State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-157-2
Relating to Exemptions under Section 27156
of the Vehicle Code

JAM ENGINEERING CORPORATION

JAM CARBURETOR CONVERSION KIT NO. C-505 USING ONE (1) MODIFIED HOLLEY MODEL NO 4360C, LIST NO. 8677 CARBURETOR

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the JAM carburetor conversion kit no. C-505 manufactured by JAM Engineering Corp. has been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1973-1976 Mercedes-Benz 280, 280c and 280s vehicles originally equipped with a Solex 4A1 carburetor.

The following modifications to the original equipment exhaust emission control system are permitted:

1) The throttle positioner (dashpot) may be removed.

2) The electric assist water operated choke system is substituted with an electric choke.

3) The vacuum operated float chamber vent valve is substituted with a mechanical float chamber vent valve.

4) Vacuum hose routing may be changed, as specified in the device installation instructions.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the device, as exempted by the Air Resources Board, that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of a kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of this device may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE JAM CARBURETOR CONVERSION KIT NO. C-505.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

Section 43644 of the Health and Safety Code provides as follows:

> "43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at El Monte, California, this 9th day of May, 1986.

K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF THE JAM ENGINEERING CORPORATION CARBURETOR CONVERSION KIT NO. C-505 USING ONE (1) MODIFIED HOLLEY MODEL NO. 4360C, LIST NO. 8677 CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

May, 1986

EVALUATION OF THE JAM ENGINEERING CORPORATION CARBURETOR CONVERSION KIT NO. C-505 USING ONE (1) MODIFIED HOLLEY MODEL NO. 4360C, LIST NO. 8677 CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

by

Mobile Source Division
State of California
AIR RESOURCES BOARD
9528 Telstar Avenue
El Monte, CA 91731

SUMMARY

JAM Engineering Corporation (JAM) has applied for exemption from the prohibitions of Vehicle Code Section 27156 for the JAM Carburetor Conversion Kit No. C-505 using one (1) modified Holley Model No. 4360C, List No. 8677 carburetor. The JAM Carburetor Conversion Kit replaces the original equipment Solex 4A1 carburetor on 1973-1976 model-year Mercedes-Benz 280, 280c and 280s vehicles.

Comparative exhaust emission tests demonstrate that the aftermarket JAM Carburetor Conversion Kit No. C-505 does not adversely affect emissions. Based on the results of the tests and the evaluation of the JAM Carburetor Conversion Kit, the staff recommends that the exemption be granted as requested for the 1973-1976 model-year 280, 280c and 280s vehicles.

CONTENTS

EVALUATION OF THE JAM ENGINEERING CORPORATION CARBURETOR CONVERSION KIT NO. C-505 USING ONE (1) MODIFIED HOLLEY MODEL NO. 4360C, LIST NO. 8677 CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

I. INTRODUCTION

JAM Engineering Corporation (JAM) of Monterey, California, has applied for exemption from the prohibitions of Vehicle Code Section 27156 for a Carburetor Conversion Kit designated as JAM Kit No. C-505 utilizing one (1) modified Holley Model No. 4360C, List No. 8677 carburetor. The Carburetor Conversion Kit is designed to replace the original equipment manufacturer (OEM) Solex 4A1 4-barrel carburetor as found on 1973-1976 model-year Mercedes-Benz 280, 280c and 280s vehicles equipped with 167.5 cubic inch displacement (CID) 6-cylinder engines.

This report describes the evaluation of the JAM Carburetor Conversion Kit and the findings.

II. CONCLUSIONS

Comparative exhaust emission data and other information submitted by the applicant demonstrated that the JAM Carburetor Conversion Kit No. C-505 meets the Air Resources Board (ARB) requirements for exemption from the prohibitions of Vehicle Code Section 27156.

III. RECOMMENDATIONS

Based on the submitted comparative emissions data and the confirmatory testing performed by the Air Resources Board (ARB) on the JAM Carburetor Conversion Kit, the staff recommends that JAM be granted exemption from the prohibitions of Vehicle Code Section 27156 for the JAM Carburetor Conversion Kit No. C-505 for 1973-1976 Mercedes-Benz 280, 280c and 280s vehicles.

IV. DEVICE DESCRIPTION

The JAM Carburetor Conversion Kit No. C-505 uses one (1) modified Holley Model No. 4360C, List No. 8677, carburetor to replace the OEM Solex 4A1 carburetor for 1973-1976 Mercedes-Benz 280, 280c and 280s vehicles. The Solex carburetor is a progressive two stage four barrel design. The special features of this carburetor are a vacuum controlled throttle positioner, an automatic engine cooling water temperature controlled choke with electric assist and a vacuum operated float chamber vent valve (See Appendix 1). The vacuum controlled throttle positioner controls exhaust emissions during deceleration by holding the throttle valve open slightly during periods of high manifold vacuum, caused by deceleration, until the engine has returned almost all the way to idle, at which time it allows the throttle to shut back to its idle position. By holding the throttle open slightly additional air is supplied to lean out the normally rich conditions which occur during deceleration, thereby reducing emissions. The electric assist choke controls exhaust emissions by electrically heating the choke thermostat, in addition to the heating it receives from the engine coolant, whenever the engine oil temperature is above 62°F. This causes the choke to open sooner during the warmer seasons of the year. The vacuum operated float chamber vent valve controls float chamber vent such that when the engine is not in operation the float chamber vapors are vented to the carbon canister and when the engine is in operation these vapors are vented into the air cleaner and subsequently drawn into the engine and consumed.

The Holley carburetor is a progressive two-stage four-barrel design similar to the Solex 4A1 carburetor (See Appendix 2). The Holley does not utilize a throttle positioner. The Holley uses an electrically heated choke only and does not require engine coolant to circulate through it. The Holley utilizes a mechanically operated float chamber vent valve which duplicates the

function of the vacuum operated unit on the Solex 4A1 carburetor. Therefore, when the C-505 kit is installed the throttle positioner system is removed with the Solex carburetor, the choke system is changed from an electrically assisted automatic engine cooling water temperature controlled choke to an electric choke and the vacuum operated float chamber vent valve is substituted with a mechanical float chamber vent valve. The calibration of the Holley carburetor is shown in Appendix 3.

The JAM C-505 kit comes complete with the modified Holley carburetor, air cleaner adaptor, installation instructions (See Appendix 4) and all the gaskets and hardware required to properly install the Holley carburetor on the Mercedes-Benz 280 series vehicles. The facsimile of the underhood identification label is shown in Appendix 5.

V. DEVICE EVALUATION

The applicant performed comparative cold-start CVS-75 exhaust emission tests at Emissions Testing Laboratories of Northern California, San Carlos, California. A 1975 model-year Mercedes-Benz 280c equipped with a 167.5 CID engine and automatic transmission was used as the test vehicle. The baseline test was performed with the Solex 4A1 carburetor. A representative production JAM Kit No. C-505 was used for the comparative testing.

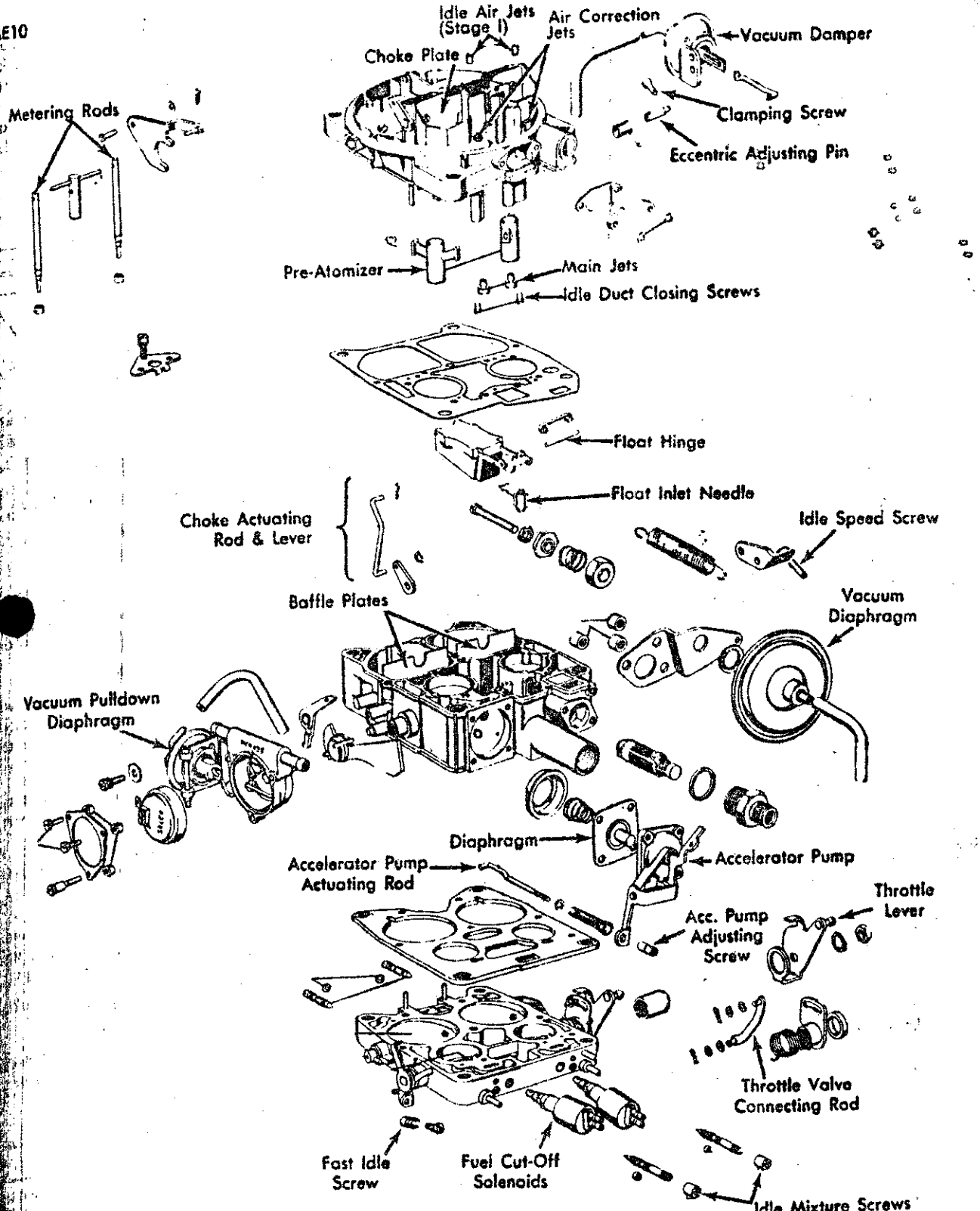
A 1975 model-year vehicle was used as the test vehicle since vehicles of this model-year were required to meet more stringent standards. JAM requested that they be allowed to use a 1975 vehicle because it could be easily procured and it utilizes the same emission control system as the 1976 vehicles. It would be expected that vehicles of previous model-years and the 1976 model-year would meet the respective emissions standards using the same JAM Kit. The applicant's submitted comparative exhaust emission data are given in Table 1 (See Appendix 6 for original data sheets).

The results of these comparative emissions tests show that the elimination of the throttle positioner, the substitution of the electrically assisted automatic engine cooling water temperature controlled choke with an all electric automatic choke and the substitution of the vacuum operated float chamber vent valve with a mechanically operated valve does not adversely affect emissions.

JAM Engineering Corporation has fulfilled the requirements for exemption of their carburetor conversion kit No. C-505.

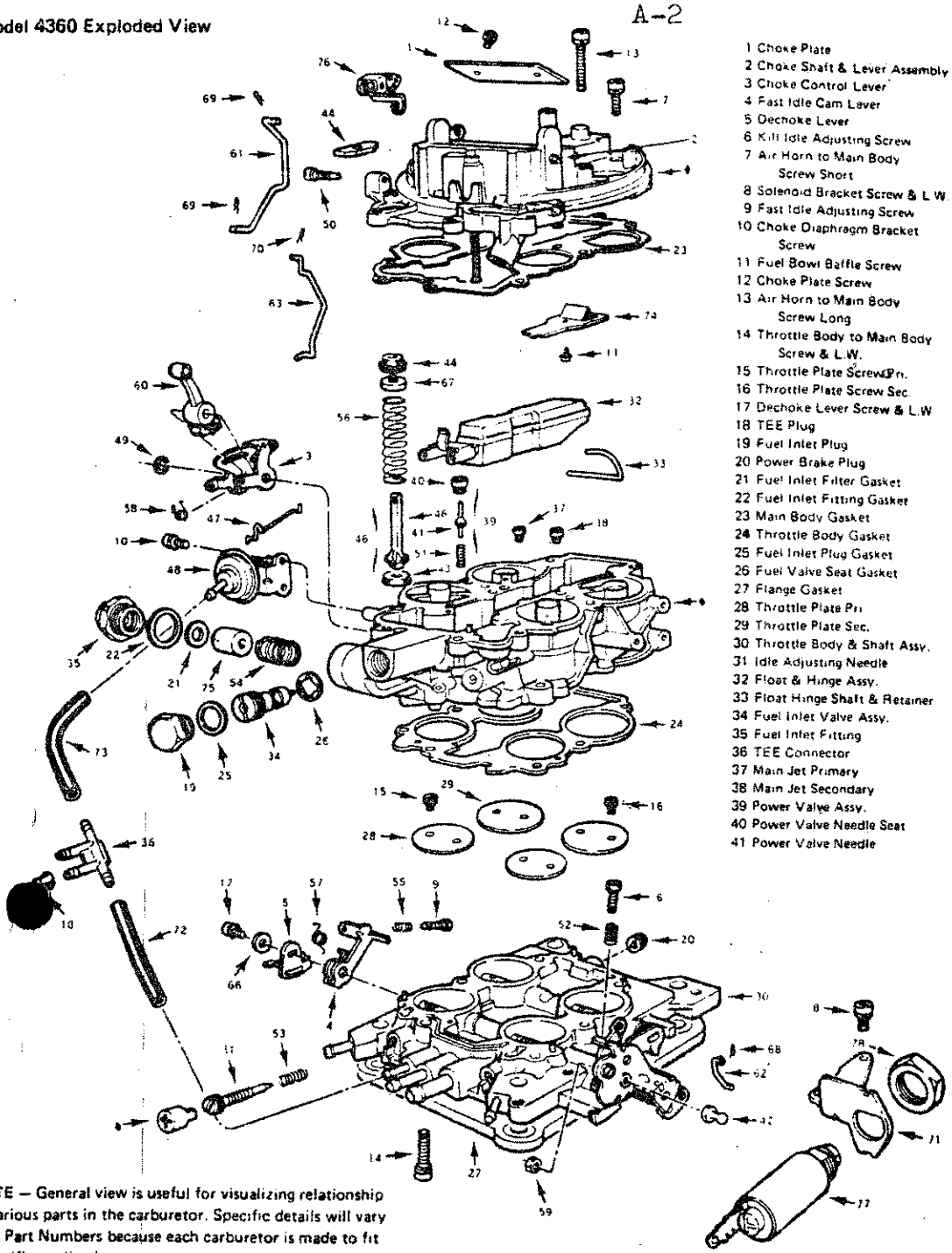
SOLEX 4A1 TYPE 4-BARREL (Cont.)

3ME10



SOLEX 4A1 CARBURETOR ASSEMBLY

Model 4360 Exploded View



1 Choke Plate
2 Choke Shaft & Lever Assembly
3 Choke Control Lever
4 Fast Idle Cam Lever
5 Dechoke Lever
6 Kill Idle Adjusting Screw
7 Air Horn to Main Body Screw Short
8 Solenoid Bracket Screw & L.W.
9 Fast Idle Adjusting Screw
10 Choke Diaphragm Bracket Screw
11 Fuel Bowl Baffle Screw
12 Choke Plate Screw
13 Air Horn to Main Body Screw Long
14 Throttle Body to Main Body Screw & L.W.
15 Throttle Plate Screw Pri.
16 Throttle Plate Screw Sec.
17 Dechoke Lever Screw & L.W.
18 TEE Plug
19 Fuel Inlet Plug
20 Power Brake Plug
21 Fuel Inlet Filter Gasket
22 Fuel Inlet Fitting Gasket
23 Main Body Gasket
24 Throttle Body Gasket
25 Fuel Inlet Plug Gasket
26 Fuel Valve Seat Gasket
27 Flange Gasket
28 Throttle Plate Pri.
29 Throttle Plate Sec.
30 Throttle Body & Shaft Assy.
31 Idle Adjusting Needle
32 Float & Hinge Assy.
33 Float Hinge Shaft & Retainer
34 Fuel Inlet Valve Assy.
35 Fuel Inlet Fitting
36 TEE Connector
37 Main Jet Primary
38 Main Jet Secondary
39 Power Valve Assy.
40 Power Valve Needle Seat
41 Power Valve Needle
42 Throttle Lever Ball
43 Pump Cup
44 Choke Rod Seal
45 Pump Stem Seal
46 Accelerating Pump Assy.
47 Choke Diaphragm Link
48 Choke Diaphragm Assy.
49 Choke Control Lever Ret.
50 Pump Lever Stud
51 Power Valve Spring
52 Kill Idle Screw Spring
53 Idle Needle Spring
54 Fuel Inlet Filter Spring
55 Fast Idle Screw Spring
56 Drive Spring
57 Fast Idle Cam Lever Return Spring
58 Choke Control Lever Spring
59 Throttle Lever Ball Nut
60 Fast Idle Cam Assy
61 Choke Rod
62 Secondary Connecting Rod
63 Accelerating Pump Rod
64 Throttle Lever Ball L.W.
65 Connecting Rod Washer
66 Dechoke Lever Retaining W.
67 Spring Perch Washer
68 Connecting Rod Retainer
69 Choke Rod Retainer
70 Pump Rod Retainer
71 Solenoid Bracket
72 Choke Vacuum Hose
73 Choke Vacuum Hose
74 Fuel Bowl Baffle
75 Fuel Inlet Filter
76 Accelerating Pump Lever
77 Solenoid Idle Stop
78 Solenoid Nut

Parts not shown on illustration
P.C.V. Tube Plug
Throttle Lever Ball
Throttle Lever Ball L.W.
Throttle Lever Ball Nut
Trans Kick-Down Stud
Trans Kick-Down Nut

NOTE — General view is useful for visualizing relationship of various parts in the carburetor. Specific details will vary with Part Numbers because each carburetor is made to fit a specific application.

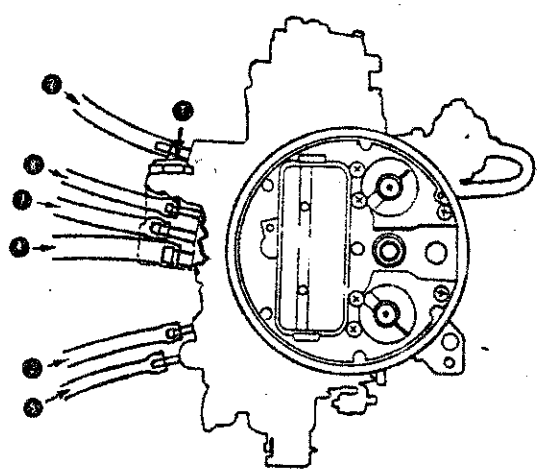
Parts having • designation are not available for service

FLOAT SETTING

With carburetor body INVERTED top of float should be 0.125 inch from machined gasket surface.

HOLLEY MODEL 4360C. LIST 8677
CARBURETOR PORT DIAGRAM

CARBURETOR FEATURE	PORT/HOSE NUMBER
FUEL INLET	1
PORTED E.G.R. SIGNAL	2
TIMED SPARK SIGNAL	3
MANIFOLD VACUUM	4
CANISTER PURGE	7
FULL MANIFOLD VACUUM	8
BOWL VENT	5



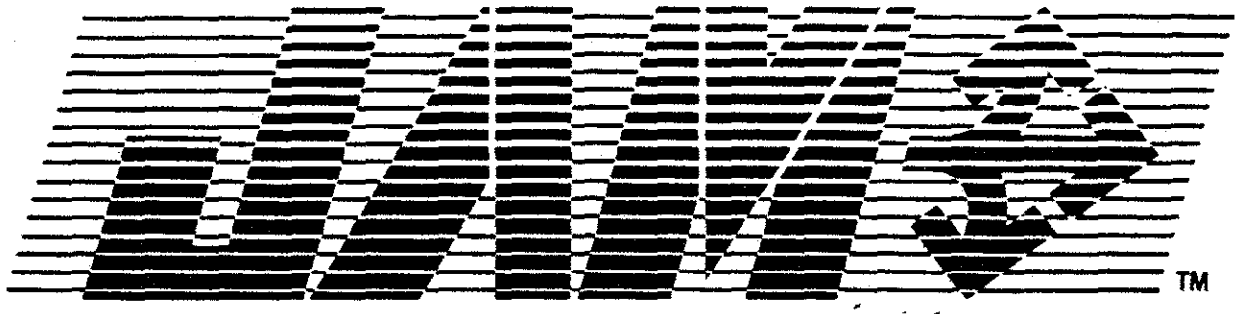
CARBURETOR SPECIFICATIONS

Modified Holley 0-8677

* Rated Flow - 450 CFM.
* Primary & Secondary Needle & Seat Diameter - 0.110 in.
* Primary Main Jet - 0.048 in.
* Secondary Main Jet - 0.054 in.
* Power Valve Primary & Secondary - 1st Stage opens at 9" Hg, 2nd Stage opens at 5" Hg.
* Primary Discharge Nozzle - 0.028 in.
* Primary Venturi Diameter - 1 1/16 in.
* Secondary Venturi Diameter - 1 3/32 in.
* Primary Throttle Bore Diameter - 1 3/8 in.
* Secondary Throttle Bore Diameter - 1 7/16 in.

C-505

''THE BEST BY DESIGN''



ENGINEERING CORPORATION

Instruction manual

P.O. Box 2570 • 244 Pearl St. • Monterey, CA. 93940 • (408) 372-1787

"THE BEST BY DESIGN"

JAM-PACK™ CONVERSIONS

PLEASE READ INSTRUCTIONS PRIOR TO CONVERSION

INSTALLATION INSTRUCTIONS JAM-PACK C-505-CE KIT

MERCEDES BENZ MODEL 280, EQUIPPED WITH M-110 6-CYLINDER ENGINE AND 4 BARREL SOLEX CARBURETOR

INSTRUCTIONS WRITTEN FOR 1976 MODEL 280, OTHER MODELS MAY VARY SLIGHTLY.

1. REMOVE THE BATTERY GROUND TO AVOID FIRES.
2. DRAIN ABOUT ONE GALLON OF COOLANT FROM THE RADIATOR AND SAVE.
3. REMOVE AND SAVE THE STOCK AIR CLEANER, FASTENERS AND O-RING GASKET.
4. REMOVE AND SAVE THE STOCK THROTTLE LINKAGE ROD.

   DISCONNECT CARBURETOR BOWL VENT HOSE FROM THE STOCK CARBURETOR, (LARGE HOSE ON TOP-FRONT OF CARBURETOR).

   NOTE: THESE INSTRUCTIONS PERTAIN SPECIFICALLY TO THE 1976 CALIFORNIA MODEL WHICH HAS THE MOST EXTENSIVE AIR POLLUTION CONTROLS. A POLLUTION CONTROL SYSTEM DIAGRAM FOR THIS CONVERSION IS INCLUDED WITH A CARBURETOR PORT DIAGRAM. PLEASE REFER TO THIS DIAGRAM FOR STEPS 5, 7, 9, AND 18. NO MATTER WHICH YEAR 280 YOU ARE CONVERTING, YOU MUST LABEL THE VACUUM LINES WITH THE LETTER OF THE PORT THEY ARE REMOVED FROM ON THE SOLEX. THE JAM-HOLLEY IS STAMPED WITH MATCHING LETTERS EXCEPT FOR "A" WHICH IS THE SAME AS "C".
6. DISCONNECT ELECTRIC CHOKE WIRE AND IDLE/CIRCUIT SOLENOID WIRES FROM THE STOCK CARBURETOR.

revised 2/86

7 LABEL "D" AND DISCONNECT BROWN PLASTIC VACUUM LINE FROM POSITION "D" ON SOLEX. LABEL "B" AND DISCONNECT WHITE AND BLACK STRIPED PLASTIC VACUUM LINE FROM POSITION "B" ON SOLEX. LABEL "A" AND DISCONNECT WHITE PLASTIC VACUUM LINE FROM POSITION "A" ON SOLEX.

8. DISCONNECT THE FUEL INLET LINE FROM THE STOCK CARBURETOR.

9. LABEL "C" AND DISCONNECT FIVE-WAY PLASTIC VACUUM FITTING FROM POSITION "C" ON SOLEX. DISCONNECT VACUUM LINE FROM THE SOLEX THROTTLE POSITIONER. DISCONNECT THE GREEN AND VIOLET PLASTIC VACUUM LINE FROM THE SOLEX FLOAT CHAMBER VENT VALVE. DISCONNECT THE GREEN STRIPED PLASTIC VACUUM LINE FROM THE FIVE-WAY CONNECTOR AND CONNECT IT TO THE GREEN AND VIOLET PLASTIC LINE. THESE TWO LINES ARE NO LONGER USED AND MAY BE REMOVED IF YOU WISH.

10. DISCONNECT THE SUPPLY AND RETURN WATER CHOKE HOSES FROM THE SOLEX CARBURETOR.

11. DISCONNECT THE PURGE VALVE VACUUM HOSE AND THE METAL PCV TUBE FROM THE REAR OF THE SOLEX CARBURETOR. CAREFUL, THE PLASTIC PCV FITTING ON THE ENGINE CAN BE BROKEN EASILY!

12. REMOVE AND DISCARD THE STOCK CARBURETOR AND INSULATOR/GASKET ASSEMBLY. SAVE THE NUTS AND WASHERS.

13. REMOVE THE STOCK CARBURETOR STUDS AND DISCARD, (TWO NUTS TIGHTENED TOGETHER MAY BE USED TO LOOSEN THEM). CLEAN THE MANIFOLD FLANGE THOROUGHLY MAKING CERTAIN TO KEEP REFUSE FROM ENTERING THE INTAKE PORTS AND REPLACE THE STOCK CARBURETOR STUDS WITH THE FOUR 8 X 40MM STUDS PROVIDED.

14. REMOVE THE ORIGINAL CHOKE WATER HOSES AT THE BLOCK AND REPLACE WITH THE 20-INCH LENGTH OF WATER HOSE AND HOSE CLAMPS SUPPLIED.

15. TEMPORARILY INSTALL THE NEW MERCEDES-BENZ CARBURETOR BASE INSULATOR/GASKET ASSEMBLY AND THE JAM-HOLLEY CARBURETOR. NOTE WHERE THE CHOKE PULL-DOWN VACUUM HOSE INTERFERES WITH THE STOCK THROTTLE BRACKET AND MARK THE THROTTLE BRACKET SO THAT IT MAY BE REMOVED AND CUT AWAY TO PROVIDE CLEARANCE. (SEE PHOTO 1). NOTE ALSO IF POWER STEERING RESERVOIR INTERFERES WITH THE CARBURETOR ARM. IF SO, BEND THE RESERVOIR MOUNTING BRACKET FORWARD AND TO THE LEFT SIDE SLIGHTLY TO PROVIDE A MINIMUM OF 1/2-INCH CLEARANCE BETWEEN THE RESERVOIR AND ANY PART OF THE CARBURETOR. WORN MOTOR MOUNTS MAY REQUIRE MORE THAN 1/2-INCH CLEARANCE.

16. REMOVE THE JAM-HOLLEY CARBURETOR AND STOCK THROTTLE BRACKET AND FILE OUT A SECTION OF THE STOCK THROTTLE BRACKET SO THAT AT LEAST 1/8-INCH CLEARANCE IS OBTAINED BETWEEN THE STOCK THROTTLE BRACKET AND THE CHOKE PULL-DOWN VACUUM LINE. FAILURE TO PROVIDE SUFFICIENT CLEARANCE WILL INTERFERE WITH PROPER CHOKE OPERATION. (SEE PHOTO 2). REINSTALL THE MODIFIED ACCELERATOR BRACKET. AFTER CONNECTING THE ELECTRIC CHOKE WIRE INSTALL THE JAM-HOLLEY CARBURETOR USING THE ORIGINAL NUTS AND WASHERS.

17. REMOVE THE STOCK FUEL BYPASS VALVE FROM THE FUEL INLET LINES AND CAREFULLY SAW THE COMPRESSION NUT THROUGH IN TWO PLACES SO THAT IT CAN BE REMOVED WITHOUT DAMAGING THE COMPRESSION SLEEVE. REINSTALL THE MODIFIED FUEL BYPASS VALVE.

18. REMOVE THE FIVE-WAY VACUUM FITTING AND REPLACE IT WITH THE FOUR-WAY PLASTIC FITTING SUPPLIED IN THE KIT. CONNECT IT TO PORT "C" ON THE HOLLEY AND THE FUEL BYPASS VALVE AND THE DIVERTER VALVE AND PLASTIC LINE LABELED "A" IN STEP 7. RECONNECT PLASTIC LINE LABELED "D" TO "D" PORT ON THE HOLLEY. RECONNECT PLASTIC LINE LABELED "B" TO "B" PORT ON THE HOLLEY.

NOTE: IF ORIGINAL SYSTEM WAS EQUIPPED WITH WHITE CAPPED SWITCH-OVER VALVE FOR THE SOLEX AUTOMATIC CHOKE, IT MAY BE USED ON THE JAM-HOLLEY AS WELL. DISCONNECT THE JAM-HOLLEY CHOKE PULL-DOWN AT THE BASE OF THE CARBURETOR AND CONNECT THE FREE END OF THE HOSE TO THE PLASTIC VACUUM LINE LEADING TO THE OUTSIDE PORT OF THE SWITCH-OVER SOLENOID. WITH THE 6-INCH VACUUM HOSE SUPPLIED CONNECT THE PORT AT THE BASE OF THE JAM-HOLLEY TO THE PLASTIC VACUUM LINE LEADING TO THE INSIDE PORT OF THE SWITCH-OVER SOLENOID.

19. INSTALL THE 90-DEGREE FUEL LINE INLET FITTING SUPPLIED IN THE KIT AND CONNECT TO THE OUTLET LINE OF THE FUEL BYPASS VALVE USING THE 2-1/2 INCH LENGTH OF FUEL HOSE AND HOSE CLAMPS SUPPLIED.

20. USING THE TERMINALS AND WIRE PROVIDED, CONNECT THE IDLE/STOP SOLENOID TO THE TERMINAL BLOCK NEAR THE COIL. THE "HOT" SIDE OF THE CONNECTOR IS SERVED BY THE BLACK WIRE WITH RED TRACER. CHECK TO MAKE CERTAIN THE LEAD IS "HOT" ONLY WHEN THE IGNITION IS ON.

21. REMOVE THE STOCK BALL ENDS AND LOCK NUTS FROM THE STOCK THROTTLE LINKAGE ROD, (REMOVED IN STEP 4), AND INSTALL ON NEW THROTTLE LINKAGE ROD PROVIDED. ADJUST THE LENGTH SO THAT THE LINK SNAPS INTO PLACE AND INSTALL ON THE JAM-HOLLEY CARBURETOR. CHECK TO MAKE SURE THE ACCELERATOR LINKAGE CANNOT GO OVER CENTER AND THAT FULL THROTTLE CAN BE ACHIEVED. (SEE PHOTO 3).

22. RECONNECT THE BATTERY GROUND AND START THE ENGINE. WHILE THE ELECTRIC CHOKE IS STILL ENGAGED ADJUST THE FAST IDLE, IF NECESSARY, (SCREW ON THE THROTTLE SHAFT LINKAGE UNDER PLASTIC FAST IDLE CAM). WHEN ENGINE COMES UP TO OPERATING TEMPERATURE AND THE ELECTRIC CHOKE IS FULLY OPEN, ADJUST IDLE SPEED WITH THE IDLE/STOP SOLENOID PLUNGER, NOT THE M-HOLLEY IDLE SPEED SCREW! FINALLY, ADJUST THE IDLE MIXTURE SCREWS AND RESET THE IDLE SPEED TO FACTORY RECOMMENDED SPECIFICATIONS.

4. INSTALL THE JAM AIR CLEANER ADAPTER RING, MAKING SURE THE SIDE MARKED "UP" IS UP, USING THE ROUND GASKET SUPPLIED. (SEE PHOTO 3). INSTALL THE JAM AIR CLEANER STUD PROVIDED AND REMOUNT THE STOCK AIR CLEANER USING THE ORIGINAL O-RING AND FASTENERS SAVED IN STEP 3. RECONNECT ALL OF THE STOCK HOSES TO THE AIR CLEANER HOUSING. INSTALLATION IS NOW COMPLETE.

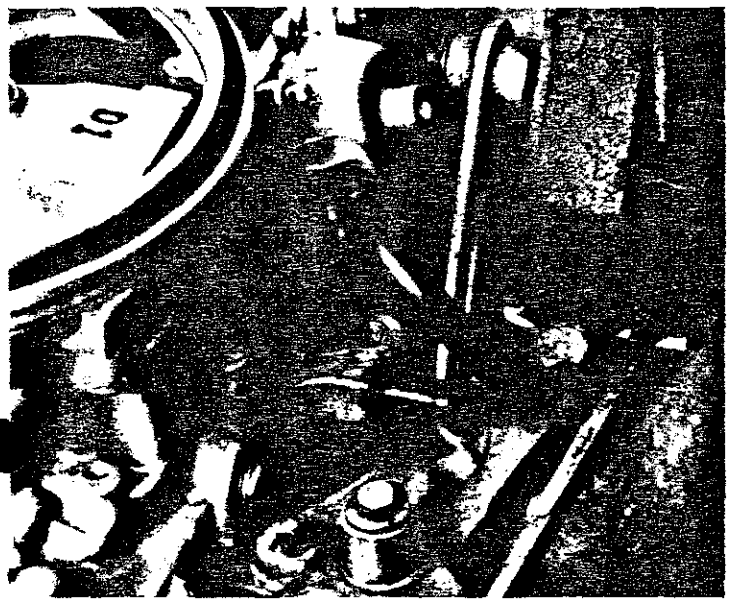


PHOTO 1

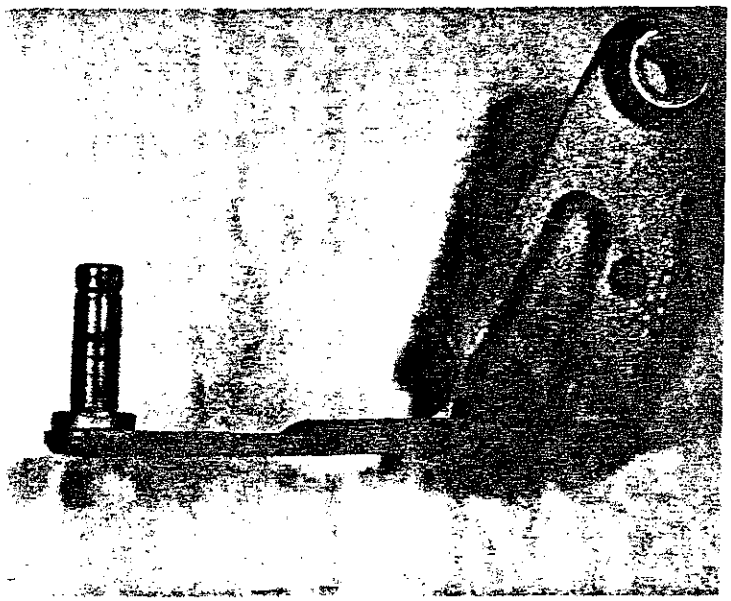


PHOTO 2

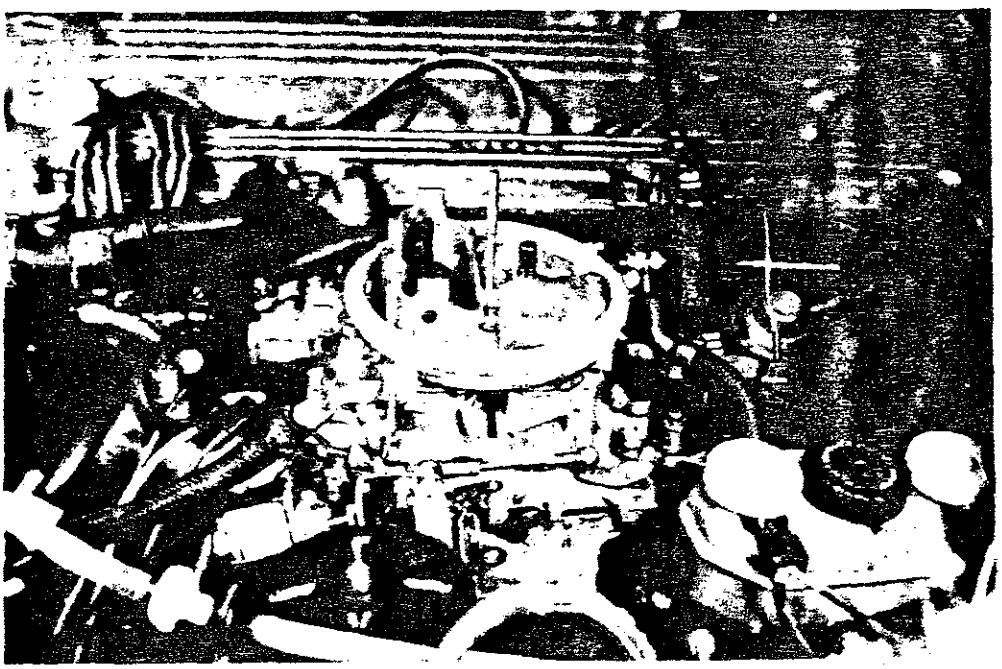
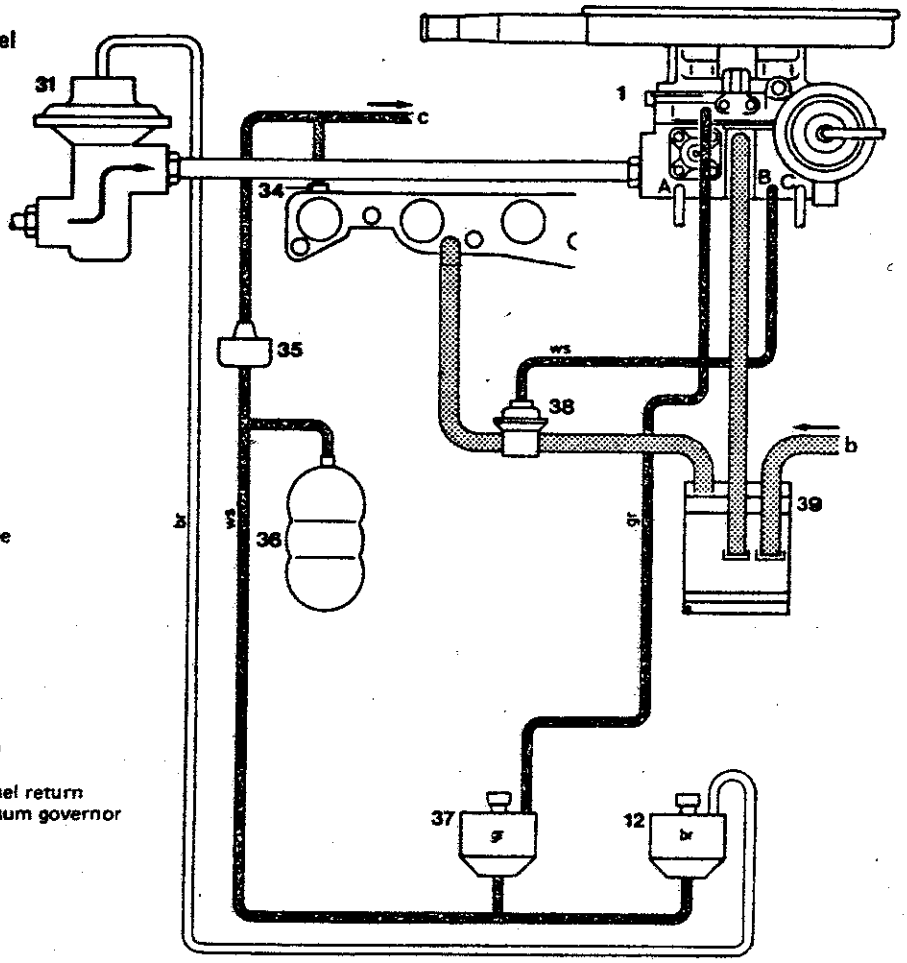


PHOTO 3

1974 CALIFORNIA MODELS

Function diagram
Float chamber ventilation and fuel evaporation control system

A. (USA) 1974 California



1 Carburetor
12 Electric switchover valve for EGR
31 EGR valve
34 Vacuum connection on intake pipe
35 Check valve
36 Vacuum supply tank
37 Electric switchover valve for float chamber ventilation
38 Draw-off valve
39 Charcoal canister

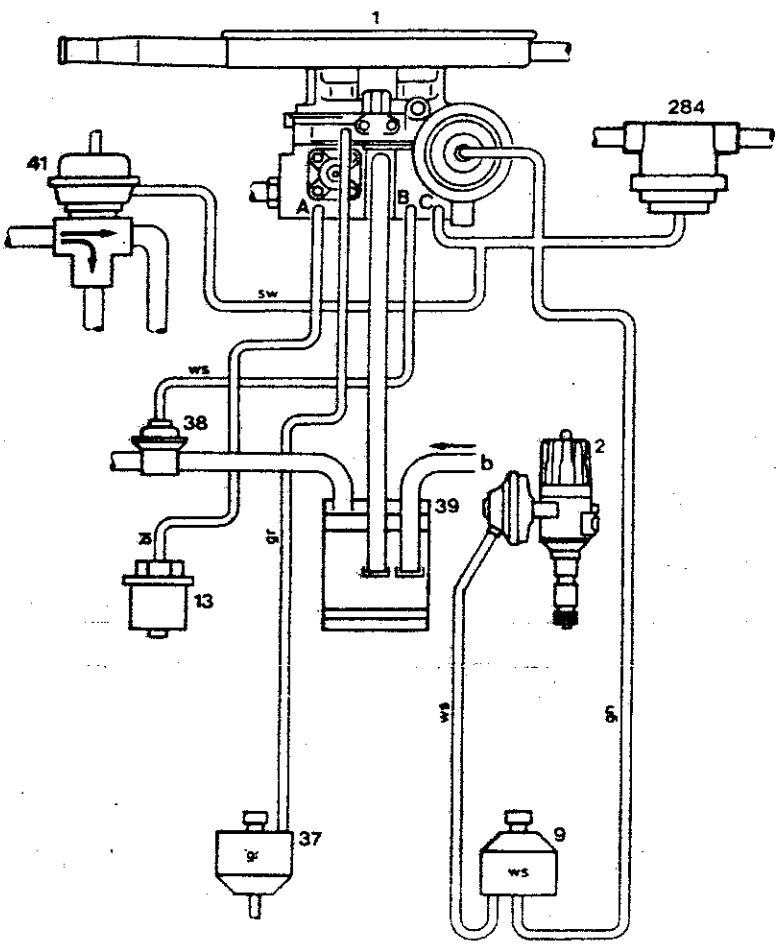
b Negative tank vent connection
c Air conditioner connection
A Vacuum switch connection (EGR)
B Draw-off valve connection
C Decel diverter valve connection, fuel return valve, ignition switchover and vacuum governor

Line color

br = brown
gr = grey
ws = white

(USA) 1974 California

EMISSION CONTROL DIAGRAM

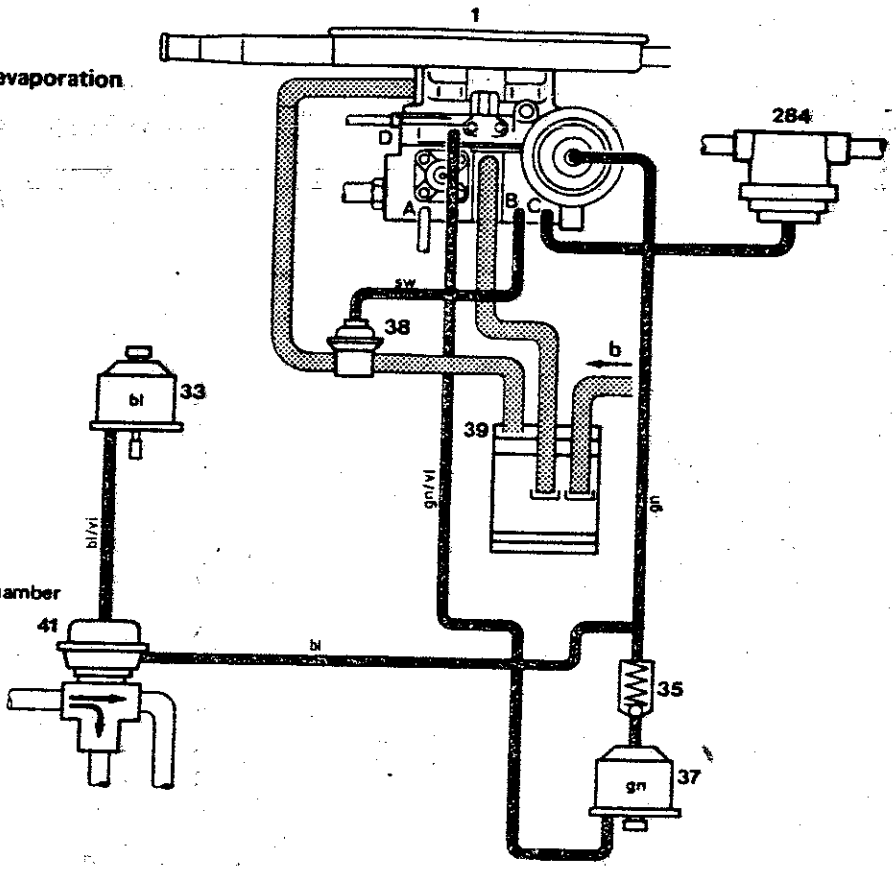


A Vacuum connection for vacuum switch (13) of ignition adjustment
B Vacuum connection for draw-off valve (38) of fuel evaporation control system
C Vacuum connection for switchover valve (9) of ignition adjustment, decel diverter valve of air injection, vacuum governor and fuel return valve (284)

Line colors

bl = blue
br = brown
gr = grey
gn = green
rt = red
ws = white

Function diagram
Float chamber ventilation and fuel evaporation control system



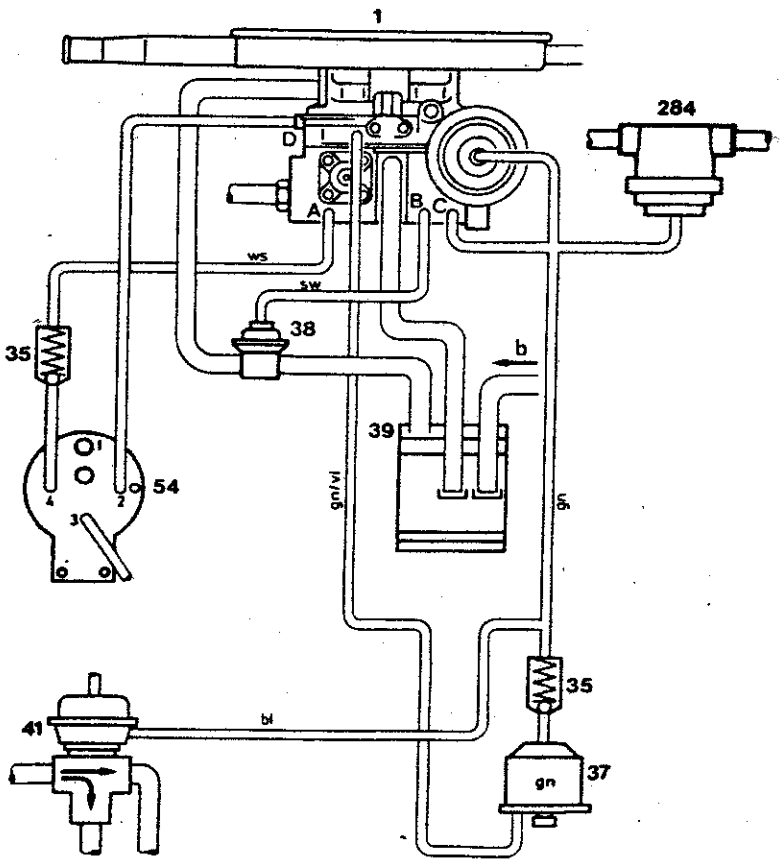
1 Carburetor
33 Vacuum valve for air injection
35 Check valve
37 Electric switchover valve for float chamber ventilation
38 Draw-off valve
41 Decel diverter valve (air injection)
284 Fuel return valve (vacuum-actuated)
b Negative tank vent connection

Line colors

bl = blue
gn = green
gn/vi = green/purple
sw = black

(USA) 1975/76, (J) 1976

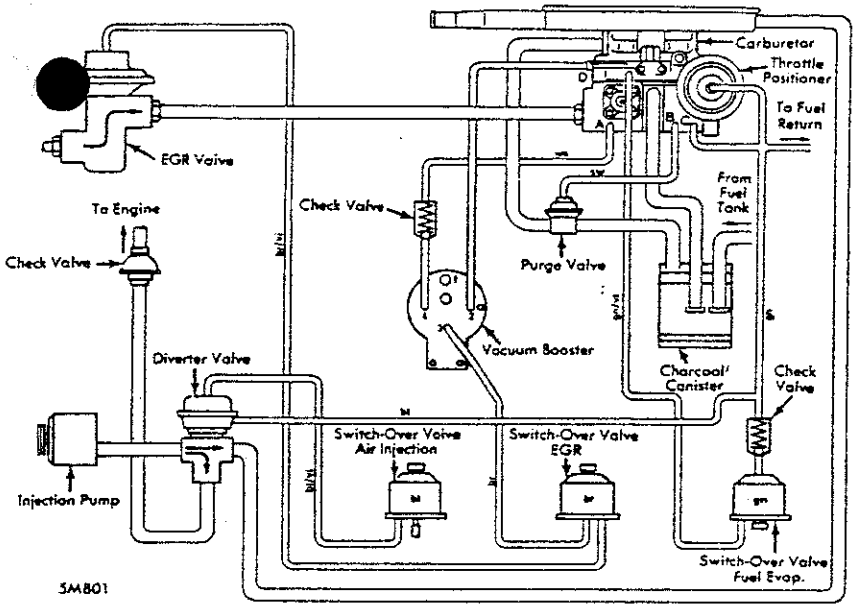
EMISSION CONTROL DIAGRAM



A Vacuum connection check valve (35) of vacuum booster for EGR
B Vacuum connection for draw-off valve (38) of fuel evaporation control system
C Vacuum connection for check valve (35) of float chamber vent system, vacuum governor and fuel return valve (284)

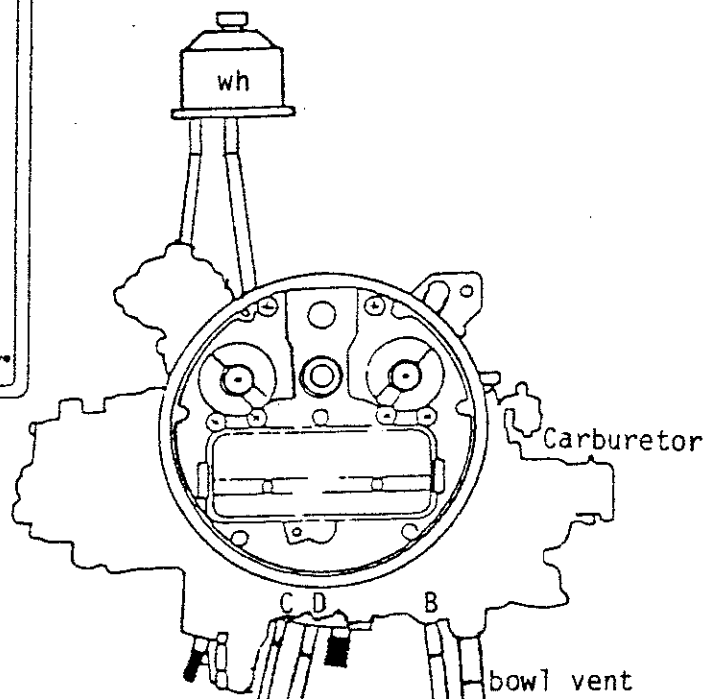
Line colors

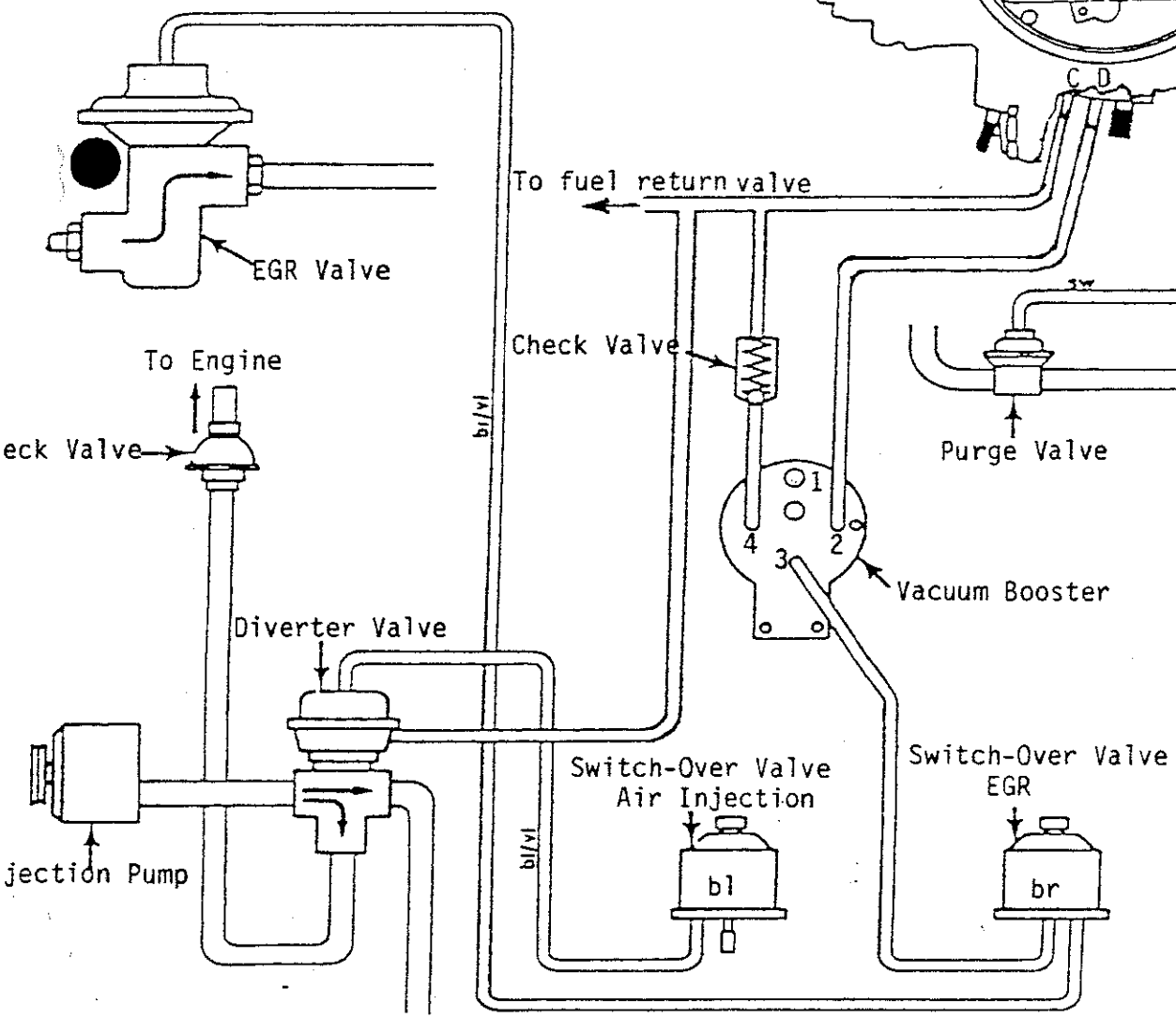
bl = blue
br = brown
gn = green
sw = black
vi = purple
ws = white



Original
Solex Vacuum Diagram

Switch-Over Valve
Choke

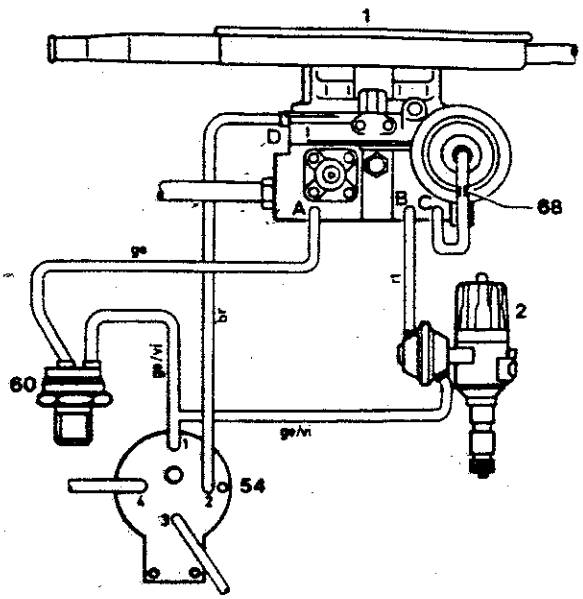




HOLLEY VACUUM DIAGRAM

(S) 1976

EMISSION CONTROL DIAGRAM



A Vacuum connection 40 °C thermovalve (60) of EGR
B Vacuum connection for ignition advance
C Vacuum connection for vacuum governor
D Vacuum connection for vacuum booster (54) of EGR

Line colors

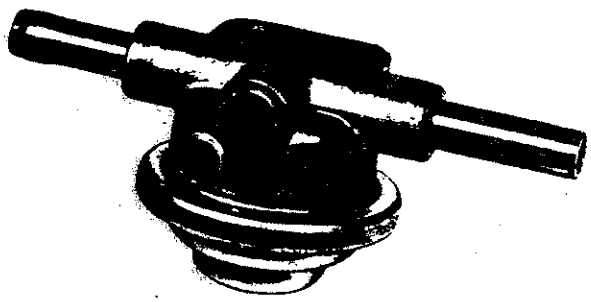
br = brown
ge = yellow
rt = red
vi = purple

New fuel return valve with fuel pressure regulation

The new fuel return valve is simultaneously designed as a fuel pressure regulator. Regulation of the fuel return flow rate and the fuel pressure to approx. 0.2 bar gauge pressure is performed by means of a spring-loaded valve. Fuel level fluctuations will then be widely avoided.

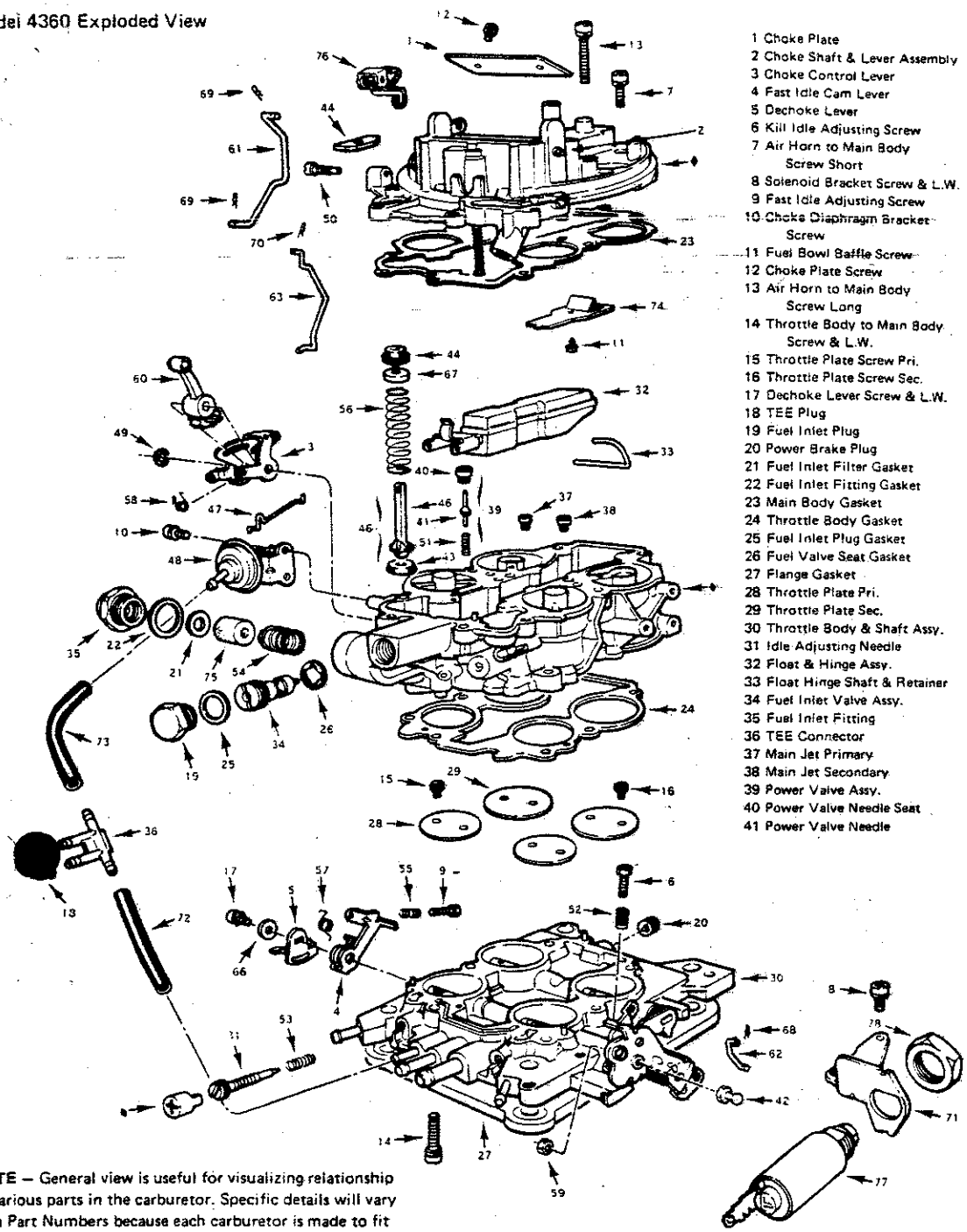
The former vacuum connection on fuel return valve is no longer applicable.

The new fuel return valve can also be installed on carburetors used up to now. Vacuum hose for fuel return valve and distributor are no longer installed. Vacuum hose from vacuum governor is directly plugged on connection "C" on throttle valve member.



NEW FUEL RETURN VALVE (STOCK IN 1976 AND MAY BE FOUND AS REPLACEMENT IN EARLIER MODELS)

Model 4360 Exploded View



1 Choke Plate
2 Choke Shaft & Lever Assembly
3 Choke Control Lever
4 Fast Idle Cam Lever
5 Dechoke Lever
6 Kill Idle Adjusting Screw
7 Air Horn to Main Body Screw Short
8 Solenoid Bracket Screw & L.W.
9 Fast Idle Adjusting Screw
10 Choke Diaphragm Bracket Screw
11 Fuel Bowl Baffle Screw
12 Choke Plate Screw
13 Air Horn to Main Body Screw Long
14 Throttle Body to Main Body Screw & L.W.
15 Throttle Plate Screw Pri.
16 Throttle Plate Screw Sec.
17 Dechoke Lever Screw & L.W.
18 TEE Plug
19 Fuel Inlet Plug
20 Power Brake Plug
21 Fuel Inlet Filter Gasket
22 Fuel Inlet Fitting Gasket
23 Main Body Gasket
24 Throttle Body Gasket
25 Fuel Inlet Plug Gasket
26 Fuel Valve Seat Gasket
27 Flange Gasket
28 Throttle Plate Pri.
29 Throttle Plate Sec.
30 Throttle Body & Shaft Assy.
31 Idle Adjusting Needle
32 Float & Hinge Assy.
33 Float Hinge Shaft & Retainer
34 Fuel Inlet Valve Assy.
35 Fuel Inlet Fitting
36 TEE Connector
37 Main Jet Primary
38 Main Jet Secondary
39 Power Valve Assy.
40 Power Valve Needle Seat
41 Power Valve Needle
42 Throttle Lever Ball
43 Pump Cup
44 Choke Rod Seal
45 Pump Stem Seal
46 Accelerating Pump Assy.
47 Choke Diaphragm Link
48 Choke Diaphragm Assy.
49 Choke Control Lever Ret.
50 Pump Lever Stud
51 Power Valve Spring
52 Kill Idle Screw Spring
53 Idle Needle Spring
54 Fuel Inlet Filter Spring
55 Fast Idle Screw Spring
56 Drive Spring
57 Fast Idle Cam Lever Return Spring
58 Choke Control Lever Spring
59 Throttle Lever Ball Nut
60 Fast Idle Cam Assy.
61 Choke Rod
62 Secondary Connecting Rod
63 Accelerating Pump Rod
64 Throttle Lever Ball L.W.
65 Connecting Rod Washer
66 Dechoke Lever Retaining W.
67 Spring Perch Washer
68 Connecting Rod Retainer
69 Choke Rod Retainer
70 Pump Rod Retainer
71 Solenoid Bracket
72 Choke Vacuum Hose
73 Choke Vacuum Hose
74 Fuel Bowl Baffle
75 Fuel Inlet Filter
76 Accelerating Pump Lever
77 Solenoid Idle Stop
78 Solenoid Nut

Parts not shown on illustration
P.C.V. Tube Plug
Throttle Lever Ball
Throttle Lever Ball L.W.
Throttle Lever Ball Nut
Trans Kick-Down Stud
Trans Kick-Down Nut

NOTE – General view is useful for visualizing relationship of various parts in the carburetor. Specific details will vary with Part Numbers because each carburetor is made to fit a specific application.

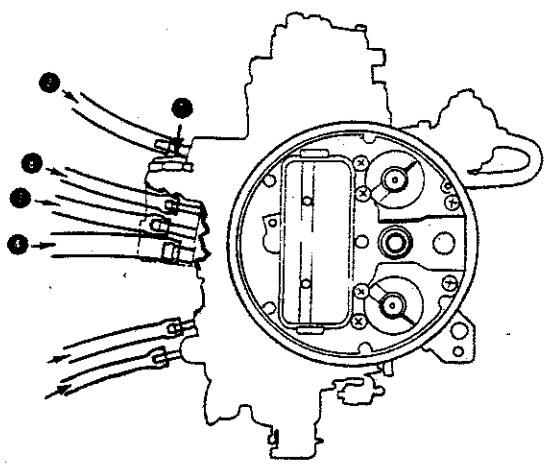
Parts having • designation are not available for service

FLOAT SETTING

With carburetor body INVERTED top of float should be 0.125 inch from machined gasket surface.

HOLLEY MODEL 4360C. LIST 8677
CARBURETOR PORT DIAGRAM

CARBURETOR FEATURE	PORT/HOSE NUMBER
FUEL INLET	1
PORTED E.G.R. SIGNAL	2
TIMED SPARK SIGNAL	3
MANIFOLD VACUUM	4
CANISTER PURGE	7
FULL MANIFOLD VACUUM	8
BOWL VENT	5



NOTICE

ALTERATION OF INDUCTION SYSTEMS OF VEHICLES USED ON THE STREETS MAY BE CONTRARY TO LOCAL OR FEDERAL LAW. CONSULT APPROPRIATE LEGAL AUTHORITIES PRIOR TO MODIFYING ANY VEHICLE DRIVEN ON PUBLIC STREETS. JAM ENGINEERING ASSUMES NO LIABILITY FOR CONSEQUENTIAL DAMAGES RESULTING FROM THE INSTALLATION OF ANY PRODUCT OR PART PROVIDED.

JAM ENGINEERING WARRANTY

IT IS JAM ENGINEERING'S GOAL TO PROVIDE OUR CUSTOMERS WITH THE HIGHEST QUALITY PRODUCTS AVAILABLE. JAM WARRANTS EACH NEW PRODUCT TO BE FREE FROM DEFECTS IN BOTH WORKMANSHIP AND MATERIAL TO A PERIOD OF ONE YEAR FROM DATE OF PURCHASE, PROVIDED THAT THE PRODUCT IS PROPERLY INSTALLED AND SUBJECTED TO NORMAL USE AND SERVICE AND THAT THE PRODUCT IS NOT MODIFIED OR CHANGED IN ANY WAY.

CUSTOMERS REQUIRING WARRANTY SERVICE SHOULD CONTACT THE DEALER FROM WHOM THEY PURCHASED THE PRODUCT. IN TURN THE DEALER WILL CONTACT JAM ENGINEERING, AND WE WILL DETERMINE THE METHOD OF SATISFYING THE WARRANTY. THIS WARRANTY COVERS ONLY THE PRODUCT ITSELF AND NOT THE COST OF INSTALLATION OR REMOVAL.

DISCLAIMER OF WARRANTIES

JAM ENGINEERING EXPRESSLY DISCLAIMS LIABILITY FOR ANY AND ALL CONSEQUENTIAL DAMAGES OCCASIONED BY THE BREACH OF ANY WRITTEN OR IMPLIED WARRANTY PERTAINING TO THIS SALE, IN EXCESS OF THE PURCHASE PRICE OF THE PRODUCT SOLD. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF.

THE BEST BY DESIGN

JAM PACK™

CONVERSIONS

JAM PACK NO. C-505

APPLICATION MERCEDES-BENZ

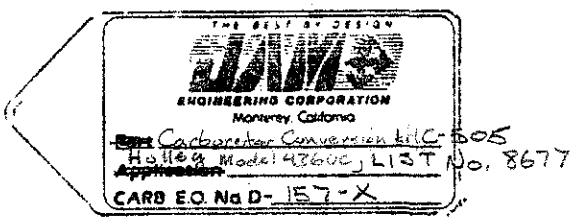
CARBURETOR REQUIRED INCLUDED

SOLENOID RECOMMENDED INCLUDED

PARTS LIST

1	0-8677/SMP	HOLLEY ELECTRIC CHOKE CARBURETOR	
	ASSEMBLLED ON CARBURETOR:		
	1	9420176	SOLENOID HEX NUT
	1	ISS-2	IDLE/STOP SOLENOID
	1	LB-24124	LINKAGE BALL
	1	7980-M5	LINKAGE BALL LOCK WASHER
	3	8-32X38	SCREWS
	1	TC-38	TUBE CAP
	1	VH-532.6	VACUUM HOSE
	2	73801.137	MAIN JETS
1	1218-PB	POLY BAG	
1	MBZ-110-INS	INSTRUCTION MANUAL	
1	RC-2	WARRANTY AND REPORT CARD	
1	J-2.5x3-D	DECAL	
1	110 071 02 80	CARBURETOR BASE INSULATOR/GASKET	
1	MBZ-110-ACA	AIR CLEANER ADAPTER	
1	ACA-G-H	CARB TO AIR CLEANER ADAPTER GASKET	
1	ACHD-1	CARB TO AIR CLEANER STUD	
4	939M8-40	STUDS	
1	MBZ-110-L1	THROTTLE LINKAGE ROD	
1	1405	90 DEGREE FUEL INLET FITTING	
4	HC-516	HOSE CLAMPS	
1	HC-750	HOSE CLAMP	
1	V3-316	3-WAY PLASTIC FITTING	
1	TC-38	TUBE CAP	
1	EFST-1	FEMALE SLIDE TERMINAL	
1	EST-1	SNAP TERMINAL	
1	EW-16.3	ELECTRICAL WIRE	
1	VH-732.2	VACUUM HOSE	
1	RH-516-.875	RUBBER BUSHING	
1	RH-516-2.250	FUEL HOSE	
1	RH-516-26	WATER HOSE	

IDENTIFICATION PLATE - PROTOTYPE



#1

EMISSIONS TESTING LABORATORIES
NORTHERN CALIFORNIA

40 CFR 86.144-78

TEST SEQ	F.T.P.	TEST#	1230	DATE	1-28-86
START TIME	1200	END TIME	1245	TECHN	JP
DRIVER	DO	ODOMETER	145376	VEHICLE	MB
MODEL	280C	YEAR	74	ENG FAM	-
VIN	103916	ENG DISP	2.746L	TRANS	A
CARB	Y	CAT	N	A/C	Y
CURB WT	3175	INERTIA WT		ARHP	12.3
IRHP	6.9	FUEL	INDOLENE		

COMMENTS...

COLD TRANSIENT

TEMP DB F	72	BARO.IN.HG	29.784	MILES	3.591
TEMP WB F	62	VMIX	2911	DIL FACT	7.431
REL HUM	56.7	ROLL CTS	8370.4	NOx CF	.9615

AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	11.322	HC PPM	599.858	HC GRAMS	28.049
CO PPM	16.337	CO PPM	3882.071	CO GRAMS	371.227
NOX PPM	.909	NOX PPM	59.678	NOX GRAMS	8.927
CO2 %	.07	CO2 %	1.355	CO2 GRAMS	1952.23

COLD STABILIZED

TEMP DB F	73	BARO.IN.HG	29.784	MILES	3.915
TEMP WB F	62.5	VMIX	5002	DIL FACT	13.054
REL HUM	55.4	ROLL CTS	9125.2	NOx CF	.9646

AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	8.925	HC PPM	112.009	HC GRAMS	8.476
CO PPM	16.337	CO PPM	1263.16	CO GRAMS	205.827
NOX PPM	.71	NOX PPM	20.765	NOX GRAMS	5.255
CO2 %	.05	CO2 %	.889	CO2 GRAMS	2184.225

HOT TRANSIENT

TEMP DB F	73	BARO.IN.HG	29.784	MILES	3.612
TEMP WB F	62.5	VMIX	2905	DIL FACT	9.666
REL HUM	55.4	ROLL CTS	8420.2	NOx CF	.9646

AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	8.925	HC PPM	126.692	HC GRAMS	5.631
CO PPM	11.312	CO PPM	1245.687	CO GRAMS	118.338
NOX PPM	.51	NOX PPM	69.856	NOX GRAMS	10.532
CO2 %	.048	CO2 %	1.249	CO2 GRAMS	1815.075

WEIGHTED MASS EMISSIONS SUMMARY

HYDROCARBONS	CARBON MONOXIDE	OXIDES OF NITROGEN	CARBON DIOXIDE
GMS/MI	GMS/MI	GMS/MI	GMS/MI
3.161	57.61	2.008	539.855

URBAN CYCLE FUEL ECONOMY
13.848 MILES PER GALLON

#2

EMISSIONS TESTING LABORATORIES
NORTHERN CALIFORNIA

40 CFR 86.144-78

TEST SEQ	F.T.P.	TEST#	1248	DATE	1-31-86
START TIME		END TIME		TECHN	RG&JP
DRIVER	DO	ODOMETER	145855	VEHICLE	MB
MODEL	280C	YEAR	1974	ENG FAM	-
VIN	103916	ENG DISP	2.746L	TRANS	A
CARB	Y	CAT	N	A/C	Y
CURB WT	3175	INERTIA WT	3500	ARHP	12.3
IRHP	6.9	FUEL	INDOLENE		
COMMENTS...FTP					

		COLD TRANSIENT			
TEMP DB F	70.5	BARO.IN.HG	29.987	MILES	3.555
TEMP WB F	60	VMIX	2897	DIL FACT	7.572
REL HUM	53.7	ROLL CTS	8286.1	NOx CF	.9314
AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	10.723	HC PPM	596.262	HC GRAMS	27.768
CO PPM	6.327	CO PPM	4341.188	CO GRAMS	414.12
NOX PPM	1.009	NOX PPM	33.038	NOX GRAMS	4.7
CO2 %	.042	CO2 %	1.276	CO2 GRAMS	1860.48
		COLD STABILIZED			
M[redacted]B F	71	BARO.IN.HG	29.987	MILES	3.918
M[redacted]WB F	60	VMIX	4988	DIL FACT	13.411
REL HUM	52.1	ROLL CTS	9132.3	NOx CF	.9282
AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	9.524	HC PPM	64.362	HC GRAMS	4.525
CO PPM	5.087	CO PPM	337.795	CO GRAMS	54.778
NOX PPM	.61	NOX PPM	18.171	NOX GRAMS	4.415
CO2 %	.042	CO2 %	.959	CO2 GRAMS	2377.881
		HOT TRANSIENT			
TEMP DB F	71.5	BARO.IN.HG	29.987	MILES	3.575
TEMP WB F	60.5	VMIX	2890	DIL FACT	9.452
REL HUM	52.4	ROLL CTS	8333	NOx CF	.9338
AMBIENT BAG		SAMPLE BAG		MASS DATA	
HC PPM	13.42	HC PPM	140.477	HC GRAMS	6.063
CO PPM	9.438	CO PPM	1866.908	CO GRAMS	177.081
NOX PPM	.41	NOX PPM	38.525	NOX GRAMS	5.577
CO2 %	.045	CO2 %	1.217	CO2 GRAMS	1761.975

WEIGHTED MASS EMISSIONS SUMMARY

HYDROCARBONS	CARBON MONOXIDE	OXIDES OF NITROGEN	CARBON DIOXIDE
GMS/MI	GMS/MI	GMS/MI	GMS/MI
2.664	44.623	1.285	558.852

URBAN CYCLE FUEL ECONOMY

13.912 MILES PER GALLON

CALIFORNIA AIR RESOURCES BOARD HAAGEN-SMIT LABORATORY
9528 TELSTAR AVENUE EL MONTE,CALIFORNIA 91731

MM/DD/YY	HR:MN:SS	CLERK #	EDIT DATE	EDIT TIME	RECORD NO.
02/86	09:27:56	1	4/ 3/86	8:34	195

PROJECT	VEH#	TEST	TYPE	TEST TYPE DESCRIPTION	D	C	T	OP#1	OP#2	DRVR
2V8512	2	38	C	COLD CVS II	1	1	1	33	41	16

YR	MAKE	MODEL	VIN	#C	DISP	ENGINE FAMILY
75	MERC	MERC 280C	3916	6	167.	L-6/OC

FC	LIC STATE	VTYP	FUEL	TR	INERWT	AHP	10%	IHP	ODOM	SHIFTPOINT
C	010LSA CA	PC	06	A4	3500	12.3	S	10.0	47908	NONE

COMMENTS
BASELINE-W/OEM CARS.

BAG	BARO	WB	DB	COUNT	TIME
1	29.8	58.2	74.4	8363.	507.7
2	29.8	59.6	78.8	9069.	867.1
3	29.8	59.3	76.6	8367.	509.7

BAG	VMIX	DIST	MUCF	R HUM	AB HUM	1-1/DF
1	2797.0	3.587	0.879	36.12	43.70	0.866
2	4780.0	3.890	0.878	30.96	45.32	0.921
3	2814.0	3.589	0.883	34.36	46.79	0.896

		HC	CO	CO2	NOX	NO	NOXC	METH
B1	RNG	5	1	2	3	3		1
	DVM	0.7	1.1	1.9	0.0	0.0		0.0
	CONC	5.33	11.37	0.05	0.00	0.00		0.00
A	RNG	5	1	2	3	3		1
	DVM	71.3	104.7	44.7	83.3	60.6		0.0
	CONC	534.58	3399.57	1.41	83.30	60.56		0.00
MASS	GRAMS	24.21	308.93	1982.85	12.62	6.02	11.10	0.00
	GPM	3.751	86.126	552.787	3.520	1.677	3.094	0.000
	MPG	12.51						
B2	RNG	4	2	2	3	3		1
	DVM	2.0	1.4	1.9	0.0	0.0		0.0
	CONC	5.98	9.31	0.05	0.00	0.00		0.00
S2	RNG	4	2	2	3	3		1
	DVM	29.9	116.9	31.2	24.7	21.5		0.0
	CONC	89.62	1290.93	0.93	24.75	21.47		0.00
MASS	GRAMS	6.57	200.06	2198.93	6.67	3.83	5.85	0.00
	GPM	1.688	51.430	565.279	1.714	0.985	1.504	0.000
	MPG	13.62						
B3	RNG	4	1	2	3	3		1
	DVM	2.1	0.8	1.9	0.0	0.0		0.0
	CONC	6.42	6.28	0.05	0.00	0.00		0.00
S3	RNG	4	1	2	3	3		1
	DVM	35.7	64.9	40.9	80.6	60.5		0.0
	CONC	107.21	1172.08	1.27	80.64	60.54		0.00
MASS	GRAMS	4.66	106.85	1787.69	12.34	4.07	10.89	0.00
	GPM	1.299	29.771	498.103	3.437	1.692	3.035	0.000
	MPG	16.17						
WTG	GPM	2.626	52.663	544.327	2.558	1.321	2.251	0.000
FUEL	ECON	13.97 MPG						

EDITED

CALIFORNIA AIR RESOURCES BOARD, HAAGEN-SMIT LABORATORY
9528 TELSTAR AVENUE, EL MONTE, CALIFORNIA 91731

04/03/86 09:50:13

PROJECT	VEH#	TEST	TYPE	TEST TYPE DESCRIPTION	D	C	T	OP1	OP2	DRV
2V8512	2	4B	C	COLD CVS II	4	9	4	00	48	13

YR	MAKE	MODEL	VIN	#C	DISP	ENGINE FAMILY	FC
75	MERC	MERC 280 C	3196	6	167.5	L6/0C	C

LIC-STATE	VTYP	FUEL	TR	SO#	INRWT	A-HP	10%	I-HP	ODOM	SHIFTPOINT
010LSA	PC	06	A4	1	3500	12.3	S	10.0	47927	NONE

COMMENTS:
BASELINE W/OEM CARB

	BARO	WB	DB	VMIX	DIST	TIME	HUCF	% HUM	SP HUM	1-1/DF
BAG 1	29.69	57.3	70.0	2823.0	3.607	506.5	0.892	45.0	49.3	.8681
BAG 2	29.69	58.2	72.1	4822.0	3.902	867.1	0.894	42.4	49.8	.9228
BAG 3	29.69	58.3	71.9	2818.0	3.615	506.1	0.896	43.1	50.3	.8974

GRAMS/MILE	HC	CO	CO2	METH	NOX	NO	NOXC	ECON
COLD TRANS	5.954	87.874	547.79	0.524	3.317	1.718	2.960	12.59
COLD STBL	1.120	33.832	581.56	0.000	1.606	0.943	1.436	13.90
HOT TRANS	0.994	24.715	499.56	0.198	3.664	1.857	3.283	16.39
WEIGHTED GMS/MI	2.084	42.50	552.10	0.163	2.52	1.35	2.26	14.2

CALIFORNIA AIR RESOURCES BOARD NAAGEN-SMIT LABORATORY
9528 TELSTAR AVENUE EL MONTE,CALIFORNIA 91731

MM/DD/YY	HH:MM:SS	CLERK #	EDIT DATE	EDIT TIME	RECORD NO.
04 15 86	13 39	2	4/16/86	8:53	217

PROJECT	VEH#	TEST	TYPE	TEST TYPE DESCRIPTION	D C T	OP#1	OP#2	DRV
2U8512	2	7D	C	CVS II	1 111	33	49	41

YR	MAKE	MODEL	VIN	4C DISP	ENGINE FAMILY
75	MERC	MERC 280C	3916	06 167.	L.6/8C

FC	LIC STATE	VTYP	FUEL	TR	INERWT	AHP	10%	IHP	ODOM	SHIFTPOINT
C	010USA	PC	06	A4	3500	12.3	S	10.0	48951	

COMMENTS
W/DEVICE

BAG	BARO	WB	DB	COUNT	TIME
1	29.7	57.0	72.0	8341.	506.9
2	29.7	58.0	74.0	8935.	867.6
3	29.7	56.0	73.0	8314.	507.3

BAG	VMIX	DIST	HUCF	R HUM	AB HUM	1-1/DF
1	2777.0	3.577	0.875	38.25	44.65	0.863
2	4790.0	3.832	0.678	36.46	45.53	0.926
3	2805.0	3.566	0.855	32.25	38.88	0.900

		HC	CO	CO2	NOX	NO	NOXC	METH
	RNG	5	4	2	3	3		1
	DVM	1.1	0.1	1.9	0.0	0.0		0.0
	CONC	8.25	23.00	0.05	0.00	0.00		0.00
S1	RNG	5	4	2	3	3		1
	DVM	58.8	17.3	43.4	47.1	37.9		0.0
	CONC	441.00	4511.43	1.36	47.10	37.90		0.00
MASS	GRAMS	19.84	398.43	1914.61	7.14	3.75	6.25	0.00
	GPM	5.545	111.375	535.197	1.996	1.048	1.747	0.00
	MPG	12.19						
B2	RNG	4	2	2	3	3		1
	DVM	3.0	1.6	1.7	0.0	0.0		0.0
	CONC	6.00	10.46	0.05	0.00	0.00		0.00
S2	RNG	4	2	2	3	3		1
	DVM	12.1	50.7	31.7	21.7	19.1		0.0
	CONC	57.30	396.78	0.95	21.70	19.10		0.00
MASS	GRAMS	4.05	59.25	2240.19	3.63	3.23	4.94	0.00
	GPM	1.057	15.461	584.577	1.469	0.843	1.290	0.00
	MPG	14.50						
B3	RNG	4	1	2	3	3		1
	DVM	1.7	0.8	1.6	0.0	0.0		0.0
	CONC	5.10	8.63	0.04	0.00	0.00		0.00
S3	RNG	4	1	2	3	3		1
	DVM	41.7	70.1	38.9	59.1	46.9		0.0
	CONC	125.10	1341.15	1.20	59.10	46.90		0.00
MASS	GRAMS	5.52	119.16	1688.33	8.38	4.65	7.68	0.00
	GPM	1.549	33.417	473.477	2.518	1.303	2.153	0.00
	MPG	16.72						
	GPM	2.124	40.307	543.802	1.867	1.012	1.622	0.00
WGL	ECON	14.46 MPG						

CALIFORNIA AIR RESOURCES BOARD HAAGEN-SMIT LABORATORY
9528 TELSTAR AVENUE EL MONTE,CALIFORNIA 91731

MM DD/YY	HH:MM:SS	CLERK #	EDIT DATE	EDIT TIME	RECORD NO.
04 16 86	09 08	2	4/16/86	10:23	220

PROJECT	VEH#	TEST	TYPE	TEST TYPE DESCRIPTION	D	C	T	OP#1	OP#2	DRVR
2V8512	1	8D	C	CVS II	1	111		33	49	41

YR	MAKE	MODEL	VIN	#C	DISP	ENGINE FAMILY
75	MERC	MERC 280C	3916	06	167.	L-6/0C

EC	LIC STATE	VTYP	FUEL	TR	INERWT	ANP	10%	IHP	ODOM	SHIFTPOINT
C	010LSA	PC	05	A4	3500	12.3	S	10.0	48966	

COMMENTS
W/DEVICE

BAG	BARO	WB	DB	COUNT	TIME
1	29.8	59.0	74.0	8413.	504.7
2	29.8	59.0	73.0	9151.	867.6
3	29.8	58.0	73.0	8456.	506.9

BAG	VMIX	DIST	HUDF	R HUM	AB HUM	1-1/DF
1	3791.0	3.608	0.893	39.81	49.62	0.850
2	3797.0	1.925	0.900	42.53	51.28	0.924
3	2603.0	3.627	0.864	39.01	47.00	0.896

		HC	CO	CO2	NOX	NO	NOXC	METH
B1	RNG	5	4	2	3	3		1
	DVM	1.0	0.0	1.9	0.0	0.0		0.0
	CONC	7.50	0.00	0.05	0.00	0.00		0.00
S1	RNG	5	4	2	3	3		1
	DVM	91.3	22.2	43.5	41.7	55.4		0.0
	CONC	684.78	6042.86	1.37	41.90	55.40		0.00
MASS	GRAMS	30.93	533.40	1715.44	6.33	3.49	5.66	0.00
	GPM	8.572	147.827	530.647	1.755	0.967	1.568	0.000
	MPG	11.23						
B2	RNG	4	2	2	3	3		1
	DVM	2.6	1.8	1.9	0.0	0.0		0.0
	CONC	7.80	11.78	0.05	0.00	0.00		0.00
S2	RNG	4	2	2	3	3		1
	DVM	20.2	50.0	32.0	21.1	18.6		0.0
	CONC	60.40	370.12	0.96	21.10	18.60		0.00
MASS	GRAMS	4.18	57.99	2268.81	5.48	3.15	4.93	0.00
	GPM	1.0066	14.775	578.070	1.397	0.803	1.257	0.000
	MPG	14.68						
B3	RNG	4	1	2	3	3		1
	DVM	1.9	1.0	1.9	0.0	0.0		0.0
	CONC	5.70	10.80	0.05	0.00	0.00		0.00
S3	RNG	4	1	2	3	3		1
	DVM	385.6	71.8	40.3	61.3	48.5		0.0
	CONC	1157.80	1401.03	1.25	61.30	48.50		0.00
MASS	GRAMS	8.07	123.84	1750.09	9.31	4.80	8.22	0.00
	GPM	1.1390	34.145	482.554	2.566	1.324	2.268	0.000
	MPG	16.42						
	GPM	2.703	47.482	542.196	1.791	0.980	1.598	0.000
	ECON	14.19 MPG						