

Repair of Bearing Assembly

(Bearing assembly removed from vehicle)

Job No.

26-14

A. Removal and Installation of Selector Lever and Needle Bearings

I. Models 180, 220 a, and 1st Version Model 180 D

The 1st version selector lever shaft was originally carried in a plain bearing, but in later models a bronze bushing was pressed in on the linkage (engine) side in order to prevent scoring and running out of the shaft.

To improve the lubrication of the shaft the lubricator has been replaced by a grease fitting. Since the selector lever shaft, especially the type without bearing bushing and with a lubricator, has a tendency to become scored, the shaft and the bore in the bearing assembly must be checked for wear. Worn parts should be replaced. When the shaft is provided with a bearing bushing, the bushing can be removed and replaced by a new bushing. After pressing in the bushing ream it up to the prescribed dimension.

Mounting of Selector Lever Shaft

Dimensions in mm

Shaft diameter	Bore of bearing assembly	Bore of bearing bushings	Radial play of shaft
$\frac{11.905}{11.878}$	$\frac{12.000}{12.027}$	$\frac{12.000}{12.027}$	0.095—0.149

II. Models 180 a, 180 b, 180 Db, 190 Db, 219, 220 S, 220 SE, and 2nd Version Model 180 D

The 2nd version selector lever shaft is carried in needle bearings. Removal and installation procedures are the same as described for Model 190.

B. Removal and Installation of Relay Shaft and Needle Bearings

On Models 180, 180 a, 180 b, 180 Db, 190 D, 190 Db, 219, 220 a, 220 S, and 220 SE the bearings of the relay shaft and the removal and installation procedures are the same as in the case of Model 190.

C. Removal and Installation of Rubber Mounting and Shift Tube

On Models 180, 180 a, 180 b, 180 D, 180 Db, 190 D, 190 Db, 219, 220 a, 220 S, and 220 SE the removal and installation procedures for the rubber mountings are the same as in the case of Model 190. The shape and dimensions of the rubber mountings are identical and they are interchangeable on all models.