

**Data**

Permissible lateral runout of ring gear	0.3 mm
Centering collar dia. for driven plates	296.00-296.05 mm
Residual unbalance of ring gear with steel ring	

A. Engines 116.960/961/962/963,  
117.960/961/962/963 with automatic  
transmission 722.3 (W 4 A 040)  
without position indicator

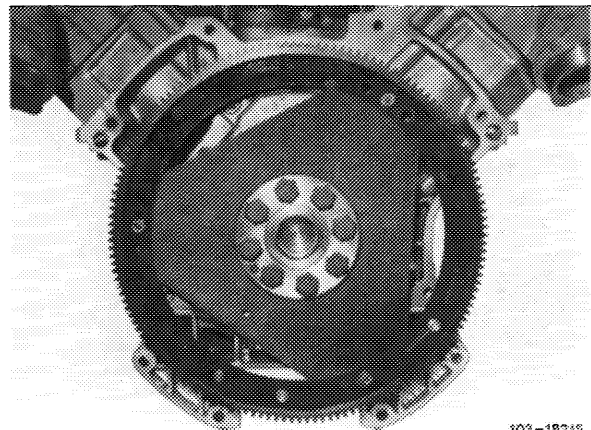
**Note**

When removing the transmission the ring gear remains on the engine.

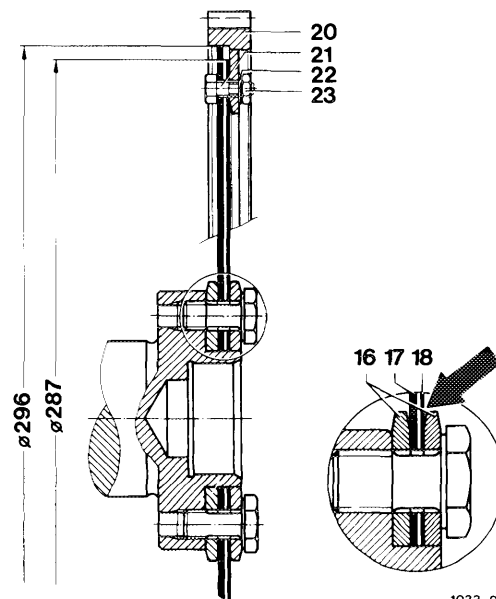
The ring gear and the welded-on steel ring are balanced together.

The ring gear (20) is welded to a steel ring and bolted to the driven plates (17 and 18).

The 1.5 mm thick driven plate outer diameter is a machined fit for the centering of the ring gear.



103-18215



- 16 Plates 4.5 mm
- 17 Driven plate 1.5 mm, 296 mm dia.
- 18 Driven plate 1 mm, 287 mm dia.
- 20 Ring gear
- 21 Fitted bolt
- 22 Spring washer B 6
- 23 Nut M 6

1033-9075

C. Engines 116.964/965, 117.964/965/967/968 with position indicator for ignition system

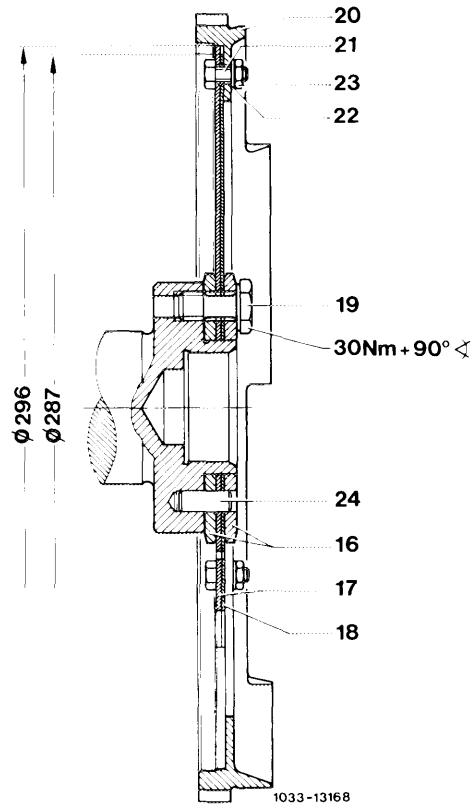
**Note**

When removing the transmission the ring gear remains on the engine.

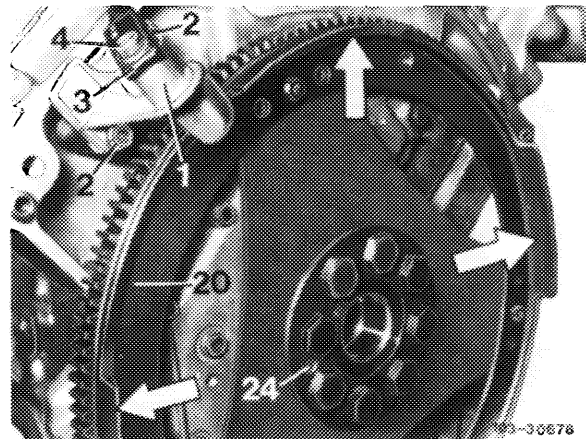
The ring gear (20) with 4 segments for the position indicator of the ignition system is forged from one piece, balanced and bolted to the driven plates (17) and (18).

The 1.5 mm thick driven plate outer diameter is a machined fit for the centering of the ring gear.

- 16 Plates
- 17 Driven plate 1.5 mm
- 18 Driven plate 1.0 mm
- 19 Necked-down bolt
- 20 Ring gear
- 21 Bolt
- 22 Washer
- 23 Nut
- 24 Locating pin



When removing the ring gear, unscrew position indicator (3) and pull out of holder (1) to avoid actuation.



**Caution!**

The ring gear must be mounted so that the 3.5 mm dia. holes (arrows) in the ring gear and the driven plates assume the same angular position, otherwise a proper functioning of the ignition is not guaranteed.

