

Model 280 SE/8, 280 SEL/8 and 300 SEL/8 with Automatic Transmission

## MODEL YEAR 1968 and 1969

### A. Description of System

Modifications in relation to the general standard series were made only on injection pump and on venturi control unit. The ignition system is that of the standard series, no supplementary units are required.

#### Injection Pump

The three-dimensional cam has been modified and the range of adjustment for the full load quantity has been improved. The regulator has been provided with an additional solenoid switch which results in zero delivery during downhill driving.

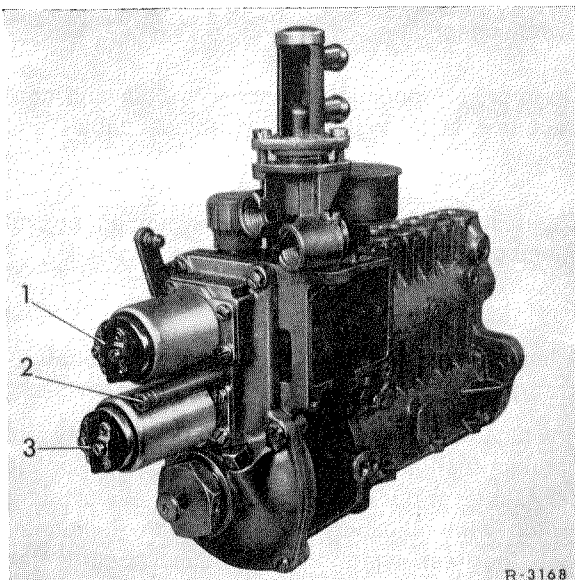


Fig. 00—74/1

1 Starting magnet  
2 Guide pipe to full load  
adjusting screw

3 Stopping solenoid

#### Venturi Control Unit

The adjusting angle of the throttle valve in idling position is  $4^{\circ}$  (formerly  $7^{\circ}$ ). For identification the throttle valve has a "4" punched in, visible from the front.

#### Switching of stopping solenoid switch of automatic transmission

The power line to the stopping solenoid is here provided with a speed switch adjacent to the ignition coil, a two-way contact relay controlled by an oil pressure switch on automatic transmission, a contact in connection with the selector lever for the automatic transmission (starter locking switch and backup light switch) and a micro switch on the regulating shaft.

Current will flow only when all the four switches are simultaneously closed and the solenoid switches to zero delivery.

The speed switch closes at an engine speed of above approx. 1,100 rpm.

The two-way contact relay is closed only when the automatic transmission runs in 3rd or 4th gear.

The contact connected to the selector lever will close as soon as the selector lever is placed into a driving position.

The micro switch on the regulating shaft is closed in idling speed position.

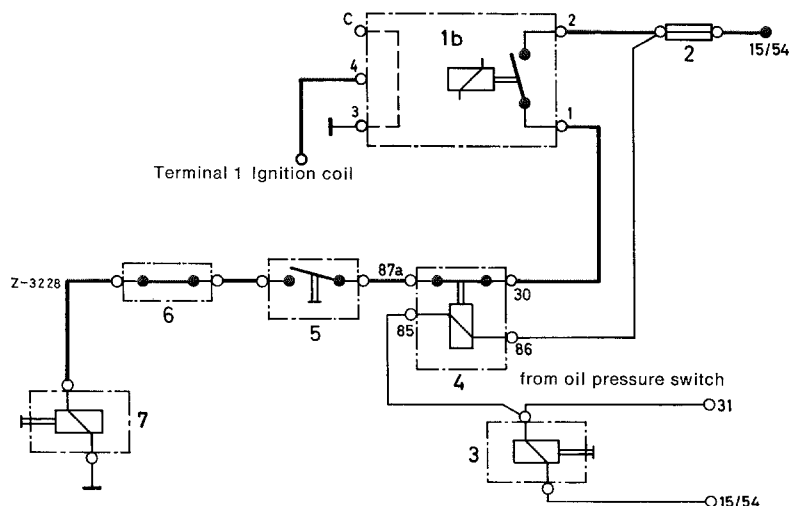


Fig. 00-74/2

- 1 Speed switch
- 2 Fuse
- 3 Solenoid for increasing speed
- 4 Two-way contact relay
- 5 Starter locking and backup light switch
- 6 Micro switch on regulating shaft
- 7 Stopping solenoid on injection pump

## B. Testing of System

Connect revolution counter.

Connect test lamp to stopping solenoid of injection pump and to ground.

Place test lamp and revolution counter into vehicle interior.

### Testing of Individual Switches

Test 1 and 2 can be made only on the road or on a roller test stand (dynamometer).

#### 1. Testing of Micro Switch on Regulating Shaft

Drive vehicle in selector lever position 4 until the automatic transmission has shifted to 3rd or 4th gear. Do not actuate accelerator pedal, so that vehicle will operate under thrust.

The test lamp should light-up to engine speed of approx. 1,100 rpm.

#### 2. Testing of Oil Pressure Switch on Automatic Transmission

Drive vehicle in selector lever position 3 in 3rd gear.

At an engine speed of at least 1,500 rpm, engage selector lever position 2 and take foot from accelerator pedal.

The test lamp should extinguish.

### 3. Testing of Speed Switch

Switch on ignition.

Open plug connection on speed switch and connect test lamp to terminal 1 (black cable) and ground.

The test lamp should light up when an engine speed of approx. 1,100 rpm has been attained.

### Adjustment of Micro Switch on Regulating Shaft

Pull plug connection on two-way contact relay and connect test lamp to terminal 87a and 86. Engage selector lever position 2, 3, 4 or R and adjust micro switch with adjusting screw in such a manner, that the test lamp will extinguish before the throttle valve starts moving when the regulating linkage is actuated.