

VOLKSWAGEN

Golf/Jetta/Van, 1.3 & CAT

1985 to 1992

Engine & Cooling

Fuel

Ignition

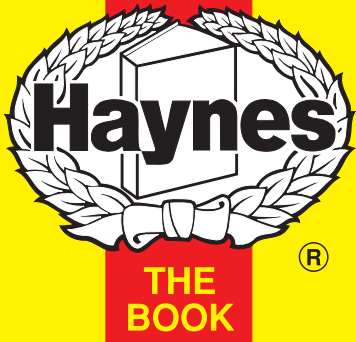
Electrical

Running gear

Torque settings

Capacities

Notes & Illustrations



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

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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
CO2 @ idle speed [3000 rpm] - see page VI	%	—
O2 @ 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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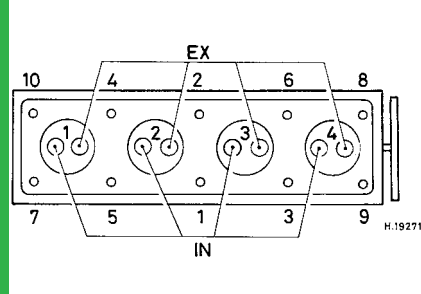
Engine oil & filter	litres	3.5
Gearbox - 4-speed [5-speed]	litres	2.2 [3.1]
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	5.5
Fuel tank	litres	55

Notes and Illustrations

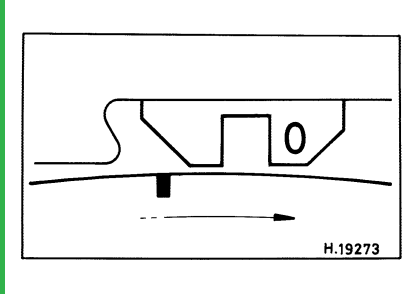
- ¹CAT: 95 [U]
- ²Coil with green sticker: 0.5 to 0.8
- ³Coil with grey sticker: W7DCO / N7YCX, gap: 0.70 to 0.80
- ⁴Chassis no. 1G LW568 162 or 1G LB090 145 ►: [+20'±10']
- ⁵Chassis no. 1G LW568 162 or 1G LB090 145 ►: -1°30'±10'
- ⁶Replace with fully threaded shank bolts: 65 + 90°

1: Idle speed

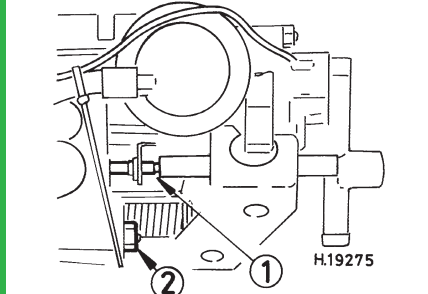
2: CO / Mixture



1272 cm³



1272 cm³



Solex / Pierburg 2E3