

VOLKSWAGEN

Polo Classic / Caddy 1.4

1996 to 1997

Engine & Cooling

Fuel

Ignition

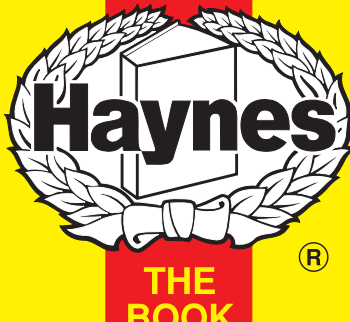
Electrical

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Automotive Technical
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Engine and cooling system

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Type		AEX SOHC 8V 44kW
Capacity (cm ³) / number of cylinders		1390 / 4
Compression ratio / pressure	bar	10.2 / ≥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	84
Radiator cap pressure	bar	1.3 to 1.5

Fuel system

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Idle speed - manual [auto]	rpm	600 to 800 N/A
Fast idle speed - manual [auto]	rpm	2500 to 2800
CO @ idle speed [3000 rpm] - see page VI	%	≤0.5 [≤0.3] N/A
HC @ idle speed [3000 rpm] - see page VI	ppm	≤200
CO2 @ idle speed [3000 rpm] - see page VI	%	–
O2 @ idle speed [3000 rpm] - see page VI	%	–
Carburettor / fuel injection		_Bosch
Type / ref		MP9.0-Motronic MPI
Main jet / needle		–
Injection pressure	bar	2.5
Pump pressure	bar	–
Octane rating	RON	95[U]

Ignition system

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Type		Motronic
Ignition coil		–
Primary resistance	ohms	–
Ballast resistor	ohms	–
Voltage - Tmnl 15(+) to earth	V	–
Distributor		–
Points gap (air gap)	mm	–
Dwell angle	° (%)	–
Condenser capacity	µF	–
Rotation		–
Ignition timing - basic [static	° Crankshaft @ rpm	6±1 BTDC @ 600 to 800 N/A
V = Vacuum NV = No Vacuum		–
Total ignition advance	° Crankshaft @ rpm	Computer control
	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
Centrifugal check.	° Crankshaft @ rpm	Computer control
	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
Vacuum range check	mbar	Computer control
Maximum vacuum advance	° Crankshaft	–
Spark plugs		NGK/Bosch
Type		BUR6ET / W7LTCR
Electrode gap	mm	0.70 to 0.90 / 0.90 to 1.10

Electrical system

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Battery	V / CC / RC	–
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	2.0
Rear (min. friction material thickness)	mm	2.5

Tyres		
Saloon	Size	185/60x14
Estate / Van	Size	175/65x14
Pressure - front / rear - Saloon	bar	–
- Estate / Van	bar	–

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	(0°±10')
Camber		-0°25'±20' ¹
Castor		1°30'±30'
King pin inclination		–

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	(0°20'±10')
Camber		-1°30'±10' ¹ @ ²

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° N
Main bearings	Nm	65 +90°
Clutch cover	Nm	20
Flywheel [driveplate]	Nm	60 +90° N
Front hubs	Nm	265
Rear hubs	Nm	WSM
Wheel nuts / bolts	Nm	110
Spark plugs	Nm	25

Capacities

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Engine oil & filter	litres	3.4
Gearbox - 4-speed [5-speed]	litres	2.7
Automatic transmission - refill	litres	–
Final drive	litres	WT
Cooling system	litres	5.5
Fuel tank	litres	–

Notes and Illustrations

¹Caddy: 0°33'±30'

²Caddy: -1°±10'

1390 cm³