

VOLKSWAGEN

Golf/Jetta 1.6 CAT

1987 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		PN. 51kW
Capacity (cm ³) / number of cylinders		1595 / 4
Compression ratio / pressure	bar	9.0 / ≥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	85
Radiator cap pressure	bar	1.2 to 1.5 ¹

Fuel system

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Idle speed - manual [auto]	rpm	900±75 N/A
Fast idle speed - manual [auto]	rpm	—
CO @ idle speed [3000 rpm] - see page VI	%	0.6±0.4
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		2EE
Main jet / needle		105, 110
Injection pressure	bar	—
Pump pressure	bar	0.20 to 0.25
Octane rating	RON	91[U]

Ignition system

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Type		TCI-H
Ignition coil		Bosch
Primary resistance	ohms	Green sticker: 0.52 to 0.76 ²
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	18±1 BTDC @ 900±75
V = Vacuum NV = No Vacuum		V
Total ignition advance	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
Centrifugal check.	° Crankshaft @ rpm	0 @ 1000 to 1350
	° Crankshaft @ rpm	14 to 19 @ 3000
	° Crankshaft @ rpm	25 to 29 @ 5000
Vacuum range check	mbar	60 to 320
Maximum vacuum advance	° Crankshaft	13 to 15
Spark plugs		Bosch/Champion
Type		W8DTC / N9BYC4
Electrode gap	mm	0.90 to 1.10

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	175/70x13: 185/60x14
Estate / Van	Size	—
Pressure - front / rear - Saloon	bar	2.0 / 1.8
- Estate / Van	bar	—

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'] ³
Camber		-1°40'±20' ⁴

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 ⁵
Clutch cover	Nm	20
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	4.0
Gearbox - 4-speed [5-speed]	litres	1.5 [2.0]
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	6.0
Fuel tank	litres	55

Notes and Illustrations

¹8.89 ►: 1.3 to 1.5

²Coil with grey sticker: 0.6 to 0.8

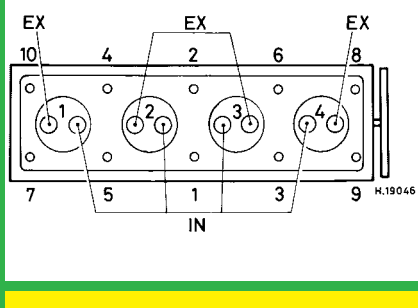
³Chassis no. 1G LW568 162 or 1G LB090 145 ►: [+20'±10']

⁴Chassis no. 1G LW568 162 or 1G LB090 145 ►: -1°30'±10'

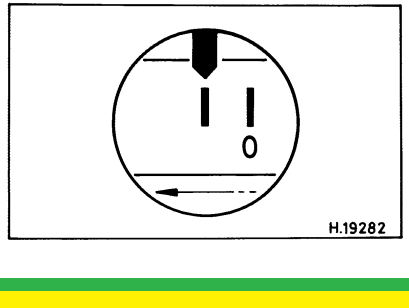
⁵Replace with fully threaded shank bolts: 65 + 90°

1: Idle speed

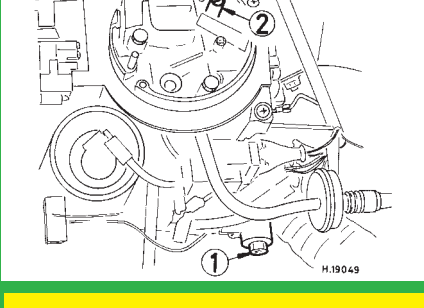
2: CO / Mixture



1595 cm³



1595 cm³



Solex / Pierburg 2EE