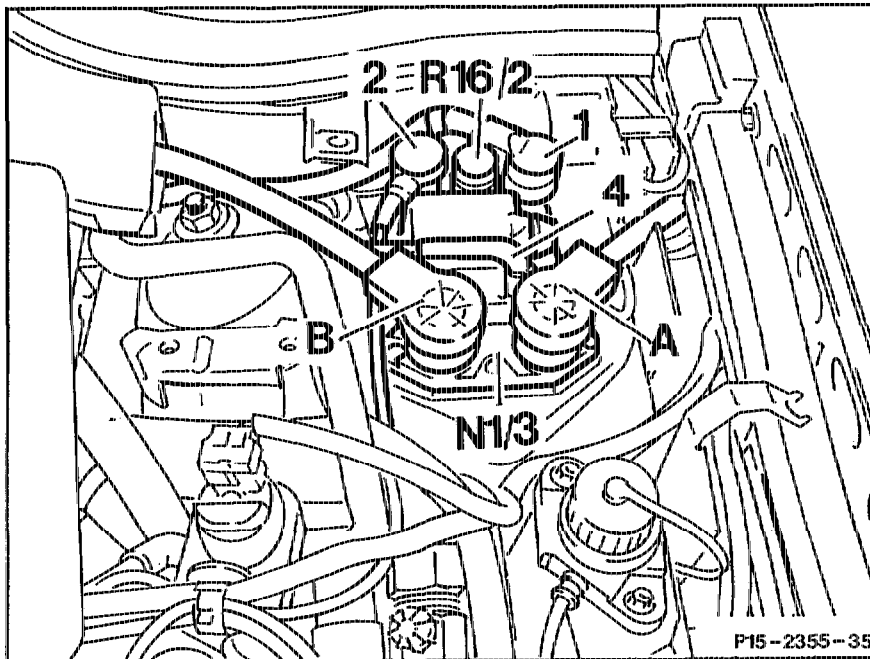


15-2093 Removing and installing EZL/AKR control unit

Operation No. of operation texts and work units or standard texts
and flat rates:
15-2093



Vacuum connection (4)	detach, fit on.
Coaxial connector for control cable from crankshaft position sensor (2)	unplug, plug in.
8-pin connector (A)	unplug, plug in.
8-pin connector (B)	unplug, plug in.
3-pin connector, knock sensors (1)	unplug, plug in.
EZL/AKR trimming plug connector (R16/2)	unplug, plug in.
Fastening nuts for EZL/AKR control unit (N1/3) ..	unscrew, screw on (3 nuts). Pay attention to washers.
EZL/AKR control unit (N1/3)	remove from stay bolt, fit on.

Note

Heat conducting paste has been applied to the rear of the control unit and covered with heat-conducting protective foil for improved heat dissipation. The protective foil must not be removed.

CIS-E control unit fault memory read out, erase if necessary (see Diagnosis Manual Engine, Volume 2, Index 0).

Note

Stored faults which may originate from test work resulting from cables being disconnected or from a simulation, must be erased in the fault memory after completing the work.

Notes

Since September 1989 a control unit with modified map and fault memory programme part has been phased in.

Production breakpoint

Model	Vehicle ident end no.	Implementation
124.031	B 092516	October 1989
124.051	B 089904	September 1989

Since October and November 1990, respectively, an ignition control unit with new map has been used.

Production breakpoint

Model	Engine	Vehicle ident end no.	Implementation
124.031 124.051	104.980	B 365990	October 1990
124.091	104.980	F 161750	October 1990
129.061	104.981	F 023200	November 1990

Since April 1991 an EZL ignition control unit with a modified map and a modified CIS-E control unit for the adjustment range of the inlet camshaft have been installed in order to reduce combustion noises.

The total adjustment range of the inlet camshaft is reduced to 29 °CA (previously 34 °CA). The inlet camshaft advance at part load above 5000 rpm has likewise been reduced from 17 °CA to 14.5 °CA.



The CIS-E control unit must only be installed together with the relevant EZL ignition control unit.

Production breakpoint: April 1991 (except )

Model	Engine	Engine end no. Manual transmission	Engine end no. Automatic transmission
124.031 124.051 124.091	104.980	005792	025654
129.061	104.981	001134	010894

Since August 1991 an EZL ignition control unit with modified software has been installed.
Reason: starting-off in 1st gear.

Production breakpoint: August 1991

Model	Engine	Vehicle ident end no.
124.051	104.980	B 600485