

Operation
No.

M 16a

Rebalancing of Exchanged Flywheel

Types 220 and 220a

The new flywheel may be balanced together with crankshaft and mounted counterweight (see Operation No. M 16) or by itself, in which case it must be brought to the unbalance of the old flywheel. As the flywheel is essentially a disc, it will suffice to balance it statically with the aid of jig 187 589 02 27.

Special Tools:

Flywheel balancing arbor 187 589 02 27

3. Place the arbor with the two flywheels on a rolling-off mechanism or on two hair rules, whose upper edges are strictly level, and allow to come to rest (Fig. M 16a/3 and 3a).

Procedure:

1. Place old flywheel on jig 187 589 02 27.
2. Push spacer ring with the two pilot pins on the arbor. Position new flywheel on arbor 180° offset in relation to the old flywheel, and tighten by means of the nut.

Note: When placing the old and new flywheel on the arbor, be sure that both flywheels are properly seated in the recess and point into the same direction (Fig. M 16a/2).

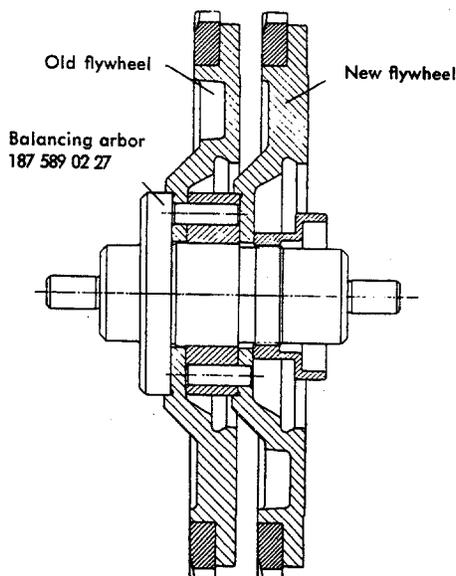


Fig. M 16a/2

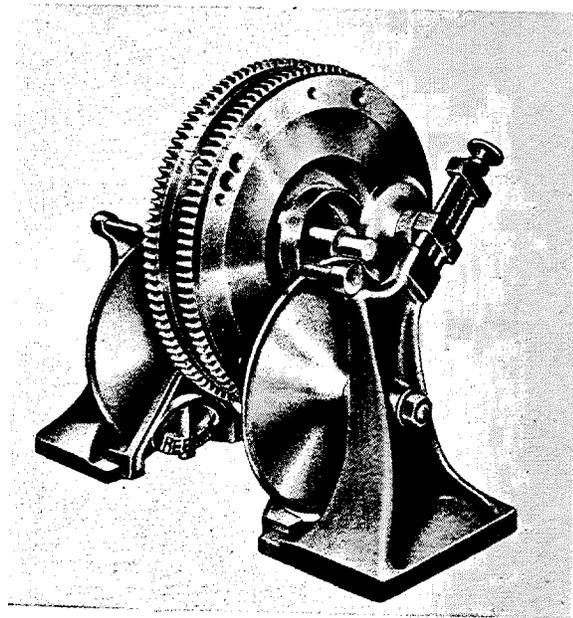


Fig. M 16a/3

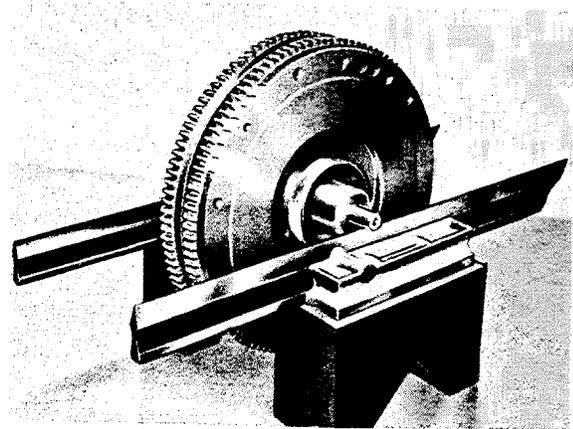


Fig. M 16a/3a

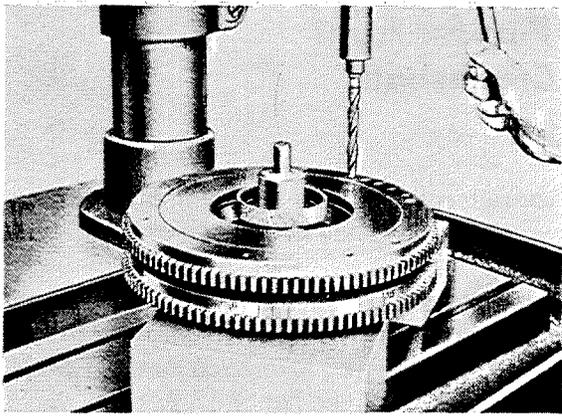


Fig. M 16a/4

4. If an unbalance is determined, drill holes with a diameter of 14 mm (0.55") and a max. depth of 8 mm (0.315") on a diameter of 240 mm (9.45") into the heavy side the new flywheel. Continue to drill holes until the system comes to rest in any turning position without swinging (Fig. M 16a/4).
5. After the flywheel has been installed, let engine run and watch whether it operates without abnormal vibration as the number of revolutions increases.