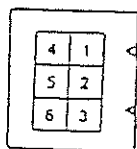
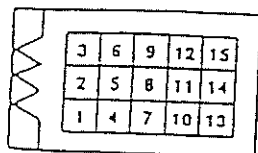


### 8.13. Injector failure tests

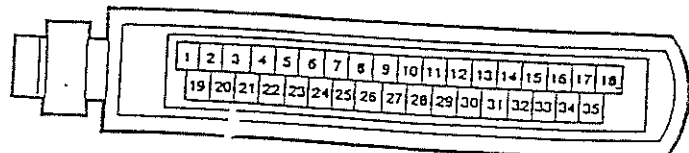
- STEP 137. Connect a test lamp across the injector terminals and engage the starter motor
- Test lamp dimly flashes  
 Yes -----> STEP 138  
 No -----> STEP 139
- STEP 138. Test the injector resistance
- Less than 10 ohms  
 Yes -----> STEP 144  
 No -----> STEP 142
- STEP 139. Remove the injector wire harness connector and test for battery voltage at the connector terminal. Refer to engine wiring diagram for the wire color.
- Wiring harness OK  
 Yes -----> STEP 140  
 No -----> STEP 141
- STEP 140. Test the continuity between ECU connector terminal 21 and the injector connector. Refer to engine wiring diagram for the wire color.
- Continuity  
 Yes -----> STEP 143  
 No -----> STEP 141
- STEP 141. Repair the wire harness -----> STEP 26.
- STEP 142. Replace the injector -----> STEP 26.
- STEP 143. Replace the ECU -----> STEP 26.



CONNECTOR  
D1



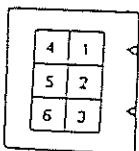
CONNECTOR  
D2



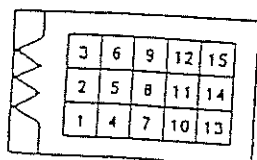
ECU CONNECTOR

### 8.14. Ignition power module failure tests

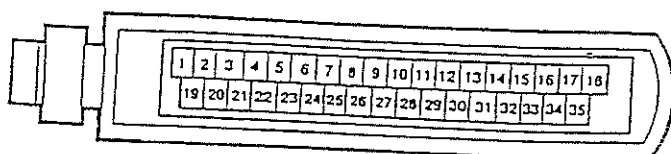
- STEP 144. XR25 used as pulse generator  
Connect XR25 following operating instruction manual
- No XR25 ----> STEP 146.
- Vehicle tachometer deviates. High voltage present on the ignition power module output
- Yes -----> STEP 145.  
No -----> STEP 149.
- STEP 145. XR25 used as pulse tester. Connect XR25 following operating instruction manual. Engage the starter motor
- Pulses present
- Yes -----> STEP 146  
No -----> STEP 150
- STEP 146. Test for continuity between ECU connector terminal 27 and ignition power module two wire connector terminal B.  
Test for short circuit to ground.
- Continuity without short circuit to ground
- Yes -----> STEP 148  
No -----> STEP 147
- STEP 147. Repair the wire harness -----> STEP 26
- STEP 148. Replace ECU  
Engage starter motor
- Engine starts
- Yes -----> STEP 29  
No -----> STEP 149
- STEP 149. Replace ignition power -----> STEP 26
- STEP 150. Replace ECU -----> STEP 26



CONNECTOR  
01



CONNECTOR  
02



ECU CONNECTOR

## 8.15. Idle speed actuator failure tests

STEP 151. Turn the ignition switch off and disconnect the wire connector from the ISA.

Apply 12 V from the battery to ISA connector terminal D with a jumper wire.

Connect ISA connector terminal C to engine ground with a jumper wire

ISA plunger extends  
Yes -----> STEP 152.  
No -----> STEP 154

31 STEP 152. Connect a test lamp to the ISA wire harness connector terminals D and C and start the engine.

Connect a jumper wire between ISA wire harness connector terminals A and B. Manually increase the engine speed above idle speed.

Test lamp flickers

Yes -----> STEP 157  
No -----> STEP 153

STEP 153. Test for continuity between ECU connector terminal 23 and ISA connector terminal D.

Test for continuity between ECU connector terminal 24 and ISA connector terminal C

Continuity

Yes -----> STEP 159  
No -----> STEP 155

STEP 154. Inspect the ISA plunger for a binding/jammed condition

Plunger OK

Yes -----> STEP 158  
No -----> STEP 156

STEP 155. Repair the wiring harness -----> STEP 43.

STEP 156. Repair the binding/jammed condition and cycle the actuator to both extremes until assured of normal operation -----> STEP 43

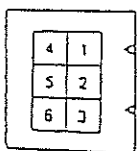
STEP 157. Adjust the ISA -----> STEP 43  
(see § 10.2).

STEP 158. Replace the ISA -----> STEP 43  
(see § 9.8.2).

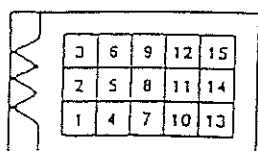
STEP 159. Replace the ECU -----> STEP 43

### 8.16. Canister purge failure tests

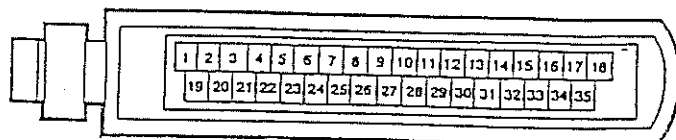
- |   |   |
|---|---|
| STEP 160. Disconnect the canister purge solenoid wire harness connector and connect a test lamp to the connector terminals  | Test lamp lights<br>Yes ----> STEP 161.<br>No -----> STEP 162.                |
| STEP 161. Ensure that the manifold vacuum source hose is connected to solenoid valve port C and that the canister hose is connected to solenoid valve port B                      | Vacuum hoses correctly installed<br>Yes -----> STEP 164<br>No -----> STEP 167 |
| STEP 162. Test for battery voltage at the connector   | Battery voltage<br>Yes -----> STEP 163.<br>No -----> STEP 168.                |
| STEP 163. Test for continuity between the solenoid connector and ECU connector terminal 5   | Continuity<br>Yes -----> STEP 171<br>No -----> STEP 168                       |
| STEP 164. Inspect for air leaks into the vacuum hose at the vapor canister  | Air leaks<br>Yes -----> STEP 169<br>No -----> STEP 165                        |
| STEP 165. Disconnect the solenoid wire harness connector  | Vacuum present<br>Yes -----> STEP 166<br>No -----> STEP 170                   |
| STEP 166. Turn the ignition switch off. Disconnect the ECU wire harness connector. Test for a short circuit to ground between the solenoid connector and ECU connector terminal 5 | Short circuit to ground<br>Yes -----> STEP 168<br>No -----> STEP 171          |
| STEP 167. Correctly position the vacuum hoses ----->  | STEP 42   |
| STEP 168. Repair the wire harness ----->  | STEP 42   |
| STEP 169. Repair the hose connection ----->   | STEP 42   |
| STEP 170. Replace the solenoid ----->   | STEP 42   |
| STEP 171. Replace the ECU ----->  | STEP 42   |



CONNECTOR



CONNECTOR



ECU CONNECTOR

## 8.17. Basic engine tests

- STEP 172. Inspect the engine for  
air leaks into the  
vacuum hoses
- OK  
Yes -----> STEP 173  
No -----> STEP 176
- STEP 173. Check the ignition high  
voltage
- OK  
Yes -----> STEP 174  
No -----> STEP 144
- STEP 174. Check fuel leaks from  
around the base of the  
injector
- OK  
Yes -----> STEP 175  
No -----> STEP 177
- STEP 175. Check the fuel pump  
pressure
- OK  
Yes -----> STEP 132  
No -----> STEP 178
- STEP 176. Repair air leaks -----> STEP 28
- STEP 177. Replace O ring -----> STEP 28
- STEP 178. Repair fuel circuit and/  
or fuel pressure regula-  
tor -----> STEP 28

### 9. COMPONENTS INSTALLATION AND REMOVAL

#### 9.1. Electronic control unit

##### 9.1.1. Removal

Disconnect the wire harness connector from the ECU.  
Remove the retaining screws.  
Remove the ECU.

##### 9.1.2. Installation

Place the ECU.  
Install the retaining screws.  
Connect the wire harness connector to the ECU.

#### 9.2. Air temperature sensor

##### 9.2.1. Removal

Disconnect the wire harness connector from the sensor.  
Remove the sensor from the intake manifold.

##### 9.2.2. Installation

Wrap the sensor threads with Teflon tape.  
Install the sensor in the intake manifold.  
Connect the wire harness to the sensor.

#### 9.3. Coolant temperature sensor

##### 9.3.1. Removal

Warning : do not remove the sensor with the cooling system hot. Burns from coolant can occur.

Disconnect the wire harness connector from the sensor.  
Remove the sensor from the intake manifold and quickly plug the hole to prevent loss of coolant.

##### 9.3.2. Installation

Wrap the sensor threads with Teflon tape.  
Install the sensor in the intake manifold.  
Connect the wire harness to the sensor.

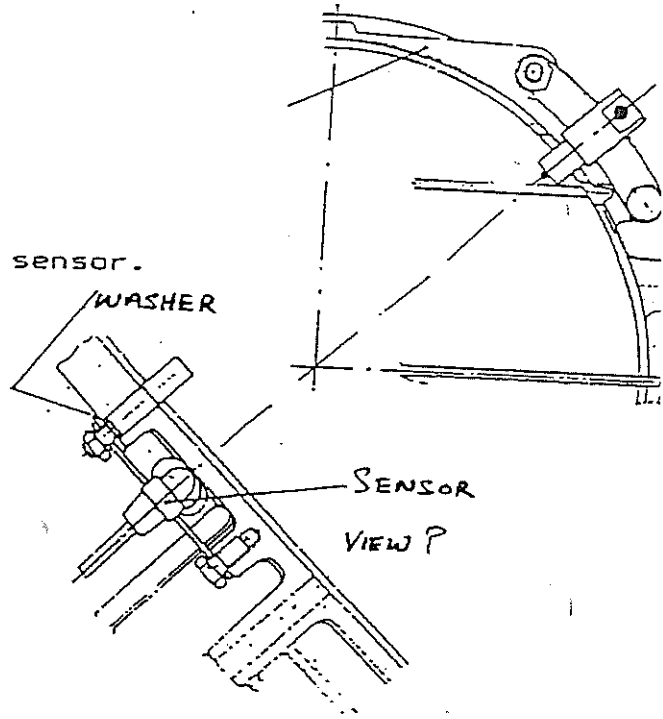
## 9.4. Magnetic sensor

### 9.4.1. Removal

Disconnect the wire harness connector from the sensor.  
Remove the retaining screws.  
Remove the sensor.

### 9.4.2. Installation

Place the sensor.  
Install the retaining screws.  
Connect the wire harness to the sensor.



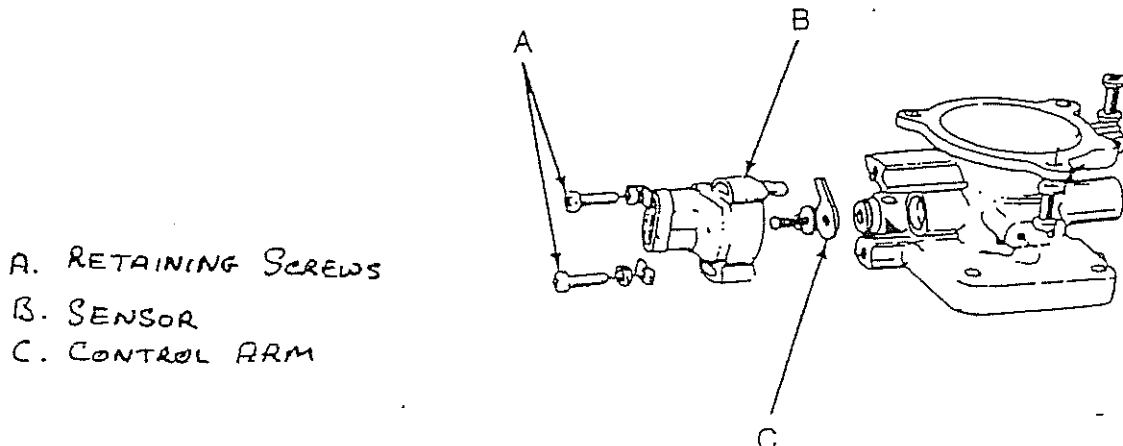
## 9.5. Throttle position sensor

### 9.5.1. Removal

Remove the air filter assembly.  
Remove the throttle body assembly as described in § 9.13.1.  
Remove the two Torx heads retainings screws.  
Remove the throttle position sensor from the throttle shaft lever.

### 9.5.2. Installation

Position the throttle position sensor over the throttle shaft lever.  
Install the two Torx head screws to retain the sensor.  
Adjust the TPS as described in § 10:1.  
Install the throttle body assembly as described in § 9.13.2.  
Install the air filter assembly.



### 9.6. Oxygen sensor

#### 9.6.1. Removal

Disconnect the wire harness connector from the sensor.  
Remove the sensor.  
Clean the threads in the exhaust manifold.

#### 9.6.2. Installation

Antiseize sealer is already applied to the threads of replacement oxygen sensor.  
Hand start the sensor in the exhaust manifold.  
Tighten the sensor to 27-34 N.m torque.  
Ensure that the wire terminal ends are properly seated in the connector prior to joining the connectors.  
Connect the wire harness connector.

Caution : The oxygen sensor wire cannot be spliced or soldered. If broken, replace the sensor.

### 9.7. Manifold absolute pressure sensor

#### 9.7.1. Removal

Disconnect the wire harness connector.  
Disconnect the vacuum hose.  
Remove the two retainings screws.  
Remove the MAP sensor.

#### 9.7.2. Installation

Place the sensor.  
Install the retaining screws.  
Connect the vacuum hose.  
Connect the wire harness connector.



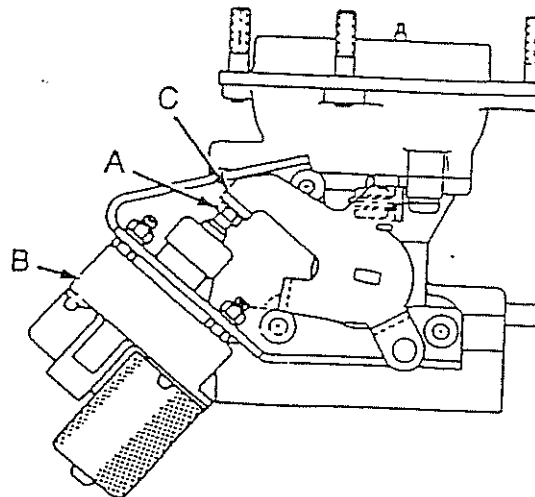
9.8. Idle speed actuator

9.8.1. Removal

Remove the air filter assembly.  
Disconnect the wire harness from idle speed actuator.  
Remove the 3 motor to bracket retaining nuts, using a back up wrench to prevent the studs which hold the ISA together from turning.  
Remove the ISA from the bracket.

9.8.2. Installation

Place the ISA on the mounting bracket.  
Install the three retaining nuts.  
Connect the wire harness.  
Install the air filter assembly.  
Adjust the ISA as described in § 10.2.  
Adjust the throttle cable as described in § 10.4.



A - Hex-head adjustment screw (also part of the closed throttle switch plunger).  
B - Idle speed control (ISC) motor  
C - Throttle lever

9.9. Canister purge solenoid.

9.9.1. Removal.

Disconnect the vacuum hoses from the solenoid.  
Disconnect the electrical connection from the solenoid.  
Remove the solenoid and bracket as an assembly.

9.9.2. Installation.

Install the solenoid and bracket assembly.  
Connect the wire harness to the solenoid.  
Connect the vacuum hoses to the solenoid.

9.10. Ignition power module

9.10.1. Removal

Disconnect the two wire harness connectors and the ignition wire.  
Remove the two retaining nuts.  
Remove the module.

9.10.2. Installation

Install the module.  
Connect the 2 wire harness connectors and the ignition wire.

### 9.11. Power relay, fuel pump relay

#### 9.11.1. Removal

Remove the power relay (A) or the fuel pump relay (B) from the wire harness connector.

#### 9.11.2. Installation

Connect the replacement relay to the wire harness connector.

### 9.12. Ballast resistor

#### 9.12.1. Removal

Disconnect the electrical connections from the resistor.  
Remove the retaining screw.

#### 9.12.2. Installation

Install the ballast resistor.  
Install the retaining screw.  
Connect the 2 wire harness connectors.

### 9.13. Throttle body assembly

#### 9.13.1. Removal

Remove the air filter assembly.  
Disconnect the throttle cable.  
Disconnect the wire harness connector from the injector.  
Disconnect the wire harness connector from the idle speed actuator.  
Disconnect the wire harness from the throttle position sensor.  
Disconnect the fuel supply hose and fuel return hose from the throttle body.  
Disconnect the vacuum hoses from the throttle body.  
Identify and tag the hoses for installation reference.  
Remove the throttle body to manifold retaining nuts from the studs.  
Remove the throttle body assembly from the intake manifold.  
If the throttle body assembly is being replaced, transfer the following components to the replacement throttle body :

- Idle speed actuator and bracket assembly,
- Return springs,
- Throttle position sensor,

Adjust the throttle position sensor as described in § 10.1.

## 9.13.2. Installation

Install the replacement throttle body assembly on the intake manifold. Use a replacement gasket between the components. Install the throttle body to manifold retaining nuts on the studs.

Connect the vacuum hoses.

Connect the fuel return hose and fuel supply hose to the throttle body.

Connect the wire harness connector to the throttle position sensor.

Connect the wire harness connector to the idle speed actuator.

Connect the wire harness connector to the injector.

Connect the throttle cable.

Install the air filter assembly.

If the idle speed actuator has been removed, adjust it as described in § 10.2.

Adjust the throttle cable as described in § 10.4.

## 9.14. Fuel body assembly

### 9.14.1. Removal

Remove the throttle body assembly as described in § 9.13.1.

Remove the three Torx head screws that retain the fuel body to the throttle body.

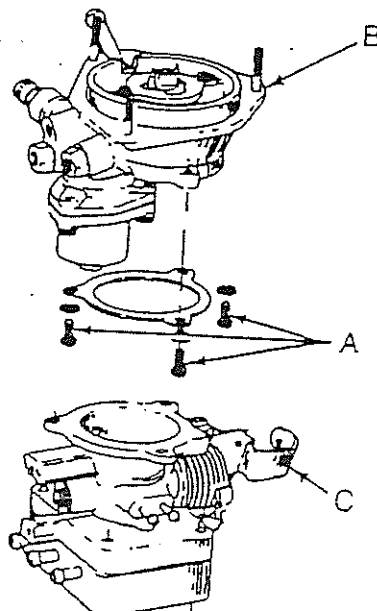
Remove the original gasket.

### 9.14.2. Installation

Install the fuel body on the throttle body using a replacement gasket.

Install the three retaining Torx head screws and tighten securely.

Install the throttle body assembly as described in § 9.13.2.



A. RETAINING SCREWS  
B. FUEL BODY

### 9.15. Fuel injector

#### 9.15.1. Removal

Remove the air filter assembly.

Remove the wire harness connector from the injector.

Remove the injector retainer clip screws.

Remove the injector retainer clip.

Using a pair of small pliers, gently grasp the center collar of the injector (between the electrical terminals) and carefully remove the injector with a lifting-twisting motion.

Discard the upper and lower O-rings. Note that the backup ring fits over the upper O-ring.

#### 9.15.2. Installation

Lubricate with light oil and install a replacement lower O-ring in the housing bore.

Lubricate with light oil and install a replacement upper O-ring in the housing bore.

Install the backup ring over the upper O-ring.

Position the replacement injector in the fuel body and center the nozzle in the lower housing bore.

Seat the injector with a pushing-twisting motion.

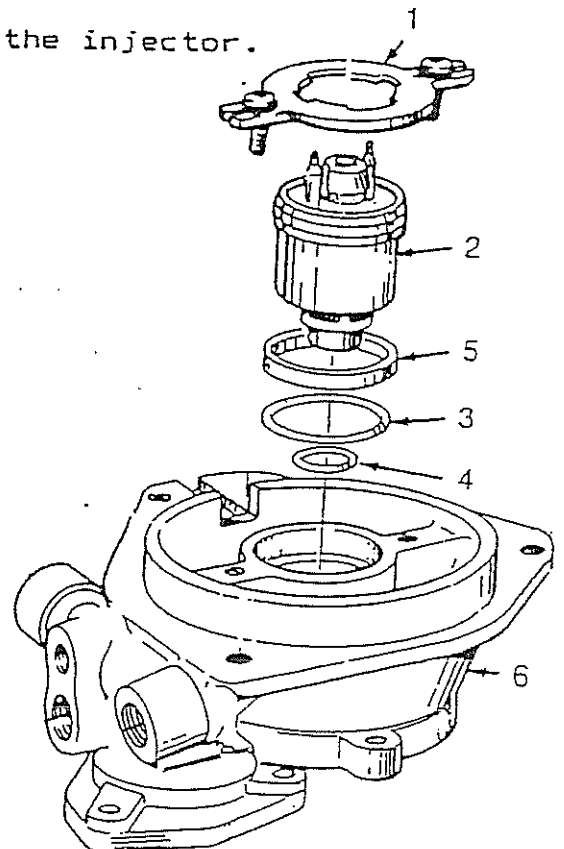
Align the electrical terminals in the proper orientation.

Install the retainer clip and screws.

Connect the wire harness connector to the injector.

Install the air filter assembly.

1. Retainer Clip
2. Injector
3. Upper O-Ring
4. Lower O-Ring
5. Backup Ring
6. Fuel Body



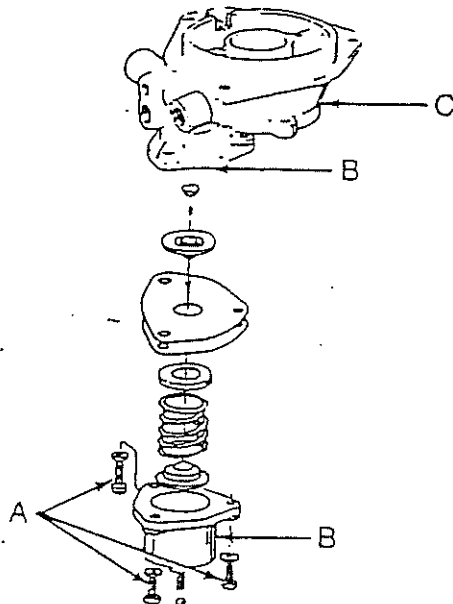
## 9.16. Fuel pressure regulator

### 9.16.1. Removal

Remove the throttle body assembly as described in § 9.13.1.  
Remove the three retaining screws that secure the pressure regulator to the fuel body.  
Remove the pressure regulator assembly.

### 9.16.2. Installation

Position the pressure regulator assembly with a replacement gasket.  
Install the three retaining screws.  
Install the throttle body assembly as described in § 9.13.2.  
Run the engine and inspect for leaks.  
Adjust the fuel pressure regulator as described in § 10.3.



### 9.17. Fuel filter

#### 9.17.1. Removal

Place clamps on the hoses.  
Remove the fuel filter strap.  
Remove the hose clamps and hoses.  
Remove the filter.

#### 9.17.2. Installation

Position the fuel filter. Ensure that the fuel flow is in the correct direction.  
Install the fuel filter retaining strap.  
Connect the hoses and tighten the hose clamps.  
Remove the clamps on the hoses.

### 9.18. Fuel pump

#### 9.18.1. Removal

Remove the fuel from the auxilliary tank.  
Remove the panel supporting ignition power module, relays...  
Remove the fuel pump strap.  
Remove the hose clamps and hoses.  
Remove the electrical connectors.  
Remove the fuel pump.

#### 9.18.2. Installation

Install the fuel pump.  
Connect the hoses and tighten the hose clamps.  
Install the fuel pump strap.  
Connect the wire harness connectors to the fuel pump.  
Install the panel supporting ignition power module, relays.  
Fill up the auxilliary fuel tank.

### 9.19. Canister

#### 9.19.1. Removal

Disconnect the hoses from the canister.  
Identify and tag the hoses for installation reference.  
Remove the canister strap.

#### 9.19.2. Installation

Position the canister.  
Install the canister strap.  
Connect the hoses.

### 10. COMPONENTS ADJUSTEMENT

#### 10.1. Throttle position sensor

The TPS adjustement can be performed using either the XR25 diagnostic unit or a voltmeter.

##### 10.1.1. XR25 Diagnostic unit

Refer to XR25 operating instruction manual for connection and checking of the TPS adjustement.  
Adjust it, if necessary, as described in 10.1.3.

##### 10.1.2. Voltmeter

Remove the air filter assembly.  
Turn the ignition key on.  
Check the sensor input voltage.  
Connect the negative lead of a voltmeter to sensor terminal B. Then connect the voltmeter positive lead to sensor terminal C. Do not unfasten the wire harness connector from the sensor. Insert the voltmeter leads through the back of the wire harness connector to make contact with sensor terminals B and C. It may be necessary to remove the throttle body assembly (§ 9.13.).  
Move and hold the throttle in the wide open position. Be sure the throttle linkage contacts the stop.  
Note the voltmeter reading. Input voltage (at terminals B and C) should be 5 Volts.  
Return the throttle to closed throttle position.  
Check sensor output voltage.  
Disconnect the voltmeter positive lead from sensor terminal C and connect it to sensor terminal A.  
Move and hold the throttle in the wide open position. Be sure the throttle linkage contacts the stop.  
Note the voltmeter reading. Output voltage (at terminals B and A) should be 4.6-4.7 volts at WOT.  
Adjust the output voltage, if necessary, as described in 10.1.3.

##### 10.1.3. TPS Adjustement

Loosen lower sensor retaining screw and pivot the sensor in the adjustement slot for a coarse adjustement. Loosen upper sensor retaining screw and pivoot the sensor for a fine adjustement.

Return the throttle to the closed position.  
Be sure sensor retaining screws are tightened securely.

## 10.2. Idle speed actuator

Adjustment of the idle speed actuator is necessary only to establish the initial position of the plunger after the ISA has been replaced.

Allow engine to attain normal operating temperature.

Connect a tachometer or the XR25 Diagnostic unit, (see operating instruction manual for engine speed measurement).

Turn the ignition off. the ISA plunger should move to the fully extended position.

With the ISA plunger fully extended, disconnect the ISA wire harness connector and start the engine.

The engine speed should be 3000 RPM +/- 200. If the speed is not correct, turn the hex head screw on the head of the plunger to provide an engine speed of 3000 RPM.

Fully retract the ISA by holding the closed throttle switch plunger in, while opening the throttle. The closed throttle switch plunger should not be touching the throttle lever when the throttle is returned to the closed position. If contact is noted, check the throttle linkage or cable for binding or damage. Correct if necessary.

Connect the ISA wire harness connector.

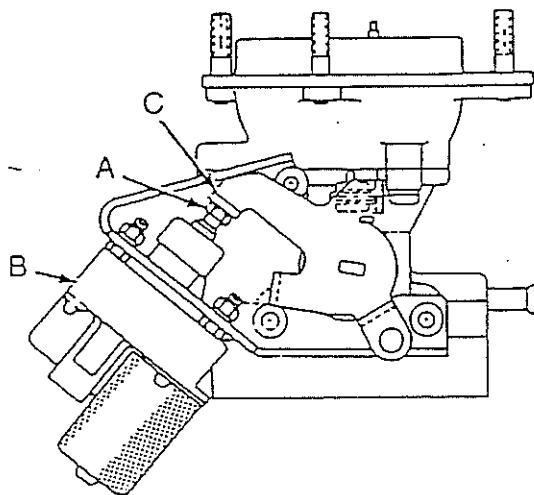
Turn the ignition off.

The ISA should move to the fully extended position.

Start the engine. The engine speed should be around 3000 RPM for a short time and then decrease to idle speed.

Turn the ignition off. Disconnect the tachometer or XR25 diagnostic unit.

After the final adjustment of the ISA, apply a thread penetrating sealant to the adjustment screw threads to prevent movement.



A - Hex-head adjustment screw (also part of the closed throttle switch plunger).  
B - Idle speed control (ISC) motor  
C - Throttle lever



## 10.3. Fuel pressure regulator

Adjustment of the fuel pressure regulator is necessary to establish the correct pressure after a replacement one has been installed.

Connect an accurate fuel pressure gauge to the fuel supply hose of the throttle body.

Connect a tachometer or a XR25 Diagnostic unit (see XR25 operating instruction manual for engine speed measurement).

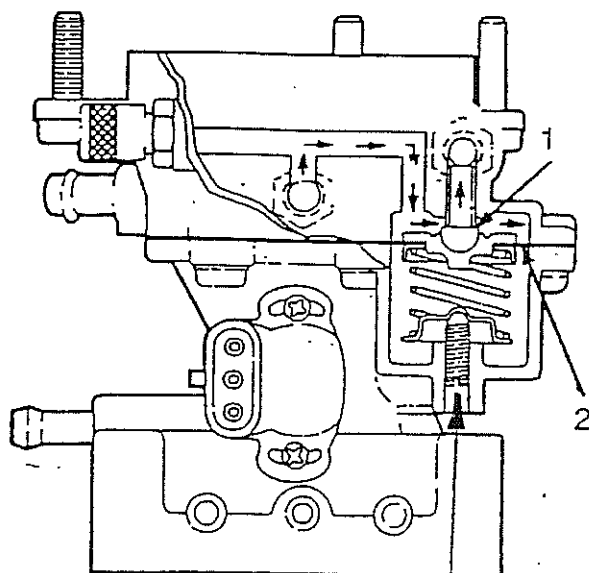
Start the engine and accelerate to a speed of approximately 2000 RPM.

Turn the Torx head adjustment screw on the bottom of the regulator to obtain 0.75 bar of pressure. Turning the screw inward increases the pressure.

Install a lead seal ball to cover the regulator adjustment screw after adjusting the pressure to specification. Turn the ignition off.

Disconnect the tachometer or XR25 Diagnostic unit.

Disconnect the fuel pressure gauge and clamp the hose.



- 1. Relief Valve
- 2. Diaphragm

ADJUSTMENT SCREW

## 10.4. Throttle cable

Allow engine to attain normal operating temperature.

Connect a tachometer or a XR25 Diagnostic unit (see XR25 operating instruction manual for engine speed measurement).

Idle speed should be 900 RPM.

Be sure that the throttle lever contacts the closed throttle switch plunger.

Adjust the throttle cable fastener.



## 11. SYSTEM SERVICING

During periodic services of the vehicle:

1000 miles  
3000 miles  
6000 miles  
every 6000 miles or each year

the tests described 3 to 7 have to be performed to be sure of the correct functioning of the whole system.

Additionally all lines and connections in the fuel and evaporative control systems have to be inspected for damage or leakage.

Check all clamps and connections for tightness.  
Perform any necessary repairs.

The exhaust system, including the catalytic converter, has to be inspected for damage or leakage.

To check the catalytic converter, insert the probe of a CO/HC/CO<sub>2</sub> exhaust gas analyser in the tail pipe of the vehicle, with the engine idling.

Allow the engine to attain its normal operating temperature.

The readings should be:

CO<sub>corr</sub> 0.5%  
HC<sub>corr</sub> 100 ppm

Lambda Sensor 1  
Air fuel ratio 14.7:1

CO<sub>2m</sub> = 15% +/- 1%

with

CO<sub>corr</sub> = FD x CO<sub>m</sub>

HC<sub>corr</sub> = FD x HC<sub>m</sub>

$$FD = \frac{15}{CO_m + CO_{2m}}$$

CO<sub>m</sub>, HC<sub>m</sub>, CO<sub>2m</sub> measured value of CO, HC, CO<sub>2</sub>.

FD = 1 if CO<sub>m</sub> + CO<sub>2m</sub> 15

If so, the catalyst is working.

If HC or CO are high, the catalyst may be damaged.

Caution: check all other exhaust emission systems and related equipment, including all engine tune up specifications, before condemning the catalytic converter.



### Canister Filter

Replace the filter located in the bottom of the canister every 18000 miles.

Remove the canister as described in 9.19.1.

Turn it upside down.

Pull out the old filter with your fingers.

Insert the new filter (ref. FRAM CA357).

Install the canister as described in 9.19.2.

### Fuel Filter

Replace the fuel filter every 30000 miles (9.17.)



ENGINE MAINTENANCE SUPPLEMENT. SKODA 135 G i. 1989 MODEL

Instructions to vehicle owner:

This vehicle is equipped with electronically controlled single point fuel injection and meets the Federal emission regulations. This system needs regular checks and adjustment as outlined in the service programme.

As the car is equipped with a catalytic converter, follow this procedure:

- use only unleaded fuel
- the car should not be started by pushing as push starting can damage the catalyst
- in case of a discharged battery use a booster battery
- the ignition should not be turned off when the vehicle is moving with the transmission in gear
- to avoid the possibility of damage to the catalyst, keep the engine in proper running order. In case of misfiring, loss of performance, or any unusual engine operating conditions, have the car serviced immediately.

When servicing, use only recommended spare parts. Other similar parts are not always equivalent in performance. Follow the recommended maintenance schedule for the best operation of your Skoda.

Proper servicing of the car and especially of emission control devices must be performed by trained workshop personnel, using special diagnostic systems.

Instructions for the correct servicing of the vehicle are provided to Skoda dealers and their mechanics.

This maintenance programme ensures proper function of the emission system. Follow this time schedule:

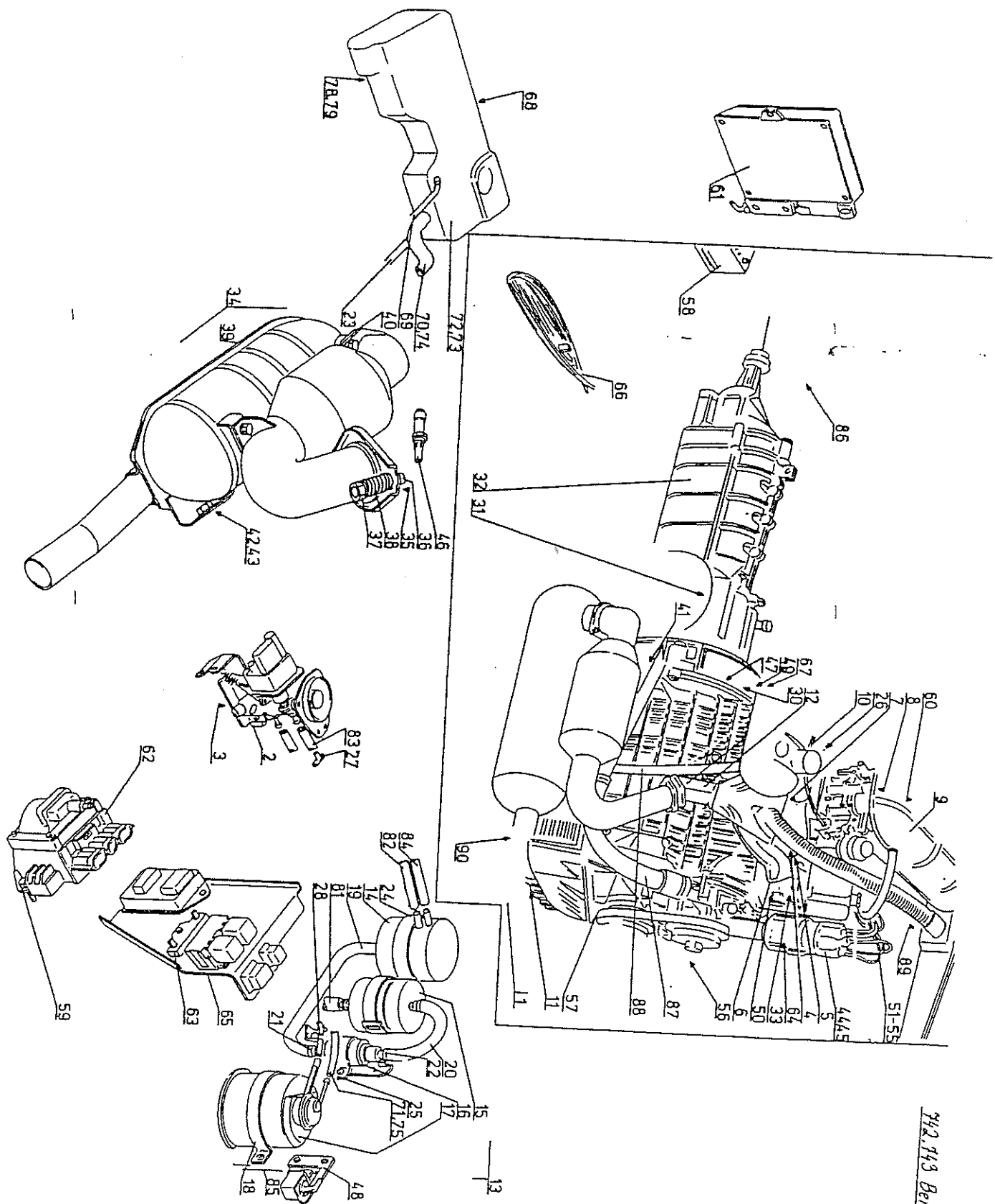
- a. Pre-delivery service
- b. Guarantee service
- c. Maintenance service



# SKODA

All the maintenance operations have to be performed by trained workshop personnel. The outline is given in the owner's handbook.

- a. PRE-DELIVERY SERVICE  
Check proper function of the emission control system with the diagnostic unit XR-25.  
Measure the CO-HC values at idle.
- b. GUARANTEE SERVICE: 1000 miles  
Tightening of intake and exhaust manifold bolts including catalyst flanges.  
Alternator belt adjustment.  
Tightening of TBI unit nuts.  
Cleaning of the mechanical fuel pump sediment trap.  
Measure the CO-HC values at idle.  
In case of any unusual engine operating conditions check the emission system with the diagnostic unit XT-25.
- c. MAINTENANCE SERVICE: Every 6000 miles or 12 month period.  
Maintenance programme for engine and emission control system.  
Replace engine oil and filter.  
Valve clearance adjustment.  
Alternator belt adjustment.  
Cleaning of mechanical fuel sediment trap.  
Measure CO-HC values at idle.  
In case of any unusual engine operating conditions check the emission system with the diagnostic unit XR-25.  
Check the fuel and evaporation lines
- d. Maintenance service at 12000 mile intervals  
Replace spark plugs.  
Check ignition cables and clean the whole ignition system.  
Replace air cleaner element, clean intake and check the air temperature thermostat.
- e. Maintenance service at 18000 mile intervals  
Replace the filter located in the bottom of the fuel evaporation canister.
- f. Maintenance service at 24000 mile intervals  
Check and clean the crankcase ventilation system.
- g. Maintenance service at 30000 mile intervals  
Replace the fuel filter.



342,743 Bendix

B E N D I X

LIST OF SPARE PARTS

1. Engine complete	114-000018	41. Exhaust silencer support	114-602310
2. Injector body	BENDIX	42. Resilient mounting complete	114-602280
3. Injector body gasket	114-093851	43. Mounting sheet guard	114-602110
4. Intake manifold complete	114-050615	44. Distributor arm	114-911070
5. Intake manifold insert	114-058070	45. Ignition distributor	114-911000
6. Exhaust manifold	114-050602	46. Oxygen probe	BENDIX
7. Temperature sensor of coolant	BENDIX	47. Revolution scanning unit	BENDIX
8. Temperature sensor	BENDIX	48. Electromagnetic valve	BENDIX
9. Air cleaner complete	114-946021	49. Starter motor	114-904000
10. Accelerator bowden cable comp.	114-522760	50. Sparking plug BOSCH F7DC	BOSCH NSR
11. Engine base, l.h. compl.	114-002472	51. No.1 cylinder ignition cable	114-093511
12. Exhaust manifold spacer	114-050660	52. No.2 cylinder igniiton cable	114-093521
13. Panel, complete	114-034570	53. No.3 cylinder ignition cable	114-093531
14. Equalization tank complete	114-030420	54. No.4 cylinder ignition cable	114-093541
15. Fuel filter	BENDIX	55. Coil to distrib. ign. cable	114-093500
16. Fuel pump	BENDIX	56. Pulley	114-030050
17. Activated carbon tank	BENDIX	57. Indented belt	CONTINENTAL NSR
18. Tank holder	114-032162	58. Battery	
19. Hose diam. 9,5/16,7x340	CODAN DANSKO	59. Ignition holder RENIX compl.	114-032314
20. Hose diam. 11/16x50	CODAN	60. Underpressure sensor	BENDIX
21. Clip complete	RASMUSEN NSR	61. Control unit RENIX	BENDIX
22. Clip complete	RASMUSEN NSR	62. Ignition end rate	BENDIX
23. Hose diam. 5/9x550	114-799922	63. Series resistor	BENDIX
24. Equalization tank holder	114-032160	64.	
25. Fuel pump holder	114-032161	65. Panel complete	114-034571
26. Fuel pump	115-945020	66. Wiring harness	LABINAL FR.
27. Junction	114-038760	67. Conductor of aggregate frame	
28. Junction	114-038761	earthing com	114-036600
29. Adapter	114-038790	68. Connecting hose diam.13/18x400	CODAN DANSKO
30. Stud	114-009120	69. Fuel hose diam.7,6/14,4x830	CODAN DANSKO
31. Flywheel complete	114-010301	70. Connecting hose diam. 48/58	CODAN
32. Gearbox complete	114-200020	71. Feed hose diam.3,5/5,5x2240 for	
33. Push rod complete	114-020500	S742 only	114-799920
34. Catalyst c/w accessories	WALKER NSR	72. Fuel tank	KAUTEX NSR
35. Packing ring	WALKER NSR	73. Fuel tank, sheet-metal	114-610001
36. Stud	WALKER NSR	74. Connecting hose diam.19/28x500	
37. Nut M 12	WALKER NSR	for sheet metal fuel tank only	CODAN
38. Conical spring	WALKER NSR	75. Feed hose diam.3,5/5,5x2600 for	
39. Exhaust silencer	114-600503	S743 only	114-799921
40. Gasket	114-690850	78. Hold-down band complete	113-612591
		79. Plate complete	113-614570

81. Hose diam. 5/13x540	CPIO	
82. Hose diam. 7/13x820	CPIO	
83. Hose diam. 7/13x800	CPIO	
84. Hose diam. 5/13x200	CPIO	
85. Panel bracket complete	114-702071	
86. Lid to rear floor board comp	114-702071	
87. Discharge pipe rear compl.	114-610532	
88. Feed pipe rear complete	114-610533	
89. Filler c/w insert	114-614911	insert only: 114-614911
90. Engine splash guard l.h. complete	114-710650	