

Units

The basic units as well as the derived units used throughout the Service Manual are in accordance with the SI system.

As a supplement to these, a number of other units are specified within brackets.

The following symbols for the various units have been used in this issue:

| SI unit | Supplementary unit unit |
|---------|----------------------------|
| mm | in |
| kg | lb |
| N | lbf |
| Nm | lbfft |
| bar | psi |
| l | qt(US) |
| °C | °F |

Conversion factors

| | |
|-----------------|-----------------|
| 1 in=25,4mm | 1 mm = 0.039 in |
| 1 lbf = 4,45 N | 1 N=0,23 lbf |
| 1 lbfft=1,36Nm | 1 Nm=0,74 lbfft |
| 1psi = 0,07 bar | 1 bar= 14,5 psi |
| 1qt= 0,95l | 1l = 1,05 qt |

Codes for different markets

The specified codes refer to the market variants of the cars

| | | | |
|----|-------------|----|---------------|
| AT | Austria | FR | France |
| AU | Australia | GB | Great Britain |
| BE | Belgium | GR | Greece |
| CA | Canada | IS | Iceland |
| CH | Switzerland | JP | Japan |
| DE | Germany | IT | Italy |
| DK | Denmark | ME | Middle East |
| ES | Spain | NL | Holland |
| EU | Europe | NO | Norway |
| FE | Far East | SE | Sweden |
| FI | Finland | US | U.S.A. |

Technical data

CO values and engine speeds (applicable to engines at normal running temperature).

As from 1981 models with Sweden specifications and 1983 models with Switzerland specifications, the CO checks should be carried out at an engine speed of 2000 r/min with the hoses to the vacuum control unit, the crankcase ventilation and the EGR system (where applicable) disconnected. On all other cars, the check should be carried out at 850 r/min.

Note

1983 models onwards: The secondary CO adjusting screw on Stromberg carburetors must be screwed fully home before any adjustment of the CO value is made.

| Engine | Model year | Specification | CO% | Engine CO speed | value idling speed | Idlingspeed, r/min, 50 |
|-----------------------------|------------|---------------|-----------|-----------------|--------------------|------------------------|
| Single carburettor (CM, CA) | 1981- | Sweden | 1,5-2,0 | 2000 | 4,5% max. | 850 |
| | -1983 | Europe | 0,5-2,5 | 850 | - | 850 |
| | 1983 | Switzerland | 1,5-2,0 | 2000 | 0,4-1,6% | 850 |
| | 1984- | Switzerland | 1,4-2,0 | 2000 | 0,4-1,6% | 850 |
| | 1984- | Europe | 0,2-1,0 | 850 | | 850 |
| | 1985- | Sweden | 1,4-2,0 | 2000 | 0,4-1,6% | 850 |
| Twin carburetors (TM, TA) | 1981- | Sweden | 0,75-1,25 | 2000 | 4,5% max. | |
| | -1982 | Europe | 0,5-2,5 | 850 | - | |
| | 1983- | Switzerland | 0,75-1,25 | 2000 | 3,5% max. | |
| | 1983-84 | Europe | 0,2-1,0 | 850 | - | |

Temperature compensator

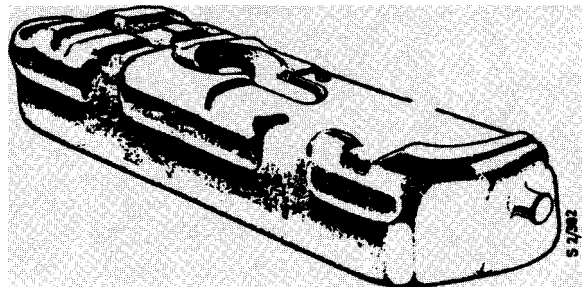
Opening at room temperature
(20°C/68°F) mm (in) 0,1-0,3(0.004-0.012)

Fuel pump

Fuel pressure at starter
motor speed bar(psi) 0,17-0,25(2.5-3.6)

Quantity of fuel

remaining when
fuel warning light
comes on, approx: 7 l (1.85 USgal)



Carburettor

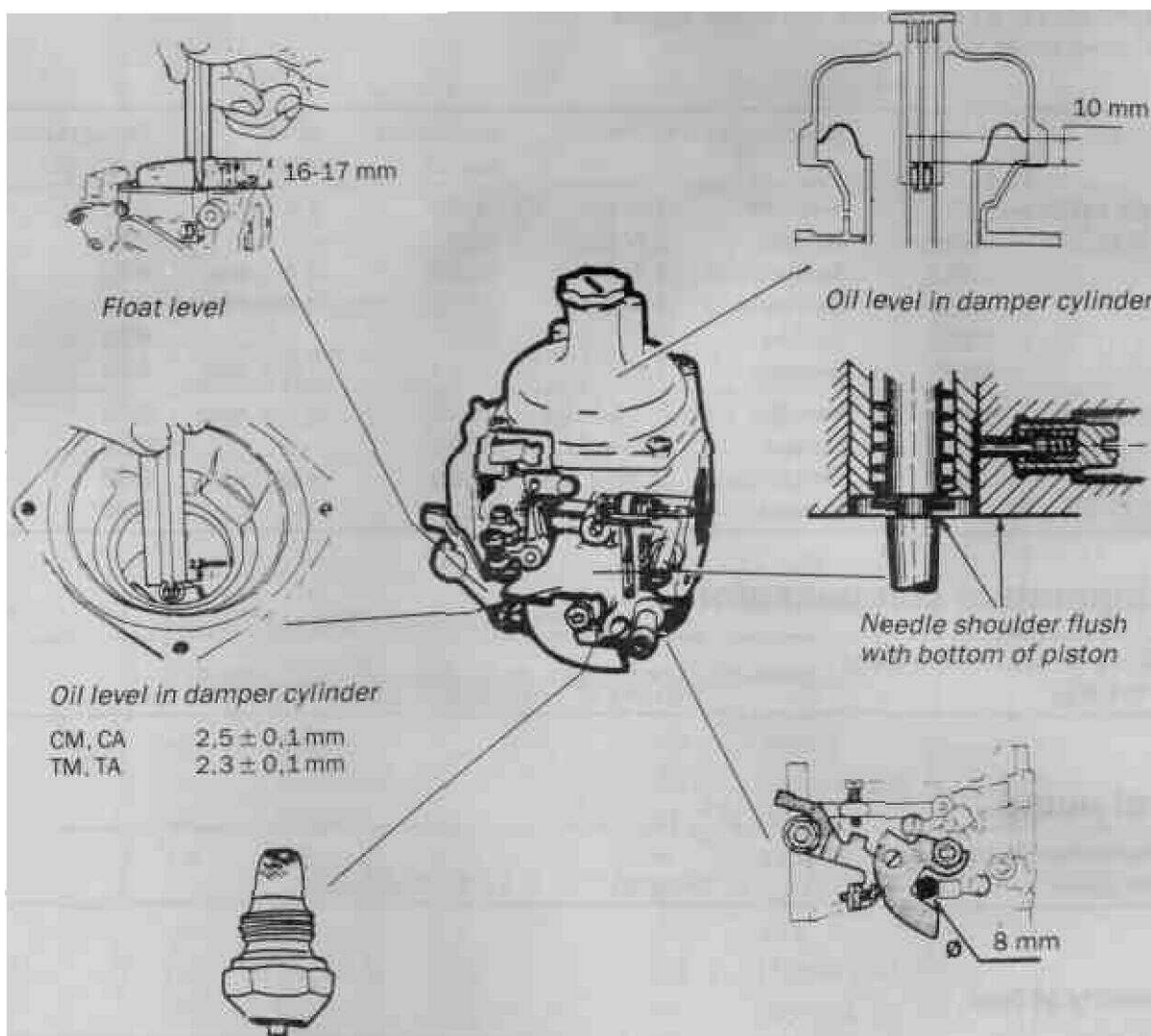
Carburettor type

| | | |
|--------------------|-----------------|-----------|
| Single carburettor | (CM, CA): -1984 | 175 CD |
| | (CM, CA): 1985- | 175CDSEVX |
| | (CM, CA): 1987- | 175CDUS |
| Twin carburettors | (TM, TA).-1984 | 150 CD |

Fuel needle designation

| | |
|--------|------|
| CM, CA | B1DS |
| TM, TA | B5EQ |

Stromberg

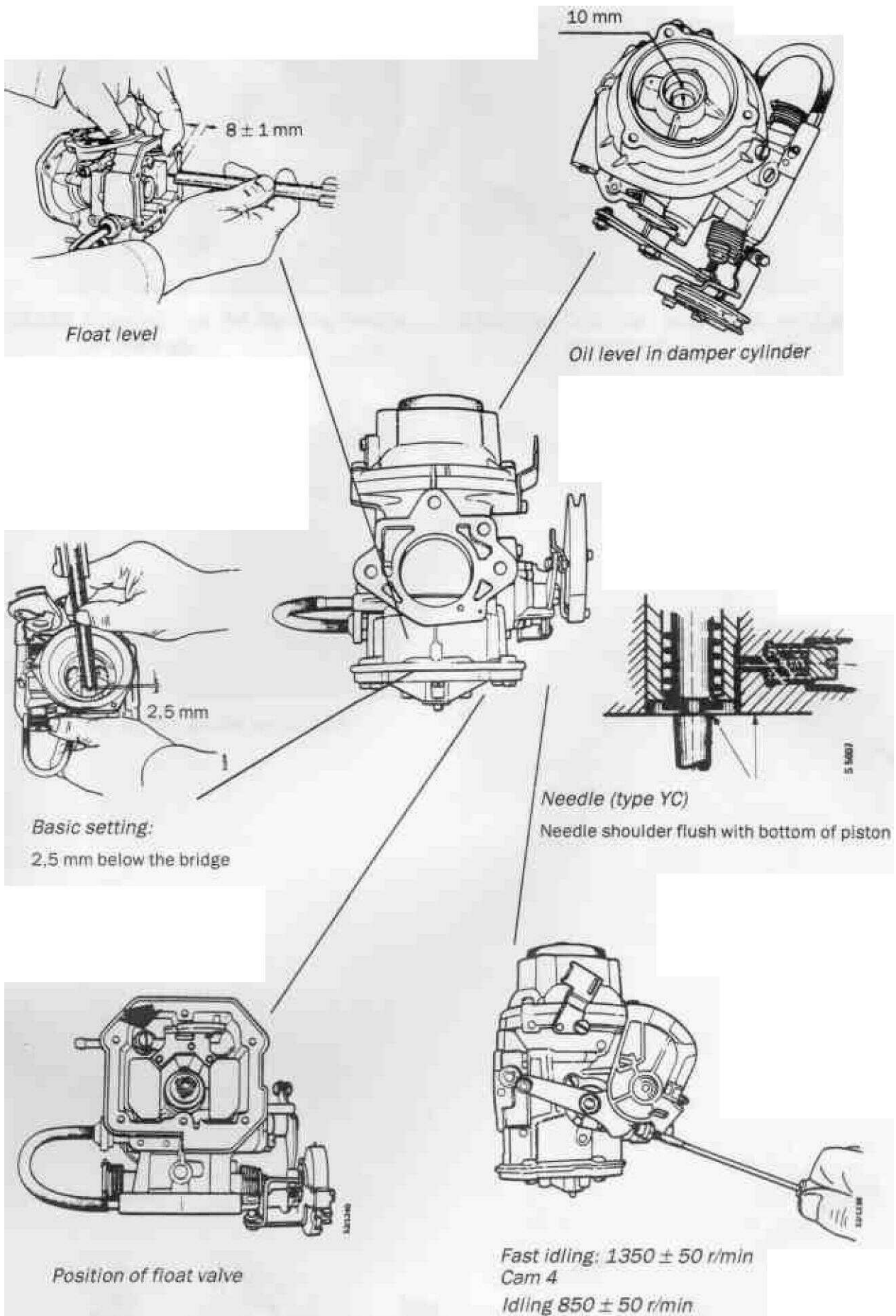


Float valve

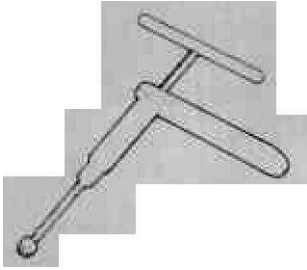
Fast idling speed, cam

| | |
|----------------|-----------------|
| CM 1981-82 | 1100±50r/mm A6 |
| CM 1983 | 1350±50r/min AS |
| CA, CM 1984- | 1350±50r/mm AS |
| TM, TA 1981-84 | 1100±50r/mm A5 |

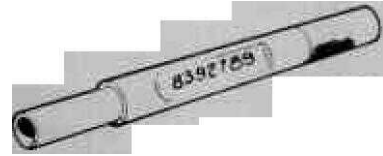
Idling speed 850 ± 50 r/min



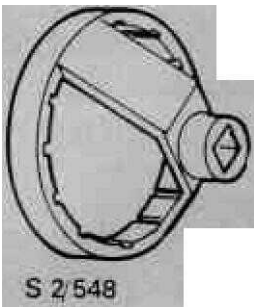
Special tools



8393035 Adjusting tool, for metering needle
{Stromberg}



8392789 Drift for installation of fuel jet
(Stromberg)



83 93 365 Key for fuel gauge sensor unit