

On Models 219 and 220 S with hydraulic automatic clutch the annular grooved bearing has been replaced by a centering ring for the journal of the clutch end plate in the crankshaft. On recent cars the centering ring is no longer fitted and the journal has been correspondingly increased in diameter.

On Models 219 and 220 S the flywheel has been changed and is now of the same design

as on Models 180 a, 180 b, and 190 SL. The new flywheel can only be installed subsequently if the clutch (without drive plate) is replaced.

The flywheel fixing screws (stretch screws) are tightened with a torque of 6–6.5 mkg in the case of 4-cylinder engines and of 4–4.5 mkg in the case of 6-cylinder engines. The screws are not locked.

T. Removal and Installation of Roller Chain with Engine Installed in Vehicle

For Models 180 a, 180 b, 190 SL, 220 a, 219, 220 S, and 220 SE the removal and installation procedures for the roller chain are the same as described for Model 190.

If repair should be necessary, a chain with a jointing link (spare link) can be installed as a substitute for the endless chain. This enables the chain to be replaced without disassembling the engine.

When the engine is being overhauled, however, an endless chain should always be fitted if the chain has to be replaced.

On earlier cars of Model 180 a, a single roller chain was fitted. Later, as from Engine End No. 85 10924, this was replaced by a twin roller chain of the type used in the other models.