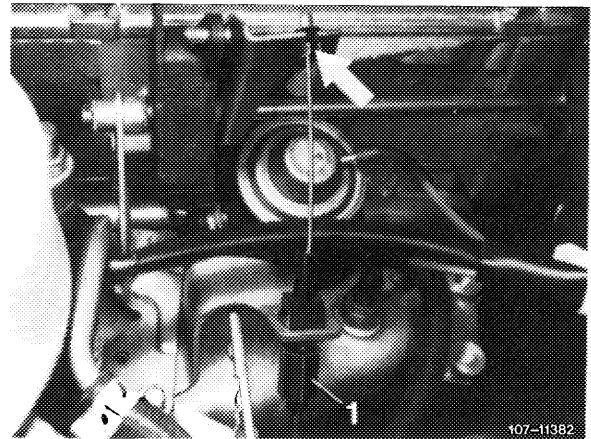


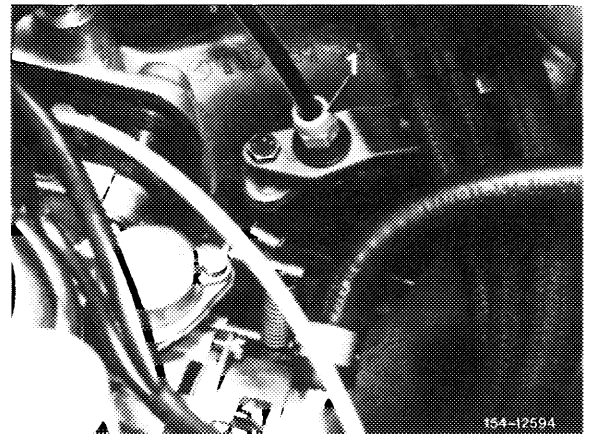
A. Gasoline engines with carburetor

1 Turn adjusting nut (1) at idle speed and with engine at operating temperature in such a manner that the wire strand rests free of stress against regulation with the least possible play.

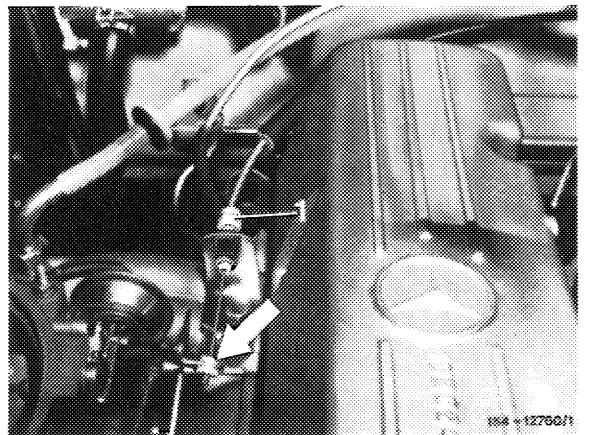
Engine 110



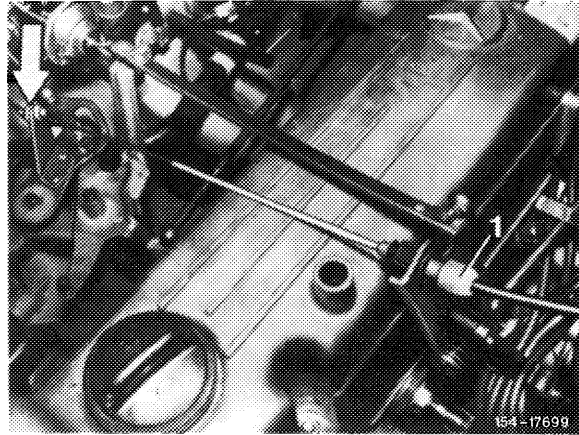
Engine 115



Engine 123 without longitudinal regulating shaft



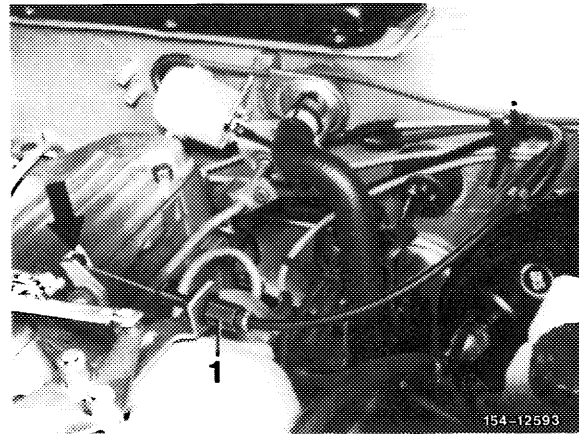
Engine 123 with longitudinal regulating shaft



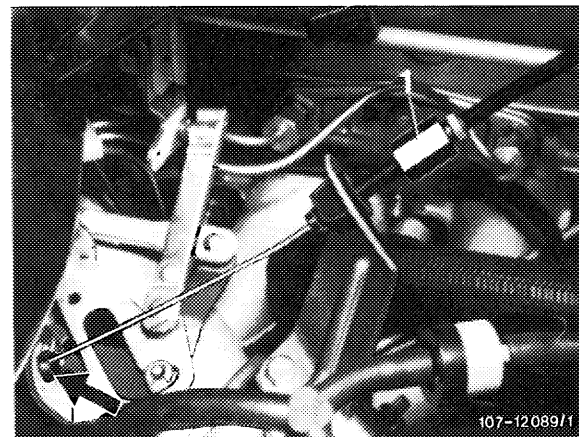
B. Gasoline engines with injection system

1 Turn adjusting nut (1) in such a manner that the wire strand rests free of stress against regulation with the least possible play.

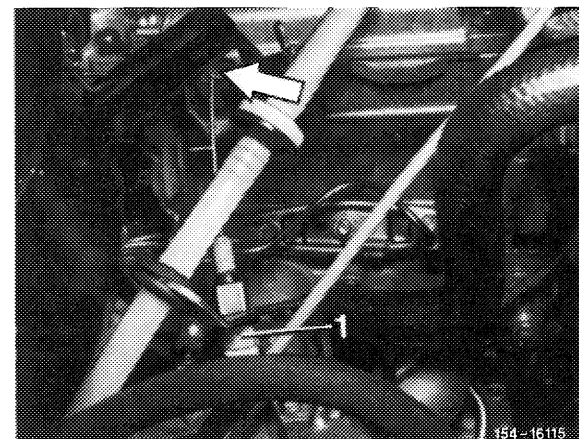
Engine 110 with electronic injection system



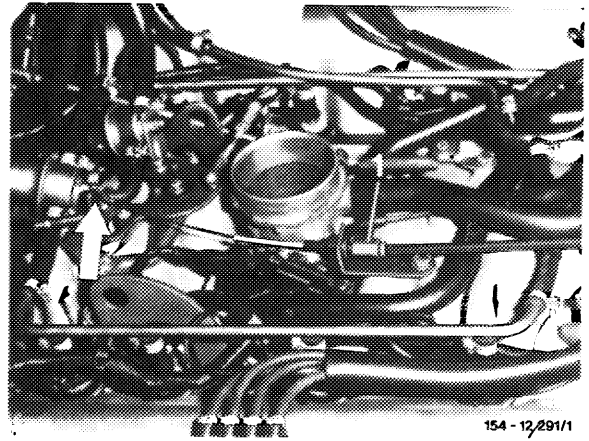
Engine 110 with CIS injection system, lefthand steering



Engine 110 with CIS injection system, righthand steering

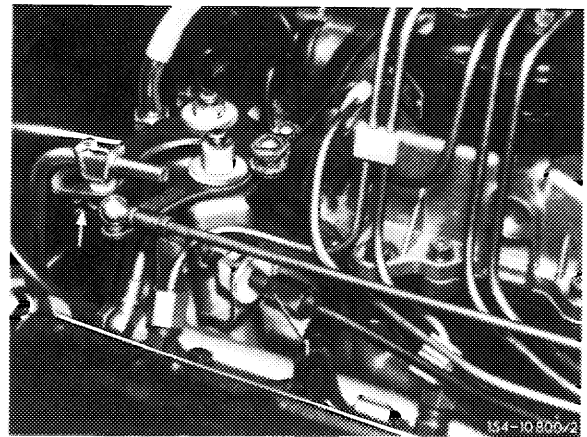


Engines 116, 117 with electronic injection system



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Engines 100, 116, 117 with CIS injection system

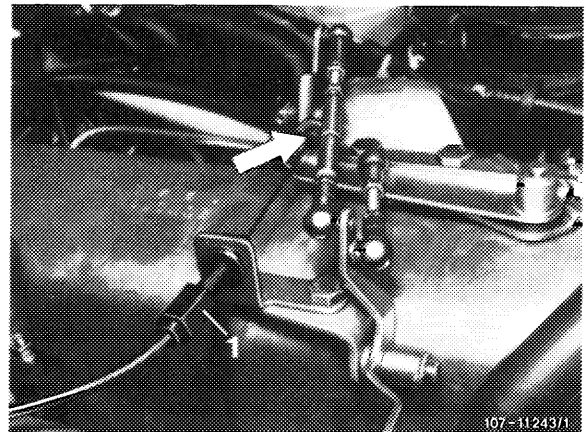


154-10,806/2

C. Diesel engines

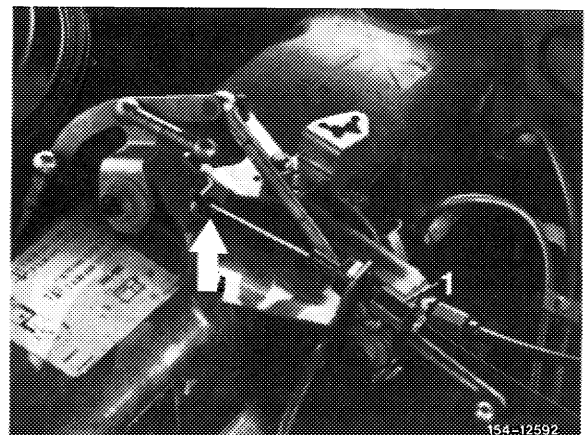
1 Turn idle speed adjuster completely to the right. Push emergency stop button and turn adjusting nut (1) so that the wire strand rests free of stress against regulation with the lowest possible play.

Engine 617 (model 115)



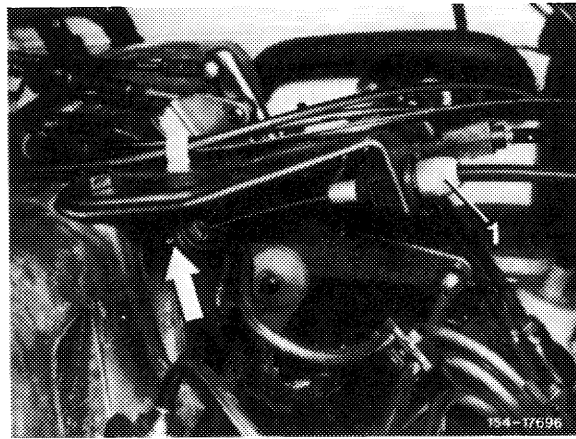
107-11,243/1

Engines 616 and 617 (model 123) without longitudinal regulating shaft

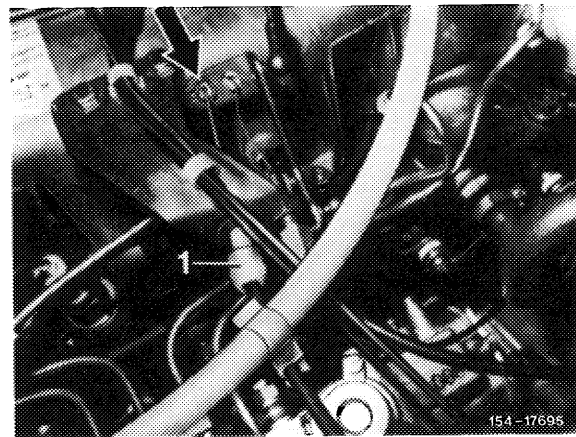


154-12,592

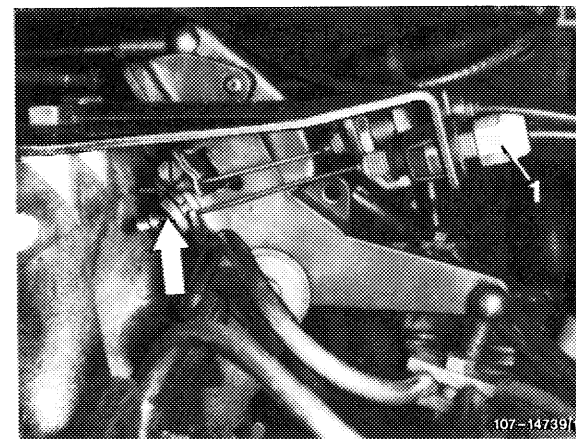
Engine 616 and 617 with longitudinal regulating shaft (model 123, lefthand steering)



Engine 616 and 617 (model 123 righthand steering)



Engine 617 up to USA model year 1979 (model 116)



Engine 617 starting USA model year 1980 (model 116)

