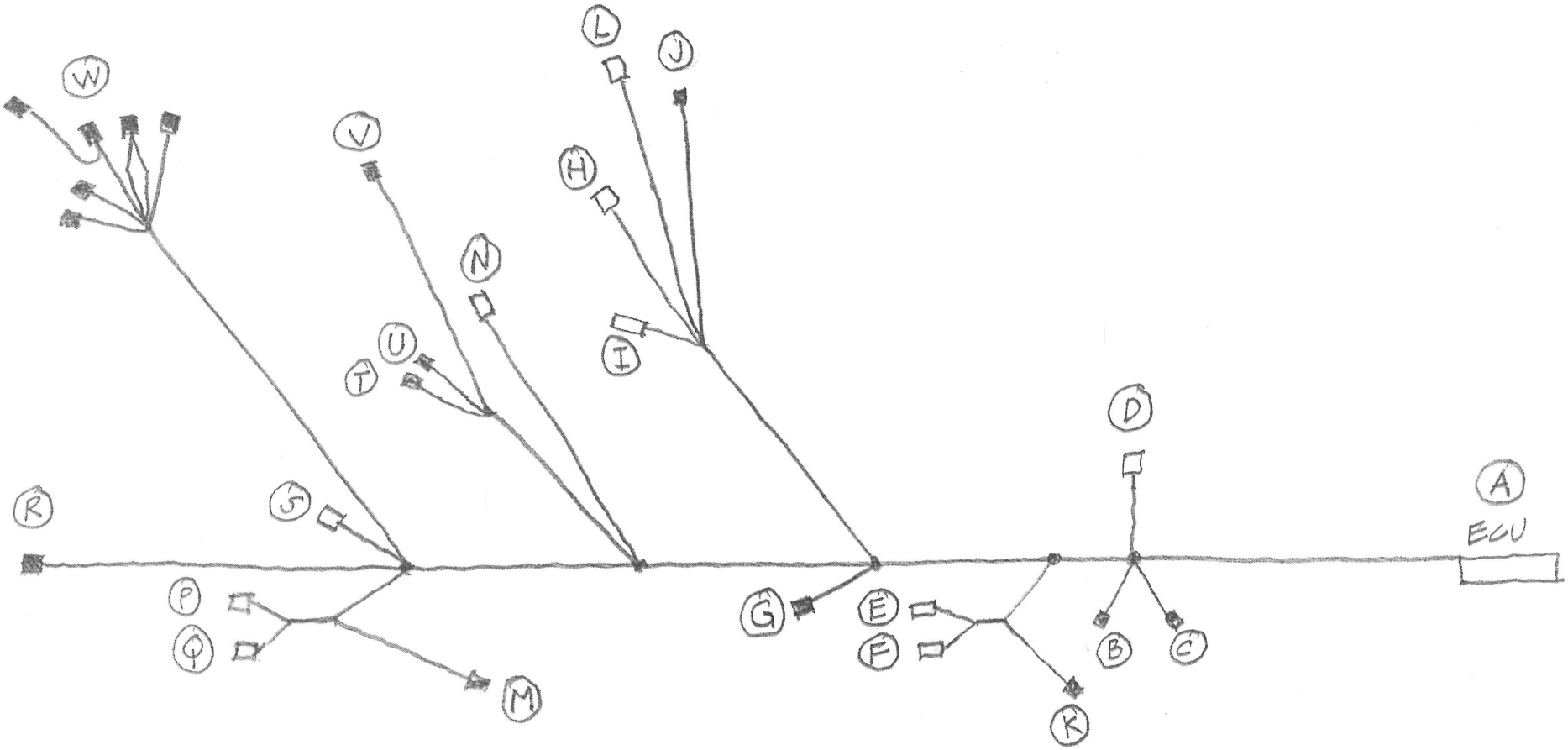
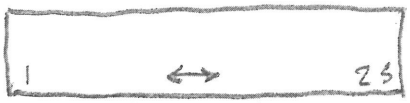


1968-69 VW TYPE 3 · FASTBACK WITH COLD START VALVE SYSTEM
(OPTIONAL EQUIP M 229)
D-JET FUEL INJECTION HARNESS

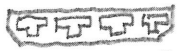
ECU CONNECTOR

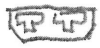
(A) 

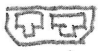
2, 14, 25 = EMPTY

(B) POWER RELAY 16

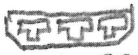
(C) POWER RELAY 24

(D) 
7 8 10 15

(E) 
FI 3
28 6

(F) 
FI 4 GREY BAND
29 4

(G) FUEL PUMP RELAY 19

(H) 
TRIGGER POINTS
21 12 22

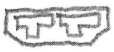
(I) 

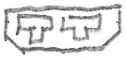
TS1 CYL HEAD TEMP

(J) GROUNDS 11, 31

(L) 
TS2 AIR TEMP SENSOR
13 1

(M) GROUNDS 26, 27

(N) 
THROTTLE VALVE SWITCH
17 20

(P) 
FI 1
26 3

(Q) 
FI 2 GREY BAND
27 5

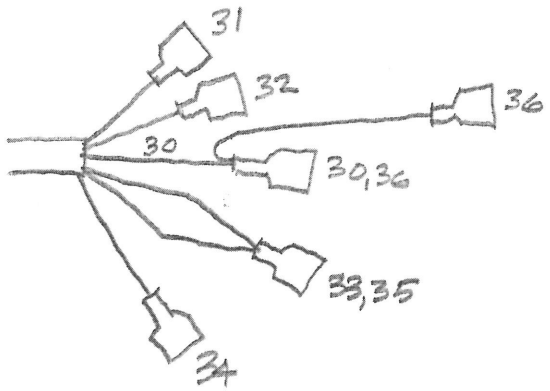
(R) STARTER 18, 35

(S) 
PRESSURE SWITCH
9 34

(T) 32
(U) 33
} COLD START VALVE

(V) 30 CSV THERMO SWITCH

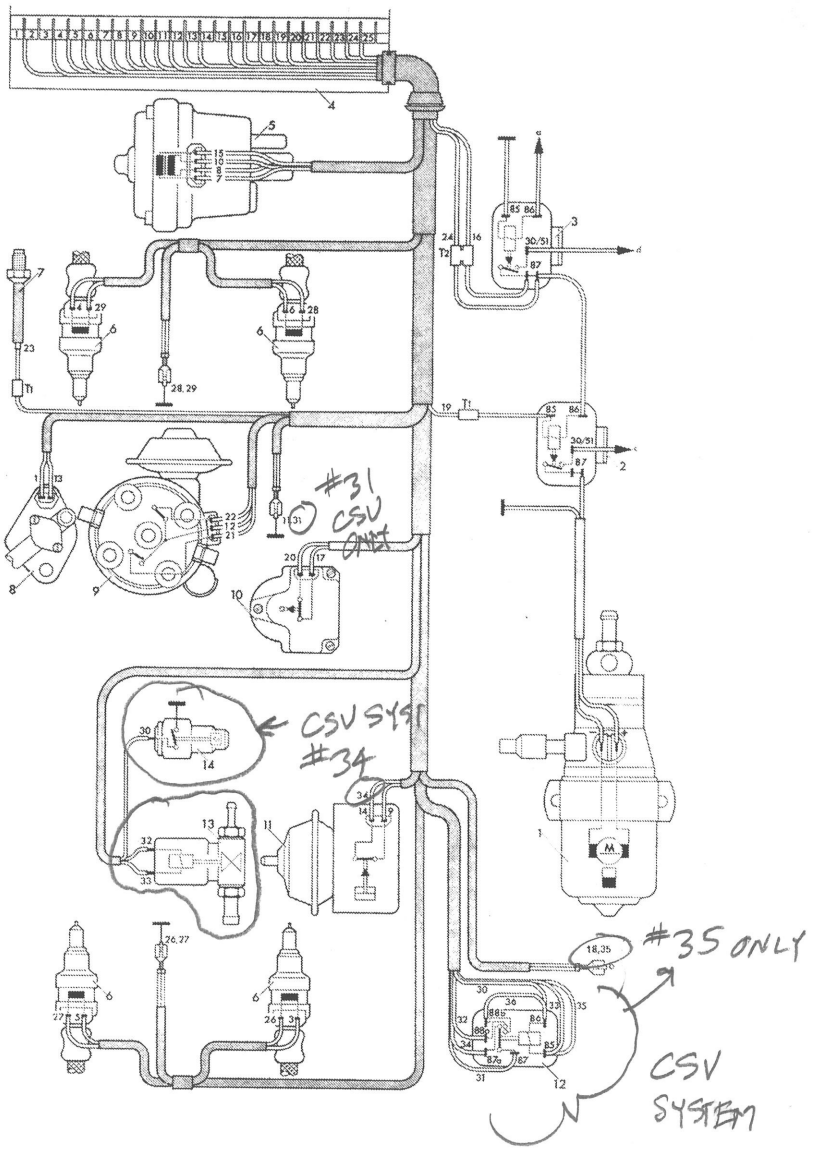
(W) CSV RELAY



1968-69 VW TYPE 3 · FAST BACK

Key:

1 – Electrically operated fuel pump
2 – Pump relay (relay I)
3 – Voltage supply relay (relay II)
4 – Electronic control unit
5 – Pressure sensor
6 – Electro-magnetic fuel injectors
7 – Temperature sensor I (on cylinder head)
8 – Temperature sensor II (on crankcase)
9 – Distributor with trigger contacts
10 – Throttle valve switch
11 – Pressure switch
12 – Cold starting device relay
13 – Electro-magnetic valve for cold starting device
14 – Thermostat for cold starting device
- a – to ignition/starter switch, terminal 15
- b – to starter, solenoid switch, terminal 50
- c – to terminal 30
- d – to battery +



Schematic wiring diagram of the electronic control system. The control unit (4) is the most important part of the fuel injection system. It controls the correct amount of fuel depending on the engine speed, the pressure in the intake system (engine load) and the engine temperature. When the ignition is switched on, the control unit receives its operating voltage directly from the battery via a voltage supply relay (3). By means of a time switch, the electronic control unit also provides current to the fuel pump via the voltage supply relay, allowing the pump to run for approximately 1-2 seconds after the ignition is switched on. Once the engine is running, the fuel pump receives its current via the pump relay (2). The control unit is connected to all the sender units by a special wiring harness coupled to a 25-point multiple plug.