



ENGINE 104, 111, 112, 113, 119, 120, 156, 271, 272
With gasoline injection and ignition system ME-SFI

- To avoid damage to control unit, only connect and disconnect the two connectors on control unit when ignition is switched off.
- Terminal 1 of ignition coils must not be short-circuited to GND, e.g. as antitheft protection.
- Only install original ignition system components.
- Do not operate ignition system at starting speed unless all of the ignition cables are connected.
- No tests such as holding ignition cable 4 at a distance to GND, unplugging a spark plug connector or pulling cable 4 out of the ignition coils, may be performed at starting speed or when the engine is running.

Use of testers and testing units

- Only connect and disconnect secondary measuring sensor to corresponding ignition cables when vertical engine and ignition are switched off.

- Every high voltage circuit must be loaded with at least 2 kΩ (spark-plug connector).
- If it is necessary to test the ignition spark when providing roadside assistance, this must only be done with a spark plug at a cylinder ignition cable. Ensure that spark plug has good contact to ground.
- Before working at cranking speed, e.g. checking compression pressure, switch off ignition and disconnect connector "2" from control unit.

Engine 120 has two injection / ignition systems.

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- If the short-circuit protection is operated (cylinder comparison) and the engine stays upright, it is not possible to conduct the test with this test instrument.
 - Do not connect test lamp to ignition coil terminals 1 and 15.