Haynes THE BOOK ®

Automotive Technical DATA BOOK

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MENU HELP

Engine and cooling system — C25E 2.0 — 1985 to 1994

Type		XN1T (170B) 57kW
Capacity (cm³) / number of cylinders		1971 / 4
Compression ratio / pressure	bar	8.0 / _
Oil pressure	bar	2.7 [3.8]
Oil temperature	ºC	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	ºC	80 to 83
Radiator cap pressure	bar	1.0

Fuel system — C25E 2.0 — 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
CO2 @ idle speed [3000 rpm] - see page VI	%	≥10.0
O2 @ 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 2.0 — 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	º (%)	_
Condenser capacity	µF	_
Rotation		_
Ignition timing - basic [static	º Crankshaft @ rpm	10±1 BTDC @ 800
V = Vacuum NV = No Vacuum		NV
Total ignition advance	º Crankshaft @ rpm	M130E
	º Crankshaft @ rpm	_
	º Crankshaft @ rpm	_
Centrifugal check.	º Crankshaft @ rpm	0 to 3 @ 1600
	º Crankshaft @ rpm	14 to 18 @ 3000
	º Crankshaft @ rpm	24 to 28 @ 5000
Vacuum range check	mbar	100 to 400
Maximum vacuum advance	º Crankshaft	18 to 22
Spark plugs		Bosch/Champion
Type		W7DC / N281YC
Electrode gap	mm	0.60 to 0.70

Electrical system — C25E 2.0 — 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 2.0 — 1985 to 1994

Brakes -		
Front (min. friction material thickness)	mm	2.0
Rear (min. friction material thickness)	mm	1.0
Tyres		
Saloon	Size	_
Estate / Van	Size	185x14: 185/75x14
Pressure - front / rear - Saloon	bar	_
- Estate / Van	bar	3.9 / 4.8[1]
Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [º]	+0.5±1.0
Camber		+1°30’ to 2°30’
Castor		0 to +1°.7.90 ▶: +15’ to1°15’
King pin inclination		+9°30’ to 11°30’
Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [º]	0±1.0 N/A
Camber		_

Torque wrench settings — C25E 2.0 — 1985 to 1994

Cylinder head - stage 1	Nm	50, then slacken[2]
- stage 2	Nm	20[2]
Cylinder head - stage 3	Nm	+ 90°, warm up & cool down[2]
- stage 4	Nm	Repeat from stage 2[2]
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

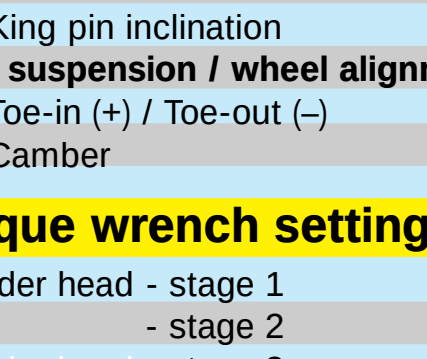
Capacities — C25E 2.0 — 1985 to 1994

Engine oil & filter	litres	3.5
Gearbox - 4-speed [5-speed]	litres	1.3[3]
Automatic transmission - refill	litres	_
Final drive	litres	WT
Cooling system	litres	9.0
Fuel tank	litres	70

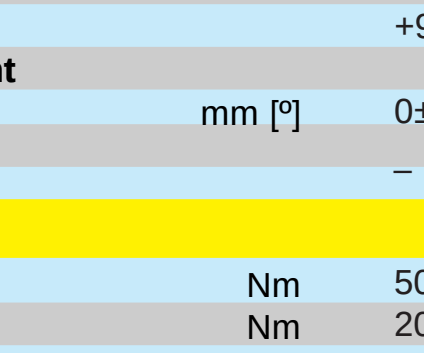
Notes and Illustrations

[1]**Combi: 4.1 / 4.5. 7.86 ▶: 4.3 / 4.5. Combi: 3.5 / 3.2**
[2]**Engine no 031 999 ▶: 50, then 0, 20 +180°,warm up, then + 35°. 4.89 ▶ Torx: 60, then 0, 20 +300°**
[3]**7.89 ▶: 1.6**

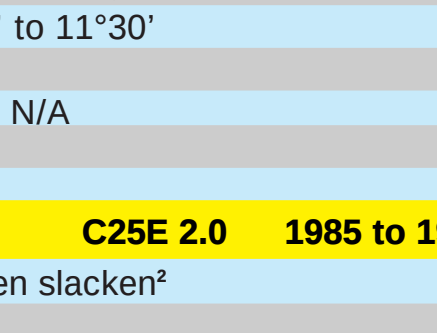
1: Idle speed 2: CO / Mixture



1971 cm³



1971 cm³



Solex PBISA