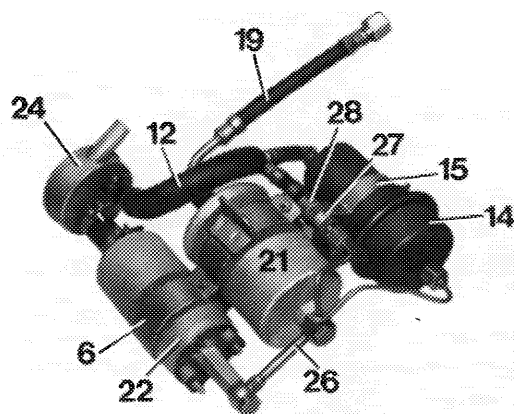


A. General

Since February 1979 the pressure reservoir (14) is installed in front of fuel filter, an additional pressure compensating valve (27) is also installed. As a result, the engine will fire easier when cold and smooth running directly upon cold start is improved.

With light-alloy fuel distributors the pressure compensating valve is integrated in fuel distributor.



107-16158

**Start of series:** February 1979

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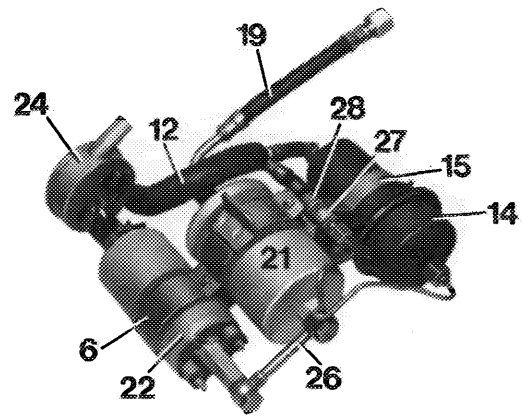
Model	starting chassis end No.
107.023	013146
107.024	025530
107.043	014194
107.044	053366
116.028/029	050944
116.032/033	089514

**Functional description**

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The pressure reservoir (14) has now only one connection and is filled only slowly with fuel owing to throttle (orifice). From fuel filter the fuel flows directly into feed line to engine. As a result, the fuel pressure on injection valves will be built up faster.

In front of fuel filter (21) is an additional pressure compensating valve (27), which will close in the presence of pressure in system. If the fuel volume is reduced in system when the fuel is cooling down, the pressure compensating valve will open. This will prevent a vacuum to pull the control piston in fuel distributor to full load, otherwise, the full fuel quantity might be injected for a short period during a cold start and the engine might be provided with overrich fuel.

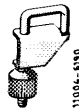


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## B. Converting fuel pump assembly

### Special tool

Clamp for hose lines



000 589 40 37 00

### Spare parts

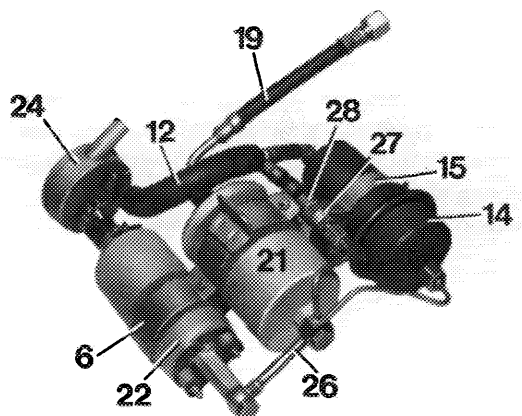
Designation	Part No.
Conversion set	123 470 05 93
Steel line for engines with light-alloy fuel distributor	126 470 01 64

Responsible for delivery: Werk 50 (PEW Sindelfingen)

### Note

When exchanging fuel filter (21), fuel pump (22) or pressure compensating valve (27) be sure that a new plastic film or plastic sleeve is placed between these components and the holder (6, 15, 28). Plastic member should project on both sides of holder, since direct contact of components with holder might lead to contact corrosion.

Do not subsequently install pressure compensating valve in vehicles of Australia and Japan version.

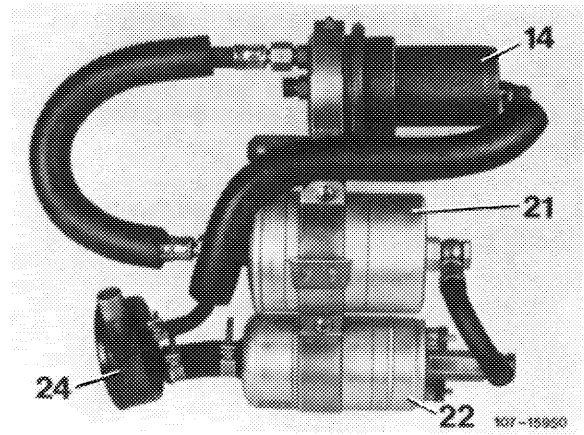


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## Layout fuel pump assembly

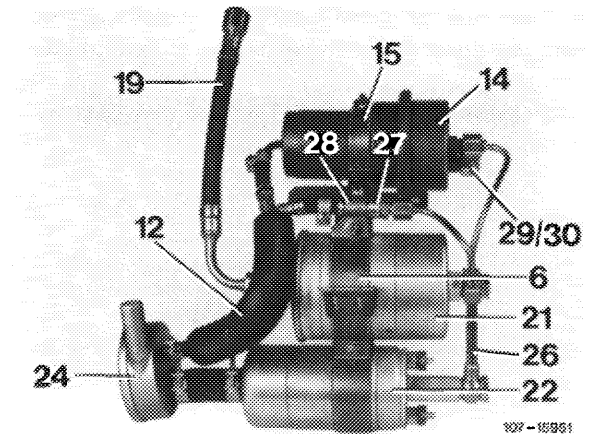
### 2nd version

- 14 Pressure reservoir
- 21 Filter
- 22 Fuel pump
- 24 Suction damper



### 3rd version

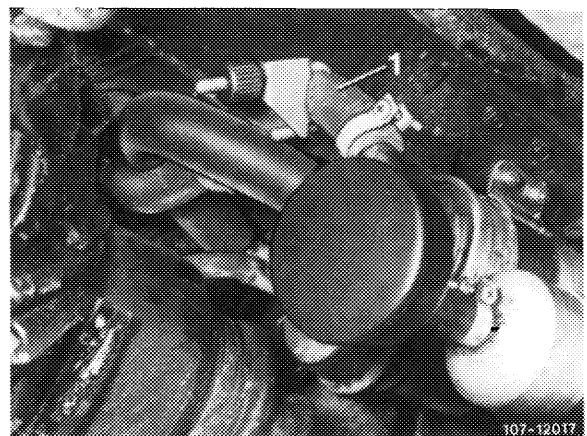
- |                                   |  |
|-----------------------------------|--|
| 6 Holder for fuel pump and filter | 24 Suction damper                        |
| 12 Leak line                      | 26 Fuel pressure line                    |
| 14 Pressure reservoir             | 27 Pressure compensating valve           |
| 15 Holder for pressure reservoir  | 28 Clamp for pressure compensating valve |
| 19 Fuel hose                      | 29 Closing cone                          |
| 21 Filter                         | 30 Coupling nut                          |
| 22 Fuel pump                      |  |



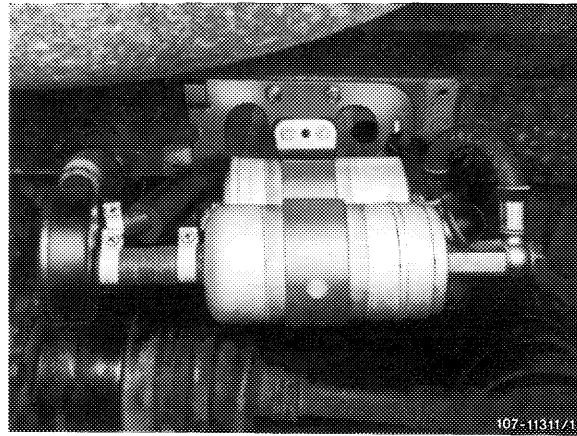
During conversion, the following parts can be used again:

Fuel pump,  
suction damper,  
pressure reservoir,  
fuel filter.

- 1 Unscrew protective box.
- 2 Disconnect electric connections.
- 3 Pinch fuel suction hose (1) between fuel tank and suction damper by means of a clamp.



- 4 Loosen suction hose on suction damper and pull off.
- 5 Unscrew fuel pressure hose from feed line to engine compartment. Clean screw connection first.
- 6 Unscrew fastening nuts of vibration dampers and remove "fuel pump assembly".
- 7 Disassemble fuel pump assembly.

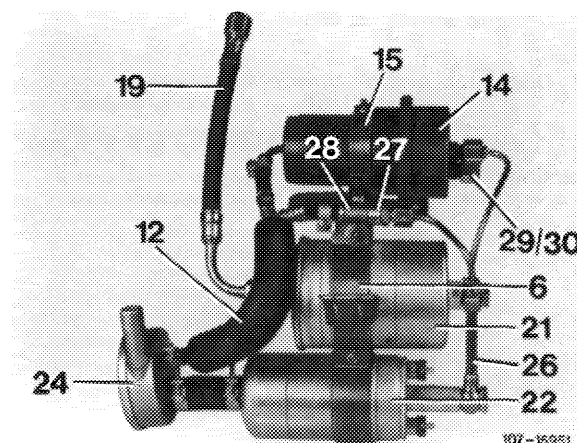


- 8 Clean fuel pump and fuel filter externally and mount with additional plastic sleeve (slip up to bead of pump).

As an exception, a film (e.g. Tesafilm) may be glued on.

Fasten plastic sleeve or film on principle in such a manner that the material projects on both sides of holder. Direct contact between holder and pump or filter may lead to contact corrosion.

- 9 Assemble pump assembly with parts of conversion set as shown in Fig. Slip fuel pump (22) up to bead into holder (6) and mount clamp (28) for pressure compensating valve (27) under holder of pressure reservoir. Prior to tightening screws of holder, position fuel pressure line (26) against pump, filter and pressure reservoir. On pressure reservoir, close off-center connection with a closing cone (29) and a coupling nut (30).

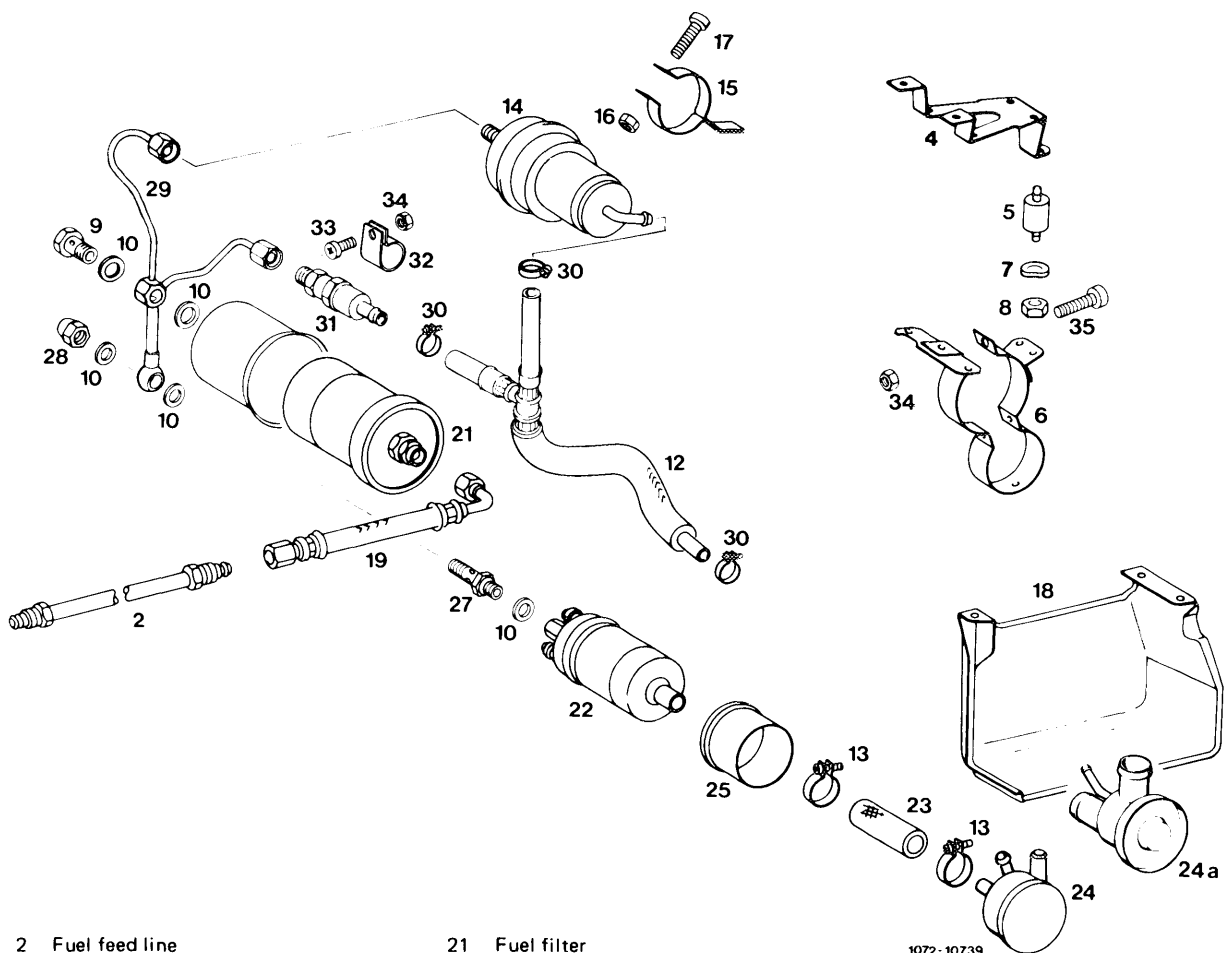


10 Install pump assembly and connect fuel hoses, as well as electric connections.

11 Remove clamp from suction hose, run engine and check system for leaks.

12 Mount protective box. Then check whether fuel hoses are installed free of chafing.

**Note:** On vehicles with auxiliary heater, insert a T-member into leak line, approx. 500 mm from suction damper. Shorten anti-chafing hose at this point.



- |                    |                          |
|--------------------|--------------------------|
| 2 Fuel feed line   | 21 Fuel filter           |
| 4 Holder           | 22 Fuel pump             |
| 5 Vibration damper | 23 Fuel hose             |
| 6 Holder           | 24 Damper                |
| 7 Circlip          | 25 Plastic sleeve        |
| 8 Nut              | 26 Plastic sleeve        |
| 9 Hollow screw     | 27 Check valve           |
| 10 Sealing ring    | 28 Cap nut               |
| 12 Fuel hose       | 29 Steel line            |
| 13 Hose clamp      | 30 Hose clamp            |
| 14 Fuel reservoir  | 31 Pressure relief valve |
| 15 Holder          | 32 Clamp                 |
| 16 Nut             | 33 Screw                 |
| 17 Screw           | 34 Nut                   |
| 18 Protective box  | 35 Screw                 |
| 19 Fuel hose       |                          |