

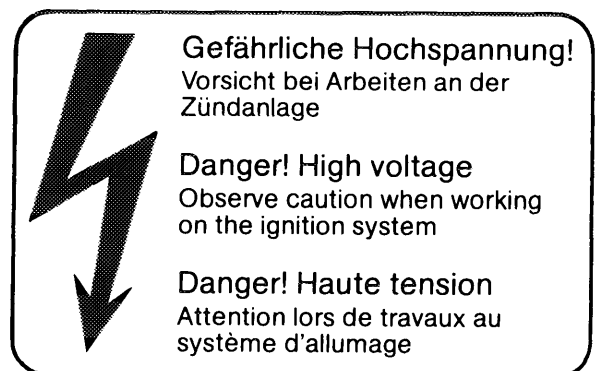
A. General information

Increased demands with regard to the ignition systems of modern engines and the desire to eliminate maintenance and service requirements resulted in the use of electronic ignition systems as standard equipment. As a rule, the ignition capacities of electronic systems are higher than those of conventional systems; additional increases in efficiency are indicated. As a result, electronic ignition systems are entering a performance range where contact with voltage-carrying components or terminals may be dangerous to life.

For this reason, strictest attention must be paid to the safety rules described below when working on breakerless transistorized ignition systems:

- Persons with heart stimulators should not work on such ignition systems.

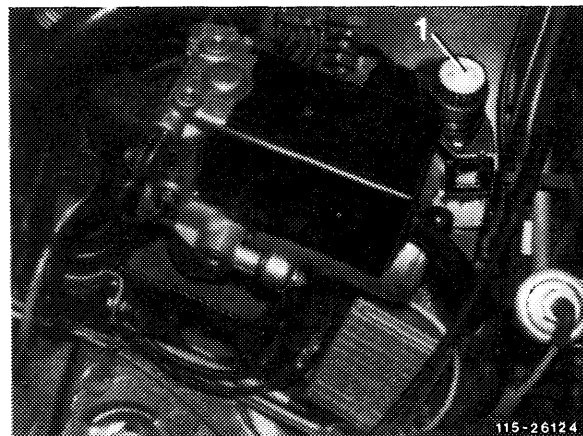
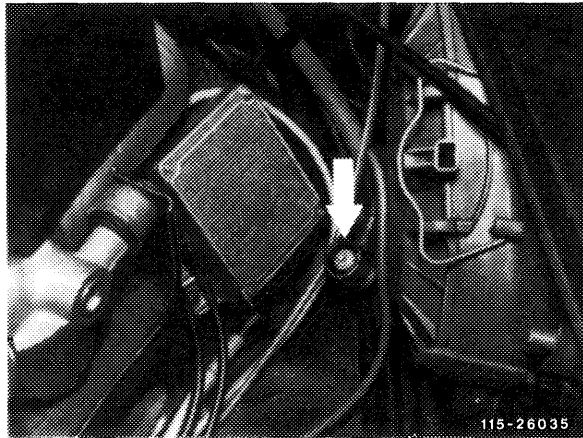
Information label in engine compartment



1154-9352

- At starting speed or with engine running do not touch and pull off any of the components of an ignition system.
- Perform assembly jobs on ignition system or connect and disconnect transmitters on ignition cables only with engine stopped and ignition switched off.
- Do not install adapters or built-in transmitters which are metallically bright on outside into ignition cables, e.g. cylinder 1.

- Prior to working at starter speed, e.g. for checking compression pressure or prior to rotating engine e.g. for checking pressure loss, switching off ignition and pulling green control line from switching unit or for plugging protective plug, part No. 102 589 02 21 00 on diagnosis socket.



B. Notes concerning prevention of damage on ignition system

- Do not connect suppressor capacitor or test lamp on terminal 1 of ignition coil.
- Do not connect terminal 1 and 15 of ignition coil short against ground, e.g. as a protection against burglars.
- Install original components of ignition system only.
- Do not operate ignition system at starter speed without completely connected ignition harness.
- At starting speed or with engine running, do no longer make tests such as holding ignition cable 4 at some distance from ground (metal), pulling a spark plug connector or cable 4 out of ignition coil.

- Do not use short-circuit device in engine testers for this ignition system. If the short-circuit device (cylinder comparison) is actuated and the engine stops, the max. possible current will flow through ignition coil and coil may be destroyed.
- During separate ignition coil test use a relevant test adapter to prevent damage to ignition coil.

C. Notes concerning use of testing instruments

- Connect and disconnect voltage transmitter clamp to cable 4 and trigger clamp to cylinder 1 on stationary engine **only** and with ignition switched off.
- To avoid wrong measurements, the trigger clamp should be attached right behind ignition distributor on ignition cable cylinder 1.
- For tapping signals, connect test instruments for measuring engine speed and dwell angle, which cannot be connected to diagnosis socket, to cable connector of switching unit terminal TD and ground or to jack 1 of diagnosis socket and ground only.