

Electrical circuit

- 1 When the ignition is switched on, terminal 4 of the blower switch (9) is energized by 15/54 via the additional fuse (Figs. 83-18/2 and 3).
- 2 Turning the blower switch (9) energizes the blower motor (1) via terminals 1,3 and/or 5 through the resistor (only in steps 1 and 2) and the temperature switch (8).
- 3 Turning the temperature switch (8) energizes the magnetic clutch (7) via relay (2), terminal 30/87a.
- 4 When the starter is actuated, the relay (2), terminal 86, is energized at the same time through terminal 50 of the starter so that during the starting process the circuit to the magnetic clutch is open.
- 5 The SE models with air conditioning system and the SE models with air conditioning system and MB automatic transmission up to the introduction of the laterally shifted transmission (May 1969) are equipped with a double-acting solenoid (6) for fast idle. In vehicles with MB manual transmission and in vehicles built after the introduction of the laterally shifted transmission (May 1969) this solenoid is energized through terminal 87a of relay (2) without any effect on the transmission.

In vehicles with MB automatic transmission up to May 1969 the double-acting solenoid (6) is energized through relay (2), terminal 87a when the air conditioning system is switched on, as well as through the two hydraulic switches (4 and 5) when a gear is engaged, by ground connection. For details see Figs. 83-18/2 and 3.

6 The location of the double-acting solenoid (6) and the relays (2 and 3) is shown in Fig. 83-18/1.

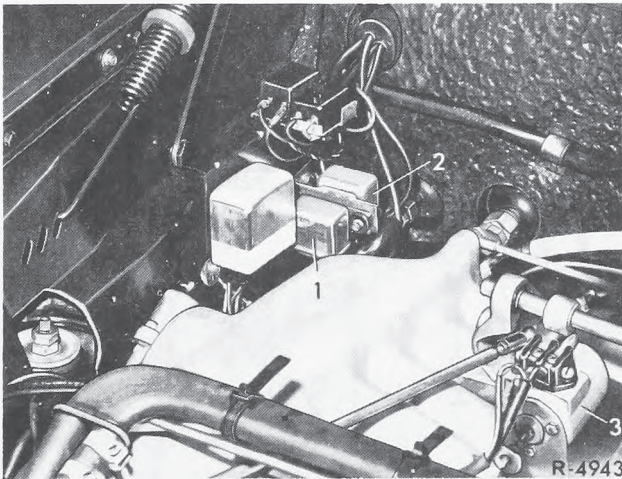


Fig. 83-18/1

Location of double-acting solenoid and relays

- | | |
|--|--|
| 1 Relay (for vehicles with MB manual transmission and vehicles after the introduction of the new MB automatic transmission (May 1969). | 2 Relay (only for vehicles with MB automatic transmission up to May 1969). |
| | 3 Double-acting solenoid for fast idle. |