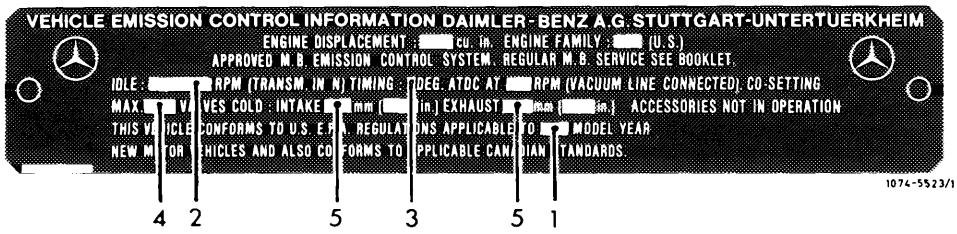
Model year 1972/73 (engine 117)

A. General

Information plate

Vehicles are identified by information plate basic color black.



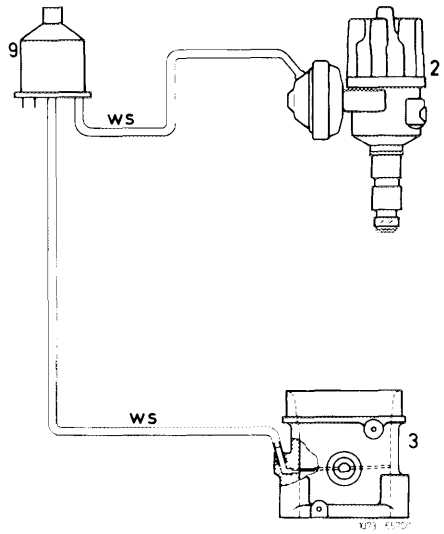
1 Model year
2 Idle . . . rpm
3 Timing at . . . rpm
4 Emission value at idle
5 Valve clearance

B. Ignition timing

The ignition timing influences the running characteristics of the engine.

Ignition timing in direction of "retard" results in a higher engine temperature, longer periods of dwell and thereby in a reduction of CH and CO values.

Function diagram



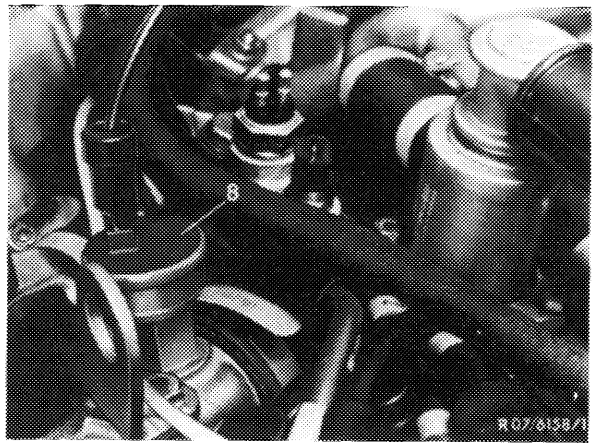
2 Ignition distributor
3 Throttle valve housing
9 Switchover valve

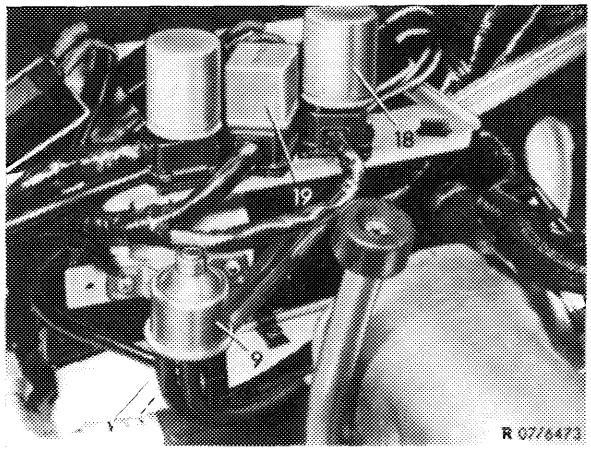
Vacuum adjustment in direction of "retard" becomes effective at the following operating conditions:

- Below 100 °C coolant temperature.
- Engine at idle.
- Engine decelerating (coasting) (throttle valve at idle speed stop).
- Air conditioning system switched off.

Switching vacuum adjustment on or off in direction of "retard" is effected by means of switchover valve (9), which is contacted by the temperature switch 100 °C (8) via relay (19).

Below 100 °C coolant temperature, the temperature switch 100 °C (8) is opened, the switchover valve (9) is de-energized. Vacuum flows from throttle valve housing (3) via switchover valve (9) to diaphragm of vacuum unit of ignition distributor.

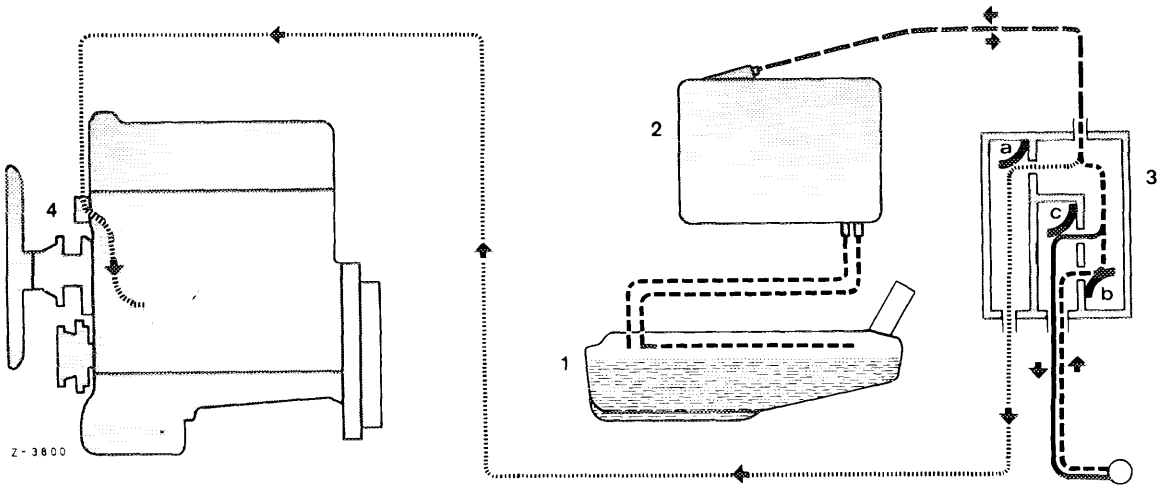




C. Fuel evaporation control system

A fuel evaporation control system has been installed to improve emission characteristics which have nothing to do with engine combustion.

Function diagram model year 1972

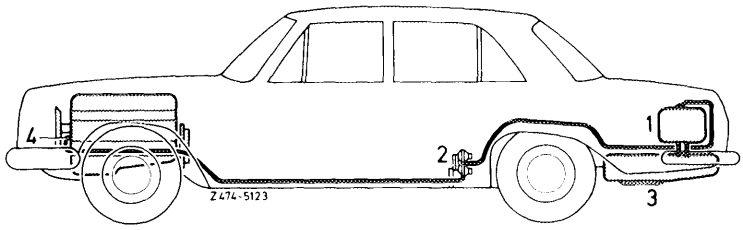


Positive ventilation to expansion tank
Positive and negative venting line
Negative ventilation to engine
Negative ventilation to atmosphere

1 Fuel tank
2 Expansion tank
3 Valve system
4 Connection on crankcase

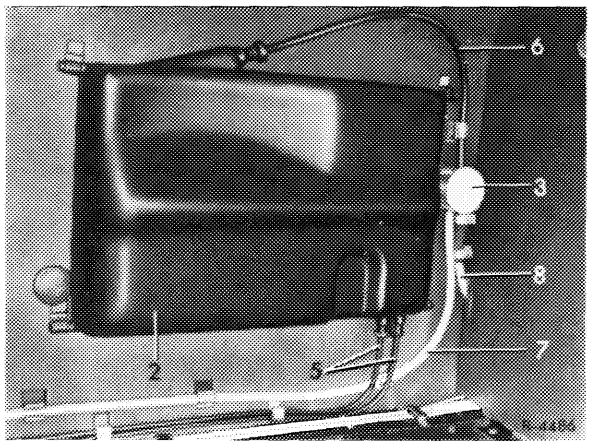
a Negative vent valve
b Positive vent valve
c Pressure relief valve

Function diagram model year 1973



1 Expansion tank
2 Valve system
3 Fuel tank
4 Connection on crankcase

Components of fuel evaporation system:



Valve system model year 1972

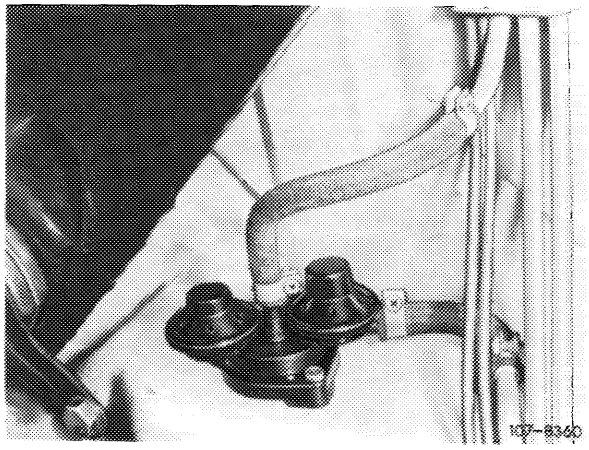
The valve system (3) is mounted in trunk adjacent to expansion tank.
The valve system comprise three valves:

a) Negative vent valve
b) Positive vent valve
c) Pressure relief valve

Valve system model year 1973

The valve system if mounted under vehicle at level of rear legroom. The system comprises three valves:

1. Negative vent valve
2. Pressure relief valve
3. Positive vent valve

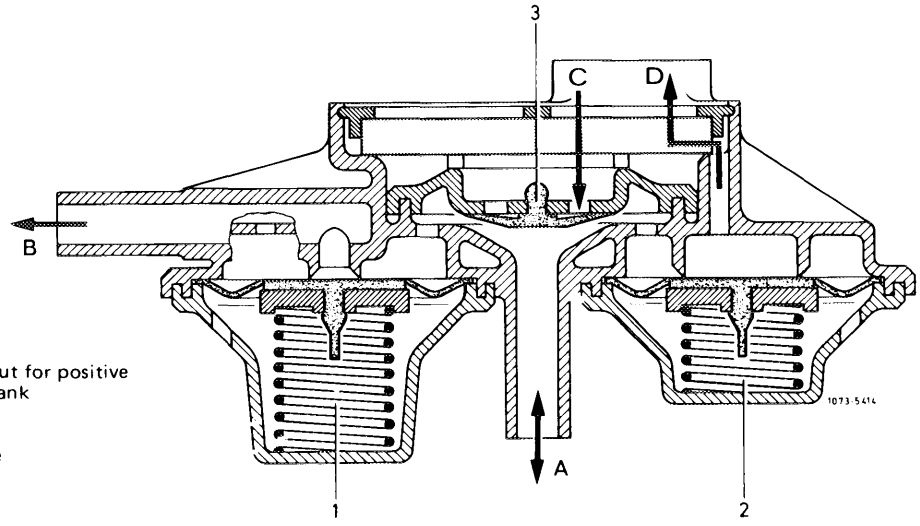


Function and operation of both valve systems are identical.

The negative vent valve opens at a slight overpressure. The evaporation vapors will flow through a line which is connected to cylinder crankcase into cylinder crankcase.

The pressure relief valve is a safety valve and opens in the event of an overpressure in fuel evaporation system. The fuel vapors are vented directly into the open air.

The positive vent valve opens in the event of a vacuum caused when the fuel tank is cooling down.



1 Negative vent valve
2 Pressure relief valve
3 Positive vent valve
A Input to valve system/output for positive venting of fuel expansion tank
B To crankcase
C Fresh air input
D Output pressure relief valve

Draw-off connection on crankcase

The negative vent line which leads to engine is attached to draw-off connection by means of a hollow screw.

Operation

The fuel evaporation vapors from compensating tank are routed via valve system into crankcase and stored. When the engine is running, they are drawn off into the combustion chambers by means of the crankcase venting system.