

Model	Total propeller shaft Part No.	Front propeller shaft Part No.	Rear propeller shaft Part No.	Three-way flange bolt-hole circle	Remarks
220 S, 220 SE	180 410 16 03	180 410 17 01	180 410 23 02	90	For cars with hydraulic-automatic clutch
220 S, 220 SE Convertible and Coupé	180 410 17 03	180 410 17 01	180 410 24 02	90	For cars with hydraulic-automatic clutch
180 Db	120 410 28 03	180 410 18 01	120 410 42 02	90	With self-lubricating universal joints
180 b, 190 b 190 Db	121 410 19 03	180 410 18 01	121 410 25 02	90	

f) Repair of Self-Lubricating Universal Joints

The procedures necessary to repair the self-lubricating universal joints are the same as for those with grease fittings, but the following details require attention:

In order to safeguard the service life of the self-lubricating universal joints, the lubricating canals in the universal joint spider must be completely filled with the prescribed special lubricant. On a self-lubricating universal joint the sealing between universal joint spider and needle bearing bushings is of particular importance since the lubricant cannot be replenished. For this reason the sealing rings between universal joint spider and needle bearing bushings are installed with a much greater bearing pressure than the sealing rings of universal joints with grease fittings. It goes without saying that self-lubricating universal joints should not be lubricated with ordinary grease or roller bearing grease, but only with the specified compound. The complete universal joint spiders are supplied fully lubricated and it is imperative that they should be fitted in such a way that no lubricant can be lost.

If the lubricant has to be replenished for some reason and if the prescribed special lubricant (EXD 1310 of Mobil OIL AG) is not available, a similar compound can be made to meet **emergencies**. This compound should consist of 75% by volume of roller bearing grease and 25% by volume of hypoid transmission oil SAE 90. The ingredients should be mixed thoroughly.