Front Engine Suspension

Job No. 22-0

Front Rubber Mounting

Model	Part Nos of rubber mountings left	Part Nos of rubber mountings right	Color code	Shore hardness of rubber
180, 180 a, 180 b, 190, 190 b, 190 D, 190 Db, 190 SL, 220 S, 220 SE as well as 219 with hydraulic automatic clutch	120 223 04 12 optional 120 223 06 12	120 223 05 12 optional 120 223 07 12	red	40°
180 D, 180 Db, 220 a, 219	180 223 02 12 optional 180 223 05 12	180 223 03 12 optional 180 223 06 12	yellow	50°

In the various models the rubber mountings for the front engine suspension differ not only in the degree of hardness, but also in the types used for the left and right front engine suspension. When mountings are being replaced, make sure that the correct type is installed. The different types of mountings can be distinguished by the part number and by their color code: they are marked in red or yellow according to the degree of Shore hardness of the rubber.

Removal and Installation of Left and Right Rubber Mounting

Job No. 22-1

For Models 180 to 220 SE the removal and installation procedures are basically the same as described for Model 190. The following details require attention:

a) Protection of Rubber Mountings on Diesel Cars

On Models 180 D and 180 Db the right rubber mounting (6) is covered by a screening plate (5) in order to prevent damage to the rubber mounting if diesel oil should leak out of the fuel main filter or the injection pump (Fig. 22-1/2).

For the same reason the left rubber mounting (10) on Models 190 D and 190 Db is protected by bellows (9) and a sheet-metal cover (8) (Fig. 22-1/2).

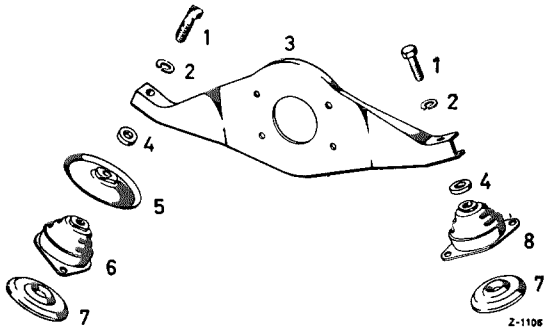

Fig. 22-1/1

1 Hexagon screw
2 Lock washer
3 Engine support
4 Washer
5 Screening plates
6 Right rubber mounting
7 Buffer plate
8 Left rubber mounting

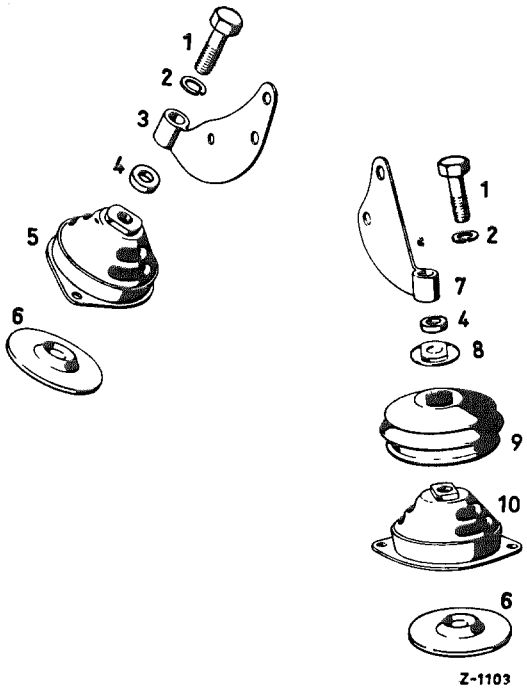

Fig. 22-1/2

1 Hexagon screw
2 Lock washer
3 Right engine support
4 Washer
5 Right rubber mounting
6 Buffer plate
7 Left engine support
8 Sheet-metal cover
9 Bellows
10 Left rubber mounting

b) Buffer Plate

In order to prevent the engine from sinking too heavily into the front rubber mountings (3), the buffer plate (4) Part No. 621 223 00 65 is added between the rubber mounting (3) and the front axle support (5) in the case of Models 180 a, 180 b, 180 D, 180 Db, 190, 190 b, 190 SL. 190 D, 190 Db, 220 S, and 220 SE and on Model 219 with hydraulic automatic clutch (Fig. 22-1/3).

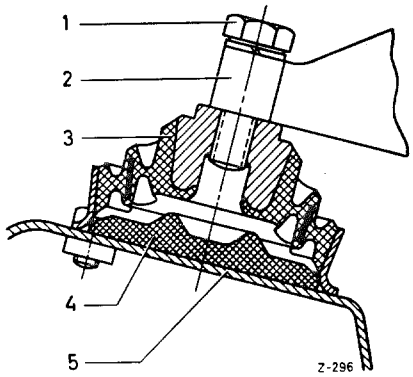

Fig. 22-1/3

1 Hexagon screw
2 Engine support
3 Rubber mounting
4 Buffer plate
5 Front axle support

On Model 180 the buffer plate can be installed subsequently without any modifications.

Note: The buffer plate, Part No. 121 223 00 65 (57° Shore, 12 mm high), has been replaced by the buffer plate, Part No. 621 223 00 65 (45° Shore, 7 mm high).

c) Washer between Rubber Mounting and Engine Support

On Models 180, 180 a, 180 b, 180 D, 180 Db, 190 D, and 190 Db an additional washer 5 mm thick (4) Part No. 186 990 16 40 has been installed between rubber mounting and engine support (Figs. 22–1/1 and 2). On these models the hexagon screw (1) is 45 mm long, whereas on the other sub-frame type models the screw without the washer is 40 mm long. Models 180 and 180 D up to Engine Support Part No. 636 220 09 16 have the short screw without the washer.

d) Jointing Rod between Engine and Front Axle Support

On Models 220 a, 219, 220 S, and 220 SE with front engine brace the jointing rod at the bracket of the front axle support must be unscrewed before the engine is lifted to enable the rubber mountings to be removed (see Job No. 22–2).

When new engine mountings have been installed, the length of the jointing rod must be correctly adjusted before it is attached to the bracket of the front axle support.