

C. Reversing Light Switch

1st Version

Models 180, 180 D, 220 a

In the case of the 1st version the reversing light switch is attached to the bearing assembly of the steering wheel shift system. This means that the cable need not be disconnected when the transmission is to be removed (see Fig. 26-12/1).

2nd Version

Models 180, 180 D, 190 SL, and 220 a

In the case of the 2nd version the reversing light switch is installed in the transmission case top cover. The two cables are directly connected to the main cable harness. Since the terminal clips on the switch are not accessible, the cables have to be cut and have to be re-connected by means of a cable connector after the transmission has been reinstalled.

3rd Version

Models 180, 180 a, 180 b, 180 D, 180 Db, 190 D, 190 Db, 220 a, 219, 220 S, and 220 SE

The 3rd version of the reversing light switch is also attached to the transmission case top cover. The two cables should be disconnected from the cable connector (5) which is fastened to the bearing assembly (1) and should be re-connected after the transmission has been reinstalled (see Fig. 26-12/2).

D. Modified Dowel Pins in Crankcase

On Models 180 a, 190, 190 D, 190 SL, 219, 220 S, and 220 SE the top left dowel pin in the crankcase for centering the partition plate and the clutch housing has been increased in thickness from 8 to 12 mm. It may therefore be necessary to use a shouldered dowel pin when installing a replacement engine or a new clutch housing (see Job No. 01-4, Section Q).