

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

Click on one of the buttons above to view data for this car. To return to this screen and make another choice, click anywhere on the data screen.

MENU

HELP

## Engine and cooling system 740 & 760 Turbo 1988 to 1989

Type		B230ET
Capacity (cm <sup>3</sup> ) / number of cylinders		2316 / 4
Compression ratio / pressure	bar	9.0 / ≥8.8
Oil pressure	bar	[2.5 to 6.0]
Oil temperature	°C	H
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	91 to 93
Radiator cap pressure	bar	1.5

## Fuel system 740 & 760 Turbo 1988 to 1989

Idle speed - manual [auto]	rpm	900
Fast idle speed - manual [auto]	rpm	—
CO @ idle speed [3000 rpm] - see page VI	%	0.5 to 2.0
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		Motronic
Main jet / needle		—
Injection pressure	bar	2.9
Pump pressure	bar	1.9 to 3.0
Octane rating	RON	98[E 98 RON]

## Ignition system 740 & 760 Turbo 1988 to 1989

Type		DME Motronic
Ignition coil		Bosch
Primary resistance	ohms	0.5
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	10±1 BTDC @ 880 to 920
V = Vacuum NV = No Vacuum		NV
Total ignition advance	° Crankshaft @ rpm	Not adjustable
	° 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		Bosch/Champion
Type		WR7DC / N7YC
Electrode gap	mm	0.70 to 0.80

## Electrical system 740 & 760 Turbo 1988 to 1989

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 & 760 Turbo 1988 to 1989

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

<b>Tyres</b>		
Saloon	Size	195/60x15
Estate / Van	Size	195/60x15: 185/65x15
Pressure - front / rear - Saloon	bar	760: 2.0 / 1.9 <sup>3</sup>
- Estate / Van	bar	1.9 / 2.1

## Front suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	740: +3.5±1.0 <sup>4</sup>
Camber		-0.2° to +0.8°
Castor		+4.5° to 5.5°
King pin inclination		—

## Rear suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	+2.0±3.0
Camber		WSM

## Torque wrench settings 740 & 760 Turbo 1988 to 1989

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	30 + 90° <sup>5</sup>
Wheel nuts / bolts	Nm	85
Spark plugs	Nm	25

## Capacities 740 & 760 Turbo 1988 to 1989

Engine oil & filter	litres	4.5 with cooler
Gearbox - 4-speed [5-speed]	litres	2.3
Automatic transmission - refill	litres	2.0
Final drive	litres	1.6
Cooling system	litres	8.5
Fuel tank	litres	60, 80

## Notes and Illustrations

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

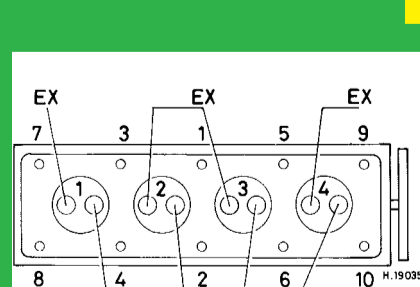
<sup>2</sup>1.4kW: 625 to 800 / 4.5. 2kW: 700 to 880 / 4.5. Hitachi: 880 / 3

<sup>3</sup>740: 1.9 / 1.9

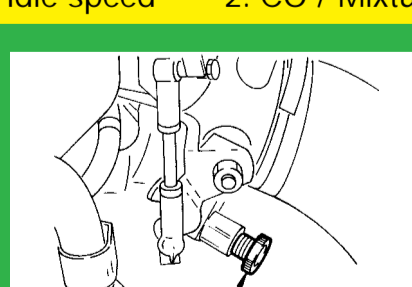
<sup>4</sup>760: +4.0±0.8

<sup>5</sup>Estate: WSM

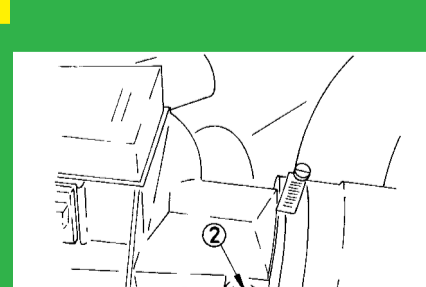
1: Idle speed 2: CO / Mixture



2316 cm<sup>3</sup>, 8V



Motronic



Motronic