

SEAT Ibiza SC Trophy



Workshop Manual

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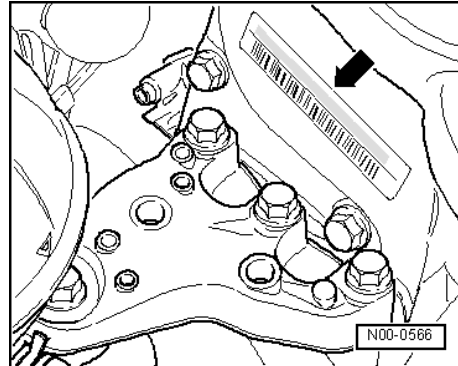
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1. IDENTIFICATION NUMBERS

Engine number

The code letters and the engine number appear on the sticker -arrow- next to the distribution casing and on the crankcase on the gearbox.



SEAT Sport engine number

The SSp identification number from SEAT Sport is placed on the crankcase lateral.



Gear box number:

SEAR Sport gear box identification number

The SSp identification number from SEAT Sport is placed on the carcass.



Nota:

All information on the work to be carried out on the SEAT Ibiza SC Trophy that are not described in this manual, can be find through programs available in the network of dealers.

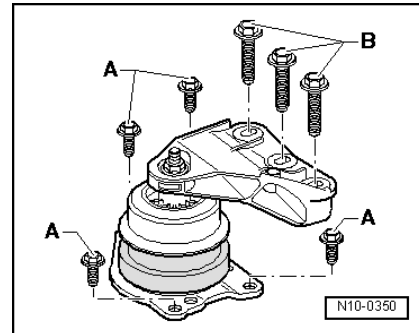


2. ENGINE

2.1. Engine tightening torques

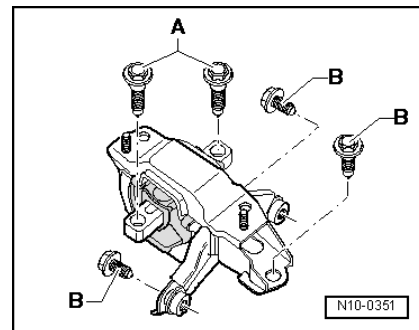
Engine support unit

-A- ¹⁾	20 Nm + 90° (1/4 vuelta)
-B- ¹⁾	30 Nm + 90° (1/4 vuelta)
¹⁾ replace bolts	



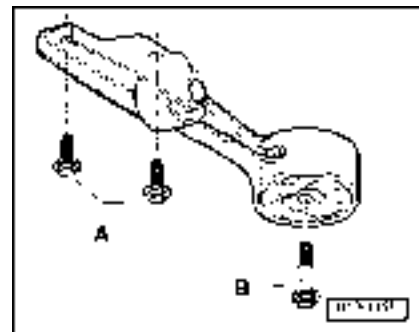
Gear box support unit

-A- ¹⁾	50 Nm + 90° (1/4 vuelta)
-B- ¹⁾	40 Nm + 90° (1/4 vuelta)
¹⁾ replace bolts	



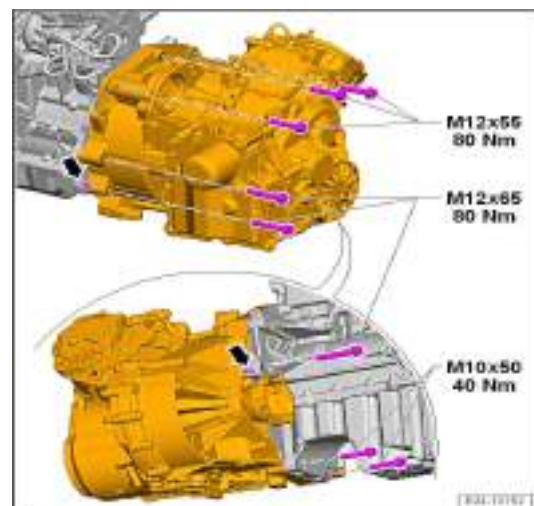
Pendulum support

-A- ¹⁾	30 Nm + 90° (1/4 vuelta)
-B- ¹⁾	40 Nm + 90° (1/4 vuelta)
¹⁾ replace bolts	



Engine / gear box union

M12x55	80 Nm
M12x65	80 Nm
M10x50	40 Nm

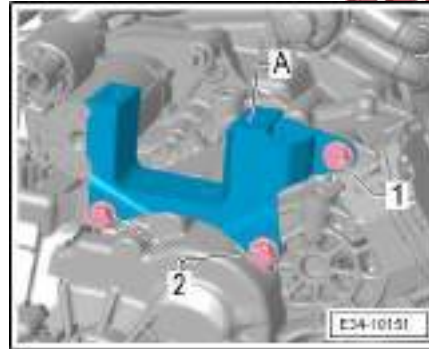


SEAT IBIZA SC TROPHY



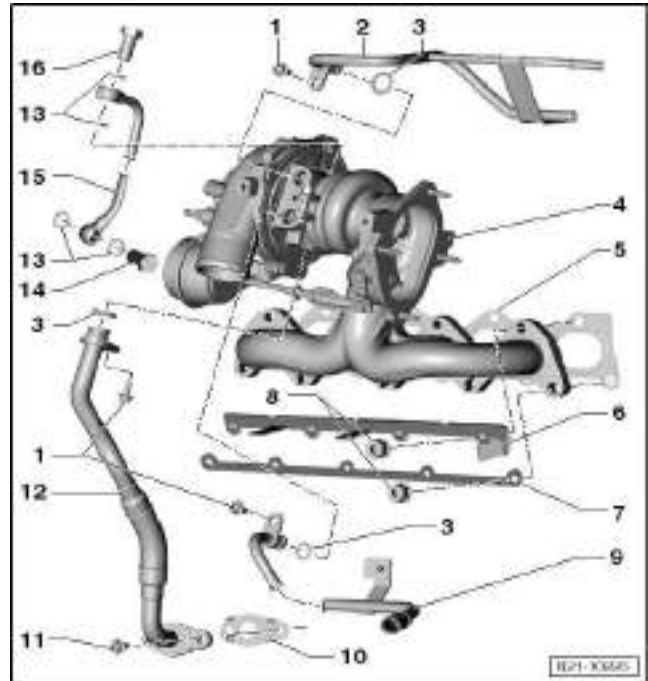
Intermediate bracket

1	60 Nm
2	60 Nm



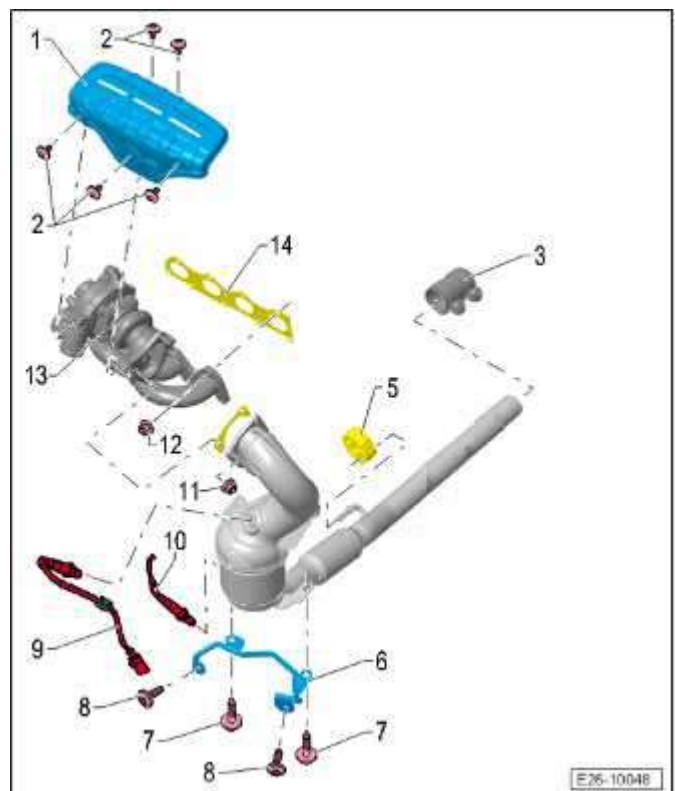
Turbo

1	Bolt	8 Nm
8	Nut M8	20 Nm
14	Bolt	20 Nm
16	Hollow bolt	30 Nm



Exhaust

No.	Tightening torque	Nm
2	Heat shield	5
3	Clamp	25
7	Bolt	25
8	Bolt	10
10	Lambda probe	50
11	(add sealant)	40
12	(add sealant)	20
14	Always replace	



2.2. Change the CAVE engine oil



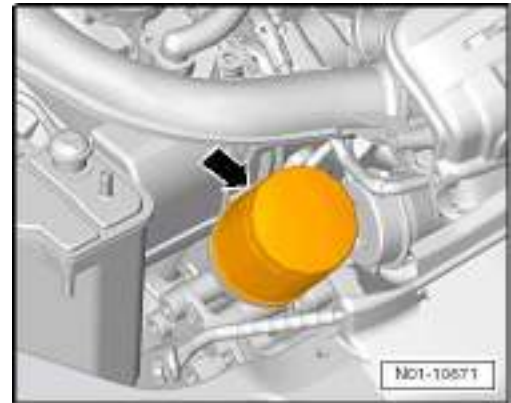
Note: Rotation tool -T20050-



Warning!

Prevent the oil dripping onto vehicle components.
Before starting the removal, cover the alternator with a cloth

First, loosen the oil filter -arrow- with the rotation tool - T20050- before completely unscrewing it.
Let several minutes pass for the oil to flow from the filter to the engine.
Clean the surface of the seal between the oil filter and the distribution casing.
Lightly lubricate the joint of the new filter.
Screw the new filter on by hand.
Screw the oil drain plug in with a new sealing ring.
Replace the engine oil, specifications



Tightening torque	Nm
Oil filter	20
Oil drain plug	30

Oil level check

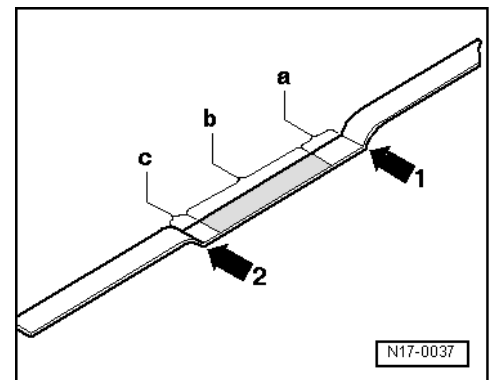


Note the difference between the lower and upper zone "a" may be due to the temperature difference between hot and cold.

Marks of the measuring rod of oil level

- 1 - Mark max.
- 2 - Mark min.

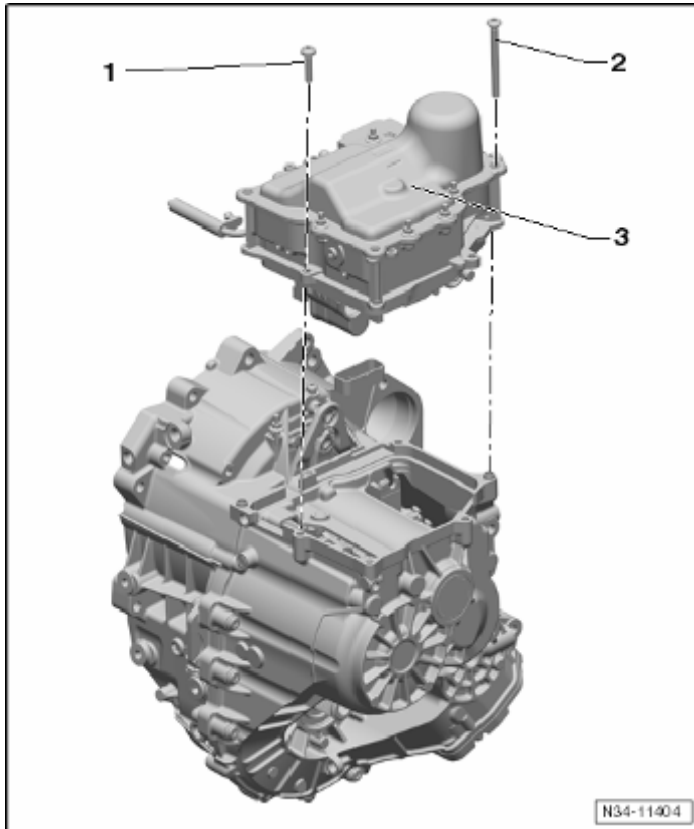
a- - Area between the upper limit of the area recorded and the mark max.: Not adding oil.
b - The level is located in the area recorded: Can Be added oil
c - Area between the mark min and the bottom edge of the area recorded: Add a maximum 0.5 l of oil.



3. TRANSMISSION

3.1. Gear box union bolts

Mechatronica. Change



Control Cable from the lever rotary switch.

Verify:

From "P" and the pad holding, pull the gear lever about 5 mm rearward and keep in this position, without articulating "R".

Releasing the gear lever

The lever must return alone to "P". If not, adjust the control cable from the lever

Put the gear lever in "N".

From "N" and the pad holding, pull the gear lever about 5 mm rearward and keep in this position, without articulating "D".

Releasing the gear lever

The lever must return alone to "N".

If not, adjust the control cable from the gear lever

From "N" and the pad pressed, push the gear lever about 5 mm forward and keep it in this position, without articulating "R".

Releasing the gear lever

The lever must return alone to "N".

If not, adjust the control cable from the gear lever.



Gear box lever adjustment:

Disconnect the power on.
Loosen the screw of the slide.



Note:

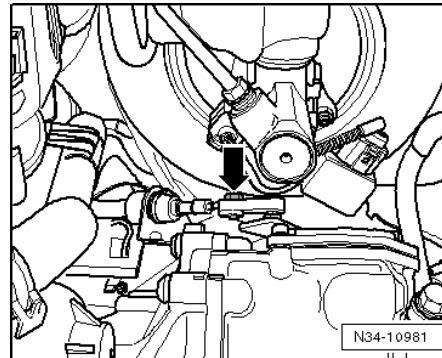
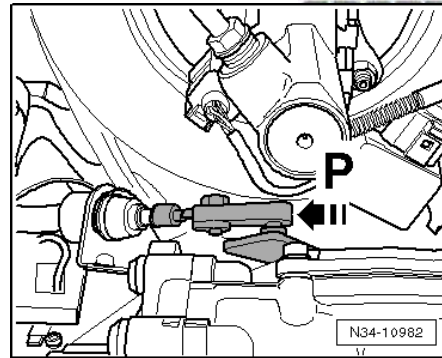
With the thumb screw tighten loose, the lever of the actuating mechanism of the change must always remain in "P"; otherwise the adjustment will not correct

Put in "P" the gear box lever.

To do this, press the gear box lever (see arrow) - towards the support of the control cable. Turn the front wheels one direction, ex. Pushing the vehicle forward until the pinion engage and lock the parking wheel.

The blockade of parking is not confined until the two wheels (tires) don't be able to turn at the same time in the same direction

Move with care the lever slightly backwards and forwards, without changing to another lever position. Tightening the screw -arrow - of the control cable from the lever rotary switch without jerks (torque: 13 Nm).



3.2. Emergency unlocking

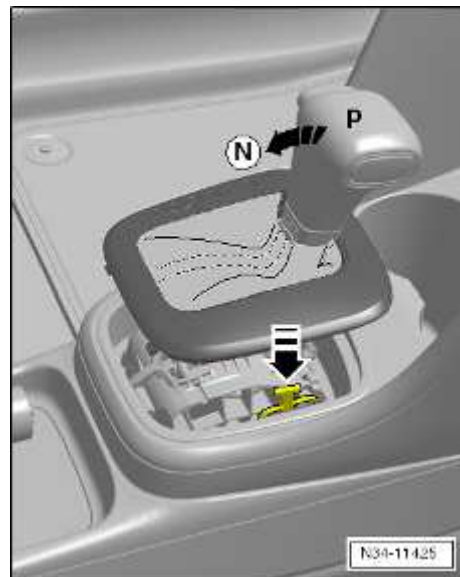
It is only possible to change to "P" from an other position if the main and contact switch is powered. If for any reason there is no battery is possible to unlock the gear security block.

Lift the plastic cover and push down the yellow lever
Push the gear shift lever button and move the gear shift lever to "N" (neutral).



Warning!

Be careful because the car does not have parking brake and now there isn't any mechanism to block the car movement.



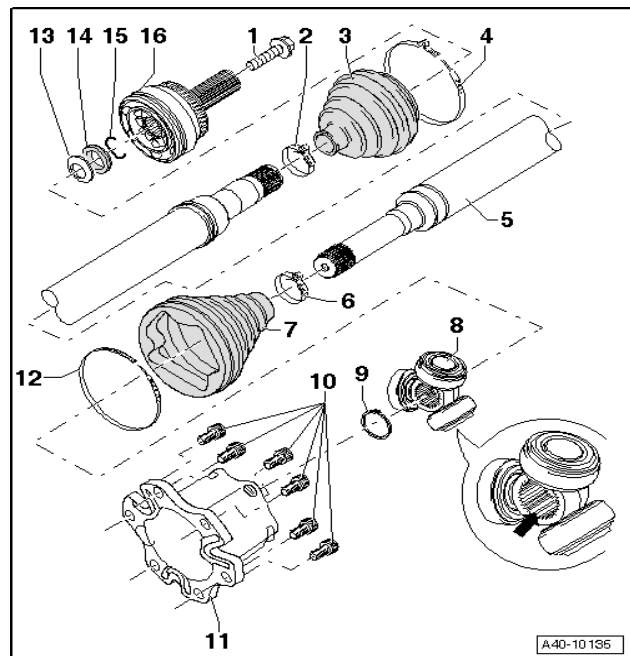
3.3. Drive shaft with AAR tripod joint

Tightening torques

No.	Bolt	Thread	Tightening torque (Nm)
1	Securing the articulated shaft	M16	240 Nm loosening and tightening 240Nm + 90°
10	Attachment of the articulated element		Prior: diagonally 10Nm M8: diagonally 40Nm M10: diagonally 70Nm Replace after each removal

Filling the joints with grease

	Exterior joint
Total quantity	120 g
In the joint	80 g
In the dust guard	40 g
	Tripod joint
Total quantity	140 g
In the joint	70 g
In the dust guard	70 g



4. FUEL

Safety precautions when working on the fuel supply system



Fuel system is under pressure. Wear safety gloves and glasses to avoid injury and contact with skin. Before loosening hose connections, a cloth must be wrapped around the connection. Then release pressure by carefully pulling hose off connection.

- 5- Gravitational valve
 - *Perpendicular valve: open
 - *Valve inclined 45 °: closed

6- Earth connection

7- Bolt 10 Nm

8- Vent pipe

10- 10 Nm

12- 25 Nm

16- Fuel filter.

Fitting position: The arrow indicates direction of flow

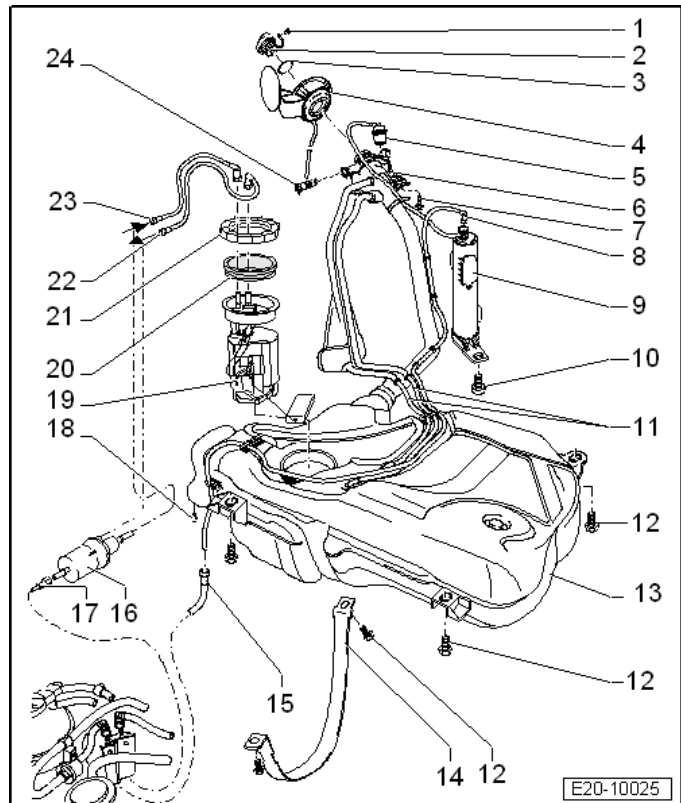
The fuel pressure regulator is part of the fuel filter

18- 3 Nm

21- Seal bolt, 80 Nm

22- Supply pipe. Black

23- Return pipe. Blue

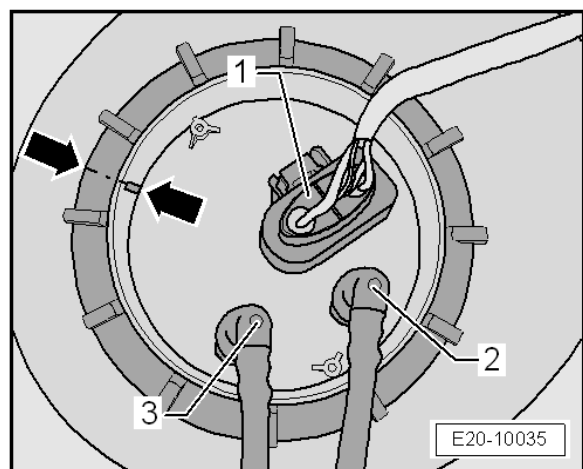


Fitting position of fuel delivery unit flange

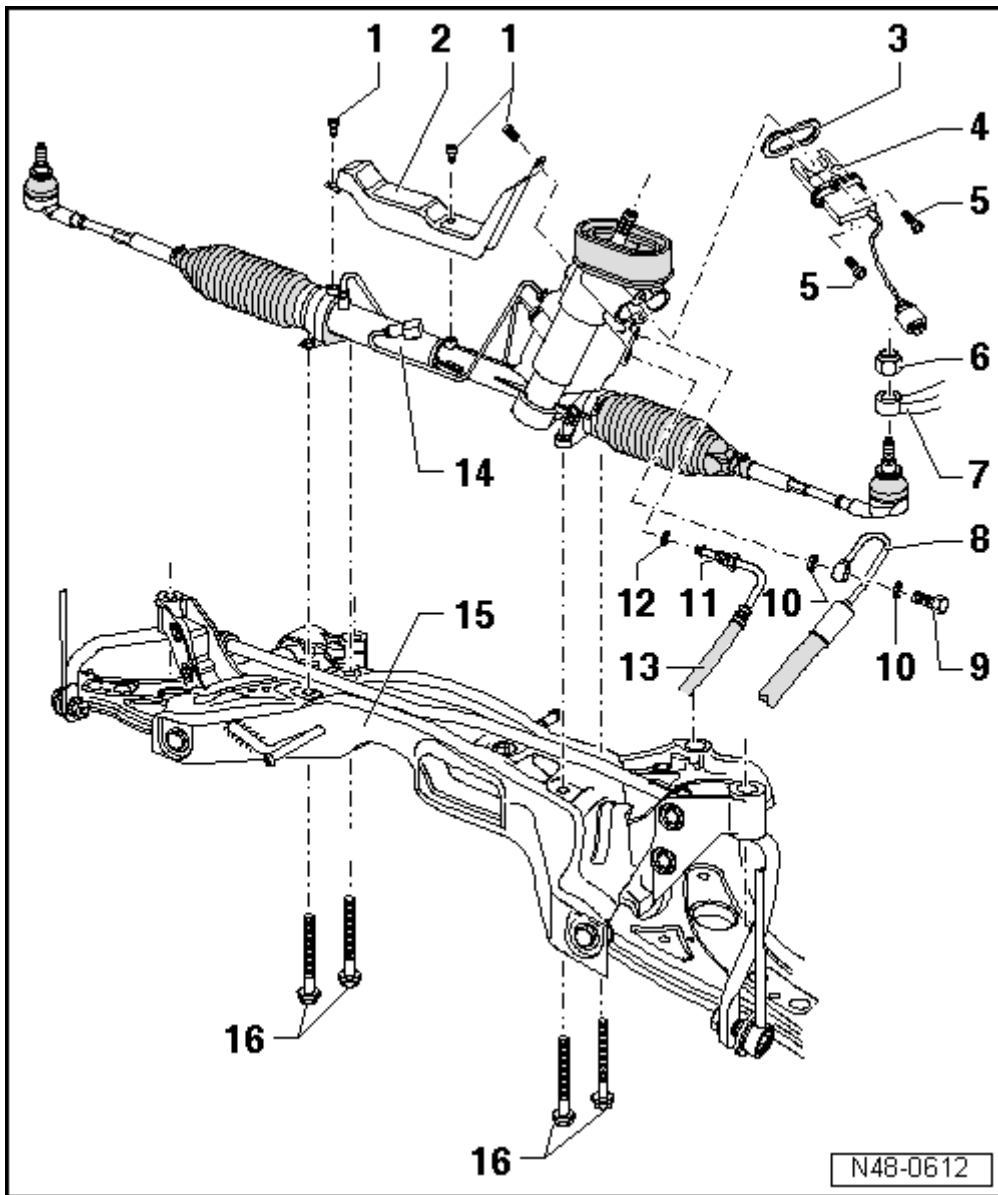
The marks on the gauge and on the fuel tank must coincide -arrows-

Return pipe -2- (blue or with blue marking) to connection marked with an -R-

Black fuel supply line -3- to the connection marked with a -V-



5. STEERING RACK



No.	Bolt	Thread	Tightening torque (Nm)
6	For conic ball joint	M12 x 1,5	20 Nm + 1/4 turn (90°)
9	Hollow bolt& retention valve		40 Nm
16	Steering rack fixation	M10 x 84	50 Nm + 1/4 turn (90°)

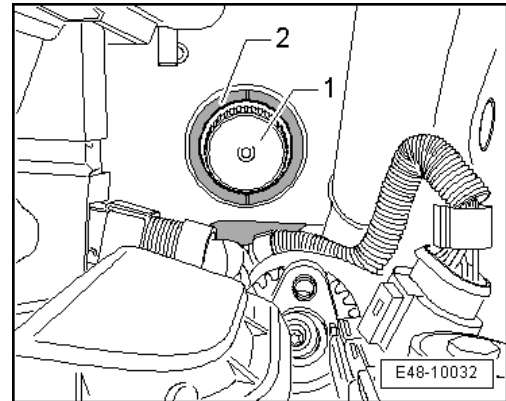


Power steering: check level, top up with hydraulic fluid as necessary



Note: Do not reuse drained hydraulic fluid.

- Unscrew the sealing plug -1- from the electro-hydraulic pump unit -2-.
- Wipe the oil dipstick with a clean rag.
- Screw the sealing plug in by hand and then unscrew it.
- The oil level is only valid when the sealing plug is screwed in.

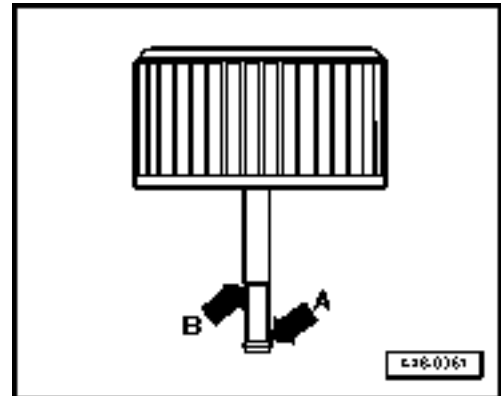


Oil cold

Engine should be off and front wheels straight.
The oil should be between the lower mark -arrow A- and the higher -arrow B- on the dipstick.

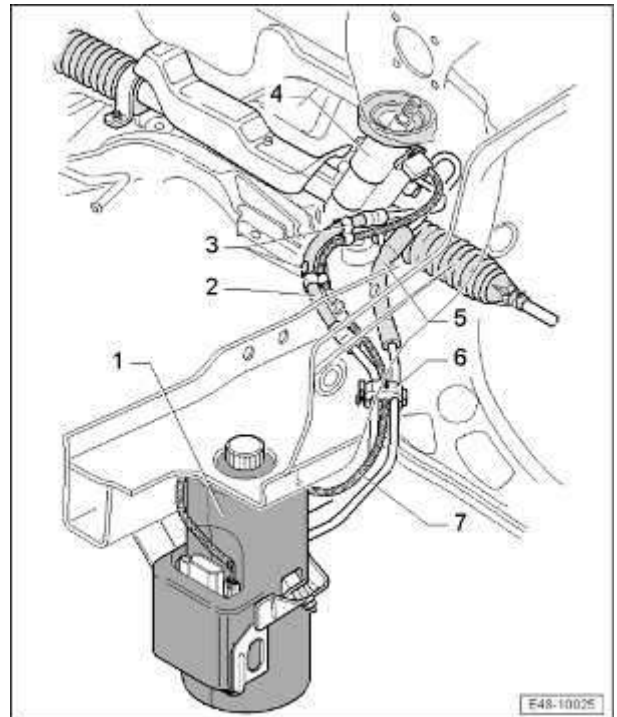
Oil at operating temperature (from approx. 50 °C)

A level above the upper mark -arrow B- is acceptable when the oil is at operating temperature.



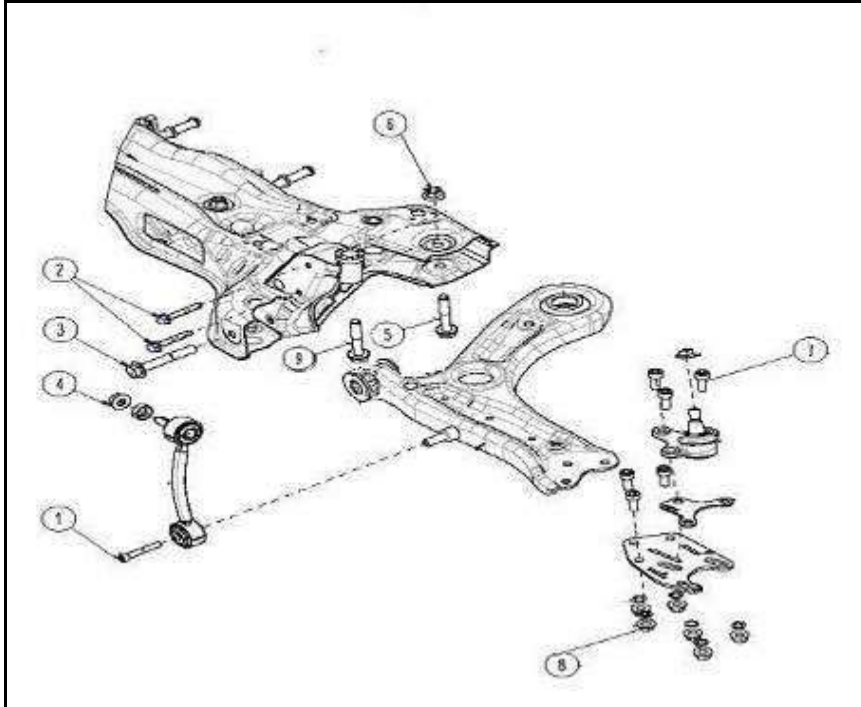
Power steering: bleeding system

- Raise the vehicle until the front wheels are free.
- Open the sealing plug on the hydraulic fluid tank.
- With the engine off, rotate the steering wheel 10 times from limit to limit.
- Check hydraulic fluid level and top-up if necessary.
- Screw the sealing plug onto the hydraulic fluid tank, but do not tighten it.
- Start engine and run for approx. 10 seconds.
- Check hydraulic fluid level and top-up if necessary
- Shut engine off
- Screw the sealing plug onto the hydraulic fluid tank, but do not tighten it.
- Repeat the previous step until the oil level does not go down.
- Screw the sealing plug onto the hydraulic fluid tank by hand



6. FRONT AXLE

6.1. Tightening torques



Front sub-chassis

Bolted joint	Thread	Tightening torque (Nm)
To de bodywork	M12 x 1,5 x 100	70 + 90°
Support to the bodywork	M8 x 20	20 + 90°

Transverse swinging arm

Bolted joint	Thread	Tightening torque (Nm)
To the strut	M12 x 1,5 x 70–110	70 + 90°
To the ball joint	M10	40 + 45°
To the strut	M10 x 82	70 + 90°

Anti-roll bar

Bolted joint	Thread	Tightening torque (Nm)
To the strut	M8 x 60	20 + 90°
To coupling rod	M12	40
Coupling rod to telescopio arm	M12	40

Telescopic arm

Bolted joint	Thread	Tightening torque (Nm)
To the bodywork	M14 x 1,5	60
To the Wheelhub	M12 x 1,5 x 80	60 + 90°
Suspensión rod to telescopio arm	M14 x 1,5	60



Steering rack

Bolted joint	Thread	Tightening torque (Nm)
Swinging arm ball joint	M12 x 1,5	20 + 90°
Front speed sensor	M6 x 16	8
Steering ball joint	M12 x 1,5	20 + 90°

6.2. Shock absorber fixation

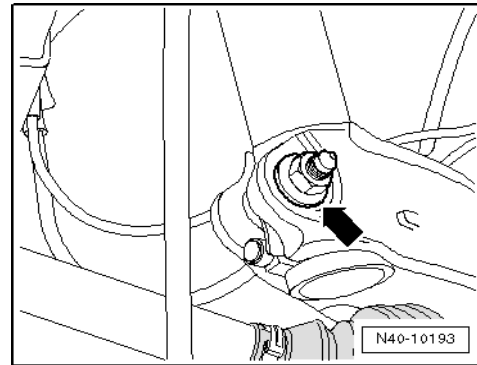


Note

The drive shaft should never be left suspended because the internal joint would be damaged by excessive bending.

Secure the drive shaft to the body using a wire.

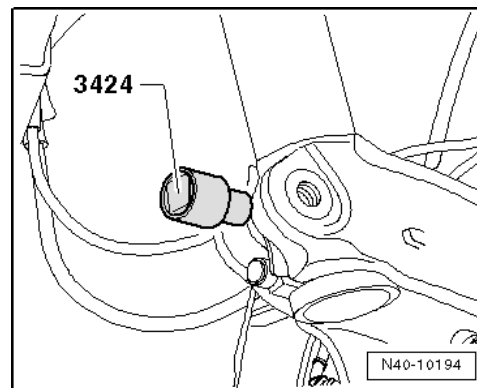
Separate the bolted steering knuckle/suspension strut joint –arrow



Insert the separator -3424- in the steering knuckle groove

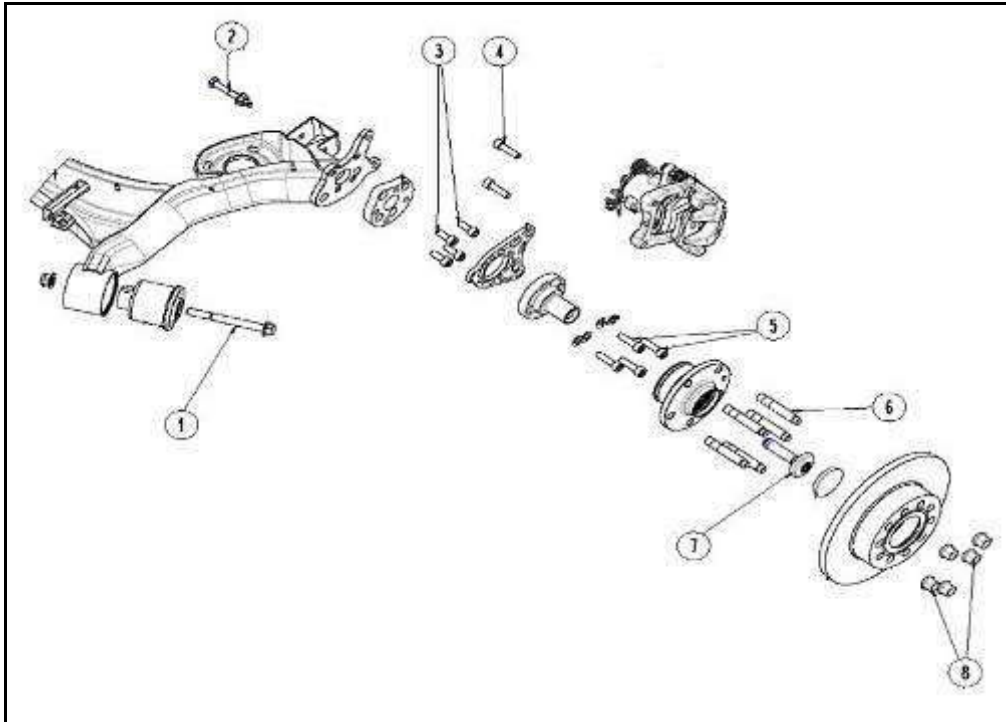
Turn the wrench 90° and remove it from the tool -3424-.

Remove the steering knuckle downwards with the shaft joint and extract it from the shock absorber pipe.



7. REAR AXLE

7.1.1. Rear axle scheme

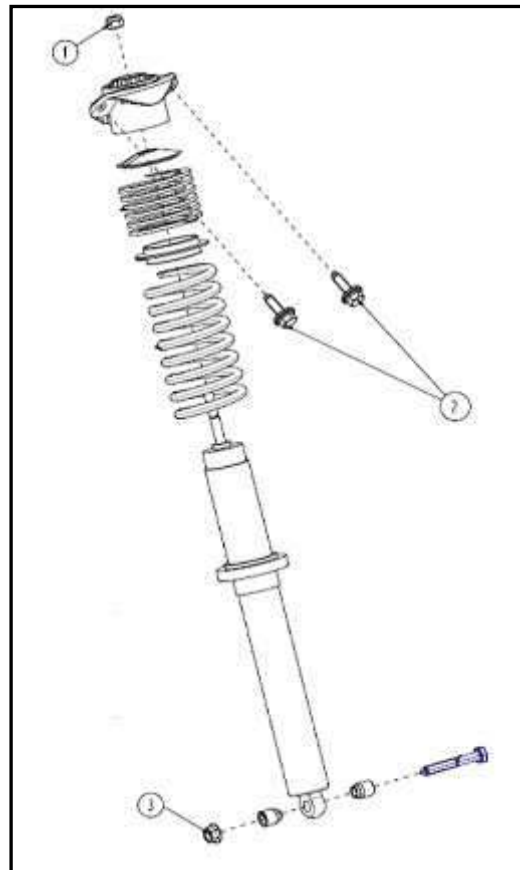


Bolted joint	Pos.	Tightening torque (Nm)
Attachment of rear axle to the support Always replace the nut and bolt!	1	100 Nm
Attachment of shock absorber to the rear axle Always replace the nut and bolt!	2	80 Nm
Toe & camber spacer bolts	3	60 Nm
Caliper support to toe spacer	4	(M12) 80 Nm
Wheel hub to toe spacer	5	60 Nm
Brake line connection		14 Nm
Wheel nuts		90 Nm



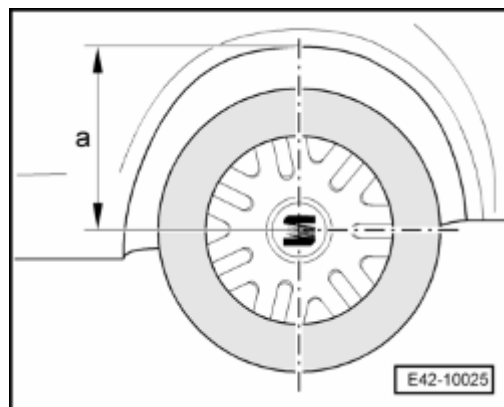
7.1.2. Rear shock absorber

Position	Tightening torque (Nm)
1	By hand
2	40 Nm
3	80 Nm

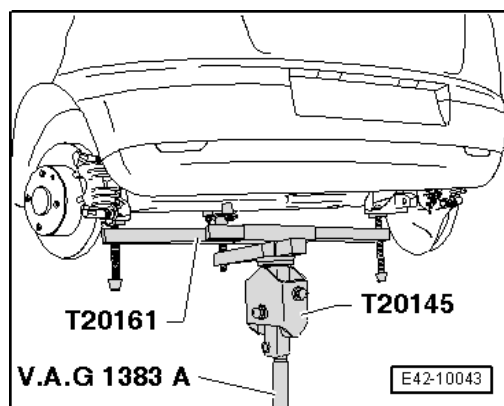


Replace:

Before lifting the vehicle off the ground, measure the height of the centre of the wheel to the body.



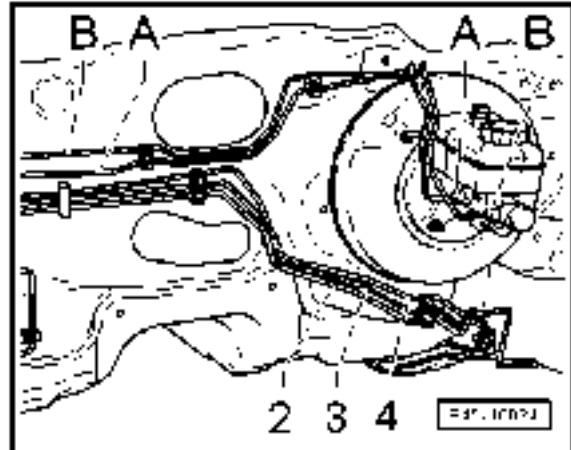
Once the strut has been replaced, tighten the rigid strut attachment bolts to the body with the centre of the wheel at running height. This process prevents stress in the silentblock.



8. BRAKES

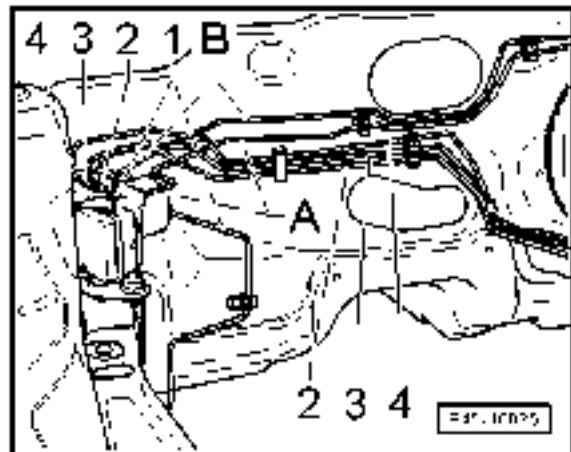
8.1. Connection of the master cylinder brake lines to the hydraulic unit.

- A - From the brake master cylinder pressure-bar piston circuit to the hydraulic unit
- B - Brake master cylinder floating piston circuit to the hydraulic unit
- 2 - From the hydraulic unit to the rear right brake clip
- 3 - From the hydraulic unit to the rear right brake caliper
- 4 - Hydraulic unit to front left brake caliper



8.2. Connection of the brake lines in the hydraulic unit.

- A - From the hydraulic unit to the brake master cylinder pressure-bar piston circuit
- Distinctive marking on the hydraulic unit -HZ1-
- B - From the hydraulic unit to the brake master cylinder floating piston circuit.
- Distinctive marking on the hydraulic unit -HZ2-
- 1 - Hydraulic unit to front right brake caliper
- Distinctive marking on the hydraulic unit -VR-
- 2 - From the hydraulic unit to the rear left brake caliper
- Distinctive marking on the hydraulic unit -HL-
- 3 - From the hydraulic unit to the rear right brake caliper
- Distinctive marking on the hydraulic unit -HR-
- 4 - Hydraulic unit to front left brake caliper
- Distinctive marking on the hydraulic unit -VL-



8.3. Replace brake pads

Removal:

Extract the retaining spring from the pad by carefully levering with a screwdriver between the spring and the brake pad securing spring.



Note

The spring is subject to pressure; protect your hand.

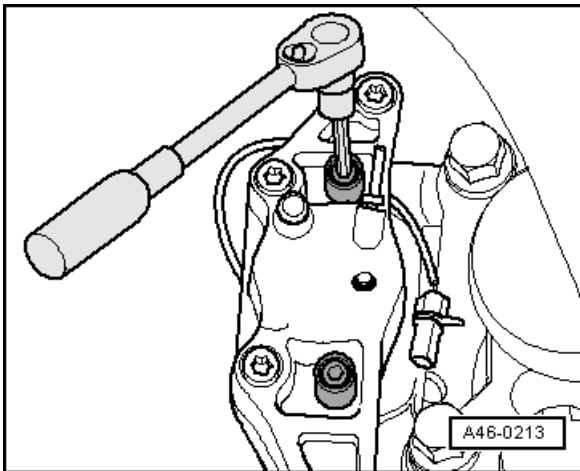
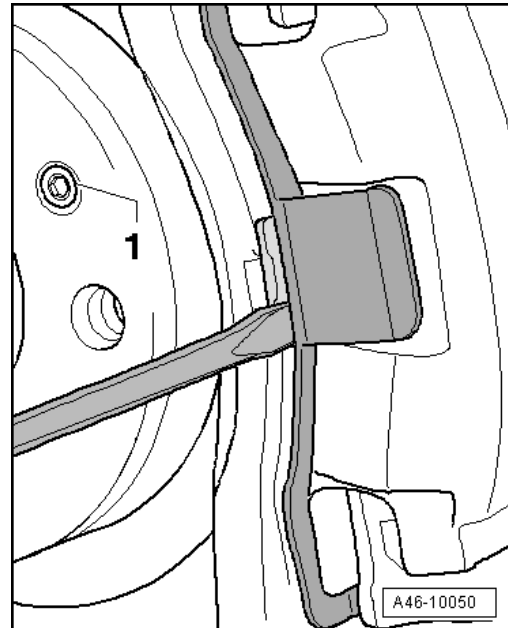
Pay particular attention to the brake pad spring fastener -arrow-.

Take the brake pad retaining spring out of the brake caliper housing using a screwdriver as a lever and remove it.

Unscrew both guide pins from the brake caliper and remove them.

Remove the brake caliper housing and support it suitably, so that the weight of the caliper does not damage the brake pipe.

Remove the brake pads from the brake caliper housing.



Fitting:

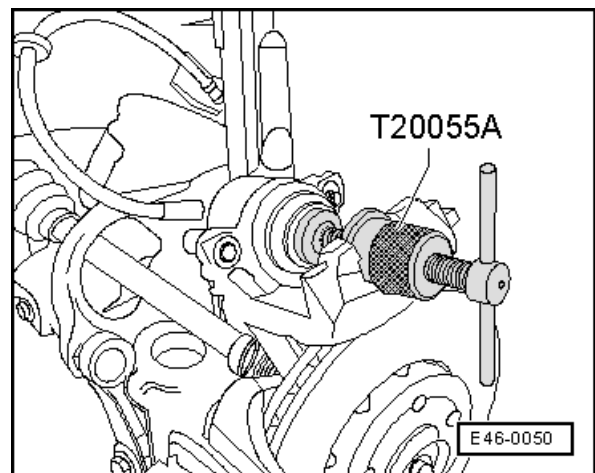


Note

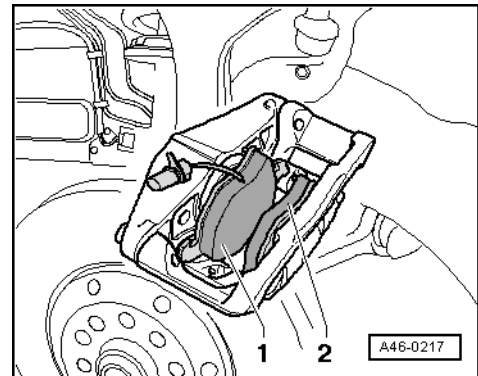
Retract the piston.

Before fitting new brake pads, the piston inside the cylinder must be extracted with the pressure tool -T20055A -.

In the event that the brake fluid has been replaced, before extracting the piston towards the interior of the cylinder, part of this liquid must be sucked from the tank with the brake bleeder -SAT 1175B-. Otherwise brake fluid may spill out causing damage to the body.

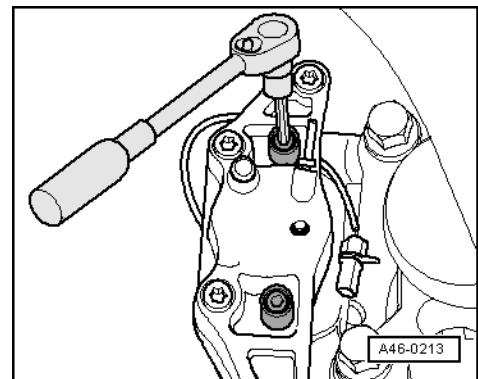


Position the brake pads -1- and -2- on the brake caliper.

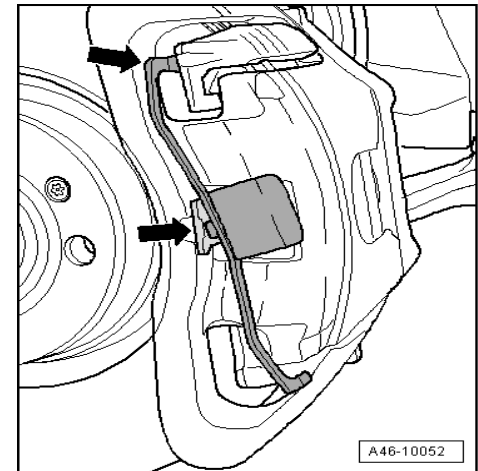


Screw the brake caliper casing to the brake back plate with the two guide pins, tightening them to tightening torque 30 Nm.

Ensure that the brake hose is fitted tension-free.



Place the retaining spring in the upper part of the housing and in the brake pad securing tab -arrows-.



Secure the lower part of the retaining spring of the housing, pressing evenly in the -direction indicated by the arrow-.



8.4. Bleeding

There are two ways.

- a) Vacuum tool.
- b) By hand.

We recommend by hand. It's advisable to bleed following that order: RR / RL / FL / FR.

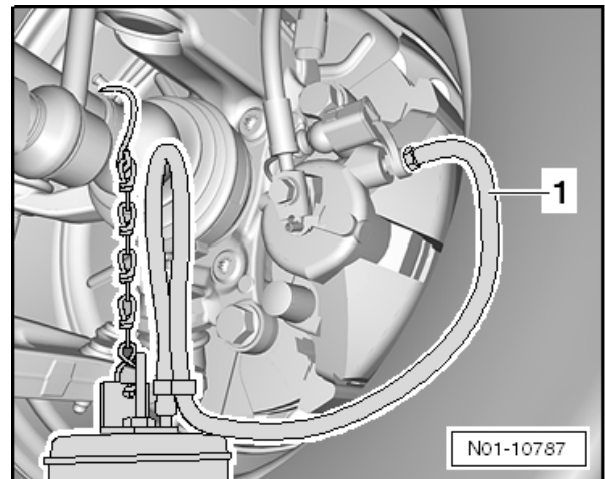
Car status:
Engine stoped
Without contact



Note

-Use the liquid indicated on the SEAT Ibiza SC Trophy characteristic table or other with similar characteristics.

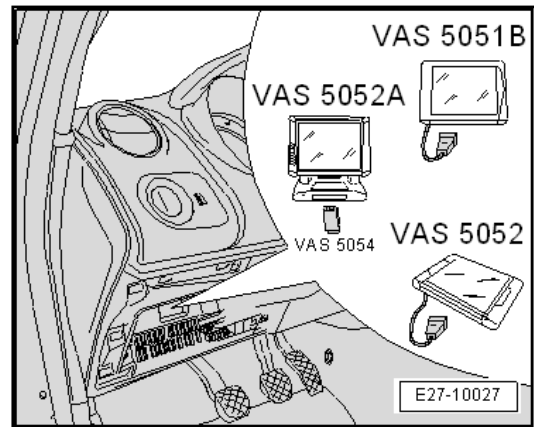
-ABS unit have a singular place, so the brackets must be in excellent conditions because the angle of the unit in front of the car alignment is very important. If for any reason the ABS unit must be disassembled, to fix again consult the dealer indications.



9. Electric

Diagnosis connection:

Mounting Location: the terminal for diagnosis is located below of the protector for the knees, to the left of the steering wheel.

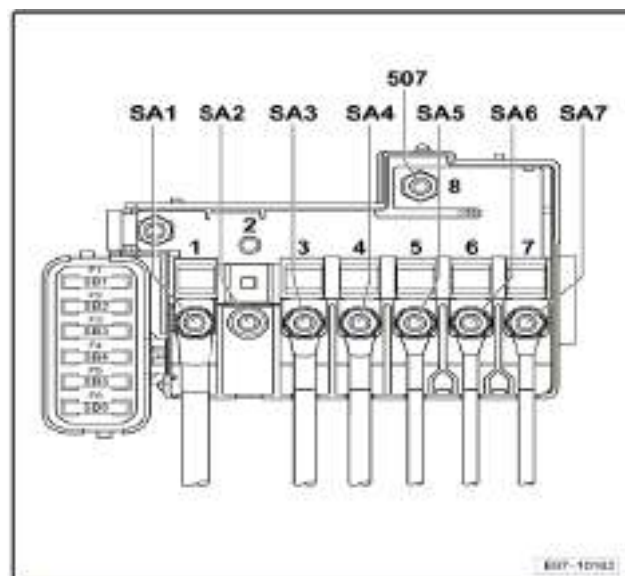


9.1. Fuses:

- 1 - Fuses (SA) to the socked fuses A
- 2 - Fuses (SB) to the socked fuses B
- 3 - Not used
- 4 - Fuses (SC) to the socked fuses C
- 5 - Additional fuses (SF) to the socked fuses from socked relay.



1. Fuses (SA) on the socked fuses A, in the cockpit



SEAT IBIZA SC TROPHY



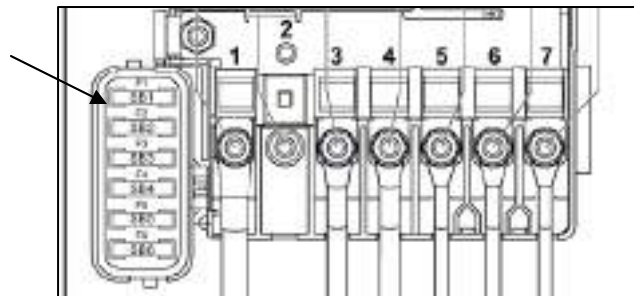
Fuses list (SA) to the socked fuses A,.

Núm.	Name in the scheme of power circuit	Nominal value	Function / component	Terminal
1	Fuse 1 of the socked fuses A -SA1-	150 A	Alternator -C-	30a
2	Fuse 2 of the socked fuses A -SA2-	-	Free	
3	Fuse 3 of the socked fuses A -SA3-	110 A	Cockpit	30a
4	Fuse 4 of the socked fuses A -SA4-	50 A	Power Steering Control Unit -J500-	30a
5	Fuse 5 of the socked fuses A -SA5-	40 A	ABS Control Unit-J104-	30a
6	Fuse 6 of the socked fuses A -SA6-	40 A	Control Unit for cooling system fans C1781 -J293/ C24-	30a
7	Fuse 7 of the socked fuses A -SA7-	50 A	Control Unit for the warming system - J179- (BMS, CAYB, CAYC, CFHD y CFWA)	30a
8	Connection to screw (30), of the socked fuse /battery - 507-	-	Power terminal 30	30

2. Fuses (SB) to the socked fuses B, on the cockpit engine

- Fuse colours

- 50 A - red
- 40 A - orange
- 30 A - green
- 25 A - white
- 20 A - yellow
- 15 A - blue
- 10 A - rojo
- 7,5 A - brown
- 5 A - beige
- 3 A - purple



Fuses list (SB) to the socked fuses B, After June 2011

Núm.	Name in the scheme of power circuit	Nominal value	Function / component	Terminal
F1	Fuse 1 of the socked fuses B -SB1-	25 A	ABS control unit -J104-	30a
F2	Fuse 2 of the socked fuses B -SB2-	30 A	Termo switch for the cooling system -F18-	30a
F3	Fuse 3 of the socked fuses B -SB3-	5 A	Control Unit for the cooling system C1781 -J293-	30a
F4	Fuse 4 of the socked fuses B -SB4-	10 A	ABS Control Unit -J104-	30a
F5	Fuse 5 of the socked fuses B -SB5-	5 A	Control Unit for the Gateway -J519- (T73b/59)	30a
F6	Fuse 6 of the socked fuses B -SB6-	30 A	Control Unit for mechatronica from DSG gear box DSG -J743- (BTS, CAVE, CAVF y CBZB)	30a

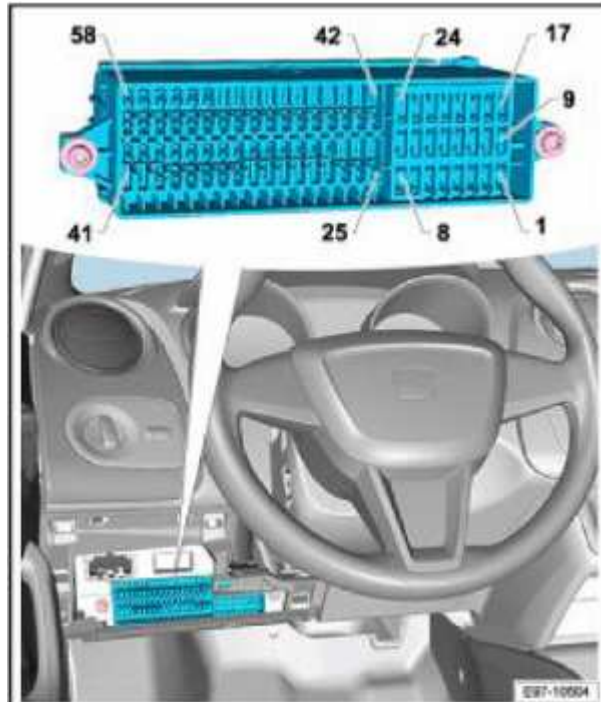


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4. Fuses (SC) to the socket fuses C bellow dashboard, left hand

- Fuses colour
- 50 A - red
 - 40 A - orange
 - 30 A -green
 - 25 A -white
 - 20 A -yellow
 - 15 A -blue
 - 10 A -red
 - 7,5 A -brown
 - 5 A - beige
 - 3 A - purple



Fuses list (SC) to the socket fuses C.

Núm.	Name in the scheme of power circuit	Nominal value	Function / component	Terminal
1	Fuse 1 of the socked fuses C-SC1-	7,5 A	Level transmitter and oil temperature -G266- (CAVE, CAVF, CAYB, CAYC, CFHD, CBZB, CFWA, CGGB, CGPA y CGPB) Airflow sensor -G70- (CAYB y CAYC) Control Unit for power steering -J500-	15a
2	Fuse 2 of the socked fuses C-SC2-	10 A	Connection for the diagnosis -U31- (T16/1) Switch heating -E16- GRA switch -E45- Hyght pressure sensor -G65- Contro unit for the cooling fans C1781 -J293- Control Unit for lights on/off -J665- Control unit for fog light -J745-	15a
3	Fuse 3 of the socked fuses C-SC3-	5 A	Fuel pump relay -J17- (BTS, CEKA, CGGB CGPA y CGPB) FUEL PUMP CONTROL UNIT -J538- (CAVE, CAVF y CBZB) ENGINE CONTROL UNIT -J623- (BTS, CAVE, CAVF, CAYB, CAYC, CBZB, CEKA, CFHD, CFWA, CGGB, CGPA y CGPB)	15a
4	Fuse 4 of the socked fuses C-SC4-	10 A	Push button for tire pressure -E226- Push button for ASR/ESP -E256- Steering angle transmitter -G85- ABS Control Unit -J104- interfaze for diagnosis CAN BUS -J533- (Sólo con Start-Stop)	15a
5	Fuse 5 4 of the socked fuses C-SC5-	10 A	Gear reverse Light switch -F4- Left ejector resistance for warming system -Z20- Right ejector resistance for warming system -Z21-	15a
6	Fuse 6 4 of the socked fuses C-SC6-	5 A	Dash-board Control Unit -J285-	15a



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7	Fuse 4 of the socked fuses C -SC7-	7,5 A	Dash-board Control Unit -J285-	55a
			Gate Way Controle Unit -J519- (T73a/6)	
8	Fuse 8 4 of the socked fuses C -SC8-	-	Free	
9	Fuse 9 4 of the socked fuses C -SC9-	10 A	Intermitent widscreen wiper -E22-	15a
			Intermitent windscreen wiper regulator -E38-	
			Windscreen wiper pump -E44-	
10	Fuse 10 4 of the socked fuses C -SC10-	5 A	Gate Way control Unit -J519- (T73a/44)	15a
11	Fuse 11 4 of the socked fuses C -SC11-	5 A	Airbag control Unit -J234-	15a
			Copilot airbag light indicator -K145-	
12	Fuse 12 4 of the socked fuses C -SC12-	10 A	Gear lever -E313- (BTS, CAVE, CAVF y CBZB)	15a
			DSG CONTROL UNIT -J743- (BTS, CAVE, CAVF y CBZB)	
13	Fuse 13 4 of the socked fuses C -SC13-	5 A	Rearview external switch -E48-	15a
14	Fuse 14 4 of the socked fuses C -SC14-	15 A	Light power module - left -J667-	15a
15	Fuse 15 4 of the socked fuses C -SC15-	15 A	Light power module -right -J668-	15a
16	Fuse 16 4 of the socked fuses C -SC16-	15 A	Free	15a
17	Fuse 17 4 of the socked fuses C -SC17-	5 A	Inner copilot lights -E20-	58a
			Number plate light -X-	
18	Fuse 18 4 of the socked fuses C -SC18-	5 A	Wheel control for lights height -E102-	56b
19	Fuse 19 4 of the socked fuses C -SC19-	5 A	Gate Way control Unit -J519- (T73a/42)	86s
20	Fuse 20 4 of the socked fuses C -SC20-	15 A	Gate Way control unit-J519- (T73b/13)	30a
21	Fuse 21 4 of the socked fuses C -SC21-	5 A	Steering angle transmitter-G85-	30a
22	Fuse 22 4 of the socked fuses C -SC22-	5 A	Gate Way control Unit -J519- (T73a/64)	30a
23	Fuse 23 4 of the socked fuses C -SC23-	7,5 A	Gear lever module -E313- (BTS, CAVE, CAVF y CBZB)	30a
			Motronic leed relay -J271- (CAVE, CAVF y CBZB)	
			Multifunction steering wheel -J453- (CAVE y CAVF)	
			Engine Control Unit -J623- (BTS, CAVE, CAVF, CAYB, CAYC, CBZB, CEKA, CGGB, CFHD, CFWA, CGPA y CGPB)	
24	Fuse 24 of the socked fuses C -SC24-	10 A	Gate Way Control Unit -J519- (T73a/66)	30a
25	Fuse 25 of the socked fuses C -SC25-	5 A	Parquing control Unit -J446-	15a
26	Fuse 26 of the socked fuses C -SC26-	-	Free	
27	Fuse 27 of the socked fuses C -SC27-	15 A	Free	15a
28	Fuse 28 of the socked fuses C -SC28-	10 A	Lambda prove warming system -Z19- (BTS, CAVE, CAVF, CAYB, CBZB, CEKA, CFHD, CGGB, CGPA, CFWA y CGPB)	87a
			Lambda prove warming 1 after catalizator -Z29- (BTS, CAVE, CAVF, CBZB, CEKA, CGGB, CGPA y CGPB)	
29	Fuse 29 of the socked fuses C -SC29-	20 A	Vacuum pump relay -J57- (CAVE y CAVF)	87a
			VACUUM BRAKE PUMP -V192- (CAVE y CAVF)	
30	Fuse 30 of the socked fuses C -SC30-	10 A	For other models	87a
31	Fuse 31 of the socked fuses C -SC31-	10 A	Fan cooling system control unit C1781 -J293- (CAVE, CAVF y CFHD) (CBZB y CFWA Sólo con Start-Stop)	87a
			Relay for auxiliary cooling pump -J496- (CAVE, CAVF y CBZB)	
			Inyector cylindre 1 -N30- (BTS, CEKA, CGGB, CGPA y CGPB)	
			Inyector cylindre 2 -N31- (BTS, CEKA, CGGB, CGPA y CGPB)	
			Inyector cylindre 3 -N32- (BTS, CEKA, CGGB, CGPA y CGPB)	



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			Inyector cylindre 4 -N33- (BTS, CEKA y CGGB)	
			Electro valve for the overboost control -N75- (CAVE y CAVF)	
			Valve 1- for the cam control -N205- (CAVE y CAVF)	
			Turbo air recirculation valve control -N249- (CAVE y CAVF)	
			Electro magnetic clutch for compresor -N421- (CAVE y CAVF)	
32	Fuse 32 of the socked fuses C -SC32-	15 A	Engine Control Unit motor -J623- (BTS, CAVE, CAVF, CAYB, CAYC, CBZB, CEKA, CFHD, CFWA, CGGB, CGPA y CGPB)	87a
33	Fuse 33 of the socked fuses C -SC33-	5 A	For other models	87a
34	Fuse 34 of the socked fuses C -SC34-	15 A	Fuel pressure regulation valve -N276- (CAVE, CAVF y CBZB)	87a
35	Fuse 35 of the socked fuses C -SC35-	25 A	For other models	15a
36	Fuse 36 of the socked fuses C -SC36-	10 A	For other models	56a
37	Fuse 37 of the socked fuses C -SC37-	10 A	Dashboard control unit -J285-	56a
			Light control unit, on/off -J665-	
			Left Light lamp -M30-	
			Flash relay -J828-	
38	Fuse 38 of the socked fuses C -SC38-	30 A	External engine ventilation switch -E9-	75a
			Control unit for external ventilation engine -J126-	
39	Fuse 39 of the socked fuses C -SC39-	-	Free	
40	Fuse 40 of the socked fuses C -SC40-	15 A	Igniter -U1-	30a
41	Fuse 41 of the socked fuses -SC41-	25 A	Other models	75a
42	Fuse 42 of the socked fuses C -SC42-	20 A	Gate way control unit -J519- (T73a/73)	30a
43	Fuse 43 of the socked fuses C -SC43-	30 A	Other models	30a
44	Fuse 44 of the socked fuses C -SC44-	20 A	Gate way control unit -J519- (T73a/68)	30a
45	Fuse 45 of the socked fuses C -SC45-	30 A	Gate way control unit -J519- (T73b/67)	30a
46	Fuse 46 of the socked fuses C -SC46-	20 A	Steering Wheel control unit -E221-	30a
47	Fuse 47 of the socked fuses C -SC47-	5 A	Conexión para la diagnosis -U31- (T16/16)	30a
48	Fuse 48 of the socked fuses C -SC48-	25 A	Unidad de control para red de a bordo -J519- (T73a/16)	30a
49	Fuse 49 of the socked fuses C -SC49-	30 A	Pilot door control unit -J386-	30a
50	Fuse 50 of the socked fuses C -SC50-	30 A	Rear door control unit	30a
51	Fuse 51 of the socked fuses C -SC51-	30 A	DSG Control Unit -J743- (BTS, CAVE, CAVF y CBZB)	30a
52	Fuse 52 of the socked fuses C -SC52-	15 A	Other models	30a
			Claxon -H12-	
53	Fuse 53 of the socked fuses C -SC53-	15 A	Unidad de control para bomba de combustible -J538- (CAVE,	30a
54	Fuse 54 of the socked fuses C -SC54-	15 A	Gateway control unit -J519- (T73b/11)	30a
55	Fuse 55 of the socked fuses C -SC55-	15 A	Coil 1 with final power stage -N70- (BTS, CAVE, CAVF, CGPA, CGGB y CGPB)	87a
			Coil 2 with final power stage -N127- (BTS, CAVE, CAVF, CGPA, CGGB y CGPB)	
			Processor power -N152- (CEKA y CBZB)	
			Coil 3 with final power stage -N291- (BTS, CAVE, CAVF, CGGB, CGPA y CGPB)	
			Coil 4 with final power stage -N292- (BTS, CAVE, CAVF y CGGB)	
56	Fuse 56 of the socked fuses C -SC56-	10 A	Rear windscreen engine -V12-	75a





57	Fuse 57 of the socked fuses C -SC57-	15 A	Other models	56b
58	Fuse 58 of the socked fuses C -SC58-	15 A	Other models	56b

9.2. Diagnosis

The Leon SEAT Ibiza SC Trophy is equipped with two systems for diagnosis of failures.

- **Logger Motrosport**
- **VAS / VAG**

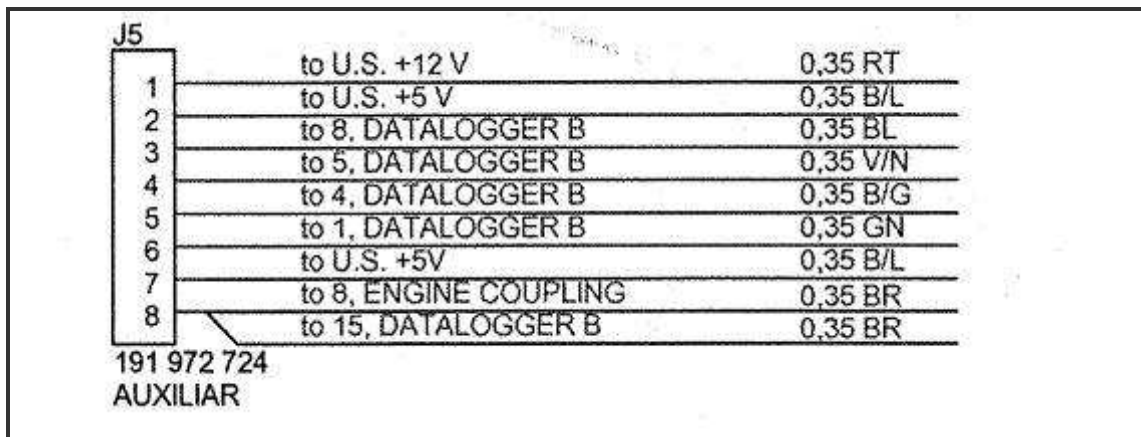
9.2.1. AIM Dashboard & Logger: (power kit optional)

It is possible to detect problems by analysing the data recorded in the logger. It is also possible to check the available channels in real time.

With the car it's supplied a AIM data recorder user manual.

Inside the cockpit, just bellow the AIM dashboard, there is available a auxiliary connector to connect 4 extra sensors.

The connector scheme is the following.



9.2.2. VAS

This powerful diagnosis system is standard from SEAT Ibiza and you can use trough dealers.





10. LIQUID & CAPACITY

POSITION	BRAND	TYPE	QUANTITY
ENGINE	CASTROL EDGE	10W - 60	3.6 l with filter
GEAR BOX	VW GROUP	G 004 000 M2	1 l
MECHATRONICA			
GEAR BOX	VW GROUP	G 052 171	1.7 l
POWER STEERING	VW GROUP	G 004 000 M2	1.5 l
COOLING LIQUID	VW GROUP	G 004 000 M2	6.5 l
BRAKES	MOTUL	Motul 600	1 l
HOMOCINETICA	GKN	GKN Homocinetica	±100 gr.
TRIPOD	GKN	GKN Tripode	±100 gr

11. MAINTENANCE TABLE ACCORDING MILEAGE

DESCRIPTION	MAINTENANCE RECOMMEDATION				COMMENTS
	Every race	Every 2500 km	Every 5000 km	Every 10000 km	
DIAGNOSIS					
VAS Engine	Rev.				
VAS Gear box	Rev.				
VAS CAN Bus	Rev.				
Data Logger	Rev.				
ENGINE					
Engien complete				Rev.	
Spark plug		Change			
Air filter	Rev.	Change			
Poli V belt		Change	Change		
Engine oil	Rev.	Change			
Engine oil filter		Change			
Fuel filter			Change		
GEAR BOX					
Complete gear box			Rev.		
Driver shaft		Rev.			
Gear box oil			Rev.		Replace grease By SEAT Sport
SDF					
Shock absorber			Change		
Wheel hub bearing			Change		
Steering rack tod boll joint			Change		
Wishbone ball joint			Change		
Up ball join front shocks			Change		
Up ball join rear shocks			Change		
Wheel nuts			Change		
Seguridad					
Extinguisher					Caduca a 2 años
Buquet					Caduca a 5 años
Amés					Caduca a 5 años





12. ADDITIONAL INFORMATION & RECOMMENDATIONS

GENERAL

- Most pieces used in this car are series, therefore any information required to perform a job that you wish to carry out on the SEAT Ibiza SC Trophy and that are not described in this Workshop manual or in the Technical manual, can be found through available programs in the network of SEAT or VW Group dealers.
- To participate in a difference countries championship under SEAT Sport manuals or technical forms, car must maintain the sealed parts as original. Any reparation that oblige to break a seal must be done in SEAT Sport to recuperate the sealing.

SECURITY

- **Always that the vehicle is stationary and without pilot inside, the shift lever must be positioned at "P" .**
- **Always that the vehicle is lifted on the air-jacks, the air-jack fixation must be placed**

ENGINE

- It is advisable to check the engine oil level each time that comes to track.
- All the management systems (ECU, dashboard, gate way, abs, etc) of the SEAT Ibiza SC Trophy are series, and therefore any problem can be treated in a dealer as a standard car.

SUPENSION

- From time to time, check the suspension fixations, especially all union parts between suspended parts to the wheel.

ELECTRIC

- Don't let the car with the main switch launched because the consumption can be high and stay without battery in 1 hour.
- If there is that performing welding operations you must disconnect all the available modules.
- Before run, verifies that all the alarm lights in table of instruments are turned off and there is no alarm in dashboard motor sport.
- It is advisable to check the diagnosis VAS from time to time.



