

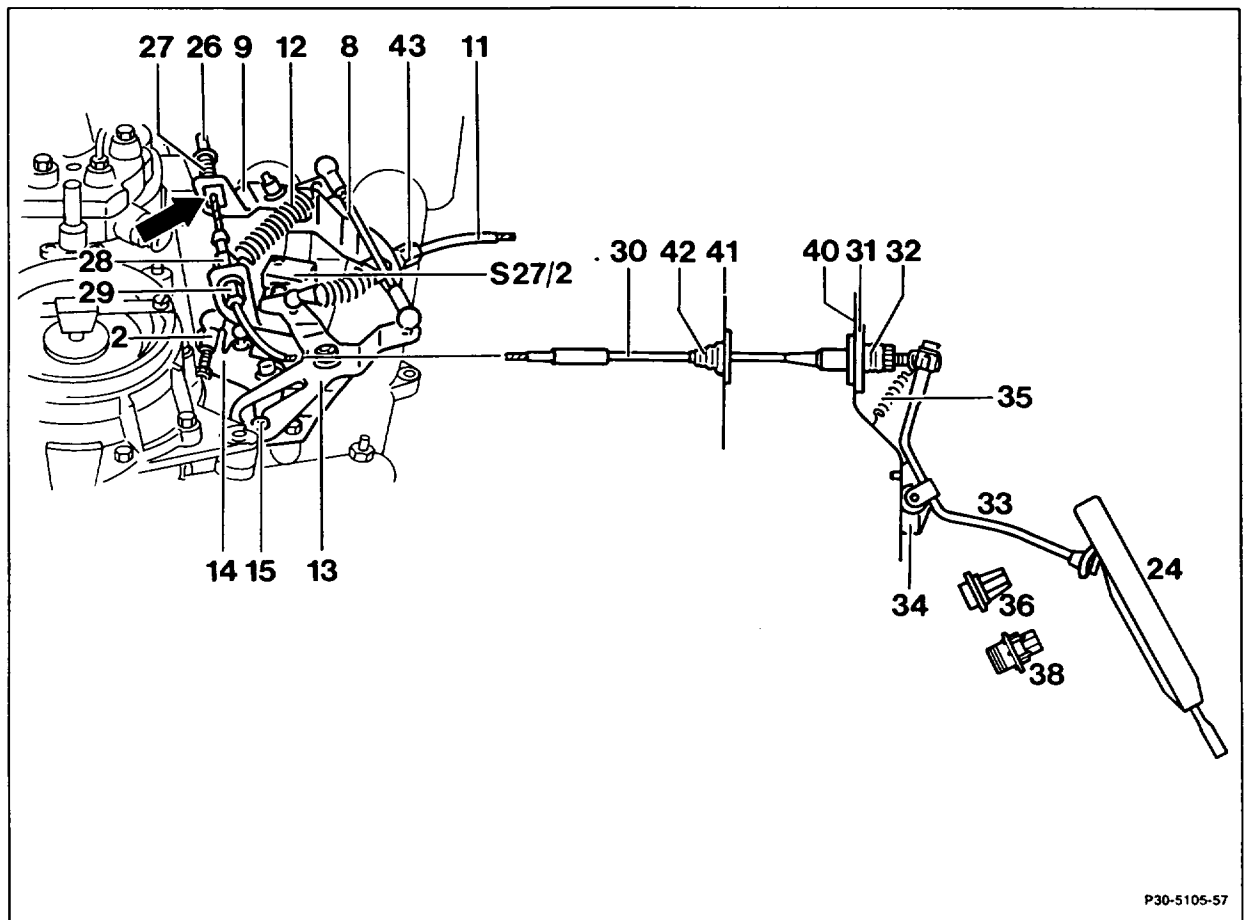
30-1010 Adjusting accelerator control

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

- A. Vehicles without ASR 30-1010,
- B. Vehicles with ASR 30-1102.

A. Vehicles without ASR

a) Model 124



Accelerator control linkage and Bowden cable . . .

check for ease of movement and bending;
replace parts if necessary.

Bowden cable (30)

slacken. Driver spring must make contact free of tension at the nipple (26). If necessary, adjust with adjusting screw (29).

Connecting rod (2)	detach. Check whether throttle valve is resting against idle speed stop .
Connecting rod (2)	re-attach free of tension. If necessary, adjust so that the roller (15) in the fulcrum lever (13) is resting free of tension against idle stop.
Connecting rod (8)	set to approx. 155 mm (measure from centre-to-centre ball socket); detach, attach for this step.
Bowden cable (30)	adjust. Nipple (26) must be resting free of tension on the compression spring (27). If necessary, adjust bowden cable (30) from inside vehicle with the adjusting nut (32). Grease between end piece and guide piece with anti-corrosion grease 000 989 87 51 00.
Full throttle stop	check. Detach control pressure cable (11) for automatic transmission. With engine switched off, depress accelerator to full throttle stop (36), with automatic transmission to stop on kickdown switch (38). The throttle valve lever must be resting against full throttle end stop when this is done. Perform necessary corrections with the adjusting screw (29) at the Bowden cable. Allow accelerator pedal to slowly move back into idle position. In this position the roller in the fulcrum lever must be resting free of tension against end stop and the microswitch (S27/2) must be operated. If necessary, adjust Bowden cable (30) from inside vehicle with the adjusting nut (32). If, when this check is performed the throttle valve lever does not touch full throttle end stop, adjust variable full throttle stop (36) (30-1010, section C).

Control pressure cable (11) for automatic transmission

adjust.

Push back Bowden cable, then pull forward again until a stop is felt.

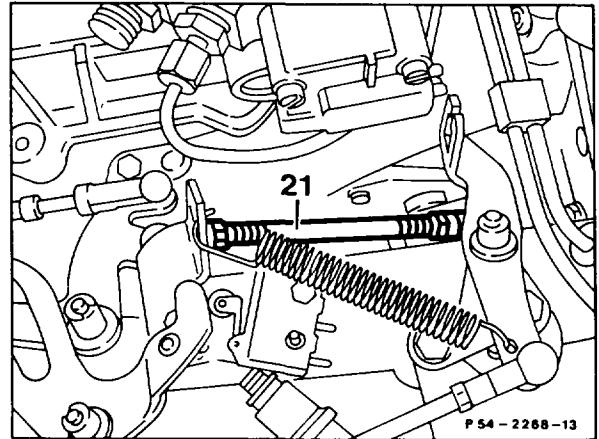
Attach control pressure cable free of tension, if necessary adjust with adjusting screw (34).

Idle stop

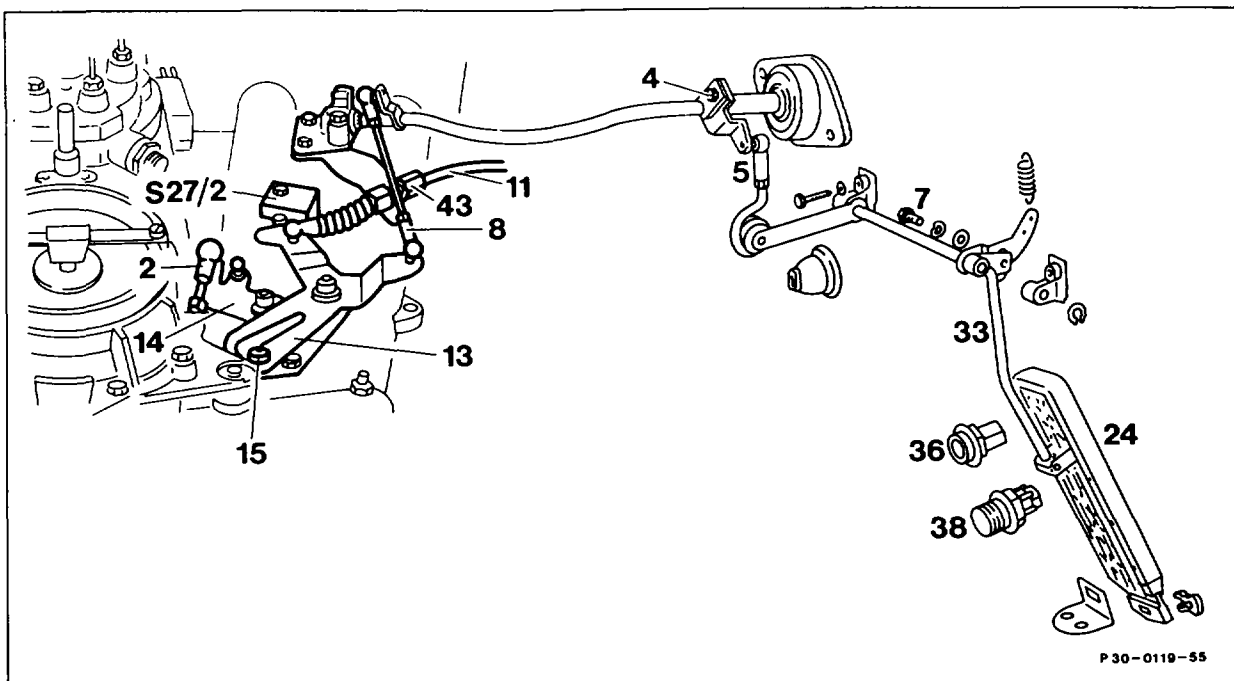
once again check.

Vehicles with Tempomat cruise control

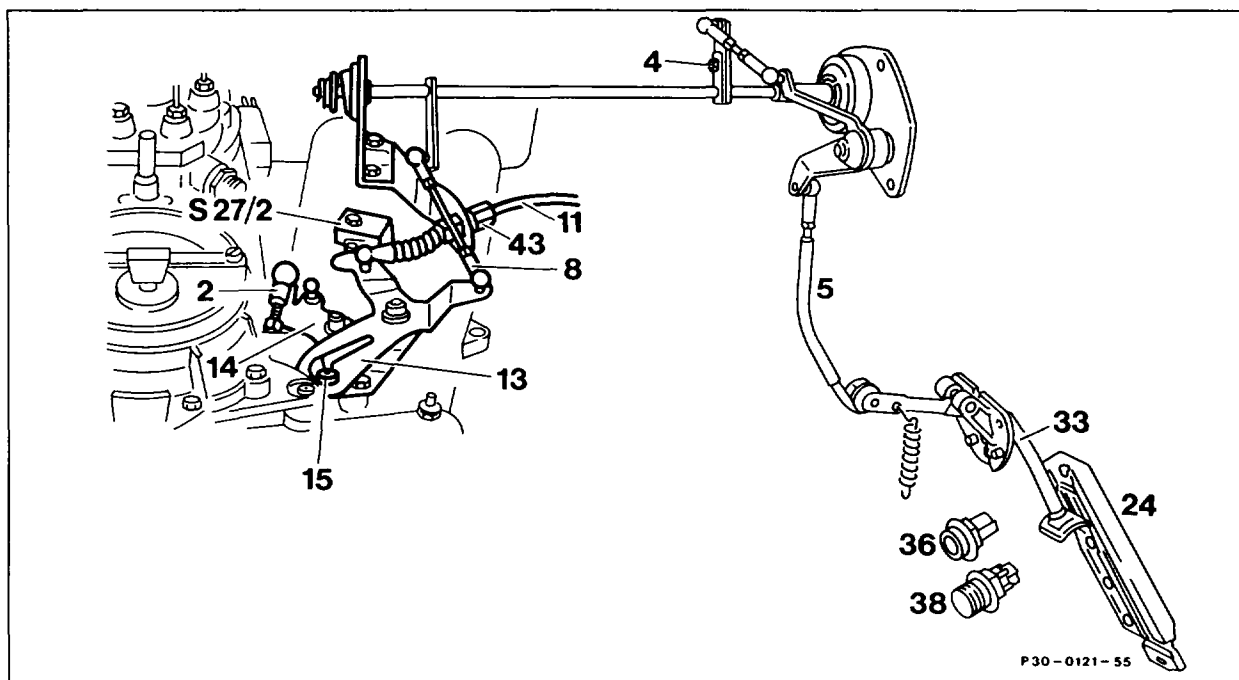
Check whether the actuator is resting against the idle stop of the cruise control. To do this, detach push rod (21) and push lever of actuator clockwise against idle stop. When the pushrod (21) is attached, ensure that the lever of the actuator is raised about 1 mm off the idle stop. Adjust push rod if necessary.



b) Models 107, 126



Model 107



Model 126

Accelerator control linkage	check for ease of movement and bending. Replace parts if necessary.
Connecting rod (2)	detach. Check whether the throttle valve is resting against idle stop.
Connecting rod (2)	re-attach free of tension. If necessary, adjust so that the roller (15) in the fulcrum lever (13) is resting free of tension against the end stop.
Connecting rod (8)	adjust; to do this, detach, attach. Model 107 = 120 mm Model 126 = 105 mm Measured between ball socket centres.
Full throttle stop	check. Detach control pressure cable (11) for automatic transmission. With engine switched off, depress accelerator pedal to full throttle stop (36), on automatic transmission to the stop on the kickdown switch (38). The throttle valve lever must be resting against full throttle end stop when this is done. If necessary, slacken screw (4 or 7), adjust accelerator control linkage so that the throttle valve lever is resting against full throttle end stop. If the full throttle or idle speed end stop is not reached with this setting, adjust push rod (5) from the longitudinal accelerator control shaft to the accelerator pedal to the specified length, Model 107 = 105 mm Model 126 = 220 mm, measured from centre of ball socket to centre of damping rings. As a check, allow accelerator pedal to slowly move back into idle position. In this position, the roller in the fulcrum lever must be resting free of tension against end stop and the microswitch (27) must be operated. If the throttle valve lever is not resting against full throttle end stop when this check is performed, adjust variable full throttle stop (36) (30-1010, section C).

Control pressure cable (11) for automatic transmission

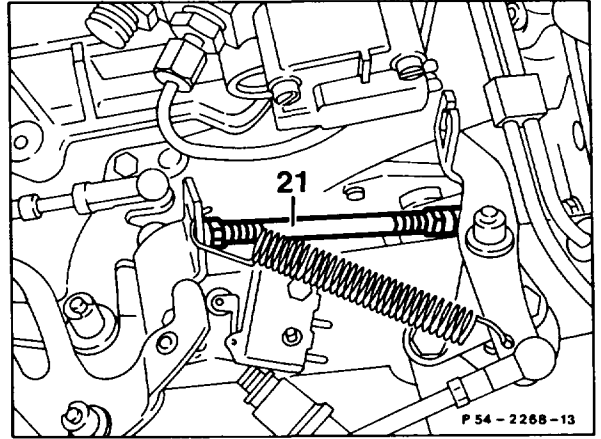
adjust.

Push back bowden cable, then pull forward again until a stop is felt.

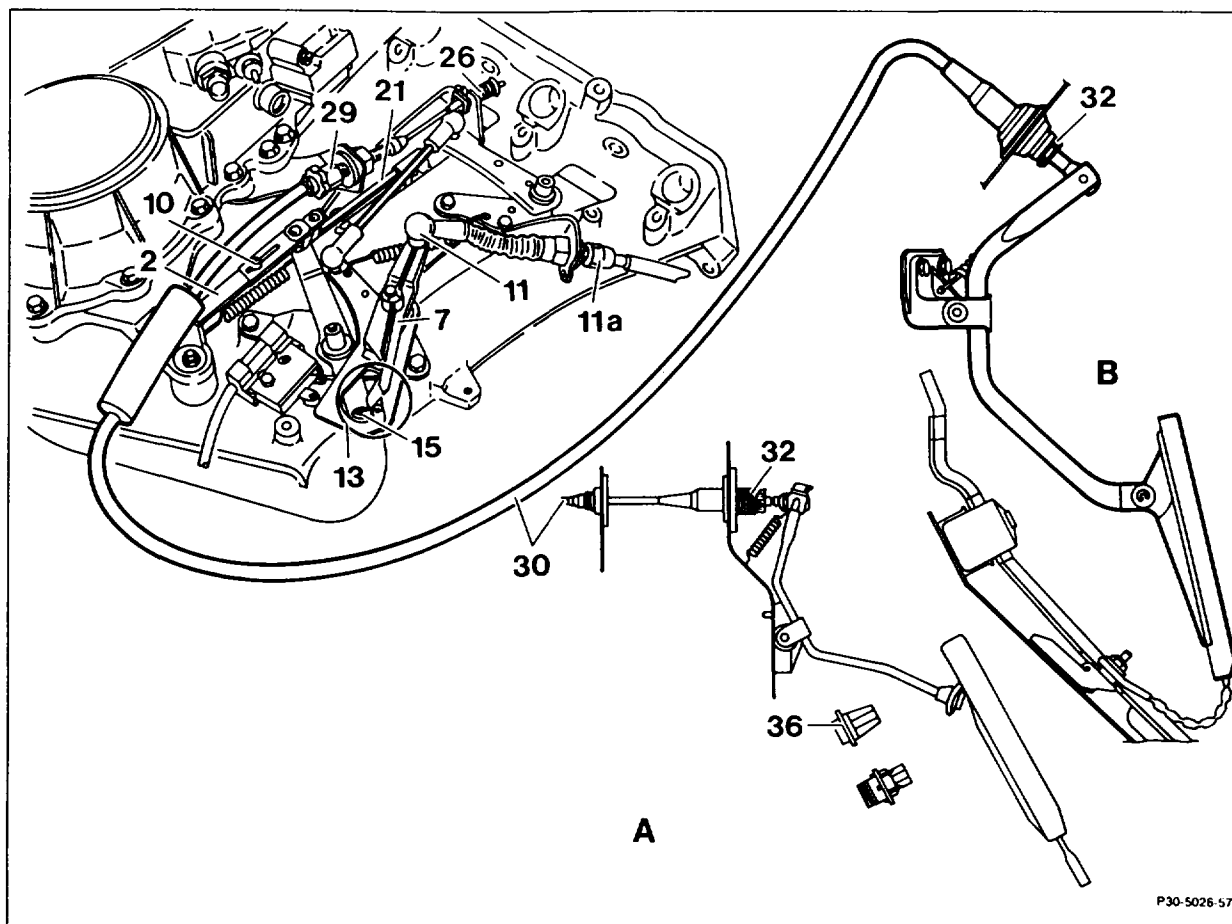
Attach control pressure cable free of tension, adjust if necessary with adjusting screw (43).

Vehicles with Tempomat cruise control

Check whether the actuator is resting against the idle stop of the cruise control. To do this, detach push rod (21) and push lever of actuator clockwise against idle stop. When the pushrod (21) is attached, ensure that the lever of the actuator is raised about 1 mm off the idle stop. Adjust push rod if necessary.



c) **Model 129** Vehicles with manual/automatic transmission and with/without Tempomat cruise control



A. Model 124 B. Model 129

- | | |
|--|---|
| Accelerator control linkage and bowden cable . . . | check for ease of movement and condition. Replace parts if necessary.
⚠
If vehicle fitted with cruise control, check position of hose clip for oil-to-water heat exchanger. The accelerator control linkage must have sufficient clearance. |
| Bowden cable (30) | slacken. To do this, turn adjusting screw (29) until the driver spring (26) is making contact free of tension. |
| Connecting rod (2) | adjust. To do this, slacken clamping screw (10). Throttle valve lever must be resting against idle speed stop of the throttle valve body. Adjust connecting rod (2) so that the roller (15) in the fulcrum lever (13) is resting "free of tension" at the idle speed end stop. Tighten clamping screw (10). |

Setting of cruise control	check, correct if necessary. To do this, move throttle valve lever to idle speed stop, detach connecting rod (21) at the throttle valve lever and press actuator lever toward the engine as far as the stop in the idle speed position. Adjust connecting rod (21) so that the actuator lever has to be pulled back 1 mm off the idle speed stop in order to attach it.
Control pressure bowden cable (11)	adjust. To do this, alter position of adjusting screw (11a) until the arrow tips (circle) are exactly opposite.
Bowden cable (30)	adjust.

a) Full throttle manual transmission

Slowly depress accelerator into full throttle position. The throttle valve lever must be resting against full throttle end stop. If necessary, release adjustable full throttle stop (36) by turning to the left and pull stop bolt out slightly. Lock adjustable full throttle stop (36) in the position it has adopted by turning to the right.

b) Full throttle automatic transmission

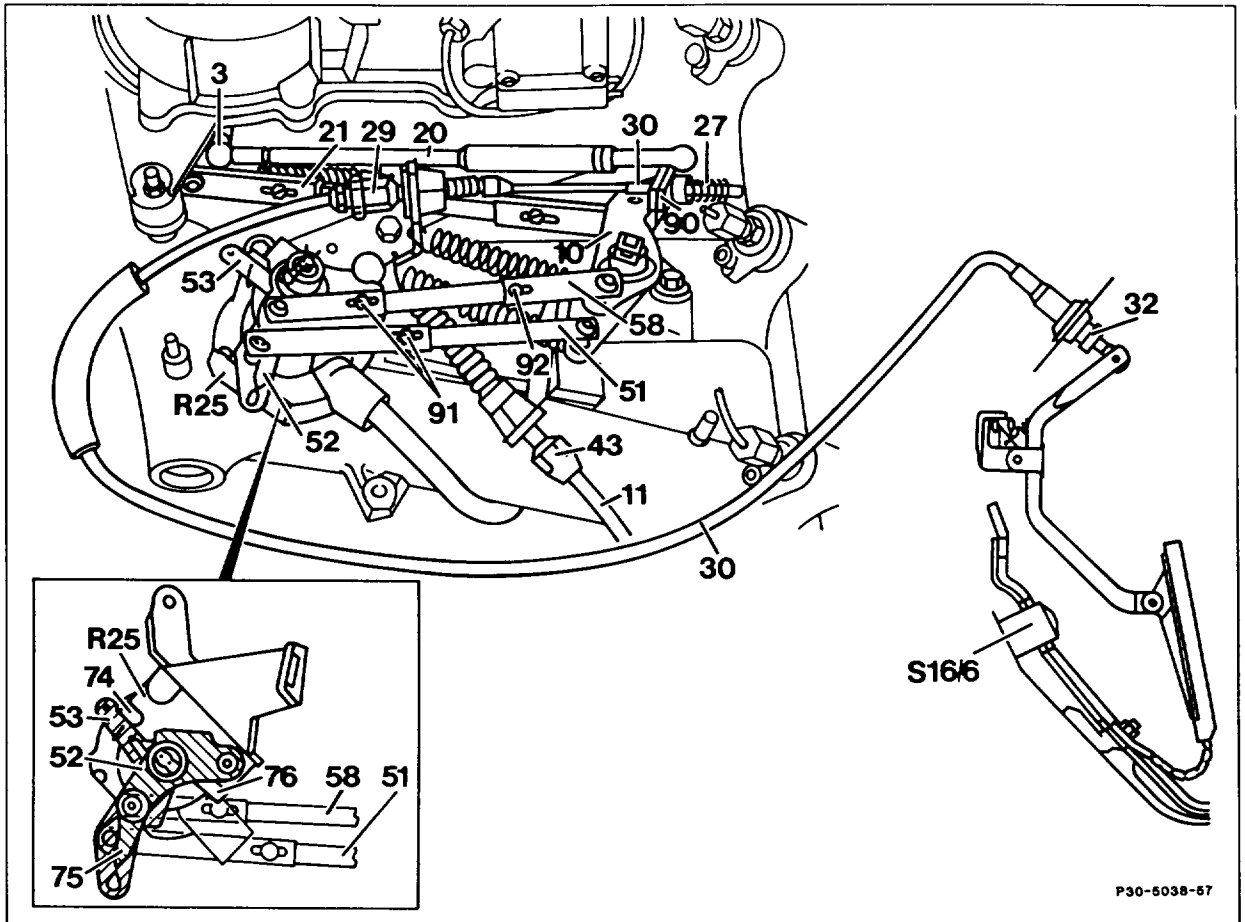
With engine switched off, depress accelerator pedal from inside car until it touches the stop on the kickdown switch (S30/2) (do not operate kickdown switch!).

When this is done, the throttle valve lever must be 0.5 – 1.0 mm away from the full throttle stop at the throttle valve body; adjust with adjusting screw (29) if necessary.

c) Idle speed

When the accelerator is in the idling position, the driver spring (26) must be making contact free of play; set with the adjusting nut (32) from inside the car, if necessary.

B. Vehicles with ASR



P30-5038-57

- | | |
|--|---|
| Accelerator control linkage and bowden cable | . . . check for ease of movement and condition. Replace parts if necessary. |
| Bowden cable (30) | slacken. To do this, turn adjusting screw (29) until the compression spring (27) is making contact free of tension. |
| Connecting rod (21) | adjust. To do this, slacken clamping screws at connecting rod (21) and at connecting rods (51, 58). The throttle valve lever must be resting against idle end stop of the throttle valve body.
Ignition: ON. This causes actuator lever to adopt "idle position." Now fix length of connecting rod (21) by tightening the clamping screw.
Ignition: OFF |

Connecting rod (51, 58) adjust. To do this, move levers (52, 53) to the respective "idle stop" (74, 75) at the position sensor (R25).



The levers must not move away from the idle stops during the adjustments.

Swivel lever (10) clockwise until idle travel rod (20) is pulled fully apart.

Adjust connecting rod (58). To do this, move the slackened clamping screw (91) sufficiently toward position sensor (R25) until the stop pin (92) in the oblong hold is resting against the stop. Tighten clamping screw (91).

Then, adjust connecting rod (51). To do this, push lever (90) lightly as far as the stop on the lever (10). Tighten clamping screw (91) in this position.

Control pressure cable (11) adjust. Turn adjusting screw (43) sufficiently until the arrow tips (see enlarged detail) are exactly opposite.

Bowden cable (30) adjust.

a) Full throttle

Ignition: ON

With engine switched off, depress accelerator pedal from inside car as far as the stop on the kickdown switch (S16/6) (do not operate kickdown switch!). When this is done, the lever (53) must rest free of tension against the full throttle stop (76) of the position sensor (R25). If necessary, alter adjusting screw (29).

b) Idle speed

Ignition: ON

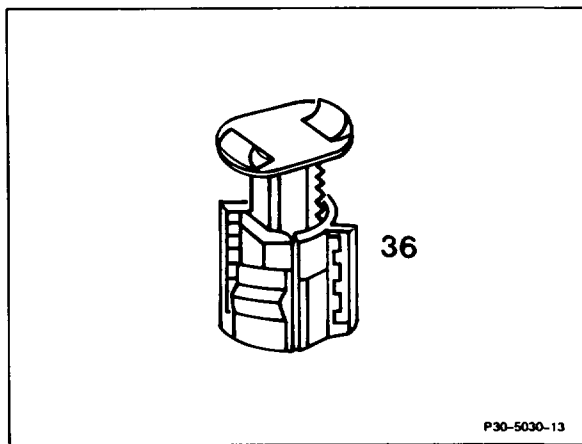
With accelerator pedal in idle position, there should just be no more play at the compression spring (27). If necessary, adjust with adjusting nut (32) from inside car.

Bowden cable (30) grease between end piece and guide piece with anti-corrosion grease 000 989 87 51 00.

Note

If driving faults occur when using the Tempomat cruise control on vehicles with ASR and cruise control, perform Tempomat cruise control test program (30-7300).

C. Adjusting variable full throttle stop



Variable full throttle stop (36)	release in footwell by turning to the left and pull stop pin out slightly.
Accelerator pedal	slowly depress to full throttle position. The throttle valve lever must rest against full throttle end stop.
Variable full throttle stop (36)	engage in the adopted position by turning to the right.

Notes**Models 107, 124, 126**

A modified shape of fulcrum lever is fitted (arrow) as standardization with all engines 103.

Production breakpoint: January 1986

Model	Engine	Engine end no. manual transmission	Engine end no. automatic transmission
107.041	103.982	000260	001309
124.026	103.940	–	003470
124.030/090	103.983	–	017983
126.020	103.941	–	002120
126.024/025	103.981	–	006916

Models 107, 124, 126, 201

Tempomat cruise control connecting rod between accelerator control lever and drive lever actuator shortened by 6 mm (facilitates installation).

Production breakpoint: June 1989

Model	Engine	Engine end no. automatic transmission
107.041	103.982	011004
124.026	103.940	067516
124.030/050/090	103.983	171904
126.020	103.941	013700
126.024/025	103.981	089887
201.029	103.942	031433

Models 124, 126, 129, 201 with ASR and automatic transmission

Return spring between bearing bracket and relay lever with greater spring force.

Production breakpoint: August 1989

Model	Engine 1)	Engine end no. manual transmission
124.026	103.940	069894
124.030/050/090	103.983	180608
126.020	103.941	014104
126.024/025	103.981	095354
129.060	103.984	000219
201.029	103.942	034855

1) Except engines 103.943/985

Models 124, 126, 129, 201 with Tempomat cruise control

As of November 1989, indefinite production breakpoint, a modified rubber seal is fitted between coding connector and Tempomat cruise control unit (recognition feature: color grey, previously black).

Models 124, 126, 129, 201 with ASR and automatic transmission (without )

Connecting rod between accelerator control lever and relay lever has standardized shape for M103 and M104.

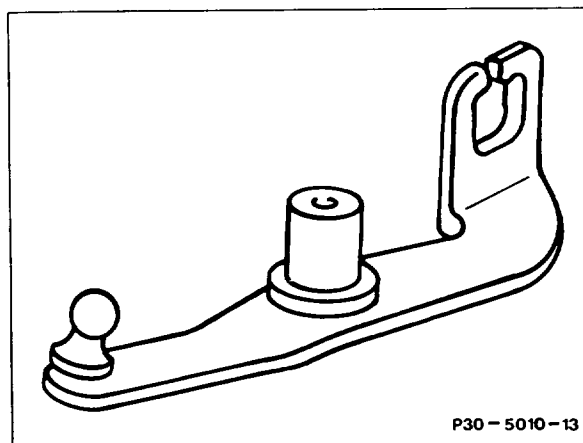
Production breakpoint: 07/90

Model	Engine 1)	Engine end no. automatic transmission
124.026	103.940	086670
124.030/050/090	103.983	218642
126.020	103.941	015720
126.024/025	103.981	122078
129.060	103.984	001421
201.029	103.942	049769

1) except engines 103.943/985

Models 124, 126, 129, 201

Ball stud at relay lever lengthened.



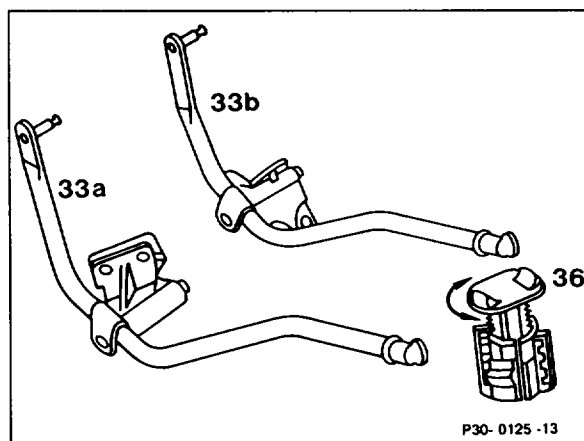
Production breakpoint: January 1991

Model	Engine	Engine end no. automatic transmission
124.026	103.940	094893
124.030/050/090	103.983	236880
126.020	103.941	016364
126.024/025	103.981	132889
129.060	103.984	002326
201.029	103.942	056221

Models 124, 201

Improvement in metering and adjustability by converting accelerator pedal lever (extending), mounting and variable full throttle stop with enlargement of pedal travel by 3° in the direction of full throttle.

- 33a Accelerator pedal lever model 124
- 33b Accelerator pedal lever model 201
- 36 Full throttle stop



Production breakpoint: 11/88

Model	As of vehicle ident end no. A	As of vehicle ident end no. F
124.026/030/050/090 124.226/230/290	907 056	096 908
201.029	473 115	576 183