

Removal and Installation of Transmission

Job No.

26-1

On Models 180, 180 a, 180 D, 180 Db, 190 D, 190 Db, 190 SL, 220 a, and on Models 219, 220 S, and 220 SE with mechanical clutch the removal and installation procedures for the transmission are the same as described for Model 190.

The following pages contain only the description of procedures which result from the three-point engine suspension, the modified mounting of the clutch pedal shaft, the modified actuation of the reversing light switch, the modified dowel pin in the crankcase, and the floor-mounted gear shift lever on Model 190 SL.

The removal and installation procedures for the transmission in the case of cars with hydraulic automatic clutch are described in the Workshop Manual Passenger Car Models as from August 1959 under Job No. 25-15.

A. Rear Engine Suspension

On Models 180, 180 a, 180 b, 180 D, 180 Db, 190 D, 190 Db, 190 SL, 220 a, and 219 with three-point engine suspension the rear rubber mounting must be removed at the chassis base panel before the transmission can be removed.

Removal:

1. Gently lift the engine at the transmission by means of a car jack. Unscrew the two hexagon nuts attaching the rear rubber mounting to the chassis base panel, paying attention to the shims between rubber mounting and chassis base panel (see Job No. 24-1).
2. Lower the engine with the transmission and place stands under the oil pan. The oil pan should not rest on the tie-rod or the steering shock-absorber.

rubber mounting to the chassis base panel, but do not tighten the self-locking nuts. When inserting the hexagon screws make sure that the same shims are installed between engine mounting and chassis base panel as were removed previously (see Job No. 24-1).

On older models where the hexagon screws for the car rubber mounting are still locked by means of lock nuts, replace these by self-locking nuts.

Installation:

3. After installing and attaching the transmission lift the engine and attach the rear
4. Move the engine back and forth, so that it can settle without strain on the rubber mountings. Then tighten the two hexagon nuts on the rear rubber mounting.