

<b>D17</b>	BT00.00-X-1000Z	<b>Technical modifications</b>	<b>28.6.99</b>
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BT07.41-P-0001-01A	LH-SFI variable reference resistor modified		<b>F17</b>
BT30.20-P-0001-01A	Routing of cable of electronic accelerator modified	Model 124.036	<b>G17</b>
BT14.10-P-0002-01A	Bolts of exhaust manifold modified		<b>H17</b>
BT14.10-P-0003-01A	Material of exhaust manifold modified		<b>K17</b>
BT14.10-P-0001-01B	Exhaust manifold modified	Model 140 RHS	<b>M17</b>
BT14.30-P-0003-01A	Fit washer of air pump attachment modified		<b>N17</b>
BT14.30-P-0002-01A	Material of air pump carrier modified		<b>O17</b>
BT14.30-P-0002-01B	Material of air pump carrier modified		<b>P17</b>
BT14.30-P-0001-01A	Spacer ring of belt pulley		<b>A18</b>
BT14.30-P-0004-01A	Diameter of air pump belt pulley modified		<b>B18</b>
BT15.12-P-0002-01A	High voltage distributor rotor with stiffening ribs		<b>C18</b>
BT30.10-P-0001-01A	Bell crank of right-hand steering/left-hand steering standardized		<b>D18</b>
BT30.10-P-0002-01A	Return spring between fulcrum lever and accelerator control lever modified		<b>E18</b>



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BT30.12-P-0001-01A	Locking element for accelerator pedal lever modified	Model 140	F18
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<b>F17</b>	BT07.41-P-0001-01A	LH-SFI variable reference resistor modified	<b>BT</b>
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**Standard production breakpoints/Modifications/New features**

Engine	LHS RHS	Trans- mission	Engine end no. as of	Engine end no. up to	Productio n period as of	Productio n period up to	Nature and reason for modification	Reference/Remarks
119.97					01.06.91			

As of 06/91 color-coded variable reference resistors have been installed. Models:

- with TWC green variable reference resistor
  - without TWC white variable reference resistor
- (USA/California version does not have a variable reference resistor)



On models with TWC and national version it is not permitted to install a white variable reference resistor otherwise the secondary air injection pump will run constantly and the air pump may be damaged as a result.

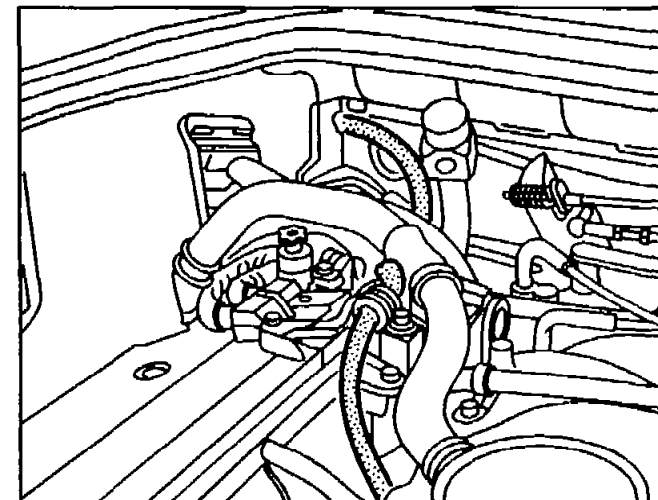


<b>G17</b>	BT30.20-P-0001-01A	Routing of cable of electronic accelerator modified	Model 124.036	BT
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**Standard production breakpoints/Modifications/New features**

World manuf. code	Model	LHS RHS	Prod. plant	Veh. ident end no. as of	Veh. ident end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
	124.036					01.07.93			

Since 07/93 the routing of the cable has been modified.



P30.20-0207-01



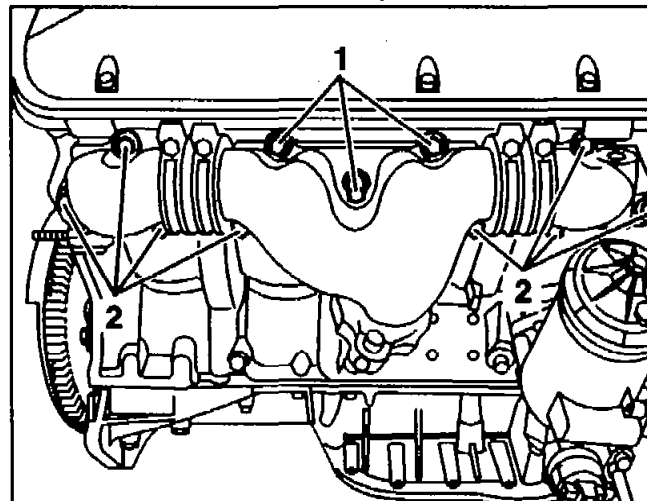
<b>H17</b>	BT14.10-P-0002-01A	Bolts of exhaust manifold modified		 <b>BT</b>
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**Standard production breakpoints/Modifications/New features**

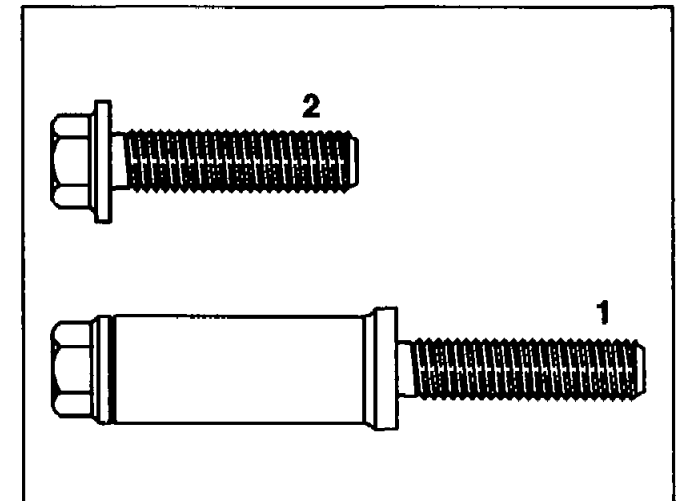
Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.960			021570		01.07.91			
119.970			002486		01.07.91			
119.971			001049		01.07.91			
119.974			001173		01.07.91			
119.975			000018		01.07.91			

**Right exhaust manifold illustrated**

- 1 Long bolts with sleeve
- 2 Short bolts



P14.10-0212-01



P14.10-0213-01



Since about 07/91 only 3 long bolts with sleeve and 8 short bolts without a sleeve have been used for attaching each exhaust manifold.



When performing repairs, this type of attachment can also be installed on models manufactured prior to this date.

K17

BT14.10-P-0003-01A

Material of exhaust manifold modified

BT

## Standard production breakpoints/Modifications/New features


Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.970			028099		01.09.92			Cylinder 1
119.971			013709		01.09.92			Cylinder 1
119.972			000996		01.09.92			Cylinder 1
119.974			006916		01.11.92			Cylinder 1
119.975			007805		01.11.92			Cylinder 1
119.970			028204		01.09.92			Cylinder 4
119.971			013804		01.09.92			Cylinder 4
119.972			001072		01.09.92			Cylinder 4
119.974			006917		01.11.92			Cylinder 4
119.975			007843		01.11.92			Cylinder 4
119.970			013293		01.01.92			Cylinder 5
119.971			006319		01.01.92			Cylinder 5
119.974			003525		01.02.92			Cylinder 5
119.975			002393		01.02.92			Cylinder 5
119.970			013501		01.01.92			Cylinder 8
119.971			006420		01.01.92			Cylinder 8
119.974			003622		01.02.92			Cylinder 8
119.975			032185		01.02.92			Cylinder 8



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The material of the exhaust manifold for cylinders 1, 4, 5 and 8 has been modified for cost reasons (previously grey cast iron Si Mo 51, now grey cast iron 40). Refer to the standard production breakpoints for the different production breakpoint dates.

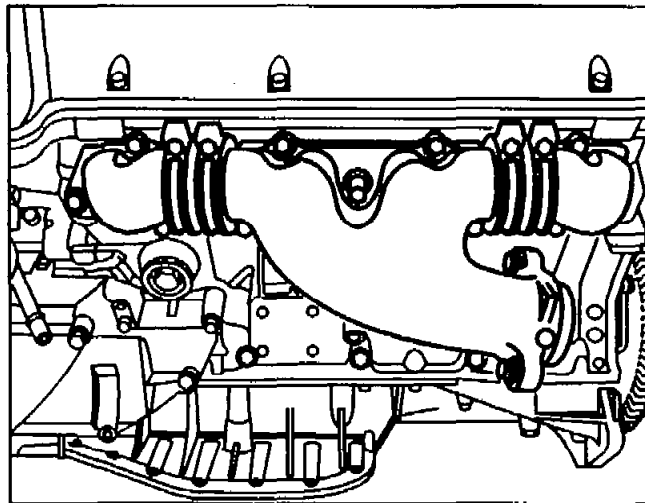


<b>M17</b>	BT14.10-P-0001-01B	Exhaust manifold modified	Model 140 RHS	 <b>BT</b>
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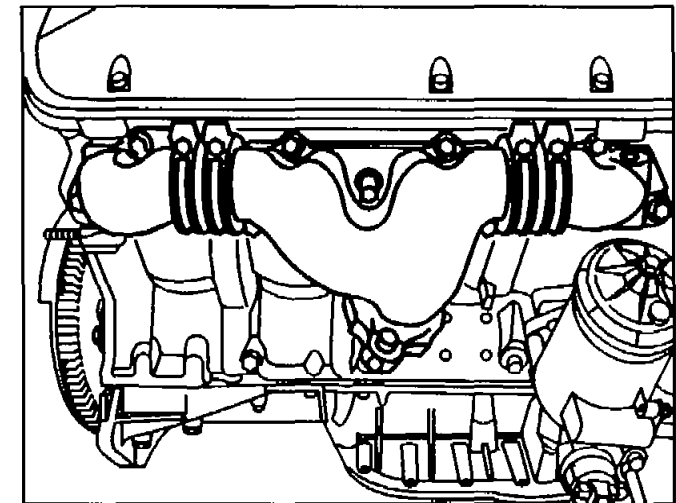
### Standard production breakpoints/Modifications/New features

World manuf. code	Model	LHS RHS	Prod. plant	Veh. ident end no. as of	Veh. ident end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
	140.042	2				01.08.91			
	140.043	2				01.08.91			
	140.050	2				01.08.91			
	140.051	2				01.08.91			
	140.063	2				01.08.91			
	140.070	2				01.08.91			

Since about 08/91 the exhaust manifolds have been modified at the flange position. The piping of the exhaust system in the engine compartment has been matched to the modified exhaust manifold.



P14.10-0211-01



P14.10-0214-01



<b>N17</b>	BT14.30-P-0003-01A	Fit washer of air pump attachment modified		 BT
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**Standard production breakpoints/Modifications/New features**

Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.970			023574		01.06.92			
119.970			023574		01.06.92			
119.970			023574		01.06.92			
119.971			010680		01.06.92			
119.974			005381		01.06.92			
119.975			005114		01.06.92			

Since 06/92 a modified fit washer has been used for attaching the air pump to the carrier.



This reduces the installation clearance and avoids the carrier fracturing.

<b>017</b>	BT14.30-P-0002-01A	Material of air pump carrier modified	 <b>BT</b>
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**Standard production breakpoints/Modifications/New features**

<i>Engine</i>	<i>LHS RHS</i>	<i>Trans- mis- sion</i>	<i>Engine end no. as of</i>	<i>Engine end no. up to</i>	<i>Prod. period as of</i>	<i>Prod. period up to</i>	<i>Nature and reason for modification</i>	<i>Reference/Remarks</i>
119.970			002949		1.7.91			
119.971			001289		1.7.91			
119.972			000018		1.7.91			
119.974			001330		1.7.91			
119.975			000038		1.7.91			
120.980			000667		1.5.91			

Air pump carrier since 05/91 or 07/91, respectively, dye casting; was sand casting.



<b>P17</b>	BT14.30-P-0002-01B	Material of air pump carrier modified	<b>BT</b>
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**Standard production breakpoints/Modifications/New features**

Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.970			013434		01.01.92			
119.970			013434		01.01.92			
119.970			013434		01.01.92			
119.971			006370		01.01.92			
119.974			003002		01.01.92			
119.975			001625		01.01.92			

Since 01/92 a modified material has been used for the air pump carrier (GD AL SI 10 MG, was GD AL SI 9 CU3); in addition, the ribs have been reinforced.



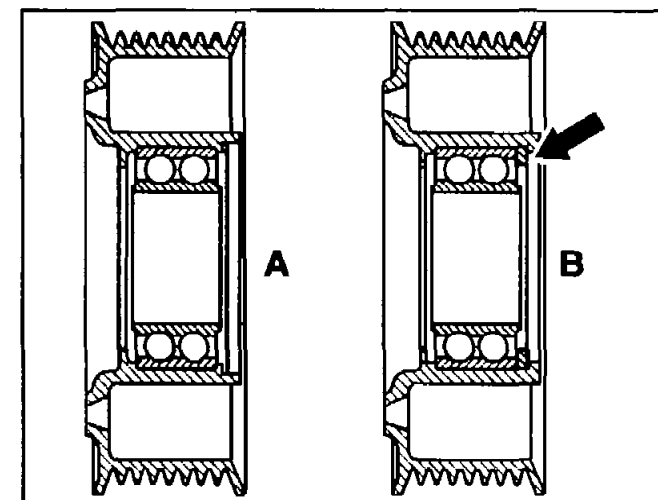
<b>A18</b>	BT14.30-P-0001-01A	Spacer ring of belt pulley	<b>BT</b>
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### Standard production breakpoints/Modifications/New features

Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.970			004377		1.8.91			
119.971			001819		1.8.91			
119.974			001603		1.8.91			
120.980			003432		1.8.91			

A spacer ring (arrow) has been installed in front of the bush in the belt pulley as a phased-in measure as of 08/91; previously without spacer ring.

- A Previous version
- B Present version



**B18**

BT14.30-P-0004-01A


Diameter of air pump belt pulley modified

 **BT****Standard production breakpoints/Modifications/New features**

<i>Engine</i>	<i>LHS RHS</i>	<i>Trans- mis- sion</i>	<i>Engine end no. as of</i>	<i>Engine end no. up to</i>	<i>Prod. period as of</i>	<i>Prod. period up to</i>	<i>Nature and reason for modification</i>	<i>Reference/Remarks</i>
119.975			000095		01.09.91			
119.974			001710		01.09.91			
119.970			006248		01.09.91			
119.970			006248		01.09.91			
119.971			002731		01.09.91			

Since 09/91 the diameter of the air pump belt pulley has been modified (Ø 104 mm, was Ø 88.5 mm).



<b>C18</b>	BT15.12-P-0002-01A	High voltage distributor rotor with stiffening ribs		 <b>BT</b>
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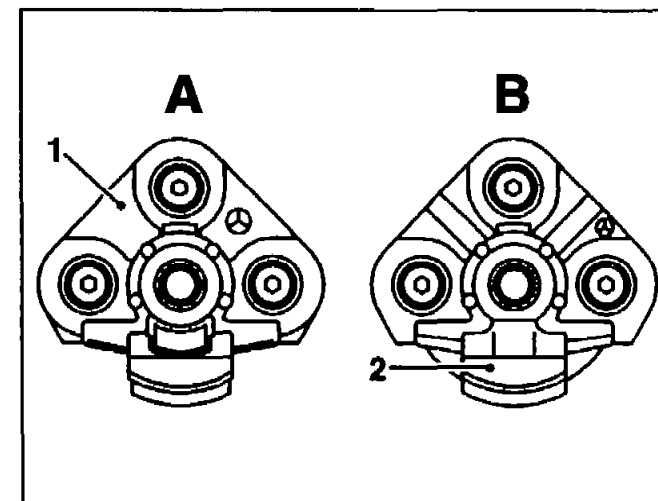
**Standard production breakpoints/Modifications/New features**

<i>Engine</i>	<i>LHS RHS</i>	<i>Trans- mis- sion</i>	<i>Engine end no. as of</i>	<i>Engine end no. up to</i>	<i>Prod. period as of</i>	<i>Prod. period up to</i>	<i>Nature and reason for modification</i>	<i>Reference/Remarks</i>
119.974			001475		01.07.91			
119.971			001537		01.07.91			
119.970			003625		01.07.91			

Since 07/91 distributor rotors with stiffening ribs have been installed. This reduces the risk of fractures and high voltage arcing.

**A** Previous version (identification 1)

**B** Present version (identification 2)



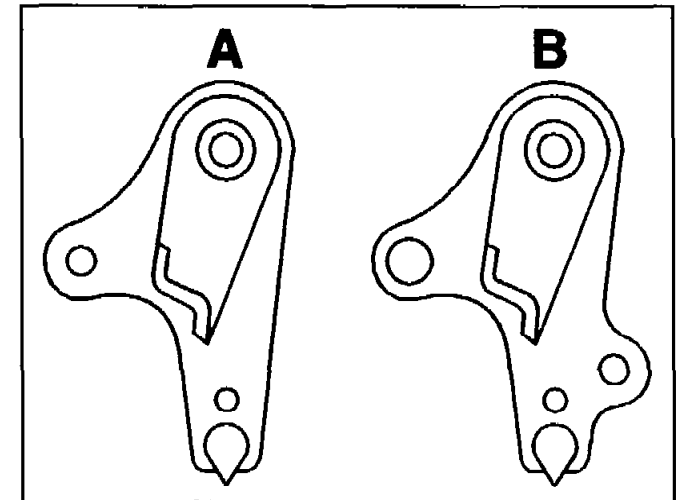
<b>D18</b>	BT30.10-P-0001-01A	Bell crank of right-hand steering/left-hand steering standardized		BT
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**Standard production breakpoints/Modifications/New features**

Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.974			001451		01.07.91			
119.971			001504		01.07.91			
119.970			003484		01.07.91			


Since 07/91 the bell cranks (8) of right-hand steering/left-hand steering have been standardized.

- A Previous version
- B Present version








<b>E18</b>	BT30.10-P-0002-01A	Return spring between fulcrum lever and accelerator control lever modified		 <b>BT</b>
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**Standard production breakpoints/Modifications/New features**

Engine	LHS RHS	Trans- mis- sion	Engine end no. as of	Engine end no. up to	Prod. period as of	Prod. period up to	Nature and reason for modification	Reference/Remarks
119.975			005900		01.08.91			
119.971			011673		01.08.91			
119.970			025738		01.08.91			

Since 08/91 the diameter for the return spring between fulcrum lever and accelerator control lever has been modified.



F18 BT30.12-P-0001-01A	Locking element for accelerator pedal lever modified	Model 140	 BT
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The circlip (34/3) has been phased in to replace the locking element (34/1) on model 140.

 Use only circlip (34/3) in future.

