

VOLKSWAGEN

Golf/Jetta 1.8i CAT

1987 to 1992

Engine & Cooling

Fuel

Ignition

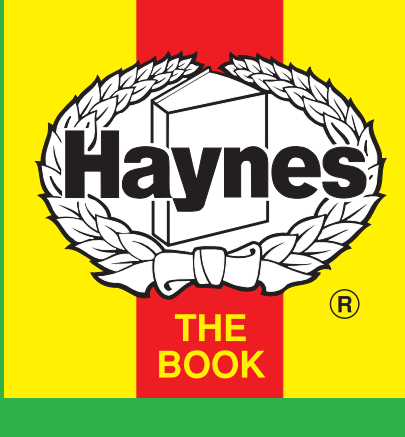
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Automotive Technical

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Engine and cooling system

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| | | |
|---|-----|--------------------|
| Type | | PF. 79kW. RV. 77kW |
| Capacity (cm ³) / number of cylinders | | 1781 / 4 |
| Compression ratio / pressure | bar | 10.0 / ≥7.5 |
| 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 | 1.3 to 1.5 |

Fuel system

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| | | |
|---|-----|-----------------------------|
| Idle speed - manual [auto] | rpm | 800±50, temp sender plug on |
| Fast idle speed - manual [auto] | rpm | – |
| CO @ idle speed [3000 rpm] - see page VI | % | 1.0±0.5 (Lambda: 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 |
| Main jet / needle | | – |
| Injection pressure | bar | 2.5 |
| Pump pressure | bar | 3.0 |
| Octane rating | RON | 95[U] |

Ignition system

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| | | |
|---------------------------------|--------------------|---------------------------------------|
| Type | | Digifant |
| Ignition coil | | Bosch |
| Primary resistance | ohms | Grey sticker: 0.6 to 0.8 ¹ |
| 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 | 6±1 BTDC @ 2000 to 2500 ² |
| V = Vacuum NV = No Vacuum | | – |
| Total ignition advance | ° Crankshaft @ rpm | 30±3 BTDC @ 2300 ³ |
| | ° 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 | | W7DCO / N7YCX ⁴ |
| Electrode gap | mm | 0.70 to 0.80 ⁴ |

Electrical system

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| | | |
|---|-------------|---------------|
| Battery | V / CC / RC | 12 / 220 / 75 |
| 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 | 175/70x13:185/60x14:185/55x15 |
| 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 | | -35'±20' |
| Castor | | +1°35'±30' N/A |
| King pin inclination | | – |

| | | |
|-----------------------------------|--------|-------------------------|
| Rear suspension / wheel alignment | | |
| Toe-in (+) / Toe-out (–) | mm [°] | [+25'±15'] ⁵ |
| Camber | | -1°40'±20' ⁶ |

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 ⁷ |
| 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 | 20 |

Capacities

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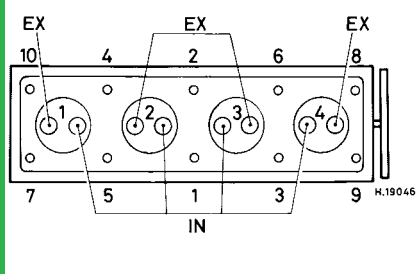
| | | |
|---------------------------------|--------|-----|
| Engine oil & filter | litres | 4.0 |
| Gearbox - 4-speed [5-speed] | litres | 2.0 |
| Automatic transmission - refill | litres | 3.0 |
| Final drive | litres | WT |
| Cooling system | litres | 6.5 |
| Fuel tank | litres | 55 |

Notes and Illustrations

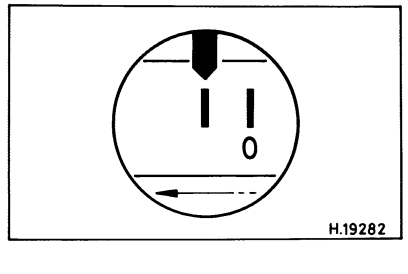
- ¹Coil with green sticker: 0.52 to 0.76
- ²80°C, temperature sender plug detached
- ³80°C, temperature sender plug attached
- ⁴Coil with green sticker: W7DTC/N7BYC, gap: 0.70 to 0.90
- ⁵Chassis no. 1G LW568 162 or 1G LB090 145 ►: [+20'±10']
- ⁶Chassis no. 1G LW568 162 or 1G LB090 145 ►: -1°30'±10'
- ⁷Replace with fully threaded shank bolts: 65+90°

1: Idle speed

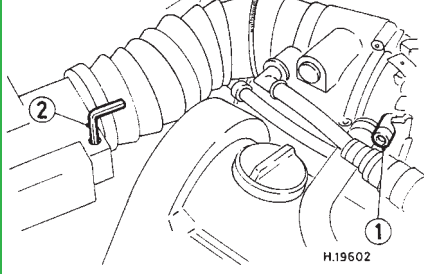
2: CO / Mixture



1781 cm³, 8V



1781 cm³, 8V



Digifant, PF / RV