

VOLKSWAGEN

Golf/Jetta 1.6 CAT

1987 to 1992

Engine & Cooling

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Automotive Technical
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Engine and cooling system

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Type		PN. 51kW
Capacity (cm ³) / number of cylinders		1595 / 4
Compression ratio / pressure	bar	9.0 / ≥7.0
Oil pressure	bar	[2.0]
Oil temperature	°C	80
Valve clearance - inlet	mm	0: Hyd.
Valve clearance - exhaust	mm	0: Hyd.
Firing order		1-3-4-2
No 1 cylinder position		TBE
Thermostat opening temperature	°C	85
Radiator cap pressure	bar	1.2 to 1.5¹

Fuel system

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Idle speed - manual [auto]	rpm	900±75 N/A
Fast idle speed - manual [auto]	rpm	–
CO @ idle speed [3000 rpm] - see page VI	%	0.6±0.4
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		2EE
Main jet / needle		105, 110
Injection pressure	bar	–
Pump pressure	bar	0.20 to 0.25
Octane rating	RON	91[U]

Ignition system

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Type		TCI-H
Ignition coil		Bosch
Primary resistance	ohms	Green sticker: 0.52 to 0.76²
Ballast resistor	ohms	–
Voltage - Tmnl 15(+) to earth	V	–
Distributor		Bosch
Points gap (air gap)	mm	–
Dwell angle	° (%)	–
Condenser capacity	µF	–
Rotation		Clockwise
Ignition timing - basic [static	° Crankshaft @ rpm	18±1 BTDC @ 900±75
V = Vacuum NV = No Vacuum		V
Total ignition advance	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
Centrifugal check.	° Crankshaft @ rpm	0 @ 1000 to 1350
	° Crankshaft @ rpm	14 to 19 @ 3000
	° Crankshaft @ rpm	25 to 29 @ 5000
Vacuum range check	mbar	60 to 320
Maximum vacuum advance	° Crankshaft	13 to 15
Spark plugs		Bosch/Champion
Type		W8DTC / N9BYC4
Electrode gap	mm	0.90 to 1.10

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	2.5

Tyres		
Saloon	Size	175/70x13: 185/60x14
Estate / Van	Size	–
Pressure - front / rear - Saloon	bar	2.0 / 1.8
- Estate / Van	bar	–

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[0±10']
Camber		-30'±20'
Castor		+1°30'±30' N/A
King pin inclination		–

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[+25'±15']³
Camber		-1°40'±20'⁴

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	30 + 90°
Main bearings	Nm	65⁵
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	25

Capacities

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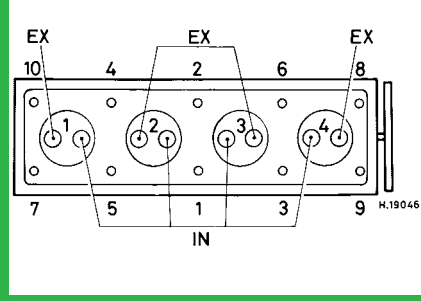
Engine oil & filter	litres	4.0
Gearbox - 4-speed [5-speed]	litres	1.5 [2.0]
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	6.0
Fuel tank	litres	55

Notes and Illustrations

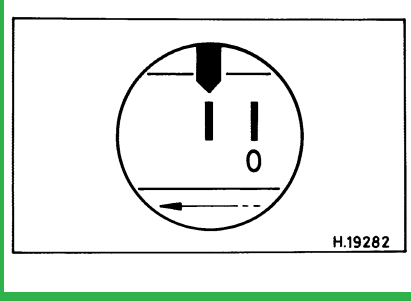
- ¹8.89 ►: 1.3 to 1.5
- ²Coil with grey sticker: 0.6 to 0.8
- ³Chassis no. 1G LW568 162 or 1G LB090 145 ►: [+20'±10']
- ⁴Chassis no. 1G LW568 162 or 1G LB090 145 ►: -1°30'±10'
- ⁵Replace with fully threaded shank bolts: 65 + 90°

1: Idle speed

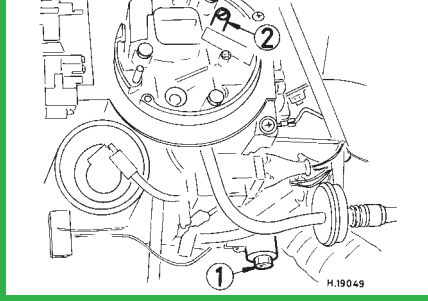
2: CO / Mixture



1595 cm³



1595 cm³



Solex / Pierburg 2EE