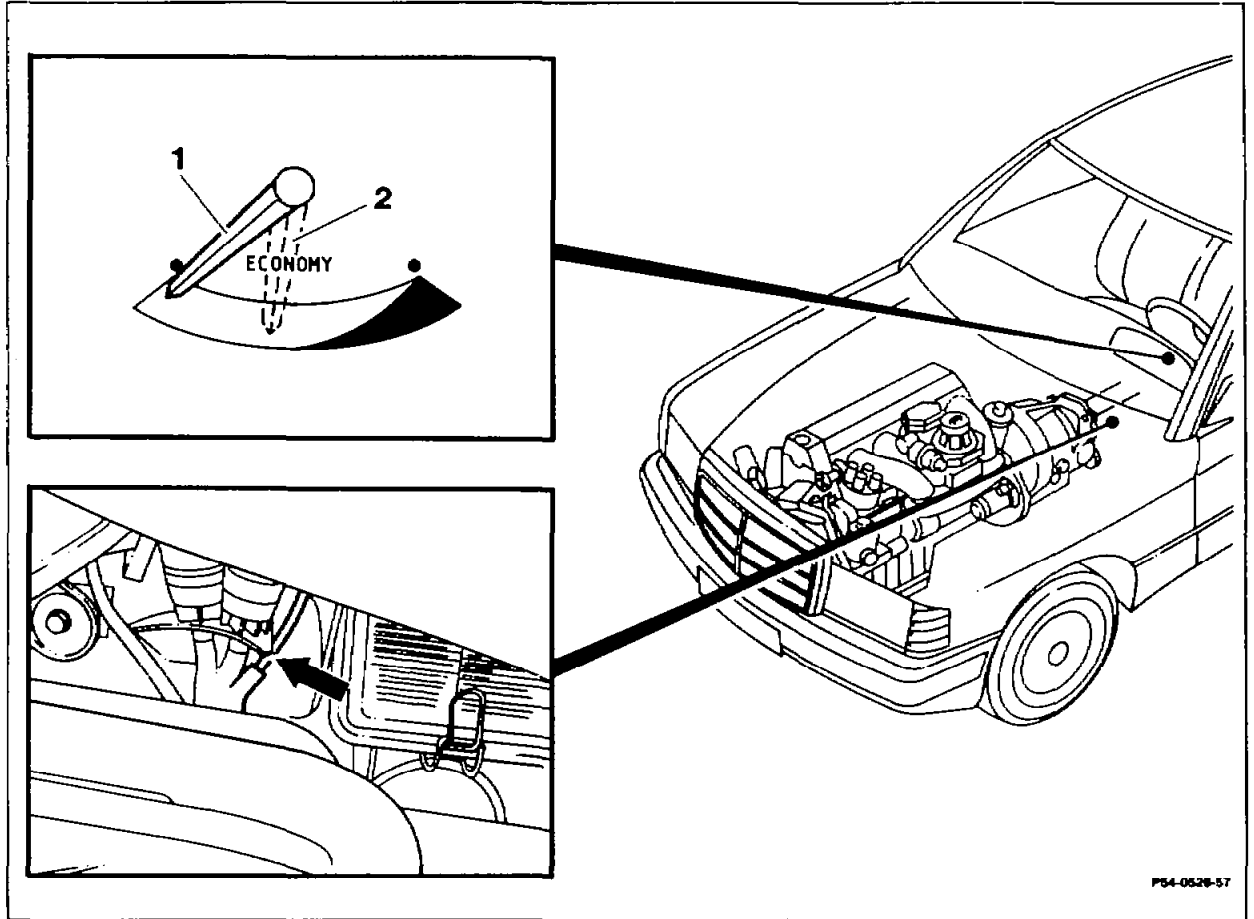


54-0255 Testing gauge for economic driving (ECONOMY) (up to 06/90)

Operation no. of operation texts and work units or standard texts and flat rates:

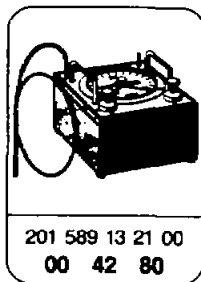


P54-0528-57

Vacuum line at distributor (arrow)	detach.
Tester 201 589 13 21 00	connect to vacuum line to intake manifold.
Engine	start.
	Specification at idling speed: -0.4 to -0.6 bar.
	If the specification is not achieved, the vacuum line is fouled or leaking; clean or replace as necessary.
Tester 201 589 13 21 00	connect between intake manifold and gauge.
Pointer in gauge	moves to the left (1),
	specification at left stop: ≥ -0.585 bar.

<p>Idling speed</p> <p>Specified value or reading of gauge not reached</p> <p>Tester 201 589 13 21 00</p>	<p>increase until pointer of gauge is at start of red field (2). Specification: approx. 0.4 bar.</p> <p>leak in vacuum system of headlamp range control and/or air conditioner.</p> <p>Note If a faulty vacuum unit at the transmission is found on vehicles with automatic transmission, oil may also be present in the gauge and in the cable. Clean cable and replace gauge. disconnect.</p>
---	--

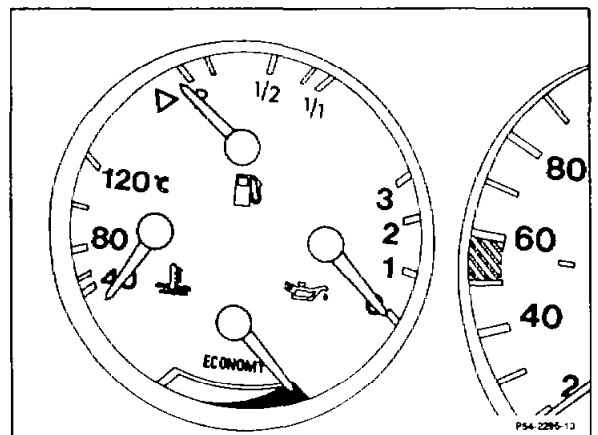
Special tool



Function

The gauge is connected by a vacuum line to the intake manifold and indicates the momentary fuel consumption as a function of intake manifold vacuum.

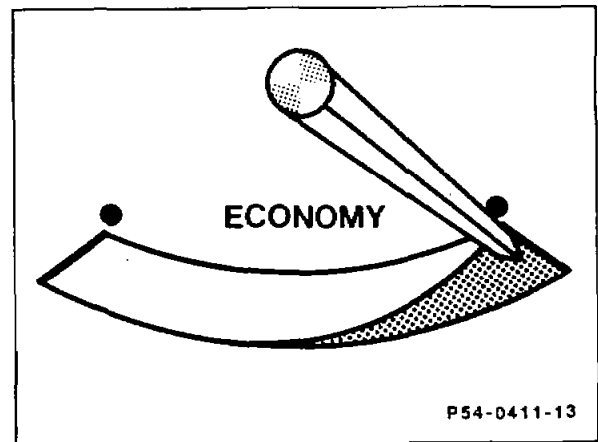
At a high intake manifold vacuum the pointer is in the black field of the gauge (low fuel consumption); as intake manifold vacuum drops, the pointer moves into the red field. The momentary fuel consumption increases.



When the engine is not running, the pointer is in the red field against the right stop pin.

Note

The pointer only indicates a reading at a vacuum of ≥ 0.08 bar.



Note

If the pointer remains in the red field against the right stop, there is a leak in the vacuum line to the gauge (connection point, line) or the gauge is faulty.

Renew vacuum line and/or gauge.

If the gauge is very sluggish, the cause may be oil in the vacuum line and/or in the instrument. Oil can get into the vacuum system as a result of a faulty membrane in the vacuum unit at the automatic transmission, and this then results in failure of the gauge.