

- 1 washer (4) between screw and chassis base panel
- 1 washer (5) between chassis base panel and rubber mounting
- 1 washer (4) between rubber mounting and hexagon nut.

On Model 190 SL 3 washers are used on either side, but on this model washer (5) is 10 mm thick instead of 3 mm (see Fig. 24-1/2).

Models 180 b, 180 Db, 190 D, 190 Db have a perforated insert (5) as a standard part (Fig. 24-1/3).

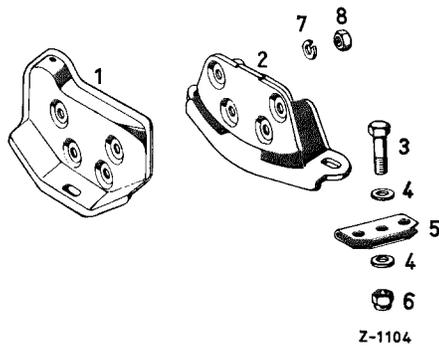


Fig. 24-1/3

- 1 Screening plate
- 2 Rear rubber mounting
- 3 Hexagon screw M 10 × 35
- 4 Washer 3 mm thick
- 5 Perforated insert
- 6 Self-locking hexagon nut
- 7 Lock washer
- 8 Hexagon nut

Model 180 D has three washers (5) on either side (see Fig. 24-1/2).

Model 180 a has only two washers with or without perforated inserts on either side, unless on export cars a reinforced rubber mounting with additional supporting plate has been installed **without** perforated insert. In this case a third washer, i.e. a center washer (5) must be installed between chassis base panel and rubber mounting. The washer (5) is not required if a perforated insert is installed (see Fig. 24-1/2).

It is advisable to install a perforated insert in Models 180 a and 180 D when the opportunity arises. In that case washer (5) is no longer required (see Fig. 24-1/2).

**Note:** Previously the nuts for the hexagon screws attaching the engine mounting to the chassis base panel on Models 180, 180 D, and 220 a were locked by lock nuts. On recent cars two self-locking hexagon nuts are used in place of the four hexagon nuts. When the transmission or a rubber mounting is installed in older cars of Models 180, 180 D or 220 a only self-locking nuts should be used.

- 7. Lower the transmission and allow the engine to settle in the rubber mountings until it rests easily on the mountings. Only then should the nuts be tightened on the hexagon screws.

## B. Installation of Stop Piece in Rear Rubber Mounting

Model 219 has an additional stop piece (1) in the rear rubber mounting in order to limit the vertical movement of the engine (Fig. 24-1/4). This stop piece can also be installed subsequently in cars of Model 220 a if complaints are received about a rattling of the gear shift lever and in particular cases about the 3<sup>rd</sup> and 4<sup>th</sup> gear slipping out as a result of vertical and horizontal engine movements.

Other remedies for similar complaints are described in Job No. 26-3.

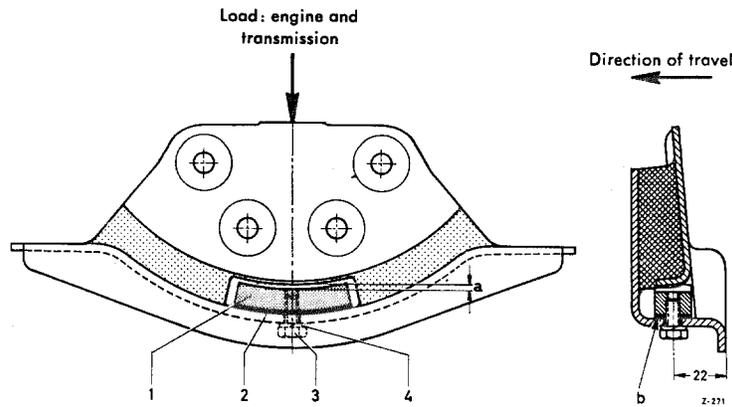


Fig. 24-1/4

- |   |                 |
|---|-----------------|
| a Distance = 1-2 mm                                   | 1 Stop piece    |
| b Supporting surface for stop piece for spacer washer | 2 Spacer washer |
|   | 3 Hexagon screw |
|   | 4 Lock washer   |

#### Subsequent installation of stop piece:

1. Mark out the bore for the hexagon fixing screw for the stop piece as shown in Fig. 24-1/4 and drill with a 6.4 mm  $\phi$  drill.
2. Remove the rubber coating at the supporting surface for the stop piece in order to obtain a better seat.
3. Screw down the stop piece (1) using as many spacer washers (2) as are necessary to produce a distance  $d = 1$  to 2 mm be-

tween stop piece and rubber mounting **with the engine installed in the vehicle**. This distance is necessary in order to prevent an increase in the noise transmitted to the interior of the car. If the rubber mounting should settle down after a certain mileage the prescribed distance of 1 to 2 mm can be obtained by removing spacer washers.

**Note:** Make sure that the thin rubber coating on top of the recess is not removed, since otherwise the bare metallic part will knock against the stop piece when the engine mounting is depressed and produce a knocking noise.

### C. Left or Right Rubber Mounting with Four-Point Engine Suspension

On all models with four-point engine suspension removal and installation of the rear rubber mountings are the same as described for Model 190.

#### Model 190 SL

The installation procedure for shorter engine supports (3<sup>rd</sup> version) and harder rubber mountings (70° Shore) is the same as described for Model 190.