

K

Fuel System

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <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. |
| 15 Jan. 62 | 0 013 986 | 0 015 974 | Formerly: Two piece cast part. |
| 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> |
| 9 Apr. 62 | 4 636 869 | 6 660 578 | Now: Pipe with hose connecting pieces Formerly: Rubber tubing with textile outer covering. |
| 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 63 | 0 065 567 | 0 065 746 | <u>Carburetor 32 PHN</u> Now: Commencement of power fuel 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 1.3 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 9.2 mm dia. + 0.2 |
| 16 Aug. 62 | 0 073 812 | 0 074 822 | 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 |

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| 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. Formerly: Plastic valve disc |
| | 1 125 406 | 7 777 338 | |
| | 0 202 879 | 0 227 034 | |
| | - | 122-119 334 | |
| | - | 126- 08 186 | |
| 1 Apr. 63 | 0 172 788(343-345)- | | <u>Fuel pipe</u> |
| 2 Apr. 63 | 0 174 718(361-364)- | | Now: Hole for fuel pipe now in upper part of the front axle support Formerly: In lower part Now: Pipe bent 90° upwards Now: Petrol hose 160 mm long Formerly: 100 mm |
| 5 Apr. 63 | 0 176 350(311-314)- | | |
| | | | |
| 21 May 63 | 0 196 757 | 0 220 137 | <u>Carburetor 32 PHN-1</u> |
| | | | Now: Pre-atomizer on mixture discharge tube Now: Main jet 127.5 Formerly: 132.5 Now: Jet in vacuum pipe |
| 27 May 63 | 0 201 436 (45 PS) | 0 223 197 | <u>Intermediate flange for fuel pump</u> |
| 5 July 63 | - | 124- 02 550 | Now: Modified material Colour: Red brown Formerly: Dark brown |
| 11 July 63 | - | 126- 08 348 | |
| 5 Aug. 63 | 5 700 147 | 7 860 830 | |
| 5 Aug. 63 | 1 146 028 (M 216) | 0 246 332 | |
| 8 Aug. 63 | 1 141 835 | 7 868 195 | |
| 8 Aug. 63 | 0 220 510 (54 PS) | 0 268 475 | |
| 1 June 63 | 5 578 122 | 7 777 338 | <u>Carburetor 28 PICT</u> |
| | | | Now: Amount injected increased from 1.1 - 1.4 cc per stroke |
| 21 June 63 | 0 212 599 | 0 260 979 | <u>Carburetor operation</u> |
| | | | Now: Progressive action |
| 4 Aug. 63 | 1 146 027(2/1500) | 0 246 331 | <u>28 PICT Carburetor</u> |
| | | | Now: Air correction jet 150 z Formerly: 145 y |

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| 5 Aug. 63 | 0 221 975(311-314) | 0 255 001 | <u>32 PDSIT</u> |
| | (361-364) | | Now: Two carburetors |
| | 0 215 175(343-345) | 0 255 001 | |
| 15 Oct. 63 | 0 268 030(turn carb) | 0 356 967 | <u>Accelerator linkage</u> |
| | | | Now: A distance piece has been installed between the return spring and carb. pull rod. |
| 6 Nov. 63 | 1 197 411(2/1500) | 0 318 868 | <u>Oil bath air cleaner</u> |
| 7 Nov. 63 | 1 197 688(2/1200) | 3 147 071 | Now: Mounted on right on the upper engine compartment end plate Formerly: Left on fan housing |
| 7 Nov. 63 | 1 197 688(2/1200) | 8 147 041 | <u>28 PICT Carburetor</u> |
| 11 Nov. 63 | 1 200 943(2/1500) | 0 330 908 | <u>Carburetor housing-upper part</u> |
| | 5 929 819(141-144) | 8 944 563 | Now: Ceramic cover with metal cap diaphragm instead of piston fast idling cam with 6 steps. Formerly: Ceramic cover without covering cap. vacuum piston fast idling cam with 9 steps |
| 12 Nov. 63 | 5 909 656(113-114) | 8 154 031 | |
| | (117/118) | | |
| | | (141-152) | |
| 12 Nov. 63 | 5 909 656 | - | <u>Oil bath air cleaner</u> |
| | | | Now: Depression on lower position of filter (caused through enlarged automatic choke) |
| 10 Dec. 63 | - | 124- 02 575 | <u>32 PHN-I Carburetor</u> |
| 18 Dec. 63 | 0 316 587(315-318) | 0 319 841 | Now: Carburetor cover with adjustment screw, modified gasket between housing and cover Now Formerly |
| | (365-368) Carb No. | 258 921-1/3 | |
| | | | Pilot jet g 50 g 45 pilot air bleed 1.4 mm 1.3 mm Main jet 130 127.5 |

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

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| 2 Oct. 64 | 315 048 102 | - | <u>Breather pipe for fuel tank</u> |
| 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 | <u>Carburetor 32 PDSIT - 6 Volt</u> Now: Vacuum drilling 1.2 mm dia. Formerly: 0.95 mm dia. |
| 17 Nov. 64 | 115 286 532 | - | <u>Fuel tank</u> Now: Recess in lower part, in region of tie rods, enlarged |
| 9 Nov. 64 | 215 062 966 | - | <u>Gasket for fuel gange</u> |
| 24 Nov. 64 | 315 078 711 | - | Now: Rubber |
| 1 Dec. 64 | 115 479 289 | - | Formerly: Cork |
| <u>1965</u> | | | |
| 3 Feb. 65 | 265 100 183 | 0 846 896 | <u>Speed limiter</u> Now: Throttle valve gap 12.3 mm Formerly: 12.8 mm |
| 15 Feb. 65 | 315 124 470 | - | <u>Filler cap seal</u> |
| 20 June 65 | 115 946 462 | - | Now: Rubber. Formerly: Cork |
| 10 Mar. 65 | 315 137 520 | 0 887 907 | <u>Carburetor 32 PDSIT - 12 Volt</u> Now: Vacuum drilling 1.2 mm Formerly: 0.9 mm |
| 1 May 65 | 315 172 376 | 0 954 891 | <u>Carburetor upper part 32 PDSIT</u> Now: Choke valve shaft with two shims Formerly: Without |
| 3 June 65 | 225 162 831 | 0 993 907 | <u>Speed limiter</u> Now: Sealed with copper sealing ring. Formerly: Sealing washer with paper gasket. |
| 1 July 65 | 315 215 401 | 1 026 828 | <u>Carburetor 32 PDSIT</u> 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 0.3 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 32 PDSIT-2/-3</u> Now: Rod length set at 99 ± 0.5 mm Formerly: Set according to angle |
| 14 Sept. 65 | 116 176 209 | - | <u>Fuel tank</u> Now: Larger depression in the bottom part on the left near the tie rods; fuel gauge sender unit modified |
| 6 Oct. 65 | 116 240 000(1/1300) | FO 191 336 | <u>Carburetor - 30 PICT-1</u> Now: Longer acceleration pump connecting rod which is provided with two holes for the cotter pin and spring. |

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| 29 Dec. 65 | 116 460 614(1/1300) | FO 429 814 | Return device for carburetor linkage |
| 3 Jan. 66 | 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 | Intermediate flange for fuel pump |
| | 116 575 733 | FO 622 685 | |
| 18 Feb. 66 | 316 189 108 | KO 029 707 | Now: Both oil return drillings discontinued |
| | 316 187 488 | TO 176 582 | |
| 4 Mar. 66 | 216 116 153 | HO 117 020 | Now: Gasket between pump and flange modified |
| | - | 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 (double 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 carburetor controls New: Pull type spring (progressive accelerator pedal) Formerly: Pressure spring |
| | | | Intake manifold with preheating tube 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 and carburetor with hose-clips |
| 25 Oct. 66 | 117 272 280 | HO 447 201 | |
| | 317 084 060 | KO 064 340 | |
| 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> |
| | | 126-018 088 | Now: Longer throttle valve spindle and equipped with a throttle positioner lever |
| 15 June 67 | - | 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 PICT/1</u> |
| 1 June 67 | 117 739 234 | F1 147 429 | Now: Thicker throttle valve |
| | 217 133 143 | HO 748 561 | spindle with two shims |
| 6 June 67 | 117 748 359 | HO 697 585 | Formerly: Without |
| 27 June 67 | 217 143 801 | HO 756 880 | <u>Fuel hose</u> |
| | 317 228 279 | KO 091 060 | Now: Clip with one tensioning lug |
| 29 June 67 | 117 811 969 | HO 829 835 | Formerly: With two tensioning |
| 30 June 67 | 117 816 884 | F1 166 240 | lugs except Type 1/1200, 1/1300, |
| 11 July 67 | 118 001 332 | DO 224 068 | 122, 124 A and 126 A |
| 28 June 67 | - | 122-164 051 | |
| 6 July 67 | - | 126-019 983 | |
| 17 Aug. 67 | - | 124-003 281 | |