

b) **Adjusting the lifting solenoid on vehicles with air-conditioning.** Run engine at idling speed with the driving position engaged and the air-conditioning system switched on. Then adjust

lifting solenoid (12) with adjusting nut in such a manner that the idle travel "C" on the regulating rod is just cancelled (Fig. 07-14/22 and 23).

D. Testing of Delivery Pressure and Output of Fuel Pump

1 Measure delivery pressure by first disconnecting fuel line (1) on starting valve (2). Then connect delivery pump tester (3) to fuel line (1) and close other end (4) of tester hose (Fig. 07-14/24).

On Model 300 SEL/8 6.3, connect tester to lefthand starting valve.

Switch-on ignition and measure delivery pressure with the **engine stopped** and a terminal voltage of at least 11 Volt on delivery pump. The delivery pressure should be 0.8–1.1 atü.

11.76 → 16.17 psi

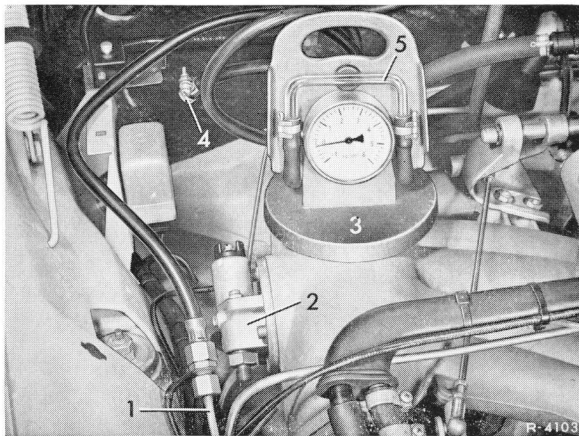


Fig. 07-14/24

- | | |
|------------------------|-------------------|
| 1 Fuel line | 4 Closed hose end |
| 2 Starting valve | 5 Glass tube |
| 3 Delivery pump tester | |
| 000 589 49 21 00 | |

2 When the delivery pressure is too low, complete the following jobs until the cause has been found:

- Replace fuel filter insert.
- Measure delivery end pressure. For this purpose, close fuel line between overflow valve (fuel outlet connection of injection pump) and

return flow damper container by compressing the hose.

On Model 300 SEL/8 6.3, compress fuel return flow hose behind return flow damper container (behind injection pump).

Switch on ignition and measure delivery end pressure with the engine stopped and a terminal voltage on delivery pump of at least 11 Volt. The delivery end pressure should be at least

* 1.3 atü. 19.1 psi

When the delivery end pressure is too low, the delivery pump is defective or there is a leak between the delivery pump and the measuring point.

- Check overflow valve for contamination and function (valve should lift easily).
- Check hoses in fuel forward flow line (in particular hose from fuel tank to delivery pump) for kinks.
- Check strainer of closing plug in fuel tank for contamination.
- Check entire fuel system for leaks.

3 When the delivery pressure is too high, check fuel system behind measuring point for a choked spot (overflow valve does not open, return line squeezed).

4 Measure delivery output. For this purpose, disconnect fuel return line (1) from damper container to return line and hold hose end into a measuring cup (2) (Fig. 07-14/25).

On **Model 300 SEL/8 6.3**, place vehicle over pit, disconnect fuel return line, hold hose end up and keep closed.