

H. Removal and Installation of Fuel Feed Pump

I. Models 180 a, 180 b, 190 SL, 220 a, 219, and 220 S

Repair procedures see Job No. 09-5, Section B.

Removal and installation procedures for the fuel feed pump are the same as described for Model 190.

Subsequent Installation of a Dust-Proof Fuel Feed Pump

as an optional extra according to

SA 10 271 in Models 180 a and 180 b

SA 10 181 in Models 220 a, 219

SA 10 148 in Model 220 S

For countries with dusty and sandy terrain, a fuel pump with two dust filters in the lower part of the case is available in place of the normal fuel pump with a ventilation bore. The dust-proof pump Part No. 000 091 53 01 can be installed in place of the standard pump without further modification.

II. Model 220 SE

Model 220 SE has an electrically driven fuel feed pump which is installed in front of the left spare wheel trough (see Workshop Manual Passenger Car Models as from August 1959, Job Nos. 00-15 and 07-10).

I. Removal and Installation of Oil Filter

Cleaning and testing procedures see Job No. 18-5, Section E.

The removal and installation procedures for Models 180 a, 180 b, 190 SL, 220 a, 219, 220 S, and 220 SE are the same as described for Model 190. There are, however, differences in the shape and in the angle of inclination of the connecting flange which are important when the filter is being replaced.

Model 190 SL with three-point engine suspension has an oil filter case upper part Part No. 121 184 00 08 with an inclination of $7^{\circ} 30'$. The same model with four-point engine suspension has an oil filter case upper part Part No. 121 184 01 08 with an inclination of $13^{\circ} 30'$. As a result, the filter head is closer to the oil pan and cannot foul the support arm of the sub-frame for the rear engine mounting.

Never install an oil filter case upper part (Part No. 121 184 00 08) with an inclination of $7^{\circ} 30'$ on Models with four-point engine suspension.

On Models 220 a, 219 and 220 S the 1st version connecting flange and also the gasket between the crankcase and the oil filter case have a different shape. The upper part of the case in 4-cylinder engines differs from that in 6-cylinder engines.

For rationalisation purposes the same oil filter case upper part that is used in Models 180 a, 190, and 190 SL is installed in Models 219 and 220 S with a crankcase whose left side wall is closed (without cylinder cover) and on all cars of Models 180 b and 220 SE.

On recent 4-cylinder engines for Models 180 a, 190, and 190 SL and all engines for Model 180 b oil filters are used which have only one fine filter element, whereas Models 219, 220 S, and 220 SE have oil filters with a strainer element and a fine filter element.

K. Removal and Installation of Oil Relief Valve in Crankcase

Cleaning and checking procedures see Job No. 18-5, Section C.

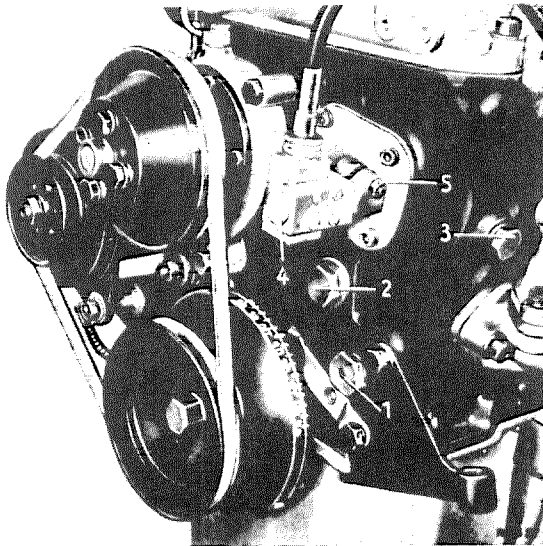


Fig. 01-4/55

Position of oil relief valve on 4-cylinder engines and 6-cylinder engines with closed left side wall

- 1 Screw plug with pivot pin for chain guide
- 2 Screw plug for oil relief valve
- 3 Locking screw for chain drive
- 4 Angle drive for revolution counter
- 5 Flange bushing

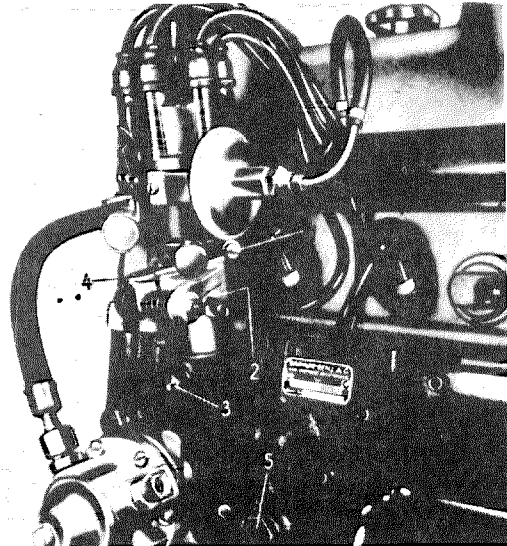


Fig 01-4/56

Position of oil relief valve on 6-cylinder engines with cylinder cover on the left side

- 1 Cheese-head screw for timing lever
- 2 Stud screw for distributor
- 3 Stud screw for distributor bearing
- 4 Timing lever
- 5 Oil relief valve

On Models 180 a, 180 b, 190 SL, 220 SE, and on Models 219 and 220 S with a crankcase with closed left side wall (without cylinder cover) the oil relief valve is on the end face of the crankcase and is covered by the screw plug (2) (Fig. 01-4/55).

On Models 220 a, 219, and 220 S whose crankcase has a cylinder cover on the left side, the oil relief valve (5) is screwed into the side of the crankcase without a screw plug (Fig. 01-4/56).

On all models the removal and installation procedures for the oil relief valve are the same as described for Model 190.

Always use a new sealing ring when installing the oil relief valve or the screw plug. The oil relief valve at the end face of the crankcase is installed without a sealing ring.

When the engine has run warm, the oil relief valve or the screw plug must be checked for mechanical tightness and must be retightened, if necessary.