

VOLKSWAGEN

Golf/Scirocco/Caddy 1.6

1983 to 1994

Engine & Cooling

Fuel

Ignition

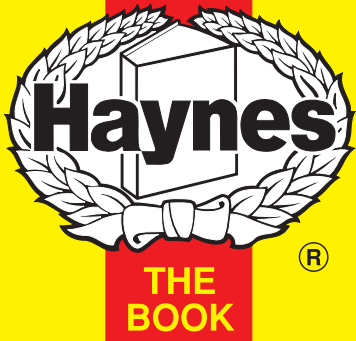
Electrical

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Automotive Technical  
DATA BOOK

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Engine and cooling system

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Type		EW. 55kW
Capacity (cm <sup>3</sup> ) / number of cylinders		1595 / 4
Compression ratio / pressure	bar	9.0 / ≥7.5
Oil pressure	bar	[2.0]
Oil temperature	°C	80
Valve clearance - inlet	mm	0.20±0.05 <sup>1</sup>
Valve clearance - exhaust	mm	0.40±0.05 <sup>1</sup>
Firing order		1-3-4-2
No 1 cylinder position		TBE
Thermostat opening temperature	°C	87
Radiator cap pressure	bar	1.2 to 1.5

Fuel system

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Idle speed - manual [auto]	rpm	750±50. C/b ignition: 950±50
Fast idle speed - manual [auto]	rpm	3000±200
CO @ idle speed [3000 rpm] - see page VI	%	1.0±0.5
HC @ idle speed [3000 rpm] - see page VI	ppm	≤1200
CO2 @ idle speed [3000 rpm] - see page VI	%	–
O2 @ idle speed [3000 rpm] - see page VI	%	–
Carburettor / fuel injection		Solex/Pierburg
Type / ref		2E2 027 129 015G/J/H
Main jet / needle		110, 127.5 [AT: 107.5, 127.5]
Injection pressure	bar	–
Pump pressure	bar	0.20 to 0.25
Octane rating	RON	91[E 91 RON]

Ignition system

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Type		TCI-H <sup>2</sup>
Ignition coil		Bosch
Primary resistance	ohms	0.5 to 0.8 [C/b: 1.7 to 2.1]
Ballast resistor	ohms	–
Voltage - Tmnl 15(+) to earth	V	–
Distributor		Bosch
Points gap (air gap)	mm	C/b: 0.40
Dwell angle	° (%)	C/b only: 47±3 (53±3)
Condenser capacity	µF	–
Rotation		Clockwise
Ignition timing - basic [static	° Crankshaft @ rpm	18±1 BTDC @ idle
V = Vacuum NV = No Vacuum		V
Total ignition advance	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
Centrifugal check.	° Crankshaft @ rpm	0 @ 850 to 1200
	° Crankshaft @ rpm	4 to 8 @ 1600
	° Crankshaft @ rpm	27 to 31 @ 4500
Vacuum range check	mbar	160 to 310
Maximum vacuum advance	° Crankshaft	13 to 17 <sup>3</sup>
Spark plugs		Bosch/Champion
Type		W7DO / N79Y <sup>4</sup>
Electrode gap	mm	0.60 to 0.80 <sup>4</sup>

Electrical system

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Battery	V / CC / RC	12 / 175 / 60
Alternator voltage / full load current / engine rpm		–
Starter motor current / voltage - cranking	A / V	–
- locked	A / V	–

Running gear

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Brakes -		
Front (min. friction material thickness)	mm	7.0 with backing
Rear (min. friction material thickness)	mm	5 riveted. 3.5 bonded
Tyres		
Saloon	Size	155x13: 175/70x13: 185/60x14
Estate / Van	Size	165x13
Pressure - front / rear - Saloon	bar	1.7 / 1.7 <sup>5</sup>
- Estate / Van	bar	1.8 / 2.7 <sup>6</sup>

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[-5' to -30']
Camber		+20'±30'
Castor		+1°50'±20'
King pin inclination		–

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[+20'±20'] Caddy: [0±1°]
Camber		-1°15'±35'. Caddy: 0±10'

Torque wrench settings

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Cylinder head - stage 1	Nm	40
- stage 2	Nm	60
Cylinder head - stage 3	Nm	+ 90°
- stage 4	Nm	+ 90°
Big-end bearings	Nm	M8: 30 + 90° <sup>7</sup>
Main bearings	Nm	65 <sup>8</sup>
Clutch cover	Nm	20
Flywheel [driveplate]	Nm	60 + 90° N
Front hubs	Nm	230
Rear hubs	Nm	WSM
Wheel nuts / bolts	Nm	110
Spark plugs	Nm	30

Capacities

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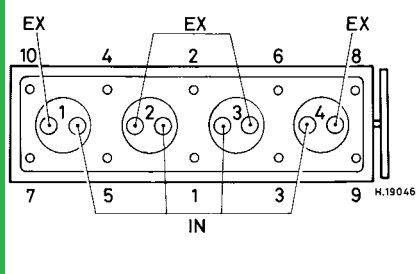
Engine oil & filter	litres	3.5. 8.85 ►: 4.0
Gearbox - 4-speed [5-speed]	litres	1.5 [2.0]
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	6.5
Fuel tank	litres	45. Caddy: 60

Notes and Illustrations

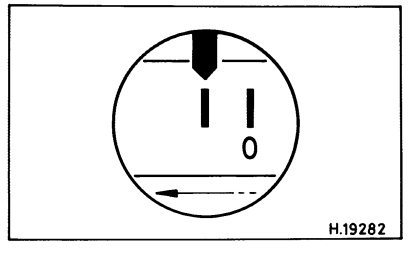
- <sup>1</sup>86 ►: 0: Hydraulic adjusters
- <sup>2</sup>Caddy: Contact breaker
- <sup>3</sup>Caddy: 14 to 16
- <sup>4</sup>9.84 ►: W8DTC / N9BYC4,gap 0.90 to 1.10 CIS: W8DC/N9YC, 0.60 to 0.80
- <sup>5</sup>Scirocco: 1.8 / 1.8. Cabrio: 1.9 / 1.9
- <sup>6</sup>Reinforced tyres: 1.8 / 2.9
- <sup>7</sup>M9: 45
- <sup>8</sup>Replace with fully threaded shank bolts: 65 + 90°

1: Idle speed

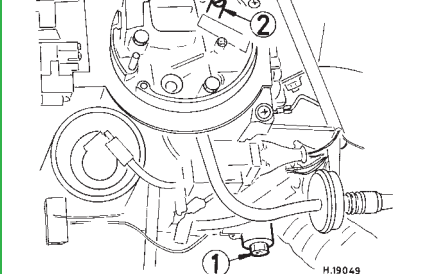
2: CO / Mixture



1595 cm<sup>3</sup>



1595 cm<sup>3</sup>



Solex / Pierburg 2E2