

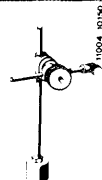


01–220 Installation and centering of intermediate flange

Engine 117.960 with automatic transmission 722.006 up to engine end No. 001685

Data

Permissible radial runout deviation at the fitted collar of the intermediate flange with a full turn	0.10	
Permissible lateral runout deviation on the fitted collar of the intermediate flange with a full turn	0.10	
Fitted hole in the intermediate flange for centering dowels	12.016 to 12.043	
Tightening torques	Nm	
Mounting bolts for intermediate flange	50	
Mounting bolts M 8 for support angle on crankcase	30	
Mounting bolts M 10 for support angle on intermediate flange	50	
Necked-down bolt for driven plate	Pre-torque	40
	Torque angle	90–100°

Special tools

Dial gauge holder (2 required)		363 589 02 21 00
Socket insert 27 mm, 1/2'' drive for rotating the engine		001 589 65 09 00
1/2'' square drive insert, 80 mm long for rotating the engine		617 589 00 16 00

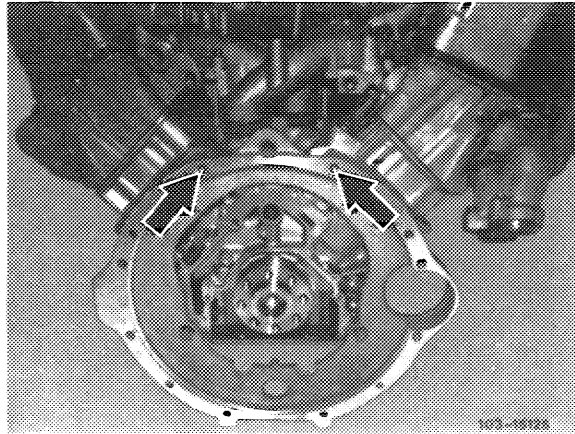
Tool for self-fabrication

Threaded pin	see Fig. No. 3
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Note

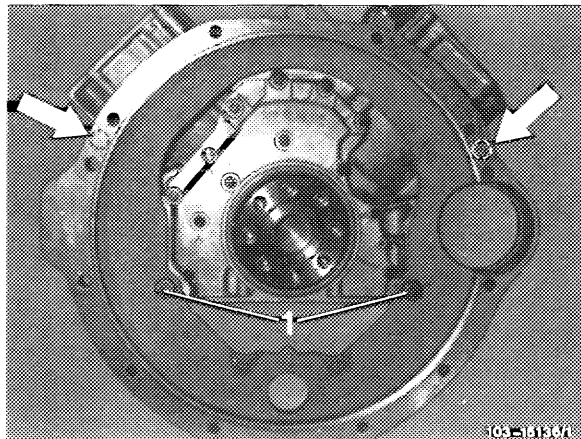
If an intermediate flange is renewed it has to be centered.

Intermediate flange and support angle are only installed in model 107.026 with engine 117.960 in combination with the automatic transmission 722.006 up to chassis end No. 001627, and engine end No. 001685 respectively. The hole pattern to mount the transmission is not identical with that of the cast-iron engines. The two mounting threads in the crankcase (arrows) have each been moved 9 mm further inside.

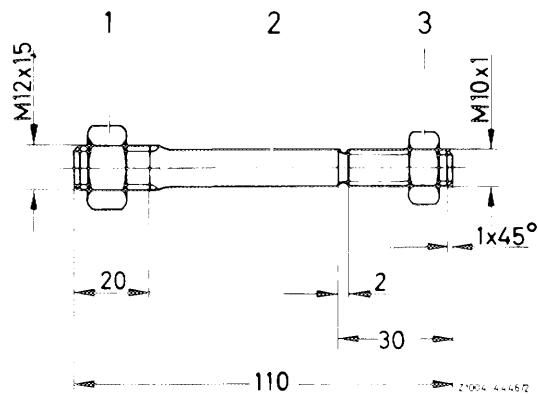


Installation and centering

- 1 Fit the intermediate flange onto the dowel pins (arrows) on the crankcase. Remove support angle.
- 2 Lightly tighten the two mounting bolts (1).



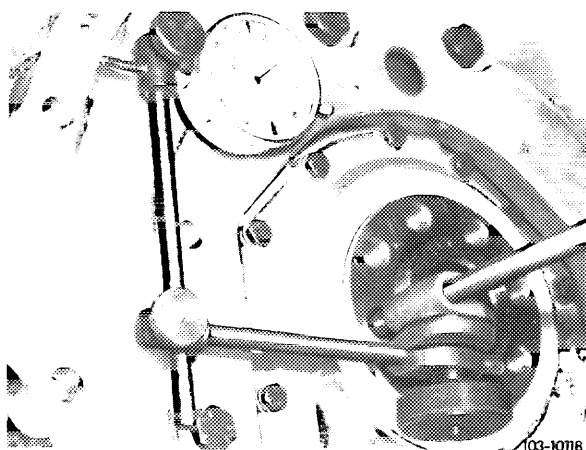
- 3 Screw threaded pin into the crankshaft and lock.



- 1 Hexagon nut M 12 x 1.5
- 2 Threaded pin 10 mm dia.
- 3 Hexagon nut M 10 x 1

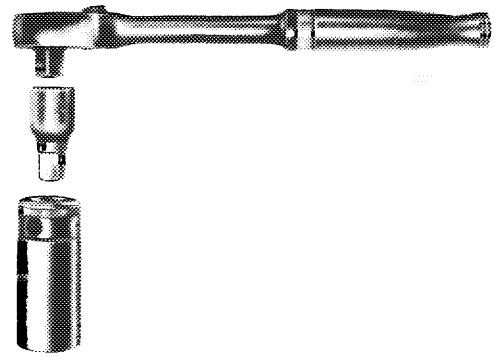
- 4 Attach dial gauge holder with dial gauge to threaded pin.

- 5 Position measuring pin on the fitted round centering surface of the intermediate flange to measure radial and lateral runout. Set dial gauge to 0.



6 Turn crankshaft in direction of rotation a full turn using the tool combination. Maximum lateral and radial runout is 0.10 mm. In other words, the total deflection of the pointer may not exceed 0.10 mm. If lateral runout is greater than 0.10 mm, renew intermediate flange.

Note: When turning the crankshaft, ensure that the measuring pin of the dial gauge is not sticking.



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7 Correct the radial runout with light taps on the intermediate flange.

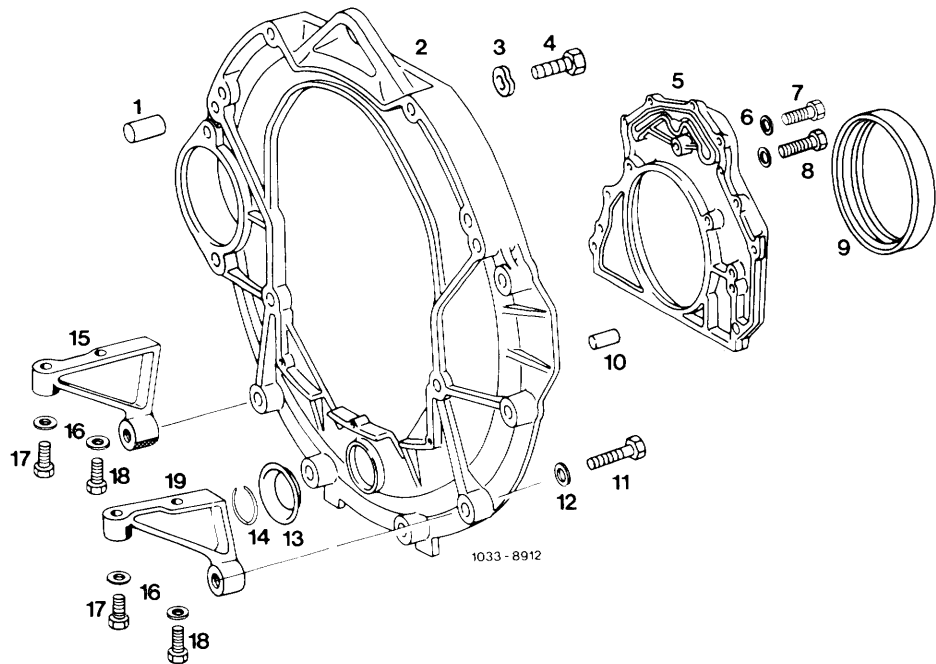
8 Tighten mounting bolts.

Note: If the radial runout is greater than 0.10 mm, remove intermediate flange.

9 Drill both fitted holes in the intermediate flange to 12.1 mm.

10 Repeat figures 1–8.

11 Mount supporting angle only after the intermediate flange has been attached to the crankcase.



Model 107.026 with engine 117.960 and transmission 722.006 (W 3 B 050)

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|--|---|------------------------------|
| 1 Dowel pin 12 x 22 mm, 2 required
Repair dowel pin dia. 12.2 x 22 mm | 7 Bolts M 6 x 25, 9 required | 13 Cover |
| 2 Intermediate flange up to engine end No. 001685 | 8 Bolts M 6 x 20, 4 required | 14 Circlip 38 |
| 3 Spring washer B 10, 2 required | 9 Radial sealing ring 13 mm wide, repair radial sealing ring 10.5 mm wide | 15 Support angle right |
| 4 Bolt M 10 x 35, 2 required | 10 Dowel pin 6 h8 x 10, 2 required | 16 Washer A 8, 4, 4 required |
| 5 End cover | 11 Bolt | 17 Bolt M 8 x 40 |
| 6 Washer A 6, 4, 13 required | 12 Washer | 18 Bolt M 8 x 65, 2 required |
| | | 19 Support angle left |