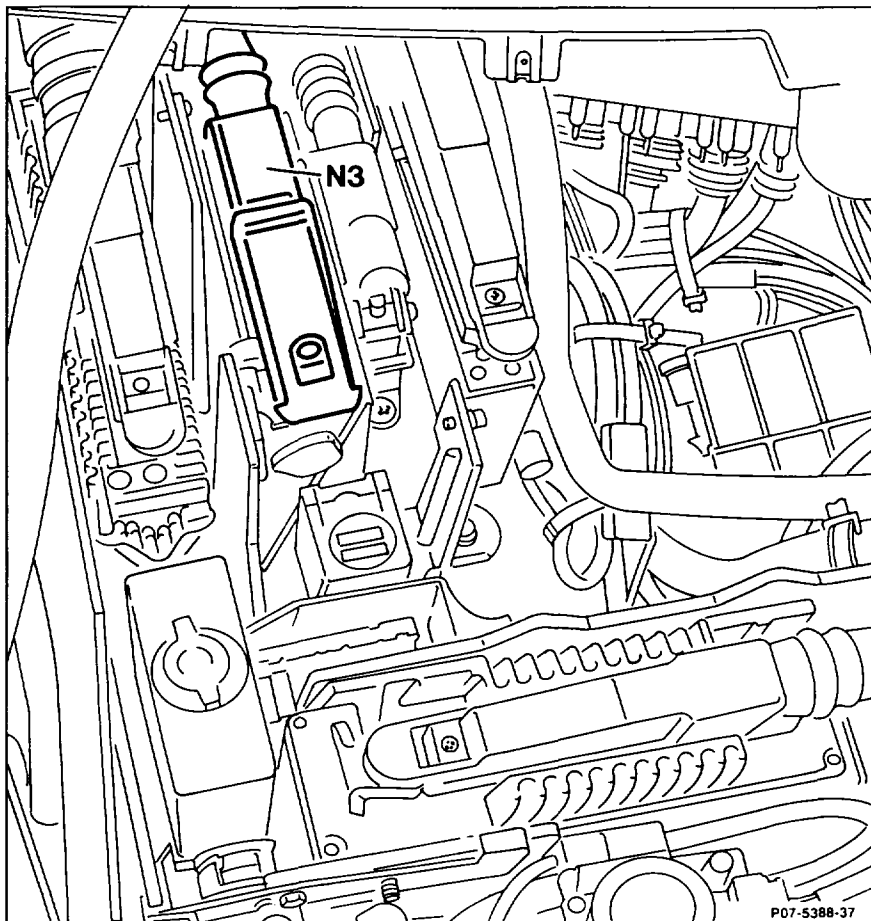


07.3-1698 Removing and installing KE control unit

Operation no. of operation texts and work units or standard texts
and flat rates:
07-1698.



Location of KE control unit (N3), shown on model 129

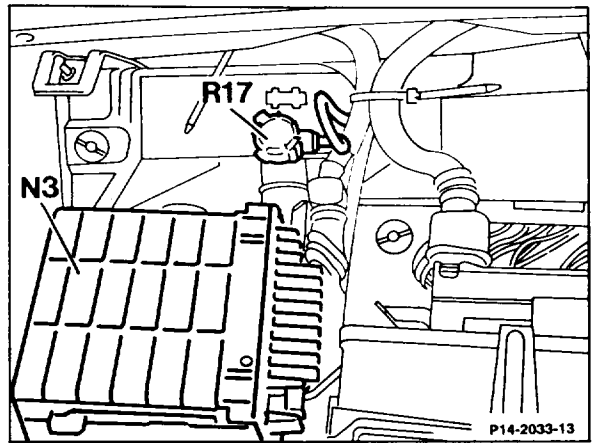
Battery (66-Ah)	remove, install (only models 124, 201).
Clips (arrow)	push down.
Coupling	at control unit (N3) unplug, plug in.
Control unit (N3)	pull out upward, insert.

Location of KE control unit (N3)

Model 107

At front right below foot rest.

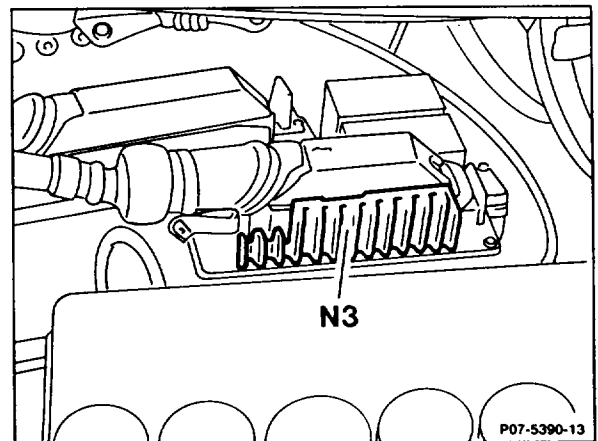
N3 KE control unit
R17 KE resistance
trimming plug



Model 124

In right of component compartment.

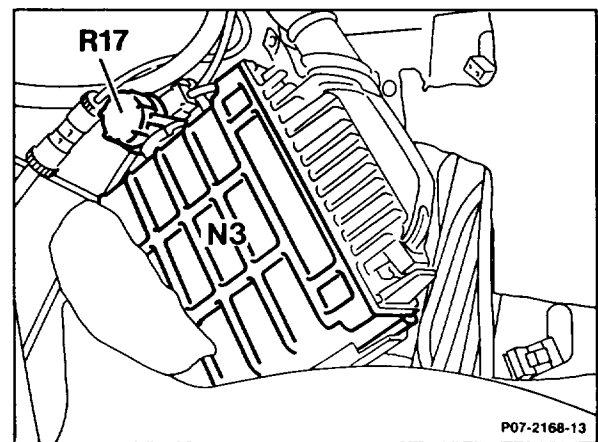
N3 KE control unit



Model 126

In right footwell behind side trim.

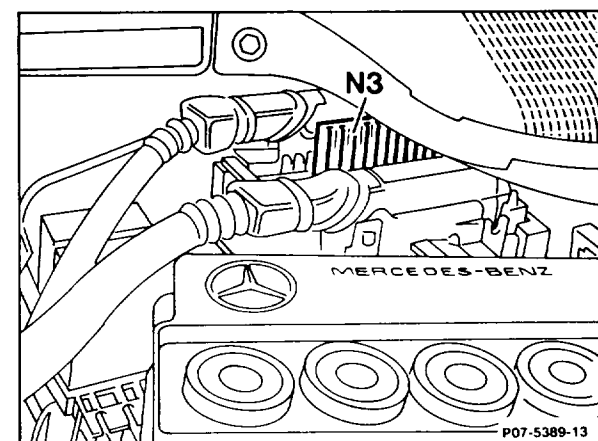
N3 KE control unit
R17 KE resistance
trimming plug



Model 201

In right of component compartment.

N3 KE control unit



Notes

Models 107, 124, 126, 201

Fault diagnosis by measuring on/off ratio integrated in KE control unit.

As of production date 643.

Model	Engine	Vehicle ident end no.	Production breakpoint
107.041	103.98	A 047309	March 1986
124.030	RÜF/KAT	A 218244	
126.024/025		A 241992	
124.026	103.94	A 267294	June 1986
126.020	RÜF/KAT	A 261125	
124.030	103.98 ⓐ ⓑ ⓓ	A 274928	
126.024/025	103.98 ⓐ ⓑ	A 265004	
124.030	103.98	A 310551	August 1986
126.024	ⓐ ⓑ	A 277544	

Model 124

At low speeds the idle speed control is set to open-loop mode (constant air throughput) by processing a road speed signal in the KE control unit.

Production breakpoint: July 1987

Model	Engine	Vehicle ident end no. A	Vehicle ident end no. F
124.026	103.940	A 531005	F 048314
124.030/050/090	103.983	A 531005	F 048314
124.226	103.943	A 531005	F 048314
124.230/290	103.985	A 531005	F not recorded

Models 124, 201

Reduction in tendency to jerk by using a road speed signal in the KE control unit.

Production breakpoint: February – April 1988

Model	Engine	Month/Year	Vehicle ident end no. A	Vehicle ident end no. F
124.026	103.940	02/88	679738	–
124.030	103.983	04/88	748192	–
124.050	103.983	03/88	731319	–
124.090	103.983	02/88	–	065507
201.029	103.942	02/88	433668	478353

Models 124, 126, 201 (USA) California

Software modification in program part of Carb-Diagnosis (fault memory).

Production breakpoint

Model	Engine	Month/Year	Vehicle ident end no. A	Vehicle ident end no. F
124.026	103.940	07/88	800313	–
124.030	103.983	07/88	799937	–
124.050	103.983	07/88	799086	–
124.090	103.983	06/88	–	080714
126.024/025	103.981	07/88	423884	–
201.029	103.942	06/88	–	519132

Models 124, 126, 201

Harmonization of secondary air pump and exhaust gas recirculation modified.

Production breakpoint: August 1990


Model	Engine	Vehicle ident end no.	Basic version	National version		
				(USA)	(AUS)	(J)
124.026	103.940	B 327450	x	x	-	-
124.030	103.983	B 327450	x	x	-	-
124.090	103.983	F 156242	x	-	-	-
	103.983	F 159013	-	x	-	-
124.230	103.985	B 327450	x	x	-	-
124.290	103.985	F 156242	x	-	-	-
	103.985	F 159013	-	x	-	-
126.024/025	103.981	A 567666	x	x	-	-
201.029	103.942	F 762912	x	x	-	-

Models 124, 126 (USA)

KE 5 control unit: software modification; thus, no further fault display when driving at high altitudes.

Production breakpoint

Model	Month/Year	Vehicle ident end no.
124	11/89	B 140137
124	02/90	F 139401
126	11/89	A 519941
201 (USA) Federal	02/90	F 711874
201 (USA) California	02/90	F 713257

Models 124, 126, 201 

Software modification, fault code 3 discontinued.

Production breakpoint: 07/90

Model	Engine	Vehicle ident end no.
124.026	103.940	B 312083
124.030	103.983	B 312083
124.230	103.985	B 312083
126.024/025	103.981	A 564914
201.029	103.942	F 759713

