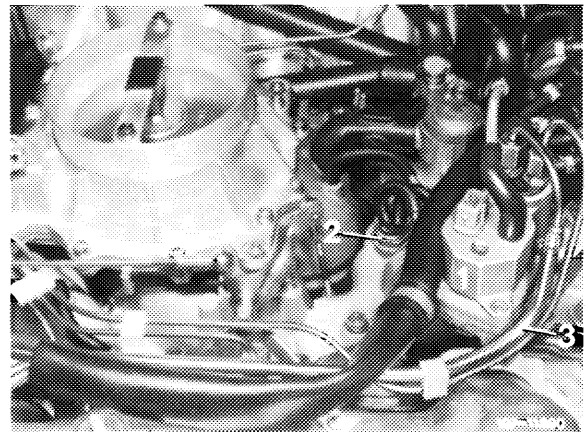


Note

Engine 116

On engine 116 the warm-up compensator is screwed directly to intake pipe from start of production.

The control pressure line (3) from pressure damper to warm-up compensator (1) is made of steel. To compensate for pressure vibrations, a hollow plastic body (float) is inserted in pressure control line.



Engine 116

- 1 Warm-up compensator
- 2 Thermovalve 40 °C
- 3 Control pressure line

Engine 117

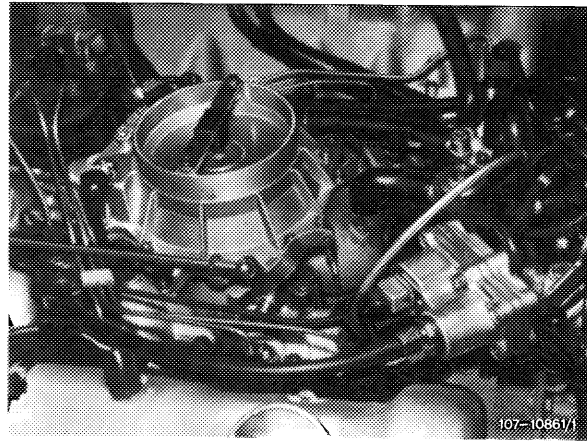
The fastening method for warm-up compensator on engine 117 has been changed. Starting approx. April 1976 the warm-up compensator is fastened directly to intake manifold and is in addition provided with a steel control pressure line with internal plastic hollow body (float) between warm-up compensator and diaphragm damper (formerly Tecalan control pressure line).

The control pressure line, the return line and the diaphragm damper with holder were modified due to the different installation position of the warm-up compensator.

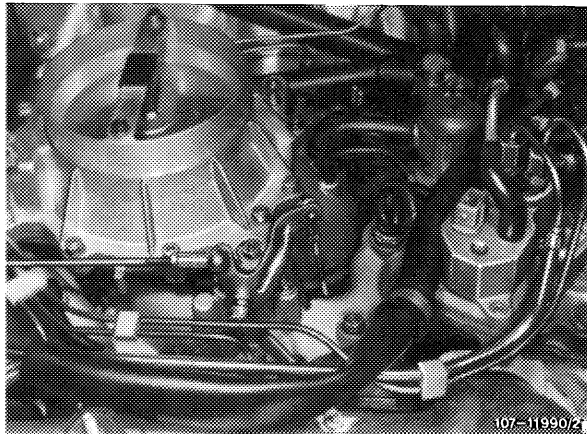
Start of series: approx. April 1976

Model	starting chassis end no.
107.024	013543
107.044	032743
116.032/033	052125

Engine 117
1st version



Engine 117
2nd version



When renewing the pressure control line and the return line, and also the diaphragm damper, the fastening on vehicles with lower chassis end no. must be changed, since the following parts are no longer available as a spare part:

- Fastening plate for warm-up compensator
- Rubber washers
- Tecalan-control pressure line
- Return line
- Diaphragm damper with fastening plate

Renewing

- 1 Remove all connections on warm-up compensator and unscrew warm-up compensator at fastening plate.
- 2 Unscrew fastening plate together with rubber washers on intake pipe.
- 3 Unscrew diaphragm damper with fastening plate.