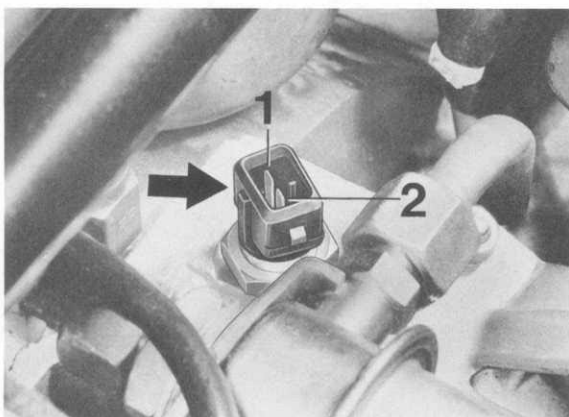


**Note:**

Two independent temperature sensors are installed in the temperature sensor housing.

Connect tester on only one contact of the sensor and a second test lead on ground.



1 – Electronic ignition

2 – LH-Jetronic

Temperature sensor II provides the LH control unit with information on the instantaneous engine temperature. It enriches the fuel/air mixture for cold starting and engine warm-up.

In case of interruption (inf. ohms): excessively rich mixture, engine will not run in warm state and cannot be started.

In case of short circuit (0 ohm): mixture too lean, no pickup in cold state.

In case of interruption, wires could be bridged for emergency operation of the car.

**TEST POINT 5****Throttle Switch.****1. Idle Speed Contact**

Pull off multiple pin plugs on LH and electronic ignition control units.

**1.1 Connect ohmmeter between terminals 3 and 5 on LH plug.**

Specifications:  
throttle closed = 0 ohm  
throttle opened = inf. ohms

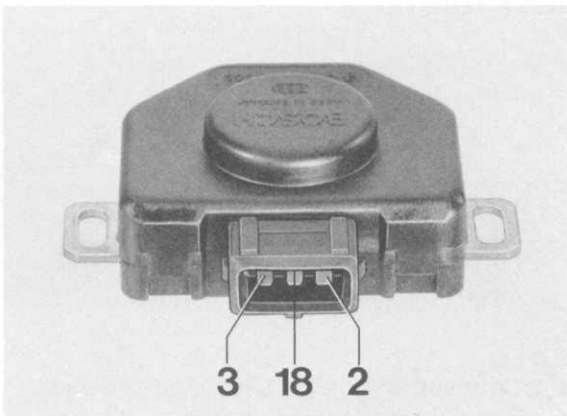
Switching over must take place already with a throttle gap of approx. 1°.

**2. Full Load Contact****2.1 Connect ohmmeter between terminals 12 and 5 on LH plug.**

Specifications:  
throttle closed = inf. ohms  
throttle in full load pos. = 0 ohm

Switching point is after approx. 3/4 throttle travel.

Make tests direct on throttle switch, if switching points are not reached.



2 = Idle speed contact

18 = Ground

3 = Full load contact

#### Note:

If idle speed switch has a break, there will be no coasting shutoff.

If idle speed switch has a short circuit, there will be a single cutout at high idle speed.

If full load switch has a break, there will be no full load enrichment.

If full load switch has a short circuit, enrichment will be too early and consequently fuel consumption too high.

## TEST POINT 6

### 1. Checking Fuel Injectors

If engine can be operated, pull off plugs on injectors separately.

If fuel injectors are okay, engine speed should drop each time.

If engine cannot be operated, measure voltage on one plug of injectors against ground.

One of both terminals should have battery voltage.

Measure coil resistance of fuel injectors.

Specification: 15 – 17.5 ohms  
(+ 15 ... 30 °C/+ 59 ... 86 °F).

### 2. Checking Injection Timing

Adjust oscilloscope according to instructions supplied with tester.

Connect adapter line (Bosch "L-Jetronic" No. 1 684 463 093) between one fuel injector and corresponding plug.

#### Caution!

Tester leads must not have contact with ground.