

VOLKSWAGEN

Polo Classic 1.6

1996 to 1997

Engine & Cooling

Fuel

Ignition

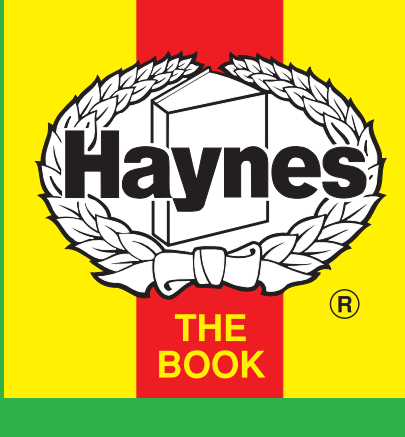
Electrical

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Automotive Technical
DATA BOOK

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Engine and cooling system

Polo Classic 1.6

1996 to 1997

| | | |
|---|-----|------------------|
| Type | | AFT SOHC 8V 74kW |
| Capacity (cm ³) / number of cylinders | | 1598 / 4 |
| Compression ratio / pressure | bar | 10.3 / ≥7.5 |
| 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 | 1.3 to 1.5 |

Fuel system

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| | | |
|---|-----|--------------------|
| Idle speed - manual [auto] | rpm | 790 to 890 N/A |
| Fast idle speed - manual [auto] | rpm | – |
| CO @ idle speed [3000 rpm] - see page VI | % | ≤0.5 [≤0.3] Ex 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 | | _Volkswagen |
| Type / ref | | Simos MPI |
| Main jet / needle | | – |
| Injection pressure | bar | 3.0 |
| Pump pressure | bar | – |
| Octane rating | RON | 95[U] |

Ignition system

Polo Classic 1.6

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| | | |
|---------------------------------|--------------------|----------------------|
| Type | | Simos |
| 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 | Computer control 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 |
| Type | | BKUR5ET |
| Electrode gap | mm | 0.70 to 0.90 |

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 | – |
| Pressure - front / rear - Saloon | bar | – |
| - Estate / Van | bar | – |

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

| | | |
|-----------------------------------|--------|-------------|
| Rear suspension / wheel alignment | | |
| Toe-in (+) / Toe-out (–) | mm [°] | (0°20'±10') |
| Camber | | -1°30'±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 | 30 +90° |
| 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 | 30 |

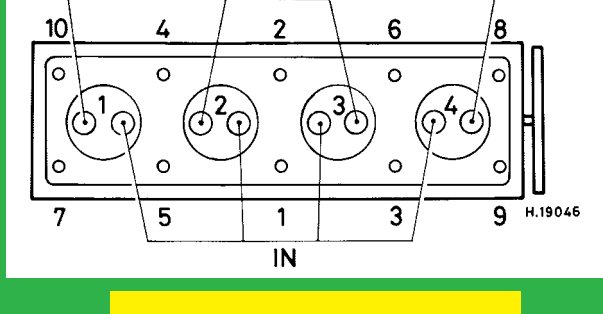
Capacities

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| | | |
|---------------------------------|--------|-----|
| Engine oil & filter | litres | 3.8 |
| Gearbox - 4-speed [5-speed] | litres | 2.7 |
| Automatic transmission - refill | litres | – |
| Final drive | litres | WT |
| Cooling system | litres | – |
| Fuel tank | litres | – |

Notes and Illustrations



1598 cm³