

Removal and Installation of Left or Right Rear Rubber Mounting of Engine Suspension

Job-No.

24 — 1

Removal:

1. Screw the self-locking nut (7) off the hexagon bolt (4) (see Fig. 24 — 1/1).

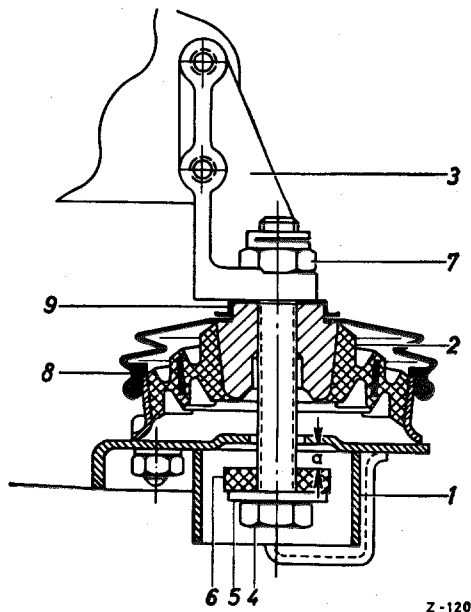


Fig. 24 — 1/1

Rear Engine Support

- | | |
|--------------------------------|------------------------------|
| 1 Front axle support | 7 Hexagon nut (self-locking) |
| 2 Rubber mounting | 8 Bellows |
| 3 Rear engine support | 9 Sheet-metal cover |
| 4 Hexagon bolt with washer (5) | $a = 5 \text{ mm}$ |
| 6 Rubber spacer, 7 mm thick | |

2. Unscrew the hexagon bolt (4) with the welded-on washer (5) from the rubber mounting (2) from below.
3. Unscrew the two M 8 hexagon screws with which the rubber mounting is fixed to the front axle support.
4. Use a jack to lift the engine at the transmission so that the rubber mounting can be removed together with bellows and sheet-metal cover.

Installation:

5. Place the new rubber mounting (2) together with bellows (8) and sheet-metal plate (9) between the engine support (3) and the front axle support (1) (see Fig. 24 — 1/1).

Note: The standard version rubber mountings have a hardness of 40° Shore, but **harder rear rubber mountings** with a hardness of 70° Shore can also be installed.

The harder rubber mountings are intended for the rear engine support in cases where the vehicle has to be driven mainly on bad roads. The harder mountings are available under

Part No. 121 223 00 12 left and
Part No. 121 223 01 12 right.

6. Fix the rubber mounting (2), using the two hexagon bolts, spring washers, and hexagon nuts.
7. Push the rubber spacer (6) over the hexagon bolt (4) and screw the hexagon bolt (4), together with welded-on washer (5), approx. 2—3 turns into the rubber mounting.
8. Let down jack and screw in the hexagon bolt (4) so that rubber spacer (6) just rests against the front axle support (see Fig. 24 — 1/1).

9. Use a depth gage to measure the distance from the front axle support to the head of the hexagon bolt (4).

Then back out the hexagon bolt 5 mm. Check again with the depth gage. The depth gage must now show 5 mm less.

Note: The hexagon bolt (4) must be adjusted in this way in order to limit the clearance at the top of the rear mounting to $a = 5 \text{ mm}$.

If, exceptionally, a depth gage is not available, the bolt should be backed out $2\frac{1}{2}$

turns after the rubber spacer has touched the front axle support (pitch of thread = 2 mm).

10. Screw the self-locking nut (7) onto the hexagon bolt (4) and tighten the nut, holding the hexagon bolt (4) steady with an SW 19 box wrench.

Note: The diameter of the bore for the hexagon bolt (4) in the cross member of the front axle support has been increased from 17 mm to 20 mm (see Fig. 24—1/1). If, when the engine sinks heavily into the suspension, the hexagon bolt strikes against the cross member, the bore can be subsequently increased to 20 mm \varnothing .

Shorter Rear Engine Supports

When harder rubber mountings are installed (see Job No. 24 — 1, para 5, Note) for the rear engine suspension, the engine will be too high at the rear if the engine support (3) which was standard up to now is used (Fig. 24 — 1/2). To correct this, an engine support which is 5 mm shorter is at present being used:

Part No. 121 233 29 04 at the left,
Part No. 121 233 30 04 at the right.

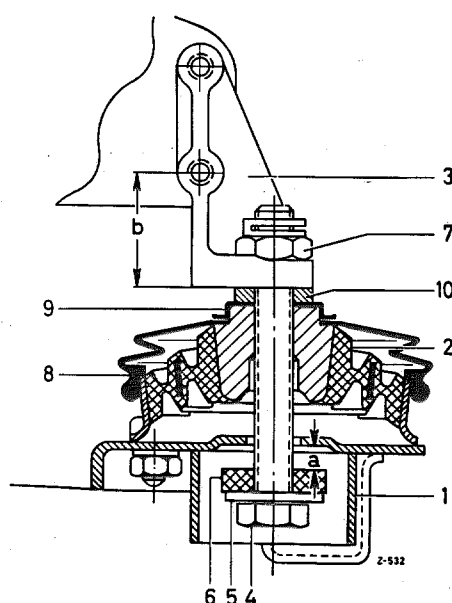


Fig. 24 — 1/2

- 1 Front axle support
- 2 Rubber mounting
- 3 Rear engine support
- 4 Hexagon bolt with washer (5)
- 6 Rubber spacer 7 mm thick
- 7 Hexagon nut (self-locking)
- 8 Bellows
- 9 Sheet-metal cover
- 10 Washer 5 mm thick, Part No. 186 990 16 40
- a = 5 mm

Previous Version $b = 42 \text{ mm}$
New Version $b = 37 \text{ mm}$

For reasons of standardization, these supports which are 5 mm shorter are now used (as of Engine Number ending in 75 01 213) even with the normal standard version of the rubber mountings. To compensate for the difference in height, a washer, 5 mm thick (10) — as per Part No. 186 990 16 40 — is inserted between the engine support (3) and the sheet-metal cover (9) and a longer hexagon bolt (4) as per Part No. 121 220 01 71 M 12 \times 100 is used.

If harder rubber mountings are subsequently installed for the rear engine suspension, engine supports of the new version must be installed in the engines up to Engine Number ending in 75 01 212. As of Engine Number ending in 75 01 213, the standard 5 mm washer (10) must be removed.