

For rationalisation purposes the same oil filter case upper part that is used in Models 180 a, 190, and 190 SL is installed in Models 219 and 220 S with a crankcase whose left side wall is closed (without cylinder cover) and on all cars of Models 180 b and 220 SE.

On recent 4-cylinder engines for Models 180 a, 190, and 190 SL and all engines for Model 180 b oil filters are used which have only one fine filter element, whereas Models 219, 220 S, and 220 SE have oil filters with a strainer element and a fine filter element.

## K. Removal and Installation of Oil Relief Valve in Crankcase

Cleaning and checking procedures see Job No. 18-5, Section C.

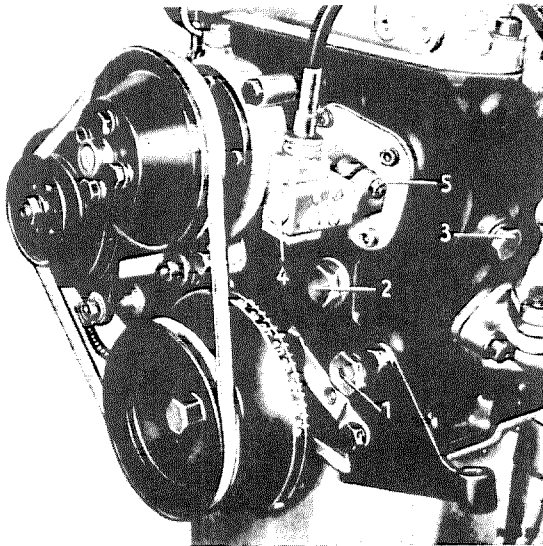


Fig. 01-4/55

Position of oil relief valve on 4-cylinder engines and 6-cylinder engines with closed left side wall

- 1 Screw plug with pivot pin for chain guide
- 2 Screw plug for oil relief valve
- 3 Locking screw for chain drive
- 4 Angle drive for revolution counter
- 5 Flange bushing

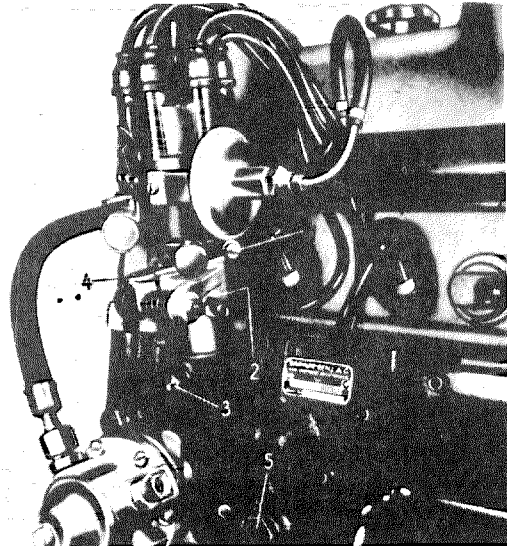


Fig 01-4/56

Position of oil relief valve on 6-cylinder engines with cylinder cover on the left side

- 1 Cheese-head screw for timing lever
- 2 Stud screw for distributor
- 3 Stud screw for distributor bearing
- 4 Timing lever
- 5 Oil relief valve

On Models 180 a, 180 b, 190 SL, 220 SE, and on Models 219 and 220 S with a crankcase with closed left side wall (without cylinder cover) the oil relief valve is on the end face of the crankcase and is covered by the screw plug (2) (Fig. 01-4/55).

On Models 220 a, 219, and 220 S whose crankcase has a cylinder cover on the left side, the oil relief valve (5) is screwed into the side of the crankcase without a screw plug (Fig. 01-4/56).

On all models the removal and installation procedures for the oil relief valve are the same as described for Model 190.

**Always use a new sealing ring when installing the oil relief valve or the screw plug.** The oil relief valve at the end face of the crankcase is installed without a sealing ring.

When the engine has run warm, the oil relief valve or the screw plug must be checked for mechanical tightness and must be retightened, if necessary.