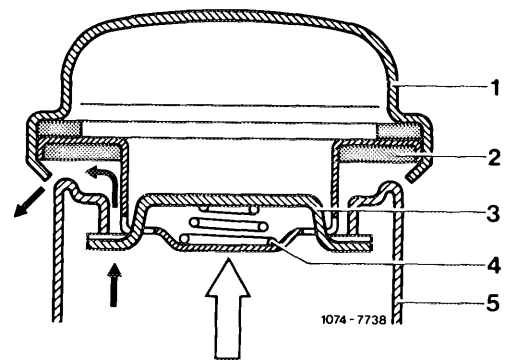


A. All models

Cap

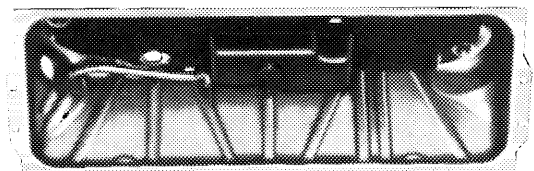
At a gauge pressure of 100-300 mbar, fuel evaporation vapors can escape through cap.

- 1 Cap
- 2 Sealing ring
- 3 Cap clip
- 4 Compression spring
- 5 Filler neck

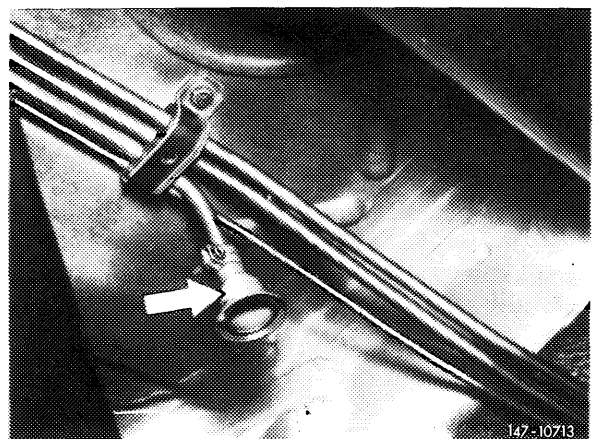


B. Model 107.02

The fuel tank is provided with a separate expansion tank. Positive and negative venting of fuel tank proceeds by way of a vent line, with a protective sleeve (arrow) attached at its end.



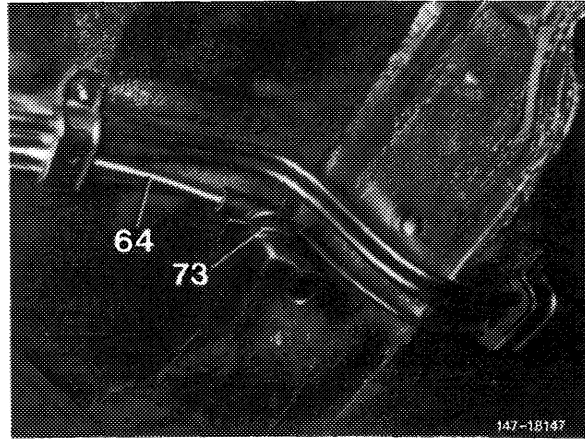
147-13629



147-10713

Starting March 1979 a vent sleeve with diaphragm is attached at end of vent line.

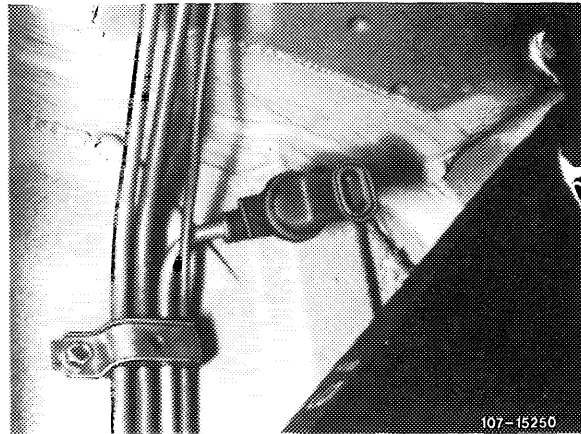
64 Vent line
73 Vent sleeve



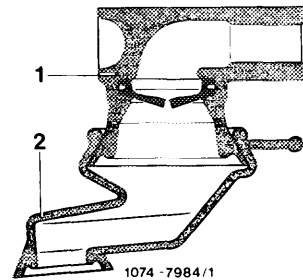
In the event of repairs, older vehicles are also provided with a vent sleeve with diaphragm only. In such a case, the vent line must be rebent with a suitable mandrel so that the vent sleeve is pointing downwards.

Attention!

Do not kink vent line while bending.



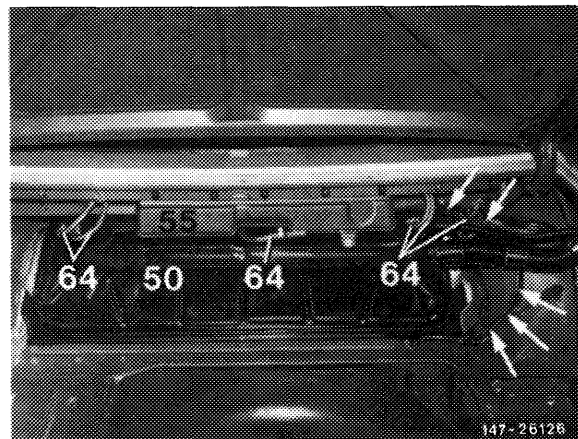
Vent sleeve with diaphragm



C. Model 107.04

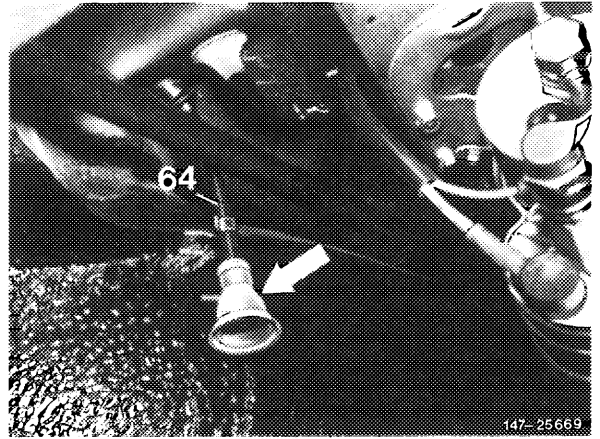
A separate expansion tank (55) is located outside fuel tank.

The fuel expansion tank (55) is connected to five lines (64) entering fuel tank. In dependence of fuel level and fuel temperature in fuel tank these lines can become effective as overflow, drain or vent lines.



The vent line (64, arrow) leads from expansion tank (55) through rear floor in outward direction.

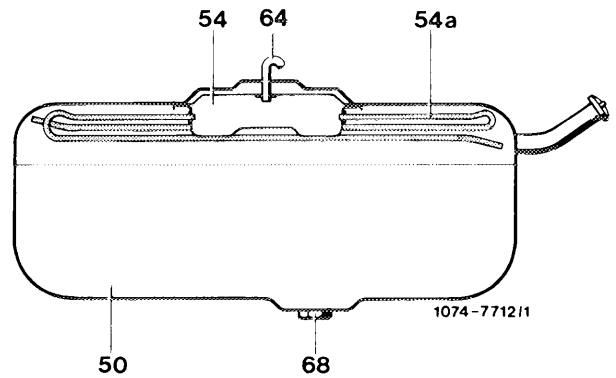
Positive or negative venting of fuel tank proceeds by way of this line. A protective sleeve (arrow) is attached at end of vent line.



D. Model 126 sedan and coupe

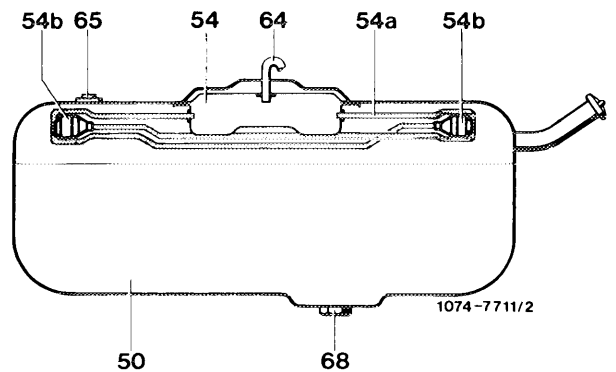
Model 126 has a vent system, comprising a collecting tray and a tube system.

- 54 Collecting tray
- 54a Tube system
- 64 Vent line



Since April 1980 additional check vessels are installed at ends of tube system.

- 54b Check vessels



Positive and negative venting of fuel tank proceeds via vent line (64), with a protective sleeve (arrow) attached at its end.

