

Every 15 000 km (10 000 miles)

Model year 1974 **Engine M 110** California Emission Control System

USA-version

Test equipment

Revolution counter

Test No. 1

Disconnect center air hose on air filter.

Result:

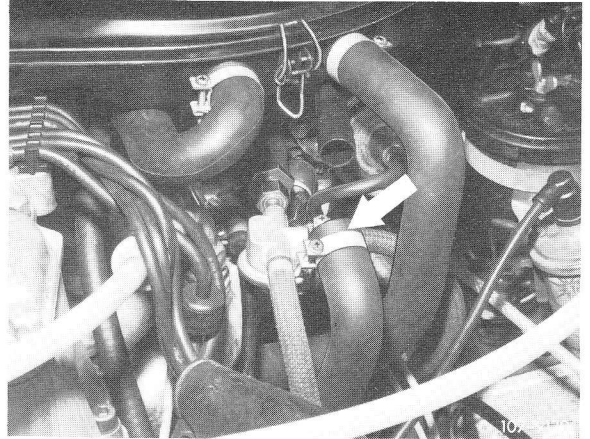
There should be air flow present.

Test No. 2

Increase engine speed slowly to above 3450 rpm.

Result:

The air flow in the air injection hose should stop at approximately 3450 rpm.



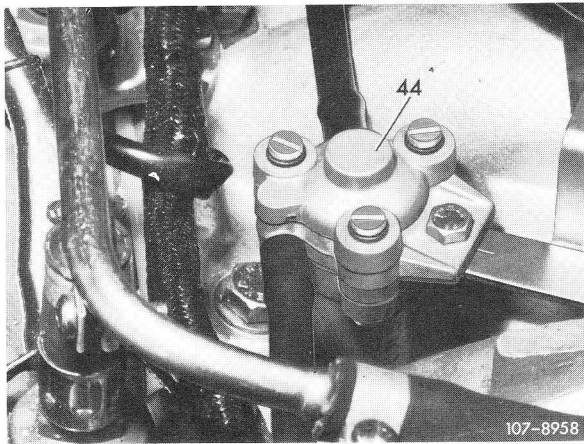
USA-version

Every 15 000 km (10 000 miles)

Model year 1974 **Engine M 117** California Emission Control System

Test equipment

CO tester



Test No. 1

Remove air filter housing and put aside **without unplugging** warm air sensor. Disconnect brown vacuum line at diverter control valve (44). Increase engine speed to above 2000 rpm. Release throttle linkage.

Result:

Vacuum should be present at the port of the diverter control valve only when the throttle linkage is released (hissing noise).

Test No. 2

Test CO values with CO tester.

Result:

Should be max. 1.0 % CO **with** air injection.



Test No. 3

Test CO values with CO tester **without** air injection.

For this test, remove air filter housing and put aside **without unplugging** warm air sensor.

Disconnect brown vacuum line at diverter control valve and connect this line to vacuum supply line for cruise control actuator (4).

Result:

More than 1.0 % CO **without** air injection.