

Removal and Installation of Left or Right Front Axle Half

Job No.

33-2

On Models 180 to 220 SE the removal and installation of the front axle half is the same as described for Model 190.

Disassembly and Reassembly of Front Axle Half

Job No.

33-4

On Models 180 to 220 SE the disassembly and reassembly of the front axle half is essentially the same as described for Model 190. The following details, however, require attention:

a) Adjustment of Front Wheel Bearings

On the 1st version of Models 180, 180 D, 190 SL, and 220 a hexagon nuts were used for the adjustment of the front wheel bearings; on the 2nd version of these models the hexagon nuts which were used up to the following chassis end numbers have been replaced by clamping nuts:

Model	up to Chassis End No.
180	55 07957
180 D	55 10916
190 SL	55 00130
220 a	55 08243

On the 1st version of these cars the left wheel spindle has a left-hand thread, and the right wheel spindle has a right-hand thread. The hexagon nut is locked by means of a locking plate which engages in a groove on the wheel spindle. On the 2nd version the right and left wheel spindles have no groove and for that reason only clamping nuts should be used.

On previous cars the washer installed between locking plate and outside taper roller bearing was ground on one side and on later cars it was ground on both sides in the same way as the washer used for the clamping nut. When repairs are carried out, washers ground on one side only should either be reground on both sides or should be replaced by new washers. Washers without a nose must not be used for hexagon nuts. The locking plate for the hexagon nuts should always be replaced.

The adjustment of the front wheel bearings is the same as on Model 190 whether they are provided with hexagon nut (1st version) or with clamping nut (2nd version). On the hexagon nut version it is not possible to make an additional check by turning the ground washer after the adjustment has been made.