

A8, 2.8 DOHC 30V

AUDI

Engine &

Cooling

Fuel

Ignition

Electrical

gear

Running

settings

Torque

2771 / 6

0: Hyd.

0: Hyd.

PER

1-4-3-6-2-5

87 to 102

1.2 to 1.5

Bosch

Motronic

3.8 to 4.2

Motronic

3.6

95[U]

640 to 760 N/A

80

 $10.6 / \ge 7.5$

1.0 to 2.5 [3.0 to 5.0]

A8, 2.8 DOHC 30V

A8, 2.8 DOHC 30V

Computer control N/A

Computer control

Computer control

bar

bar $^{\circ}C$

mm

mm

°C

bar

rpm

rpm

%

% %

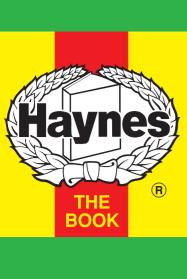
bar

bar

Capacities

Notes & Illustrations

1996 to 1997



Automotive Technical

make another choice, click anywhere on the data screen. **MENU HELP** A8, 2.8 DOHC 30V 1996 to 1997

Click on one of the buttons above to view data for this car. To return to this screen and

ACK DOHC 30V 142kW

1996 to 1997

Oil pressure	
Oil temperature	
Valve clearance - inlet	

Engine and cooling system

Capacity (cm3) / number of cylinders

Compression ratio / pressure

Valve 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 Ignition coil Primary resistance Ballast resistor

Voltage - Tmnl 15(+) to earth Dwell angle

Distributor Points gap (air gap) 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

Electrode gap **Electrical system Battery** Alternator voltage / full load current / engine rpm Starter motor current / voltage - cranking Running gear

Type

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

- stage 2

- stage 4

Cylinder head - stage 1

Cylinder head - stage 3 Big-end bearings 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**

ppm RON

ohms ohms ٧ mm ° (%)

μF ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm

° Crankshaft @ rpm ° Crankshaft @ rpm mbar ° Crankshaft mm

V / CC / RC A/V

- locked

- Estate / Van

A/V

mm

mm

Size

Size

bar

bar

mm [°]

mm [°]

Nm

litres

litres

litres

litres

litres

litres

Computer control NGK/Bosch BKUP6ET-10 / F7LTCR 0.90 to 1.10 A8, 2.8 DOHC 30V

A8, 2.8 DOHC 30V 3.0 7.0 with backing

2.0 / 2.0

 $[+15'\pm5']$ PW

-30'±30' PW

 $[+6'\pm5']$ PW

-40'±30' PW

60 N

+ 90°

+ 90°

 $30 + 90^{\circ} N$

 $200 + 90^{\circ}$

120

25

5.0

2.4

 $4x4: 200 + 90^{\circ}$

2.25. 4x4: 2.85

60 + 180° N

A8, 2.8 DOHC 30V

40 + 180° [30 + 90°] N

A8, 2.8 DOHC 30V

Front: 0.7. Rear 4x4: 1.5

225/60x16: 225/55x17

2771 cm³, 30V