



D Supplement 1988

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Cruise control system

Cruise control amplifier

Models 124, 126.024/025, 201.028/126

A new cruise control amplifier with a reference resistor, as known from models 201.029/128, is installed.

This amplifier was phased into production during model year 1987 in models 107 and 126.03104.

Wiring diagrams

The wiring diagrams were changed due to the new cruise control amplifier (N 4/2) and ground connection for the cruise control actuator (M16). Except for model 107, the ground connection is now via a looped wire from the cruise control amplifier (N 4/2).

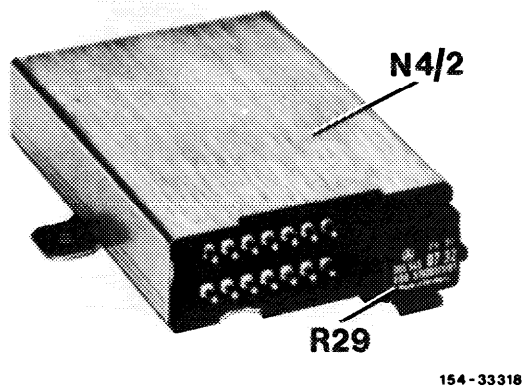


Fig. 54/1

N 4/2 Cruise control amplifier
R29 Reference resistor

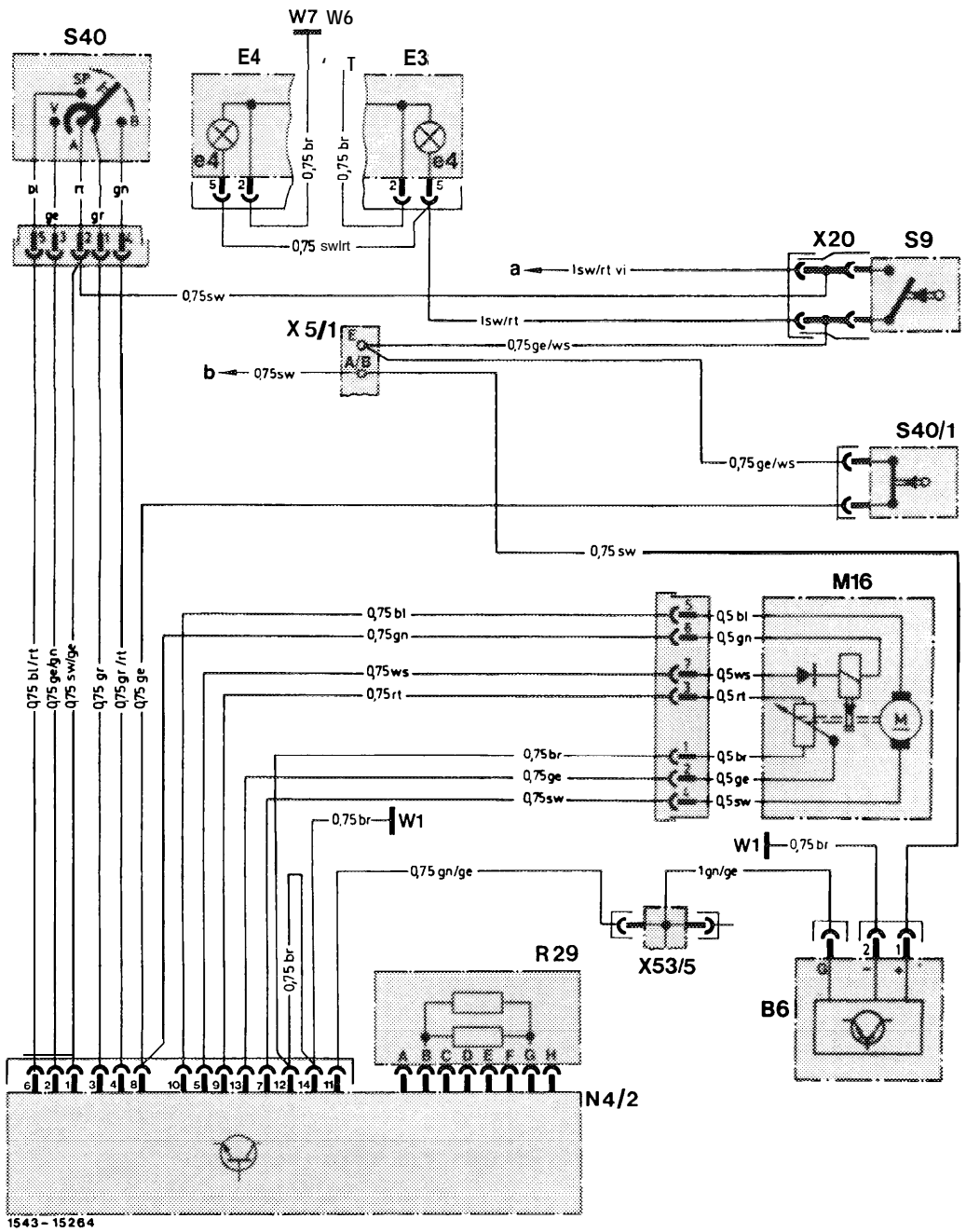


Fig. 54/8 Wiring diagram, Cruise control, models 201.028/029 with manual transmission

- | | | | |
|-------|--|--------|--|
| B 6 | Hall-effect speed sensor | S 40/1 | Clutch pedal switch (cruise control) |
| E 3 | Left taillamp unit | w 1 | Main ground (behind instrument cluster) |
| e4 | Stop lamp | W 6 | Ground, left rear wheelhousing |
| E 4 | Right taillamp unit | w 7 | Ground, right rear wheelhousing |
| e4 | Stop lamp | X 5/1 | Terminal block, interior (5-pole) |
| M 16 | Cruise control actuator | A/B | Identifying color: black |
| N 4/2 | Cruise control amplifier with reference resistor | E | Identifying color: yellow |
| R 29 | Cruise control reference resistor | x 20 | Connector, stop lamp switch |
| s 9 | Stop lamp switch | x 53/5 | Connector, Hall-effect sensor (model 201.029 only) |
| S 40 | Cruise control switch | a | to electrical center, harness plug C, terminal 1 |
| SP | ■ Resume | b | to electrical center, harness plug L, terminal 1 |
| V | ■ Decelerate/set | | |
| A | - Off | | |
| B | ■ Accelerate/set | | |

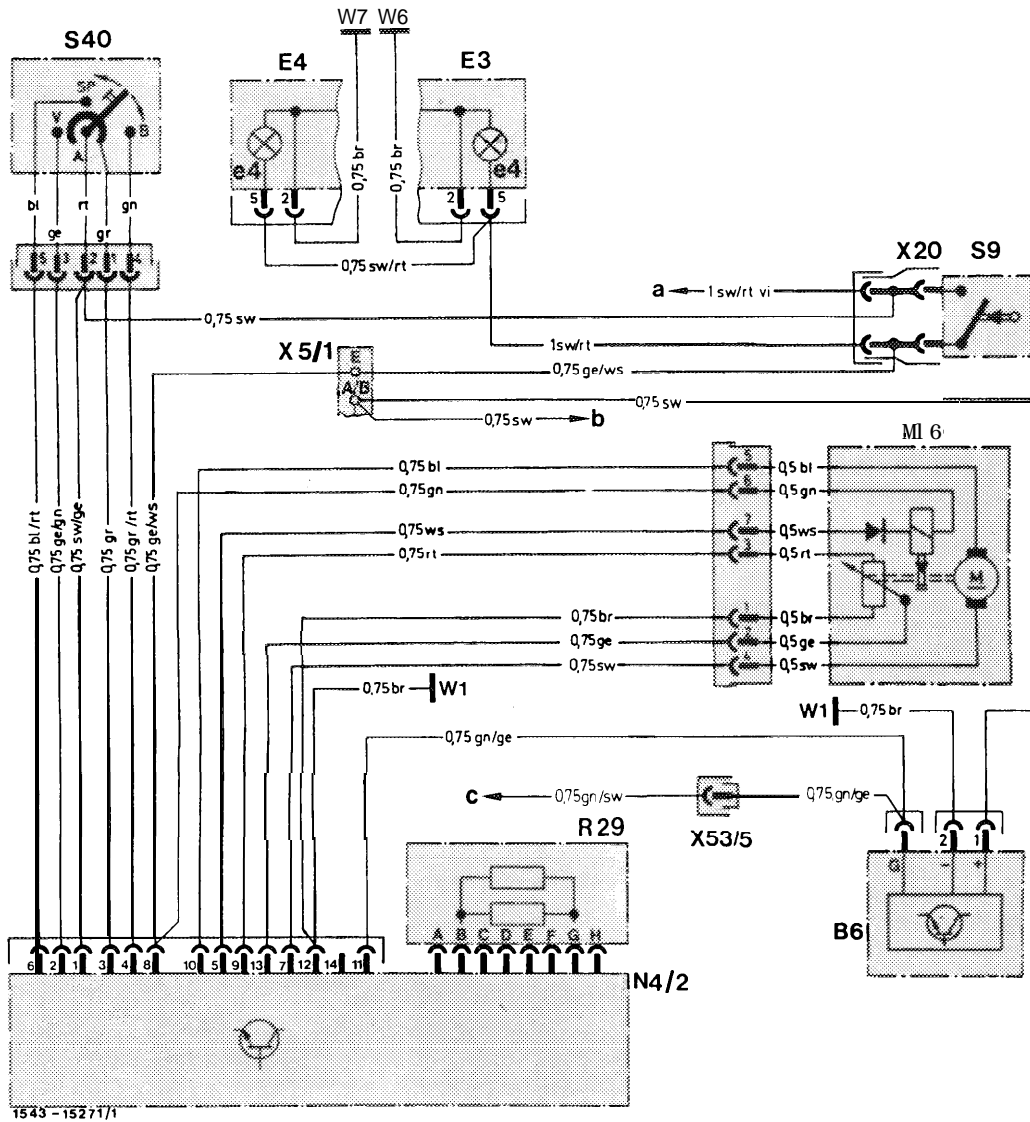


Fig. 54/9 Wiring diagram, Cruise control, model 201.126 with automatic transmission

- | | | | |
|-------|--|--------|--|
| B 6 | Hall-effect speed sensor | W 1 | Main ground (behind instrument cluster) |
| E 3 | Left taillamp unit | W 6 | Ground, left rear wheelhousing |
| e4 | Stop lamp | w 7 | Ground, right rear wheelhousing |
| E 4 | Right taillamp unit | X 5/1 | Terminal block, interior (5-pole) |
| e4 | Stop lamp | A/B | Identifying color: black |
| M 16 | Cruise control actuator | E | Identifying color: yellow |
| N 4/2 | Cruise control amplifier with reference resistor | x 20 | Connector, stop lamp switch |
| R 29 | Cruise control reference resistor | x 53/3 | Connector, Hall-effect sensor/EGR (I-pole) |
| s 9 | Stop lamp switch | a | to electrical center, harness plug C, terminal 1 |
| s 40 | Cruise control switch | b | to electrical center, harness plug L, terminal 1 |
| SP | ■ Resume | c | to EGR control unit N37/2 |
| V | ■ Decelerate/set | | |
| A | ■ off | | |
| B | ■ Accelerate/set | | |

Instrument Cluster

Models 107, 124, 126, 201

On the right side of the instrument cluster, the "ANTI-LOCK" indicator lamp was changed to "ABS" and "O₂ SENSOR" to "CHECK ENGINE".

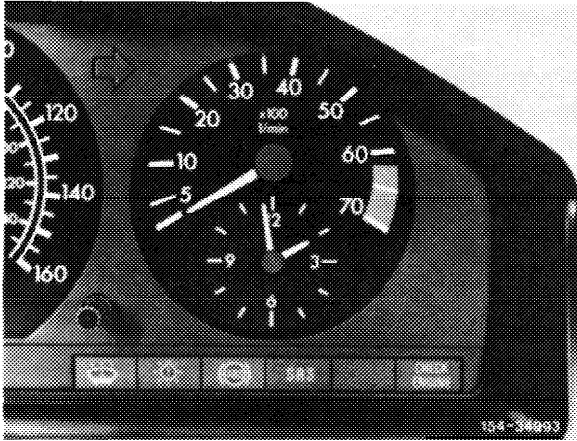


Fig. 54/10

An additional fuse for circuit 58d (instrument illumination) is installed in the instrument cluster of models 124, 126 and 201. This change was phased-in during model year 1987.

The fuse is designed as a printed circuit protection and is located in the instrument cluster within one of the bulb socket holders.

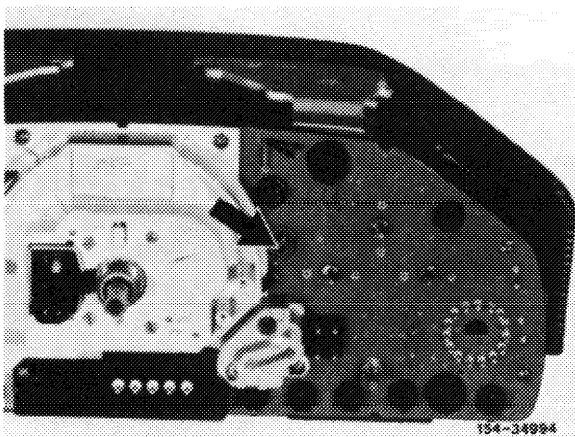


Fig. 54/11

For easier identification, the socket holder is colored red and must be replaced as a unit, if required.

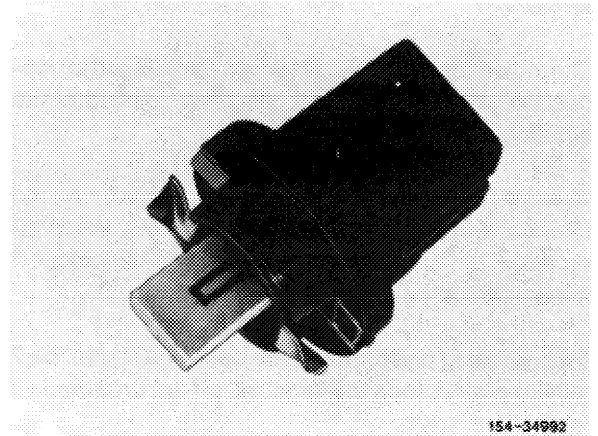


Fig. 54/12

Fuel gauge

Model 201

The indication of the fuel reserve was changed in connection with the modified installation position of the sending unit (see group 47).

To avoid flickering of the fuel reserve lamp during the change-over from regular to reserve fuel, the lamp receives an electronic signal for approximately 2 minutes from the initial illumination.

If the sending unit contacts are open again after the 2 minute period, then the lamp will go out until the fuel level drops again.

Separate fuse for blower motor

Model 201

On model 201 the fuse for the blower motor was changed from a 25 A fuse in the fuse box to a 30 A fuse in an auxiliary fuse holder (as in models 124 and 126).

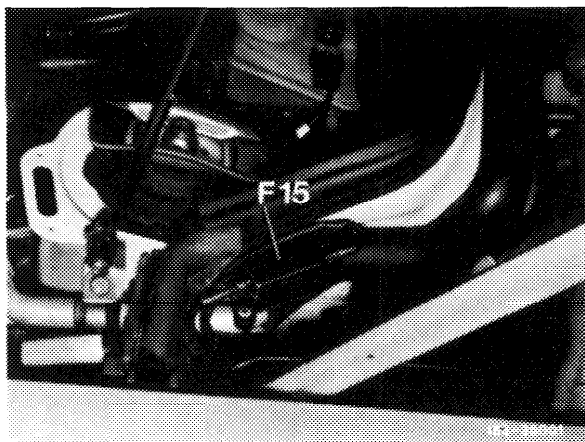


Fig. 54/16 Model 201

F15 Auxiliary fuse holder (blower motor)

Rear window wiper

Model 124.090

Since February 1987, the station wagon rear window wiper operates differently.

Operation:

With the front windshield wipers on, the rear window wiper will be automatically engaged if the car is shifted into reverse.

The logic circuitry also recognizes interval and continuous wiping.

Sliding roof

Sliding roof with rear pop-up feature

Model 201

An electrically operated sliding roof with rear pop-up feature, known from models 124 and 126, is available as a no-cost option.

The pushbutton switch S 13/2 for the sliding/pop-up roof is now illuminated. The intensity can be adjusted with the rheostat in the instrument cluster along with the other instruments.

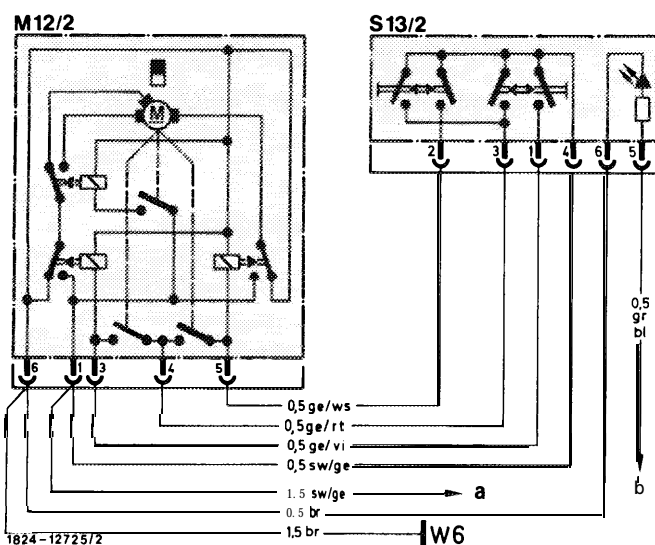


Fig. 77/1 Wiring diagram, sliding/pop-up roof

M 12/2	Sliding/pop-up roof motor
S 13/2	Sliding/pop-up roof switch
W 6	Ground, left rear wheelhousing (in trunk)
a	Connector for electrical equipment, terminal 5 (models 124, 126) Electrical center, connector N (model 201)
b	Connector for electrical equipment, terminal 4 (models 124, 126) Terminal block, circuit 58d (heater box) (Model 201)

Anti-theft alarm system

Models 107, 124, 126, 201

The alarm system can now be armed and disarmed with the valet key (round head) from the driver or passenger door, as is the case with the main key. Now, the modified valet key also has a red dot.

Therefore, the tumbler sleeve of the lock cylinder on the driver and passenger door was changed (models 107, 124, 126). The lock cylinder assemblies, from this modification on, have a new part number.

A new special tool, 924 589 002100, is available for detecting malfunctions in the anti-theft alarm system. It stores into memory information on which sensor(s) has activated the alarm, but does not provide information on how the alarm was armed/disarmed.

Wiper arm cover

Models 124,201

The wiper arm was changed. The light alloy covering with the small additional plastic flap has been replaced with a one part plastic cover.

This new version cover is no longer attached with screws, but is snapped onto the wiper arm. To remove the wiper arm, the cover must be pulled off toward the bottom. To do so, bring the wiper arm to its maximum extended position by first turning the windshield wiper switch in position II and then moving the wiper arm by switching the ignition key on and off again when the wiper arm has reached the 45° position.

WARNING!

Remove the ignition key from steering lock when working on the windshield wiper system. With the key in steering lock position 1 or 2, movement of the wiper arm could cause the automatic park feature of the wiper to engage. This could result in hand injuries.

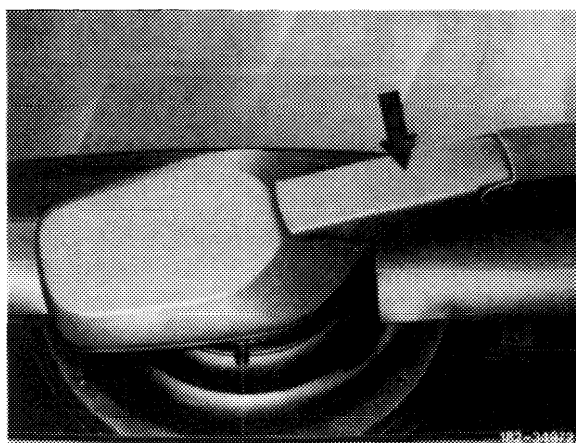


Fig. 82/8 Wiper arm cover

Wiper arm and wiper blade

Model 201

Along with the new version wiper arm cover, the wiper arm was shortened and the attachment point on the wiper blade was moved to reduce the pressure of the wiper blade against the windshield. In addition, the "claws" on the wiper arm which hold the wiper blade were modified.

Replacement note: Due to the modified attachment point, the new version wiper blade cannot be installed on the previous version wiper arm. Likewise, the previous version wiper blade cannot be installed on the new version arm.