

VOLKSWAGEN

Golf/Jetta/Van, 1.3 & CAT

1985 to 1992

Engine & Cooling

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Automotive Technical
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Engine and cooling system

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Type		MH. 89 ►: 2G: 40kW. NU: 37kW
Capacity (cm ³) / number of cylinders		1272 / 4
Compression ratio / pressure	bar	9.5 / ≥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	87
Radiator cap pressure	bar	1.2 to 1.5

Fuel system

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Idle speed - manual [auto]	rpm	800±50. CAT: 900±50
Fast idle speed - manual [auto]	rpm	2000±100
CO @ idle speed [3000 rpm] - see page VI	%	1.0±0.5. CAT: 0 to 1.5
HC @ idle speed [3000 rpm] - see page VI	ppm	≤1200
CO ₂ @ idle speed [3000 rpm] - see page VI	%	–
O ₂ @ idle speed [3000 rpm] - see page VI	%	–
Carburettor / fuel injection		Solex/Pierburg
Type / ref		2E3
Main jet / needle		102.5, 110
Injection pressure	bar	–
Pump pressure	bar	0.35 to 0.40
Octane rating	RON	91[E 91 RON] ¹

Ignition system

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Type		TCI-H
Ignition coil		Bosch
Primary resistance	ohms	Grey sticker: 0.6 to 0.8 ²
Ballast resistor	ohms	–
Voltage - Tmnl 15(+) to earth	V	–
Distributor		Bosch/Ducellier
Points gap (air gap)	mm	–
Dwell angle	° (%)	–
Condenser capacity	µF	–
Rotation		Anticlockwise
Ignition timing - basic [static	° Crankshaft @ rpm	5±1 BTDC @ ≤1000 (CAT: ≤900)
V = Vacuum NV = No Vacuum		NV
Total ignition advance	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
	° Crankshaft @ rpm	–
Centrifugal check.	° Crankshaft @ rpm	10 to 14 @ 2600
	° Crankshaft @ rpm	12 to 16 @ 3800
	° Crankshaft @ rpm	15 to 19 @ 5400
Vacuum range check	mbar	120 to 280
Maximum vacuum advance	° Crankshaft	11 to 15
Spark plugs		Bosch/Champion
Type		W7DTC / N7BYC ³
Electrode gap	mm	0.70 to 0.90 ³

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	155x13: 175/70x13
Estate / Van	Size	155x13
Pressure - front / rear - Saloon	bar	1.8 / 1.8
- Estate / Van	bar	1.8 / 1.8

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'] ⁴
Camber		-1°40'±20' ⁵

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	65 ⁶
Clutch cover	Nm	25
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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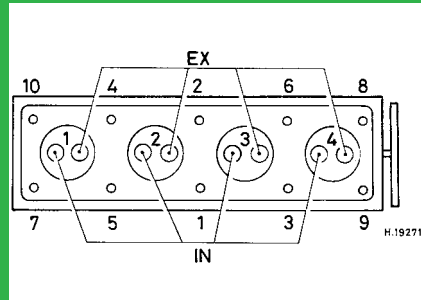
Engine oil & filter	litres	3.5
Gearbox - 4-speed [5-speed]	litres	2.2 [3.1]
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	5.5
Fuel tank	litres	55

Notes and Illustrations

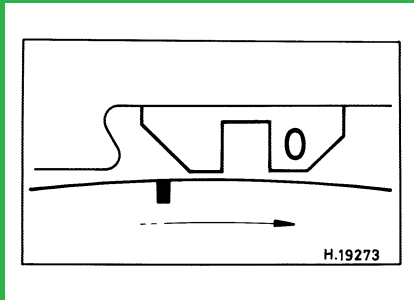
- ¹CAT: 95 [U]
- ²Coil with green sticker: 0.5 to 0.8
- ³Coil with grey sticker: W7DCO / N7YCX, gap: 0.70 to 0.80
- ⁴Chassis no. 1G LW568 162 or 1G LB090 145 ►: [+20'±10']
- ⁵Chassis no. 1G LW568 162 or 1G LB090 145 ►: -1°30'±10'
- ⁶Replace with fully threaded shank bolts: 65 + 90°

1: Idle speed

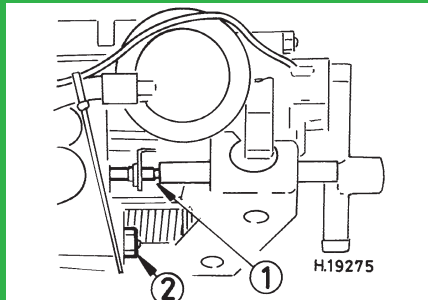
2: CO / Mixture



1272 cm³



1272 cm³



Solex / Pierburg 2E3