

Removal and Installation of Ignition Control Knob (Octane Number Compensator) and Cable

Job-No.

30 — 8

Removal:

1. Loosen the clamping chuck (2) of the cable at the distributor bearing by turning the hexagon nut (1) and pull the clamping chuck out (see Figs. 30 — 8/2 and 30 — 8/3).
2. Remove the cable cover (cardboard) from the left glove compartment (under the mounting plate for the control knobs).
3. Unscrew the two hexagon nuts (7a) and (7b) of the control knob (12) at the rear of the ignition control and remove them together with the lock washer (8). Then pull off the control knob (12) (Fig. 30 — 8/1).

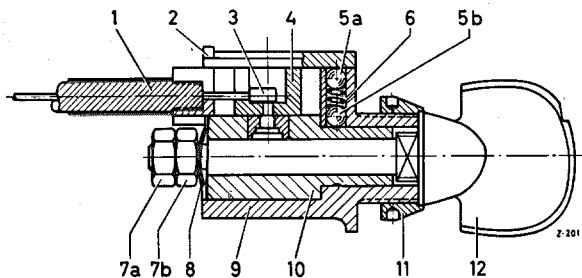


Fig. 30 — 8/1

- 1 Coil spring
- 2 Closing slide
- 3 Nipple with soldered-on cable
- 4 Guide
- 5a Detent ball for closing slide
- 5b Detent ball for actuating sleeve
- 6 Pressure spring
- 7a Hexagon nut
- 7b Hexagon nut
- 8 Spring washer
- 9 Ignition control housing
- 10 Actuating sleeve
- 11 Fixing nut
- 12 Control knob

4. Unscrew the fixing nut (11), using Hook Wrench 136 589 02 05, and pull out the ignition control from the mounting plate toward the front.

5. Slide the closing slide (2) forward in the dovetailed guide and remove.

6. Turn the coil spring (1) out of the housing and detach the cable with nipple (3) (see Fig. 30 — 8/1).

If the cable is broken, pull it out of the coil spring. Solder a new cable into the nipple (3), lightly grease it with vaseline, and insert the coil spring (Cable A 1.6 DIN 71987, 1400 mm long).

Installation:

7. Insert the ignition control in the mounting plate for the control knobs in such a way that the closing slide (2) points upward. Tighten the fixing nut (11) by means of Hook Wrench 136 589 02 05 (see Fig. 30 — 8/1).

8. Install the control knob (12) in such a way that the red dot on the control knob points down to the left about 120° in the direction of travel when the knob is completely to the left against the "advance" stop.

9. Install the spring washer (8) with the dished side toward the hexagon nut (7b). Screw on hexagon nut (7b), making sure that the knob can turn easily. Then lock hexagon nut (7b) by means of hexagon nut (7a) (see Fig. 30 — 8/1).

10. Insert the cable cover (cardboard).

11. Turn the ignition control knob to the left against the stop "früh" (advance) and turn it back from this position about 3—4 mm, measured around the circumference of the knob. This amount of travel is left because the cable may stretch after a period of use and it is therefore necessary to make allowance for this.

12. Clamp the cable to the ignition control. To do this,

- a) move the timing lever (5) at the distributor bearing **right over to the advance stop** and fix it in this position with a clamp (15) (Fig. 30 — 8/2).

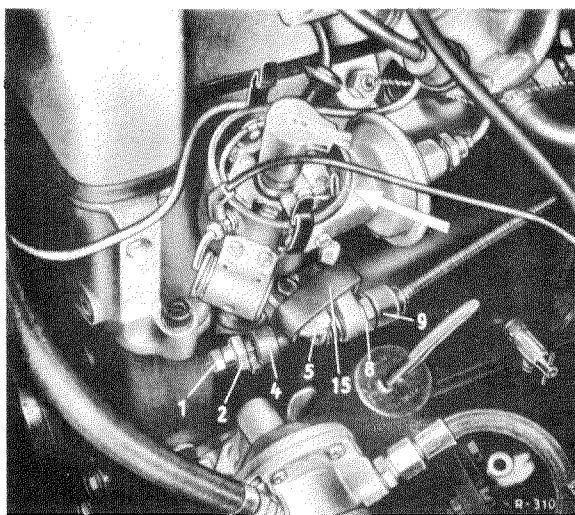


Fig. 30 — 8/2

- 1 Hexagon nut
2 Clamping chuck
4 Rubber damping
5 Timing lever
8 Hexagon nut
9 Adjusting screw
15 Clamp

- b) screw in the adjusting screw (9) until it rests against the distributor bearing (Fig. 30—8/3) after having previously screwed the hexagon nut (8) onto the adjusting screw as far as necessary.
- c) slide the rubber damping (4) and the clamping chuck (2) onto the cable as far as the timing lever (5). Then grip the cable in the clamping chuck by tightening up the hexagon nut (1) (Fig. 30 — 8/3).

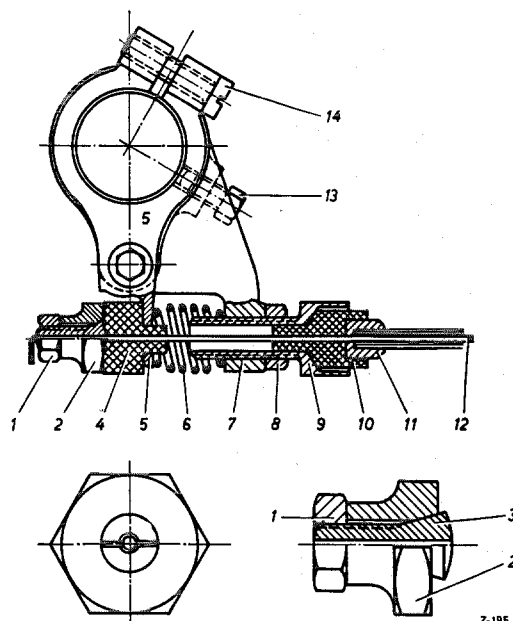


Fig. 30 — 8/3

- 1 Hexagon nut
2 Clamping chuck
3 Wedge
4 Rubber damping
5 Timing lever
6 Pressure spring
7 Distributor bearing
8 Hexagon nut
9 Adjusting screw
10 Rubber sleeve
11 Sleeve
12 Coil spring
13 Hexagon screw for fixing distributor
14 Clamping screw

- d) Draw the cable taut by backing out the adjusting screw (9) to ensure that the timing lever (5) of the distributor lies against the advance stop.

Then lock the adjusting screw by tightening up the hexagon nut (8) (Fig. 30 — 8/3). The octane compensator knob should then be about 3—4 mm from the advance stop (turned to the left) (see Paragraph 11).

13. Then check the ignition setting, and adjust, if necessary (see Job No. 01 — 3, Section E, Ignition Setting).