

## Technical modifications

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The familiar acceleration skid control (ASR) from model 126 has been revised and designated as the 2nd version (ASR II).

ASR II can be used in the following models:

- 126 as of 09/89
- 124 (except for 124.034/036) as of 01/90
- 129 (except for 129.067/076) as of start of production
- 201.026 as of 6/90

### Technical modification of ASR II versus the 1st version of ASR

	ASR	ASR II
Front axle speed sensors (L6/1, L6/2)	Long cable with co-axial plug	Short cable with compact plug
Rear axle speed sensors	On the right with plug, on the left with connector	Cable with marking for clipping point and plug with letter identification
Charge pump relay	With red cover	Completely omitted
Pressure supply unit	Return pump/charge pump and pressure accumulator under fender	ASR pressurizing pump (M15), return pump/charge pump (A7/3m1) integrated in ASR hydraulic unit (A7/3). Pressure accumulator separate in units compartment.
ABS/ASR hydraulic unit and ASR hydraulic unit	2 separate housings	ASR hydraulic unit (A7/3)
Bleeding points	3 (1, 2, SP3)	1 ("SP")

The ASR II acceleration skid control has been revised and designated as the 3rd version (ASR III).

The ASR III can be used in the following models:

- 124.034/036 as of start of production
- 129.067/076 as of start of production
- 140 as of start of production

### Technical modification on ASR III versus ASR II.

The electronics of the ASR control unit (A7/3) have been completely revised.

ASR III is self-diagnostic.

On the model 140.04/05 the control unit also conditions the signals of the ABS lateral acceleration sensor (B24/2) and controls the master brake cylinder switchover valve (Y61).