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## Automotive Technical DATA BOOK

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### Engine and cooling system C25E 1.8 1985 to 1994

|   |     |                 |
|---|-----|-----------------|
| Type  |     | XM7T (169) 50kW |
| Capacity (cm <sup>3</sup> ) / number of cylinders |     | 1796 / 4        |
| Compression ratio / pressure                      | bar | 7.5 / _         |
| Oil pressure                                      | bar | 2.7 [3.8]       |
| Oil temperature                                   | °C  | 90              |
| Valve clearance - inlet                           | mm  | 0.10            |
| Valve clearance - exhaust                         | mm  | 0.25            |
| Firing order                                      |     | 1-3-4-2         |
| No 1 cylinder position                            |     | FE              |
| Thermostat opening temperature                    | °C  | 80 to 83        |
| Radiator cap pressure                             | bar | 1.0             |

### Fuel system C25E 1.8 1985 to 1994

|   |     |                       |
|---|-----|-----------------------|
| Idle speed - manual [auto]                            | rpm | 800+50-0              |
| Fast idle speed - manual [auto]                       | rpm | _                     |
| CO @ idle speed [3000 rpm] - see page VI              | %   | ≤0.5                  |
| HC @ idle speed [3000 rpm] - see page VI              | ppm | ≤300                  |
| CO <sub>2</sub> @ idle speed [3000 rpm] - see page VI | %   | ≥10.0                 |
| O <sub>2</sub> @ idle speed [3000 rpm] - see page VI  | %   | _                     |
| Carburettor / fuel injection                          |     | Solex                 |
| Type / ref  |     | 34 PBISA 16 PEU A 315 |
| Main jet / needle                                     |     | 130                   |
| Injection pressure                                    | bar | _                     |
| Pump pressure   | bar | _                     |
| Octane rating   | RON | 88[E 91 RON]          |

### Ignition system C25E 1.8 1985 to 1994

|                                 |                    |                  |
|---------------------------------|--------------------|------------------|
| Type                            |                    | Electronic       |
| Ignition coil                   |                    | Bosch. Ducellier |
| Primary resistance              | ohms               | 0.6 to 1.0       |
| Ballast resistor                | ohms               | _                |
| Voltage - Tmnl 15(+) to earth   | V                  | _                |
| Distributor                     |                    | Bosch/Ducellier  |
| Points gap (air gap)            | mm                 | _                |
| Dwell angle                     | ° (%)              | _                |
| Condenser capacity              | µF                 | _                |
| Rotation                        |                    | _                |
| Ignition timing - basic [static | ° Crankshaft @ rpm | 10±1 BTDC @ 800  |
| V = Vacuum NV = No Vacuum       |                    | NV               |
| Total ignition advance          | ° Crankshaft @ rpm | M130E            |
|                                 | ° Crankshaft @ rpm | _                |
|                                 | ° Crankshaft @ rpm | _                |
| Centrifugal check.              | ° Crankshaft @ rpm | 0 to 3 @ 1600    |
|                                 | ° Crankshaft @ rpm | 14 to 18 @ 3000  |
|                                 | ° Crankshaft @ rpm | 24 to 28 @ 5000  |
| Vacuum range check              | mbar               | 100 to 400       |
| Maximum vacuum advance          | ° Crankshaft       | 18 to 22         |
| Spark plugs                     |                    | Bosch/Champion   |
| Type                            |                    | W7DC / N281YC    |
| Electrode gap                   | mm                 | 0.60 to 0.70     |

### Electrical system C25E 1.8 1985 to 1994

|   |             |                         |
|---|-------------|-------------------------|
| Battery   | V / CC / RC | 12 / 50Ah               |
| Alternator voltage / full load current / engine rpm |             | 13.3 to 14.8 / _ / 3000 |
| Starter motor current / voltage - cranking          | A / V       | _                       |
| - locked  | A / V       | _                       |

### Running gear C25E 1.8 1985 to 1994

|   |        |                                |
|---|--------|--------------------------------|
| <b>Brakes -</b>                           |        |                                |
| Front (min. friction material thickness)  | mm     | 2.0                            |
| Rear (min. friction material thickness)   | mm     | 1.0                            |
| <b>Tyres</b>                              |        |                                |
| Saloon                                    | Size   | _                              |
| Estate / Van                              | Size   | 185x14: 185/75x14: 165/75x14   |
| Pressure - front / rear - Saloon          | bar    | _                              |
| - Estate / Van                            | bar    | 4.1 / 4.5 <sup>1</sup>         |
| <b>Front suspension / wheel alignment</b> |        |                                |
| Toe-in (+) / Toe-out (-)                  | mm [°] | +0.5±1.0                       |
| Camber                                    |        | +1°30' to 2°30'                |
| Castor                                    |        | 0 to +1°.7.90 ▶: +15' to 1°15' |
| King pin inclination                      |        | +9°30' to 11°30'               |
| <b>Rear suspension / wheel alignment</b>  |        |                                |
| Toe-in (+) / Toe-out (-)                  | mm [°] | 0±1.0 N/A                      |
| Camber                                    |        | _                              |

### Torque wrench settings C25E 1.8 1985 to 1994

|                         |    |   |
|-------------------------|----|---|
| Cylinder head - stage 1 | Nm | 50, then slacken                        |
| - stage 2               | Nm | 20                                      |
| Cylinder head - stage 3 | Nm | + 90°, warm up & cool down <sup>1</sup> |
| - stage 4               | Nm | Repeat from stage 2 <sup>1</sup>        |
| Big-end bearings        | Nm | 40                                      |
| Main bearings           | Nm | 75                                      |
| Clutch cover            | Nm | 15 N                                    |
| Flywheel [driveplate]   | Nm | 68 LkC N                                |
| Front hubs              | Nm | 500 LkC                                 |
| Rear hubs               | Nm | 170                                     |
| Wheel nuts / bolts      | Nm | 180                                     |
| Spark plugs             | Nm | 23                                      |

### Capacities C25E 1.8 1985 to 1994

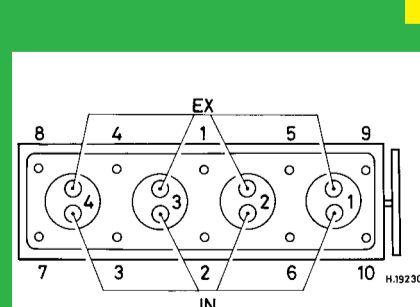
|                                 |        |     |
|---------------------------------|--------|-----|
| Engine oil & filter             | litres | 3.5 |
| Gearbox - 4-speed [5-speed]     | litres | 1.3 |
| Automatic transmission - refill | litres | _   |
| Final drive                     | litres | WT  |
| Cooling system                  | litres | 9.0 |
| Fuel tank                       | litres | 70  |

### Notes and Illustrations

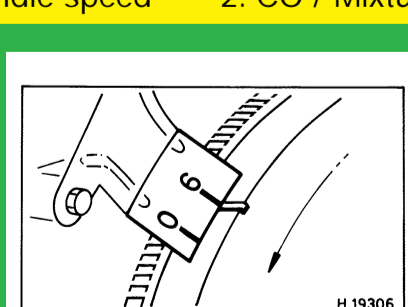
<sup>1</sup>7.86 ▶: 3.5 / 3.5. Combi: 3.5 / 3.2

<sup>2</sup>Engine no 012 626 ▶: + 180°, warm up, then + 35°. 4.89 ▶, Torx: 60, then 0, then 20 + 300°

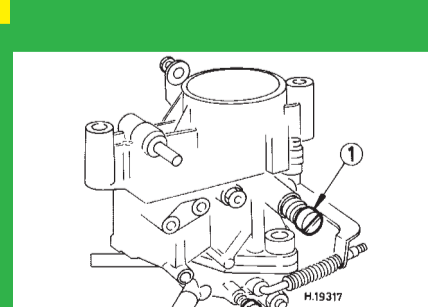
1: Idle speed 2: CO / Mixture



1796 cm<sup>3</sup>



1796 cm<sup>3</sup>



Solex PBISA