

Engine & Cooling	Fuel	Ignition	Electrical	Running gear	Torque settings	Capacities	Notes & Illustrations
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# Automotive Technical DATA BOOK

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HELP

## Engine and cooling system 740, 2.0 1988 to 1991

Type	B200E. SOHC 8V. 89kW	
Capacity (cm <sup>3</sup> ) / number of cylinders	1986 / 4	
Compression ratio / pressure	bar	10.0 / ≥8.8
Oil pressure	bar	[2.5 to 8.0]
Oil temperature	°C	80
Valve clearance - inlet	mm	0.30 to 0.40
- exhaust	mm	0.30 to 0.40
Firing order	1-3-4-2	
No 1 cylinder position	TBE	
Thermostat opening temperature	°C	87 to 97 or 92 to 102
Radiator cap pressure	bar	1.5

## Fuel system 740, 2.0 1988 to 1991

Idle speed - manual [auto]	rpm	900±50
Fast idle speed - manual [auto]	rpm	—
CO @ idle speed [3000 rpm] - see page VI	%	1.0-0.5+1.0
HC @ idle speed [3000 rpm] - see page VI	ppm	≤1200
CO <sub>2</sub> @ idle speed [3000 rpm] - see page VI	%	—
O <sub>2</sub> @ idle speed [3000 rpm] - see page VI	%	—
Carburettor / fuel injection	Bosch	
Type / ref	CIS (K-Jetronic)	
Main jet / needle	—	
Injection pressure	bar	3.5 to 4.0
Pump pressure	bar	4.4 to 5.2
Octane rating	RON	95[E 95 RON]

## Ignition system 740, 2.0 1988 to 1991

Type	EZ118K	
Ignition coil	Bosch	
Primary resistance	ohms	0.6 to 0.8
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	12 BTDC @ 900±50
V = Vacuum NV = No Vacuum	NV	
Total ignition advance	° Crankshaft @ rpm	22 to 26 @ 2500
	° Crankshaft @ rpm	Non-adjustable, Renix system
	° Crankshaft @ rpm	—
Centrifugal check.	° Crankshaft @ rpm	Computer control
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
Vacuum range check	mbar	Computer control
Maximum vacuum advance	° Crankshaft	—
Spark plugs	Bosch/Champion	
Type	WR6DC / N7YC	
Electrode gap	mm	0.70 to 0.80

## Electrical system 740, 2.0 1988 to 1991

Battery	V / CC / RC	12 / 450 / 90
Alternator voltage / full load current / engine rpm	13.8 to 14.6 / _ / 3000	
Starter motor current / voltage - cranking	A / V	1.1kW: 70 / 11.5 <sup>1</sup>
- locked	A / V	1.1kW: 480 to 560 / 7.4 <sup>2</sup>

## Running gear 740, 2.0 1988 to 1991

<b>Brakes -</b>		
Front (min. friction material thickness)	mm	3.0
Rear (min. friction material thickness)	mm	2.0

<b>Tyres</b>		
Saloon	Size	185/65x15
Estate / Van	Size	185/65x15
Pressure - front / rear - Saloon	bar	1.9 / 1.9
- Estate / Van	bar	1.9 / 2.1

## Front suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	+3.5±1.0
Camber	-0.2° to +0.8°	
Castor	+4.5° to 5.5°	
King pin inclination	—	

## Rear suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	—
Camber	—	

## Torque wrench settings 740, 2.0 1988 to 1991

Cylinder head - stage 1	Nm	20
- stage 2	Nm	60
- stage 3	Nm	+ 90°
- stage 4	Nm	—
Big-end bearings	Nm	20 + 90°
Main bearings	Nm	110
Clutch cover	Nm	—
Flywheel [driveplate]	Nm	70 N
Front hubs	Nm	100 + 45°
Rear hubs	Nm	WSM
Wheel nuts / bolts	Nm	85
Spark plugs	Nm	25

## Capacities 740, 2.0 1988 to 1991

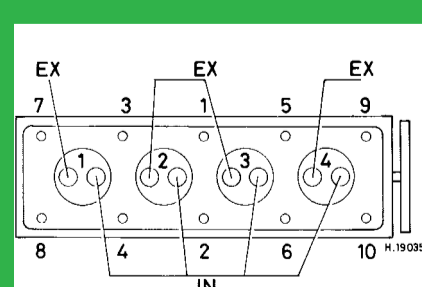
Engine oil & filter	litres	3.9
Gearbox - 4-speed [5-speed]	litres	1.6
Automatic transmission - refill	litres	3.9
Final drive	litres	1.6
Cooling system	litres	8.5
Fuel tank	litres	60

## Notes and Illustrations

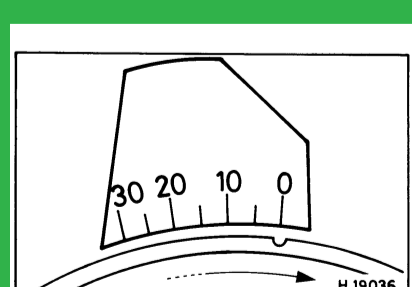
<sup>1</sup>1.4kW: 75 / 11.5. 2kW: 65 to 95 / 11.5. Hitachi: 300 / 8.8

<sup>2</sup>1.4kW: 625 to 800 / 4.5. 2kW: 700 to 880 / 4.5. Hitachi: 880 / 3

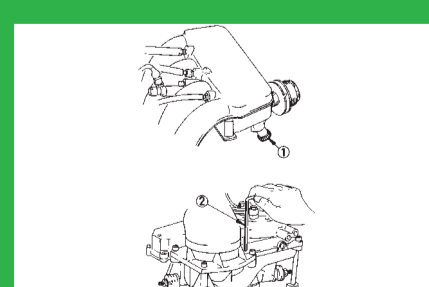
1: Idle speed 2: CO / Mixture



1986 cm<sup>3</sup>



1986 cm<sup>3</sup>



K-Jetronic