

Revision: Uniformity of crankshaft bearings of 4-cylinder engines, improvement of oil supply of 4th crankshaft bearing of 6-cylinder engines with crankshafts mounted in 7 bearings.

Model 200/8 and 200 D/8, 1st Version

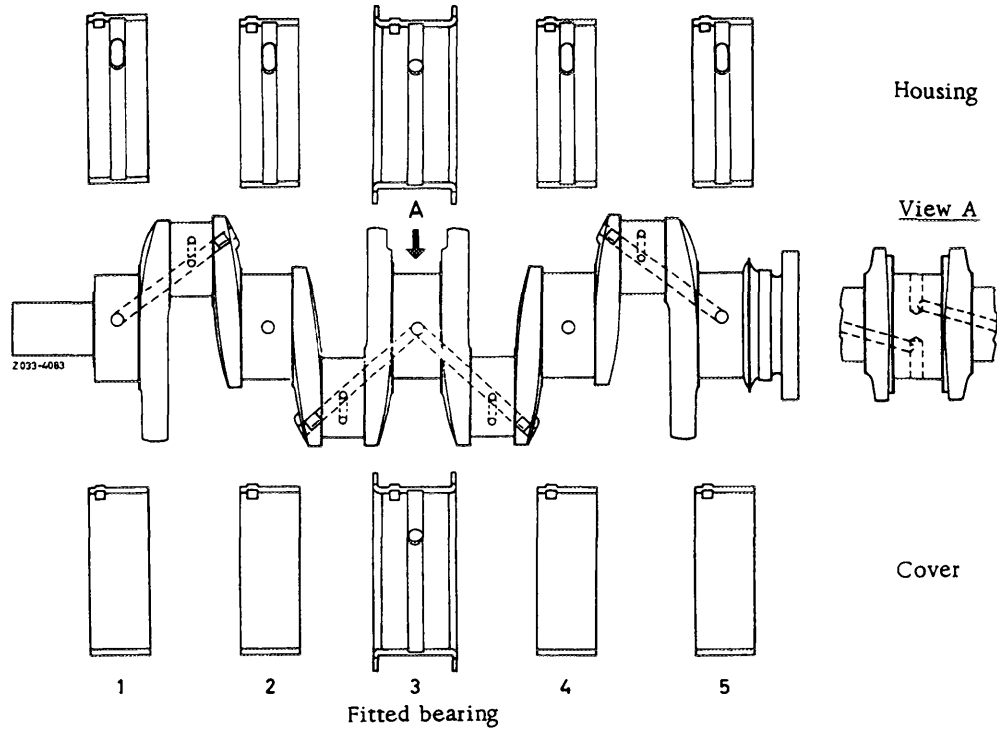


Fig. 03-2/1

Model 200/8 and 200 D/8, 2nd Version

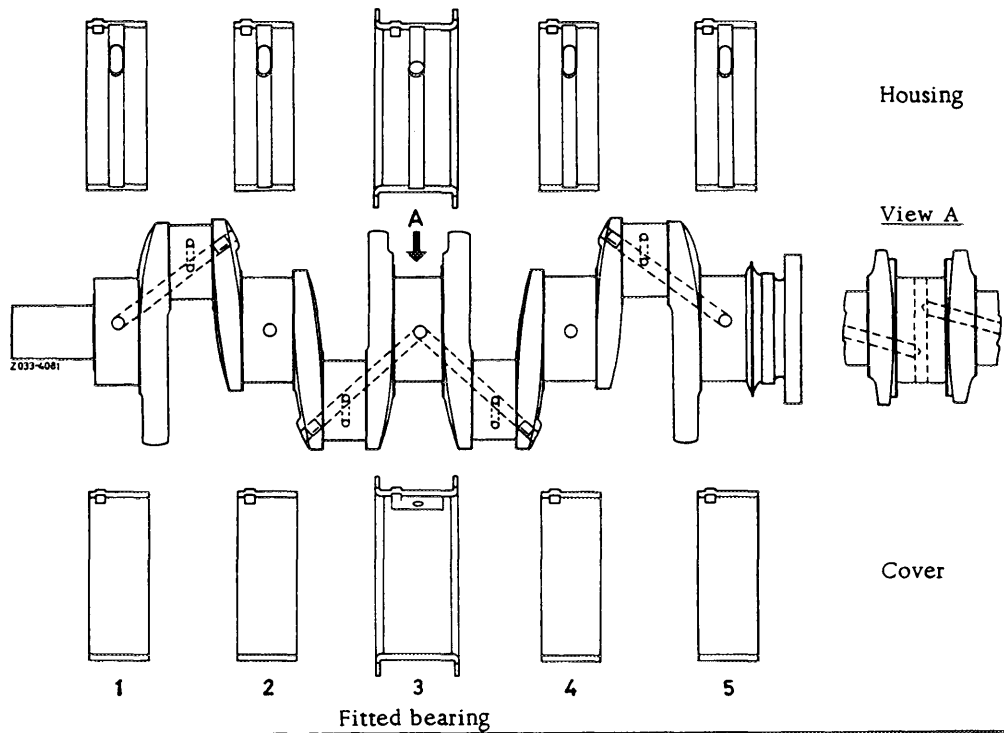


Fig. 03-2/2

The oil bore on the journal of the fitted crankshaft bearing has been drilled through to prevent bearing damage (Fig. 03-2/2, View A). The first version had been provided with two blind holes (Fig. 03-2/1). As a result of this change, the lower bearing shell required no longer an oil groove and the supporting bearing shell surface is now larger.

When remounting the first version, the crankshaft on the fitted bearing can be drilled with a 7 mm drill and mounted according to the new bearing diagram.

Caution! Do not install crankshaft of 2nd version with bearing shells of first version or via versa.

Installation of the 2nd Version

Model	Chassis End No.
200 D/8	060 291
200/8	055 579

Model 220/8, 220 D/8 and 3rd Version 200/8, 200 D/8

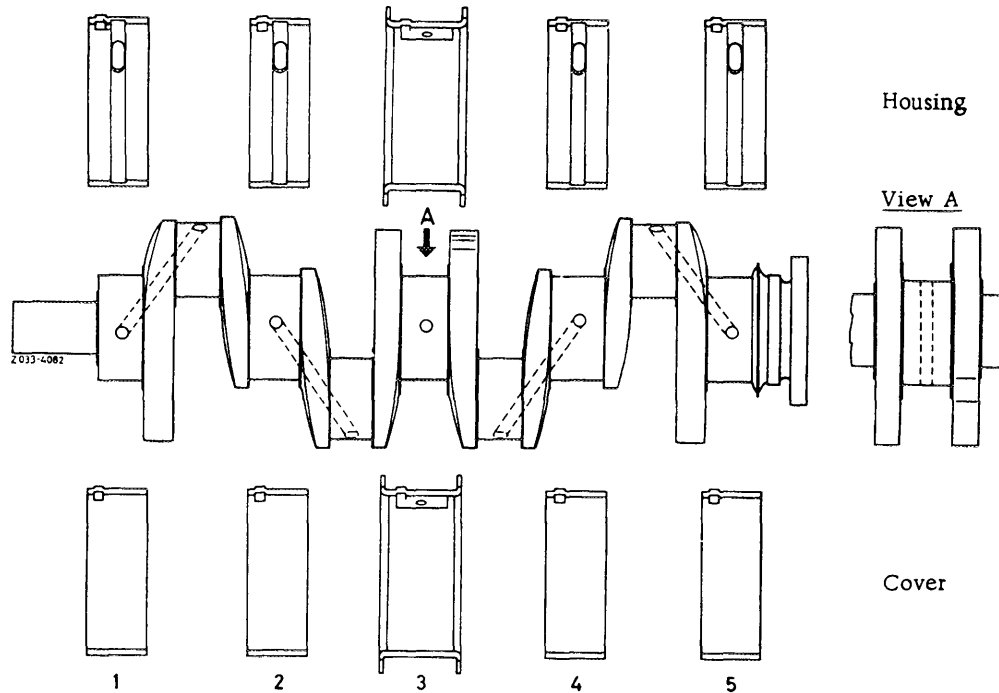


Fig. 03-2/3

Fitted bearing

Installation of 3rd Version

Model	Chassis End No.
200/8	104 619
200 D/8	147 468

From now on, the 3rd version crankshaft will be available as a spare part only. The former set of bearing shells with oil groove in upper fitted bearing shell is still available.

Caution! Install upper half of fitted bearing shell with oil pocket only with crankshaft 3rd version.

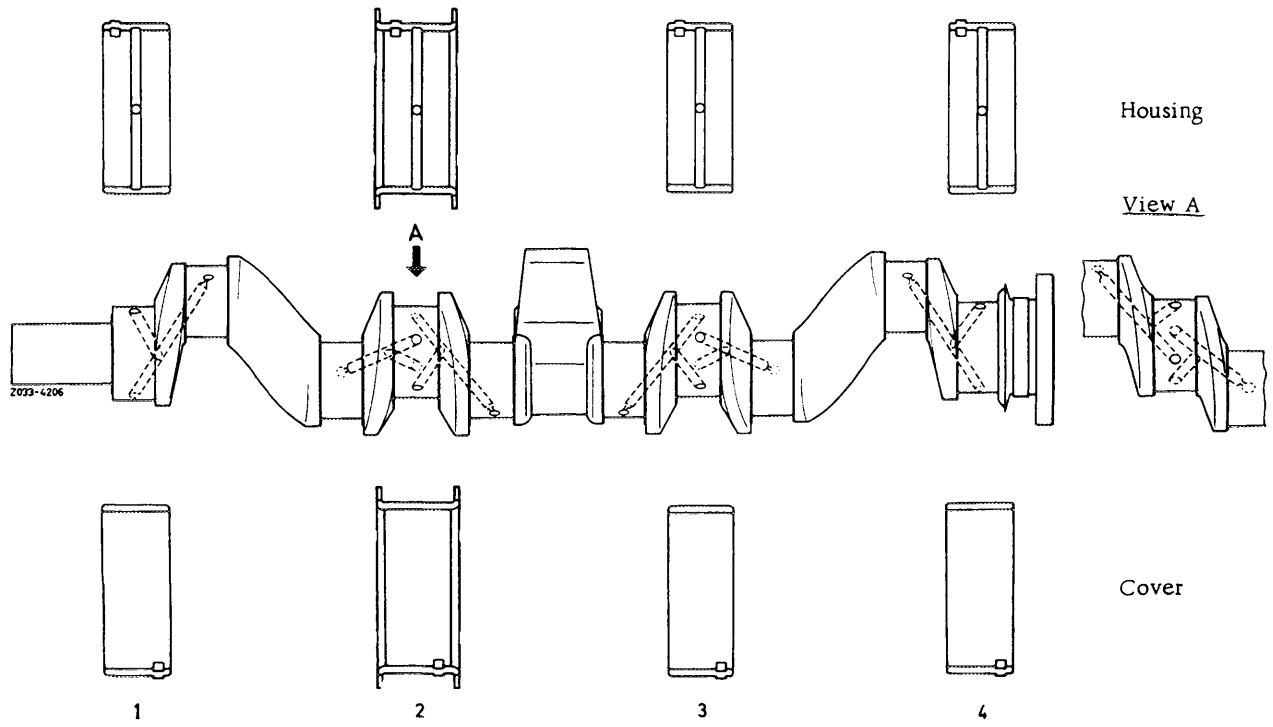


Fig. 03-2/4

Fitted bearing

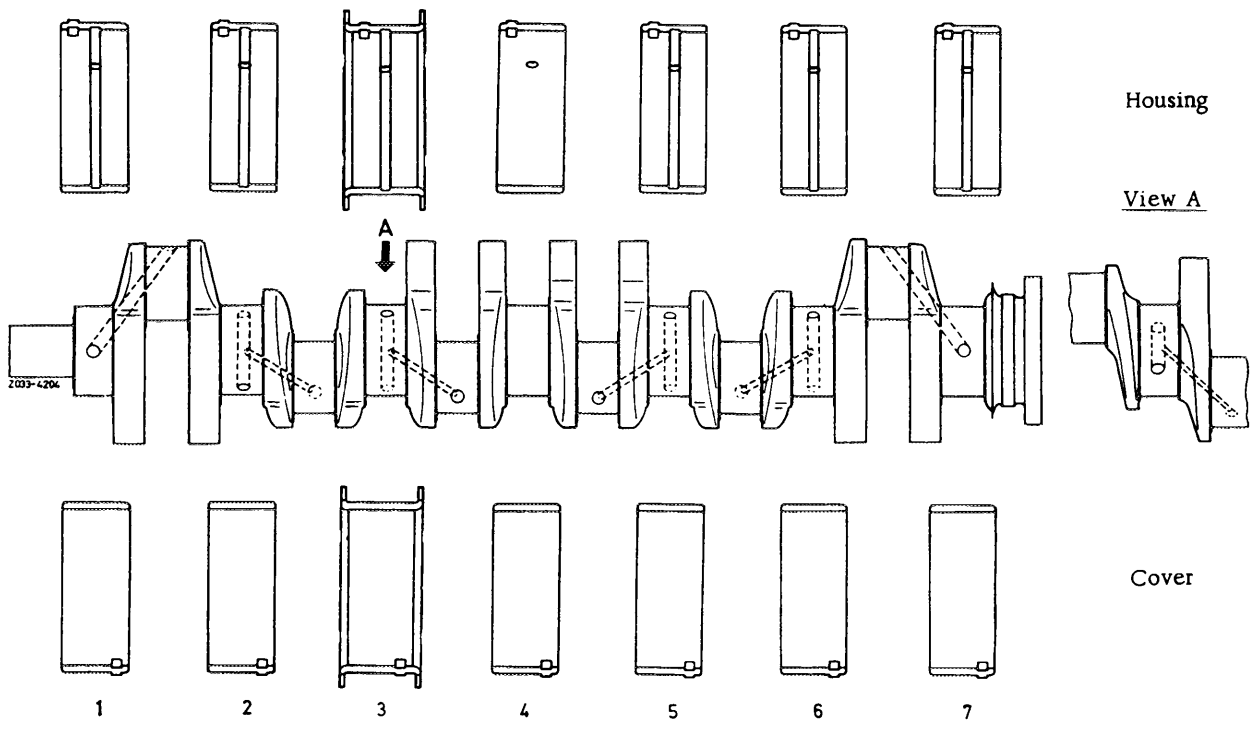


Fig. 03-2/5

Fitted bearing

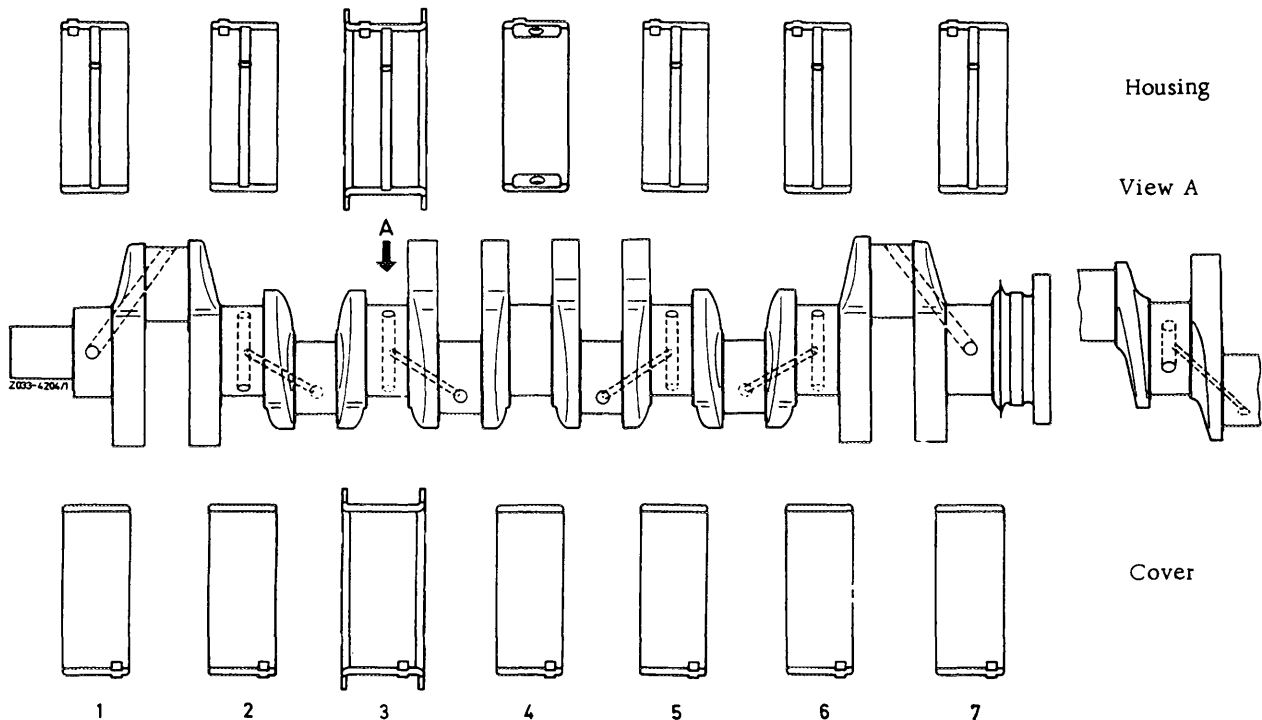


Fig. 03-2/6

Fitted bearing

On 4th crankshaft bearing the upper bearing shell half in crankshaft housing has been modified. Its ends are provided with 2 oil bores and 2 oil pockets (refer to Fig. 03-2/7).

Simultaneously, starting from oil bore in crankcase, an all-around oil groove has been applied in basic bore of 4th crankshaft bearing (refer to Fig. 03-2/8).

Caution! Do not install modified bearing shell in crankcase without oil groove.

Installation of 2nd Version

Model	Model Designation	Chassis End No.
250/8	114. 010	070 150
250/8 USA	114. 011	008 946
250/8 Cp.	114. 021	007 300
250/8 Cp. USA	114. 023	006 180
250 E/8	114. 022	018 085

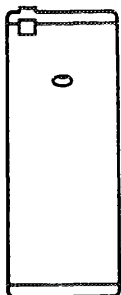


Fig. 03-2/7

Former version of bearing shell half



Modified version of bearing shell half

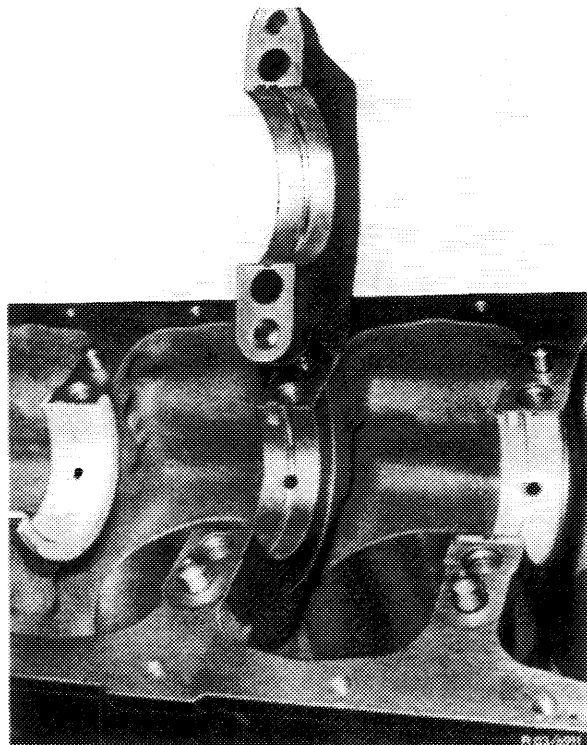


Fig. 03-2/8