

## Timing Gear Drive

The camshaft is driven from the crankshaft gear over an endless double-type roller chain. Simultaneously the oil pump and distributor are driven over an intermediate gear. To rule out any vibrations of the chain, a hydraulic chain tensioner has been incorporated. The tensioner bears against an idler gear that keeps the chain under constant tension. In addition to the chain guide three guide rails are provided (Fig. M 73/00).

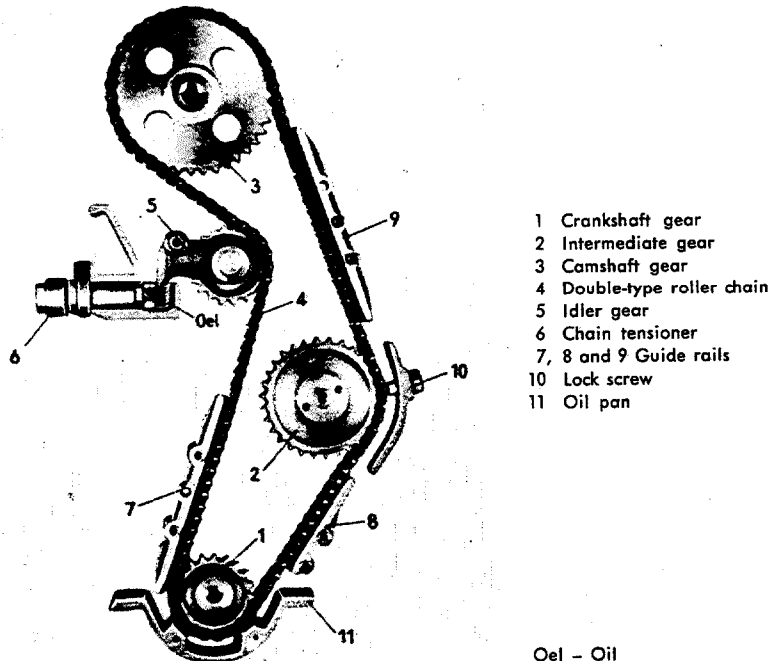


Fig. M 73/00

## Removal and Installation of Double-Type Roller Chain

Types 220 and 220a

Operation No.
M 73

### Special Tools:

Dismounting tool for endless chain 000 589 03 35

### Procedure:

1. Loosen vent line at cylinder head cover as well as air filter, unscrew cylinder head cover and remove all parts. In Type 220 the radiator stay must be removed first.
2. Press out one chain pin. If a chain with lock is to be removed, open the lock. Connect old chain with the new one that is to be installed.
3. Rotate crankshaft carefully (do not use star-

ter!), introducing new chain. Loosen old chain and join new chain together by means of the lock.

When installing the new chain, no gear teeth must be skipped, as then the valve settings and the ignition point would shift.

**Note:** If the endless chain has to be replaced, install a chain with lock with engine mounted in the car.

4. Check engine adjustment (see Operation No. M 30).
5. Reinstall all parts that have been removed.