

A. General

On Models 180 a, 180 b, 190 SL, 220 a, 219, 220 S, and 220 SE engine lubrication is of the pressure-circulating type and the oil circulation system is the same as in Model 190.

B. Repair of Oil Pump

The 1st version oil pump on Models 180 a and 190 SL is the same as on Model 190 (Fig. 18-5/1). The 2nd version pump differs only in a modified suction strainer for improved suction which today is installed in Models 180 a, 180 b, and 190 SL as a standard part (on Model 180 b it has been installed in all cars). When repairs are carried out, the new suction strainer can be subsequently installed in the 1st version oil pump.

The 1st version oil pump on Models 220 a, 219, 220 S, and 220 SE has a grey-cast iron housing base which differs from the oil pumps of the 4-cylinder engines; the oil pump shafts are carried directly in the housing base without bushings (Fig. 18-5/2). In addition the suction strainer together with the suction pipe is screwed into the housing base.

The 2nd version pump on Models 219, 220 S, and 220 SE is of the same construction as the oil pump for the 4-cylinder engines.

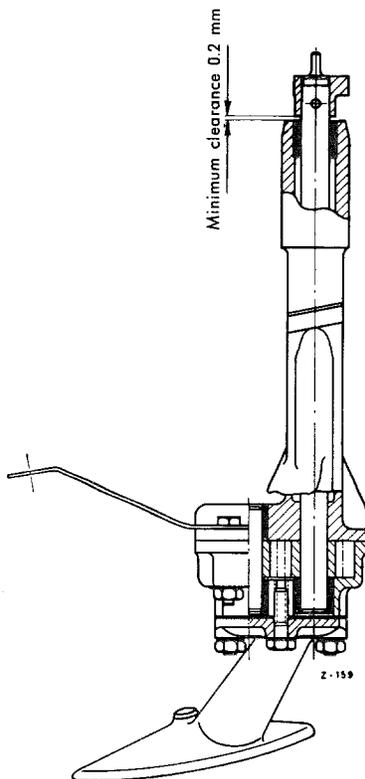


Fig. 18-5/1

Models 180 a and 190 SL 1st version
 2nd version the same as 1st version,
 but with suction strainer as shown in
 Fig. 18-5/3
 Model 180 b only with 2nd version

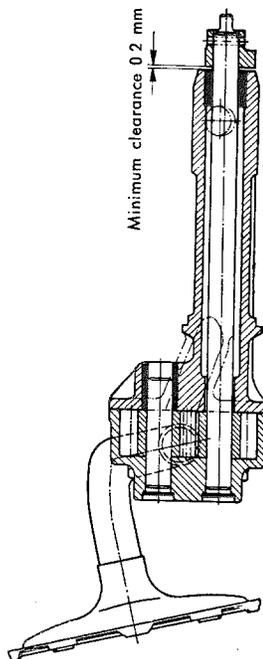


Fig. 18-5/2

Models 220 a, 219, 220 S,
 and 220 SE
 1st version

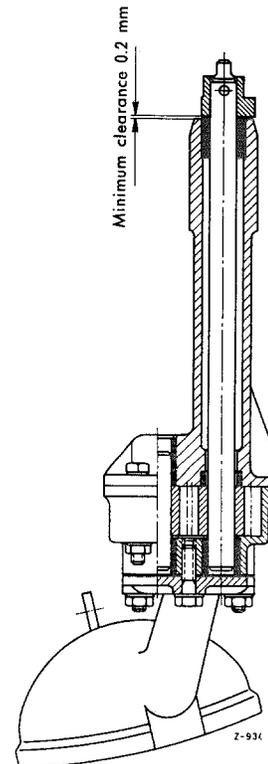


Fig. 18-5/3

Models 219, 220 S,
 and 220 SE
 2nd version