

## F. Grinding of Clutch Face of Flywheel

For models 180 a, 180 b, 180 c, 190 SL and 220 a as well as for models 219, 220 S and 220 SE with standard clutch this procedure is the same as for model 190.

Fig. 03-5/6 shows the flywheel for model 190, 1<sup>st</sup> version and for model 190 SL, 2<sup>nd</sup> version. The 1<sup>st</sup> Version of model 190 SL differs from the 2<sup>nd</sup> version only by its attaching flange (refer to section H).

Fig. 03-5/7 shows the flywheel for models 220 a and 219, 220 S, 1<sup>st</sup> version.

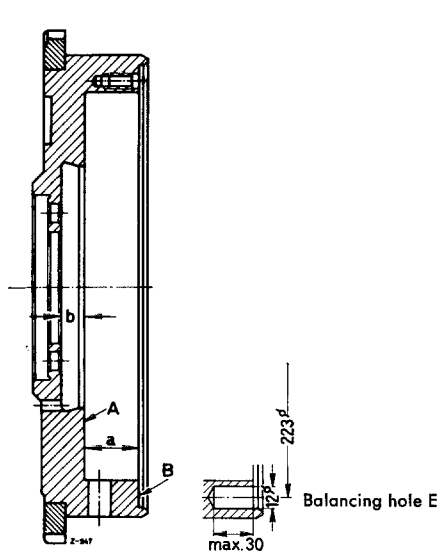


Fig. 03-5/6

190 1<sup>st</sup> version  
190 SL 2<sup>nd</sup> version  
as from engine end No. 65 00795

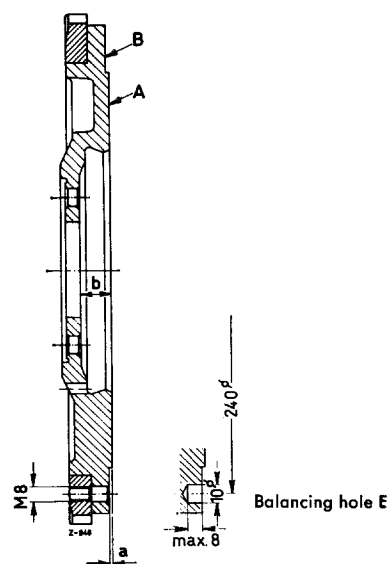


Fig. 03-5/7

220 a as well as 219  
and 220 S, 1<sup>st</sup> version

A = Clutch face, B = Clutch fixing surface

When grinding or finish-turning the clutch face A, surface B must be remachined by the same amount.

With model 180 a and models 219, 220 S with a compression ratio  $\epsilon = 8.7:1$  the flywheels were standardized as to their shape (Fig. 03-5/8). This type of flywheel is also provided with a fitted recess for perfect centering of the clutch. In addition, the front flange side is provided with "humps" for balancing the flywheel.

The flywheel for model 220 SE is similar in shape, though its dimensions are larger (Fig. 03-5/9).

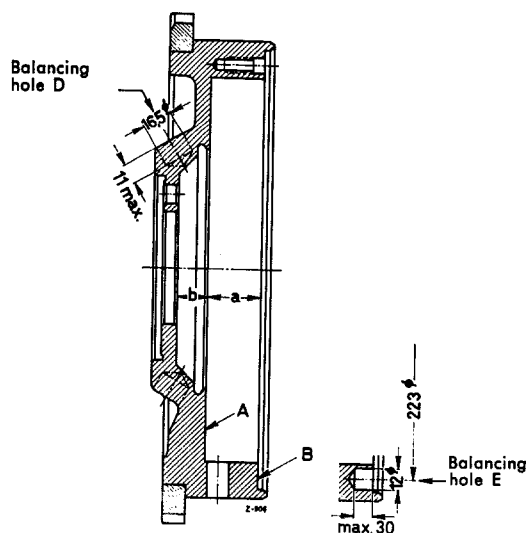


Fig. 03-5/8

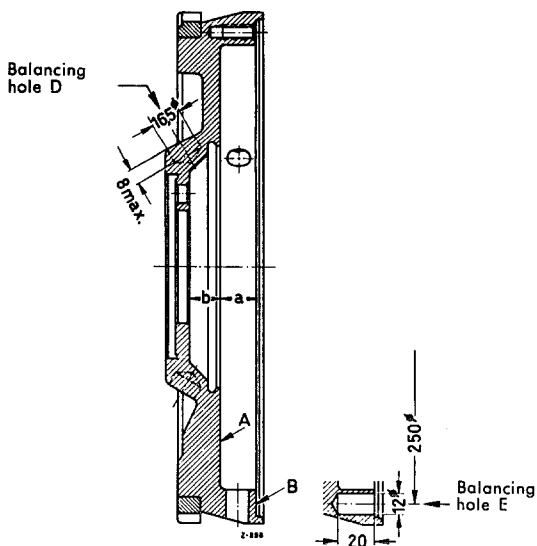


Fig. 03-5/9

180 a, 180 b, as from 1<sup>st</sup> engine  
 190 b  
 190 2<sup>nd</sup> Version  
 as from Engine End No. 75 13562  
 190 SL 3<sup>rd</sup> Version  
 as from Engine End No. 75 01383  
 219 2<sup>nd</sup> Version  
 as from Engine End No. 75 04073  
 220 S 2<sup>nd</sup> Version  
 as from Engine End No. 75 08462

220 SE (Injection engine)

A = Clutch face, B = Clutch fixing surface

When the clutch face A is reground or finish-turned, the surface B must be re-machined by the same amount.

On models with hydraulic automatic clutch the flywheel carries the ring gear and has the primary member of the hydraulic clutch attached to it (see Fig. 03-5/5). On these models the mechanical clutch is attached to the drive plate.

### Dimensions for Re-Machining Flywheel

Model	190 SL 1 <sup>st</sup> Version	180 a, 180 b 190, 190 b and 190 SL 2 <sup>nd</sup> , 3 <sup>rd</sup> V.	220 a and 219, 220 S 1 <sup>st</sup> V.	219, 220 S 2 <sup>nd</sup> V.	220 SE
Distance "a" between clutch face and clutch fixing surface (see Figs. 03-5/6 to 03-5/9).	29±0.1	29±0.1	0.2—0.3	29+0.1	19.4±0.1
Distance "b" between clutch face and flywheel attaching flange (see Figs. 03-5/6 to 03-5/9).	new	18	12.5	16	16
	after repairs up to	17	11.5	15	15
Permissible lateral deflection of fitted flywheel	0.05				