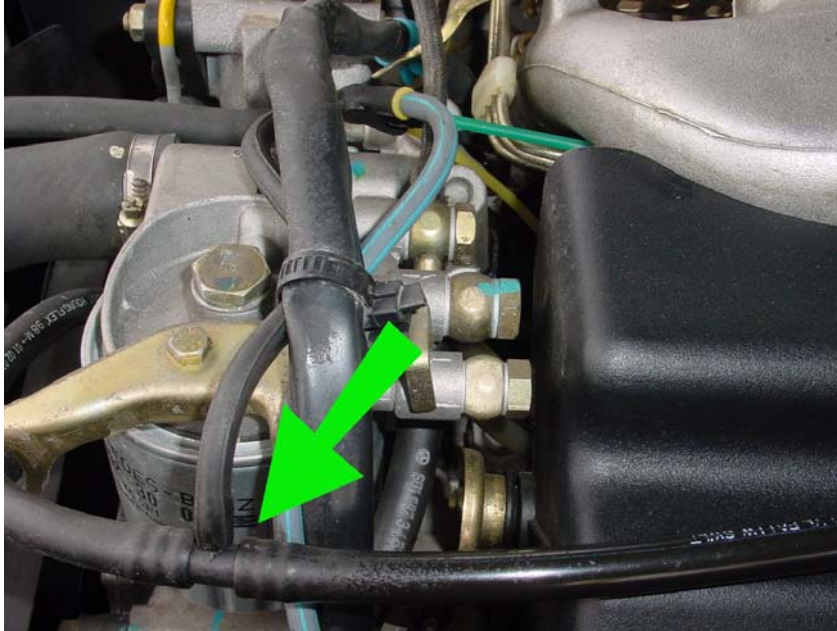


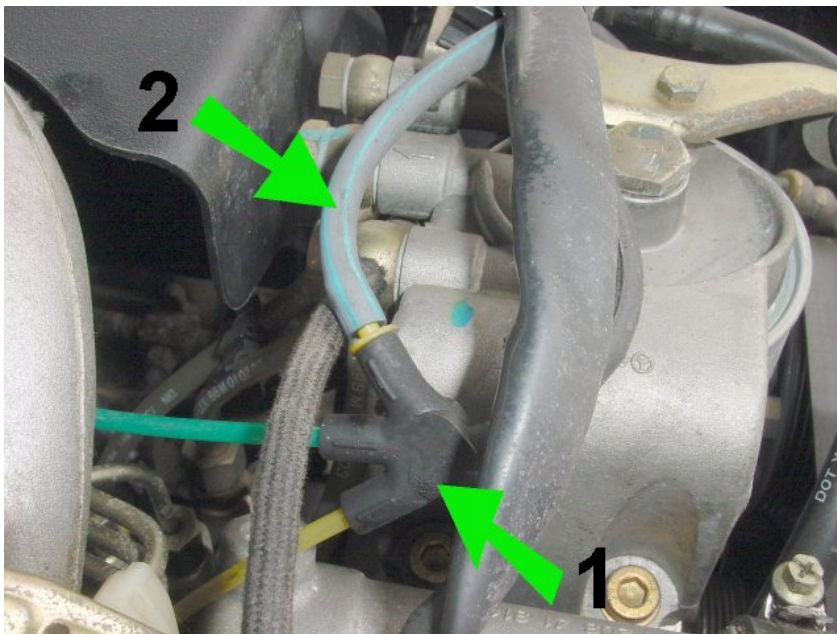
VACUUM SYSTEM FOR ENGINE 2.9 TD (2000)

(should also work for other types)

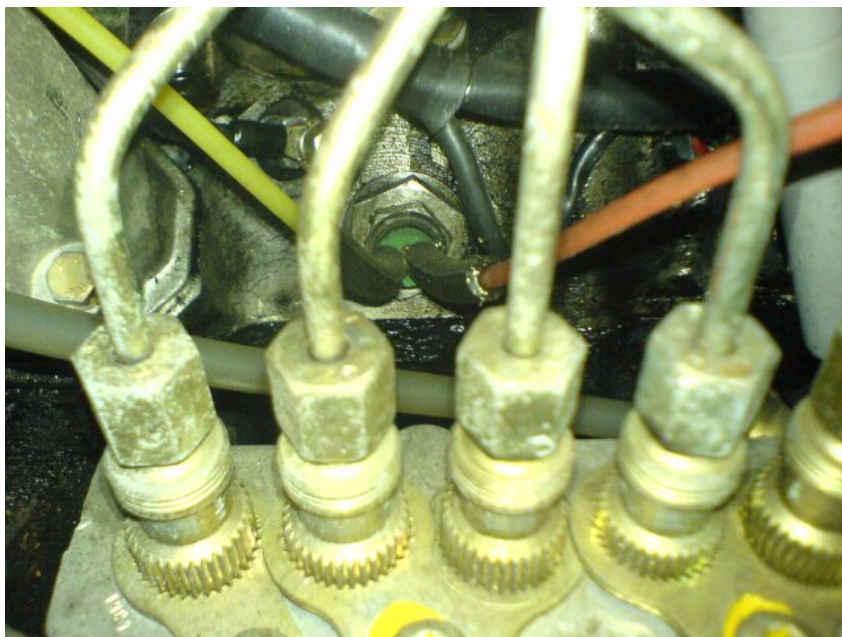
Starting point the tick vacuum pipe that comes from the vacuum pump and goes to the main brake cylinder.



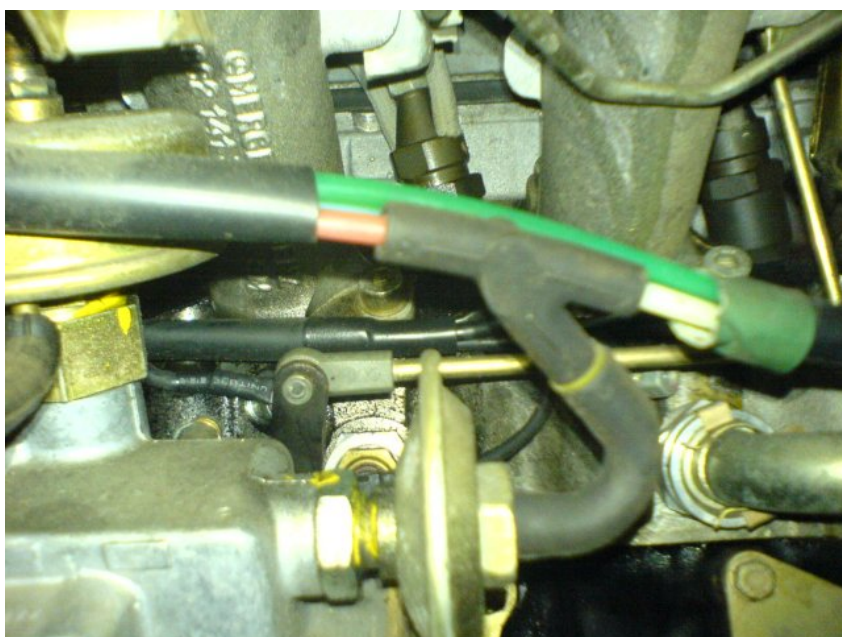
It the thick pipe sits a T-piece from that a thin rubber hose goes to a 4-way connector (1). From that 4-way connector a rubber hose (2) goes to a electro valve on the left inner wing for the front wheels hubs.



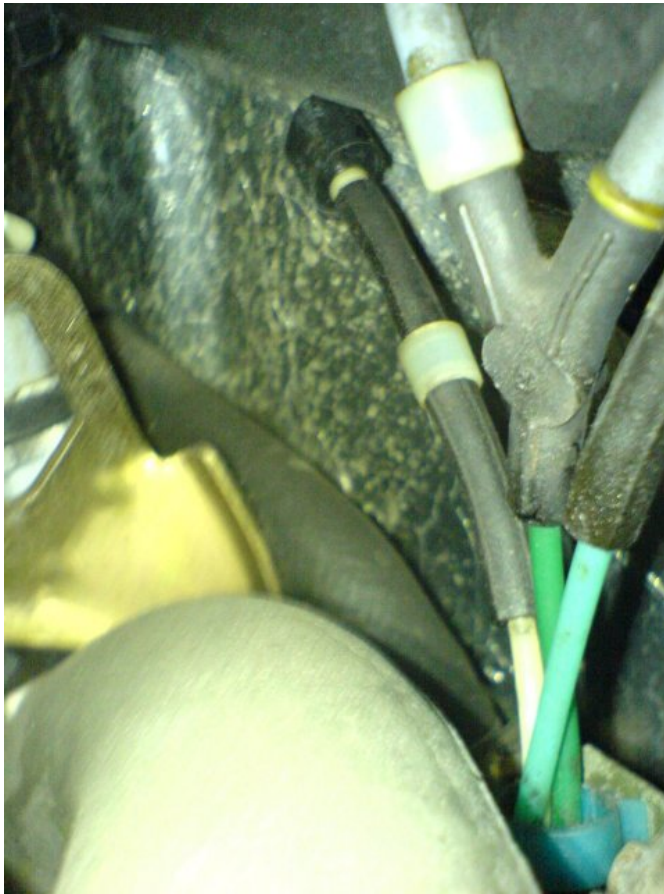
From the 4-way connector goes a yellow pipe to the thermo valve on the cylinder head.



From the thermo valve a red pipe goes to a T-piece nearby the PLA-unit. One connection of this T-piece goes to the PLA-unit.



The other connection goes with a white pipe to a restrictor with filter on the firewall.



The green pipe on the 4-way connector goes to a T-Piece on the firewall. From one side a rubber hose goes to the ignition lock.



The other side goes through a restrictor to an electro valve of the EGR-system at the right side of the bulkhead besides the battery.



From the EGR-valve goes a rubber hose to the EGR-valve.



From the return rubber hose from the ignition lock on firewall a blue pipe goes to the engine stop valve on the injection pump.



If you have an automatic gear box (MB W4A040) a brown pipe (modulation pressure line) goes from the 4-way connector (5-way in this case) to the vacuum control valve on the injection pump. From that valve goes as a rubber hose to a damper (green device on pic) and then to the vacuum box of the automatic gearbox.



Walter

3 december 2006