

K

Fuel System

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 July 61	802 986		<u>Fuel gauge</u> Now: Electric fuel gauge Formerly: Fuel tap
23 Nov. 61	0 006 305	0 006 942	<u>Carburetor 32 PHN</u> Now: Angled pump lever Swivel connection by means of pin and spring clip. 0.8 mm distance washer below diaphragm.
29 Nov. 61	869 982		<u>Accelerator cable</u> Now: Plastic sleeve between body and engine

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<u>1962</u>			
15 Jan. 62	4 432 260	6 424 690	<u>Fuel Pump</u>
15 Jan. 62	889 645	6 424 690	Now: Pump rocker arm now pressed part. Longer pressure spring. Formerly: Two piece cast part.
15 Jan. 62	0 013 986	0 015 974	
1 Mar. 62	4 528 768	-	<u>Ventilation tube for fuel tank</u> Now: Rubber tube with textile layer Formerly: Polyurethane
6 Apr. 62	928 307	6 660 556	<u>Fuel pipe between pump and carburetor</u> Now: Pipe with hose connecting pieces Formerly: Rubber tubing with textile outer covering.
9 Apr. 62	4 636 869	6 660 578	
16 Apr. 62	0 032 553	0 033 981	<u>Carburetor pre-heating</u> Now: Warm air taken direct from right hand cylinder head. Formerly: From the right hand heat exchanger.
4 May 62	0 040 116	0 041 840	<u>Carburetor relay shaft link</u> Now: Ball sockets of steel Formerly: Plastic material
14 June 62	0 056 581	-	<u>Protective sleeve for carburetor cable</u> Now: Spiral shaped design and with plastic covering.
5 July 62	0 054 702	0 047 417	<u>Accelerator</u> Now: Sensitive accelerator through modification to accelerator lever and lever on operating shaft.

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30 July 62	0 065 567	0 065 746	<u>Carburetor 32 PHN</u> Now: Commencement of power gas operation at throttle valve angle of 35° - 39° Formerly: 55° - 60° Now: Pump spacer washer discontinued Now: Plunger for pump diaphragm with longer point Now: Amount injected by accelerator pump 1.35 ± 0.15 cc/stroke Formerly: 0.9 - 1.2 cc/stroke Now: Gasket under sealing plate in carburetor cover with cutaway Now: Pilot air bleed drilling 1.5 mm dia. Formerly: 1.2 mm dia.
13 Aug. 62	980 084	6 965 959	<u>Fuel pump intermediate flange</u>
16 Aug. 62	4 896 575	6 964 951	Now: Bores for studs
16 Aug. 62	0 073 812	0 074 822	9.2 mm dia. ± 0.2 Formerly: 8.4 mm dia. ± 0.2
5 Sept. 62	0 083 082	0 084 752	<u>Carburetor</u> Now: 32 PHN - 1 Formerly: 32 PHN
28 Nov. 62	1 035 420 (M 178)	7 295 654	<u>Speed limiter</u> Now: Additional damper spring and adjustment screw.
<u>1963</u>			
7 Jan. 63	1 041 014 (M 216)	0 143 543	<u>Carburetor</u> Now: Electro magnetic cut-off valve with a g 45 jet
7 Jan. 63	1 041 014 (M 216)	0 143 543	<u>Speed limiter</u> Now: Identified with additional "1,5" marking
7 Jan. 63	1 041 014 (M 216)	0 143 543	<u>Fuel pump</u>
1 June 63	5 578 122	7 777 338	Now: Suction side leaf spring flap valve
	1 125 406	7 777 338	Formerly: Plastic valve also
	0 202 679	0 227 034	
	-	122-119 334	
	-	126- 08 186	

Date introduced	Chassis No.	Unit No.	Modification
1 Apr. 63	O 172 788 (343-345)	-	Fuel pipe
1 Apr. 63	O 174 718 (361-364)	-	Now: Hole for fuel pipe now in upper part of the front axle support
1 Apr. 63	O 176 350 (311-314)	-	Formerly: In lower part Now: Pipe bent 90° upwards Now: Petrol nose 160 mm long Formerly: 100 mm
21 May 63	O 196 757	O 220 137	Carburetor 32 PHN-1
			Now: Pre-atomizer on mixture discharge tube Now: Main jet 127.5 Formerly: 132.5 Now: Jet in vacuum pipe
27 May 63	O 201 436 (45 PS)	O 223 197	Intermediate flange for fuel pump
5 July 63	-	124- 02 550	
11 July 63	-	126- 08 348	
5 Aug. 63	5 700 147	7 860 830	Now: Modified material
5 Aug. 63	1 146 028 (M 216)	O 246 332	Colour: Red crown
8 Aug. 63	1 141 835	7 868 195	Formerly: Dark brown
8 Aug. 63	O 220 510 (54 PS)	O 268 475	
1 June 63	5 578 122	7 777 338	Carburetor 28 PICT
			Now: Amount injected increased from 1.1 - 1.4 cc per stroke
21 June 63	O 212 599	O 260 979	Carburetor operation
			Now: Progressive action

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27 Jan. 64	0 339 101(twin carb.)	0 431 396	<u>Carburetor operation</u> Now: Reduced tension on return spring. Length of spring 88 mm.
4 Mar. 64	1 259 098	0 476 323	<u>Carburetor 28 PICT</u> Now: Larger automatic choke Now: Diaphragm Formerly: Piston
6 Mar. 64	1 262 297	0 479 317	<u>Carburetor 28 PICT-12 Volt</u> Now: Larger automatic choke Now: Diaphragm Formerly: Piston
16 Mar. 64	6 212 132	8 459 858	<u>Carburetor 28 PICT</u> Now: Without power fuel system Now: Top vacuum drilling in lower part of carburetor closed (Equipped with Cyclone filter)
14 Apr. 64	0 408 852(twin carb.)	0 526 943	<u>Fuel lines</u>
13 May 64	0 433 777(single carb.)	0 556 177	Now: Installation position altered. (Frame opening - Fuel pump - Carburetor)
14 May 64	0 434 226(twin carb.)	0 563 905	<u>Lenkage for twin carb system</u> Now: Connecting rods without sealing paint on lock nuts.
3 Aug. 64	315 000 001(twin carb.)	0 633 331	<u>Carburetor 32 PDSIT-2</u> Now: Double vacuum drilling in body of the left carburetor for modified Bosch distributor. Venturi in lower part of carburetor body secured with grub screw.

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			<p style="text-align: center;">Now: Formerly:</p> <p>Venturi 23mm dia. 21.5mm dia.</p> <p>Main jet x 135 x 125</p> <p>Power fuel</p> <p>Jet 0.8mm dia. 0.9mm dia.</p> <p>Gasket for</p> <p>needle valve 1.5mm 1.0mm</p> <p>Distance for</p> <p>accelerator</p> <p>pump injection</p> <p>tube from</p> <p>jointing</p> <p>surface 15mm 12mm</p> <p>Distance of</p> <p>power fuel</p> <p>tube from</p> <p>jointing</p> <p>surface 10.5mm 9.5mm</p> <p>Marking of the carburetors:</p> <p>Left - Solex 32 PDSIT - 2</p> <p>Right - Solex 32 PDSIT - 3</p>
3 Aug. 64	215 000 001(2/1t)	0 578 878	<p><u>1.5 Liter Engine</u></p> <p>Now: With speed limiter</p>
3 Aug. 64	315 000 001	-	<p><u>Breather pipe for fuel tank</u></p> <p>Now: Inner diameter 14 mm</p> <p>Formerly: 8 mm</p>
3 Sept. 64	315 027 916(twin carb.) 315 027 902(single carb.)	0 678 920 0 680 039	<p><u>Fuel line between fuel tank and pump</u></p> <p>Now: With diaphragm valve</p>
8 Sept. 64	115 083 659(Export)	8 888 105	<p><u>Fuel line</u></p> <p>Now: With diaphragm valve</p>
2 Oct. 64	315 048 102(twin carb.)	0 713 139	<p><u>Carburetor linkage</u></p> <p>Now: Pull rod 99 mm (due to progressive accelerator pedal)</p> <p>Formerly: 102 mm long</p>

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2 Oct. 64	315 048 102	-	Breather pipe for fuel tank
13 Nov. 64	345 070 051	-	Now: When the Eberspächer heater BN 2 (M 119 and M 246) is installed, the breather pipe is repositioned on the left hand side of the vehicle.
4 Nov. 64	315 080 000	0 756 177	Carburetor 32 PDSIT - 6 Volt Now: Vacuum drilling 1.2 mm dia. Formerly: 0.95 mm dia.
17 Nov. 64	115 286 532	-	Fuel tank Now: Recess in lower part, in region of tie rods, enlarged
9 Nov. 64	215 062 966	-	Gasket for fuel gauge
24 Nov. 64	315 078 711	-	Now: Rubber
1 Dec. 64	115 479 289	-	Formerly: Cork
1965			
3 Feb. 65	265 100 183	0 846 896	Speed limiter Now: Throttle valve gap 12.3 mm Formerly: 12.8 mm
15 Feb. 65	315 124 470	-	Filler cap seal
20 June 65	115 946 462	-	Now: Rubber. Formerly: Cork
10 Mar. 65	315 137 520	0 887 907	Carburetor 32 PDSIT - 12 Volt Now: Vacuum drilling 1.2 mm Formerly: 0.9 mm
1 May 65	315 172 376	0 954 891	Carburetor upper part 32 PDSIT Now: Choke valve shaft with two shims Formerly: Without
3 June 65	225 162 831	0 993 907	Speed limiter Now: Sealed with copper sealing ring. Formerly: Sealing washer with paper gasket.
1 July 65	315 215 401	1 026 828	Carburetor 32 PDSIT Now: The accelerator pump connecting rod now with three adjustment holes. Formerly: One hole.

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2 Aug. 65	116 000 002(1/1300) 216 000 001	FO 000 001 HO 000 001	<u>Carburetor</u> Type marking - 30 PICT-1
2 Aug. 65	316 000 002(3/1600)	TO 000 001	<u>Carburetor</u> Type marking - 32 PDSIT-2-3 New jet arrangement, modified carburetor
2 Aug. 65	116 000 001(1/1200A) 116 000 002(1/1300) 316 000 001(3/1500) 316 000 002(3/1600)	DO 000 001 FO 000 001 KO 000 001 TO 000 001	<u>Fuel pump</u> Now: Cut off valve in pump upper part, filter at side, Formerly: Valve in fuel pipe
1 Oct. 65	- - -	122-148 421 124-002 864 126-013 846	
2 Aug. 65	146 000 003(141-144)	FO 000 002	<u>Oil bath air cleaner</u> Now: On right side of engine. Lower part of the air cleaner mounted on a bracket with two spring clips Filling quantity 1.3 liter
2 Aug. 65	316 000 001	TO 000 001	<u>Three arm lever</u> Now: Accelerator cable attached with a pinch bolt Formerly: With ball joint
20 Aug. 65	316 017 876	TO 017 831	<u>Pull rod for carburetor</u> 32 PDSIT-2/-3 Now: Rod length set at 99 ± 0.5 mm Formerly: Set according to angle
1- Sept. 65	116 176 203	-	<u>Fuel tank</u> Now: Larger depression in the bottom part on the left near the tie rods; fuel gauge sender unit modified
2 Oct. 65	116 240 000(1/1310)	FO 191 336	<u>Carburetor - 30 PICT-1</u> Now: Longer acceleration pump connecting rod which is provided with two holes for the latter pin and spring.

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29 Dec. 65	116 460 614(1/1300)	FO 429 814	Return device for carburetor linkage
	216 082 564	HO 085 360	
3 Jan. 66	116 463 104(1/1200A)	DO 050 315	Now: Return spring (progressively acting accelerator pedal) Formerly: Pressure spring
			<u>Carburetor 28 - and 30 PICT-1</u> Now: Carburetor body - upper part with retainer for return spring Now: Carburetor marking 28 PICT-2 Formerly: 28 PICT-1
3 Jan. 66	116 463 104	DO 050 315	<u>Intake manifold with preheating</u> Now: Vertical intake manifold tube offset on the left
17 Feb. 66	116 579 676	DO 057 632	<u>Intermediate flange for fuel pump</u>
	116 575 733	FO 622 685	
18 Feb. 66	316 189 108	KO 029 707	Now: Both oil return drilling discontinued
	316 187 488	TO 176 582	Now: Gasket between pump and flange modified
4 Mar. 66	216 116 153	HO 117 020	
	-	124-002 937	
11 Mar. 66	-	122-152 070	
	-	126-015 081	
17 Mar. 66	316 217 746	TO 187 501	<u>32 PDSIT-2/-3 Carburetor</u> Now: Seal for air cleaner 7 mm thick Formerly: 6 mm
1 Apr. 66	116 723 046	DO 071 815	<u>Fuel pump</u>
	116 723 047	FO 684 881	Now: Two piece plastic collar for fuel pump diaphragm
	216 130 952	HO 134 587	Formerly: Rubber collar
	316 232 524	KO 038 227	
	316 232 525	TO 199 648	
			<u>Fuel pump - upper part</u> Now: Gasket between cover and cut-off diaphragm
8 June 66	316 293 828	TO 244 544	<u>32 PDSIT-2/-3 Carburetor</u> Now: Jets for left and right carburetors different (single intake port cylinder heads) Formerly: Both the same Now: Both intake pipes have separate intake ports below the carburetor flange

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1 Aug. 66	147 000 006 (147)	DO 095 051	<u>Carburetor</u> New: Marked 28 PICT-2 Formerly: 28 PICT-1 New: Housing - upper part with retainer for return spring Return appliance for <u>carburetor controls</u> New: Pull type spring (progressive accelerator pedal) Formerly: Pressure spring Intake manifold with <u>preheating tube</u> New: Down pipe offset to the left.
12 Sept. 66	317 043 100	TO 197 573	<u>Carburetor - Automatic choke</u> New: Left and right with insulation piece Formerly: Only left
21 Oct. 66	317 077 730	TO 328 271	<u>Fuel hose</u>
22 Oct. 66	217 045 893	HO 201 927	Now: Secured on fuel pump
25 Oct. 66	117 272 280	HO 447 201	and carburetor with
	317 084 060	KO 064 340	hose-clips
22 Dec. 66	317 128 852	TO 371 245	<u>Twin carburetor system</u> Now: Only the right connecting rod is adjustable Formerly: All
16 Feb. 67	-	122-161 066	<u>Carburetor 26 and 28 VFIS</u>
15 June 67	-	126-018 088	Now: Longer throttle valve spindle and equipped with a throttle positioner lever
		124-003 278	
27 April 67	217 119 978	-	<u>Gasket for fuel tank cap</u> Now: Asbestos Formerly: Cork

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31 May 67	117 738 627	DO 201 792	<u>Carburetor upper part 30 F10T 1</u>
1 June 67	117 739 234	F1 147 429	Now: Thicker throttle valve spindle with two shims
	217 133 143	HO 748 561	Formerly: Without
6 June 67	117 748 359	HO 697 585	
27 June 67	217 143 801	HO 756 880	<u>Fuel hose</u>
	517 228 279	KO 091 060	Now: Clip with one tensioning lug
29 June 67	117 811 969	HO 829 835	Formerly: With two tensioning lugs except Type 1
30 June 67	117 816 884	F1 166 240	122, 124 A and 126 A
11 July 67	118 001 332	DO 224 068	
28 June 67	-	122-164 051	
6 July 67	-	126-019 983	
17 Aug. 67	-	124-003 281	