

MAIN GROUP

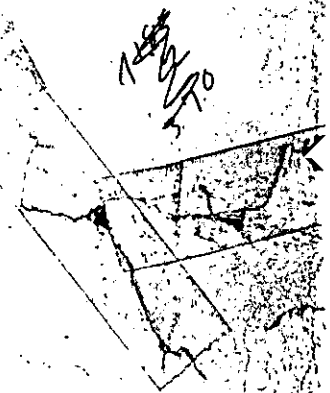
1

ENGINE

- 00 Engine
- 01 Crankcase
- 99 Engine to transmission securing parts
- 01 Cylinders, Cylinder head
- 05 Crankshaft, Connecting rods, Crankshaft bearings
- 07 Piston, Piston rings
- 09 Camshaft, Valves
- 15 Oil pump, Dual oil pump
- 15 Oil filler
- 17 Oil cooler
- 19 Air cooling
- 19 Cooling air control
- 19 Engine cover plates
- 27 Fuel pump
- 27 Fuel lines
- 29 Carburetors 25-, 30 b.h.p. engine
- 29 Body upper for carburetor 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p.
- 29 Main body for carburetor 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p.
- 29 Air cleaner
- 29 Connecting parts for air cleaner
- 29 Intake manifold and intake pipe
- 31 Exhaust Control System
- 41 Clutch
- 41 Clutch - Automatic
- 42 Automatic clutch (Saxomat)
- 42 Clutch - Automatic
- 98 Repair kits

Illustration

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- A 4
- B 4
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LIST OF ENGINE NUMBERS

| | |
|---|--|
| 25 b.h.p. engine – 30 SAE up to Engine No. 1 – 695 281 | 111-118, 151, 152 |
| <i>0.9/3.0</i> 30 b.h.p. engine – 36 SAE from Engine No. 1 – 695 282 up to 4 050 000 from Engine No. 1 – 695 282 up to 3 912 903 | 111, 112, 115, 116 113, 114, 117, 118, 141-144, 151, 152 |
| 34 b.h.p. engine – 41.5 SAE from Engine No. 5 000 001 up to 9 800 000 | 113, 114, 117, 118, 141-144, 151, 152; M 5: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. D 0 000 001 up to D 0 095 049 | 111, 112, 115, 116; M 5: 111-118, 141-144, 151, 152 |
| from Engine No. D 0 095 050 up to D 0 234 014 | M 5: 111-118; M 88: 113, 114, 117, 118, 151, 152; M 129: 111, 112, 115, 116 |
| from Engine No. D 0 234 015 | 111, 112, 115, 116; M 88: 113, 114, 117, 118, 151, 152 |
| 37 b.h.p. engine – 47 SAE from Engine No. E 0 000 001 up to E 0 022 000 | M 87/M 240: 113, 114, 117, 118, 151, 152; M 52/M 240: 111, 112, 115, 116 |
| 40 b.h.p. engine – 50 SAE from Engine No. F 0 000 001 up to F 0 940 716 | 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. F 0 940 717 up to F 1 237 506 | 111, 112, 115, 116; M 87: 113, 114, 117, 118, 151, 152 |
| from Engine No. F 1 237 507 up to F 2 200 000 | M 87: 113, 114, 117, 118, 151, 152; M 52: 111, 112, 115, 116 |
| from Engine No. F 1 462 599 up to F 2 200 000 | M 9/M 87: 113, 114, 117, 118, 151, 152 |
| from Engine No. F 1 778 164 up to F 2 200 000 | M 9/M 52: 111, 112, 115, 116 |
| from Engine No. L 0 000 001 up to L 0 026 500 | M 240: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. AC 0 000 001 | M 87/M 240: 113, 114, 117, 118, 141-144, 151, 152; M 52/M 240: 111, 112, 115, 116 |

| | |
|--|--|
| 44 b.h.p. engine – 52; 53 SAE from Engine No. H 0 204 001 up to H 1 350 000 | 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. H 0 879 927 up to H 1 350 000 | M 9: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. H 5 000 001 up to H 5 900 000 | M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. H 5 077 366 up to H 5 900 000 | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. AB 0 000 001 | M 87: 113, 114, 117, 118, 151, 152; M 9/M 87: 113, 114, 117, 118, 151, 152; M 52: 111, 112, 115, 116; M 9/M 52: 111, 112, 115, 116 |
| 46 b.h.p. engine – 55 SAE from Engine No. AF 0 000 001 | M 240: 113, 114, 117, 118, 141-144, 151, 152 |
| 47 b.h.p. engine – 57 SAE from Engine No. B 6 000 001 up to B 6 600 000 | M 157: 113, 114, 117, 118, 141-144, 151, 152; M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| 48 b.h.p. engine – 58 SAE from Engine No. AE 0 000 001 | M 26/M 157: 113, 114, 117, 118, 141-144, 151, 152; M 9/M 26/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| from Engine No. AH 0 000 001 | M 9/M 26/M 27/M 157: 113, 114; 117, 118, 141-144, 151, 152 |
| 50 b.h.p. engine – 60 SAE from Engine No. AD 0 000 001 | 113, 114, 117, 118, 141-144; 151, 152; M 9: 113, 114, 117, 118, 141-144, 151, 152 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

ENGINE ASSY. WITH IGNITION, HEATING AND EXHAUST SYSTEMS INCLUDING GENERATOR, CLUTCH AND AIR CLEANER

| | | | | |
|---|---------------|---|------------|---|
| - | 113 100 011 D | Engine 6 V, 44 b.h.p. from Chassis No. 117 000 001 up to 117 999 000 | 1 | 113, 114, 117, 118, 151, 152 |
| - | 141 100 011 | Engine 6 V, 44 b.h.p. without air cleaner from Chassis No. 147 000 001 up to 147 999 000 | 1 | 141-144 |
| - | 111 100 025 E | Engine 6 V, 34 b.h.p. For installation in Typ 141-144 use: 113 129 435 A Air correction 145 y from Chassis No. 3 192 507 up to 115 999 000 from Chassis No. 116 000 001 up to 116 1021 300 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 111, 112, 115, 116 |
| - | 113 100 027 E | Engine 6 V, 40 b.h.p. from Chassis No. 116 000 001 up to 116 1021 300 | 1 | 113, 114, 117, 118, 151, 152 |
| - | 113 100 027 K | Engine 6 V, 37 b.h.p. - Recessed crown pistons .. from Chassis No. 116 000 001 up to 116 1021 300 | 1 | M 240 |
| - | 141 100 027 A | Engine 6 V, 40 b.h.p. without air cleaner from Chassis No. 146 000 001 up to 146 463 103 | 1 | 141-144 |
| - | 141 100 027 G | Engine 6 V, 40 b.h.p. without air cleaner, from Chassis No. 146 463 104 up to 146 1021 300 | 1 | 141-144 |
| - | 211 100 031 C | Engine 6 V, 40 b.h.p. - Recessed crown pistons .. from Chassis No. 117 000 001 up to 117 999 000 | 1 | M 240 |
| - | 113 100 053 | Engine 44 b.h.p. from Chassis No. 117 000 001 up to 117 999 000 from Chassis No. 118 000 001 up to 110 3100 000 (replace for Models 141-144; 113 129 435 F by 113 129 435 H) | 1 1 | M 610: 113, 114, 117, 118, 141-144, 151, 152 113, 114, 117, 118, 141-144, 151, 152 |

MAIN GROUP

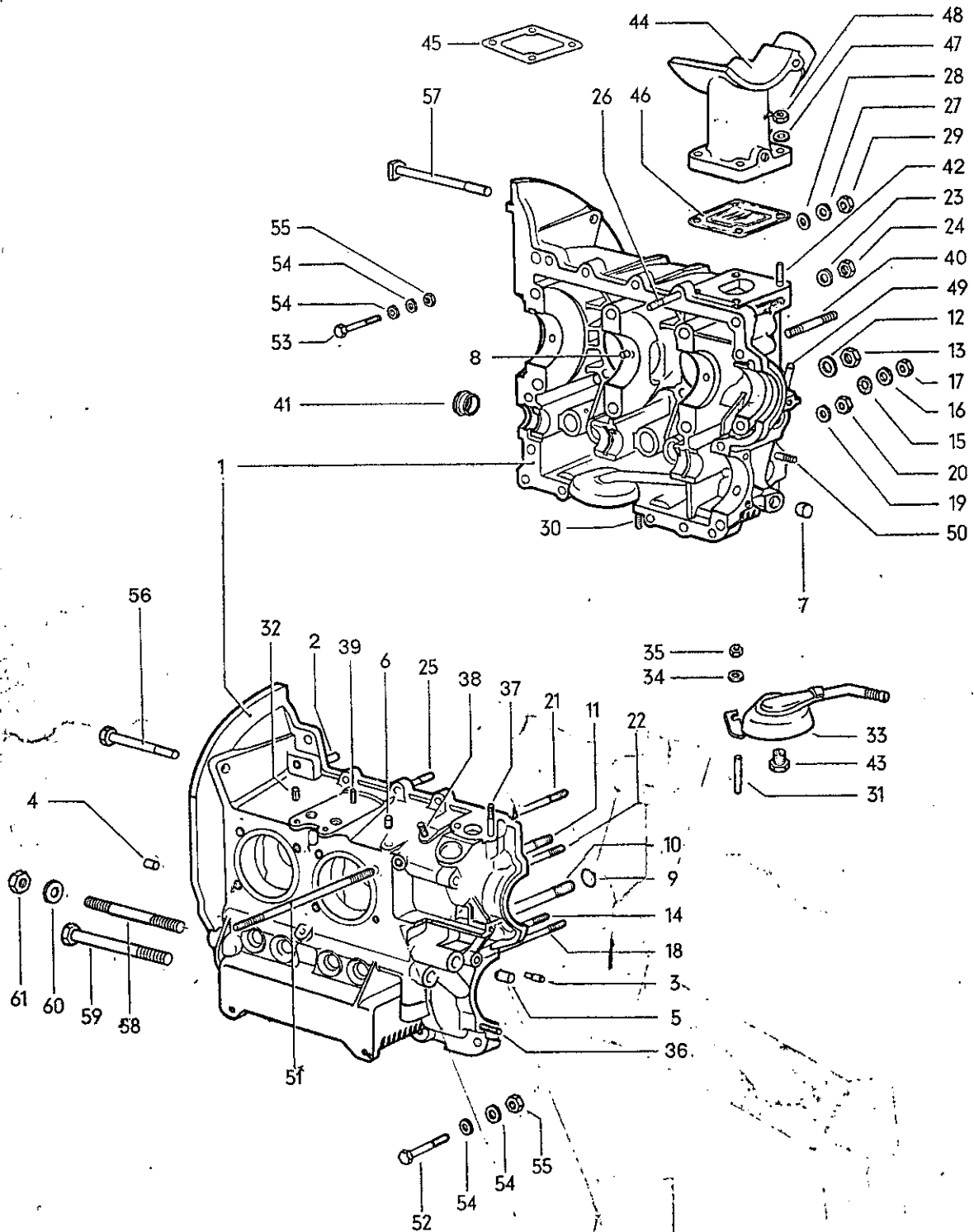
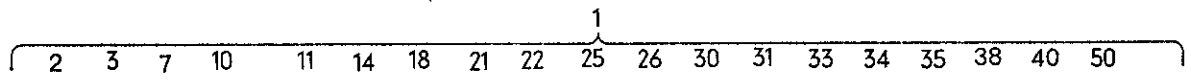
ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|-----------------|--|----------|--|
| | | 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| - | 113 100 053 C | Engine 14 b.h.p. - Automatic from Chassis No. 118 071 440 up to 110 3100 000 (replace for Models 141-144: 113 129 435 F by 113 129 435 H) | 1 | M 9 |
| - | 113 100 053 D | Engine 40 b.h.p. from Chassis No. 117 000 001 up to 117 999 000 | 1 | M 610: 111, 112, 115, 116; M 610/M 87 |
| | | from Chassis No. 118 000 001 up to 119 1200 000 | 1 | M 87 |
| | | from Chassis No. 110 2000 001 up to 110 3100 000 | 1 | M 52/M 610, M 87 |
| - | 113 100 053 J | Engine 40 b.h.p. - Automatic from Chassis No. 119 000 001 up to 110 3100 000 | 1 | M 9/M 52/M 610, M 9/M 87 |
| - | 113 100 053 K | Engine 6 V, 40 b.h.p. from Chassis No. 117 000 001 up to 117 999 000 | 1 | 111, 112, 115, 116; M 87 |
| | | from Chassis No. 118 000 001 up to 110 3100 000 | 1 | M 52 |
| - | 113 100 053 S | Engine 40 b.h.p. - Recessed crown pistons from Chassis No. 118 000 001 up to 110 3100 000 | 1 | M 240 |
| - | 113 100 053 T | Engine 37 b.h.p. - Recessed crown pistons from Chassis No. 118 000 001 up to 110 3100 000 | 1 | M 52/M 240/M 610, M 240/M 87 |
| - | 113 100 055 * | Engine 47 b.h.p. from Chassis No. 118 000 001 up to 110 3100 000 | 1 | M 157 |
| - | 113 100 055 A * | Engine 47 b.h.p. - Automatic up to Chassis No. 110 3100 000 | 1 | M 9/M 157 |
| - | 113 100 055 M * | Engine 50 b.h.p. from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 26/M 157 |
| - | 113 100 055 N * | Engine 50 b.h.p. - Automatic from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 9/M 26/M 157 |
| - | 113 100 056 D | Engine 48 b.h.p. from Chassis No. 112 2000 001 up to 112 2206 302 | 1 | M 26/M 157 |
| | | from Chassis No. 112 2206 303 | 1 | M 27/M 157 |
| - | 113 100 056 E | Engine 48 b.h.p. - Automatic from Chassis No. 112 2000 001 | 1 | M 9/M 26/M 157 |
| - | 113 100 056 L | Engine 48 b.h.p. - Automatic from Chassis No. 112 2000 001 | 1 | M 9/M 26/M 27/M 157 |
| - | 113 100 056 P | Engine 48 b.h.p. from Chassis No. 112 2206 303 | 1 | M 26/M 157 |
| - | 111 100 061 | Engine 6 V, 34 b.h.p. from Chassis No. 117 000 001 up to 117 999 000 | 1 | M 88, M 129 |
| | | from Chassis No. 118 000 001 | 1 | 111, 112, 115, 116 |

| Part No. | Description | Quantity | Type and model |
|---|--|----------|--|
| DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | |
| 111 100 061 E | Engine 34 b.h.p. from Chassis No. 118 000 001 | 1 | M 88, M 610 |
| 113 100 061 D | Engine 6 V, 37 b.h.p. - Recessed crown pistons ... from Chassis No. 117 000 001 up to 117 999 000 | 1 | M 240: 111, 112, 115, 116; M 240/M 87 |
| 113 100 061 E | Engine 44 b.h.p. from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 52/M 610, M 87 |
| 113 100 061 F | Engine 50 b.h.p. from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| 113 100 061 G | Engine 50 b.h.p. - Automatic from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 9 |
| 113 100 061 H | Engine 46 b.h.p. - Recessed crown pistons from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 240 |
| 113 100 061 M | Engine 44 b.h.p. - Automatic from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 9/M 52/M 610, M 9/M 87 |
| 113 100 061 Q | Engine 40 b.h.p. - Recessed crown pistons from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 87/M 240, M 52/M 240/M 610 |
| 113 100 061 R | Engine 6 V, 44 b.h.p. from Chassis No. 111 2000 001 up to 111 3200 000 | 1 | M 52 |
| 113 100 063 | Engine 50 b.h.p. from Chassis No. 112 2000 001 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| 113 100 063 A | Engine 50 b.h.p. from Chassis No. 112 2000 001 | 1 | M 9 |
| 113 100 063 B | Engine 44 b.h.p. from Chassis No. 112 2000 001 | 1 | M 52/M 610, M 87 |
| 113 100 063 C | Engine 6 V, 44 b.h.p. from Chassis No. 112 2000 001 | 1 | M 52 |
| 113 100 063 P | Engine 46 b.h.p. from Chassis No. 112 2000 001 | 1 | M 240 |
| 113 100 063 R | Engine 40 b.h.p. from Chassis No. 112 2000 001 | 1 | M 87/M 240, M 52/M 240/M 610 |
| 113 100 063 T | Engine 44 b.h.p. - Automatic from Chassis No. 112 2000 001 | 1 | M 9/M 87, M 9/M 52/M 610 |



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| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CRANKCASE

| | | | | |
|-----|---------------|--|---|---|
| (1) | 111 101 025 | Crankcase | 1 | 25 b.h.p. |
| (1) | 111 101 025 A | Crankcase | 1 | 30 b.h.p. |
| (1) | 111 101 025 E | Crankcase | 1 | 34 b.h.p. |
| | | up to Engine No. D 0 525 049 (see VW Parts Service Bulletin 1-12) | | |
| (1) | 111 101 025 F | Crankcase (Saxomat) | 1 | 34 b.h.p.: M 5 |
| | | (up to Engine No. 9 800 000 113 101 157 C and 111 198 541 are additionally required) up to Engine No. D 0 234 014 (see VW Parts Service Bulletin 1 - 12) | | |
| 1 | 113 101 025 F | Crankcase | 1 | 34 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (2) | 111 101 111 | Dowel pin 8X18 - Crankcase jointing faces | 4 | 25-, 35 b.h.p. |
| | | up to Engine No. 2 718 442 | | |
| 2 | 113 101 111 | Dowel pin 8X25 - Crankcase jointing faces | 2 | |
| | | from Engine No. 2 718 443 | | |
| 3 | 113 101 112 | Plug - Oil passage | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 4 | 111 101 115 | Plug 5.5 mm dia. - Crankcase | x | 30 b.h.p. |
| 5 | 113 101 118 D | Plug 14.2 mm dia. | x | 44 b.h.p.: M 9 |
| | | up to Engine No. H 1 350 000 | x | 40 b.h.p.: M 9/M 240 |
| | | up to Engine No. L 0 026 500 | | |
| 6 | 111 101 119 A | Plug 9.45 mm dia. - Crankcase | x | 25-, 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (7) | N 13 856 1 | Plug, slotted, M 16×1.5 | | |
| | | up to Engine No. 3 912 903 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 525 049 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 020 130 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 800 668 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 138 354 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 024 240 | 1 | 40 b.h.p.: M 240 |
| 7 | 113 101 122 A | Plug 19.2 mm dia. – Oil pipe drilling | | |
| | | from Engine No. E 0 020 131 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 800 669 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 138 355 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 241 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 8 | 111 101 123 | Dowel pin – Crankshaft bearing | 5 | |
| 9 | *113 101 125 | Sealing washer 10×18 – Stud – | | |
| | | Crankshaft bearing No. I, II, III | | |
| | | from Engine No. E 0 008 500 up to E 0 022 000 | 6 | 37 b.h.p.: M 240 |
| | | from Engine No. F 0 991 728 up to F 2 200 000 | 6 | 40 b.h.p. |
| | | from Engine No. H 0 398 526 up to H 1 350 000 | 6 | 44 b.h.p. |
| | | from Engine No. L 0 007 500 up to L 0 026 500 | 6 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 6 | 47 b.h.p. |
| | | from Engine No. D 0 109 385 | 6 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 6 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (9) | *111 101 127 | Sealing washer 10×19 – Stud – | | |
| | | Crankshaft bearing No. I, II, III | 6 | 25-, 30 b.h.p. |
| (10) | N 14 413 1 | Stud AM 10 A×137 – | | |
| | | Crankshaft bearing No. I, II, III | 6 | 25-, 30 b.h.p. |
| (10) | N 14 414 1 | Stud CM 12×1.5 A/M 10×137 – | | |
| | | Crankshaft bearing No. I, II, III | x | 25-, 30 b.h.p. |
| (10) | N 14 500 1 | Stud AM 12×1.5 A×141 – | | |
| | | Crankshaft bearing No. I, II, III | 6 | 34 b.h.p. |
| | | up to Engine No. D 0 046 362 | | |
| (10) | N 14 563 1 | Stud CM 14×1.5 A/M 12×1.5 A×140 – | | |
| | | Crankshaft bearing No. I, II, III | x | 34 b.h.p. |
| | | up to Engine No. D 0 046 362 | | |
| 10 | N 14 501 1 | Stud AM 12×1.5 A×156 lower – | 3 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | Crankshaft bearing No. I, II, III | | |
| | | from Engine No. D 0 046 363 | 3 | 34 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------------------------|--|-----------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (10) | N 14 496 1 | Stud CM 14×1.5 A/M 12×1.5×156 lower - Crankshaft bearing No. I, II, III from Engine No. D 0 046 363 | × × | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| 11 | N 14 516 1 | Stud AM 12×1.5 A×166 upper - Crankshaft bearing No. I, II, III from Engine No. D 0 046 363 | 3 3 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (11) | N 14 571 1 | Stud CM 14×1.5 A/M 12×1.5×166 upper - Crankshaft bearing No. I, II, III from Engine No. D 0 046 363 | × × | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (12) | N 11 655 2 | Washer 11.5 - Stud - Crankshaft bearing No. I, II, III | 6 | 25-, 30 b.h.p. |
| 12 | 113 101 129 SSBY 043101129 | Washer 12.2×22 - Stud - Crankshaft bearing No. I, II, III | 6 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (13) | N 11 010 4 | Nut, hex. M 10 - Stud - Crankshaft bearing No. I, II, III | 6 | 25-, 30 b.h.p. |
| 13 | 113 101 131 | Nut hex. M 12×1.5 - Stud - Crankshaft bearing No. I, II, III | 6 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (13) | 113 101 131 A | Sealing nut M 12×1.5 - Stud - Crankshaft bearing No. I, II, III up to Engine No. D 0 109 384 up to Engine No. E 0 008 499 up to Engine No. F 0 991 727 up to Engine No. H 0 398 525 up to Engine No. L 0 007 499 | × × × × × | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |
| (14) | N 14 409 2 | Stud AM 8 A×71 - Crankshaft bearing No. IV | 2 | 25-, 30 b.h.p. |
| (14) | N 14 410 1 | Stud CM 10 A/M 8×71 - Crankshaft bearing No. IV | × | 25-, 30 b.h.p. |
| 14 | N 14 397 9 | Stud AM 8 A×56 - Crankshaft bearing No. IV | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (14) | N 14 491 1 | Stud CM 10 A/M 8×56 - Crankshaft bearing No. IV | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 15 | N 13 830 1 | Sealing washer A 8×14 - Stud - Crankshaft bearing No. IV | 2 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (16) | N 11 654 2 | Washer 9.5 – Stud – Crankshaft bearing No. IV | 2 | 25-, 30 b.h.p. |
| 16 | N 12 241 2 | Spring washer B 8×15 – Stud – Crankshaft bearing No. IV | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 17 | N 11 008 8 | Nut, hex. M 8 – Stud – Crankshaft bearing No. IV | 2 | |
| (18) | N 14 403 1 | Stud AM 6 A×49 upper – Oil pump jointing face | 1 | 25-, 30 b.h.p. |
| (18) | N 14 404 1 | Stud CM 8 A/M 6×49 upper – Oil pump jointing face | × | 25-, 30 b.h.p. |
| 18 | N 14 399 2 | Stud AM 8 A×97 upper – Oil pump jointing face | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (18) | N 14 485 1 | Stud CM 10 A/M 8×97 upper – Oil pump jointing face | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (19) | N 12 226 2 | Spring washer B 6 – Stud upper – Stud upper – Oil pump jointing face | 1 | 25-, 30 b.h.p. |
| 19 | N 12 241 2 | Spring washer B 8×15 – Stud upper – Oil pump jointing face | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (20) | N 11 006 2 | Nut, hex. M 6 – Stud upper – Oil pump jointing face | 1 | 25-, 30 b.h.p. |
| 20 | N 11 008 8 | Nut, hex. M 8 – Stud upper – Oil pump jointing face | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 21 | N 14 444 1 | Stud AM 8 A×125 upper – Camshaft bearing No. 1 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (22) | N 14 486 1 | Stud CM 10 A/M 8×125 upper – Camshaft bearing No. 1 | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 22 | N 14 419 1 | Stud AM 8 A×112 lower – Camshaft bearing No. 1 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (22) | N 14 481 2 | Stud CM 10 A/M 8×112 lower – Camshaft bearing No. 1 | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 23 | N 12 241 2 | Spring washer B 8×15 – Stud – Camshaft bearing No. 1 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 24 | N 11 008 8 | Nut, hex. M 8 – Stud – Camshaft bearing No. 1 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 25 | N 14 396 3 | Stud AM 8 A×50 – Jointing faces up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. 5 000 001 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 7 7 7 7 7 7 6 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (25) | N 14 490 1 | Stud CM 10 A/M 8×50 – Jointing faces | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 26 | N 14 442 4 | Stud AM 8 A×60 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (26) | N 14 408 2 | Stud CM 10 A/M 8×62 – Jointing faces from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 27 | N 12 241 2 | Spring washer B 8×15 – Stud – Jointing faces | 7 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 28 | N 11 525 2 | Washer A 8.4 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 29 | N 11 008 8 | Nut, hex. M 8 – Stud – Jointing faces | 7 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 30 | N 14 542 1 | Stud AM 6 A×21 – Oil strainer cover | 6 5 | 25-, 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (30) | N 14 478 1 | Stud CM 8 A/M 6×21 – Oil strainer cover | x | |
| 31 | N 14 543 1 | Stud AM 6 A×30 – Oil strainer cover and oil pipe with dome | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (31) | 113 101 139 | Stud oversize – Oil strainer cover and oil pipe with dome | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37 = 47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 32 | 113 101 145 A | Bush - Oil cooler mounting from Engine No. D 0 675 000 | 2 | 34 b.h.p. |
| (33) | 111 101 149 | Oil pipe with dome | 1 | 25-, 30 b.h.p. |
| 33 | 111 101 149 A | Oil pipe with dome | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 020 131 up to E 0 022 000 | 1 | 40 b.h.p. |
| | | from Engine No. F 1 800 669 up to F 2 200 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 241 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 547 158 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (33) | 113 101 149 A | Oil pipe with dome up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| (33) | 311 101 149 A | Oil pipe with dome | 1 | 34 b.h.p. |
| | | from Engine No. D 0 000 001 up to D 0 547 157 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 020 130 | 1 | 40 b.h.p. |
| | | up to Engine No. F 1 800 668 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 024 240 | 1 | 40 b.h.p.: M 240 |
| 34 | N 11 524 4 | Washer A 6.4 - Oil pipe with dome | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 35 | 113 101 175 | Nut hex. M 6 - Oil pipe with dome | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | N 14 434 1 | Stud AM 6 A X 28 - Oil pump | 4 | 25-, 30 b.h.p. |
| (36) | N 14 454 2 | Stud CM 8 A/M 6 X 28 - Oil pump | x | 25-, 30 b.h.p. |
| (36) | N 14 401 3 | Stud AM 6 A X 31 - Oil pump | 4 | 34 b.h.p. |
| | | up to Engine No. D 0 230 000 | 4 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 011 699 | 4 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 4 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 4 | 40 b.h.p.: M 240 |
| (36) | N 14 402 1 | Stud CM 8 A/M 6 X 31 - Oil pump | x | 34 b.h.p. |
| | | up to Engine No. D 0 230 000 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 011 699 | x | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | x | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | x | 40 b.h.p.: M 240 |
| 36 | N 14 395 3 | Stud AM 8 A X 42 - Oil pump | 4 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 011 700 up to E 0 022 000 | 4 | 40 b.h.p. |
| | | from Engine No. F 1 225 019 up to F 1 200 000 | 4 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 026 500 | 4 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 4 | 47 b.h.p. |
| | | from Engine No. D 0 230 001 | 4 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---|------------|--|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60. | | | | |
| (36) | N 14 428 4 | Stud AM 8 A×48 - Dual oil pump | 4 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 4 | 40 b.h.p.: M 9 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 4 | 44 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 4 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 4 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 4 | 47 b.h.p.: M 9/M 157 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 4 | 50 b.h.p.: M 9 |
| | | from Engine No. AD 0 000 001 | 4 | 48 b.h.p.: M 9/M 26/M 57 |
| | | from Engine No. AE 0 000 001 | 4 | 46 b.h.p.: M 9/M 240 |
| | | from Engine No. AF 0 000 001 | 4 | 48 b.h.p.: M 9/M 26/M 27/M 57 |
| | | from Engine No. AH 0 000 001 | 4 | |
| 37 | N 14 407 1 | Stud AM 8 A×62 - Fuel pump | 2 | 25-, 30 b.h.p. |
| (37) | N 14 408 2 | Stud CM 10 A/M 8×62 - Fuel pump | x | 25-, 30 b.h.p. |
| 37 | N 14 396 3 | Stud AM 8 A×50 - Fuel pump | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | N 14 566 1 | Stud CM 10 A/M 8×51 - Fuel pump | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (38) | N 14 532 2 | Stud AM 8 A×32 - Distributor | 1 | 25-, 30 b.h.p. |
| (38) | N 14 561 2 | Stud M 10 A/M 8×30 - Distributor | x | 25-, 30 b.h.p. |
| 38 | N 14 398 3 | Stud AM 8 A×27 - Distributor | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (38) | N 14 482 1 | Stud CM 10 A/M 8×27 - Distributor | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (39) | N 14 451 2 | Stud AM 6 A×23 - Oil cooler | 1 | 25-, 30-, 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p. M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| 39 | N 14 443 4 | Stud AM 8 A×38 - Oil cooler | 1 | 40-, 44-, 46-, 47-, 50 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| (39) | N 14 452 1 | Stud CM 8 A/M 6×23 - Oil cooler | x | |
| - | N 14 451 2 | Stud AM 6 A×23 - Push rod guide plate | 4 | 25-, 30 b.h.p. |
| - | N 14 478 1 | Stud CM 8 A/M 6×21 - Push rod guide plate | x | 25-, 30 b.h.p. |
| - | N 11 006 2 | Nut, hex. M 6 | 4 | 25-, 30 b.h.p. |
| 40 | N 14 532 2 | Stud AM 8 A×32 - Bracket - Thermostat | 2 | |



| No. | Part No. | Description | Quantity | Type and model |
|------|--|---|----------|--|
| | 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | |
| (40) | N 14 561 2 | Stud CM 10 A/M 8×30 – Bracket – Thermostat ... | x | |
| (31) | 111 101 157 | End plug – Camshaft | 1 | 25-, 30 b.h.p. |
| (41) | 113 101 157 | End plug – Camshaft | 1 | 34 b.h.p. |
| | | up to Engine No. 9 800 000 | | |
| | 113 101 157 C | End plug – Camshaft | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 1 | 34 b.h.p. |
| | N 14 443 4 | Stud AM 8 A×38 – Generator support | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (2) | N 14 483 1 | Stud CM 10 A/M 8×38 | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (4) | 111 101 195 | Oil drain plug (oversize) | x | 25-, 30 b.h.p. |
| | | up to Engine No. 3 072 319 | | |
| (23) | 111 101 196 | Oil drain plug (2 nd oversize) | x | 25-, 30 b.h.p. |
| | | up to Engine No. 3 072 319 | | |
| (45) | 111 101 199 | Oil drain plug – Magnetic (oversize) | x | 25-, 30 b.h.p. |
| | | up to Engine No. 3 072 319 | | |
| | 113 101 211 C | Generator support (for generator 90 mm dia.) ... | 1 | 34 b.h.p. |
| | | up to Engine No. 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | (use 113 115 451 B up to Engine No. D 0 095 04?) | | |
| | 113 101 211 E | Generator support (for generator 105 mm dia.) ... | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | 113 101 219 | Gasket – Generator support | 1 | 34 b.h.p. |
| | | up to Engine No. D 0 234 014 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 014 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 1 237 506 | 1 | 44 b.h.p. |
| | | up to Engine No. H 0 874 199 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 019 336 | 1 | |
| (46) | 113 101 221 B | Oil deflector plate | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 014 001 up to E 0 022 000 | 1 | 40 b.h.p. |
| | | from Engine No. F 1 237 507 up to F 2 200 000 | 1 | 44 b.h.p. |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 47 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 34 b.h.p. |
| | | from Engine No. D 0 234 015 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|--|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 47 | N 12 241 2 | Spring washer B 8×15 – Generator support | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 48 | N 11 008 8 | Nut, hex. M 8 – Generator support | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (49) | 111 115 631 | Tube – Oil level dipstick | 1 | 25-, 30 b.h.p. |
| 49 | 113 115 631 | Tube – Oil level dipstick | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 50 | N 14 532 2 | Stud AM 8 A×32 (see VW Parts Service Bulletin 1 - 12) | x | |
| (51) | N 14 415 1 | Stud AM 10 A×166 upper and lower – Cylinder head | 16 | 25 b.h.p. |
| (51) | N 14 416 1 | Stud CM 12×1.5 A/M 10×166 – Cylinder head | x | 25 b.h.p. |
| (51) | N 14 422 1 | Stud AM 10 A×196 upper central – Cylinder head | 4 | 30 b.h.p. |
| (51) | N 14 423 1 | Stud CM 12×1.5 A/M 10×196 upper central – Cylinder head | x | 30 b.h.p. |
| (51) | N 14 424 1 | Stud AM 10 A×218 – Cylinder head upper lower | 4 8 | 30 b.h.p. 34 b.h.p. |
| (51) | N 14 425 1 | Stud CM 12×1.5 A/M 10×218 upper and lower – Cylinder head | x | 30 b.h.p. |
| (51) | N 14 504.1 | Stud AM 10 A×177 – upper Cylinder head 113 101 351 D/F | 8 | 34 b.h.p. |
| (51) | N 14 487 1 | Stud CM 12×1.5 A/M 10×177 upper – Cylinder head 113 101 351 D/F | x | 34 b.h.p. |
| (51) | N 14 513 1 | Stud AM 10 A×193 – Cylinder head 113 101 353/E | 7 | 34 b.h.p. |
| (51) | N 14 567 1 | Stud CM 12×1.5 A/M 10×193 – Cylinder head 113 101 353/E | x | 34 b.h.p. |
| (51) | N 14 509 1 | Stud AM 10 A×229 – Cylinder head | 9 | 34 b.h.p. |

MAIN GROUP



ENGINE

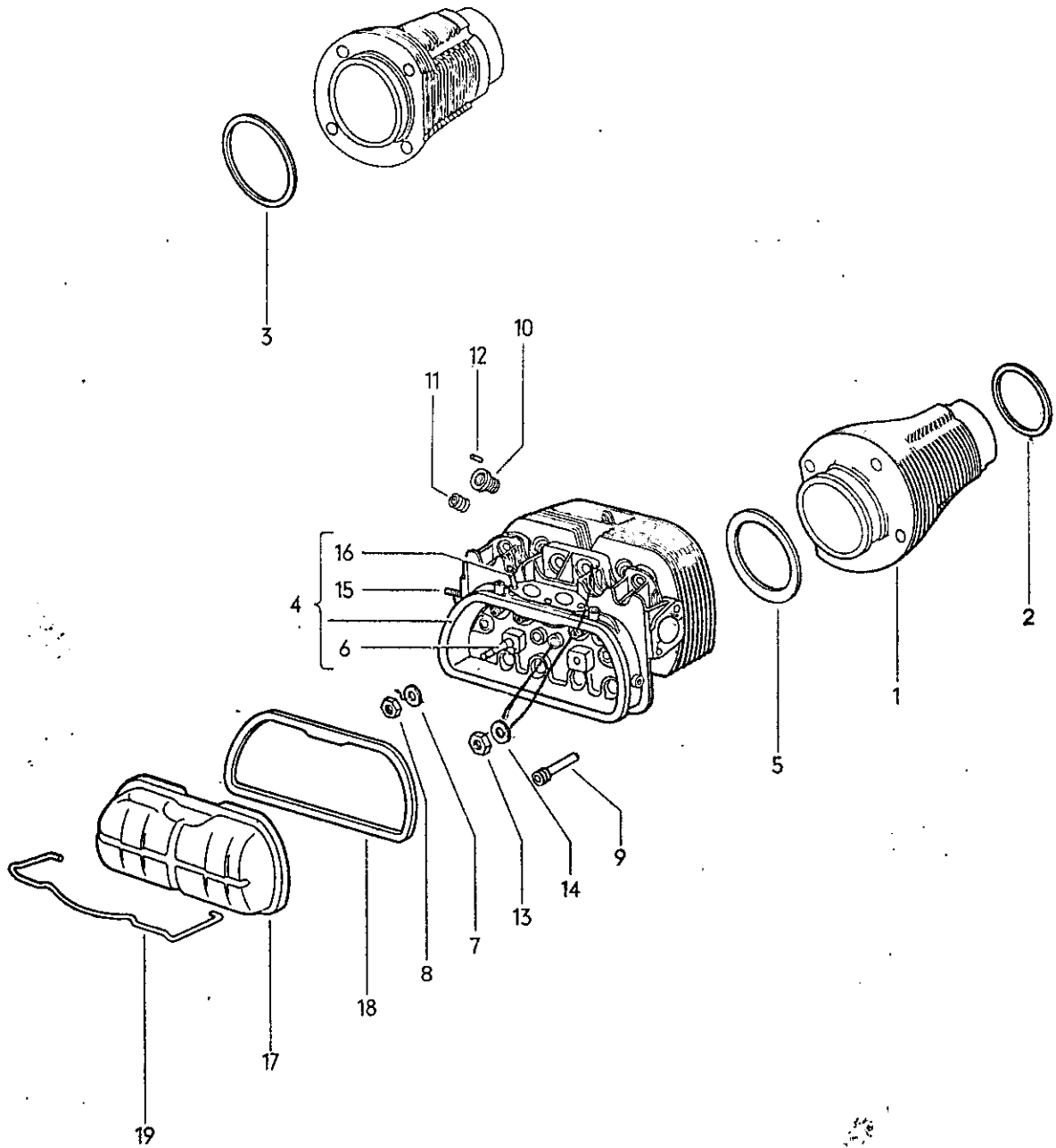
| Key No. | Part No. | Description | Quantity | Type and model |
|---|------------|---|----------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40: 49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (51) | N 14 488 1 | Stud CM 12×1.5 A/M 10×229 – Cylinder head | × | 34 b.h.p. |
| (51) | N 14 627 1 | Stud AM 10 A×213 – Cylinder head (see VW Parts Service Bulletin 1-12/1970) | 1 | 34 b.h.p. |
| 51 | N 14 502 1 | Stud AM 10 A×204 – Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 8 8 8 8 8 3 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (51) | N 14 505 1 | Stud AM 10 A×188 – Cylinder head from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (51) | N 14 568 1 | Stud CM 12×1.5 A/M 10×204 – Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 8 8 8 8 8 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| (51) | N 14 506 1 | Stud AM 10 A×240 – Cylinder head | 9 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (51) | N 14 495 1 | Stud CM 12×1.5 A/M 10×240 – Cylinder head | × | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (52) | N 10 360 2 | Bolt hex. head BM 8×60 | 7 | 25-, 30 b.h.p. |
| 52 | N 10 350 3 | Bolt, hex. head M 8×50 – Lower jointing face | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (53) | N 10 346 2 | Bolt, hex. head BM 6×30 | 2 | 25-, 30 b.h.p. |
| 53 | N 10 352 2 | Bolt, hex. head BM 8×55 – Upper jointing face | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (54) | N 12 226 2 | Spring washer B 6 | 2 | 25-, 30 b.h.p. |
| 54 | N 12 241 2 | Spring washer B 8×15 – Jointing face | 14 6 | 25-, 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (55) | N 11 006 2 | Nut, hex. M 6 | 2 | 25-, 30 b.h.p. |
| 55 | N 11-008 8 | Nut, hex. M 8 – Jointing face | 7 1 | 25-, 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

ENGINE TO TRANSMISSION SECURING PARTS

| | | | | |
|------|--|--|--------|-------------------|
| 56 | N 10 470 1 | Bolt, hex. head M 10×70 | 1 | |
| (56) | 001 199 101 | Bolt M 10×160 | 1 | M 9 |
| (57) | N 10 500 1 | Bolt, hex. head M 10×110 up to Chassis No. 116 350 065 from Chassis No. 116 350 066 up to 116 1021 300 | 1 1 | 111-118, 151, 152 |
| 57 | 111 199 101 | Screw M 10×110 from Chassis No. 146 350 066 up to 146 1021 300 from Chassis No. 117 000 001 | 1 1 | 141-144 |
| (57) | 001 199 103 | Bolt M 10×123 up to Chassis No. 110 3100 000 | 1 | M 9 |
| (57) | N 10 494 2 | Bolt, hex. hd. BM 10×125 from Chassis No. 111 2000 001 | 1 | M 9 |
| 58 | N 14 525 1 | Stud AM 10 A×85 | 2 | |
| (58) | N 14 412 1 | Stud CM 12×1.5 A/M 10×82 | x | |
| (58) | N 14 558 1 | Stud AM 10 A×78 (see VW Parts Service Bulletin 1 - 12) | 2 | |
| 59 | N 10 496 1 | Bolt, hex. hd. M 10×120 | 2 | M 9 |
| 60 | N 12 230 2 | Spring washer B 10 | 4 6 | M 9 |
| 61 | N 11 010 4 SSDy N 11 010 11 | Nut, hex. M 10 | 4 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CYLINDERS AND CYLINDER HEAD

| | | | | |
|-----|----------------|---|-------------|--|
| (1) | *111 101 301 | Cylinder 75 mm dia. 001 blue 003 pink 002 green | 4 | 25 b.h.p. |
| (1) | *311 101 301 D | Cylinder 83 mm dia. up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 001 blue 003 pink 002 green | 4 4 | 44 b.h.p. 40 b.h.p.: M 240 |
| 1 | 341 101 302 | Cylinder 85.5 mm dia. up to Engine No. B 6 600 000 from Engine No. AD, AE, AF, AH 0 000 001 001 blue 003 pink 002 green | 4 4 | 47 b.h.p. 46-, 48-, 50 b.h.p. |
| (1) | *111 101 311 | Cylinder 77 mm dia. 001 blue 003 pink 002 green | 4 | 30 b.h.p. |
| (1) | 111 101 311 A | Cylinder 77 mm dia. from Engine No. D 0 525 050 001 blue 003 pink 002 green | 4 | 34 b.h.p. |
| (1) | *113 101 311 C | Cylinder 77 mm dia. up to Engine No. D 0 525 049 001 blue 003 pink 002 green | 4 | 34 b.h.p. |
| (1) | *113 101 311 E | Cylinder 77 mm dia. up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 from Engine No. AB, AC 0 000 001 001 blue 003 pink 002 green | 4 4 4 | 37 b.h.p.: M 240 40 b.h.p. 40 b.h.p.: M 240; 44 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (2) | *111 101 341 | Gasket 80×88.5 between crankcase and cylinder | 4 | 25 b.h.p. |
| (2) | *111 101 341 A | Gasket 82×90 between crankcase and cylinder .. | 4 | 30 b.h.p. |
| (2) | *113 101 341 | Gasket 87×96 between crankcase and cylinder .. up to Engine No. D 0 525 049 | 4 | 34 b.h.p. |
| 2 | *311 101 341 | Gasket 90×99 between crankcase and cylinder .. from Engine No. 0 525 050 | 4 4 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (3) | *111 101 343 | Gasket 82×88.2 between cylinder and cylinder head | 4 | 25 b.h.p. |
| (3) | *111 101 343 A | Gasket 84×88.2 between cylinder and cylinder head | 4 | 30 b.h.p. |
| 3 | *113 101 343 A | Sealing washer 90×94.2 between cylinder and cylinder head up to Engine No. D 0 234 014 | 4 | 34 b.h.p. |
| (4) | 111 101 351 | Cylinder head | 2 | 25 b.h.p. |
| (4) | 111 101 351 A | Cylinder head | 2 | 30 b.h.p. |
| | | (from Engine No. 3 949 223 2 studs N 14 407 4 are to be used) | | |
| (4) | 113 101 351 F | Cylinder head | 2 | 34 b.h.p. |
| | | up to Engine No. 9 205 699 | | |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|-------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (4) | 113 101 353 E | Cylinder head from Engine No. 9 205 700 | 2 | 34 b.h.p. |
| (4) | 113 101 353 B | Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 | 2 2 | 37 b.h.p.: M 240 40 b.h.p. |
| (4) | 311 101 353 A | Cylinder head up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 2 2 2 | 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| (4) | 113 101 355 | Cylinder head from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 2 2 | 44 b.h.p. 40 b.h.p.: M 240 |
| 4 | 113 101 355 A | Cylinder head from Engine No. AD 0 000 001 from Engine No. AF 0 000 001 | 2 2 | 50 b.h.p. 46 b.h.p.: M 240 |
| (4) | 113 101 355 E | Cylinder head from Engine No. AE 0 000 001 from Engine No. AH 0 000 001 | 2 2 | 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (5) | 111 101 381 | Shim 0.4 mm – Cylinder head | x | 25 b.h.p. |
| (5) | 111 101 381 A | Shim 0.4 mm – Cylinder head | x | 30 b.h.p. |
| (5) | 111 101 385 | Shim 0.8 mm – Cylinder head | x | 25 b.h.p. |
| (5) | 111 101 385 A | Shim 0.8 mm – Cylinder head | x | 30 b.h.p. |
| (5) | 113 101 385 A | Shim 0.8 mm – Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 | x x x | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| - | 113 101 385 D | Shim 87×96 between crankcase and cylinder ... up to Engine No. D 0 525 049 | x | 34 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|-------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| - | 113 101 385 E | Shim 90×99 between crankcase and cylinder from Engine No. D 0 525 050 | x x | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (5) | 311 101 385 A | Shim 0.8 mm – Cylinder head | x | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. |
| (5) | 111 101 387 | Shim 1.0 mm – Cylinder head | x | 25 b.h.p. |
| (5) | 111 101 387 A | Shim 1.0 mm – Cylinder head | x | 30 b.h.p. |
| (5) | 113 101 387 A | Shim 1.0 mm – Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 | x x x | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| (5) | 311 101 387 A | Shim 1.0 mm – Cylinder head | x | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. |
| (5) | 111 101 389 | Shim 1.5 mm – Cylinder head | x | 25 b.h.p. |
| (5) | 111 101 389 A | Shim 1.5 mm – Cylinder head | x | 30 b.h.p. |
| (5) | 113 101 389 A | Shim 1.5 mm – Cylinder head up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 | x x x | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| 5 | 311 101 389 A | Shim 1.5 mm – Cylinder head | x | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. |
| (6) | N 14 396 3 | Stud AM 8 A×50 – Rocker shaft | 4 | 25-, 30 b.h.p. |
| (6) | N 14 566 1 | Stud CM 10 A/M 8×51 – Rocker shaft | x | 25-, 30 b.h.p. |
| (6) | 113 101 397 | Stud – Rocker shaft (guide shoulder 11.5 mm) for cylinder head 113 101 351 D | 4 | 34 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (6) | 113 101 398 | Stud M 15×1.5/M 8×63 – Rocker shaft – Cylinder head 113 101 351 D | × | 34 b.h.p. |
| (6) | 113 101 399 A | Stud – Rocker shaft (guide shoulder 13×22). – ... Cylinder head 113 101 351 D | × | 34 b.h.p. |
| 6 | 113 101 399 B | Stud M 8/M 10 A×62 – Rocker shaft for cylinder head 113 101 353/B/E, 311 101 353 A/ 113 101 355/355 A | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 7 | N 12 241 2 | Spring washer A 8×15 | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 8 | N 11 008 8 | Nut, hex. M 8 | 4 | 25-, 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 403 A | Guide – Intake valve with shoulder 1 st o.s. | × | 30 b.h.p. |
| 9 | 113 101 403 A | Guide – Intake valve with shoulder 1 st o.s. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 404 | Guide – Intake valve 1 st o.s. | × | 30 b.h.p. |
| (9) | 113 101 404 | Guide – Intake valve 1 st o.s. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 405 A | Guide – Intake valve with shoulder 2 nd o.s. | × | 30 b.h.p. |
| (9) | 113 101 405 A | Guide – Intake valve with shoulder 2 nd o.s. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 406 | Guide – Intake valve 2 nd o.s. | × | 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (9) | 113 101 406 | Guide - Intake valve 2 nd o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 408 | Guide - Intake valve 3 rd o.s. | x | 30 b.h.p. |
| (9) | 113 101 408 | Guide - Intake valve 3 rd o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 417 B | Guide - Exhaust valve with shoulder 1 st o.s. | x | 30 b.h.p. |
| (9) | 113 101 417 A | Guide - Exhaust valve with shoulder 1 st o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 418 A | Guide - Exhaust valve 1 st o.s. | x | 30 b.h.p. |
| (9) | 113 101 418 | Guide - Exhaust valve 1 st o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 419 B | Guide - Exhaust valve with shoulder 2 nd o.s. | x | 30 b.h.p. |
| (9) | 113 101 419 A | Guide - Exhaust valve with shoulder 2 nd o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 420 A | Guide - Exhaust valve 2 nd o.s. | x | 30 b.h.p. |
| (9) | 113 101 420 | Guide - Exhaust valve 2 nd o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (9) | 111 101 422 A | Guide - Exhaust valve 3 rd o.s. | x | 30 b.h.p. |
| (9) | 113 101 422 | Guide - Exhaust valve 3 rd o.s. | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|-------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 10 | 111 101 451 | Tapped insert – Sparking plug up to Engine No. 2 772 548 | x | 25-, 30 b.h.p. |
| 11 | 111 101 451 A | Threaded insert – Spark plug from Engine No. 2 772 549 up to 3 912 903 | x | 30 b.h.p. |
| 12 | N 13 207 1 | Dowel pin 3×8 up to Engine No. 3 912 903 | x | 25-, 30 b.h.p. |
| - | 111 101 453 | Filter – Cylinder head breather up to Engine No. 1 – 818 837 | 2 | 25-, 30 b.h.p. |
| - | 111 101 455 | Nut with sealing sleeve – Cylinder head | 8 | 25 b.h.p. |
| (13) | 111 101 457 A | Nut – Cylinder head up to Engine No. 1 – 1 120 614 | 16 | 25-, 30 b.h.p. |
| 13 | 021 101 457 | Nut, hex. – Cylinder head from Engine No. 1 – 1 120 615 | 16 | 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (14) | 111 101 461 | Washer 10.2×24 – Cylinder head nut | 12 | 30 b.h.p. |
| 14 | N 11 527 1 | Washer B 10.5 – Cylinder head nut | 4 16 | 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| - | *111 101 465 | Sealing washer – Cylinder head nut | 8 | 25 b.h.p. |
| 15 | N 14 443 4 | Stud AM 8 A×38 – Exhaust flange up to Engine No. 3 949 222 from Engine No. 3 949 223 | 8 8 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 25-, 30 b.h.p. 30 b.h.p. |
| (15) | N 14 483 1 | Stud CM 10 A/M 8×38 – Exhaust flange | x | |

MAIN GROUP

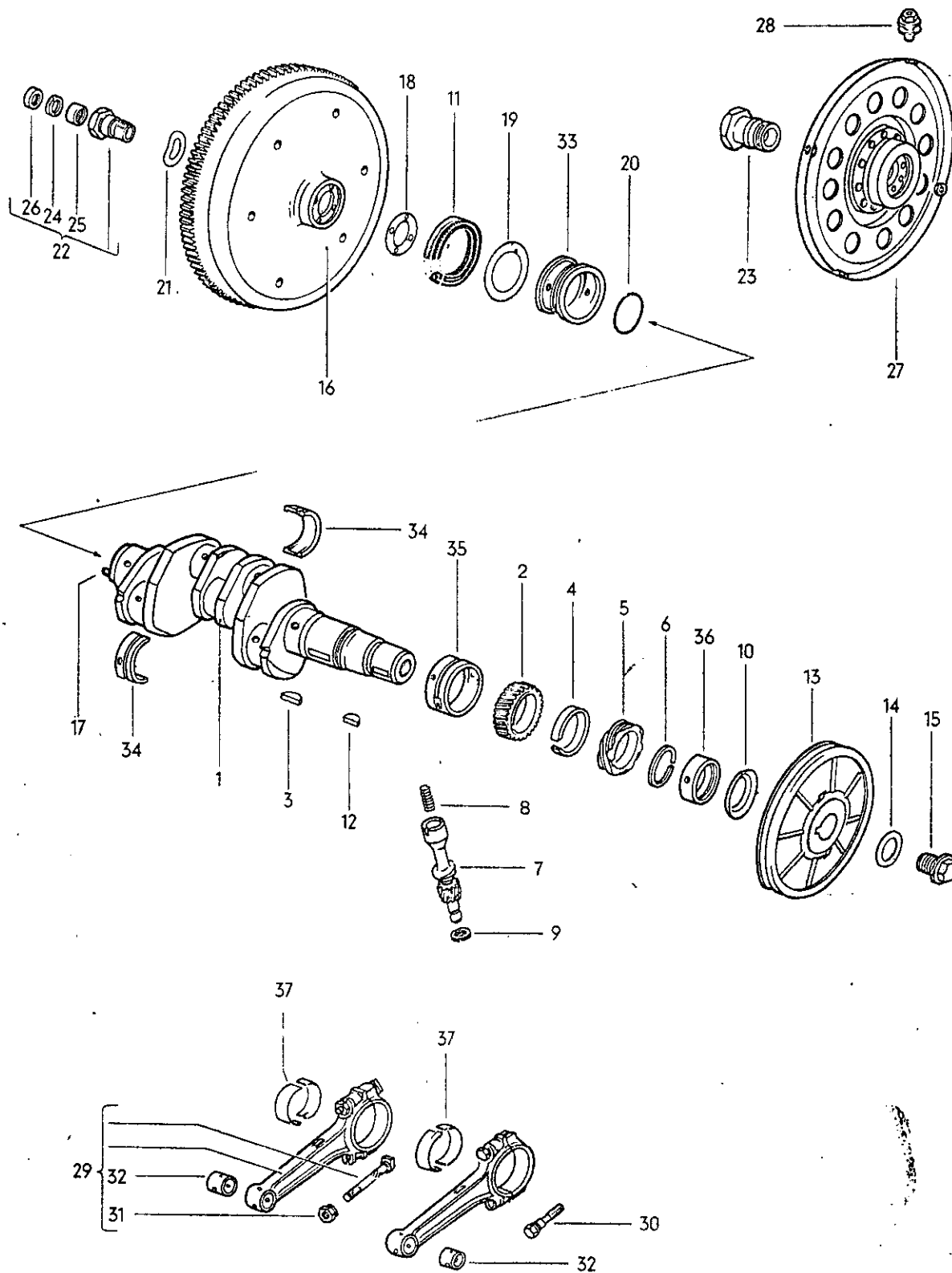


ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|-----------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (15) | N 14 407 4 | Stud AM 8 A X 62 – Exhaust flange from Engine No. 3 949 223 | 4 | 30 b.h.p. |
| (16) | N 14 401 3 | Stud AM 6 A X 31 – Intake manifold up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 4 4 4 4 4 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 16 | N 14 400 3 | Stud AM 8 A X 35 – Intake manifold from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (16) | N 14 402 1 | Stud CM 8 A/M 6 X 31 – Intake manifold | x | |
| (17) | 111 101 475 | Cover – Cylinder head | 2 | 25-, 30 b.h.p. |
| (17) | 113 101 475 A | Cover – Cylinder head up to Engine No. 6 210 000 | 2 | 34 b.h.p. |
| 17 | 113 101 475 B | Cover – Cylinder head from Engine No. 6 210 001 | 2 2 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| 18 | 113 101 481 F | Gasket – Cylinder head cover from Engine No. 6 210 001 | 2 2 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (18) | 111 101 483 A | Gasket – Cylinder head cover | 2 | 25-, 30 b.h.p. |
| (18) | 113 101 483 D | Gasket – Cylinder head cover up to Engine No. 6 210 000 | 2 | 34 b.h.p. |
| (19) | 111 101 487 | Retaining spring – Cylinder head cover | 2 | 25-, 30 b.h.p. |
| 19 | 311 101 487 | Retaining spring – Cylinder head cover | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|--------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| - | *113 101 501 | Bearing shell - Camshaft bearing No. 1 | 2 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 2 | 34 b.p.h. |
| - | *113 101 511 | Bearing shell - Camshaft bearing No. 2 | 2 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 2 | 34 b.p.h. |
| - | *021 101 521 | Bearing shell, left - Camshaft bearing No. 3 | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 2 | 34 b.h.p. |
| - | *113 101 522 | Bearing shell, right - Camshaft bearing No. 3 | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 2 | 34 b.h.p. |





| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CRANKSHAFT

| | | | | |
|-----|---------------|---|---------------------------------|---|
| (1) | 111 105 101 | Crankshaft (use 111 105 279 A) | 1 | 25-, 30 b.h.p. |
| (1) | 113 105 101 A | Crankshaft up to Engine No. D 0 076 331 (use 113 105 279 A) | 1 1 | M 5 34 b.h.p. |
| (1) | 113 105 101 E | Crankshaft from Engine No. D 0 076 332 (use 311 105 295 A) | 1 | 34 b.h.p. |
| (1) | 311 105 101 B | Crankshaft up to Engine No. E 0 004 200 up to Engine No. F 0 741 384 (use 113 105 279 A) | 1 1 | 37 b.h.p.: M 240 40 b.h.p. |
| 1 | 311 105 101 F | Crankshaft with X-drilling from Engine No. E 0 004 201 from Engine No. F 0 741 385 use 311 105 295 A in addition to: use for 40 b.h.p.: up to Engine No. F 1 081 422/E 0 012 063 113 107 361 Piston ring lower 77 mm dia. (narrow-face contact) 113 107 371 Scraper ring with coil spring 77 mm dia. use for 44 b.h.p.: up to Engine No. H 0 823 879 / L 0 018 200 311 107 361 A Piston ring lower 83 mm dia. (narrow-face contact) 311 107 371 Scraper ring with coil spring 83 mm dia. | 1 1 1 4 4 4 4 | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| (2) | 111 105 209 | Timing gear – Crankshaft | 1 | 25-, 30 b.h.p. |
| 2 | 113 105 209 | Timing gear – Crankshaft | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 3 | 111 105 213 | Woodruff key – Crankshaft timing gear | 1 | |
| (4) | 111 105 219 | Spacer – Crankshaft timing gear | 1 | 25-, 30 b.h.p. |
| 4 | 113 105 219 | Spacer – Crankshaft timing gear | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 5 | 111 105 223 | Gear – Distributor drive | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 6 | 111 105 227 | Lockring – Distributor drive gear | 1 | |
| (7) | 111 105 231 | Pinion – Distributor drive | 1 | 25-, 30 b.h.p. |
| (7) | 113 105 231 | Pinion – Distributor drive | 1 | 34 b.h.p. |
| | | up to Engine No. 8 796 623 | | |
| 7 | 113 105 231 B | Pinion – Distributor drive | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. 8 796 624 | | |
| 8 | 111 105 233 | Coil spring – Distributor drive pinion | 1 | |
| 9 | 111 105 235 A | Washer 0.6 mm – Distributor drive pinion | 2 | |
| (9) | 113 105 235 A | Washer 6.3 mm – Distributor drive pinion | x | 34 b.h.p. |
| (9) | 113 105 235 B | Washer 3.0 mm – Distributor drive pinion | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 10 | 113 105 241 A | Oil thrower – Crankshaft | 1 | |
| (11) | 111 105 245 | Oil seal 80 mm dia. – Crankshaft | 1 | 25-, 30 b.h.p. |
| 11 | 113 105 245 F | Oil seal 90 mm dia. – Crankshaft | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 12 | 113 105 249 | Woodruff key – Crankshaft pulley | 1 | |
| (13) | 111 105 251 | Pulley – Crankshaft | 1 | 25 b.h.p. |
| (13) | 111 105 251 A | Pulley – Crankshaft | 1 | 30 b.h.p. |
| | | up to Engine No. 3 072 319 | | |
| (13) | 111 105 251 B | Pulley – Crankshaft | 1 | 30 b.h.p. |
| | | from Engine No. 3 072 320 up to 4 050 000 | | |
| (13) | 111 105 251 F | Pulley – Crankshaft | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. AB 0 000 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | 1 | 40 b.h.p.: M 240 |
| | | use: | | |
| | | up to Engine No. D 0 525 049/E 0 020 021/ F 1 778 163, 111 119 551 C | | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|-----------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 13 | 113 105 251 G | Pulley - Crankshaft | | |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p. |
| | | use: | | |
| | | up to Engine No. H 1 124 668/L 0 024 106 | | |
| | | 111 119 551 B | | |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | | |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | | |
| | | up to Engine No. B 6 600 000 | | |
| | | 113 119 551 B | | |
| (13) | 111 105 253 B | Pulley, oversize 50.5 mm dia. - Crankshaft | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 072 319 | | |
| (13) | 113 105 253 A | Pulley, oversize 50.5 mm dia. - Crankshaft | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. AB, AC 0 000 001 | 1 | 40 b.h.p.: M 240; 44 b.h.p. |
| (13) | 113 105 253 B | Pulley, oversize 50.5 mm dia. - Crankshaft | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p. |
| 14 | 111 105 259 | Spring washer - Crankshaft pulley bolt | 1 | |
| 15 | 111 105 263 A | Bolt - Pulley | 1 | |
| (16) | 111 105 271 | Flywheel, 109 teeth - Clutch 180 | 1 | 25-, 30 b.h.p. |
| | | (use 111 105 279 A) | | |
| (16) | 113 105 271 B | Flywheel, 109 teeth - Clutch 180 | | |
| | | (use 113 105 279 A) | | |
| | | up to Engine No. D 0 076 331 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 004 200 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 741 384 | 1 | 40 b.h.p. |

14.25

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (16) | 113 105 271 C | Flywheel, 109 teeth – Clutch 180 (use 311 105 295 A) from Engine No. D 0 076 332 up to D 0 095 049 from Engine No. E 0 004 201 up to E 0 006 000 from Engine No. F 0 741 385 up to F 0 940 716 | 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240; 113, 114, 117, 118, 151, 152 40 b.h.p.: 113, 114, 117, 118, 151, 152 |
| (16) | 141 105 271 | Flywheel, 130 teeth – Clutch 180 (use 311 105 295 A) from Engine No. E 0 004 201 up to E 0 006 000 from Engine No. E 0 006 001 up to E 0 022 000 from Engine No. F 0 741 385 up to F 0 940 716 from Engine No. F 0 940 717 up to F 2 200 000 from Engine No. D 0 095 050 from Engine No. AB, AC 0 000 001 | 1 1 1 1 1 1 | 37 b.h.p.: M 240; 141-144 37 b.h.p.: M 240 40 b.h.p.: 141-144 40 b.h.p. 34 b.h.p. 40 b.h.p.: M 240; 44 b.h.p. |
| (16) | 141 105 271 A | Flywheel, 130 teeth – Clutch 180 (use 113 105 279 A) from Engine No. F 0 304 811 up to F 0 741 384 from Engine No. E 0 002 200 up to E 0 004 200 | 1 1 | 40 b.h.p.: 141-144 37 b.h.p.: M 240; 141-144 |
| 16 | 311 105 271 | Flywheel, 130 teeth – Clutch 200 (use 311 105 295 A) up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AD, AE, AF, AH 0 000 001 | 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 46-, 48-, 50 b.h.p. |
| (17) | 111 105 277 | Dowel pin 14 mm length – Flywheel | 4 | 25-, 30 b.h.p. |
| (17) | 111 105 277 A | Dowel pin 12.5 mm length – Flywheel | 4 | 25-, 30 b.h.p. |
| 17 | 113 105 277 | Dowel pin 14 mm length – Flywheel | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (17) | 113 105 277 A | Dowel pin 12.5 mm length – Flywheel | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (18) | *111 105 279 A | Gasket (paper) – Flywheel | 1 | 25-, 30 b.h.p. |
| (18) | *113 105 279 | Gasket (paper) – Flywheel | 1 | (see Workshop Bulletin M-64/1966) |
| (18) | *113 105 279 A | Gasket (metal) – Flywheel | 1 | 34 b.h.p. |
| | | up to Engine No. D 0 076 331 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 004 200 | 1 | 40 b.h.p. |
| | | up to Engine No. F 0 741 384 | 1 | |
| (19) | 111 105 281 | Spacer 0.24 mm – Flywheel | × | 25-, 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (19) | 113 105 281 | Spacer 0.24 mm – Flywheel | | |
| | | up to Engine No. D 0 076 331 | x | 34 b.h.p. |
| | | up to Engine No. E 0 004 200 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 741 384 | x | 40 b.h.p. |
| 19 | 113 105 281 A | Spacer 0.24 mm – Flywheel | | |
| | | from Engine No. E 0 004 201 up to E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | from Engine No. F 0 741 385 up to F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | from Engine No. D 0 076 332 | x | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | x | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (19) | 111 105 283 | Spacer 0.30 mm – Flywheel | x | 25-, 30 b.h.p. |
| (19) | 113 105 283 | Spacer 0.30 mm – Flywheel | | |
| | | up to Engine No. D 0 076 331 | x | 34 b.h.p. |
| | | up to Engine No. E 0 004 200 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 741 384 | x | 40 b.h.p. |
| (19) | 113 105 283 A | Spacer 0.30 mm – Flywheel | | |
| | | from Engine No. E 0 004 201 up to E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | from Engine No. F 0 741 385 up to F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | from Engine No. D 0 076 332 | x | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | x | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (19) | 111 105 285 | Spacer 0.32 mm – Flywheel | x | 25-, 30 b.h.p. |
| (19) | 113 105 285 | Spacer 0.32 mm – Flywheel | | |
| | | up to Engine No. D 0 076 331 | x | 34 b.h.p. |
| | | up to Engine No. E 0 004 200 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 741 384 | x | 40 b.h.p. |
| (19) | 113 105 285 A | Spacer 0.32 mm – Flywheel | | |
| | | from Engine No. E 0 004 201 up to E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | from Engine No. F 0 741 385 up to F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | from Engine No. D 0 076 332 | x | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | x | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (19) | 111 105 287 | Spacer 0.34 mm – Flywheel | x | 25-, 30 b.h.p. |
| (19) | 113 105 287 | Spacer 0.34 mm – Flywheel | | |
| | | up to Engine No. D 0 076 331 | x | 34 b.h.p. |
| | | up to Engine No. E 0 004 200 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 741 384 | x | 40 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (19) | 113 105 287 A | Spacer 0.34 mm – Flywheel from Engine No. E 0 004 201 up to E 0 022 000 from Engine No. F 0 741 385 up to F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 076 332 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | × × × × × × × | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (19) | 113 105 289 | Spacer 0.36 mm – Flywheel up to Engine No. D 0 076 331 up to Engine No. E 0 004 200 up to Engine No. F 0 741 384 | × × × | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| (19) | 113 105 289 A | Spacer 0.36 mm – Flywheel from Engine No. E 0 004 201 up to E 0 022 000 from Engine No. F 0 741 385 up to F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 076 332 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | × × × × × × × | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| 20 | *311 105 295 A | Sealing ring – Flywheel from Engine No. E 0 004 201 up to E 0 022 000 from Engine No. F 0 741 385 up to F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 076 332 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | × × × × × × × | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| 21 | 111 105 297 | Lock washer – Flywheel | 1 | |
| - | 111 105 297 A | Spacer 1.4 mm – Reconditioned flywheel 111 105 271 – X (see VW Parts Service Bulletin X-21) | × | 25-, 30 b.h.p. |
| (22) | 111 105 305 C | Gland nut with needle bearing – Flywheel | 1 | 30 b.h.p. |
| (22) | 111 105 305 D | Gland nut 35.2 mm with needle bearings u.s. – . . . Flywheel | × | 30 b.h.p. |
| 22 | 111 105 305 E | Gland nut 37.2 mm length – Flywheel with needle bearing | 1 | |
| (22) | 113 105 305 | Gland nut with needle bearing – Flywheel (Saxomat) | 1 | 34 b.h.p.: M 5 |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-----------------|---|----------|--------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 23 | 113 105 307 B * | Gland nut - Carrier plate | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9/M 157 |
| | | from Engine No. AB, AC 0 000 001 | 1 | 40 b.h.p.: M 9/M 240; |
| | | | | 44 b.h.p.: M 9 |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p.: M 9 |
| 24 | 111 105 311 | Gasket - Needle bearing | 1 | |
| 25 | 111 105 313 A | Needle bearing - Flywheel gland nut | 1 | |
| 26 | 111 105 315 | Sealing ring - Needle bearing | 1 | |
| (26) | 113 105 317 | Sealing ring - Needle bearing (Saxomat) | 1 | 34 b.h.p.: M 5 |
| 27 | 113 105 323 * | Carrier plate - Torque converter | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9/M 157 |
| | | from Engine No. AB, AC 0 000 001 | 1 | 40 b.h.p.: M 9/M 240; |
| | | | | 44 b.h.p.: M 9 |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p.: M 9 |
| 28 | 001 301 095 A | Bolt, hex. head M 8 | 1 | M 9 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

**CONNECTING ROD,
CRANKSHAFT BEARINGS**

| | | | | |
|------|----------------|--|-------------|---|
| (29) | 111 105 401 | Connecting rod 041 black 007 yellow | 4 | 25-, 30 b.h.p. |
| (29) | 113 105 401 A | Connecting rod 049 brown 528 grey | 4 | 34 b.h.p. |
| 29 | 311 105 401 B | Connecting rod 049 brown 528 grey | 4 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 30 | 113 105 425 A | Bolt – Connecting rod up to Engine No. E 0 003 599 up to Engine No. F 0 451 421 | 8 8 8 | 25-, 30-, 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| 31 | 113 105 427 | Nut, hex. – Connecting rod from Engine No. E 0 003 600 up to E 0 022 000 from Engine No. F 0 451 422 up to F 2 200 000 | 8 8 8 | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. 37 b.h.p.: M 240 40 b.h.p. |
| 32 | 311 105 431 A | Bush – Piston pin | 4 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (32) | 111 105 433 | Bush – Piston pin | 4 | 25-, 30-, 34 b.h.p. |
| (33) | *111 105 501 A | Bearing No. 1, outer dia. 60.0 mm – Crankshaft ... | 1 | 25-, 30 b.h.p. |
| 33 | *113 105 501 B | Bearing No. 1, outer dia. 65.0 mm – Crankshaft .. | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 111 105 502 A | Bearing shell No. 1, outer dia. 60.0 mm – with thicker thrust flange (steel-backed) – Crankshaft | × | 25-, 30 b.h.p. |
| (33) | 111 105 503 C | Bearing shell No. 1, outer dia. 60.5 mm (steel-backed) – Crankshaft | × | 25-, 30 b.h.p. |
| (33) | 113 105 503 A | Bearing No. 1, outer dia. 65.5 mm – Crankshaft .. with thicker thrust flange | × | 34 b.h.p. |
| (33) | *113 105 503 D | Bearing No. 1, outer dia. 65.5 mm – Crankshaft .. | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 111 105 504 A | Bearing shell No. 1, outer dia. 60.5 mm with thicker thrust flange (steel-backed) – Crankshaft | × | 25-, 30 b.h.p. |
| (33) | *111 105 507 A | Bearing No. 1, outer dia. 60.0 mm – Crankshaft .. (0.25 mm u.s.) | × | 25-, 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (33) | *113 105 507 A | Bearing No. 1, outer dia. 65.0 mm – Crankshaft ... (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 111 105 509 C | Bearing shell No. 1, outer dia. 60.5 mm (steel-backed) – Crankshaft (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (33) | 113 105 509 A | Bearing No. 1, outer dia. 65.5 mm – Crankshaft .. with thicker thrust flange (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | *113 105 509 D | Bearing No. 1, outer dia. 65.5 mm – Crankshaft .. (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 111 105 510 A | Bearing shell No. 1, outer dia. 60.5 mm with thicker thrust flange (0.25 mm u.s.) (steel-backed) – Crankshaft | × | 25-, 30 b.h.p. |
| (33) | *111 105 513 A | Bearing No. 1, outer dia. 60.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 25-, 30 b.h.p. |
| (33) | *113 105 513 A | Bearing No. 1, outer dia. 65.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 113 105 515 A | Bearing No. 1, outer dia. 65.5 mm – Crankshaft .. (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | *111 105 519 A | Bearing No. 1, outer dia. 60.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 25-, 30 b.h.p. |
| (33) | *113 105 519 A | Bearing No. 1, outer dia. 65.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (33) | 111 105 525 A | Bearing No. 1, outer dia. 60.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 25-, 30 b.h.p. |
| (33) | *113 105 525 A | Bearing No. 1, outer dia. 65.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 p.h.p. |
| (34) | *111 105 531 A | Bearing shell No. 2, outer dia. 60.0 mm – Crankshaft | 2 | 25-, 30 b.h.p. |
| 34 | *131 105 531 | Bearing shell No. 2, outer dia. 65.0 mm – Crankshaft | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (34) | 111 105 533 A | Bearing shell No. 2, outer dia. 60.5 mm – Crankshaft | × | 25-, 30 b.h.p. |
| (34) | *131 105 533 | Bearing shell No. 2, outer dia. 65.5 mm – Crankshaft | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (34) | *111 105 537 A | Bearing shell No. 2, outer dia 60.0 mm - Crankshaft (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (34) | *131 105 537 | Bearing shell No. 2, outer dia. 65.0 mm - Crankshaft (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (34) | 111 105 539 A | Bearing shell No. 2, outer dia. 60.5 mm - Crankshaft (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (34) | *131 105 539 | Bearing shell No. 2, outer dia. 65.5 mm - Crankshaft (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 p.h.p. |
| (34) | *111 105 543 A | Bearing shell No. 2, outer dia 60.0 mm - Crankshaft (0.50 mm u.s.) | × | 25-, 30 b.h.p |
| (34) | *131 105 543 | Bearing shell No. 2, outer dia. 65.0 mm - Crankshaft (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (34) | 113 105 545 | Bearing shell No. 2, outer dia. 65.5 mm - Crankshaft (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (34) | *111 105 549 A | Bearing shell No. 2, outer dia. 60.0 mm - Crankshaft (0.75 mm u.s.) | × | 25-, 30 b.h.p. |
| (34) | *131 105 549 | Bearing shell No. 2, outer dia. 65.0 mm - Crankshaft (0.75 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (34) | 111 105 555 A | Bearing shell No. 2, outer dia. 60.0 mm - Crankshaft (1.00 mm u.s.) | × | 25-, 30 b.h.p. |
| (34) | *131 105 555 | Bearing shell No. 2, outer dia. 65.0 mm - Crankshaft (1.00 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | *111 105 561 | Bearing No. 3, outer dia. 60.0 mm - Crankshaft .. | 1 | 25-, 30 b.h.p. |
| 35 | *113 105 561 | Bearing No. 3, outer dia. 65.0 mm - Crankshaft .. | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | 111 105 563 | Bearing No. 3, outer dia. 60.5 mm - Crankshaft .. | × | 25-, 30 b.h.p. |
| (35) | *113 105 563 | Bearing No. 3, outer dia. 65.5 mm - Crankshaft .. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | *111 105 567 | Bearing No. 3, outer dia. 60.0 mm - Crankshaft .. (0.25 mm u.s.) | × | 25-, 30 b.h.p. |

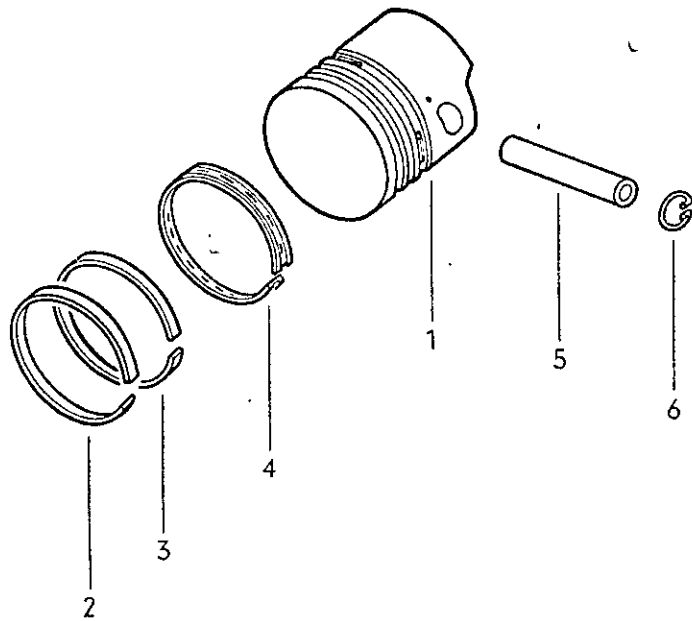
| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (35) | *113 105 567 | Bearing No. 3, outer dia. 65.0 mm – Crankshaft .. (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | 111 105 569 | Bearing No. 3, outer dia. 60.5 mm – Crankshaft .. (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (35) | *113 105 569 | Bearing No. 3, outer dia. 65.5 mm – Crankshaft .. (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | *111 105 573 | Bearing No. 3, outer dia. 60.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 25-, 30 b.h.p. |
| (35) | *113 105 573 | Bearing No. 3, outer dia. 65.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 p.h.p. |
| (35) | 113 105 575 | Bearing No. 3, outer dia. 65.5 mm – Crankshaft ... (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 p.h.b. |
| (35) | *111 105 579 | Bearing No. 3, outer dia. 60.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 25-, 30 b.h.p. |
| (35) | *113 105 579 | Bearing No. 3, outer dia. 65.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (35) | 111 105 585 | Bearing No. 3, outer dia. 60.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 25-, 30 b.h.p. |
| (35) | *113 105 585 | Bearing No. 3, outer dia. 65.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | *111 105 591 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. | 1 | 25-, 30 b.h.p. |
| 36 | *021 105 591 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | 111 105 593 | Bearing No. 4, outer dia. 50.5 mm – Crankshaft .. | × | 25-, 30 b.h.p. |
| (36) | 113 105 593 A | Bearing No. 4, outer dia. 50.5 mm – Crankshaft .. | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | *111 105 597 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (36) | *021 105 597 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.25 mm u.s.) | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (36) | 111 105 599 | Bearing No. 4, outer dia. 50.5 mm – Crankshaft .. (0.25 mm u.s.) | × | 25-, 30 b.h.p. |
| (36) | *113 105 599 A | Bearing No. 4, outer dia. 50.5 mm – Crankshaft .. (0.25 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | *111 105 603 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 25-, 30 b.h.p. |
| (36) | *021 105 603 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | 113 105 605 | Bearing No. 4, outer dia. 50.5 mm – Crankshaft ... (0.50 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | *111 105 609 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 25-, 30 b.h.p. |
| (36) | *021 105 609 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (0.75 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (36) | 111 105 615 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 25-, 30 b.h.p. |
| (36) | *113 105 615 | Bearing No. 4, outer dia. 50.0 mm – Crankshaft .. (1.00 mm u.s.) | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | 111 105 701 A | Bearing shell – Connecting rod | 8 | 25-, 30 b.h.p. |
| 37 | 113 105 701 | Bearing shell – Connecting rod | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | 111 105 707 A | Bearing shell (0.25 mm u.s.) – Connecting rod ... | × | 25-, 30 b.h.p. |
| (37) | 113 105 707 | Bearing shell (0.25 mm u.s.) – Connecting rod ... | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | 111 105 713 A | Bearing shell (0.50 mm u.s.) – Connecting rod ... | × | 25-, 30 b.h.p. |
| (37) | 113 105 713 | Bearing shell (0.50 mm u.s.) – Connecting rod ... | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | 111 105 719 A | Bearing shell (0.75 mm u.s.) – Connecting rod ... | × | 25-, 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (37) | 113 105 719 | Bearing shell (0.75 mm u.s.) – Connecting rod ... | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (37) | 111 105 725 A | Bearing shell (1.00 mm u.s.) – Connecting rod ... | × | 25-, 30 b.h.p. |
| (37) | 113 105 725 | Bearing shell (1.00 mm u.s.) – Connecting rod ... | × | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |





| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

PISTON, PISTON RING

| | | | | |
|-----|-----------------|--|---|------------------|
| (1) | *111 107 101 C | Piston 75 mm dia. (standard size) 001 blue 003 pink 002 green | 4 | 25 b.h.p. |
| (1) | *311 107 101 AA | Piston 83 mm dia. (standard size) up to Engine No. H 1 350 000 001 blue 003 pink 002 green | 4 | 44 b.h.p. |
| (1) | 311 107 101 AD | Piston 83 mm dia. (standard size) (recessed piston) up to Engine No. L 0 026 500 001 blue | 4 | 40 b.h.p.: M 240 |
| (1) | 111 107 105 C | Piston 75.5 mm dia. (oversize) 001 blue 003 pink 002 green | x | 25 b.h.p. |
| (1) | 311 107 105 AA | Piston 83.5 mm dia. (oversize) up to Engine No. H 1 350 000 001 blue 003 pink 002 green | x | 44 b.h.p. |
| (1) | 111 107 109 C | Piston 76 mm dia. (oversize) 001 blue 003 pink 002 green | x | 25 b.h.p. |
| (1) | 311 107 109 AA | Piston 84 mm dia. (oversize) up to Engine No. H 1 350 000 001 blue 003 pink 002 green | x | 44 b.h.p. |
| (1) | *111 107 111 C | Piston 77 mm dia. (standard size) 001 blue 003 pink 002 green | 4 | 30 b.h.p. |
| (1) | *113 107 111 P | Piston 77 mm dia. (standard size) (Mahle) 001 blue 003 pink 002 green | 4 | 34 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|-------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | *113 107 111 R | Piston 77 mm dia. (standard size) (Nüral) 001 blue 003 pink 002 green | 4 | 34 b.h.p. |
| (1) | *113 107 112 F | Piston 77 mm dia. (standard size) up to Engine No. F 2 200 000 001 blue 003 pink 002 green | 4 | 40 b.h.p. |
| (1) | *113 107 112 J | Piston 77 mm dia. (standard size) (recessed piston) up to Engine No. E 0 022 000 001 blue 003 pink 002 green | 4 | 37 b.h.p.: M 240 |
| (1) | 113 107 112 M | Piston 77 mm dia. (standard size) (recessed piston) from Engine No. AC 0 000 001 001 blue 003 pink | 4 | 40 b.h.p.: M 240 |
| (1) | 211 107 112 | Piston 85.5 mm dia. (standard size) up to Engine No. B 6 600 000 from Engine No. AE August 1971 from Engine No. AH 0 000 001 001 blue 003 pink 002 green | 4 4 4 | 47 b.h.p. 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| 1 | 311 107 112 F | Piston 85.5 mm dia. (standard size) from Engine No. AD 0 000 001 up to Engine No. AE July 1971 001 blue 003 pink 002 green | 4 4 | 50 b.h.p. 48 b.h.p.: M 26/M 157 |
| (1) | 311 107 112 J | Piston 85.5 mm dia. (standard size) (recessed piston) from Engine No. AF 0 000 001 001 blue 003 pink 002 green | 4 | 46 b.h.p.: M 240 |
| (1) | 113 107 113 | Piston 77 mm dia. (standard size) from Engine No. AB 0 000 001 001 blue 003 pink 002 green | 4 | 44 b.h.p. |
| (1) | 111 107 115 D | Piston 77.5 mm dia. (oversize) 001 blue 003 pink 002 green | x | 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|-------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | 113 107 115 P | Piston 77.5 mm dia. (oversize) 001 blue 003 pink 002 green | x | 34 b.h.p. |
| (1) | 113 107 116 | Piston 77.5 mm dia. (oversize) up to Engine No. F 2 200 000 001 blue 003 pink 002 green | x | 40 b.h.p. |
| (1) | 211 107 116 | Piston 86 mm dia. (oversize) up to Engine No. B 6 600 000 from Engine No. AE August 1971 from Engine No. AH 0 000 001 001 blue 003 pink 002 green | x x x | 47 b.h.p. 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 311 107 116 C | Piston 86.0 mm dia. (oversize) from Engine No. AD 0 000 001 up to Engine No. AE July 1971 001 blue 003 pink 002 green | x x | 50 b.h.p. 48 b.h.p.: M 26/M 157 |
| (1) | 113 107 117 | Piston 77.5 mm dia. (oversize) from Engine No. AB 0 000 001 001 blue 003 pink 002 green | x | 44 b.h.p. |
| (1) | 111 107 119 D | Piston 78 mm dia. (oversize) 001 blue 003 pink 002 green | x | 30 b.h.p. |
| (1) | 113 107 119 P | Piston 78 mm dia. (oversize) 001 blue 003 pink 002 green | x | 34 b.h.p. |
| (1) | 113 107 120 | Piston 78 mm dia. (oversize) up to Engine No. F 2 200 000 001 blue 003 pink 002 green | x | 40 b.h.p. |
| (1) | 211 107 120 | Piston 86.5 mm dia. (oversize) up to Engine No. B 6 600 000 from Engine No. AE August 1971 from Engine No. AH 0 000 001 001 blue 003 pink 002 green | x x x | 47 b.h.p. 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/ M 27/M 157 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | 311 107 120 C | Piston 86.5 mm dia. (oversize) from Engine No. AD 0 000 001 up to Engine No. AE July 1971 001 blue 003 pink 002 green | × × | 50 b.h.p. 48 b.h.p.: M 26/M 157 |
| (1) | 113 107 121 | Piston 78 mm dia. (oversize) from Engine No. AB 0 000 001 001 blue 003 pink 002 green | × | 44 b.h.p. |
| (2) | *111 107 301 | Piston ring, upper, 75 mm dia. (standard size) | 4 | 25 b.h.p. |
| (2) | *311 107 301 C | Piston ring, upper, 83 mm dia. (standard size) up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 | 4 4 | 44 b.h.p. 40 b.h.p.: M 240 |
| 2 | *341 107 302 | Piston ring 85.5 mm dia. (standard size) | 4 | 47-, 48-, 50 b.h.p. |
| (2) | *111 107 305 | Piston ring, upper, 75.5 mm dia. (oversize) | × | 25 b.h.p. |
| (2) | *311 107 305 C | Piston ring, upper, 83.5 mm dia. (oversize) | × | 44 b.h.p. up to Engine No. H 1 350 000 |
| (2) | *341 107 306 | Piston ring 86 mm dia. (oversize) | × | 47-, 48-, 50 b.h.p. |
| (2) | *111 107 309 | Piston ring, upper, 76 mm dia. (oversize) | × | 25 b.h.p. |
| (2) | *311 107 309 C | Piston ring, upper, 84 mm dia. (oversize) | × | 44 b.h.p. up to Engine No. H 1 350 000 |
| (2) | *341 107 310 | Piston ring 86.5 mm dia. (oversize) | × | 47-, 48-, 50 b.h.p. |
| (3) | *111 107 311 A | Piston ring, lower, 75 mm dia. (standard size) | × | 25 b.h.p. |
| (3) | *311 107 311 | Piston ring, lower, 83 mm dia. (standard size) up to Engine No. H 0 823 799 up to Engine No. L 0 014 400 | 4 4 | 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | 111 107 315 | Piston ring, lower, 75.5 mm dia. (oversize) | × | 25 b.h.p. |
| (3) | *111 107 315 A | Piston ring, lower, 75.5 mm dia. (oversize) | × | 25 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (3) | *311 107 315 | Piston ring, lower, 83.5 mm dia. (oversize) up to Engine No. H 0 823 799 up to Engine No. L 0 014 400 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *111 107 319 A | Piston ring, lower, 76 mm dia. (oversize) | x | 25 b.h.p. |
| (3) | *311 107 319 | Piston ring, lower, 84 mm dia. (oversize) up to Engine No. H 0 823 799 up to Engine No. L 0 014 400 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *111 107 351 A | Piston ring 77 mm dia. (standard size) | 8 | 30-, 34 b.h.p. |
| (3) | *113 107 351 | Piston ring 77 mm dia. (standard size) up to Engine No. F 1 081 422 up to Engine No. E 0 012 063 from Engine No. F 1 081 423 up to F 2 200 000 from Engine No. E 0 012 064 up to E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 8 8 4 4 4 4 | 40 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *111 107 355 C | Piston ring 77.5 mm dia. (oversize) | x | 30-, 34 b.h.p. |
| (3) | *113 107 355 | Piston ring 77.5 mm dia. (oversize) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | x x x x | 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *111 107 359 C | Piston ring 78 mm dia. (oversize) | x | 30-, 34 b.h.p. |
| (3) | *113 107 359 | Piston ring 78 mm dia. (oversize) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | x x x x | 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *113 107 361 | Piston ring 77 mm dia. (standard size) (stepped) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | x x x x | 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *311 107 361 A | Piston ring 83 mm dia. (standard size) (stepped) from Engine No. H 0 823 800 up to H 1 350 000 from Engine No. L 0 014 401 up to L 0 026 500 | 4 4 | 44 b.h.p. 40 b.h.p.: M 240 |
| 3 | *341 107 361 | Piston ring, lower, 85.5 mm dia. (stepped) | 4 | 46-, 47-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (3) | *113 107 365 | Piston ring 77.5 mm dia. (oversize) (stepped) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | x x x x | 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *311 107 365 A | Piston ring 83.5 mm dia. (oversize) (stepped) from Engine No. H 0 823 800 up to H 1 350 000 from Engine No. L 0 014 401 up to L 0 026 500 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *341 107 365 | Piston ring, lower, 86 mm dia. (oversize) (stepped) | x | 46-, 47-, 48, 50 b.h.p. |
| (3) | *113 107 369 | Piston ring 78 mm dia. (oversize) (stepped) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | x x x x | 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *311 107 369 A | Piston ring 84 mm dia. (oversize) (stepped) from Engine No. H 0 823 800 up to H 1 350 000 from Engine No. L 0 014 401 up to L 0 026 500 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (3) | *341 107 369 | Piston ring, lower, 86.5 mm dia. (oversize) (stepped) | 4 | 46-, 47-, 48-, 50 b.h.p. |
| (4) | *111 107 321 | Scraper ring 75 mm dia. (standard size) | 4 | 25 b.h.p. |
| (4) | *111 107 325 | Scraper ring 75.5 mm dia. (oversize) | x | 25 b.h.p. |
| (4) | *111 107 329 | Scraper ring 76 mm dia. (oversize) | x | 25 b.h.p. |
| (4) | *311 107 335 | Scraper ring 83.5 mm dia. (oversize) up to Engine No. H 0 823 799 up to Engine No. L 0 014 400 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (4) | *311 107 339 | Scraper ring 84 mm dia. (oversize) up to Engine No. H 0 823 799 up to Engine No. L 0 014 400 | x x | 44 b.h.p. 40 b.h.p.: M 240 |
| (4) | *113 107 371 | Scraper ring 77 mm dia. with coil spring (standard size) up to Engine No. F 2 200 000 up to Engine No. E 0 022 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 4 4 4 4 | 30-, 34 b.h.p. 40 b.h.p. 37 b.h.p.: M 240 44 b.h.p. 40 b.h.p.: M 240 |
| (4) | *311 107 371 | Scraper ring 83 mm dia. with coil spring (standard size) up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 | 4 4 | 44 b.h.p. 40 b.h.p.: M 240 |

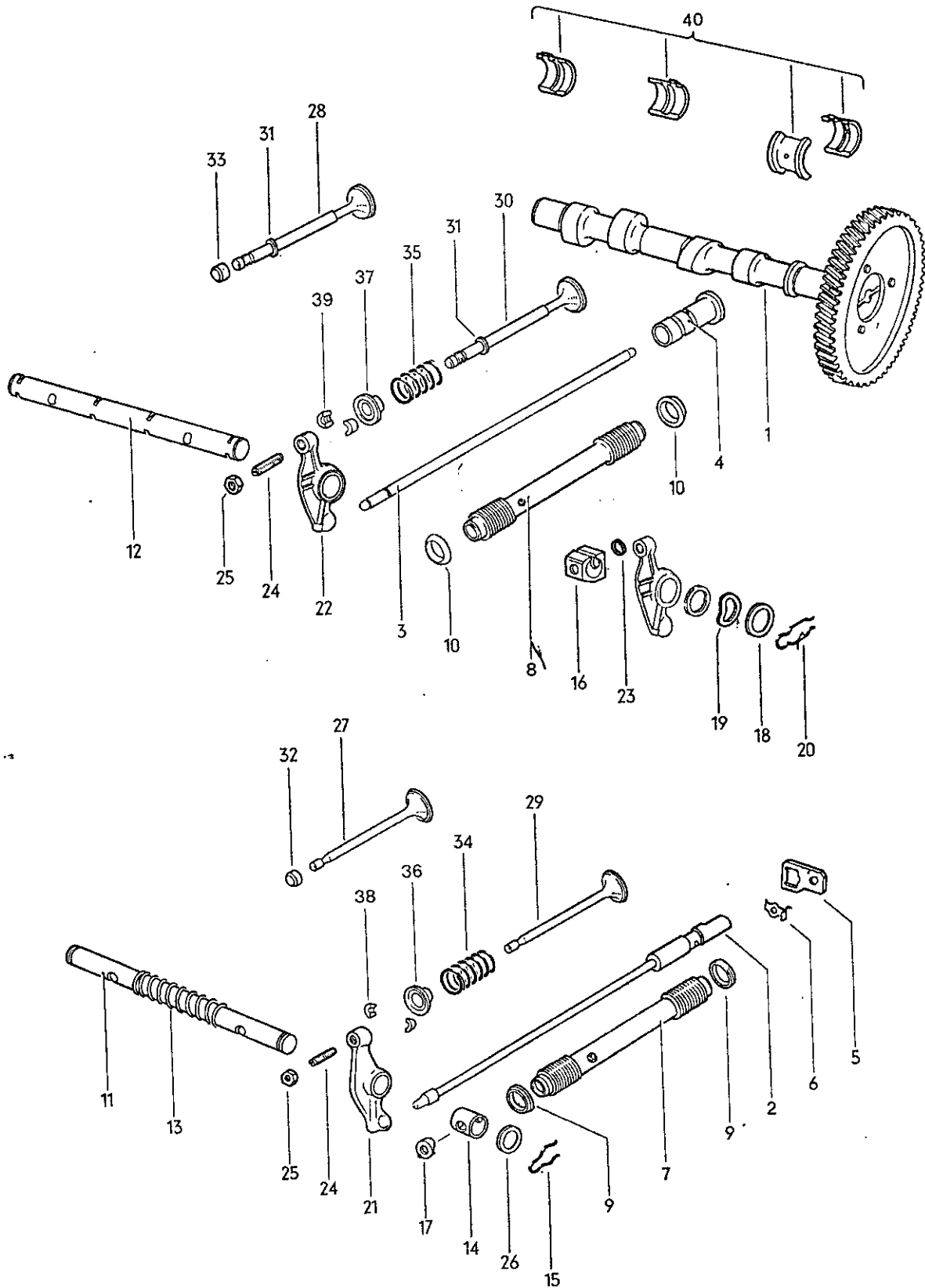


| Key No. | Part No. | Description | Quantity | Type and model |
|--|--------------|---|----------|--------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 4 | *341 107 371 | Scraper ring 85.5 mm dia. with coil spring | 4 | 46-, 47-, 48-, 50 b.h.p. |
| (4) | *113 107 375 | Scraper ring 77.5 mm dia. with coil spring | x | 30-, 34 b.h.p. |
| | | (oversize) | | |
| | | up to Engine No. F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | from Engine No. AB 0 000 001 | x | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | x | 40 b.h.p.: M 240 |
| (4) | *311 107 375 | Scraper ring 83.5 mm dia. with coil spring | | |
| | | (oversize) | | |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| (4) | *341 107 375 | Scraper ring 86 mm dia. with coil spring (oversize) | x | 46-, 47-, 48-, 50 b.h.p. |
| (4) | *113 107 379 | Scraper ring 78 mm dia. with coil spring | x | 30-, 34 b.h.p. |
| | | (oversize) | | |
| | | up to Engine No. F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | from Engine No. AB 0 000 001 | x | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | x | 40 b.h.p.: M 240 |
| (4) | *311 107 379 | Scraper ring 84 mm dia. with coil spring | | |
| | | (oversize) | | |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| (4) | *341 107 379 | Scraper ring 86.5 mm dia. with coil spring | x | 46-, 47-, 48-, 50 b.h.p. |
| | | (oversize) | | |
| (5) | *111 107 411 | Piston pin | 4 | 25-, 30-, 34 b.h.p. |
| (5) | *113 107 411 | Piston pin | | |
| | | up to Engine No. E 0 022 000 | 4 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 4 | 40 b.h.p. |
| | | from Engine No. AB 0 000 001 | 4 | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | 4 | 40 b.h.p.: M 240 |
| 5 | *311 107 411 | Piston pin | | |
| | | up to Engine No. H 1 350 000 | 4 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 4 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 4 | 47 b.h.p. |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 4 | 46-, 48-, 50 b.h.p. |
| (5) | 111 107 431 | Piston pin (oversize, marked green) | x | 25-, 30-, 34 b.h.p. |
| (5) | 113 107 431 | Piston pin (oversize, marked green) | | |
| | | up to Engine No. E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | x | 40 b.h.p. |
| | | from Engine No. AB 0 000 001 | x | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | x | 40 b.h.p.: M 240 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37 = 47 , 40 = 49/50 , 44 = 52/53 , 46 = 55 , 47 = 57 , 48 = 58 , 50 = 60 | | | | |
| (5) | 311 107 431 | Piston pin (oversize, marked green) | | |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | x | 46-, 48-, 50 b.h.p. |
| (6) | *N 12 275 1 | Lockring A 20 – Piston pin | 8 | 25-, 30-, 34 b.h.p. |
| 6 | *N 12 276 1 | Lockring A 22 – Piston pin | 8 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |







| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CAMSHAFT AND VALVES

| | | | | |
|-----|---------------|-------------------------------------|---|------------------------------------|
| (1) | 111 109 015 | Camshaft with timing gear - 3 | x | 25-, 30 b.h.p. |
| (1) | 113 109 015 D | Camshaft with timing gear - 3 | | |
| | | up to Engine No. D July 1971 | x | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| 1 | 113 109 015 G | Camshaft with timing gear - 3 | | |
| | | from Engine No. D August 1971 | x | 34 b.h.p. |
| | | from Engine No. AB August 1971 | x | 44 b.h.p. |
| | | from Engine No. AC August 1971 | x | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | x | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | x | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | x | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | x | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 017 | Camshaft with timing gear - 2 | x | 25-, 30 b.h.p. |
| (1) | 113 109 017 D | Camshaft with timing gear - 2 | | |
| | | up to Engine No. D July 1971 | x | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | x | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | x | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| (1) | 113 109 017 G | Camshaft with timing gear - 2 | | |
| | | from Engine No. D August 1971 | x | 34 b.h.p. |
| | | from Engine No. AB August 1971 | x | 44 b.h.p. |
| | | from Engine No. AC August 1971 | x | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | x | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | x | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | x | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | x | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 019 | Camshaft with timing gear - 1 | x | 25-, 30 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|-------------------------------------|----------|------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | 113 109 019 D | Camshaft with timing gear - 1 | | |
| | | up to Engine No. D July 1971 | × | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | × | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | × | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | × | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | × | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | × | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | × | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | × | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | × | 46 b.h.p.: M 240 |
| (1) | 113 109 019 G | Camshaft with timing gear - 1 | | |
| | | from Engine No. D August 1971 | × | 34 b.h.p. |
| | | from Engine No. AB August 1971 | × | 44 b.h.p. |
| | | from Engine No. AC August 1971 | × | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | × | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | × | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | × | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | × | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 021 | Camshaft with timing gear ± 0 | × | 25-, 30 b.h.p. |
| (1) | 113 109 021 D | Camshaft with timing gear ± 0 | | |
| | | up to Engine No. D July 1971 | × | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | × | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | × | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | × | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | × | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | × | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | × | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | × | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | × | 46 b.h.p.: M 240 |
| (1) | 113 109 021 G | Camshaft with timing gear ± 0 | | |
| | | from Engine No. D August 1971 | × | 34 b.h.p. |
| | | from Engine No. AB August 1971 | × | 44 b.h.p. |
| | | from Engine No. AC August 1971 | × | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | × | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | × | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | × | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | × | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 023 | Camshaft with timing gear + 1 | × | 25-, 30 b.h.p. |
| (1) | 113 109 023 D | Camshaft with timing gear + 1 | | |
| | | up to Engine No. D July 1971 | × | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | × | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | × | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | × | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | × | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | × | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | × | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | × | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | × | 46 b.h.p.: M 240 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|-------------------------------------|----------|------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | 113 109 023 G | Camshaft with timing gear + 1 | | |
| | | from Engine No. D August 1971 | × | 34 b.h.p. |
| | | from Engine No. AB August 1971 | × | 44 b.h.p. |
| | | from Engine No. AC August 1971 | × | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | × | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | × | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | × | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | × | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 025 | Camshaft with timing gear + 2 | × | 25-, 30 b.h.p. |
| (1) | 113 109 025 D | Camshaft with timing gear + 2 | | |
| | | up to Engine No. D July 1971 | × | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | × | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | × | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | × | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | × | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | × | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | × | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | × | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | × | 46 b.h.p.: M 240 |
| (1) | 113 109 025 G | Camshaft with timing gear + 2 | | |
| | | from Engine No. D August 1971 | × | 34 b.h.p. |
| | | from Engine No. AB August 1971 | × | 44 b.h.p. |
| | | from Engine No. AC August 1971 | × | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | × | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | × | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | × | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | × | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (1) | 111 109 027 | Camshaft with timing gear + 3 | × | 25-, 30 b.h.p. |
| (1) | 113 109 027 D | Camshaft with timing gear + 3 | | |
| | | up to Engine No. D July 1971 | × | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | × | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | × | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | × | 44 b.h.p. |
| | | up to Engine No. L 0 026 000 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | × | 47 b.h.p. |
| | | up to Engine No. AB July 1971 | × | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | × | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | × | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | × | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | × | 46 b.h.p.: M 240 |
| (1) | 113 109 027 G | Camshaft with timing gear + 3 | | |
| | | from Engine No. D August 1971 | × | 34 b.h.p. |
| | | from Engine No. AB August 1971 | × | 44 b.h.p. |
| | | from Engine No. AC August 1971 | × | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | × | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | × | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | × | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | × | 48 b.h.p.: M 9/M 26/ M 27/M 157 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|-------------------------------------|----------|------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (1) | 111 109 029 | Camshaft with timing gear + 4 | x | 25-, 30 b.h.p. |
| (1) | 113 109 029 D | Camshaft with timing gear + 4 | x | 34 b.h.p. |
| | | up to Engine No. D July 1971 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | x | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | x | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 000 | x | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | x | 44 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AC July 1971 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| (1) | 113 109 031 D | Camshaft with timing gear + 5 | x | 34 b.h.p. |
| | | up to Engine No. D July 1971 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | x | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | x | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 000 | x | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | x | 44 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AC July 1971 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| (1) | 113 109 033 D | Camshaft with timing gear + 6 | x | 34 b.h.p. |
| | | up to Engine No. D July 1971 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | x | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | x | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 000 | x | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | x | 44 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AC July 1971 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| (1) | 113 109 035 D | Camshaft with timing gear + 7 | x | 34 b.h.p. |
| | | up to Engine No. D July 1971 | x | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | x | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | x | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 000 | x | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | x | 44 b.h.p. |
| | | up to Engine No. AB July 1971 | x | 40 b.h.p.: M 240 |
| | | up to Engine No. AC July 1971 | x | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | x | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | x | 46 b.h.p.: M 240 |
| 2 | 111 109 301 A | Push rod - Valve | 8 | 25-, 30 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (2) | 113 109 301 C | Push rod – Valve up to Engine No. 8 339 392 (from Engine No. 8 339 393 see Workshop Manual M-6) | 8 | 34 b.h.p. |
| (3) | 113 109 301 D | Push rod with knurling – Valve from Engine No. 8 339 393 (up to Engine No. 8 339 392 see Workshop Manual M-6) | 8 | 34 b.h.p. |
| 3 | 311 109 301 A | Push rod with knurling – Valve | 8 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (2) | 111 109 303 B | Push rod (oversize) – Valve | x | 25-, 30 b.h.p. |
| 4 | 113 109 309 C | Cam follower | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 5 | 111 109 325 | Guide plate – Push rod | 4 | 25-, 30 b.h.p. |
| 6 | 111 109 329 | Lock plate – Push rod guide plate | 4 | 25-, 30 b.h.p. |
| 7 | 111 109 335 | Tube – Push rod | 8 | 25-, 30 b.h.p. |
| (7) | 113 109 335 | Tube – Push rod | 8 | 34 b.h.p. |
| 8 | 311 109 335 | Tube – Push rod | 8 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 9 | *111 109 345 | Sealing washer – Push rod tube | 16 | 25-, 30 b.h.p. |
| 10 | *113 109 345 A | Sealing washer – Push rod tube | 16 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 11 | 111 109 407 | Rocker shaft | 2 | 25-, 30 b.h.p. |
| 12 | 113 109 407 | Rocker shaft | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 13 | 111 109 415 | Spring – Rocker shaft | 2 | 25-, 30 b.h.p. |
| 14 | 111 109 419 | Spacer – Rocker arm | 4 | 25-, 30 b.h.p. |
| 15 | 111 109 425 | Spring clip – Rocker shaft | 4 | 25-, 30 b.h.p. |
| (16) | 113 109 427 A | Bearing support (stud holes 8/8 mm dia.) – Rocker shaft for cylinder head 113 101 351 D | 4 | 34 b.h.p. |



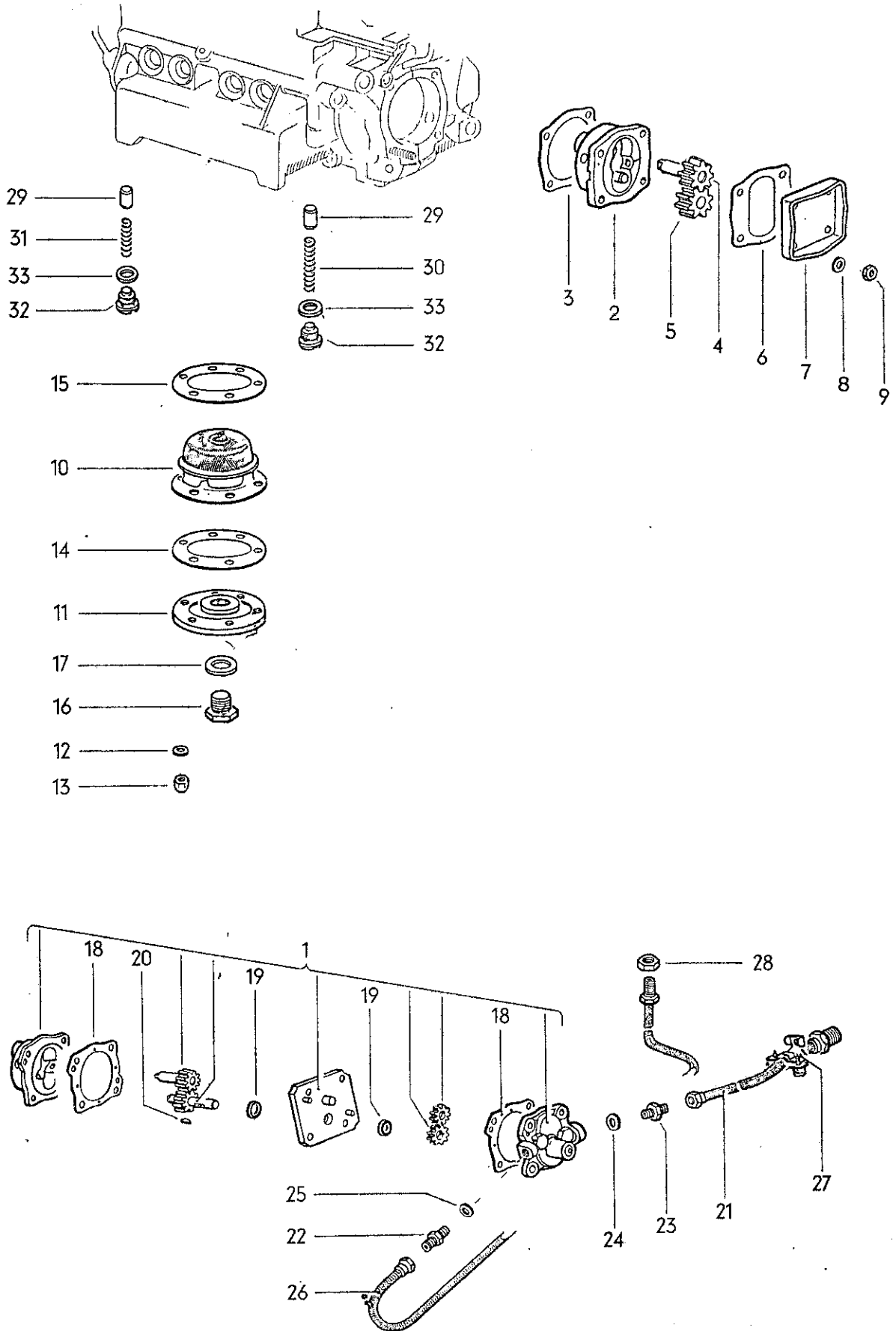
| Key No. | Part No. | Description | Quantity | Type and model |
|---|----------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40= 49/50 , 44 =52/53 , 46= 55 , 47=57 , 48=58 , 50=60 | | | | |
| 16 | 113 109 427 C | Bearing support (stud holes 8/9 mm dia.) - Rocker shaft for cylinder head 113 101 353 E | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 17 | 111 109 431 | Collar - Rocker shaft | 4 | 25-, 30 b.h.p. |
| 18 | 113 109 435 | Thrust washer - Rocker arm | 16 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 19 | 113 109 437 | Spring washer - Rocker arm | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 20 | 113 109 439 | Spring clip - Rocker shaft | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 21 | 111 109 443 | Rocker arm | 8 | 25-, 30 b.h.p. |
| (21) | 113 109 443 A | Rocker arm up to Engine No. 8 339 392 | 8 | 34 b.h.p. |
| (21) | 113 109 443 B | Rocker arm from Engine No. 8 339 393 | 8 | 34 b.h.p. |
| 22 | 311 109 443 B | Rocker arm with two ribs | 8 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (23) | 113 109 449 | Sealing washer for stud 113 101 397 | 4 | 34 b.h.p. |
| (23) | *113 109 449 A | Sealing washer for stud 113 101 397 A/B/399 A | 4 | 34 b.h.p. |
| 23 | *113 109 449 B | Sealing washer for stud 113 101 399 B | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 24 | 111 109 451 | Adjusting screw - Valve | 8 | |
| 25 | N 11 152 1 | Nut, hex. M 8×1 | 8 | |
| 26 | 111 105 235 A | Washer 0.6 mm - Rocker arm | 8 | 25-, 30 b.h.p. |
| 27 | 111 109 601 A | Intake valve 30 mm dia. (marked "S") | 4 | 30 b.h.p. |
| (27) | 113 109 601 B | Intake valve 31.5 mm dia. (marked "S") | 4 | 34 b.h.p. |
| (27) | 113 109 601 D | Intake valve 33.1 mm dia. (marked "S") up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 | 4 4 | 37 b.h.p.: M 240 40 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 28 | 311 109 601 | Intake valve 35.6 mm dia. (marked "S") | 4 | 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p. |
| 29 | 111 109 611 A | Exhaust valve 28.6 mm dia. | 4 | 25-, 30 b.h.p. |
| | | Intake valve 28.6 mm dia. | 4 | 25 b.h.p. |
| (29) | 113 109 612 | Exhaust valve 30 mm dia. | 4 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 4 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 4 | 40 b.h.p. |
| 30 | 113 109 612 A | Exhaust valve 32 mm dia. from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (30) | 311 109 612 | Exhaust valve 32 mm dia. | 4 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 4 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 4 | 47 b.h.p. |
| 31 | 113 109 619 | Ring - Oil deflection from Engine No. 8 339 393 | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 32 | 111 109 621 | Cap - Valve stem | x | 25-, 30 b.h.p. |
| 33 | 113 109 621 | Cap - Valve stem | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 34 | 111 109 623 | Spring - Valve | 8 | 25-, 30 b.h.p. |
| (34) | 113 109 623 A | Spring - Valve | 8 | 34 b.h.p. |
| 35 | 113 109 623 C | Spring - Valve | 8 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 36 | 111 109 641 | Seat - Valve spring | 8 | 25-, 30 b.h.p. |
| 37 | 113 109 641 B | Seat - Valve spring | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 38 | 111 109 651 | Colter, split - Valve | 16 | 25-, 30 b.h.p. |
| 39 | 113 109 651 A | Colter, split - Valve | 16 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 40 | 111 198 541 | 1 set of camshaft bearings outer dia. 27.5 mm (standard size) | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. D 0 000 001 | 1 | 34 b.h.p. |





| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

OIL PUMP AND DUAL OIL PUMP

| | | | | |
|-----|-----------------|---|---|------------------------------------|
| (1) | 113 115 101 A | Dual oil pump | | |
| | | from Engine No. E 0 015 982 up to E 0 020 021 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 1 778 163 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 124 668 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. L 0 019 430 up to L 0 024 106 | 1 | 40 b.h.p.: M 9/M 240 |
| (1) | 113 115 101 B * | Dual oil pump | | |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9/M 157 |
| | | up to Engine No. AB July 1971 | 1 | 44 b.h.p.: M 9 |
| | | up to Engine No. AC July 1971 | 1 | 40 b.h.p.: M 9/M 240 |
| | | up to Engine No. AD 0 236 133 | 1 | 50 b.h.p.: M 9 |
| | | up to Engine No. AE 0 395 937 | 1 | 48 b.h.p.: M 9 |
| | | up to Engine No. AF 0 000 398 | 1 | 46 b.h.p.: M 9/M 240 |
| 1 | 113 115 101 C * | Dual oil pump | | |
| | | from Engine No. AB August 1971 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. AC August 1971 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. AD 0 236 134 | 1 | 50 b.h.p.: M 9 |
| | | from Engine No. AE 0 395 938 | 1 | 48 b.h.p.: M 9 |
| | | from Engine No. AF 0 000 399 | 1 | 46 b.h.p.: M 9/M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/ M 27/M 175 |
| (2) | 111 115 107 | Body - Oil pump | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| (2) | 111 115 107 A | Body - Oil pump | | |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p. |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 up to July 1971 | 1 | 34 b.h.p. |
| | | up to Engine No. AB July 1971 | 1 | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | 1 | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | 1 | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | 1 | 46 b.h.p.: M 240 |
| 2 | 111 115 107 B | Body - Oil pump | | |
| | | from Engine No. D August 1971 | 1 | 34 b.h.p. |
| | | from Engine No. AB August 1971 | 1 | 44 b.h.p. |
| | | from Engine No. AC August 1971 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | 1 | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | 1 | 46 b.h.p.: M 240 |



| Key No. | Part No. | Description | Quantity | Type and model |
|---|----------------|--|----------|------------------------------------|
| 25 DIN b.h.p. 30 SAE, 30=36, 34 41.5, 37 47, 40 49/50, 44 52/53, 46 55, 47 57, 48 58, 50 60 | | | | |
| (2) | 311 115 107 | Body - Oil pump | | |
| | | from Engine No. D 0 000 001 up to D 0 230 000 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 225 018 | 1 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 40 b.h.p.: M 240 |
| (2) | 311 115 107 A | Body - Oil pump | | |
| | | from Engine No. D 0 230 001 up to D 0 525 049 | 1 | 34 b.h.p. |
| | | from Engine No. E 0 013 651 up to E 0 020 021 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 225 019 up to F 1 778 163 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 822 052 up to H 1 124 668 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 024 106 | 1 | 40 b.h.p.: M 240 |
| (3) | *111 115 111 A | Gasket - Oil pump body | | |
| | | up to Engine No. D 0 230 000 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 34 b.h.p. |
| | | up to Engine No. F 1 225 018 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. H 0 822 051 | 1 | 40 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 44 b.h.p. |
| | | | 1 | 40 b.h.p.: M 240 |
| 3 | *111 115 111 B | Gasket - Oil pump body | | |
| | | from Engine No. E 0 013 651 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 225 019 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 822 052 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 230 001 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (4) | 111 115 115 | Gear and shaft - Oil pump | | |
| | | up to Engine No. 9 800 000 | 1 | 25-, 30 b.h.p. |
| | | | 1 | 34 b.h.p. |
| (4) | 111 115 115 B | Gear and shaft - Oil pump | | |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 up to July 1971 | 1 | 34 b.h.p. |
| | | up to Engine No. AB July 1971 | 1 | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | 1 | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | 1 | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | 1 | 46 b.h.p.: M 240 |
| 4 | 111 115 115 C | Gear and shaft - Oil pump | | |
| | | from Engine No. D August 1971 | 1 | 34 b.h.p. |
| | | from Engine No. AB August 1971 | 1 | 44 b.h.p. |
| | | from Engine No. AC August 1971 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | 1 | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/ M 27/M 157 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (4) | 311 115 115 | Gear and shaft – Oil pump | | |
| | | from Engine No. D 0 000 001 up to D 0 525 049 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 020 021 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 778 163 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 124 668 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 024 106 | 1 | 40 b.h.p.: M 240 |
| (5) | 111 115 123 A | Gear – Oil pump (driven) | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| (5) | 311 115 123 A | Gear – Oil pump (driven) | | |
| | | from Engine No. D 0 000 001 up to D July 1971 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AB July 1971 | 1 | 44 b.h.p. |
| | | up to Engine No. AC July 1971 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 236 133 | 1 | 50 b.h.p. |
| | | up to Engine No. AE 0 395 937 | 1 | 48 b.h.p. |
| | | up to Engine No. AF 0 000 398 | 1 | 46 b.h.p.: M 240 |
| 5 | 111 115 123 B | Gear – Oil pump (driven) | | |
| | | from Engine No. D August 1971 | 1 | 34 b.h.p. |
| | | from Engine No. AB August 1971 | 1 | 44 b.h.p. |
| | | from Engine No. AC August 1971 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 236 134 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 395 938 | 1 | 48 b.h.p. |
| | | from Engine No. AF 0 000 399 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/ M 27/M 157 |
| (6) | *111 115 131 A | Gasket – Oil pump cover | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 230 000 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 225 018 | 1 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 40 b.h.p.: M 240 |
| 6 | *111 115 131 B | Gasket – Oil pump cover | | |
| | | from Engine No. E 0 013 651 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 225 019 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 822 052 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 230 001 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (7) | 311 115 141 | Cover – Oil pump | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 230 000 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 225 018 | 1 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 40 b.h.p.: M 240 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-----------------|--|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37= 47 , 40= 49/50 , 44 = 52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 7 | 311 115 141 C | Cover -- Oil pump | | |
| | | from Engine No. E 0 013 651 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 225 019 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 822 052 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 230 001 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 8 | N 11 652 1 | Washer 7 | 4 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 230 000 | 4 | 34 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 225 018 | 4 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 4 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 40 b.h.p.: M 240 |
| (9) | N 11 006 2 | Nut, hex. M 6 | 4 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 230 000 | 4 | 34 b.h.p. |
| | | up to Engine No. E 0 013 650 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 225 018 | 4 | 40 b.h.p. |
| | | up to Engine No. H 0 822 051 | 4 | 44 b.h.p. |
| | | up to Engine No. L 0 018 099 | 1 | 40 b.h.p.: M 240 |
| 9 | 111 115 161 | Sealing nut. M 8 -- Oil pump cover | | |
| | | from Engine No. E 0 013 651 up to E 0 022 000 | 4 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 225 019 up to F 2 200 000 | 4 | 40 b.h.p. |
| | | from Engine No. H 0 822 052 up to H 1 350 000 | 4 | 44 b.h.p. |
| | | from Engine No. L 0 018 100 up to L 0 026 500 | 4 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 4 | 47 b.h.p. |
| | | from Engine No. D 0 230 001 | 4 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (10) | 111 115 175 | Oil strainer | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 1 677 687 | | |
| (10) | 111 115 175 A | Oil strainer | 1 | 25-, 30 b.h.p. |
| 10 | 111 115 175 B * | Oil strainer | | |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. L 0 024 237 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | from Engine No. AB 0 000 001 | 1 | 44 b.h.p. |
| | | from Engine No. AD 0 000 001 | 1 | 50 b.h.p. |
| (10) | 113 115 175 * | Oil strainer | | |
| | | up to Engine No. D 0 234 158 | 1 | 34 b.h.p. |
| | | up to Engine No. F 1 237 765 | 1 | 40 b.h.p. |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p. |
| | | up to Engine No. E 0 017 056 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. L 0 014 572 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. H 5 004 648 | 1 | 44 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (10) | 311 115 175 A | * Oil strainer | | |
| | | from Engine No. D 0 234 159 up to D 0 525 049 | 1 | 34 b.h.p. |
| | | from Engine No. F 1 237 766 up to F 1 778 163 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 874 200 up to H 1 124 668 | 1 | 44 b.h.p. |
| | | from Engine No. H 5 004 649 up to H 5 900 000 | 1 | 44 b.h.p. |
| | | from Engine No. E 0 017 057 up to E 0 020 021 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. L 0 014 573 up to L 0 024 236 | 1 | 40 b.h.p.: M 240 |
| (11) | 111 115 181 B | Cover - Oil strainer | 1 | 25-, 30 b.h.p. |
| 11 | 113 115 181 A | Cover - Oil strainer | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 12 | N 13 804 2 | Gasket A 6X10 - Oil strainer cover | 6 | |
| 13 | N 11 062 3 | Cap nut, hex. M 6 - Oil strainer cover | 6 | |
| 14 | *111 115 189 | Gasket 1.0 mm - Oil strainer cover | 1 | 25-, 30 b.h.p. |
| 15 | *113 115 189 A | Gasket 1.0 mm - Oil strainer cover | x | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 16 | 113 115 193 | Oil drain plug | 1 | |
| | | from Engine No. 3 072 320 | | |
| 17 | N 13 815 2 | Sealing washer C 14X20 | 1 | |
| - | 111 115 195 | Magnetic ring - Oil strainer 111 115 175 A | 1 | 30 b.h.p. |
| 18 | 113 115 207 | * Gasket for intermediate plate and cover - | | |
| | | Dual oil pump | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 2 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 2 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 2 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 2 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 19 | 113 115 219 | * Seal - Intermediate plate, dual oil pump | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 2 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 2 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 2 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 2 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 20 | N 12 704 1 | * Woodruff key 2.5X3.7 | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 2 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 2 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 2 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 2 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|-----------------|--|----------|------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37 47 , 40 49/50 , 44 - 52/53 , 46 =55 , 47=57 , 48- 58 , 50=60 | | | | |
| 21 | 111 115 241 A * | Oil suction pipe | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 2 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 2 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 2 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 2 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 22 | 113 115 247 * | Adapter union 6 M 14×1.5 DIN 7611 | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 23 | 113 115 249 * | Adapter union 8 M 16×1.5 DIN 7611 | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 24 | N 13 845 1 * | Sealing ring 16×22 | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 25 | N 13 815 2 * | Sealing ring 14×20 | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 26 | 111 115 251 * | Oil pressure line | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9 |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |

MAIN GROUP

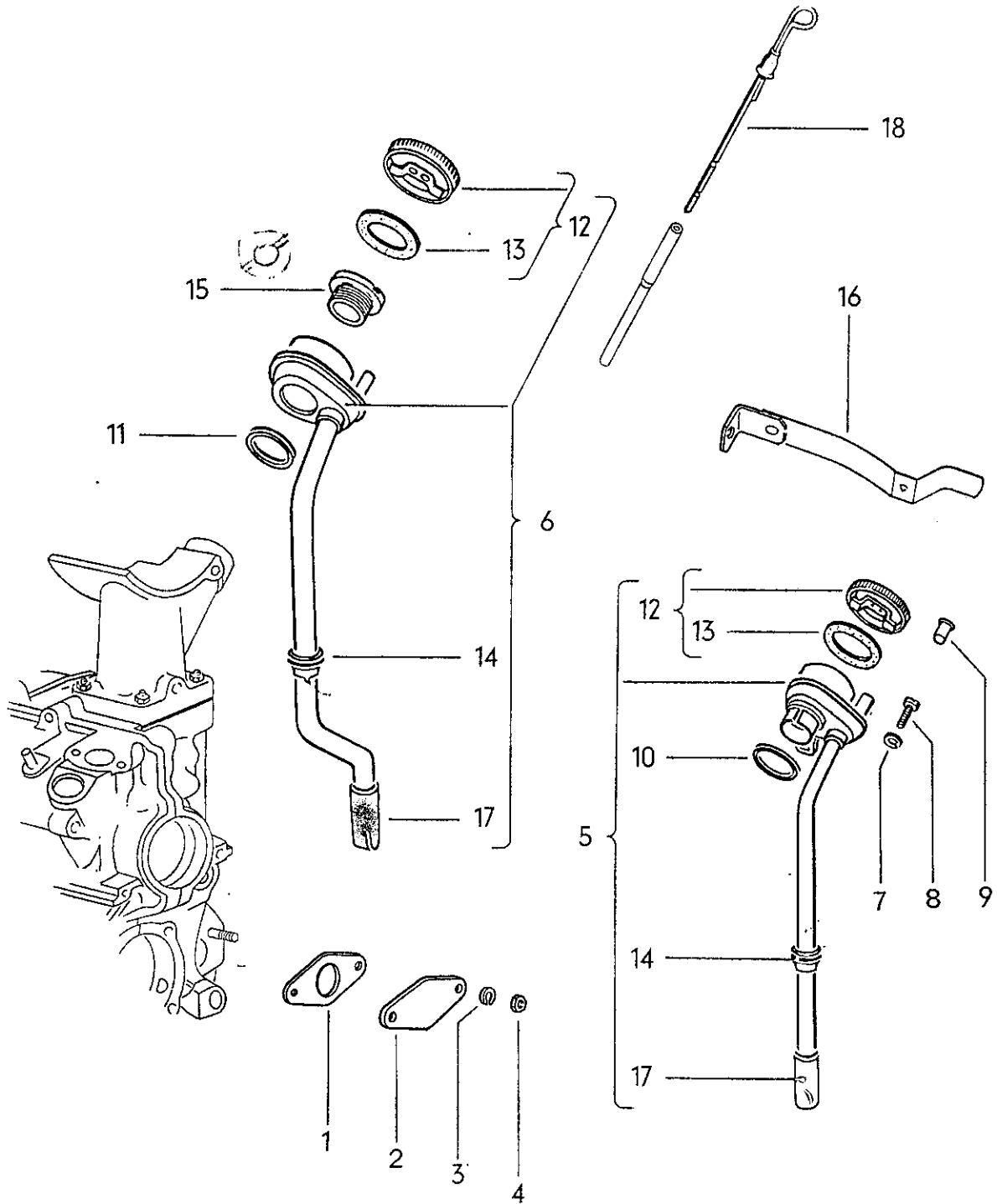


ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|--------------------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 27 | 111 115 261 | * Bracket for oil suction line on heat exchanger, ... right from Engine No. E 0 015 982 up to E 0 022 000 from Engine No. F 1 462 599 up to F 2 200 000 from Engine No. H 0 879 927 up to H 1 350 000 from Engine No. H 5 077 366 up to H 5 900 000 from Engine No. L 0 019 430 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 9/M 240 40 b.h.p.: M 9 44 b.h.p.: M 9 44 b.h.p.: M 9 40 b.h.p.: M 9/M 240 47 b.h.p.: M 9 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| 28 | 111 115 269 | * Nut, hex. M 14X1.5 - Pressure line from Engine No. E 0 015 982 up to E 0 022 000 from Engine No. F 1 462 599 up to F 2 200 000 from Engine No. H 0 879 927 up to H 1 350 000 from Engine No. H 5 077 366 up to H 5 900 000 from Engine No. L 0 019 430 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 9/M 240 40 b.h.p.: M 9 44 b.h.p.: M 9 44 b.h.p.: M 9 40 b.h.p.: M 9/M 240 47 b.h.p.: M 9 40-, 44-, 46-, 48-, 50 b.h.p.: M 9 |
| (29) | 111 115 411 | Piston - Oil pressure relief valve | 1 | 25-, 30 b.h.p. |
| (29) | 111 115 411 A | Piston, oversize - Oil pressure relief valve | x | 25-, 30 b.h.p. |
| 29 | *113 115 411 | Piston - Oil pressure regulating and oil pressure relief valves from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. H 1 124 669 up to H 1 350 000 from Engine No. L 0 024 107 up to L 0 026 500 from Engine No. B 6 000.001 up to B 6 600 000 up to Engine No. D 0 525 049 from Engine No. D 0 525 050 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 2 2 2 2 1 2 2 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (29) | 113 115 411 B | Piston - Oil pressure regulating and oil pressure relief valves (oversize) from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. H 1 124 669 up to H 1 350 000 from Engine No. L 0 024 107 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. D 0 525 050 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | x x x x x x x | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (29) | 311 115 411 | Piston - Oil pressure relief valve up to Engine No. E 0 020 021 up to Engine No. F 1 778 163 up to Engine No. H 1 124 668 up to Engine No. L 0 024 106 | 1 1 1 1 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |
| (29) | 311 115 411 A | Piston - Oil pressure relief valve (oversize) up to Engine No. E 0 020 021 up to Engine No. F 1 778 163 up to Engine No. H 1 124 668 up to Engine No. L 0 024 106 | x x x x | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (30) | 111 115 421 | Spring – Oil pressure relief valve | 1 | 25-, 30 b.h.p. |
| (30) | 113 115 421 | Spring – Oil pressure relief valve | | |
| | | up to Engine No. D 0 525 049 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 020 021 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 778 163 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 124 668 -- | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 024 106 | 1 | 40 b.h.p.: M 240 |
| 30 | *111 115 421 A | Spring – Oil pressure relief valve | | |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 31 | *111 115 425 A | Spring – Oil pressure regulating valve | | |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 1 124 669 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 024 107 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (32) | 111 115 431 | Plug M 16×1.5 – Oil pressure relief valve | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 1 509 952 | | |
| (32) | 111 115 431 A | Plug M 14×1.5 – Oil pressure relief valve | 1 | 30 b.h.p. |
| | | from Engine No. 1 509 953 | | |
| (32) | 111 115 431 B | Plug M 16×1.5 oversize – | x | 30 b.h.p. |
| | | Oil pressure relief valve | | |
| | | from Engine No. 1 509 953 | | |
| 32 | *111 115 431 C | Plug M 18×1.5 – Oil pressure regulating and oil | 2 | 34-, 37-, 40-, 44-, 46-, |
| | | pressure relief valves | | 47-, 48-, 50 b.h.p. |
| (33) | N 13 820 1 | Sealing washer C 16×20 | | |
| | | up to Engine No. 1 509 952 | 1 | 25-, 30 b.h.p. |
| | | from Engine No. 1 509 953 | x | 30 b.h.p. |
| (33) | N 13 815 1 | Sealing washer C 14×18 | 1 | 30 b.h.p. |
| | | from Engine No. 1 509 953 | | |
| 33 | N 13 817 1 | Sealing washer C 18×22 | 2 | 34-, 37-, 40-, 44-, 46-, |
| | | | | 47-, 48-, 50 b.h.p. |





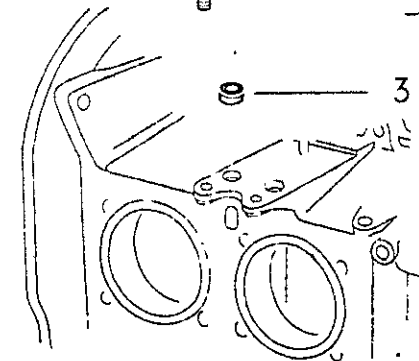
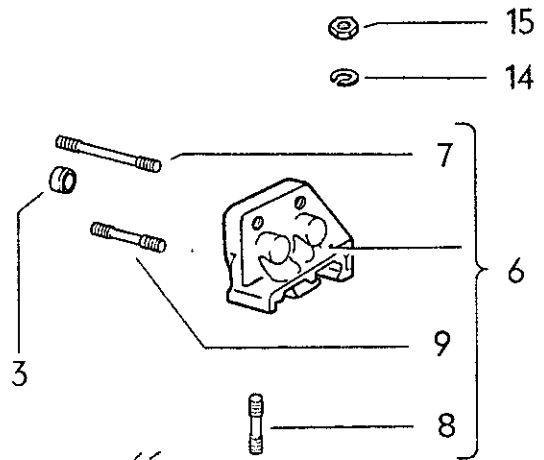
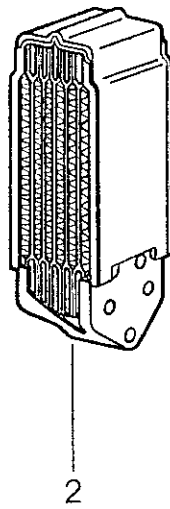
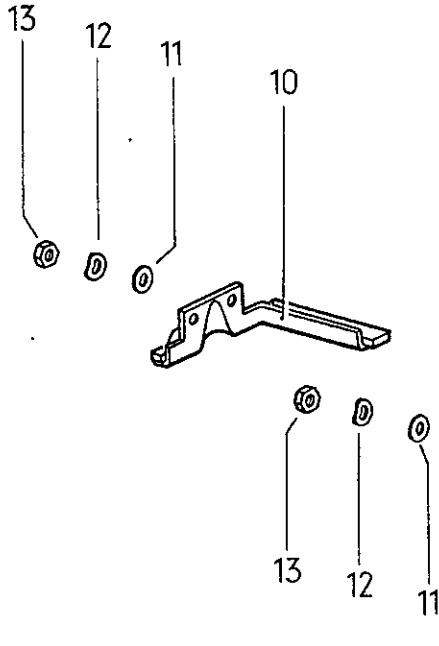
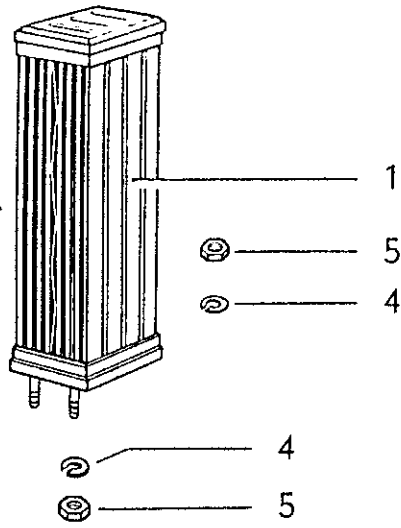
| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|--|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| OIL FILLER | | | | |
| 1 | *311 115 315 A | Gasket – Blind flange (see VW Parts Service Bulletin 1-12) | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 2 | *113 115 349 | Blind flange – Oil filler (see VW Parts Service Bulletin 1-12) | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 3 | N 12 241 2 | Spring washer B 8×15 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 4 | N 11-008 8 | Nut, hex. M 8 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (5) | 111 115 451 | Oil filler and breather assy. up to Engine No. 1 – 1 120 614 | 1 | 25-, 30 b.h.p. |
| (5) | 111 115 451 B | Oil filler and breather assy. from Engine No. 3 942 539 | 1 | 30 b.h.p. |
| 5 | 111 115 451 C | Oil filler and breather assy. from Engine No. 1 – 1 120 615 up to 3 942 538 | 1 | 30 b.h.p. |
| (6) | 211 115 451 | Oil filler and breather assy. from Engine No. 5 703 138 up to 8 046 096 | 1 | 34 b.h.p. |
| (6) | 211 115 451 A | Oil filler and breather assy. up to Engine No. 5 703 137 from Engine No. 8 046 097 up to D 0 095 049 up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 | 1 1 1 1 | 34 b.h.p. 34 b.h.p. 37 b.h.p.: M 240: 113, 14, 117, 118, 151, 152 40 b.h.p.: 113, 114, 117, 118, 151, 152 |
| (6) | 113 115 451 B | Oil filler and breather assy. from Engine No. D 0 095 050 up to D 0 525 049 up to Engine No. E 0 006 000 from Engine No. E 0 006 001 up to E 0 020 021 up to Engine No. F 0 940 716 from Engine No. F 0 940 717 up to F 1 778 163 from Engine No. H 0 204 001 up to H 0 874 199 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 000 001 up to L 0 019 336 from Engine No. L 0 019 337 up to L 0 026 500 | 1 1 1 1 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240: 141-144 37 b.h.p.: M 240 40 b.h.p.: 141-144 40 b.h.p. 44 b.h.p. 44 b.h.p.: M 153 40 b.h.p.: M 240 40 b.h.p.: M 153/M 240 |
| 6 | 113 115 451 D | Oil filler and breather assy. from Engine No. D 0 458 808 up to D 0 525 049 from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. E 0 015 146 up to E 0 020 021 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. F 1 380 778 up to F 1 778 163 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. D 0 525 050 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 1 1 1 | 34 b.h.p.: M 59 37 b.h.p.: M 240 37 b.h.p.: M 59/M 240 40 b.h.p. 40 b.h.p.: M 59 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 7 | N 12 226 2 | Spring washer B 6 | 1 | 25-, 30 b.h.p. |
| 8 | N 10 714 3 | Screw, cheese head AM 6×12 | 1 | 25-, 30 b.h.p. |
| 9 | 111 115 465 | Plug – Oil filler and breather assy. | × | |
| 10 | 111 115 475 A | Gasket – Oil filler | 1 | 25-, 30 b.h.p. |
| 11 | 113 115 475 | Gasket – Oil filler | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 12 | 111 115 485 | Cover – Oil filler | 1 | |
| | | from Engine No. 1 – 1 120 615 | | |
| 13 | 111 115 487 | Gasket (cork) 37×59 – Filler cap | 1 | |
| | | from Engine No. 1 – 1 120 615 | | |
| 14 | 111 115 491 | Grommet – Oil filler | 1 | |
| | | from Engine No. 1 – 1 120 615 | | |
| 15 | 113 115 495 | Gland nut – Oil filler | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 16 | 111 115 501 | Retaining spring – Oil filler and breather assy. ... | 1 | |
| | | up to Engine No. 1 – 1 120 614 | | |
| 17 | 311 115 541 | Rubber valve – Oil breather | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. 8 046 097 | | |
| (18) | 111 115 611 | Oil level dipstick | 1 | 25-, 30 b.h.p. |
| 18 | 113 115 611 | Oil level dipstick | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |





| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| OIL COOLER | | | | |
| 1 | 111 117 021 E | Oil cooler up to Engine No. L 0 026 500 up to Engine No. H 1 350 000 (see VW Parts Service Bulletin 1/13 - 1969) | 1 1 1 | 25-, 30-, 34-, 37-, 40-, 47 b.h.p. 40 b.h.p.: M 240 44 b.h.p. |
| 2 | 113 117 021 | Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 3 | 021 117 151 | Seal - Oil cooler from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. H 1 124 669 up to H 1 350 000 from Engine No. L 0 024 107 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. D 0 525 050 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 2 2 2 2 2 4 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (3) | *111 117 151 | Seal - Oil cooler up to Engine No. D 0 525 049 up to Engine No. E 0 020 021 up to Engine No. F 1 778 163 up to Engine No. H 1 124 668 up to Engine No. L 0 024 106 | 2 2 2 2 2 | 25-, 30 b.h.p. 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |
| 4 | N 12 226 2 | Spring washer B 6 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 3 3 3 3 3 | 25-, 30-, 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 5 | N 11 006 2 | Nut, hex. M 6 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 3 3 3 3 3 | 25-, 30-, 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 6 | 113 117 301 | Intermediate flange - Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 7 | N 14 553 1 | Stud AM 6 A X 85 - Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 8 | N 14 443 4 | Stud AM 8 A X 38 - Intermediate flange from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 9 | N 14 539 1 | Stud AM 6 A X 56 - Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |

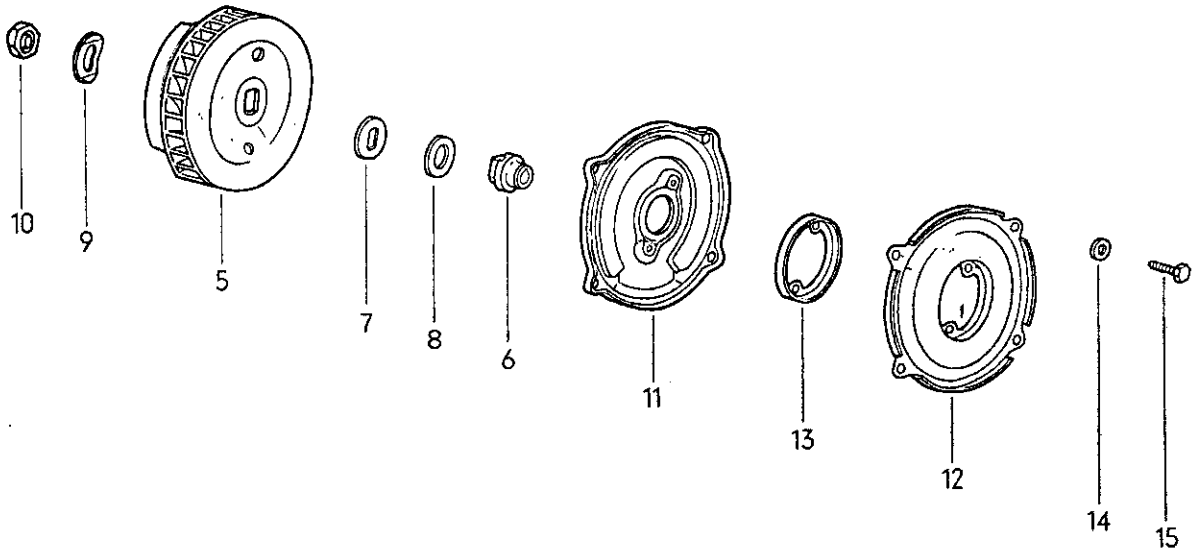
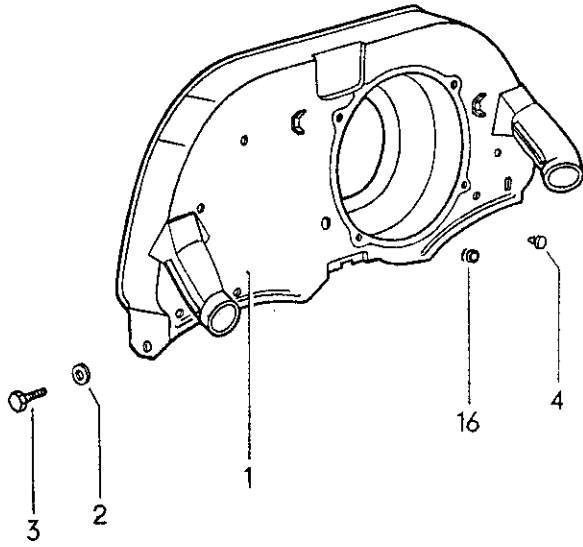
MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|--|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 10 | 113 117 321 | Sealing frame – Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 11 | N 11 524 4 | Washer A 6.4 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 12 | N 12 226 2 | Spring washer B 6 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 13 | N 11 006 2 | Nut, hex. M 6 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 14 | N 12 241 2 | Spring washer B 8×15 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 15 | N 11 008 8 | Nut, hex. M 8 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |







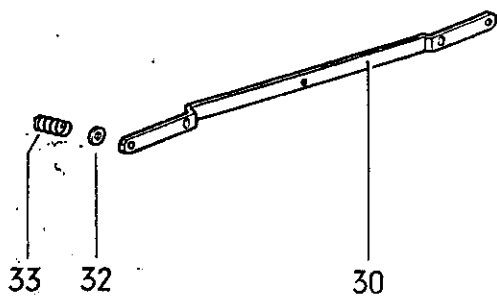
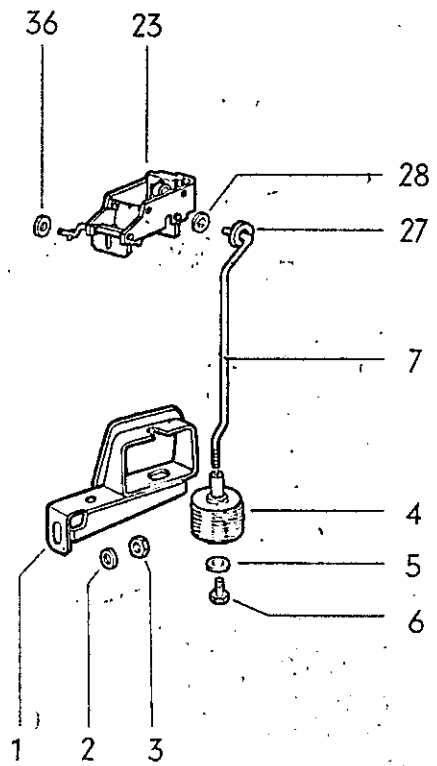
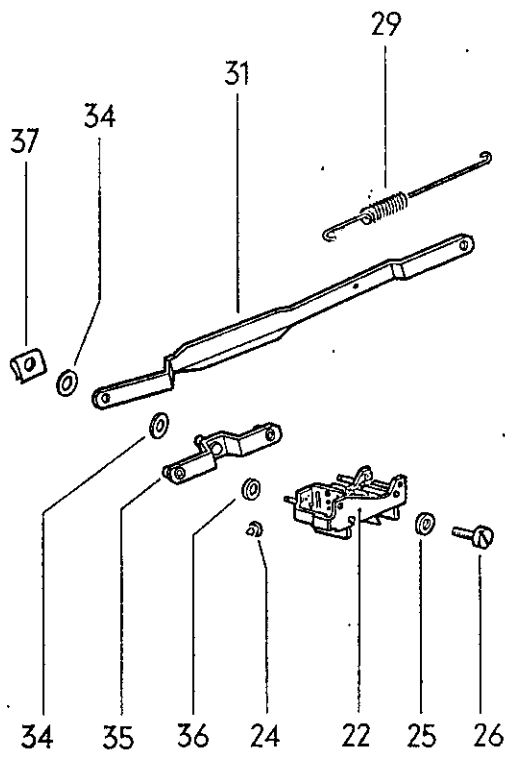
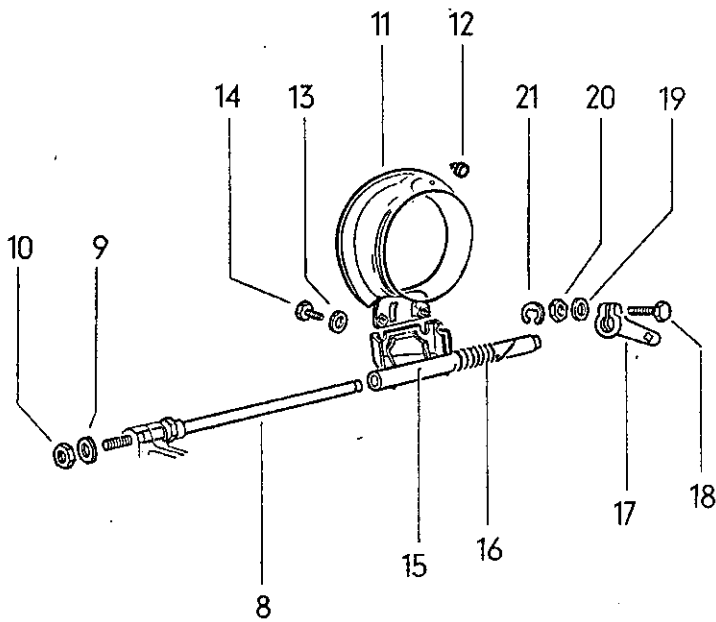
| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

AIR COOLING

| | | | | |
|-----|---------------|--|----------------------------|---|
| (1) | 113 119 025 C | Housing - Fan up to Engine No. 3 949 222 up to Engine No. 7 336 419 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| (1) | 113 119 025 H | Housing - Fan from Engine No. 3 949 223 from Engine No. 7 336 420 up to 8 796 622 | 1 1 | 30 b.h.p. 34 b.h.p. |
| (1) | 113 119 025 J | Housing - Fan (Use 113 129 895 for engines without carburetor return spring) from Engine No. 8 796 623 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 1 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| (1) | 113 119 025 L | * Housing - Fan from Engine No. AE 0 000 001 from Engine No. AH 0 000 001 | 1 1 | 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/M 27/M 157 |
| (1) | 113 119 025 M | Housing - Fan from Engine No. AB 0 000 001 up to AB July 1971 from Engine No. AC 0 000 001 up to AC July 1971 from Engine No. AD 0 000 001 up to AD July 1971 from Engine No. AF 0 000 001 up to AF July 1971 | 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 46 b.h.p.: M 240 |
| 1 | 113 119 025 Q | Housing - Fan from Engine No. AB August 1971 from Engine No. AC August 1971 from Engine No. AD August 1971 from Engine No. AF August 1971 | 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 46 b.h.p.: M 240 |
| 2 | N 11 695 2 | Washer 6,1 | 2 | |
| 3 | N 10 212 3 | Bolt, hex. head M 6x12 | 2 | |
| 4 | N 20 022 3 | Plug A 8x1 - Choke cable hole up to Engine No. 7 336 419 | x | 34 b.h.p. |
| (5) | 113 119 031 | Fan up to Engine No. 3 942 539 up to Engine No. 6 916 250 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| (5) | 113 119 031 A | Fan from Engine No. 3 942 540 from Engine No. 6 916 251 up to Engine No. E 0 006 457 up to Engine No. F 0 958 000 | 1 1 1 1 | 25-, 30 b.h.p. 34 b.h.p. 37 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 40 b.h.p.: 113, 114, 117, 118, 151, 152. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|--------------------------------|--|---------------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 5 | 113 119 031 B | Fan from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (5) | 131 119 031 | Fan from Engine No. E 0 006 548 up to E 0 022 000 up to Engine No. E 0 006 457 from Engine No. F 0 958 001 up to F 2 200 000 up to Engine No. F 0 958 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 095 050 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 240 37 b.h.p.: M 240: 141-144 40 b.h.p. 40 b.h.p.: 141-144 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p.: M 610 |
| 6 | 111 119 123 A | Hub - Fan | 1 | |
| 7 | 111 119 131 | Carrier plate - Hub up to Engine No. February 1968 | 1 | |
| 8 | 111 119 133 B | Washer | 3 | |
| 9 | 111 119 135 | Spring washer | 1 | |
| 10 | 111 119 141 A | Nut, special - Fan | 1 | |
| 11 | 131 119 259 | Cover - Fan, inner (for generator 105 mm dia.) .. | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (12) | 113 119 261 B | Cover - Fan (for generator 90 mm dia.) | 1 | 25-, 30-, 34 b.h.p. |
| 12 | 131 119 261 | Cover - Fan, outer (for generator 105 mm dia.) .. | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (13) | 111 119 271 | Reinforcement flange - Fan cover (for generator 90 mm dia.) | 1 | 25-, 30-, 34 b.h.p. |
| 13 | 131 119 271 <i>sb4</i> | Reinforcement flange - Fan cover (for generator 105 mm dia.) | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 14 | <i>043119271</i> N 12 226 2 | Spring washer B 6 | 4 | |
| 15 | N 10 210 7 | Bolt, hex. head M 6×10 K | 4 | |
| 16 | N 20 092 1 | Grommet F from Engine No. E 0 002 999 up to E 0 022 000 from Engine No. F 0 442 242 up to F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 050 315 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

COOLING AIR CONTROL

| | | | | |
|-----|---------------|--|---|---|
| (1) | 111 119 151 A | Bracket – Thermostat | 1 | 25-, 30 b.h.p. |
| 1 | 113 119 151 B | Bracket – Thermostat | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 2 | N 11 654 2 | Washer 9.5 – Bracket – Thermostat | 1 | |
| 3 | N 11 008 8 | Nut, hex. M 8 – Bracket – Thermostat | 1 | |
| (4) | 111 119 159 | Thermostat | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 6 120 730 | 1 | 34 b.h.p. |
| 4 | 111 119 159 A | Thermostat | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. 6 120 731 | | |
| 5 | N 11 654 2 | Washer 9.5 | 1 | |
| 6 | N 10 238 7 | Bolt, hex. head M 8×15 | 1 | |
| (7) | 111 119 163 | Connecting rod | 1 | 25-, 30 b.h.p. |
| (7) | 113 119 163 | Connecting rod | 1 | 34 b.h.p. |
| | | up to Engine No. 8 796 622 | | |
| (7) | 113 119 163 A | Connecting rod | 1 | 34 b.h.p. |
| | | from Engine No. 8 796 623 | | |
| 7 | 211 119 163 A | Connecting rod | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 8 | 111 119 167 A | Rod – Throttle ring support, length 250 mm | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 8 796 622 | 1 | 34 b.h.p. |
| 9 | N 12 228 2 | Spring washer B 8 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 8 796 622 | 1 | 34 b.h.p. |
| 10 | N 11 008 8 | Nut, hex. M 8 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 8 796 622 | 1 | 34 b.h.p. |
| 11 | 111 119 171 | Throttle ring | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 8 796 622 | 1 | 34 b.h.p. |
| 12 | 111 119 189 | Plug – Throttle ring | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 8 796 622 | 1 | 34 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 13 | N 12 226 2 | Spring washer B 6 up to Engine No. 8 796 622 | 2 2 | 25-, 30 b.h.p. 34 b.h.p. |
| 14 | N 10 210 7 | Bolt, hex. head M 6×10 up to Engine No. 8 796 622 | 2 2 | 25-, 30 b.h.p. 34 b.h.p. |
| 15 | 111 119 175 A | Shaft – Throttle ring control, length 173 mm up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 16 | 111 119 179 | Return spring up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 17 | 111 119 183 A | Operating lever – Shaft up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 18 | N 10 342 1 | Bolt, hex. head M 6×20 up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 19 | N 11 652 1 | Washer 7 up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 20 | N 11 006 2 | Nut, hex. M 6 up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 21 | N 12 437 1 | Lock washer 7 up to Engine No. 8 796 622 | 1 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 22 | 113 119 209 A | Cooling air regulator, left from Engine No. 8 796 623 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| (23) | 113 119 210 | Cooling air regulator, right from Engine No. 8 796 623 up to D 0 525 049 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 up to Engine No. E 0 020 021 up to Engine No. F 1 778 163 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 | 1 1 1 1 1 1 1 | 34 b.h.p. 44 b.h.p.: M 153 40 b.h.p.: M 153/M 240 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |
| 23 | 113 119 210 A | Cooling air regulator, right from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |

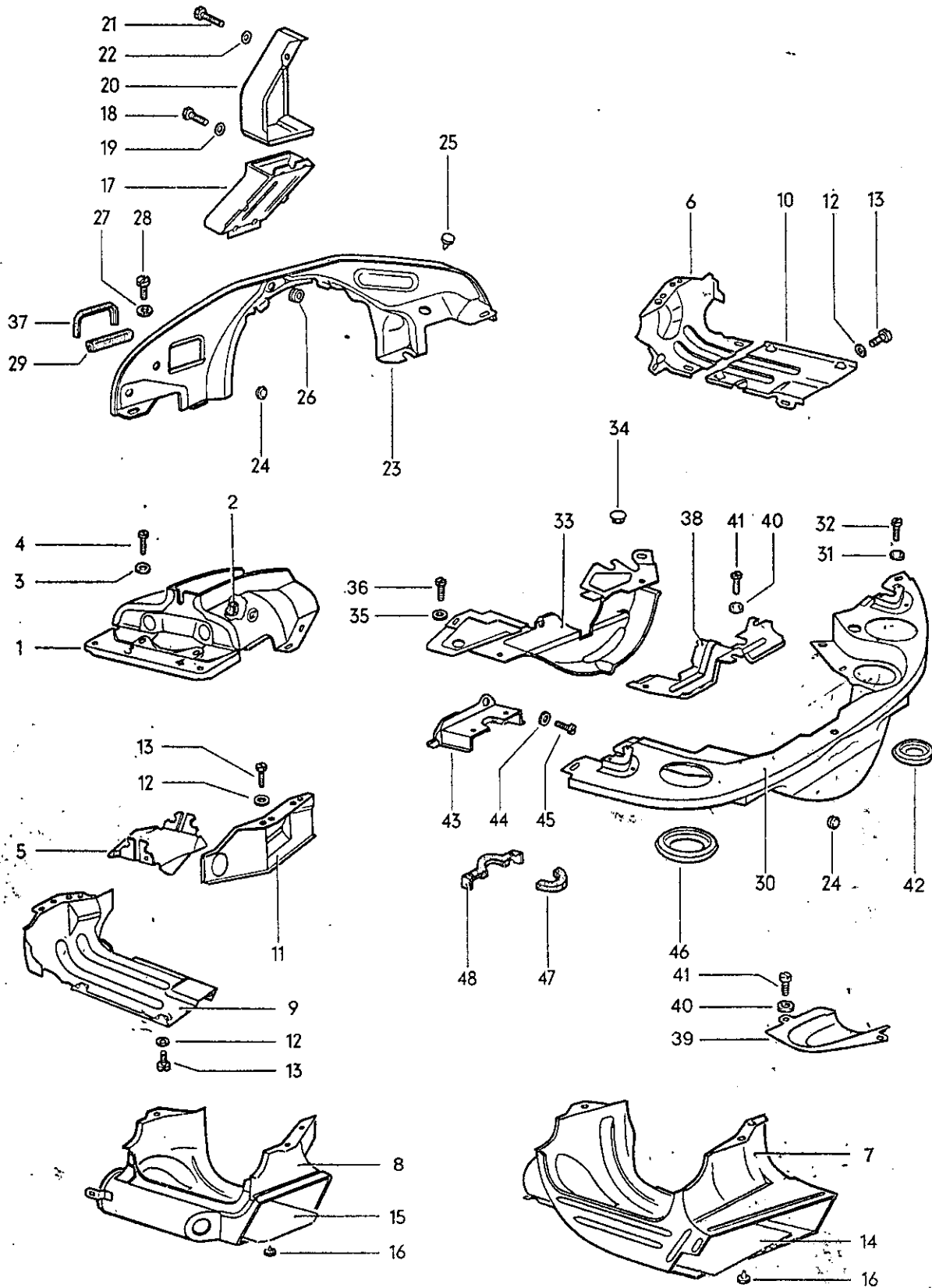
| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (23) | 113 119 210 B | Cooling air regulator, right | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. E 0 015 146 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| - | 211 119 217 | Plug - Fan housing | | |
| | | from Engine No. AB 0 350 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 003 240 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 360 023 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 558 001 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AF 0 000 445 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| 24 | N 20 022 3 | Plug (rubber) A 8×1 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 25 | N 11 652 1 | Washer 7 | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 26 | N 10 710 1 | Screw, cheese head AM 6×12 | 8 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 27 | N 11 522 2 | Washer A 4.3 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 28 | 113 119 249 | External tooth lockwasher | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 29 | 113 119 279 | Return spring - Connecting rod | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 30 | 113 119 289 | Connecting rod - Cooling air regulator | | |
| | | from Engine No. 8 796 623 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| 31 | 113 119 289 B | Connecting rod - Cooling air regulator | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 32 | N 11 557 2 | Washer 6.4 from Engine No. 8 796 623 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 8 8 8 8 8 8 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 33 | 211 259 283 | Spring - Connecting rod from Engine No. 8 796 623 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 4 4 4 4 4 4 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 34 | N 11 666 4 | Washer B 6.4 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 35 | 113 119 411 A | Regulating rod from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 36 | N 11 557 2 | Washer 6.4 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 37 | N 23 623 1 | Spring washer 5 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 6 | 40-, 44-, 46-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

ENGINE COVER PLATES

| | | | | |
|-----|---------------|--|---|-------------------------------|
| (1) | 111 119 303 B | Cover plate - Cylinder, left | 1 | 25-, 30 b.h.p. |
| (1) | 113 119 303 A | Cover plate - Cylinder left | 1 | 34 b.h.p. |
| | | up to Engine No. 8 796 622 | | |
| (1) | 113 119 303 B | Cover plate - Cylinder left | 1 | 34 b.h.p. |
| | | from Engine No. 8 796 623 | | |
| (1) | 113 119 303 H | Cover plate - Cylinder left | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | up to Engine No. AB, AC, AD, AE, AF July 1971 | | |
| 1 | 113 119 303 J | Cover plate - Cylinder left | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH August 1971 | | |
| (1) | 211 119 303 B | Cover plate - Cylinder left | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | 1 | |
| (1) | 111 119 304 B | Cover plate - Cylinder right | 1 | 25-, 30 b.h.p. |
| (1) | 113 119 304 C | Cover plate - Cylinder right | 1 | 34 b.h.p. |
| | | up to Engine No. 8 796 622 | | |
| (1) | 113 119 304 D | Cover plate - Cylinder right | 1 | 34 b.h.p. |
| | | from Engine No. 8 796 623 up to D 0 525 049 | | |
| (1) | 113 119 304 G | Cover plate - Cylinder right | 1 | 34 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | 1 | |
| (1) | 113 119 304 H | Cover plate - Cylinder right | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| 2 | 113 119 583 | Captive nut M 6 for cylinder cover plate | 2 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, |
| | | from Engine No. 7 336 420 | | 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 3 | N 11 652 1 | Washer 7 | 4 | |
| 4 | N 10 710 1 | Screw, cheese head AM 6X10 | 4 | |
| (5) | 111 119 317 | Deflector left and right | 2 | 25-, 30 b.h.p. |
| (5) | 113 119 317 | Deflector left and right | 2 | 34 b.h.p. |
| 5 | 311 119 317 | Deflector left and right | 2 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| - | 113 119 319 | Protection plate - Cylinder cover plate | 2 | 30 b.h.p. |
| | | from Engine No. 3 949 223 up to 3 972 440 | 2 | 34 b.h.p. |
| | | from Engine No. 7 336 420 up to 8 796 622 | 2 | |
| (6) | 111 119 350 | Heater channel, lower, front, right | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 | | |
| (6) | 111 119 350 A | Heater channel, lower, front, right | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| 6 | 113 119 350 | Heater channel, lower, front, right | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (7) | 111 119 351 | Heater channel, lower, left, with shutter, front | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | | |
| 7 | 111 119 351 C | Heater channel, lower, left | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | | |
| (9) | 111 119 351 E | Heater channel, lower, left | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| 8 | 113 119 351 | Heater channel, lower, left | 1 | 34 b.h.p. |
| | | up to Engine No. 7 336 419 | | |
| (9) | 113 119 351 B | Heater channel, lower, left | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 up to D July 1971 | | |
| (9) | 113 119 351 H | Heater channel, lower, left | 1 | 34 b.h.p. |
| | | from Engine No. D August 1971 | | |
| (9) | 211 119 351 | Heater channel, lower, left | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | up to Engine No. AB, AC, AD, AE, AF July 1971 | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 9 | 211 119 351 C | Heater channel, lower, left | 1 | 44 b.h.p. |
| | | from Engine No. AB 0 350 001 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AC 0 003 240 | 1 | 50 b.h.p. |
| | | from Engine No. AD 0 360 023 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AE 0 558 001 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AF 0 000 445 | 1 | 48 b.h.p.: M 9/M 26/M 27/M 157 |
| (7) | 111 119 352 | Heater channel, lower, right, with shutter, front ... up to Engine No. 3 949 222 | 1 | 25-, 30 b.h.p. |
| (7) | 111 119 352 D | Heater channel, lower, right | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | | |
| (10) | 111 119 352 G | Heater channel, lower, rear, right | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 | | |
| (10) | 111 119 352 H | Heater channel, lower, rear, right | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| | | (use: up to Engine No. 2 972 440 111 119 350 A) | | |
| (8) | 113 119 352 | Heater channel, lower, right | 1 | 34 b.h.p. |
| | | up to Engine No. 7 336 419 | | |
| 10 | 113 119 352 C | Heater channel, lower, rear, right | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (11) | 111 119 357 | Air deflector plate, rear, left | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| (11) | 113 119 357 A | Air deflector plate, rear, left | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 | | |
| 11 | 113 119 357 E | Air deflector plate, rear, left | 1 | 44 b.h.p. |
| | | from Engine No. AB 0 350 001 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AC 0 003 240 | 1 | 50 b.h.p. |
| | | from Engine No. AD 0 360 023 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AE 0 558 001 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AF 0 000 445 | 1 | 48 b.h.p.: M 9/M 26/M 27/M 157 |
| | | from Engine No. AH 0 000 001 | 1 | |
| (11) | 131 119 357 | Air deflector plate, rear, left | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 004 501 up to E 0 022 000 | 1 | 37 b.h.p.: M 240: |
| | | up to Engine No. E 0 004 500 | | 113, 114, 117, 118, 151, 152 |
| | | from Engine No. F 0 767 046 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 0 767 045 | 1 | 40 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|--|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. B 6 600 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | up to Engine No. AB 0 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. AC 0 003 239 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 360 022 | 1 | 50 b.h.p. |
| | | up to Engine No. AE 0 558 000 | 1 | 48 b.h.p.: M 157 |
| | | up to Engine No. AF 0 000 444 | 1 | 46 b.h.p.: M 240 |
| (11) | 111 119 358 | Air deflector plate, rear, right from Engine No. 3 949 223 | 1 | 30 b.h.p. |
| (11) | 111 119 358 A | Air deflector plate, rear, right from Engine No. D 0 458 808 up to D 0 525 049 from Engine No. D 0 525 050 up to D 0 835 006 | 1 1 | 34 b.h.p.: M 59 34 b.h.p. |
| (11) | 111 119 358 B | Air deflector plate, rear, right from Engine No. D 0 835 007 | 1 | 34 b.h.p. |
| (11) | 113 119 358 | Air deflector plate, rear, right from Engine No. 7 336 420 up to D 0 540 002 | 1 | 34 b.h.p. |
| (11) | 113 119 358 A | Air deflector plate, rear, right from Engine No. AB 0 350 001 from Engine No. AC 0 003 240 from Engine No. AD 0 360 023 from Engine No. AE 0 558 001 from Engine No. AF 0 000 445 from Engine No. AH 0 000 001 | 1 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 157 46 b.h.p.: M 240 48 b.h.p.: M 9/M 26/M 27/M 157 |
| (11) | 113 119 358 B | Air deflector plate, rear, right from Engine No. E 0 015 146 up to E 0 020 021 from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. F 1 380 778 up to F 1 778 163 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 up to Engine No. AB 0 350 000 up to Engine No. AC 0 003 239 up to Engine No. AD 0 360 022 up to Engine No. AE 0 558 000 up to Engine No. AF 0 000 444 | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 37 b.h.p.: M 59/M 240 37 b.h.p.: M 240 40 b.h.p.: M 59 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 157 46 b.h.p.: M 240 |
| (11) | 211 119 358 A | Air deflector plate, rear, right up to Engine No. E 0 004 470 from Engine No. E 0 004 471 up to E 0 014 000 from Engine No. E 0 014 001 up to E 0 020 021 from Engine No. F 0 763 571 up to F 1 237 506 from Engine No. F 1 237 507 up to F 1 778 163 from Engine No. H 0 874 200 up to H 1 350 000 up to Engine No. H 0 874 199 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 240: 111, 112, 115, 116, 141-144 37 b.h.p.: M 240: 141-142 37 b.h.p.: M 240 40 b.h.p.: 141-144 40 b.h.p. 44 b.h.p.: M 153, M 154 44 b.h.p.: 113, 114, 117, 118, 141-144, 151, 152 |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 153/M 240, M 154/M 240 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 113, 114, 117, 118, 141-144, 151, 152 |
| | | up to Engine No. F 0 763 570 | 1 | 40 b.h.p.: 111, 112, 115, 116, 141-144 |
| 12 | N 11 652 1 | Washer 7 | | |
| | | from Engine No. 3 949 223 | 17 | 30 b.h.p. |
| | | from Engine No. 7 336 420 | 17 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 13 | N 10 710 1 | Screw, cheese head AM 6X10 | | |
| | | from Engine No. 3 949 223 | 17 | 30 b.h.p. |
| | | from Engine No. 7 336 420 | 17 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| (14) | 111 119 385 B | Control sheet, rear, left – Heater channel, lower .. 111 119 351 B up to Engine No. 3 949 222 | 1 | 25-, 30 b.h.p. |
| 14 | 111 119 385 C | Control sheet, rear, left – Heater channel, lower .. 111 119 351 C up to Engine No. 3 949 222 | 1 | 25-, 30 b.h.p. |
| 15 | 113 119 385 | Control sheet, rear, left | 1 | 34 b.h.p. |
| | | up to Engine No. 7 336 419 | | |
| (14) | 111 119 386 B | Control sheet, rear, right – Heater channel, lower 111 119 352 B/C up to Engine No. 3 949 222 | 1 | 25-, 30 b.h.p. |
| (14) | 111 119 386 C | Control sheet, rear, right – Heater channel, lower 111 119 352 D up to Engine No. 3 949 222 | 1 | 25-, 30 b.h.p. |
| (15) | 113 119 386 | Control sheet, rear, right | 1 | 34 b.h.p. |
| | | up to Engine No. 7 336 419 | | |
| 16 | N 20 022 3 | Plug A 8X1 | | |
| | | up to Engine No. 3 949 222 | 2 | 30 b.h.p. |
| | | up to Engine No. 7 336 419 | 2 | 34 b.h.p. |
| 17 | 113 119 419 | Air exit box – Oil cooler | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| 18 | N 10 210 7 | Bolt, hex. head M 6X10 K | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| 19 | N 11 524 4 | Washer A 6.4 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |

MAIN GROUP



ENGINE

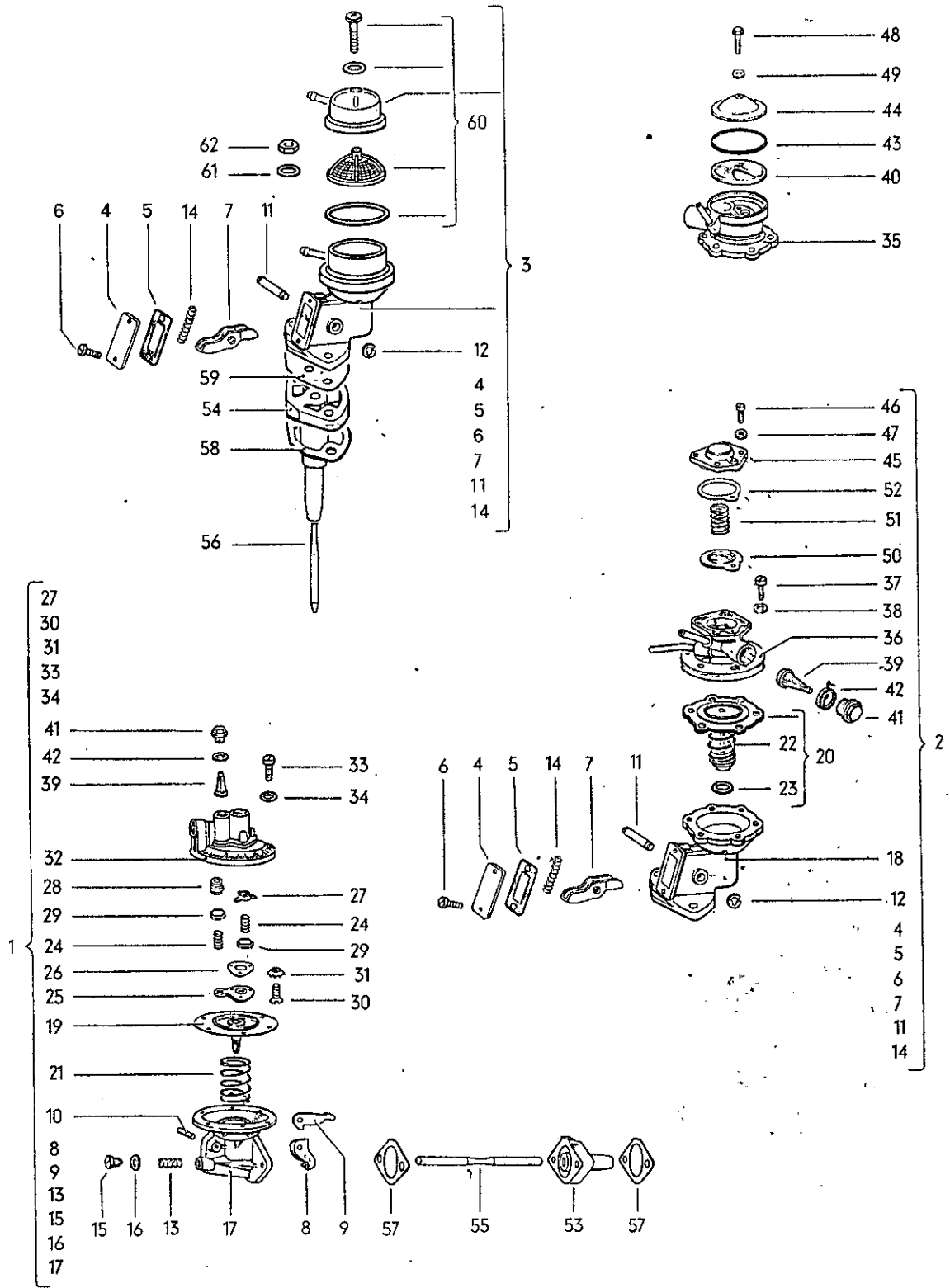
| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 20 | 113 119 431 | Air exit shell – Oil cooler from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 21 | N 10 212 3 | Bolt, hex. head M 6×12 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 22 | N 11 557 2 | Washer 6.4 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (23) | 111 119 517 | Cover plate – Engine, front up to Engine No. 3 912 903 | 1 | 25-, 30 b.h.p. |
| (23) | 111 119 517 C | Cover plate – Engine (front) from Engine No. D 0 079 454 | 1 | 34 b.h.p. |
| (23) | 113 119 517 R | Cover plate – Engine (front) from Engine No. 3 912 904 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 (if required, use plugs 113 119 581 and N 20 004 1) | 1 1 1 1 1 1 | 30-, 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 23 | 113 119 517 S | Cover plate – Engine, front from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 (if required, use plugs 113 119 581 and N 20 004 1) | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| (23) | 211 119 517 B | Cover plate – Engine (front) up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 1 1 1 1 1 | 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 141-144 40 b.h.p.: M 240: 141-144 47 b.h.p.: 141-144 |
| 24 | *113 119 581 | Plug 38 mm dia. – Engine cover plate, front | × | 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 25 | N 20 004 1 | Plug A 16.5 | × | 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 26 | N 20 092 1 | Grommet F from Engine No. E 0 002 999 up to E 0 022 000 from Engine No. F 0 442 243 up to F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. D 0 050 315 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 1 | 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-----------------|---|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 27 | N 11 652 1 | Washer 7 | 2 | |
| 28 | N 10 710 1 | Screw, cheese head AM 6X10 | 2 | |
| 29 | 113 119 519 | Sealing strip - Cover plate, front | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| (30) | 111 119 521 | Cover plate - Engine (rear) | 1 | 30 b.h.p. |
| | | from Engine No. 3 912 904 up to 3 949 222 | | |
| (30) | 111 119 521 D | Cover plate - Engine (rear) | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| (30) | 111 119 523 A | Cover plate - Engine (rear) | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 912 903 | | |
| (30) | 111 119 523 G | Cover plate - Engine (rear) | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | |
| (30) | 113 119 523 A | Cover plate - Engine (rear) | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 up to D 0 525 049 | | |
| (30) | 113 119 523 F | Cover plate - Engine (rear) | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 020 021 | 1 | 40 b.h.p. |
| | | up to Engine No. F 1 778 163 | 1 | 44 b.h.p. |
| | | up to Engine No. H 0 874 199 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 019 336 | 1 | |
| | | (on Types 141-144 seal off the 38 mm dia. hole with 113 119 581) | | |
| (30) | 113 119 523 H * | Cover plate - Engine (rear) | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 015 146 up to E 0 020 021 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 380 778 up to F 1 778 163 | 1 | 40 b.h.p. |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 44 b.h.p. |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p.: M 157 |
| | | from Engine No. H 5 000 001 up to H 5 900 000 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 47 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | |
| (30) | 113 119 523 M * | Cover plate - Engine (rear) | 1 | 37 b.h.p.: M 9/M 59/M 240 |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 40 b.h.p.: M 9/M 59 |
| | | from Engine No. 1 462 599 up to F 2 200 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 47 b.h.p.: M 9/M 157 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 44 b.h.p. |
| | | up to Engine No. AB 0 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AC 0 003 239 | 1 | 50 b.h.p. |
| | | up to Engine No. AD 0 360 022 | 1 | 48 b.h.p.: M 157 |
| | | up to Engine No. AE 0 558 000 | 1 | 46 b.h.p.: M 240 |
| | | up to Engine No. AF 0 000 444 | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 36 | N 10 710 1 | Screw, cheese head AM 6×10 | 2 | |
| 37 | 113 119 543 | Seal – Engine cover plate, front | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | | |
| (38) | 111 119 551 | Cover plate – Crankshaft pulley | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| (38) | 111 119 551 B | Cover plate – Crankshaft pulley | 1 | 34 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | | |
| (38) | 111 119 551 C | Cover plate – Crankshaft pulley 111 105 251 F ... | x | |
| 38 | 113 119 551 B | Cover plate – Crankshaft pulley | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 40 b.h.p. |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 44 b.h.p. |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 47 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | |
| (38) | 211 119 551 | Cover plate – Crankshaft pulley | 1 | 34 b.h.p. |
| | | from Engine No. 7 336 420 up to D 0 525 049 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 020 021 | 1 | 40 b.h.p. |
| | | up to Engine No. F 1 778 163 | 1 | 44 b.h.p. |
| | | up to Engine No. H 0 874 199 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 019 336 | 1 | |
| (39) | 111 119 567 | Cover plate – Fuel pump | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | | |
| 40 | N 11 652 1 | Washer 7 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | 3 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | 3 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. 7 336 420 | | |
| 41 | N 10 710 1 | Screw, cheese head AM 6×10 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. 3 949 222 | 3 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | 3 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. 7 336 420 | | |
| 42 | 113 119 571 | Grommet – Pre-heating pipe | 1 | 34 b.h.p. |
| | | up to Engine No. D 0 525 049 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 020 021 | 1 | 40 b.h.p. |
| | | up to Engine No. F 1 778 163 | 2 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. H 0 204 001 up to H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | from Engine No. H 0 204 001 up to H 0 874 199 | 2 | 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. L 0 000 001 up to L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| | | from Engine No. L 0 000 001 up to L 0 019 336 | | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|--|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (43) | 111 119 577 A | Protection plate – Pre-heating pipe, left from Engine No. 3 949 223 | 1 | 30 b.h.p. |
| 43 | 211 119 577 | Protection plate – Pre-heating pipe, left from Engine No. 7 336 420 | 1 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (43) | 111 119 578 A | Protection plate – Pre-heating pipe, right from Engine No. 3 949 223 | 1 | 30 b.h.p. |
| (43) | 211 119 578 | Protection plate – Pre-heating pipe, right from Engine No. 7 336 420 | 1 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| 44 | N 11 652 1 | Washer 7 from Engine No. 3 949 223 from Engine No. 7 336 420 | 6 6 | 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 45 | N 14 138 9 | Screw, fillister head AM 6×10 from Engine No. 3 949 223 from Engine No. 7 336 420 | 6 6 | 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 46 | 113 119 585 A | Grommet – Fan housing to heat exchanger pipe .. from Engine No. 3 949 223 up to 4 050 000 from Engine No. E 0 000 001 up to E 0 022 000 from Engine No. 7 336 420 up to F 2 200 000 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. 7 336 420 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 2 2 2 3 3 3 2 2 2 2 | 30 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 34 b.h.p. 40-, 44-, 46-, 48-, 50 b.h.p. |
| 47 | 113 119 597 | Half-round gasket, rear – Pre-heating pipe from Engine No. 3 949 223 from Engine No. 7 336 420 | 2 2 | 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 48 | 113 119 599 | Half-round gasket, front – Pre-heating pipe from Engine No. 3 949 223 from Engine No. 7 336 420 | 2 2 | 30 b.h.p. 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

FUEL PUMP

| | | | | |
|-----|---------------|---|---|---|
| 1 | 111 127 025 B | Fuel pump | 1 | 25-, 30 b.h.p. |
| 2 | 113 127 025 B | Fuel pump | 1 | 34 b.h.p. |
| | | from Engine No. D 0 000 001 up to February 1972 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. E 0 022 000 | 1 | 40 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 44 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. L 0 026 500 | 1 | 47 b.h.p. |
| | | up to Engine No. B 6 600 000 | 1 | 44 b.h.p. |
| | | from Engine No. AB 0 000 001 up to February 1972 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AC 0 000 001 up to February 1972 | 1 | 40 b.h.p.: M 240 |
| 3 | 113 127 025 C | Fuel pump | 1 | 34 b.h.p. |
| | | up to Engine No. 9 800 000 | 1 | 46-, 48-, 50 b.h.p. |
| | | from Engine No. AD, AE, AF, AH 0 000 001 up to February 1972 | 1 | 46-, 48-, 50 b.h.p. |
| (3) | 113 127 025 D | Fuel pump | 1 | 34-, 40-, 44-, 46-, 48-, 50 b.h.p. |
| | | from Engine No. D, AB, AC, AD, AE, AF, AH March 1972 | 1 | 34-, 40-, 44-, 46-, 48-, 50 b.h.p. |
| 4 | 113 127 111 A | Inspection cover | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 5 | *113 127 113 | Gasket - Inspection cover | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 6 | N 10 688 1 | Screw, cheese head AM 3x8 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 7 | 113 127 117 A | Fuel pump rocker arm | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 8 | 111 127 119 B | Link - Fuel pump rocker arm | 1 | 25-, 30 b.h.p. |
| 9 | 111 127 125 A | Rocker arm - Fuel pump | 1 | 25-, 30 b.h.p. |
| 10 | 111 127 129 | Dowel pin - Fuel pump rocker arm | 1 | 25-, 30 b.h.p. |
| 11 | 113 127 129 | Dowel pin - Fuel pump rocker arm | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 12 | N 12 434 1 | Lock washer 4 | 2 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 13 | 111 127 131 | Return spring - Fuel pump rocker arm link | 1 | 25-, 30 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (13) | 113 127 131 | Return spring 25 mm – Fuel pump rocker arm (three-piece) | 1 | 34 b.h.p. |
| 14 | 113 127 131 A | Return spring 33 mm – Fuel pump rocker arm (one piece) | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 15 | 111 127 133 | Retaining screw – Return spring | 1 | 25-, 30 b.h.p. |
| 16 | 111 129 213 C | Gasket 1 mm – Retaining screw | 1 | 25-, 30 b.h.p. |
| 17 | 111 127 139 A | Body – Fuel pump | 1 | 25-, 30 b.h.p. |
| 18 | 113 127 139 | Body – Fuel pump | 1 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| 19 | *111 127 141 | Diaphragm and pull rod | 1 | 25-, 30 b.h.p. |
| 20 | *113 127 141 | Diaphragm with spring and collar | 1 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| 21 | 111 127 147 | Spring – Fuel pump diaphragm | 1 | 25-, 30 b.h.p. |
| 22 | 113 127 147 | Spring – Fuel pump diaphragm | 1 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| (23) | 113 127 149 | Collar up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 23 | 113 127 149 A | Collar from Engine No. D 0 000 001 | 2 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| 24 | *111 127 151 | Spring – Fuel pump valve | 2 | 25-, 30 b.h.p. |
| 25 | 111 127 155 A | Valve and spring seat – Fuel pump | 1 | 25-, 30 b.h.p. |
| 26 | *111 127 157 A | Gasket – Fuel pump valve and spring seat | 1 | 25-, 30 b.h.p. |
| 27 | 111 127 159 | Retainer – Fuel pump valve spring | 1 | 25-, 30 b.h.p. |
| 28 | 111 127 165 | Seat – Inlet valve | 1 | 25-, 30 b.h.p. |
| 29 | *111 127 169 | Valve – Fuel pump (hex.) | 2 | 25-, 30 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 30 | N 10 903 1 | Screw, countersunk head AM 3.5×8 – Fuel pump valve and spring seat | 3 | 25-, 30 b.h.p. |
| 31 | N 12 122 1 | Shake-proof washer V 3.7 | 3 | 25-, 30 b.h.p. |
| (32) | 111 127 171 | Cover – Fuel pump (8 mm pipe) | 1 | 25-, 30 b.h.p.: 111-118, 151, 152 |
| 32 | 111 127 171 B | Cover – Fuel pump (6 mm pipe) | 1 | 25-, 30 b.h.p. |
| 33 | N 10 815 1 | Screw, fillister head AM 5×15 | 6 | 25-, 30 b.h.p. |
| 34 | N 12 225 1 | Spring washer B 5 | 6 | 25-, 30 b.h.p. |
| 35 | 113 127 171 B | Body upper – Fuel pump from Engine No. D 0 675 000 from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 1 1 1 | 34 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 |
| 36 | 211 127 171 A | Body upper – Fuel pump up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| (35) | 311 127 171 A | Body upper – Fuel pump from Engine No. D 0 000 001 up to D 0 674 999 up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 1 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 37 | N 10 700 1 | Screw, cheese head AM 5×12 | 6 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| 38 | N 12 005 1 | Lock washer B 5 | 6 | 34-, 37-, 40-, 44-, 47 b.h.p. |
| 39 | 111 127 177 | Fuel filter from Engine No. D 0 000 001 | 1 1 | 25-, 30-, 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 40 | 113 127 177 A | Fuel filter up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 41 | 111 127 179 | Plug – Fuel filter from Engine No. D 0 000 001 | 1 1 | 25-, 30-, 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 42 | 111 127 181 | Gasket 15.2×18.5×1 – Plug from Engine No. D 0 000 001 | 1 1 | 25-, 30-, 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |

MAIN GROUP



ENGINE

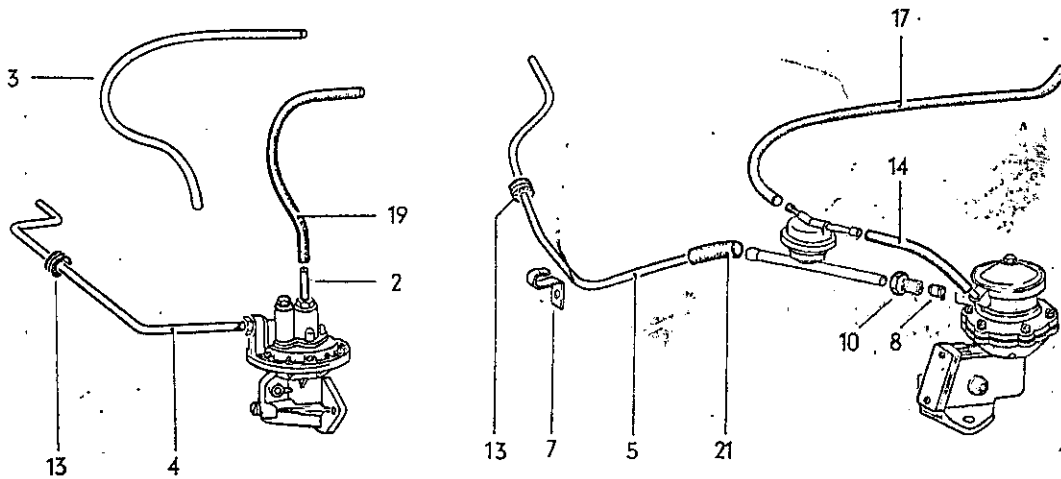
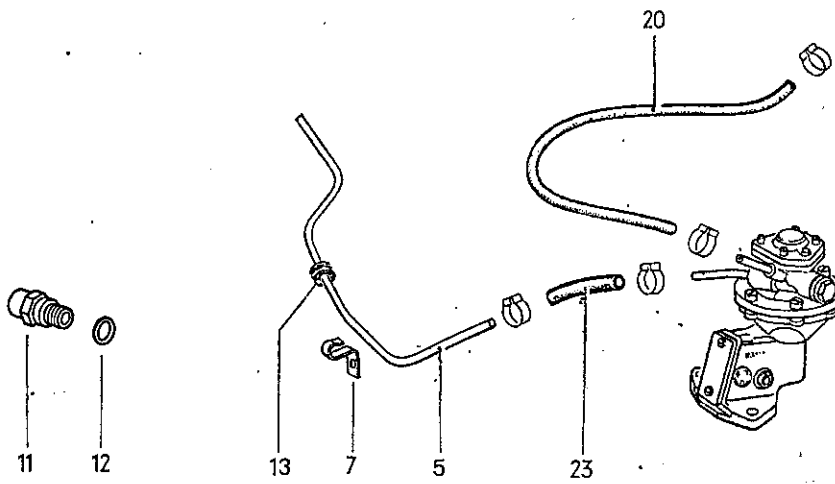
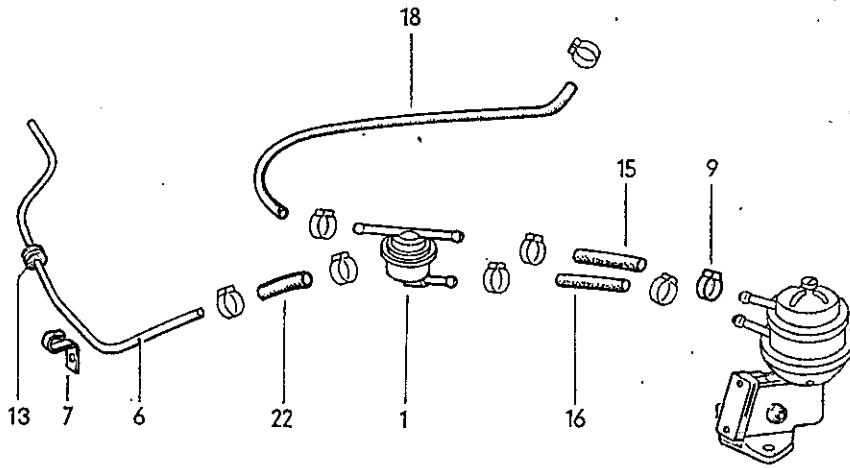
| Key No. | Part No. | Description | Quantity | Type and model |
|--|--------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 43 | *113 127 183 | Gasket - Cover up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 44 | 113 127 185 | Cover up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 45 | 311 127 185 | Cover - Fuel pump, upper from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 46 | N 10 698 1 | Screw, cheese head AM 4x12 from Engine No. D 0 000 001 | 4 4 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 47 | N 12 004 1 | Lock washer B 4 from Engine No. D 0 000 001 | 4 4 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 48 | 113 127 187 | Bolt, hex. head - Cover up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 49 | *113 127 189 | Gasket 5x9.5x1 - Bolt, hex. head 1 | 1 | 34 b.h.p. |
| 50 | *021 127 201 | Fuel cut-off diaphragm from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 51 | 311 127 209 | Spring - Cut-off diaphragm from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 52 | *311 127 215 | Gasket - Cut-off diaphragm from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 53 | 111 127 303 | Intermediate flange - Fuel pump 1 | 1 | 25-, 30 b.h.p. |
| 54 | 113 127 303 | Intermediate flange - Fuel pump 1 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 55 | 111 127 307 | Push rod - Fuel pump 1 | 1 | 25-, 30 b.h.p. |
| 56 | 113 127 307 | Push rod - Fuel pump 1 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 57 | *111 127 311 | Gasket under fuel pump and intermediate flange 2 | 2 | 25-, 30 b.h.p. |
| 58 | *113 127 311 | Gasket under intermediate flange 1 | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 59 | *113 127 313 | Gasket under fuel pump | 1 | . 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 60 | 111 198 555 A | 1 set of gaskets for fuel pump 113 127 025 C | 1 | |
| (60) | 111 198 555 B | 1 set of gaskets for fuel pump 113 127 025 D | 1 | |
| 61 | N 12 241 2 | Spring washer B 8×15 | 2 | |
| 62 | N 11 008 8 | Nut, hex. M 8 | 2 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

FUEL LINES

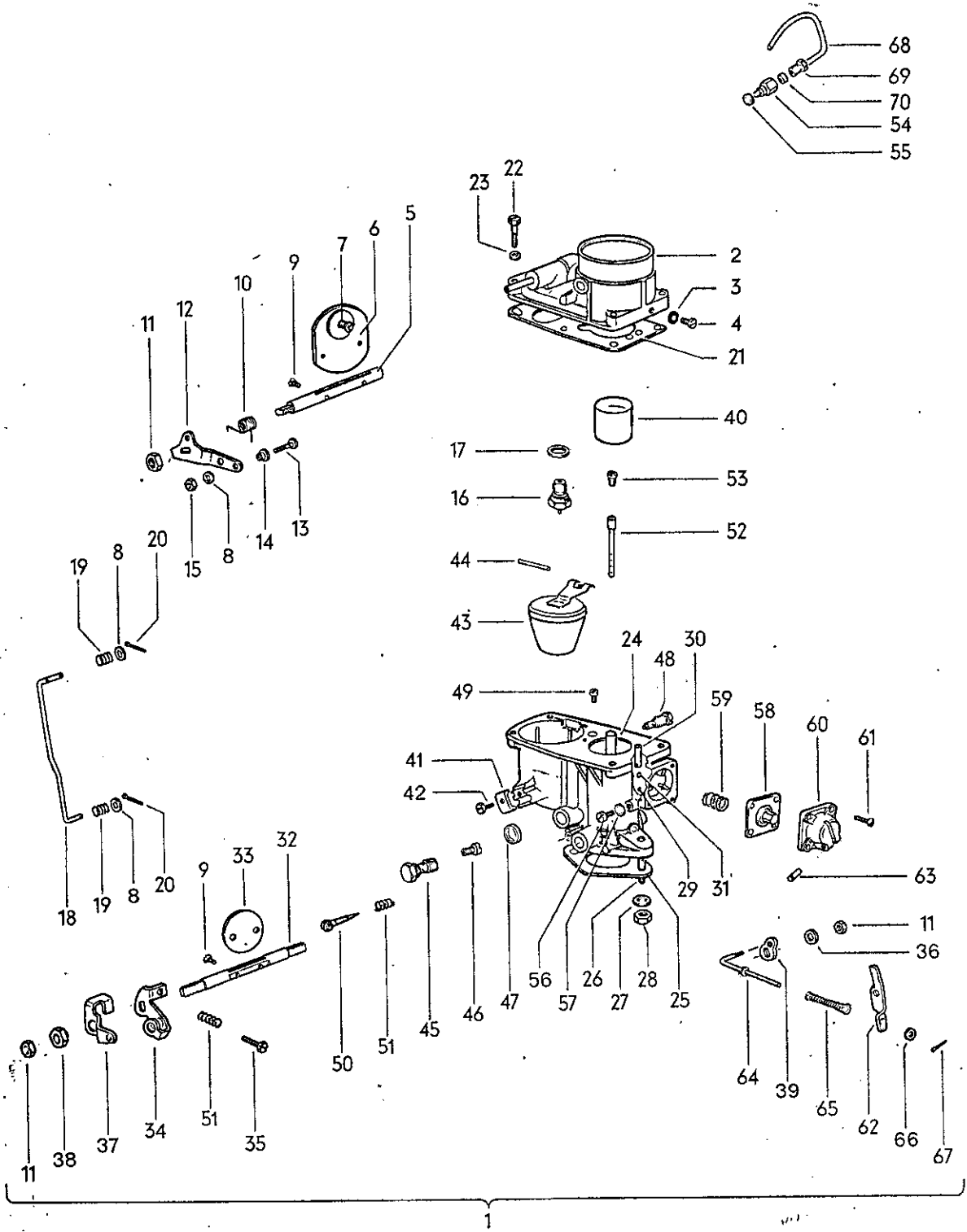
| | | | | |
|-----|---------------|---|----------------------------|--|
| 1 | 113 127 405 A | Valve – Fuel line from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p. |
| 2 | 111 127 505 | Adapter pipe – Fuel hose from Engine No. 3 912 904 | 1 | 30 b.h.p. |
| (3) | 111 127 511 | Fuel line, to carburetor, 8 mm dia. up to Engine No. 1 – 481 712 | 1 | 25 b.h.p. |
| 3 | 111 127 511 A | Fuel line, to carburetor, 6 mm dia. from Engine No. 1 – 481 713 up to 3 192 903 | 1 | 25-, 30 b.h.p. |
| (4) | 111 127 521 | Fuel line, to pump, 8 mm dia. up to Engine No. 1 – 481 712 | 1 | 25 b.h.p. |
| 4 | 111 127 521 A | Fuel line 6 mm dia. – Fuel pump from Engine No. 1 – 481 713 | 1 | 25-, 30 b.h.p. |
| 5 | 113 127 521 A | Fuel line – Fuel pump up to Engine No. E 0 022 000 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 | 1 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. |
| 6 | 113 127 521 G | Fuel line – Fuel pump from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 7 | 311 127 525 | Retainer – Fuel line from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. 34 b.h.p. |
| (8) | 111 127 531 | Nipple 8×1 up to Engine No. 1 – 481 712 | 2 | 25 b.h.p. |
| 8 | 111 127 531 A | Nipple 6×1 from Engine No. 1 – 481 713 up to Engine No. 9 800 000 | 2 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 9 | 111 127 537 A | Clip – Fuel line | 3 6 | 30-, 34-, 37-, 40-, 44-, 47 b.h.p. 46-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|---------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (10) | 111 127 541 | Union nut – Fuel line 8 mm dia. to pump up to Engine No. 1 – 481 712 | 2 | 25 b.h.p. |
| 10 | 111 127 541 A | Union nut – Fuel line 6 mm dia. on fuel pump from Engine No. 1 – 481 713 up to Engine No. 9 800 000 | 2 1 | 25-, 30 b.h.p. 34 b.h.p. |
| 11 | 111 127 555 | Adapter (8 mm line with M 12×1.5 connection) .. up to Engine No. 1 – 481 712 | × | 25 b.h.p. |
| 12 | N 13 818 1 | Gasket A 12×16 up to Engine No. 1 – 481 712 | × | 25 b.h.p. |
| (13) | N 20 091 1 | Grommet – Fuel line 8 mm dia. up to Engine No. 1 – 481 712 | 1 | 25 b.h.p. |
| 13 | 311 971 913 | Grommet – Fuel line 6 mm dia. from Engine No. 1 – 481 713 | 1 | |
| – | N 20 355 1 | Fuel hose 5×2.5 * | | |
| 14 | | 160 mm – 6 5/16 in. up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 15 | | 45 mm – 1 25/32 in. | 1 | 46-, 48-, 50 b.h.p. |
| 16 | | 60 mm – 2 3/8 in. | 1 | 46-, 48-, 50 b.h.p. |
| 17 | | 210 mm – 8 9/32 in. up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 18 | | 210 mm – 8 9/32 in. | 1 | 46-, 48-, 50 b.h.p. |
| 19 | | 320 mm – 12 19/32 in. from Engine No. 3 912 904 up to 4 050 000 | 1 | 30 b.h.p. |
| 20 | | 265 mm – 10 7/16 in. from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |
| 21 | | 100 mm – 3 15/16 in. up to Engine No. 9 800 000 | 1 | 34 b.h.p. |
| 22 | | 80 mm – 3 5/32 in. | 1 | 46-, 48-, 50 b.h.p. |
| 23 | | 45 mm – 1 25/32 in. from Engine No. D 0 000 001 | 1 1 | 37-, 40-, 44-, 47 b.h.p. 34 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CARBURETOR VERSIONS

| No. | Identification | bhp | from Eng. No. | to Eng. No. | Model | Part No. |
|-----|----------------------|-----|---------------|-------------|--------------------|---------------------------------|
| 1 | 26 VFI | 25 | | 1-481 712 | 111-118, 151, 152 | 111 129 021 A |
| 2 | 26 VFIS | 25 | | 1-481 712 | 111-118, 151, 152 | 111 129 021 A |
| 3 | 28 PCI/111 129 021 A | 25 | 1-481 713 | 1-695 281 | 111-118, 151, 152 | 111 129 021 A |
| 4 | 28 PCI/111 129 023 | 30 | 1-695 282 | 3 912 903 | 111-118, 151, 152 | 111 129 023 |
| | | 30 | 1-695 282 | 3 072 319 | 141-144 | 111 129 023 +111 129 435 B |
| 5 | 28 PCI/113 129 023 A | 30 | 3 912 904 | 4 050 000 | 111, 112, 115, 116 | 113 129 023 A |
| | | 30 | 3 072 320 | 3 912 903 | 141-144 | 113 129 023 A +111 129 435 B |

CARBURETOR

| | | | |
|-----|---------------|--|---|
| (1) | 111 129 021 A | Carburetor 28 PCI without vacuum spark advance | 1 |
| (1) | 111 129 023 | Carburetor 28 PCI, 6 V | 1 |
| 1 | 113 129 023 A | Carburetor 28 PCI, 6 V | 1 |

CARBURETOR - SINGLE PARTS

| | | | |
|-----|---------------|--|---|
| (2) | 111 129 109 A | Body upper for carburetor for carburetor 2 | 1 |
| (2) | 111 129 109 B | Body upper for carburetor for carburetors 3, 4 | 1 |
| 2 | 113 129 109 | Body upper for carburetor for carburetor 5 | 1 |
| 3 | *111 129 121 | Sealing washer 4x8x0.5 for carburetors 3-5 | 1 |
| 4 | 111 129 123 | Screw, cheese head M 4x0.75x5 for carburetors 3-5 | 1 |
| - | 111 129 127 | Air correction jet - Pump for carburetors 4, 5 | 1 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 5 | 111 129 131 A | Choke shaft for carburetors 3-5 | 1 | |
| (5) | 111 129 135 | Choke shaft for carburetors 1, 2 | 1 | |
| 6 | 111 129 135 A | Choke valve for carburetors 3-5 | 1 | |
| 7 | 111 129 143 | Spring - Poppet valve | 1 | |
| 8 | 111 129 147 | Washer 4.2 for carburetors 3-5 | 5 | |
| 9 | 111 129 149 B | Screw, countersunk raised head M4×7 - Choke and throttle for carburetors 3-5 | 4 | |
| 10 | 111 129 155 | Return spring - Choke for carburetors 3-5 | 1 | |
| 11 | 111 129 157 | Nut, hex. - Choke and throttle shaft for carburetors 3-5 | 3 | |
| (12) | 111 129 161 | Lever - Choke for carburetors 1, 2 | 1 | |
| 12 | 111 129 163 A | Lever - Choke for carburetors 3, 5 | 1 | |
| (12) | 111 129 163 B | Lever - Choke for carburetor 4 | 1 | |
| 13 | 111 129 171 A | Set screw - Carburetor for carburetors 3-5 | 1 | |
| 14 | 111 129 173 A | Bush - Set screw for carburetors 3-5 | 1 | |
| 15 | 111 129 179 | Nut, hex. - Set screw for carburetors 3-5 | 1 | |
| 16 | 111 129 201 | Needle valve 1.5 mm dia. for carburetors 2-5 | 1 | |
| (16) | 341 129 201 | Needle valve 1.2 mm dia. for carburetor 1 | 1 | |
| (17) | 113 129 213 A | Sealing washer 15×12×0.5 mm - Needle valve for carburetor 1 | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|--|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (17) | *111 129 213 B | Sealing washer 15×12×0.8 mm – Needle valve for carburetor 1 | 1 | |
| 17 | 311 129 213 | Sealing washer 15×12×1.0 mm – Needle valve for carburetors 3–5 | 1 | |
| (18) | 111 129 255 | Connecting link – Choke to throttle for carburetors 1, 2 | 1 | |
| 18 | 111 129 255 A | Connecting link – Choke to throttle for carburetors 3, 5 | 1 | |
| (18) | 111 129 255 B | Connecting link – Choke to throttle for carburetor 4 | 1 | |
| 19 | 111 129 259 | Compression spring – Connecting link for carburetors 3–5 | 2 | |
| 20 | N 12 503 1 | Coffer pin 1×10 for carburetors 3–5 | 2 | |
| (21) | *111 129 281 | Gasket – Carburetor body for carburetors 1, 2 | 1 | |
| 21 | *111 129 281 A | Gasket – Carburetor body for carburetors 3–5 | 1 | |
| (22) | 111 129 289 | Screw, hex. head – Upper body for carburetors 1, 2 | 3 | |
| 22 | 111 129 289 B | Screw, hex. head – Body upper for carburetors 3–5 | 4 | |
| 23 | N 12 225 1 | Spring washer B 5 | 4 | |
| (23) | N 12 226 2 | Spring washer B 6 | 3 | |
| (24) | 111 129 301 A | Main body – Carburetor for carburetors 1, 2 | 1 | |
| (24) | 111 129 301 B | Main body – Carburetor for carburetor 3 | 1 | |
| (24) | 111 129 301 C | Main body – Carburetor for carburetor 4 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 24 | 113 129 301 | Main body – Carburetor for carburetor 5 | 1 | |
| 25 | N 13 776 1 | Gasket 30 – Carburetor flange | 1 | |
| 26 | 111 129 317 | Stud – Carburetor mounting | 2 | |
| | | for carburetors 3-5 | | |
| 27 | N 12 241 2 | Spring washer B 8×15 | 2 | |
| 28 | N 11 008 8 | Nut, hex. M 8 | 2 | |
| 29 | 111 129 319 | Ball valve 2.5 mm dia., in injection port | 1 | |
| | | for carburetors 3-5 | | |
| 30 | 111 129 323 | Tube – Ball valve | 1 | |
| | | for carburetors 3-5 | | |
| 31 | 111 129 325 | Ball valve 4 mm dia., in injection port | 1 | |
| | | for carburetors 3-5 | | |
| - | 111 129 327 | Spraying well | 1 | |
| | | for carburetors 1, 2 | | |
| - | *111 129 333 | Sealing washer 9×12×1.0 – Spraying well | 1 | |
| | | for carburetors 1, 2 | | |
| 32 | 111 129 335 A | Shaft – Throttle | 1 | |
| | | for carburetors 3-5 | | |
| (33) | 111 129 337 | Throttle valve | 1 | |
| | | for carburetors 1, 2 | | |
| 33 | 111 129 337 A | Throttle valve | 1 | |
| | | for carburetors 3-5 | | |
| 34 | 111 129 343 A | Throttle lever | 1 | |
| | | for carburetors 3-5 | | |
| (35) | 111 129 347 | Screw – Idling control | 1 | |
| | | for carburetors 1, 2 | | |
| 35 | 111 129 347 A | Screw – Idling control | 1 | |
| | | for carburetors 3-5 | | |
| 36 | 111 129 349 | Washer | 1 | |
| | | for carburetors 3-5 | | |
| (37) | 111 129 351 | Lever – Throttle to connecting link | 1 | |
| | | for carburetors 1, 2 | | |
| 37 | 111 129 351 A | Lever – Throttle to connecting link | 1 | |
| | | for carburetors 3-5 | | |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 38 | 111 129 353 | Nut – Throttle to connecting link lever for carburetors 3–5 | 1 | |
| 39 | 111 129 357 | Connecting link – Accelerator pump for carburetors 3–5 | 1 | |
| (40) | 111 129 361 E | Venturi 21.5 mm dia. for carburetors 1, 2 | 1 | |
| (40) | 111 129 363 A | Venturi 17 mm dia. for carburetors 3–5 | 1 | |
| (40) | 111 129 363 D | Venturi 20 mm dia. for carburetors 3–5 | 1 | |
| (40) | 111 129 363 F | Venturi 22 mm dia. for carburetors 3–5 | 1 | |
| (40) | 111 129 363 G | Venturi 20.5 mm dia. for carburetors 3–5 | 1 | |
| 40 | 111 129 363 J | Venturi 21.5 mm dia. for carburetors 3–5 | 1 | |
| - | 111 129 365 | Retaining screw – Venturi for carburetors 1–4 | 1 | |
| 41 | 111 129 385 | Clamp – Choke control cable for carburetors 3–5 | 1 | |
| (42) | N 10 205 2 | Bolt, hex. head M 5×10 – Clamp for carburetors 1, 2 | 1 | |
| 42 | 111 129 387 | Bolt, hex. head M 5×0.75×10 – Clamp for carburetors 3–5 | 1 | |
| (43) | 111 129 391 | Float – for carburetor 1 for carburetor 1 | 1 | |
| 43 | 111 129 391 A | Float – for carburetors 2–5 for carburetors 2–5 | 1 | |
| - | 111 129 395 | Lever – Float needle valve for carburetor 1 | 1 | |
| (44) | 111 129 399 | Pin – Float lever for carburetors 1–3 | 1 | |
| 44 | 113 129 399 | Pin – Float lever for carburetors 4, 5 | 1 | |
| (45) | 111 129 401 | Carrier – Main jet for carburetors 1, 2 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------------|---|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 45 | 111 129 401 A | Carrier – Main jet for carburetors 3–5 | 1 | |
| (46) | 111 129 403 D | Main jet 120 for carburetors 1, 2 | 1 | |
| (46) | 111 129 405 B | Main jet 100 for carburetors 3–5 | 1 | |
| (46) | 111 129 405 C | Main jet 105 for carburetors 3–5 | 1 | |
| (46) | 111 129 405 E | Main jet 122.5 for carburetors 3–5 | 1 | |
| 46 | 111 129 405 F | Main jet 117.5 for carburetors 3–5 | 1 | |
| (46) | 111 129 405 G | Main jet 112.5 for carburetors 3–5 | 1 | |
| (46) | *111 129 405 H | Main jet 115 for carburetors 3–5 | 1 | |
| (46) | 111 129 405 L | Main jet 125 for carburetors 3–5 | 1 | |
| 47 | *111 129 409 | Sealing washer 11×14.8×1.2 – Carrier for carburetors 3–5 | 1 | |
| – | 311 129 413 F | Idling cut-off valve g 50/6 V for carburetors 3–5 | 1 | |
| – | 311 129 413 G | Idling cut-off valve g 50/12 V for carburetors 3–5 | 1 | |
| 48 | 111 129 415 B | Pilot jet g 50 for carburetors 3–5 | 1 | |
| (48) | 111 129 415 C | Pilot jet g 45 for carburetors 1, 2 | 1 | |
| 49 | 111 129 425 A | Air bleed 0.8 mm dia. – Pilot jet for carburetors 3–5 | 1 | |
| (49) | 111 129 425 B | Air bleed 1.0 mm dia. – Pilot jet for carburetors 1, 2 | 1 | |
| (49) | 111 129 425 D | Air bleed 1.5 mm dia. – Pilot jet for carburetors 1, 2 | 1 | |
| (50) | 111 129 427 A | Volume control screw for carburetors 1, 2 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 50 | 111 129 427 B | Volume control screw for carburetors 3-5 | 1 | |
| 51 | 111 129 429 B | Spring - Volume control screw and idling control screw for carburetors 3-5 | 2 | |
| (52) | 111 129 433 | Emulsion tube 0 for carburetors 1, 2 | 1 | |
| (52) | 111 129 433 A | Emulsion tube 10 for carburetor 3 | 1 | |
| 52 | 111 129 433 B | Emulsion tube 29 for carburetors 4, 5 | 1 | |
| (53) | 111 129 435 A | Air correction jet 160 for carburetors 3-5 | 1 | |
| (53) | 111 129 435 B | Air correction jet 180 for carburetors 1, 2 | 1 | |
| (53) | 111 129 435 C | Air correction jet 190 for carburetors 3-5 | 1 | |
| (53) | 111 129 435 D | Air correction jet 200 for carburetors 3-5 | 1 | |
| (53) | 111 129 435 E | Air correction jet 210 for carburetors 3-5 | 1 | |
| (53) | 111 129 435 G | Air correction jet 170 for carburetors 1, 2 | 1 | |
| 53 | 111 129 435 H | Air correction jet 195 for carburetors 4, 5 | 1 | |
| (53) | 111 129 435 J | Air correction jet 165 for carburetors 3-5 | 1 | |
| (53) | 111 129 435 M | Air correction jet 215 for carburetor 3 | 1 | |
| 54 | 111 129 441 | Threaded union - Vacuum line for carburetors 3-5 | 1 | |
| 55 | *111 129 443 | Sealing ring 6X8.6X0.5 C 4 - Threaded union for carburetors 3-5 | 1 | |
| 56 | 111 129 445 | Plug - Accelerator pump for carburetors 3-5 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|----------------|
| 57 | *111 129 447 | Sealing ring 5×8×0.8 – Plug for carburetors 3-5 | 1 | |
| 58 | *111 129 451 | Diaphragm – Pump for carburetors 3-5 | 1 | |
| 59 | 111 129 467 | Spring – Diaphragm for carburetors 3-5 | 1 | |
| - | 111 129 470 | Cover with lever and pin for carburetors 3-5 | 1 | |
| 60 | 111 129 471 | Cover – Accelerator pump for carburetors 3-5 | 1 | |
| 61 | 111 129 473 | Screw, countersunk raised head 4×10 – Cover for carburetors 3-5 | 4 | |
| 62 | | no longer available replacement: 111 129 470 | | |
| 63 | 111 129 479 | Pin – Pump lever for carburetors 3-5 | 1 | |
| 64 | 111 129 481 | Throttle connector rod for carburetors 3-5 | 1 | |
| 65 | 111 129 485 | Spring – Connector rod for carburetors 3-5 | 1 | |
| 66 | 111 129 147 | Washer 4.2 for carburetors 3-5 | 2 | |
| 67 | N 12 507 1 | Cotter pin 1.5×15 for carburetors 3-5 | 1 | |
| 68 | 111 129 493 A | Vacuum line for carburetors 3-5 | 1 | |
| 69 | 111 129 495 | Union nut – Vacuum line for carburetors 3-5 | 2 | |
| 70 | 111 129 499 | Nipple – Vacuum line for carburetors 3-5 | 2 | |
| | 111 129 501 | Corrector – High altitude H 15 for carburetors 3-5 | × | |

25 DIN b.h.p. = 30 SAE , 30 = 36 , 34 = 41.5 , 37 = 47 , 40 = 49/50 , 44 = 52/53 , 46 = 55 , 47 = 57 , 48 = 58 , 50 = 60.

| No. | Identification | b.h.p. | from Eng. No. | to Eng. No. | Model | Part No. |
|-----|-------------------------|--------|---------------|-------------|---|----------------|
| 74 | 30 PICT-2/113 129 029 | 44 | H 1 124 669 | H 1 350 000 | 113, 114, 117, 118, 151, 152; M 153: 141-144 | 113 129 029 |
| | | 40 | L 0 024 107 | L 0 026 500 | M 240: 113, 114, 117, 118, 151, 152 | |
| 75 | 30 PICT-2/113 129 029 A | 40 | F 1 778 164 | F 2 200 000 | M 87: 113, 114, 117, 118, 151, 152; M 52/M 610: 111, 112, 115, 116 | 113 129 029 A |
| | | 37 | E 0 020 022 | E 0 022 000 | M 87/M 240: 113, 114, 117, 118, 151, 152 | |
| 76 | 30 PICT-2/113 129 029 B | 37 | E 0 020 022 | E 0 022 000 | M 87/M 153/M 240: 113, 114, 117, 118, 141-144 | 113 129 029 B |
| | | 40 | F 1 778 164 | F 2 200 000 | M 87/M 153: 113, 114, 117, 118, 141-144 | |
| 77 | 30 PICT-2/113 129 029 C | 37 | E 0 020 022 | E 0 022 000 | M 9/M 87/M 240: 113, 114, 117, 118, 151, 152; M 9/M 52/M 240/M 610: 111, 112, 115, 116 | 113 129 029 C |
| | | 40 | F 1 778 164 | F 2 200 000 | M 9/M 87: 113, 114, 117, 118, 151, 152 M 9/M 52/M 610: 111, 112, 115, 116 | |
| | | 40 | L 0 024 107 | L 0 026 500 | M 9/M 240: 113, 114, 117, 118, 151, 152 | |
| | | 44 | H 1 124 669 | H 1 350 000 | M 9: 113, 114, 117, 118, 151, 152 | |
| 78 | 30 PICT-2/141 129 029 | 40 | L 0 024 107 | L 0 026 500 | M 240: 141-144 | 113 129 029 |
| | | 44 | H 1 124 669 | H 1 350 000 | 141-144 | +113 129 435 H |
| 79 | 30 PICT-2/141 129 029 C | 40 | L 0 024 107 | L 0 026 500 | M 9/M 240: 141-144 | 113 129 029 C |
| | | 44 | H 1 124 669 | H 1 350 000 | M 9: 141-144 | +113 129 435 H |

30 PICT-3

Carburetor (bypass air) with automatic choke

| | | | | | | |
|----|--|----|-------------|-------------|--|----------------|
| 80 | 30 PICT-3/113 129 029 D <i>TO STICK</i> | 47 | B 6 000 001 | B 6 600 000 | M 157: 113, 114, 117, 118, 141-144, 151, 152 | 113 129 029 D |
| 81 | 30 PICT-3/113 129 029 E <i>TO AUTO</i> | 47 | B 6 000 001 | B 6 600 000 | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 | 113 129 029 E |
| 82 | 30 PICT-3/113 129 031 F | 47 | B 6 000 001 | B 6 600 000 | M 157: 113, 114, 117, 118, 141-144, 151, 152 | 113 129 029 D |
| 83 | 30 PICT-3/113 129 031 G | 47 | B 6 000 001 | B 6 600 000 | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152. | 113 129 029 E |
| | 30 PICT-3/111 129 025 | 34 | D 0 675 000 | | 111, 112, 115, 116 | 111 129 029 |
| 84 | VW 284-1 | | | | | +113 129 191 H |
| 85 | VW 284-2 | | | | | +113 129 412 B |
| 86 | VW 284-3 | | | | | |

◆ This carburetor was not a standard fitting and is used for repairs only
+ additionally required

MAIN GROUP



ENGINE

25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60

| No. | Identification | b.h.p. | from Eng. No. | to Eng. No. | Model | Part No. |
|------------------|-------------------------------------|--------|---------------|--------------|---|-------------------------------|
| 87 | 30 PICT-3/111 129 029 VW 283-1 | 34 | D 0 675 000 | D 0 835 006 | M 88: 113, 114, 117, 118; M 610: 111, 112, 115, 116 | 111 129 029 |
| 88 | VW 283-2 | | | | | |
| 89 | 30 PICT-3/111 129 029 A VW 320-1 | 34 | D 0 675 000 | D 0 835 006 | M 527/M 610: 111, 112, 115, 116; | 111 129 029 A |
| 90 | VW 320-2 | | | | M 88/M 527: 113, 114, 117, 118 | |
| 91 | VW 320-3 | 34 | D 0 835 007 | | M 88: 113, 114, 117, 118; M 610: 111, 112, 115, 116 | |
| 31 PICT-3 | | | | | | |
| 92 | 31 PICT-3/113 129 025 J VW 303-1 | 40 | AC 0 000 001 | AC 0 002 629 | M 52/M 240: 111, 112, 115, 116 | 113 129 031 +113 129 191 H |
| 93 | VW 303-2 | 44 | AB 0 000 001 | AB 0 294 249 | M 52: 111, 112, 115, 116 | +113 129 412 B |
| 94 | VW 303-3 | | | | | |
| 95 | VW 303-4 | | | | | |
| 96 | 31 PICT-3/113 129 031 VW 282-1 | 40 | AC 0 000 001 | AC 0 002 629 | M 87/M 240: 113, 114, 117, 118; | 113 129 031 |
| 97 | VW 282-2 | | | | M 52/M 240/M 610: 111, 112, 115, 116; | |
| 98 | VW 282-3 | | | | M 87/M 153/M 240: 113, 114, 117, 118; | |
| 99 | VW 282-4 | | | | M 52/M 153/M 240/M 610: 111, 112, 115, 116 | |
| | | 44 | AB 0 000 001 | AB 0 294 249 | M 87: 113, 114, 117, 118; M 52/M 610: 111, 112, 115, 116; M 87/M 153: 113, 114, 117, 118 M 52/M 153/M 610: 111, 112, 115, 116 | |
| 100 | 31 PICT-3/113 129 031 A VW 310-1 | 40 | AC 0 000 001 | AC 0 002 629 | M 9/M 87/M 240: 113, 114, 117, 118; | 113 129 031 A |
| 101 | VW 310-2 | | | | M 9/M 52/M 240/M 610: 111, 112, 115, 116 | |
| 102 | VW 310-3 | 44 | AB 0 000 001 | AB 0 294 249 | M 9/M 87: 113, 114, 117, 118 M 9/M 52/M 610: 111, 112, 115, 116 | |
| 103 | 31 PICT-3/113 129 031 H VW 321-1 | 40 | AC 0 000 001 | AC 0 002 629 | M 87/M 240/M 527: 113, 114, 117, 118; | 113 129 031 H |
| 104 | VW 321-2 | | | | M 52/M 240/M 527/M 610: 111, 112, 115, 116 | |
| | | 44 | AB 0 000 001 | AB 0 294 249 | M 87/M 527: 113, 114, 117, 118 M 52/M 527/M 610: 111, 112, 115, 116 | |
| 105 | 31 PICT-3/113 129 031 J VW 322-1 | 40 | AC 0 000 001 | AC 0 002 629 | M 9/M 87/M 240/M 527: 113, 114, 117, 118 | 113 129 031 J |
| 106 | VW 322-2 | | | | M 9/M 52/M 240/M 527/M 610: 111, 112, 115, 116 | |
| | | 44 | AB 0 000 001 | AB 0 294 249 | M 9/M 87/M 527: 113, 114, 117, 118 M 9/M 52/M 527/M 610: 111, 112, 115, 116 | |

+ additionally required



25 DIN b.h.p. \approx 30 SAE, 30=36, 34=41.5, 37=47, 40=49/50, 44=52/53, 46=55, 47=57, 48=58, 50=60

| No. | Identification | b.h.p. | from Eng. No. | to Eng. No. | Model | Part No. |
|-----|-------------------------|--------|---------------|--------------|---------------------------------|----------------|
| 107 | 31 PICT-3/141 129 031 | 40 | AC 0 000 001 | AC 0 002 629 | M 87/M 240: 141-144 | 113 129 031 |
| 108 | VW 307-1 | 44 | AB 0 000 001 | AB 0 294 249 | M 87: 141-144 | +113 129 435 J |
| 109 | VW 307-2 | | | | | |
| 109 | VW 307-4 | | | | | |
| 110 | 31 PICT-3/141 129 031 A | 40 | AC 0 000 001 | AC 0 002 629 | M 9/M 87/M 240: 141-144 | 113 129 031 A |
| 111 | VW 311-1 | 44 | AB 0 000 001 | AB 0 294 249 | M 9/M 87: 141-144 | +113 129 435 J |
| 112 | VW 311-2 | | | | | |
| 112 | VW 311-3 | | | | | |
| 113 | 31 PICT-3/141 129 031 E | 40 | AC 0 000 001 | AC 0 002 629 | M 87/M 240/M 527: 141-144 | 113 129 031 H |
| 114 | VW 323-1 | 44 | AB 0 000 001 | AB 0 294 249 | M 87/M 527: 141-144 | +113 129 435 J |
| 114 | VW 323-2 | | | | | |
| 115 | 31 PICT-3/141 129 031 F | 40 | AC 0 000 001 | AC 0 002 629 | M 9/M 87/M 240/M 527: | 113 129 031 J |
| 116 | VW 324-1 | 44 | AB 0 000 001 | AB 0 294 249 | 141-144 | +113 129 435 J |
| 116 | VW 324-2 | 44 | | | M 9/M 87/M 527: 141-144 | |
| 117 | 31 PICT-3/113 129 031 S | 40 | AC 0 002 630 | | M 87/M 240: 113, 114, 117, 118; | 113 129 031 S |
| 118 | VW 360-1 | | | | M 87/M 153/M 240: 113, 114, | |
| 118 | VW 360-2 | | | | 117, 118; | |
| | | | | | M 52/M 240/M 610: 111, 112, | |
| | | | | | 115, 116; | |
| | | | | | M 52/M 153/M 240/M 610: | |
| | | | | | 111, 112, 115, 116 | |
| | | 44 | AB 0 294 250 | | M 87: 113, 114, 117, 118; | |
| | | | | | M 87/M 153: 113, 114, 117, 118; | |
| | | | | | M 52/M 610: 111, 112, 115, 116; | |
| | | | | | M 52/M 153/M 610: 111, 112, | |
| | | | | | 115, 116 | |
| 119 | 31 PICT-3/113 129 031 T | 40 | AC 0 002 630 | | M 9/M 52/M 240/M 610: | 113 129 031 T |
| 120 | VW 361-1 | | | | 111, 112, 115, 116 | |
| 120 | VW 361-2 | | | | M 9/M 87/M 240: 113, 114, | |
| | | | | | 117, 118, 151, 152 | |
| | | 44 | AB 0 294 250 | | M 9/M 52/M 610: 111, 112, | |
| | | | | | 115, 116 | |
| | | | | | M 9/M 87: 113, 114, 117, | |
| | | | | | 118, 151, 152 | |
| 121 | 31 PICT-3/141 129 031 F | 40 | AC 0 002 630 | | M 87/M 240: 141-144 | 141 129 031 P |
| 122 | VW 362-1 | 44 | AB 0 294 250 | | M 87: 141-144 | |
| 122 | VW 362-2 | | | | | |
| 123 | 31 PICT-3/141 129 031 Q | 40 | AC 0 002 630 | | M 9/M 87/M 240: 141-144 | 141 129 031 Q |
| 124 | VW 363-1 | 44 | AB 0 294 250 | | M 9/M 87: 141-144 | Spezial Order |
| 124 | VW 363-2 | | | | | |
| 125 | 31 PICT-3/113 129 025 M | 40 | AC 0 002 630 | | M 52/M 240: 111, 112, 115, 116 | 113 129 031 S |
| 126 | VW 364-1 | 44 | AB 0 294 250 | | M 52: 111, 112, 115, 116 | +113 129 412 B |
| 126 | VW 364-2 | | | | | +113 129 191 H |

+ additionally required



25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60

| No. | Identification | b.h.p. | from Eng. No. | to Eng. No. | Model | Part No. |
|------------------|--|--------|---------------|--------------|--|----------------------------------|
| 34 PICT-3 | | | | | | |
| 127 | 34 PICT-3/113 129 029 L VW 291-1 | 46 | AF 0 000 001 | AF 0 000 361 | M 240: 113, 114, 117, 118, 151, 152 | 113 129 029 L |
| 128 | VW 291-2 | 50 | AD 0 000 001 | AD 0 257 543 | 113, 114, 117, 118, 151, 152 | |
| 129 | 34 PICT-3/113 129 029 M VW 297-1 | 46 | AF 0 000 001 | AF 0 000 361 | M 9/M 240: 113, 114, 117, 118, 151, 152 | 113 129 029 M |
| 130 | VW 297-2 | 50 | AD 0 000 001 | AD 0 257 543 | M 9: 113, 114, 117, 118, 151, 152 | |
| 131 | 34 PICT-3/113 129 029 S <i>71 Stick</i> | 48 | AE 0 000 001 | AE 0 058 479 | M 26/M 157: 113, 114, 117, 118, 151, 152 | 113 129 029 S |
| 132 | 34 PICT-3/113 129 029 T VW 281-1 | 48 | AE 0 000 001 | | M 9/M 26/M 157: 113, 114, 117, 118, 151, 152 | 113 129 029 T |
| 133 | VW 281-2 | | | | | |
| 134 | VW 281-3 <i>71 Auto</i> | | | | | |
| 135 | 34 PICT-3/113 129 029 AA | 46 | AF 0 000 001 | AF 0 000 361 | M 240/M 527: 113, 114, 117, 118, 151, 152 | 113 129 029 AA |
| | | 50 | AD 0 000 001 | AD 0 257 543 | M 527: 113, 114, 117, 118, 151, 152 | |
| 136 | 34 PICT-3/113 129 029 AB | 46 | AF 0 000 001 | AF 0 000 361 | M 9/M 240/M 527: 113, 114, 117, 118, 151, 152 | 113 129 029 AB |
| | | 50 | AD 0 000 001 | AD 0 257 543 | M 9/M 527: 113, 114, 117, 118, 151, 152 | |
| 137 | 34 PICT-3/141 129 029 L VW 294-1 | 46 | AF 0 000 001 | AF 0 000 361 | M 240: 141-144 | 113 129 029 L |
| 138 | VW 294-2 | 50 | AD 0 000 001 | AD 0 257 543 | 141-144 | +113 129 415 A +113 129 435 K |
| 139 | 34 PICT-3/141 129 029 M VW 298-1 | 46 | AF 0 000 001 | AF 0 000 361 | M 9/M 240: 141-144 | 113 129 029 M |
| 140 | VW 298-2 | 50 | AD 0 000 001 | AD 0 257 543 | M 9: 141-144 | +113 129 435 M |
| 141 | 34 PICT-3/141 129 029 S | 48 | AE 0 000 001 | AE 0 058 479 | M 26/M 157: 141-144 | 141 129 031 G |
| 142 | 34 PICT-3/141 129 029 T VW 290-1 | 48 | AE 0 000 001 | | M 9/M 26/M 157: 141-144 | 141 129 029 T |
| 143 | VW 290-2 | | | | | |
| 144 | VW 290-3 | | | | | |
| 145 | 34 PICT-3/141 129 029 AA | 46 | AF 0 000 001 | AF 0 000 361 | M 240/M 527: 141-144 | 113 129 029 AA |
| | | 50 | AD 0 000 001 | AD 0 257 543 | M 527: 141-144 | +113 129 435 M |
| 146 | 34 PICT-3/141 129 029 AB | 46 | AF 0 000 001 | AF 0 000 361 | M 9/M 240/M 527: 141-144 | 113 129 029 AB |
| | | 50 | AD 0 000 001 | AD 0 257 543 | M 9/M 527: 141-144 | +113 129 435 M |

+ additionally required



25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60

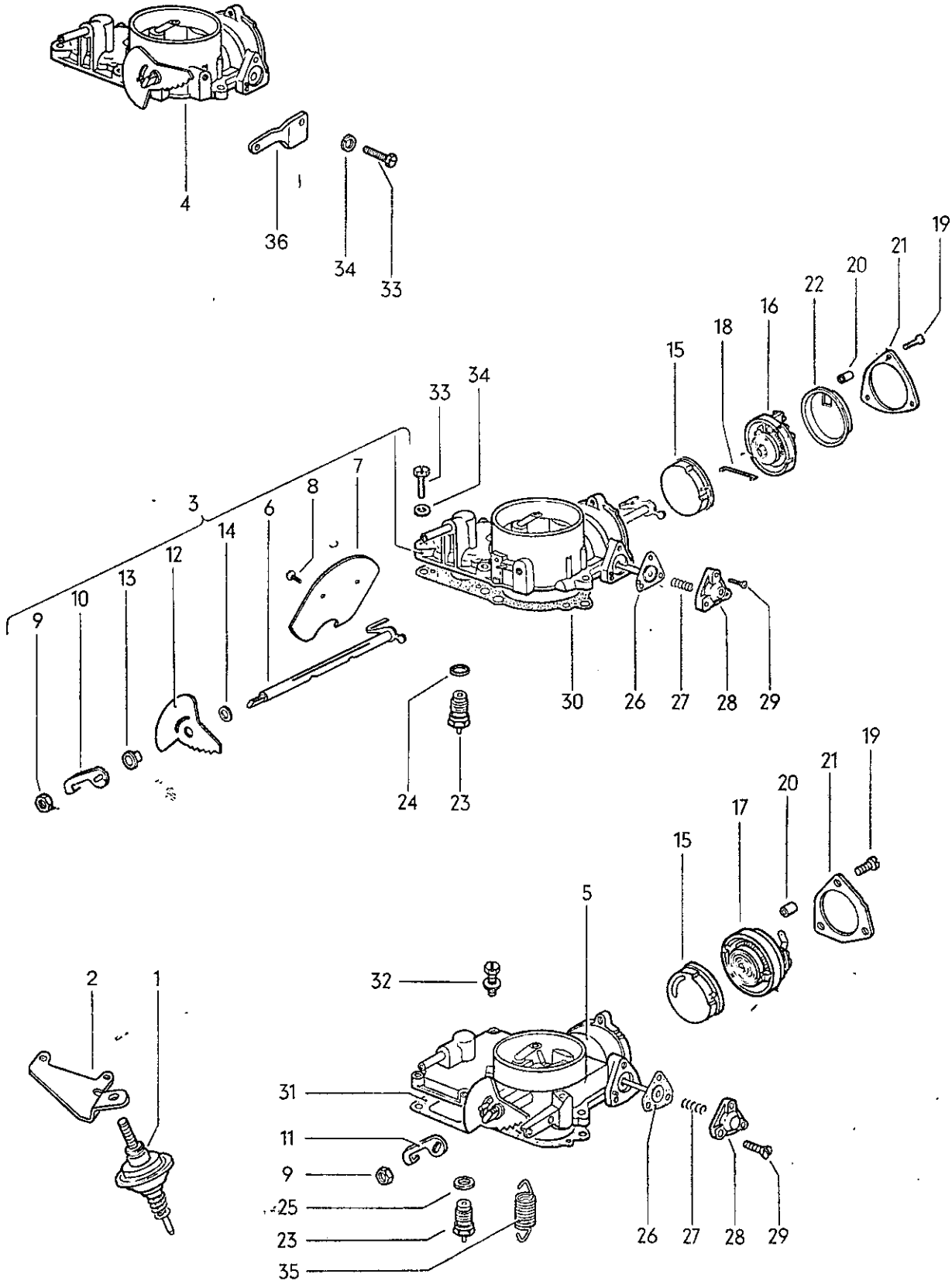
| No. | Identification | b.h.p. | from Eng. No. | to Eng. No. | Model | Part No. |
|-----|--|--------|---------------|--------------|--|----------------|
| 147 | 34 PICT-3/113 129 031 K USA VW 325-1 | 48 | AE 0 058 480 | AE 0 627 298 | M 26/M 157: 113, 114, 117, 118, 151, 152 | 113 129 031 K |
| 148 | VW 325-2 | 48 | AH 0 000 001 | | M 27/M 157: 113, 114, 117, 118, 151, 152 | |
| 149 | 71 VW 325-3 | | | | | |
| 150 | 34 PICT-3/141 129 031 G VW 326-1 | 48 | AE 0 058 480 | AE 0 627 298 | M 26/M 157: 141-144 | +141 129 031 G |
| 151 | VW 326-2 | 48 | AH 0 000 001 | | M 27/M 157: 141-144 | |
| 152 | VW 326-3 | | | | | |
| 153 | 34 PICT-3/113 129 031 Q VW 355-1 | 46 | AF 0 000 362 | | M 240: 113, 114, 117, 118, 151, 152 | 113 129 031 Q |
| 154 | VW 355-2 | 50 | AD 0 257 544 | | 113, 114, 117, 118, 151, 152 | |
| 155 | 34 PICT-3/113 129 031 R VW 356-1 | 46 | AF 0 000 362 | | M 9/M 240: 113, 114, 117, 118, 151, 152 | 113 129 031 R |
| 156 | VW 356-2 | 50 | AD 0 257 544 | | M 9: 113, 114, 117, 118, 151, 152 | |
| 157 | 34 PICT-3/141 129 031 M VW 357-1 | 46 | AF 0 000 362 | | M 240: 141-144 | 113 129 031 Q |
| 158 | VW 357-2 | 50 | AD 0 257 544 | | 141-144 | +113 129 435 M |
| 159 | 34 PICT-3/141 129 031 N VW 358-1 | 46 | AF 0 000 362 | | M 9/M 240: 141-144 | 113 129 031 R |
| 160 | VW 358-2 | 50 | AD 0 257 544 | | M 9: 141-144 | +113 129 435 M |
| 161 | 34 PICT-3/113 129 031 N VW 343-2 | 48 | AH 0 000 001 | | M 9/M 26/M 27/M 157: 113, 114, 117, 118, 151, 152 | 113 129 031 N |
| 162 | 34 PICT-3/141 129 031 K VW 344-2 | 48 | AH 0 000 001 | | M 9/M 26/M 27/M 157: 141, 143 | 141 129 031 K |
| 163 | 34 PICT-3/113 129 021 D USA 72 Type 1 | 48 | AE 0 627 299 | | M 26/M 157: 113, 114, 117, 118, 151, 152 | 113 129 021 D |
| 164 | 34 PICT-3/141 129 031 T USA 72 Ghia | 48 | AE 0 627 299 | | M 26/M 157: 141-144 | 141 129 031 T |

+ additionally required



| Key No. | Part No. | Description | Quantity | Type and model |
|-------------------|---------------|----------------------------------|----------|----------------|
| Carburetor | | | | |
| - | 113 129 021 D | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 111 129 023 G | Carburetor 28 PICT-2, 6 V | 1 | |
| - | 141 129 023 K | Carburetor 28 PICT-1, 6 V | 1 | |
| - | 111 129 027 D | Carburetor 28 PICT-2, 12 V | 1 | |
| - | 113 129 027 H | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 027 J | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 027 K | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 027 R | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 027 S | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 111 129 029 | Carburetor 30 PICT-3, 12 V | 1 | |
| - | 111 129 029 A | Carburetor 30 PICT-3, 12 V | 1 | |
| - | 113 129 029 | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 029 A | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 029 B | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 029 C | Carburetor 30 PICT-2, 12 V | 1 | |
| - | 113 129 029 D | Carburetor 30 PICT-3, 12 V | 1 | |
| - | 113 129 029 E | Carburetor 30 PICT-3, 12 V | 1 | |
| - | 113 129 029 L | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 029 M | Carburetor 34 PICT-3, 12 V | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|----------------------------------|----------|----------------|
| - | 113 129 029 S | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 029 T | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 029 AA | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 029 AB | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 141 129 029 T | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 211 129 029 P | Carburetor 30 PICT-3, 12 V | 1 | |
| - | 113 129 031 | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 113 129 031 A | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 113 129 031 H | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 113 129 031 J | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 113 129 031 K | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 141 129 031 G | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 031 N | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 031 Q | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 031 R | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 113 129 031 S | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 113 129 031 T | Carburetor 31 PICT-3, 12 V | 1 | |
| - | 141 129 031 K | Carburetor 34 PICT-3, 12 V | 1 | |
| - | 141 129 031 P | Carburetor 31 PICT-3, 12 V | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|----------------------------------|---------------|---|----------|----------------|
| BODY UPPER FOR CARBURETOR | | | | |
| 1 | 113 129 103 | Dashpot for carburetors 147-152, 163, 164 | 1 | |
| 2 | 113 129 105 | Bracket - Dashpot for carburetors 147-152 | 1 | |
| (3) | 113 129 107 D | Body upper for carburetor for carburetors 24-26, 28, 30, 32, 34, 35, 38, 39, 41 | 1 | |
| 3 | 113 129 107 E | Body upper for carburetor for carburetors 8-21 | 1 | |
| 4 | 113 129 107 F | Body upper for carburetor for carburetors 31, 33, 36, 42 | 1 | |
| (4) | 113 129 107 H | Body upper for carburetor for carburetors 48, 54, 58, 62, 64, 74, 77-79 | 1 | |
| (4) | 113 129 107 K | Body upper for carburetor for carburetors 44, 56, 69, 70, 75 | 1 | |
| (4) | 113 129 107 L | Body upper for carburetor for carburetors 46, 60, 76 | 1 | |
| (4) | 113 129 107 N | Body upper for carburetor for carburetors 50-52, 68, 72, 73 | 1 | |
| (4) | 113 129 107 P | Body upper for carburetor for carburetors 80-83 | 1 | |
| (5) | 113 129 107 Q | Body upper for carburetor for carburetors 84, 85, 87-90, 92-94, 96-98, 100, 101, 103, 105, 107, 108, 110, 111, 113, 115 | 1 | |
| (5) | 113 129 107 R | Body upper for carburetor for carburetors 128, 130, 131, 138, 140, 147 | 1 | |
| 5 | 141 129 107 A | Body upper for carburetor for carburetors 127, 129, 132, 135-137, 139, 141, 145, 146 | 1 | |
| (5) | 211 129 107 C | Body upper for carburetor for carburetors 22, 23, 27, 29, 37, 40 | 1 | |
| - | 113 129 119 | End cover - Carburetor upper body for carburetors 1-7 | 1 | |
| (6) | 113 129 131 | Choke shaft for carburetors 1-7 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|----------------|
| 6 | 113 129 131 A | Choke shaft for carburetors 8-14 | 1 | |
| 7 | 113 129 135 | Choke valve for carburetors 1-14 | 1 | |
| 8 | 113 129 149 | Screw, countersunk raised head M 3×6 - Choke valve for carburetors 1-14 | 2 | |
| 9 | 113 129 157 | Nut, hex. - Choke shaft for carburetors 1-164 | 1 | |
| 10 | 113 129 163 | Operating lever - Fast idle cam for carburetors 1-42 | 1 | |
| 11 | 113 129 163 B | Operating lever - Fast idle cam for carburetors 43-164 | 1 | |
| 12 | 113 129 165 A | Fast idle cam for carburetors 8-14 | 1 | |
| 13 | 113 129 167 | Bush - Fast idle cam for carburetors 8-14 | 1 | |
| 14 | 113 129 169 | Ring - Fast idle cam for carburetors 8-14 | 1 | |
| 15 | 113 129 185 | Plastic cap for carburetors 8-164 | 1 | |
| - | 113 129 187 | Circlip - Piston rod for carburetors 1-7 | 1 | |
| (16) | 113 129 191 | Cover with spring and heater element, 6 V for carburetors 1-6 | 1 | |
| (16) | 113 129 191 A | Cover with spring and heater element, 12 V for carburetor 7 | 1 | |
| (16) | 113 129 191 G | Cover with spring and heater element, 12 V for carburetors 14, 19, 20, 23, 34-42, 49-68, 71-83, 87-91, 96-117, 119, 121, 123 | 1 | |
| 16 | 113 129 191 H | Cover with spring and heater element, 6 V for carburetors 8-13, 15-18, 21, 22, 24-33, 43-48, 69, 70, 84-86, 92-95, 125 | 1 | |
| 17 | 113 129 191 J | Cover with spring and heater element, 12 V for carburetors 127-148, 150, 151, 153, 155, 157, 159 | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|--|----------|----------------|
| (17) | 113 129 191 L | Cover with spring and heater element, 12 V for carburetors 118, 120, 122, 124, 134, 149, 152, 154, 156, 158, 160-164 | 1 | |
| (17) | 113 129 191 M | Cover with spring and heater element, 6 V for carburetor 126 | 1 | |
| 18 | 113 129 195 A | Bar - Cover for carburetors 8-14 | 1 | |
| - | 113 129 197 | Screw, cheese head - Retaining ring for carburetors 1-7 | 3 | |
| 19 | 311 129 123 | Screw, cheese head - Retaining ring for carburetors 8-164 | 3 | |
| 20 | 113 129 198 | Spacer bush - Retaining ring for carburetors 8-164 | 3 | |
| (21) | 113 129 199 | Retaining ring - Cover for carburetors 1-7 | 1 | |
| 21 | 113 129 199 A | Retaining ring - Cover for carburetors 8-164 | 1 | |
| 22 | 113 129 200 | Cover - Choke unit for carburetors 8-42 | 1 | |
| 23 | 111 129 201 | Needle valve 1.5 mm dia. for carburetors 1-164 | 1 | |
| 24 | *111 129 213 C | Sealing washer 15×12×1.0 mm - Needle valve .. for carburetors 1-48, 53-64, 69-79 | 1 | |
| (24) | *113 129 213 | Sealing washer 15×12×1.5 mm - Needle valve .. for carburetors 49-52, 65-68, 71-73, 80-126 | 1 | |
| 25 | 113 129 213 A | Sealing washer 15×12×0.5 mm - Needle valve .. for carburetors 127-164 | 1 | |
| 26 | *113 129 221 | Vacuum diaphragm for carburetors 8-164 | 1 | |
| 27 | 113 129 225 A | Spring - Vacuum diaphragm for carburetors 8-164 | 1 | |
| 28 | 113 129 227 | Cover - Diaphragm for carburetors 8-164 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|---|----------|----------------|
| 29 | 113 129 229 | Screw, countersunk raised head for carburetors 8-164 | 3 | |
| 30 | *113 129 281 | Gasket - Carburetor body for carburetors 1-42 | 1 | |
| (30) | *113 129 281 B | Gasket - Carburetor body for carburetors 43, 45, 47, 49, 53, 55, 57, 59, 61, 63 | 1 | |
| (30) | *113 129 281 C | Gasket - Carburetor body for carburetors 44, 46, 48, 50-52, 54, 56, 58, 60, 62, 64-79 | 1 | |
| (30) | *113 129 281 D | Gasket - Carburetor body for carburetors 80, 81 | 1 | |
| (31) | 113 129 281 E | Gasket - Carburetor body for carburetors 82-126 | 1 | |
| 31 | 113 129 281 F | Gasket - Carburetor body for carburetors 127-164 | 1 | |
| 32 | 113 129 289 A | Screw, cheese head with washer - Body upper for carburetor for carburetors 127-164 | 5 | |
| 33 | 111 129 347 A | Screw, hex. head - Upper body for carburetors 1-126 | 6 | |
| 34 | N 12 225 1 | Spring washer B 5 | 6 | |
| 35 | 113 129 881 A | Tension spring - Carburetor for carburetors 15-23, 26, 27, 29-33, 35-37, 40-164 | 1 | |
| (36) | 113 129 885 | Bracket - Tension spring for carburetors 15-23, 26, 27, 29-33, 35-37, 40-91 | 1 | |
| 36 | 113 129 885 B | Bracket - Tension spring-..... for carburetors 92-126 | 1 | |

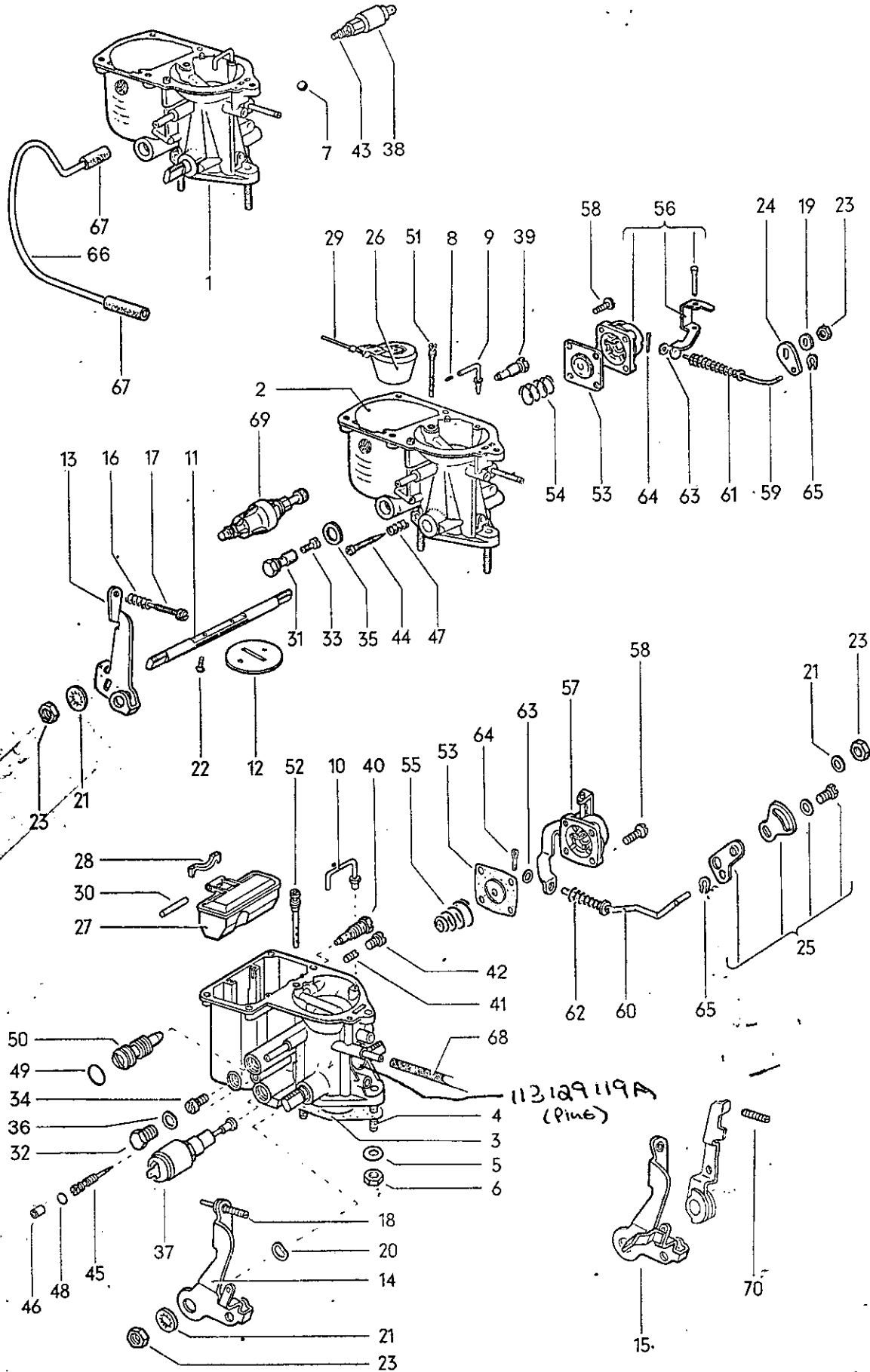


MAIN GROUP



ENGINE

Main Body — Carburetors
28 PICT-1/-2, 30 PICT-1/-2/-3,
31 PICT-3, 34 PICT-3



| Key No. | Part No. | Description | Quantity | Type and model |
|--------------------------------|---------------|--|----------|----------------|
| MAIN BODY - CARBURETORS | | | | |
| | | <i>113 129 119A Plus</i> | | |
| (1) | 111 129 299 | Main Body - Carburetor for carburetors 15, 19 | 1 | |
| 1 | 113 129 299 | Main Body - Carburetor for carburetors 24-30, 32, 34, 35, 37-42 | 1 | |
| (1) | 113 129 299 B | Main Body - Carburetor for carburetors 43, 45, 47, 55, 57, 59, 63 | 1 | |
| (1) | 113 129 299 C | Main Body - Carburetor for carburetors 53, 61 | 1 | |
| (1) | 113 129 299 D | Main body - Carburetor for carburetors 44, 46, 48, 56, 58, 60, 64 | 1 | |
| (1) | 113 129 299 E | Main body - Carburetor for carburetors 54, 62 | 1 | |
| 2 | 113 129 301 A | Main body - Carburetor for carburetors 1, 2, 7-9, 14 | 1 | |
| (2) | 141 129 301 | Main body - Carburetor for carburetors 4, 5, 11, 13 | 1 | |
| (2) | 141 129 301 A | Main body - Carburetor for carburetors 3, 6, 10, 12 | 1 | |
| (3) | N 13 776 1 | Gasket 30 - Carburetor flange for carburetors 1-91 | 1 | |
| (3) | N 13 778 1 | Gasket 32 - Carburetor flange for carburetors 92-126 | 1 | |
| 3 | 113 129 707 A | Gasket 35 - Carburetor flange for carburetors 127-164 | 1 | |
| - | 111 129 309 A | Pin 3 mm dia., for sealing off the spark retard ... drilling | x | |
| 4 | 111 129 317 | Stud - Carburetor mounting for carburetors 1-164 | 2 | |
| 5 | N 12 241 2 | Spring washer B 8X15 | 2 | |
| 6 | N 11 008 8 | Nut, hex. M 8 | 2 | |
| 7 | 111 129 319 | Ball valve 2.5 mm dia., in injection port for carburetors 1-83 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|--|----------|----------------|
| 8 | 113 129 321 | Shank screw – Injection pipe for carburetors 1–23 | 1 | |
| (9) | 113 129 323 | Injection pipe for carburetors 1–7 | 1 | |
| 9 | *113 129 323 B | Injection pipe for carburetors 8–126 | 1 | |
| 10 | 113 129 323 C | Injection pipe for carburetors 127–164 | 1 | |
| 11 | 113 129 335 | Shaft – Throttle for carburetors 1–14 | 1 | |
| (11) | 113 129 335 A | Shaft – Throttle for carburetors 15–20, 24–42 | 1 | |
| 12 | 113 129 337 | Throttle valve for carburetors 1–14 | 1 | |
| (12) | 113 129 337 A | Throttle valve for carburetors 24–42 | 1 | |
| | 113 129 343 | Throttle lever 18 for carburetors 1–14 | 1 | |
| | 113 129 343 A | Throttle lever 18 for carburetors 24, 25, 28, 30, 34, 38, 39 | 1 | |
| | 113 129 343 C | Throttle lever 23.5 for carburetors 15–23, 26, 27, 29, 31–33, 35–37, 40–42 | 1 | |
| | 113 129 343 D | Throttle lever for carburetors 49–52 | 1 | |
| | 113 129 343 E | Throttle lever for carburetors 43–48, 53–79 | 1 | |
| (13) | 113 129 343 F | Throttle lever for carburetors 80–126 | 1 | |
| 14 | 113 129 343 G | Throttle lever for carburetors 127–146, 153–164 | 1 | |
| 15 | 113 129 343 H | Throttle lever with stop for dashpot for carburetors 147–152 | 1 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|----------------|
| 16 | 113 129 345 | Spring – Idling control screw for carburetors 1–42 | 1 | |
| 17 | 113 129 347 B | Screw – Idling control for carburetors 1–42 | 1 | |
| 18 | 113 129 347 C | Screw – Idling control for carburetors 43–48, 53–164 | 1 | |
| (18) | 113 129 347 D | Screw – Idling control for carburetors 49–52 | 1 | |
| 19 | 111 129 349 | Washer for carburetors 1–81 | 1 | |
| 20 | 113 129 349 | Spring washer between throttle lever and carburetor main body – Carburetor for carburetors 43–164 | 1 | |
| 21 | 113 129 355 A | Lock plate – Nut, hex. for carburetors 1–164 | 2 | |
| 22 | 111 129 149 B | Screw, countersunk raised head M 4×7 – Throttle valve for carburetors 1–14 | 2 | |
| 23 | 111 129 157 | Nut, hex. – Throttle shaft for carburetors 1–164 | 2 | |
| (24) | 111 129 357 A | Connecting link – Accelerator pump for carburetors 15–23 | 1 | |
| 24 | 113 129 357 | Connecting link – Accelerator pump for carburetors 1–14 | 1 | |
| (24) | 113 129 357 A | Connecting link – Accelerator pump for carburetors 24–42 | 1 | |
| (24) | 113 129 357 B | Connecting link – Accelerator pump for carburetors 43–81 | 1 | |
| 25 | 113 129 357 C | Connecting link (adjustable) – Accelerator pump for carburetors 82–164 | 1 | |
| 26 | 111 129 391 A | Float – Carburetors 1–42 | 1 | |
| 27 | 113 129 391 | Float – Carburetors 43–164 | 1 | |
| 28 | *113 129 397 | Lug – Float pin for carburetors 43–164 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|---|----------|----------------|
| 29 | *113 129 399 | Pin -- float lever for carburetors 1-42 | 1 | |
| 30 | *113 129 399 A | Pin -- Float lever for carburetors 43-164 | 1 | |
| 31 | 111 129 401 A | Carrier -- Main jet for carburetors 1-42 | 1 | |
| 32 | 341 129 401 | Carrier -- Main jet for carburetors 43-164 | 1 | |
| (33) | 111 129 405 D | Main jet 120 for carburetors 31, 33, 36, 42 | 1 | |
| 33 | 111 129 405 E | Main jet 122.5 for carburetors 1-5, 7-11, 13-17, 19-23 | 1 | |
| (33) | 111 129 405 L | Main jet 125 for carburetors 18, 24-30, 32, 34, 35, 37-41 | 1 | |
| (33) | 111 129 405 M | Main jet 130 for carburetors 6, 12 | 1 | |
| (33) | 113 129 405 | Main jet X 112.5 for carburetors 80-91 | 1 | |
| (34) | 311 129 405 C | Main jet X 127.5 for carburetors 131, 133, 134, 143, 144, 148, 149, 151, 152, 163, 164 | 1 | |
| 34 | 311 129 405 D | Main jet X 145 for carburetors 94, 95, 98, 99, 101, 102, 128, 130, 135, 137, 138, 140 | 1 | |
| (34) | 341 129 405 | Main jet X 125 for carburetors 43-46, 55, 56, 59, 60, 69, 70, 75, 76, 92, 93, 96, 97, 100, 103, 105, 107, 108, 110, 113-116, 121-124 | 1 | |
| (34) | 341 129 405 A | Main jet X 135 for carburetors 109, 111, 112 | 1 | |
| (34) | 341 129 405 B | Main jet X 130 for carburetors 104, 106, 117-120, 125-127, 129, 131, 132, 136, 137, 139, 141, 142, 145-147, 150, 153-161 | 1 | |
| (34) | 341 129 405 D | Main jet X 116 for carburetors 49-52, 65-68, 71-73 | 1 | |
| (34) | 341 129 405 E | Main jet X 120 for carburetors 47, 48, 53, 54, 57, 58, 61-64, 74, 77-79 | 1 | |
| 35 | *111 129 409 | Sealing washer 11×14.8×1.2 -- Carrier for carburetors 1-42 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|--|--|----------|----------------|
| 36 | *311 129 409 | Sealing washer 10×13.5×1.0 – Carrier for carburetors 43–164 | 1 | |
| (37) | 113 129 412 | Bypass air cut-off valve for carburetors 80, 81 | 1 | |
| 37 | 113 129 412 A | Bypass air cut-off valve 12 V for carburetors 82, 83, 87–91, 96–124, 127–164 | 1 | |
| (37) | 113 129 412 B | Bypass air cut-off valve 6 V for carburetors 84–86, 92–95, 125, 126 | 1 | |
| 38 | 111 129 413 A | Idling cut-off valve g 55/6 V for carburetors 15–17, 21, 22, 24–33, 43–48, 69, 70 | 1 | |
| (38) | 111 129 413 B <i>SS</i> <i>055 129 413 B</i> | Idling cut-off valve g 55/12 V for carburetors 19, 20, 23, 34–42, 49–68, 71–79 | 1 | |
| (38) | 211 129 413 | Idling cut-off valve g 60/6 V for carburetor 18 | 1 | |
| - | 113 129 414 | Bypass air cut-off valve for carburetors 80, 81 | 1 | |
| (39) | 111 129 415 B | Pilot jet g 50 for carburetors 92–117 | 1 | |
| 39 | 111 129 415 D | Pilot jet g 55 for carburetors 1–14 | 1 | |
| (39) | 111 129 415 E | Pilot jet g 70 for carburetors 92, 96, 107 | 1 | |
| (39) | 111 129 415 F | Pilot jet g 65 for carburetors 100, 105, 110, 115, 116 | 1 | |
| (39) | 111 129 415 G | Pilot jet g 60 for carburetors 92, 96, 107 | 1 | |
| 40 | 113 129 415 | Idling speed auxiliary fuel jet 65 for carburetors 80, 81, 92, 96, 100, 103, 105, 107, 110, 113–116, 121, 123, 128–130, 135–138, 140, 146, 153, 155, 157, 159 | 1 | |
| (40) | 113 129 415 A | Idling speed auxiliary fuel jet 70 for carburetors 93, 97, 108, 127, 137, 139, 145 | 1 | |
| (41) | 113 129 415 B | Idling speed auxiliary fuel jet 50 for carburetors 84–91, 113, 116 | 1 | |
| (40) | 113 129 415 C | Idling speed auxiliary fuel jet 60 for carburetors 94, 95, 98, 99, 101, 102, 109, 111, 112, 124, 131–133, 141–143, 147, 148, 150, 151 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|---|----------|----------------|
| (40) | 113 129 415 D | Idling speed auxiliary fuel jet 55 for carburetors 84-91, 104, 106, 117, 119, 122, 125, 134, 144, 149, 152, 154, 156, 158, 160, 163, 164 | 1 | |
| (41) | 113 129 415 F | Auxiliary fuel jet 40 for carburetors 86, 91 | 1 | |
| (41) | 113 129 415 G | Auxiliary fuel jet 45 for carburetors 118, 120, 122, 124, 126 | 1 | |
| (40) | 113 129 415 H | Pilot jet 52.5 for carburetors 118, 120, 126 | 1 | |
| (41) | 311 129 415 A | Idling speed auxiliary fuel jet 47.5 for carburetors 127-152 | 1 | |
| 41 | 311 129 415 B | Auxiliary fuel jet 42.5 for carburetors 131, 135, 136, 141, 145, 146, 153-160, 163, 164 | 1 | |
| 42 | 113 129 419 | Carrier - Auxiliary fuel jet for carburetors 127-160, 163, 164 | 1 | |
| 43 | 113 129 421 B | Jet g 55 - Idling cut-off valve for carburetors 15-17, 22, 24, 25, 28 (not for M 157) | 1 | |
| 44 | *111 129 427 B | Volume control screw for carburetors 1-20, 24-42 | 1 | |
| (44) | *113 129 427 | Volume control screw "A" for carburetors 49, 50, 65, 71, 72 | 1 | |
| (44) | 113 129 427 C | Volume control screw for carburetors 53, 54, 61-64 | 1 | |
| (44) | *113 129 427 D | Volume control screw for carburetors 43-48, 51, 52, 55-60, 66-70, 73-79 | 1 | |
| (44) | 113 129 427 E | Volume control screw for carburetors 21-23 | 1 | |
| (44) | *113 129 427 F | Volume control screw for carburetors 80, 81 | 1 | |
| (45) | 113 129 427 G | Volume control screw for carburetors 127-164 | 1 | |
| 45 | 113 129 427 H | Volume control screw for carburetors 82-126 | 1 | |
| 46 | *113 129 428 | Plug - volume control screw for carburetors 21-23, 80-164 | 1 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|--|----------|----------------|
| 47 | 111 129 429 B | Spring – Volume control screw and idling control screw for carburetors 1–20, 24–42 | 2 | |
| (47) | 113 129 429 | Spring – Volume control screw for carburetors 43–79 | 1 | |
| 48 | 113 129 430 | O ring – Volume control screw for carburetors 21–23, 80–164 | 1 | |
| 49 | *113 129 430 A | O ring – Bypass air screw for carburetors 80–164 | 1 | |
| (50) | 113 129 432 | Air screw – Bypass for carburetors 80, 81 | 1 | |
| 50 | 113 129 432 A | Air screw – Bypass for carburetors 82–164 | 1 | |
| 51 | 113 129 435 | Air correction jet 130-y for carburetors 1–3, 7–10, 14–16, 19, 21 | 1 | |
| (51) | 113 129 435 A | Air correction jet 145-y for carburetors 4, 5, 11, 13, 18 | 1 | |
| (51) | 113 129 435 C | Air correction jet 170-z for carburetors 6, 12, 28, 29, 38, 40, 84, 85, 87–90, 94, 95, 98, 99, 101, 102, 109, 111, 112 | 1 | |
| (51) | 113 129 435 E | Air correction jet 160-z for carburetors 22, 23, 30, 32, 33, 39, 41, 42, 61–64, 78, 79 | 1 | |
| (51) | 113 129 435 F | Air correction jet 125-z for carburetors 24, 26, 31, 34–36, 43, 44, 47–58, 65–69, 71–75, 77, 80, 81 | 1 | |
| (51) | *113 129 435 G | Air correction jet 155-z for carburetors 25, 27, 37, 45, 46, 59, 60 | 1 | |
| (51) | 113 129 435 H | Air correction jet 135-z for carburetors 22, 23, 30, 32, 33, 39, 41, 42, 61–64, 78, 79 | 1 | |
| (51) | 113 129 435 J | Air correction jet 140-z for carburetors 17, 20, 107, 108, 110, 113–116, 121–124 | 1 | |
| (51) | 113 129 435 K | Air correction jet 145-z for carburetors 70, 76, 138, 140 | 1 | |
| 52 | 113 129 435 L | Air correction jet 60-z for carburetors 127, 129, 136, 150, 153–156 | 1 | |

MAIN GROUP



ENGINE

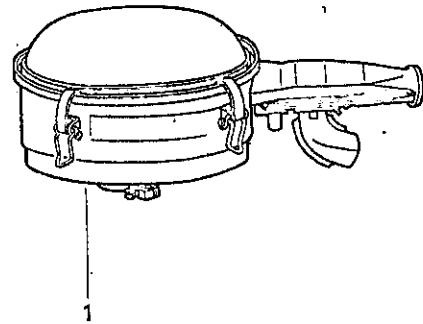
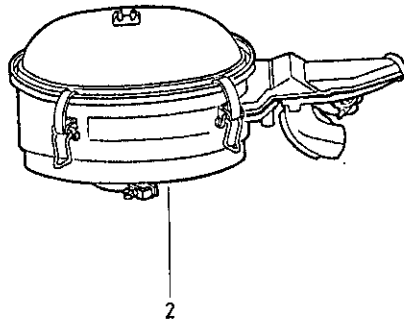
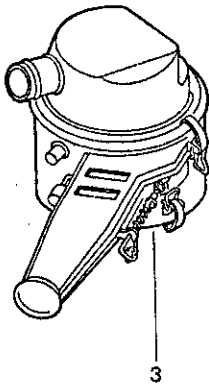
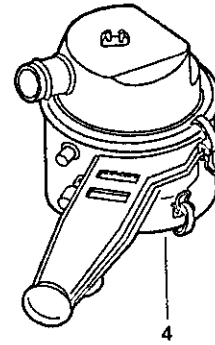
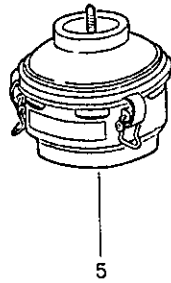
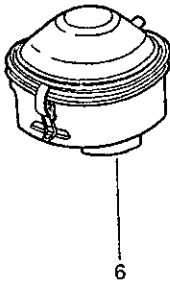
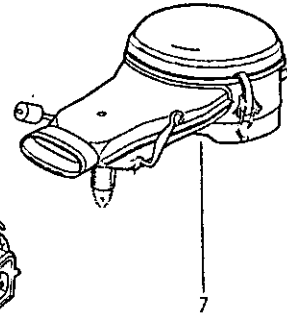
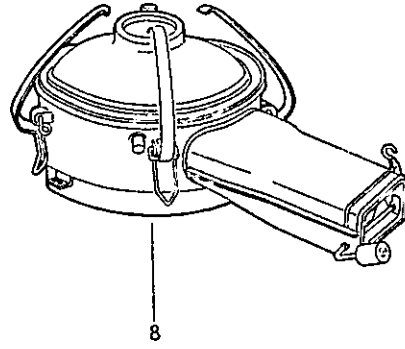
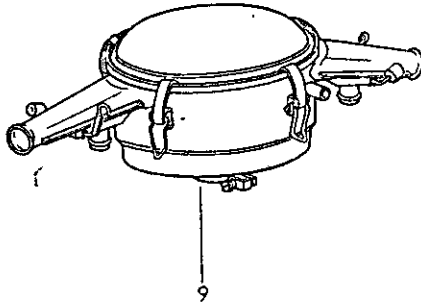
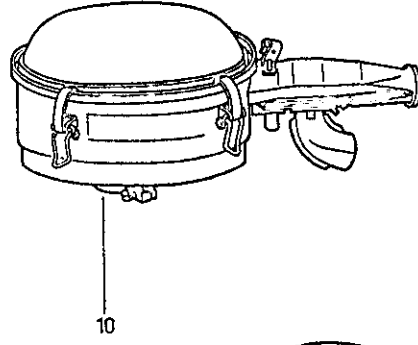
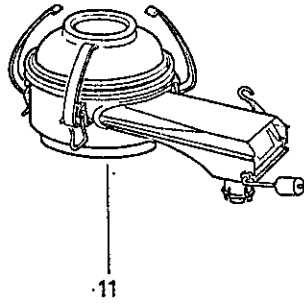
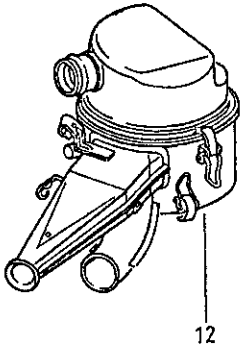
| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|--|----------|----------------|
| (52) | 113 129 435 M | Air correction jet 80 for carburetors 137, 139, 142, 145, 146, 150, 157--160 | 1 | |
| (52) | 113 129 435 N | Air correction jet 75 for carburetors 131-134, 141, 147-149, 163 | 1 | |
| (52) | 113 129 435 P | Air correction jet 120-z for carburetors 92, 93, 96, 97, 100, 103, 105 | 1 | |
| (52) | 113 129 435 Q | Air correction jet 70-z for carburetors 143, 144, 151, 152, 164 | 1 | |
| (52) | 113 129 435 R | Air correction jet 170-w for carburetors 86, 91 | 1 | |
| (52) | 181 129 435 | Air correction jet 130-z for carburetors 128, 130, 135 | 1 | |
| (52) | 181 129 435 A | Air correction jet 110-z for carburetors 104, 106, 117-120, 125, 126 | 1 | |
| 53 | *113 129 451 A | Diaphragm - Pump for carburetors 1-164 | 1 | |
| 54 | 113 129 467 B | Spring - Diaphragm for carburetors 1-42 | 1 | |
| 55 | 113 129 467 C | Spring - Diaphragm for carburetors 43-164 | 1 | |
| 56 | 113 129 470 | Cover with lever and pin for carburetors 1-23 | 1 | |
| (56) | 113 129 470 A | Cover with lever and pin for carburetors 24-42 | 1 | |
| (56) | 113 129 470 B | Cover with lever and pin for carburetors 43-81 | 1 | |
| 57 | 113 129 470 C | Cover with lever and pin for carburetors 82-164 | 1 | |
| 58 | 111 129 473 | Screw, countersunk raised head 4X10 - Cover ... for carburetors 1-164 | 4 | |
| (59) | 111 129 481 A | Throttle connector rod for carburetors 15-20, 22, 23 | 1 | |
| 59 | 113 129 481 A | Throttle connector rod for carburetors 1-14 | 1 | |

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ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|---------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (59) | 113 129 481 D | Throttle connector rod for carburetors 24-42 | 1 | |
| (59) | 113 129 481 F | Throttle connector rod for carburetors 43-81 | 1 | |
| 60 | 113 129 481 G | Throttle connector rod for carburetors 127-164 | 1 | |
| (60) | 113 129 481 H | Throttle connector rod for carburetors 82-126 | 1 | |
| 61 | 111 129 485 | Spring - Connector rod for carburetors 1-23 | 1 | |
| 62 | 113 129 485 A | Spring - Connector rod for carburetors 24-164 | 1 | |
| 63 | 111 129 147 | Washer 4.2 for carburetors 1-164 | 2 | |
| 64 | N 12 507 1 | Cotter pin 1.5X15 | 2 | |
| 65 | 341 129 489 | Lock plate for carburetors 15-164 | 2 | |
| 66 | 211 129 493 | Vacuum line | 1 | |
| 67 | N 20 353 1 | Connecting hose 3.5X2 - Vacuum line | * | |
| 68 | N 20 375 1 | *Hose 4.5X2.5 from carburetor to vacuum unit, ... 560 mm - 22 1/16 in. up to Engine No. B 6 600 000 up to Engine No. AB 0 294 249 up to Engine No. AC 0 002 629 up to Engine No. AD 0 257 543 up to Engine No. AE May 1971 up to Engine No. AF 0 000 361 from Engine No. AH 0 000 001 | * * * * * * * | 47 b.h.p.: M 9/M 157 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 26/M 157 46 b.h.p.: M 240 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| 69 | 113 129 501 | Corrector - High altitude H 14 for carburetors 1-7 | x | |
| (69) | 113 129 501 B | Corrector - High altitude H 37 for carburetors 24-30, 32, 34, 35, 37-41 | x | |
| (69) | 113 129 501 C | Corrector - High altitude H 39 for carburetors 31, 33, 36, 42 | x | |
| 70 | 113 129 887 A | Adjusting screw - Delay lever for carburetors 80-83, 147-152 | 1 | 47 b.h.p.: M 157 48 b.h.p.: M 157 |





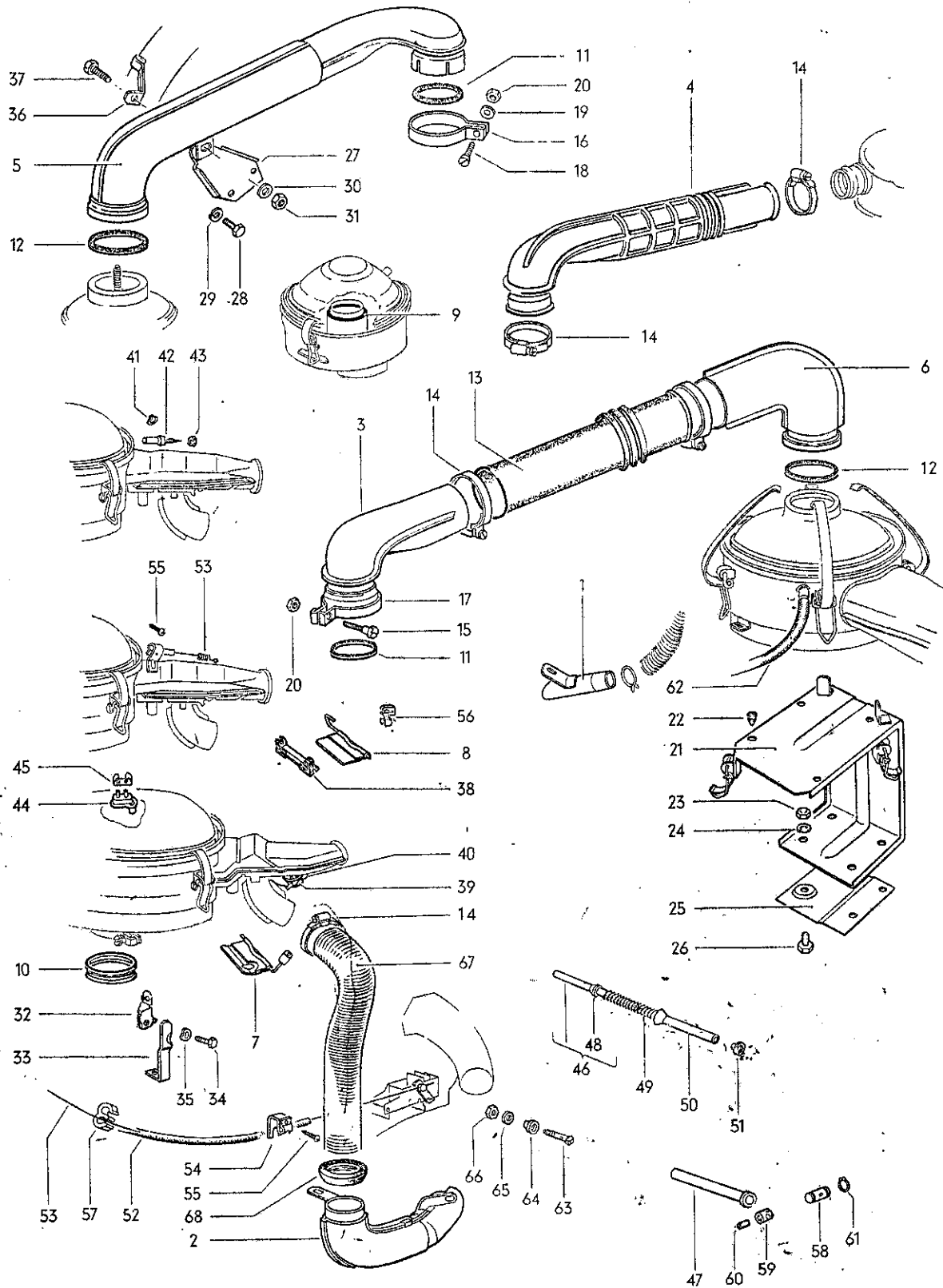
| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| AIR CLEANER | | | | |
| 1 | 113 129 607 C | Air cleaner | | |
| | | up to Engine No. AB 0 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. AC 0 003 239 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 360 022 | 1 | 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | up to Engine No. AE 0 558 000 | 1 | 50 b.h.p.): 113, 114, 117, 118, 151, 152 |
| | | up to Engine No. AF 0 000 444 | 1 | 46 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 2 | 113 129 607 J | Air cleaner | | |
| | | from Engine No. AB 0 350 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 003 240 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 360 023 | 1 | 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. AE 0 558 001 | 1 | 48 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. AF 0 000 445 | 1 | 46 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 3 | 211 129 607 C | Air cleaner (suspended) | | |
| | | up to Engine No. AD 0 360 022 | 1 | 50 b.h.p.: 141-144 |
| | | up to Engine No. AE 0 558 000 | 1 | 50 b.h.p.: 141-144 |
| | | up to Engine No. AF 0 000 444 | 1 | 46 b.h.p.: 141-144 |
| 4 | 211 129 607 D | Air cleaner | | |
| | | from Engine No. AD 0 360 023 | 1 | 50 b.h.p.: 141-144 |
| | | from Engine No. AE 0 558 001 | 1 | 48 b.h.p.: 141-144 |
| | | from Engine No. AF 0 000 445 | 1 | 46 b.h.p.: 141-144 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: 141-144 |
| 5 | 261 129 613 B | Air cleaner (suspended) | 1 | 30 b.h.p.: 141-144 |
| 6 | 111 129 613 | Air cleaner | 1 | 25-, 30 b.h.p.: 111-118, 151, 152 |
| 7 | 113 129 613 E | Air cleaner | | |
| | | up to Engine No. E 0 020 100 | 1 | 37 b.h.p.: M 240: 111-118, 151, 152 |
| | | up to Engine No. F 1 790 008 | 1 | 40 b.h.p.: 111-118, 151, 152 |
| | | from Engine No. D 0 234 015 up to D 0 525 049 (up to Engine No. D 0 234 014 use 113 129 435 J) | 1 | 34 b.h.p. |
| 8 | 141 129 613 | Air cleaner (suspended) | | |
| | | up to Engine No. E 0 006 000 | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |

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ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 9 | 113 129 613 J | Air cleaner | | |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 1 | 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| (10) | 113 129 613 Q | Air cleaner | | |
| | | from Engine No. E 0 015 146 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | (up to Engine No. F 1 451 085 / E 0 015 850 use 113 129 917 A [shorten to 700 mm - 29 9/16 in.] and N 23 601 1) | | |
| 10 | 113 129 613 R | *Air cleaner | | |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152; M 9 |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152; M 9 |
| | | from Engine No. H 5 000 001 up to H 5 900 000 | 1 | 44 b.h.p.: M 157: 113, 114, 117, 118, 151, 152 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 26/M 157: 113, 114, 117, 118, 151, 152 |
| | | use: up to Engine No. H 0 874 199 / L 0 019 336 211 119 549/113 129 782 B/113 129 967/ 028 129 087 | | |
| 11 | 261 129 613 D | Air cleaner (suspended) | 1 | 34 b.h.p.: 141-144 |
| 12 | 211 129 613 H | *Air cleaner | | |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p.: 141-144 |
| | | from Engine No. H 5 000 001 up to H 5 900 000 | 1 | 44 b.h.p.: M 157: 141-144 |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240: 141-144 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 157: 141-144 |
| (12) | 211 129 613 L | *Air cleaner | | |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 26: 141-144 |





| Key No. | Part No. | Description | Quantity | Type and model |
|--|---|---|---|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| CONNECTING PARTS FOR AIR CLEANER | | | | |
| (1) | 111 129 511 | Warm air adaptor pipe, right from Engine No. D 0 458 808 up to D 0 525 049 from Engine No. D 0 525 050 | 1 1 | 34 b.h.p.: M 59 34 b.h.p. |
| 1 | 113 129 511 A | Warm air adaptor pipe, left - Carburetor pre-heating from Engine No. 7 336 420 up to D 0 079 453 up to Engine No. E 0 004 500 up to Engine No. F 0 767 045 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 | 1 1 1 1 1 | 34 b.h.p. 37 b.h.p.: M 240 40 b.h.p. 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| (2) | 113 129 511 D <i>5307</i> <i>113129519G</i> | Warm air adaptor pipe, right from Engine No. E 0 015 146 up to E 0 020 021 from Engine No. E 0 020 022 up to E 0 022 000 from Engine No. F 1 380 778 up to F 1 778 163 from Engine No. F 1 778 164 up to F 2 200 000 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 up to Engine No. B 6 600 000 up to Engine No. AB 0 350 000 up to Engine No. AC 0 003 239 up to Engine No. AD 0 360 022 up to Engine No. AE 0 558 000 up to Engine No. AF 0 000 444 | 1 1 1 1 1 1 1 1 1 1 1 | 37 b.h.p.: M 59/M 240 37 b.h.p.: M 240 40 b.h.p.: M 59 40 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 47 b.h.p. 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 50 b.h.p.: M 157 46 b.h.p.: M 240 |
| 2 | 113 129 511 E | Warm air adaptor pipe, right from Engine No. AB 0 350 001 from Engine No. AC 0 003 240 from Engine No. AD 0 360 023 from Engine No. AE 0 558 001 from Engine No. AF 0 000 445 from Engine No. AH 0 000 001 | 1 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 157 46 b.h.p.: M 240 48 b.h.p. M 9/M 26/M 27/M 157 |
| (2) | 211 129 511 | Warm air adaptor pipe, right - Carburetor pre-heating up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 | 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| 3 | 211 129 615 C | Elbow up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 | 1 1 1 1 | 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 141-144 40 b.h.p.: M 240: 141-144 |
| 4 | 211 129 615 E | Elbow from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AD, AE, AF, AH 0 000 001 | 1 1 1 1 | 44 b.h.p.: 141-144 40 b.h.p.: M 240: 141-144 47 b.h.p.: 141-144 46-, 48-, 50 b.h.p.: 141-144 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|-------------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 5 | 261 129 629 | Elbow | 1 | 30 b.h.p.: 141-144 |
| (5) | 211 129 629 A | Elbow | 1 | 34 b.h.p.: 141-144 |
| 6 | 141 129 655 | Elbow - Air cleaner | | |
| | | up to Engine No. E 0 006 000 | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| (7) | 113 129 617 | Flap valve - Air cleaner 113 129 613 B | | |
| | | up to Engine No. D 0 234 014 | 1 | 34 b.h.p.: 111-118, 151, 152 |
| (7) | 113 129 617 A | Flap valve - Air cleaner 261 129 613 D | 1 | 34 b.h.p.: 141-144 |
| (7) | 113 129 617 B | Flap valve - Air cleaner 113 129 613 E | | |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240: 111-118, 151, 152 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p.: 111-118, 151, 152 |
| | | from Engine No. D 0 234 015 | 1 | 34 b.h.p.: 111, 112, 115, 116 |
| (7) | 211 129 617 | Flap valve - Air cleaner 141 129 613 | | |
| | | up to Engine No. E 0 006 000 | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| (7) | 113 129 781 | Flap valve - Air cleaner 113 129 613 F | | |
| | | up to Engine No. H 0 874 199 | 2 | |
| | | up to Engine No. L 0 019 336 | 2 | |
| (7) | 113 129 781 A | Flap valve, left - Air cleaner 113 129 613 J | | |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 1 | |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 1 | |
| (7) | 113 129 781 B | Flap valve, inner - Air cleaner 113 129 613 M/R .. | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | |
| | | up to Engine No. B 6 600 000 | 1 | |
| 7 | 113 129 781 C | Flap valve, inner - Air cleaner 113 129 607 C ... | | |
| | | up to Engine No. AB 0 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. AC 0 003 239 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. AD 0 360 022 | 1 | 50 b.h.p. |
| | | up to Engine No. AE 0 558 000 | 1 | 50 b.h.p.: M 157 |
| | | up to Engine No. AF 0 000 444 | 1 | 46 b.h.p.: M 240 |
| (7) | 113 129 781 D | Flap valve, inner - Air cleaner 113 129 607 J ... | | |
| | | from Engine No. AB 0 350 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 003 240 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 360 023 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 558 001 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AF 0 000 445 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p. M 9/M 26/M 27/M 157 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|-------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (8) | 113 129 782 | Flap valve, right – Air cleaner 113 129 613 J from Engine No. H 0 874 200 up to H 1 003 255 from Engine No. L 0 019 337 up to L 0 021 115 | 1 1 | |
| 8 | 113 129 782 A | Flap valve, outer – Air cleaner 113 129 613 M/R .. from Engine No. H 1 003 256 up to H 1 350 000 from Engine No. L 0 021 116 up to L 0 026 500 up to Engine No. B 6 600 000 | 1 1 1 | |
| (8) | 113 129 782 B | Flap valve, outer – Air cleaner 113 129 613 N up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 (use 113 129 782 B with 113 129 613 M) | 1 1 | |
| (9) | 111 129 621 | Gasket (felt) – Air cleaner | 1 | 25-, 30 b.h.p. |
| (9) | 111 129 625 | Gasket (rubber) – Air cleaner | 1 | 25-, 30 b.h.p. |
| 9 | 111 129 625 B | Gasket (rubber, round section) – Air cleaner | 1 | 25-, 30 b.h.p. |
| (9) | 111 129 625 C | Gasket – Air cleaner 111 129 611 E/113 129 611 A | 1 | 25-, 30 b.h.p. |
| (9) | 113 129 625 | Gasket – Air cleaner 113 129 611 B/613 B | 1 | 34 b.h.p.: 111-118, 151, 152 |
| 10 | 113 129 625 A | Gasket – Air cleaner 113 129 607 C/J/113 129 611 C/ 613 C/613 F/613 J/613 Q/613 R | 1 1 | 34 b.h.p.: 111-118, 151, 152 40 b.h.p.: M 240; 44-, 46-, 47-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 11 | 211 129 643 | Gasket – Elbow | 1 | 30-, 34 b.h.p.: 141-144 |
| | | up to Engine No. E 0 006 000 | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| 12 | 261 129 683 | Gasket – Air cleaner | 1 | 30 b.h.p.: 141-144 |
| | | up to Engine No. 4 050 000 | 1 | 34 b.h.p.: 141-144 |
| | | up to Engine No. D 0 234 014 | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 40 b.h.p.: M 240: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | |
| 13 | 211 129 627 | Connection tube | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. F 0 940 716 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 40 b.h.p.: M 240: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|---|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 14 | 111 501 159 B | Retaining clip 44-64 mm dia. from Engine No. D 0 458 808 up to D 0 525 049 from Engine No. E 0 015 146 up to E 0 020 021 from Engine No. F 1 380 778 up to F 1 778 163 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. B 6 000 001 up to B 6 600 000 up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. D 0 525 050 from Engine No. AD, AE, AF, AH 0 000 001 | 1 1 1 3 2 3 2 3 2 2 2 2 2 1 2 | 34 b.h.p.: M 59 37 b.h.p.: M 59/M 240 40 b.h.p.: M 59 44-, 47 b.h.p.: 141-144 44-, 47 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 141-144 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 47 b.h.p.: 141-144 47 b.h.p.: 113, 114, 117, 118, 151, 152 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 141-144 40 b.h.p.: M 240: 141-144 34 b.h.p. 46-, 48-, 50 b.h.p.: 141-144 |
| 15 | 111 129 635 | Bolt - Clip up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 | 34 b.h.p.: 141-144 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 40-, 44-, 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 16 | 261 129 641 | Clip up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 | 30 b.h.p.: 141-144 34 b.h.p.: 141-144 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 40-, 44-, 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 17 | 261 129 641 A | Clip up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 | 30-, 34 b.h.p.: 141-144 |
| 18 | N 10 719 1 | Screw, cheese head AM 6X20 up to Engine No. 5 703 137 | 1 | 30-, 34 b.h.p.: 141-144 |
| 19 | N 12 226 2 | Spring washer B 6 up to Engine No. 5 703 137 | 1 | 30-, 34 b.h.p.: 141-144 |
| 20 | N 11 006 2 | Nut, hex. M 6 up to Engine No. E 0 006 000 up to Engine No. F 0 940 716 up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 1 1 | 30-, 34 b.h.p.: 141-144 37 b.h.p.: M 240: 141-144 40 b.h.p.: 141-144 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 40-, 44-, 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 21 | 211 813 503 A | Bracket – Air cleaner from Engine No. H 0 874 200 / L 0 019 337 use: up to Engine No. H 0 874 199 / L 0 019 336 211 129 613 H | 1 | 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p.: 141-144 |
| 22 | N 20 022 3 | Plug (rubber) A 8×1 | 4 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 4 | 40 b.h.p.: 141-144 |
| | | up to Engine No. F 0 940 716 | 4 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 4 | 40 b.h.p.: M 240: 141-144 |
| 23 | N 11 008 8 | Nut, hex. M 8 | 4 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 4 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 4 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 4 | 40 b.h.p.: M 240: 141-144 |
| 24 | N 12 008 2 | Lock washer B 8 | 4 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 4 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 4 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 4 | 40 b.h.p.: M 240: 141-144 |
| 25 | 141 129 675 | Reinforcement plate – Bracket | 1 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 1 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 141-144 |
| 26 | N 10 238 7 | Bolt, hex. head M 8×15 | 4 | 37 b.h.p.: M 240: 141-144 |
| | | up to Engine No. E 0 006 000 | 4 | 40 b.h.p.: 141-144 |
| | | up to Engine No. H 0 874 199 | 4 | 44 b.h.p.: 141-144 |
| | | up to Engine No. L 0 019 336 | 4 | 40 b.h.p.: M 240: 141-144 |
| 27 | 261 129 687 | Bracket – Air cleaner | 1 | 30-, 34 b.h.p.: 141-144 |
| 28 | N 10 215 4 | Bolt, hex. head M 6×15 | 2 | 30-, 34 b.h.p.: 141-144 |
| 29 | N 12 006 2 | Lock washer B 6 | 2 | 30-, 34 b.h.p.: 141-144 |
| 30 | N 12 228 2 | Spring washer B 8 | 1 | 30-, 34 b.h.p.: 141-144 |
| 31 | N 11 008 8 | Nut, hex. M 8 | 1 | 30-, 34 b.h.p.: 141-144 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|------------------------------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 32 | 113 129 835 A | Bracket upper – Air cleaner from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AD, AE, AF, AH 0 000 001 use: 113 129 839 B up to Engine No. H 0 874 199 / L 0 019 336 | 1 1 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 47 b.h.p.: 113, 114, 117, 118, 151, 152 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| (33) | 113 129 839 | Bracket lower – Air cleaner up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 | 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| (33) | 113 129 839 B | Bracket lower – Air cleaner from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AB, AC 0 000 001 | 1 1 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 47 b.h.p. 40-, 44 b.h.p. |
| 33 | 113 129 839 C | Bracket, lower – Air cleaner from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| 34 | N 10 211 1 | Bolt, hex. head M 6×12 Sz up to Engine No. H 0 874 199 up to Engine No. L 0 019 336 from Engine No. AD, AE, AF, AH 0 000 001 | 1 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 |
| (34) | N 10 210 7 | Bolt, hex. head M 6×10 K from Engine No. H 0 874 200 up to H 1 350 000 from Engine No. L 0 019 337 up to L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AB, AC 0 000 001 | 1 1 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 47 b.h.p.: 113, 114, 117, 118, 151, 152 40-, 44 b.h.p. |
| 35 | N 12 226 2 | Spring washer B 6 up to Engine No. H 1 350 000 up to Engine No. L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 1 1 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 47 b.h.p.: 113, 114, 117, 118, 151, 152 40-, 44-, 46-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 36 | 261 129 689 | Support – Air cleaner up to Engine No. 6 916 250 | 1 | 30-, 34 b.h.p.: 141-144 |
| (36) | 211 129 689 | Support – Air cleaner from Engine No. 6 916 251 | 1 | 34 b.h.p.: 141-144 |
| 37 | N 10 238 7 | Bolt, hex. head M 8×15 | 1 | 30-, 34 b.h.p.: 141-144 |
| (38) | 113 129 787 | Bearing – Air cleaner flap 113 129 613 F/J up to Engine No. H 1 003 255 up to Engine No. L 0 021 115 | 2 2 | |
| 38 | 113 129 787 C | Bearing – Air cleaner flap 113 129 607 C/J/613 M/R from Engine No. H 1 003 256 up to H 1 350 000 from Engine No. L 0 021 116 up to L 0 026 500 up to Engine No. B 6 600 000 from Engine No. AD, AE, AF, AH 0 000 001 | 2 2 2 2 | |
| 39 | 113 129 804 | Vacuum unit – Air cleaner from Engine No. AB 0 350 001 from Engine No. AC 0 003 240 from Engine No. AD 0 360 023 from Engine No. AE 0 558 001 from Engine No. AF 0 000 445 from Engine No. AH 0 000 001 | 1 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 157 46 b.h.p.: M 240 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| 40 | 113 129 806 | Clip – Vacuum unit to air cleaner from Engine No. AB 0 350 001 from Engine No. AC 0 003 240 from Engine No. AD 0 360 023 from Engine No. AE 0 558 001 from Engine No. AF 0 000 445 from Engine No. AH 0 000 001 | 1 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 48 b.h.p.: M 157 46 b.h.p.: M 240 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| 41 | N 12 623 1 | Lockring 3×0,6 – Air cleaner up to Engine No. AB 0 350 000 up to Engine No. AC 0 003 239 up to Engine No. AD 0 360 022 up to Engine No. AE 0 558 000 up to Engine No. AF 0 000 444 | 2 2 2 2 2 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 50 b.h.p.: M 157 46 b.h.p.: M 240 |
| 42 | 113 129 826 | Thermostat – Air cleaner up to Engine No. AB 0 350 000 up to Engine No. AC 0 003 239 up to Engine No. AD 0 360 022 up to Engine No. AE 0 558 000 up to Engine No. AF 0 000 444 | 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 50 b.h.p.: M 157 46 b.h.p.: M 240 |
| 43 | N 11 151 2 | Bolt, hex. head M 8 up to Engine No. AB 0 350 000 up to Engine No. AC 0 003 239 up to Engine No. AD 0 360 022 up to Engine No. AE 0 558 000 up to Engine No. AF 0 000 444 | 1 1 1 1 1 | 44 b.h.p. 40 b.h.p.: M 240 50 b.h.p. 50 b.h.p.: M 157 46 b.h.p.: M 240 |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|--|----------|--------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (44) | 113 129 828 | Thermostat – Air cleaner | | |
| | | from Engine No. AB 0 350 001 up to January 1972 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 003 240 up to January 1972 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 360 023 up to January 1972 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 558 001 up to January 1972 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AF 0 000 445 up to January 1972 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 up to January 1972 | 1 | 48 b.h.p.: M 9/M 26/M 27/M 157 |
| 44 | 113 129 828 A | Thermostat – Air cleaner | | |
| | | from Engine No. AB February 1972 | 1 | 44 b.h.p. |
| | | from Engine No. AC February 1972 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD February 1972 | 1 | 50 b.h.p. |
| | | from Engine No. AE February 1972 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AF February 1972 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH February 1972 | 1 | 48 b.h.p.: M 9/M 26/M 27/M 157 |
| 45 | 113 129 830 | Lock plate – Temperature sensor | | |
| | | from Engine No. AB 0 350 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 003 240 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. AD 0 360 023 | 1 | 50 b.h.p. |
| | | from Engine No. AE 0 558 001 | 1 | 48 b.h.p.: M 157 |
| | | from Engine No. AF 0 000 445 | 1 | 46 b.h.p.: M 240 |
| | | from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/M 27/M 157 |
| 46 | 113 129 891 | Conduit, rear – Accelerator cable | | |
| | | up to Engine No. E 0 002 920 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 429 813 | 1 | 40 b.h.p. |
| (46) | 111 129 893 | Conduit, rear – Accelerator cable | 1 | 25-, 30 b.h.p. |
| (46) | 211 129 893 | Conduit, rear – Accelerator cable | | |
| | | up to Engine No. D 0 050 314 | 1 | 34 b.h.p. |
| 47 | 113 129 893 A | Conduit, rear – Accelerator cable | | |
| | | from Engine No. E 0 002 921 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 0 429 814 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 050 315 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 48 | 113 129 895 | Support plate – Conduit tube | | |
| | | up to Engine No. E 0 022 000 | 1 | 34 b.h.p. |
| | | up to Engine No. F 2 200 000 | 1 | 37 b.h.p.: M 240 |
| | | (note text at 113 119 025 J) | 1 | 40 b.h.p. |
| (49) | 111 129 901 | Spring – Accelerator cable | 1 | 25-, 30 b.h.p. |
| 49 | 113 129 901 | Spring – Accelerator cable | | |
| | | up to Engine No. D 0 050 314 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 002 920 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 429 813 | 1 | 40 b.h.p. |
| 50 | 113 129 905 | Sleeve – Accelerator cable spring | | |
| | | up to Engine No. D 0 050 314 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. E 0 002 920 | 1 | 34 b.h.p. |
| | | up to Engine No. F 0 429 813 | 1 | 37 b.h.p.: M 240 |
| | | | 1 | 40 b.h.p. |
| 51 | 113 129 909 | Spring seat | | |
| | | up to Engine No. D 0 050 314 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. E 0 002 920 | 1 | 34 b.h.p. |
| | | up to Engine No. F 0 429 813 | 1 | 37 b.h.p.: M 240 |
| | | | 1 | 40 b.h.p. |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|-----------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 52 | 113 129 915 A | Sleeve 750 mm – 29 ¹⁷ / ₃₂ in. long – | | |
| | | Cable 113 129 917 A | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| (52) | 211 129 915 | Sleeve 700 mm – 27 ⁹ / ₁₆ in. long – | | |
| | | Cable 211 129 917 | | |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 1 | 40 b.h.p.: M 59 |
| 53 | 113 129 917 A | Cable 800 mm – 31 ¹ / ₂ in. long – | | |
| | | Carburetor pre-heating | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| (53) | 211 129 917 | Cable 800 mm – 31 ¹ / ₂ in. long – | | |
| | | Carburetor pre-heating | | |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 1 | 40 b.h.p.: M 59 |
| 54 | 113 119 791 | Bracket for sleeve on fan housing | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 55 | N 13 904 1 | Tapping screw, button head BZ 2.9×6.5 | | |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|--|----------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 56 | N 23 601 1 | Clamp – Cable 113 129 917 A | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 57 | 113 129 919 | Clamp – Accelerator cable and air cleaner cable sleeve | | |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 58 | 113 129 507 | Swivel pin, rear – Accelerator cable | | |
| | | up to Engine No. E 0 002 920 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 429 813 | 1 | 40 b.h.p. |
| 59 | 111 129 921 | Swivel pin, rear – Accelerator cable | | |
| | | from Engine No. E 0 002 921 up to E 0 022 000 | 1 | 25-, 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. F 0 429 814 up to F 2 200 000 | 1 | 37 b.h.p.: M 240 |
| | | | 1 | 40 b.h.p. |
| 60 | N 10 205 1 | Grub screw M 5×5 | | |
| | | from Engine No. E 0 002 921 up to E 0 022 000 | 1 | 25-, 30-, 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| | | from Engine No. F 0 429 814 up to F 2 200 000 | 1 | 37 b.h.p.: M 240 |
| | | | 1 | 40 b.h.p. |
| (60) | N 13 103 1 | Grub screw M 5×15 | | |
| | | up to Engine No. E 0 002 920 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 429 813 | 1 | 40 b.h.p. |
| 61 | N 12 408 1 | Lockring 8×0.8 | | |
| | | up to Engine No. E 0 002 920 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 0 429 813 | 1 | 40 b.h.p. |
| - | 113 129 967 | Branch pipe – Carburetor pre-heating | | |
| | | up to Engine No. L 0 019 336 | 1 | 40 b.h.p.: M 240: 113, 114, 117, 118, 151, 152 |
| | | up to Engine No. H 0 874 199 | 1 | 44 b.h.p.: 113, 114, 117, 118, 151, 152 |
| | | (part required only when 113 129 613 M is installed) | | |
| 62 | N 20 374 1 | Connecting tube for oil breather | | |
| | | from Engine No. 5 703 138 | 1 | 30 b.h.p.: 111, 112, 115, 116 |
| | | | 1 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|-----------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 63 | 113 129 171 | Set screw | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 2 | 44 b.h.p. |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 2 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 2 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 2 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 64 | 111 129 173 A | Bush - Set screw | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 2 | 44 b.h.p. |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 2 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 2 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 2 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 65 | 111 129 147 | Washer 4.2 | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 2 | 44 b.h.p. |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 2 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 2 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 2 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| 66 | 111 129 179 | Nut, hex. - Set screw | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. H 0 874 200 up to H 1 003 255 | 2 | 44 b.h.p. |
| | | from Engine No. H 1 003 256 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 021 115 | 2 | 40 b.h.p.: M 240 |
| | | from Engine No. L 0 021 116 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 015 850 | 2 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 015 851 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 451 085 | 2 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 451 086 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |

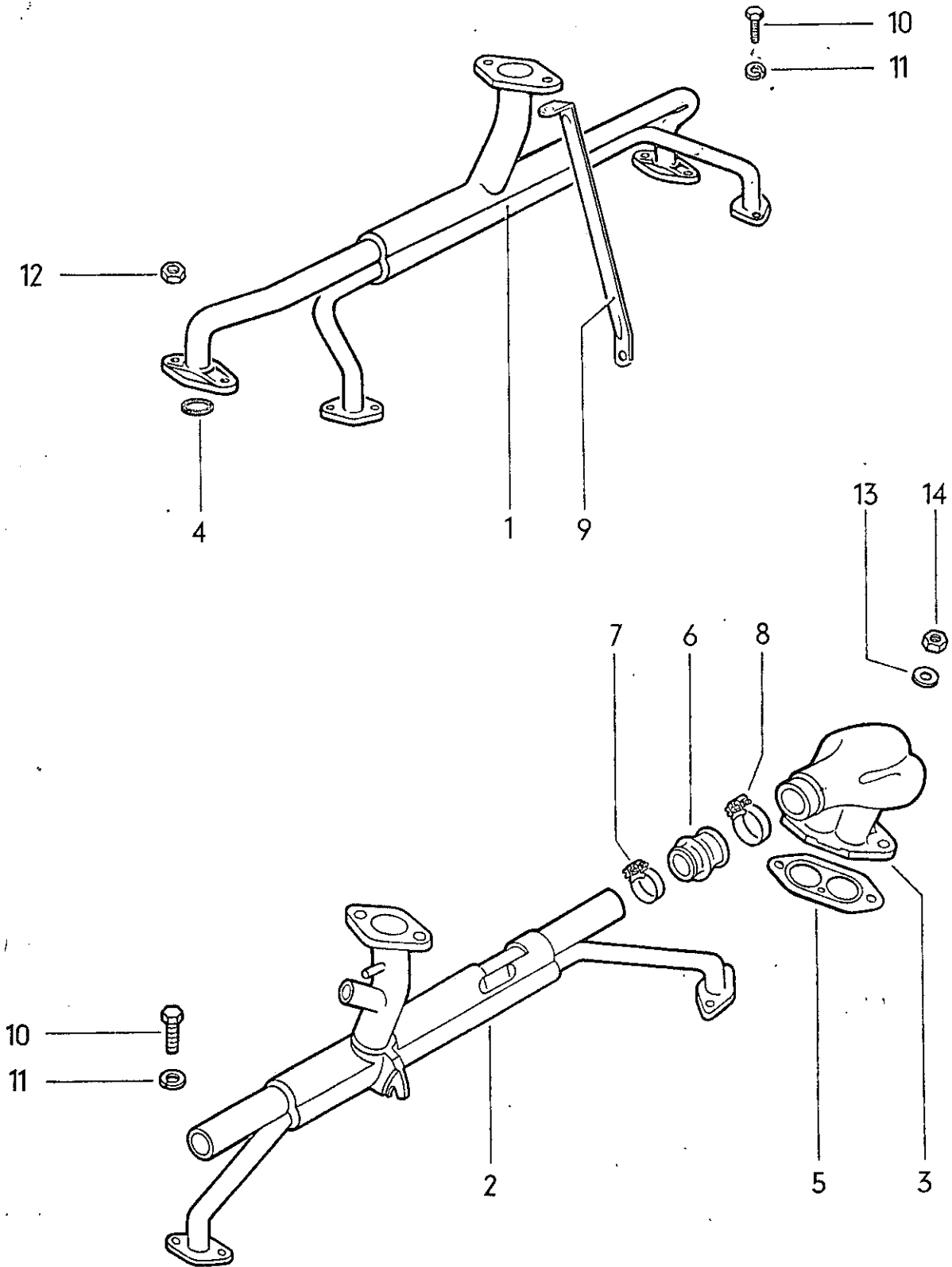
MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|-------------------------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| 67 | 113 255 291 E | Hose 520 mm - 20 ¹⁵ / ₃₂ in. long for warm air adaptor | | |
| | | from Engine No. D 0 458 808 up to D 0 525 049 | 1 | 34 b.h.p.: M 59 |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. E 0 015 146 up to E 0 020 021 | 1 | 37 b.h.p.: M 59/M 240 |
| | | from Engine No. E 0 020 022 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | from Engine No. F 1 380 778 up to F 1 778 163 | 1 | 40 b.h.p.: M 59 |
| | | from Engine No. F 1 778 164 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. D 0 525 050 | 1 | 34 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 68 | 113 119 585 A | Rubber grommet | | |
| | | from Engine No. H 0 874 200 up to H 1 350 000 | 1 | 44 b.h.p. |
| | | from Engine No. L 0 019 337 up to L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 1 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| - | N 20 361 2 | Hose 4x2.5 | x | |
| | | 400 mm - 15 ³ / ₄ in. Thermostat/Vacuum unit | 1 | |
| | | 470 mm - 18 ¹ / ₂ in. Thermostat/Intake manifold | 1 | |

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| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------|-------------|----------|----------------|
|---------|----------|-------------|----------|----------------|

25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60

INTAKE MANIFOLD AND INTAKE PIPE

| | | | | |
|-----|------------------|---|---|-----------------------|
| (1) | 111 129 701 | Intake manifold and pre-heating pipe | 1 | 25 b.h.p. |
| (1) | 111 129 701 E | Intake manifold and pre-heating pipe | 1 | 30 b.h.p. |
| | | up to Engine No. 3 949 222 | | |
| 1 | 111 129 701 H | Intake manifold and pre-heating pipe | 1 | 30 b.h.p. |
| | | from Engine No. 3 949 223 | | |
| (1) | 111 129 701 J | Intake manifold and pre-heating pipe | 1 | 34 b.h.p.: M 5 |
| | | from Engine No. D 0 050 315 | | |
| (1) | 111 129 701 K | Intake manifold and pre-heating pipe | 1 | 34 b.h.p. |
| | | from Engine No. D 0 050 315 | | |
| (1) | 113 129 701 D | Intake manifold and pre-heating pipe | 1 | 34 b.h.p. |
| | | up to Engine No. D 0 050 314 | | |
| | | (up to Engine No. 6 916 250 use 2 washers | | |
| | | 113 129 707 and with installed generator, | | |
| | | 105 mm dia. use 113 129 701 H) | | |
| (1) | 113 129 701 E | Intake manifold and pre-heating pipe | 1 | 34 b.h.p.: M 5 |
| | | up to Engine No. D 0 050 314 | | |
| | | (use 2 sealing washers 113 129 707 | | |
| | | up to Engine No. 6 916 250) | | |
| (1) | 113 129 701 K | Intake manifold and pre-heating pipe | | |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| (1) | 113 129 701 N * | Intake manifold and pre-heating pipe | | |
| | | from Engine No. E 0 015 982 up to E 0 022 000 | 1 | 37 b.h.p.: M 9/M 240 |
| | | from Engine No. F 1 462 599 up to F 2 200 000 | 1 | 40 b.h.p.: M 9 |
| | | from Engine No. H 0 879 927 up to H 1 350 000 | 1 | 44 b.h.p.: M 9 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | 1 | 44 b.h.p.: M 9/M 157 |
| | | from Engine No. L 0 019 430 up to L 0 026 500 | 1 | 40 b.h.p.: M 9/M 240 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 9/M 157 |
| (2) | 211 129 701 K * | Intake manifold and pre-heating pipe | 1 | 48 b.h.p.: M 26/M 157 |
| | | up to Engine No. AE July 1971 | | |
| (2) | 113 129 701 AA * | Intake manifold and pre-heating pipe | | |
| | | from Engine No. H 5 000 001 up to H 5 900 000 | 1 | 44 b.h.p.: M 157 |
| | | from Engine No. B 6 000 001 up to B 6 600 000 | 1 | 47 b.h.p.: M 157 |
| (2) | 113 129 701 AF | Intake manifold and pre-heating pipe | 1 | 46-, 50 b.h.p. |
| | | up to Engine No. AD, AF July 1971 | | |

113 129 701 K

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69
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Auto

MAIN GROUP



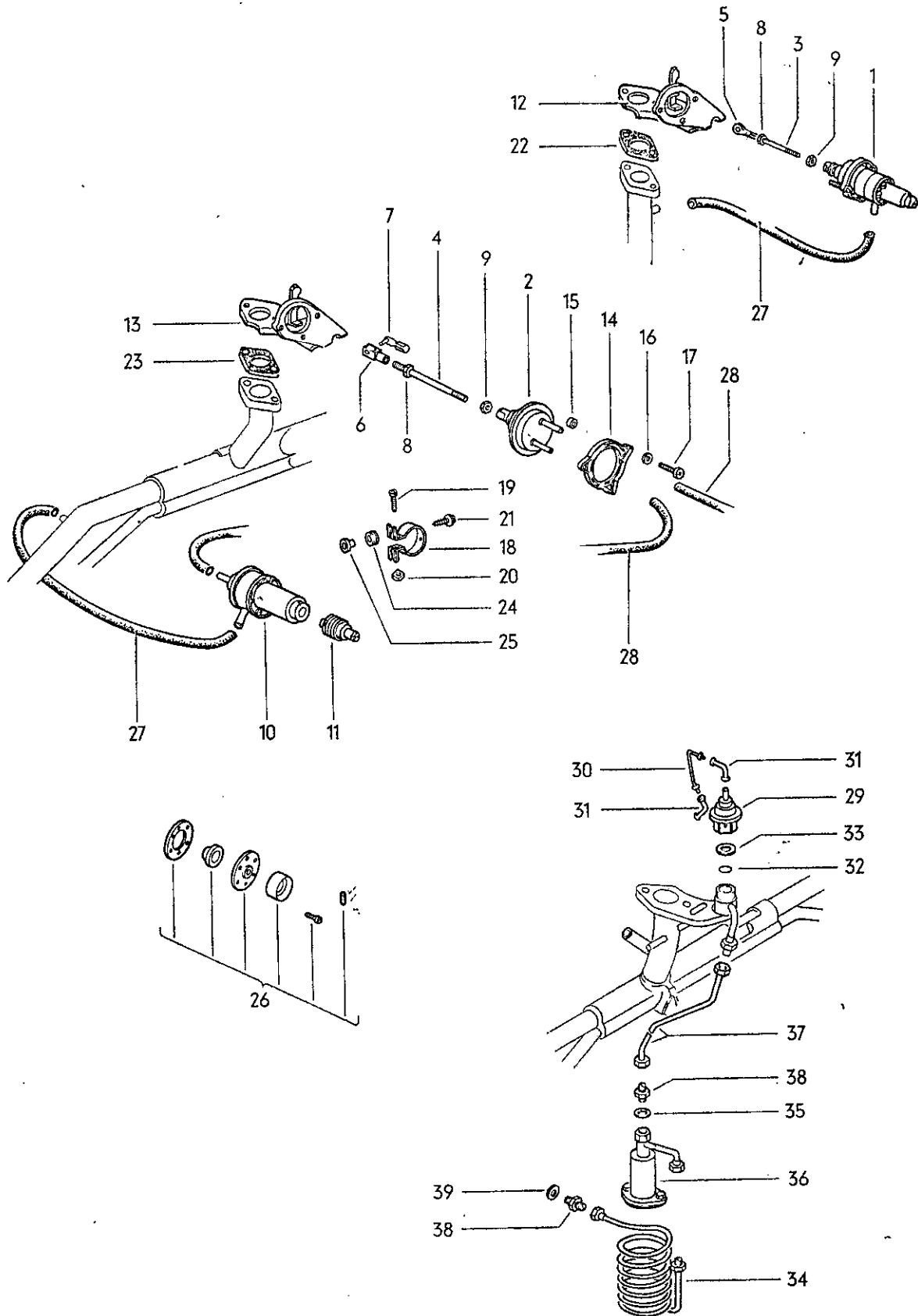
ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-----------------|--|------------------|--|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (2) | 113 129 701 AJ | Intake manifold and pre-heating pipe up to Engine No. AB, AC July 1971 | 1 | 40-, 44 b.h.p. |
| 2 | 113 129 701 AP | Intake manifold and preheating pipe from Engine No. AD, AF August 1971 | 1 | 46-, 50 b.h.p. |
| (2) | 113 129 701 AQ | Intake manifold and preheating pipe from Engine No. AE August 1971 | 1 | 48 b.h.p.: M 26/M 157 |
| (2) | 113 129 701 AS | Intake manifold and preheating pipe from Engine No. AB, AC August 1971 | 1 | 40-, 44 b.h.p. |
| (2) | 113 129 701 BK | Intake manifold and preheating pipe from Engine No. AH 0 000 001 | 1 | 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| (3) | 113 129 705 A * | Intake pipe, left from Engine No. AE 0 000 001 from Engine No. AH 0 000 001 | 1 1 | 48 b.h.p.: M 26/M 157 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| (3) | 113 129 709 G | Intake pipe, left from Engine No. AD 0 000 001 from Engine No. AF 0 000 001 | 1 1 | 50 b.h.p. 46 b.h.p.: M 240 |
| (3) | 113 129 709 J | Intake pipe, left from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 1 1 | 44 b.h.p. 40 b.h.p.: M 240 |
| 3 | 113 129 710 D * | Intake pipe, right from Engine No. AD 0 000 001 from Engine No. AE 0 000 001 from Engine No. AF 0 000 001 from Engine No. AH 0 000 001 | 1 1 1 1 | 50 b.h.p. 48 b.h.p.: M 26/M 157 46 b.h.p.: M 240 48 b.h.p.: M 9/M 26/M 27/ M 157 |
| (3) | 113 129 710 E | Intake pipe, right from Engine No. AB 0 000 001 from Engine No. AC 0 000 001 | 1 1 | 44 b.h.p. 40 b.h.p.: M 240 |
| (4) | 113 129 707 | Sealing washer 27×32×4.5 up to Engine No. 6 916 250 (if intake manifold 113 129 701 D/E is installed) | x | 34 b.h.p. |
| 4 | *311 129 707 | Sealing washer C 32×38 up to Engine No. F 2 200 000 up to Engine No. H 1 350 000 up to Engine No. B 6 600 000 | 2 2 1 | 40 b.h.p. 44 b.h.p. 47 b.h.p.: M 157 |
| (4) | 113 829 2 | Sealing washer C 22×29 | 2 | 25 b.h.p. |

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| Key No. | Part No. | Description | Quantity | Type and model |
|--|---------------|---|----------|---|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |
| (4) | N 13 821 1 | Sealing washer C 26×32 up to Engine No. 6 916 250 | 2 | 30-, 34 b.h.p. |
| (4) | N 13 823 1 | Sealing washer C 28×34 from Engine No. 6 916 251 | 2 | 34 b.h.p. |
| 5 | 113 129 717 A | Gasket – Intake pipe from Engine No. AB 0 000 001 from Engine No. AD 0 000 001 | 2 2 | 44 b.h.p. 50 b.h.p. |
| 6 | 113 129 729 B | Sleeve – Intake manifold from Engine No. AD 0 000 001 | 2 | 50 b.h.p. |
| (6) | 113 129 729 C | Sleeve – Intake manifold from Engine No. AB 0 000 001 | 2 | 44 b.h.p. |
| 7 | N 23 503 3 | Clip 40 mm dia. – Intake manifold from Engine No. AD 0 000 001 | 2 | 50 b.h.p. |
| 8 | N 23 547 2 | Clip 47 mm dia. – Intake manifold from Engine No. AB 0 000 001 from Engine No. AD 0 000 001 | 2 2 | 44 b.h.p. 50 b.h.p. |
| (7) | N 23 531 2 | Clip 38 mm dia. – Intake manifold from Engine No. AB 0 000 001 | 2 | 44 b.h.p. |
| 9 | 111 129 751 | Support – Intake manifold | 1 | 25-, 30 b.h.p. |
| 10 | N 10 215 4 | Bolt, hex. head M 6×15 | 4 | |
| 11 | N 12 226 2 | Spring washer B 6 | 4 | |
| 12 | N 11 006 2 | Nut, hex. M 6 | 4 | 34-, 37-, 40-, 44-, 46-, 47-, 48-, 50 b.h.p. |
| 13 | N 12 241 2 | Spring washer B 8×15 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |
| 14 | N 11 151 2 | Nut, hex. M 8 from Engine No. AB, AC, AD, AE, AF, AH 0 000 001 | 4 | 40-, 44-, 46-, 48-, 50 b.h.p. |



| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

EXHAUST CONTROL SYSTEM

| | | | | |
|----|---------------|--|--------|--|
| | | 44 b.h.p. engine – 53 SAE from Engine No. H 5 000 001 up to H 5 900 000 | | M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| | | 47 b.h.p. engine – 57 SAE from Engine No. B 6 000 001 up to B 6 600 000 | | M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| | | 48 b.h.p. engine – 60 SAE from Engine No. AE 0 000 001 | | M 26/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| | | 48 b.h.p. engine – 60 SAE from Engine No. AH 0 000 001 | | M 9/M 26/M 27/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| 1 | 113 131 307 | Throttle positioner up to Engine No. H 5 900 000 | 1 | |
| 2 | 113 131 309 A | Throttle positioner from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 1 | |
| 3 | 113 131 349 | Connecting rod – Throttle positioner from Engine No. H 5 000 001 up to H 5 900 000 from Engine No. B 6 000 001 up to B 6 600 000 | 1 | |
| 4 | 113 131 349 A | Connecting rod – Throttle positioner from Engine No. AE 0 000 001 | 1 | |
| 5 | 341 129 876 A | Ball joint – Connecting rod from Engine No. H 5 000 001 up to H 5 900 000 from Engine No. B 6 000 001 up to B 6 600 000 | 1 | |
| 6 | 113 131 351 | Clevis – Connecting rod from Engine No. AE 0 000 001 | 1 | |
| 7 | 113 131 355 | Retaining pin – Connecting rod from Engine No. AE 0 000 001 | 1 | |
| 8 | N 11 004 2 | Nut, hex. M 4 | 1 | |
| 9 | N 11 004 3 | Nut, hex. M 4 left-hand thread | 1 | |
| 10 | 113 131 395 | Control valve – Throttle positioner from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 1 | |
| 11 | 113 131 401 | High altitude corrector – Throttle positioner from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 1 | |

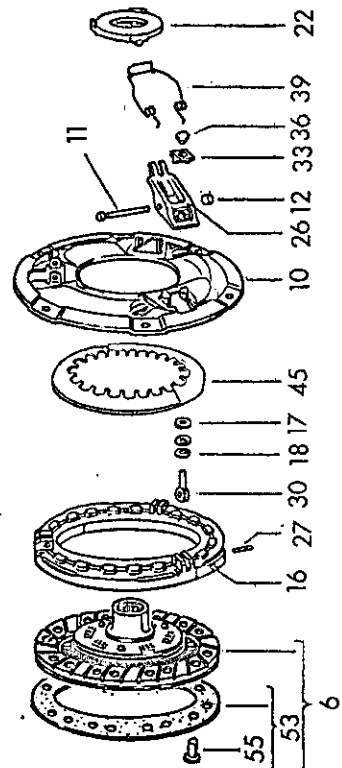
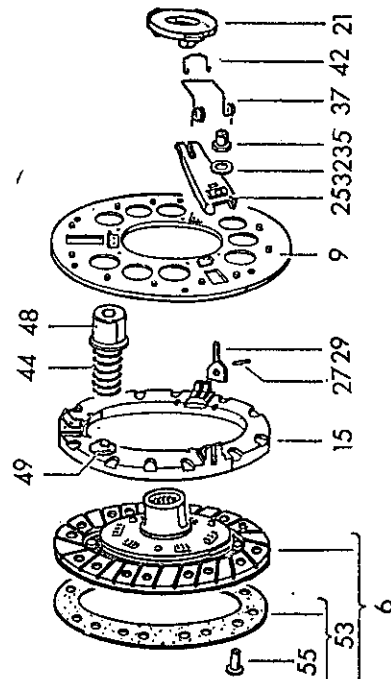
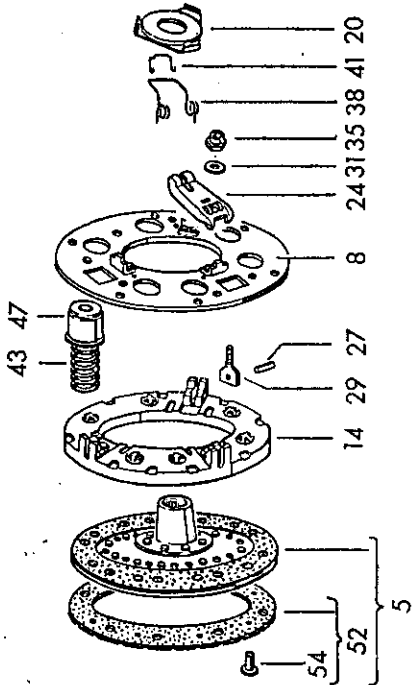
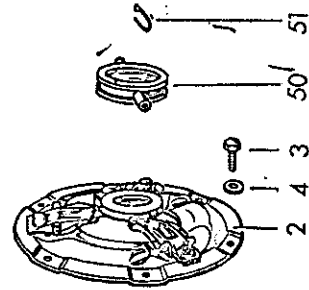
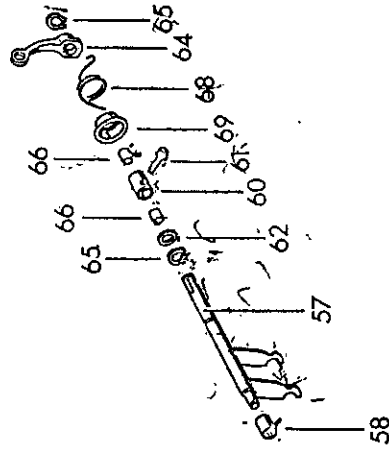
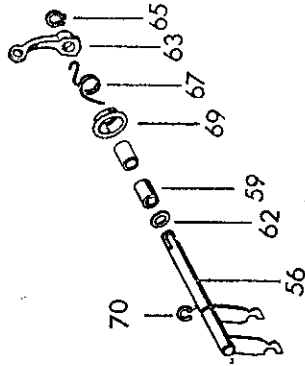
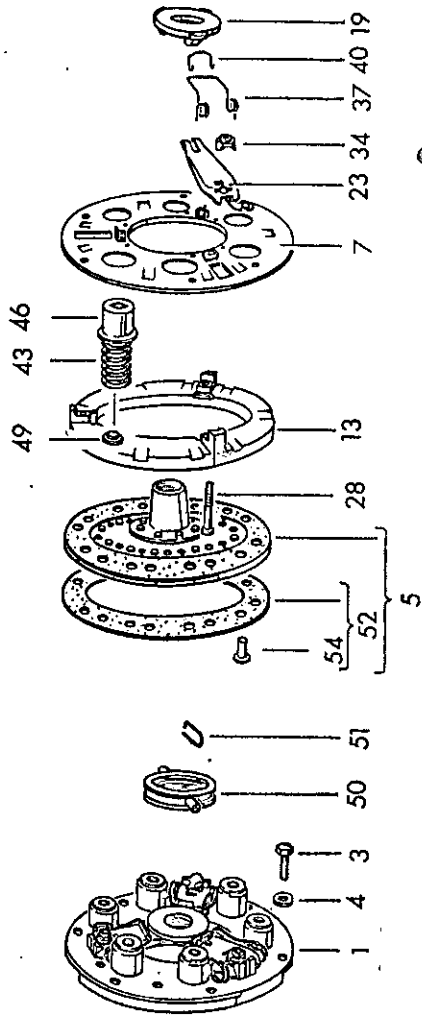
MAIN GROUP

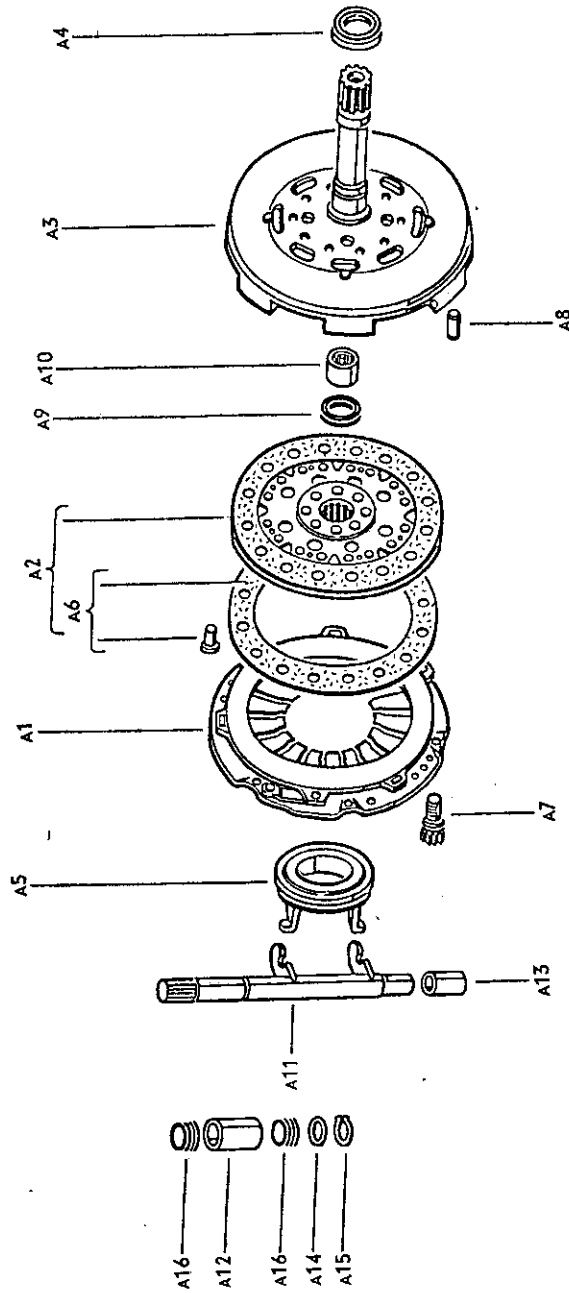


ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|----------------|
| 12 | 113 131 425 | Retainer – Throttle positioner from Engine No. H 5 000 001 up to H 5 900 000 from Engine No. B 6 000 001 up to B 6 600 000 | 1 | |
| 13 | 113 131 425 A | Retainer – Throttle positioner from Engine No. AE 0 000 001 | 1 | |
| 14 | 113 131 437 | Retainer – Throttle positioner from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 | |
| 15 | 113 131 441 | Bush – Retainer from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 3 | |
| 16 | N 12 004 1 | Lock washer B 4 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 3 | |
| 17 | N 14 123 3 | Screw, fillister hd. AM 4×10 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 3 | |
| 18 | 113 131 483 | Clamp – Control valve 113 131 395 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 | |
| 19 | N 10 723 1 | Screw, cheese hd. AM 5×25 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 | |
| 20 | N 11 051 1 | Nut, square M 5 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 1 | |
| 21 | N 90 136 1 | Tapping screw, fillister hd. B 5.5×22 from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 2 | |
| 22 | N 13 776 1 | Gasket 30 – Carburetor flange from Engine No. H 5 000 001 up to H 5 900 000 from Engine No. B 6 000 001 up to B 6 600 000 | 1 | |
| 23 | 113 129 707 A | Gasket 35 – Carburetor flange from Engine No. AE 0 000 001 | 1 | |
| 24 | 311 906 055 A | Rubber mounting – Spacer bush from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 2 | |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|----------------|
| 25 | 311 906 057 | Spacer bush – Pressure sensor from Engine No. B 6 000 001 up to B 6 600 000 from Engine No. AE 0 000 001 | 2 | |
| 26 | 113 198 595 | Repair kit for throttle positioner | 1 | |
| 27 | N 20 355 1 | Hose 5×2.5 model 113, 114, 117, 118, 151, 152 200 mm – 7 ⁷ / ₈ in. model 141–144 320 mm – 12 ¹⁹ / ₃₂ in. | * | |
| 28 | N 20 353 1 | Hose 3.5×2 Control valve to throttle positioner: model 113, 114, 117, 118, 151, 152 500 mm – 19 ¹¹ / ₁₆ in. model 141–144 550 mm – 21 ⁵ / ₈ in. Throttle positioner to carburetor: model 113, 114, 117, 118, 141–144, 151, 152 150 mm – 5 ²⁹ / ₃₂ in. | * | |
| 29 | 113 131 501 A | Valve – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 30 | 113 131 507 A | Vacuum line – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 31 | 113 131 509 A | Elbow – Exhaust recirculation from Engine No. AH 0 000 001 | 2 | |
| 32 | 113 131 547 | Sealing washer 10.2×13.5 – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 33 | 113 131 549 | Sealing washer 22.5×27.5 – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 34 | 113 131 611 | Cooling coil – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 35 | 113 131 619 | Sealing washer 16.2×25.9 – Cyclone filter, Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 36 | 113 131 621 | Cyclone filter – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 37 | 113 131 625 | Connecting pipe – Exhaust recirculation from Engine No. AH 0 000 001 | 1 | |
| 38 | 113 115 249 | Adapler union 8 M 16×1.5 DIN 7611 | 2 | |
| 39 | N 13 820 1 | Sealing washer C 16×20 | 1 | |







| Key No. | Part No. | Description | Quantity | Type and model |
|--|----------|-------------|----------|----------------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | | | |

CLUTCH, CLUTCH FOR AUTOMATIC

| | | | | |
|-----|---------------|---|---|-------------------------------|
| A 1 | 001 141 025 | Clutch cover and pressure plate | 1 | M 9 |
| 1 | 111 141 025 D | Clutch cover and pressure plate 180 | 1 | 25-, 30 b.h.p. |
| | | up to Engine No. D 0 674 999 | 1 | 34 b.h.p. |
| | | up to Engine No. E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. D 0 675 000 up to March 1972 | 1 | 34 b.h.p.: 111, 112, 115, 116 |
| - | 111 141 025 H | Clutch cover and pressure plate 180 | | |
| | | from Engine No. D 0 675 000 up to March 1972 | 1 | 34 b.h.p.: M 88 |
| | | from Engine No. AB 0 000 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | 1 | 40 b.h.p.: M 240 |
| | | from Engine No. D April 1972 | 1 | 34 b.h.p.: 111, 112, 115, 116 |
| 2 | 211 141 025 B | Clutch cover and pressure plate 200 | | |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| - | 311 141 025 D | Clutch cover and pressure plate 200 | | |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p. |
| | | (311 141 025 A/B/C/D are supplied) | | |
| 3 | N 10 240 4 | Bolt, hex. head M 8×20 | 6 | |
| 4 | N 12 241 2 | Spring washer B 8×15 | 6 | |
| A 2 | 001 141 031 | Clutch plate 180 | 1 | M 9 |
| 5 | 111 141 031 E | Clutch plate 180 | 1 | 25-, 30-, 34 b.h.p. |
| | | up to Engine No. E 0 012 750 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 162 295 | 1 | 40 b.h.p. |
| - | 111 141 031 F | Clutch plate 180 (with torsion springs) | x | 25-, 30-, 34 b.h.p. |
| | | up to Engine No. E 0 012 750 | x | 37 b.h.p.: M 240 |
| | | from Engine No. E 0 012 751 up to E 0 022 000 | 1 | 37 b.h.p.: M 240 |
| | | up to Engine No. F 1 162 295 | x | 40 b.h.p. |
| | | from Engine No. F 1 162 296 up to F 2 200 000 | 1 | 40 b.h.p. |
| | | from Engine No. AB 0 000 001 | 1 | 44 b.h.p. |
| | | from Engine No. AC 0 000 001 | 1 | 40 b.h.p.: M 240 |
| 6 | 311 141 031 D | Clutch plate 200 with double lining springs | | |
| | | (with torsion springs) | | |
| | | up to Engine No. L 0 026 500 | 1 | 40 b.h.p.: M 240 |
| | | up to Engine No. H 1 350 000 | 1 | 44 b.h.p. |
| | | up to Engine No. B 6 600 000 | 1 | 47 b.h.p. |
| | | from Engine No. AD, AE, AF, AH 0 000 001 | 1 | 46-, 48-, 50 b.h.p. |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|----------------|
| A 3 | 001 141 041 | Clutch carrier plate | 1 | M 9 |
| - | 211 141 101 | Guide plate - Screw, cheese head for 311 141 025 B | 3 | |
| - | N 12 108 2 | Spring washer A 8.4 | 3 | |
| - | N 10 238 7 | Bolt, hex. head M 8x15 | 3 | |
| A 4 | 001 301 137 A | Seal - Clutch carrier plate | 1 | M 9 |
| 7 | | no longer available | | |
| 8 | 111 141 111 C | Clutch cover - 111 141 025 C/D | 1 | |
| 9 | | no longer available | | |
| 10 | 211 141 111 A | Clutch cover - 211 141 025 B | 1 | |
| 11 | 211 141 113 D | Bolt - Clutch cover - 211 141 025 B/311 141 025 D | 3 | |
| 12 | 211 141 115 B | Bush - Pin - 211 141 025 B/311 141 025 D | 6 | |
| 13 | 111 141 117 | Clutch pressure plate - 111 141 025/A/B | 1 | |
| - | 111 141 117 A | Clutch pressure plate - 111 141 025 C | 1 | |
| 14 | | no longer available | | |
| 15 | 211 141 117 | Clutch pressure plate - 113 141 025/A | 1 | |
| 16 | 211 141 117 B | Clutch pressure plate - 211 141 025 B | 1 | |
| 17 | 211 141 119 B | Washer - Bolt - 211 141 025 B/311 141 025 D | 1 | |
| 18 | 211 141 121 | Concave washer - Bolt - 211 141 025 B/ 311 141 025 D | 1 | |
| 19 | 111 141 125 A | Clutch release ring - 111 141 025/A/B | 1 | |
| 20 | 111 141 125 C | Clutch release ring - 111 141 025 C/D/F | 1 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|----------------|--|----------|----------------|
| 21 | 113 141 125 | Clutch release ring – 113 141 025/A | 1 | |
| 22 | 211 141 125 B | Clutch release ring – 211 141 025 B | 1 | |
| 23 | 111 141 129 | Clutch release lever – 111 141 025/A/B | 3 | |
| 24 | 111 141 129 B | Clutch release lever – 111 141 025 C/D/F/G/H ... | 3 | |
| 25 | 211 141 129 | Clutch release lever – 113 141 025/A | 3 | |
| 26 | 211 141 129 A | Clutch release lever – 211 141 025 B | 3 | |
| - | 311 141 129 A | Clutch release lever for 311 141 025 D | 3 | |
| - | 311 141 129 B | Clutch release lever for 311 141 025 B | 3 | |
| 27 | 311 141 131 | Pin – Bolt – 111 141 025 C/D/F/G/H/113 141 025/A 211 141 025 B/311 141 025 D | 3 | |
| 28 | *111 141 133 B | Bolt – Clutch release lever – 111 141 025/A/B | 3 | |
| 29 | *311 141 133 A | Bolt – 111 141 025 C/D/F/G/H, 113 141 025/A/ 311 141 025 B | 3 | |
| 30 | 211 141 133 A | Bolt – 211 141 025 B/311 141 025 D | 3 | |
| 31 | 311 141 135 | Thrust washer 16 mm dia. – Adjusting nut – 111 141 025 C/D/F/G/H | 3 | |
| 32 | 311 141 135 A | Thrust washer 18 mm dia. – Adjusting nut – 113 141 025/A/311 141 025 B | 3 | |
| 33 | 211 141 135 | Thrust piece – Adjusting nut 211 141 025 B/ 311 141 025 D | 3 | |
| 34 | *111 141 137 B | Adjusting nut – Bolt – 111 141 025/A/B | 3 | |
| 35 | 311 141 137 | Adjusting nut – Bolt – 111 141 025 C/D/F/G/H, ... 113 141 025/A/311 141 025 B | 3 | |
| 36 | 211 141 137 | Adjusting nut – Bolt – 211 141 025 B/ 311 141 025 D | 3 | |
| 37 | 111 141 141 | Return spring – 111 141 025/A/B, 113 141 025/A .. | 3 | |

MAIN GROUP



ENGINE

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|----------------|
| - | 111 141 141 A | Return spring - 111 141 025 C | 3 | |
| 38 | 111 141 141 B | Return spring - 111 141 025 D/F/G | 3 | |
| - | 111 141 141 C | Return spring - 311 141 025 B/111 141 025 H | 3 | |
| 39 | 211 141 141 B | Return spring - 211 141 025 B | 3 | |
| - | 311 141 141 | Return spring - 311 141 025 D | 3 | |
| - | *111 141 145 | Spring - Clutch release ring - 111 141 125 | 3 | |
| 40 | 111 141 145 A | Spring - Clutch release ring - 111 141 025/A/B ... | 3 | |
| 41 | 111 141 145 B | Spring - Clutch release ring - 111 141 025 D/F | 3 | |
| 42 | 211 141 145 A | Spring - Clutch release ring - 113 141 025/A | 3 | |
| - | 111 141 151 L | Thrust spring (marked grass green) - 111 141 025/A/C/D/F/G/H | 3 | |
| 43 | 111 141 151 M | Thrust spring (marked pale green) - 111 141 025/A/B/C/D/F/G/H | 3 | |
| 44 | 113 141 151 A | Thrust spring (marked red/bronze) - 113 141 025/A | 3 | |
| - | 311 141 151 | Thrust spring (marked white) - 113 141 025 A | 6 | |
| 45 | 211 141 157 | Concave washer - 211 141 025 B/311 141 025 D ... | 1 | |
| 46 | 111 141 161 A | Cap - Clutch thrust spring - 111 141 025/A/B | 6 | |
| 47 | 111 141 161 C | Cap - Clutch thrust spring - 111 141 025 C/ D/F/G/H | 6 | |
| 48 | 211 141 161 | Cap - Clutch thrust spring - 113 141 025/A | 9 | |
| 49 | 111 141 163 | Seat - Clutch thrust spring - 111 141 025/A/B, 113 141 025/A | 9 | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|---|
| A 5 | 001 141 165 | Release bearing | 1 | M 9 |
| - | 113 141 165 B | Ball bearing - Clutch release | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 1 | 111, 112, 115, 116 |
| 50 | 111 141 167 C | Ball bearing - Clutch release | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | up to Chassis No. 110 3100 000 | | |
| | | up to Chassis No. March 1972 | 1 | 111, 112, 115, 116 |
| 51 | 111 141 177 A | Retaining spring - Clutch release bearing | 2 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | up to Chassis No. 110 3100 000 | | |
| | | up to Chassis No. March 1972 | 2 | 111, 112, 115, 116 |
| - | 113 141 177 B | Retaining spring left - Clutch release bearing | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 52, M 87 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 1 | 111, 112, 115, 116 |
| - | 113 141 178 B | Retaining spring right - Clutch release bearing | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 52, M 87 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 1 | 111, 112, 115, 116 |
| - | 113 141 181 A | Guide sleeve - Release bearing | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 1 | 111, 112, 115, 116 |
| - | N 11 007 1 | Nut, hex. M 7 | 3 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 3 | 111, 112, 115, 116 |
| - | N 12 134 2 | Spring washer A 7.4 | 3 | 113, 114, 117, 118, 141-144, 151, 152; M 52 |
| | | from Chassis No. 111 2000 001 | | |
| | | from Chassis No. April 1972 | 3 | 111, 112, 115, 116 |
| A 6 | 001 198 651 | 1 set of linings 180 - Clutch plate 001 141 025 ... | 1 | M 9 |
| - | 111 198 651 | 1 set of linings 180 - Clutch plate 111 141 031/A .. | 1 | |
| 52 | 111 198 651 A | 1 set of linings 180 - Clutch plate | 1 | |
| | | 111 141 031 B/C/D/E/F | | |



| Key No. | Part No. | Description | Quantity | Type and model |
|--------------------------|----------------|--|----------|--|
| - | 311 198 653 | 1 set of linings 200 - Clutch plate with single lining springs | 1 | |
| 53 | 311 198 653 A | 1 set of linings 200 - Clutch plate with double lining springs | 1 | |
| 54 | *311 141 195 | Rivet - Clutch plate lining - Clutch plate with single lining springs | 16 | |
| 55 | *311 141 195 A | Rivet - Clutch plate lining - Clutch plate with double lining springs | 16 | |
| A 7 | 001 141 197 | 12 point screw M 6 | 6 | M 9 |
| A 8 | 001 141 309 | Dowel pin 5x11.5 - Clutch carrier pate | 3 | M 9 |
| A 9 | 001 141 311 | Seal - Needle bearing | 1 | M 9 |
| A 10 | 001 141 313 | Needle bearing - Clutch carrier plate | 1 | M 9 |
| RELEASE MECHANISM | | | | 111-118, 141-144, 151, 152 |
| A 11 | 001 141 701 A | Operating shaft | 1 | M 9 |
| 56 | 111 141 701 B | Operating shaft | 1 | |
| | | up to Chassis No. 3 192 506 | 1 | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 111, 112, 115, 116 |
| - | 111 141 701 C | Operating shaft | 1 | |
| | | from Chassis No. 112 2070 813 up to March 1972 | 1 | 111, 112, 115, 116 |
| 57 | 113 141 701 C | Operating shaft | 1 | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 115 247 529 up to 110 3100 000 | 1 | |
| | | from Chassis No. 111 2000 001 up to 112 2070 812 | 1 | 111, 112, 115, 116 |
| - | 113 141 701 E | Operating shaft | 1 | |
| | | from Chassis No. 111 2000 001 up to 112 2070 812 | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 1; M 52 |
| - | 113 141 701 F | Operating shaft | 1 | |
| | | from Chassis No. 112 2070 813 | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 1, M 52 |
| | | from Chassis No. April 1972 | 1 | 111, 112, 115, 116 |
| 58/A 12 | 113 141 707 | Bush - Operating shaft | 1 | |
| | | from Chassis No. 116 000 001 up to 112 2070 812 | 1 | |
| | | from Chassis No. 112 2070 813 | 1 | M 9 |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|-----------------|---|
| - | 113 141 707 A | Bush left - Operating shaft from Chassis No. 112 2070 813 | 1 | |
| 59 | 111 141 711 | Bush - Operating shaft from Chassis No. 3 192 507 up to 115 247 528 up to Chassis No. 3 192 506 | 2 2 | 111, 112, 115, 116 |
| 60/A 13 | 113 141 711 | Bush, right - Operating shaft from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 up to 112 2070 812 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| - | 113 141 711 A | Bush right - Operating shaft from Chassis No. 112 2070 813 | 1 | |
| - | 113 141 713 | Bush, left - Operating shaft from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 up to 115 999 000 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| 61 | 113 311 141 | Lockscrew - Operating shaft bush from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 up to 112 2070 812 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| - | 113 311 141 A | Lockscrew - Operating shaft bush from Chassis No. 112 2070 813 | 1 | |
| 62/A 14 | 113 141 717 | Washer 16.1 X 22.5 - Operating shaft from Chassis No. 3 192 507 up to 4 010 994 from Chassis No. 4 010 955 up to 112 2070 812 from Chassis No. 112 2070 813 | 1 1 1 | 113, 114, 117, 118, 141-144, 151, 152 M 9 |
| - | 113 141 717 A | Washer 20.1 X 26.5 - Operating shaft from Chassis No. 112 2070 813 | 1 | |
| 63 | 111 141 719 B | Clutch operating lever up to Chassis No. 115 685 586 | 1 | |
| - | 111 141 719 D | Clutch operating lever from Chassis No. 112 2070 813 | 1 | |
| - | 361 141 719 | Clutch operating lever | x | |
| 64 | 131 141 719 | Clutch operating lever from Chassis No. 115 685 587 up to 112 2070 812 | 1 | |

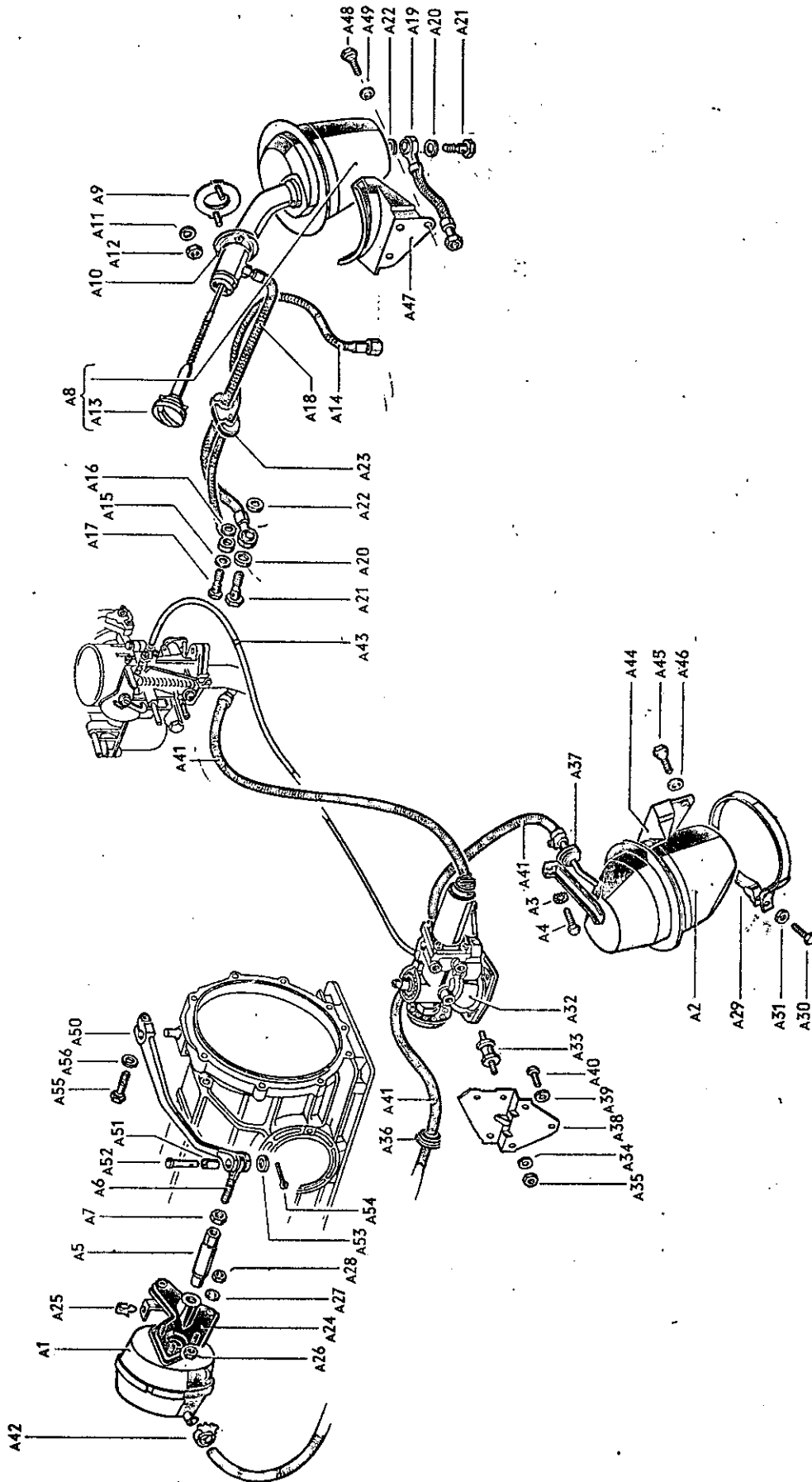


| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|------------|--|
| 65/A 15 | N 12 416 1 | Lockring 16×1 up to Chassis No. 112 2070 812 from Chassis No. 112 2070 813 | 2 1 | M 9 |
| - | N 12 420 1 | Lockring 20×1 from Chassis No. 112 2070 813 | 2 | |
| 66/A 16 | 113 141 721 | Rubber bush – Operating shaft from Chassis No. 116 000 001 up to 112 2070 812 from Chassis No. 112 2070 813 | 2 1 | M 9 |
| - | 113 141 721 A | Rubber bush – Operating shaft from Chassis No. 112 2070 813 | 2 | |
| 67 | 111 141 723 A | Return spring – Clutch operating lever from Chassis No. 3 192 507 up to 115 247 528 up to Chassis No. 3 192 506 | 1 1 | 111, 112, 115, 116 |
| 68 | 113 141 723 | Return spring – Clutch operating lever from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 up to 112 2070 812 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| - | 113 141 723 C | Return spring – Clutch operating lever from Chassis No. 112 2070 813 | 1 | |
| 69 | 111 141 727 | Seat – Return spring up to Chassis No. 112 2070 812 | 1 | |
| - | 111 141 727 A | Seat – Return spring from Chassis No. 112 2070 813 | 1 | |
| 70 | 111 141 731 | Lockring H 16×1 up to Chassis No. 115 247 528 | 1 | 111, 112, 115, 116 |



| Key No. | Part No. | Description | Quantity | Type and model |
|--------------------------|----------------|--|-------------|--|
| 54 | *311 141 195 | Rivet – Clutch plate lining – Clutch plate with single lining springs | 16 | |
| 55 | *311 141 195 A | Rivet – Clutch plate lining – Clutch plate with double lining springs | 16 | |
| A 7 | 001 141 197 | 12 point screw M 6 | 1 | M 9 |
| A 8 | 001 141 309 | Dowel pin 5×11.5 – Clutch carrier pate | 3 | M 9 |
| A 9 | 001 141 311 | Seal – Needle bearing | 1 | M 9 |
| A 10 | 001 141 313 | Needle bearing – Clutch carrier plate | 1 | M 9 |
| RELEASE MECHANISM | | | | 111-118, 141-144, 151, 152 |
| A 11 | 001 141 701 A | Operating shaft | 1 | M 9 |
| 56 | 111 141 701 B | Operating shaft up to Chassis No. 3 192 506 from Chassis No. 3 192 507 up to 115 247 528 | 1 1 | 111, 112, 115, 116 |
| 57 | 113 141 701 C | Operating shaft from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 up to 110 21200 000 from Chassis No. 111 2000 001 | 1 1 1 | 113, 114, 117, 118, 141-144, 151, 152 111, 112, 115, 116 |
| - | 113 141 701 E | Operating shaft from Chassis No. 111 2000 001 | 1 | 113, 114, 117, 118, 141-144, 151, 152; M 1; M 52 |
| 58/A 12 | 113 141 707 | Bush – Operating shaft from Chassis No. 116 000 001 | 1 | |
| 59 | 111 141 711 | Bush – Operating shaft from Chassis No. 3 192 507 up to 115 247 528 up to Chassis No. 3 192 506 | 2 2 | 111, 112, 115, 116 |
| 60/A 13 | 113 141 711 | Bush, right – Operating shaft from Chassis No. 3 192 507 up to 115 247 528 from Chassis No. 115 247 529 | 1 1 | 113, 114, 117, 118, 141-144, 151, 152 |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|--|
| - | 113 141 713 | Bush, left - Operating shaft | | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 115 247 529 up to 115 999 000 | 1 | |
| 61 | 113 311 141 | Lockscrew - Operating shaft bush | | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 115 247 529 | 1 | |
| 62/A 14 | 113 141 717 | Washer 16.1×22.5 - Operating shaft | | |
| | | from Chassis No. 3 192 507 up to 4 010 994 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 4 010 995 | 1 | |
| 63 | 111 141 719 B | Clutch operating lever | 1 | |
| | | up to Chassis No. 115 685 586 | | |
| 64 | 131 141 719 | Clutch operating lever | 1 | |
| | | from Chassis No. 115 685 587 | | |
| 65/A 15 | N 12 416 1 | Lockring 16×1 | × | |
| 66/A 16 | 113 141 721 | Rubber bush - Operating shaft | 2 | |
| | | from Chassis No. 116 000 001 | | |
| 67 | 111 141 723 A | Return spring - Clutch operating lever | | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 111, 112, 115, 116 |
| | | up to Chassis No. 3 192 506 | 1 | |
| 68 | 113 141 723 | Return spring - Clutch operating lever | | |
| | | from Chassis No. 3 192 507 up to 115 247 528 | 1 | 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 115 247 529 | 1 | |
| 69 | 111 141 727 | Seat - Return spring | 1 | |
| 70 | 111 141 731 | Lockring H 16×1 | 1 | 111, 112, 115, 116 |
| | | up to Chassis No. 115 247 528 | | |



| Key No. | Part No. | Description | Quantity | Type and model |
|-----------------------------------|---------------|---|----------|---|
| AUTOMATIC CLUTCH (SAXOMAT) | | | | M 5 |
| | | 34 b.h.p. engine from Engine No. 5 000 001 up to 9 800 000 | | M 5: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Engine No. D 0 000 001 up to D 0 095 049 | | M 5: 111-118, 141-144, 151, 152 |
| | | from Engine No. D 0 095 050 up to D 0 222 312 | | M 5: 111-118 |
| CLUTCH FOR AUTOMATIC | | | | M 9 |
| | | 40 b.h.p. engine from Engine No. F 1 462 599 up to F 2 200 000 | | M 9/M 59/M 87: 113, 114, 117, 118 |
| | | from Engine No. F 1 778 164 up to F 2 000 000 | | M 9/M 52/M 610: 111, 112, 115, 116 |
| | | 44 b.h.p. engine from Engine No. H 0 879 927 up to H 1 350 000 | | M 9: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Engine No. H 5 077 366 up to H 5 900 000 | | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Engine No. AB 0 000 001 | | M 9/M 87: 113, 114, 117, 118, 151, 152; M 9/M 52/M 610: 111, 112, 115, 116 |
| | | 47 b.h.p. engine from Engine No. B 6 000 001 up to B 6 600 000 | | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| | | 50 b.h.p. engine from Engine No. AD 0 000 001 | | M 9: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Engine No. AE 0 000 001 | | M 9/M 157: 113, 114, 117, 118, 141-144, 151, 152 |
| 1 | 113 105 305 | Gland nut with needle bearing – Flywheel | 1 | M 5 |
| 2 | 113 105 317 | Sealing ring – Needle bearing | 1 | M 5 |
| - | 113 129 701 E | Manifold – Intake and pre-heating pipe | 1 | M 5 |
| | | (use 2 sealing washers 113 129 707 up to Engine No. 6 916 250 up to Engine No. D 0 050 314) | | |
| 3 | 111 129 701 J | Manifold – Intake and pre-heating pipe | 1 | M 5 |
| | | from Engine No. D 0 050 315 | | |
| - | 113 129 707 | Sealing washer 27×32×4.5 | 2 | M 5 |
| | | up to Engine No. 6 916 250 (if intake manifold 113 129 701 E is installed) | | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|---|
| 4 | 113 142 021 | Centrifugal clutch with clutch cover, complete | 1 | M 5 |
| 5 | 113 142 025 | Clutch cover and pressure plate | 1 | M 5 |
| 6 | N 10 212 3 | Bolt, hex. head M 6×12 | 6 | M 5 |
| 7 | N 12 006 2 | Lock washer B 6 | 6 | M 5 |
| 8 | 113 142 031 | Clutch plate | 1 | M 5 |
| A 1 | 113 142 053 | Clutch servo | 1 | M 9 |
| 9 | 113 142 055 | Clutch servo | 1 | M 5 |
| - | 113 142 061 | Vacuum tank up to Chassis No. 5 199 979 | 1 | M 5: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 5 199 980 up to 6 502 399 | 1 | M 5: 141-144 |
| 10 | 113 142 061 A | Vacuum tank from Chassis No. 5 199 980 up to 6 502 399 | 1 | M 5: 113, 114, 117, 118, 151, 152 |
| | | from Chassis No. 115 000 001 | 1 | M 5 |
| A 2 | 113 142 061 B | Vacuum tank | 1 | M 9 |
| A 3 | N 12 108 2 | Shake-proof washer A 8.4 | 1 | M 9 |
| A 4 | N 10 238 7 | Bolt, hex. head M 8×15 | 1 | M 9 |
| - | N 10 241 3 | Bolt, hex. head M 8×22 up to Chassis No. 5 199 979 | 3 | M 5: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 5 199 980 up to 6 502 399 | 3 | M 5: 141-144 |
| - | N 12 228 2 | Spring washer B 8 up to Chassis No. 5 199 979 | 3 | M 5: 113, 114, 117, 118, 141-144, 151, 152 |
| | | from Chassis No. 5 199 980 up to 6 502 399 | 3 | M 5: 141-144 |
| 11 | 113 142 071 | Flywheel | 1 | M 5 |
| 12 | 113 142 073 | Carrier plate – Hub | 1 | M 5 |
| 13 | 113 142 081 | Roller housing with gear ring | 1 | M 5 |
| 14 | 113 142 091 | Centrifugal rollers | 10 | M 5 |
| 15 | 113 142 093 | Screw, cheese head M 6×30 | 9 | M 5 |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|-----------------------|---|----------|----------------|
| 16 | N 12 026 1 | Lock washer 6 | 9 | M 5 |
| 17 | 113 142 095 | Freewheel with drive housing | 1 | M 5 |
| 18 | 113 142 105 | Screw, cheese head M 6×12 | 9 | M 5 |
| 19 | N 12 026 1 | Lock washer 6 | 9 | M 5 |
| 20 | 113 142 109 | Tensioning washer | 9 | M 5 |
| 21 | 113 142 125 | Release plate | 1 | M 5 |
| 22 | 113 142 129 | Release lever | 3 | M 5 |
| 23 | 113 142 133 | Bolt – Release lever | 3 | M 5 |
| 24 | 113 142 137 | Special nut – Release bolt | 3 | M 5 |
| A 5 | 113 142 137 A | Adjusting nut – Clutch servo | 1 | M 9 |
| 25 | 113 142 139 | Washer – Special nut | 3 | M 5 |
| 26 | 113 142 141 | Return spring | 3 | M 5 |
| A 6 | 113 142 143 | Eye bolt – Clutch servo | 1 | M 9 |
| A 7 | N 11 118 ⁴ | Nut, hex. BM 8 left-hand thread | 1 | M 9 |
| 27 | 113 142 151 | Thrust spring, outer | 9 | M 5 |
| 28 | 113 142 155 | Thrust spring, inner | 9 | M 5 |
| 29 | 113 142 161 | Cap – Clutch thrust spring | 9 | M 5 |
| – | 111 141 165 | Bearing – Clutch release | 1 | M 5 |
| – | 111 141 177 | Retaining spring – Clutch release bearing | 1 | M 5 |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|---|
| 30 | 113 142 191 | Clutch lining | 2 | M 5 |
| 31 | 113 142 195 | Rivet - Clutch lining | 12 | M 5 |
| A 8 | 113 142 199 | Oil tank | 1 | M 9: 111-118, 151, 152 |
| - | 141 142 199 | Oil tank | 1 | M 9: 141-144 |
| A 9 | 113 142 227 | Flange - Gasket | 1 | M 9 |
| | | up to Chassis No. 119 1200 000 | | |
| - | 113 142 227 A | Flange - Gasket | 1 | M 9 |
| | | from Chassis No. 110 2000 001 | | |
| A 10 | 113 142 233 A | Gasket - Oil tank filler neck | 1 | M 9: 113, 114, 117, 118, 151, 152; M 9/M 52, M 9/M 87 |
| - | 141 142 233 | Gasket - Oil tank filler neck | 1 | M 9: 141-144 |
| A 11 | 111 605 289 A | Washer | 2 | M 9 |
| A 12 | N 11 006 2 | Nut, hex. M 6 | 2 | M 9 |
| A 13 | 113 142 235 | Dipslick - Oil tank | 1 | M 9 |
| A 14 | 113 142 245 | Oil pressure hose | 1 | M 9 |
| A 15 | N 13 812 3 | Sealing ring A 12×15.5×2.5 | 1 | M 9 |
| A 16 | 113 142 257 | Sealing ring 17.9×12.2×3 - Oil pressure line ... | 1 | M 9 |
| - | N 21 056 1 | Gland nut A 6 | 1 | M 9 |
| | | up to Chassis No. 118 930 501 | | |
| A 17 | N 21 057 1 | Gland nut C 6 | 1 | M 9 |
| | | from Chassis No. 118 930 502 | | |
| A 18 | 113 142 247 | Oil return hose 720 mm | 1 | M 9: 111-118, 151, 152 |
| - | 141 142 247 | Oil return hose 1095 mm | 1 | M 9: 141-144 |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|------------------------|
| A 19 | 113 142 249 A | Oil suction hose 215 mm – 8 ¹⁵ / ₃₂ in. (up to Chassis No. 118 522 216 use 111 115 241 A) | 1 | M 9: 111-118, 151, 152 |
| - | 141 142 249 A | Oil suction hose 325 mm – 12 ²⁵ / ₃₂ in. | 1 | M 9: 141-144 |
| A 20 | N 13 814 4 | Sealing ring A 14×18×2.5 | 2 | M 9 |
| - | N 21 058 1 | Gland nut A 8 | 2 | M 9 |
| | | up to Chassis No. 118 930 501 | | |
| A 21 | N 21 059 1 | Gland nut C 8 | 2 | M 9 |
| | | from Chassis No. 118 930 502 up to 110 2473 153 | 2 | M 9: 111-118, 151, 152 |
| | | from Chassis No. 110 2473 154 | 2 | |
| A 22 | 113 142 259 | Sealing ring 19.9×14.2×3 – Oil return line | 2 | M 9 |
| | | up to Chassis No. 110 2473 153 | 2 | M 9: 111-118, 151, 152 |
| | | from Chassis No. 110 2473 154 | 2 | |
| A 23 | 113 142 255 | Rubber grommet on engine cover plate, front – Oil pressure and oil return lines | 1 | M 9 |
| 32 | 113 142 301 | Clutch servo rod | 1 | M 5 |
| A 24 | 113 142 303 B | Bracket – Clutch servo | 1 | M 9 |
| | | from Chassis No. 118 721 050 | | |
| | | (up to Chassis No. 118 721 049 use 113 142 725 A) | | |
| A 25 | 113 501 595 | Bracket for connection hose, accelerator cable ... | 1 | M 9 |
| A 26 | N 11 010 4 | Nut, hex. M 10 | 3 | M 9 |
| | | Bracket instead of distance piece | | |
| A 27 | N 12 008 2 | Lock washer B 8 | 4 | M 9 |
| A 28 | N 11 008 8 | Nut, hex. M 8 | 4 | M 9 |
| 33 | 311 142 303 | Bracket – Clutch servo | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| 34 | N 12 232 1 | Spring washer B 12 | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| 35 | N 11 020 2 | Nut, hex. M 12×1.5 | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|----------------|
| - | 113 142 305 | Bracket - Clutch servo up to Chassis No. 5 199 979 | 1 | M 5 |
| - | 113 142 315 | Boot - Clutch servo up to Chassis No. 5 199 979 | 1 | M 5 |
| 36 | N 12 008 2 | Lock washer B 8 | 3 | M 5 |
| 37 | N 11 008 8 | Nut, hex. M 8 | 4 | M 5 |
| - | N 14 395 3 | Stud AM 8 A X 42 - Clutch servo bracket up to Chassis No. 5 199 979 | 3 | M 5 |
| - | N 12 228 2 | Spring washer B 8 up to Chassis No. 5 199 979 | 3 | M 5 |
| - | N 11 008 8 | Nut, hex. M 8 up to Chassis No. 5 199 979 | 3 | M 5 |
| 38 | 311 142 319 | Lever - Clutch servo rod from Chassis No. 5 199 980 | 1 | M 5 |
| A 29 | 113 142 343 A | Retaining strip - Oil and vacuum tanks | 2 | M 9 |
| A 30 | N 10 242 5 | Bolt, hex. head M 8 X 25 | 2 | M 9 |
| A 31 | N 12 008 2 | Lock washer B 8 | 2 | M 9 |
| 39 | 113 142 347 A | Mounting stud - Vacuum tank from Chassis No. 5 199 980 | 4 | M 5 |
| 40 | N 12 234 1 | Spring washer B 7 from Chassis No. 5 199 980 | 4 | M 5 |
| 41 | N 11 007 1 | Nut, hex. M 7 from Chassis No. 5 199 980 | 4 | M 5 |
| 42 | 113 142 351 | Control valve 6 V for Saxomat | 1 | M 5 |
| A 32 | 113 142 351 A | Control valve 12 V - Automatic | 1 | M 9 |
| - | N 10 700 1 | Screw, cheese head AM 5 X 12 - Solenoid switch | 4 | M 9 |
| - | N 12 005 1 | Lock washer B 5 | 4 | M 9 |



| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|------------------------|
| - | 113 198 803 | Repair kit with main valve 12 V | 1 | M 9 |
| - | 113 198 805 | Repair kit reducing valve | 1 | M 9 |
| - | 113 198 807 | Repair kit dual diaphragm | 1 | M 9 |
| - | 113 198 809 | Repair kit non-return valve | 1 | M 9 |
| 43 | 113 142 353 | Air filter - Control valve | 1 | M 5, M 9 |
| 44/A 33 | 113 142 355 A | Bonded rubber mounting - Control valve | 3 | M 5, M 9 |
| 45/A 34 | N 12 006 2 | Lock washer B 6 | 3 | M 5, M 9 |
| 46/A 35 | N 11 006 2 | Nut, hex. M 6 | 3 | M 5, M 9 |
| 47/A 36 | 113 142 357 | Grommet - Pipe | 1 | M 5, M 9 |
| A 37 | 113 142 357 A | Sleeve - Vacuum tank | 1 | M 9 |
| A 38 | 113 142 359 | Bracket - Control valve | 1 | M 9: 111-118, 151, 152 |
| - | 141 142 359 | Bracket - Control valve | 1 | M 9: 141-144 |
| A 39 | N 12 226 2 | Spring washer B 6 | 3 | M 9 |
| A 40 | N 10 210 7 | Bolt, hex. head M 6×10 | 3 | M 9 |
| 48 | 141 142 363 B | Pipe 12×3.5×1110 mm | × | M 5 |
| A 41 | 141 142 363 B | Connecting hose 12×3.5×1110 mm | 1 | M 9 |
| | | shorten: Control valve - Vacuum tank to 260 mm for models 113, 114, 117, 118, 151, 152 to 1110 mm for models 141-144 Control valve - Clutch servo to 520 mm for models 113, 114, 117, 118, 151, 152 to 590 mm for models 141-144 Control valve - Intake manifold to 430 mm for models 113, 114, 117, 118, 141-144, 151, 152 | | |
| 49 | 113 142 367 | Pipe 4.5×620 | 1 | M 5 |
| 50/A 42 | 113 142 371 A | Strip - Hose connection | 6 | M 5, M 9 |

MAIN GROUP



ENGINE

Automatic clutch (Saxomat) and
Clutch for Automatic

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|--|----------|--------------------------------------|
| A 43 | N 20 353 1 | Hose 3.5×2, 540 mm long between control valve and carburetor | * | M 9 |
| 51 | 113 142 391 | Pin 8×45×38 from Chassis No. 5 199 980 | 1 | M 5 |
| 52 | 113 142 393 | Spring clip – Pin from Chassis No. 5 199 980 | 1 | M 5 |
| – | 111 142 395 | Bracket – Vacuum tank from Chassis No. 110 2000 001 | 1 | M 9/M 52 |
| – | 111 142 396 | Bracket – Oil tank from Chassis No. 110 2000 001 | 1 | M 9/M 52 |
| A 44 | 113 142 397 | Bracket – Vacuum tank from Chassis No. 110 2000 001 | 1 | M 9: 113, 114, 117, 118, 151, 152 |
| – | 141 142 397 | Bracket – Vacuum tank from Chassis No. 110 2000 001 | 1 | M 9: 141-144 |
| A 45 | N 10 241 3 | Bolt, hex. head M 8×22 from Chassis No. 110 2000 001 | 3 1 | M 9 M 9/M 52 |
| – | 211 821 149 | Spring washer from Chassis No. 110 2000 001 | 1 | M 9/M 52 |
| A 46 | 111 821 149 A | Spring washer from Chassis No. 110 2000 001 | 3 | M 9 |
| A 47 | 113 142 398 | Bracket – Oil tank from Chassis No. 110 2000 001 | 1 | M 9: 113, 114, 117, 118, 151, 152 |
| – | 141 142 398 | Bracket – Oil tank from Chassis No. 110 2000 001 | 1 | M 9: 141-144 |
| A 48 | N 10 241 3 | Bolt, hex. head M 8×22 from Chassis No. 110 2000 001 | 3 | M 9 |
| A 49 | 111 821 149 A | Spring washer from Chassis No. 110 2000 001 | 3 | M 9 |
| 53 | 113 142 401 | Gearshift lever, upper part from Chassis No. 110 2000 001 | 1 | M 5 |
| 54 | 113 142 409 | Contact from Chassis No. 110 2000 001 | 1 | M 5 |
| 55 | 113 142 421 | Spring from Chassis No. 110 2000 001 | 1 | M 5 |
| 56 | 113 142 427 | Locknut from Chassis No. 110 2000 001 | 1 | M 5 |

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|---------------|---|----------|----------------|
| 57 | 113 142 429 | Lock plate | 1 | M 5 |
| - | 113 142 451 A | Solenoid switch 12 V - Control valve 113 142 351 A | 1 | M 9, M 9/M 157 |
| - | 113 142 465 | Threaded adaptor - Compensating pipe | 1 | M 9 |
| - | N 13 830 2 | Gasket A 8×12 | 1 | M 9 |
| | | from Chassis No. 119 000 001 | | |
| 58 | 311 142 711 | Clutch operating rod | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| 59 | 111 721 349 A | Adjusting nut M 7 - Clutch lever | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| 60 | N 11 007 1 | Nut, hex. M 7 | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| - | 113 142 715 | Clutch servo lever | 1 | M 5 |
| | | up to Chassis No. 5 199 979 | | |
| - | 113 142 717 | Spacer | 1 | M 5 |
| | | up to Chassis No. 5 199 979 | | |
| - | 113 142 719 A | Clutch operating lever | 1 | M 5 |
| | | up to Chassis No. 5 199 979 | | |
| 61 | 111 141 719 B | Clutch operating lever | 1 | M 5 |
| | | from Chassis No. 5 199 980 | | |
| 62 | N 12 416 1 | Lockring 16×1 | 1 | M 5 |
| - | N 10 430 1 | Bolt, hex. head BM 10×30 K | 1 | M 5 |
| | | up to Chassis No. 3 399 498 | | |
| - | N 10 252 4 | Bolt, hex. head M 10×20 | 1 | M 5 |
| | | from Chassis No. 3 399 499 up to 5 199 979 | | |
| - | N 12 231 1 | Spring washer A 10 | 1 | M 5 |
| | | up to Chassis No. 5 199 979 | | |
| - | N 11 010 2 | Nut, hex. M 10 | 1 | M 5 |
| | | up to Chassis No. 3 399 498 | | |
| - | 113 142 721 | Adjusting nut - Clutch servo lever | 1 | M 5 |
| | | up to Chassis No. 5 199 979 | | |

MAIN GROUP



ENGINE

Automatic clutch (Saxomat) and
Clutch for Automatic

| Key No. | Part No. | Description | Quantity | Type and model |
|---------|-------------------------|--|----------|-------------------|
| 63 | 311 142 721 | Adjusting nut – Clutch servo rod from Chassis No. 5 199 980 | 1 | M 5 |
| - | N 12 608 1 | Nut, hex. M 8 up to Chassis No. 5 199 979 | 1 | M 5 |
| - | N 12 512 1 | Cotter pin 2×12 up to Chassis No. 5 199 979 | 1 | M 5 |
| 64 | 113 141 723 | Return spring – Clutch operating lever from Chassis No. 5 199 980 | 1 | M 5 |
| - | 113 142 723 | Return spring – Clutch operating lever up to Chassis No. 5 199 979 | 1 | M 5 |
| - | 113 142 725 | Clutch operating lever up to Chassis No. 118 721 049 | 1 | M 9 |
| A 50 | 113 142 725 A | Clutch operating lever from Chassis No. 118 721 050 | 1 | M 9 |
| A 51 | 113 142 729 | Bush – Clutch operating lever up to Chassis No. 118 721 049 | 2 | M 9 |
| A 52 | N 13 271 1 | Bolt 8×28×24 up to Chassis No. 118 721 049 | 1 | M 9 |
| A 53 | N 11 654 2 | Washer 9.5 up to Chassis No. 118 721 049 | 1 | M 9 |
| A 54 | N 12 522 1 | Cotter pin 2×22 up to Chassis No. 118 721 049 | 1 | M 9 |
| A 55 | N 10 329 4 | Bolt, hex. head M 8×28 up to Chassis No. 118 721 049 | 1 | M 9 |
| A 56 | N 12 008 2 | Lock washer B 8 up to Chassis No. 118 721 049 | 1 | M 9 |
| - | 001 199 101 | Bolt M 10×160 – Engine mounting up to Chassis No. 110 21200 000 | 1 | M 9 |
| - | 001 199 103 | Bolt M 10×123 – Engine mounting up to Chassis No. 110 21200 000 | 1 | M 9 |
| - | N _A 10 494 2 | Bolt, hex. head BM 10×125 – Engine mounting ... from Chassis No. 111 2000 001 | 1 | M 9 |
| 65 | 113 711 125 D | Gearshift lever – Lower part up to Chassis No. 111 2000 001 | 1 | 111-118, 151, 152 |
| - | 141 711 125 E | Gearshift lever – Lower part up to Chassis No. 111 2000 001 | 1 | 141-144 |



| Part No. | Description | Quantity |
|--|---|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 057 F | 1 cylinder 77 mm dia., with piston, rings and piston pin (34 b.h.p. engine) from Engine No. D 0 540 003 | |
| | comprising: | |
| 111 101 311 A | Cylinder | 1 |
| 113 107 111 P/R | Piston | 1 |
| 111 107 351 A | Piston ring | 2 |
| 113 107 371 | Scraper ring with coil spring | 1 |
| 111 107 411 | Piston pin | 1 |
| N 12 275 1 | Circlip A 20 – Piston pin | 2 |
| | | |
| 113 198 057 | 1 cylinder 77 mm dia., with piston, rings and piston pin (44 b.h.p. engine) from Engine No. AB 0 000 001 | |
| | comprising: | |
| 113 101 311 E | Cylinder | 1 |
| 113 107 113 | Piston | 1 |
| 113 107 351 | Piston ring, upper | 1 |
| 113 107 361 | Piston ring, lower (stepped) | 1 |
| 113 107 371 | Scraper ring with coil spring | 1 |
| 113 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 – Piston pin | 2 |
| | | |
| 311 198 063 H | 1 cylinder 83 mm dia., with piston, rings and piston pin (44 b.h.p. engine) up to Engine No. H 0 823 799 | |
| | comprising: | |
| 311 101 301 D | Cylinder | 1 |
| 311 107 101 AA | Piston | 1 |
| 311 107 301 C | Piston ring, upper | 1 |
| 311 107 311 | Piston ring, lower | 1 |
| 311 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 – Piston pin | 2 |

MAIN GROUP



| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 311 198 063 J | 1 cylinder 83 mm dia., with piston, rings and piston pin (44 b.h.p. engine) from Engine No. H 0 823 800 up to H 1 350 000 | |
| | comprising: | |
| 311 101 301 D | Cylinder | 1 |
| 311 107 101 AA | Piston | 1 |
| 311 107 301 C | Piston ring, upper | 1 |
| 311 107 361 A | Piston ring, lower (stepped) | 1 |
| 311 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 – Piston pin | 2 |
| 311 198 063 K | 1 cylinder 83 mm dia., with recessed piston, rings and piston pin (M 240: 40 b.h.p. engine) up to Engine No. L 0 014 400 | |
| | comprising: | |
| 311 101 301 D | Cylinder | 1 |
| 311 107 101 AD | Piston | 1 |
| 311 107 301 C | Piston ring, upper | 1 |
| 311 107 311 | Piston ring, lower | 1 |
| 311 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 – Piston pin | 2 |
| 311 198 063 L | 1 cylinder 83 mm dia., with recessed piston, rings and piston pin (M 240: 40 b.h.p. engine) from Engine No. L 0 014 401 up to L 0 026 500 | |
| | comprising: | |
| 311 101 301 D | Cylinder | 1 |
| 311 107 101 AD | Recessed piston | 1 |
| 311 107 301 C | Piston ring, upper | 1 |
| 311 107-361 A | Piston ring, lower (stepped) | 1 |
| 311 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 – Piston pin | 2 |

| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 211 198 069 | 1 cylinder 85.5 mm dia., with piston, rings and piston pin up to Engine No. B 6 600 000 (47 b.h.p. engine) from Engine No. AE 0 558 001 (48 b.h.p.: M 26/M 157) from Engine No. AH 0 000 001 (48 b.h.p.: M 9/M 26/M 27/M 157) comprising: | |
| 341 101 302 | Cylinder | 1 |
| 211 107 112 | Piston | 1 |
| 341 107 302 | Piston ring, upper | 1 |
| 341 107 361 | Piston ring, lower (stepped) | 1 |
| 341 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 - Piston pin | 2 |
| 311 198 069 F | 1 cylinder 85.5 mm dia., with piston, rings and piston pin from Engine No. AD 0 000 001 (50 b.h.p. engine) up to Engine No. AE 0 558 000 (50 b.h.p.: M 26/M 157) comprising: | |
| 341 101 302 | Cylinder | 1 |
| 311 107 112 F | Piston | 1 |
| 341 107 302 | Piston ring, upper | 1 |
| 341 107 361 | Piston ring, lower (stepped) | 1 |
| 341 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 - Piston pin | 2 |
| 311 198 069 G | 1 cylinder 85.5 mm dia., with recessed crown piston, rings and piston pin (M 240: 46.b.h.p. engine) from Engine No. AF 0 000 001 comprising: | |
| 341 101 302 | Cylinder | 1 |
| 311 107 112 J | Piston | 1 |
| 341 107 302 | Piston ring, upper | 1 |
| 341 107 361 | Piston ring, lower (stepped) | 1 |
| 341 107 371 | Scraper ring with coil spring | 1 |
| 311 107 411 | Piston pin | 1 |
| N 12 276 1 | Lockring A 22 - Piston pin | 2 |
| 113 198 101 | Set of gaskets for cylinder head repairs on one side (34-, 37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) comprising: | |
| 113 101 341 | Gasket between crankcase and cylinder | 2 |
| 311 101 341 | Gasket between crankcase and cylinder | 2 |
| 113 109 345 A | Sealing ring - Push rod tube | 8 |

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| Part No. | Description | Quantity |
|--|---|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 113 109 449 | Sealing ring, stud – Rocker shaft | 2 |
| 113 109 449 A | Sealing ring, stud – Rocker shaft | 2 |
| 113 109 449 B | Sealing ring, stud – Rocker shaft | 2 |
| 113 109 619 | Ring – Oil deflection | 4 |
| 311 129 707 | Sealing ring – Intake manifold | 2 |
| 113 129 717 A | Sealing ring – Intake manifold | 1 |
| 111 251 261 B | Gasket – Exhaust pipe flange | 1 |
| N 13 821 1 | Sealing ring – Intake manifold | 2 |
| N 13 823 1 | Sealing ring – Intake manifold | 2 |
| | use: up to Engine No. 7 336 419 (34 b.h.p.); 113 101 343 A | |
| 111 198 157 B | 1 set of piston rings 77 mm dia. (standard size) from Engine No. E 0 012 064 up to E 0 022 000 (M 240: 37 b.h.p. engine) from Engine No. F 1 081 423 up to F 2 200 000 (40 b.h.p. engine) from Engine No. AB 0 000 001 (44 b.h.p. engine) from Engine No. AC 0 000 001 (M 240: 40 b.h.p. engine) | |
| | comprising: | |
| 113 107 351 | Piston ring, upper | 4 |
| 113 107 361 | Piston ring, lower (stepped) | 4 |
| 113 107 371 | Scrapper ring with coil spring | 4 |
| 111 198 159 B | 1 set of piston rings 77 .5 mm dia. (oversize) from Engine No. E 0 012 064 up to E 0 022 000 (M 240: 37 b.h.p. engine) from Engine No. F 1 081 423 up to F 2 200 000 (40 b.h.p. engine) from Engine No. AB 0 000 001 (44 b.h.p. engine) from Engine No. AC 0 000 001 (M 240: 40 b.h.p. engine) | |
| | comprising: | |
| 113 107 355 | Piston ring, upper | 4 |
| 113 107 365 | Piston ring, lower (stepped) | 4 |
| 113 107 375 | Scrapper ring with coil spring | 4 |
| 111 198 161 B | 1 set of piston rings 78 mm dia. (oversize) up to Engine No. E 0 022 000 (M 240: 37 b.h.p. engine) up to Engine No. F 2 200 000 (40 b.h.p. engine) from Engine No. AB 0 000 001 (44 b.h.p. engine) from Engine No. AC 0 000 001 (M 240: 40 b.h.p. engine) | |
| | comprising: | |
| 113 107 359 | Piston ring, upper | 4 |
| 113 107 369 | Piston ring, lower (stepped) | 4 |
| 113 107 379 | Scrapper ring with coil spring | 4 |

| Part No. | Description | Quantity |
|--|---|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47= 57 , 48= 58 , 50=60 | | |
| 315 198 163 A | 1 set of piston rings 83 mm dia. (standard size) from Engine No. L 0 018 180 up to L 0 026 500 (M 240: 40 b.h.p. engine) from Engine No. H 0 823 800 up to H 1 350 000 (44 b.h.p. engine) comprising: | |
| 311 107 301 C | Piston ring, upper | 4 |
| 311 107 361 A | Piston ring, lower (stepped) | 4 |
| 311 107 371 | Scrapers ring with coil spring | 4 |
| 315 198 165 A | 1 set of piston rings 83.5 mm dia. (oversize) from Engine No. L 0 018 180 up to L 0 026 500 (M 240: 40 b.h.p. engine) from Engine No. H 0 823 800 up to H 1 350 000 (44 b.h.p. engine) comprising: | |
| 311 107 305 C | Piston ring, upper | 4 |
| 311 107 365 A | Piston ring, lower (stepped) | 4 |
| 311 107 375 | Scrapers ring with coil spring | 4 |
| 315 198 167 A | 1 set of piston rings 84 mm dia. (oversize) from Engine No. L 0 018 180 up to L 0 026 500 (M 240: 40 b.h.p. engine) from Engine No. H 0 823 800 up to H 1 350 000 (44 b.h.p. engine) comprising: | |
| 311 107 309 C | Piston ring, upper | 4 |
| 311 107 369 A | Piston ring, lower (stepped) | 4 |
| 311 107 379 | Scrapers ring with coil spring | 4 |
| 311 198 169 A | 1 set of piston rings 85.5 mm dia. (standard size) from Engine No. B 6 000 001 up to B 6 600 000 (47 b.h.p. engine) from Engine No. AD, AE, AF, AH 0 000 001 (46-, 48-, 50 b.h.p. engine) comprising: | |
| 341 107 302 | Piston ring, upper | 4 |
| 341 107 361 | Piston ring, lower (stepped) | 4 |
| 341 107 371 | Scrapers ring with coil spring | 4 |
| 311 198 171 A | 1 set of piston rings 86 mm dia. (oversize) from Engine No. B 6 000 001 up to B 6 600 000 (47 b.h.p. engine) from Engine No. AD, AE, AF, AH 0 000 001 (46-, 48-, 50 b.h.p. engine) comprising: | |
| 341 107 306 | Piston ring, upper | 4 |
| 341 107 365 | Piston ring, lower (stepped) | 4 |
| 341 107 375 | Scrapers ring with coil spring | 4 |



| Part No. | Description | Quantity |
|---|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37 47 , 40 49/50 , 44 52/53 , 46 =55 , 47=57 , 48 =58 , 50--60 | | |
| 311 198 173 A | 1 set of piston rings 86.5 mm dia. (oversize) from Engine No. B 6 000 001 up to B 6 600 000 (47 b.h.p. engine) from Engine No. AD, AE, AF, AH 0 000 001 (46-, 48-, 50 b.h.p. engine) comprising: | |
| 341 107 310 | Piston ring, upper | 4 |
| 341 107 369 | Piston ring, lower (stepped) | 4 |
| 341 107 379 | Scrapers ring with coil spring | 4 |
| 111 198 251 | 1 set of piston rings 75 mm dia. (narrow-face contact) (standard size) (25 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 301 | Piston ring, upper | 4 |
| 111 107 311 A | Piston ring, lower (stepped) | 4 |
| 111 107 321 | Scrapers ring | 4 |
| 111 198 253 | 1 set of piston rings 75.5 mm dia. (narrow-face contact) (oversize) (25 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 305 | Piston ring, upper | 4 |
| 111 107 315 A | Piston ring, lower (stepped) | 4 |
| 111 107 325 | Scrapers ring | 4 |
| 111 198 255 | 1 set of piston rings 76 mm dia. (narrow-face contact) (oversize) (25 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 309 | Piston ring, upper | 4 |
| 111 107 319 A | Piston ring, lower (stepped) | 4 |
| 111 107 329 | Scrapers ring | 4 |
| 111 198 257 A | 1 set of piston rings 77 mm dia. (standard size) (30- and 34 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 351 A | Piston ring | 8 |
| 113 107 371 | Scrapers ring with coil spring | 4 |

MAIN GROUP



| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 257 B | 1 set of piston rings 77 mm dia. (standard size), (for engines with excessive oil consumption) up to Engine No. E 0 012 063 (M 240: 37 b.h.p. engine) up to Engine No. F 1 081 422 (40 b.h.p. engine) comprising: | |
| 113 107 351 | Piston ring | 8 |
| 113 107 371 | Scraper ring with coil spring | 4 |
| 111 198 259 A | 1 set of piston rings 77.5 mm dia. (oversize) (30- and 34 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 355 C | Piston ring | 8 |
| 113 107 375 | Scraper ring with coil spring | 4 |
| 111 198 259 B | 1 set of piston rings 77.5 mm dia. (oversize) (for engines with excessive oil consumption) up to Engine No. E 0 012 063 (M 240: 37 b.h.p. engine) up to Engine No. F 1 081 422 (40 b.h.p. engine) comprising: | |
| 113 107 355 | Piston ring | 8 |
| 113 107 375 | Scraper ring with coil spring | 4 |
| 111 198 261 A | 1 set of piston rings 78 mm dia. (oversize) (30- and 34 b.h.p. engine) (for engines with excessive oil consumption) comprising: | |
| 111 107 359 C | Piston ring | 8 |
| 113 107 379 | Scraper ring with coil spring | 4 |
| 111 198 261 B | 1 set of piston rings 78 mm dia. (oversize) (for engines with excessive oil consumption) up to Engine No. E 0 012 063 (M 240: 37 b.h.p. engine) up to Engine No. F 1 081 422 (40 b.h.p. engine) comprising: | |
| 113 107 359 | Piston ring | 8 |
| 113 107 379 | Scraper ring with coil spring | 4 |
| 315 198 263 | 1 set of piston rings 83 mm dia. (standard size) (for engines with excessive oil consumption) up to Engine No. L 0 018 179 (M 240: 40 b.h.p. engine) up to Engine No. H 0 823 799 (44 b.h.p. engine) comprising: | |
| 311 107 301 C | Piston ring, upper | 4 |
| 311 107 311 | Piston ring, lower | 4 |
| 311 107 371 | Scraper ring with coil spring | 4 |

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MAIN GROUP



| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40 49/50 , 44 52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 315 198 265 | 1 set of piston rings 83.5 mm dia. (oversize) (for engines with excessive oil consumption) up to Engine No. L 0 018 179 (M 240: 40 b.h.p. engine) up to Engine No. H 0 823 799 (44 b.h.p. engine) comprising: | |
| 311 107 305 C | Piston ring, upper | 4 |
| 311 107 315 | Piston ring, lower | 4 |
| 311 107 375 | Scraper ring with coil spring | 4 |
| 315 198 267 | 1 set of piston rings 84 mm dia. (oversize) (for engines with excessive oil consumption) up to Engine No. L 0 018 179 (M 240: 40 b.h.p. engine) up to Engine No. H 0 823 799 (44 b.h.p. engine) comprising: | |
| 311 107 309 C | Piston ring, upper | 4 |
| 311 107 319 | Piston ring, lower | 4 |
| 311 107 379 | Scraper ring with coil spring | 4 |
| 111 198 451 | 1 set of crankshaft bearings outer dia. 60.0 mm (standard size) (25- and 30 b.h.p. engine) comprising: | |
| 111 105 501 A | Bearing No. 1 - Crankshaft | 1 |
| 111 105 531 A | Bearing shell No. 2 - Crankshaft | 2 |
| 111 105 561 | Bearing No. 3 - Crankshaft | 1 |
| 111 105 591 | Bearing No. 4 - Crankshaft | 1 |
| 111 198 453 | 1 set of crankshaft bearings outer dia. 60.0 mm (0.25 mm u.s.) (25- and 30 b.h.p. engine) comprising: | |
| 111 105 507 A | Bearing No. 1 - Crankshaft | 1 |
| 111 105 537 A | Bearing shell No. 2 - Crankshaft | 2 |
| 111 105 567 | Bearing No. 3 - Crankshaft | 1 |
| 111 105 597 | Bearing No. 4 - Crankshaft | 1 |
| 111 198 455 | 1 set of crankshaft bearings outer dia. 60.0 mm (0.50 mm u.s.) (25- and 30 b.h.p. engine) comprising: | |
| 111 105 513 A | Bearing No. 1 - Crankshaft | 1 |
| 111 105 543 A | Bearing shell No. 2 - Crankshaft | 2 |
| 111 105 573 | Bearing No. 3 - Crankshaft | 1 |
| 111 105 603 | Bearing No. 4 - Crankshaft | 1 |



| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 457 | 1 set of crankshaft bearings outer dia. 60.0 mm (0.75 mm u.s.) (25- and 30 b.h.p. engine) | |
| | comprising: | |
| 111 105 519 A | Bearing No. 1 – Crankshaft | 1 |
| 111 105 549 A | Bearing shell No. 2 – Crankshaft | 2 |
| 111 105 579 | Bearing No. 3 – Crankshaft | 1 |
| 111 105 609 | Bearing No. 4 – Crankshaft | 1 |
| 111 198 461 | 1 set of crankshaft bearings outer dia. 65.0 mm (standard size) (34-, 37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) | |
| | comprising: | |
| 113 105 501 B | Bearing No. 1 – Crankshaft | 1 |
| 131 105 531 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 561 | Bearing No. 3 – Crankshaft | 1 |
| 021 105 591 | Bearing No. 4 – Crankshaft | 1 |
| 111 198 463 | 1 set of crankshaft bearings outer dia. 65.0 mm (0.25 mm u.s.) (34-, 37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) | |
| | comprising: | |
| 113 105 507 A | Bearing No. 1 – Crankshaft | 1 |
| 131 105 537 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 567 | Bearing No. 3 – Crankshaft | 1 |
| 021 105 597 | Bearing No. 4 – Crankshaft | 1 |
| 111 198 465 | 1 set of crankshaft bearings outer dia. 65.0 mm (0.50 mm u.s.) (34-, 37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) | |
| | comprising: | |
| 113 105 513 A | Bearing No. 1 – Crankshaft | 1 |
| 131 105 543 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 573 | Bearing No. 3 – Crankshaft | 1 |
| 021 105 603 | Bearing No. 4 – Crankshaft | 1 |
| 111 198 467 | 1 set of crankshaft bearings outer dia. 65.0 mm (0.75 mm u.s.) (34-, 37-, 40-, 44-, 46-, 47-, 48 and 50 b.h.p. engine) | |
| | comprising: | |
| 113 105 519 A | Bearing No. 1 – Crankshaft | 1 |
| 131 105 549 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 579 | Bearing No. 3 – Crankshaft | 1 |
| 021 105 609 | Bearing No. 4 – Crankshaft | 1 |

MAIN GROUP



| Part No. | Description | Quantity |
|--|---|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 469 | 1 set of crankshaft bearings outer dia. 65.0 mm (1.00 mm u.s.) (34-, 37-, 40-, 44-, 46-, 47-, 48 and 50 b.h.p. engine) comprising: | |
| 113 105 525 A | Bearing No. 1 – Crankshaft | 1 |
| 131 105 555 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 585 | Bearing No. 3 – Crankshaft | 1 |
| 113 105 615 | Bearing No. 4 – Crankshaft | 1 |
| 111 198 471 | 1 set of crankshaft bearings outer dia. 65.5 mm (standard size) for remachined crankcases (34-, 37-, 40-, 44-, 46-, 47-, 48 and 50 b.h.p. engine) comprising: | |
| 113 105 503 D | Bearing No. 1 – Crankshaft | 1 |
| 131 105 533 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 563 | Bearing No. 3 – Crankshaft | 1 |
| 113 105 593 A | Bearing No. 4 – Crankshaft | 1 |
| 111 198 473 | 1 set of crankshaft bearings outer dia. 65.5 mm (0.25 mm u.s.) for remachined crankcases (34-, 37-, 40-, 44-, 46-, 47-, 48 and 50 b.h.p. engine) comprising: | |
| 113 105 509 D | Bearing No. 1 – Crankshaft | 1 |
| 131 105 539 | Bearing shell No. 2 – Crankshaft | 2 |
| 113 105 569 | Bearing No. 3 – Crankshaft | 1 |
| 113 105 599 A | Bearing No. 4 – Crankshaft | 1 |
| 111 198 541 | 1 set of camshaft bearings outer dia. 27.5 mm (standard size) (37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) from Engine No. D 0 000 001 (34 b.h.p. engine) comprising: | |
| | Bearing shell – Camshaft bearing No. 1 | 2 |
| | Bearing shell – Camshaft bearing No. 2 | 2 |
| | Bearing shell, left – Camshaft bearing No. 3 | 1 |
| | Bearing shell, right – Camshaft bearing No. 3 | 1 |
| 111 198 542 | 1 set of camshaft bearings, outer dia. 28.0 mm (standard size) for remachined crankcases (37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) from Engine No. D 0 000 001 (34 b.h.p. engine) comprising: | |
| | Bearing shell – Camshaft bearing No. 1 | 2 |
| | Bearing shell – Camshaft bearing No. 2 | 2 |
| | Bearing shell, left – Camshaft bearing No. 3 | 1 |
| | Bearing shell, right – Camshaft bearing No. 3 | 1 |

| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 543 | 1 set of camshaft bearings, outer dia. 27.5 mm (0.25 mm u.s.) (37-, 40-, 44-, 46-, 47-, 48- and 50 b.h.p. engine) from Engine No. D 0 000 001 (34 b.h.p. engine) comprising: | |
| | Bearing shell – Camshaft bearing No. 1 | 2 |
| | Bearing shell – Camshaft bearing No. 2 | 2 |
| | Bearing shell, left – Camshaft bearing No. 3 | 1 |
| | Bearing shell, right – Camshaft bearing No. 3 | 1 |
| 111 198 551 | Repair kit – Fuel pump parts (25- and 30 b.h.p. engine) comprising: | |
| 111 127 141 | Diaphragm and pull rod | 1 |
| 111 127 151 | Spring – Fuel pump valve | 2 |
| 111 127 157 A | Gasket – Fuel pump valve and spring seat | 1 |
| 111 127 169 | Valve – Fuel pump (hex.) | 2 |
| 111 127 181 | Gasket 15.2×18.5×1 – Plug | 1 |
| 111 127 311 | Gasket – Fuel pump | 2 |
| 111 198 553 | Repair kit – Fuel pump parts (34 b.h.p. engine) up to Engine No. 9 800 000 comprising: | |
| 113 127 113 | Gasket – Inspection cover | 1 |
| 113 127 141 | Diaphragm with spring and collar | 1 |
| 113 127 183 | Gasket – Boot | 1 |
| 113 127 189 | Gasket – Bolt, hex. head | 1 |
| 113 127 311 | Gasket – Fuel pump | 1 |
| 113 127 313 | Gasket under fuel pump | 1 |
| N 12 434 1 | Lock washer 4 – Shaft | 2 |
| 111 198 555 | Repair kit – Fuel pump parts 113 127 025 A/B comprising: | |
| 113 127 113 | Gasket – Inspection cover | 1 |
| 113 127 141 | Diaphragm with spring and pull rod | 1 |
| 111 127 181 | Gasket 15.2×18.5×1 – Plug | 1 |
| 021 127 201 | Fuel cut-off diaphragm | 1 |
| 311 127 215 | Gasket – Fuel cut-off diaphragm | 1 |
| 113 127 311 | Gasket under intermediate flange | 1 |
| 113 127 313 | Gasket under fuel pump | 1 |
| N 12 434 1 | Lockwasher 4 | 2 |



Part No. Description Quantity

111 198 555 A

1 set of gaskets for fuel pump 113 127 025 C

comprising:

Fuel filter 1
 Screw 1
 Sealing washer 1
 Sealing washer 1

111 198 555 B

1 set of gaskets for fuel pump 113 127 025 D

comprising:

Fuel filter 1
 Screw, cheese head 1
 Sealing washer 1
 Sealing washer 1

111 198 565

1 set of gaskets for carburetor 26 VFIS

comprising:

111 129 213 A Sealing washer 0.5 mm – Needle valve 1
 111 129 213 B Sealing washer 0.8 mm – Needle valve 1
 111 129 213 C Sealing washer 1.0 mm – Needle valve 1
 111 129 281 Gasket – Carburetor body 1
 111 129 333 Sealing washer – Spraying well 1
 N 13 776 1 Gasket 30 – Carburetor flange 1

111 198 567

1 set of gaskets for carburetor 28 PCI

comprising:

111 129 121 Sealing washer 1
 111 129 213 C Sealing washer 1.0 mm – Needle valve 1
 111 129 281 A Gasket – Carburetor body 1
 111 129 409 Sealing washer – Carrier (main jet) 1
 111 129 443 Sealing ring – Threaded union 1
 111 129 447 Sealing ring – Plug (accelerator pump) 1
 N 13 776 1 Gasket 30 – Carburetor flange 1

111 198 567 A

Repair kit for carburetor 28 PCI

comprising:

111 129 121 Sealing washer 8×4×0.5 1
 111 129 213 C Sealing washer 15×12×1 – Needle valve 1
 111 129 281 A Gasket – Carburetor body 1
 111 129 409 Sealing washer 14.8×11×1.2 – Carrier 1
 111 129 443 Sealing ring 8.6×6×0.5 – Threaded union 1
 111 129 447 Sealing ring 8×5×0.8 – Plug 1
 111 129 451 Diaphragm – Pump 1
 N 13 776 1 Gasket 30 – Carburetor flange 1

| Part No. | Description | Quantity |
|----------------------|---|----------|
| 111 198 569 A | Repair kit for carburetor 28 PICT-1, 28 PICT-2, 30 PICT-1 | |
| | comprising: | |
| 111 129 213 C | Sealing washer 15×12×1 – Needle valve | 1 |
| 113 129 281 | Gasket – Carburetor body | 1 |
| 111 129 409 | Sealing washer 14.8×11×1.2 – Carrier | 1 |
| 113 129 451 A | Diaphragm – Pump | 1 |
| N 13 776 1 | Gasket 30 – Carburetor flange | 1 |
| 111 198 569 B | 1 set of gaskets for carburetor 28 PICT-1, 28 PICT-2 and 30 PICT-1 | |
| | comprising: | |
| 111 129 213 C | Sealing washer 1.0 mm – Needle valve | 1 |
| 113 129 281 | Gasket – Carburetor body | 1 |
| 111 129 409 | Sealing washer – Carrier (main jet) | 1 |
| N 13 776 1 | Gasket 30 – Carburetor flange | 1 |
| 111 198 569 C | Repair kit for carburetor 28 PICT, 28 PICT-1, 30 PICT-1 | |
| <i>Thru 1967</i> | comprising: | |
| 111 129 213 C | Sealing washer 1.0 mm – Needle valve | 1 |
| 113 129 221 | Vacuum diaphragm | 1 |
| 113 129 281 | Gasket – Carburetor body | 1 |
| 113 129 323 B | Injection pipe | 1 |
| 113 129 399 | Pin – Float lever | 1 |
| 111 129 409 | Sealing washer 11×14.8×1.2 – Carrier | 1 |
| 111 129 427 B | Volume control screw | 1 |
| 113 129 451 A | Diaphragm – Pump | 1 |
| N 13 776 1 | Gasket 30 – Carburetor flange | 1 |
| 111 198 569 D | Repair kit for carburetor 30 PICT-2 | |
| <i>68 & 69</i> | comprising: | |
| 113 129 213 | Sealing washer 15×12×1.5 mm – Needle valve | 1 |
| 113 129 221 | Vacuum diaphragm | 1 |
| 113 129 281 B | Gasket – Carburetor body | 1 |
| 113 129 281 C | Gasket – Carburetor body | 1 |
| 113 129 323 B | Injection pipe | 1 |
| 113 129 397 | Lug – Float pin | 1 |
| 113 129 399 A | Pin – Float | 1 |
| 311 129 409 | Sealing washer 10×13.5×1.0 mm – Carrier | 1 |
| 113 129 427 | Volume control screw | 1 |
| 113 129 427 D | Volume control screw | 1 |
| 113 129 451 A | Diaphragm – Pump | 1 |
| N 13 776 1 | Gasket 30 – Carburetor flange | 1 |

MAIN GROUP



| Part No. | Description | Quantity |
|---|--|----------|
| 111 198 569 E | | |
| Repair kit for carburetor 30 PICT-3 | | |
| from Engine No. B 6 000 001 up to B 6 600 000 | | |
| comprising: | | |
| 113 129 213 | Sealing washer 15×12×1.5 mm – Needle valve | 1 |
| 113 129 221 | Vacuum diaphragm | 1 |
| 113 129 281 D | Gasket – Carburetor body | 1 |
| 113 129 397 | Lug – Float pin | 1 |
| 113 129 399 A | Pin – Float | 1 |
| 311 129 409 | Sealing washer 10×13.5×1.0 mm – Carrier | 1 |
| 113 129 427 F | Volume control screw | 1 |
| 113 129 428 | Plug – Volume control screw | 1 |
| 113 129 430 | O ring – Volume control screw | 1 |
| 113 129 430 A | O ring – Bypass air screw | 1 |
| 113 129 451 A | Diaphragm – Pump | 1 |
| N 13 776 1 | Gasket 30 – Carburetor flange | 1 |
| 111 198 569 F | | |
| Repair kit for carburetor 34 PICT-3 | | |
| comprising: | | |
| 113 129 213 A | Sealing washer 15×12×0.5 – Needle valve | 1 |
| 113 129 221 | Vacuum diaphragm | 1 |
| 113 129 281 F | Gasket – Carburetor body | 1 |
| 113 129 397 | Lug – Float pin | 1 |
| 113 129 399 A | Pin – Float | 1 |
| 311 129 409 | Sealing washer 10×13.5×1.0 – Carrier | 1 |
| 113 129 427 G | Volume control screw | 1 |
| 113 129 428 | Plug – Volume control screw | 1 |
| 113 129 430 | O ring – Volume control screw | 1 |
| 113 129 430 A | O ring – Bypass air screw | 1 |
| 113 129 707 A | Gasket 35 – Carburetor flange | 1 |
| 111 198 569 G | | |
| Repair kit for carburetor 30/31/34 PICT-3 | | |
| comprising: | | |
| 113 129 213 | Sealing washer 15×12×1.5 mm – Needle valve | 1 |
| 113 129 213 A | Sealing washer 15×12×0.5 mm – Needle valve | 1 |
| 113 129 221 | Vacuum diaphragm | 1 |
| 113 129 281 D | Gasket – Carburetor body | 1 |
| 113 129 281 E | Gasket – Carburetor body | 1 |
| 113 129 281 F | Gasket – Carburetor body | 1 |
| 113 129 397 | Lug – Float pin | 1 |
| 113 129 399 A | Pin – Float | 1 |
| 311 129 409 | Sealing washer 10×13.5×1 – Carrier | 1 |

1970

111 198 569 E
SSB
111 198 569 G

1971
1973

111 198 569 F
SSB
111 198 569 G

| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 113 129 428 | Plug - Volume control screw | 1 |
| 113 129 430 | O ring - Volume control screw | 1 |
| 113 129 430 A | O ring - Bypass air screw | 1 |
| 113 129 451 A | Diaphragm - Pump | 1 |
| 113 129 707 A | Gasket 35 - Carburetor flange | 1 |
| N 13 776 1 | Gasket 30 - Carburetor flange | 1 |
| N 13 778 1 | Gasket 32 - Carburetor flange | 1 |
| 113 198 595 | * Repair kit for throttle positioner up to Engine No. H 5 900 000; 44 b.h.p.: M 157 up to Engine No. B 6 600 000; 47 b.h.p.: M 157 up to Engine No. AE 0 627 798; 48-, 50 b.h.p.: M 157 from Engine No. AH 0 000 001; 48 b.h.p.: M 9/M 26/M 27/M 157 comprising: | |
| | Gasket | 1 |
| | Control diaphragm | 1 |
| | Filter | 1 |
| | Stud M 4X8 | 1 |
| | Screw, fillister head | 3 |
| 111 198 601 | 1 oil bath air cleaner set with additional cyclone filter for service installation (30 b.h.p. engine) comprising: | |
| 111 129 405 H | Main jet 115 | 1 |
| 111 129 435 B | Air correction jet 180 | 1 |
| 111 129 542 | Bracket - Oil bath air cleaner | 1 |
| 111 129 605 A | Cyclone filter | 1 |
| 111 129 611 F | Oil bath air cleaner for additional Cyclone filter | 1 |
| 111 129 619 | Sleeve - Cyclone filter | 1 |
| 111 129 623 A | Pipe - Oil bath air cleaner to Cyclone filter | 1 |
| 111 129 627 | Hose - Oil bath air cleaner to carburetor | 1 |
| 261 129 631 A | Elbow | 1 |
| 261 129 641 A | Clip - Elbow to carburetor | 1 |
| 261 129 643 | Gasket - Elbow | 1 |
| 111 501 159 | Retaining clip 55 mm dia. | 2 |
| 111 905 241 C | Sealing disc - Distributor | 1 |
| N 10 215 4 | Bolt, hex. head M 6X15 | 4 |
| N 10 239 0 | Bolt, hex head M 8X18 | 2 |
| N 10 719 1 | Screw, cheese head AM 6X20 | 3 |
| N 11 006 2 | Nut, hex. M 6 | 7 |
| N 11 008 8 | Nut, hex. M 8 | 2 |
| N 11 670 1 | Washer 8.1 | 2 |
| N 11 695 2 | Washer 6.1 | 2 |
| N 12 006 2 | Lock washer B 6 | 4 |
| N 12 008 2 | Lock washer B 8 | 2 |
| N 12 226 2 | Spring washer B 6 | 3 |



| Part No. | Description | Quantity |
|--|--|----------|
| 25 DIN b.h.p.=30 SAE , 30=36 , 34=41.5 , 37=47 , 40=49/50 , 44=52/53 , 46=55 , 47=57 , 48=58 , 50=60 | | |
| 111 198 605 A | 1 set of twin air cleaners for dusty regions for service installation 34-, 37-, 40-, 44-, 46-, 48-, 50 b.h.p.: 113, 114, 117, 118, 151, 152 use: up to Engine No. D 0 674 999 – 34 b.h.p. 113 129 435 J use: up to Engine No. E 0 022 000 – 37 b.h.p.: M 240 up to Engine No. F 2 200 000 – 40 b.h.p. 113 129 029 B comprising: | |
| 113 119 581 | Plug | 1 |
| 111 501 159 B | Retaining clip 44-46 mm dia. | 3 |
| | Bracket for air cleaner, left | 1 |
| | Bracket for air cleaner, right | 1 |
| | Air cleaner, left | 1 |
| | Air cleaner, right | 1 |
| | Elbow with connection hose | 1 |
| 111 905 241 E | Dust cover – Distributor | 1 |
| N 10 239 0 | Bolt, hex. head M 8×18 | 4 |
| N 11 008 8 | Nut, hex. M 8 | 4 |
| N 11 670 1 | Washer 8.1 | 4 |
| N 12 008 2 | Spring washer B 8 | 4 |
| 141 198 605 | 1 set of twin cleaners for dusty regions for service installation up to Engine No. F 2 200 000 40 b.h.p.: 141-144 up to Engine No. H 1 350 000 44 b.h.p.: 141-144 (for installation in 40 b.h.p. engines use also 1 air correction jet 155-z 113 129 435 G; for installation in 44 b.h.p. engines use also 1 air correction jet 125-z 113 129 435 F) comprising: | |
| 113 115 539 | Connection hose – Air cleaner | 1 |
| 113 119 581 | Plug | 1 |
| 111 501 159 B | Retaining clip 44-64 mm dia. | 3 |
| | Bracket for air cleaner | 2 |
| | Air cleaner, left | 1 |
| | Air cleaner, right | 1 |
| | Elbow with connection hose | 1 |
| | Reinforcement plate – Bracket | 2 |
| | Dust cover – Distributor | 1 |
| N 11 008 8 | Nut hex. M 8 | 4 |
| N 12 008 2 | Lock washer B 8 | 4 |

| Part No. | Description | Quantity |
|---------------|--|----------|
| 001 198 651 | 1 set of linings 180 – Clutch plate 001 141 025 (Automatic M 9) comprising: | |
| | Lining – Clutch plate | 2 |
| | Rivet – Clutch plate lining | 18 |
| 111 198 651 | 1 set of clutch linings 180 – Clutch plate 111 141 031 /A comprising: | |
| | Lining – Clutch plate | 2 |
| 311 141 195 | Rivet – Clutch plate lining | 16 |
| 111 198 651 A | 1 set of clutch linings 180 –Clutch plate 111 141 031 B/C/D/E/F with single lining springs comprising: | |
| | Lining – Clutch plate | 1 |
| | Lining – Clutch plate with radial grooves | 1 |
| 311 141 195 | Rivet – Clutch plate lining | 16 |
| 311 198 653 | 1 set of clutch linings 200 for disc with single lining springs comprising: | |
| | Lining– Clutch plate | 2 |
| 311 141 195 | Rivet | 16 |
| 311 198 653 A | 1 set of clutch linings 200 for disc with double lining springs comprising: | |
| | Lining– Clutch plate | 1 |
| | Lining – Clutch plate (Jurid 413 with radial grooves) | 1 |
| 311 141 195 A | Rivet | 16 |
| 113 198 803 | Repair kit 12 V for main valve from Chassis No. 118 000 001: 113, 114, 117, 118, 141-144, 151, 152 from Chassis No. 119 000 001 M 87: 113, 114, 117, 118 comprising: | |
| | Spring – Solenoid switch | 1 |
| | Gasket 35×2 | 1 |
| | Valve seat | 1 |
| | Gasket 22×30 | 1 |
| | Main valve | 1 |
| | Screw, cheese head M 5 | 4 |
| | Lock washer A 5 | 4 |



| Part No. | Description | Quantity |
|--------------------|--|----------|
| 113 198 805 | Repair kit for reducing valve from Chassis No. 118 000 001: 113, 114, 117, 118, 141-144, 151, 152 from Chassis No. 119 000 001 M 87: 113, 114, 117, 118 | |
| | comprising: | |
| | Reduction valve | 1 |
| | Retaining plate – Spring valve | 1 |
| | Valve spring | 1 |
| | Gasket 26×2 | 1 |
| | Cap | 1 |
| | Concave washer | 1 |
| | Filler cap | 1 |
| 113 198 807 | Repair kit for dual diaphragm from Chassis No. 118 000 001: 113, 114, 117, 118, 141-144, 151, 152 from Chassis No. 119 000 001 M 87: 113, 114, 117, 118 | |
| | comprising: | |
| | Rubber washer | 1 |
| | Screw, cheese head M 4×10 | 4 |
| | Lock washer B 4 | 4 |
| | Spring – Dual diaphragm | 1 |
| | Dual diaphragm with washer | 1 |
| 113 198 809 | Repair kit non-return valve from Chassis No. 118 000 001: 113, 114, 117, 118, 141-144, 151, 152 from Chassis No. 119 000 001 M 87: 113, 114, 117, 118 | |
| | comprising: | |
| | Gasket 8×12×2 | 2 |
| | Lock washer A 6 | 2 |
| | Screw, cheese head M 6×12 | 1 |
| | Spring – Non-return valve | 1 |
| | Non-return valve | 1 |
| | Gasket 22×1.5 | 1 |

| Key No. | Part No. | Description | Quantity | Type and model |
|--|-------------|---|----------|----------------|
| ENGINE TO TRANSMISSION SECURING PARTS | | | | |
| - | 001 199 101 | Bolt M 10×160 – Engine mounting | 1 | M 9 |
| - | 111 199 101 | Screw M 10×110 – Starting motor | 1 | 141-144 |
| | | from Chassis No. 146 350 066 up to 146 1021 300 | 1 | |
| | | from Chassis No. 117 000 001 | 1 | |
| - | 001 199 103 | Bolt M 10×123 – Engine mounting | 1 | M 9 |
| | | up to Chassis No. 110 21200 000 | | |
| - | N 10 494 2 | Bolt, hex. head BM 10×125 – Engine mounting .. | 1 | M 9 |
| | | from Chassis No. 111 2000 001 | | |

