

### III. Models 219, 220 S, and 220 SE with One-Piece Oil Pan

On Model 219 as from Engine End No. 7501549 and on Model 220 S as from Engine End No. 7503461 the split oil pan was replaced by a one-piece oil pan. This one-piece oil pan cannot be removed with the engine installed in the vehicle. When the engine is removed, the removal and installation procedures for the oil pan are the same as described for Model 190.

**Note:** On Models 220 a, 219, and 220 S the split oil pan can be subsequently replaced by the one-piece oil pan without any modification.

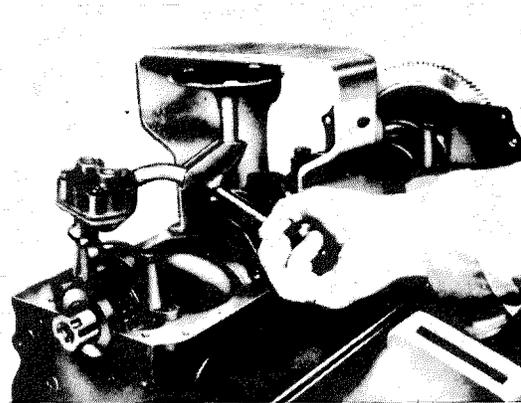
With the introduction of the crankcase with closed left side wall (without cylinder cover) the front left hexagon socket screw for fastening the oil pan to the crankcase was moved outward 35 mm. This oil pan cannot be installed in engines of previous design.

### M. Removal and Installation of Oil Pump

Repair procedures see Job No. 18-5, Section B.

**Note:** In the case of engines with a one-piece oil pan, the oil pump cannot be removed with the engine installed in the vehicle.

Fig. 01-4/58



#### I. Models 180 a, 180 b, and 190 SL

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

#### II. Models 220 a, 219, 220 S, and 220 SE

The removal and installation procedures for the oil pump are basically the same as described for Model 190, but the oil pump suction pipe is fastened with a bracket to the second crankshaft bearing cap. Since, furthermore, the suction pipe is screwed to the oil

pump housing and is not cast integral with it, care must be taken to ensure that the suction strainer is parallel to the bottom of the oil pan when the pump is being installed. If this is not the case, the suction pipe must be turned (Fig. 01-4/58).