

VOLKSWAGEN

Corrado G60 CAT

1989 to 1993

Engine & Cooling

Fuel

Ignition

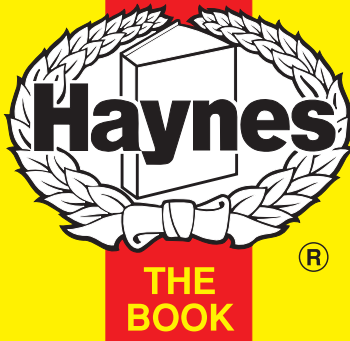
Electrical

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Automotive Technical  
DATA BOOK

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Engine and cooling system

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Type		PG. 118kW
Capacity (cm <sup>3</sup> ) / number of cylinders		1781 / 4
Compression ratio / pressure	bar	8.0 / ≥6.0
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

Fuel system

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Idle speed - manual [auto]	rpm	800±50
Fast idle speed - manual [auto]	rpm	–
CO @ idle speed [3000 rpm] - see page VI	%	0.7±0.4
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		Volkswagen
Type / ref		Digifant + G-Lader
Main jet / needle		–
Injection pressure	bar	2.0
Pump pressure	bar	3.0
Octane rating	RON	95[U]

Ignition system

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Type		Digifant
Ignition coil		Bosch
Primary resistance	ohms	0.5 to 0.8
Ballast resistor	ohms	–
Voltage - Tmnl 15(+) to earth	V	–
Distributor		Volkswagen
Points gap (air gap)	mm	–
Dwell angle	° (%)	–
Condenser capacity	µF	–
Rotation		–
Ignition timing - basic [static	° Crankshaft @ rpm	6±1 BTDC @ 2000 to 2500
V = Vacuum NV = No Vacuum		–
Total ignition advance	° Crankshaft @ rpm	–
	° 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		W6DPO / N7YCC
Electrode gap	mm	0.60 to 0.70

Electrical system

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Battery	V / CC / RC	12 / 300 / 110
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	7.0 with backing

Tyres		
Saloon	Size	185/55x15: 195/50x15:205/50x15
Estate / Van	Size	–
Pressure - front / rear - Saloon	bar	2.7 / 2.4 <sup>1</sup>
- Estate / Van	bar	–

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[0±10 <sup>1</sup> ]
Camber		-40 <sup>1</sup> ±20 <sup>1</sup>
Castor		+1°55 <sup>1</sup> ±30 <sup>1</sup> N/A
King pin inclination		–

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	[+25 <sup>1</sup> ±15 <sup>1</sup> ] N/A <sup>2</sup>
Camber		-1°40 <sup>1</sup> ±20 <sup>1</sup> N/A <sup>3</sup>

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 + 180°
Main bearings	Nm	65 <sup>4</sup>
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	20

Capacities

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Engine oil & filter	litres	4.0
Gearbox - 4-speed [5-speed]	litres	2.0
Automatic transmission - refill	litres	3.0
Final drive	litres	AT: 0.75
Cooling system	litres	5.5
Fuel tank	litres	55. 92 ►: 70

Notes and Illustrations

<sup>1</sup>195/50x15: 2.6 / 2.3. 205/50x15: 2.3 / 2.0

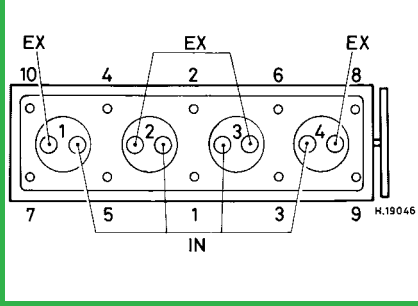
<sup>2</sup>4.90 ►: [+20<sup>1</sup>±10<sup>1</sup>]

<sup>3</sup>4.90 ►: -1°30<sup>1</sup>±10<sup>1</sup>

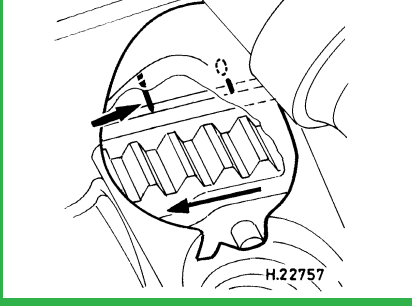
<sup>4</sup>Replace with fully threaded shank bolts; 65 + 90°

1: Idle speed

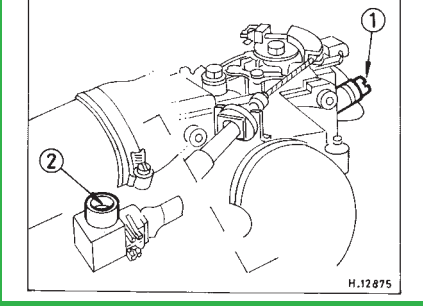
2: CO / Mixture



1781 cm<sup>3</sup>, 8V



1781 cm<sup>3</sup>, 8V



Digifant, PG