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Vauxhall C20XE 2.1
16v The C20XE came

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into production in 1987. The engine was designed by Dr Fritz Indra, who was head of Advanced Engine Development for Opel in Germany from 1985 to 1989.

Vauxhall 2.1 16v C20XE - Stafford Performance Engines

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The C20XE came into
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was originally intended for race application, hence Cosworth's involvement.

Head C20xe Engine - trumpetmaster.com

Vauxhall C20XE Head with CNC Port work, to suit valves sizes 35mm/31mm. The cylinder head work for this engine was created to allow +2mm valve size and has the potential to develop up to 295+ bhp. This price

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includes fitting of guides, new inlet seats, pressure and hardness tested, and fire faces skimmed.

Vauxhall 2.0 16V (C20XE) - KGP CNC Head Phase 3 | KGP

...

vauxhall c20xe c20let
coscast head redtop
engine . vauxhall
c20xe c20let engine
early engine that has a
coscast head on it as
you can see in picture.

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Tuned by Spiess, an F3 grade C20XE is easily capable of producing 250 bhp (190 kW) in its naturally aspirated form. Many aftermarket tuners have further developed

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the C20XE for racing purposes. The C20XE was used by the Chevrolet WTCC (World Touring Car Championship) team and the Lada WTCC team. The engine was also an option in Westfield kitcars.

GM Family II engine - Wikipedia

Mini Cooper S (Tritec engine) Mini Cooper R56 (Prince engine) + Mitsubishi. 4G63;

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Engine

4B11; Nissan + Opel /
Vauxhall . Z16LER
Z18LER ; C20LET
C20XE ; Z20LET
Z20LEH ; Peugeot +
Renault. Clio RS F4R ;
Megane F4RT ; Subaru;
Toyota + Camshafts.
Audi / VW + Cam
gears. Audi / VW ; Fiat /
Lancia

2.0 C20XE / C20LET - FCP Engineering

Opel 2.0 16V C20XE
C20LET Z20LET ARP
flywheel bolt kit

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209-2801 ARP is a manufacturer of fasteners/bolts found in engines and drivelines, ranging from OEM replacement parts to specialty hardware for racing applications.

2.0 16V C20XE N/A - FCP Engineering

Vauxhall C20XE Redtop
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with all Race engines the size of the port is not everything, but the shape and design are. All of our heads are Air

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**Vauxhall/Opel C20XE
- Burton Power**

That said, the C20XE
engine didn't have a
problem-free life,
courtesy of the well-

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documented porous cylinder head issue which afflicted engines from around 1990-1991 onwards. This coincided with the switch from a Cosworth-produced cylinder head to a production GM item made by Karl Schmidt in Germany, which compromised the original design, particularly in the oil gallery area.

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June 2005 - C20XE & LN Engine

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The C20XE engine's heads came in two notable forms. The original versions which appeared between 1988 and 1991 were cast by Cosworth. These are usually more sought after, due to their superior casting qualities, over the GM version which was

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introduced some time
in 1991 (appearing
with the Astra GSi).

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