

Removal and Installation of Transmission

Type 220

Operation No.

G 1

Procedure:

1. Unscrew front seat stops and push front seats back to the rear seat. Still better, remove the front seats completely.
2. Support engine at oil pan. If no pit is available, the car must be jacked up.
3. Take out floor covering, unscrew transmission cover plate (tunnel) and remove it.
4. Separate propeller shaft from transmission, disconnect central lubricating hose at intermediate bearing of propeller shaft and loosen intermediate bearing; push propeller shaft back and take shaft plate out (Fig. G 1/4).
5. Unscrew right and left-hand cover plate on underside of frame as well as cover plate at clutch housing. Unscrew lower exhaust pipe bracket at front and turn to the side; detach upper exhaust pipe bracket at front from clutch housing.
6. Disconnect central lubricating hose for clutch throwout bearing as well as speedometer drive shaft.
7. Remove longitudinal engine strut, and disconnect clutch linkage from throwout fork as well as selector and shift rod at transmission.
8. Loosen rear transmission mounting, unscrew transmission from engine and lift transmission out; in doing so raise the engine somewhat.
9. When installing the transmission note the following:
 - a) Check whether grooved collar bearing in crankshaft operates smoothly.
 - b) Fill space in centering star of propeller shaft with grease.
 - c) It must be possible to push the clutch housing on the pilot pins without applying force (see also Operation No. G 2).
 - d) Be careful to install the longitudinal engine strut so that it is free from any tension or stress.
 - e) Before tightening the propeller shaft intermediate bearing, align propeller shaft. If necessary, check alignment of transmission and rear axle. (See Operation No. GW 1, cf. 4-6 and 9-16).
10. After the transmission has been installed, adjust free travel of clutch pedal (see Operation No. Ku 5). Check adjustment of steering column gear shift; if necessary, readjust it (see Operation No. G 14). It must be possible to shift the gears smoothly.

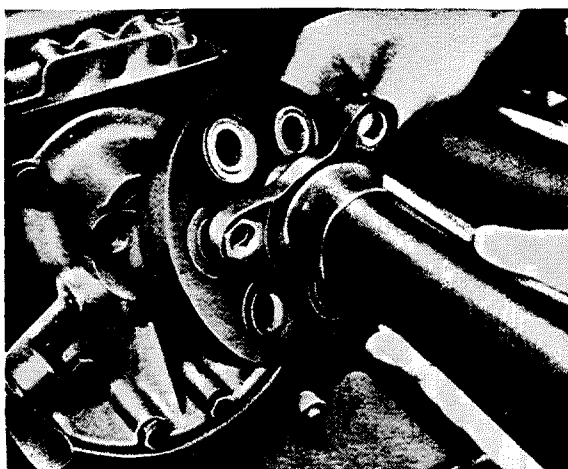


Fig. G 1/4