

VAUXHALL/OPEL

Corsa-B & Combo 1.4 MPI

1993 to 1994

Engine & Cooling

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Automotive Technical  
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Engine and cooling system

Corsa-B & Combo 1.4 MPI

1993 to 1994

|                                                   |     |                             |
|---------------------------------------------------|-----|-----------------------------|
| Type                                              |     | C14SE SOHC. 60kW 91/441/EEC |
| Capacity (cm <sup>3</sup> ) / number of cylinders |     | 1389 / 4                    |
| Compression ratio / pressure                      | bar | 9.8 / _                     |
| Oil pressure                                      | bar | 1.5                         |
| Oil temperature                                   | °C  | ≥80                         |
| Valve clearance - inlet                           | mm  | 0: Hyd.                     |
| Valve clearance - exhaust                         | mm  | 0: Hyd.                     |
| Firing order                                      |     | 1-3-4-2                     |
| No 1 cylinder position                            |     | TBE                         |
| Thermostat opening temperature                    | °C  | 88 to 106                   |
| Radiator cap pressure                             | bar | 1.2 to 1.4                  |

Fuel system

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|                                           |     |                 |
|-------------------------------------------|-----|-----------------|
| Idle speed - manual [auto]                | rpm | 850 to 1010 N/A |
| Fast idle speed - manual [auto]           | rpm | _               |
| CO @ idle speed [3000 rpm] - see page VI  | %   | 1.5±0.5 WSM     |
| 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              |     | GM              |
| Type / ref                                |     | Multec-M        |
| Main jet / needle                         |     | _               |
| Injection pressure                        | bar | 3.0             |
| Pump pressure                             | bar | _               |
| Octane rating                             | RON | 95[U]           |

Ignition system

Corsa-B & Combo 1.4 MPI

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|                                 |                    |                          |
|---------------------------------|--------------------|--------------------------|
| Type                            |                    | Multec-DIS               |
| Ignition coil                   |                    | Dual spark               |
| Primary resistance              | ohms               | 0.56±0.05                |
| Ballast resistor                | ohms               | _                        |
| Voltage - Tmnl 15(+) to earth   | V                  | _                        |
| Distributor                     |                    | _                        |
| Points gap (air gap)            | mm                 | _                        |
| Dwell angle                     | ° (%)              | Electronic control       |
| Condenser capacity              | µF                 | _                        |
| Rotation                        |                    | Anticlockwise            |
| Ignition timing - basic [static | ° Crankshaft @ rpm | 5 BTDC @ 850 to 1010 N/A |
| V = Vacuum NV = No Vacuum       |                    | NV                       |
| Total ignition advance          | ° Crankshaft @ rpm | _                        |
|                                 | ° 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                     |                    | Bosch/Champion           |
| Type                            |                    | WR7DC / RN7YC            |
| Electrode gap                   | mm                 | 0.70 to 0.80             |

Electrical system

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|                                                     |             |                               |
|-----------------------------------------------------|-------------|-------------------------------|
| Battery                                             | V / CC / RC | 12 / 180 / 36Ah or / 210 / 44 |
| Alternator voltage / full load current / engine rpm |             | 14.7±0.5 / 55, 70 / 3500      |
| Starter motor current / voltage - cranking          | A / V       | 70 / 11.5 (no load)           |
| - locked                                            | A / V       | 450 to 650 / 5.6              |

Running gear

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|                                          |    |                  |
|------------------------------------------|----|------------------|
| Brakes -                                 |    |                  |
| Front (min. friction material thickness) | mm | 7.0 with backing |
| Rear (min. friction material thickness)  | mm | 0.5 above rivets |

|                                  |      |                              |
|----------------------------------|------|------------------------------|
| Tyres                            |      |                              |
| Saloon                           | Size | 145x13: 165/70x13: 165/65x14 |
| Estate / Van                     | Size | 165/70x13                    |
| Pressure - front / rear - Saloon | bar  | 2.1 / 1.9 <sup>1</sup>       |
| - Estate / Van                   | bar  | 1.9 / 1.9                    |

|                                    |        |             |
|------------------------------------|--------|-------------|
| Front suspension / wheel alignment |        |             |
| Toe-in (+) / Toe-out (-)           | mm [°] | +0.5±1.0 L  |
| Camber                             |        | -35'±45' L  |
| Castor                             |        | +1°50'±1° L |
| King pin inclination               |        | _           |

|                                   |        |              |
|-----------------------------------|--------|--------------|
| Rear suspension / wheel alignment |        |              |
| Toe-in (+) / Toe-out (-)          | mm [°] | +1.0+3.0-1.5 |
| Camber                            |        | -1°30'±30' L |

Torque wrench settings

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|                         |    |                 |
|-------------------------|----|-----------------|
| Cylinder head - stage 1 | Nm | 25 N            |
| - stage 2               | Nm | + 60°           |
| Cylinder head - stage 3 | Nm | + 60°           |
| - stage 4               | Nm | + 60°           |
| Big-end bearings        | Nm | 25 <sup>2</sup> |
| Main bearings           | Nm | 50 +45° +15° N  |
| Clutch cover            | Nm | 15              |
| Flywheel [driveplate]   | Nm | 35 +30° +15° N  |
| Front hubs              | Nm | WSM             |
| Rear hubs               | Nm | WSM             |
| Wheel nuts / bolts      | Nm | 110             |
| Spark plugs             | Nm | 25              |

Capacities

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|                                 |        |               |
|---------------------------------|--------|---------------|
| Engine oil & filter             | litres | 3.5           |
| Gearbox - 4-speed [5-speed]     | litres | 1.6           |
| Automatic transmission - refill | litres | _             |
| Final drive                     | litres | WT            |
| Cooling system                  | litres | 5.8. A/c: 6.1 |
| Fuel tank                       | litres | 46. Combo: 50 |

Notes and Illustrations

<sup>1</sup>With A/c: 2.2 / 2.0

<sup>2</sup>40mm bolt: 25 +30° N

