

Bosch Fuel Injection

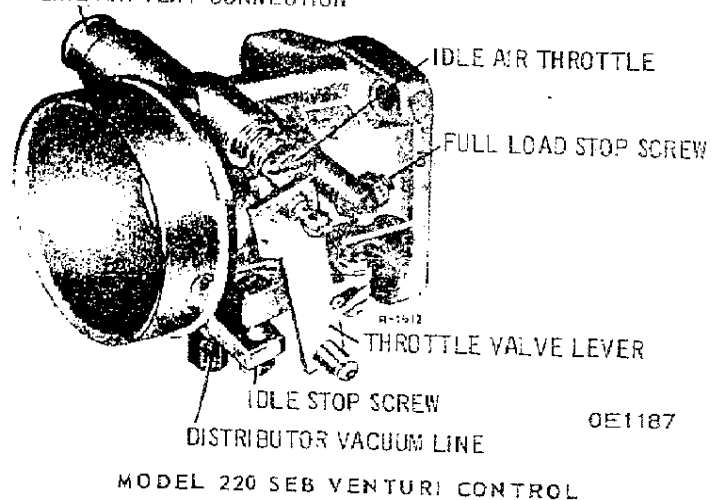
MERCEDES-BENZ MECHANICAL TYPE (Cont.)

Idle Speed Adjustment

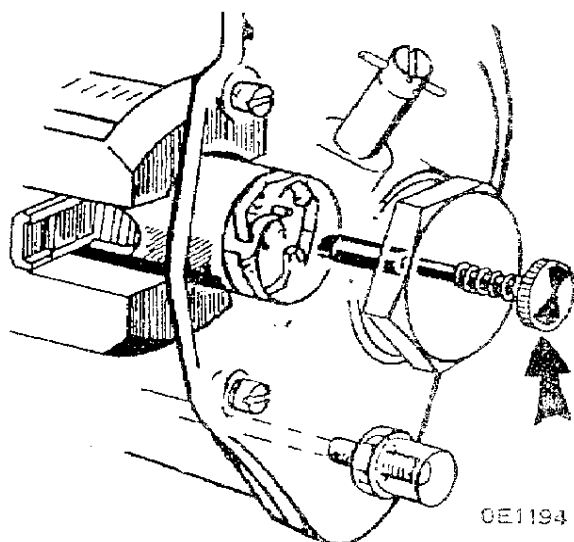
With engine at normal operating temperature, manual transmission in Neutral and automatic transmission in Park, adjust idle speed as follows:

Connect tachometer and adjust idle to specified RPM by means of idle air throttle on Venturi control unit. If engine runs properly, no further correction required. If engine speed fluctuates, fuel/air mixture too rich. If engine vibrates, mixture too lean. If further adjustment is required, idle speed injection quantity may be adjusted with spring-loaded idle control knob on injection pump. Before attempting this adjustment **STOP THE ENGINE**. This idle control knob must only be operated when engine is stopped since knob rotates as soon as it engages in slot of adjusting screw on centrifugal governor. To adjust, press in on spring-loaded idle control knob and turn it until it engages slot of adjustment screw. Turn knob one notch to left if mixture is too rich and one notch to right if mixture

ENGINE AIR VENT CONNECTION



too lean. **NOTE** — This adjustment must only be moved from notch to notch and at most, up to three notches to left or right of basic position. Readjust idle to specified RPM by means of idle air throttle. If engine still does not run smoothly, repeat correction until engine has been properly adjusted.



SPRING-LOADED IDLE CONTROL KNOB

SPECIFICATIONS

Engine Idle Speed (RPM)

Model	Manual Trans.	Auto. Trans.
Without Exhaust Emission Control		
220 SEB	750-800	750-800
230 SL, 250 SE, 250 SL	750-800	700-750
280 SE/8, 280 SL/8, and 300 SEL/8	700-800	700-800
300 SE, 300 SEB, and 300 SEL	650-800	680-720
300 SEL/8 6.3, 600		560-600
Exhaust Emission Control, Version 1968/69		
250 SE, 250 SL	700-800	700-750
280 SE/8, 280 SL/8 and 300 SEL/8	700-800	700-800
300 SEL/8 6.3, 600		560-600
Exhaust Emission Control, Version 1970		
280 SE/8, 280 SL/8, and 300 SEL/8	750-800	750-850
300 SEL/8 6.3, 600		560-600

Fuel Pump Pressure & Volume

Engines With Two-Plunger Injection Pumps

	Pressure (psi)
Delivery Pressure	8.8-11.8 (0.6-0.8 atm)
Delivery End Pressure (minimum)	17.6 (1.2 atm)
Delivery Volume (in 20 seconds)	2.1 pts (1.0 ltr)

Engines With Six or Eight-Plunger Injection Pumps

Delivery Pressure	11.8-16.2 (0.8-1.1 atm)
Delivery End Pressure (minimum)	19.1 (1.3 atm)
Delivery Volume (in 15 seconds)	2.1 pts (1.0 ltr)

- ① — Measured after fuel fine filter.
- ② — Measured after return flow damper bowl.
- ③ — Measured in front of starter valve.
- ④ — Measured behind overflow valve of injection pump.
- ⑤ — Fuel tank must be at least half full for test.

NOTE — All tests are made with engine stopped and a minimum of 11 volts at fuel pump.

Position Of Crankshaft When Installing Injection Pump

Model	Setting
With Two-Cylinder Injection Pump	
220 SEB, 300 SE	TDC
With Six or Eight Cylinder Injection Pump	
230 SL, 250 SE, 250 SL, 280 SL/8, and 300 SEL/8	20° ATDC
300 SE, 300 SEB, 300 SEL, 300 SEL/8 6.3, and 600	50° ATDC

NOTE — Injection pump timing is correct when mark on camshaft lines up with mark on pump bearing cover.