Mercedes-Benz

service information

TO: **OUR MERCEDES-BENZ PASSENGER CAR DEALERS**

DATE: July 1992 (supersedes SI MBNA 00/40, June 1990) **REF. NO.** MBNA 00/40a

Revision: Non-use of cold cleaner added.

SUBJECT: **MODELS 124, 129, 140.134 AND 201**
ENGINE COMPARTMENT CLEANING AND NEW PRESERVATION MATERIAL

As of the dates listed below, a laquer-type preservation material instead of the previous preservation wax is applied to the engine and engine compartment on all passenger vehicles.

Production Phase-In

Model	Production Date	
124	March	1990
129	February	1990
140.134*	June	1991
201	June	1990

Note: * The laquer-type preservation material is applied since the start of model production. Due to product improvement, models 140.0 do not require application of preservation material.

Engines/compartments treated with new laquer-type material are recognizable by the glossy appearance of plastic/rubber hoses. The new material is not sticky and will therefore not attract as much dirt, will make cleaning much easier, and offers an excellent long-term corrosion prevention.

The new preservation material is resistant to presently approved steam and cold water engine cleaning systems.

Cleaners, such as cold cleaners, are no longer needed. They could even cause damage to the long-term preservation finish.

The laquer preservation material is not available as a spare part at this time. After cleaning the engine and compartment, preservation wax may be applied over the laquer if necessary.

Prior to cleaning and preservation of the engine/compartment, the fresh air openings, windshield and front fenders should be covered to protect the vehicle, and to prevent cleaning and preservation material from entering the passenger compartment.

The cap on the brake fluid reservoir, the vacuum pump on diesel engines, as well as all uncovered openings on the engine should be taped shut to prevent intrusion of foreign material. Remove the tape once the preservation material is applied. Use an air hose to clean out any dirt or debris from the component compartment. **It is not recommended to use high pressure water or steam** in this area or **near any electrical/electronic components** due to the likelihood of expensive electrical and electronic component damage caused by the intrusion of water and detergent into various electrical connectors.

Allow engine to cool (exhaust system is warm/cool to the touch) before cleaning. Depending upon the degree of dirt/grease acculumation, apply the appropriate amount/strength cleaning agent, allow the agent to work the dirt free (use a small brush if necessary) and remove with high pressure hot water.

Note: Composition and strength of cleaning agent may depend upon local EPA and DEC regulations. Please check and comply with your local laws.

In addition to inspecting and lubricating the throttle linkage and control shaft rods during the regular Maintenance Service, the rods and shafts must be lubricated and inspected for ease of movement and wear (Maintenance job no. 3022), and replaced as necessary before applying any new preservation material.

Note: When replacing components in the engine compartment, they should be preserved using the known MB-anti-corrosion wax.

Do not apply preservation material to:
- any electrical and electronic components,
- belts and pulleys,
- exhaust system,
- friction damper shaft on throttle linkage,
- vent bore (arrow, Figures 1 and 2) for diaphragm regulating valve chamber.

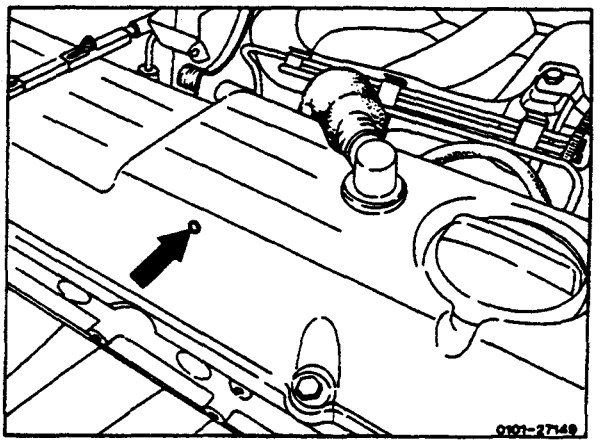

Figure 1 Engine 601

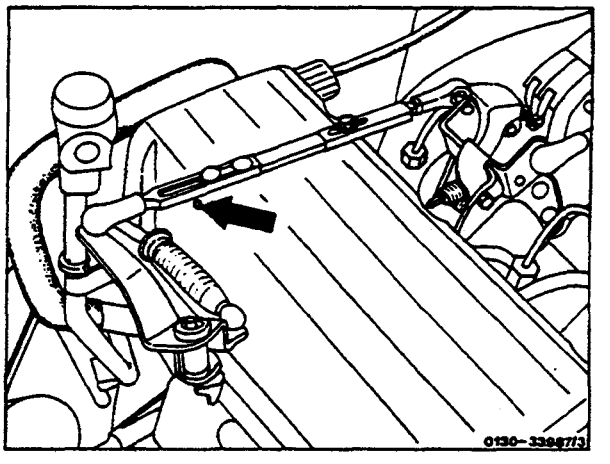

Figure 1 Engines 602 and 603

Equipment

Hollow Cavity Protection Spray Gun[1)]	SATA HKD-1

[1)] Available through the MBNA Standard Equipment Program

Parts Information

Part Name	Part Number	Container size
MB-anti-corrosion wax	000 986 33 70/10	400 ml
MB-anti-corrosion wax	000 986 33 70	1 liter