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)	0610- POLI	363 589 02 21 00
Socket insert 27 mm, 1/2" drive for rotating the engine	11004-8193	001 589 65 09 00
1/2" square drive insert, 80 mm long for rotating the engine	(<u>cocosood)</u> 11004-10282	617 589 00 16 00
Tool for self-fabrication		
Threaded pin		see Fig. No. 3

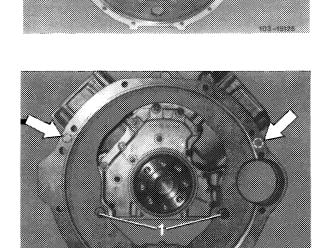
Note

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

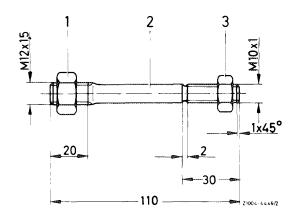
Intermediate flange and support angle are only installed in model 107.026 with engine 117.960 in combination with the automatic transmission 722.006 up to chassis end No. 001627, and engine end No. 001685 respectively. The hole pattern to mount the transmission is not identical with that of the cast-iron 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).

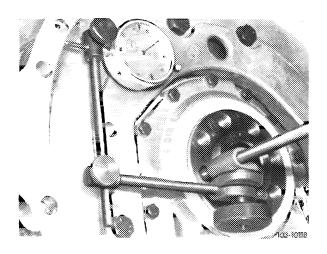


3 Screw threaded pin into the crankshaft and lock.



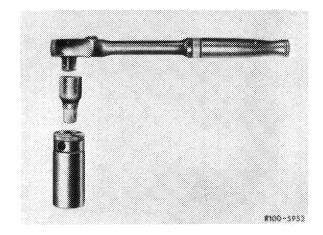
- Hexagon nut M 12 \times 1.5 Threaded pin 10 mm dia. Hexagon nut M 10 \times 1

- 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.

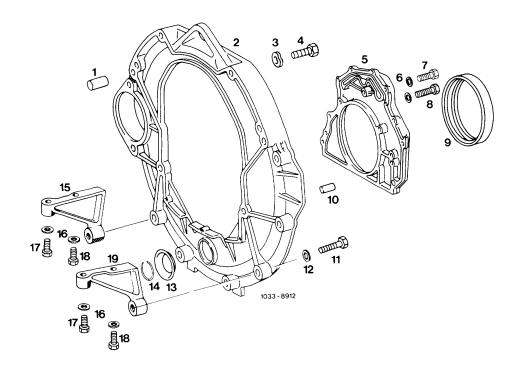
Note: When turning the crankshaft, ensure that the measuring pin of the dial gauge is not sticking.



- 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)

- 1 Dowel pin 12 x 22 mm, 2 required Repair dowel pin dia. 12.2 x 22 mm.
 Intermediate flange up to engine end No. 001685
 Spring washer B 10, 2 required
 Bolt M 10 x 35, 2 required

- 5 End cover 6 Washer A 6, 4, 13 required

- Bolts M 6 x 25, 9 required
 Bolts M 6 x 20, 4 required
 Radial sealing ring 13 mm wide, repair radial sealing ring 10.5 mm wide 10 Dowel pin 6 h8 x 10, 2 required
- 11 Bolt 12 Washer

- 13 Cover
- Circlip 38 14

- Support angle right
 Support angle right
 Washer A 8, 4, 4 required
 Bolt M 8 x 40
 Bolt M 8 x 65, 2 required
 Support angle left