

Data

Vertical runout of intermediate flange max. 0.10 mm

Tightening Torque in kpm

Model M 116, M 117

Fastening bolt for intermediate flange on cylinder crankcase 5

Special Tools

Dial gauge holder 121 589 00 21 00

Threaded bolt acc. to Fig. 2 self-made

Spiral countersink 12.2 mm dia. x 8 DIN 343

Installation and Centering

1 Insert new intermediate flange into set pins (78) on crankcase and slightly tighten the four fastening screws (72) (Fig. 1).

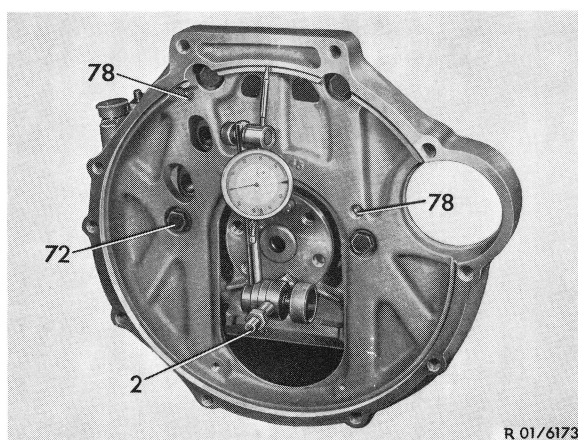


Fig. 1

2 Threaded bolt 78 Set pins
72 Fastening screws

2 Screw self-made threaded bolt (2) into a tapped hole on crankshaft flange and lock with hex. nut (Fig. 2).

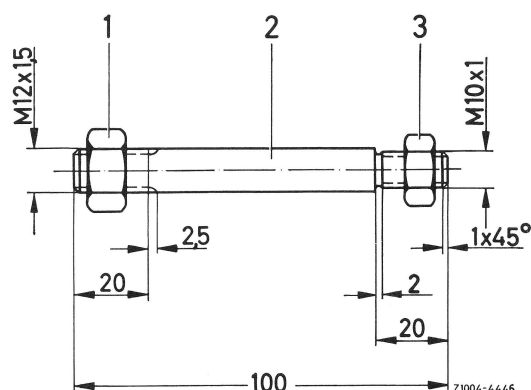


Fig. 2

1 Hex. nut M 12 x 1.5
2 Threaded bolt
3 Hex. nut M 10 x 1

3 Attach dial gauge with holder to threaded bolt and position feeler of dial gauge to OD of round centering line of intermediate flange (Fig. 1).

4 Use helper to rotate crankshaft and watch amount of vertical runout on intermediate flange. Runout should not exceed max. 0.10 mm.

Vertical runout can be adjusted by applying light blows against intermediate flange.

03.0 Installation and Centering of Intermediate Flange

Note: When rotating the crankshaft make sure that the feeler of the dial gauge is not caught in the recesses on the intermediate flange under the prevailing load to prevent damage to dial gauge.

5 When the vertical runout is exceeded, remove intermediate flange and pull out both set pins on crankcase. Reinstall by means of two longer, self-made auxiliary set pins 11.8 to 11.9 mm dia., reattach

intermediate flange and align as described above. Then tighten the four fastening screws of the intermediate flange and check round centering line once again. Remove dial gauge and pull out both auxiliary set pins. Then increase diameter of set pin holes with a spiral countersink to 12.2 mm dia., fit X 8 DIN 343 and knock in the thicker set pins 12.2 mm dia., Part No. 180 991 02 60.