

Transmission Type K4C 025 and K4A 040

Caution! All the adjusting jobs on automatic transmissions named below may be completed only when the front and rear axle are under the dead load of the vehicle; the vehicle should not be raised by means of stands, jacks etc., but **should rest on its wheels.**

Adjustment of Selector Rod

Steering Wheel Shift

Loosen counter nut on ball socket (2). Disconnect selector rod (1) on shift bracket, place range selector lever (7) on transmission and selector lever on steering wheel to position "N." Adjust selector rod lengthwise in such a manner that the ball socket is in alignment with the ball head on the intermediate lever (3). Attach ball socket to intermediate lever, making sure that the release clearance of the selector lever in position 3 and 4 is the same. Tighten counter nut on ball socket (Fig. 27-3/1).

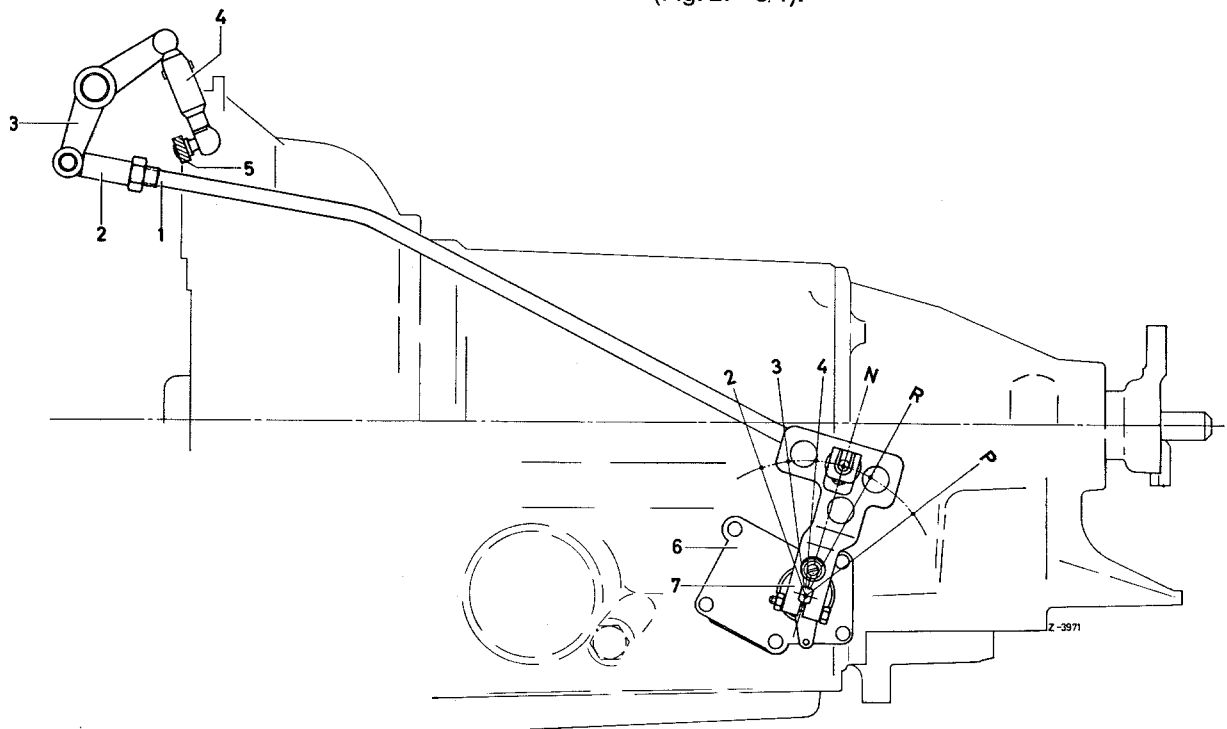


Fig. 27-3/1a

- 1 Selector rod
- 2 Ball socket
- 3 Intermediate lever

- 4 Resilient intermediate piece
- 5 Bearing bracket

- 6 Starting locking and backup light switch

- 7 Range selector lever

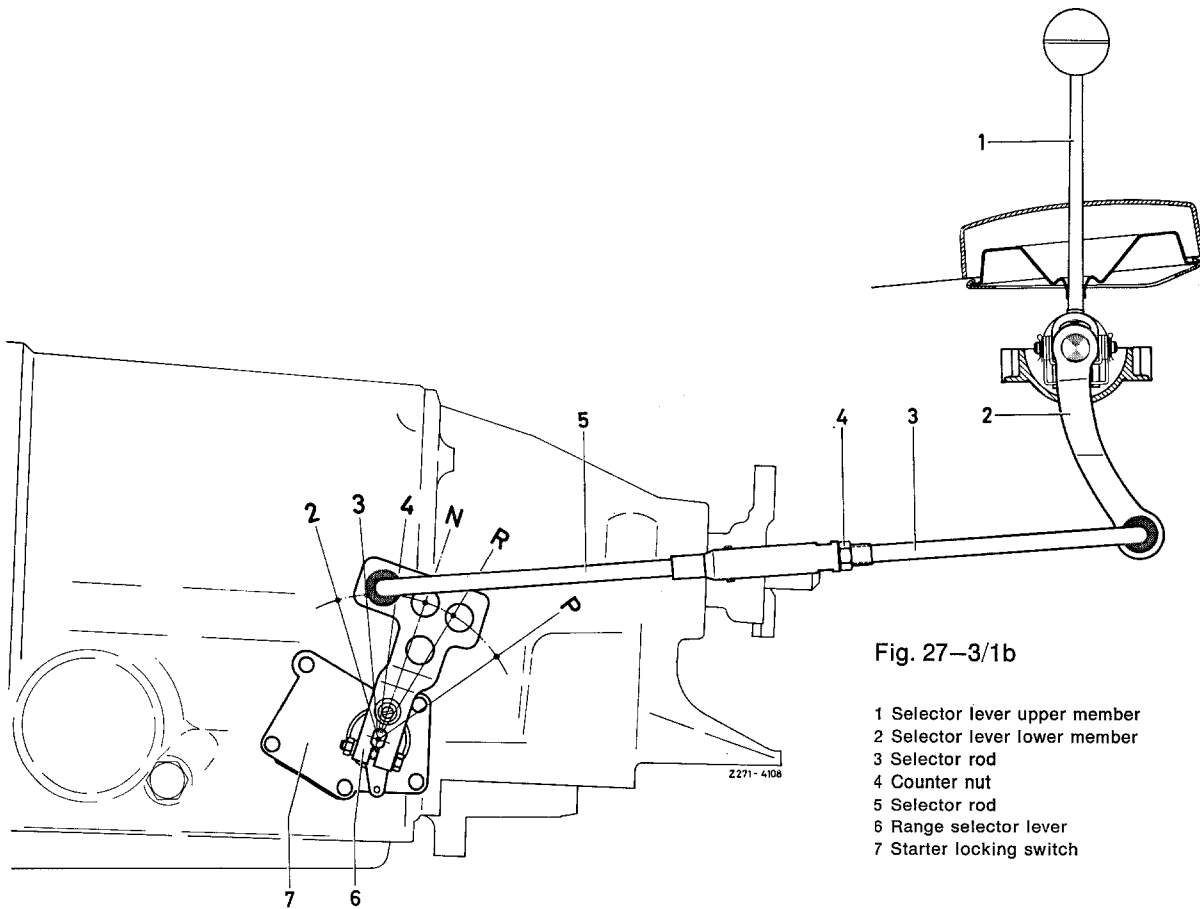


Fig. 27-3/1b

- 1 Selector lever upper member
- 2 Selector lever lower member
- 3 Selector rod
- 4 Counter nut
- 5 Selector rod
- 6 Range selector lever
- 7 Starter locking switch

Adjustment of Selector Rod

Floor Shift

Disconnect selector rod (5) on range selector lever (6). Move range selector lever (6) and selector lever (1) to "N," making sure that there is

approx. 1 mm clearance between the selector lever (1) and the "N" stop on the gate plate. Adjust selector rod (5) lengthwise in such a manner that it can be attached free of tensions. Then tighten counter nut (4) again.

Adjustment of Selector Lever Indication

The selector lever indication is set to selector lever position "N." The bowden wire (3) from the shifting tube to the selector lever indication can be adjusted lengthwise by means of a knurled nut (4) on selector lever indicator. For this purpose, loosen counter nut (5) and tighten again following adjustments (Fig. 27-3/2).

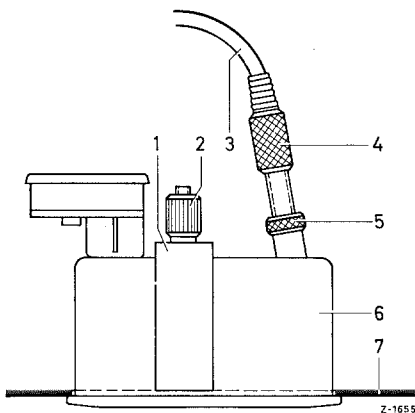


Fig. 27-3/2

- 1 Clamping bracket
- 2 Clamping nut
- 3 Bowden wire
- 4 Knurled nut
- 5 Counter nut
- 6 Housing
- 7 Instrument panel

Adjustment of "Control Pressure" Linkage

Model 280 S/8

Disconnect connecting rod to rear carburetor. For this purpose, first disconnect automatic starting system with the engine cold by opening the stroke flap first manually while simultaneously accelerating for a short moment with the changeover lever.

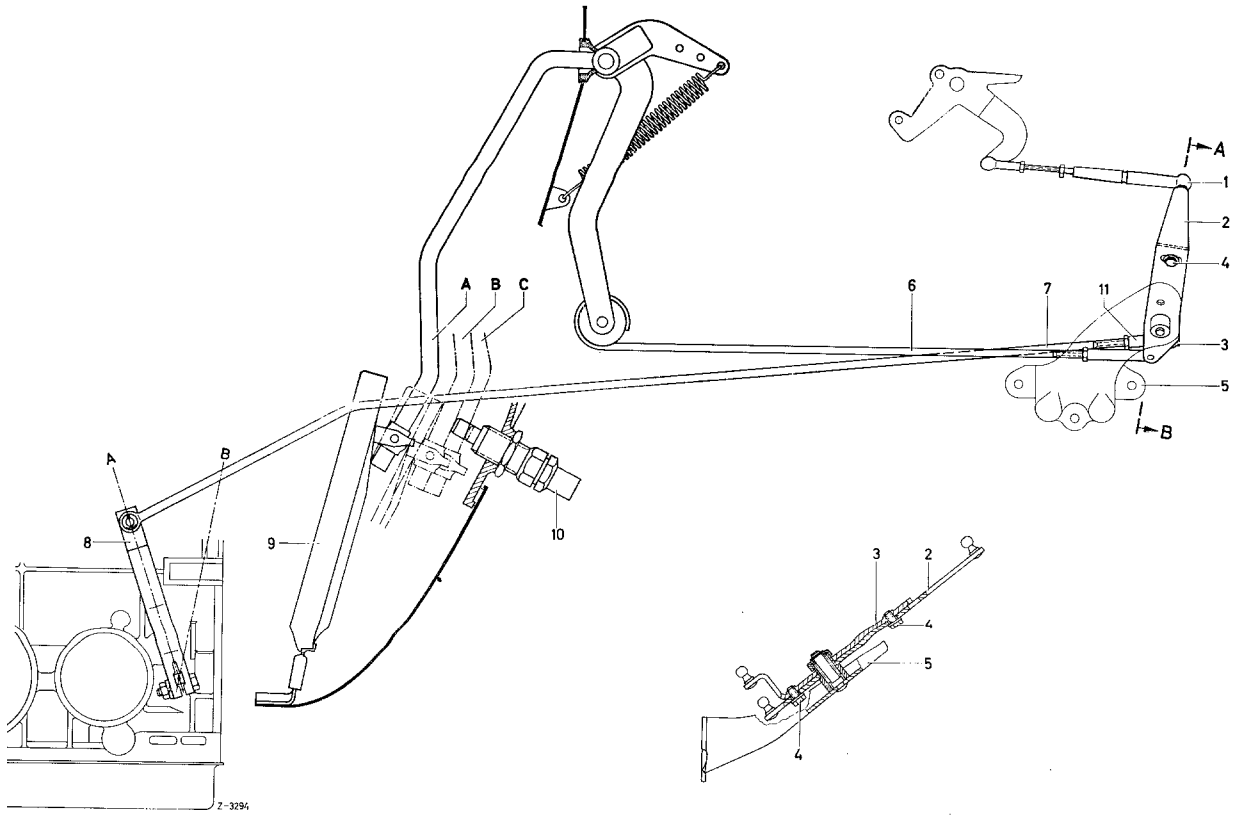


Fig. 27-3/3

- 1 Push rod
- 2 Intermediate lever
- 3 Adjusting lever
- 4 Clamping screw

- 5 Bearing bracket
- 6 Intermediate rod
- 7 Pull rod
- 8 Lever

- 9 Accelerator pedal
- 10 Kickdown switch
- 11 Ball head

- A Idling throttle position
- B Full throttle position
- C Kickdown position

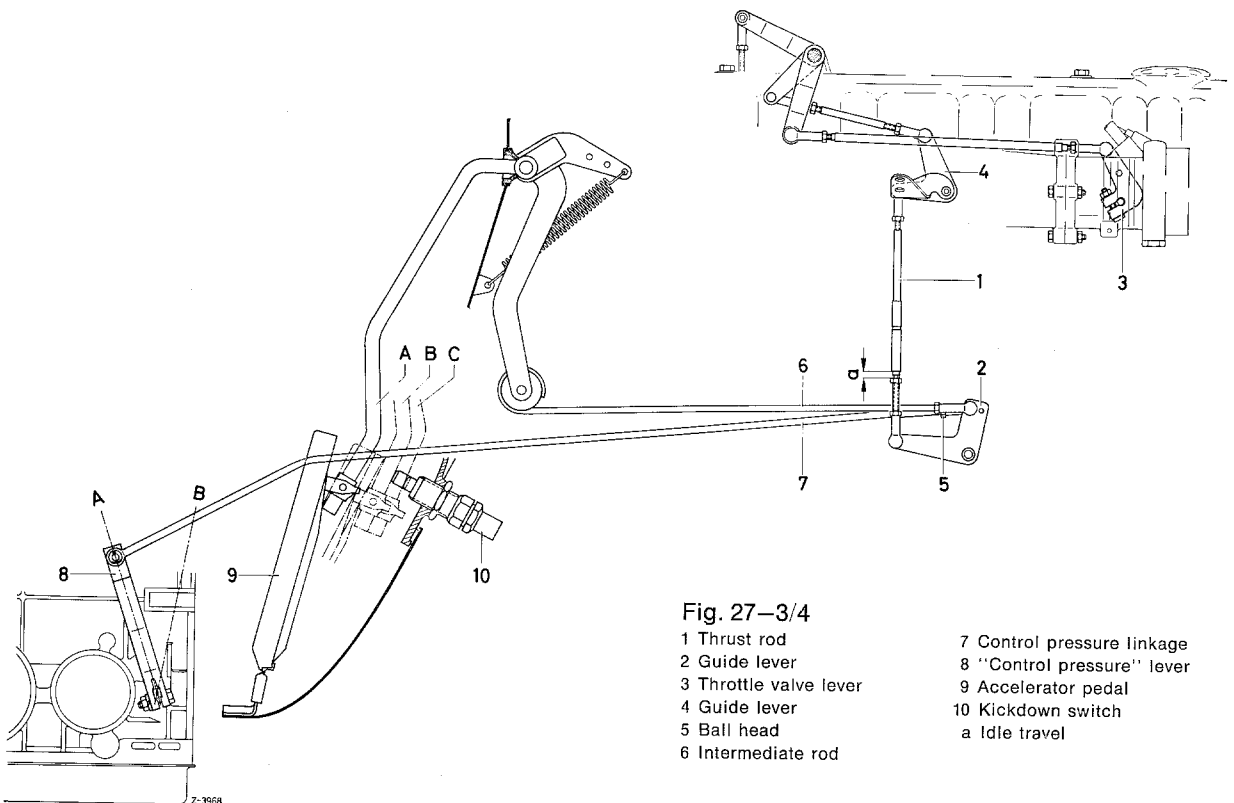


Fig. 27-3/4

- 1 Thrust rod
- 2 Guide lever
- 3 Throttle valve lever
- 4 Guide lever
- 5 Ball head
- 6 Intermediate rod

- 7 Control pressure linkage
- 8 "Control pressure" lever
- 9 Accelerator pedal
- 10 Kickdown switch
- a Idle travel

Disconnect pull rod (7) on ball head (11) and push lever "control pressure" (8) to idling throttle stop (Fig. 27-3/3).

Loosen both clamping screws of supplementary lever (4) and turn adjusting lever (3) in relation to intermediate lever (2) until the ball socket can be pressed on ball head free of tension.

Model 280 SE/8 and 300 SEL/8

Disconnect control pressure linkage (7) on ball head (5) and push lever "control pressure" (8) against idling throttle stop. The throttle valve lever (3) should rest against the idling speed stop, the idle travel (a) must be extended on pressure linkage (1). Push control pressure lever (8) on transmission back against stop. Adjust control pressure linkage (7) lengthwise, so that it can be pressed on ball head (5) free of tension (Fig. 27-3/4).

Adjustment of Starting Lock and Backup Light Switch

Disconnect selector rod and move range selector lever (1) on transmission into position "N." Tighten clamping screw (6) prior to making adjustments.

Loosen adjusting screw (3) and introduce locating pin (5) through driver into locating hole in shift housing (Fig. 27-3/6).

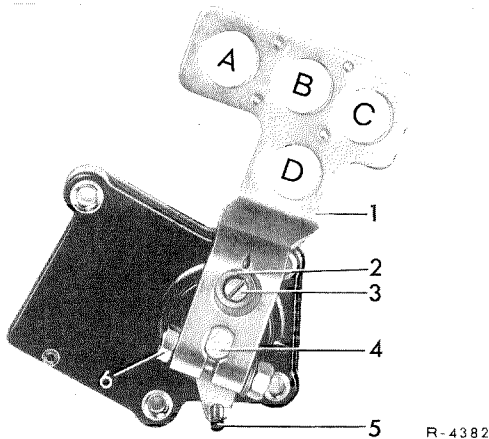


Fig. 27-3/6

- | | |
|------------------------|------------------|
| 1 Selector range lever | 4 Shaft |
| 2 Washer | 5 Locating pin |
| 3 Adjusting screw | 6 Clamping screw |

Tighten adjusting screw (3) and remove locating pin (5).

Move selector lever of steering wheel or floor shift to position "N" and connect selector rod free of tension. Then check whether the engine can be started in selector lever position "N" or "P."

Association of Selector Rod in Relation to Bores in Range Selector Lever (Fig. 27-3/6)

A = Column shift for lefthand and righthand steering vehicles of Models 200/8, 220/8, 200 D/8, 220 D/8, 230/8, 250/8, 250 E/8, 280 S/8, 280 SE/8 and 300 SEL/8.

B = Steering wheel shift for lefthand steering vehicles of Models 200/8, 220/8, 200 D/8, 220 D/8, 230/8, 250/8, 250 E/8.

C = Steering wheel shift for righthand steering vehicles of Models 200/8, 220/8, 200 D/8, 220 D/8, 230/8, 250/8, 250 E/8.

D = Steering wheel shift for lefthand steering vehicles of Models 280 S/8, 280 SE/8, 300 SEL/8, 280 SE/9 3.5 and 300 SEL/9 3.5.

Note: On the steering wheel shift for righthand steering vehicles of Models 280 S/8 to 300 SEL/9 3.5 the range selector lever is provided with an additional lever.

Adjustment of Kickdown Switch

At full throttle position "B" the accelerator pedal rests against the kickdown switch (10) (Fig. 27-3/4). There should then still be approx. 3-4 mm play between the throttle valve lever and the full load stop on venturi control unit.

If the accelerator pedal is depressed beyond the pressure point of the kickdown switch against its end stop, the throttle valve lever should rest against full load stop.

Adjustments are made by loosening the clamping screw on the return lever of the accelerator pedal shaft.