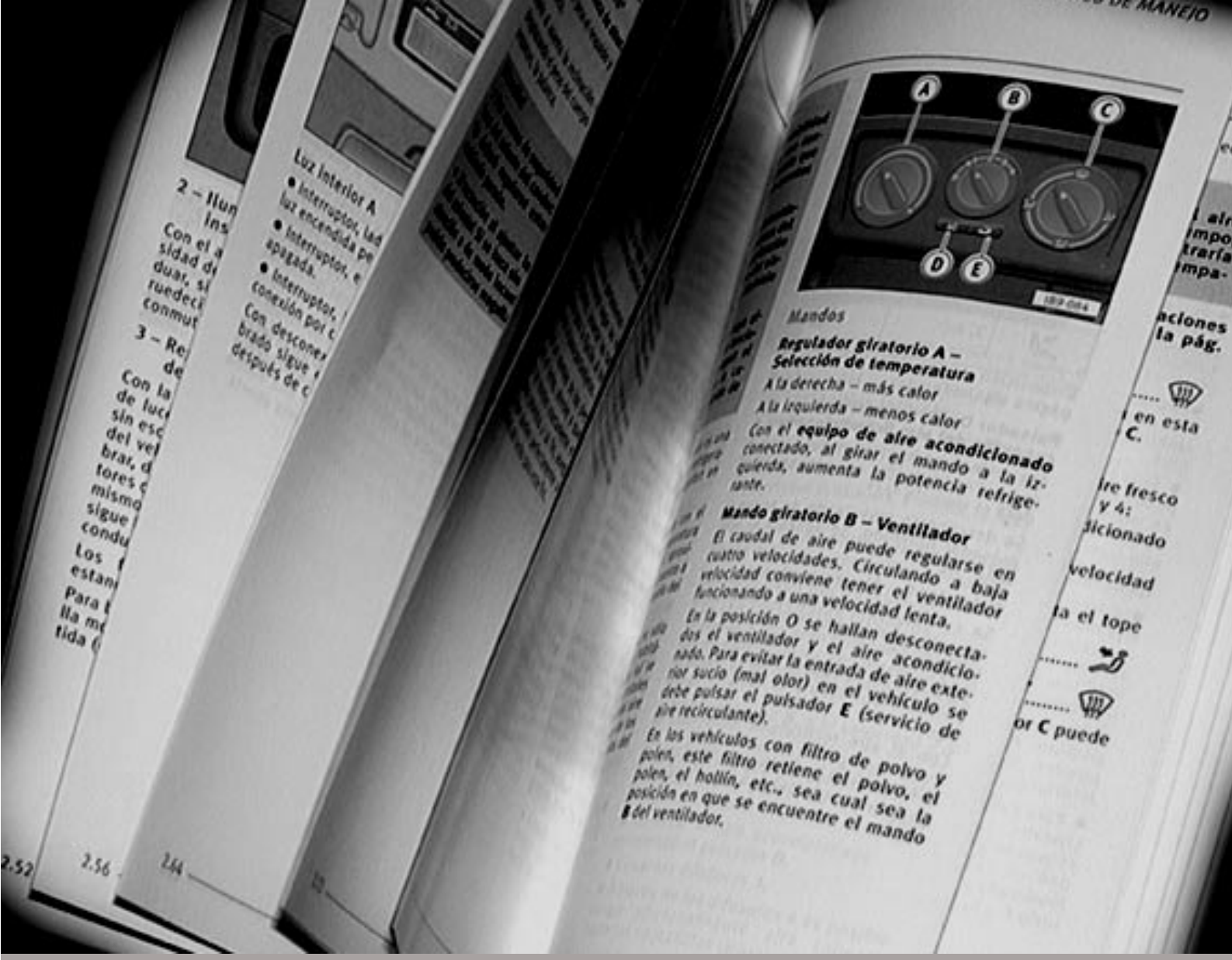


owner's manual

inca

SEAT

auto emoción


INCA

This owner's Manual

and the Supplements provided should be read carefully so that you can quickly become familiar with the controls and operation of your vehicle.

As well as care and regular maintenance, correct handling helps maintain the car's value.

For safety reasons please note also the information on "Accessories, modifications and replacement of parts".

One final request:

Please pass the complete vehicle wallet on to the new owner of your vehicle if you should sell it, as the vehicle literature belongs to the vehicle.

You should note these points before reading this Owner's Manual

Range of equipment

It describes the largest possible range of equipment envisaged at the time of going to press. Some of the equipment may not be available until later or will only be available in certain markets.

Items of equipment marked with this symbol are only available on certain model versions or are only available as optional extras on certain models or are only available in certain markets.

Environmental notes

Texts following this symbol and printed in italics are important notes on environmental protection.

Contents

On the next few pages you will find a contents list which lists all of the points detailed in this Owner's Manual in order.

Alphabetical index

At the end of the manual you will find a comprehensive alphabetical index.

You can find desired information quickly by looking for the key in the index.

Notes on direction

Apart from exceptions, all notes on the direction (left, right, front, rear) in this manual always refer to the vehicle's direction of travel.

Exception: possible specific steering descriptions.

Warning notes

All blocks of text in bold print, with this colour background and the title "Warning" refer to potential accident or injury risks.

Text in bold print warns against possible damage to the vehicle or notes particularly important information on how to treat your vehicle correctly.

Official SEAT service

The SEAT Dealers, Workshops and Official Service Centres have the most suitable specific tools and state-of-the-art technology and specialised staff to deal with and repair any problem or fault that may befall your SEAT vehicle, guaranteeing repairs inside or outside warranty, and using only genuine spares.

Do not hesitate to contact your Official SEAT Service Centre for any question that arises in the application or interpretation of the operations and revisions referred to in this manual.

Contents

Below

we offer a brief summary of the contents of the chapters that this Instructions Manual is divided into.

1. Safety first

This chapter provides information on your vehicle's passive safety fittings such as seat belts, airbags, child seats and safety and head rests.

2. Handling instructions

This chapter provides information on the layout of the driver's controls, the different seat adjustments, how to create a comfortable atmosphere inside the car, and how to start the engine.

3. Tips and maintenance

Advice on environmentally friendly driving, care and upkeep of your car and certain breakdowns (such as changing bulbs) that you can do yourself.

4. Technical data

Numbers, values, dimensions and amounts (fuel consumption, for instance) of your vehicle.

INDEX

Introduction to the subject

You will find important information, tips and notes on passive safety of your new INCA in this chapter.

We have detailed everything you need to know about, for example, seat belts, airbags, child seats, safety for children and head restraints.

Please pay particular attention to the notes and warnings in this chapter– in your own interest and in the interest of all passengers.

Please drive carefully.

Seat belts

Why have seat belts?

It has been proven that seat belts give good protection in accidents. In most countries, therefore, the wearing of seat belts is required by law.

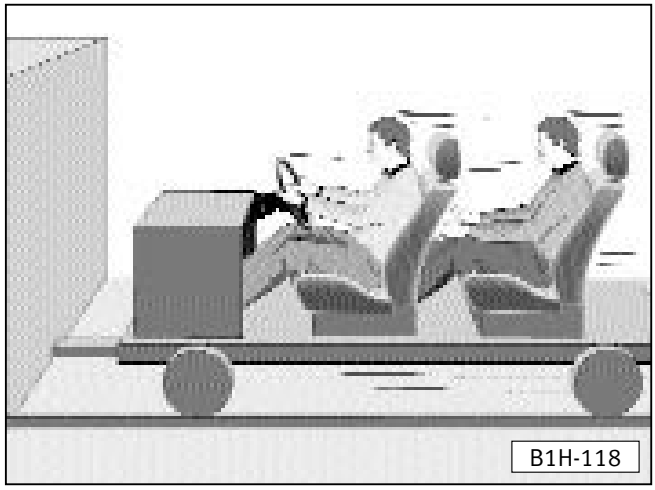
Warning

- **The belts should be put on before every journey – even in town traffic. This also applies to rear seats.**

Pregnant women too should always wear a seat belt. This is the only way to guarantee protection for the unborn child! For more information on this point please see page 1.11.

- **The routing of the belt is of major importance to the protective effect of the belt.**

How the belt should be worn is described on the next pages.



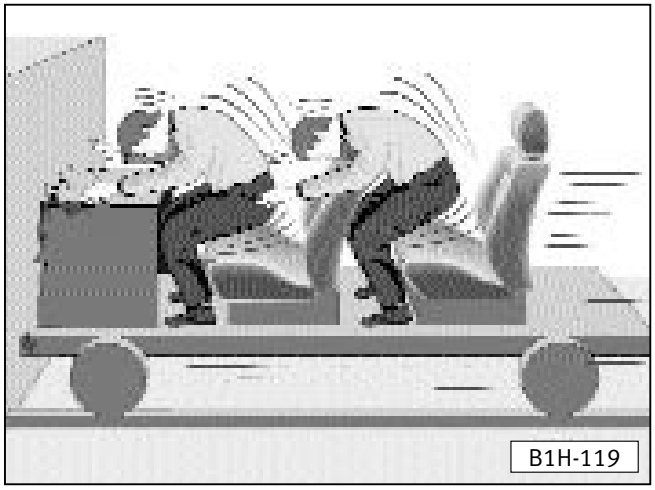
This illustration shows a car driving towards a wall. The vehicle occupants are not belted in.

The physical principle of a frontal crash is easy to explain.

As soon as the vehicle is moving, so-called “kinetic energy” is created by the movement of the vehicle , in the vehicle itself as well as in the vehicle occupants.

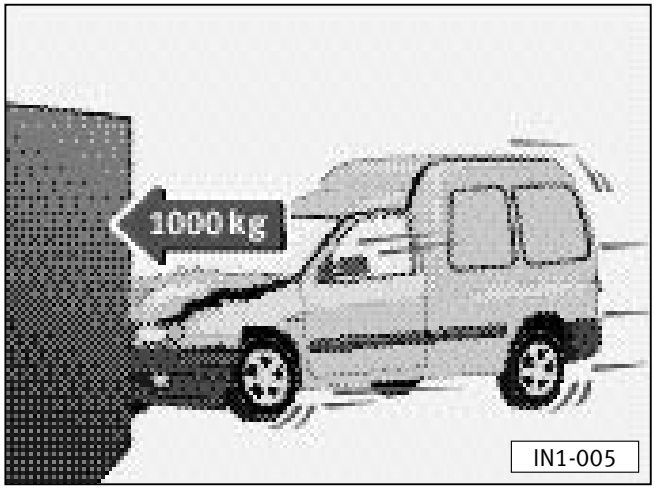
The extent of the “kinetic energy” effect depends largely on the speed of the vehicle and on the weight of the vehicle and the vehicle occupants.

The higher the speed and the greater the weight of the vehicle, the more energy must be dispersed should an accident occur.



The speed of the vehicle is, however, the most important factor. If, for example, the speed increases from 25 km/h to 50 km/h, the kinetic energy increases four-fold!

As the vehicle occupants in our example are wearing no seat belts, their entire kinetic energy can only be dispersed through the crash into the wall, should a crash occur. The consequences would be severe or possibly even fatal injuries.

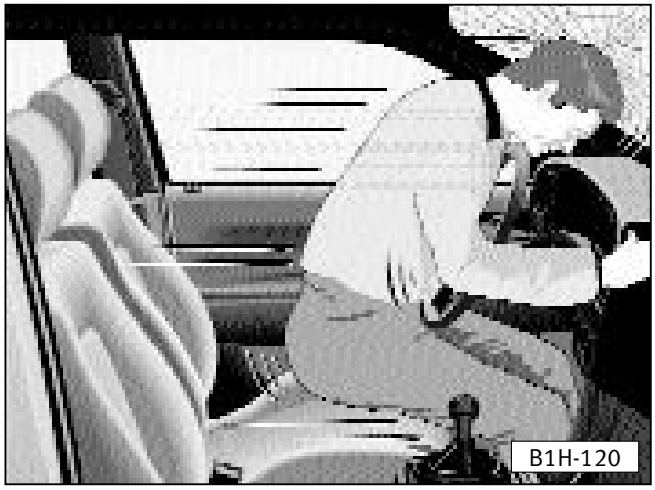


If you are driving at a speed of only 30 Km/h to 50 km/h, forces which can easily exceed 1000 kg are exerted on the body should an accident occur.

The forces exerted on the body will increase further at higher speeds, e.g. At twice the speed the forces increase four-fold!

Vehicle occupants not wearing their seat belts are thus not “linked” to their vehicle.

In a frontal crash, these people will continue to move forward at the same speed as the vehicle was travelling before the vehicle crashed!



In case of a frontal collision accident, the occupants who are not belted up are thrown forwards and collide with parts of the vehicle interior, e.g. the steering wheel, instrument panel or windscreen.

Vehicle occupants who are not belted in may even be thrown out of the vehicle. This could even lead to serious injuries.

The wide spread opinion that you can protect your body with your hands in the event of a light accident is not correct. Even at low speeds of collision, forces which cannot be deflected act on the body.

It is also important that occupants sitting in the rear seats are belted in as they can also be thrown out of the vehicle in the event of an accident. Somebody sitting in the rear and not using a seat belt is endangering not only himself but also the occupants of the front seats.

Protecting seat belts

Seat belts which are worn properly contribute to the correct seating position of the vehicle's occupants. The seat belts help reduce kinetic energy considerably.

They also prevent uncontrollable movements which can also be the cause of severe injuries.

Vehicle occupants who wear their seat belts correctly benefit greatly from the fact that kinetic energy is absorbed by the belt. The vehicle front structure and other passive safety measures, such as the Airbag System, also guarantee a reduction in kinetic energy. The energy created is thus kept to a low level and the risk of injury reduced.

Our examples describe frontal crashes. These physical principles also apply, of course, to other types of accidents and to vehicles with the Airbag System.

This is why you **must** put on your seat belt before every journey, even if you are only going "just around the corner". Please also ensure that your passengers are correctly belted in.

You have seen how seat belts function in the case of an accident on previous pages.

Accident statistics have proven that the risk of injury is reduced and the chance of survival in a serious accident is increased if the seat belt is worn properly.

For this reason, the wearing of seat belts is a legal requirement in most countries.

The correct method of wearing the seat belt, and how the Airbag System functions, is described on the following pages.

Warning notes

- The belts should be put on before each journey–even in town traffic! This also applies to the rear seats.
- The maximum level of protection by the seat belts can only be attained if the belts are worn properly.
- Please ensure that the belts are put on exactly as described in this chapter.

Putting the seat belt on underneath your arm, for example, would considerably increase the risk of injury in the case of an accident!

- The belt must not be twisted or caught, nor should it be allowed to rub on any sharp edges.
- Two people (including children) must never be secured with one belt. It is particularly dangerous to belt your child in when it is sitting on your lap.

- The belt strap should not be worn over hard or breakable articles (glasses, ball pens, etc...), as it may cause injuries.
- Bulky and loose clothing (e.g. an overcoat on top of a jacket), hinder correct fitting and working of the seat belt.
- The belts give maximum protection only in the correct seating position – see also page 2.39.

Please take notice of the warning notes on the next page.

- You must always keep your feet in the foot well during a journey – never on the dashboard or on the seats.
- The belts must be kept clean as dirt may affect the proper functioning of the retractors (see also the "Care of vehicle" chapter).
- The slot for the belt tongue must not be blocked with paper or anything similar, as the tongue can otherwise not engage properly.
- Check your seat belts regularly. If you find any damage on the belt, belt connections, retractor or the locking pieces, the belt must be replaced by a Technical Service Centre.
- The seat belts may not be removed from the vehicle or modified in any way. Do not attempt to remove the seat belts yourself.
- Belts which are stressed and thus stretched in an accident must be replaced by a Technical Service Centre.

Note

In some export countries seat belt functions could differ from the 3 point or lap belts described on the next pages

How are seat belts put on properly?

Putting 3 point belt on

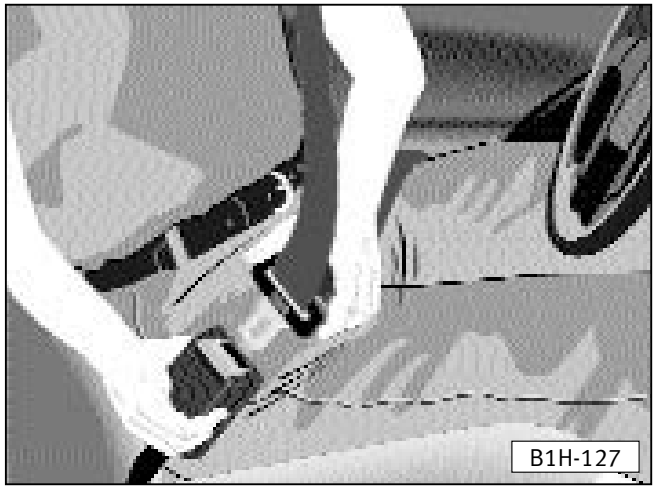
Before putting the seat belt on, adjust the front seat to your height (see the "Front seats" chapter).

The inertia reel belt gives complete freedom of movement when pulled slowly. Sudden braking, however, will cause the belt to lock.

The mechanism will also lock the belt when accelerating, driving down steep gradients or cornering.

Warning

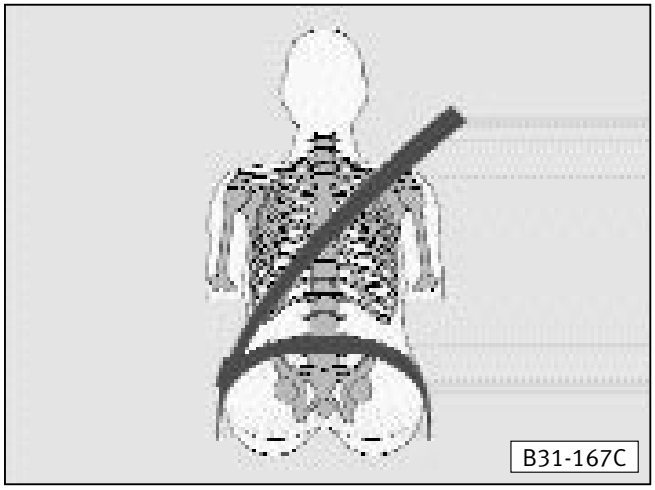
Seat belts can only give their maximum protection in an accident if the backrest is in an upright position and the belt is fitted closely to the body.



- Pull belt by the tongue slowly and smoothly across the chest and hips.
- Push the tongue into the locking part of the seat until it engages audibly **(pull to test!).**

Warning

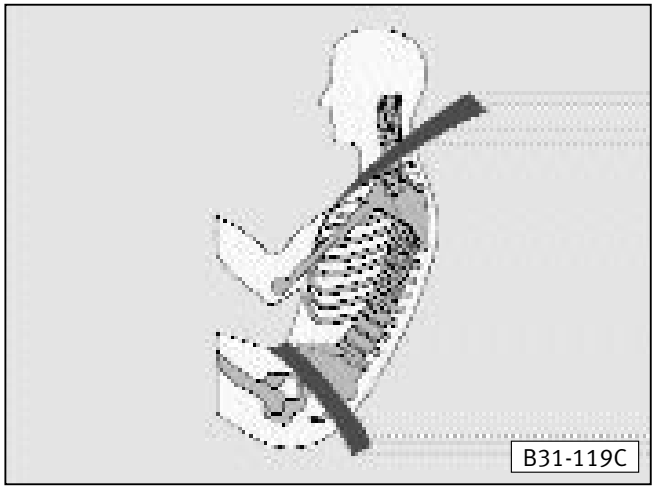
The tongue must be pressed into locking part designated for that seat and seat belt. The protective effect of the belt will otherwise be negatively affected and the risk of injury increases!



Warning

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck and must also be firmly in contact with the body.

The lap part of the belt must fit tightly across the pelvis– not across the stomach. If necessary, pull the belt tight.



Warning

- **Please ensure that the seat belt is fitted properly. A seat belt which is worn incorrectly could also cause injury in an accident.**
- **A seat belt which is worn too loosely could cause injury as your kinetic energy will throw your body further forward in an accident and it will be caught abruptly by the seat belt.**

With the aid of the **belt height adjustment** the routing of the shoulder belt for the front and rear seats can be set to fit the body properly.

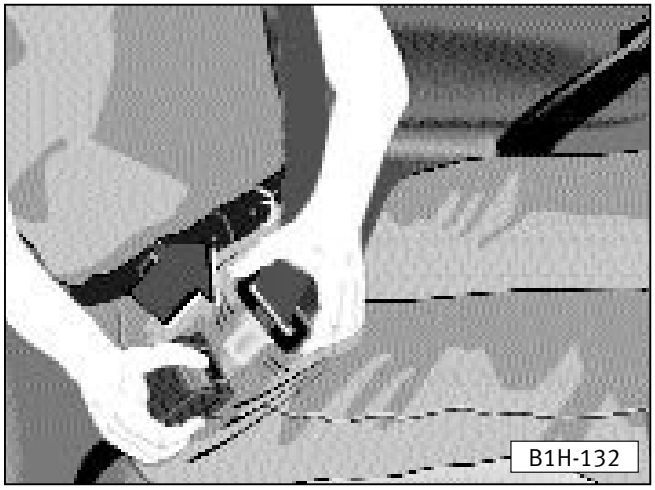
- To adjust, push the upper relay fitting in the direction shown, hold in this position and move up or down so that the shoulder part of belt runs roughly across the centre of the shoulder as shown in the left-hand illustration – **on no account against the neck.**
- After adjusting, pull the belt with a jerk to ensure that the relay fitting is properly engaged.

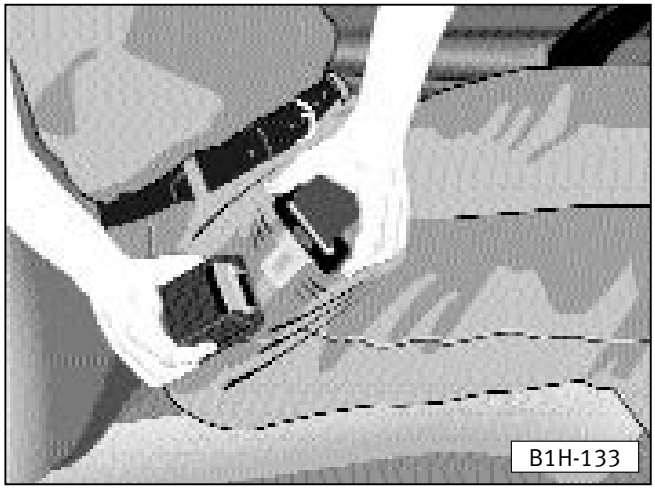
Note

The seat height adjustment* can also be used to adjust belt routing on front seats.

Warning

Pregnant women should always wear a seat belt too. The lap part of the belt should be as low as possible across the pelvis so that no pressure is exerted on the abdomen.





Taking three point belt off

To release the belt, press the red button in the lock. The tongue will then spring out.

Pass the tongue towards the door by hand so that the retractor can roll the belt up properly. A plastic knob in the belt holds the tongue in a convenient position.

Lap belt*

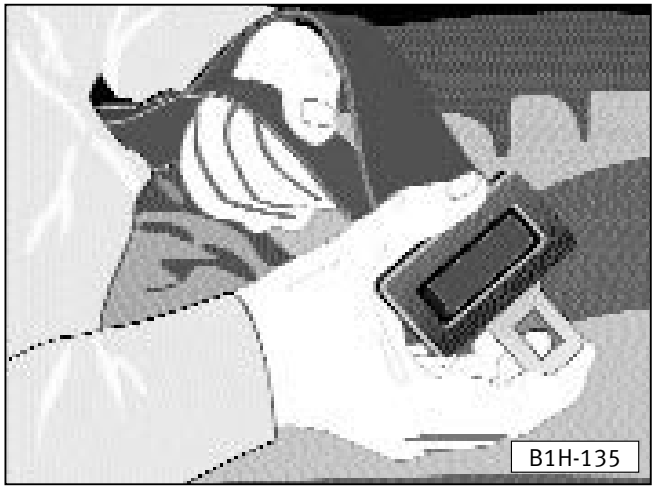
The centre place on the rear seat is fitted with a lap belt.

The belt lock is used in the same way as on the three point inertia reel belts.

For safety reasons a lap belt not being used should always be connected to the buckle.

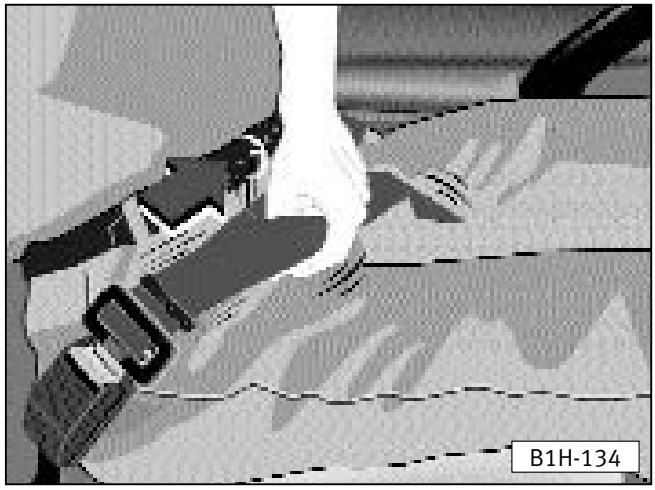
Warning

- **The lap part of the belt must fit tightly across the pelvis– not across the stomach. If necessary, loosen the belt.**
- **Pregnant women should always wear seat belts, too. The lap part of the belt should be as low as possible across the pelvis so that no pressure is exerted on the abdomen.**



To lengthen belt hold the tongue at right angles to belt and pull belt through to the required length– see illustrations.

The belt is easier to adjust if tongue and cap are pressed together.



To shorten belt it is only necessary to pull the free end of belt.

The surplus belt length is taken up by moving the plastic slide.

Belt tensioner*

Safety for the **belted-in** driver and front passenger is increased by the belt tensioners fitted to the inertia reels of the front 3 point seatbelts to supplement the Airbag.

The system is activated in a serious head on collision by sensors which fire a pyrotechnic charge in both automatic tightening devices.

This makes the devices roll up and tighten the tensioners.

Warning

- **Any repair work on the tensioner system, or the removal or installation of system components for other repair works, should be carried out by a Technical Service Centre.**
- **The protective function of the belt tensioner is capable of operating only once. If the belt tensioners have been activated at any time, the system must be renewed.**
- **If you sell the vehicle, please pass on this Manual to the new owner.**

Notes

- Smoke is released when the tensioners are activated. This smoke does not indicate a fire in the vehicle.
- It is extremely important to observe all safety regulations when the vehicle or any of the system components are scrapped. Technical Service Centres are familiar with these regulations and can provide the necessary details.

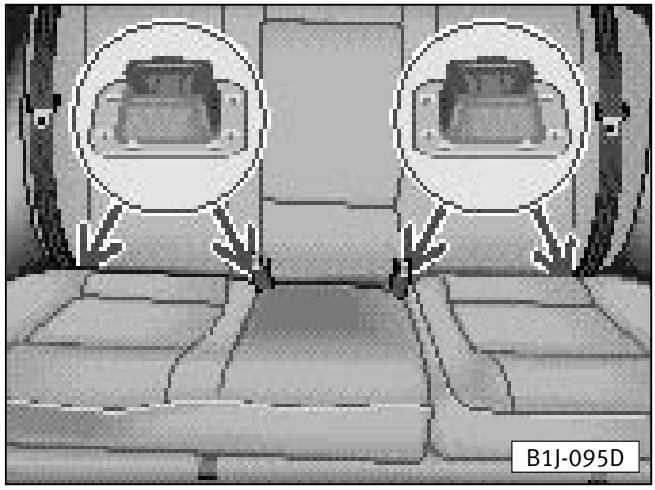
Securing the child seat

Warning

A child seat in which the child sits with its back to the direction of travel may only be used if the passenger side Airbag has been deactivated by a SEAT dealer. Otherwise the child would be in great danger.

Contact a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed, the passenger side airbag should be made operational again.



Attaching child seats with the ISOFIX system

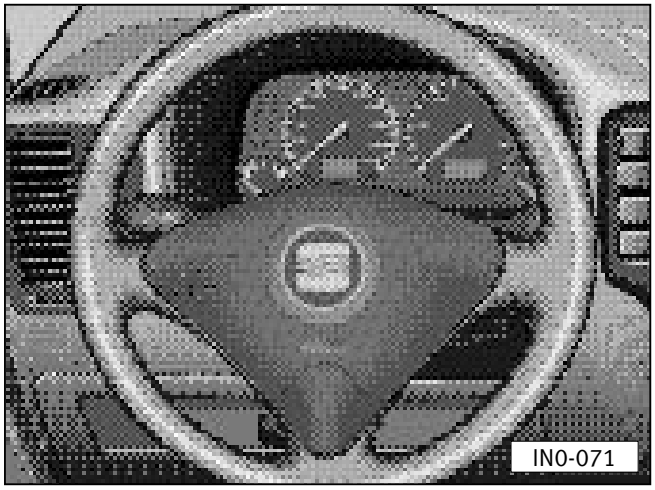
There are four attachment rings (see arrows) on the body work between the chassis and the cushions of the rear seat.

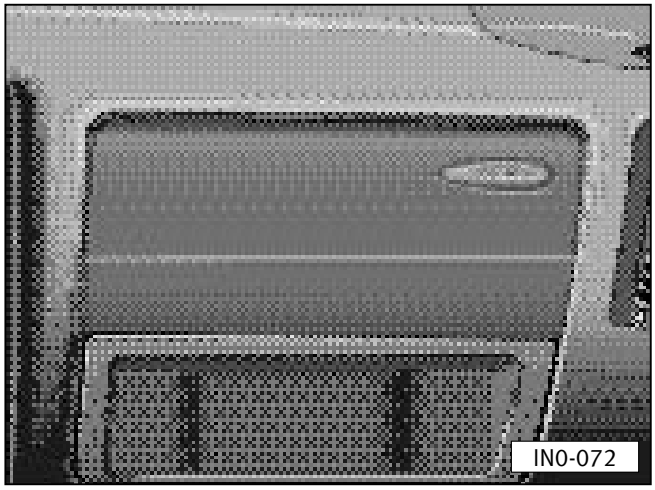
With the ISOFIX system you can use these rings to attach a maximum of two child seats. When you fit the child seat you must be able to feel it set into place with a “clicking” noise on both sides (installation sounds). Pull the child seat to check whether it is in place (pull to test!).

Warning

For safety reasons, carefully read the instructions that come with the ISOFIX system child seats, and the “Safety for children” chapter.

Airbag system*





Supplementing the three-point seat belts, the Airbag system offers additional protection for the driver's and passenger's head and chest in a serious frontal collision.

In serious lateral collisions the side airbags reduce the risk of injury to the body parts exposed to the danger for the front seat occupants.

The Airbag system is not a replacement for the seat belt, but it is rather one part of the passive safety concept of the vehicle. Please note that the best possible protection to be offered by the Airbag system can only be effective when the seat belts are fastened.

Therefore, the seat belts should always be used, not only for reasons of statutory regulations, but also for safety.

Also refer to the instructions from the "Seat belts" chapter.

The **driver's airbag** is located in the central cushioned part of the steering wheel.

The **passenger's airbag** is located in the dash panel above the glove compartment.

Both are marked with "AIRBAG".

Warning

The seat belts and airbag system only offer maximum protection when seated correctly.

Components of the system

The system basically consists of:

- an electronic control and monitoring unit (control unit)
- two airbags
- a warning lamp in the instrument panel

Airbag functions are controlled electronically:

- When switching on the ignition the warning lamp for the airbag lights for about 3 seconds.
- If at least one of the airbags is deactivated, the warning lamp will flash for about 12 seconds.

There is a defect in the system if

- When switching on the ignition the warning lamp does not light.
- 3 seconds after the ignition has been switched on, the warning lamp does not go out.
- After the ignition is switched on the warning lamp goes out and comes back on.
- The warning lamp lights or flashes while driving.

Warning

When a defect is present the system needs to be checked immediately by a Technical Service Centre. Failure to do so will jeopardise proper functioning of the airbag in the case of an accident.

When are the airbags triggered?

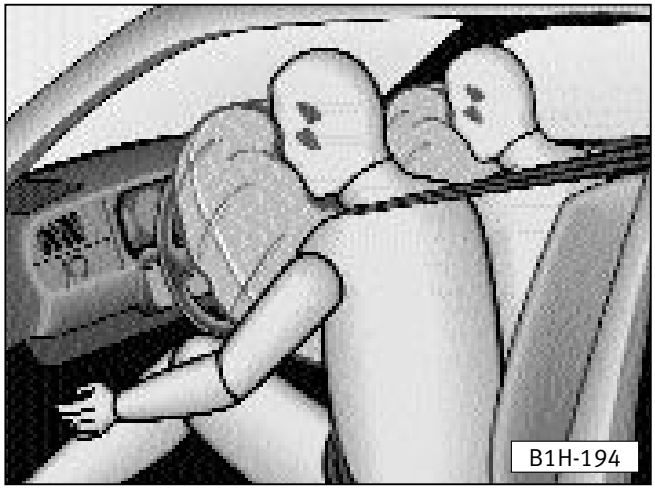
In a serious **frontal collision**, the driver and passenger airbags are triggered.

The airbag system **will not be triggered** for **minor** frontal collisions, rear-end collisions and rolling over. In these cases, the vehicle's occupants are protected by the fastened seat belt.

It is not always possible to determine when airbags are triggered since the circumstances of different accidents may vary considerably. A number of factors are important, such as the kind of object which collides with the vehicle (hard, soft), the angle of impact, the vehicle's speed, etc.

Decisive for the triggering of the airbag system is the deceleration process which takes place during the collision. In these cases, the vehicle's occupants are protected by the fastened seat belt. If the deceleration of the vehicle is below the reference numbers of the control unit the airbags are not triggered, even though the vehicle may be deformed by the accident.

A fine dust will appear when the airbag inflates. This is completely normal and does not mean that there is a risk of fire.



Front airbags*

If the system is triggered, the airbags fill with propellant gas and unfold in front of the driver and passenger.

When plunging into the fully inflated airbag (see above illustration) the forward movements of the front seat occupants will be cushioned and the risk of injury to head and upper body reduced.

This special airbag allows a controlled exit of gas when under load from the occupants to cushion the head and upper body. After the accident, the airbag will have emptied to the point that forward vision is again possible.

The airbag inflates in a split second to be able to offer additional protection during an accident.

A fine dust will appear when the airbag inflates. This is completely normal and does not mean that the vehicle is on fire.

In the previous chapter you will find instructions on system operation and possible faults.

Please take notice of the warning notes on the next page.

Warning notes

- It is important to maintain a distance of at least 25 cm from the steering wheel or instrument panel so that the front seat occupants have the best possible effective protection if the system is triggered. The front seats must always be correctly adjusted to the body height.
- If you are not wearing a seat belt or lean forward whilst driving or are sitting in the wrong position, you are open to a higher risk of injury in an accident when the Airbag System inflates.
- Children must never be allowed to sit unsecured on the front seat whilst the vehicle is in motion. If the Airbag System is triggered during an accident, children could be seriously injured or killed. For further important points please refer to the previous chapter "Safety for children".
- No persons, animals or objects should be located between the front-seat occupants and the effective range of the airbags.
- The protective function of the airbag will only be triggered for one accident. If the airbag has been triggered, the system must be replaced.
- The steering wheel padded plate and the padded surface of the airbag module on the passenger side of dash panel must not have stickers attached, nor should they be covered or re-worked in any other way. These parts should only be cleaned with a dry cloth or a cloth moistened with water.

  No other items such as, for example, telephone or cup holders should be attached to the Airbag module.
- No modifications of any kind may be undertaken on the parts of the Airbag System.
- All work on the Airbag System , including the removal and installation of system parts during other repair work (e.g. removing the steering wheel), should only be carried out by Technical Service Centres.
- When the vehicle is sold, the complete vehicle wallet should be passed on to the new owner. Please note that this also applies to the documentation for the passenger Airbag, which might be deactivated.

Note

If the vehicle or individual parts of the Airbag system is scrapped, one must always observe the relevant valid safety regulations.

Deactivation of the airbag

Under certain circumstances, the airbag can be deactivated.

- if, **exceptionally**, a rearward-facing child seat is to be used on the passenger seat.
- **if it is not possible to maintain a distance of at least 25 cm** between the steering wheel and the breastbone even though the driver's seat is in the correct position.
- if, due to a physical handicap, special accessories are needed in the steering wheel area.
- if a different kind of seat is fitted (i.e. orthopedic seat without side airbags).

A Technical Service Centre will inform you which of the airbags can be deactivated.

Once the airbag is deactivated, the SEAT Official Service Centre will place a sticker on the instrument panel to indicate so. It will also be indicated on the Inspection and Maintenance Plan.

The deactivated airbags must be made operational again as soon as possible to fulfill their function again.

Deactivation of the passenger seat airbag when fitting a child seat

The passenger seat airbag must be deactivated when, **exceptionally**, a child seat is being fitted in which the child sits with its back to the direction of travel.

Nonetheless, we recommend that the child seat be placed on the rear seat to avoid the deactivation of the passenger airbag.

As soon as the child seat is no longer needed, the passenger side airbag should be made operational again.

If using a child seat, read carefully the chapter on "Safety for children" .

Warning

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), the passenger airbag must be deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Contact a Technical Service Centre to have the system disconnected.

Safety for children

It is clearly demonstrated by accident statistics that generally children are safer on the back seat than on the passenger's seat. Therefore, children under 12 years of age must normally travel on the rear seats[1)]. Depending on age, height and weight, they have to use a suitable child restraint system or a seat belt. For safety reasons, the child seat must be fit in the center of the rear seat or behind the passenger's seat.

The physical principles apparent in an accident, which are detailed on pages 1.3 to 1.5, naturally also apply to children.

As opposed to adults, the muscle and bone structures of children are not yet fully formed. As such, children are subject to a higher risk of injury.

In order to reduce this risk of injury, children may only be transported in special child restraint systems!

Warning

- All vehicle occupants, and particularly children, must be belted in during the journey.
- You should never allow your child to stand or kneel whilst the vehicle is in motion. Should an accident occur , your children will be thrown out of the vehicle and could be seriously injured.
- If children lean whilst the vehicle is in motion or adopt an incorrect sitting position, they are subjected to an increased risk of injury. This applies in particular to children seated on the passenger seat when the Airbag system is triggered during an accident. This could cause serious or fatal injuries.
- A suitable child restraint system can protect your child!
- Do not leave your child unattended in the child seat
- Children under 1.50 m (approx. under 12 years of age) must not use normal seat belts without the child restraint system. This could cause injury to the stomach and neck.

1) Different norms may apply to different countries.

Only officially approved child restraint systems which are suitable for the child should be used.

The ECE-R[1)] 44.03 standard applies to child restraint systems. This categorizes restraint systems into four groups.

Group 0: 0-10 kg

Group 0+: 0-13 kg

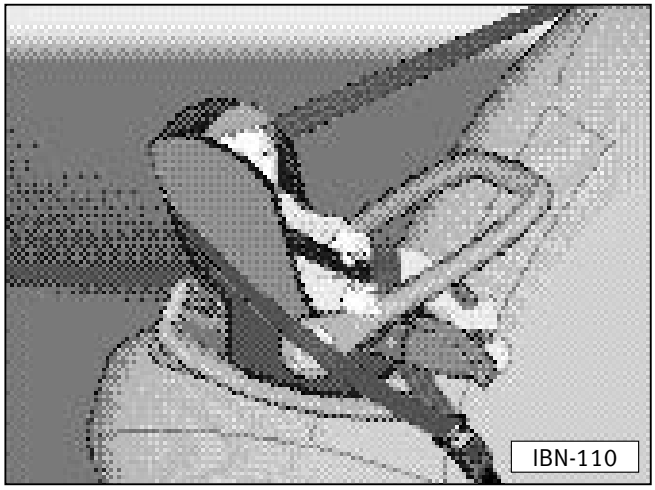
Group I: 9-18 kg

Group II: 15-25 kg

Group III: 22-36 kg

Child restraint systems tested according to ECE-R 44.03 standard are clearly marked with the ECE-R 44.03 test mark (capital E in a circle and a number which indicates the country of the norm, i.e. Spain is number 9).

1) Regulation of the Economic Commission of Europe.



Group 0/0+

For babies up to 10 kg/13 kg we recommend child seats which can be adjusted to the horizontal position (see illustration).

Warning

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), the passenger airbag must be deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Contact a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side airbag should be made operational again by a Technical Service Centre.

Group I

For babies and small children weighing between 9-18 kg. Best suited are child seats with safety board – see illustration – or child seats in which the child faces backwards.

Warning

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), the passenger airbag must be deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Contact a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side airbag should be made operational again by a Technical Service Centre.

Group II

For children weighing between 15-25 kg. Best suited are child seats combined with 3- point safety belts.

Warning

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck, and must be firmly in contact with the body.

The lap part of the belt must fit tightly across the pelvis – not across the stomach. If necessary, pull the belt tight.

Group III

For children weighing between 22-36 kg. and less than 1.50 m (5') tall. Best suited are seat cushions combined with the 3-point seat belt.

Warning

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck, and must be firmly in contact with the body. The lap part of the belt must fit tightly across the child's hips– not across the stomach. If necessary, pull the belt tight.

Children more than 1.50 m/5' tall can use the seat belts fitted without seat cushions.

Warning

On no account should children, even small babies, travel sitting on somebody's lap.

When using the belt, the section "Seat belts" should also be noted.

Notes

● We recommend that child restraint systems from the genuine accessory range of the SEAT Official Service Centres be used. Here, restraint systems for all age groups are offered under the name “Peke”[1]. These systems fulfill all requirements of the ECE-R 44 norm and have been developed and tested.

● **For the installation and use, attention must be paid to statutory regulations and the instructions of the restraint system manufacturer.**

Warning

● **Particular care is required if child restraint systems are used which are bolted together with the seat belts fitted in the vehicle. The bolts must be screwed into the hole for the complete length and tightened to 40 Nm.**

● **Furthermore, the seat belts must be checked for correct routing. The belt must not be able to be damaged by sharply edged fittings.**

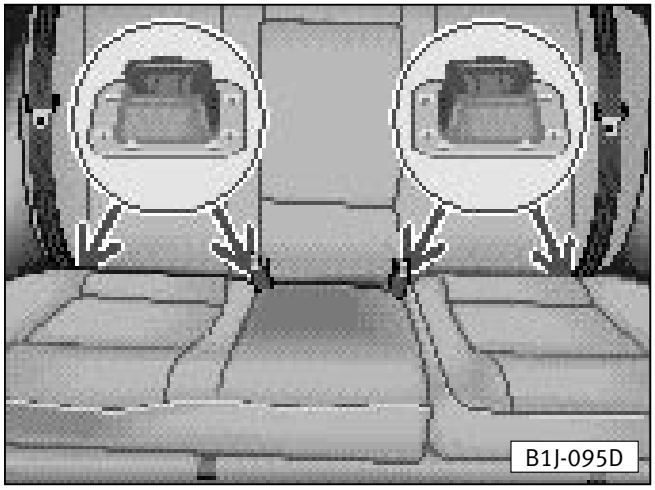
● **Only one child per child restraint system is allowed.**

Warning

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child’s back is opposite to the direction of travel), the passenger airbag must be deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Contact a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side airbag should be made operational again by a Technical Service Centre.

[1] Not available in all countries.



Attaching child seats with the ISOFIX system

There are four attachment rings (see arrows) on the body work between the chassis and the cushions of the rear seat.

You can use these rings to attach a maximum of two child seats with the ISOFIX system. When you fit the child seat you must be able to hear a "click" on both sides (sound of anchoring). Then, pull the seat to check whether it has been fitted properly (pull to test!).

Warning

For safety reasons, carefully read the instructions of child seats with the ISOFIX system and the "Safety for children" chapter.

Front seats

The correct adjustment of the seats is important for:

– reaching the controls safely and quickly.

– relaxed low-fatigue body position.

– **maximum protection from the seat belts and the Airbag System.**

Warning

● It is important to maintain a distance of at least 25 cm from the steering wheel or instrument panel so that the front seat occupants have the best possible effective protection if the system is triggered. In addition, the front seats and the head restraints must be adjusted to the body height.

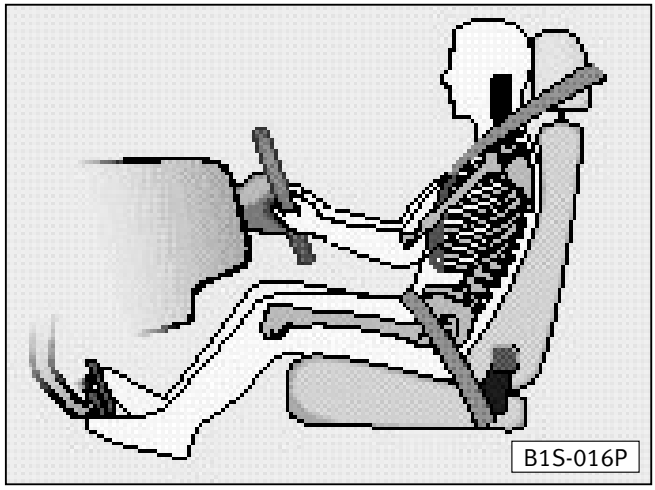
For seat adjustments see the "Front Seats" chapter. Please also note the basic positions for the driver's and passenger's seats on this page.

Warning

No items must be kept in the footwell, as these could block the pedals in case of sudden braking.

Consequently, it would be impossible to brake, change gear or accelerate.

Feet should remain in the footwell when the vehicle is moving, never resting on the instrument panel or seats.



Driver's seat

We recommend that you position the driver's seat as follows:

– Set the driver's seat forwards/backwards in such a way that the pedals can be fully depressed with a slightly angled leg.

– Set the backrest in such a way that it is fully against your back and that you can reach the upper point of the steering wheel with your arms at a slight angle.

Front passenger seat

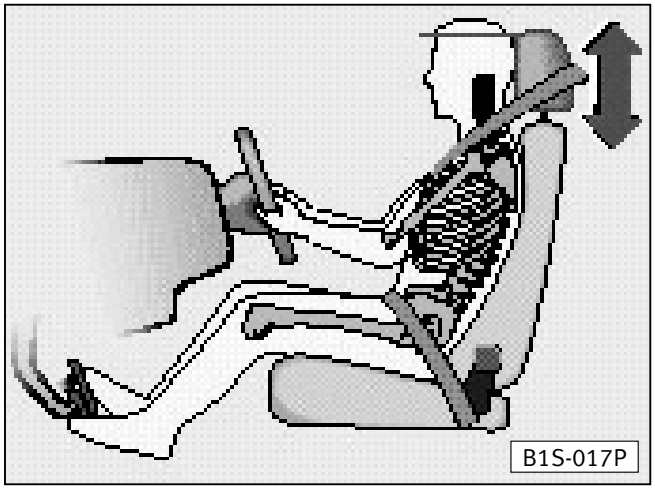
We recommend that you position the front passenger seat as follows:

– Backrest in an upright position.

– Place the feet in the footwell in a comfortable position.

– At the same time push the seat back as far as possible.

Head restraints*



The head restraints are height adjustable and must be set to suit the size of the occupant. Correctly adjusted head restraints together with the seat belts offer effective protection. It is also possible to set the angle of the front head restraints.

Adjusting height

- Grip sides of head restraint with both hands and pull up or push down.
- The best protection is obtained when the upper edge of the restraint is **at least** at eye level or higher.

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INSTRUMENT PANEL

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LIGHTS AND VISIBILITY

SEATS AND LUGGAGE COMPARTMENT

CLIMATE CONTROL

DRIVING

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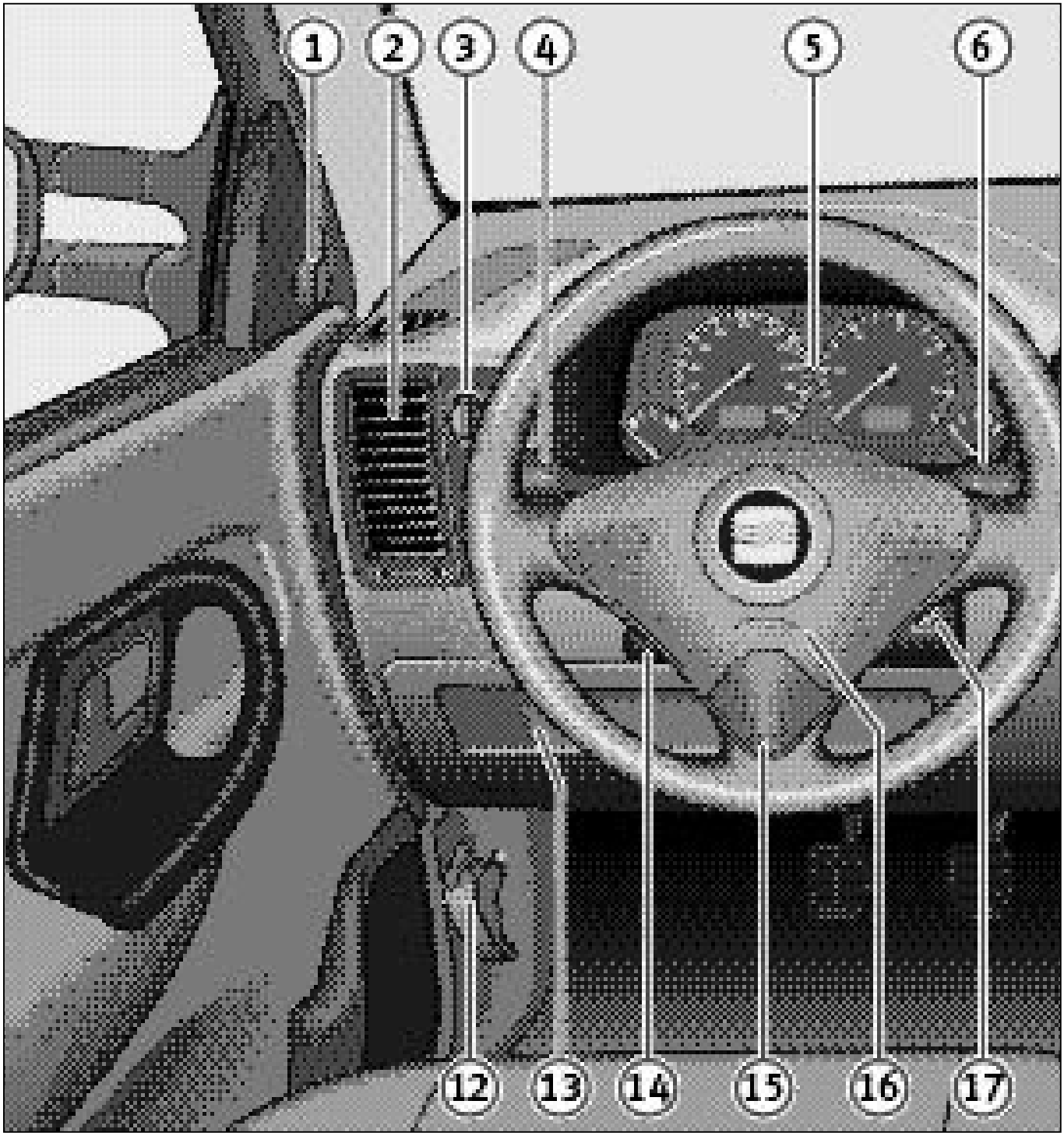

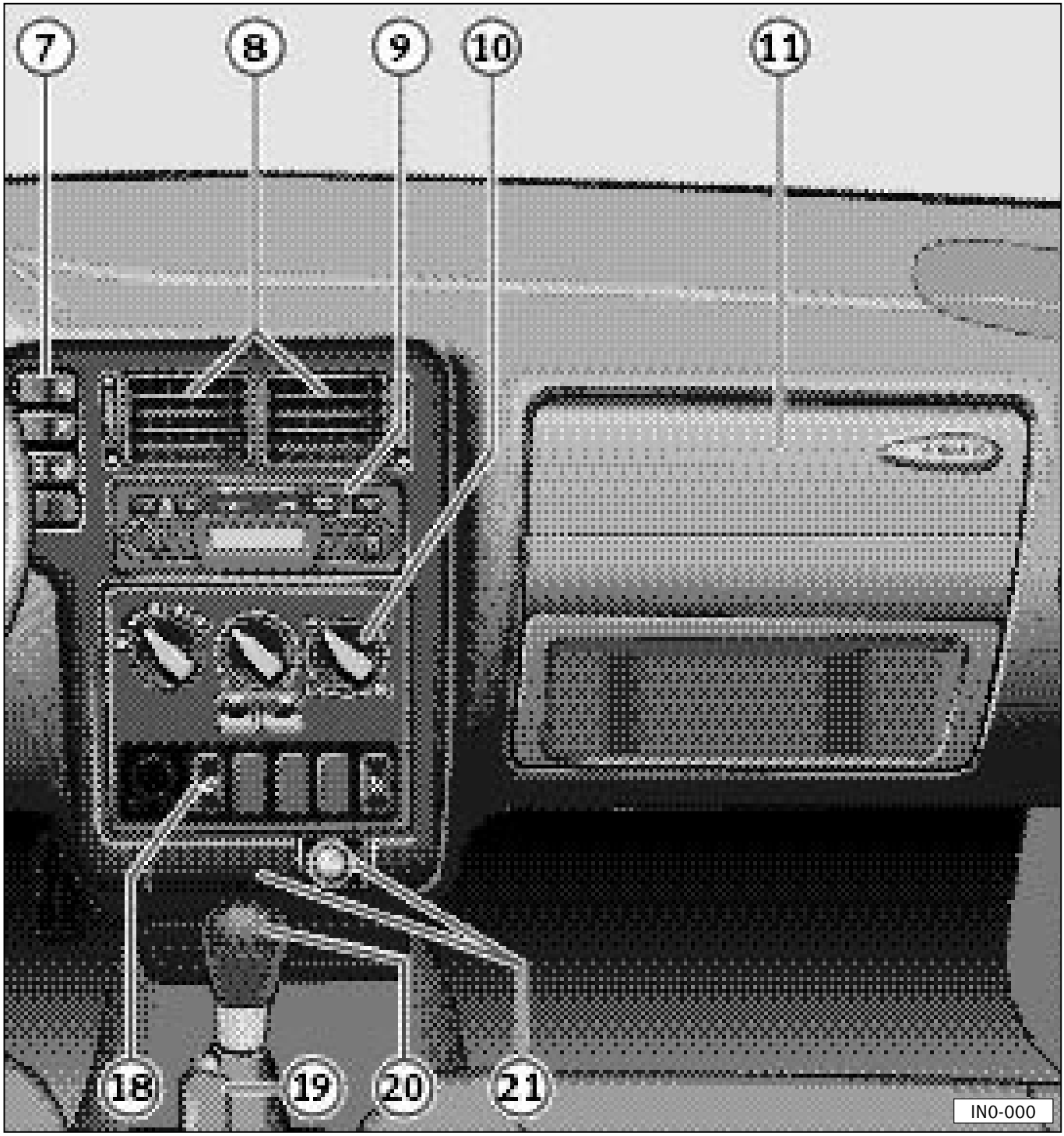
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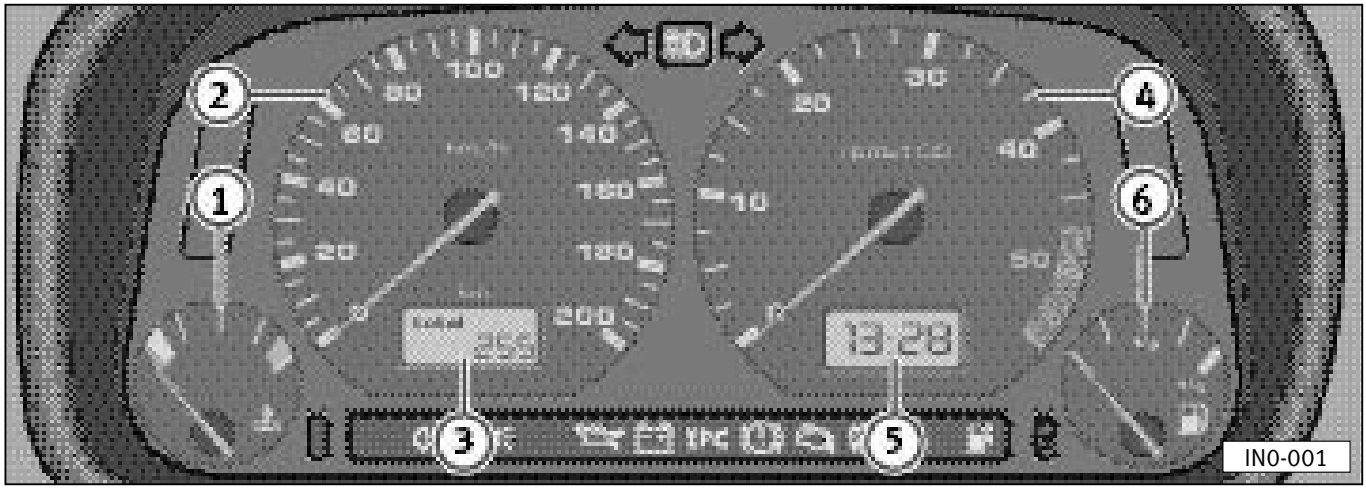
IN0-000

- Some of the fittings mentioned only belong to certain model versions or are options.
- In right hand drive versions, the layout is slightly different. However the symbols for these elements are the same as for left hand drive cars.

[1] An additional instructions manual is delivered with vehicles fitted with a radio in the factory. If the radio is fitted subsequently, the instructions in the section "If and when" of the Tips and Maintenance chapter should be followed.

Instruments

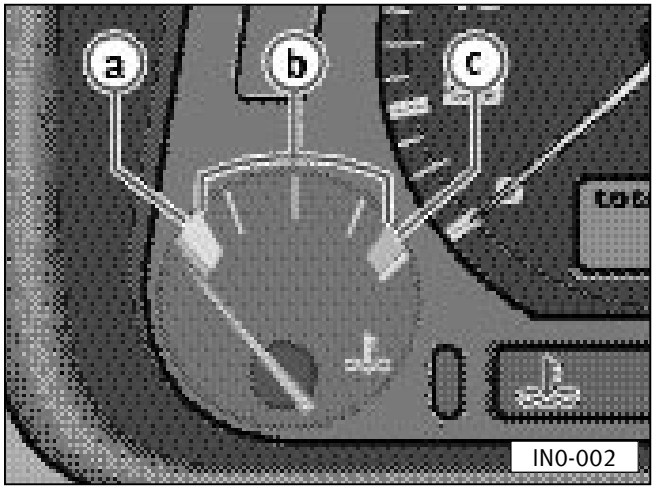


The arrangement of the instruments depends on the version of model and engine.

Note

The plate shows the instrument panel. This instrument panel includes a speedometer with electronic counter mechanisms.

Depending on the version of model, the speedometer may include a digital total and partial kilometer counter and a service interval indicator.



1 – Coolant temperature

This pilot goes on when the ignition is turned on. It takes a certain time, however, for the needle to reach the normal operating position.

a – Cold range

Avoid high engine running speeds and do not work engine too hard.

b – Normal range

The needle should remain in this range when driving in a normal way.

When the engine is subjected to high stress, and if the outside temperature is high, it is not important if the needle moves up, as long as it does not reach the warning range. If this range is reached while the car is running, verify the cooling system.

c – Warning range

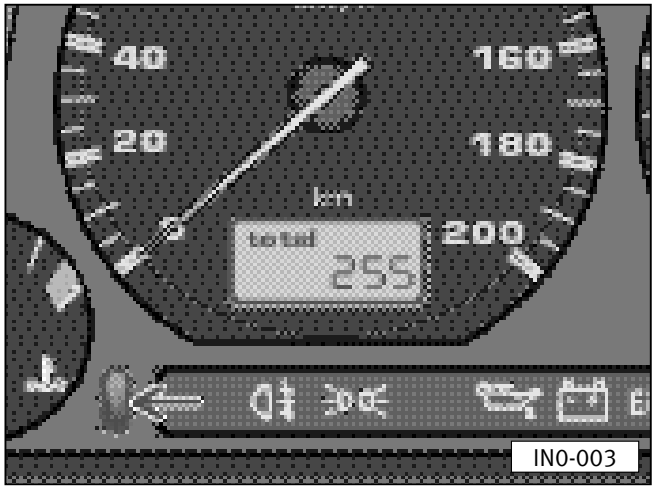
When the needle is in the warning range, the coolant level is very low or the temperature is too high. **You should immediately stop the car, turn off the engine** and try to find the cause of the problem.

Warning

- **Be careful when opening the coolant expansion tank! When the engine is hot the cooling system is under pressure – Danger of scalding! Therefore let engine cool down before unscrewing the cap.**
- **Do not touch the fan. The fan can switch on suddenly – even when ignition is switched off.**

Note

- **Any supplementary headlamps installed in front of the air intake (under the front bumper) will reduce cooling efficiency. With high outdoor temperatures and full throttle there is a danger that the engine will then overheat.**
- **The front spoiler also acts as a duct for the cooling air. For example, if the spoiler becomes damaged by bottoming on a curb, or even knocked off, the engine could also overheat. In such cases, contact a Technical Service Centre.**



2 – Speedometer

The speedometer is provided with a total or partial digital mileage clock as well as a Service Interval indicator.

During the running-in period, instructions from the chapter on "The first 1500 km – and afterwards" must be followed.

3 – Total or partial digital mileage clock with a Service Interval indicator

If the word “total” appears on the mileage display, the total mileage covered is indicated.

Briefly pressing the button below the speedometer (left arrow) will switch over to trip recorder and the word “trip” will appear. The figure after the comma indicates 100 m or 1/10 mile.

If the button by the “trip” display is pressed for longer than one second, the trip recorder will be zeroed.

Service interval display*

The display appears after switching on the ignition (engine not started) for a few seconds in place of the mileage recorder in speedometer. If no service is necessary **IN 00** will be displayed.

If a service is due, the following appears in the display for a few seconds even after starting the engine:

- OEL – Engine oil change
- IN 01 – Inspection service
- IN 02 – Inspection service with additional operations

After a service has been carried out, each service must be called up individually and the display zeroed. If for instance the inspection service **IN 02** with oil change is carried out, the **OEL**, **IN 01** and **IN 02** must be zeroed. The zeroing will be carried out by the SEAT dealer.

Notes

- If the battery is disconnected the details in the service display are retained.
- If a defective speedometer is replaced, the service interval display must be reprogrammed. This should be carried out by a SEAT dealer. Should the display not be reprogrammed, then the service work must be carried out in accordance with the Service Schedule and not according to the service display. The service display only becomes valid again after an inspection **IN 02** is carried out and the service display is zeroed.

4 – Revolution counter*

The needle of the revolution counter must never reach the red range on the scale.

By engaging a higher gear sooner, fuel is saved and the noise level is reduced.

You should change to a lower gear when engine speed falls too low and the engine does not turn smoothly.

During the running – in period high engine speeds must always be avoided.

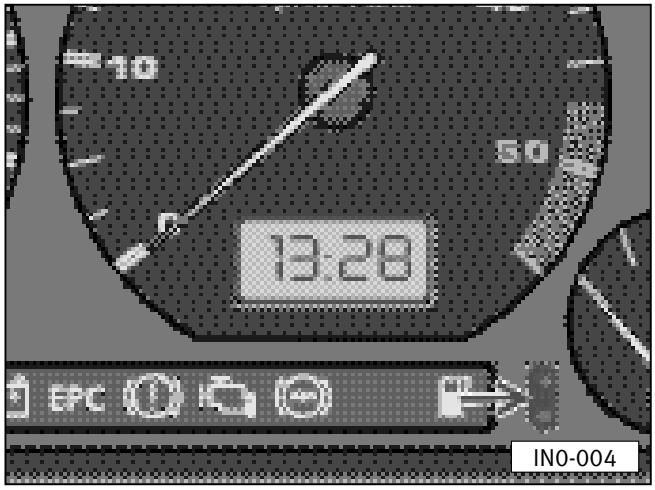
4 – Analogical clock*

To set time press the lower right button.

- Briefly press the button, preferably with a ballpoint pen, to advance one minute at a time.
- Keep the button pressed down for fast advance of minutes; hours can be advanced in this way too.

This button can be used to set the time to the exact second in this way:

- Press the button until the time is exactly one minute short of the desired setting.
- Just when the seconds hand of another clock that is running accurately indicates the desired time, or when the time signal is heard on the radio, press the button again.



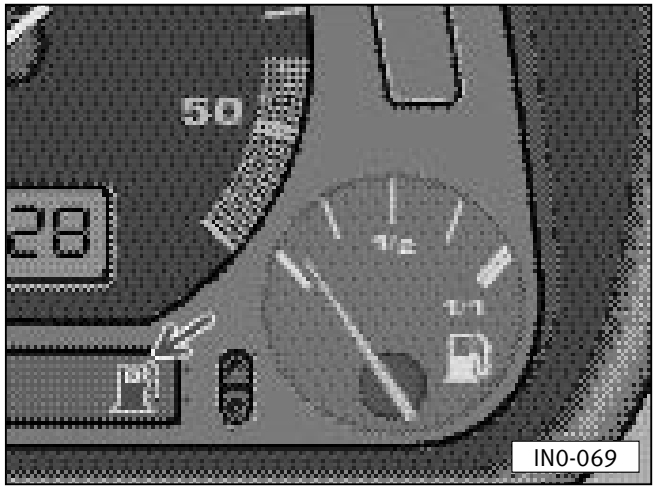
5 – Digital clock*

There are two switches at the bottom right of the instrument panel to enable the clock to be set. The upper switch sets the hours and the lower switch sets the minutes.

- Briefly press the respective button, preferably with a ballpoint pen, to advance the setting hour by hour or minute by minute.
- Keep the respective button pressed down for fast advance of hour or minutes.

The time can be set to the exact second with the help of the minute button:

- Press the button until the time indicated is exactly one minute short of the desired setting.
- Just when the seconds hand of another clock that is running accurately indicates the desired time, or when the time signal is heard on the radio, press the button again.



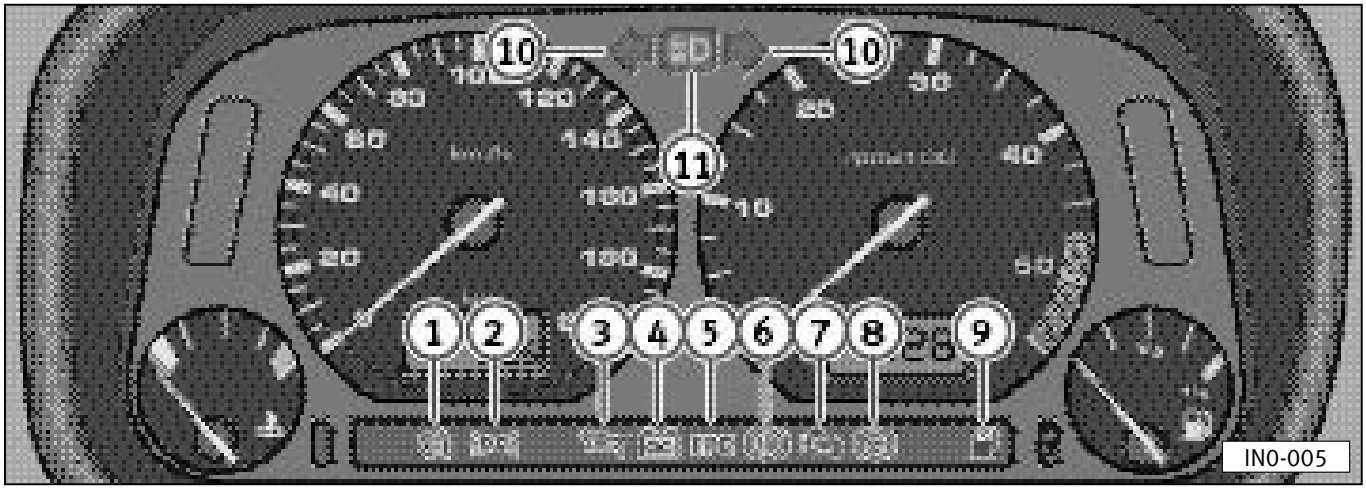
6 – Fuel level

It works with the ignition on. Nevertheless, it takes a certain time until the needle reaches its real position.

The fuel tank has a capacity of approximately 54 litres.

When the needle reaches the reserve range (arrow) there are about 7 litres of fuel left.

Warning lamps



The arrangement of the warning lamps depends on the version of the model and engine. The symbols presented below appear on the warning lamps themselves.

1 – Rear fog light

Yellow indicator of rear fog light.

For safety reasons this light should only be used under conditions of reduced visibility, rain, fog, etc. Remember to disconnect it, once the respective conditions cease, in order to avoid bothering the driver behind you.

2 – Side lights

This indicator lamp (green) shows that the sidelights are switched on. They may be operated with the contact off.

3 – Engine oil pressure 

The warning lamp flashes when ignition is switched on; the lamp should go out as soon as the engine has started.

If the warning lamp does not go out or flashes when driving – a buzzer also sounds at engine speeds above 2000 rpm – **stop, switch engine off**, check oil level and if necessary, add oil. See the chapter on "Engine oil". If the lamp comes on although the oil level is in order, **do not drive on**. Do not even run the engine at cruising speed – call in expert assistance.

If during the journey the engine is operated at a speed less than cruising speed, the oil warning lamp may light up. Increase engine speed by accelerating or changing down.

Note

The oil pressure warning lamp is not an oil level indicator. The oil level should therefore be checked at regular intervals, preferably every time the fuel tank is filled.

4 – Alternator 

The pilot light goes on when the ignition is turned on. This pilot should go off once the engine starts.

If this pilot light goes on while the engine is running, **stop the vehicle, turn off the engine** and verify the fan or poly-V belt.

If it is not broken, you may continue to drive in a normal way to the nearest Technical Service Centre. Because the battery will gradually discharge under these conditions, turn off all the electrical consumption points that are not indispensable, including the air conditioning*.

If it is broken, you can not continue to drive. The engine must be checked by a Technical Service Centre.

5 – Preheating system 

(Diesel engines only)

When the engine is **cold**, the pilot light goes on when the ignition goes on.

Once the pilot goes off, start the engine immediately. See the chapter "Starting the engine".

The preheating starts automatically after opening and closing the driver's door, so it is possible that the pilot light doesn't go on when the ignition is on, even if the engine is cold. You can start the engine immediatly.

With the engine at **service temperature** this pilot does not go on. You may start the engine immediately.

5 – Engine management EPC

(petrol engine only)

The warning lamp comes on when the ignition is switched on and must go out when the engine is started.

If a fault occurs in the engine management system while the vehicle is in motion, the warning lamp will light up. The engine must be checked as soon as possible by a Technical Service Centre.

6 – Brake system

The warning lamp comes on when

- the handbrake is on
- the brake fluid level is too low

The ignition must be switched on.

In vehicles with anti-blocking system (ABS), the ABS warning light comes on for several seconds after connecting the ignition and turning on the engine. If the ABS system stops working, this warning light comes on automatically.

If the electronic braking force distribution (EBV) stops working in the rear wheels, both warning lights come on.

Warning

The level of brake fluid in the reservoir is too low if the warning lamp does not go off after releasing the hand brake or if the warning lamp lights up while driving. Proceed immediately to the nearest Technical Service Centre and have the brake system examined.

During this time you may have to brake harder with a longer braking distance.

If the brake system warning lamp lights up together with the ABS warning lamp, the rear wheels could lock prematurely upon braking. Proceed immediately to the nearest Technical Service Centre while exercising extreme caution.

7 – Diagnosis/Exhaust fumes warning lamp*

Any faults in the engine management system of the petrol engine which occur while driving will be indicated by a flashing warning lamp. The engine must be checked by a Technical Service Centre immediately.

8 – Anti-locking brake system (ABS)*/(EDL)*

The warning light comes on for a few seconds when the ignition is switched on. The light goes out after an automatic test sequence has taken place.

A fault in the ABS system is indicated as follows:

- **If only the ABS lamp lights up,.** the vehicle can continue to brake using the normal braking system but without ABS. In this case, proceed to a Technical Service Centre as soon as possible.
- **ABS warning lamp lights up together with brake system warning lamp.** Not only is the ABS system defective, changes in braking characteristics can also be expected.

Warning

If both warning lamps light up, the rear wheels could lock prematurely upon braking. Proceed immediately to the nearest Technical Service Centre while exercising extreme caution.

Electronic Differential Lock (EDL)*

The EDS system works in conjunction with the ABS. Failure of the EDS system is indicated by the ABS warning lamp lighting up. Consult a Technical Service Centre.

9 – Fuel level

Indicator light (yellow) of fuel reserve.

If this light goes on in a permanent way, this indicates that there are approximately 7 liters left in the fuel tank.

10 – Indicators

The pilot light flashes at the same time as the indicators. If an indicator is faulty, the pilot light will blink at about twice the normal speed.

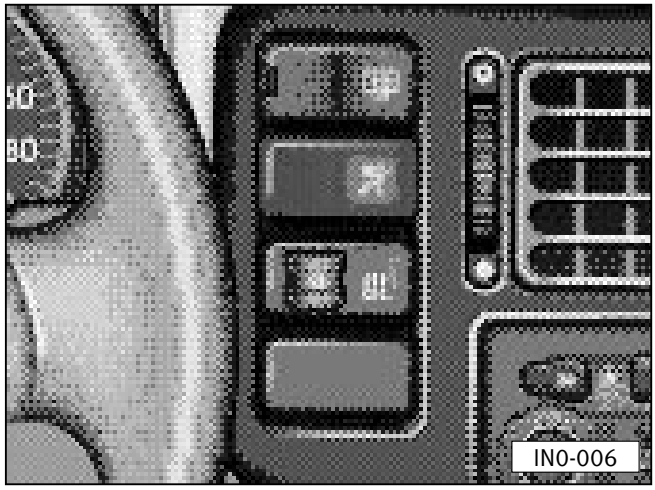
In some versions, and depending on the indicator that is on, the right or left side of the pilot light will flash.

This does not apply when towing a trailer.

For more data refer to the chapter on "Indicators and dipped beam lever".

11 – Main beam

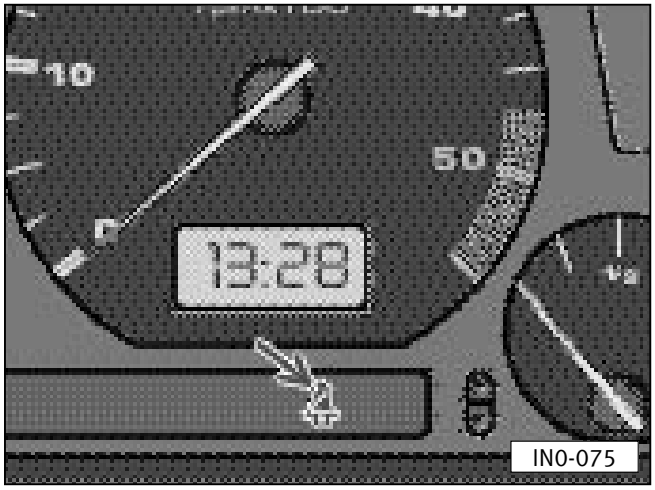
The pilot light goes on when the high beams are used or the headlights are flashed.



Airbag system

The warning lamp lights for about 3 seconds when the ignition is switched on. **On vehicles with the passenger airbag deactivated** (see the "Airbag" chapter), the warning lamp will flash for a further 12 seconds.

If it does not go off or if it lights up, flashes or flickers during a journey, there is a fault in the airbag system. The system should immediately be checked by a Technical Service Centre. For more details see the "Airbag system" chapter.



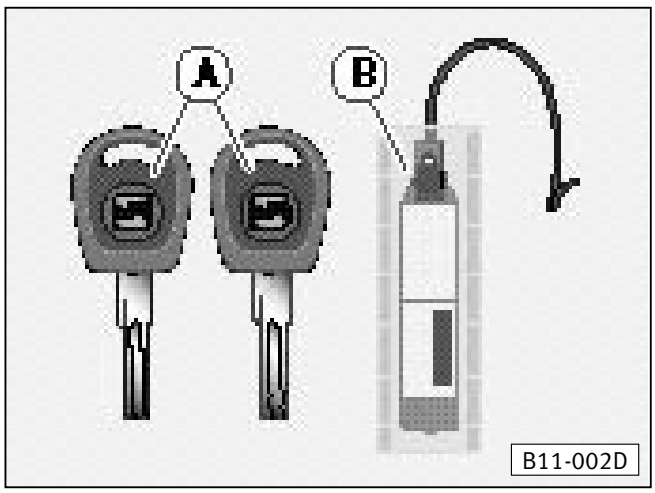
Seat belt warning lamp*

The warning lamp lights up (only for certain countries) for about 6 seconds after ignition as a reminder to fasten your safety belt.

If the seat belt is not fastened in some countries an acoustic signal will sound after switching on the ignition which will stop after 6 seconds or when the seat belt is fastened.

Please refer to chapter “Seat belts”.

Keys



The vehicle is supplied with two keys **A** which fit all locks.

In addition, plastic key chain **B** with the key number is included.

Warning

- **Always take the key from the ignition whenever you leave the vehicle – even if only for a moment. This is particularly important if children are to remain in the vehicle. They might start the engine or some other electrical component, e.g. electric windows. Risk of accident!**
- **Wait until the vehicle has stopped before taking the key out. Otherwise the steering may block.**

Replacement keys

For reasons of security, replacement keys are only available from SEAT Official Service Centres.

Key tag

The key tag contains the key number as well as the secret code for the immobilizer, which are needed to obtain replacement keys. With this number you can order a duplicate of your key from a SEAT Official Service Centre.

Note

You should keep this plastic key chain in a particularly safe place since only with this number can copies of the key be made.

For this reason you should give the buyer this key tag if you sell the vehicle.

Electronic immobiliser

The immobiliser prevents unauthorised persons from using your vehicle.

A micro-chip is located in the head of the key which automatically deactivates the immobiliser when the key is inserted in the ignition lock.

The system is automatically activated when the ignition is switched off.

Note

The engine can thus only be started with a correctly coded Genuine SEAT key.

Trouble free operation of your vehicle can only be guaranteed when using genuine keys.

Front doors

From the outside, the key can be used to lock and unlock the driver's door and the front passenger door. When these doors are opened, the safety button pops up; when they are closed, it pops down.

The passenger's door can be locked from the outside without using a key; just press down the button and close.

The safety button on the driver's door cannot be pressed down while the door is open. The reason for this is to prevent the possibility of locking the keys inside the car, i.e., in the ignition.

From the inside, the front doors can be locked by pressing down the respective safety buttons.

While the safety knob is down the front doors cannot be opened, neither from the inside nor from the outside.

While driving, the safety buttons should not be pressed down so that, in case of emergency, it will be easy to help the occupants inside the vehicle.

Warning

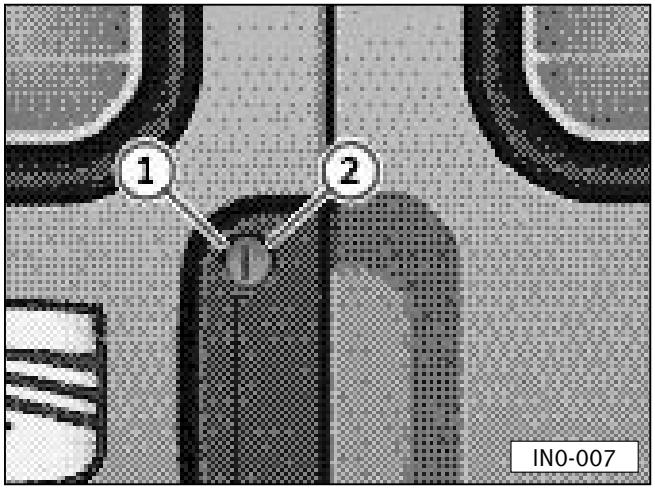
Locking the doors in this way can prevent them from opening in the event of an accident.

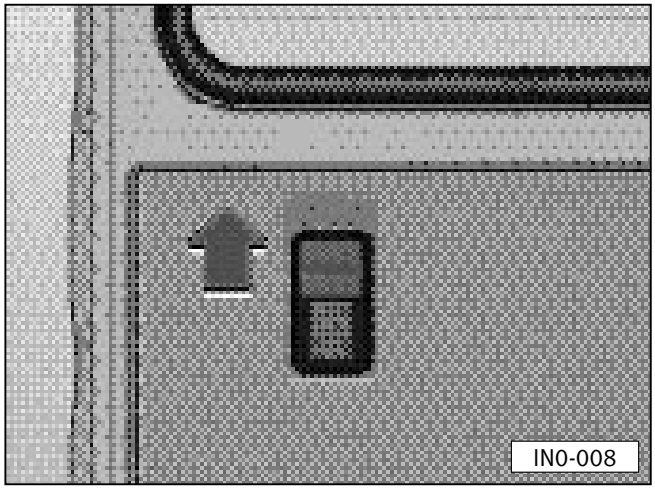
It further prevents the entry of intruders when, for example, the car is standing at traffic lights. The disadvantage, on the other hand, is that outside help in cases of an emergency is also hindered.

Note

The front door lock cylinders have a free-wheel mechanism (rotates inside the cylinder)*. When the lock cylinder is manipulated with any object similar to a key, the free wheeling is activated. The cylinder only "rotates freely" without opening the vehicle. This free wheeling also occurs when the key is not fully introduced into the lock cylinder.

Rear doors





Left door

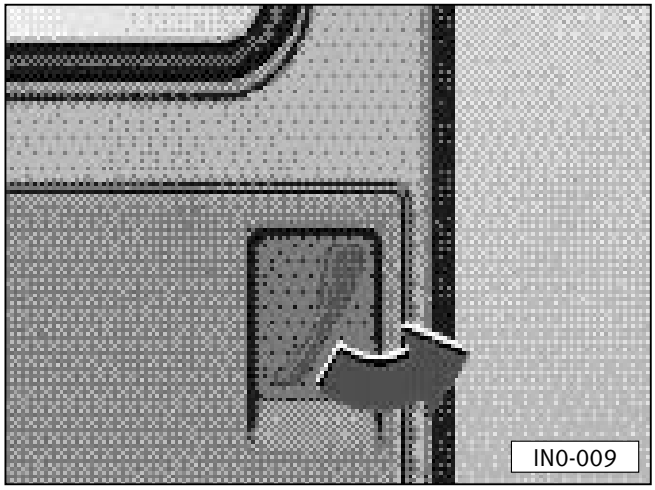
● From the outside it can be locked or unlocked with the key or with the radio frequency control.

To unlock the door, turn the key to the left, towards position (**1**) and move the door handle. In the case of Central Locking*, the front doors will also be unlocked.

To lock the door, close it and turn the key to the right, towards position (**2**). If you have a Central Locking Unit* the front doors will also be locked.)

The left door can only be unlocked from inside – but not locked. To open the door press release button upwards in direction of arrow.

In the fully open position (approx. 90°) the door is held by a check strap.



Right door

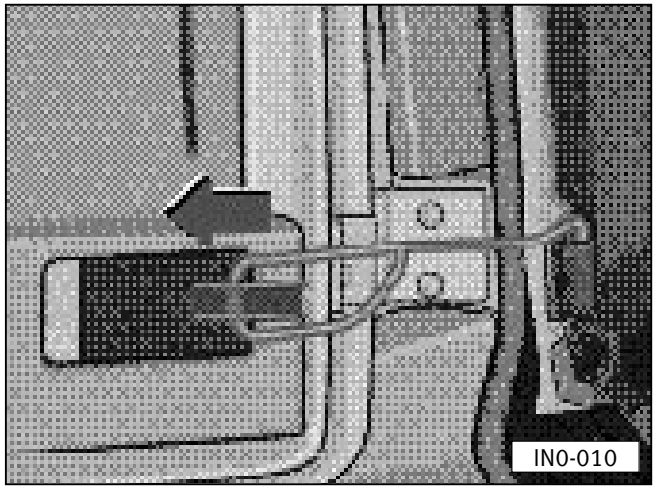
The right door can be opened when the left door is open.

To open the door pull release lever to stop in direction of arrow.

In the fully open position (approx. 90°) the door is held by a check strap.

Warning

The wing doors must always be fully closed when the vehicle is moving. Exhaust gas could otherwise be drawn into the vehicle interior!



Unhooking door check straps

Both doors are held in the open position (approx. 90°) by check straps.

To open the doors further the check straps can be unhooked.

To unhook swing the door inwards slightly, until check strap slides out of retainer and then pull check strap inwards.

The doors are not held open in the fully open position (approx. 180°).

Warning

The tail lights are not visible when the wing doors are fully open. Therefore, if lights are required, other safety measures should be employed, e.g. warning lights.

Note legal requirements when employing such safety measures.

Central locking*

With this system the driver's, front passenger's and the wing doors can also be locked and unlocked.

This system can be activated from any door.

When unlocking the door, all the safety buttons rise; **when locking the door**, all the safety buttons go down.

The doors can also be locked by **lowering the safety buttons.** When the driver's or front passenger's door is locked, the other doors are locked at the same time.

To lock the doors all the locking knobs must be down. If one knob is up, please open again the door and close correctly.

The driver's and front passenger's doors cannot be locked by pushing down the locking knobs while the doors are **open**. This system avoids accidental locking of the door leaving the ignition key inside the car.

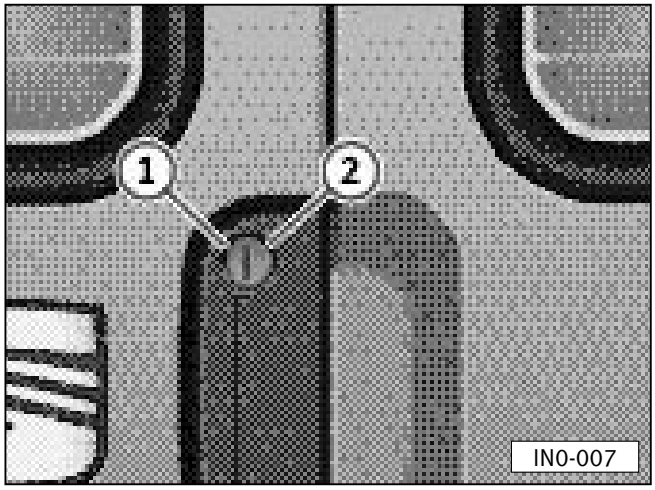
The doors can also be opened or closed by means of the remote radio frequency.

Warning

- **When the vehicle is locked with a key, nobody should be left inside the car, specially children, since locked doors may not be opened from inside if the safety buttons have not been raised.**

This is very important in case of versions provided with power windows, because they may not be opened either. See the "Electric windows" chapter.

- **When the safety button on the driver's or front passenger's door is lowered the other doors lock automatically at the same time.**
- **Locking the doors this way may hinder opening in the event of an accident. It further prevents the entry of intruders, for example when the car is standing at traffic lights. However, and in case of emergency, the outside help is also hindered.**
- **While driving, the safety buttons on the doors should not be pressed down so that, in case of an emergency, help can easily be provided to the occupants of the vehicle.**



Rear doors

The rear doors are locked or unlocked automatically by the central locking system.

It is nevertheless possible to lock and unlock using the main key.

To unlock, turn the key to position **1.**

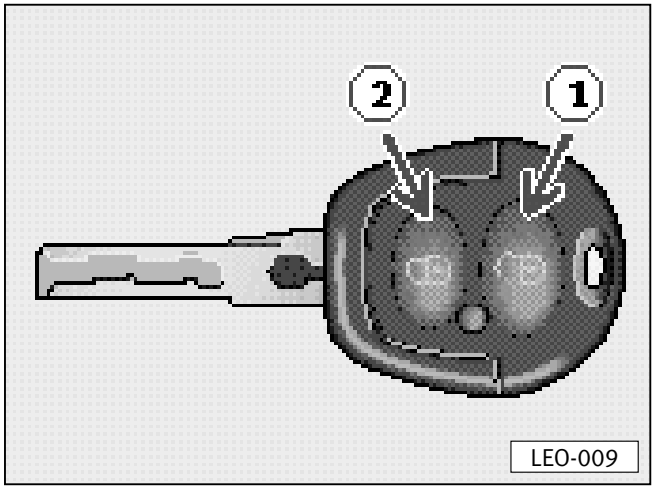
To lock, turn the key to position **2.**

With central locking, it is possible to lock the doors while the rear doors are open. When they are closed they will be locked automatically.

Note

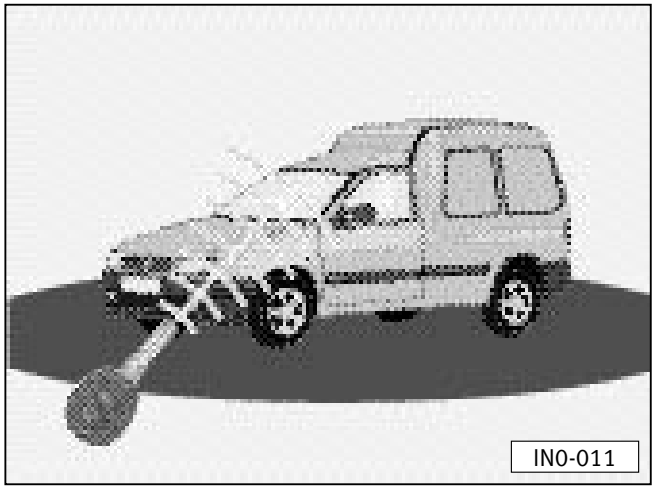
The front door lock cylinders have a free-wheel mechanism (rotates inside the cylinder)*. When the lock cylinder is manipulated with any object similar to a key, the free wheeling is activated. The cylinder only “rotates freely” without opening the vehicle. This free wheeling also occurs when the key is not fully introduced into the lock cylinder.

Radio-frequency remote control key*



With the radio frequency remote control it is possible to lock and unlock the vehicle without having to use the key in a mechanical action.

The emission of radio frequency by means of batteries is incorporated in the handle of the vehicle key.



The **effective range** (red zones) of the remote control is shown in the illustration. The maximum range depends on various conditions.

The range will diminish as the batteries lose power.

Note

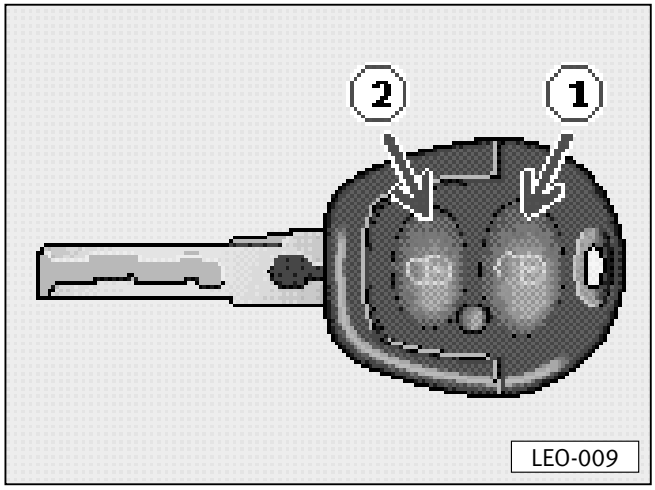
The remote control function is deactivated when the key is in the ignition.

Locking and unlocking of the vehicle

To **unlock** the vehicle, press the button slightly (see **1**). The warning lights will be activated for 0.5 seconds. To **lock** the vehicle, slightly press the locking button (see **2**). The warning lights will be activated for 2 seconds.

Note

While the buttons for locking or unlocking are being pressed, a LED will flash on the key. If this LED does not appear, it may mean that the key's battery is depleted. Have the battery tested or changed at a Technical Service Centre.



Synchronisation

If you can no longer unlock the vehicle by pressing the radio emission button, it may be that the codes of the key and those of the car no longer coincide. This can happen, if you activate the button very often outside the area covered by the system. Also, the battery may have run out of power.

You will have to synchronise the radio frequency key* again. Normally. you can do that by quickly pressing the unlocking button (**1**) twice. If after having checked the battery the key does not work, you will have to programme it again, according to the below description:

Memorising the keys' codes in the control unit

The control unit has the capacity of programming up to four keys. Because each key is programmed at the factory, there are few exceptions when it is necessary to memorise the code again. After certain repairs of the central locking unit or when substituting lost keys, codes must be reprogrammed into the control unit. This operation should be done by a Technical Service Centre.

The necessary steps for the programming of the key are:

1 – Introduce the key you want to programme in the lock of the driver's door.

2 – Put the key into a position of contact and maintain it for 5 seconds at the most.

3 – Take the key out of the lock; now we have 20 seconds to programme it.

4 – Keep the locking button **2** pressed while pressing three times the unlocking button **1**. Release locking button **2**. At this very moment, the key's LED will give five signals. If the electronic module integrated in the key accepts the programming, the key will act upon the system and lock the doors.

5 – Again we have 20 seconds to programme the second key following the same steps as described in the previous point. If the module accepts the programming, it will again act upon the Central Locking Unit and this time open the doors. The programming process is finished if you only want to programme 2 keys; in any case it is necessary to inform the receptor about this by turning the key to contact for more than 5 seconds or waiting about 20 seconds. Follow the same procedure, if you programme a third or fourth key.

If you have any problem, please contact a Technical Service Centre.

Note

All the keys you have should be programmed.

Successful programming will delete any prior programming from the control unit memory.

Replacing the batteries

As the batteries wear out, the effective range of the remote control is obviously reduced. If this happens change the batteries, which are housed in the key grip.

Because of the difficulties in disposing of used batteries, it is best to have them replaced at a Technical Service Centres. Batteries contain pollutants and they should never be thrown out with household rubbish.

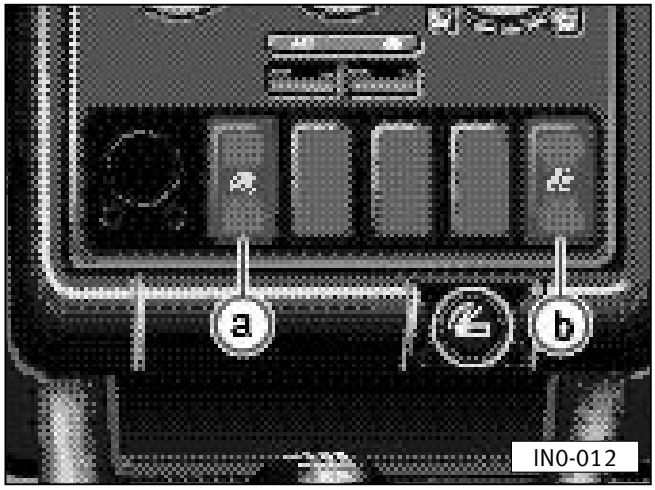
System Authorisation

The radio frequency remote control meets all the criteria of acceptance and is authorised by the Federal Approvals Office For Telecommunications Of The Federal Republic Of Germany.

All elements used in construction have been marked in compliance with current regulations.

The above mentioned authorisation is the basis of authorisation necessary for other countries.

Windows



Electric windows*

The switches are located in the centre console:

a – Driver's door

b – Front passenger door

The windows function with the ignition switched on.

The windows are opened by pressing and holding the lower part of the appropriate switch.

The windows are closed by pressing and holding the upper part of the appropriate switch.

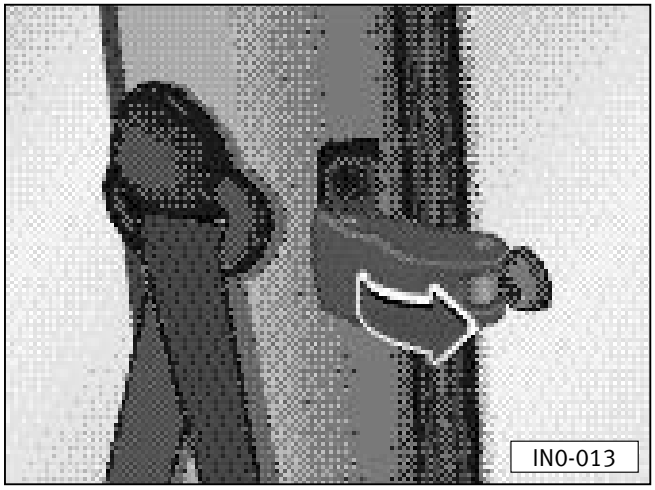
Warning

● Be careful when closing the windows!

Careless or uncontrolled closing of the windows can cause injuries. Therefore, when leaving the vehicle, always take the ignition key with you.

● When locking the vehicle make sure that no one – and above all no children – remains inside. Once locked, the doors cannot be opened from inside unless the door lock knob is first lifted. This precaution is especially important in versions with electric windows since in this case the windows cannot be opened either.

Open rear windows*



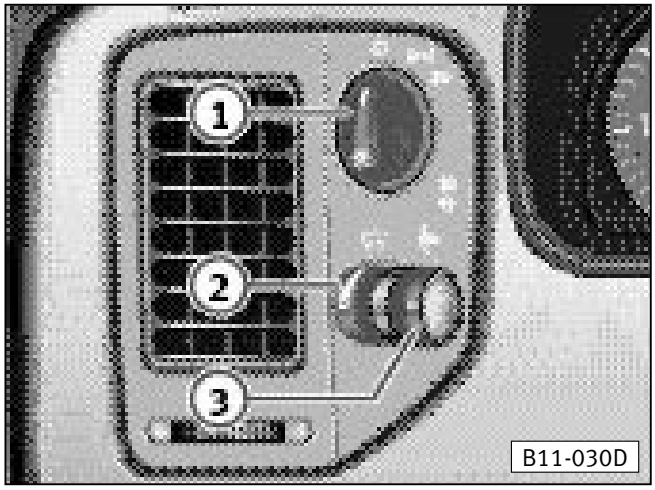
Opening

Pull the unlocking arm in the direction of the arrow and push out until the lever catches.

Closing

First pull the unlocking arm forwards, then inwards until the lever catches.

Switches



Notes

- On vehicles with righthand drive the arrangement of the switches differs. The symbols on the switches are however the same as on vehicles with lefthand drive.
- The use of the lighting described here is subject to local regulations.
- If lights, fog lights or indicators are not switched off, and the ignition key has been withdrawn, a buzzer* will sound when the driver's door is opened. The buzzer stops when the driver's door is closed.

1 – Lighting switch

O – **Switched off**

– **Side lights**[1)]

A warning light comes on in the instrument panel.

– **Dipped or main beam**

The headlights only work when the ignition is on. When the engine is being started and after ignition has been switched off, the headlights are switched off automatically.

Dipping and flashing the headlights. See the chapter on "Indicator lights and beam dip lever".

– **Front fog lights***

With lighting switch in side light or dipped/main beam position, pull switch out to first detent.

To switch off the fog lights, press the lighting switch inwards. The lights previously connected (side lights, dipper or main beam) will remain on.

1) On vehicles for some export countries, when the side lights are switched on with the ignition switched on, the dipped headlights also come on with reduced intensity.

– **Rear fog light**

- **Vehicles without fog lights**

  Turn lighting switch to dipped/main beam position and pull switch out to 1st detent.

- **Vehicles with fog lights***

  With lighting switch in dipped/main beam position, pull switch out to 2nd detent.

  A pilot light on the control panel goes on.

  Due to the amount of dazzle it causes, the rear fog light should only be switched on when the visibility is very poor.

2 – Instrument lighting*

When the lights are on, the brightness of the instrument lighting can be regulated by turning the knurled wheel.

3 – Headlight range control*

With the electrical range control, the headlight settings can be matched exactly to the load condition of vehicle. This prevents oncoming traffic from being dazzled more than is unavoidable. At the same time the correct headlight beam setting provides the best possible visibility for the driver.

The headlights can only be regulated with the dipped headlights switched on.

To lower the beams, turn knurled disc from the basic position (–) downwards.

The settings correspond approximately with the following loads:

– Maximum of two persons in vehicle, load zone/luggage compartment empty.

1 - Vehicle fully occupied, load zone/ luggage compartment empty.

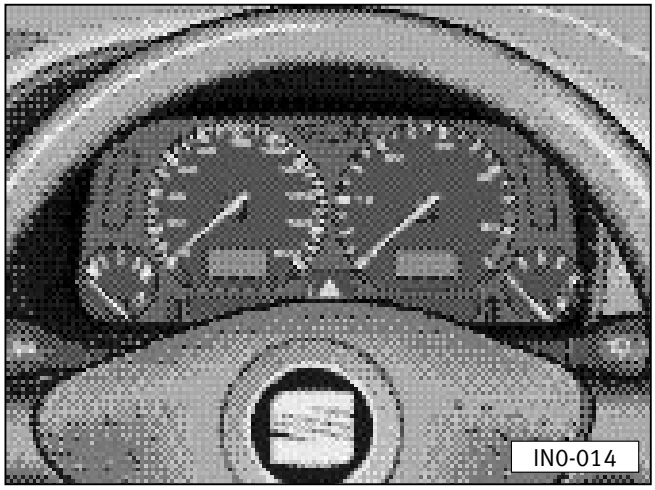
2 - Vehicle fully occupied, load zone/ luggage compartment full. Trailer with light nose weight on tow bar.

3 - Vehicle occupied by one person and load zone/luggage compartment fully loaded. Trailer with maximum nose weight being on tow bar.

With differing vehicle loading conditions intermediate settings or other settings of the headlight range control can be selected.

Note

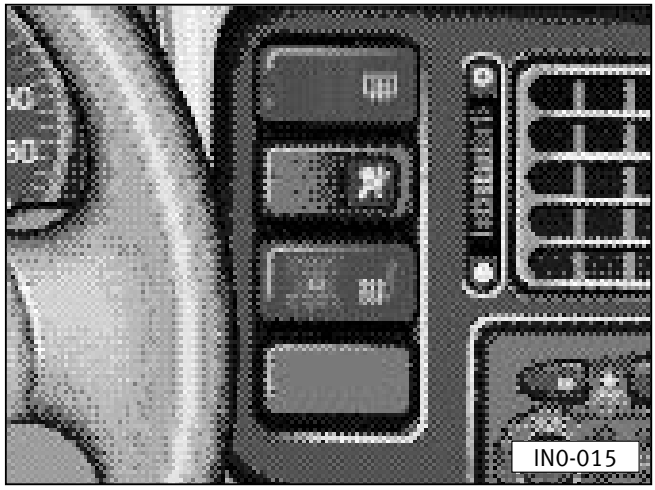
The basic headlight setting (only possible with headlight adjusting appliance) must always be done with the headlight range control knurled disc in the basic position (–). See the "Headlight adjustment" chapter.



Hazard warning lights

When the hazard warning lights are on, a warning light in the switch flashes as well.

The system also works when the ignition is switched off.



Note

The layout of these switches depends on the model version.

Knurled wheel for seat heating*

The cushion and backrest of the front seats can be heated electrically when the ignition is on.

The heating is switched on and regulated with the knurled wheel.

In order to disconnect it, turn the knurled wheel to the right until it locks.

Heated rear window

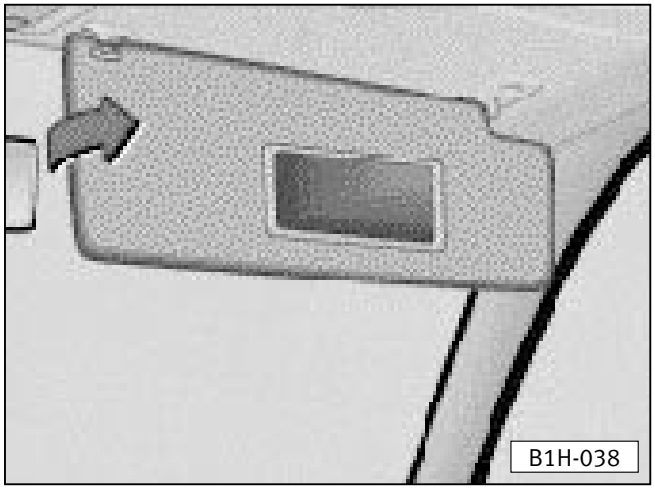
The heating works only when ignition is on. When heater is on, a light in the switch illuminates.

As soon as window is clear, switch element off. The reduced current consumption helps to reduce the fuel consumption. See the chapter on "Environment-friendly and economical driving" .

Electric windows*

See chapter "Windows" for using the rocker switch for the electric windows.

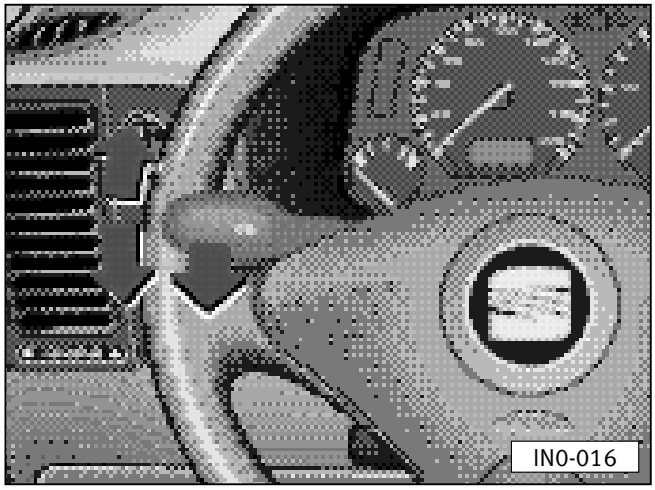
Sun visors



The sun visors can be pulled out of the centre mountings and swung towards the doors. See illustration.

There is a make-up mirror fitted in the rear of the passenger sun visor. The make-up mirror can also be fitted with a cover*.

Indicators and dipped beam lever



The indicator lights work only with the ignition on.

Right indicators – lever up

Left indicators – lever down

The control light blinks at the same time as the indicators are working. See the "Warning lamps" chapter.

When the steering wheel is straightened again the indicators switch off automatically.

When changing lanes

Raise or lower the lever only to the pressure point and hold in this position; the control light must go on at the same time.

High beams, low beams

With the low or high beams on, pull lever towards the steering wheel, beyond the perceptible pressure point. With the high beams on the warning lights will go on at the same time.

Headlight flasher

Pull lever towards the steering wheel to the pressure point the high beam warning light will go on.

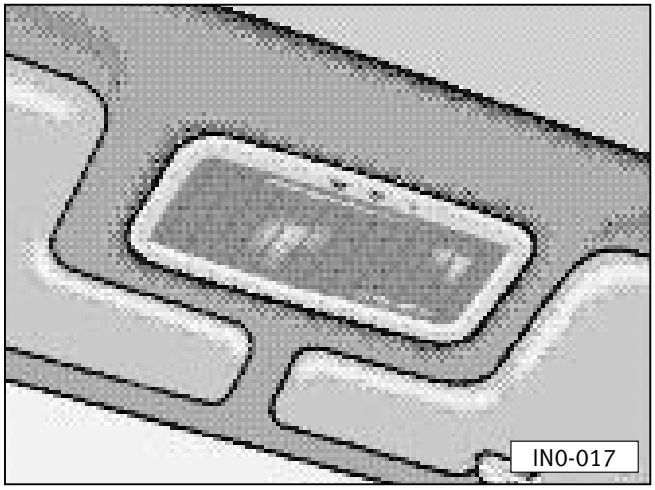
Note

The use of the vehicle lights is subject to local regulations.

Light alarm*

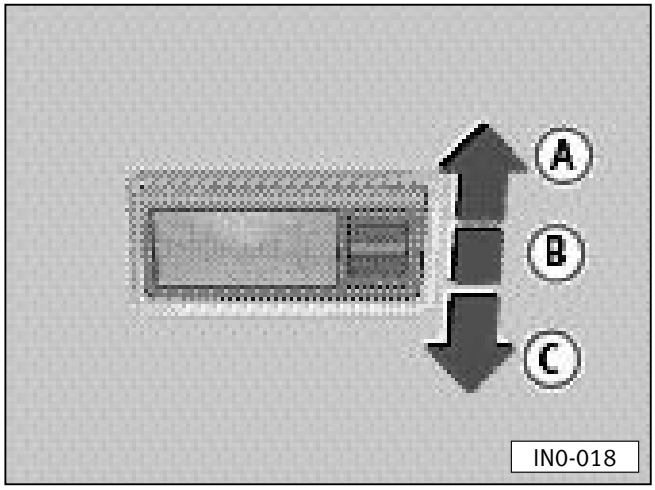
When leaving the vehicle, if the light switch is on, an alarm will sound when doors are opened.

Interior lights



Interior light

- Switch pressed to left – light on all the time.
- Switch in centre position – controlled by door contacts.
- Switch pressed to right – light off.



Load area light

This is on the inside, near the top edge of the rear doors frame.

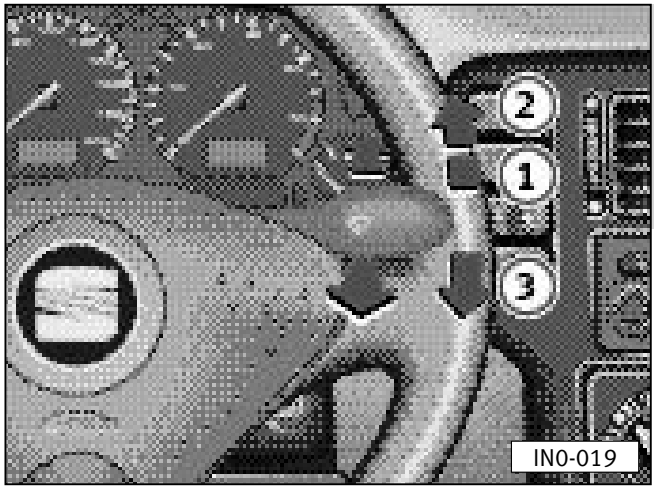
It is operated by a three-position switch.

1 – Switch in position **A** – light on.

2 – Switch in position **B** – light off.

3 – Switch in position **C** – light on (only when rear doors are opened*).

Windscreen wipers and washers



Wipers and washers only work when ignition is switched on.

The heated windscreen washer jets* are switched on when the ignition is switched on and the amount of heat is regulated automatically according to the ambient temperature.

When it is freezing, check that the wiper blades are not frozen to the glass before switching the wipers on for the first time.

Windscreen

- **Flick wipe**

Lift lever to pressure point before detent **1**.

- **Wiper slow**

Lever at position **1**.

- **Wiper fast**

Lever at position **2**.

- **Intermittent wipe**

Lever at position **3**.

The wipers work approximately every 6 seconds.

- **Automatic wash/wipe facility**

Pull lever towards steering wheel – wipers and washers work.

Release lever – the washer stops and the wipers carry on for about 4 seconds.

Headlight washer system*

When the headlights are on, the lenses are washed every time the windscreen is washed.

At regular intervals, such as when filling the tank, caked-on dirt and insects should be removed.

Rear window*

Press lever away from steering wheel and release – the wiper works every 6 seconds (intermittent wipe). Pressing and releasing lever again switches the wiper off.

Automatic wash/wipe

Press lever away from steering wheel, and hold in this position. The wiper and washer work as long as the lever is held in this position.

Release lever – the washer stops and the wiper carries on for about 4 seconds pressing briefly switches it off.

Notes

- Topping up washer. See the "Windscreen washer" chapter.
- Changing wiper blades. See the "Wiper blades" chapter.

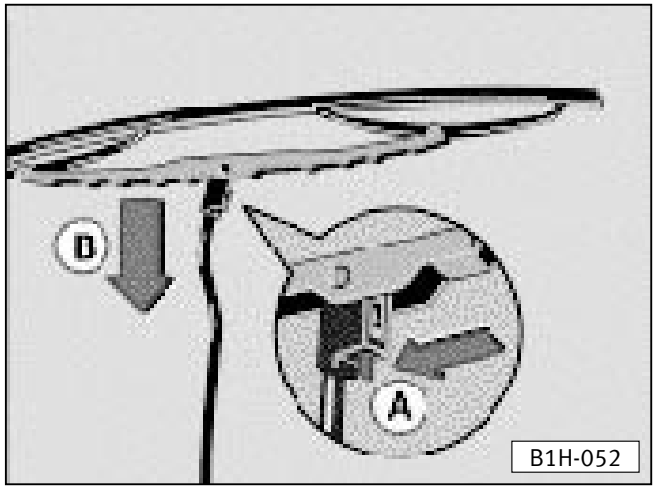
Wiper blades

Good wiper blades are essential for clear vision.

To prevent streaks from forming on the glass the wiper blades should be cleaned regularly with a window cleaning solution. When very dirty and full of insects, the blades can be cleaned with a soft sponge or cloth.

Jerky operation of the wiper blades can be caused by wax remains on the windscreen, after washing the vehicle in an automatic car-wash. Filling the windscreen washer container with a window cleaner containing a wax remover can cure the problem.

For safety reasons, wiper blades should be renewed once or twice a year. Wiper blades can be obtained from all Technical Service Centres.



Changing wiper blades

Taking the wiper blade off

● Hinge the wiper arm up and position the blade horizontally.

● Press the retaining spring (arrow **A**) and push the blade towards the screen at the same time (arrow **B**).

Securing the wiper blade

The retaining spring must engage audibly in the wiper arm.

When fitting wiper blades with moulded wind deflector* one should ensure that the deflector is pointing downwards.

Rear-view mirrors

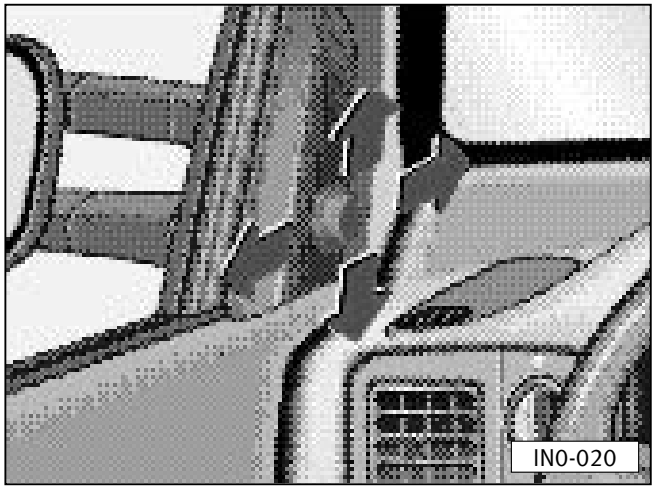
Adjustment of rear-view mirror

The rear-view mirrors should always be adjusted properly before moving off so that good vision to the rear is obtained.

Anti-dazzle inside mirror

The lever on the lower edge of the mirror should be pointing to the rear when the basic setting is made.

To set the anti-dazzle position, push lever forwards.



Outside mirrors

The outside mirrors should de adjusted so that the side of your own vehicle can just be seen. This setting ensures the best possible field of view, and in addition serves as an instant check on the mirror setting.

The exterior mechanically regulated rearview mirrors can be adjusted:

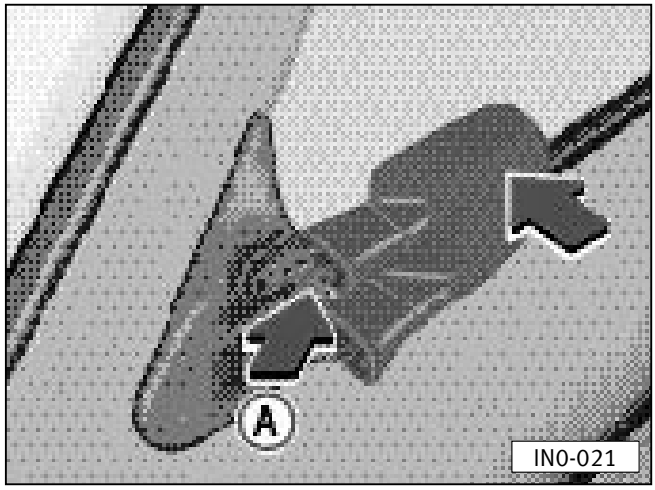
– **from the interior***, using the control situated on the trim of the corresponding door;

– by pressing on the edge of the mirrors.

Notes for vehicles with convex or aspherical outside mirrors*

Convex (curved outwards) mirrors enlarge the field of view but they make objects look smaller. **These mirrors make it difficult to estimate how far away a following vehicle is.**

Aspherical or bifocal outer mirrors have a mirror surface with different curvature. This **wide-angle mirror** increases the area of vision even more than conventional convex mirrors. **Their usefulness is limited when judging the distance to vehicles approaching from behind.**



Folding in exterior mirrors (in parking position)

The outside mirrors of the vehicle can be folded in.

To do this pull mirror housing towards the vehicle until the retainer catches.

The mirrors are kept folded in by this retainer.

To fold them out again, press in towards the vehicle, press the retainer in (arrow **A**) and lead them manually into the position of use and then release the mirrors.

Note

Before putting the vehicle through an automatic washing plant, it is advisable to fold the outside mirrors in to prevent them from becoming damaged.

Putting the outside mirrors into position of use

Press mirror in towards vehicle, press retainer in (arrow **A**) and fold mirror out.

Warning

When folding mirror out ensure that the fingers are not trapped between mirror and bracket – Danger of injury.

Front seats

Correct adjustment of the front seats is important:

– in order to be able to reach the controls rapidly and accurately;
– to keep occupants relaxed and fresh;
– in order to get maximum protection from the seat belts and the airbag system.

Warning

● For this reason, the front seats should not be pushed too close to the steering wheel or the instrument panel.

● Feet should remain in the footwell when the vehicle is moving – never resting on the instrument panel or seats.

The front seats should be adjusted before putting the seat belts on.

Nothing should be left under these seats, as adjustment of same may be hindered.

After making any longitudinal or vertical seat adjustment, jerk the body sharply to ensure that the seat locking mechanism has engaged correctly.

1 – To move seat backwards and forwards

Lift lever and move seat. Then release lever and move seat further so that the catch engages.

The driver's seat should be adjusted so that the pedals can be fully depressed with the legs slightly angled.

Warning

For safety reasons the driver's seat must only be moved forward or backward when the vehicle is stationary.

2 – Adjusting seat height*

Take weight off seat cushion and pull upper lever up. The seat cushion moves upwards. To adjust the seat cushion downwards push seat downwards with body weight.

Warning

● For safety reasons the height of the driver's seat must only be adjusted when vehicle is stationary.

● Be careful when adjusting the seat height! Careless and uncontrolled adjustment can cause injuries.

3 – Adjusting backrest angle

Take weight off the backrest and turn knob. The backrest of the driver's seat should be adjusted so that the top of the steering wheel can be reached with the arms angled slightly.

Warning

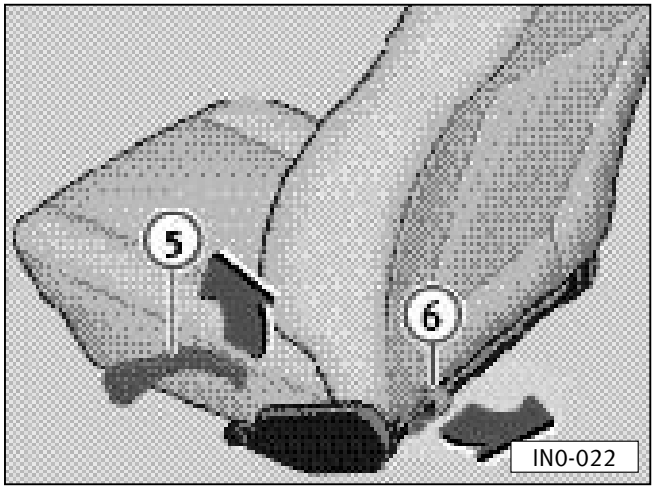
Do not lower backrest too far when on the move because the seat belts are then no longer fully effective.

4 – Releasing backrest (on delivery van)

Lift the lever on the side of the backrest and move the backrest forward.

Warning

For safety reasons the backrest must always be latched vertically when the vehicle is in motion.



5 – Folding seat forward (Kombi only)

Pull locking lever **5** on outside of the seat or the pull loop **6** at rear of seat upwards. When doing this swing the seat back and backrest forwards.

Warning

For safety reasons the backrest should not be folded forwards when vehicle is in motion. It must be folded back and securely anchored.

Folding seat back

Warning

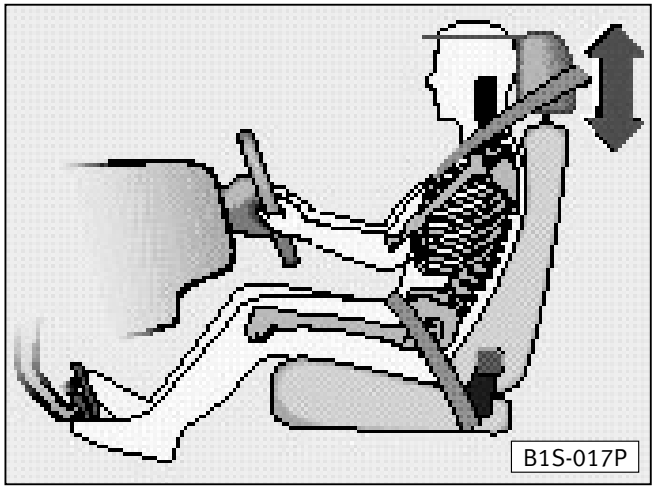
Exercise caution when folding the seat back. Careless or uncontrolled folding of the seat can cause injuries.

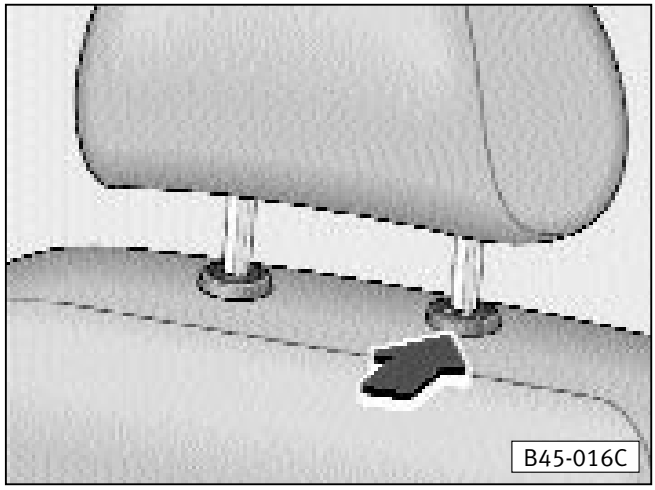
- Fold the complete seat back and locate securely in the anchorage. Ensure that the backrest is upright and securely engaged.

Note

Check that the seat is securely anchored by pulling it upwards.

Head restraints*





The head restraints are height adjustable and should be set to suit the size of the person in the seat. Correctly adjusted head restraints together with the seat-belts offer effective protection. It is also possible to set the angle of the front head restraints.

Adjusting height

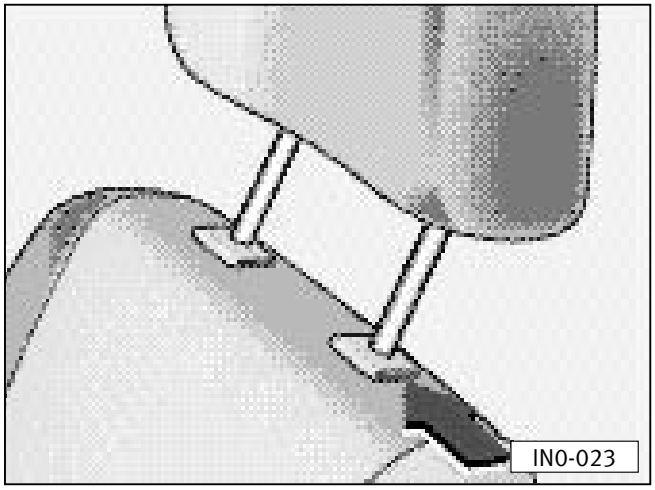
- Grip sides of head restraint with both hands and pull up or push down.
- The best protection is obtained when the upper edge of the restraint is at least at eye level.

Removing and installing

To remove, pull restraint up to the stop, press button (arrow) and at the same time take restraint out.

The rear head restraints can only be removed after the back seat backrest has been folded forward slightly.

To install again, push the restraint rods into the guides until they are heard to engage.

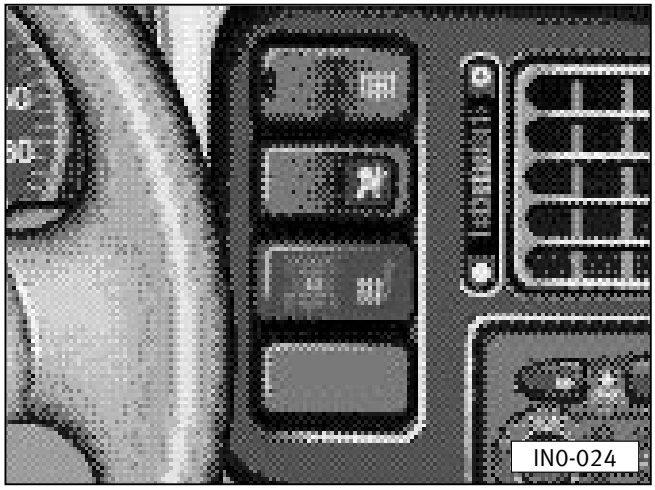


Rear headrests*

Press button on guide ring and pull head restraint out upwards.

To refit, insert head restraint rods as far as possible into guides. When doing this it is not necessary to press the button.

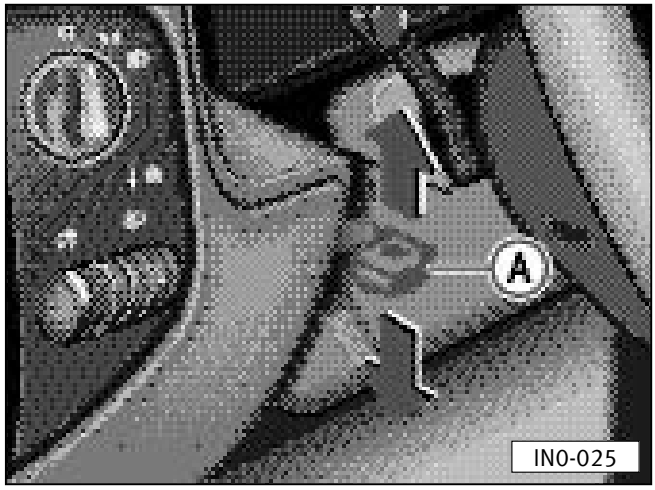
Heated seats*



The backrests and seat surface of the front seats can be heated electrically when the ignition is on.

For further details see the "Switches" chapter.

Adjustable steering column*



The height of the steering column may be adjusted at will. Press lever **A** to the left of the column down and move the column to the desired height. Then press the lever firmly up again.

Warning

- **The steering column may only be adjusted whilst the vehicle is stationary.**
- **For safety reasons, the lever must always be firmly pressed up, so that the position of the steering column does not suddenly change whilst the vehicle is in motion.**

Pedals

The movement of the pedals must not be restricted!

For this reason, do not locate any items in the footwell which could roll or slide underneath the pedals.

Around the pedal area there should not be any foot mats or other additional floor covering materials:

- In the case of defects on the brake system, a greater pedal travel may be necessary.
- It should always be possible to depress the clutch and accelerator pedals fully.
- All pedals must be able to return, unhindered, to their rest positions.

For these reasons, the only foot mats which may be used are those which leave the pedal area completely free and which are prevented from slipping.

Warning

No items should be kept in the footwell as these could block the pedals in the case of a sudden braking manoeuvre or accident.

You would not longer be able to brake, change gear or accelerate.

Load area/ Luggage compartment

Loading instructions

In the interests of good handling ensure that the load (persons and luggage/ load) is distributed evenly. Heavy items should be carried as close as possible to the rear axle, or better still between the two axles. Under no circumstances should the permissible axle and gross weights be exceeded.

Warning

- **It should be noted that the transportation of heavy items will change the handling, due to displacement of the centre of gravity. Driving style and speed must be altered accordingly.**
- **Stow the load so that no items can fly forward if the brakes are applied suddenly. If necessary, use the lashing eyes.**

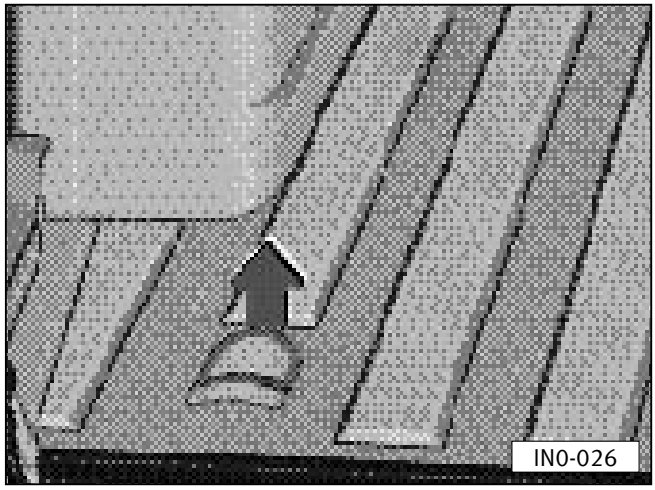
● Care should also be taken to ensure that the heater elements in the rear window are not damaged by items rubbing against them.

● Ensure that the ventilation openings in the rear of the vehicle are not blocked.

Warning

● When the vehicle is in motion, no persons, including children, should be in the luggage compartment or load area. Every passenger must be properly belted in. See the "Seat belts" chapter.

● Never drive with the rear doors not properly closed or left open, as exhaust gases could enter the vehicle interior.

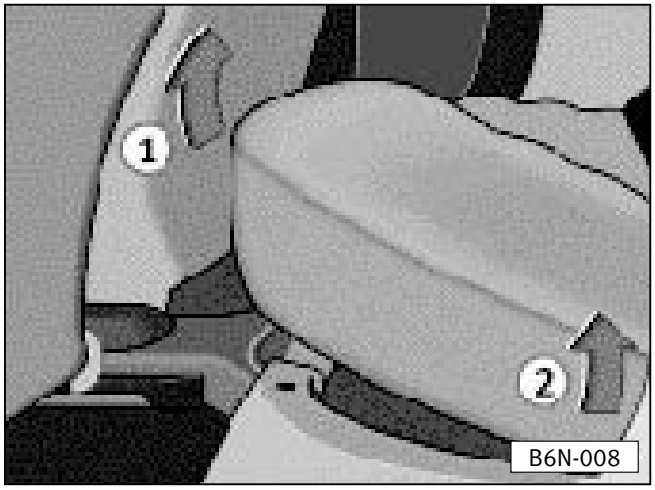


Lashing eyes

Luggage should always be secured to the lashing eyes.

The lashing eyes comply with the standard DIN 75410.

Rear seat



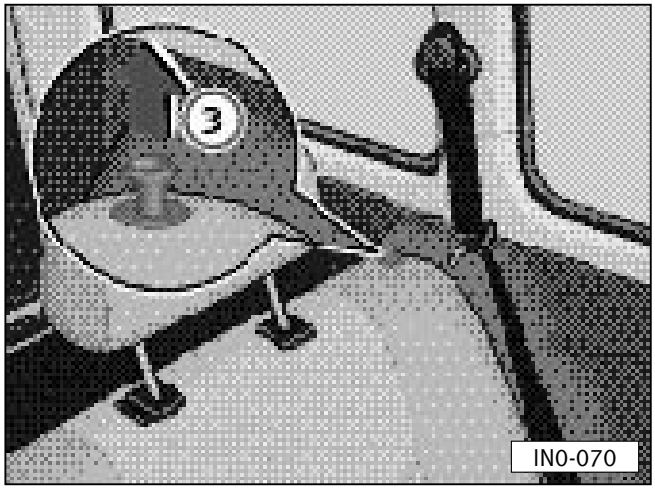
Rear seat

To gain space in the load area it is possible to fold down the rear seat; in the case of split rear seats, one side can be folded down separately.

Before folding down the backrest:

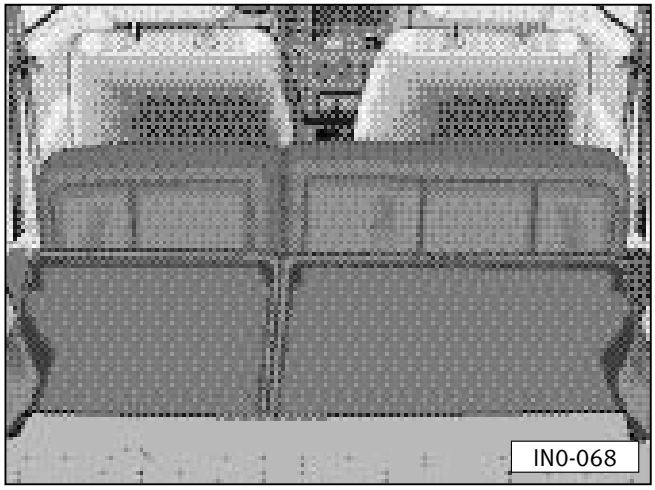
- Remove the rear head restraints*. See the "Head restraints" chapter.

To avoid possible damage, set the front seats in such a way that they are not hit by the rear seat backs when these are folded down.



Folding seat back

- Lift rear seat cushion, and move it fully forward (arrow **1**). Then lift cushion (arrow **2**). See left illustration.
- Pull release knob **3** in the backrest (on the one-piece backrest both knobs simultaneously) in the direction of arrow and fold backrest forward.



Folding seat back

- First fold back rear seat backrest preventing the seat belts from becoming entrapped.
- Fold back seat cushion and push to rear until seat cushion engages. When doing this hold up the centre seat belt, otherwise the belt will be wedged between the backrest and seat cushion and then cannot be used.

Warning

The rear seat backrest must be properly engaged so that articles in the luggage area cannot slide forward if the brakes are applied suddenly.

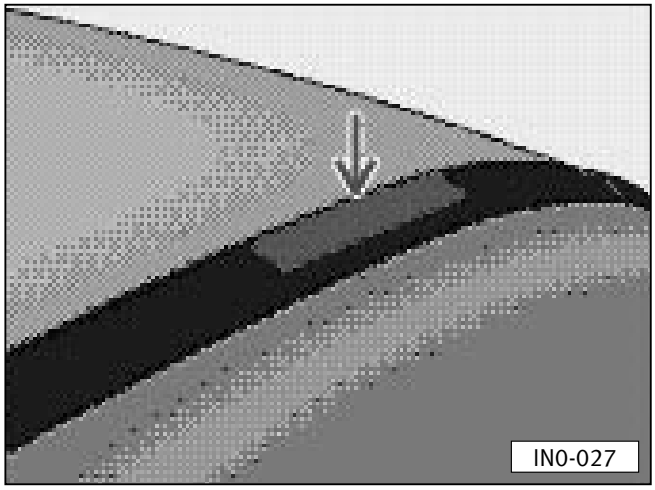
Roof rack*

When loads are to be carried on the roof, the following should be noted:

- As the rain channels are moulded into the roof for streamlining reasons, the normal type of roof rack cannot be used. To avoid risks we advise that only the cross bars provided by the factory are used.
- These supports form the basis of a complete roofrack luggage system. For reasons of safety, however, we recommend use of the additional accessories for the transportation of bicycles, surfboards and skis.

All components of this system can be purchased at any Technical Service Centre.

Any damage which may occur to the vehicle as a result of using other roof load carrying systems or by incorrect fitting will not be covered by the Warranty.



- **The roof load carrying system must be secured exactly as described in the instructions supplied.**

Only the specific brackets may be used for securing the carrier feet. These brackets are located under the removable cover caps – see arrow in illustration.

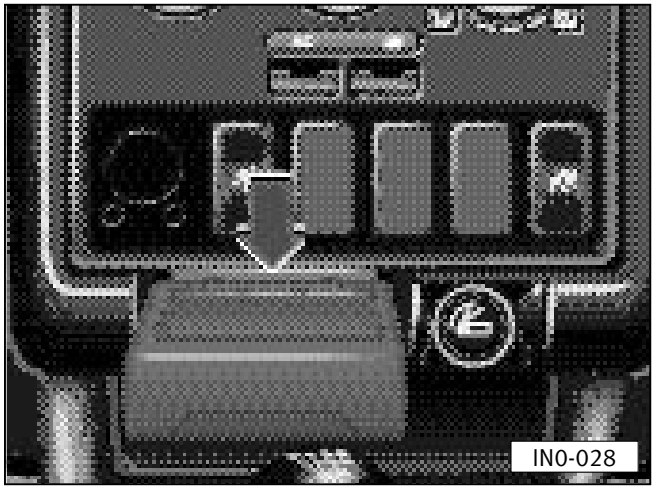
To remove slide caps to rear and then lift front cap up and remove.

Warning

- Distribute the load evenly. The permissible roof load (including the rack) of 70 kg and the permissible gross vehicle weight must not be exceeded. In respect to load volume and dimensions, comply with current legal regulations.
- When carrying heavy or large objects on the roof, bear in mind that the vehicle handling changes due to the displacement of the centre of gravity and the increased area exposed to the wind. Driving style and speed must be adapted to allow for this.

The authorized axle load and maximum allowable load should not be exceeded.

Ashtrays



Front

To empty – Open ashtray, push retaining spring in ashtray down in direction of arrow and pull ashtray out.

Inserting – insert into guides and close.

Warning

Never use ashtrays as paper containers. Danger of fire!

Rear

To empty – open ashtray, push retaining spring in ashtray down and pull ashtray out.

Inserting – insert the ashtray into guides and close.

Warning

Never use ashtray as paper containers. Danger of fire!

Cigarette lighter/ electric socket*

The lighter is switched on by pushing it into its housing in the socket. When the heating element glows, the button backs out again. Remove the lighter and use it immediately.

The socket can also be used for any electrical accessory with a power drain of up to 120 W. However, with the engine stopped, the battery will gradually discharge itself in this way.

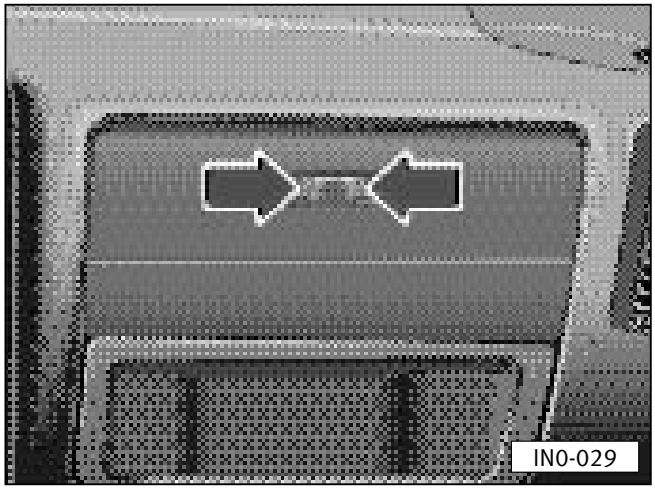
Warning

Be very careful when using the electric lighter! If it is used carelessly, burns may occur. The lighter and the socket also work with the ignition off and even with the ignition key removed. For this reason, do not leave children alone in the vehicle.

Note

The use of electrical accessories with unsuitable plug pins can give rise to faulty operation of the lighter. The use of appliances with conical-type connectors is therefore recommended.

Stowage box



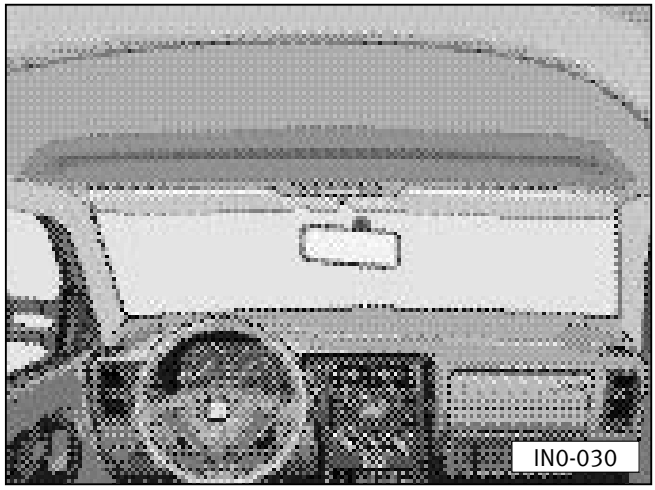
Glove compartment

To open the glove compartment door, press the two tabs together.

There may be other storage compartments as well. Beneath the glove compartment, under the heater controls, or under the front ashtray in the central console*.

Warning

For safety reasons, all stowage boxes should be firmly closed while driving.



Roof tray

Inside the vehicle, in the front seats zone.

Heating and ventilation/Air conditioning system*

The normal heating and ventilation system can be supplemented by an **air conditioning system***.

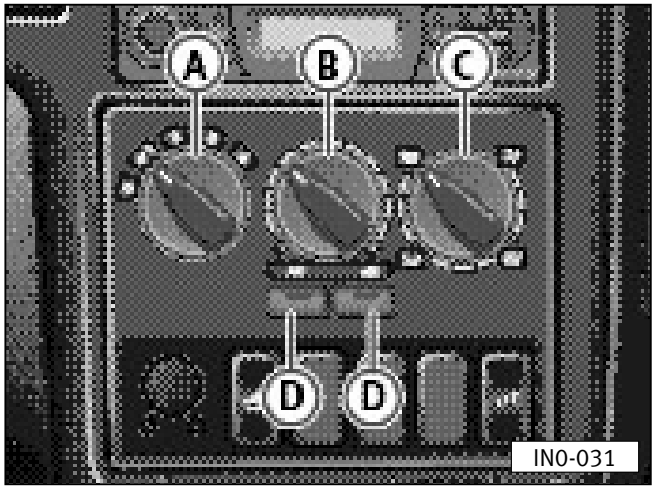
The air conditioning system* is a combined cooling and heating system which offers maximum comfort at all seasons of the year.

The air conditioning system works only when the engine is running and the ambient temperature is above about +5 °C and with one of the four speeds of the fan connected.

When the air conditioning system is switched on it reduces not only the temperature inside the vehicle but also the air humidity. When the ambient air humidity is high, vehicle occupants feel more comfortable and misting-up of windows is reduced.

Notes

- The position of the air vents, identical for all systems, is described on page 2.54.
- The operation of normal heating, ventilation and the air conditioning system* is described on pages 2.52 to 2.57.



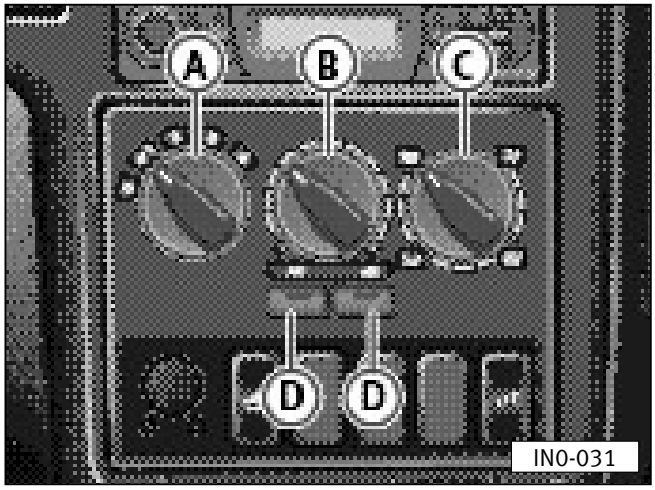
Controls

Rotary switch A – Blower and conditioning system cut-off

The air flow can be regulated in four stages.

In position O, the air conditioning system and blower are switched off. To prevent contaminated air (smells) from entering the vehicle interior, press button ↩ (air recirculation). However as the windows will then mist up the air supply should only be cut off briefly.

On vehicles with a dust and pollen filter,* dust, pollen etc. will be held back by the filter regardless of the position of blower switch **A**.



Rotary regulator B – Temperature selection

Right – increases heat output

Left – decreases heat output

When the air conditioning system* is switched on, turning the regulator to the left increases the cooling performance.

Rotary regulator C – Air distribution

Switch at symbol	Vents... fully open	Vents... slightly open
	1, 2	3, 4
	5	1, 2, 3, 4
	3, 4, 5	1, 2
	3, 4	–

For vent layout, see next page.

Buttons D – Air conditioning

Switched on by pressing button **AC** (cool air).

A light on the button will come on.

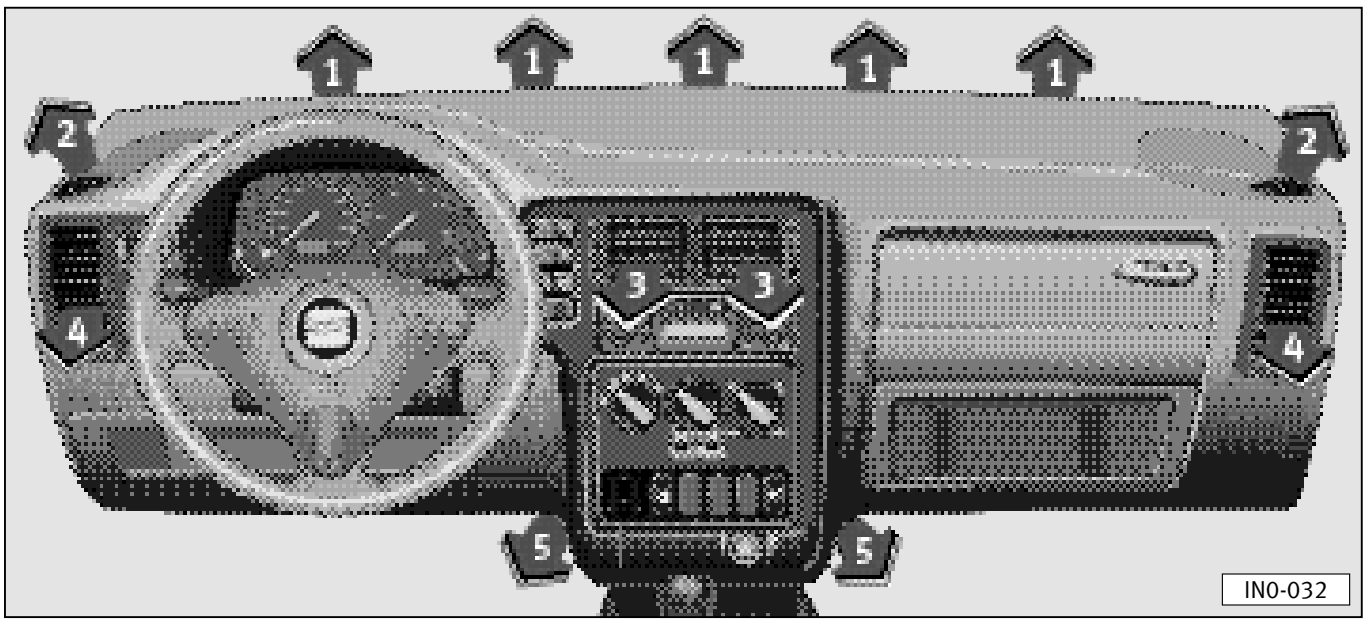
The system is switched off by pressing the button again.

Buttons D – Air recirculation switch

This switch can be used to change over to air recirculation. This prevents badly contaminated air from entering the vehicle, e.g. when driving through a tunnel.

When the air recirculation system is switched on, a small warning lamp lights up in the switch.

The air recirculation system should only be used for a short period as no air is then fed into the vehicle from the outside and the windows will tend to mist up.



Air vents (for all systems)

Depending on the position of rotary regulator **B**, heated or unheated fresh air flows from all vents.

Vents 3 and 4 can be opened and closed separately:

– Knurled wheel upwards or to right – vent opened.

– Knurled wheel downwards or to left – vent closed.

By swinging the complete outlet grill of vents 3 and 4 the air flow can be moved vertically.

When the knurled disc in the grill is rotated to and fro the air flow direction is altered laterally.

Defrosting windscreen and side windows

● Rotary control **A**, on 3rd or 4th speed, as required.

● Rotary regulators **B** and **C** turned fully to right.

● Vents 3 closed.

● Additional warm air can be directed to the side windows via vents 4.

Demisting windscreen and side windows

When the windows steam up due to high air humidity, e.g. when it is raining, the following settings are recommended:

● Rotary switch **A** to speed 2 or 3.

● Rotary regulator **B**, if necessary, clockwise into heating range.

● Rotary regulator **C** at ..... 

● In versions with air conditioner* press push botton **D** (norm) ..... **AC**

● Vents 3 closed.

● Additional warm air can be directed to the side windows via vents 4.

Heating interior quickly

- Rotary switch **A** to speed 3.
- Rotary regulator **B** fully to right.
- Rotary regulator **C** at ..... 
- Vents 3 closed.
- Vents 4 fully or partially opened with knurled discs as required.

Heating interior comfortably

When the windows are clear and the desired temperature has been reached the following settings are recommended:

- Rotary switch **A** at position 1 or 2.
- Rotary regulator **B** at the desired heat output.
- Rotary regulator **C**, depending the desired air distribution, between  and  .

If the windscreen mists up again, the rotary regulator can be turned to a position between  and  .

- Vents 3 closed.
- With vents 4 the desired amount of warm air and the air flow direction can be set.

Ventilation (fresh air operation)

With the following settings, unheated fresh air flows from vents 3 and 4:

- Rotary switch **A** to desired position.
- Rotary regulator **B** anti-clockwise to the stop.
- Rotary regulator **C** at ..... 
- Vents 3 and 4 open.

If required, regulator **C** can be turned to another position.

Maximum cooling*

- Close all side windows.
- Control **A**, to position 4.
- Control **B**, to the left.
- Control **C**, to ..... 
- Press button **D** ..... **AC**
- Press the right button **D** ..... 
- Vents 3 and 4 open (towards the ceiling).

At least one vent must always be open, otherwise the air conditioning system may freeze.

In this operating mode the air is drawn from inside the vehicle and cooled (air recirculation).

Air recirculation mode should not be selected for long periods of time as no fresh air is then fed into the vehicle from the outside and the windows tend to mist over.

Note

Smoking should be avoided when air recirculation is selected, as the smoke drawn in from the vehicle interior deposits on the evaporator of the air conditioner. This leads to permanent odours when the air conditioner is in operation. These can only be eliminated by exchanging the evaporator, which is time-consuming and expensive.

Normal cooling*

- Rotary knob **A** to position 1-4 as required.
- Rotary knob **B** to the desired air temperature (so that heating is also possible).
- Rotary knob **C** to desired position.

In position  at least one vent must always be open otherwise the A/C system will ice up.

- Left button **D** (norm) pressed.
- Vents 3 and 4 set as required.

In this condition air is drawn in from outside and cooled (fresh air operation).

Using air conditioning system economically

In cooling operation the air conditioning system compressor places demands on the engine and therefore influences the fuel consumption. To keep the period it is switched on as short as possible, the following points should be noted:

- If the inside temperature is very high after the car has been parked in the sun, it is recommended that doors and windows are opened briefly to enable the hot air to escape.
- The air conditioning system should not be switched on during a journey if the windows are open.

General notes

- To ensure that the heating, ventilation and air conditioning* can work properly, the air inlet in front of the windscreen should be kept free of ice, snow and leaves.
- The heat output depends on the coolant temperature – the full heat output is therefore available when the engine is warm.
- The stale air escapes through openings in the luggage compartment side panels. When loading the luggage compartment ensure that the openings are not covered.
- All controls except rotary switch **A** and pushbutton **D** can be set to any intermediate position.
- To prevent the windows from misting up the blower should be running slowly when driving at low speeds.

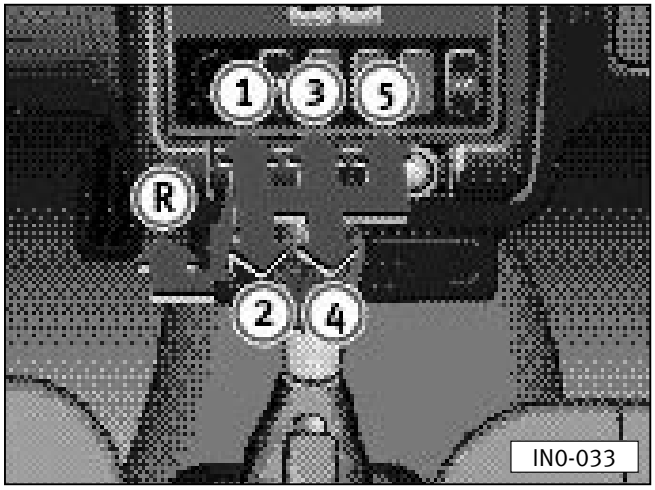
Notes on air conditioning system*

- When the ambient temperature is high and the air very humid, condensed water can drip off the evaporator and form a puddle under the vehicle. This is quite normal and does not indicate a leak.
- It is advisable not to direct the cold air flow straight at the body.

Operating faults

- Should the air conditioning system not work at any time, either the ambient temperature is below +5 °C or the fuse has blown. Check fuse and if necessary renew it. See the "Fuses" chapter. If the trouble is not due to a defective fuse, switch the system off and have it checked, by a seat dealer.
- If the cooling output drops off, switch the air conditioner off and have the system checked.

Manual gearbox



● Only engage reverse gear when vehicle is stationary. When engine is running, depress clutch fully and wait a few seconds before moving gear lever, to prevent grating noises.

When reverse gear is engaged with ignition on, the reversing lights come on.

Note

When driving you should not rest your hand on the gear lever. The pressure of your hand is transmitted to the selector forks in the gearbox and can cause premature wear on the forks.

Reverse gear acoustic warning*

Acoustic warning*

It works with the ignition on.

When you shift into reverse gear a buzzer will sound as long as you remain in reverse. This device can be switched on or off by using the light switch.

Switching the acoustic warning on/off

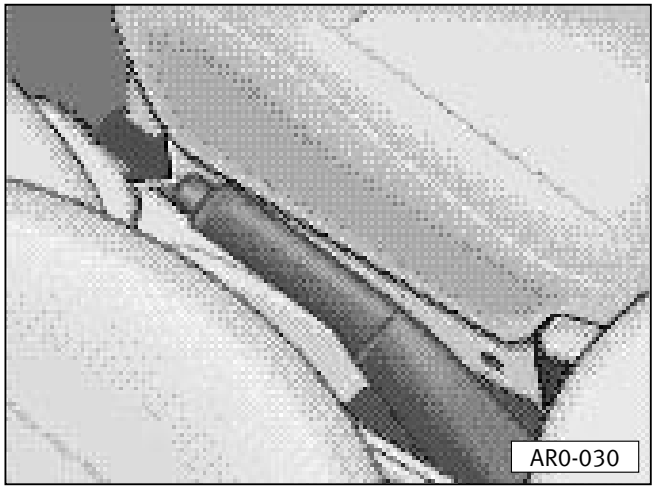
1. With the lights off:

   Switch on the lights for approximately 0.1 sec. to 1 sec. and go back to the off position (the warning will be switched off).

2. With the lights on (position/dip/flood):

   Switch the lights off for approximately 0.1 sec. to 1 sec. (the warning will also be switched off). To switch on the warning again, proceed in the same way.

Handbrake

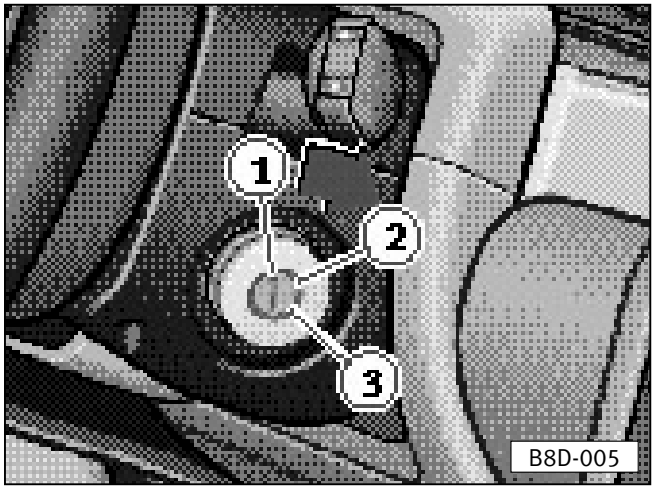


To apply the handbrake pull lever up firmly. On hills the 1 st gear or with automatic gearbox the parking lock should also be engaged. The handbrake should always be applied so firmly that it is not possible to drive inadvertently with the handbrake on.

When handbrake is applied with the ignition on, the brake warning lamp comes on.

To release handbrake, pull lever up slightly, press locking knob in and push lever right down.

Ignition lock



Gasoline engines

1 – Ignition off/ engine stopped
The steering can be locked

2 – Ignition on

3 – Engine starting

Diesel engines

1 – Fuel supply cut off/Engine stopped
The steering can be locked

2 – Warm up and driving position

During the warm-up process other electrical consumers should not be switched on as this drains the battery unnecessarily.

3 – Engine starting

Applicable to all models:

Position 1:

To lock the steering, once the key has been removed from the ignition switch, turn the steering wheel until the steering lock pivot clicks.

Warning

The key should only be removed when the car is stopped. Otherwise the steering lock may be operated.

Position 2:

If the key cannot be turned or it is turned with difficulty to the required position, the steering wheel should be moved from one side to the other-in this way the steering lock will be released.

Position 3:

In this position the headlights and other heavy current consumers are switched off.

Before the starter can be operated again the key must be turned back to position **1**. The non-repeat mechanism in the ignition lock prevents the starter from being operated when engine is running, as this could damage the starter.

Note

When the lights, turn signal and fog lights have not been switched off after removing the ignition key, a beeper* will sound when the driver's door is opened. When the door is closed the beeper will be disconnected.

Starting the engine

General notes

Warning

Do not run the engine in an enclosed space without adequate ventilation. There is a danger of asphyxiation.

- Before starting, move gear lever to neutral and apply handbrake firmly.
- On vehicles with a manual gearbox depress the clutch pedal when operating starter so that starter only has to turn engine.
- As soon as the engine starts, release the contact key since the starting motor should not turn over at the same time.
- While the engine is cold, a brief rattling may be heard after starting due to the build up of oil pressure in the hydraulic system of the valves; this is normal.

❀ ***Do not warm up the engine with the vehicle stationary. Drive off straight away.***

- Avoid racing the engine and do not press the accelerator down fully until the engine reaches its normal operating temperature.
- **On vehicles with a catalytic converter the engine must not be started by towing the vehicle in excess of 50 m. Otherwise unburnt fuel can pass into the converter and lead to damage.**
- **Before trying to start engine by towing, the battery from another vehicle should be used for starting if possible. See the "Emergency starting" chapter.**

Petrol engines

The engine is equipped with a fuel injection system, which automatically delivers the correct fuel/air mixture for the driving conditions.

When engine **is cold or at operating temperature** do **not accelerate before or during the starting procedure**.

If the engine does not start at once, stop using the starter after 10 secs. wait about half a minute and then try again.

If the engine still does not start, the electric fuel pump fuse may have blown. See the "Fuses" chapter.

When the engine **is very hot** it may be necessary to depress the accelerator to aid starting.

Diesel engines

Preheating System

On the **Diesel engines,** preheating takes place automatically after opening and closing the driver's door. For this reason it may happen that the pilot light controlled by the cooling fluid temperature does not go on when the ignition is turned on, even though the engine is cold. See the "Warning lamps" chapter. If the engine does not start after the first time the driver's door is opened and closed, the preheating process will not be repeated even thought the door is opened and closed again.

Starting with cold engine

● Turn the ignition key to position **2** of the steering and starting lock; the preheat light comes on. The light will go out when the correct preheat temperature is reached (see the "Warning lamps" chapter).

During the preheating stage all other electrical circuits should be off to prevent unnecessary drain on the battery.

● As soon as the preheat light goes off, start the engine immediately.

During starting do not press on the accelerator pedal.

If the ignition is not normal, continue operating the starting motor for a few seconds (maximum 30 seconds) until the engine turns by itself.

If the engine does not start, carry out the preheat process again and start according to the method described.

If, despite this, the engine does not start it is possible that the fuse of the Diesel preheat system has blown. See the "Fuses" chapter.

Starting the engine at operating temperature

If the preheat control light does not go on the engine may be immediately started. Do not press the accelerator pedal.

Stopping the engine

● Applicable to all engines:

After the engine has been subjected to a heavy load, or has been running for a long period of time, it should not be stopped immediately. It should be allowed to lie idle for approximately 2 minutes before turning off, in order to prevent a build up of heat.

Warning

Once the engine has been stopped it is possible that the fan (even with the ignition off) may continue to operate for a while (up to ten minutes). It is also possible that, after a certain time, the fan may suddenly start up again whenever:

– the temperature of the coolant rises owing to heat build-up, or

– the engine compartment is additionally heated when, if already hot, the car is parked under intense sunlight.

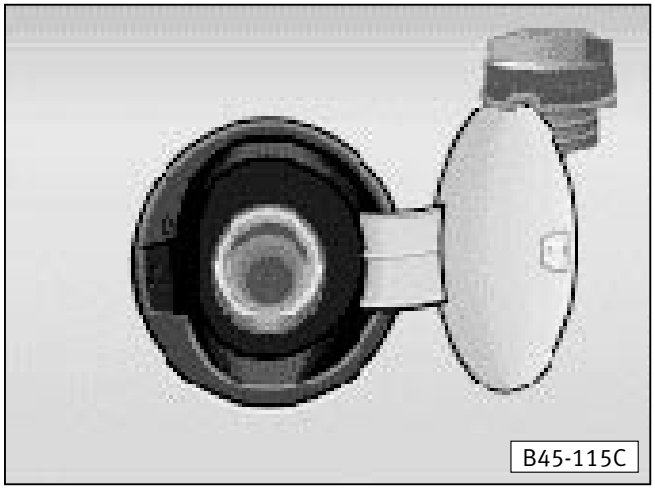
For this reason, extreme care should be taken when working on the engine compartment.

● Applicable for versions with catalytic converter*:

The ignition should not be turned off while the vehicle is still moving with a gear engaged; otherwise, unburnt fuel could reach the converter and be burnt there, resulting in overheating.

INDEX

Filling the tank



The filler neck is in the rear right-side panel.

You can reach the lockable cap after having opened the tank flap (see illustration).

The tank holds about 54 litres.

As soon as the correctly operated automatic nozzle switches off for the first time, the tank is full. Do not then try to put more fuel in because the expansion space in the tank will be filled – the fuel can then overflow when it becomes warm.

After filling the tank, screw cap on tightly and close the tank flap until it engages.

Notes

Any fuel spillage should be wiped off the paint finish immediately, as the paint could otherwise be damaged, especially if it is RME (“biodiesel”) fuel.

On vehicles with a catalytic converter, never drive until the fuel tank is completely empty. The irregular fuel supply can cause misfiring. This allows unburnt fuel into the exhaust system, which can cause overheating and damage to the catalyst.

Warning

Any statutory regulations must be observed when carrying a reserve canister of fuel. For safety reasons it is recommended that a reserve canister not be carried. In the event of an accident, the canister could be damaged and fuel spillage could occur.

Petrol

In the chapter “Technical Data” and on the inside of the tank flap you will find information on the correct octane rating for your engine.

General notes

- Unleaded petrol must comply with DIN EN[1)] 228 and leaded petrol with DIN 51 600.
- If, in an emergency, the octane rating of the available petrol is lower than that required by the engine, only drive with medium engine speeds and low engine loading. **High engine loading with full throttle or high revs can cause engine damage.** Fill tank with petrol of the correct octane rating as soon as possible.
- Fuel with a higher octane rating than that required by the engine can be used without limitation. There are, however, no advantages regarding output and consumption.

❀ ***On vehicles with catalytic converter only unleaded petrol may be used.***

❀ ***Even one tankful of leaded petrol will detract from the efficiency of the catalytic converter.***

❀ ***In the interests of our environment unleaded petrol should be used whenever possible, even on vehicles without a catalytic converter.***

See chapter “Filling the tank”.

Petrol additives

The quality of the fuel has a decisive influence upon the running behavior, performance and service life of the engine. The additives which are mixed into the petrol are of particular significance. It is therefore advisable only to use good **quality petrol containing additives.**

1) European norm

Diesel

Diesel fuel must correspond to DIN EN[1] 590.

CZ[2] no lower than 49.

RME fuel (“diester”)

According to norm DIN 51 606[3].

Vehicles with diesel engines can also run on **RME fuel** (Rapeseed Methyl Ester).

Ask your Technical Service Centre or automobile club where biodiesel is available.

See chapter "Filling the tank".

Properties of RME

- RME is chemically produced from vegetable oil (predominantly rapeseed oil) in a process whereby the oil is mixed with methanol and converted, via a catalyst, into RME.
- RME is almost totally sulfur free. The combustion of RME thus emits practically no sulfur dioxide (SO_2).
- Exhaust gas contains less

– carbon monoxide

– hydrocarbons

– particles (i.e. soot)

than with conventional diesel fuel.

All emission values are lower than legal requirements.

- RME fuel is biodegradable.
- Performance may be slightly lower.
- Fuel consumption may be slightly higher.
- RME can be used in temperatures down to approximately –10°C.
- Diesel fuel must be added at ambient temperatures of less than –10°C to prevent flakes forming in the RME fuel. The mixing ratio of diesel to RME must be approximately 50:50.

If the RME ratio exceeds 50%, too much smoke may be formed.

- During the summer months, RME may be mixed with diesel at any ratio.

[1] European Norm

[2] Cetan-Zahl (Cetane Number). Measure of diesel fuel ignitability.

[3] DIN preliminary Norm

Driving in winter

When using summer Diesel trouble may be experienced at temperatures below 0ºC because the fuel thickens due to wax separation.

For this reason winter Diesel which is more resistant to cold is sold during the winter in some countries, and this works correctly down to between –15ºC and –22ºC approximately, depending on the brand of fuel used.

In countries with different climatic conditions the Diesel on offer usually has different temperature characteristics. The SEAT Official Service Centres or the service stations of the country in question will inform you of the characteristics of the respective Diesel fuel.

Filter preheating

The vehicle is fitted with a filter preheater. This will ensure that the fuel system will remain operational down to about –25ºC, provided that winter Diesel which is cold resistant down to –15ºC is used.

If, at temperatures below –25ºC the fuel is waxed to such an extent that the engine will not start it is sufficient to place the vehicle in a warm enclosure for a while.

Fuel **additives** (anti-waxing agent), petrol and similar fluids must **not** be mixed with Diesel fuel.

Brakes

General notes

- Brake lining wear depends to a large extent on the operating conditions and style of driving. On vehicles which are used mainly in town traffic and stop/start conditions or are driven hard it may be necessary to have the thickness of the brake linings checked by a Technical Service Centre in between the intervals given in the Inspection and Service Schedule.
- Change down in good time when driving downhill, in order to make use of the engine braking effect. This relieves strain on the brake system. When the brakes are applied do not keep them on continuously, apply and release alternately.

What can have a negative effect on the brakes?

Wet or gritted road surface

Warning

- **Under certain conditions e.g. after driving through water, heavy rain falls or after the vehicle has been washed, the brakes could set in later than normal due to damp, or in winter – frozen, brake discs and linings – the brakes must first be dried through careful braking.**
- **Full braking power might also set in later than normal even when driving on gritted roads if you have not braked for some time – the layer of salt on the brake disks and brake linings must first be worn down whilst braking.**

Overheating of the brakes

Warning

- **Never let the brakes "rub" by pressing the pedal too lightly when you do not really need to brake. This causes the brakes to overheat, leads to longer braking distances and to a higher level of wear.**
- **Before starting on a long stretch of road in a very hilly area, please reduce your speed, change to a lower gear (manual gearbox) or choose a lower position (automatic gearbox). In this way you will use the braking power of the engine and relieve pressure on the brakes.**
- **If a front spoiler, full size wheel trims etc., is retrofitted, it is necessary to ensure that the flow of air to the front brakes is not restricted – otherwise the brakes can overheat.**

Servobrake

Warning

The servo is operated by a vacuum which is only generated when the engine is running. For this reason the vehicle should not be allowed to roll with the engine switched off.

When the brake servo is not working because, for example, the vehicle is being towed or a defect has occurred on the brake servo itself, the brake pedal must be pressed considerably harder to compensate for the absence of servo assistance.

Anti-locking brake system*

The ABS plays a major part in increasing the active safety of the vehicle. The big advantage when compared with a conventional brake system is that even when braking hard on a slippery road surface the best possible steerability is retained for the road condition because the wheels do not lock. **Steering control is therefore maintained, giving the best driving stability possible.**

However, one must not expect the ABS system to shorten the braking distance under all conditions. When driving on gravel or on fresh snow covering a slippery surface, i.e. when one should be driving very slowly and carefully, the stopping distance may even be slightly longer.

Please also refer to the notes on the next page.

How the ABS* system works

An automatic check is made when a speed of approx. 6 km/h is reached. When this happens a pumping noise can be heard.

When the turning speed of a wheel reaches a level which is too low for the vehicle speed and it tends to lock, the brake pressure to this wheel is reduced. On the front axle the brake pressure is regulated for each wheel individually, whereas on the rear axle, the pressure is regulated for both wheels at the same time. As a result the braking effect is the same for both rear wheels and the driving stability is retained as far as possible. **This regulating process makes itself known by movement of the brake pedal and is accompanied by noises.** This is done deliberately as a warning to the driver that a wheel or the wheels are in the locking range. **So that the ABS can regulate effectively in this range the brake pedal must remain depressed – on no account should it be pumped!**

Warning

However the ABS system cannot overcome the physical limits. This must be borne in mind particularly on slippery or wet roads. When the ABS comes into the control range the speed must immediately be adapted to the road and traffic conditions. The increased amount of safety available must not tempt one into taking risks.

If a defect occurs on the ABS it is indicated by one or two warning lamps.

Electronic Differential Lock (EDL)*

Vehicles with anti-lock brakes (ABS)* can also be equipped with an electronic differential lock.

The EDL makes it much easier, or even possible, to pull away, accelerate and climb steep gradiants in unfavourable conditions.

The EDL works fully automatically – the driver does not need to do anything at all.

It uses the ABS sensors to monitor the speed of the driving wheels.

Up to a speed of about 40 km/h (25 mph), a difference in speed of the drive wheels of approximately 100 rpm caused by a slippery road surface on **one side** is balanced out by slowing down the wheel which is slipping and thereby applying more driving force to the other drive wheel through the differential.

This control procedure can be detected by the sound it makes.

In order to obtain the best possible effect from the EDL, always use the clutch and accelerator pedals according to the road conditions.

Warning

When accelerating on a slippery road surface, e.g. on ice or snow, use the accelerator pedal carefully. The wheels can spin, even with EDL, and thus impair driving stability.

To ensure that the brake disc of the braked wheel does not overheat, the EDL will automatically switch itself off if excessive demands are placed on it. The vehicle remains operational and has the same characteristics as a vehicle without EDL. For this reason, the switching off of the EDL is not noticed.

As soon as the brakes have cooled off, the EDL will switch itself back on again.

If the ABS warning lamp lights up there may be a fault present in the EDS. Take the vehicle to a Technical Service Centre as soon as possible!

Warning

The style of driving must always be adapted to suit the road surface and traffic conditions. The increased safety offered by the EDL should not encourage one to take unnecessary risks.

Power steering*

Do not keep the steering wheel fully turned more than 15 seconds when the engine is switched on, as the hydraulic oil will be heated to a high temperature by the servo pump.

This could damage the power steering system.

Furthermore every time you turn the steering wheel as far as it will go with the engine off, you will hear a series of noises made by the excessive effort of the servo pump. The engine tick over may also be reduced for a short time.

The first 1500 km – and afterwards

Running-in

During the first few operating hours the engine internal friction is higher than later on when all the moving parts have bedded down. How well this running-in process is done depends to a considerable extent on the way the vehicle is driven during the first 1500 km.

Up to 1000 kilometres

the following general rules apply:

- **Do not use full throttle**
- **Do not drive faster than 3/4 of top speed**
- **Avoid high engine speeds**
- Trailer towing should if possible be avoided.

Warning

- **New tyres must also be "run in" because they do not have maximum adhesion at the start. This must be taken into account by driving carefully during the first 100 km.**
- **New brake linings must also be run in and do not have the optimum friction properties during the first 200 km. The slightly reduced braking effect can be compensated for by more pressure on the brake pedal. This also applies when new linings have been fitted.**

From 1000 – 1500 km

The speed can be gradually increased to the road or engine maximum.

During and after the running-in period the following applies:

- Do not overrev the engine when cold – either in neutral or in the gears.

All speeds and revs given are only valid when engine is properly warm.

Do not drive with the engine speed unnecessarily high – changing up early helps to save fuel, reduces noise and protects the environment.

- Do not let engine labour – change down when engine no longer runs smoothly.

After the running-in period

- On vehicles with a rev counter* the maximum permissible engine speed is shown by the beginning of the red zone on the rev counter scale. The needle of the counter must not move into this zone.

Extremely high engine revs will be automatically governed.

Cleaning the exhaust fumes

The perfect functioning of the cleaning system for exhaust fumes is of great importance for the environment-friendly functioning of your vehicle.

Therefore, keep in mind the following points:

- Versions with a catalytic converter must only use unleaded fuel. See the "Filling the tank" chapter.
- In vehicles with a catalytic converter never drive until the fuel tank becomes completely empty. Irregular fuel supply can cause misfiring, thus allowing unburned fuel into the exhaust system which can cause overheating and damage to the catalyst.
- Starting difficulties, loss of power, or uneven engine revolution experienced while driving could be caused by a defect in the ignition system. In this case, fuel may be entering the exhaust system without burning and, in this way being released into the atmosphere. Furthermore, the catalyst could deteriorate due to overheating. Decrease speed immediately and head to the nearest Technical Service Centre to fix the failure.
- Do not overload the engine with oil. See the chapter "Checking the oil".
- Do not towstart the vehicle for more than 50 m. See the chapter "Tow start/ towing".

Warning

- **Due to possible high temperatures of the catalyst, do not park in places where the catalyst is easily exposed to inflammable material.**
- **Do not use additional protection for the body or anticorrosive products for sumps and exhaust pipes, catalytic converters or heat shields. The above mentioned material could ignite while driving.**

Note

Even when the cleaning system for exhaust fumes is in perfect working order, under certain circumstances, the fumes may smell like sulfur.

This depends on the percentage of sulfur in the fuel.

Often it is sufficient to change brand or buy super unleaded.

Environment-friendly and economical driving

Three factors determine the fuel consumption, the burden on the environment and the wear on the engine, brakes and tyres:

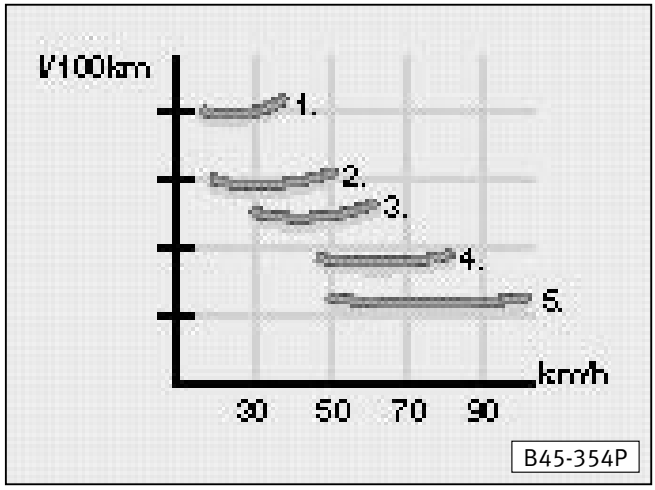
- The personal driving style.
- The individual conditions of the use of the car.
- Technical prerequisites.

The fuel consumption can be reduced by 10 to 15 percent by adopting a thoughtful and economic driving style. This chapter will help you lower pollution and save money by following 10 suggestions.

Suggestion 1

Thoughtful driving style

The highest fuel consumption takes place during acceleration. If you drive in a thoughtful manner you will have to brake less and, therefore, accelerate less. You can also let the vehicle roll, i.e. when you can foresee that the following traffic light will be red.



Suggestion 2

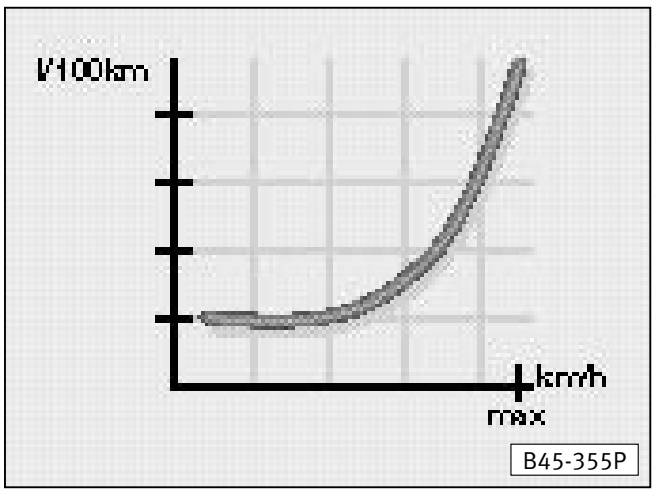
Changing gears saves energy

Another way to save fuel is to change up as quickly as possible. If you drive with high engine revs the car will use up more energy.

The illustration shows the relation between the consumption (l/100 km) and speed (km/h) in first, second, third, fourth and fifth gear.

The following rules may be helpful. Never drive more than a few meters in first gear. When you reach 2,000 revolutions, you should change up.

If you drive a vehicle with an automatic gearbox, press the accelerator pedal gently. Do not press it to the kick-down position. This way, a consumption oriented program is automatically selected. It changes up as soon as possible and takes longer to change down.



Suggestion 3

Avoid driving at maximum speed

Try not to drive at maximum speed. The increase of fuel consumption, exhaust pollution and noise is disproportionate at high speeds.

The illustration shows the relation between consumption (l/100 km) and speed (km/h).

If only about 3 quarters of top speeds are utilized, the fuel consumption will be reduced by about half.

Warning

Driving at high speeds decreases road safety.

Suggestion 4

Decrease idling

It is worth switching off[1)] the engine in traffic jams, at railroad crossings and at traffic lights with a long red light. The savings in fuel after 30-40 seconds with the engine switched off is higher than the fuel used to switch the engine on again.

Suggestion 5

Periodic revisions

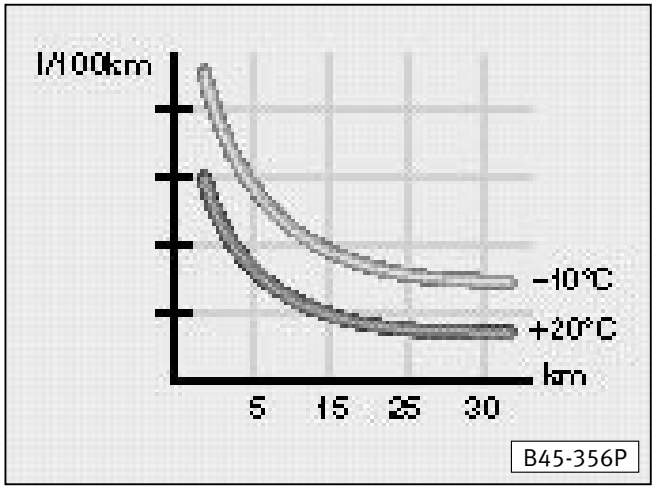
Your fuel savings are guaranteed even before going on a trip with the periodic revisions by your Technical Service Centre. Proper engine maintenance is not only a safety and maintenance issue but also a fuel consumption issue.

Poor fine tuning of the engine may increase fuel consumption by up to 10%.

Check the oil level every time you fill up. The oil consumption depends largely on the engine load. Depending on the driving style, the oil consumption can be up to 1.0 l/1000 km.

Another suggestion: You can also lower oil consumption by using synthetic oils.

[1)] Statutory regulations must be respected.



Suggestion 6

Avoid short drives

The engine and the catalytic converter must reach its optimum functioning temperature in order to effectively reduce consumption and toxic gas emissions.

The fuel consumption of a cold engine of a normal vehicle right after the start is about 30-40 liters per 100 km. After about one kilometer the consumption decreases to 20 liters. After about **four** kilometers the engine has warmed up and the consumption is normal. For this reason, it is important to avoid short drives and heating the vehicle's engine when the vehicle is not moving. Drive on quickly!

The ambient temperature also counts. The illustration shows the difference in consumption (l/100km) for the same distance (km) at +20°C and –10°C. Your vehicle's consumption is higher in the summer than in the winter.

Suggestion 7

Check the tyre pressure

Make sure that the tyres have always adequate pressure. Even half a bar less increases the level of fuel consumption by 5 percent. If the pressure is not correct, the tyres wear out faster due to an excessive deformation and overheating which, in turn, will decrease the driving performance.

Always check the tyre pressure when the tyre is cold.

In addition, do not drive year round with winter tyres. They make more noise and increase fuel consumption by 10 percent. Change to summer tyres on time.

Suggestion 8

Avoid unnecessary weight

Apart from driving habits and periodic revisions of your vehicle, there are other ways to reduce fuel consumption:

Avoid unnecessary weight

Every kilogram increases fuel consumption. For this reason, it is worth checking your boot to avoid unnecessary weight.

Frequently, the roof rack will stay on the roof even though it is no longer needed. Due to greater air resistance, an unloaded roof rack at a speed of 100-120 km/h increases the consumption by approx. 12%.

Suggestion 9

Save electricity

The alternator generates electricity while driving. The more electricity is used, the higher the fuel consumption.

The heated rear window, extra lights, the heater fan and air conditioning* use a large amount of energy. The heated rear window creates a consumption of approx. one liter for every 10 hours.

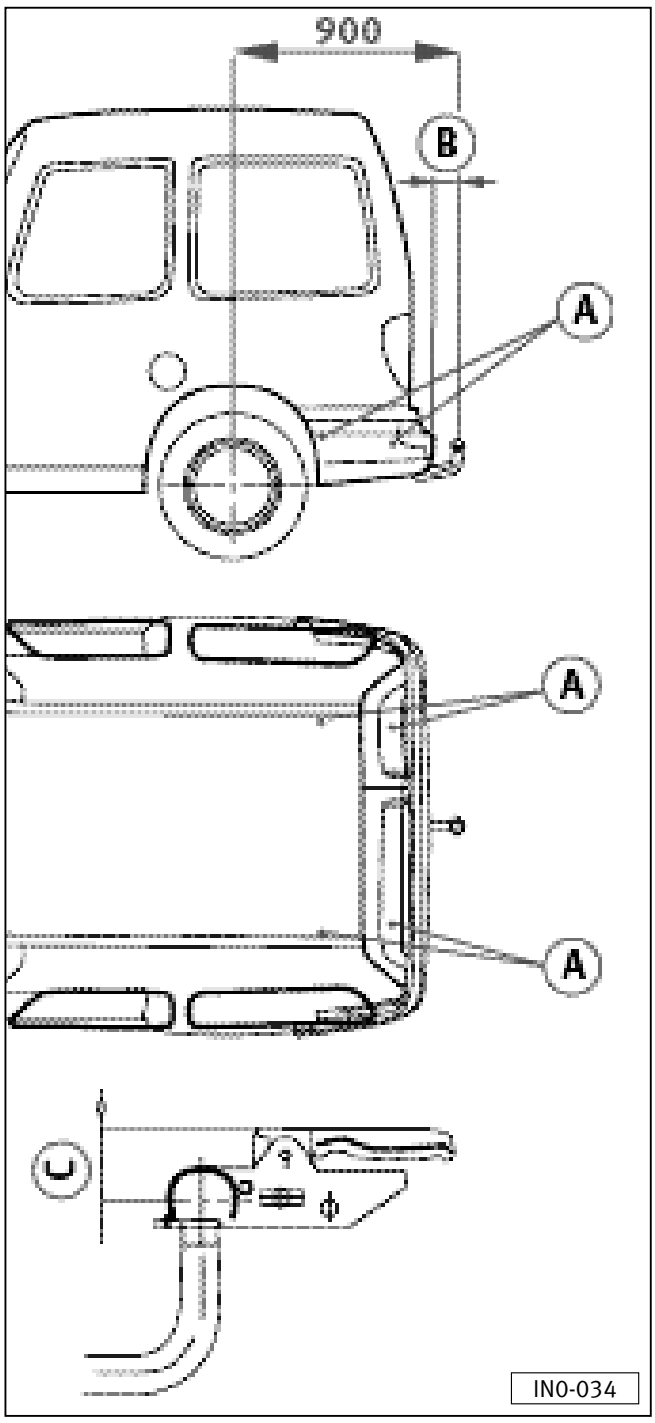
For this reason, disconnect electrical consumers as soon as they are no longer needed. The alternator generates electricity when the engine is running.

Suggestion 10

Written check-up

If you wish to reduce fuel consumption keep a trip book. It is not much work and is worth while since it allows you to detect possible consumption variations (positive or negative) on time and intervene, if necessary. If you detect an increase in consumption you should examine the driving conditions since the last filling.

Tow bar fixing points*



A = 4 fixing points

B = min. 65 mm.

C = max. 60 mm.

All measurements are expressed in millimeters.

Trailer towing*

The vehicle is designed mainly to carry people and luggage. However it may also be used to tow a trailer, as long as you fit it with the technically appropriate equipment and you do not exceed the maximum authorised weights (see “Technical Data” chapter).

Towing a trailer not only demands more from the car, but from the driver too.

You should therefore strictly adhere to the service and running-in instructions on the following pages.

Technical requirements

- If the trailer to be towed has a 7-pin plug, an adapter cable can be used which may be obtained in any Technical Service Centre. Installation of a towing bracket at a later stage should be carried out according to the instructions of the towing bracket manufacturer.

Warning

If a trailer is fitted at a later stage, you should use the body reinforcement set designed by SEAT.

Otherwise you may seriously damage the body work.

Danger of accident!

To install the tow joint, we recommend that you visit a Technical Service Centre.

● **The towing system is a safety element and for this reason it should only be used with a device that is especially designed for this type of vehicle and that has been duly approved.**

● The electrical connection of the towing device should be coupled to the vehicle's electrical network in the specified way.

● The cooling system is strengthened in the factory to allow for the installation of a towing device **only** for vehicles equipped with air conditioning

● In vehicles not equipped with air conditioning, the cooling system **must be** strengthened if a towing device is to be installed.

If this is not done, when the engine is subjected to large stresses (mountains, high ambient temperatures, large trailer weight), the cooling system may overheat. For more details, contact a Technical Service Centre.

In order to achieve optimum power we recommend disconnecting the air conditioning in vehicles with 1.9 D engine when driving on a slope with an inclination of 12% and carrying the max. load permitted in the vehicle and the trailer.

Operations instructions

● Additional mirrors are required if the traffic behind the trailer is not visible with the exterior mirrors fitted as standard. Both exterior mirrors must be attached to brackets in such a way that a sufficient field of vision to the rear is guaranteed at all times.

● Under no circumstances should you exceed the admissible tow loads. See the "Technical Data" chapter.

● When using a trailer on mountain routes you must bear in mind that the tow loads given in the "Technical data" chapter are only applicable for slopes of 10% to 12%. If you do not use the full tow load you may drive up steeper slopes.

● The given trailer weights are only applicable for altitudes up to 1000 m above sea level. As the engine output drops due to the decreasing air density, the climbing ability must also be reduced by 10 % for each further 1000 m.

● Whenever possible take full advantage of the vehicle, without exceeding the maximum weight allowed on the ball of the tow bar device. See "Technical Data" chapter.

● While observing the permissible trailer and drawbar weight, distribute the load in the trailer so that heavy objects are as near as possible to the axle. The objects must also be secured so that they cannot slip about.

● The tyre pressures on the towing vehicle must be adjusted for full load conditions, and also check the pressures on the trailer.

● The headlight settings, should be checked with trailer attached before moving off and adjusted as necessary.

On vehicles with headlight beam control it is only necessary to turn the knurled disc on the dash board in the appropriate direction.

Driving tips

To obtain the best possible handling of vehicle and trailer, the following should be noted:

● Try to avoid driving with an unladen vehicle and a loaded trailer. If this cannot be avoided, only drive slowly to allow for the unfavourable weight distribution.

● As driving stability of vehicle and trailer decreases when the speed increases do not drive at the maximum permissible top speed in unfavourable road, weather or wind conditions – particularly when going downhill.

In any case the speed must be reduced as soon as the trailer shows the slightest sign of snaking. On no account try to stop the snaking by accelerating.

● **For safety reasons one should not drive faster than 80 km/h (50 mph). This also applies in countries where higher speeds are permitted.**

● Always brake in good time. If the trailer has an overrun brake, apply the brakes gently at first then firmly. This will avoid the jerking caused by the trailer wheels locking.

Change down before going down a steep hill so that the engine can act as a brake.

● When a long climb in a low gear with extremely high engine revs must be negotiated at exceptionally high ambient temperatures the coolant temperature gauge must be observed. When the gauge needle moves to the right end of the scale, the road speed must be reduced immediately.

● The cooling effect of the radiator fan cannot be increased by changing down, because the speed of the fan is not dependent on the engine speed. One should therefore not change down even when towing a trailer as long as the engine can cope without the vehicle speed dropping too much.

General notes

- **During the running in period you should avoid towing a trailer if possible.**
- **It is advisable to have the vehicle serviced between the Inspection intervals if it is used frequently for towing a trailer.**
- The trailer and drawbar load figures on the data plate of the towing bracket are for test certification only. The correct figures for the vehicle, which may be lower than the above figures, are given in the vehicle documents and in this manual.
- When using the towing device the car's empty weight is reduced, and as a result its effective load is decreased.
- Observe all statutory requirements regarding the use of a trailer.

Driving abroad

If the vehicle is to be taken abroad, the following must also be borne in mind:

- If the vehicle has a petrol engine and catalytic converter, one must ensure that unleaded petrol will be available during the journey. See the "Filling the tank" chapter. The automobile clubs offer information about the unleaded filling station network.
- Although there are more than 3,000 SEAT dealers all over the world to service SEAT vehicles there are countries in which only a limited amount of service is available or none at all.
- In certain countries it is also possible that your vehicle model is not sold so that certain spare parts will not be available or that the SEAT personnel are not familiar with the repair procedure should anything go wrong or may only be able to carry out limited repairs.

The SEAT dealers or the Importer concerned will be only too pleased to give advice on the necessary technical preparation of the vehicle, on the maintenance required and on the repair possibilities.

The addresses are included in the SEAT International Assistance Guide in the vehicle wallet.

Headlight covering

Headlight covering

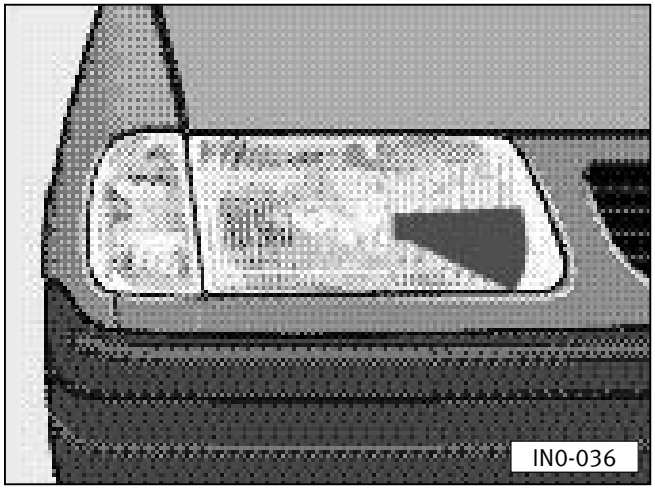
When the vehicle is used in a country which drives on the opposite side of the road to the home country, the asymmetric dipped headlights will dazzle oncoming traffic.

To prevent dazzling the areas of the headlight lenses shown in the illustration must be covered with an opaque adhesive strip.

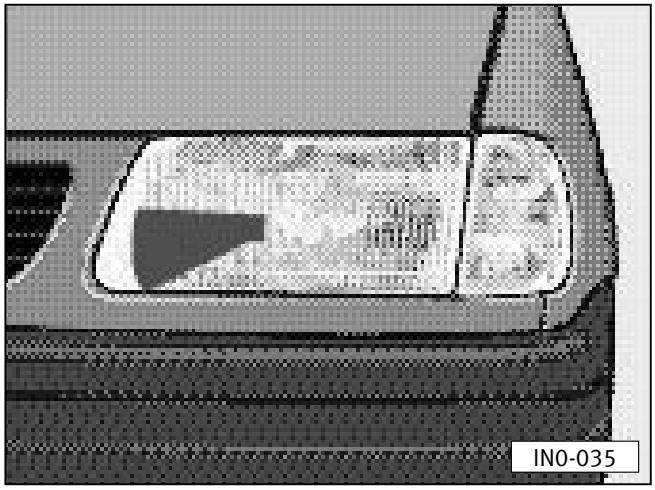
When using a sharp object (for example a razor blade) to cut the tape, do not do this directly on the headlights as you may scratch them.

Warning

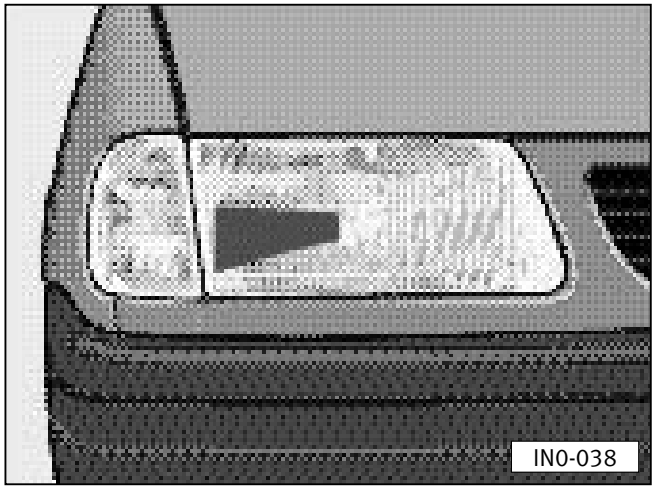
When you drive on the opposite side of the road to your own country, and with your headlights masked, bear in mind that visibility is reduced, and you will have to adapt your driving and speed accordingly for safety reasons.



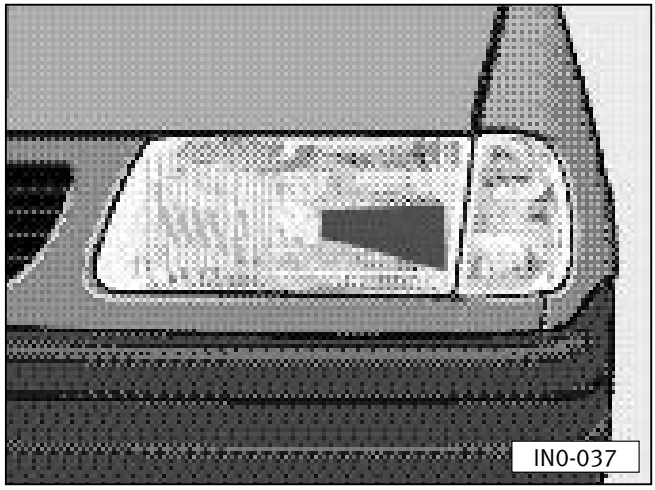
On the right headlight if changing from right-hand to left-hand driving.



On the left headlight if changing from right-hand to left-hand driving.



On the right headlight if changing from left-hand to right-hand driving.



On the left headlight if changing from left-hand to right-hand driving.

Care of the vehicle

Regular and expert care helps to maintain the value of the vehicle.

Every SEAT dealer is provided with stocks of suitable car care materials. The instructions for use on the container should be followed.

Warning

- **If misused, car care materials can be harmful to health.**
- **Car care materials must always be stored in a safe place where they are out of reach of children.**

When buying car care materials one should select products which do not damage the environment. Empty containers which these materials were in do not belong with household waste.

Washing

Warning

Dampness and ice in the brake system can have a negative effect on the braking power.

The best protection against environmental influences is frequent washing and use of the right waxing product.

How often this treatment is required depends, amongst other things on how much the vehicle is used, how it is parked (garage, in open under trees etc.), the seasons, weather conditions and environmental influences.

The longer bird droppings, insects, tree resin, road and industrial grime, tar spots, soot, road salt and other aggressive materials remain on the vehicle paint the more lasting their destructive effect will be. High temperatures e.g. from strong sunlight intensifies the corrosive effect.

In certain circumstances weekly washing can be necessary, in other conditions monthly washing with appropriate waxing may be fully adequate.

After the period when salt is put on the roads the underside of the vehicle should always be washed thoroughly.

Automatic car washes

The vehicle paint is so durable that the vehicle can normally be washed without problems in an automatic car wash. However the influence on the paint depends to a large extent on the design of the car wash, the filtering of the wash water, the type of wash and care material, etc.

Notes

- Before going through the car wash, apart from the usual precautions (closing windows and sliding roof).

You do not need to remove the Original roof aerial.

- **If there are special fittings on the vehicle – e.g. spoilers, roof rack, two-way radio aerial – it is best to speak to the car wash operator.**

Washing the vehicle by hand

In the interests of environmental protection the vehicle should only be washed in specially provided wash bays. In some districts, washing cars elsewhere may even be forbidden.

First soften the dirt with plenty of water and rinse off as well as possible. Then clean the car **with a soft sponge, glove or brush** starting on the roof and going from top to bottom **using only slight pressure especially when cleaning the headlight area.** Paint shampoo, preferably with a neutral pH, should only be used for very persistent dirt. Rinse the sponge or glove out thoroughly at short intervals.

Wheels and sill panels should be cleaned last, using a different sponge if possible.

After cleaning the vehicle, rinse thoroughly with water and leather it off.

Recommendations

- The vehicle should not be washed in strong sunshine.
- If the vehicle is rinsed with a hose, do not direct the jet of water at the lock cylinders and the door/boot lid/tailgate shut lines – they can freeze up in the winter

Washing vehicle with high pressure cleaner

- The operating instructions for the high pressure cleaner must be followed closely – particularly with regard to pressure and working distance.
- Do not use a concentrated jet.
- The water temperature must not be above 60°C.

Warning

Tyres must never be cleaned with a concentrated jet! Even at a relatively large working distance and a very short spraying time, damage can occur.

Conservation

Regular application of protection products protects the vehicle paintwork to a large extent against the environmental influences listed under “Washing” on the previous page and even against light mechanical damage.

At the latest when water on the clean paint does not form small drops and roll off, the vehicle should be protected by applying a coat of good hard wax. Even when a wax solution is used regularly in the washing water it is advisable to protect the paint with a coat of hard wax at least twice a year.

Polishing

Should only be done if paint has lost its shine and gloss cannot be brought back with wax. If the polish used does not contain preservative compounds, the paint must be waxed afterwards.

Note

Matt painted and plastic parts should not be treated with polish or hard wax.

Paint damage

Small marks in the paint such as scratches or stone damage should be touched up immediately with paint before the metal starts to rust.

However, should rust be found at any time it must be removed thoroughly and then the area treated first with an anti-corrosion primer and then the correct paint applied.

The number of the original vehicle paint is given on the data sticker which is inside the boot in the spare wheel housing.

Windows

Remove snow and ice from windows and mirrors with a plastic scraper only. To avoid scratches due to dirt on the glass, the scraper should only be pushed in one direction and not moved to and fro.

Traces of rubber, oil, wax[1)], grease or silicone can be removed with a window cleaning solution or a silicone remover.

The windows should also be cleaned on the inside at regular intervals.

Do not dry the windows with the leather used for the paintwork because traces of paint cleaner will cause streaks to appear on the glass, which will hinder vision.

To avoid damaging the heating element wires in the rear window do not put stickers over the wires on the inside.

Door, boot and window seals

The weatherstrips will remain flexible and last longer if they are rubbed lightly with a rubber protective compound from time to time. This will also stop the weatherstrips from freezing on in winter.

Door lock cylinder

You should only use an appropriate spray, which has lubricating and anti-corrosive qualities, to de-ice the lock cylinder.

Plastic parts and leatherette

Exterior plastic parts are cleaned with normal washing and interior parts with a damp cloth. If this is not sufficient, **these parts and leatherette may only be cleaned with special plastic cleaners that are free from alcohol and other solvents.**

1) This wax residue can only be removed with a special cleaner. A Technical Service Centre will provide you with more detailed information.

Upholstery cloth and textile trim

Upholstery cloth and textile trim on door panels, parcel shelves, luggage compartment covers, headlining etc. must be cleaned with special cleaners or dry foam and a soft brush.

Cleaning seat belts

Keep belts clean. They may not retract properly if very dirty.

Dirty belts can be cleaned by washing with a mild soap solution without taking the belts out of the vehicle.

Note

Inertia reel belts should be completely dry before they are allowed to roll up.

Warning

- **The seat belts must not be removed for cleaning.**
- **Do not have the belts cleaned chemically because the cleaning compounds damage the webbing material. Ensure that the belts do not come into contact with corrosive fluids.**
- **Check your seat belts regularly. If you find any damage on the belt, belt connections, retractor or the locking pieces, the belt must be replaced by a Technical Service Centre.**

Steel wheels

The wheels and the wheel trims should be cleaned thoroughly at regular intervals when the vehicle is being washed. This will prevent brake dust, dirt and road salt from accumulating on the wheel. Persistent ingrained brake dust can be removed with an industrial grime remover. Paint damage should be repaired before rust can form.

Alloy wheels*

In order to maintain the smart appearance of alloy wheels for a long period, regular care is necessary. In particular, salt and brake pad dust must be washed off thoroughly at least every two weeks otherwise the surface of the alloy will be damaged. After being washed, the wheels should be treated with an acid-free cleaner for alloy wheels. About every three months it is necessary to give wheels a good rubbing with hard wax. Paint polish or other abrasive solutions must not be used. If the protective paint coat has been damaged, e.g. by stone impact, the damaged spots should be dealt with as soon as possible.

Warning

Please note when cleaning the wheels that dampness, ice and grit can have a negative effect on the braking power.

Cleaning and anti-corrosion treatment of engine compartment

Warning

- **Before doing any work in the engine compartment it is essential to read the instructions on the "Engine compartment" chapter.**
- **For safety reasons pull out ignition key before reaching into the water box. Otherwise if the windscreen wipers are switched on unintentionally the movement of the wiper link could cause injury.**

The leaves, blossoms etc. which drop into the water box (underneath the engine bonnet in front of the windscreen) should be cleaned out occasionally. This will prevent the water drain holes becoming blocked and – on vehicles without a dust and pollen filter – foreign bodies entering the vehicle interior via the heating and ventilation system

The engine compartment and the outside surface of the power unit are given anti-corrosion treatment at the factory.

In the winter when the vehicle is being driven frequently on salted roads, good anti-corrosion treatment is very important. For this reason the entire engine compartment and the plenum chamber should be thoroughly cleaned before and after the salting period and then preserved so that the salt cannot have a damaging effect.

The ignition must be switched off before washing the engine.

Do not point the water jet dircetly at the headlights to avoid damage.

If the engine compartment is cleaned at any time with grease removing solutions[1)] or if one has the engine washed, the anti-corrosion compound is nearly always removed as well. It is therefore essential to ask for durable preservation of all surfaces, seams, joints and components in the engine compartment to be carried out. This applies also when corrosion protected parts are renewed.

❀ ***Because when washing the engine petrol, grease and oil deposits are washed off, the dirty water must be cleaned by an oil separator. For this reason engine washing should only be carried out in a workshop or filling station.***

1) Only the correct cleaning solutions should be used – on no account petrol or Diesel.

Undercoating

The underside of the vehicle is coated with a special compound to protect it from corrosion and damage.

However, as this protective layer becomes damaged when the vehicle is in use, the protective coating under the body and on the running gear should be examined at defined intervals – preferably before and after the winter season – and any damage made good.

SEAT dealers have stocks of the correct compound, have the necessary equipment and are familiar with the application procedure.

Warning

Never use additional under floor protection or anti-corrosion agents for the exhaust silencer, exhaust pipe, catalysts or heat shields. These substances could ignite whilst the vehicle is in motion.

Note for vehicles with a catalytic converter

Due to the high temperatures which occur in the afterburning process, additional heat shields are fitted over the catalytic converter. Underbody sealant must not be applied to these shields, the catalytic converter or the exhaust pipes. Removal of the heat shields is also not permissible.

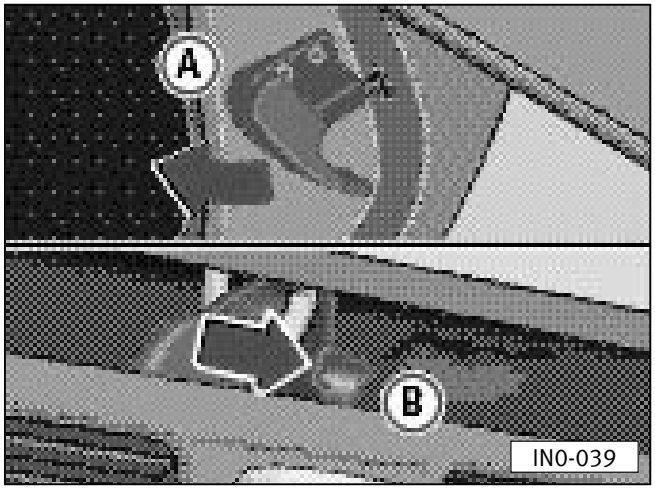
Cavity preservation

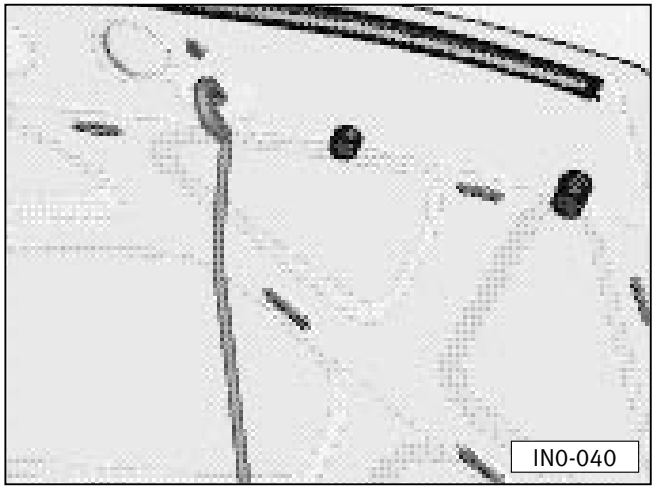
All cavities on the vehicle which could be susceptible to corrosion are given permanent protection at the factory.

This coating does not need checking or any subsequent treatment. Should a small amount of wax run out of the cavities at high ambient temperatures it can be removed with a plastic scraper and some white spirit.

If the wax which has run out is removed with clean petrol, heed the environmental protection regulations.

Engine bonnet





To release bonnet, pull lever **A** on the driver's side under instrument panel. The bonnet will then spring up slightly.

To open, lift bonnet slightly and disengage the hook **B**, pressing it to the side.

Lift bonnet, take rod out of clip and put end of rod in hole provided (see right illustration).

Note

Before opening the bonnet ensure that the wiper arms are not lifted off the windscreen. Otherwise damage can occur to the paintwork.

To close the bonnet, lift it slightly and unhitch the support rod, pressing it into its clip. Let hood fall into the lock from a height of about 30 cm.

Do not press down if it does not close properly. Open again and allow to fall as before.

Warning

- **For safety reasons the bonnet must always be properly closed when the vehicle is moving. Always check therefore after closing the bonnet that the lock is engaged. This is the case when the bonnet is flush with the adjacent body panels.**
- **If you should notice that the lock is not engaged, stop the vehicle immediately and close the bonnet.**

Engine compartment

Warning

Particular care should be taken when working in the engine compartment!

- Switch off engine, remove ignition key.
- Pull handbrake firmly.
- Allow engine to cool off.
- As long as the engine is at operating temperature:

– Do not put your hand into the radiator fan, it could switch on suddenly.

– Do not open the radiator cap because the cooling system is under pressure.

- Never spill any liquids over the hot engine. These liquids could ignite.
- Avoid causing short circuits in the electrical system – particularly the battery.
- If tests have to be carried out with the engine running, there is an additional danger present from rotating parts – e.g. V-belts, generator, radiator fan etc. – and from the high voltage ignition system.
- If work on the fuel or electrical system is necessary:

– Disconnect the battery from the vehicle electrics

– Do not smoke

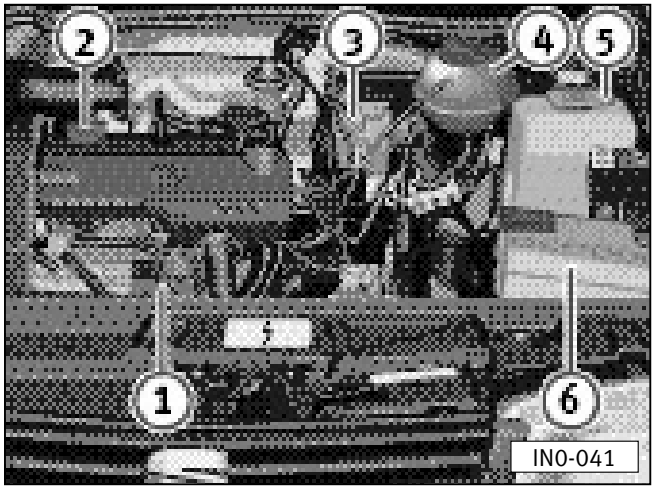
– Never work near naked flames

– Always keep a fire extinguisher in the vicinity.

- Attention must be paid to the warnings given in this Manual and to the generally applicable safety regulations.

When topping up fluids do not mix them up under any circumstances, otherwise serious functional defects may occur.

The ground beneath the vehicle should be checked regularly. If spots caused by oil or other fluids can be seen, the vehicle should be taken to a Technical Service Centre for inspection.



1.9 SDI Diesel engine

Warning

Please take notice of the warning notes on the previous page.

Engine oil

Viscosity and specification

A special, high quality multigrade oil is put in the engine at the factory and this can be used all year round, except in very cold climates.

As the use of good quality oil is essential for long life proper working of the engine, you should only use this class of oil when topping up or changing.

The specifications shown on the next page must be marked on the container either separately or **together with others**.

The **viscosity class** of the oil must be selected in accordance with the illustrations. If the ambient temperature exceeds the given range briefly, the oil does not need to be changed.

Important note

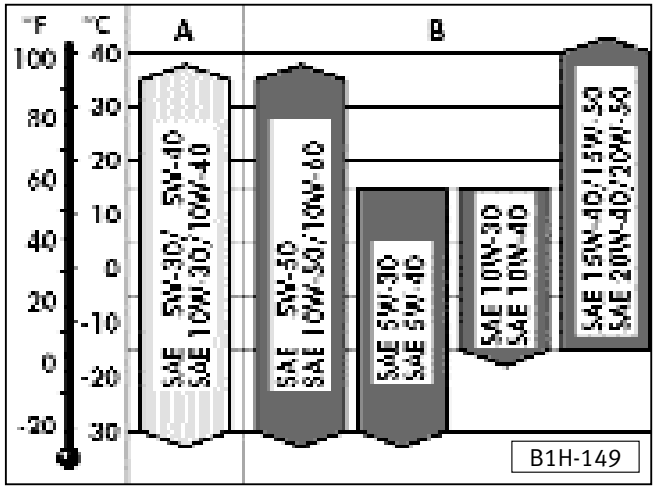
Quite naturally engine oils are also being continually developed. For this reason, the statements in this manual are only in line with the current state at the time of going to press.

Official SEAT Service Centres are kept up-to-date by the factory regarding changes. For this reason, the oil change should preferably be done by one of these Official SEAT Service Centres.

Petrol engines

A – Multigrade synthetic oils, specification **VW 500 00**.

B – Brand multigrade oils with specification **VW 501 01** or as per specification **API-SJ**[1)] or **ACEA A2** or **A3**[1)].



Diesel engines

A – Multigrade oil with specification **VW 505 00**.

B – Multigrade oil with specification **VW 505 00** (appropriate for Diesel engines, **except** engines with a **pump injector**).

– Brand multigrade oils with specification **VW 505 00** or according to **API-CF**[1)] or **ACEA B2** or **B3**[1)].

– Multigrade oil with specification **VW 505 01**, **especially** for engines with a **pump injector** (also appropriate for all other Diesel engines).

● Diesel engines with a **pump injector** system must **exclusively** use multigrade oil with specification **VW 505 01. For these engines do not use any other oil other than the one with specification VW 505 01. Danger of damage to the engine!**

[1)] These oils may be used when the recommended oil is not available. **This does not apply to Diesel engines with a pump injector.**

Oil properties

Multigrade oils with specifications VW 501 01 and VW 505 00 are reasonably priced oils with the following properties:

– All year round use in temperate climate areas.

– Excellent cleaning capability.

– Efficient lubrication at all engine temperatures and load conditions.

– High resistance to aging.

Synthetic multigrade oils with specification VW 500 00 have, in addition, the following advantages:

– All year round use at practically all temperatures.

– Low frictional losses in the engine.

– Best possible starting even at very low temperatures.

Synthetic multigrade oil with specification VW 502 00

This oil is suitable for petrol engines and corresponds to specifications **VW 501 01** and **VW 500 00**. It offers the following advantages:

It is particularly suited for use in tough conditions such as difficult road conditions, trailer towing, driving in mountain regions and in hot climates.

Notes

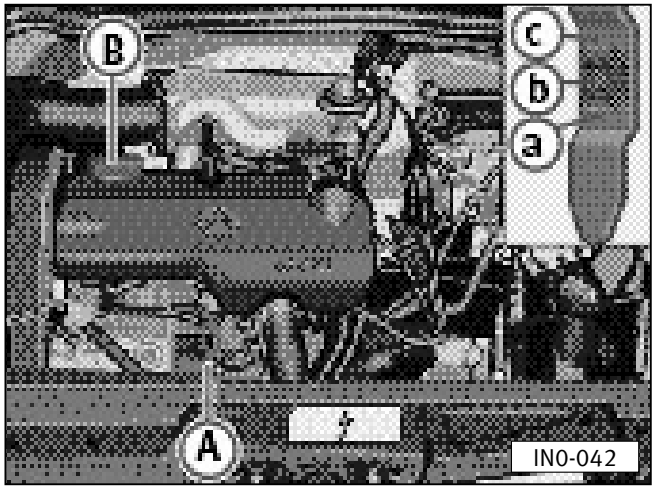
● **Single grade oils** cannot be used year round due to their limited viscosity range.

Therefore, these oils should only be used in consistently hot or cold weather.

● When using **SAE 5 W-30** multigrade oil, continuous high engine speeds and engine loading should be avoided. This restriction does not apply to synthetic multigrade oils.

● Diesel engines with a **pump injector** system must **only** use multigrade oil with specification **VW 505 01. Do not use any other oil than the one with specification VW 505 01. Danger of damage to the engine!**

● **Before** you go on a long trip we recommend that you **purchase engine oil with the corresponding specification VW** and carry it in your vehicle. Hence, the correct engine oil will always be available for topping up if necessary.



Checking oil level

Every engine uses a certain amount of oil. The oil consumption can be up to 1.0 litres per 1000 km. The engine oil level must therefore be checked at regular intervals, preferably when filling the tank and before a long journey.

The location of the dipstick **A** can be determined from the illustration from page 3.32.

The vehicle must be on a level surface when checking the oil level. After stopping engine wait a few minutes for the oil to drain back to the sump.

Then pull the dipstick out, wipe it with a clean cloth and insert again.

Then pull dipstick out again and check the oil level:

a– Oil **must** be topped up.
Afterwards it suffices when the oil level is somewhere in area (**b**).

b– Oil **can** be topped up.
It can then happen that the oil level is in area (**c**).

c– Oil **must not** be topped up.

When the engine is working hard such as in sustained high-speed motorway cruising in summer, when towing a trailer or when climbing mountain passes, the oil level should be kept at area (**c**) – **not above.**

Topping up engine oil

Unscrew the cap from oil filler opening **B** and pour oil in 0.5 litres at a time. Then check level with the dipstick.

On no account should the oil level be above area c. Otherwise oil can be drawn into the engine via the crankcase breather and escape into the atmosphere via the exhaust system. On vehicles fitted with a catalytic converter, the oil could burn inside the converter causing it to become damaged.

Warning

When topping up the oil, do not spill it onto hot engine components – danger of fire.

Carefully close the filler cap and push the oil dipstick in as far as possible, this will prevent oil spill when the engine is running.

Changing engine oil

The engine oil must be changed at the intervals given in the Inspection and Maintenance Plan. For this we recommend you contact a Technical Service Centre.

Warning

If you want to change the engine oil yourself, you must note the following points:

- Allow the engine to cool down first to avoid the danger of being scalded by hot engine oil.
- Use an appropriate container to drain off the oil. It should be big enough to hold the quantity of oil in your engine.
- Wear protective glasses for your eyes.
- When removing the oil drain plug with your fingers, keep your arm horizontal so that the oil being drained cannot run down your arm.
- If your hands come into contact with engine oil you must wash them thoroughly afterwards.
- Old oil must be stored out of reach of children until it is disposed of in the correct manner.

On no account should oil be poured down drains or into the earth.

Because of the disposal problems, the necessary specialised tools and specialist knowledge required, engine oil and filter changing should preferably be done by a Technical Service Centre.

Engine oil additives

No additives should be mixed with the engine oil.

Cooling system

The cooling system is filled at the factory with a permanent coolant which is not changed. The coolant consists of water and a 40% concentration of our coolant additive **G 12** (glycol-based anti-freeze with anti-corrosion additives). This mixture not only gives the necessary frost protection down to –25°C but also protects the alloy parts in the cooling system against corrosion. In addition it prevents scaling and significantly raises the boiling point of the coolant.

The concentration of the coolant therefore must not be reduced in the summer or in warm countries, by topping up with plain water. **The coolant additive proportion must be at least 40%.**

If greater protection against frost is required, the proportion of **G 12** additive can be increased, but **only up to 60%** (frost protection to approx. –40°C), otherwise the anti-freeze protection is reduced and furthermore the cooling effect is impaired.

Vehicles for export to cold countries (e.g. Sweden, Norway, Finland) usually have frost protection down to –35°C (50% **G 12**) approximately.

Only our coolant additive **G 12** (marked on container) may be used. The additive can be obtained from Technical Service Centres.

Other additives can be very detrimental to the anti-corrosion effect in particular.

The subsequent corrosion damage can lead to coolant loss resulting in major engine damage.

Note

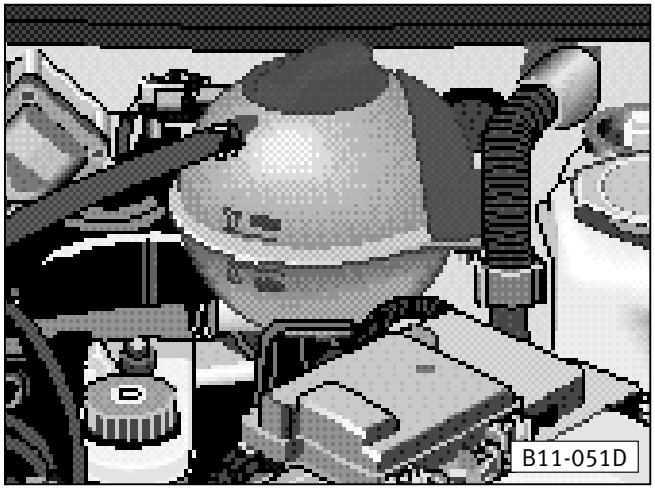
Only our coolant additive G 12 (marked on container) may be used. The coolant can be obtained from Technical Service Centres.

When refilling please note:

The G 12 coolant additive must not be mixed with other additives (not even G 11).

If this is the case, the coolant must be changed immediately!

Otherwise, serious functional failures or damage to the engine could result!



Checking coolant level

Warning

Never open the bonnet if you can see steam or coolant leaving the engine compartment – Risk of scalding! Wait until no more steam or coolant can be seen.

The level can only be checked properly when the engine is not running.

The coolant level must be between the **max** and **min** marks on the expansion tank when engine is cold and can be slightly above the **max** mark when it is warm.

Coolant losses

Coolant loss normally indicates leaks in the system. In this case the cooling system should be checked by a Technical Service Centre without delay. It is not sufficient merely to add coolant.

In a sealed system losses can only occur if the boiling point of the coolant is exceeded as a result of overheating, and coolant is forced out of the system.

Topping up coolant

Switch engine off and let it cool down. Then cover expansion tank cap with a cloth and turn cap carefully anti-clockwise and remove.

Warning

Do not remove expansion tank cap when engine is hot – danger of scalding:

System is under pressure.

No other coolant may be used if **G 12** is not available. In this case only water can be used and the correct mixture concentration must be restored with the specified coolant additive (see previous page) as soon as possible.

Please also refer to the further notes on the next page.

If a lot of coolant has been lost, only add cold coolant after the engine has cooled down. This will prevent engine damage.

Do not fill above the max mark.

The excess coolant will be forced out through the pressure relief valve in the cap when engine becomes hot.

Screw cap on again tightly.

Warning

The coolant additive and the coolant are a danger to health. The additive must therefore only be stored in the original container well out of reach of children. If the coolant has to be drained at any time it must be caught and also stored in a safe place.

Drained coolant should not normally be reused, it must be disposed of, bearing in mind environmental protection regulations.

Radiator fan

The radiator fan is driven electrically and controlled by a thermoswitch from the coolant temperature (also from the engine compartment temperature on some models).

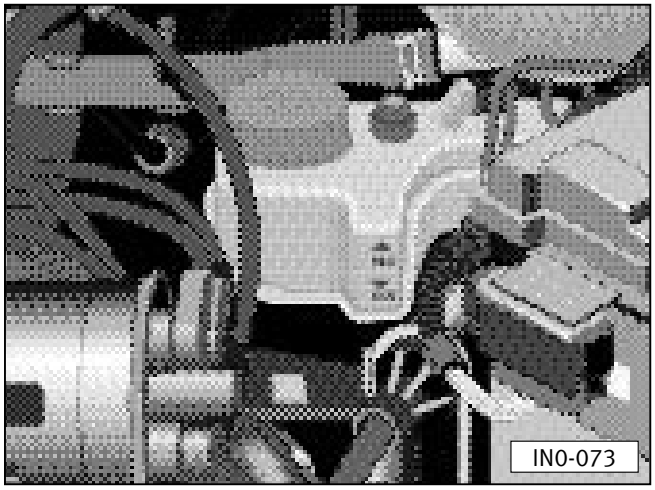
Warning

After the engine has been stopped the fan can continue running for a while – even with the engine switched off – (up to about 10 minutes). It can also start to run again suddenly after a short time if

- **the coolant temperature increases due to heat build up**
- **when the engine is hot and the engine compartment is heated additionally by strong sunlight.**

Special care must therefore be taken when working in the engine compartment.

Brake fluid



The brake fluid reservoir is on the left hand side of the engine compartment.

On vehicles with ABS* the reservoir is in the same place but its design is different.

Note

On vehicles with right-hand drive the reservoir is on the other side of the engine compartment.

Checking fluid level

The fluid level must always be between the **"MAX"** and **"MIN"** marks to ensure perfect operation.

The level of fluid tends to sink slightly when the vehicle is used due to the automatic adjustment of brake linings. This is quite normal.

If the level sinks noticeably in a short time or drops below the **"MIN"** mark, however, the system may be leaking. A low fluid level in the reservoir is indicated by the brake warning lamp lighting up (see the "Warning lamps" chapter). **Proceed immediately to Technical Service Centre and have the braking system examined.**

Renewing the brake fluid

Brake fluid absorbs moisture. In the course of time it takes in water from the atmosphere. Too high a content of water in the brake fluid system can cause corrosion damage. Furthermore the boiling point of the brake fluid is reduced considerably. **For this reason the brake fluid must be renewed every two years.**

Warning

When the brake fluid becomes too old, vapour bubbles can form in the brake system when the brakes are used vigorously. The efficiency of the brakes and thus the vehicle safety are seriously reduced.

Only use our genuine brake fluid (US FM VSS 116 DOT 4 standard) which you can buy at the Official SEAT Service Points. The fluid must be new.

Warning

Brake fluid is poisonous! It must therefore only be stored in the closed original container out of reach of children.

Remember also that brake fluid will attack the paintwork.

Because of the disposal problems and specialised tools and knowledge required, brake fluid should preferably be changed at a Technical Service Centre.

It is advisable to have the fluid change done during an Inspection Service.

Battery

Warning notes

Wear eye protection. Do not allow particles contain acid or lead to come into contact with the eyes, skin or clothes.

Battery acid is highly caustic. Always wear protective gloves and glasses. Do not tip battery – acid can spill out of the vents.

Should acid come into contact with the eyes, rinse for several minutes using clean running water. Seek medical assistance immediately. Should acid come into contact with skin or clothes, neutralise immediately using an alkaline soap solution and rinse throughly. Should acid inadvertently be drunk, seek medical attention immediately.

Keep well clear of naked flame and sparks. Do not smoke.

Avoid generating sparks when handling cables and electrical components. Avoid short circuits. Never short battery terminals – danger of injury from high energy sparks.

When battery is being charged, a highly explosive mixture of gasses is produced.

Keep acid and battery out of the reach of children.

- Disconnect positive terminal of battery before doing any work on the electrical system. When changing bulbs it is sufficient to switch off lamp.

- When disconnecting the battery from the vehicle electrical system first disconnect the negative cable and then the positive cable.

  The battery must not be disconnected with the engine running, as this will damage the electrical system (electronic components).

- When reconnecting the battery, first connect the positive cable, then the negative. On no account may the cable be interchanged. Risk of cables burning!

Do not disconnect the vehicle battery when the ignition is on or when the engine is running, as the electrical system (electronic components) could otherwise be damaged.

In order to protect the casing from UV radiation, do not expose vehicle battery to direct sunlight.

Location

The battery is in the engine compartment.

To start with the help of another battery, refer to the "Emergency starting" chapter.

Checking acid level

Please refer to the warning notes in the "Engine compartment" chapter and following before carrying out any kind of work in the engine compartment.

The acid/electrolyte level should be checked regularly in the following cases:

– high mileage

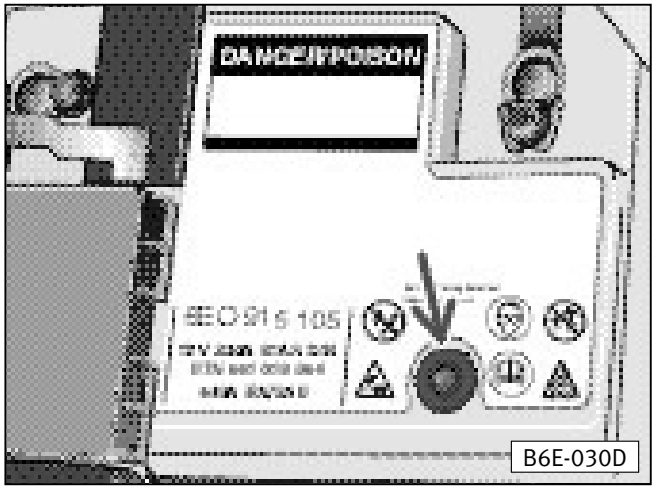
– in countries with a warm climate

– old battery

The battery is otherwise service-free.

The acid level should always be around the **max.** mark on the longside of the battery. It should never be filled above the **max.** mark nor be allowed to drop below the **min.** mark.

We recommend that the electrolyte level be checked and corrected by a Technical Service Centre.



Battery with a magic eye*

A round viewing window is located on the upper side of the battery (see arrow). This magic eye will change its color according to the charge condition or the acid level of the battery.

Air bubbles can distort the true color. You should, therefore, tap carefully on the magic eye.

If the display in the viewing window has no color or is light yellow, the acid level in the battery is too low. Distilled water must be added. We recommend that the battery be replaced if it is older than 5 years.

We recommend that the electrolyte level be checked and corrected by a Technical Service Centre.

The green and black colour displays are only of use to the Technical Service Centre as they facilitate battery diagnosis.

Charging the battery

Before charging, switch off the engine and all electrical consumers.

When charging with a low current (e.g. with a small charger) the battery cables need not normally be taken off. The instructions from the battery charger manufacturer must, however, be noted.

In order to connect the positive cable, the cover of the fuse holder above the battery must first be moved to the side. See page 3.45.

Before **quick charging**, that is charging with a high current, both battery cables must be disconnected.

Please note the following points:

Warning

- **Keep children away from the battery, the battery acid and the charger.**
- **Only charge the battery in a well ventilated room. Do not smoke and allow no naked flames or electric sparks near the battery, as a highly explosive gas is produced whilst the vehicle is being charged.**
- **Protect your eyes and face. Do not bend over the battery.**
- **Should acid come into contact with the eyes or skin, rinse for several minutes using clear water. You should then seek medical assistance immediately.**
- **Fast charging a battery is dangerous and should only be done at a Technical Service Centre, as special equipment and skills are required.**
- **Never charge a frozen battery – risk of explosion! A discharged battery can freeze at temperatures of below 0°C. A frozen battery must be thawed before charging.**

We recommend that batteries should no longer be used after thawing, as the battery housing could have split inside because of ice formation, and the acid may leak out.

- When charging the battery do not remove caps.
- The main cables of the charger should not be connected until the clips of the charger have been properly secured to the battery terminals:

red .....= positive

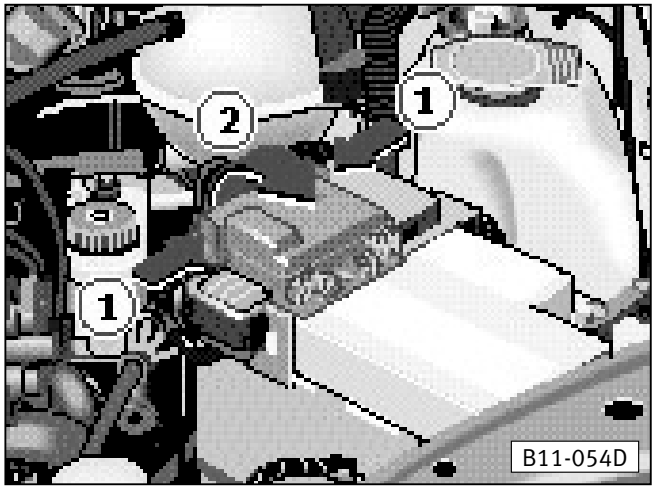
black, brown or blue .....= negative

- After charging the battery, first switch off the charger and disconnect the main cable. Then disconnect the clips of the charger from the battery.

What happens when the battery is disconnected and then reconnected ...

After reconnecting the battery to the onboard electrics, you should reset the digital clock.

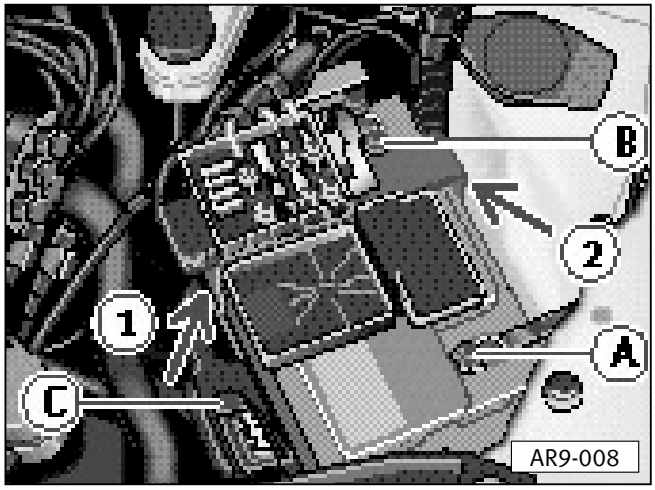
The automatic opening and closing function of the electric windows should also be reactivated.



Removing the battery

- Before removing the battery turn off the ignition and all electrical consumers.
- Press both spring clips in the direction of the arrow **1** and fold the cover of the fuse holder to the side (arrow **2**).

Please also refer to the further notes on the next page.



- Then remove the negative cable **A** (normally black, brown or blue).
- Then slightly loosen the nut **B** on the positive terminal.
- First unclip the front retainer (arrow **1**) and then the rear retainer (arrow **2**) from the battery. To do this you must press the retainers away from the battery.
- The fuse holder with the positive cable can now be removed upwards from the battery and placed to the side.
- Then unscrew the battery bracket **C** and remove the battery.

Renewing the battery

Our batteries have been developed to suit their fitting location. If the battery has to be renewed, the new battery must have the same voltage (12 Volts), shape and safety features such as central degassing and the plugs must be sealed with an O-ring.

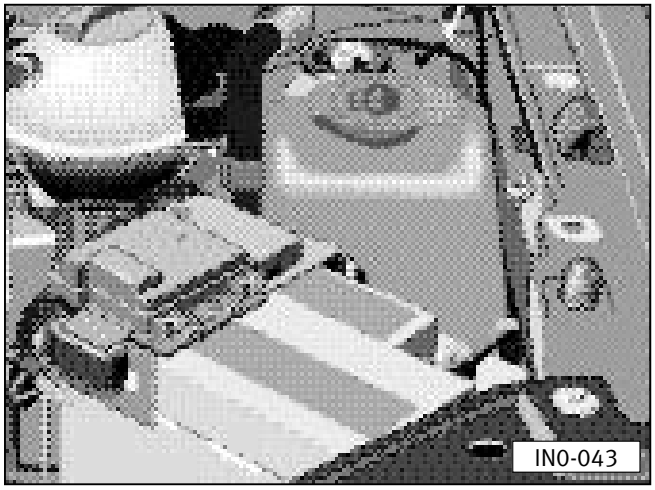
New output and capacity should be the same as the old battery. SEAT Official Service Centres have a range of suitable batteries.

Because of the difficulties in disposing of used batteries, it is best to have them replaced at a Technical Service Centres. Batteries contain, among other substances, sulphuric acid and lead, and they should never be thrown out with household rubbish.

Installing the battery

- Switch off the ignition and all electrical consumers before installing the battery.
- Place the battery in the designated installation location. Please ensure that the bracket lug **C** lines up again with the same depth of the clamping strip. Then secure the battery.
- Place the fuse holder together with the positive cable on the battery so that the retainers on the sides of the battery engage.
- Then tighten the nut **B** on the positive terminal.
- Then connect the negative cable **A** to the battery.
- Fold the cover of the fuse holder back and allow both of the spring clips to engage.

Windscreen washer



The container is located in the engine compartment on the left. It holds about 3 liters. In vehicles fitted with a headlight washer*, it holds about 6 liters. In case no headlight washers are fitted and if the windscreen washer function is not used too often it is sufficient to fill the container up to about half and refill when necessary.

The rear window washer is supplied with fluid from the container in the engine compartment.

Filling the container

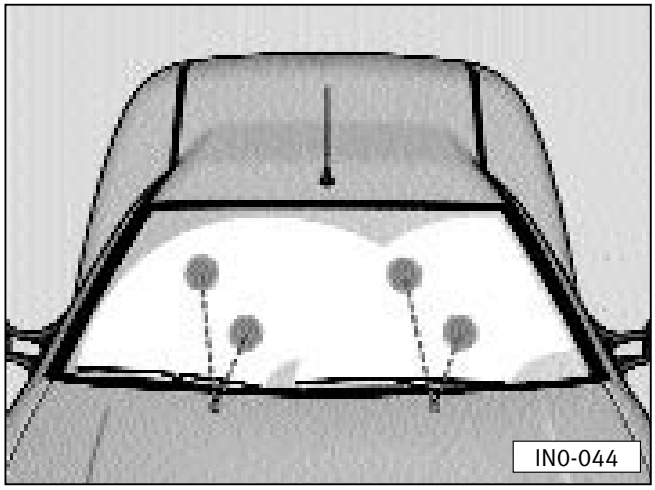
Pull the cap off and fill container to the brim with washer fluid. Press cap on tightly again, then switch on ignition and check operation of the washer system.

It is advisable to add a window cleaning solution (with anti-freeze additive in winter) to the water because plain water is not usually sufficient to clean the glass and headlight lenses quickly and thoroughly.

Even when **heated windscreen washer jets*** are fitted, a window cleaning solution containing anti-freeze should be added to the water in the winter.

Note

If at any time no window cleaning solution with anti-freeze additive is available, methylated spirits can be used. Do not, under any circumstances, add engine cooling system fluid or other additives.



Adjusting washer jets

When the vehicle is stationary, the water should hit the windscreen approximately as shown.

The jet for the rear window washer is in the wiper shaft. The water jet should hit the glass in the centre of the wiped area.

The jets for the headlight **washer system*** can only be adjusted with a special tool. When adjustment is necessary, contact your Technical Service Centre.

Accessories, modifications and replacement of parts

Your vehicle is built in accordance with the most modern principles of safety technology and offers therefore a high degree of active and passive safety. To ensure that this remains so the vehicle as supplied by the factory may not be modified without careful thought. The following points must be noted if the vehicle is to be subsequently fitted with accessories, technically modified or have parts renewed later on:

- Always consult a Technical Service Centre **before** purchasing accessories and **before** performing any modifications.
- Approved SEAT accessories and Genuine SEAT Parts can be obtained from SEAT dealers who will of course carry out the fitting correctly.
- Appliances which have been retro-fitted and have a direct influence on the driver's control of the vehicle e.g. cruise control system or electronically controlled shock absorber systems must have the **e**[1] symbol and be authorised for that vehicle.
- Additionally connected electric consumers e.g. refrigerators, horns, fans etc. which are not directly linked to the control of the vehicle must carry the **CE** symbol[2].

Warning

- **We recommend the use of SEAT[3] approved accessories for your vehicle, as well as genuine SEAT spares. These accessories and spares are of proven reliability and safety, and are specially adapted to your vehicle.**
- **Despite continuous market observation we cannot assess or accept responsibility for other products, even in cases where an officially recognised permit has been issued.**
- **Accessories such as telephone retainers or drinks holders must never be attached to the Airbag covers or within their area of effectiveness. They could cause injury if the Airbag is activated during an accident!**

- If technical modifications are to be made, our guidelines must be observed. This is to ensure that no damage occurs to the vehicle, the traffic and operating safety is retained and that the modifications are permissible. SEAT dealers will also carry out this work correctly or will recommend a specialist workshop.

[1] **e** – European Community authorisation symbol.

[2] **CE** – Manufacturer conformity declaration in the European Community.

[3] Not available in all countries.

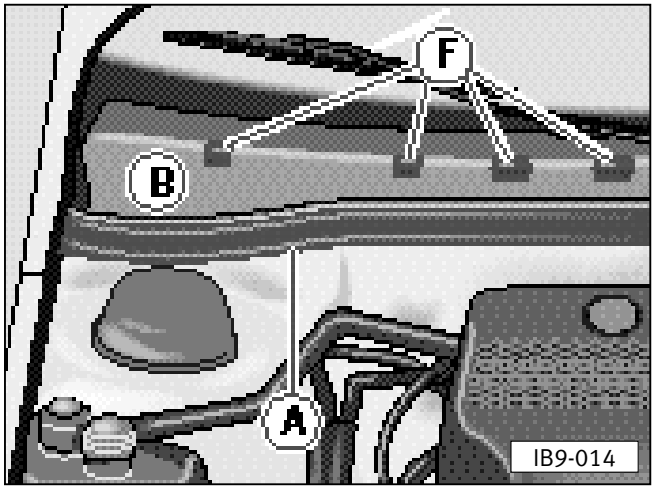
Spark plugs

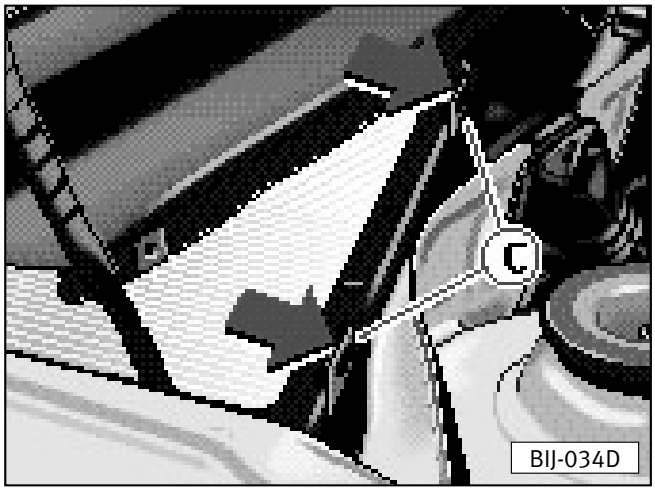
The spark plugs are renewed during the SEAT Inspection Service

If the spark plugs have to be renewed between the Inspection Services, the following should be noted:

- Spark plugs and ignition system are matched to the engine and as such contribute to reducing the levels of exhaust pollutants. To avoid faulty operation, engine damage and even the withdrawal of the type approval due to excessive emission values or non-suppressed spark plugs, only the Genuine spark plugs for the engine concerned should be used. Important, among other things, are the number of electrodes, the heat value and if necessary the radio suppression.
- For technical reasons, plugs may be modified at short notice. It is therefore advisable to obtain plugs only from Official SEAT Service Centres – they have the latest information.

Dust and pollen filter*

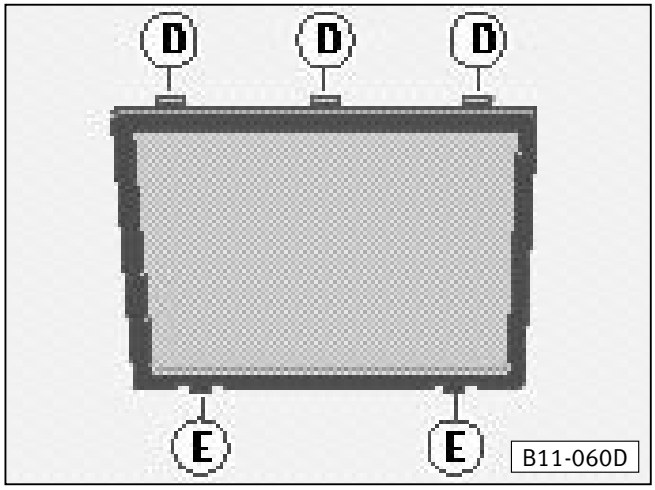




The dust and pollen filter for the heating and ventilation system can be found under the cover on the right in the plenum chamber. **The filter should be changed in accordance with the details given in the Inspection and Service schedule. If the air throughput reduces considerably, the filter should be changed earlier:**

Removing filter

- Pull up the rubber seal **A** of the plenum chamber.
- Remove cover **B**.
- Lift the cover **B**, by the part nearest the rubber seal **A** and, at the same time, press springs **F** down.
- Pull on cover **B**.
- Push back spring clips **C** in the direction of the arrow and remove the filter insert.



Installing filter

For greater clarity, the illustration shows the dust and pollen filter already dismantled.

Push the filter into the recesses of the filter unit with the lugs **D** first.

Then press the filter down at the front until the spring clips **C** engage on the lugs **E**.

Finally, place the plastic cover **B** in position, adjusting clips **F** and press the rubber seal **A** onto the plenum chamber.

First aid kit, warning triangle

It is compulsory in some countries to use a reflective hazard warning triangle in cases of emergency. Also required is a first-aid kit for wounds, and spare light bulbs.

Van

The first-aid kit and warning triangle can be housed in a box* located behind the front passenger seat.

Kombi

The first-aid kit and warning triangle can be housed in the rear part of the luggage compartment, under the covers of the corresponding side panels, right and left, respectively.

Note

The first-aid kit and warning triangle do not form part of the vehicle's standard equipment.

On board tools, spare wheel

Tool housing

Van

– behind the driver's seat and

– to the interior of the spare wheel

Kombi

– in the rear part of the luggage area, housed in the cover of the right side panel and

– to the interior of the spare wheel.

Spare wheel housing

The spare wheel is fitted under the vehicle, at the back, secured by a special drop-down bracket (wheel carrier).

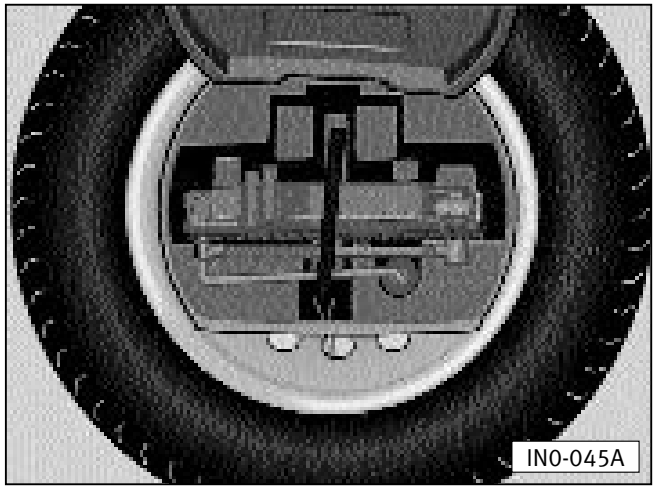
On-board tools

Warning

● The jack supplied by the manufacturer is for this model only. Never use it for other heavier vehicles or for other loads.

● Never start the engine when the car is raised. Danger of accidents.

● If work must be done beneath the vehicle, it must be supported with appropriate axle stands.

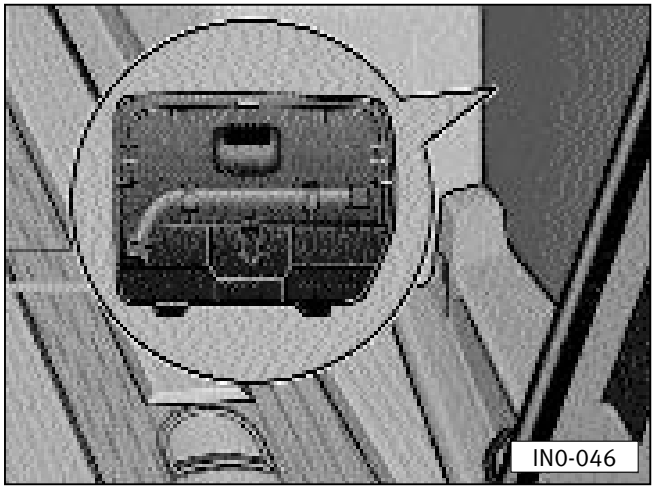


Vehicle tools in the spare wheel recess

– Tool box

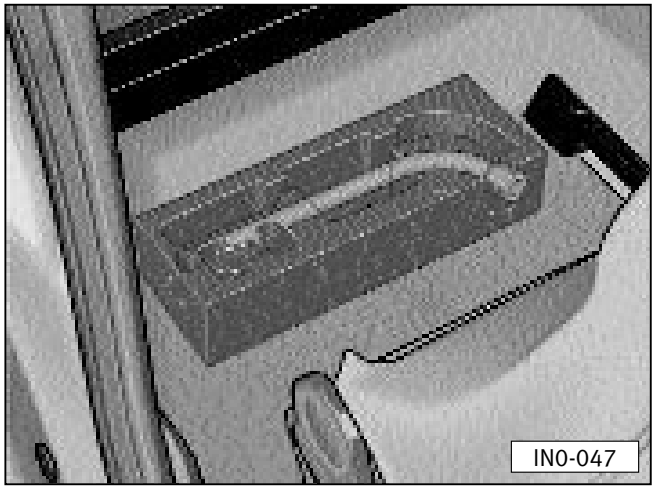
– Jack

Before the jack is placed back into the tool box, the claw must be fully wound back. The crank is then tensioned against the side of the jack.



... in the side panel trim (Kombi)

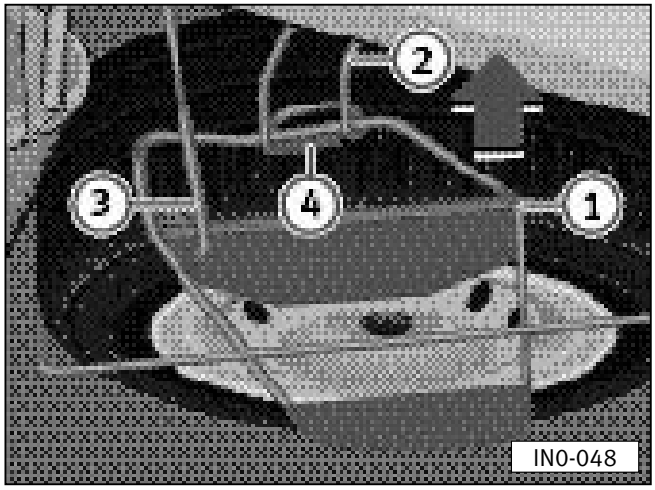
– Screwdriver with box spanner in handle for the wheel bolts. The screwdriver blade is reversible.
– Wheel bolt spanner.



... behind the driver's or front passenger's seat (van)

– Screwdriver with box spanner in handle for the wheel bolts.

  The screwdriver blade is reversible.
– Wheel bolt spanner.



Spare wheel

The spare wheel is secured under the rear of the vehicle in a special hinged carrier.

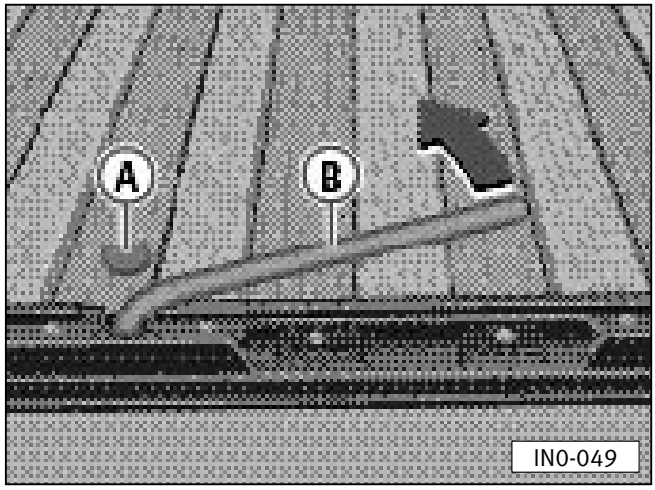
Lowering spare wheel carrier bracket

To gain acces to the spare wheel, proceed as follows:

- The wheel brace and screwdriver are:

– behind the driver's seat (van version)

– at the rear of the luggage compartment, stowed in the cover of the right side panel (Kombi version).

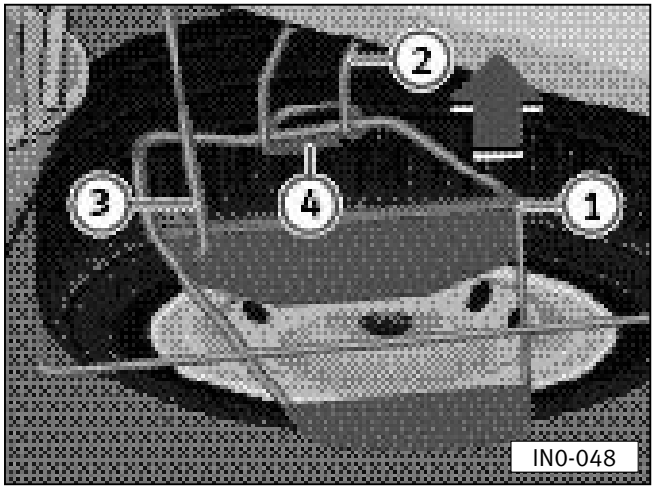


With the aid of the screwdriver:

- Remove the rubber cover (**A**) of the orifice at the centre of the rear edge of the load zone, avoiding damage to the paintwork.

- Using the wheel brace (**B**), loosen completely the securing bolt housed inside the orifice; the wheel-carrier will descend to allow the spare wheel to be removed.

On no account turn bolt too far, otherwise the stop will be damaged and the retaining hook and spare wheel bracket could drop down.



Removing spare wheel

When removing spare wheel observe following sequence:

- Lift retaining bracket **1** slightly. Swing the retaining hook **2** to rear, and lower spare wheel retaining bracket until it rests in the safety hook **3**.
- Lift retaining bracket **1** slightly, swing safety hook **3** to rear and lower retaining bracket onto ground.
- Take spare wheel out.

Relocating spare wheel

- After changing the wheel secure the vehicle jack in the recess of the wheel which has been changed.
- Place the wheel with the wheel recess upwards fully into the spare wheel retaining bracket **1**. Swing the bracket upwards and first hook the bracket into the safety hook **3** and then in the retaining hook **2**.

When doing this ensure that the guide **4** sits between the two legs of the retaining hook **2**, so that the spare wheel bracket can be properly secured.

- By turning the bolt in the luggage compartment floor clockwise with the wheel spanner lift the spare wheel bracket under the vehicle.
- Turn the bolt until the spare wheel sits firmly on luggage compartment floor. Remove the wheel spanner and close the opening with cover **A**.

Note

If you are driving without a spare wheel the retaining bracket must always be lifted with the wheel spanner and must be even with the boot floor.

Warning

- Special care should be taken to avoid hurting yourself on the exhaust pipe. Danger of burns.
- When unhooking the wheel-carrier, take special care to avoid bruises.
- For safety reasons the wheel-carrier must always be bolted down firmly so that the spare wheel bracket cannot come undone accidentally.

Wheels

General notes

- New tyres do not give maximum grip straight away and should therefore be run in at moderate speeds and a careful style of driving for about the first 100 km. This will help to make the tyres last longer.
- Owing to different design characteristics and different treads, the tread depth on new tyres may vary according to the manufacturer's version.
- Check tyres for damage from time to time (cuts, splits, cracks and lumps) and remove any foreign bodies embedded in the treads.
- To avoid damage to tyres and wheels drive over curbs and similar obstacles very slowly and as nearly at right angles as possible.

Warning

Damage to wheels and tyres is not always easy to see. Unusual vibrations or a pulling to one side could indicate tyre damage. If you suspect damage to a tyre, immediately reduce your speed. Visually check all tyres visually for damage (bulges, tears etc.). If no external damage can be seen, drive carefully to the nearest Technical Service Centre and have the vehicle checked over.

- Keep grease, oil and fuel off the tyres.
- Replace missing dust caps as soon as possible.
- Mark wheels before taking them off so that they rotate in the same direction when put back on again.
- When taken off, the tyres should be stored in a cool, dry and preferably dark place.

Tyres which are not on wheels should be stored in a vertical position.

Note for tyres where the direction of rotation is stipulated

It is imperative that the designated direction of rotation for tyre treads (which can be determined from the arrow on the side of the tyre) be kept to. The best tyre performance i.e. in aquaplaning, road adhesion, noise and wear are then guaranteed.

Tyre life

Tyre life depends to a considerable extent on the following factors:

Inflation pressure

The inflation pressures are to be found inside the fuel lid.

The inflation pressure is very important particularly at high speeds. Therefore, the pressures should be checked at least once a month and before every long journey.

At this opportunity do not forget the spare wheel:

- The spare wheel with normal tyre should always be inflated to the highest pressure required on the vehicle.
- Always check the pressures when the tyres are cold. When warm, the pressure is higher but do not reduce. If the load changes a great deal the pressure must be altered to suit.

On vehicles with wheel hub caps, valve extensions are fitted. It is not necessary to remove the valve extension piece in order to test and correct the inflation pressure.

Pressures which are too high or too low shorten tyre life – quite apart from the detrimental influence on vehicle handling.

Warning

At continuous high speeds a tyre in which the pressure is too low flexes more and heats up excessively. This can cause tread separation and tyre blow out.

A pressure which is too low increases the fuel consumption and this burdens the environment unnecessarily.

Mode of driving

Fast cornering, hard acceleration and violent braking also increase tyre wear.

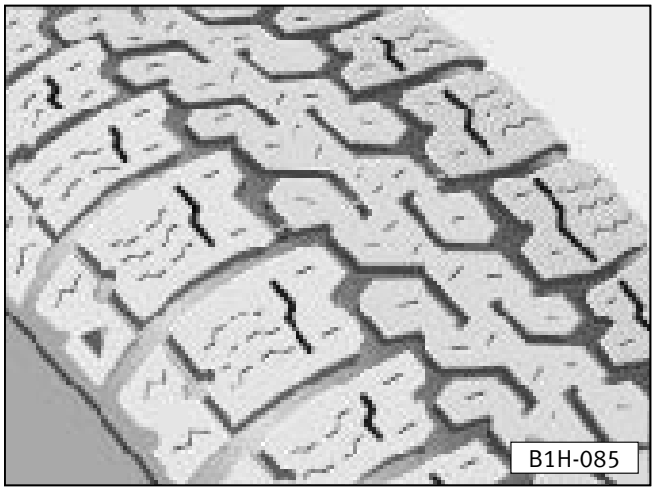
Balancing wheels

The wheels on new vehicles are balanced. However when the vehicle is running various influences can cause the wheels to become unbalanced and this causes steering vibration.

As imbalance also increases steering, suspension and tyre wear the wheels should be balanced again. Furthermore a wheel should always be rebalanced when the tyre has been repaired or when a new tyre has been fitted.

Incorrect wheel alignment

Incorrect wheel alignment not only causes excessive, usually uneven tyre wear but can also impair the car's safe handling. In case of abnormal tyre wear, noticed, contact a Technical Service Centre.



Wear indicators

At the bottom of the tread of the original tyres there are 1.6 mm high “wear indicators” running across the tread – see fig. There are 6-8 of these indicators – according to make – evenly spaced around the tyre circumference. Marks on the walls of the tyre (for example the letters “TWI” or triangles) show the locations of the wear indicators.

Warning

- **The tyres must be renewed at the latest when they are worn down to the wear indicators. This should be done without delay.**
- **Worn tyres are detrimental to roadholding particularly at high speeds on wet roads. Furthermore, the vehicle tends to aquaplane sooner.**

Note

When tread depth is down to 1.6 mm measured in the tread groove next to the wear indicator bar – the official permissible minimum tread depth has been reached (in export countries this figure may differ).

Renewing wheels/tyres

Wheels and tyres are important design features. The wheels and tyres approved by us should be used. They are specially matched to the model concerned and contribute largely to the excellent roadholding and safe driving characteristics.

SEAT Official Service Centres are fully informed as to which makes of t y re are approved by us. Furthermore, many Technical Service Centres stock a wide range of tyres and wheels.

- Fitting and repairing tyres requires expert knowledge and special tools. This work may only be carried out by specialist personnel.

Because of the problems in disposing of old tyres and the specialised tools and knowledge required, tyres should preferably be changed at a Technical Service Centre.

- For safety reasons the tyres should be renewed in pairs and not singly. The tyres with the deepest tread should always be on the front wheels.

● You should only combine radial tyres of the same construction, size (rolling circumference) and, as far as possible, the same tread profile on all four wheels.

● If the spare wheel differs from the version fitted on the vehicle (e.g. winter tyres or wide tyres) the spare may only be used briefly to replace a flat tyre and with an appropriately careful style of driving. It must be replaced with the normal wheel as soon as possible.

● Never fit used tyres where their previous history is not known.

● Knowing the tyre lettering and its meaning makes the selection of the correct tyres easier. Radial ply tyres have the following lettering on the sidewall:

e.g. **175 / 65 R 15 91 T**		
175	=	Tyre width in mm
65	=	Height/width ratio in %
R	=	Radial construction code letter = **R**adial
15	=	Wheel diameter in inches
91	=	Carrying capability code
T	=	Speed code letter

The manufacturing date is also to be seen on the tyre wall (possibly only on inner side of wheel):

DOT ... 182 ... means that the tyre was produced in the 18th calendar week of 2002.

Warning

Tyres which are more than 6 years old should only be used in an emergency and then with a particularly careful style of driving.

If you wish to fit your car with non-standard wheels or tyres please note:

Warning

● For technical reasons it is not normally possible to use wheels from other vehicles – in certain circumstances not even wheels from the same vehicle model!

● Using types of wheel and/or tyres which have not been approved by us for your vehicle model can be detrimental to the safety of the vehicle. It can also affect the vehicle under the Construction and Use regulations.

Please take notice of the warning notes on the next page.

- Wheels and wheel bolts are matched to each other.

Therefore, whenever wheels are changed to a different version (e.g. alloy wheels or wheels with winter tyres), the corresponding wheel bolts with the corresponding length and taper, must also be used. The security of the wheels and the functioning of the brake system depend on this!

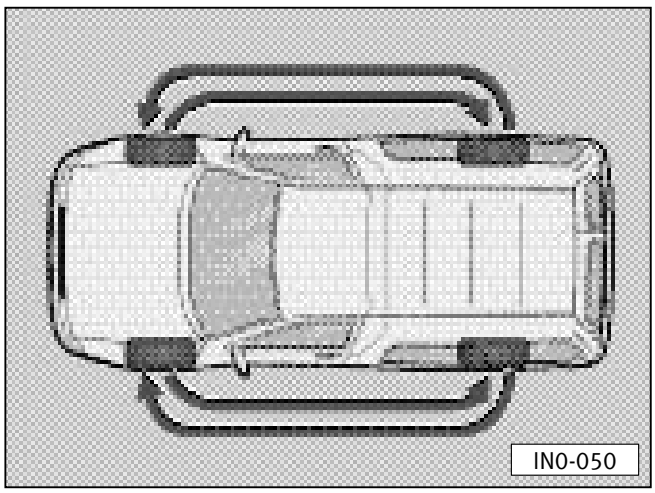
- If wheel rim discs are subsequently installed it is essential to ensure that the air flow remains adequate to cool the brakes.

SEAT Official Service Centres have all the necessary information about the possible conversion of wheels, tyres and wheel rims.

Wheel bolts

The wheel bolts must be clean and easy to turn – do not grease or oil under any circumstances!

This applies not only to changing a defective wheel but also when replacing summer tyres with winter tyres and vice-versa.



Changing the wheels round

If the front tyres are worn more than the rear it is advisable to change the wheels round as shown. All tyres will then have approximately the same length of service life.

With certain types of tread wear it can be an advantage to change the wheels diagonally. For more details, contact a Technical Service Centre.

Winter tyres

Warning

In winter conditions, winter tyres will significantly improve handling of the vehicle.

Because of their make up (width, rubber mixture, tread formation etc.), summer tyres provide less traction on ice and snow.

When fitting winter tyres note the following:

- For better driving performance, fit winter tyres on all four wheels.
- Winter tyres are no longer fully effective when the tread has worn down to a depth of 4 mm.

The following speed limits are valid for winter tyres:

Code letter Q max. 160 km/h

Code letter T max. 190 km/h

Code letter H max. 210 km/h

Warning

The highest permissible speed for your winter tyres must not be exceeded. This could damage the wheel and lead to a serious accident.

For this reason, in some countries, vehicles which can exceed this speed must have an appropriate sticker in the driver 's field of view. These are available from Technical Service Centres.

Please note regulations to this effect in your country.

- All-weather tyres can also be used instead of winter tyres.
- If you have a flat tyre the remarks on using the spare wheel on page 3.66 should be noted.
- Do not leave winter tyres fitted for an unnecessary long period because when the roads are free of snow and ice the handling with summer tyres is better.

For environmental reasons summer tyres should be fitted again as soon as possible because normally they are quieter in running, tyre wear is reduced and the fuel consumption is lower.

Snow chains

Snow chains may only be fitted on the front wheels.

For technical reasons, it is not permitted to use snow chains on the undersized emergency spare wheel.

Only use thin chains which do not stand clear more than 15 mm (including tensioner).

When using snow chains wheel rim plates and rim rings must be taken off. In this case, to protect the wheel, the bolts must then be fitted with caps which are available from Technical Service Centres.

When driving over roads which are free of snow you must remove the chains. On such roads they are detrimental to vehicle handling, damage the tyres and wear out quickly.

In some countries the maximum permissible speed with snow chains is 50 km/h.

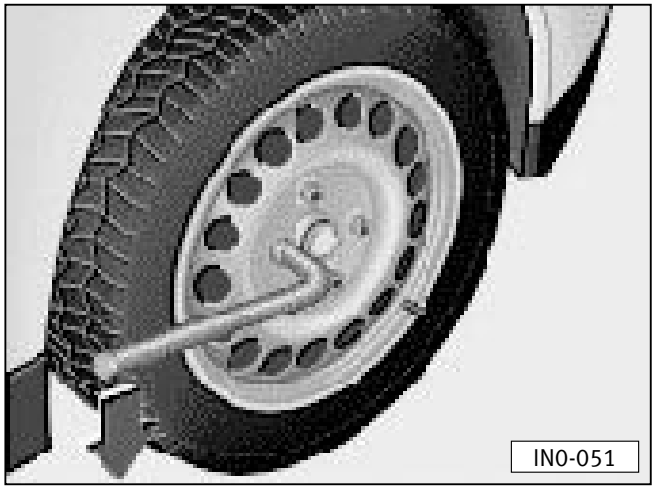
Changing wheels

Warning

- **Park the vehicle as far away from traffic as possible. If necessary, switch on the hazard warning lights and place the warning triangle on the road –always follow safety regulations.**
- **All vehicle occupants should leave the vehicle and stand away from the danger area (for example, behind the barrier).**
- **Apply handbrake firmly and engage a gear. If the car is on a slope, block one of the wheels on the opposite side with a stone or some similar object.**
- **Carry out wheel change on a flat, level surface, so far as this is possible.**

- Take the tools and the spare wheels out of the luggage compartment.
- Remove the wheel covers or the caps of the screws.

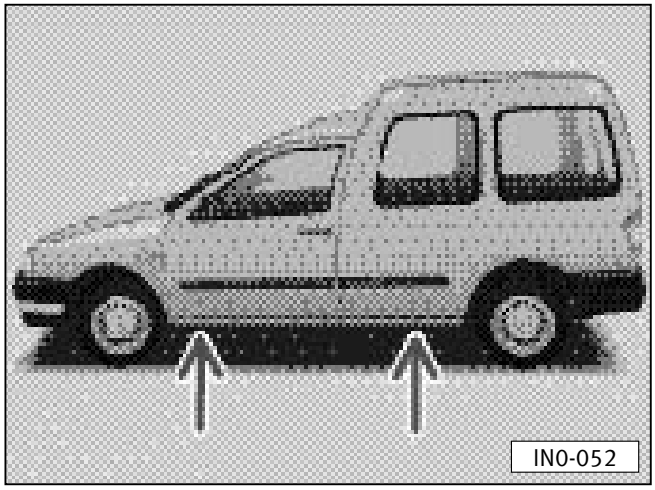
Small wheel covers for steel wheels and light alloy wheels are removed with the screwdriver. Integral wheel covers for steel wheels are removed by hand.

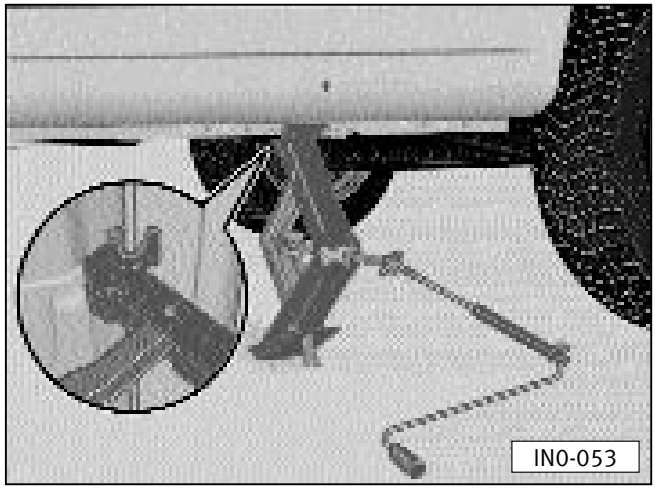


- Insert the wheel wrench as far as possible and turn it to the left, gripping the wrench as far as possible to its lever end.

If the wheel bolts are very tightly secured, carefully push the wrench down by placing a foot on the end of the lever. Ensure that you stand properly and have a good grip on the vehicle.

Loosen the wheel bolts approximately one turn.





● **Placement of the jack under the vehicle:**

– The attachment points for placement of the jack are located in the covering of the lower side rail at the points shown by the arrows in the drawing.

These attachment points are equipped with a reinforcement that also permits them to be recognized.

They are fitted, front and rear, at some 21 cm and 33 cm, respectively, from the corresponding wheel arch.

If the jack is not placed at these points, the vehicle may be damaged.

– Wind jack arm up by turning the handle until it can just be inserted under the vehicle.

– The claw of the jack must fit round the vertical rib of the side member so that it cannot slip when the vehicle is lifted (see the figure).

– If the ground is soft, a suitably large and strong packing should be placed under the jack base plate.

– Set the jack into position and, at the same time, wind claw up until it sets on the vertical rib.

● Lift the vehicle until the defective wheel is clear off ground.

● Remove bolts from the wheel, place them on a clean surface (for example, in the hub cap, cloth, paper, etc.) beside the jack, and take the wheel off.

● Fit the spare wheel and slightly tighten all bolts. These bolts must be perfectly clean and never greased or oiled.

● Lower the vehicle and firmly tighten the bolts crosswise.

● On vehicles with a normal spare wheel, fit the wheel trim again.

● Place the defective wheel in the well of the luggage compartment and secure it with the wing nut.

Instructions

● When using the emergency minispare wheel, or any other spare wheel which differs from those on the vehicle, always remember the points listed on pages 3.60 and 3.53.

● After changing the wheel, observe these points:

– Immediately check the tyre pressure of the new wheel which has been fitted.

– As soon as possible, have the tightening torque of the wheel bolts checked with a torque wrench. The torque is 110 Nm.

When changing the wheel, if the bolts are found to be corroded and hard to screw in, they must be replaced.

Until they can be replaced, drive at a moderate speed for safety reasons.

● The punctured tyre should be repaired as soon as possible, which should be replaced by the normal wheel (with its wheel cover) immediately after repairing the tyre.

Warning

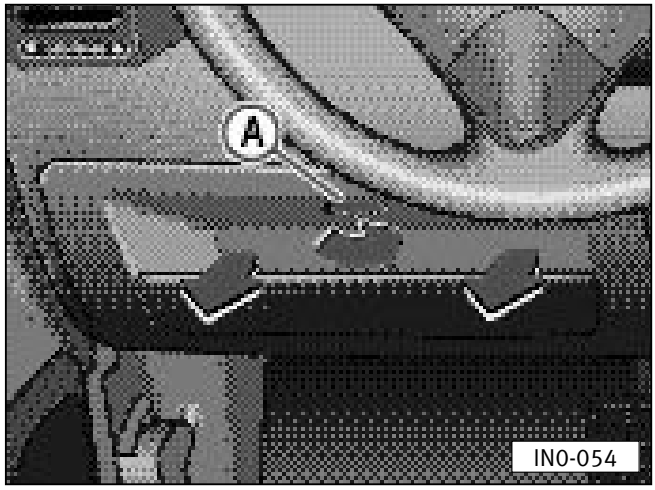
If the vehicle is to be subsequently fitted with wheels or tyres which differ from those fitted by the Factory, it is essential to read the instructions in the centre and right hand columns on page 3.61.

Fuses

The various current circuits are protected by fuses.

The electric central unit, with relays and fuses, is installed in the dashboard, behind the left carrier compartment.

We recommend you always carry spare fuses with you, which may be purchased from any Technical Service Centre.



To gain access to the fuses

- Turn control **A** in the direction of the arrow to release the cover.
- Take hold of the ends of the cover with both hands and pull outwards until it is removed from its housings.

To close the fuse cover

- Raise the cover until the staples coincide with their housings, then press the cover until they snap in; turn control **A** towards the right.

Changing the fuses

- Switch off the circuit concerned.
- Using the fuse table, determine which fuse belongs to the circuit point concerned.
- Remove the respective fuse.
- Replace the blown fuse (which may be recognized by the break in the metal strip) with a new fuse of the same Ampere rating.

Remarks

- If the fuse burns out again shortly after being changed, immediately take your vehicle to a Technical Service Centre to have the installation checked.
- **Under no circumstances should "repaired" fuses be used, since they could cause damage of greater importance in other parts of the electrical installation.**
- Some of the circuits listed in the table belong only to certain versions of the model or are optional equipment.

Arrangement of fuses

– Fuse strip

Nr	Consumer	A[1)]
1-	Left low beam, adjustment of left light range	10
2-	Right low beam, right light range adjustment	10
3-	Instrument and license plate lighting	10
4-	Rear windshield washer, ABS	15
5-	Windscreen wiper/washer and rear window washer thermo-ejectors	15
6-	Interior air fan	30
7-	Rear and position lights, right	10
8-	Rear and position lights, left	10
9-	Heated rear window	20
10-	Fog lights, rear fog light	15
11-	Left high beam, high beam pilot light	10
12-	Right high beam	10
13-	Horn, radiator fan (post operation)	15
14-	Reverse gear lights, heated seat, electric windows, air conditioning	15
15-	Engine electronics	10
16-	Pilot lights, multi-function indicator (MFA)	15
17-	Turn lights	10
18-	Electric fuel pump (lambda probe)	20
19-	Radiator fan, air conditioning	30
20-	Brake lights	10
21-	Interior and luggage compartment lights, clock, diagnosis, centralized locking	15
22-	Electric cigarette lighter	10

Nr	Consumer	A[1)]
Additional fuses (in separate fuse box)		
– Above the relays:		
	Automatic shortcircuits for electric windows	30
Fuses in battery fuse box		
1-	Preheating diesel	50[2)]
2-	30 for additional heating (7E3) SDI/TDI	50
3-	Electro speed II	40
4-	Main cable	110
5-	Alternator cable	110/150[2)]
1A-	Electro speed I + air conditioning connection	30
2A-	ABS pump	30
3A-	ABS electronics	30

Automatic cutoff

All power window systems are jointly protected by an automatic cutoff (see the column to the right), which disconnects the system in the event of overloads, (for example, in the case of frozen windows) and reconnects automatically a few seconds later.

Fuse color:

Light brown ..... 5 amperes
Red ..... 10 amperes
Blue ..... 15 amperes
Yellow..... 20 amperes
Green ..... 30 amperes

[1)] Amperes
[2)] Diesel engines only

Changing bulbs

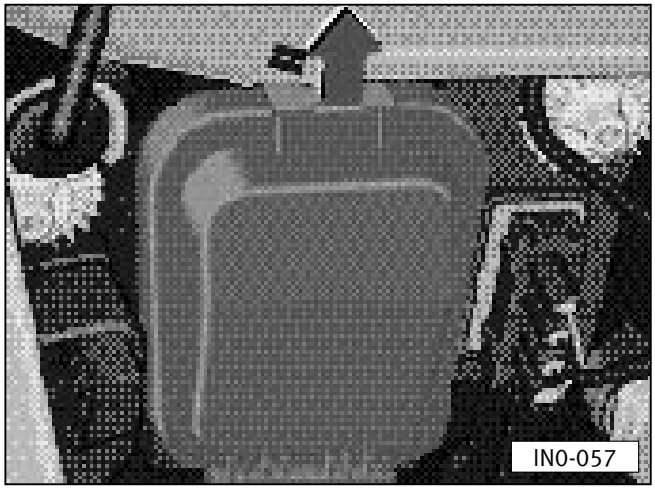
Before changing a bulb switch off the light concerned.

Do not touch the glass part of the new bulb with bare fingers because the finger marks left on the glass evaporate when the bulbs becomes hot and the vapour condenses on the reflector, dimming it.

Always replace a burnt bulb with a bulb of the same type and rating. The type number appears on the base of the bulb or on the glass.

We recommend you always carry a box of spare bulbs in the vehicle. At the very least, carry the spare bulbs of the types listed below since they are essential for driving safety:

12 V60/65 W	Double headlight (H4)
12 V 21 W	Turn signal
12 V 21 W	Brake light
12 V 5 W	Tail light
12 V 4 W	Side light
12 V 5 W glass base	Number plate light Additional brake light

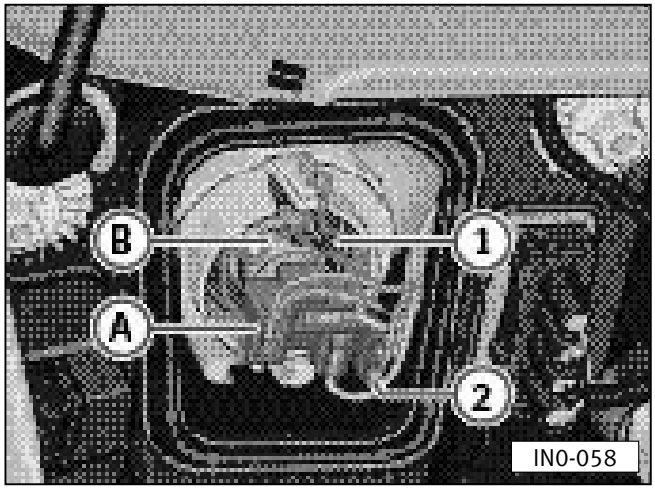


Main headlight bulb

- Open bonnet
- Pull spring catch (arrow) up and remove cap.

On some models before changing the right-hand headlight bulb it is necessary to remove the cover. Pull the cover up on the tab. The headlight bulb cover is now accessible.

- After changing the bulb, replace the cap with the two lugs down and slide it forwards until the spring catch engages.



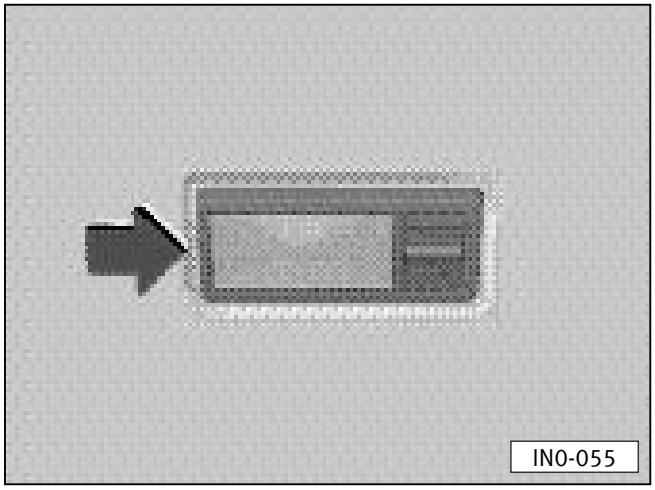
- Pull plug **A** off.
- Unhook spring clip **B** and fold it down.
- Remove defective bulb **1** and insert new bulb so that the locating lugs on the bulb plate engage in the recess in the reflector.
- Fold spring clip over the bulb plate and press forwards until the clip engages.
- Connect plug.
- After changing the bulb, replace the cap with the two lugs down and slide it forwards until the spring catch engages.
- After renewing a main beam headlight bulb have setting checked.

Side light bulb

- Open bonnet.
- Remove headlight cap – see “Main headlight bulb”.
- Pull bulb holder **2** out of the reflector.
- Pull out defective glass based bulb and insert new bulb.
- Insert holder in reflector.
- After changing bulb, replace the cap with the two lugs down and slide it forwards until the spring catch engages.

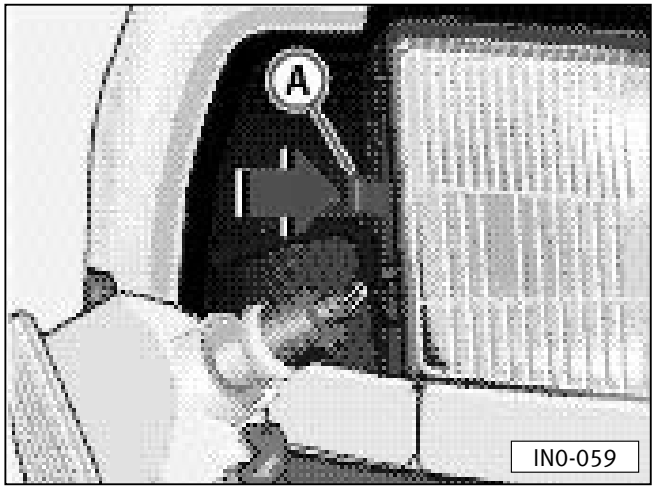
Front fog lights*

Bulbs should be changed by a Technical Service Centre.



Luggage/load area light

- Press in the direction of the arrow and remove the cover.
- Remove the bulb by pressing sideways and down.
- Replace the bulb and refit the cover.

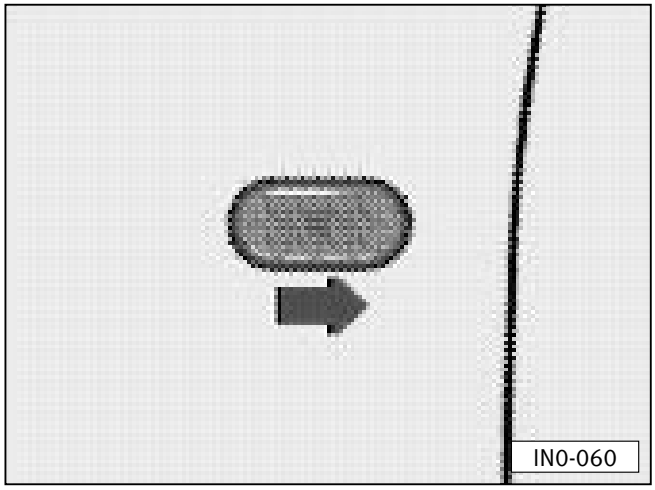


Front indicators

- Open the engine bonnet
- From inside the engine compartment, insert a hand between the indicator and the main headlamp, using fingertips to move in the direction of the headlamp the plastic tab **A** which secures the indicator to the headlamp.
- Turn the bulb holder a little to the left and separate it.
- **Press the defective bulb against its mounting, turn it to the left and remove it.**
- Install the new bulb and turn it all the way to the right.
- Face up the bulb holder and turn it all the way to the right.
- Press the pilot into the headlight assembly to install it, ensuring that it is firmly secured.

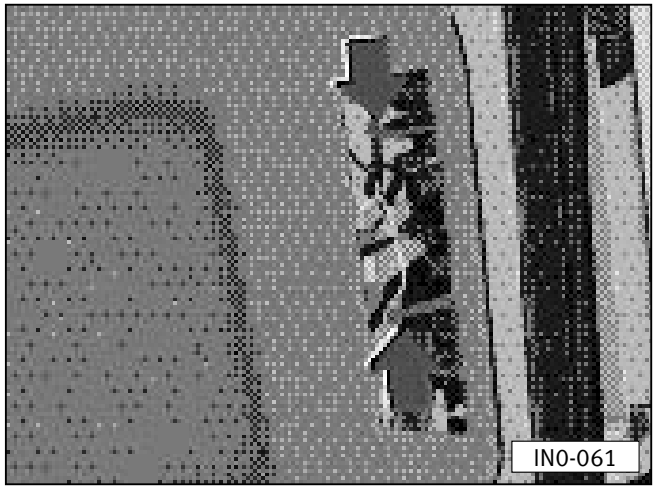
Note

In case of difficulties, consult a Technical Service Centre.



Side indicators

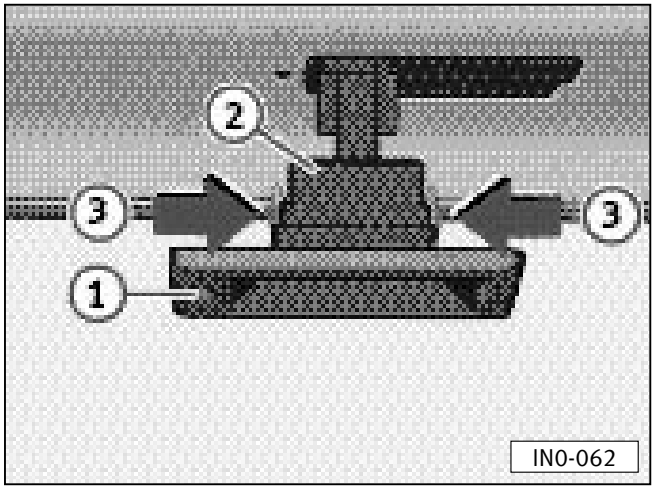
- To remove the side indicator it has to be moved in the direction of the arrow shown in the drawing, with the aid of the flat tip of the screwdriver, pulling outwards at the same time. Cover the screwdriver blade with insulating tape or a cloth to avoid damage to the paintwork.
- Turn the bulb holder a little to the left and take it out.
- Remove the defective bulb with its socket and install a new one.
- Face up the bulb holder and turn it a little, all the way to the right.
- Firmly press the turn light into the opening in the body shell.



Rear lights

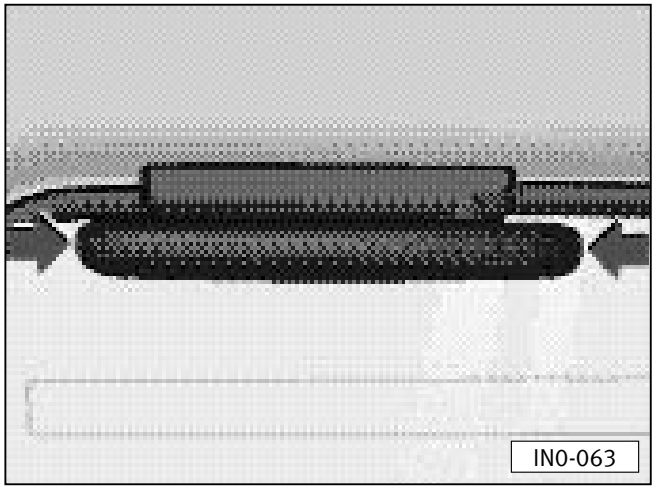
To change bulbs, proceed as follows:

- Open the side covers of the rear panels (Kombi version).
- Remove the rubber protectors by pulling on them (van version).
- Press on the bulb holder tabs as shown in the illustration.
- Remove the bulb holder.
- Press the bulb against the bulb holder, turn to the left and remove.
- Fit the new bulb into the bulb holder, pressing down on it and turning to the right.
- Do not invert the position of the bulb holder.
- Place the bulb holder in its housing, taking care not to cut your hands when pressing, until it is correctly secured.



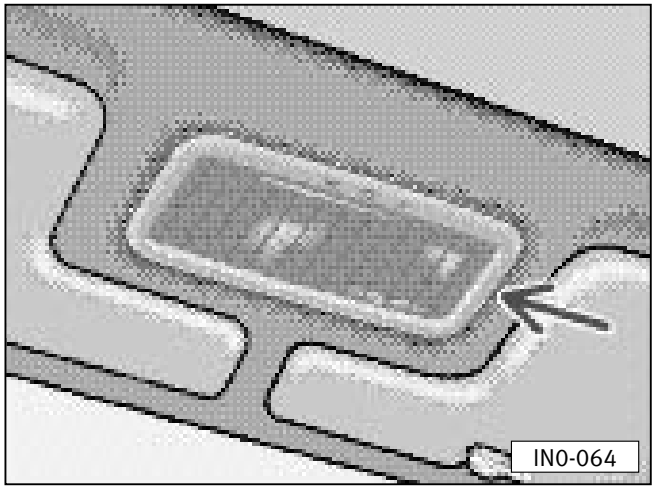
Number plate light

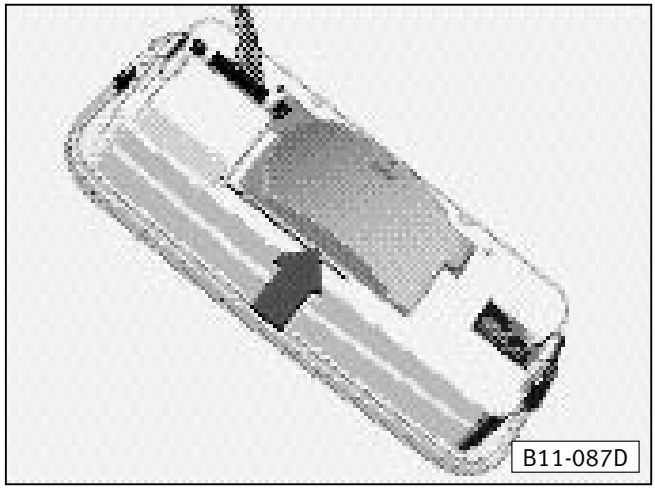
- Remove the securing screw **1**.
- Take the number plate light assembly from its housing.
- Release the bulb holder **2**, pressing the side securing feet **3**.
- Pull the bulb to remove it, and fit new one
- Revert the sequence to fit the light.



Additional raised brake light*

- Remove the rear cover by pushing the two tongues inwards. First the one on the left, pulling carefully, and then the one on the right.
- Replace the bulb.
- Carefully put the cover in place, in the same direction as when it was removed, first the left and then the right.





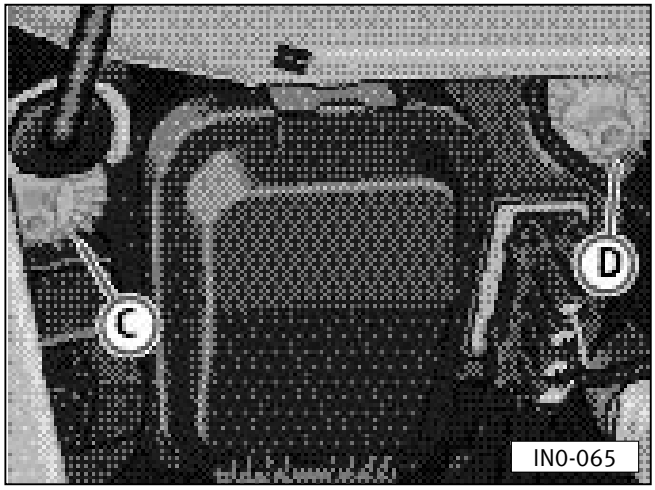
Interior light

- Remove complete light carrier. To do this, insert a flat-bladed screwdriver between the light and the roof trim and twist.
- Move plastic cover in direction of arrow and remove.
- Pull defective bulb out of holder.
- Insert new bulb.
- Insert cover with guide lugs on housing again and turn fully to the rear.
- First insert light carrier on the left-hand side and then press into the opening in the roof trim.

Headlight adjustment

The correct setting of the headlamps is very important for driving safety. This is why the headlamps should only be adjusted with the aid of a special device. Always comply with all regulations when adjusting headlamp settings.

On vehicles with beam range adjustment*, the knurled disk on the instrument panel should be set into normal position (–).

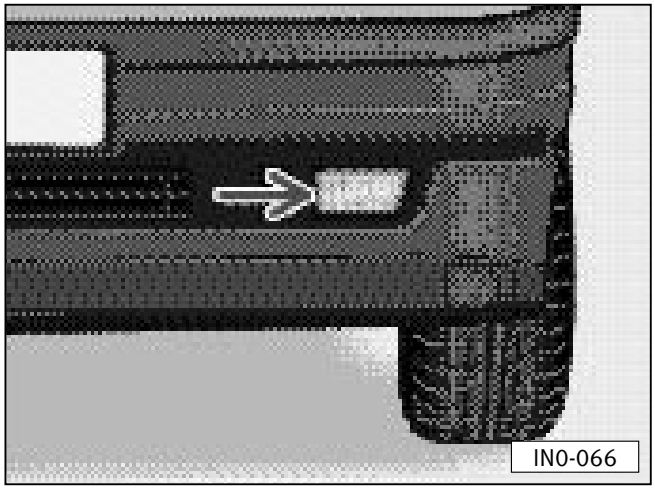


Headlamp

The light beam of the headlamps may be adjusted horizontally by means of screw **C** and vertically by means of screw **D**.

The picture shows how to adjust the right headlamp: to make the adjustment, first remove the protective cover. See the "Changing bulbs" chapter.

Adjust the left headlamp in an symmetrical way.



Fog lamps*

The light beam may be vertically adjusted by means of a screw. Whenever possible, however, it is recommendable to have a Technical Service Centre perform the adjustment.

Note

When handling halogen lamps, always hold the bulb by the base.

Never touch the bulb glass, the lamp or the dish with the fingers.

Installing a radio

When retro-fitting a radio, but also when replacing a set installed by the factory the following points should be noted:

- The connection* in the vehicle is for Genuine SEAT radios[1)].
- Radios with other connections must be connected with an adapter cable which can also be obtained from Technical Service Centres.

Warning

On no account cut wires off and leave them without insulation.

If necessary use a proper adapter. Otherwise the wiring can be overloaded or short circuits can occur – danger of fire!

Apart from this, important electronic components can be damaged or the functioning impaired. If for example the speed signal is disturbed this can lead to faulty management of engine, automatic gearbox, ABS etc.

Even connecting the speed signal to radio sets with speed dependent volume control from other manufacturers can cause such faults.

- **It is advisable therefore to have the installation of the radio system done by a SEAT Official Service Centre. They are fully informed about the technical features of the vehicle, have the Genuine radios[1)], the necessary fitting parts from the Genuine SEAT Accessory Programme[1)] and work in accordance with the guidelines developed by the factory.**
- The radios from the Genuine SEAT Accessory Programme[1)] are similar to those used in the factory and ensure trouble-free installation. These sets are in keeping with the advanced technology and well-planned easy-to-operate design.
- Loudspeakers, fitting parts, aerials and suppression kits should also be taken from the Genuine SEAT Accessory Programme[1)]. These parts have all been specially developed for each vehicle model.

Roof aerial*

The vehicle may be fitted with a folding* anti-theft* roof aerial, which may be folded away, for instance when using an automatic car wash.

To fold away

Unscrew the rod, push backwards to a horizontal position and rescrew.

To put in operative position

Do the reverse of the previous steps.

[1)] Not available in all countries

Mobile telephones and radio telephones

Mobile phones and radio-telephones should be installed by a specialised workshop.

The series fitted telephone communication system can bear a maximum of 8W (GSM 900 MHz) and 2W (GSM 2800 MHz) although the car is prepared for 10W maximum.

The use of mobile phones or radio-telephones may cause interference with the vehicle electronics under the following circumstances:

– car without external antenna

– badly fitted external antenna

– over 10 W transmission power

For this reason you may not use mobile phones nor radio-telephones inside the car if there is no external antenna or if it has been installed incorrectly.

Warning

The use of mobile phones or radio-telephones inside the car if there is no external antenna or if it has been installed incorrectly may be harmful to health due to the intensity of the magnetic fields.

Also, it is only by using an external aerial that the optimum transmission range is achieved with these devices.

Note

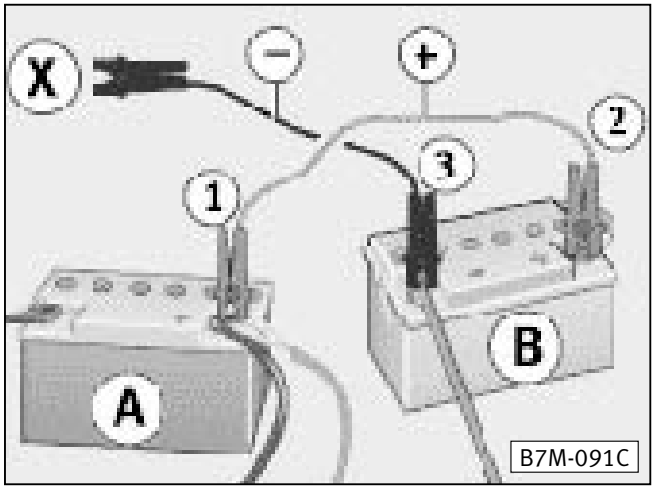
Please take into account the mobile phone and radio-phone handbooks!

If you wish to use mobile phones or radio telephones with a transmission power of over 10 W, you must necessarily check with your Technical Service Centre. They will inform you about the technical possibilities for additional mobile and radio phone equipment.

Warning

Try and avoid being distracted at any time while driving. Phone holders must never be fitted on the airbag covers or within their range of action, because if it is deployed there is a high risk of injury.

Emergency starting



A = flat battery

B = charged battery

The battery is installed in the engine compartment.

If the engine will not start owing to a flat battery, the battery of another vehicle may be used with the help of an auxiliary starting cable. To do so, follow this process:

- Both batteries should have a nominal voltage of 12 V. The capacity (Ah) of the charged battery must not be much lower than that of the discharged battery.
- Only use auxiliary starting cables with a sufficiently large cross section; consult the manufacturer's specification for this value.
- Only use auxiliary cables with suitably insulated connection clips.
- A flat battery can freeze from −10 °C. Consequently, before connecting the auxiliary cable, the flat battery must first be thawed, otherwise it could explode.
- There must not be any contact whatsoever between the two vehicles since current could flow between them as soon as the positive terminals of the batteries are connected.
- The flat battery must be suitably connected to the terminals of the vehicle's electrical system.
- Start the engine of the car that is supplying the current.
- The cables must only be connected in this order:

1. One end of the cable (+) (usually red) to the terminal (+) of the flat battery.
2. The other end of the red cable to the terminal (+) of the charged battery.
3. One end of the cable (–) (usually black) to the terminal (–) of the charged battery.
4. The other end of the black cable (**3**) to a solid part (**X**) bolted to the engine block or else directly to the engine block itself.

Do not connect the cable to the flat battery's negative terminal since, in the case of sparks, the detonant gas could ignite.

Warning

- **The non-insulated parts of the connection clips must never form any contact whatsoever between each other. The auxiliary starting cable that is connected to the battery positive terminal must not come into contact with any other electrically conductive vehicle part – short circuit danger.**
- **The cable should be routed in such a way that it cannot be caught by any rotating part in the engine compartment.**
- **Do not lean over the batteries, since this would entail a risk of acid burns.**
- **Never keep any ignition agents (naked flames, lighted cigarettes, etc.) near the battery-explosion danger.**

- Start the engine as described in the section “Starting the engine”.
- If the engine does not start immediately, stop trying to start after 10 seconds and then, after a pause of 30 seconds, try to start it again.
- **With the engine running, remove the cables in reverse order according to the foregoing description.**

Tow start/towing

General

● The car is provided with towing rings on the right under front and rear bumpers.

A tow rope or bar should only be attached at these points.

● The tow rope should always be “elastic” to protect both vehicles involved. For this reason, only use ropes of synthetic fibre or of similar elastic material. **It is even safer to use a tow bar.**

Always make sure that excessive towing efforts are avoided and that no jerks are produced. During towing operations on unpaved roads, there is always a danger of overloading the attachment points and damaging them.

● **Before trying to start the engine by pulling or pushing, the battery from another vehicle should be used for starting it.**

If at any time it is necessary to push or pull the vehicle, keep these points in mind:

● Observe the rules in force with respect to towing.

● Both drivers should have sufficient towing practice. Inexperienced drivers should best avoid towing operations.

● When using a tow rope, the driver of the towing vehicle must engage the clutch very gently when moving off and when changing gears.

● The driver of the vehicle being towed must try to ensure that the tow rope is always kept tight.

● Turn on the hazard warning lights on both vehicles or follow any other pertinent rules in force.

● Turn ignition on so that the steering is not locked and the turn lights, horn, windscreen wipers and washers will operate.

● As the servo brake only operates with the engine running, if the engine is not running it will be necessary to press the brake pedal much harder.

● With the power steering and the engine off, it will be necessary to use more force to turn the steering wheel.

● Without lubricant in the manual or the automatic gearbox, the vehicle can only be towed with the driving wheels lifted off the ground.

Tow starting

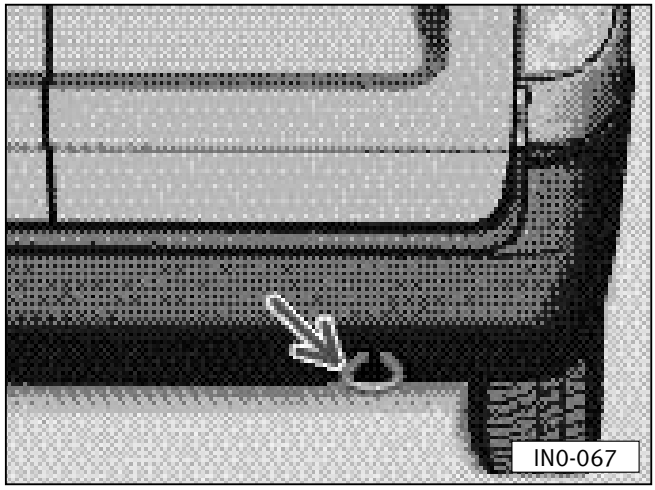
The following points must be noted when tow starting:

- Before pushing or pulling shift into 2nd or 3rd gear.
- Turn ignition on.
- As soon as the engine starts, depress the clutch and move gear lever into neutral to avoid running into the towing vehicle.
- **On vehicles with catalytic converter, the engine must not be started by towing the vehicle in excess of 50 m. Because then, fuel can pass into the converter and cause damage.**

A tow-rope or a towing bar must be applied at the following points:

Front towing ring

- The towing ring is located on the right under the front bumper.



Rear towing ring

- The towing ring is located on the right under the rear bumper.

Lifting the vehicle

Workshop hoist

Before driving the car over the vehicle lift, check that there is sufficient clearance between the platform and the low parts on underside of the vehicle.

Trolley jack

To avoid damage to the underside of the car a suitable rubber spacer must be inserted before lifting it with a trolley jack.

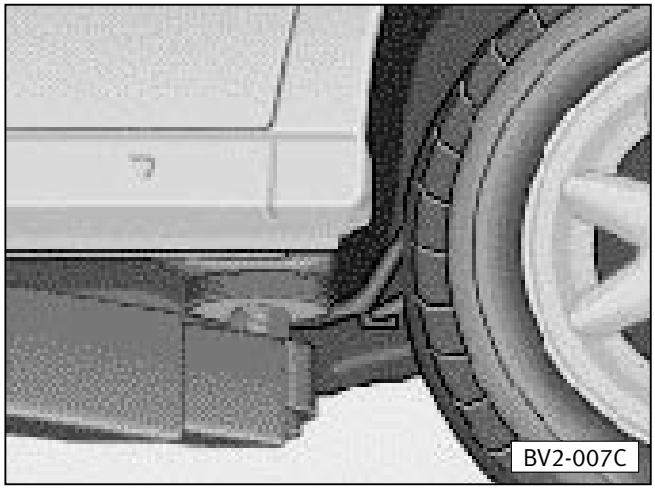
Under no circumstances must the car be lifted up by the oil sump, gearbox or rear axle or side members, since this can cause very serious damage.

Warning

- **Never start the engine or engage a gear with the car lifted as long as one of the driving wheels is touching the ground-danger of accident.**

If work is carried out underneath the vehicle, safety should be assured by setting suitable support trusses under the car.

Take special care not to cause damage with the arms of the workshop hoist, flanges, etc.



Lift points for workshop hoist or trolley jack

The car may only be lifted at the special lift points, as shown in the figures.

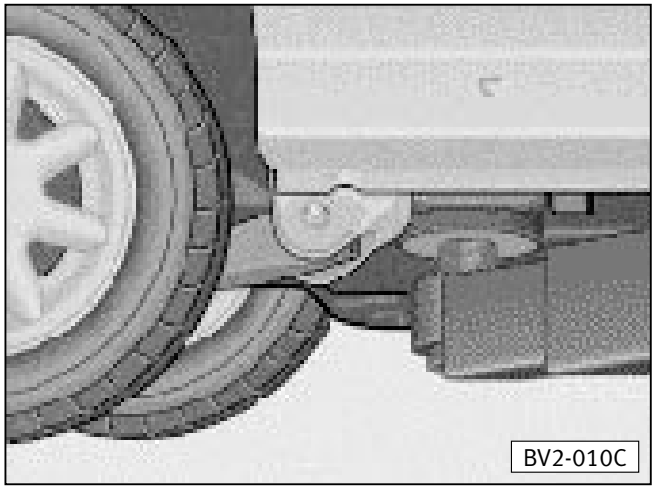
In vehicles with moulding or plastic heeling an additional piece must be placed on the legs of the lift, to avoid damaging it. The extra piece should be made of a hard material (such as rubber) and should have dimensions approximately as follows:

– Diameter: 65 mm.

– Height: 30 mm.

Front

The front lift point is the lift element welded to the plate of the floor.



Rear

On the side member, between the lower side member and the fitting of the rear axle. Do not catch the handbrake cable.

On cars with injection engine, special care must be taken to ensure that no damage is caused to the fuel pump located near the right rear lift point.

Vehicle jack

Lifting with the vehicle jack is described in the "Changing wheels" chapter.

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General considerations on technical data

Unless otherwise indicated, all technical details provided below apply to vehicles with standard fittings.

These values may be different for special vehicles or vehicles destined for other countries.

Please bear in mind that the data in the car's official documents takes precedence.

Engine data

The engine fitted in your vehicle is indicated in the data sheet included in the Inspection and Maintenance Plan and in the car's official documents.

Performance

These values were calculated without extra equipment reducing performance, such as air conditioning, mud flaps, extra wide tyres, etc.

Fuel Consumption

The consumption and emission levels were calculated using the 93/116/CE measuring standards and take into account the true free-standing weight of the vehicle (weight category). To measure the fuel consumption the vehicle is tested in two different cycles on a rolling bench under the following conditions:

- **Town driving** is measured from a cold start of the engine. Then, driving conditions similar to those of in-town driving are simulated.
- **Intercity driving** the car is accelerated and braked in all gears, just as in normal driving. The driving speed varies between 0 and 120 km/h.
- **Total consumption** is based on a balanced average of 37% of town driving and 63% of intercity driving.
- **CO_2 emission levels** are obtained from the exhaust fumes of the vehicles tested in town and intercity driving on a rolling belt. These fumes are then analysed and the CO_2 emission levels are obtained, among other values.

Notes

- The consumption and emission levels are correct for unloaded vehicles with basic fittings. If there are extra fittings, the empty weight will increase and, as a result, the weight category, which may slightly increase the consumption and CO_2 levels. Contact your SEAT Official Service Centre to find out the exact specifications of your vehicle.
- Driving style, road and traffic conditions, weather conditions and the condition of the vehicle will, in practice, produce consumption levels different to those indicated.

Weights

Note

These weights are valid for European Union vehicles. Vehicles for other countries may have other weights. At all times it should be taken into account that the data given with the official vehicle document prevails.

Warning

● At no time should the maximum authorised weights or the axle loads be exceeded. See the tables in the following pages.

● It must be remembered that when transporting heavy objects, the centre of gravity is displaced. For this reason, speed and driving should be adjusted accordingly.

● When loading luggage always ensure that no loose objects will fly towards the front of the vehicle in the event of sharp braking. If necessary use the lashing rings* provided.

Tyre pressure

The pressure values given here are for cold tyres – do not reduce the high pressure of warm tyres.

Warning

Tyre pressure is of great importance, particularly at high speeds, and should be checked at least once a month.

Tow loads

Support loads

The **maximum** authorised load on the ball bar of the ball joint of the towing system is 50 kg.

The minimum support load must be 4% of the real tow load. However it need not be more than 25 kg. You should use the full authorised load available to you.

Notes

These weights are valid for European Union vehicles. Vehicles for other countries may take other weights. At all times it should be taken into account that the data given with the official vehicle documents prevails.

● For safety reasons do not drive above 80 km/h, not even in countries where travelling at a greater speed is permitted.

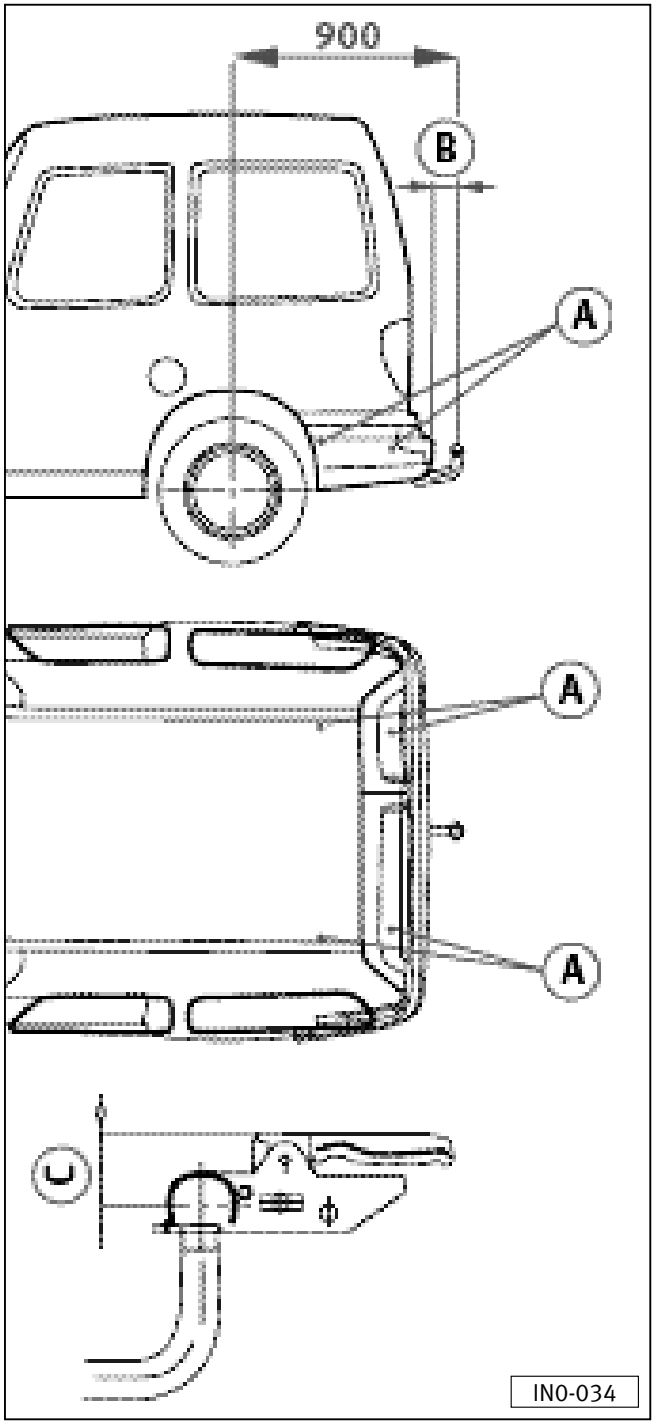
● Due to special versions of certain models and optional extras such as air conditioning, sliding/tilting roof, tow bar and other added features, the free standing weight increases, meaning that the load size is correspondingly reduced.

Warning

● It must be remembered that when transporting heavy objects, the centre of gravity is displaced. For this reason, speed and driving should be adjusted accordingly.

● When loading luggage always ensure that no loose objects will fly towards the front of the vehicle in the event of sharp braking. If necessary use the lashing rings* provided.

Fixing points for tow bar*



Warning

Danger of accident!

We recommend you consult a Technical Service Centre to install a tow joint.

A = 4 fixing points

B = min. 65 mm.

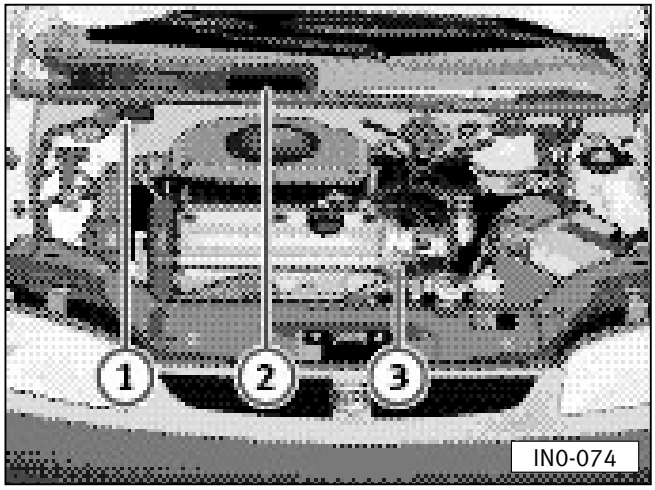
C = max. 60 mm.

All measurements are expressed in millimeters.

Note

For more details see the "Trailer towing" chapter.

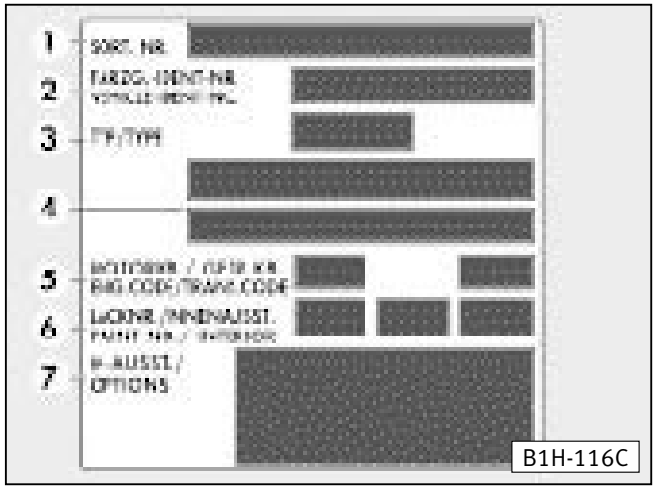
Vehicle identification data



1 – Type plate.

2 – Vehicle identification data.

3 – Engine number.



Vehicle data sticker

It is located in the loading area (**Van**, on the side next to the roof. **Kombi**, in the plastic cover on the side).

It carries the following information:

1 – Production control bar code

2 – Vehicle identification number

3 – Vehicle model number

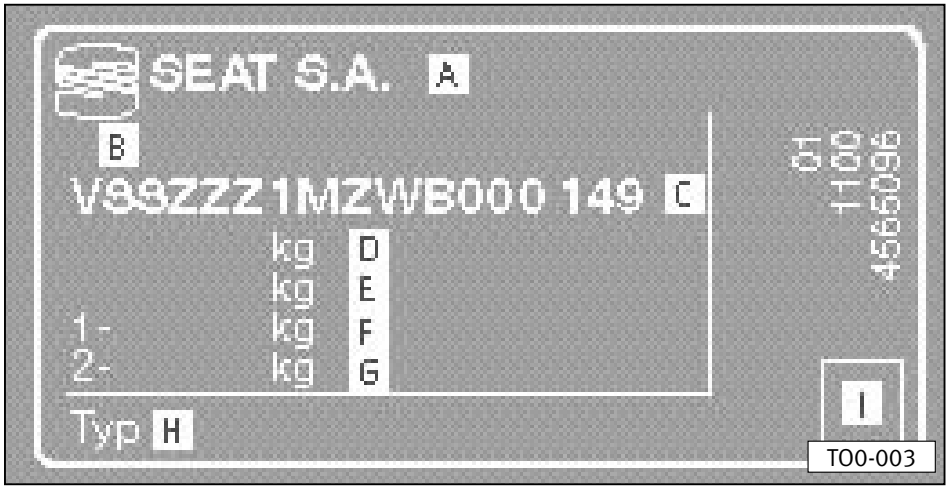
4 – Model/engine power

5 – Engine and gear change acronyms

6 – Paint code/inside finish code

7 – Optional extras code numbers

The vehicle data from numbers 2 to 7 are also included in the Inspection and Maintenance Plan.



Data-carrying adhesive

A – Brand

B – Countersign for the official approval number

C – Chassis number

D – M.A.W.[1)]

E – M.A.W.[1)] of vehicle (loaded vehicle)

F – M.A.W.[1)] on front axle

G – M.A.W.[1)] on rear axle

H – Type

I – Emissions coefficient

[1)] **M**aximum **A**uthorized **W**eight

1.4 44 kW Petrol engine. KOMBI

Engine data			
Output kW (HP)	after 1/min	44 (60)/4700	
Maximum engine torque	in Nm after 1/min	116/3000	
Number of cylinders/Cylinder capacity in cm^3		4/1390	
Compression		10.7 ± 0.3	
Fuel		95 ROZ[1)] Super lead free	
Performance			
Maximum speed	in km/h	142	
Acceleration 0-80 km/h	in seconds	11.6	
Acceleration 0-100 km/h	in seconds	19	
Fuel consumption			**CO_2**
Town driving	in l/100 km	10.1	242
Intercity driving	in l/100 km	6.8	163
Total	in l/100 km	8	192
Weights			
Maximum authorised weight	in kg	1690	
Free standing weight in driving order (with driver)	in kg	From 1140 to 1165	
Authorised load on front axle	in kg	800	
Authorised load on rear axle	in kg	950	
Authorised load on roof	in kg	70	
Tow weights			
Tow without brake on slopes of up to 12%		480 Kg	
Tow with brake on slopes of up to 12%		800 Kg	

1) **R**esearch-**O**ktan-**Z**ahl = Anti-knock property of the fuel.

1.4 44 kW Petrol engine. VAN

Engine data			
Output kW (HP)	after 1/min	44 (60)/4700	
Maximum engine torque	in Nm after 1/min	116/3000	
Number of cylinders/Cylinder capacity in cm^3		4/1390	
Compression		10.7 ± 0.3	
Fuel		95 ROZ[1)] Super lead free	
Performance			
Maximum speed	in km/h	142	
Acceleration 0-80 km/h	in seconds	11.6	
Acceleration 0-100 km/h	in seconds	19	
Fuel consumption			**CO_2**
Town driving	in l/100 km	10.1	242
Intercity driving	in l/100 km	6.8	163
Total	in l/100 km	8	192
Weights			
Maximum authorised weight	in kg	1660	
Free standing weight in driving order (with driver)	in kg	From 1110 to 1145	
Authorised load on front axle	in kg	800	
Authorised load on rear axle	in kg	950	
Authorised load on roof	in kg	70	
Tow weights			
Tow without brake on slopes of up to 12%		480 Kg	
Tow with brake on slopes of up to 12%		800 Kg	

[1)] **R**esearch-**O**ktan-**Z**ahl = Anti-knock property of the fuel.

1.4 55 kW 16V Petrol engine. KOMBI

Engine data					
Output kW (HP)	after 1/min	55 (75)/5000			
Maximum engine torque	in Nm after 1/min	126/3800			
Number of cylinders/Cylinder capacity in cm^3		4/1390			
Compression		10.5 ± 0.3			
Fuel		95 ROZ[1] Super lead free			
Performance					
Maximum speed	in km/h	155			
Acceleration 0-80 km/h	in seconds	9.3			
Acceleration 0-100 km/h	in seconds	14.6			
Fuel consumption				**CO_2[2]**	
Town driving[2]	in l/100 km	9.8	9.8	235	238
Intercity driving[2]	in l/100 km	6.6	6.7	158	161
Total[2]	in l/100 km	7.8	7.9	187	190
Weights					
Maximum authorised weight	in kg	1715			
Free standing weight in driving order (with driver)	in kg	From 1160 to 1205			
Authorised load on front axle	in kg	800			
Authorised load on rear axle	in kg	950			
Authorised load on roof	in kg	70			
Tow weights					
Tow without brake on slopes of up to 12%		500 Kg			
Tow with brake on slopes of up to 12%		1000 Kg			

[1] **R**esearch-**O**ktan-**Z**ahl = Anti-knock property of the fuel.

[2] This data vary according to the vehicle mass.

1.4 55 kW 16V Petrol engine. VAN

Engine data					
Output kW (HP)	after 1/min	55 (75)/5000			
Maximum engine torque	in Nm after 1/min	126/3800			
Number of cylinders/Cylinder capacity in cm^3		4/1390			
Compression		10.5 ± 0.3			
Fuel		95 ROZ[1] Super lead free			
Performance					
Maximum speed	in km/h	155			
Acceleration 0-80 km/h	in seconds	9.3			
Acceleration 0-100 km/h	in seconds	14.6			
Fuel consumption				**CO_2[2]**	
Town driving[2]	in l/100 km	9.8	9.9	235	238
Intercity driving[2]	in l/100 km	6.6	6.7	158	161
Total[2]	in l/100 km	7.8	7.9	187	190
Weights					
Maximum authorised weight	in kg	1685			
Free standing weight in driving order (with driver)	in kg	From 1130 to 1175			
Authorised load on front axle	in kg	800			
Authorised load on rear axle	in kg	950			
Authorised load on roof	in kg	70			
Tow weights					
Tow without brake on slopes of up to 12%		500 Kg			
Tow with brake on slopes of up to 12%		1000 Kg			

[1] **R**esearch-**O**ktan-**Z**ahl = Anti-knock property of the fuel.

[2] This data vary according to the vehicle mass.

1.9 47 kW SDI. KOMBI

Engine data			
Output kW (HP)	after 1/min	47 (64)/4200	
Maximum engine torque	in Nm after 1/min	128/2200-2800	
Number of cylinders/Cylinder capacity in cm^3		4/1896	
Compression		19.5 ± 0.5	
Fuel Diesel		Min. 49 Cz[1] or Biodiesel	
Performance			
Maximum speed	in km/h	144	
Acceleration 0-80 km/h	in seconds	12.3	
Acceleration 0-100 km/h	in seconds	20.3	
Fuel consumption			**CO_2**
Town driving	in l/100 km	7.5	203
Intercity driving	in l/100 km	5.0	135
Total	in l/100 km	5.9	159
Weights			
Maximum authorised weight	in kg	1760	
Free standing weight in driving order (with driver)	in kg	From 1210 to 1240	
Authorised load on front axle	in kg	890	
Authorised load on rear axle	in kg	950	
Authorised load on roof	in kg	70	
Tow weights			
Tow without brake on slopes of up to 12%		500 Kg	
Tow with brake on slopes of up to 12%		1000 Kg	

[1] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

1.9 47 kW SDI. VAN

Engine data			
Output kW (HP)	after 1/min	47 (64)/4200	
Maximum engine torque	in Nm after 1/min	128/2200-2800	
Number of cylinders/Cylinder capacity in cm^3		4/1896	
Compression		19.5 ± 0.5	
Fuel Diesel		Min. 49 Cz[1] or Biodiesel	
Performance			
Maximum speed	in km/h	144	
Acceleration 0-80 km/h	in seconds	12.3	
Acceleration 0-100 km/h	in seconds	20.3	
Fuel consumption			**CO_2**
Town driving	in l/100 km	7.5	203
Intercity driving	in l/100 km	5.0	135
Total	in l/100 km	5.9	159
Weights			
Maximum authorised weight	in kg	1730	
Free standing weight in driving order (with driver)	in kg	From 1180 to 1220	
Authorised load on front axle	in kg	845	
Authorised load on rear axle	in kg	950	
Authorised load on roof	in kg	70	
Tow weights			
Tow without brake on slopes of up to 12%		500 Kg	
Tow with brake on slopes of up to 12%		1000 Kg	

[1] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Inca

Measurements		
Length/Width	4207 mm, 1696 mm	
Height at free standing weight	1836 mm	
Front and rear overhang	808 mm / 798 mm	
Wheel base	2601 mm	
Turning ratio	10.5 m	
Wheel gauge[1)]	**Front**	**Rear**
	1436 mm	1452.5 mm
	1430 mm	1446.5 mm
Capacities		
Fuel tank	54 l. Reserve of 7 l.	
Windscreen/Headlight washer tank	3 l./6 l.	
Engine oil with/without filter change	Petrol engine 44 kW and 55 kW ..... 3.5/3.0 l.	
	Diesel engines ..... 4.5/4.0 l.	
Tyre pressures		
Summer tyres: Tyre pressure is shown on the adhesive on the inside of the fuel cap. **Winter tyres:** The pressure of these tyres is identical to summer tyres. Just add 0,2 bars.		

[1)] Data varies according to the type of alloy rim.

GENERAL INDEX

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NOTES

NOTES

NOTES

Approximate age group		Number of seats		
		Front passenger	Back sides	Central rear
Group 0	‹ 10 kg (0-9 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the airbag)	**U**	**X**
Group 0 +	‹ 13 kg (0-24 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the airbag)	**U**	**X**
Group I	9-18 kg (9-48 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the airbag)	**U/L**	**UF**
Group II/III	15-36 kg (4-12 years)	**X**	**UF**	**UF**

U – Adequate for the universal retention systems officially authorized with this age group. (Universal retention systems are those fixed by the adult safety belt).

UF – Adequate for the universal retention systems oriented frontwards officialy authorized for use in this age group.

L – Adequate for retention systems with ISOFIX anchoring.

B – Integrated retention system officially authorized in this age group.

X – Seat space not adequate for children of this age group.

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