

## Gas Adjustment Values

### Inline injection engines under load during normal running

Test	250 SEb, 300 SE (160 HP) with 2-cylinder injection pump	230 SL, 250 SE, 250 SL, 300 SE (170 HP), 300 SEb, 300 SEL with 6-cylinder injection pump		
	% SUN	Exhaust-gas % Bosch	test values % SUN	% Bosch
load rpm <sup>1</sup> ) in 3rd gear	78—80	5.0—4.0	80—83	4.0—2.0
er partial load 1500 rpm <sup>2</sup> ) in 3rd gear l at 300 mm Hg vacuum	83—86	2.0—0.5	81—84 <sup>3</sup> )	3.0—1.5 <sup>3</sup> )
er partial load 2500 rpm <sup>3</sup> ) in 3rd gear l at 300 mm Hg vacuum <sup>4</sup> )	84—87	1.5—0.2	84—87 <sup>4</sup> )	1.5—0.2 <sup>4</sup> )
idle and 420—480 mm Hg on engines <sup>5</sup> ) h 2-cylinder injection pump l mm Hg—400 mm Hg on engines with ylinder injection pump	79—81	4.5—3.5	79—81	4.5—3.5

When measuring make sure that both cooling water and oil temperature are definitely above 80° C.

t at control rod end.

t at black screws.

Engines with 2-cylinder injection pump adjust at white screws. Adjustment on engines with 6-cylinder injection : the white screws must not be turned with the injection pump installed; remove injection pump and adjust injection pump test bench.

Models with automatic DB transmission check exhaust-gas values again at idling speed with the gear engaged.

Injection engines the values may be adjusted to the rich tolerance limit in order to ensure even idling.

For Model 230 SL 83—86 % SUN or 2.0—0.5 % Bosch.

Values, i. e. vacuum and exhaust-gas value must be reached.