

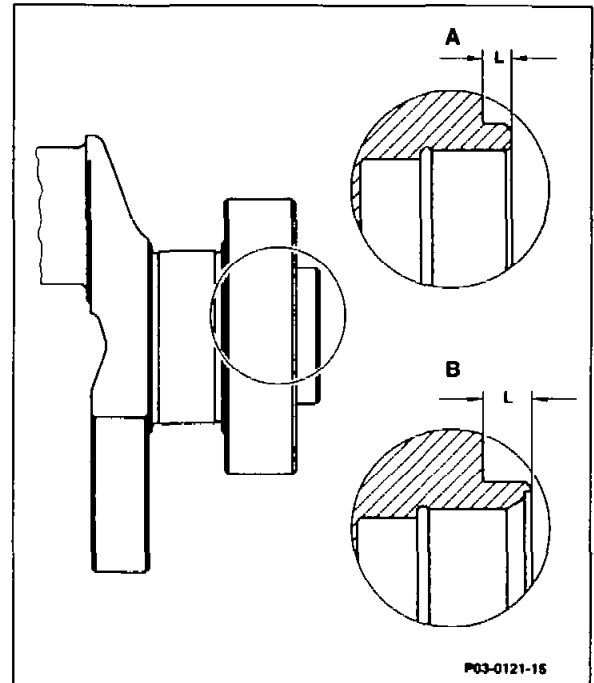
03-321 Modifications to crankshaft

Engines 601 with manual transmission

For simplification the crankshaft (B) for engines with automatic transmission is installed.

This crankshaft has a longer centering journal (L) for the flywheel.

Engines 602 and 603 from start of production.



Production breakpoint: 10/83

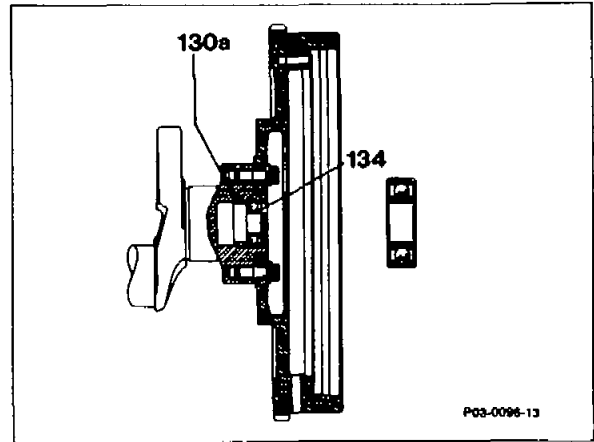
Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
201.122	601.911	000189	-	028572	001030

Production breakpoint: 11/83

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
201.122	601.911	000768	-	036107	002067

Engines 601.911/912

For standardization with engine 102 the same deep groove ball bearing (134) is installed. It is sealed on both sides with Viton cover discs and cemented into the crankshaft.



130 a Spacer ring

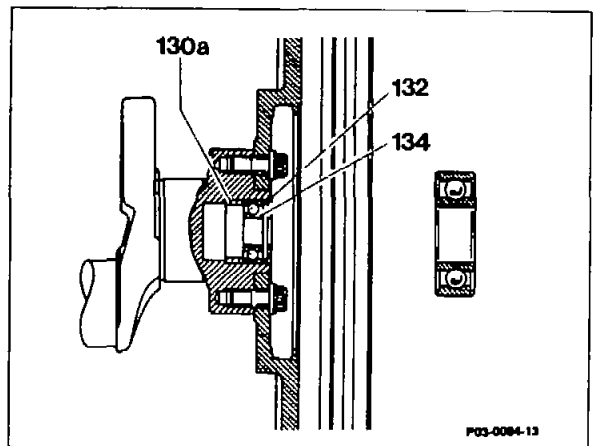
Production breakpoint: 02/84

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
201.122	601.911	005761	-	054049	003671
	601.921	001201		066801	009046

Locking ring for ball bearing in crankshaft

On vehicles with manual transmission a locking ring (132) is installed to protect the ball bearing (134) in the crankshaft (previously the ball bearing was cemented in).

Moreover the spacer ring (130 a) is narrower.



For repair these parts can also be installed in vehicles produced earlier.

Replacement parts

Designation	Part no.
Spacer ring	102 031 02 51
Locking ring	102 031 01 33
Ball bearing	115 980 01 15

Production breakpoint: 07/84

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
201.122	601.911	028649		104984	022462
	601.921	001737		*	028653

* not registered

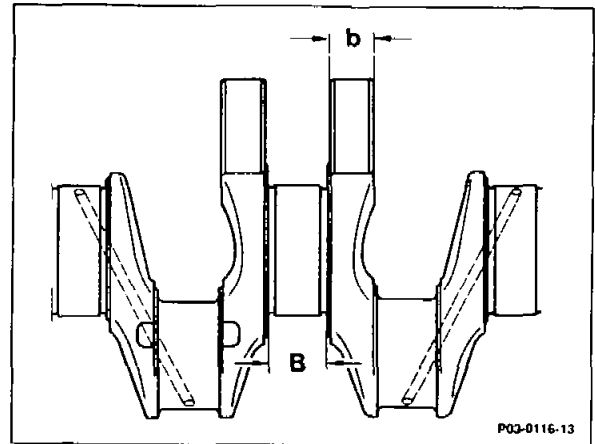
Crankshaft journals

Beginning 07/84 the rigidity of the crankshaft was increased.

The width of the crankshaft bearing journals (B) was reduced from 26 mm to 24 mm and the width of the fitted bearing journals from 26.5 to 24.5 mm.

The webs (b) are 22.25 mm wide (previously 21.5 mm).

The bearing shells have remained the same.



Note

Due to the narrower thrust bearing journals on previous engines (bearing shell width in crankcase 26 mm) this crankshaft cannot be installed.

The previous crankshaft can also not be installed in crankcases with narrower thrust bearing block, because thicker thrust bearing washers are not available.

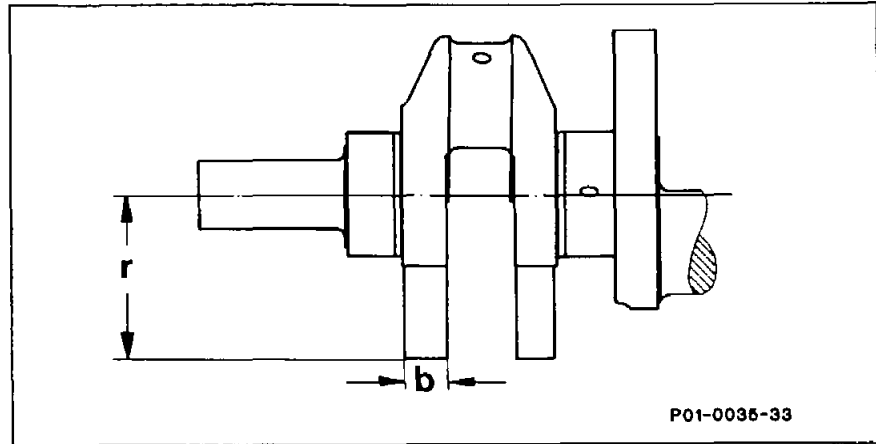
Production breakpoint: 07/84

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
201.122	601.911	028240	003361	104824	021158
	601.921	001767	004600	107722	028653

Increased displacement engine 603.970

(USA)

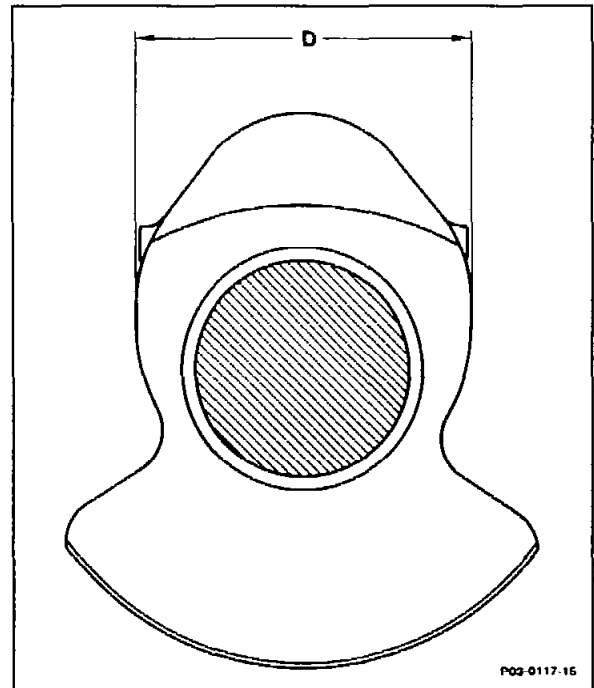
The stroke was increased to 94.2 mm and the web width (b) reduced to 21.75 mm to increase the displacement (3.5 l) on the 603.970 (USA) engines.



P01-0036-33

Engine 602.96 crankshaft webs

On engine 602.96 starting 12/87 the web width (D) was increased by 8 mm for a total of 90 mm.



P02-0117-15

D 90 mm (engine 602.961)
D 82 mm (naturally aspirated engine)

Engines 601.91, 602.91, 603.91 flywheel locating pin

Cylindrical pin in crankshaft for locating the flywheel and driven plate.

Production breakpoint: 01/86

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
124.125 124.185	602.912	016254	002626	171333	002074
124.130	603.912	010888	0006594	184025	*
201.126	602.911	010630	002533	276209	184189

* not registered

Production breakpoint: 04/86

Model	Engine	Engine end no.		Vehicle ident end no.	
		manual transmission	automatic transmission	A	F
124.120 124.180	601.912	039380	003120	*	*
201.122	601.911	153735	014762	*	*

* not registered