

Removal and Installation of Oil Pump

Types 220 and 220a

Operation

No.

M 48

Procedure:

1. Remove center tie rod and steering gear shock absorber. Drain oil.
2. Unscrew front part of oil pan and take it off. Clean mating surfaces of oil pan and cylinder crankcase carefully. (Remove any old sealing compound).
3. Loosen oil pump fastening screw. In the case of Type 220 the clamp at the suction pipe must be detached from the lock plate. Take oil pump out; if necessary drive it carefully out with a plastic hammer.
4. Before you attempt to install the oil pump, remove the fuel pump. If this is not done, the oil pump cam will be caught at the fuel pump push rod.

When installing the pump, make sure that suction basket is parallel with bottom of oil pan. If this is not the case, rotate suction pipe until position of suction basket is correct (see Figs. M 3/56 and 56a).

Before placing the oil pan on the mating surface, apply a coat of sealing compound. On the left side of the mating surfaces of both cylinder crankcase and oil pan are provided two through holes each, which are required for manufacturing purposes (see arrow in Figs. M 3/53a and M 3/57). To ensure that no oil will be lost, the sealing compound must be applied around these holes with particular care.

When you put on the oil pan, watch out for the gasket between front and rear part of oil pan. Be sure that gasket does not shift.