

Tightening Torques in kpm

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| Shaft clamping nut | 3.0 |
| Hex. bolts of shaft intermediate bearing | 2.0 |
| Slotted nut on three-legged flange | 12.0 |
| Hex. bolts for rear transmission housing | 1.3 |
| Hex. bolts for modulating pressure housing on transmission housing | 0.7 |

Special Tool

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| Screw driver for slotted plugs of secondary pump | 116 589 00 11 00 |
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Removal

- 1 Drain transmission fluid while loosening filler pipe on sump.
- 2 Slightly raise engine-transmission unit with top for pit lift, unscrew both fastening bolts (19) for rear engine mounting, loosen 12 bolts of tunnel closing plate (17) and remove (Fig. 1).

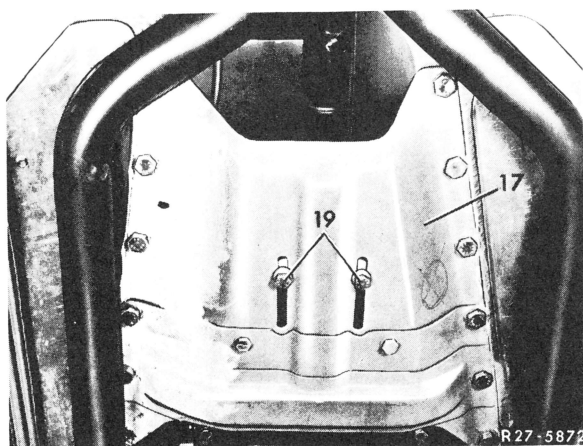


Fig. 1

- 17 Tunnel closing plate
- 19 Fastening bolts

- 3 Loosen tachometer shaft (16) on rear transmission cover and pull off (Fig. 2).

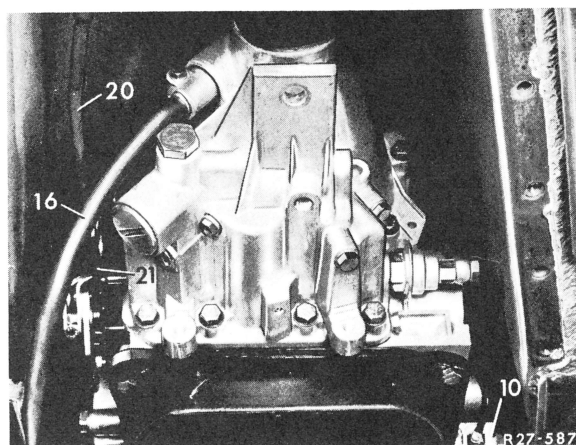


Fig. 2

- 10 Kickdown solenoid valve
- 16 Tachometer shaft
- 20 Selector rod
- 21 Range selector lever

- 4 Disconnect selector rod (20) on range selector lever (21) and move range selector lever to position "P" (Fig. 2).

- 5 Loosen both fastening bolts of propeller shaft intermediate bearing, but do not screw out.

- 6 Loosen propeller shaft clamping nut.

- 7 Unscrew propeller shaft on transmission, but leave universal plate on propeller shaft.

27.2 Removal and Installation of Rear Transmission Housing

8 Slide propeller shaft to the rear to the extent the center bearing and the clamping piece permit.

9 Place suitable piece of wood under propeller shaft at front in tunnel in such a manner that the shaft is completely pushed up.

10 Unlock slotted nut on three-legged flange and screw off, remove three-legged flange.

11 Disconnect vacuum line (22) on vacuum box (23) while counterholding against hexagon head (SW 14) on vacuum box.

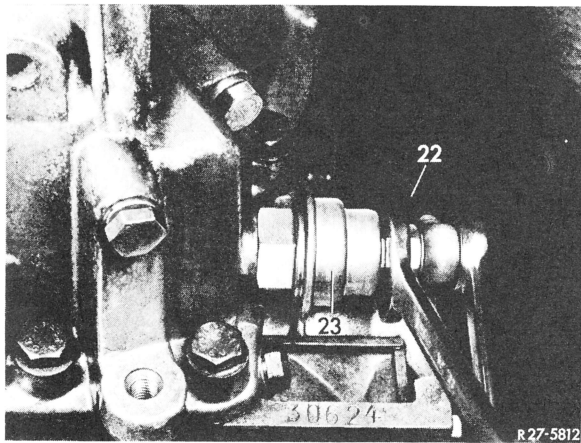


Fig. 3

22 Vacuum line
23 Vacuum box

12 Unscrew vacuum box (23).

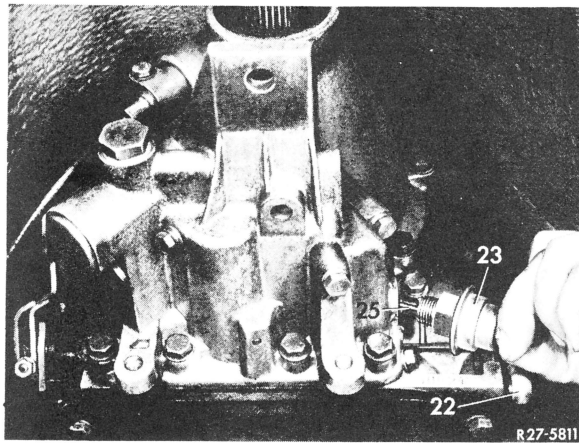


Fig. 4

22 Vacuum line
23 Vacuum box
25 Thrust pin

13 Unscrew plug for secondary pump (5) and remove compression spring.

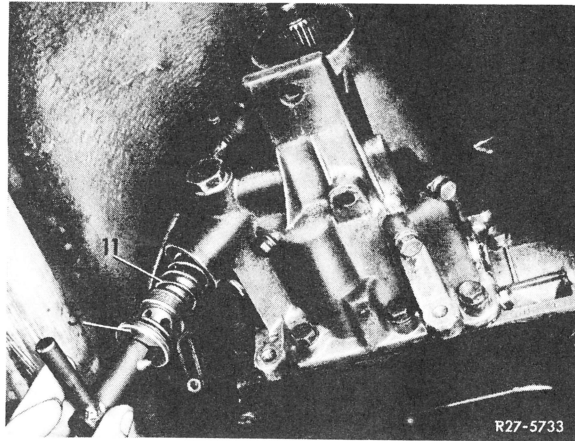


Fig. 5

5 Plug for secondary pump
11 Compression spring

14 Lower transmission to the extent possible and unscrew fastening bolts for rear transmission housing.

15 Loosen rear transmission housing by light blows with plastic hammer and remove. The centrifugal governor should remain on output shaft, that is, when pulling off the housing, also pull governor from guide of rear transmission housing at the same time.

16 Remove modulating pressure housing (9) and gasket (Fig. 6).

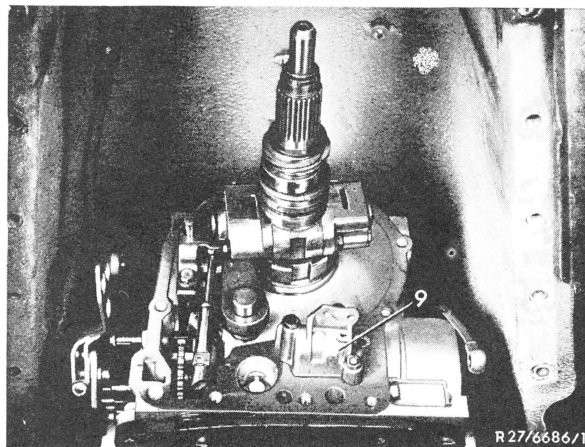


Fig. 6

9 Modulating pressure housing

Installation

17 Install modulating pressure housing (9) with new gasket for rear transmission housing (Fig. 6). Center gasket on sealing surface of transmission housing by means of two screws.

18 Mount rear transmission housing while moving tachometer drive with a screw driver until in mesh with worm gear.

19 Screw-in fastening bolts of rear transmission housing and tighten to 1.3 kpm.

20 Screw-in plug for secondary pump (5) together with compression spring (11) (Fig. 5).

21 Coat vacuum box (23) on threads with sealing compound and screw into rear transmission housing (Fig. 4).

22 Connect vacuum line (22) to vacuum box (23), **while counterholding on hexagon (SW 14) on vacuum box** (Fig. 3).

23 Place range selector lever in position "P".

24 Place three-legged flange on output shaft and tighten slotted nut to 12.0 kpm, secure slotted nut.

25 Attach selector rod to range selector lever.

26 Connect tachometer shaft to transmission.

27 Lift engine-transmission unit with top of pit lift as required. Remove wooden support under propeller shaft and screw the latter to transmission.

28 Check rear rubber mount and screw to transmission.

29 Screw-on rear half of tunnel closing plate (17) (Fig. 1).

30 Screw-in both fastening bolts (19) for rubber mount on end plate and tighten (Fig. 1). Lower pit lift.

31 Move vehicle back and forth and tighten propeller shaft clamping nut to 3 kpm.

32 Tighten fastening bolts on propeller shaft intermediate bearing to 2.0 kpm.

33 Fill up with transmission fluid. (27.2—020/1).

34 Shift through gears and correct oil level.

35 Check modulating pressure and adjust, if required (27.2—340).

36 Screw-on front end of tunnel closing plate.