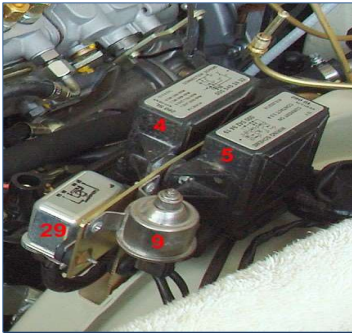


EMMISSION CONTROL SYSTEM'S DIAGRAM (LATE 280SL AUTOMATIC GEARBOX)

UPDATED 28-MAY-2020

OVERVIEW AND DIAGRAMS



The numbers in red relate to the picture on the left

4	5
Speed Relay	Relay Box
29	9
Working current relay	Two way valve

30 - Two Way Valve

33 - Relay Box

34 - 100°C switch

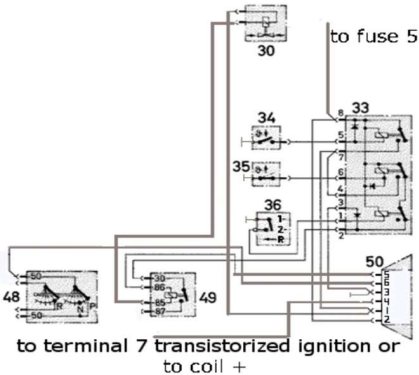
35 - 17°C switch

36 - Transmission solenoid

48 - Start lock

49 - Working Current Relay

50 - Speed relay



EMMISSION CONTROL SYSTEM'S DIAGRAM (LATE 280SL AUTOMATIC GEARBOX)

UPDATED 28-MAY-2020

When the **Two Way Valve** is engaged (current flows), it opens atmospheric pressure to distributor and therefore, cancels retard.

ADVANCE is provided when

Switch used

- | | | |
|--|--------|---------------|
| a) Temperature of the coolant below 17°C | -----> | 17°C |
| b) Temperature of the coolant above 100°C | -----> | 100°C |
| c) Within normal temperature, if the engine goes above 2400RPM | -----> | RPM 2200-2400 |

Cutting the Two Way Valve provides RETARD to the Distributor

- | | | |
|--|--------|---------------|
| l) Within normal temperature, if the engine goes below 2200RPM | -----> | RPM 2200-2400 |
|--|--------|---------------|

Shut-off solenoid, cuts fuel to zero, when:

- | | | |
|-------------------------------------|--------|---------------|
| a) Car is in 3rd or 4th gear | -----> | Transmission |
| b) Engine speed above 1250 rpm, and | -----> | RPM 1150-1350 |
| c) Accelerator is idling | -----> | Venturi |