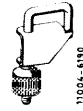


Special tool

Clamp



000 589 40 37 00

Conventional tool

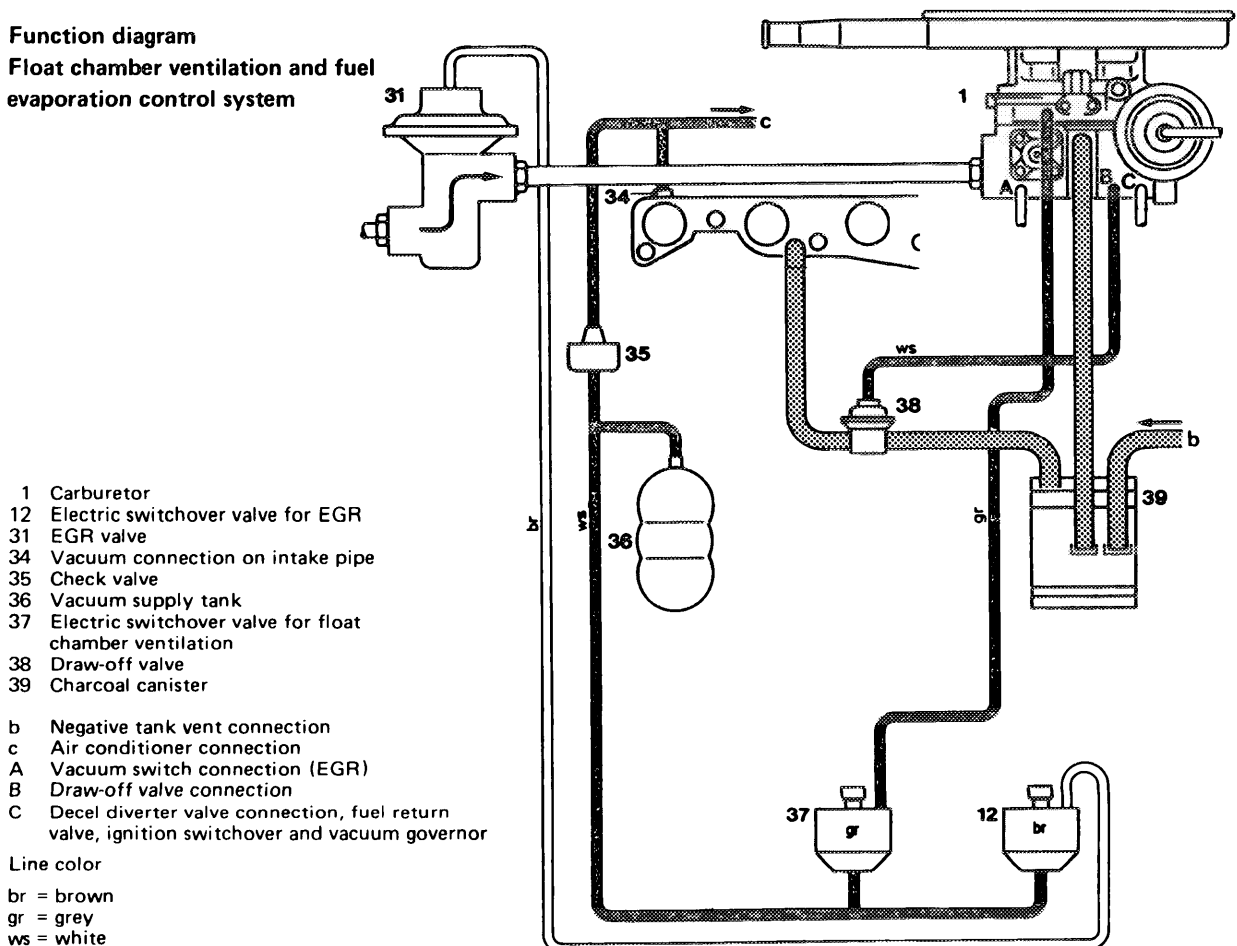
Vacuum tester

Note

The float chamber external venting system influences hot start characteristics, fuel consumption, bypass characteristics stage I and II and driving performance under full load. If the float chamber external venting system is defective, the fuel level in float chamber will be exposed to atmospheric air pressure, the fuel in mixing tubes will rise to an inadmissible level and the engine will be supplied with excessively rich fuel. High fuel consumption and driving faults will result.

A. (USA) 1974 California

Function diagram
Float chamber ventilation and fuel evaporation control system



- 1 Carburetor
- 12 Electric switchover valve for EGR
- 31 EGR valve
- 34 Vacuum connection on intake pipe
- 35 Check valve
- 36 Vacuum supply tank
- 37 Electric switchover valve for float chamber ventilation
- 38 Draw-off valve
- 39 Charcoal canister

- b Negative tank vent connection
- c Air conditioner connection
- A Vacuum switch connection (EGR)
- B Draw-off valve connection
- C Decel diverter valve connection, fuel return valve, ignition switchover and vacuum governor

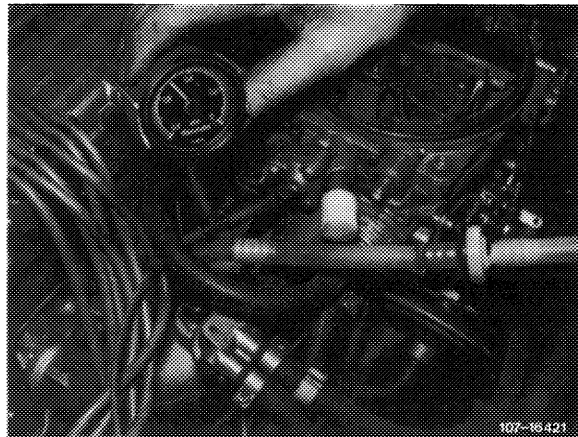
Line color
br = brown
gr = grey
ws = white

Test conditions:

All electric fuses in order. Engine at operating temperature. Sealing at vacuum end of controls for EGR and air conditioner, as well as their operation in order.

Test scope

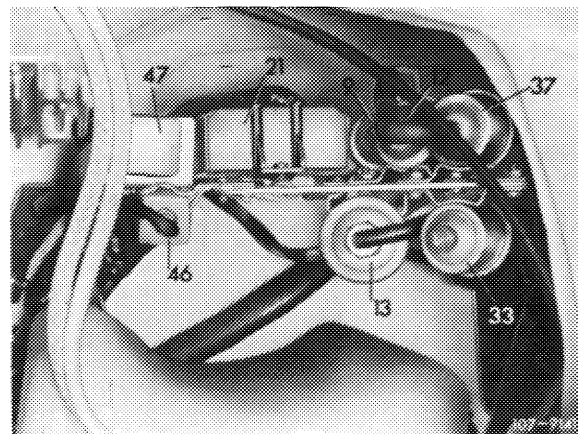
Connect vacuum tester. Run engine at idle, a vacuum should be indicated.	
Vacuum in order.	No vacuum.



1 Check connecting pipe and diaphragm for leaks. For this purpose, pinch vacuum hose at vent valve. If vacuum is now available, attach connecting pipe by glueing with Omnifit or renew diaphragm, respectively.

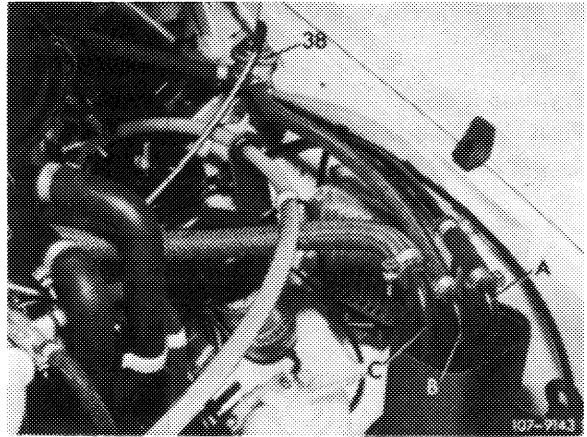
2 Check all vacuum hoses up to intake pipe for correct layout, condition and tight seat and recondition, if required.

3 Check electric switchover valve (37). For this purpose, switch ignition on and off. The operating noise should now be heard or felt. If not, check whether with the ignition switched on the plug is energized and connected to ground. Renew fuse or establish ground connection, as required. If everything is in order and the switchover valve is nevertheless not yet switching, renew valve since a mechanical defect is indicated.

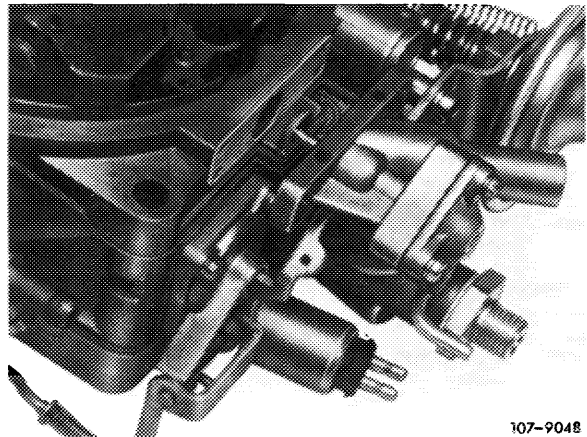


Pull hose on connection "C" from charcoal canister. With the engine running, blow into hose. There should be no passage and engine should not shut off.

No passage or engine not shutting off.	Passage or engine shutting off.
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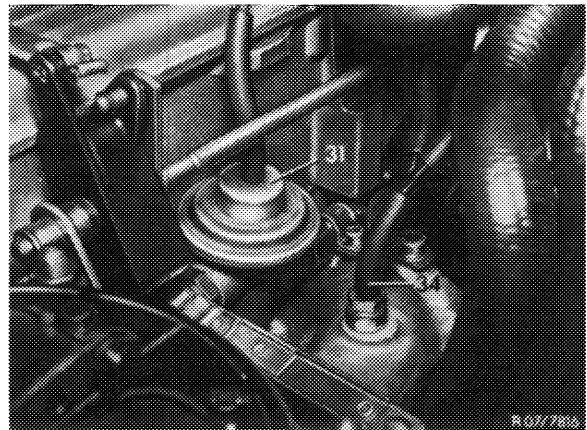
1. Valve plate not sealing because gasket is wrongly mounted (asymmetric), correct position of gasket, if required.
2. Valve plate not sealing because it is distorted. Renew vent valve, if required.



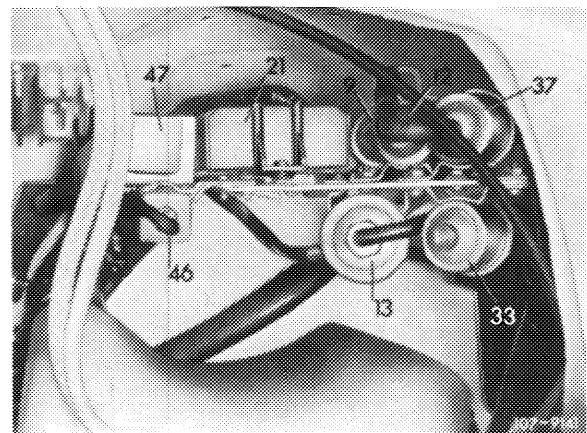
With the engine running, pull vacuum hose (34) from intake pipe (= full throttle simulation!) and watch vacuum readout. Vacuum should not drop and **should remain constant for at least two minutes.**

Note: Below 130 mbar, valve plate will no longer close.

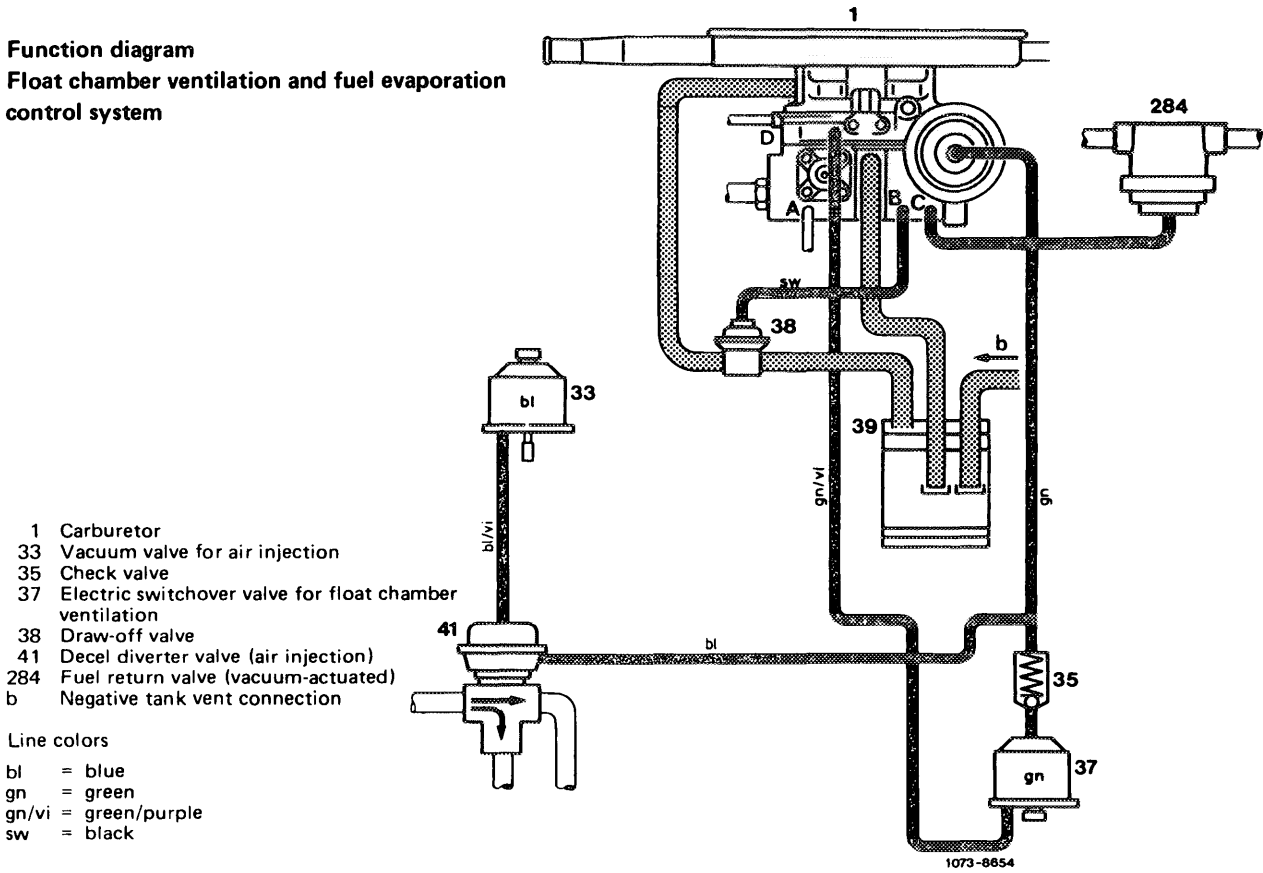
Vacuum remains constant.	Vacuum drops.
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1. Check valve (35) leaking, renew if required.
2. Electric switchover valve (37) or (12) leaking. Check for leaks by shorting both switchover valves one after the other by pinching vacuum hoses to localize leaking member. Renew, if required.



Function diagram
Float chamber ventilation and fuel evaporation control system

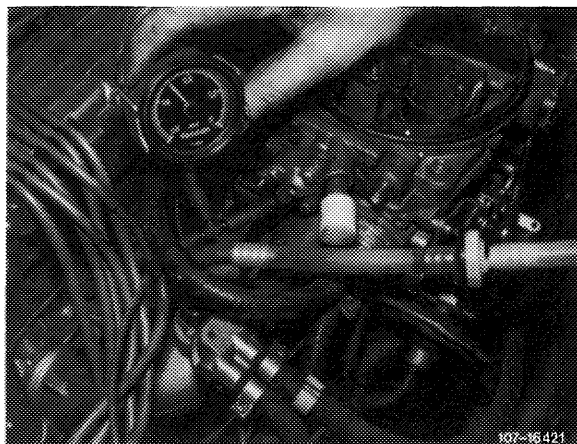
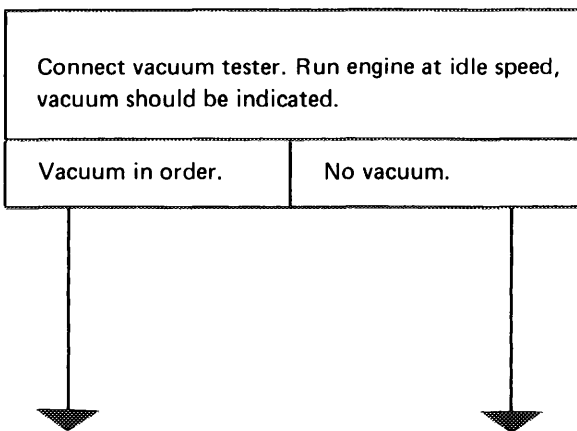


- 1 Carburetor
- 33 Vacuum valve for air injection
- 35 Check valve
- 37 Electric switchover valve for float chamber ventilation
- 38 Draw-off valve
- 41 Decel diverter valve (air injection)
- 284 Fuel return valve (vacuum-actuated)
- b Negative tank vent connection

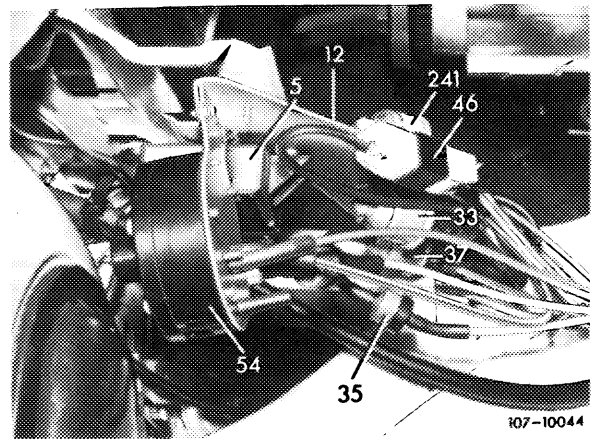
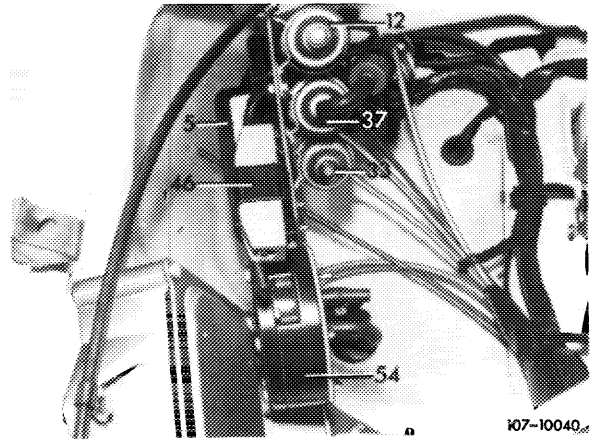
- Line colors
- bl = blue
 - gn = green
 - gn/vi = green/purple
 - sw = black

Test conditions:

All electric fuses in order. Engine at operating temperature. Sealing at vacuum end of decel diverter valve (41) and switchover valve (33), as well as their function in order.



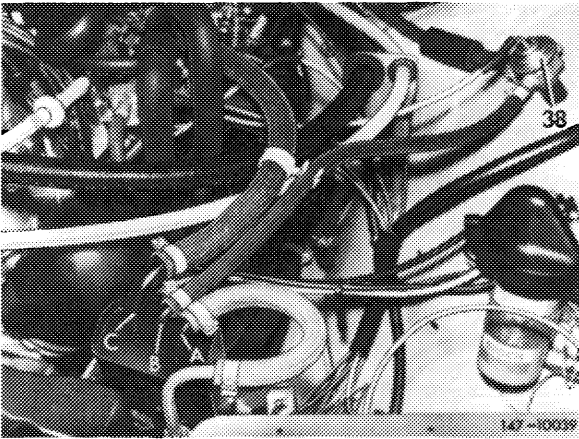
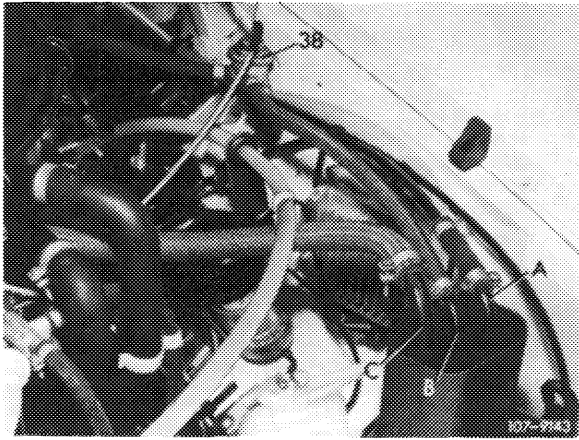
1. Check connecting pipe and diaphragm for leaks. For this purpose, pinch vacuum hose at vent valve. If vacuum is now available, attach connecting pipe, glue in with Omnifit or renew diaphragm, as required.
2. Check all vacuum hoses up to vacuum governor for correct layout, condition and tight seat and recondition, if required.
3. Check electric switchover valve (37). For this purpose, switch ignition on and off, the operating noise should now be heard or felt. If not, check whether with the ignition switched on the plug is energized and connected to ground. Renew fuse, if required or establish ground connection. If everything is in order and the switchover valve is nevertheless not switching, renew valve since a mechanical defect is indicated.



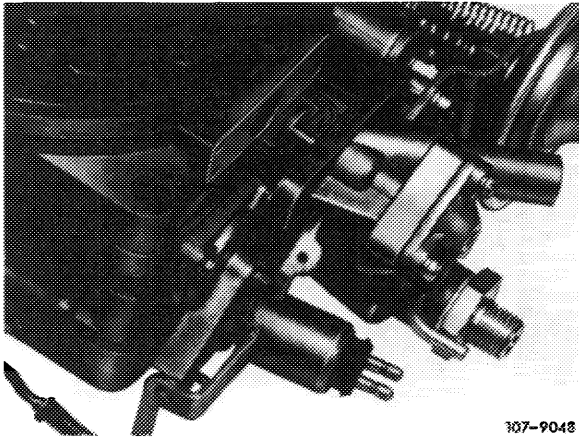
Pull off hose at connection "C" of charcoal canister. With the engine running, blow into hose, there should be no passage and engine should not shut off.

No passage and engine not shutting off.

Passage or engine shutting off.



1. Valve plate not sealing because gasket is wrongly mounted (asymmetric), correct position of gasket, if required.
2. Valve plate not sealing because it is distorted. Renew vent valve, if required.



With the engine running, pull off vacuum hose (64) (= full throttle simulation!) and watch vacuum readout. Watch vacuum, which **should remain constant for at least two minutes**.

Note: Below approx. 130 mbar, valve plate is no longer closing.

Vacuum remains constant.

Vacuum drops.

1. Check valve (35) leaking, renew if required.
2. Electric switchover valve (37), decel diverter valve, switchover valve (33) or fuel return leaking at vacuum end. Check for leaks by pinching vacuum hoses one after the other to localize leaking member, renew if required.

End of test

