

01–140 Replacing core hole closing cover in cylinder crankcase

Special tool

Mandrel for knocking in the core-hole closing covers

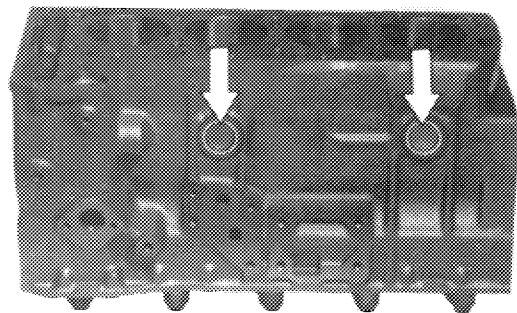


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Note

Starting with chassis end numbers named below the core holes in cylinder crankcase are closed with sheet metal covers (34 mm dia.).

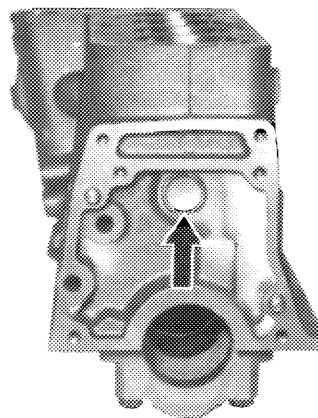
The closing plugs (M 30 x 1.5) are generally no longer required. Leaking closing covers must be replaced on principal.



Driving direction left

103-14508

Model	Chassis end no.
115.015	315 555
115.017	087 250
123.020	011 837
123.023	019 180
123.043	Start of series
123.083	Start of series

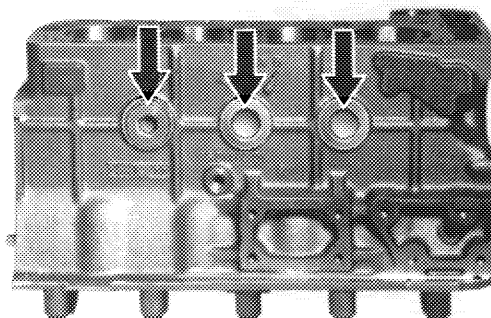


Transmission side

103-14 507

At the right (driving direction) the closing plug (M 38 x 1.5) remains in place.

This core hole can be used to insert cooling water preheater.



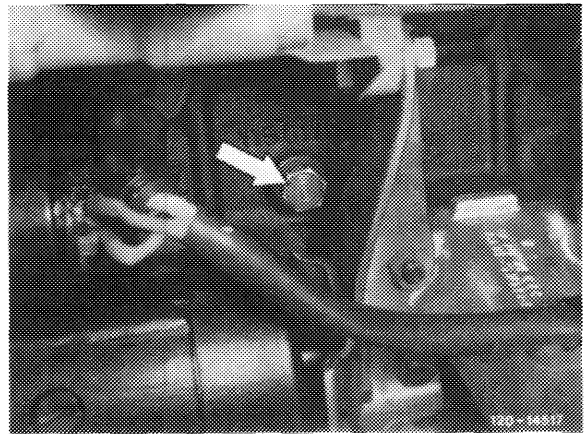
Driving direction right

103-14 506

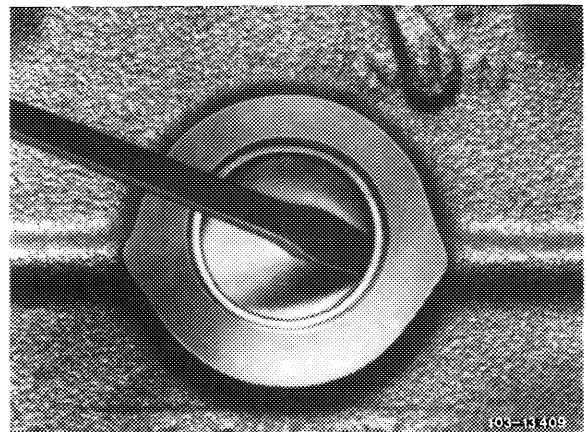
Replacement

- 1 Completely drain coolant.
- 2 Remove components which obstruct axis (e.g. transmission, intermediate flange, exhaust manifold etc).

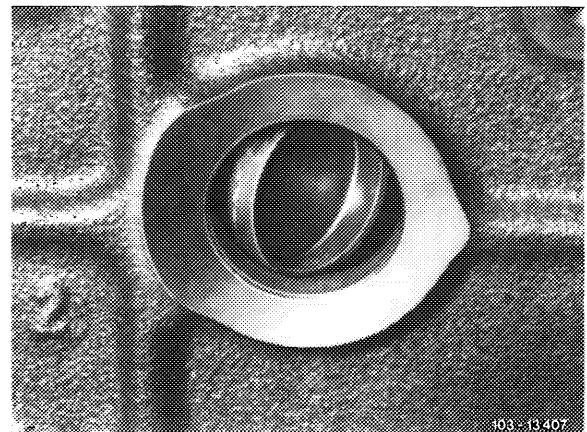
Drain plug on crankcase



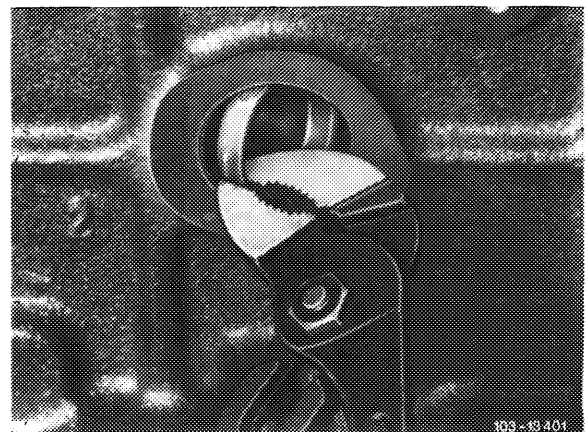
- 3 Position a chisel with narrow blade or a screw driver into deep drawn edge of closing cover.



- 4 Carefully knock closing cover on one side down until cover has turned around its own longitudinal axis (approx. 90°).

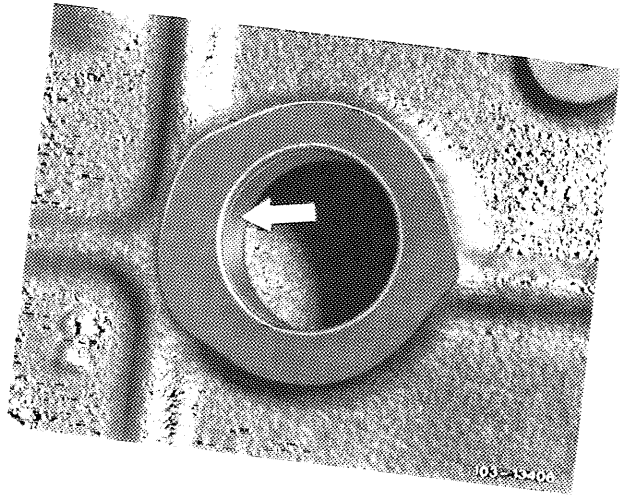


- 5 Position water pump pliers against flange of projecting section and pull out closing cover.



6 Thoroughly clean core hole from residue. Sealing surface should be free of grease (arrow).

7 Coat core hole with sealing glue, part no. 002 989 9471.

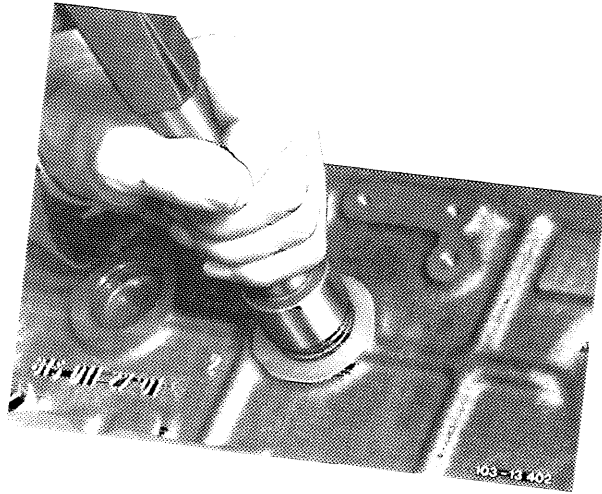


8 Lock-in new closing cover with self-made mandrel.

9 Attach removed components.

10 Add coolant.

Note: The sealing glue should cure for approx. 45 min, before adding coolant.



11 Run engine warm and check for leaks.