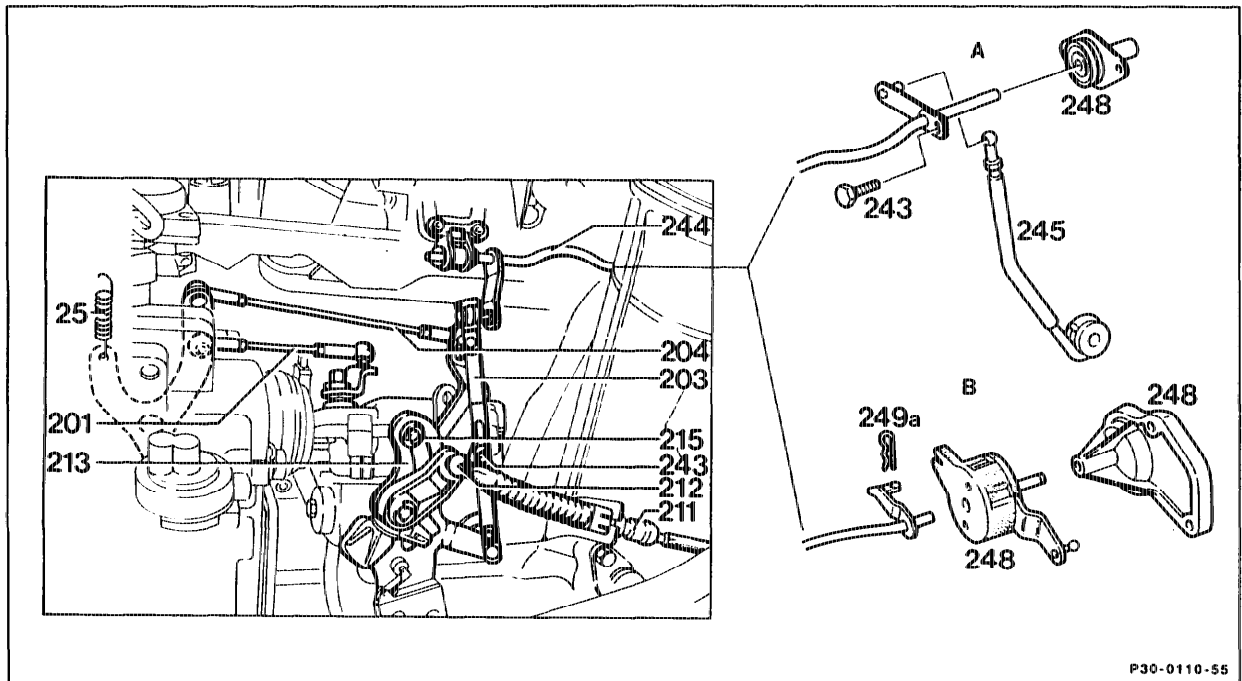


30-0327 Adjusting Longitudinal Accelerator Control Shaft Model 126 USA

Preceding work:

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



- A 1st version Full throttle adjusting screw on accelerator control shaft
- B 2nd version Full throttle adjusting screw on connecting rod (203)

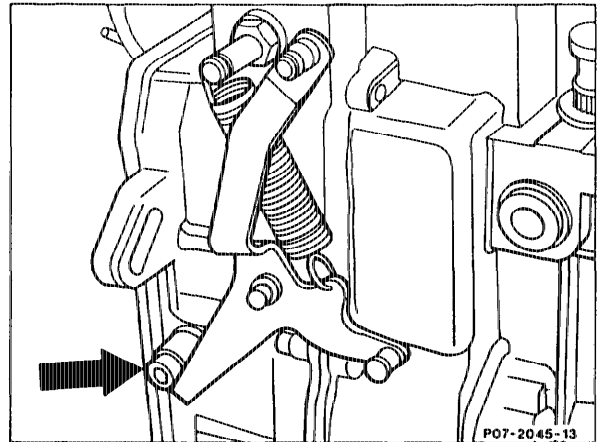
Full throttle stop check, adjust. With engine switched off, depress accelerator pedal up to the kickdown switch from interior of car. This must cause the control lever of the injection pump to move against the full throttle stop. Adjust at the adjusting screw (243), if necessary.

Note

1st version – full throttle adjusting screw on accelerator control shaft.

2nd version – full throttle adjusting screw on connecting rod (203).

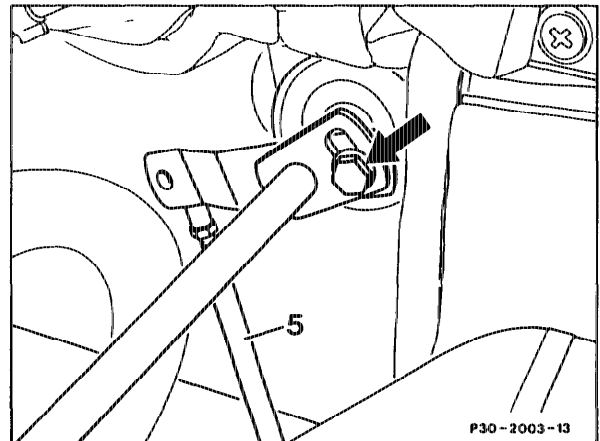
With engine switched off, depress accelerator pedal as far as the stop on the kickdown switch from the interior of the car. This must cause the accelerator control lever on the injection pump to move against full throttle stop (arrow).



1st Version

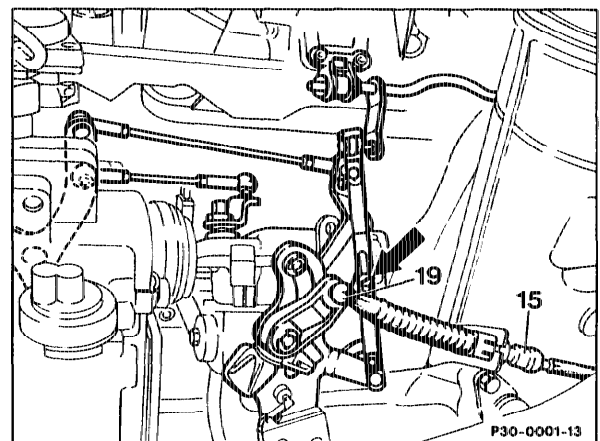
If not, slacken bolt (arrow) and adjust accelerator control linkage so that the accelerator control lever is resting against full throttle stop.

If the full throttle or idling stop is not reached with this adjustment, adjust thrust rod (245) from the longitudinal accelerator control shaft to the accelerator pedal to 222 mm, measured from the centre of ball socket to centre of damping ring.



2nd Version

If not, slacken bolt (arrow) and adjust profile rod so that the accelerator control lever is resting against full throttle stop.



Note

It is essential to ensure that the accelerator control operates freely.