1987 to 1992

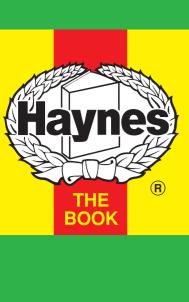
Electrical **Fuel** Ignition

Running gear

Torque settings

Capacities

Notes & Illustrations



Engine &

Cooling

Automotive Technical

bar

bar

 $^{\circ}C$

mm

mm

°C

bar

rpm

rpm

ppm

%

%

%

bar

bar

RON

ohms

ohms

٧

data for this car. To return to this screen and make another choice, click anywhere on the data screen. **MENU HELP** 75, 2.0i Twin Spark 1987 to 1992

Click on one of the buttons above to view

017.13, 062.24 DOHC (107kW)

1962 / 4

10.0 /

90

[3.4 to 4.9]

0.40 to 0.45

0.45 to 0.50

75, 2.0i Twin Spark

1-3-4-2

81 to 85

800±50

≤0.5

≤300

Bosch

1.8 to 2.2

2.8 to 3.2

ML1-Motronic

98[E 95 RON]1

DME Motronic

0.45 to 0.55

Bosch

Clockwise

Computer control

Computer control

75, 2.0i Twin Spark

2xBosch 0 221 600 054

10±1 BTDC @ 800±50 (mark F)

TCE

0.69

1987 to 1992

oomprossion rati	10 / prossuro
Oil pressure	
Oil temperature	
Valvo cloaranco	inlat

Engine and cooling system

Capacity (cm³) / number of cylinders

Compression ratio / pressure

Valve clearance - inlet clearance - exhaust Firing order

No 1 cylinder position Thermostat opening temperature Radiator cap pressure Fuel system

Idle speed - manual [auto] Fast idle speed - manual [auto] CO @ idle speed [3000 rpm] - see page VI HC @ idle speed [3000 rpm] - see page VI CO2 @ idle speed [3000 rpm] - see page VI O2 @ idle speed [3000 rpm] - see page VI Carburettor / fuel injection

Type / ref Main jet / needle Injection pressure Pump pressure Octane rating

Ignition system Type Ballast resistor

Ignition coil Primary resistance Voltage - Tmnl 15(+) to earth Distributor Points gap (air gap) Dwell angle

Condenser capacity Rotation Ignition timing - basic [static V = Vacuum NV = No Vacuum Total ignition advance

Centrifugal check. Vacuum range check Maximum vacuum advance Spark plugs Type Electrode gap

Electrical system Battery Starter motor current / voltage - cranking Running gear Brakes -

Front (min. friction material thickness) Rear (min. friction material thickness) **Tyres** Saloon Estate / Van Pressure - front / rear - Saloon Front suspension / wheel alignment

Toe-in (+) / Toe-out (-) Camber Castor King pin inclination Rear suspension / wheel alignment

Toe-in (+) / Toe-out (-) Camber **Torque wrench settings** Cylinder head - stage 1

Cylinder head - stage 3 Big-end bearings

- stage 2

- stage 4

Main bearings Clutch cover Flywheel [driveplate] Front hubs Rear hubs Wheel nuts / bolts Spark plugs

Capacities

Engine oil & filter Gearbox - 4-speed [5-speed] Automatic transmission - refill Final drive Cooling system Fuel tank Notes and Illustrations

¹Check MAP connector relay near ECU is fitted to EFI system before using unleaded ĚΧ 1962 cm³

mm ° (%) μF ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm

° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm mbar ^o Crankshaft mm

Alternator voltage / full load current / engine rpm A/V - locked

V/CC/RC

Lodge/Champion A/V

mm

mm

Size

Size

bar

bar

mm [°]

mm [°]

Nm Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

litres

litres

litres

litres

litres

litres

- Estate / Van

2HLD / C6YCC Champion: 0.80 75, 2.0i Twin Spark

12 / 225 / 55Ah 13.0 to 14.0 / _ / 3000 315 / 9.0 750 / 4.0

75, 2.0i Twin Spark 7.0 with backing 7.0 with backing 195/60x14

2.0 / 2.0

-2.0±1.0 -30'±30' $+3°30'\pm30'$

 $[0 \pm 10']$ 75, 2.0i Twin Spark 77 to 79

Warm up, 82 to 83

1000km: - 360°

49 to 52 oiled

46 to 49 oiled

86 to 88

13 to 16

113, LkC

265 to 324

25 to 34 oiled

75, 2.0i Twin Spark

WSM

5.6

2.3

WT

8.6

49

 $0 \pm 30'$

ML1-Motronic

2: CO / Mixture

1: Idle speed

ML1-Motronic