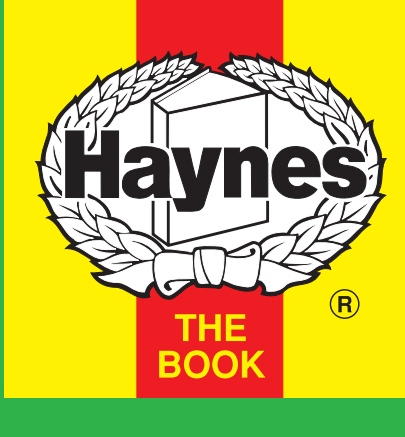


Engine & CoolingFuelIgnitionElectricalRunning gearTorque settingsCapacitiesNotes & Illustrations



Automotive Technical
DATA BOOK

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MENUHELP

Engine and cooling system

33, 1.7 & Sportwagon

1987 to 1990

Type		305.50 SOHC
Capacity (cm ³) / number of cylinders		1712 / 4
Compression ratio / pressure	bar	9.5 / 10.3
Oil pressure	bar	2.0 [4.4]
Oil temperature	°C	90
Valve clearance - inlet	mm	0: Hyd.
Valve clearance - exhaust	mm	0: Hyd.
Firing order		1-3-2-4
No 1 cylinder position		FR
Thermostat opening temperature	°C	84 to 88
Radiator cap pressure	bar	0.69

Fuel system

33, 1.7 & Sportwagon

1987 to 1990

Idle speed - manual [auto]	rpm	900 to 1000
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
CO2 @ idle speed [3000 rpm] - see page VI	%	—
O2 @ idle speed [3000 rpm] - see page VI	%	—
Carburettor / fuel injection		Weber/Dellorto
Type / ref		W: 2x40IDF. D: 2x36DRLA
Main jet / needle		140, 140
Injection pressure	bar	—
Pump pressure	bar	0.18 to 0.30
Octane rating	RON	98[E 95 RON]

Ignition system

33, 1.7 & Sportwagon

1987 to 1990

Type		Electronic
Ignition coil		Bosch. Marelli. Ducellier
Primary resistance	ohms	0.7 to 1.0 (typical)
Ballast resistor	ohms	—
Voltage - Tmnl 15(+) to earth	V	—
Distributor		Bosch/Marelli ¹
Points gap (air gap)	mm	[0.40 to 0.50]
Dwell angle	° (%)	—
Condenser capacity	µF	—
Rotation		Clockwise
Ignition timing - basic [static	° Crankshaft @ rpm	8±1 BTDC @ 900 (1st mark)
V = Vacuum NV = No Vacuum		NV
Total ignition advance	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	36±1 BTDC @ 4500 (2nd mark)
	° Crankshaft @ rpm	—
Centrifugal check.	° Crankshaft @ rpm	B: 7 to 9 @ 760 ²
	° Crankshaft @ rpm	B: 12 to 18 @ 1400 ²
	° Crankshaft @ rpm	B: 32 to 36 @ 3600 ²
Vacuum range check	mbar	B: 0 to 451 ³
Maximum vacuum advance	° Crankshaft	19 to 23
Spark plugs		Lodge/Champion
Type		25HL / N6YCC
Electrode gap	mm	Champion: 0.80

Electrical system

33, 1.7 & Sportwagon

1987 to 1990

Battery	V / CC / RC	12 / 45Ah
Alternator voltage / full load current / engine rpm		13.8 to 14.4 / _ / 4000
Starter motor current / voltage - cranking	A / V	200 to 230 / 9.8 to 10.0
- locked	A / V	380 to 400 / 8.0

Running gear

33, 1.7 & Sportwagon

1987 to 1990

Brakes -		
Front (min. friction material thickness)	mm	7.0 with backing
Rear (min. friction material thickness)	mm	0.50

Tyres		
Saloon	Size	185/60x14
Estate / Van	Size	185/60x14
Pressure - front / rear - Saloon	bar	1.8 / 1.6
- Estate / Van	bar	1.8 / 1.8

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	-4.0±1.0
Camber		-1°±30'. Estate: -40'±30'
Castor		+2°±30'
King pin inclination		—

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	+2.0±1.0
Camber		0±20'

Torque wrench settings

33, 1.7 & Sportwagon

1987 to 1990

Cylinder head - stage 1	Nm	29 oiled
- stage 2	Nm	58
Cylinder head - stage 3	Nm	81 to 87
- stage 4	Nm	81 to 87 ⁴
Big-end bearings	Nm	43 to 48
Main bearings	Nm	66 to 73 oiled
Clutch cover	Nm	15 to 23
Flywheel [driveplate]	Nm	94 to 105 oiled
Front hubs	Nm	WSM
Rear hubs	Nm	WSM
Wheel nuts / bolts	Nm	64 to 78
Spark plugs	Nm	25 to 34

Capacities

33, 1.7 & Sportwagon

1987 to 1990

Engine oil & filter	litres	4.0
Gearbox - 4-speed [5-speed]	litres	2.6
Automatic transmission - refill	litres	—
Final drive	litres	WT
Cooling system	litres	7.3
Fuel tank	litres	50

Notes and Illustrations

- ¹& Ducellier
- ²M: 6 to 9 @ 900, 12 to 18 @ 1400, 32 to 36 @ 3500. D: 9 @ 1000, 11 to 18 @ 1400, 34 to 38 @ 3740
- ³M: 133 to 400. D: 133 to 367
- ⁴Warm engine, cool, slacken, oil, and retorque bolts in sequence shown to stage 4. No.7: 20 to 24

1: Idle speed

2: CO / Mixture

