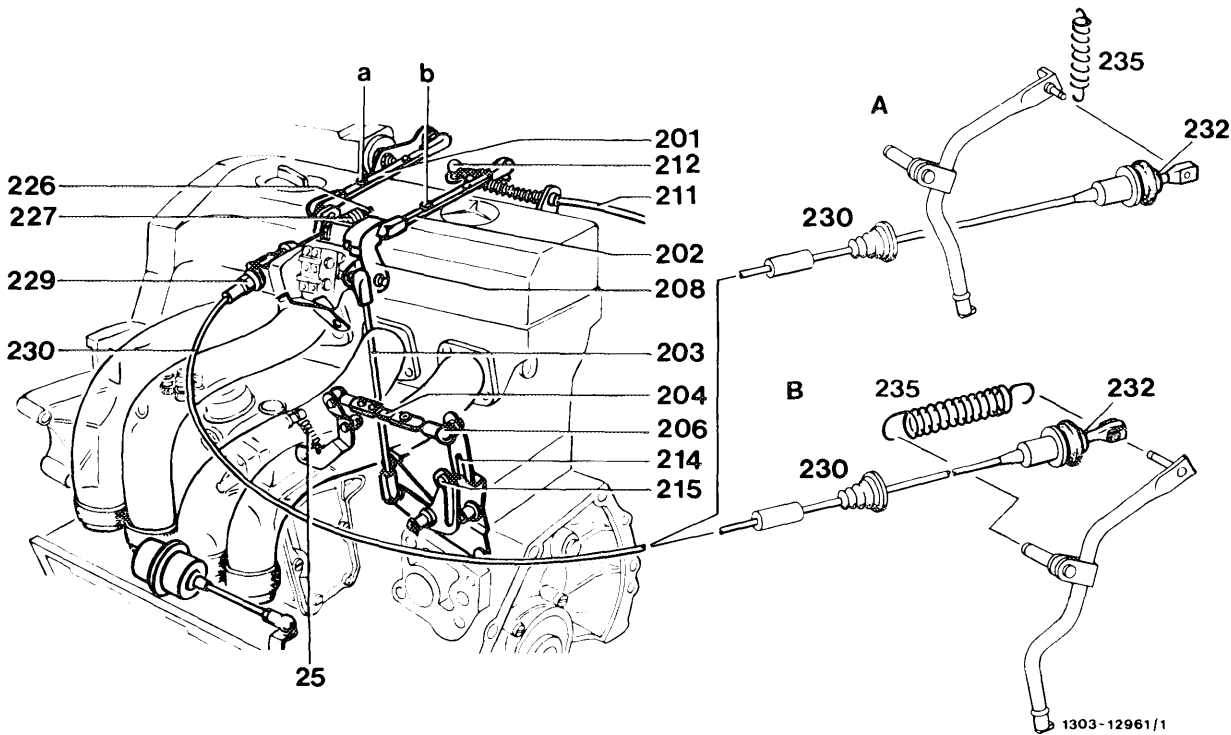




A Model 201

Accelerator control linkage	Check for bending and ease of movement.
Bowden cable (230)	The spring plate (226) of the Bowden cable must be free of tension when contacting the compression spring (227) in idle position; adjust Bowden cable, if necessary, from inside of car with adjusting nut (232).
Relay lever (214)	Move into idle position, the roller (215) must be resting free of tension against the end stop in the variable-fulcrum lever. Adjust connecting rod (204), if necessary.
Engine	Length for basic setting
602	219 ± 1

Accelerator control lever (208)	Pull to full load, the injection pump adjusting lever must be contacting the full load stop when this is performed; adjust at variable ball head (206), if necessary.
Tempomat (cruise control)	Adjust: loosen connecting rod (201) at hex bolt "a", move lever of actuator into idle position. Adjust connecting rod (201) such that it is 0.5 mm longer than actual max. distance. Tighten screw "a".
Control cable (211)	Adjust. Detach ball socket (212). Pull control cable (211) forward until a slight resistance is felt. In this position, attach ball socket (212) free of tension, adjust, if necessary, at screw "b" of connecting rod (202).
Full throttle stop	Check, adjust. With engine off, depress accelerator pedal from inside car fully to the stop or to kickdown switch. The adjusting lever of the injection pump must be contacting the full load stop when this is performed; set, if necessary, at adjusting screw (229). The spring plate (226) must be resting free of tension against compression spring (227) in idle position; adjust Bowden cable (230), if necessary, from inside car with adjusting nut (232).

5 Adjusting Tempomat (cruise control)

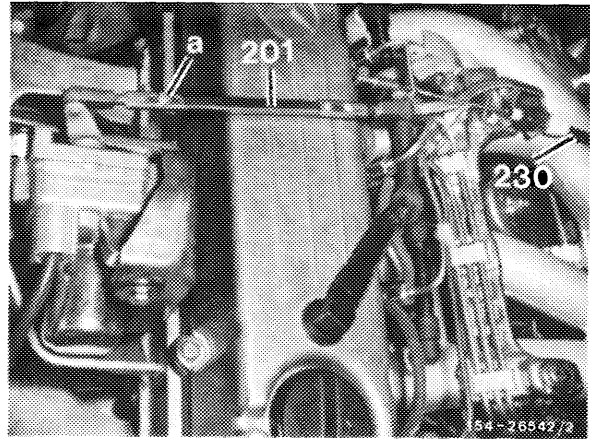
Loosen hex bolt "a" at the connecting rod (201), and move lever of actuator into idle position.

Adjust connecting rod (201) such that it is 0.5–1.0 mm shorter than the actual maximum distance.

Retighten bolt "a".

Note

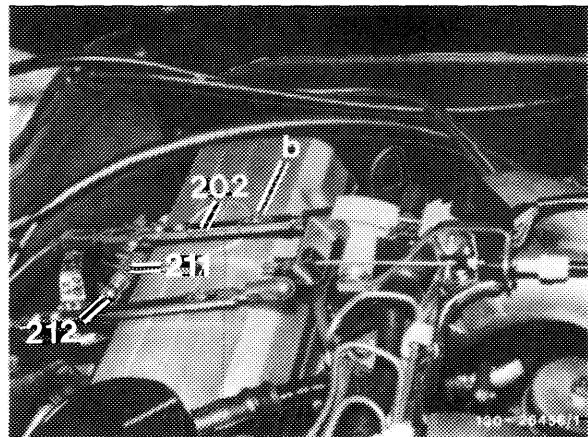
Bolt "a" is not fitted to the round rod. In the case of the round rod, adjust at the ball sockets.



6 Adjusting control cable

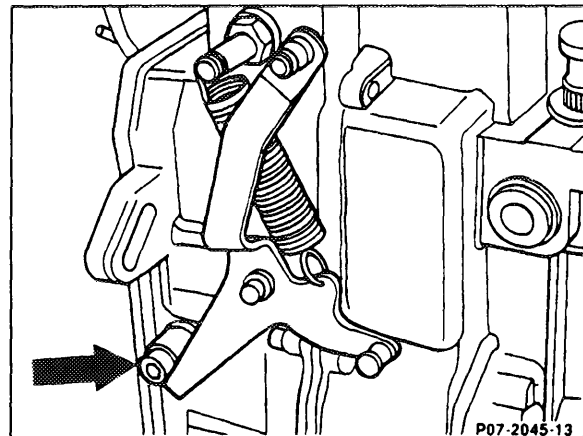
Detach ball socket (202). Pull control cable (211) forward until a slight resistance is felt.

In this position, hold ball socket (212) over the ball head and attach free of tension; if necessary, adjust connecting rod (202) with bolt "b".



7 Checking, adjusting full throttle stop

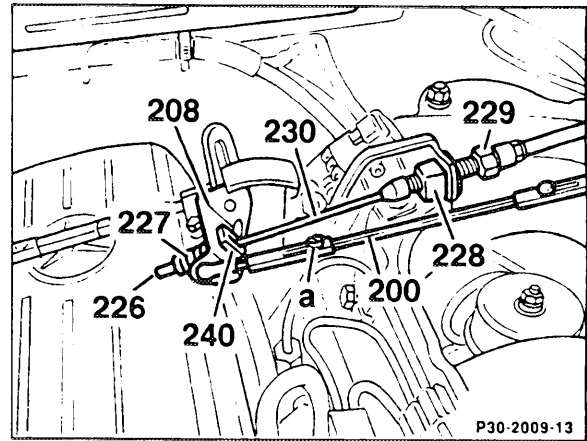
With engine switched off, depress accelerator pedal from inside car fully until it is contacting full throttle stop or, if automatic transmission fitted, until it is contacting the stop of the kickdown switch. To do this the adjusting lever must contact the full load stop noticeably (arrow). Check by applying excess pressure to the connecting rod (204).



Set adjusting screw (229), if necessary.

Note

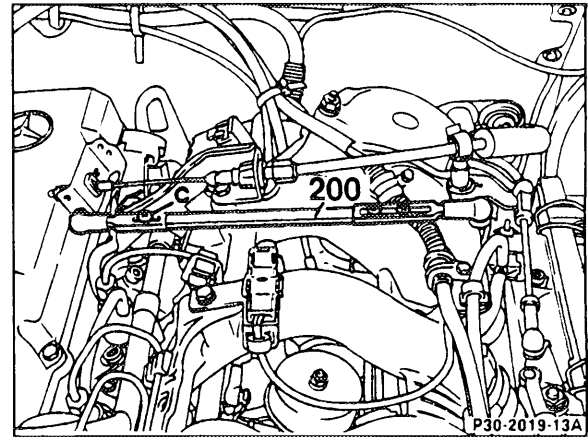
The spring plate (226) of the Bowden cable (230) must be resting free of tension against the compression spring (227).



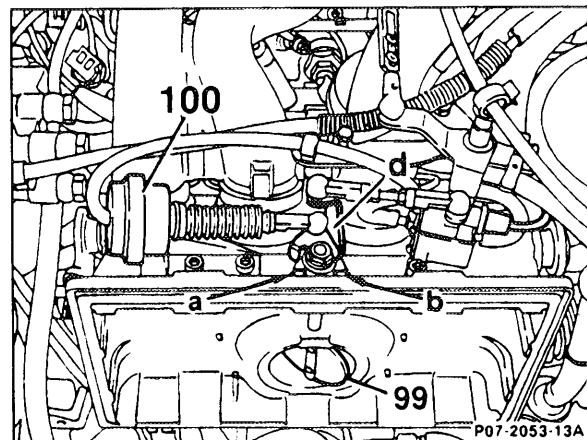
8 Mechanical actuation

Adjust pressure control flap

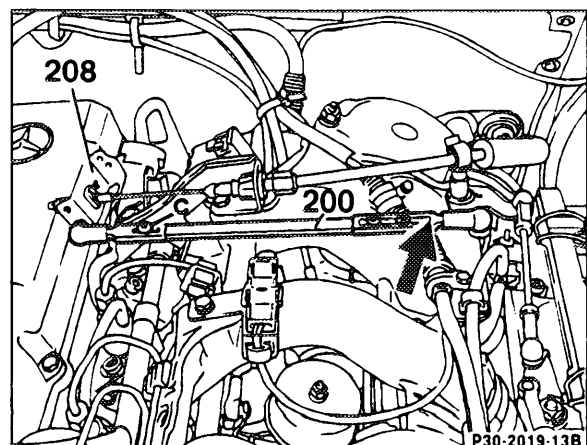
Loosen screw (c) on the connecting rod.



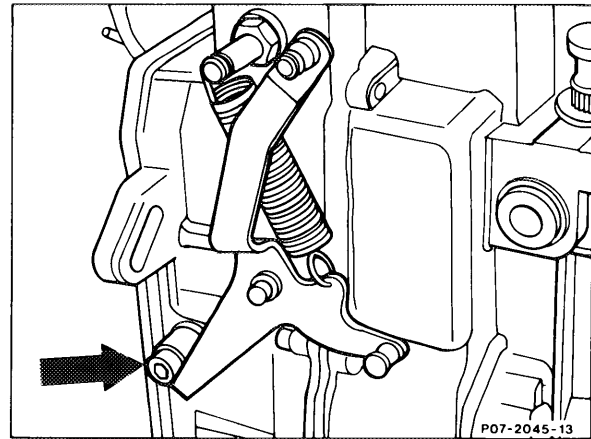
9 Turn reversing lever (d) up to the stop (a).
(The piston rod of the vacuum unit is now compressed).



10 At the same time compress connecting rod (200) up to the stop of the rivets (arrow) and retighten screw (c).



11 Check full throttle stop: depress accelerator pedal from inside car fully to the stop or to kickdown switch. The adjusting lever of injection pump must contact the full load stop detectably when this is done.



The reversing lever (d) must not contact the stop (b) (approx. 0.5mm play). If there is no play present, repeat adjustment from No. 6.

