

1971 MBZ 280SL Retrofit Cooling Modification

From Mercedes Service Bulletin #116, file group 20, October 1970;
Advanced Service/Product Information work instructions

Subject: Supplementary By-Pass Cooling. Water Line Installation to Prevent
Overheating / 6 Cylinder Fuel-Injected Engines (1970) Air Conditioning.

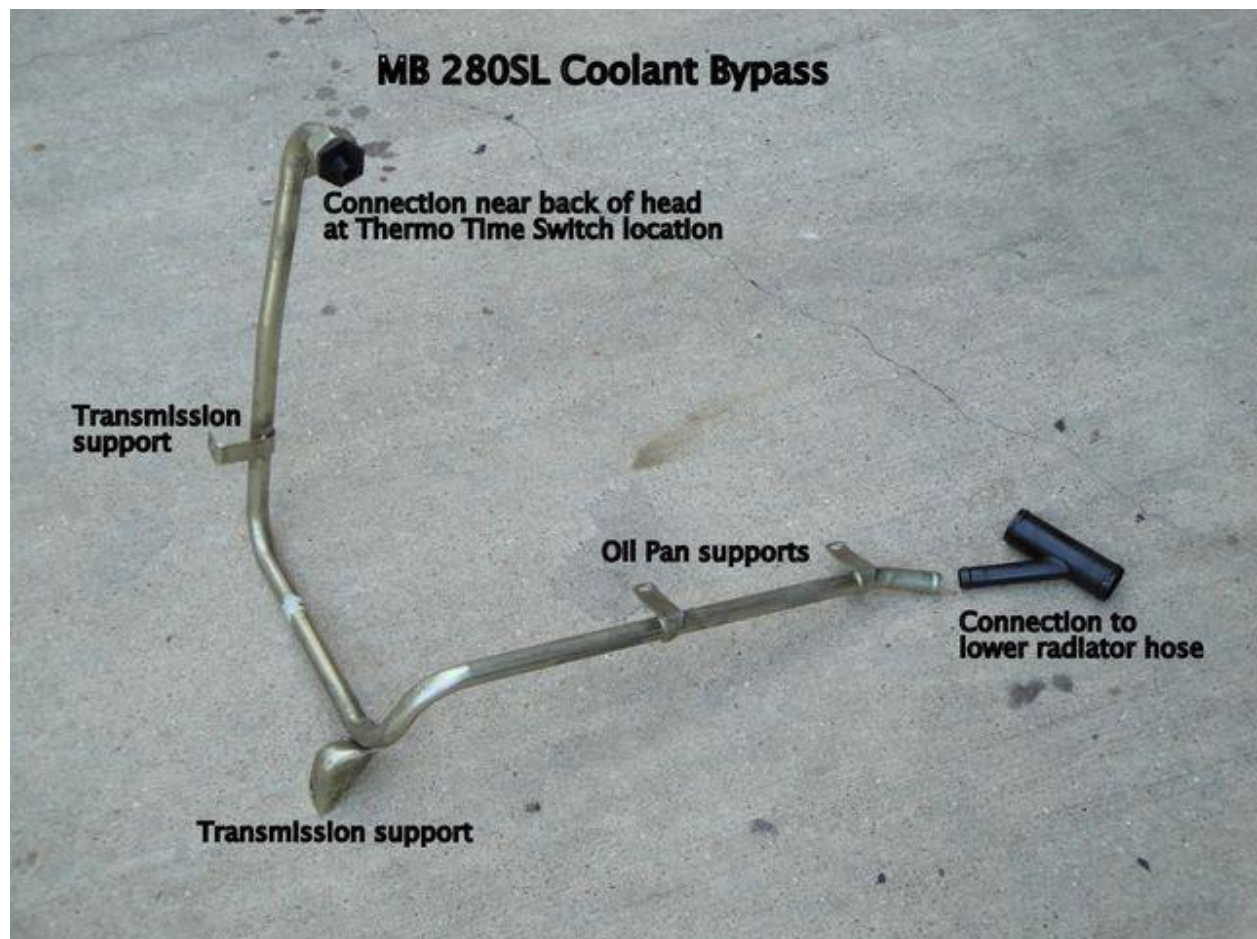
Original Part Number for kit: 130 586 01 20

New Part Number: 130 586 02 20

Kit includes 2 part numbers

- Pipe elbow: 130 200 02 19
- Tee-fitting: 130 200 00 54





"Most initial overheating problems are caused by air in the water pump housing. There is a vent line at the top of the housing, but this is generally inadequate to ensure that all the air escapes. It is usually necessary to back out one of the hollow screws that fasten this vent line to the water pump housing and head, and wait for coolant to emerge (this can be a risky operation if these screws have been in place for 30+ years)."

and

"MB's like we have are well known for getting air pockets in the cooling system when changing thermostat and coolant. I do not fill the system to max the first time. Leave about a half gallon or so of coolant out. The trapped air has to get out, and if there is a full coolant system, then the air is going to blow out the coolant. Start the car, let it warm up without the radiator cap in place. While the car is warming up monitor the temp gauge and the reservoir. Watch the gauge to make sure the temperature does not go into the red and you can see when the thermostat opens. The temperature drops rapidly. At that point you will see steam coming from the reservoir. When the temp has stabilized, add the remainder of the coolant slowly."

and, finally:

"The part number for the kit to improve engine cooling is 130-586-1220. Last I looked the list price was around \$300. The labor to install in a 280 SL engine is listed at 3 hours. This kit is intended for late M130 engines with the thermo time switch mounted at the left rear of the head. Another way to identify would be this engine also has a single solenoid on the fuel injection pump (if it's a US version) and the shorter intake runner assembly with a clear neoprene vacuum hose to the booster. It would be for 1970 and 1971 models with this later engine. The service bulletin that describes this in detail is Advance Service Bulletin number 116 file group 20 dated October 1970. Make certain you have exhausted all other means to provide maintenance to all the other cooling items like radiator, thermostat, engine timing, correct fuel mixture etc before you go to the bother to install this kit. From what I can recall automatic transmission cars with AC are more prone to exhibit the need for this bypass system."

- Cees Klumper