

Engine & Cooling	Fuel	Ignition	Electrical	Running gear	Torque settings	Capacities	Notes & Illustrations
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# Automotive Technical DATA BOOK

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HELP

## Engine and cooling system 900 Turbo 8V 1984 to 1989

Type	B201 2S1	
Capacity (cm <sup>3</sup> ) / number of cylinders	1985 / 4	
Compression ratio / pressure	bar	8.5 / _
Oil pressure	bar	[3.0]
Oil temperature	°C	80
Valve clearance - inlet	mm	0.20 to 0.25
- exhaust	mm	0.45 to 0.50
Firing order	1-3-4-2	
No 1 cylinder position	R	
Thermostat opening temperature	°C	89±2
Radiator cap pressure	bar	0.9 to 1.2

## Fuel system 900 Turbo 8V 1984 to 1989

Idle speed - manual [auto]	rpm	850±50
Fast idle speed - manual [auto]	rpm	_
CO @ idle speed [3000 rpm] - see page VI	%	0.3 to 1.0
HC @ idle speed [3000 rpm] - see page VI	ppm	≤1200
CO <sub>2</sub> @ idle speed [3000 rpm] - see page VI	%	_
O <sub>2</sub> @ idle speed [3000 rpm] - see page VI	%	_
Carburettor / fuel injection	Bosch	
Type / ref	CIS (K-Jetronic) + Turbo APC	
Main jet / needle	_	
Injection pressure	bar	3.0 to 4.1
Pump pressure	bar	5.1 to 5.8
Octane rating	RON	_[R] <sup>1</sup>

## Ignition system 900 Turbo 8V 1984 to 1989

Type	Electronic - Hall effect	
Ignition coil	Bosch	
Primary resistance	ohms	0.52 to 0.76
Ballast resistor	ohms	_
Voltage - Tmnl 15(+) to earth	V	_
Distributor	Bosch	
Points gap (air gap)	mm	[≥0.25]
Dwell angle	° (%)	_
Condenser capacity	µF	_
Rotation	Anticlockwise	
Ignition timing - basic [static	° Crankshaft @ rpm	20 BTDC @ 2000
V = Vacuum NV = No Vacuum	NV	
Total ignition advance	° Crankshaft @ rpm	_
	° Crankshaft @ rpm	_
	° Crankshaft @ rpm	_
Centrifugal check.	° Crankshaft @ rpm	0 to 4 @ 1600
	° Crankshaft @ rpm	5 to 10 @ 3000
	° Crankshaft @ rpm	11 to 15 @ 5000
Vacuum range check	mbar	0 to 200
Maximum vacuum advance	° Crankshaft	16 to 20
Spark plugs	NGK/Champion	
Type	BP7ES or 7EV / N7YC or N7GY	
Electrode gap	mm	0.70

## Electrical system 900 Turbo 8V 1984 to 1989

Battery	V / CC / RC	12 / 62Ah
Alternator voltage / full load current / engine rpm	14.0 / _ / 2700	
Starter motor current / voltage - cranking	A / V	205 to 315 / 9.0
- locked	A / V	450 to 750 / 4.0 to 6.0

## Running gear 900 Turbo 8V 1984 to 1989

<b>Brakes -</b>		
Front (min. friction material thickness)	mm	1.0
Rear (min. friction material thickness)	mm	1.0

<b>Tyres</b>		
Saloon	Size	185/65x15: 195/60x15
Estate / Van	Size	_
Pressure - front / rear - Saloon	bar	2.1 / 2.2 <sup>2</sup>
- Estate / Van	bar	_

## Front suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	+2.0±1.0
Camber	+0.5°±0.5°	
Castor	+1°±0.5° [PAS: +2°±0.5°]	
King pin inclination	+11.5°±1°	

## Rear suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	+4.0±2.0
Camber	-0.5°±0.25°	

## Torque wrench settings 900 Turbo 8V 1984 to 1989

Cylinder head - stage 1	Nm	M15 / Torx bolts: 60 <sup>3</sup>
- stage 2	Nm	90 <sup>3</sup>
- stage 3	Nm	Warm up, then cool, slacken <sup>3</sup>
- stage 4	Nm	80 + 90 <sup>3</sup>
Big-end bearings	Nm	55
Main bearings	Nm	110
Clutch cover	Nm	22±2
Flywheel [driveplate]	Nm	60
Front hubs	Nm	290 to 310
Rear hubs	Nm	290 to 310
Wheel nuts / bolts	Nm	90 to 110
Spark plugs	Nm	28

## Capacities 900 Turbo 8V 1984 to 1989

Engine oil & filter	litres	4.3
Gearbox - 4-speed [5-speed]	litres	2.5 [3.0]
Automatic transmission - refill	litres	2.5 to 3.0
Final drive	litres	AT: 1.4
Cooling system	litres	10.0
Fuel tank	litres	63

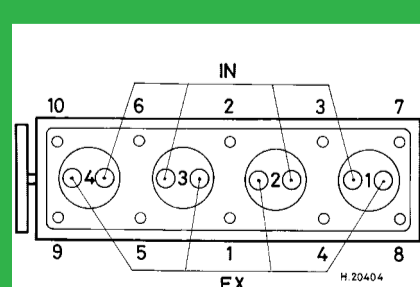
## Notes and Illustrations

<sup>1</sup>92 to 98, controlled by APC

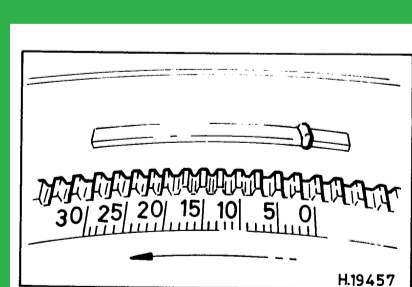
<sup>2</sup>195/60x15 only. 185/65x15: 2.0 / 2.1

<sup>3</sup>M15 hex head or M12 Torx head bolts only. M17 bolts: 1) 60, 2) 95, 3) Warm up, then cool down and slacken eachbolt in turn, 4) 95

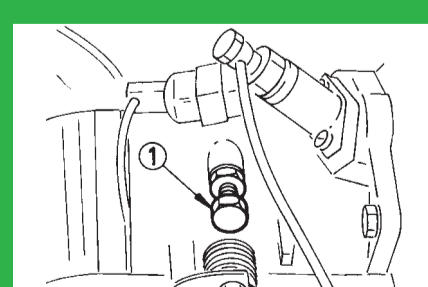
1: Idle speed 2: CO / Mixture



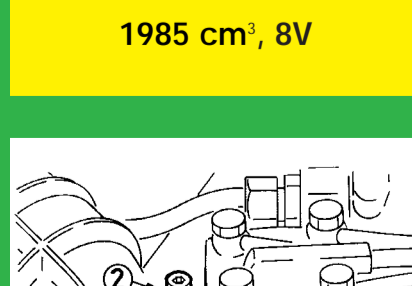
1985 cm<sup>3</sup>, 8V



1985 cm<sup>3</sup>, 8V



K-Jetronic



K-Jetronic