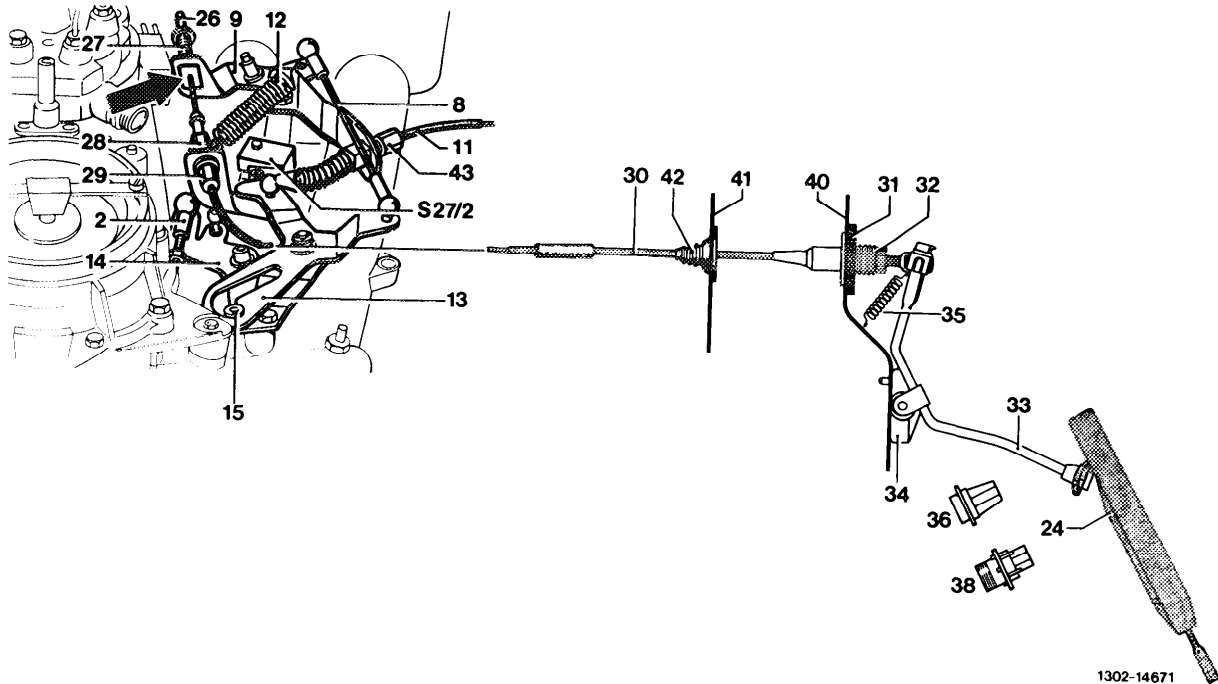




Job No.

Adjusting control linkage . . . . .	<b>30 – 300</b>
Removal and installation of accelerator pedal with front wall mounting . . . . .	- 315
Removal, installation and adjustment of <b>Bowden</b> cable . . . . .	<b>- 325</b>
Removal and installation of accelerator pedal . . . . .	- 330
Lubricating control linkage and control shaft . . . . .	<b>- 335</b>

**A. Model 124**



- |   |       |  |
|---|-------|--|
| Control linkage and <b>Bowden</b> cable | ..... | check for easy operation and evidence of bending. Renew parts if necessary.  |
| <b>Bowden</b> cable (30)                | ..... | disconnect. To do so, press off plastic clips (arrow).   |
| Connecting rod (2)                      | ..... | disconnect. Check if throttle valve rests against idle stop. Reconnect connecting rod without tension. Adjust so that the roller (15) rests against the end stop without tension in the slotted link arm (13). |
| Connecting rod (8)                      | ..... | adjust to approx. 155 mm and connect. Measured from center to center of the ball socket.   |
| <b>Bowden</b> cable (30)                | ..... | connect. The nipple (26) of the <b>Bowden</b> cable (30) must contact the compression spring (27) without tension. Adjust <b>Bowden</b> cable (30) from the vehicle inside by means of adjusting nut (32).     |

Full throttle stop .....

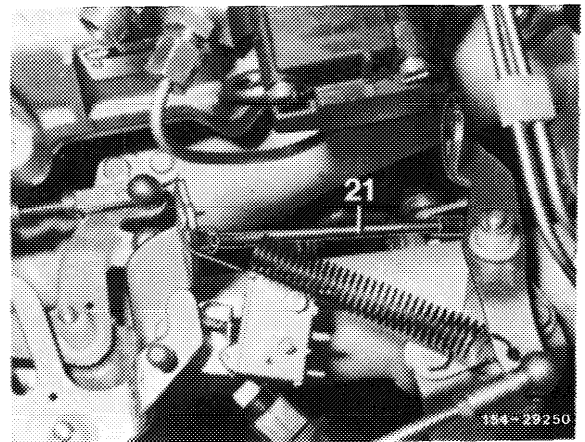
check. Disconnect control pressure cable (11) for automatic transmission. With engine switched off, press accelerator pedal from the vehicle inside up to full throttle stop (36) or, with automatic transmission, to the stop of the **kickdown** switch (38). While doing so, the throttle valve lever must rest against the full throttle stop. Adjust adjusting screw (29) on the **Bowden** cable if necessary. Slowly allow accelerator pedal to return into idle position. In this position, the roller in the slotted link arm must contact the end stop without tension and the microswitch (**S27/2**) must be actuated. Adjust the **Bowden** cable (30) from the vehicle inside by means of the adjusting nut (32) if required.

Control pressure cable (11) for automatic transmission .....

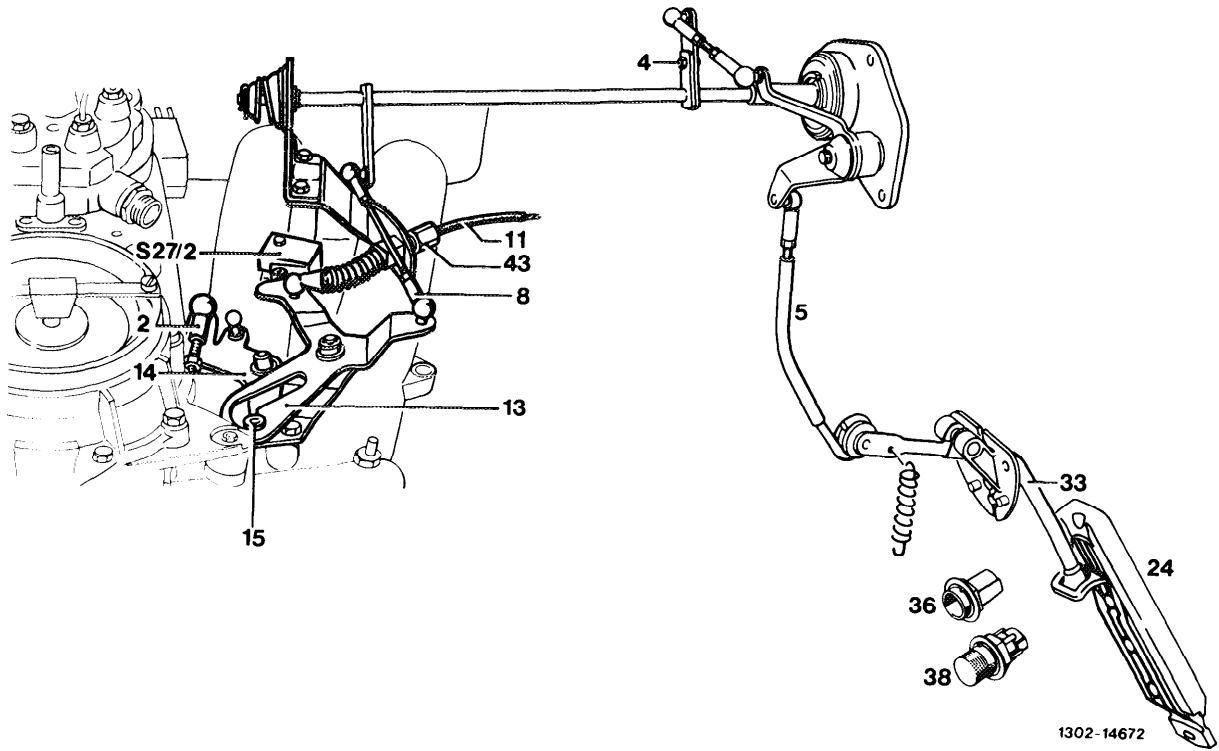
adjust. Push **Bowden** cable back, then pull forward against noticeable stop. Connect control pressure cable **without** tension, adjust with adjusting screw (43) if necessary.

### Vehicles with cruise control

Check if the final control element contacts the idle speed stop of the cruise control. To do so, disconnect **pushrod** (21) and push lever of the control element clockwise against the idle speed stop. When connecting the **pushrod** (21), ensure that the lever of the control element is lifted by approx. 1 mm off the idle speed stop. Adjust **pullrod** if necessary.



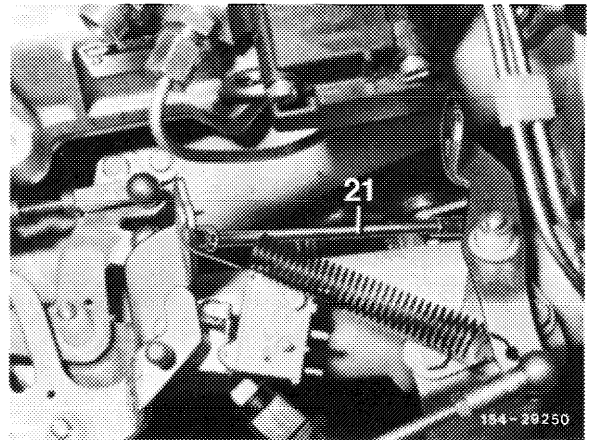
## B. Model 126



Control linkage .....	check for easy movement and evidence of bending. Renew parts if necessary.
Connecting rod (2) .....	disconnect. Check if the throttle valve rests against the idle speed stop. Reconnect connecting rod without tension. Adjust so that the roller (15) contacts the end stop in the slotted link arm (13) without tension.
Connecting rod (8) .....	adjust and connect. Model 107 = 120 mm, model 126 = 105 mm, measured from center to center of the ball socket.
Full throttle stop .....	check. Disconnect control pressure cable (11) for automatic transmission. With the engine switched off, press accelerator pedal from the vehicle inside up to the full throttle stop (36) or, with automatic transmission, up to the stop of the <b>kickdown</b> switch (38). While doing so, the throttle valve lever must contact the full throttle stop. Loosen adjusting screw (4 or 7) if necessary, adjust control linkage so that the throttle valve lever contacts the full throttle stop. If the full throttle or idle speed stop is not achieved with this position, adjust <b>pushrod</b> (5) from the longitudinal control shaft to the accelerator pedal to the specified length, model 107 = 105 mm, model 126 = 220 mm, measured from center of ball socket to the center of damper ring. To check, slowly allow accelerator pedal to return into idle speed position. In this position, the roller in the slotted link arm must contact the end stop without tension and the microswitch ( <b>S27/2</b> ) must be actuated.
Control pressure cable (11) for automatic transmission. ....	adjust. Push back <b>Bowden</b> cable, then pull forward against noticeable stop. Connect control pressure cable without tension, adjust with adjusting screw (43) if required.

## Vehicles with cruise control

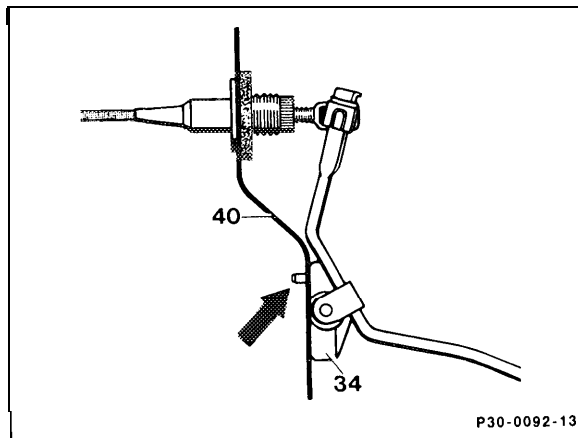
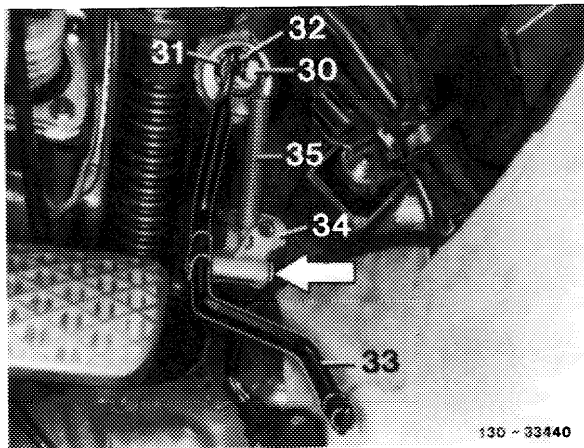
Check if the final control element contacts the idle speed stop of the cruise control. To do so, disconnect **pushrod** (21) and press the lever of the control element clockwise against the idle speed stop. When connecting the **pushrod** (21) ensure that the lever of the control element is lifted approx. 1 mm above the idle speed stop. Adjust pull rod if necessary.



# 30-315 Removal and installation of accelerator pedal with front wall mounting

Job number of the job texts and work units and standard texts and flat rates respectively . . . . . 30-0012

## Model 124



Accelerator pedal . . . . .

Cover . . . . .

Bowden cable (30) . . . . .

Front wall mounting (34) . . . . .

Front wall mounting (34) . . . . .

Installation . . . . .

Control linkage . . . . .

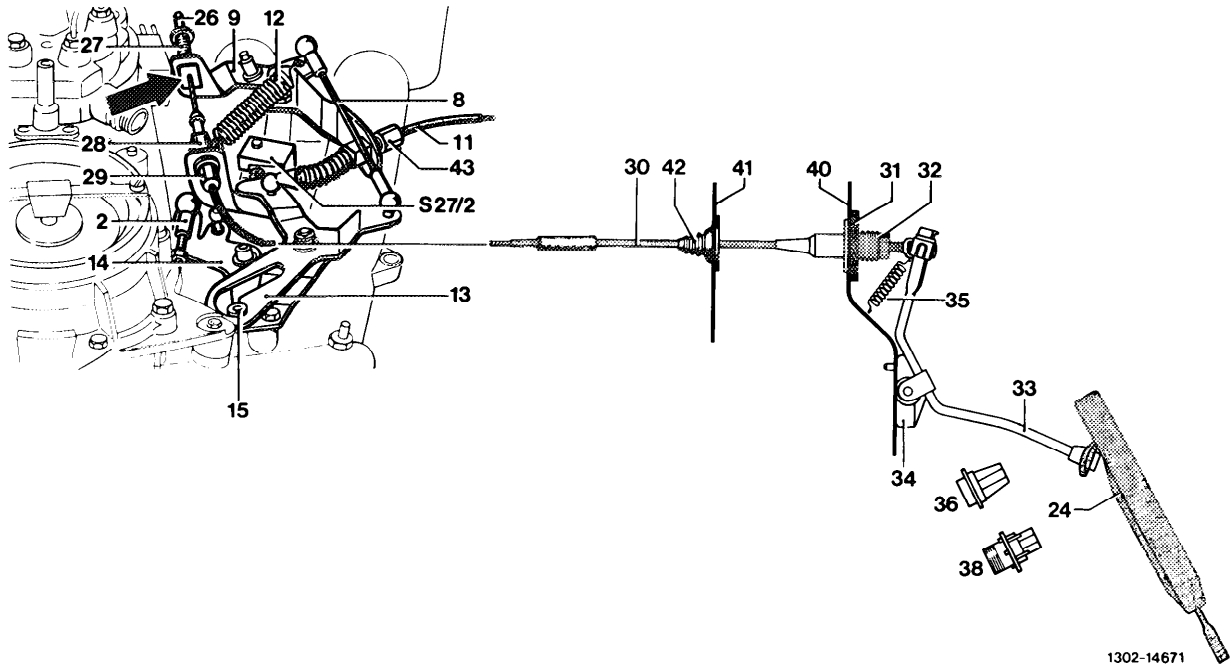
remove and install (30-330).  
 unscrew.  
 remove. For this purpose, disconnect return spring (35).  
 unscrew and remove together with the accelerator lever (33).  
 remove from accelerator lever (33). For this purpose, pull of lock (arrow).  
 Installation takes place in reverse order. Ensure that the lug (arrow) of the front wall mounting (34) engages in the bore in the front wall (40). Grease the bearing points and the ball sockets of the control linkage with anti-corrosion grease 000 989 87 51 10.  
 check and adjust if required (30-300).



# 30-325 Removal, installation and adjustment of Bowden cable

Job number of the job texts and work units and standard texts and flat rates respectively . . . . . 30-0025

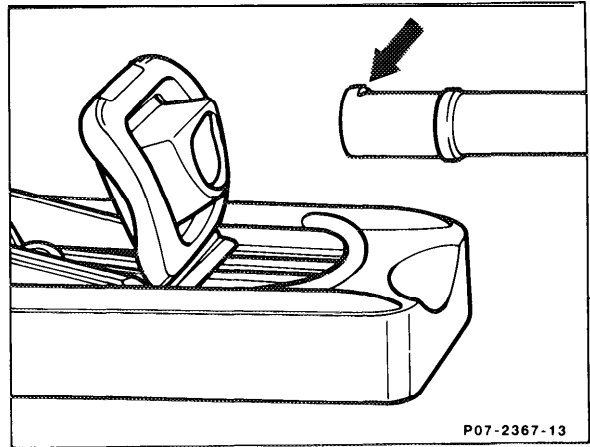
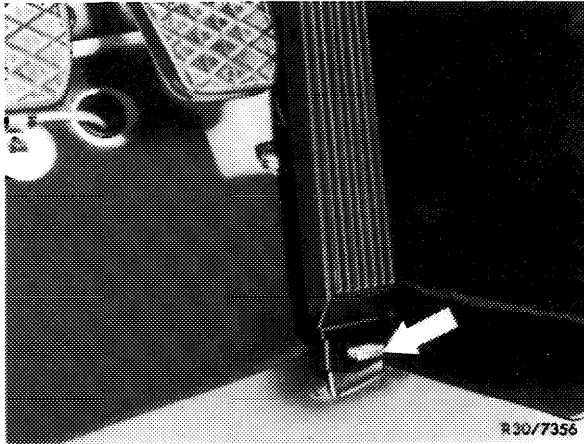
Model 124



Return spring (12) . . . . .	disconnect, connect.
<b>Bowden cable (30)</b> . . . . .	disconnect, connect. To do so, push plastic ball forward and compress guide piece (arrow) and push out. Remove <b>Bowden cable</b> through the slot.
Plastic clips (28) . . . . .	compress and remove <b>Bowden cable</b> .
Vacuum lines . . . . .	disconnect, connect.
Accelerator pedal (24) . . . . .	remove, install (30-300).
Cover. . . . .	dismount, mount.
Return spring (35) in the vehicle interior . . . . .	disconnect, connect (serves as safety feature).
<b>Bowden cable (30)</b> . . . . .	push outward, do not push out rubber grommet (31). Remove complete <b>Bowden cable</b> from the engine compartment.
Control linkage . . . . .	adjust (30-300). Grease bearing points and the ball sockets of the control linkage with <b>anti-corrosion grease</b> 000 989 87 51 10.

# 30-330 Removal and installation of accelerator pedal

Job number of the job texts and work units and standard texts  
and flat rates respectively . . . . . 30-0010



Spreader clip (arrow) . . . . .

Accelerator pedal . . . . .

Accelerator pedal . . . . .

Installation . . . . .

compress behind the accelerator pedal and pull out.

push up and turn by 180°.

pull down, while the lug (arrow) on the accelerator lever must correspond with the slot in the accelerator pedal.

The installation takes place in reverse order. Observe that the spreader clip engages securely.

The connection from accelerator lever to accelerator pedal is maintenance-free and need not be lubricated.

## 30–335 Lubricating control linkage and control shaft

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### **Lubricating**

Following each engine wash and engine compartment conservation, lubricate with an oil can all bearing points, all control levers and joints of the control linkage.

The **Bowden** cable is maintenance-free and need not be lubricated.

On vehicles in @-version only the following hydraulic oils may be used:

**CastrolDB** hydraulic fluid  
**Mobil Aero HFA**  
**Shell Aero fluid 4**