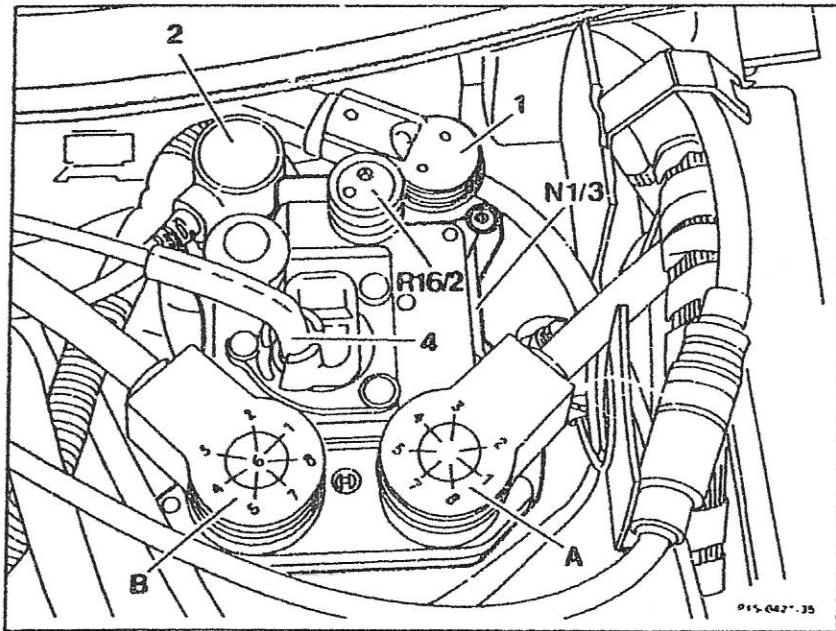


# 15-2093 Removing and installing EZL/AKR ignition control unit

Operation no. of operation texts and work units or standard texts  
and flat rates:  
15-2093



P15-0427-35

Vacuum connection (4) .....	detach, fit on.
Coaxial connector for control cable of crankshaft position sensor (2) .....	unplug, plug in.
8-pin connector (A) .....	unplug, plug in.
8-pin connector (B) .....	unplug, plug in.
3-pin connector of knock sensors (1) .....	unplug, plug in.
EZL/AKR resistance trimming coupling (R16/2) ..	unplug, plug in.
Securing nuts for EZL/AKR ignition control unit (N1/3) .....	unscrew, screw in (3 nuts). Pay attention to washers.
EZL/AKR ignition control unit (N1/3) .....	lift off off stay bolts, fit on.

### Note

To improve heat dissipation, the back of the ignition control unit is provided with heat-conducting paste and covered with a heat-conducting protective foil. The protective foil must not be removed.

**Notes re EZL ignition control unit**

Starting off in 1st gear has been optimized as a result of a software modification. Production breakpoints differ, see tables below.

**Production breakpoint: 09/91**

Model	Engine	as of vehicle ident end no.
124.034	119.975	B600485
140.04	119.971	A028678

**Production breakpoint: 10/91**

Model	Engine	as of vehicle ident end no.
140.05 070	119.970	A035229

**Production breakpoint: 11/91**

Model	Engine	as of vehicle ident end no.
124.036	119.974	B666426

**Engine 119.970/974/975**

As of 04-93 software modification for spark band ignition.

**Engine 119.970/971/974/975**

As of 09 92

- software modification for spark band ignition
- Lambda sensor modified
- LH control unit (USA), full load enrichment discontinued

As of 03 93 modified knock control harmonization.

**Production breakpoint: 03/93**

Model	Engine	Engine end no.	as of vehicle ident end no.
124.034	119.975	010516	B968807
140.04	119.971	017447	A135778