

Fiat Stilo 1.6 16V Mk1

2001-2007 · 1.6 16V (103 hp) 182B6 4-cylinder petrol

Est. annual maintenance cost: €600-1,300

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Electrical reliability is the main concern. The ECU (IAW 5NF) often only fails when hot, so a short test drive will not reveal the worst issues.

BEFORE THE VIEWING

- Service records and timing belt**
Ask for the full service history. The timing belt should have been replaced at least once by now. Missing records are common on these cars, but worth requesting.
- Outstanding recalls**
Early cars (2001-2002) had a fuel system leak recall, and there was an airbag software update. Contact a Fiat dealer with the VIN to check.
- Arrange a cold start visit**
Ask the seller not to warm the car before you arrive. A cold start reveals cranking issues, and a long drive afterwards can expose the heat-related ECU fault.

AT THE CAR

- Tyres and exterior condition**
The Stilo uses 195/60 R15 or 205/55 R16 tyres. Check tread depth and date codes. Look at the sills and front wing bases for bubbling paint or rust.
- Dashboard warning light test**
Turn the key to position 2 (ignition on, engine off). ABS, airbag, engine and ESP lights should all illuminate briefly. Missing lights can mean bulbs were removed to hide faults.
- Boot and spare wheel well**
Lift the boot carpet and check under the spare wheel for standing water, damp patches or corrosion. Smell for mould. Water leaks through the tailgate seals are very common.
- Oil level and condition**
Check the dipstick. Very low oil between services can point to the 182B6 engine's known oil consumption. Milky or frothy oil on the filler cap can point to head gasket trouble.

DURING THE DRIVE

- Drive 20+ minutes, watch for stalling**
The IAW 5NF ECU often fails only when hot. Drive in stop-and-go traffic for at least 20 minutes and watch for sudden stalling, limp mode or the engine management light.
- Throttle response through the rev range**
Accelerate smoothly from low to high revs. Hesitation, surging or a sudden loss of power can point to a failing throttle body or ECU. Both are common on this model.
- Warning lights after warm-up**
Once the car is fully warm, check the dashboard again. ABS, ESP and airbag warnings that appear after driving often point to corroded sensor connectors or poor earth connections.

NOTES

THIS CAR AT A GLANCE

Petrol hatchback, built 2001-2007. Spacious and cheap to maintain, but electrical gremlins and ECU failures are widespread. Budget for troubleshooting.

KNOWN WEAK POINTS

Boot water leak

Tailgate seals, light clusters, wiper spindle
€50-200

ECU failure (IAW 5NF)

Solder cracks cause stalling when hot
€300-600

Electrical gremlins

ABS, airbag, ESP warning lights
€150-600

Throttle body failure

Sticking or sensor degradation
€300-550

Ignition coil packs

Crack or lose insulation, cause misfires
€100-300

