

Engine & Cooling

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Automotive Technical
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Engine and cooling system

406 1.8 8V

1996 to 1997

Type	XU7JPK L6A SOHC 8V 70kW	
Capacity (cm³) / number of cylinders	1761 / 4	
Compression ratio / pressure	bar	8.5 /
Oil pressure	bar	(4.8)
Oil temperature	°C	80
Valve clearance - inlet	mm	0.20 ± 0.05
Valve clearance - exhaust	mm	0.40 ± 0.05
Firing order	1-3-4-2	
No 1 cylinder position	FE	
Thermostat opening temperature	°C	89
Radiator cap pressure	bar	1.4

Fuel system

406 1.8 8V

1996 to 1997

Idle speed - manual [auto]	rpm	850±50
Fast idle speed - manual [auto]	rpm	—
CO @ idle speed [3000 rpm] - see page VI	%	≤0.3 N/A
HC @ idle speed [3000 rpm] - see page VI	ppm	≤200
CO2 @ idle speed [3000 rpm] - see page VI	%	—
O2 @ idle speed [3000 rpm] - see page VI	%	—
Carburettor / fuel injection	_Magneti-Marelli	
Type / ref	Monopoint 8P	
Main jet / needle	—	
Injection pressure	bar	2.3 to 2.7
Pump pressure	bar	—
Octane rating	RON	95[U]

Ignition system

406 1.8 8V

1996 to 1997

Type	Computerized	
Ignition coil	—	
Primary resistance	ohms	—
Ballast resistor	ohms	—
Voltage - Tmnl 15(+) to earth	V	—
Distributor	—	
Points gap (air gap)	mm	—
Dwell angle	° (%)	—
Condenser capacity	µF	—
Rotation	—	
Ignition timing - basic [static	° Crankshaft @ rpm	Computer control N/A
V = Vacuum NV = No Vacuum		
Total ignition advance	° Crankshaft @ rpm	Computer control
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
Centrifugal check.	° Crankshaft @ rpm	Computer control
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
Vacuum range check	mbar	Computer control
Maximum vacuum advance	° Crankshaft	—
Spark plugs	—	
Type	—	
Electrode gap	mm	—

Electrical system

406 1.8 8V

1996 to 1997

Battery	V / CC / RC	—
Alternator voltage / full load current / engine rpm	—	
Starter motor current / voltage - cranking	A / V	—
- locked	A / V	—

Running gear

406 1.8 8V

1996 to 1997

Brakes -		
Front (min. friction material thickness)	mm	2.0
Rear (min. friction material thickness)	mm	1.0

Tyres		
Saloon	Size	185/70x14
Estate / Van	Size	—
Pressure - front / rear - Saloon	bar	2.3 / 2.3
- Estate / Van	bar	—

Front suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	+0.0±0.5
Camber	0°±30'	
Castor	3°30'±30'	
King pin inclination	11°30'±30'	

Rear suspension / wheel alignment		
Toe-in (+) / Toe-out (–)	mm [°]	+1.5±0.5
Camber	1°50'±30'	

Torque wrench settings

406 1.8 8V

1996 to 1997

Cylinder head - stage 1	Nm	60 slacken ^{1 2}
- stage 2	Nm	20 +100°
Cylinder head - stage 3	Nm	+100°
- stage 4	Nm	+100°
Big-end bearings	Nm	20 +70°
Main bearings	Nm	55
Clutch cover	Nm	—
Flywheel [driveplate]	Nm	50 LcK
Front hubs	Nm	325
Rear hubs	Nm	275
Wheel nuts / bolts	Nm	90
Spark plugs	Nm	27

Capacities

406 1.8 8V

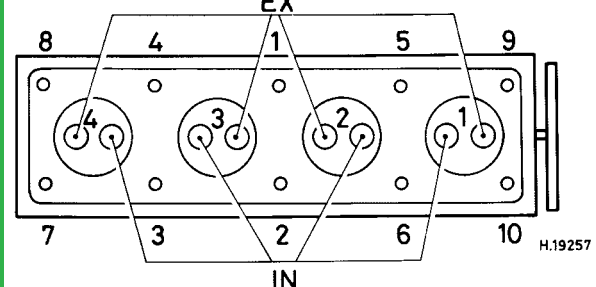
1996 to 1997

Engine oil & filter	litres	4.75
Gearbox - 4-speed [5-speed]	litres	2.0
Automatic transmission - refill	litres	—
Final drive	litres	WT
Cooling system	litres	7.0
Fuel tank	litres	70

Notes and Illustrations

¹Slackening and tightening sequence must be carried out bolt by bolt

²Bolt shank length ≤176.5 mm



1761 cm³ 8V