

Mounting hole for engine speed sensor

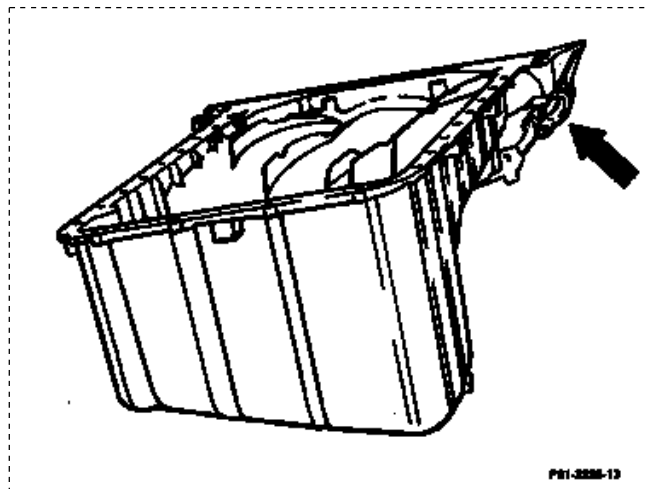
The oil pan on engines with automatic transmission is equipped with a mounting hole for the speed sensor. The mounting hole (arrow) is located at the left rear in the area of the starter ring gear.

Only the oil pan with mounting hole will be supplied as a replacement part for all engines.

On engines without speed sensor a plug must be screwed into the hole.

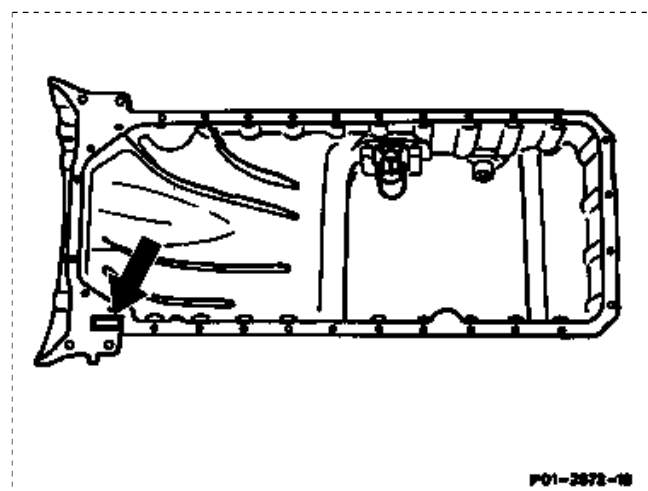
Note

On engines 602.91 with manual transmission the oil pan with mounting hole was introduced into production as of 12/86 within the scope of standardization. The following table shows the introduction dates and models affected.



Centering feature on oil pans for automatic transmission

The oil pan for all engines with automatic transmissions is equipped with a centering feature. This centering feature consists of a fitted sleeve in the crankcase and a matching fitted groove (arrow) on the parting surface of the oil pan.



Oil drain plug, engine 601

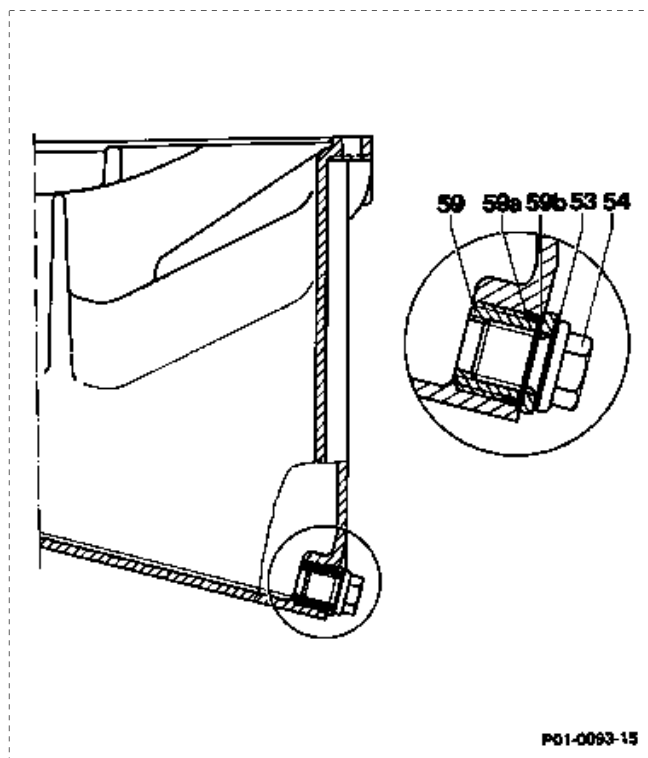
On engine 601 up to 07/84 the oil pan was equipped with an oil drain plug (54) with threaded bushing (59).

The threaded bushing is sealed by an O-ring (59a) and secured against turning by a serrated collar (59b), which gouges into the oil pan when it is screwed in.

Oil drain plug dimensions:

M 12×1.5×13

Tightening torque 30 Nm.



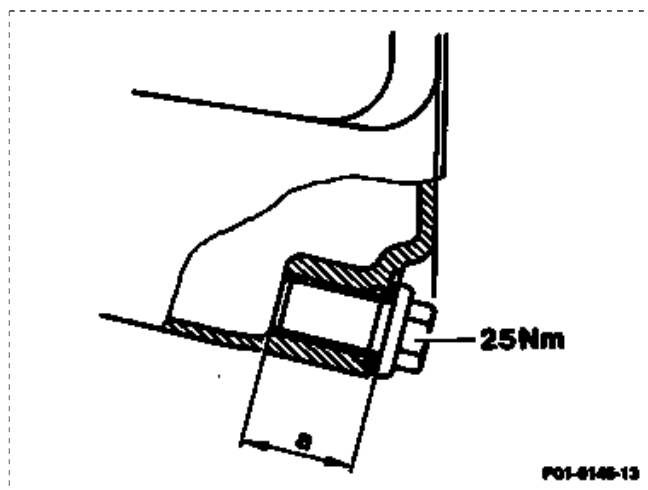
- 53 Sealing ring
- 54 Oil drain plug
- 59 Threaded bushing
- 59a O-ring
- 59b Serrated collar

On engines 602 and 603 the oil drain plug has been screwed into the oil pan directly without threaded bushing from the start of production. This version was taken over for the 601 engine beginning 07/84.

Oil plug dimensions (a):

M 14×1.5×22

Tightening torque 25 Nm.

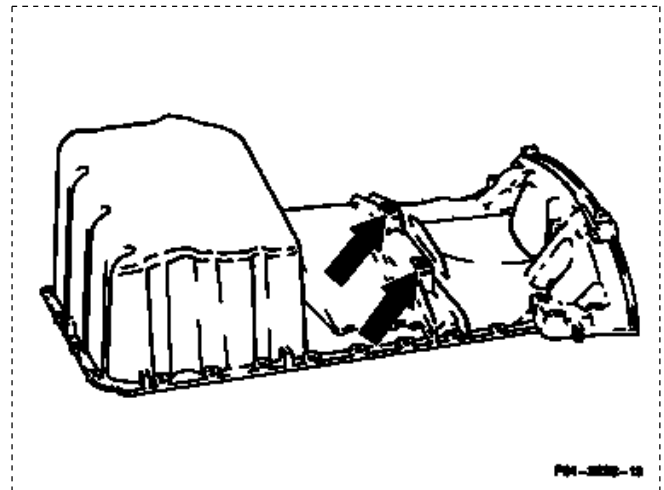


Engine stop mount, model 201

Up to 02/85 the engine mount on model 201 was equipped with a front engine stop.

Two mounting holes (arrows) were cast onto the bottom of the oil pan on engine 601.91 for mounting the engine stop.

When the engine stop was eliminated the two holes were also eliminated as of 08/86.

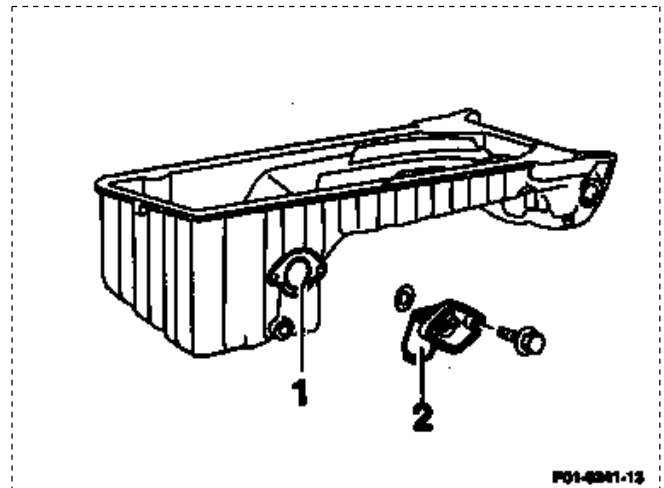


Mounting hole for oil level sensor

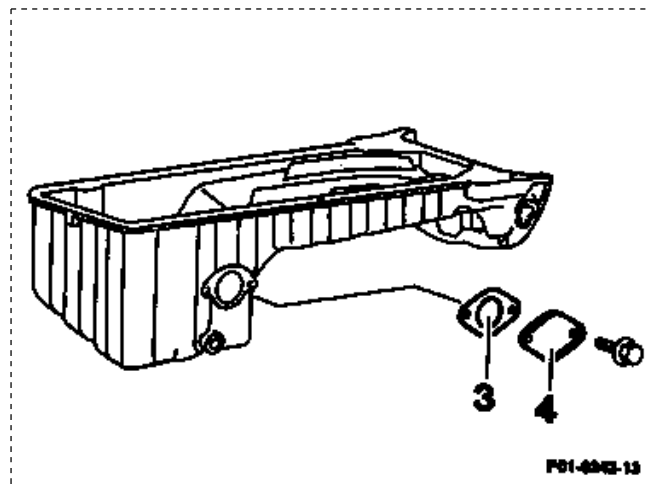
Engines 602 and 603 have been equipped with an oil level sensor from the start of production. On engine 601 this was introduced beginning 07/84.

Since 07/84 the oil level sensor (2) is built into the oil pan. A hole (1) in the housing on the oil pan serves for installation.

Only the oil pan with mounting hole is now available as a replacement part for engine 601.

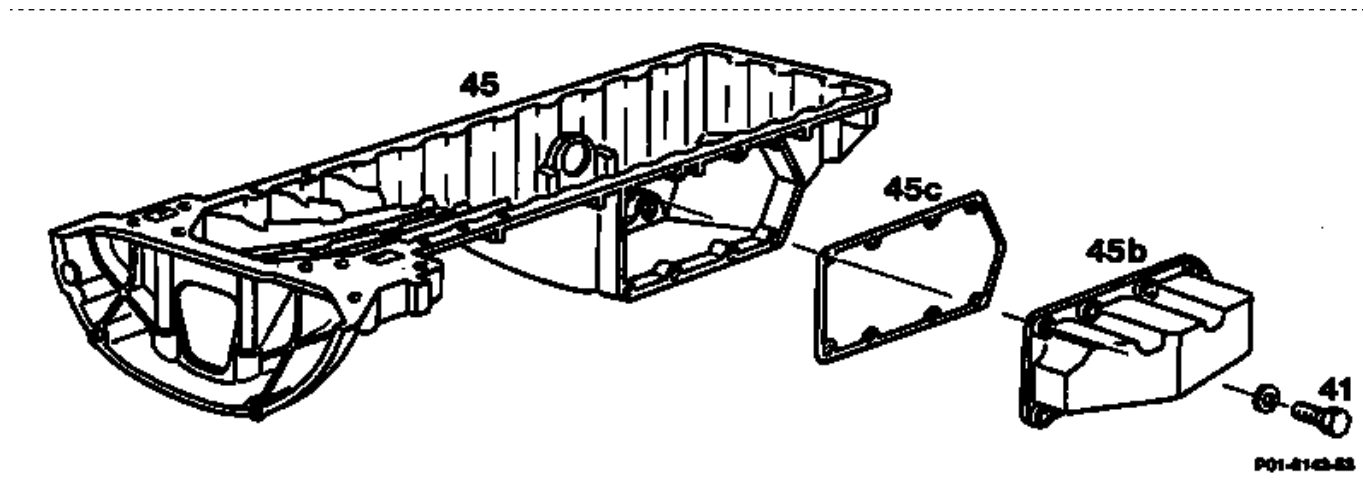


The mounting hole on the replacement oil pan is equipped with a sealing cover (4) with gasket (3) for engines without oil level sensor. On engines with oil level sensor it is necessary to remove this sealing cap.



Oil pan with additional side section

On engines 602.96 and 603.96 as well as engine 602.91 (AUS) (CH) (S) with exhaust gas recirculation (starting 09/88 up to 07/91) the oil pan is equipped with a side section (45b) with gasket (45c) on the right side to increase the quantity of oil in the area of the oil pump.



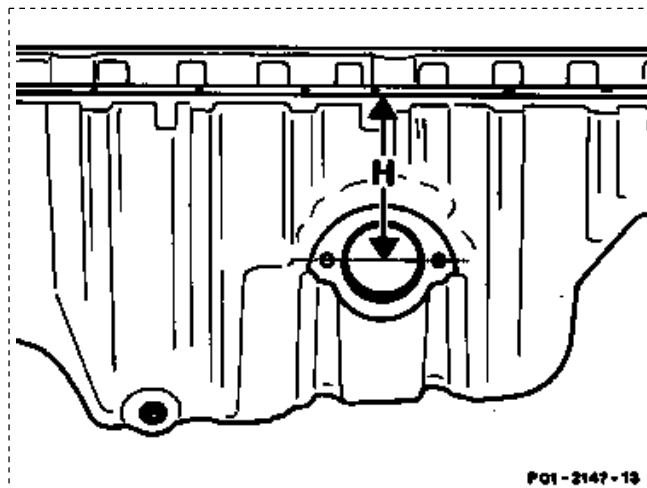
- | | |
|-----|----------------------|
| 41 | 9 bolts M 6 x 20 |
| 45 | Oil pan |
| 45b | Side section |
| 45c | Gasket, side section |

Oil pan engine 603.97 (USA)

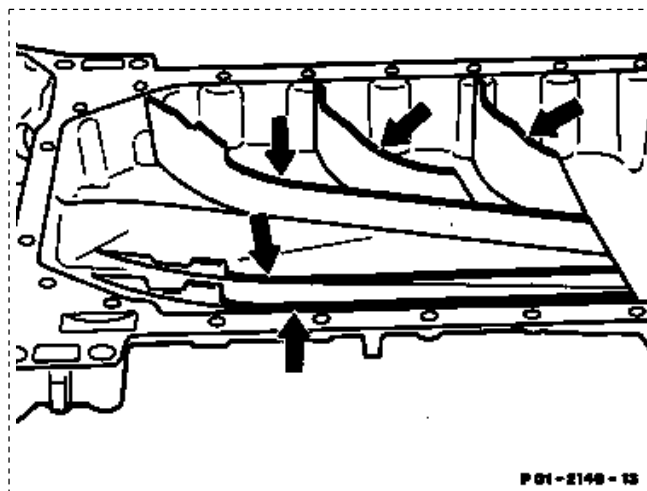
The oil pan for engine 603.97 ^(USA) (starting 09/89) does not have a side section.
The oil capacity was not changed.

The mounting hole for the oil level sensor was positioned 6.3 mm higher.

H = 87.3 mm engine 603.97
 81.0 mm engine 603.96



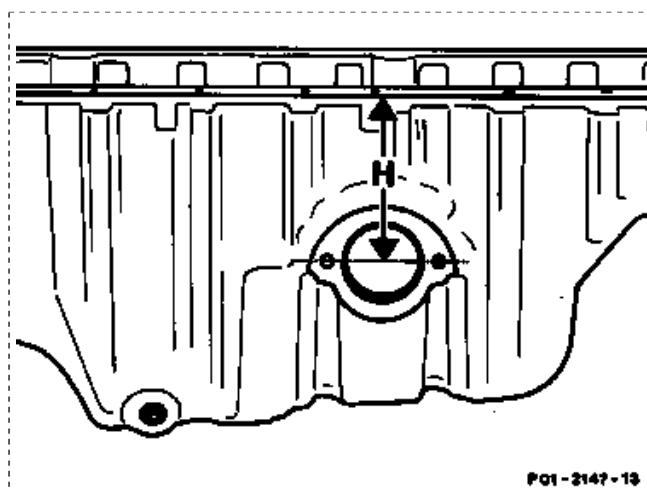
This oil pan also differs from the oil pan on model 603.96 by the fact that a number of the oil baffle ribs (arrows) are lower.



Engine 602.91

Mounting hole for oil level sensor moved

Beginning March 1990 the mounting hole on engine 602.91 is located 3.5 mm lower.



On engines 603.971 the oil pan has a mounting hole (b) on the left for the dipstick guide tube.

- a = oil level sensor hole
- b = dipstick guide tube hole
- c = engine speed sensor hole

