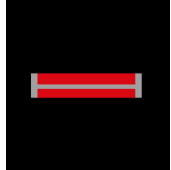
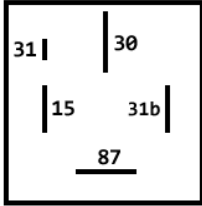

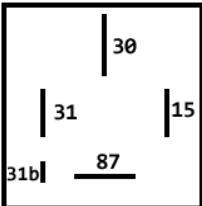

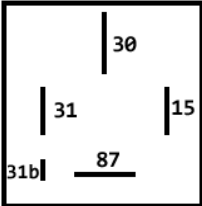
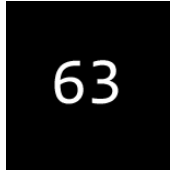
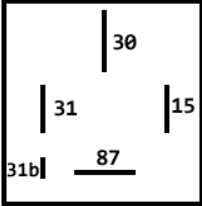
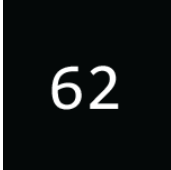
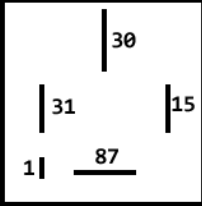
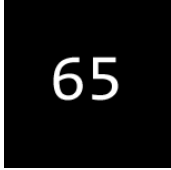
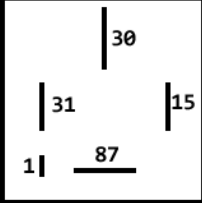


Volkswagen Cabriolet

K-Jetronic Fuel Pump Relay Guide

The large numbers printed on the top of the relays applies to OEM relays only. All **1.8L** fuel pump relays shown in this guide are interchangeable. All of these relays have a pump prime feature; if your fuel pumps are not priming at initial ignition on, the relay is faulty or the terminal 1 coil circuit is faulty. A large batch of KAE replacement relays have been built with incorrect circuitry; please see page 2 for more info.

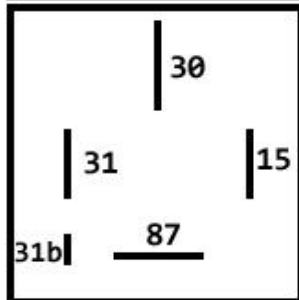
| Engines | Install Years* | Original OEM Relay | Replacement Aftermarket Relay(s) | ≈RPM Rev Limit | Pin Layout |
|---|-------------------------|---|--|----------------|---|
| 1.6L EG 1.6L EJ 1.7L EN | 1980-1982 🌐 |  VW #321906059C | KAE #3.300.100 | 7500+ |  |
| 1.7L EN 1.8L DX 1.8L JH 1.8L JJ 1.8L KT | 1983-1985 🌐 |  VW #321906059D | KAE #3.300.200 KAE #3.300.210 Hella #4RP 008 189-081 JP Group #1199207600 | 7500+ |  |
| 1.8L JH | 1986-1987 🇺🇸 |  VW #321906059E | KAE #3.300.200 KAE #3.300.210 Hella #4RP 008 189-081 JP Group #1199207600 | 7500+ |  |
| 1.8L DX 1.8L JH 1.8L KT | 1986-1987 🇪🇺 |  VW #321906059F | KAE #3.300.210 Kräcker #24.1400.20 Topran #103420755 Hella #4RP 008 189-081 JP Group #1199207600 | 7500+ |  |
| 1.8L DX 1.8L JH 1.8L KT | 1988-1993 🌐 |  VW #321906059G | KAE #3.300.220 Kräcker #24.1400.30 Hella #4RP 008 189-091 | 6200 |  |
| 1.8L JH | 1988-1992 🌐 Scirocco |  VW #321906059H | KAE #3.300.230 Kräcker #24.1400.40 Topran #107259015 Hella #4RP 008 189-061 | 6500 |  |

Relays 059D, E, F are functionally all the same; each letter simply superseded the previous version, with E appearing to have been a North America-only relay. There is conflicting information about whether relays 059D, E, F are high rev or no rev limit. Considering rev limit is a safety feature, and many of those without relay rev limits apparently had rev limit distributor rotors (which no solid lifter fuel injected Cabriolet came with), this guide is erring on the side of high rev limit, which ranges from around 7500 to 8000 rpm. Relays 059G and H have much lower rev limits than their predecessors, which coincides with the introduction of hydraulic cylinder heads.

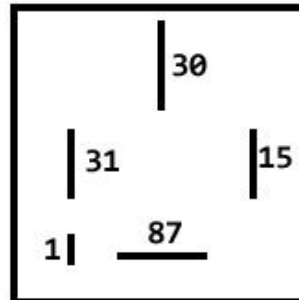
*While the 059F relay was not in use long, it was (and is) still readily available as a replacement for D and E. You will find, however, that the 059G relay (aftermarket) is what most parts stores are selling as replacement for D, E, F, because Volkswagen itself superseded F with G, potentially out of safety concerns.

Note/warning: A large quantity of KAE 220 and 230 relays have documented incorrect circuit boards, as seen below. These relays were never recalled and are still being sold. For North American owners, it is highly recommended that you not waste your money and time buying KAE 220 and 230 relays. Instead, try to source the KAE 210, or Kracker/Hella relays using the part numbers above.

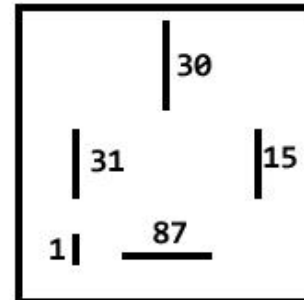
1983-1993 Cabriolet CIS Fuel Pump Relays



321906059D
321906059E
321906059F



321906059G



321906059H

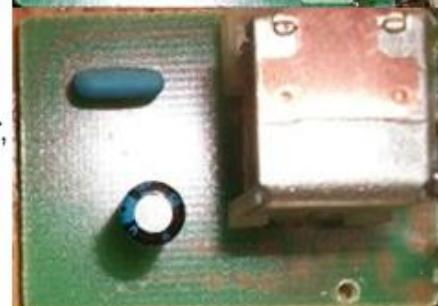
All of the above replacement relays are interchangeable, provided the factory installed the correct circuit board:



If possible, before leaving the store (or if the car will not stay running after installing a new KAE relay), open the relay. You should see circuit board 055.



If you see 056 or similar, it is the incorrect circuitry for the relay & should be returned.



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