights	Fuse no.	Ampere	Location
Dashboard light dimmer	5	10A	fig. 86
Door mirror control light	15	10A	fig. 93
Glovebox light	5	10A	fig. 86
Seat warming control light	15	10A	fig. 93
Sun visor lights	15	10A	fig. 93

System/Component	Fuse no.	Ampere	Location
ABI control unit	13	10A	fig. 86
ABI control unit – Central locking	19	20A	fig. 93
ABI control unit – Front LH power window	18	20A	fig. 93
ABI control unit – Front RH power window	3	20A	fig. 93
ABI control unit – Rear LH power window	14	20A	fig. 93
ABI control unit – Rear RH power window	17	20A	fig. 93
ABS control unit	9 7 3	5A 40A 40A	fig. 86 fig. 89 fig. 89
Additional heater (JTD versions)	17 13	20A 10A	fig. 89 fig. 93
Alarm system (control unit)	12 15	10A 10A	fig. 93 fig. 93
Alfa Romeo Code System	20 16	5A 5A	fig. 86 fig. 86
Cell phone (handset)	18 5	5A 10A	fig. 86 fig. 86
Central locking (ABI control unit)	19	20A	fig. 93
Cigar lighter	7	20A	fig. 86
Climate control fan	2	30A	fig. 89
Climate control unit	19	5A	fig. 86

System/Component	Fuse no.	Ampere	Location
Conditioner compressor	13	7.5A	fig. 89
Cruise Control	5	10A	fig. 86
Diesel fuel filter warming (JTD versions)	23 5	30A 40A	fig. 89 fig. 89
Door mirror defrosting	2	7.5A	fig. 93
Electrochromic driving mirror	15	10A	fig. 93
Electronic automatic gearbox (3.0 V6 24V Sportronic version)	6	20A	fig. 89
Electronic automatic gearbox (Sportronic versions): - control unit, sensors and gearshift lever - gearshift lever - sensors	 10 15 2 5 13 16	 5A 15A 10A 10A 10A 5A	 fig. 86 fig. 89 fig. 86 fig. 86 fig. 86 fig. 86
Electronic injection control unit	20 21 22	10A 15A 20A	fig. 89 fig. 89 fig. 89
Electronic injection system	16	5A	fig. 86
Engine control unit	18	7.5A	fig. 89
Engine cooling control unit	16	5A	fig. 86
Engine cooling radiator fan	4	60A	fig. 89

System/Component	Fuse no.	Ampere	Location
Engine cooling radiator fan	5	40A	fig. 89
EOBD system (socket)	18	5A	fig. 86
Front LH power window (ABI control unit)	18	20A	fig. 93
Front RH power window (ABI control unit)	3	20A	fig. 93
Front LH seat electric adjustment	6	30A	fig. 93
Front RH seat electric adjustment	5	30A	fig. 93
Front LH seat warming	9	10A	fig. 93
Front RH seat warming	8	10A	fig. 93
Fuel pump	19	15A	fig. 89
Fuel pump relay coil (engine bay box)	16	5A	fig. 86
Glow plug (JTD versions)	8	60A	fig. 89
Headlight washer (intermittent)	12	20A	fig. 86
Horns	11	15A	fig. 89
I.C.S. system	5 6 7 18	10A 7.5A 20A 5A	fig. 86 fig. 86 fig. 86 fig. 86
Instrument panel	6 18	7.5A 5A	fig. 86 fig. 86

System/Component	Fuse no.	Ampere	Location
Navigator	18	5A	fig. 86
Parking sensors (control unit)	15	10A	fig. 93
Power windows (driver's control LOCK warning light)	15	10A	fig. 93
Powered sunroof	10	20A	fig. 93
Presetting	4	–	fig. 93
	11	–	fig. 93
Rain sensor	15	10A	fig. 93
Rear current socket	16	20A	fig. 93
Rear LH power window (ABI control unit)	14	20A	fig. 93
Rear RH power window (ABI control unit)	17	20A	fig. 93

System/Component	Fuse no.	Ampere	Location
Rearscreen heating	1	30A	fig. 93
Relay coil T21, T22, T23 (boot box)	3	5A	fig. 86
Relay coil T24 (boot box)	5	10A	fig. 86
Remote control receiver	15	10A	fig. 93
Sound amplifier	20	25A	fig. 93
Sound system	4	15A	fig. 86
Sound system controls on steering wheel	5	10A	fig. 86
Starter motor	1	30A	fig. 89
Trailer presetting	12	10A	fig. 93
Windscreen heating	7	15A	fig. 93
Windscreen wiper	14	25A	fig. 86

IN THE EVENT OF A FLAT BATTERY

STARTING WITH AN AUXILIARY BATTERY

If the battery is flat, it is possible to start the engine using an auxiliary battery (**B-fig. 96**) with the same electrical characteristics as the original battery (**A-fig. 96**) (see chapter "Technical specifications").

The battery is housed on the left-hand side of the boot, protected by a cover.

If the battery is low, the servocontrol operating when the luggage compartment opens from inside or by the key does not work. However, it is always possible to open the luggage compartment to reach the battery. Just rotate the key wider simultaneously pressing on the bonnet edge by the hand.

IMPORTANT Apply a moderate pressure only on the bonnet edge, immediately above the lock.

On versions without navigation system and without CD player, access to the battery is gained by slackening the knob (**A-fig. 94**) and removing the battery cover.

On versions with navigation system and /or CD player, access to the battery is gained by slackening the knobs (**A-fig. 95**) and removing the cover (**B**).

Starting with an auxiliary battery does not damages the Alfa Romeo CODE system and must be carried out as follows:

— Switch off all the not strictly necessary electric devices.

— Connect a jump lead to the positive terminals (**1-fig. 96**) of the two batteries (+ sign next to the terminal).

— Connect another jump lead to the negative terminals (**2**) of both batteries (— sign next to the terminal).

— Start the engine.

— When the engine has started, remove the cables reversing the sequence described for connecting them.

— If after a few attempts, the engine fails to start, do not insist pointlessly and contact the nearest Authorized Alfa Romeo Services.

fig. 94

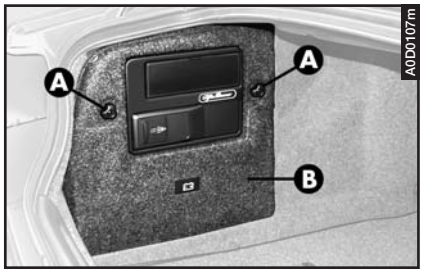

fig. 95

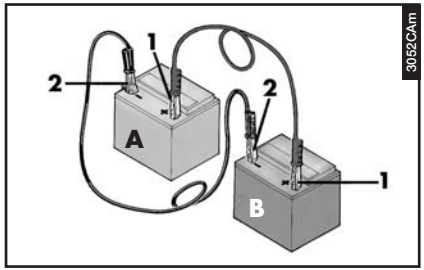

fig. 96

At the end of the operation refit the battery cover.

IMPORTANT If the battery was completely drained, it may be necessary to carry out the Alfa Romeo I.C.S. "self-teaching" operation as follows:

— Let the engine idle to allow the battery to recharge and make sure it will start next time.

— Switch the engine off.

— Turn the ignition key to **MAR** and leave it in this position for 30 seconds to 1 minute, then turn it to **STOP** for about 5 to 10 seconds, after which the engine can be started.

WARNING

This starting procedure must be carried out by qualified personnel as incorrect operations may provoke electrical discharge of great intensity. The liquid contained in the battery is toxic and corrosive. Avoid contact with skin and eyes.
Keep naked flame, and lighted cigarettes away from the battery. Do not cause sparks.

To avoid damaging the vehicle's electrical system follow the manufacturer's system instructions accompanying the jump leads. The jump leads must be of a sufficient cross-section and long enough to ensure that the two vehicles do not touch.

Never use a quick battery charger to start the engine in an emergency as this could damage the electronic systems of your vehicle, particularly the control units which manage the starting and supply functions.

The battery terminal connecting and disconnecting operations generate current that may cause problems to the car's electronic systems. Therefore, this operation should be carried out by skilled personnel.

IF THE VEHICLE IS TO BE TOWED

Towing the vehicle (**fig. 97**)

The rings for towing the vehicle are housed in the right and left lower part of the underbody.

Towing another vehicle (**fig. 98-99**)

The tow ring supplied with the vehicle is housed in the tool container under the boot mat.

To install the tow ring, proceed as follows:

– Take the tow ring from the tool container.

– Remove the cover (**A-fig. 98**) snap-fitted on the rear bumper as follows:

Take the screwdriver from the tool container in the boot, under the trim.

Using the flat bladed side protected with a soft cloth, insert the screwdriver on the upper part of the cap and press gently to prise the catch from its housing.

– Firmly screw the ring (**B-fig. 99**) in its housing.

WARNING

Make sure that the tow ring is firmly tightened (it must be turned about 8 times in its threaded housing); carefully clean the threaded housing before tightening the ring.

fig. 97

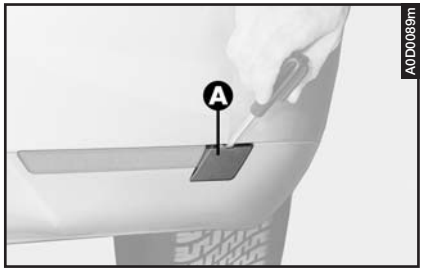

fig. 98

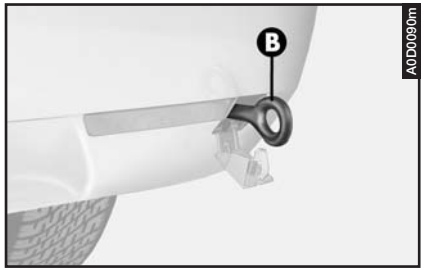

fig. 99

WARNING

Before beginning to tow the car, turn the ignition key to MAR and then to STOP, do not remove it. Removing the key automatically engages the steering lock resulting in the impossibility to steer the wheels. When towing remember that without the help of the servobrake and power steering, it is necessary to exert more effort on the brake pedal and for steering. Do not use flexible cables for towing and avoid jerks. During towing operations make sure that fastening the joint to the car does not damage the components in contact with it. When towing the car it is compulsory to comply with the specific traffic regulations concerning both the towing device and behaviour on the road.

IF THE VEHICLE IS TO BE LIFTED

USING THE JACK

See paragraph "In the event of a puncture" of this chapter.

You are informed that.

– the jack mass is 2.100 kg;

– the jack requires no adjustment;

– the jack cannot be repaired and in case of breakage it must be replaced by another original one.

– no tool other than its cranking lever may be installed on the jack.

WARNING

The purpose of the jack is only for replacing wheels on the car with which it is provided or on cars of the same model. It must never be used for other purposes such as for example raising cars of other models. In no case must it be used for repairs under the car.

WARNING

The car may fall if the jack is not positioned correctly. Never use the jack for higher capacities than the one stated on its label.

USING AN ARM LIFT OR WORKSHOP LIFT

The vehicle must only be lifted laterally positioning the ends of the arms or the workshop lift in the areas (**1-2**) illustrated, approx. 30 cm from the profile of the wheelhouse (**fig. 100**).

The car is to be lifted positioning the jack or the workshop lift arm plate only in the points shown (1-2 fig. 100).

Between the lift plate and the body interpose a rubber pad with a maximum size of 60x60 mm and maximum thickness of 30 mm. The pad should insert in the special recess on the under door panel, without interfering with it.

fig. 100

IN THE EVENT OF AN ACCIDENT

— It is important to keep calm.

— If you are not directly involved, stop at a distance of at least ten metres from the accident.

— On the motorway stop without obstructing the emergency lane.

— Turn off the engine and switch on the hazard warning lights.

— At night, light the place of the accident with your headlights.

— Take care not to put yourself in danger of being run over.

— Signal the accident placing the reflecting triangle plainly in view at the regulation distance.

— Call the rescue organisation giving information as exact as possible. On motorways use the special call boxes.

— In motorway pileups, especially with poor visibility, the risk exists of being involved in other crashes. Leave the vehicle immediately and go over the guard rail.

— If the doors are blocked, do not try to get out of the car breaking the windscreen which is stratified. The windows and rearscreen can easily be broken.

— Remove the ignition key from the vehicles involved.

— If you smell fuel or other chemical products, do not smoke and stub cigarettes.

— To put our even small fires use the extinguisher, blankets, sand, earth. Never use water.

IF THERE ARE INJURED PERSONS

— Never abandon an injured person. Persons not directly involved in an accident are obliged to give their help.

— Do not crowd around injured people.

— Reassure an injured person that help is on the way, stay near to cope with any panic.

— Release or cut the seat belts of injured persons.

— Do not give injured persons to drink.

— An injured person should never be moved, except in the cases listed below.

— Remove an injured person from the vehicle only in danger of fire, sinking or falling.

— When removing an injured person: do not pull the limbs or bend the head and keep the body as horizontal as possible.

FIRST AID KIT

In addition to the first-aid kit, it is also wise to keep an extinguisher and a blanket in the car.