

## Oil Pump And B-1 Clutch Assembly (Cont'd)

34. Lube the oil pump gears with the proper fluid, and the pump "O" ring with Trans-Jel®.
35. Install the completed oil pump into converter housing pocket, as shown in Figure 75.
36. Align the pump holes using a No. 2 phillips screwdriver and install the 7 clutch housing to oil pump bolts, as shown in Figure 75.
37. Torque the clutch housing to oil pump bolts to 20 N·m (14 ft.lb.) using 40 Torx bit, as shown in Figure 76.
38. Install two new K-1 clutch sealing rings into B-1 clutch housing, as shown in Figure 77.

Continued on Page 57

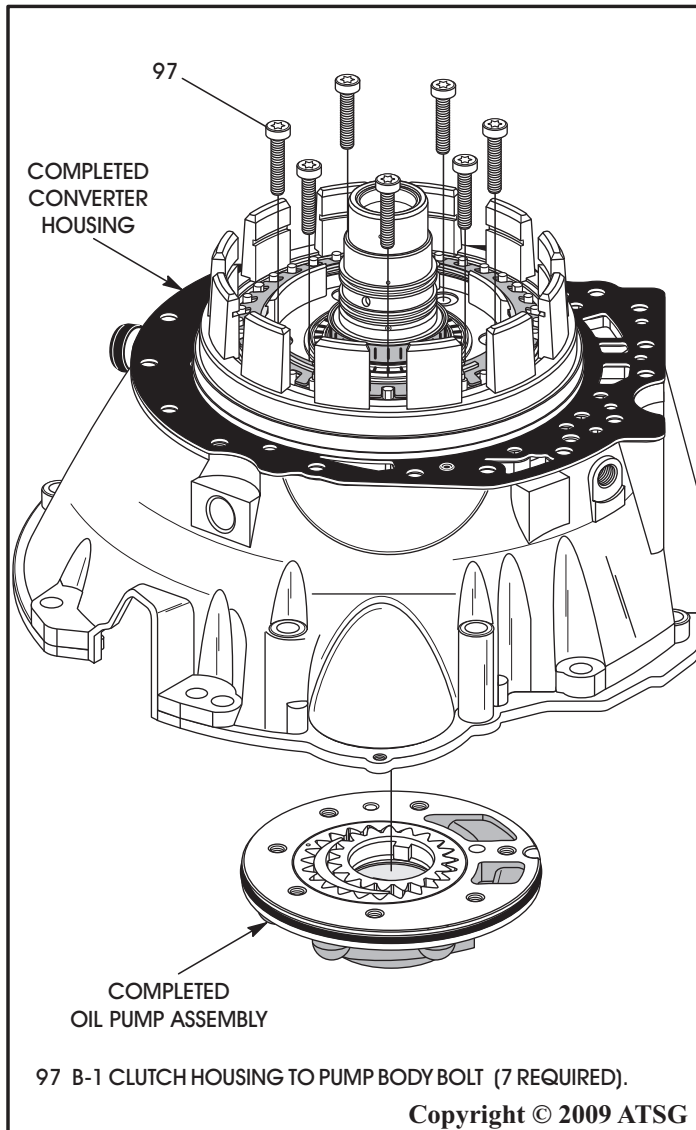


Figure 75

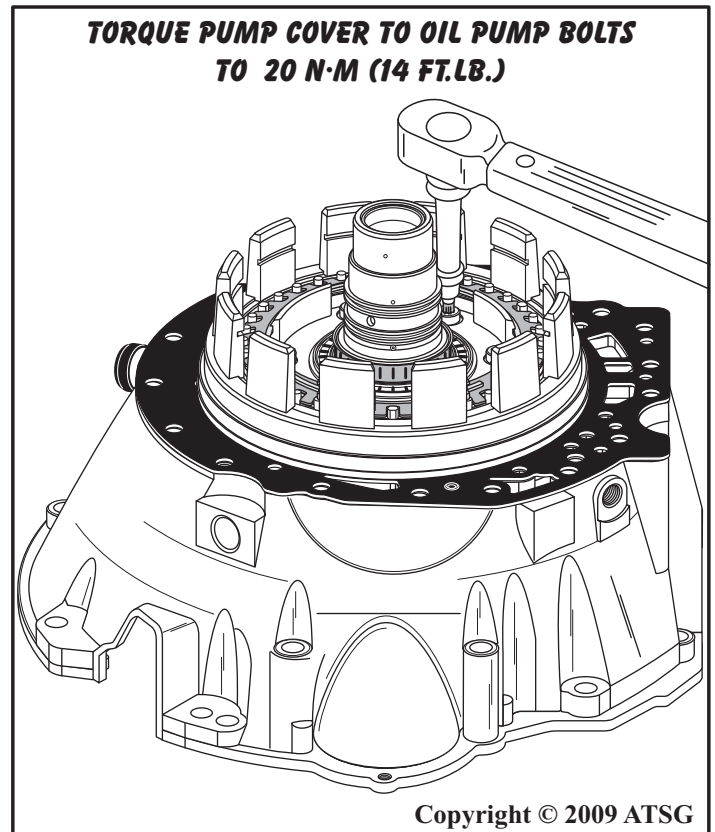


Figure 76

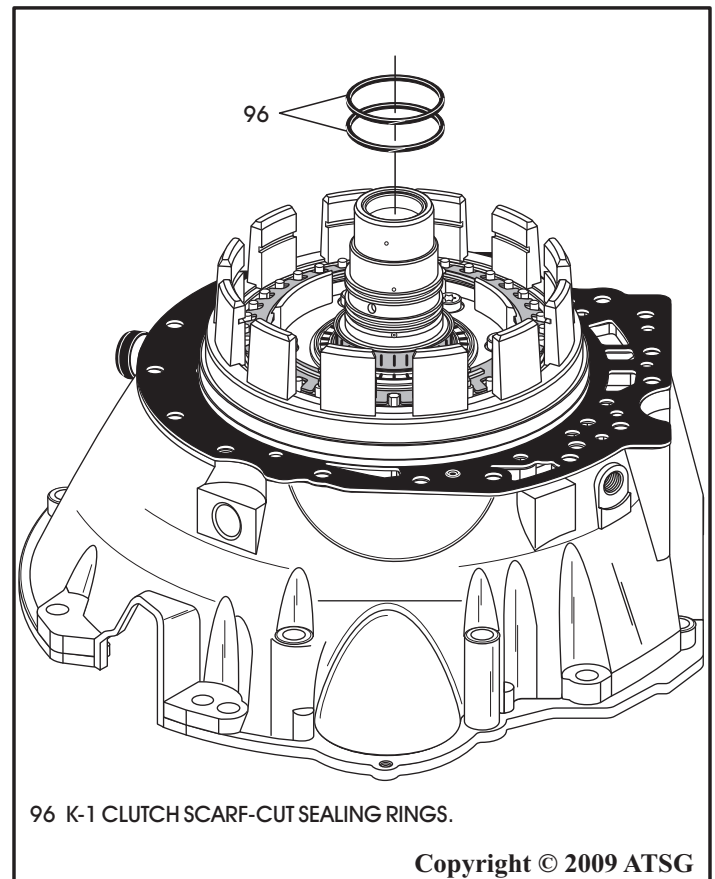


Figure 77

## Oil Pump And B-1 Clutch Assembly (Cont'd)

39. Use caution when installing B-1 clutch plates.

**Caution:** The B-1 clutch may have 2, 3, or 4 "double-sided" friction plates depending on the model. Refer to the chart in Figure 78 for reference.

Later models may also use "single-sided" friction plates. We will cover the assembly process for both.

All friction plates should be soaked in proper fluid for 30 minutes before installation.

### "Double-Sided" Clutch Plates

40. Install the B-1 clutch "dished" cushion plate in direction shown in Figure 79.

41. Install the .071" thick apply plate, as shown in Figure 79.

42. Install "double-sided" frictions beginning with a friction plate and alternating with steel plates, as shown in Figure 79.

**Note:** Steel plate thickness will vary depending on snap ring groove location and number of frictions required.

43. Install the B-1 clutch backing plate, as shown in Figure 79.

44. Install the B-1 clutch selective snap ring, as shown in Figure 79.

Continued on Page 58

<b>B-1 CLUTCH QUANTITY CHART BY MODEL</b>				
<b>TRANSMISSION MODEL</b>	<b>LINED PLATE</b>	<b>STEEL PLATE</b>	<b>BACK. PLATE</b>	<b>THIN APPLY PLATE</b>
722.600/660	2	1	1	1
722.601/602/603/610	2	1	1	1
722.604/606/609/617	3	2	1	1
722.605/607/608/611/614 618/662/664/699	3	2	1	1
722.665	3	2	1	1
722.620/621/624/626/627 628/630/633/636/666	4	3	1	1
722.622/623/625 631/632/663/669	3	2	1	1
722.629/634/661	4	3	1	1

*The number of B-1 friction plates used is model dependant and determined by the backing plate snap ring location and the thickness of the steel plates.*

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Figure 78

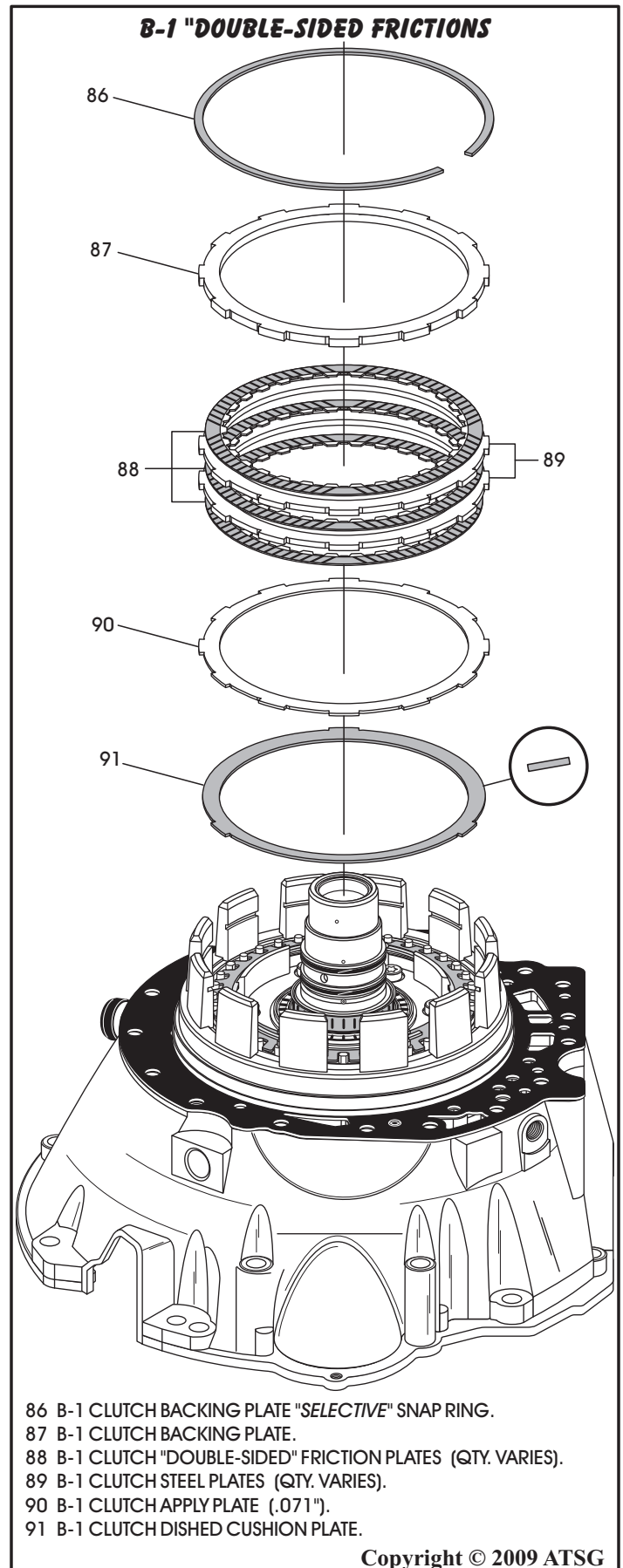


Figure 79

## Oil Pump And B-1 Clutch Assembly (Cont'd) "Single-Sided" Clutch Plates

45. Install the B-1 clutch "dished" cushion plate in direction shown in Figure 81.

**Note:** .071" apply plate is not used in the "single-sided" stack-up.

46. Install the "single-sided" frictions beginning with an external spline plate and alternating with an internal spline plate, as shown in Figure 81, until you have the proper amount of plates installed.

47. Install the B-1 clutch backing plate, as shown in Figure 81.

48. Install the B-1 clutch *selective* snap ring, as shown in Figure 81.

Continued on Page 59

<b>B-1 CLUTCH QUANTITY CHART BY MODEL</b>				
<b>TRANSMISSION MODEL</b>	<b>LINED PLATE</b>	<b>STEEL PLATE</b>	<b>BACK. PLATE</b>	<b>THIN APPLY PLATE</b>
722.600/660	2	1	1	1
722.601/602/603/610	2	1	1	1
722.604/606/609/617	3	2	1	1
722.605/607/608/611/614 618/662/664/699	3	2	1	1
722.665	3	2	1	1
722.620/621/624/626/627 628/630/633/636/666	4	3	1	1
722.622/623/625 631/632/663/669	3	2	1	1
722.629/634/661	4	3	1	1

*The number of B-1 friction plates used is model dependant and determined by the backing plate snap ring location and the thickness of the steel plates.*

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Figure 80

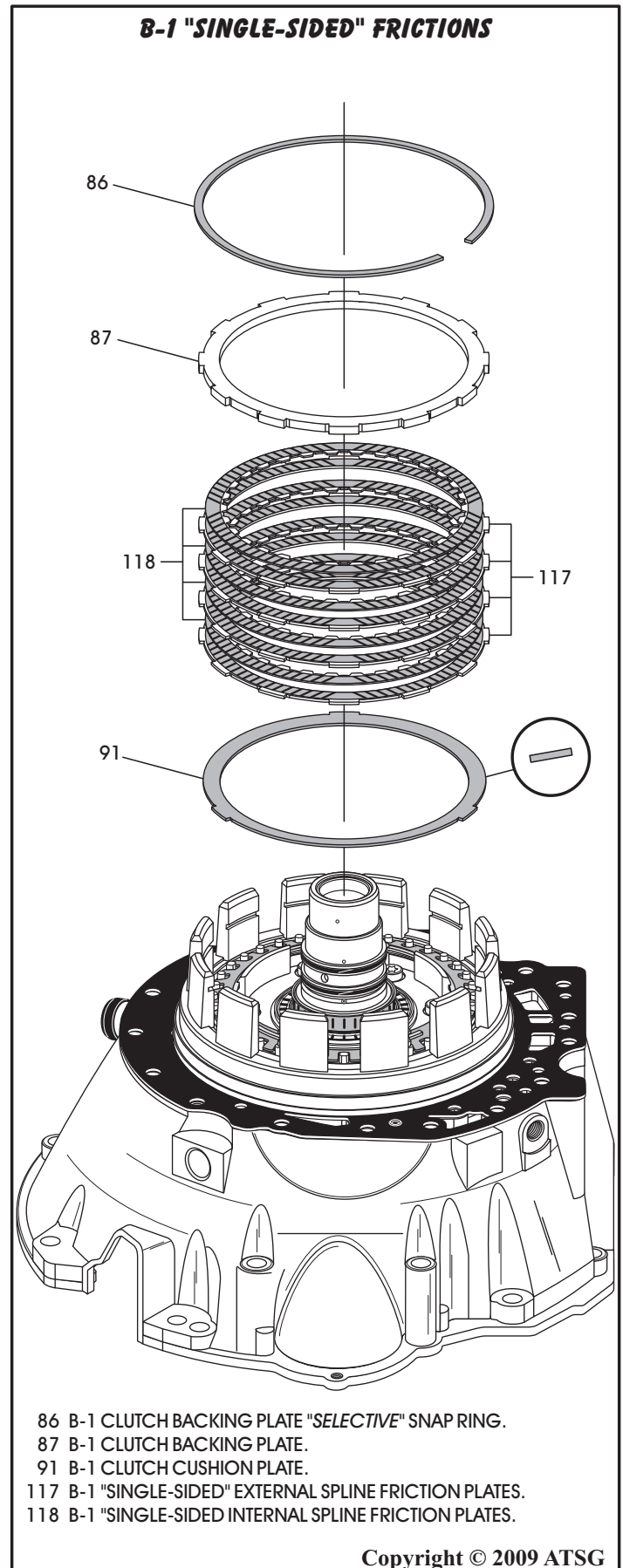


Figure 81

## Oil Pump And B-1 Clutch Assembly (Cont'd)

49. Measure B-1 clutch clearance using a feeler gauge between the selective snap ring and the backing plate, as shown in Figure 83.
50. B-1 clutch clearance will depend on how many friction plates are used in the pack. The proper clearances for each are listed in Figure 83.  
*Note: ATSG clutch clearances vary from the Mercedes specification, as Mercedes uses a rather costly tool to compress the cushion plate in the clutch pack.*
51. Change the selective snap ring as necessary to obtain the proper clutch clearance. There are 4 different thickness' available and listed in Figure 83.
52. We have provided you with frequently used part numbers for the clutches in Figure 82. Keep in mind that part numbers can change without notice.

53. Set the completed converter housing, oil pump, B-1 clutch assembly aside for final assembly.

### Component Rebuild Continued on Page 60

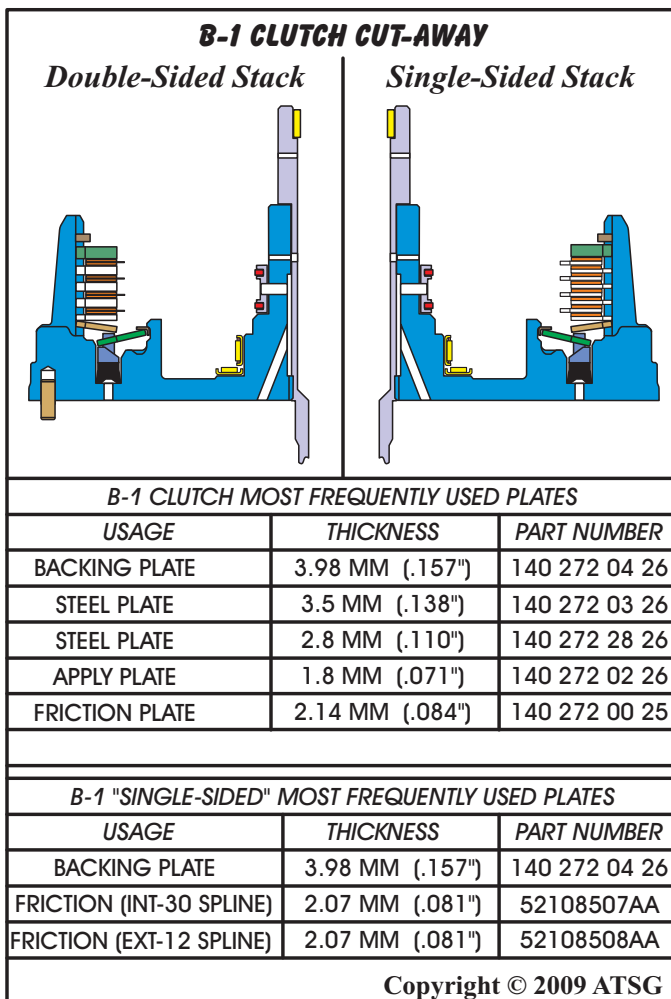


Figure 82

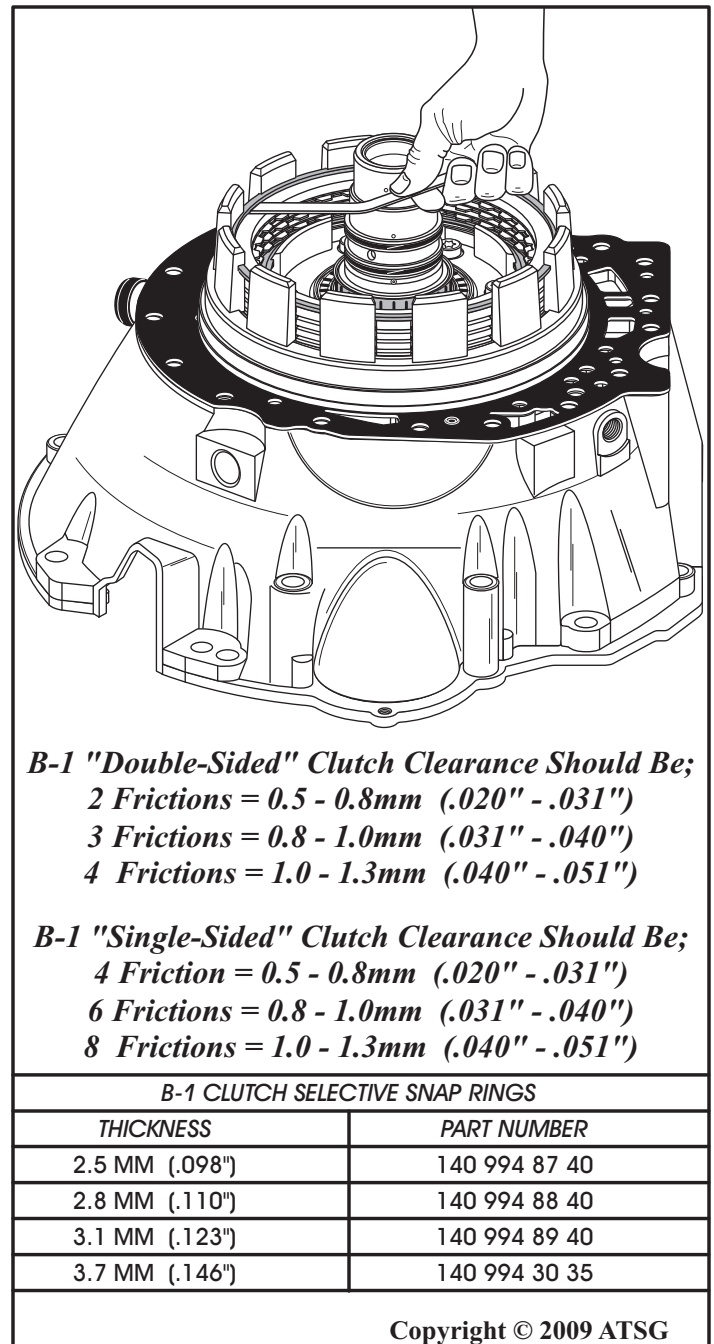
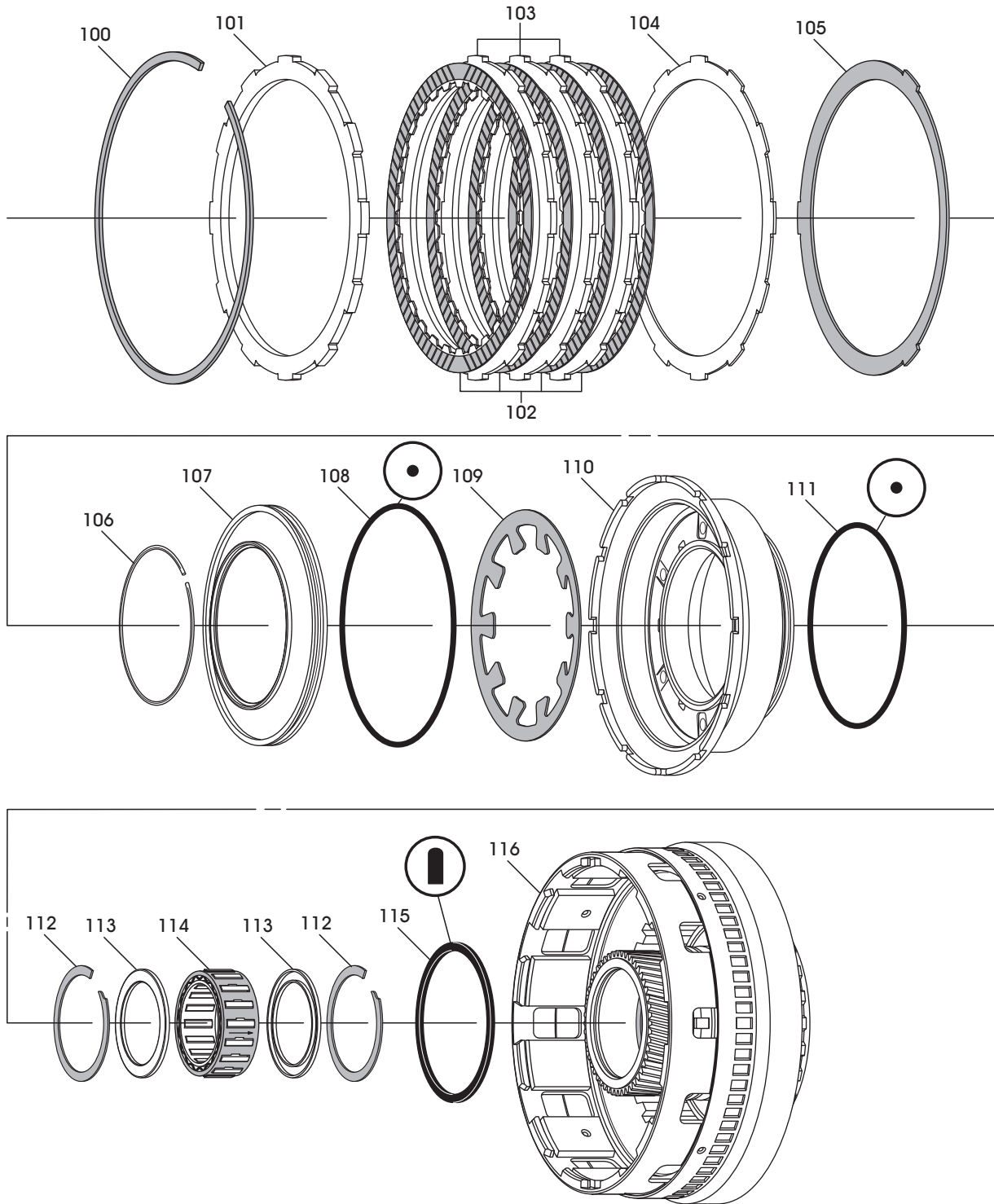


Figure 83

## K1 CLUTCH HOUSING, EXPLODED VIEW



- 100 K-1 CLUTCH BACKING PLATE "SELECTIVE" SNAP RING.
- 101 K-1 CLUTCH BACKING PLATE.
- 102 K-1 CLUTCH FRICTION PLATES (QUANTITY VARIES).
- 103 K-1 CLUTCH STEEL PLATES (QUANTITY VARIES).
- 104 K-1 CLUTCH APPLY PLATE (.070").
- 105 K-1 CLUTCH CUSHION PLATE.
- 106 K-1 CLUTCH PISTON RETAINER SNAP RING.
- 107 K-1 CLUTCH BALANCE PISTON.
- 108 K-1 CLUTCH BALANCE PISTON "O" RING SEAL.

- 109 K-1 CLUTCH PISTON RETURN SPRING.
- 110 K-1 CLUTCH APPLY PISTON.
- 111 K-1 CLUTCH PISTON OUTER "O" RING SEAL.
- 112 F-1 SPRAG SNAP RING (2 REQUIRED).
- 113 F-1 SPRAG END BEARINGS (2 REQUIRED).
- 114 F-1 SPRAG ASSEMBLY.
- 115 K-1 CLUTCH PISTON INNER "D" RING SEAL.
- 116 K-1 CLUTCH HOUSING ASSEMBLY.

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Figure 84

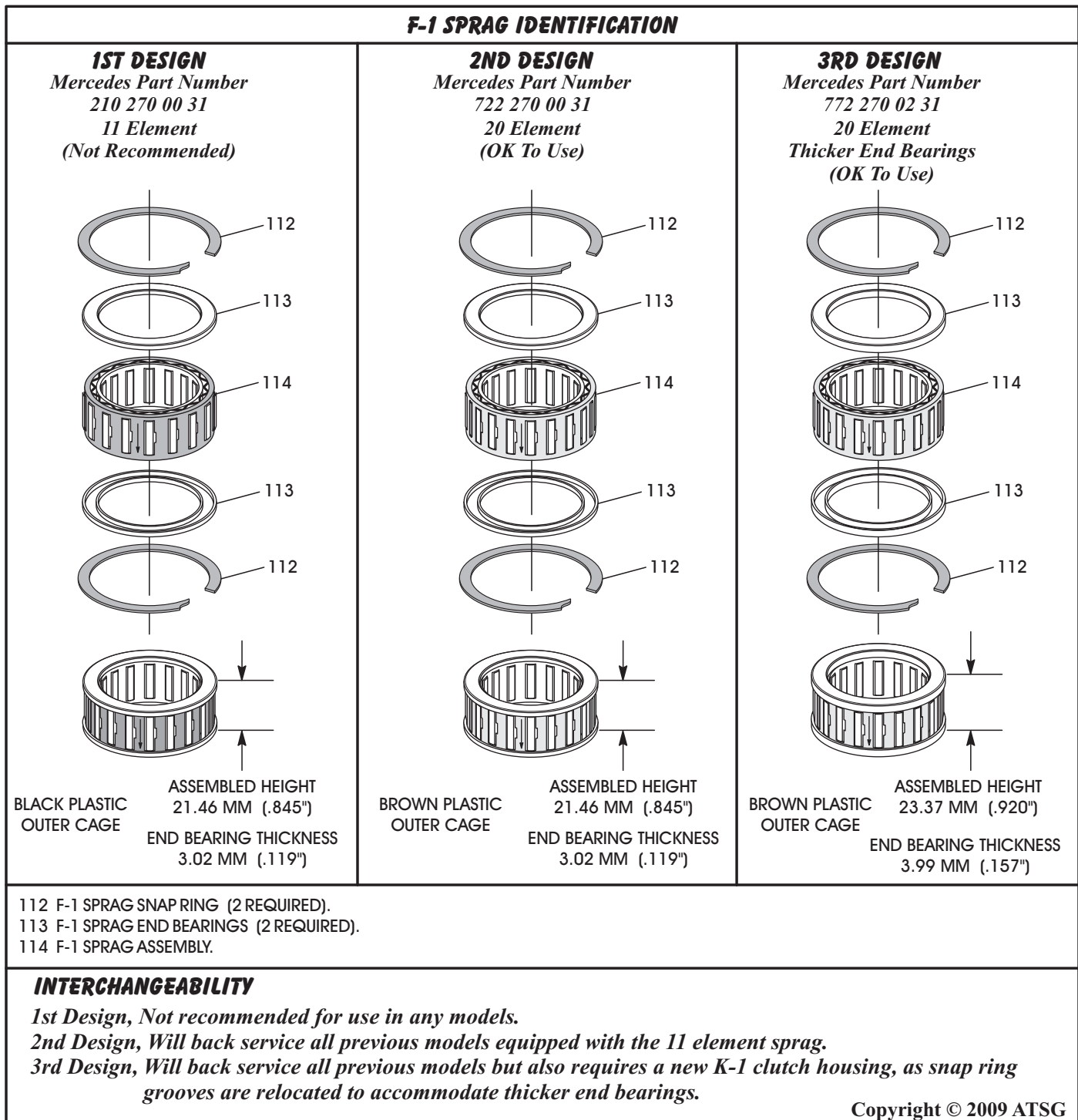
## COMPONENT REBUILD (CONT'D)

### K-1 Clutch Housing Assembly

1. Disassemble the K-1 clutch housing using Figure 84 as a guide.  
*Note: Not necessary to remove bottom snap ring for the F-1 sprag.*
2. Clean all K-1 clutch housing parts thoroughly and dry with compressed air.

3. Inspect all K-1 clutch housing parts thoroughly for any wear and/or damage.  
*Note: There are three different design levels of the F-1 sprag assembly. Refer to Figure 85 to determine which one you have.*

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Figure 85

## COMPONENT REBUILD (CONT'D)

### K-1 Clutch Housing Assembly (Cont'd)

4. Install new "O" ring seal on the K-1 clutch balance piston, as shown in Figure 86, and lube with small amount of Trans-Jel®.
5. Turn the balance piston over and install the apply piston return spring in direction shown in Figure 87.

**Note:** Use a liberal amount of Trans-Jel to hold return spring in place as it gets turned over for installation. The balance piston acts as a centering device for the spring and it is difficult to install unless you use this method.

6. Install a new "O" ring seal on the K-1 clutch apply piston, as shown in Figure 88, and lube with a small amount of Trans-Jel®.

Continued on Page 63

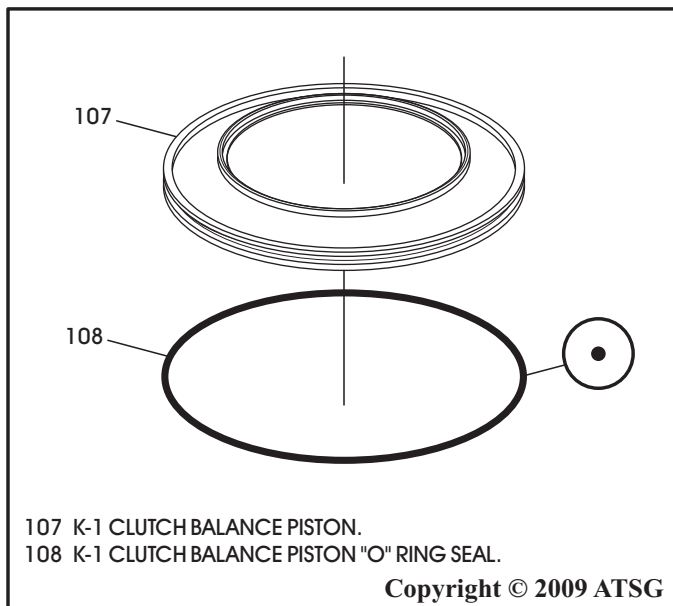


Figure 86

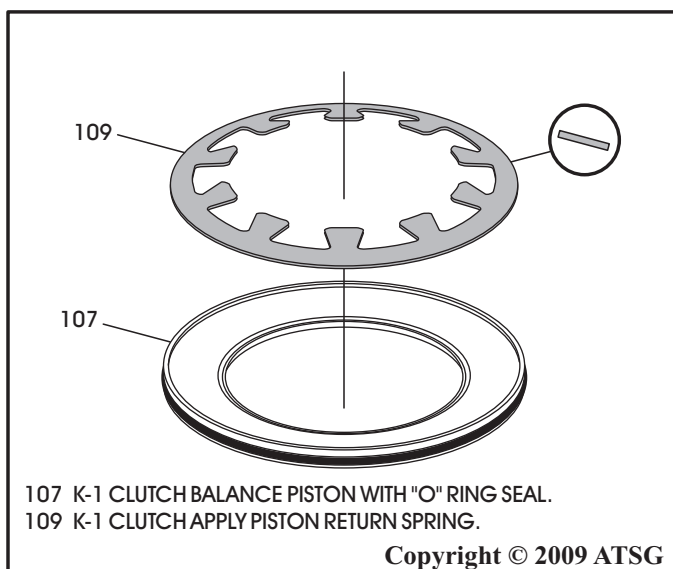


Figure 87

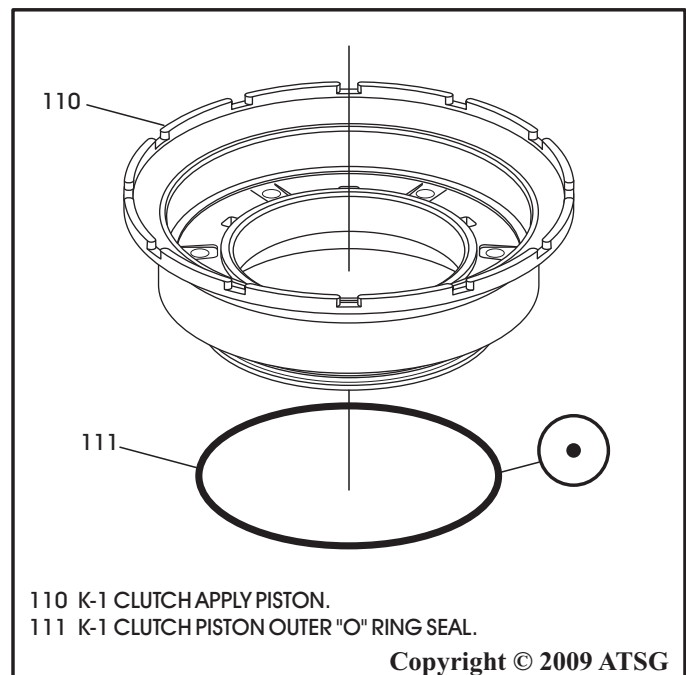


Figure 88

## COMPONENT REBUILD (CONT'D)

### K-1 Clutch Housing Assembly (Cont'd)

7. Install new "D" ring seal into the K-1 clutch housing, as shown in Figure 89, and lube with a small amount of Trans-Jel®.
8. Ensure that the bottom snap ring for F-1 sprag is in place, as shown in Figure 89.
9. Install the first end bearing on top of the snap ring with the lips facing up, as shown in Figure 89.
10. Install the F-1 sprag assembly with the arrow facing down, as shown in Figure 89.
11. Install the second end bearing with the lips facing down, as shown in Figure 89.
12. Install the second snap ring on top of the end bearing, as shown in Figure 89, and ensure that it is fully seated.
13. Install the K-1 clutch housing onto the B-1 clutch housing, as shown in Figure 90.
14. The K-1 clutch housing should freewheel in counter-clockwise direction and lock in the clockwise direction, as shown in Figure 90.
15. If it does not, you have the sprag in upside down.

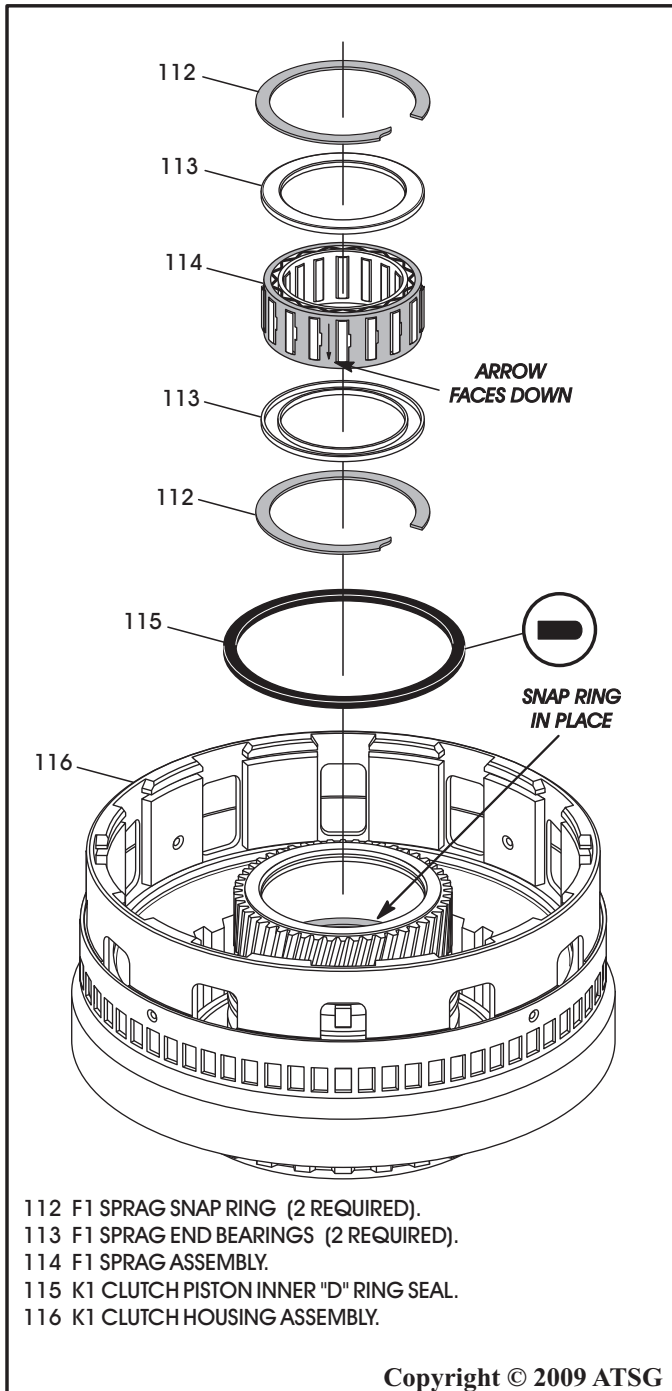


Figure 89

Continued on Page 64

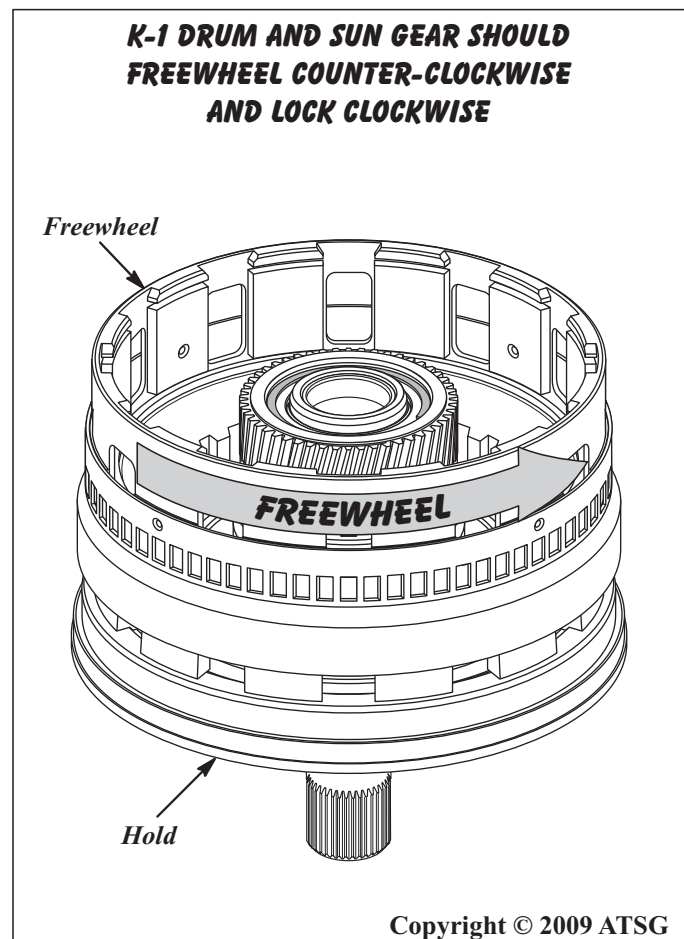


Figure 90



## COMPONENT REBUILD (CONT'D)

### K-1 Clutch Housing Assembly (Cont'd)

16. Install the K-1 clutch apply piston in housing, as shown in Figure 91, using care so as not to cut the seals.
17. Install the K-1 clutch balance piston, with the "bellville" return spring stuck to the balance piston, as shown in Figure 91.
18. Compress and install the circlip style snap ring, as shown in Figure 91.

19. Use caution when installing K-1 clutch plates. **Caution: The K-1 clutch may have 3, 4, 5, or 6 "double-sided" friction plates depending on the model. Refer to the chart in Figure 92 for reference. Later models may also use "single-sided" friction plates. We will cover the assembly process for both. All friction plates should be soaked in proper fluid for 30 minutes before installation.**

Continued on Page 65

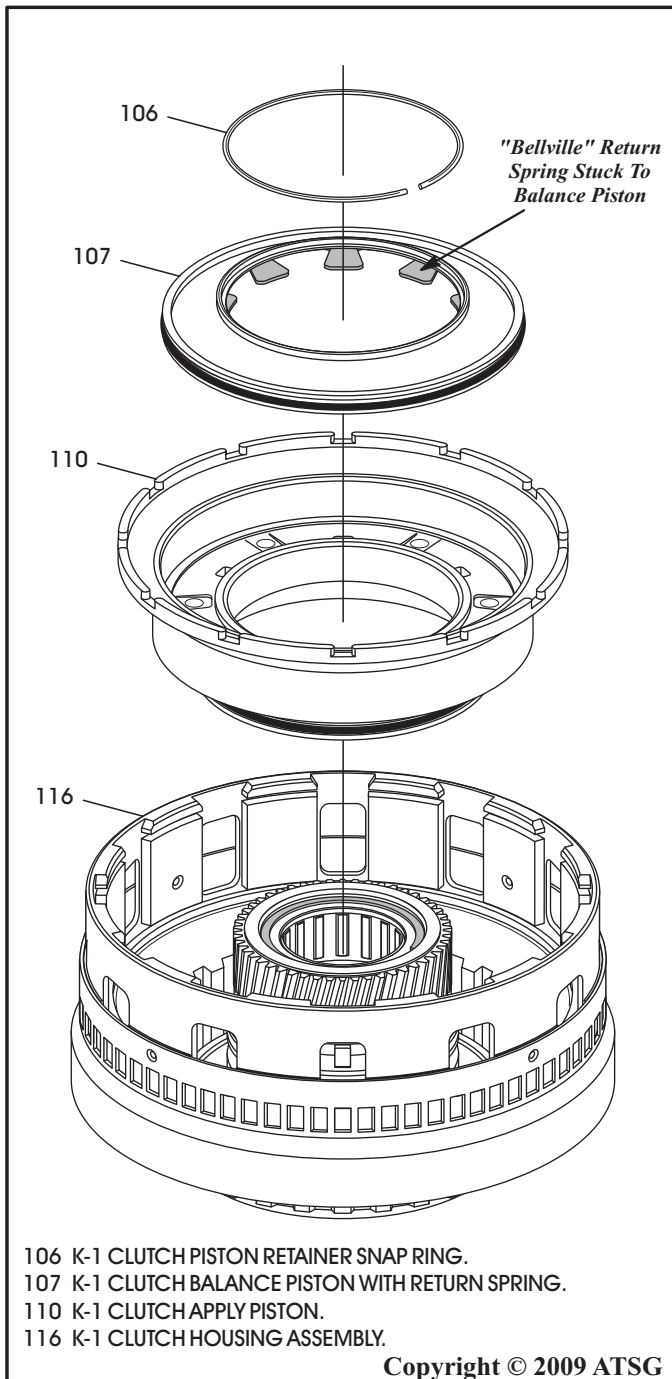


Figure 91

<b>K-1 CLUTCH QUANTITY CHART BY MODEL</b>				
<b>TRANSMISSION MODEL</b>	<b>LINED PLATE</b>	<b>STEEL PLATE</b>	<b>BACK. PLATE</b>	<b>THIN APPLY PLATE</b>
722.600/660	3	2	1	1
722.601/602/603/610	3	2	1	1
722.604/606/609/617	4	3	1	1
722.605/607/608/611/614 618/662/664/699	4	3	1	1
722.665	4	3	1	1
722.620/621/624/626/627 628/630/633/636/666	6	5	1	1
722.622/623/625 631/632/663/669	5	4	1	1
722.629/634/661	5	4	1	1

*The number of K-1 friction plates used is model dependant and determined by the backing plate snap ring location and the thickness of the steel plates.*

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Figure 92

## K-1 Clutch Housing Assembly (Cont'd) "Double-Sided" Clutch Plates

20. Install the K-1 clutch "dished" cushion plate in the direction shown in Figure 94.
21. Install the K-1 clutch .071" thick apply plate, as shown in Figure 94.
22. Install "double-sided" clutches beginning with friction plate and alternating with steel plates, as shown in Figure 94, until you have proper number of plates installed.

**Note: Steel plate thickness will vary depending on snap ring groove location and number of frictions required. (See chart Figure 93).**

23. Install the K-1 clutch backing plate, as shown in Figure 94.
24. Install the K-1 clutch selective snap ring, as shown in Figure 94.

Continued on Page 66

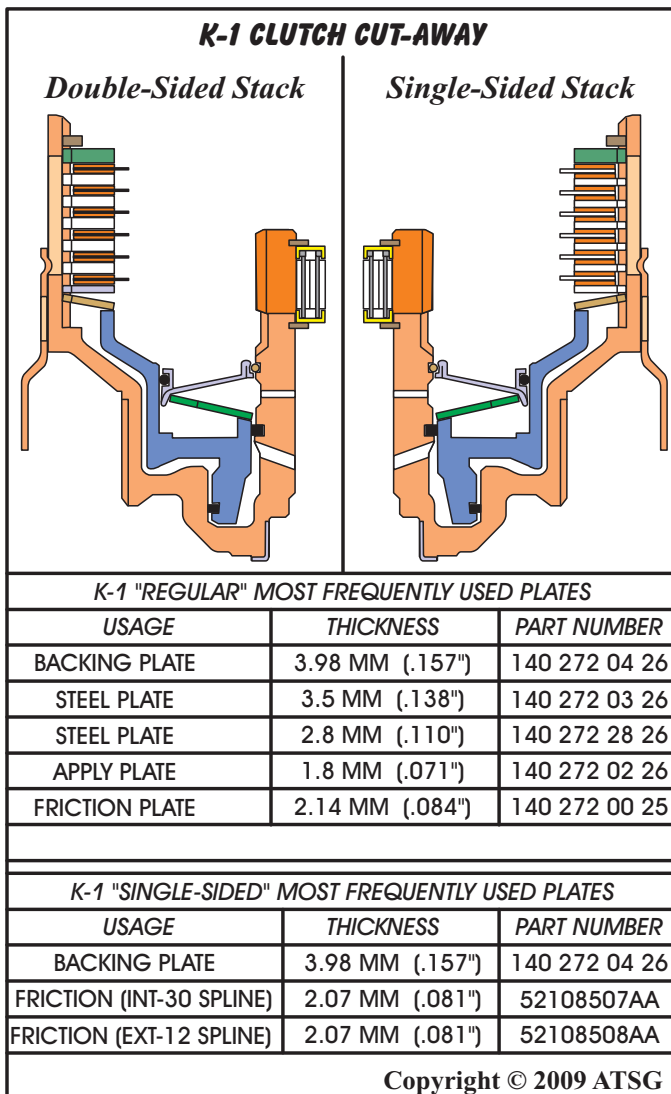


Figure 93

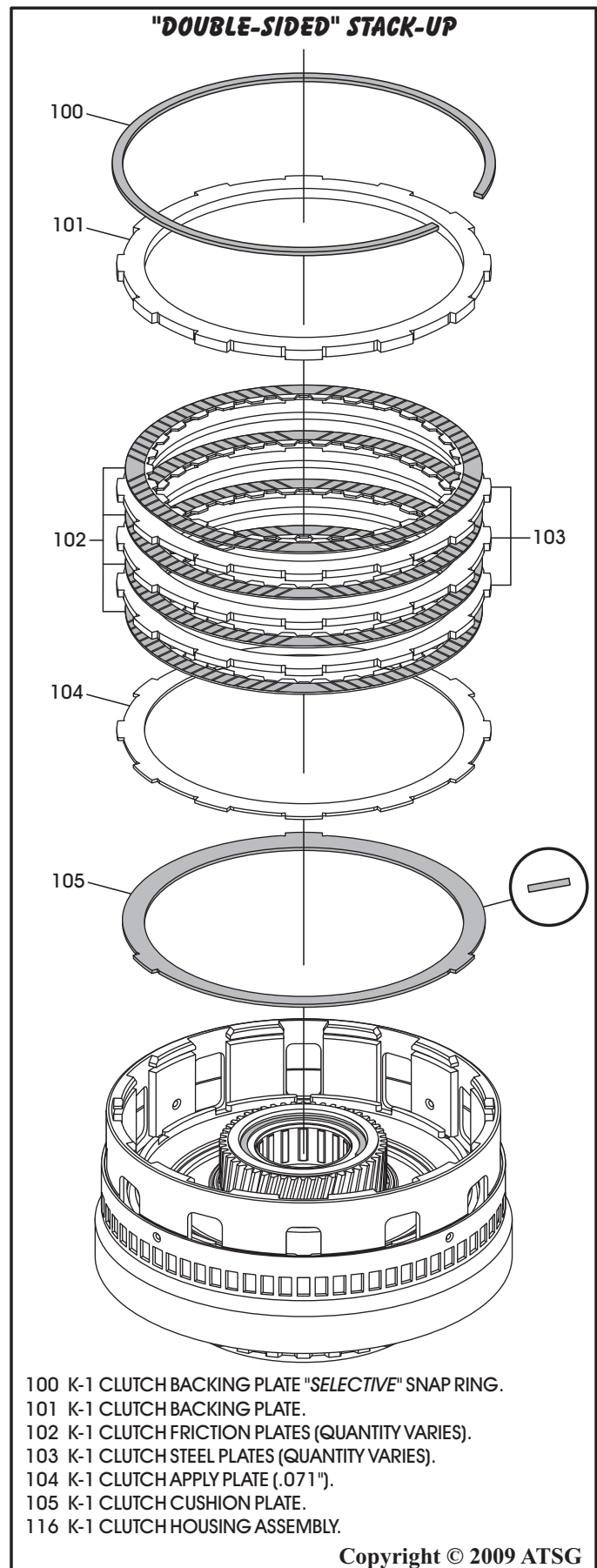


Figure 94

## K-1 Clutch Housing Assembly (Cont'd)

### "Single-Sided" Clutch Plates

25. Install the K-1 clutch "dished" cushion plate in the direction shown in Figure 96.

**Note: .071" apply plate is not used in the "Single-Sided" stack-up.**

26. Install the "single-sided" frictions beginning with an external spline plate and alternating with an internal spline plate, as shown in Figure 96, until you have the proper amount of plates installed.

27. Install the K-1 clutch backing plate, as shown in Figure 96.

28. Install the K-1 clutch *selective* snap ring, as shown in Figure 96.

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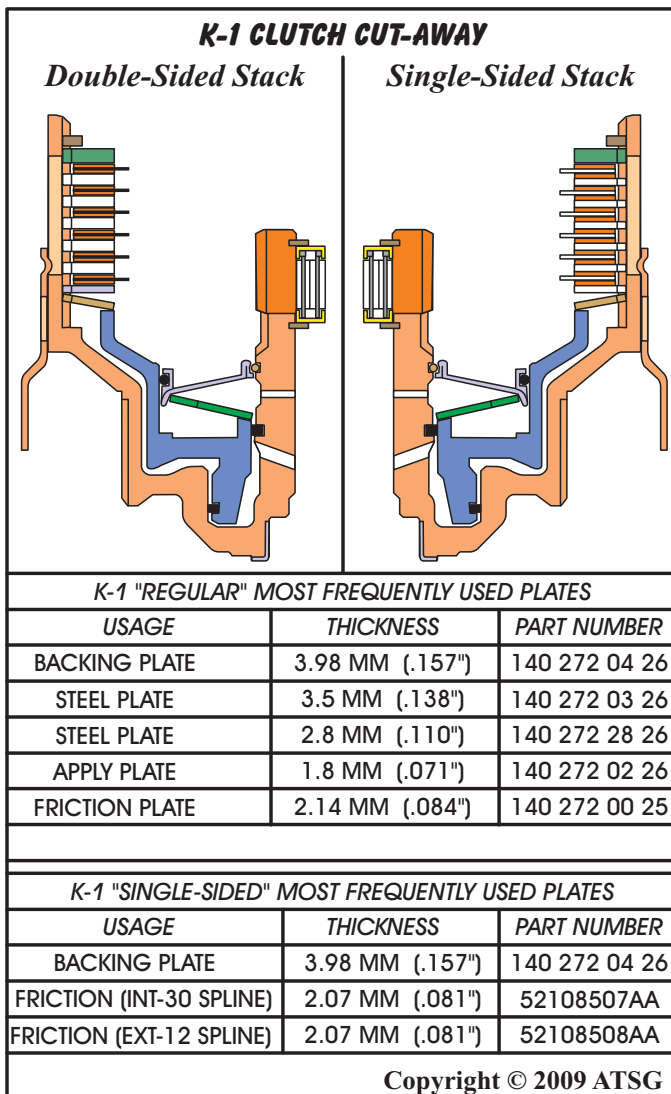


Figure 95

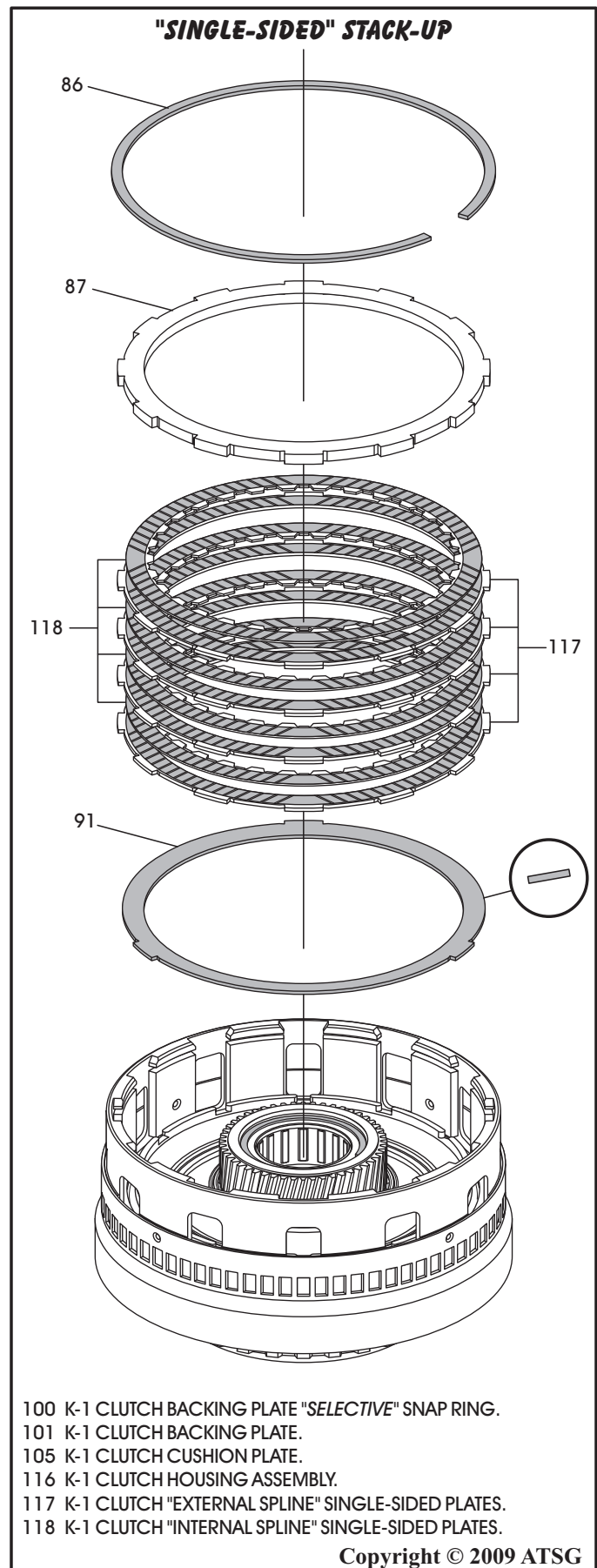
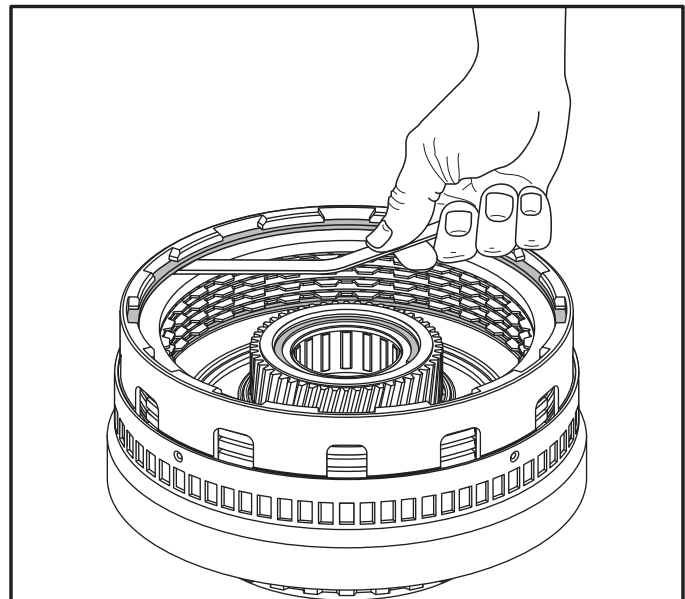


Figure 96

## K-1 Clutch Housing Assembly (Cont'd)

29. Measure K-1 clutch clearance using a feeler gauge between the selective snap ring and the backing plate, as shown in Figure 97.
30. K-1 clutch clearance will depend on how many friction plates are used in the pack. The proper clearances for each are listed in Figure 97.  
*Note: ATSG clutch clearances vary from the Mercedes specification, as Mercedes uses a rather costly tool to compress the cushion plate in the clutch pack.*
31. Change the selective snap ring as necessary to obtain the proper clutch clearance. There are 5 different snap ring thickness' available and are listed in Figure 97.
32. We have provided you with frequently used part numbers for the clutches in Figure 95. Keep in mind that part numbers can change without notice.
33. Set the completed K-1 clutch housing assembly aside for the final assembly process.

**Component Rebuild  
Continued on Page 68**



**K-1 "Double-Sided" Clutch Clearance Should Be;**

- 3 Frictions = 0.8 - 1.0mm (.031" - .040")
- 4 Frictions = 1.0 - 1.3mm (.040" - .051")
- 5 Frictions = 1.3 - 1.6mm (.051" - .062")
- 6 Frictions = 1.5 - 1.8mm (.059" - .070")

**K-1 "Single-Sided" Clutch Clearance Should Be;**

- 6 Frictions = 0.8 - 1.0mm (.031" - .040")
- 8 Frictions = 1.0 - 1.3mm (.040" - .051")
- 10 Frictions = 1.3 - 1.6mm (.051" - .062")
- 12 Frictions = 1.6 - 1.9mm (.062" - .074")

**K-1 CLUTCH SELECTIVE SNAP RINGS**

THICKNESS	PART NUMBER
2.5 MM (.098")	140 994 87 40
2.8 MM (.110")	140 994 88 40
3.1 MM (.122")	140 994 89 40
3.4 MM (.134")	140 994 29 35
3.7 MM (.146")	140 994 30 35

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Figure 97

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly

1. The K-2 clutch housing assembly consists of two components, the K-2 clutch housing and the K-2 shell assembly.
2. Remove the snap ring and rear planetary ring gear, as shown in Figure 98.
3. Separate the K-2 clutch housing and K-2 shell assembly, as shown in Figure 99.

Continued on Page 70

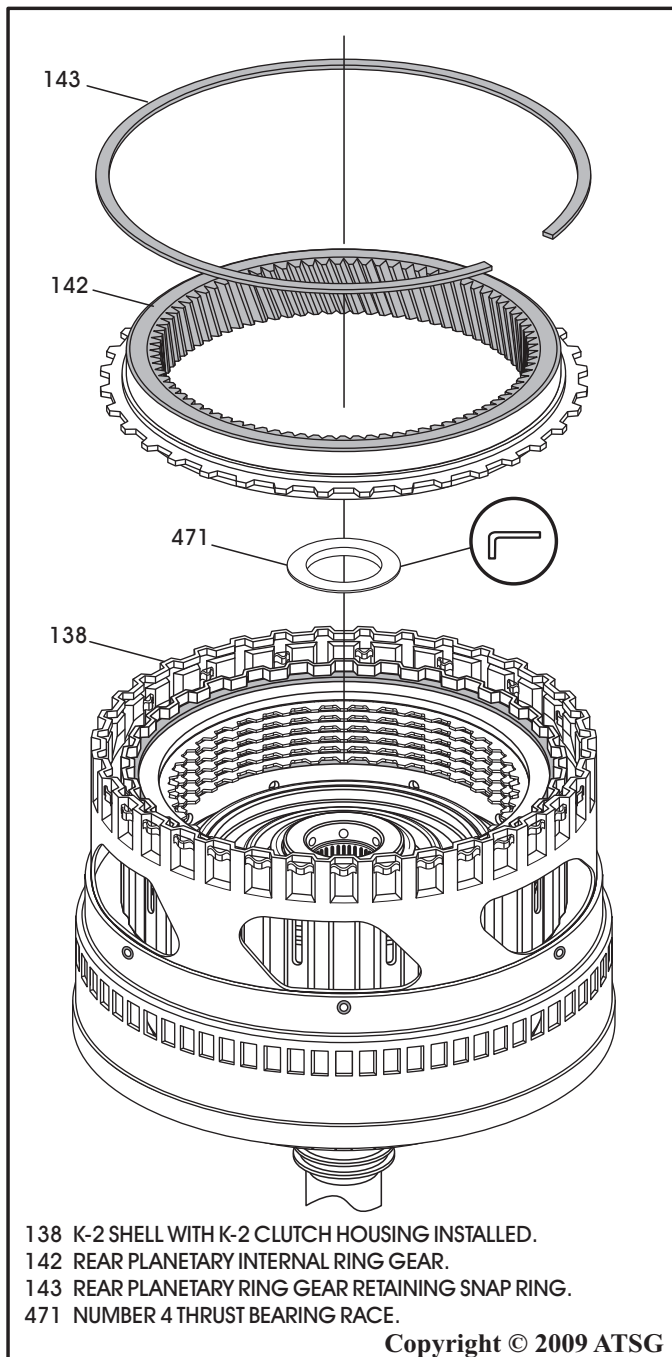


Figure 98

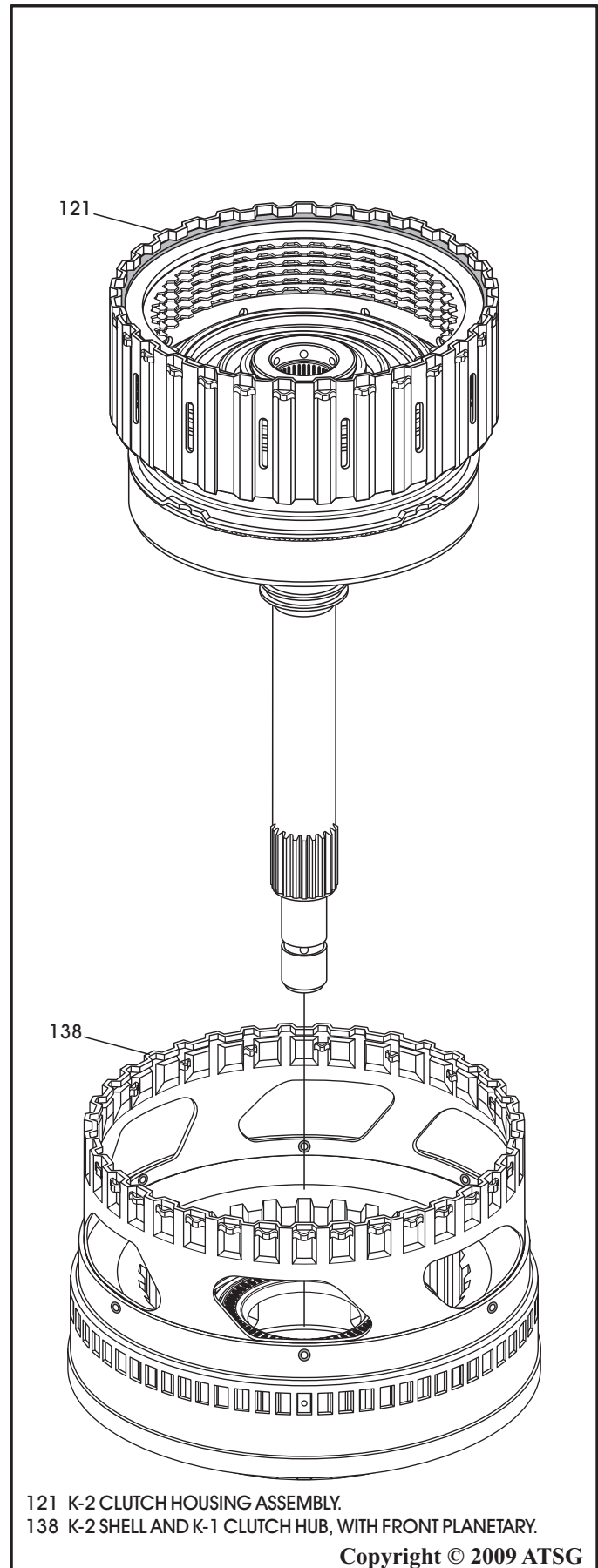


Figure 99

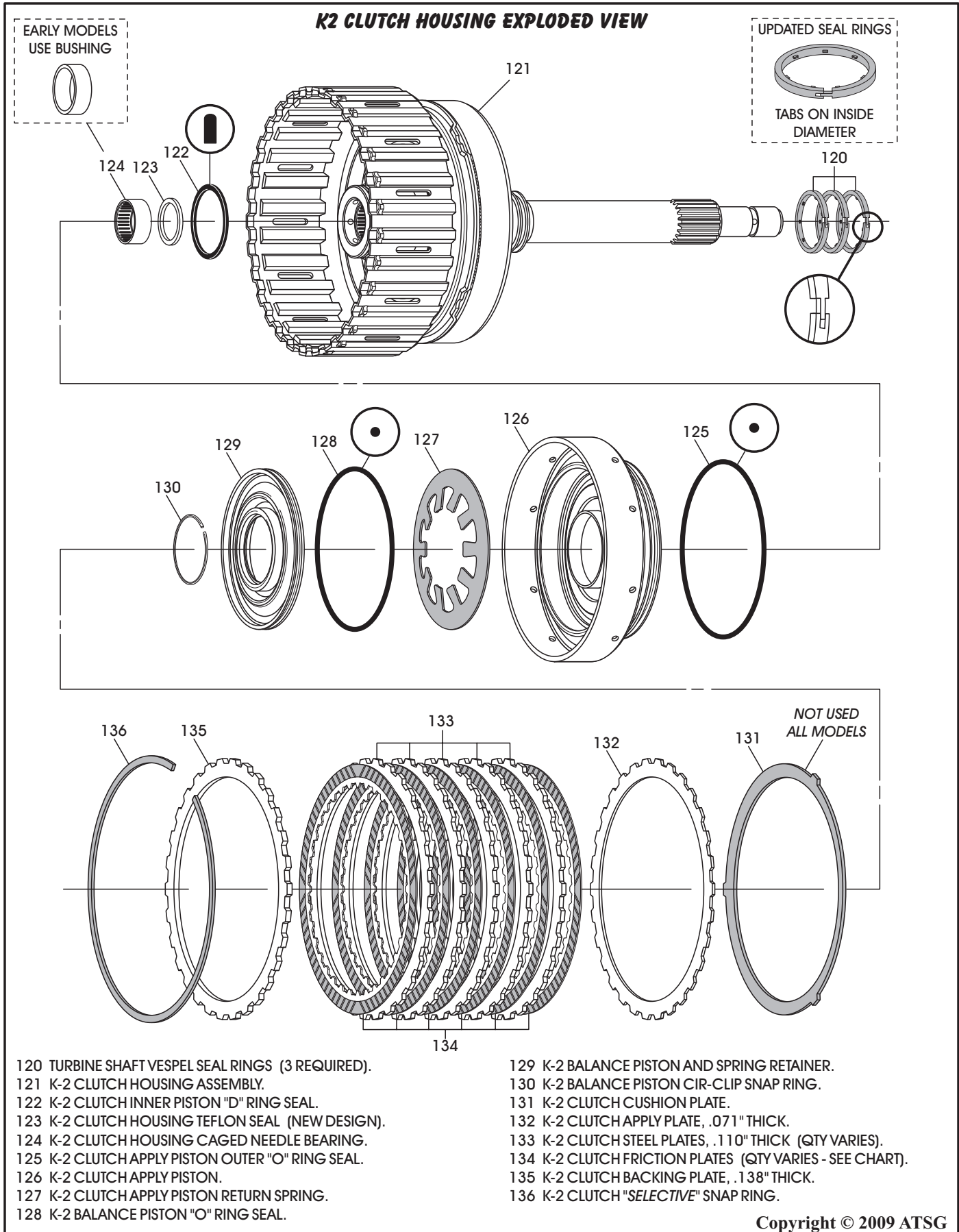


Figure 100

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

4. For the rebuild process we will begin with the K-2 clutch housing and then the K-2 shell.
5. Disassemble the K-2 clutch housing using Figure 100 as a guide.
6. Clean all K-2 clutch housing parts thoroughly and dry with compressed air.
7. Inspect all K-2 clutch housing parts thoroughly for any wear and/or damage.

**Caution:** There are currently two different housings for the K-2 clutch, with different dimensions. One that uses a bushing and one that uses a caged needle bearing. This change also affects the dimensions of the output shaft.

Refer to Figure 101 for the dimensions and identification.

Continued on Page 71

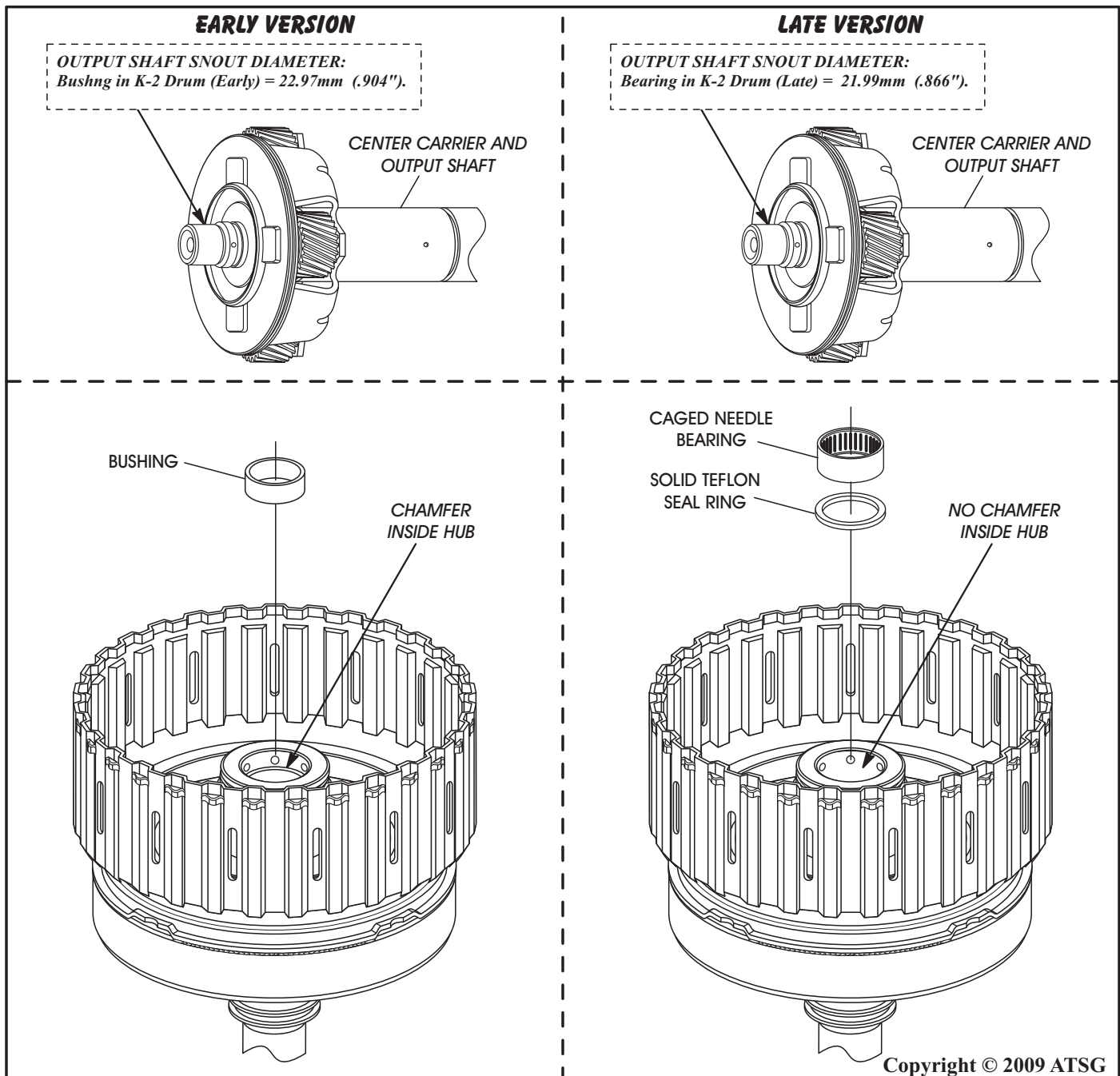


Figure 101

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

8. Install new "O" ring seal onto the K-2 clutch balance piston, as shown in Figure 102, and lube with small amount of Trans-Jel.
9. Install new "O" ring seal onto the K-2 clutch apply piston, as shown in Figure 103, and lube with small amount of Trans-Jel®.
10. Install new "D" ring seal into the K-2 clutch housing, as shown in Figure 104, and lube with a small amount of Trans-Jel®.
11. This would be the time to install a new bushing into the housing, if you have the early style, and it is deemed necessary.

*Special Note: It is common to encounter premature failure of the bushing inside the K-2 clutch drum which pilots the output shaft causing complete planetary failure. Later models have been upgraded to a Teflon sealing ring and caged needle bearing arrangement. Upgrade packages for early designs are available from Mercedes. The upgrade package includes a new K-2 clutch drum and output shaft as the pilot diameter changed dimensions, to accommodate the caged needle bearing. You must also select the correct gear ratio package to avoid gear ratio errors after rebuild. If a complete failure has not occurred with the bushing style K-2 clutch drum and the bushing needs to be replaced, the bushing can be acquired through aftermarket sources such as Sonnax or Independent transmissions.*

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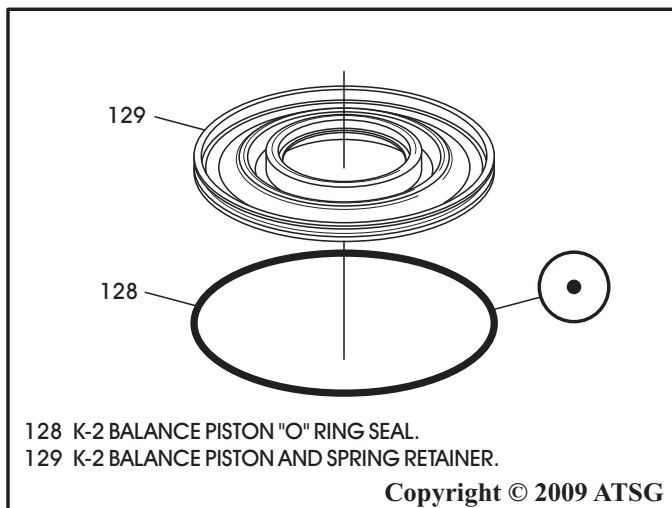


Figure 102

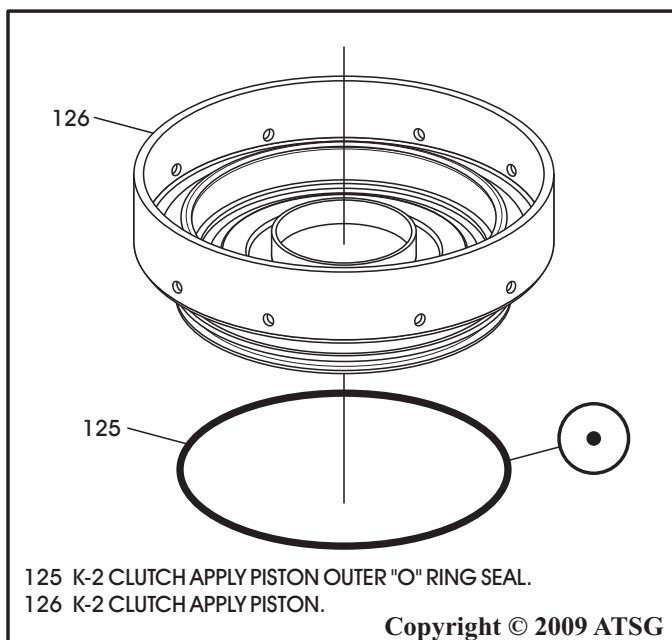


Figure 103

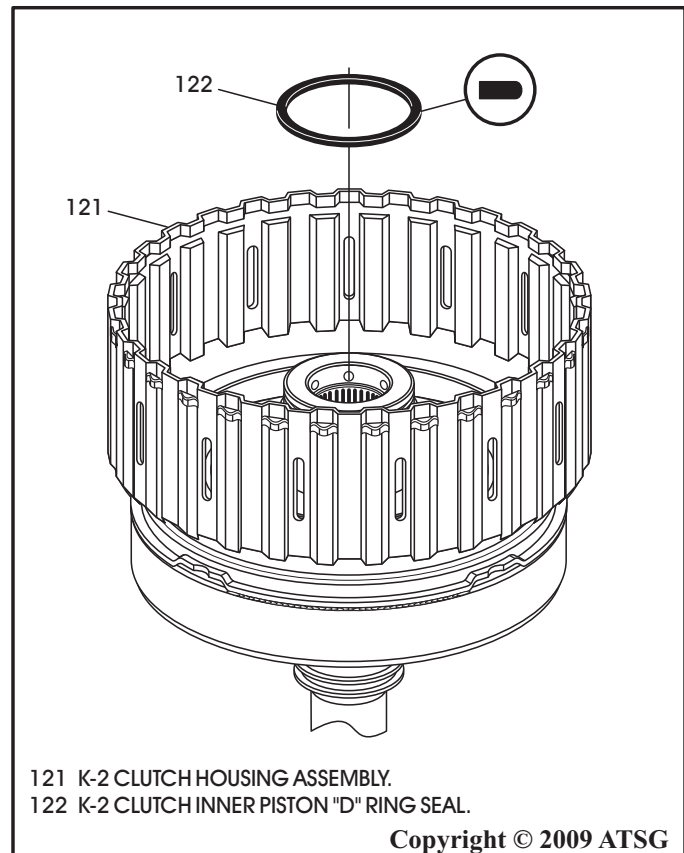


Figure 104



## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

12. Install the K-2 clutch apply piston into the K-2 clutch housing, as shown in Figure 105.
13. Install K-2 clutch apply piston return spring on the K-2 apply piston in the direction shown in Figure 106.
14. Install the K-2 balance piston, as shown in Figure 106.
15. Compress the assembly on a foot press, install the circlip snap ring, as shown in Figure 106 and ensure it is fully seated.
16. Install the K-2 clutch dished cushion plate, in the direction shown in Figure 107.

**Note:** This dished cushion plate was not used in the K-2 clutch on all models. Probably added because of harsh upshift or downshift concerns.

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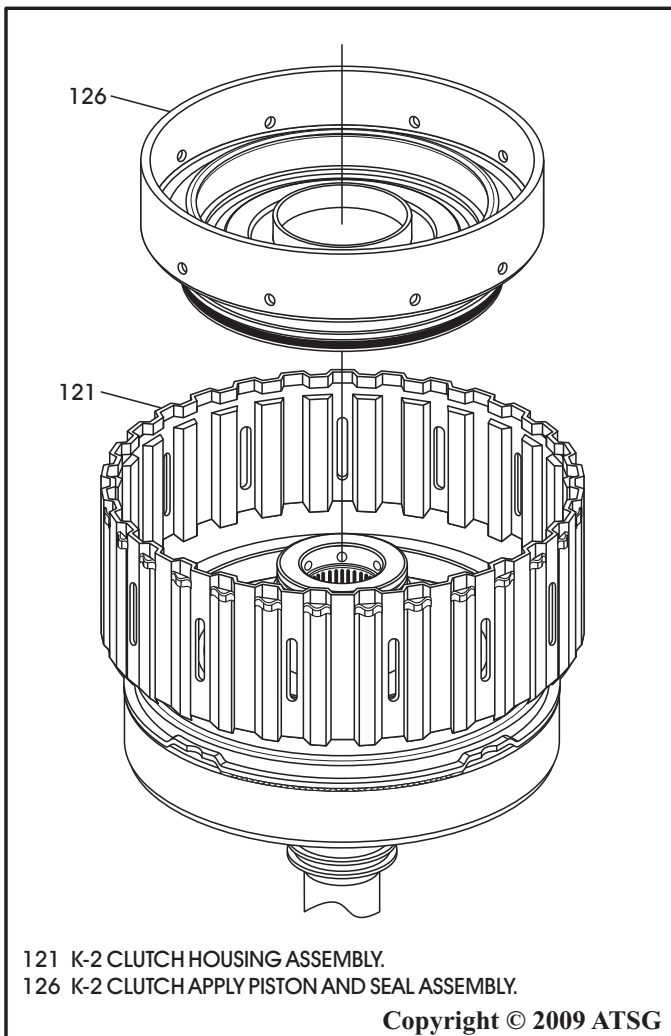


Figure 105

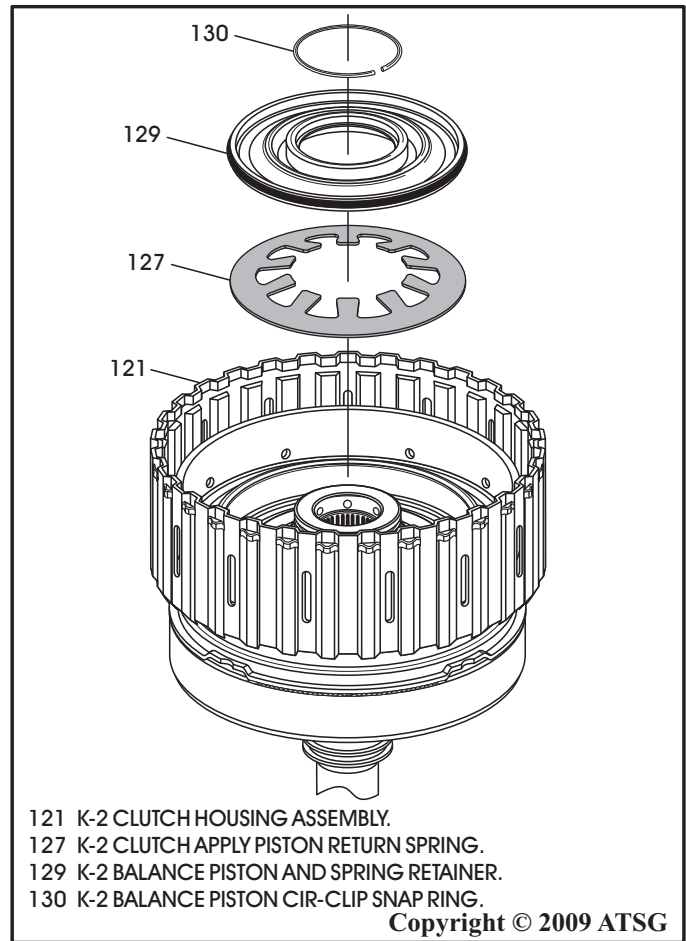


Figure 106

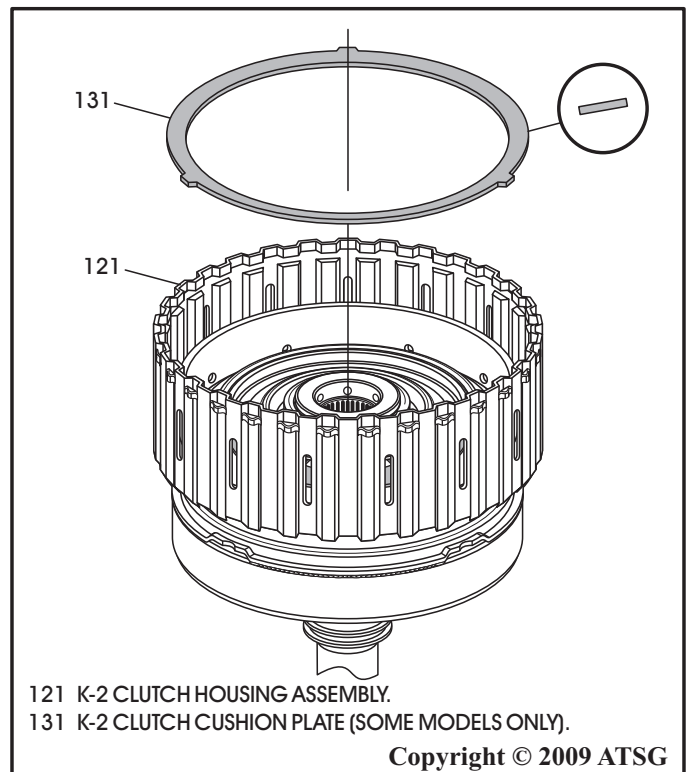


Figure 107

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

17. Use caution when installing K-2 clutch plates.  
**Caution:** The K-2 clutch may have 3, 4, 5, or 6 "double-sided" friction plates depending on the model. Refer to the chart in Figure 108 for reference. We have not found any of the "single-sided" frictions in the K-2 clutch. All friction plates should be soaked in proper fluid for 30 minutes before installation.
18. Install the K-2 clutch .071" thick apply plate, as shown in Figure 109.
19. Install "double-sided" clutches beginning with a friction plate and alternating with steel plates, as shown in Figure 109, until you have proper number of plates installed.  
**Note:** Steel plate thickness will vary depending on snap ring groove location and number of frictions required (See chart Figure 108).
20. Install the K-2 clutch backing plate, as shown in Figure 109.
21. Install the K-2 clutch selective snap ring, as shown in Figure 109.

Continued on Page 74

<b>K-2 CLUTCH QUANTITY CHART BY MODEL</b>				
<b>TRANSMISSION MODEL</b>	<b>LINED PLATE</b>	<b>STEEL PLATE</b>	<b>BACK. PLATE</b>	<b>THIN APPLY PLATE</b>
722.600/660	4	3	1	1
722.601/602/603/610	3	2	1	1
722.604/606/609/617	4	3	1	1
722.605/607/608/611/614 618/662/664/699	4	3	1	1
722.665	4	3	1	1
722.620/621/624/626/627 628/630/633/636/666	6	5	1	1
722.622/623/625 631/632/663/669	5	4	1	1
722.629/634/661	5	4	1	1

*The number of K-2 friction plates used is model dependant and determined by the backing plate snap ring location and the thickness of the steel plates.*

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Figure 108

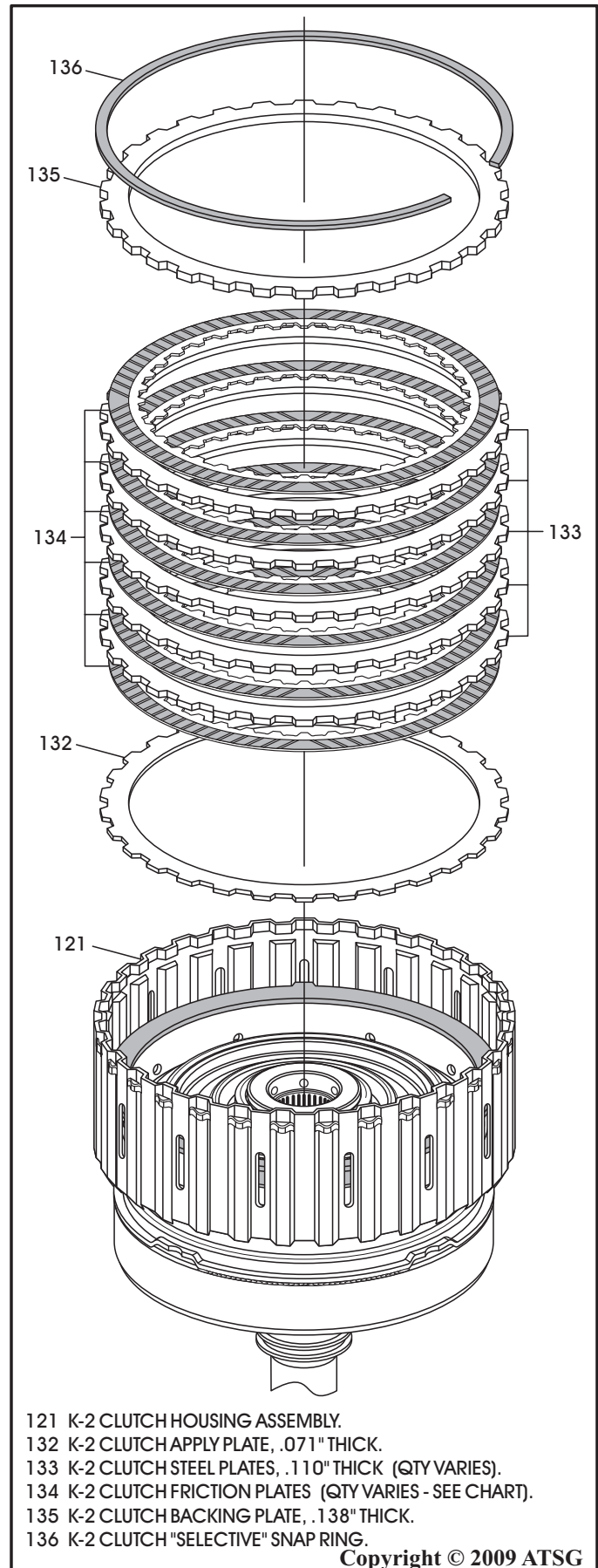


Figure 109

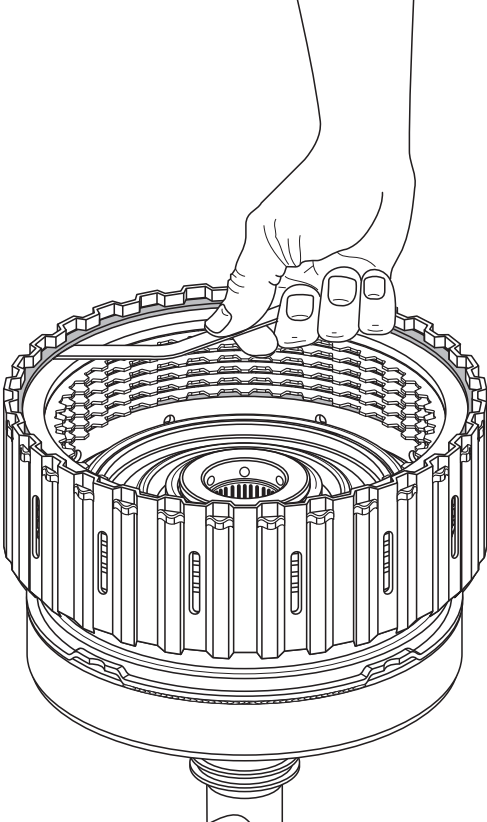
## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

22. Measure K-2 clutch clearance using a feeler gauge between the selective snap ring and the backing plate, as shown in Figure 110.
23. K-2 clutch clearance will depend on how many friction plates are used in the pack. The proper clearances for each are listed in Figure 110.  
*Note: ATSG clutch clearances vary from the Mercedes specification, as Mercedes uses a rather costly tool to compress the cushion plate in the clutch pack.*

24. Change the selective snap ring as necessary to obtain the proper clutch clearance. There are 5 different snap ring thickness' available and are listed in Figure 110.
25. We have provided you with frequently used part numbers for the clutches in Figure 111. Keep in mind that part numbers can change without notice.

Continued on Page 75



**K-2 Clutch Clearance Should Be;**

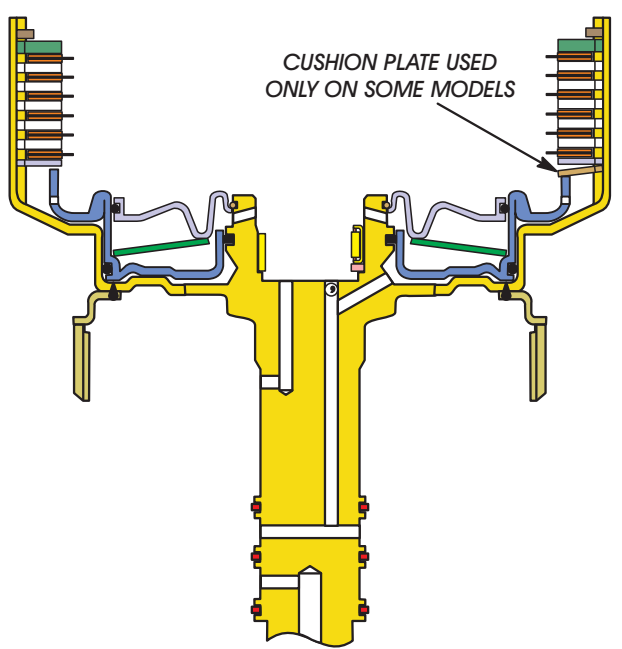
- 3 Frictions = 0.8 - 1.0mm (.031" - .040")
- 4 Frictions = 1.0 - 1.3mm (.040" - .051")
- 5 Frictions = 1.3 - 1.6mm (.051" - .062")
- 6 Frictions = 1.5 - 1.8mm (.059" - .070")

K-2 CLUTCH SELECTIVE SNAP RINGS	
THICKNESS	PART NUMBER
2.2 MM (.086")	140 994 92 40
2.5 MM (.098")	140 994 93 40
2.8 MM (.110")	140 994 94 40
3.1 MM (.122")	140 994 32 35
3.4 MM (.134")	140 994 33 35

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Figure 110

**K-2 CLUTCH CUT-AWAY**



CUSHION PLATE USED ONLY ON SOME MODELS

K-2 CLUTCH MOST FREQUENTLY USED PLATES		
USAGE	THICKNESS	PART NUMBER
BACKING PLATE	3.98 MM (.157")	140 272 08 26
STEEL PLATE	3.5 MM (.138")	140 272 07 26
STEEL PLATE	2.8 MM (.110")	140 272 29 26
APPLY PLATE	1.8 MM (.071")	140 272 06 26
FRICTION PLATE	2.14 MM (.084")	140 272 01 25

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Figure 111

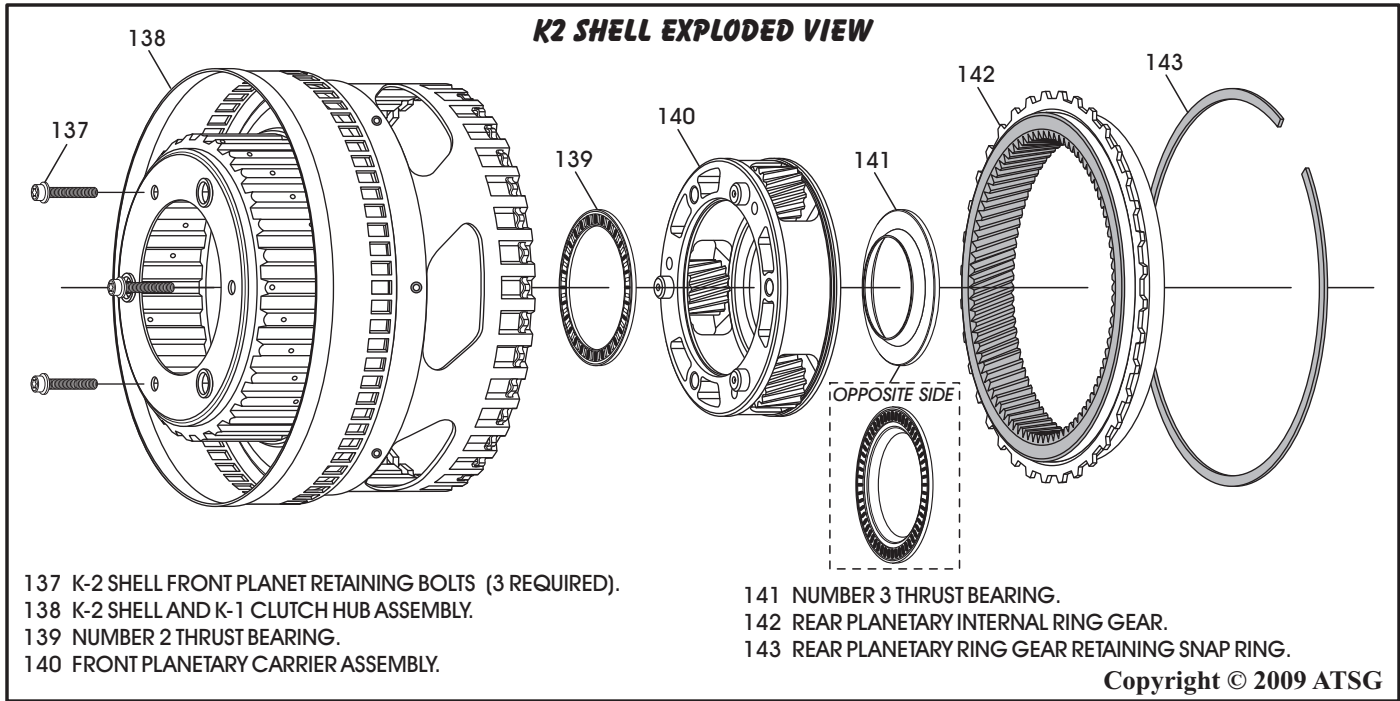


Figure 112

**COMPONENT REBUILD (CONT'D)**

**K-2 Clutch Housing Assembly (Cont'd)**

**K-2 Clutch Shell & K-1 Hub Assembly**

26. Disassemble the front planetary carrier from the K-2 shell by removing the bolts, as shown in Figure 112.

*Note: This should be done especially on units that have been through a planetary failure as it is a great gathering place for trash.*

- 27. Clean all K-2 shell parts thoroughly and dry with compressed air.
- 28. Inspect all K-2 shell parts thoroughly for any wear and/or damage.
- 29. Install the front planetary carrier back into the K-2 shell, as shown in Figure 113.
- 30. Install the three retaining bolts, as shown in Figure 113.

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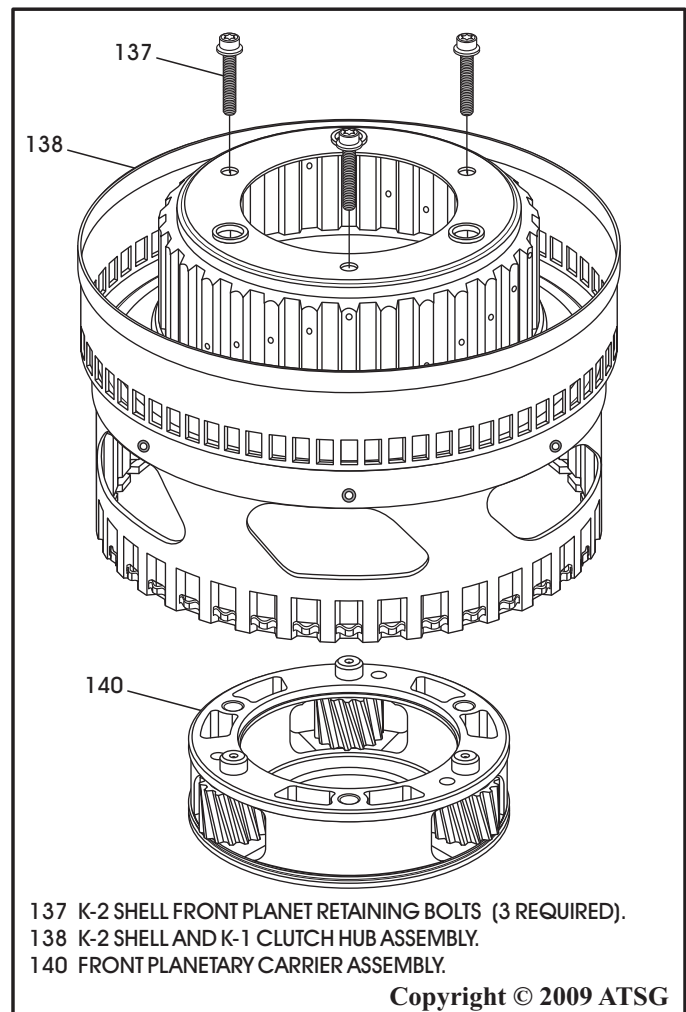


Figure 113

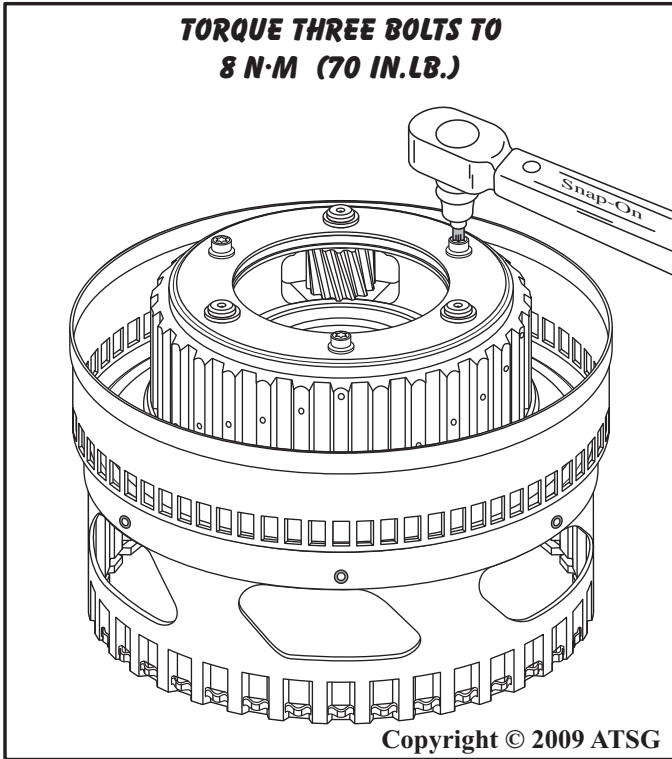


Figure 114

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

#### K-2 Clutch Shell & K-1 Hub Assembly

31. Torque front planetary carrier retaining bolts to 8 N·m (71 in.lb.), as shown in Figure 114.
32. Install the number 2 thrust bearing, as shown in Figure 115, and retain with a small amount of Trans-Jel®.
33. Turn the K-2 shell over and install the number 3 thrust bearing, as shown in Figure 116.  
*Note: The tapered thrust bearing race faces down, as shown in Figure 116.*

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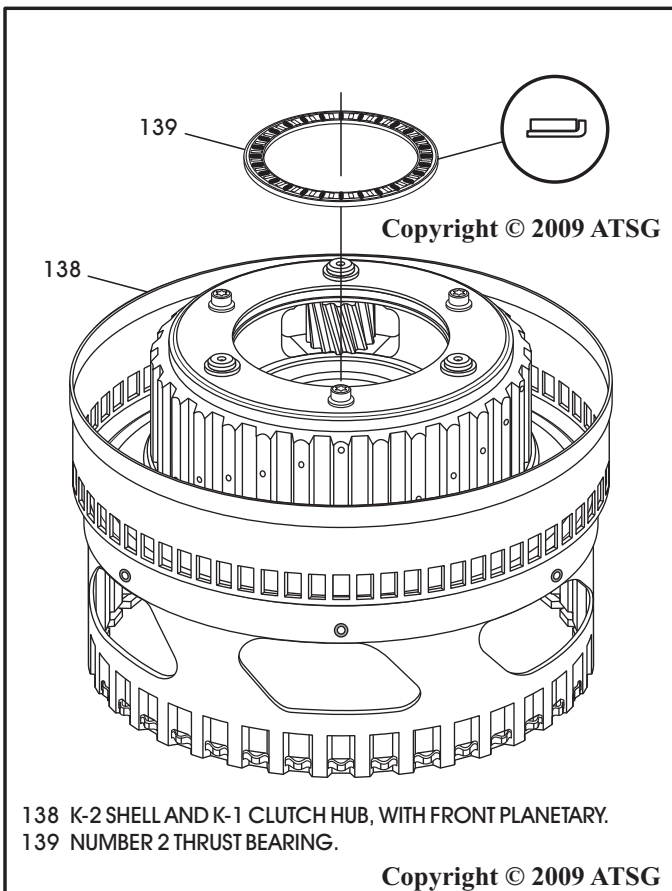


Figure 115

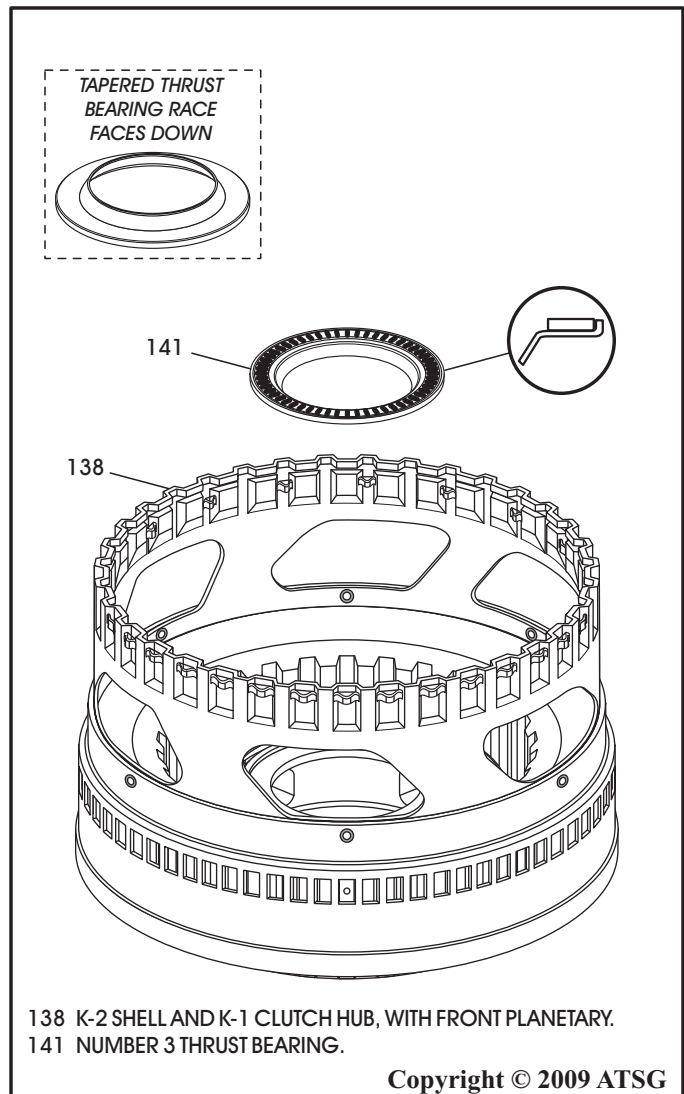


Figure 116

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

#### K-2 Clutch Shell & K-1 Hub Assembly

34. Install the completed K-2 clutch housing into K-2 shell assembly, as shown in Figure 117.
35. Install the rear planetary ring gear and snap ring, as shown in Figure 118.
36. Install the number 4 thrust bearing race onto K-2 clutch housing, as shown in Figure 118 and retain with small amount of Trans-Jel®.

Continued on Page 78

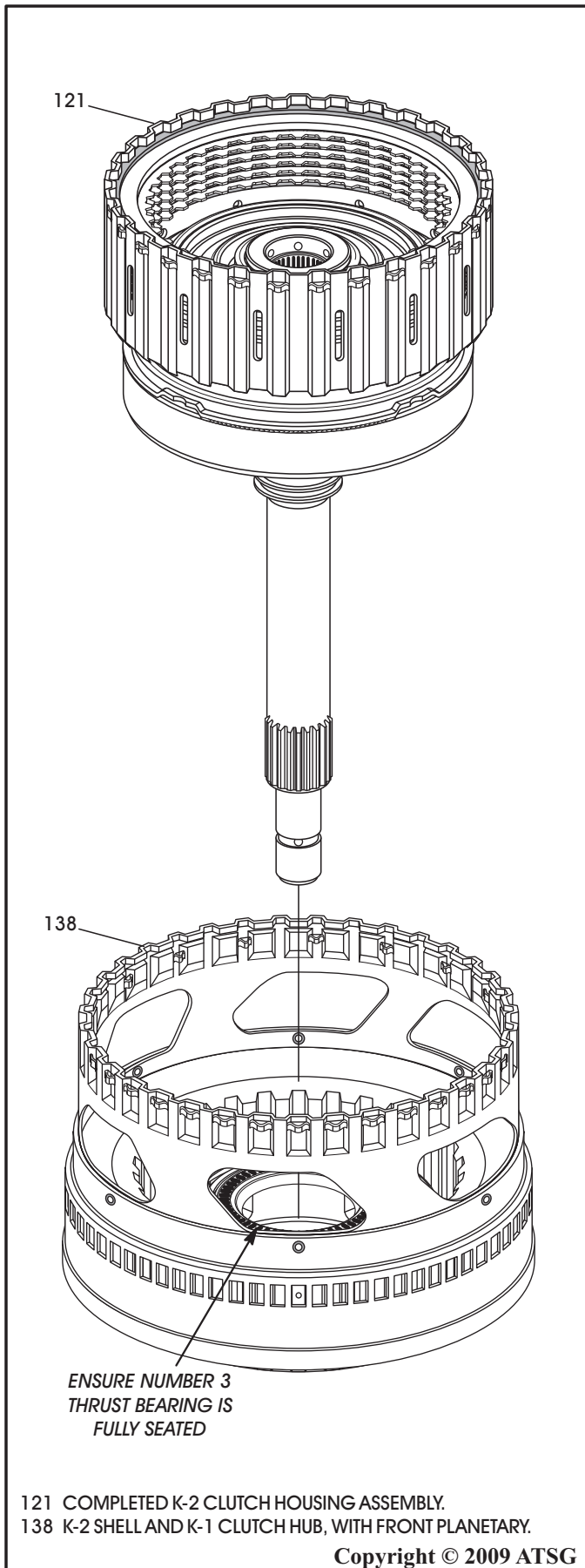


Figure 117

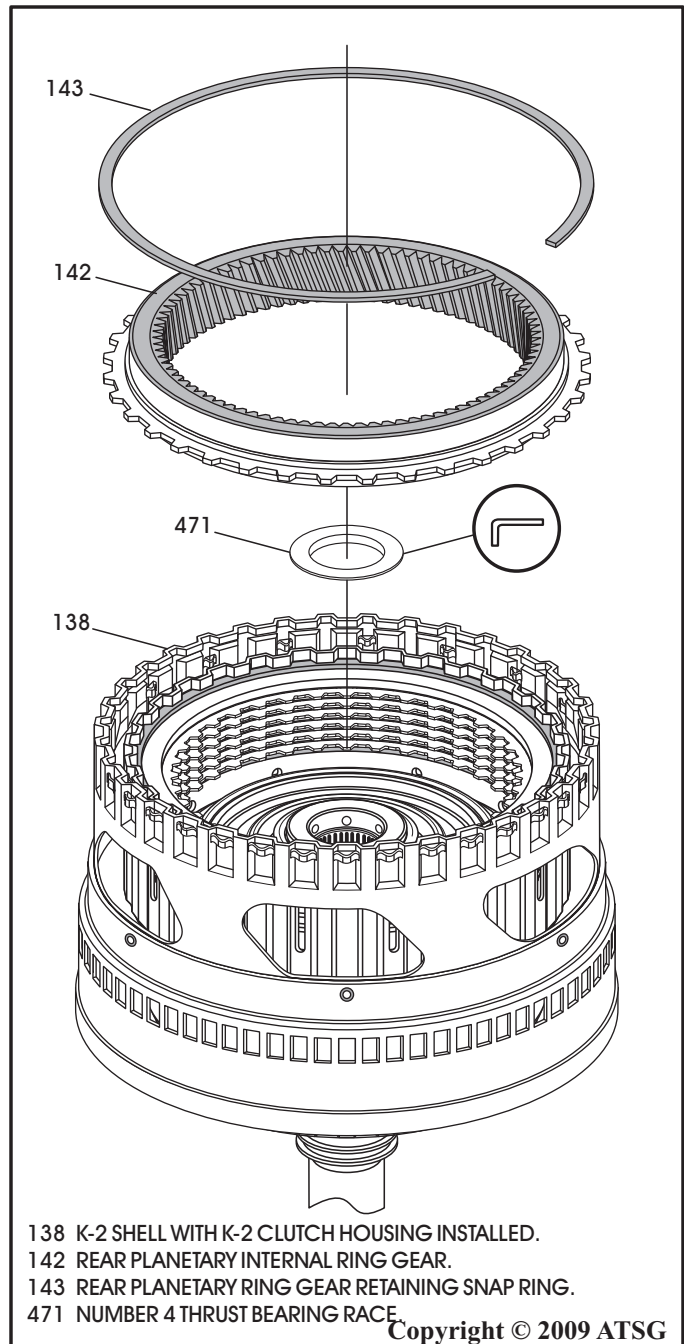


Figure 118

## COMPONENT REBUILD (CONT'D)

### K-2 Clutch Housing Assembly (Cont'd)

### K-2 Clutch Shell & K-1 Hub Assembly

37. Ensure that the snap ring is fully seated, as shown in Figure 119.
38. Install three new "updated" turbine shaft seal rings into the turbine shaft grooves, as shown in Figure 120.
39. Set completed K-2 clutch housing assembly aside for the final assembly process.

Component Rebuild  
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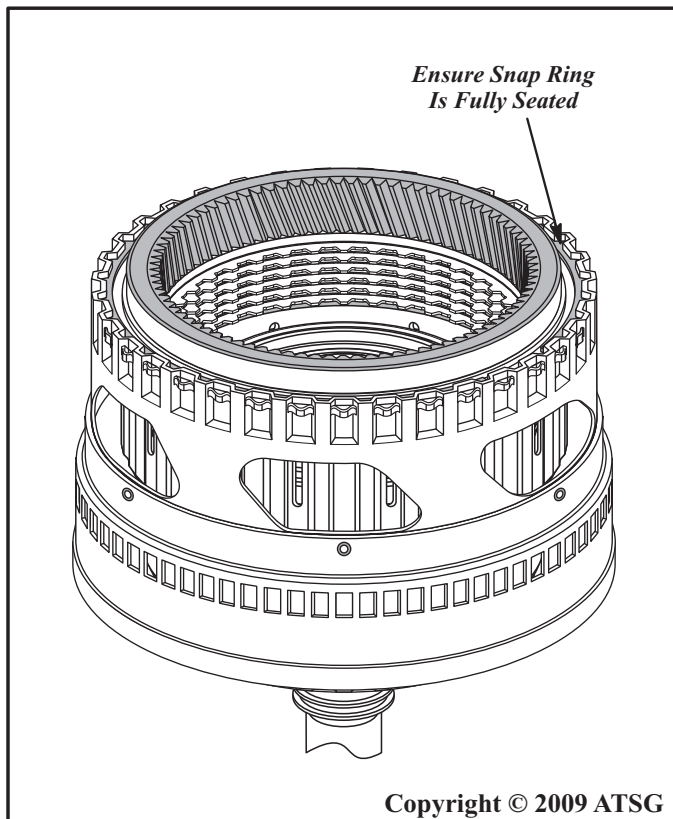


Figure 119

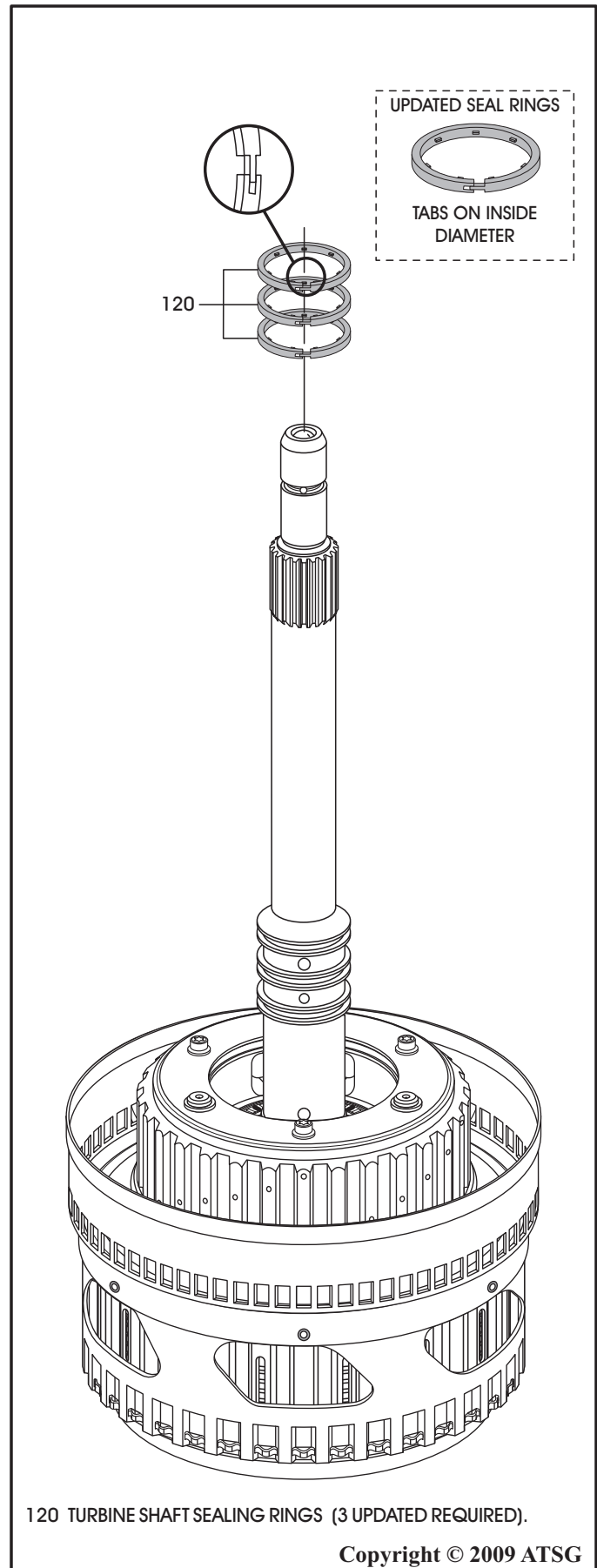


Figure 120

## COMPONENT REBUILD (CONT'D)

### Geartrain Identification And Tooth Count

Great care *must* be exercised if replacement parts are needed for any of the planetary gearsets in any of the vehicles equipped with a 722.6 transmission.

All of the 722.6 transmissions use three different planetary gearsets and are identified as the Front Planetary System, Center Planetary System, and Rear Planetary System. There are two different ratios available in North America and obviously, will not interchange.

There are a wide variety of tooth counts possible for all three of the planetary gearsets and in addition you may have 3 or 4 pinion carriers, depending on engine size.

This is because of the wide variety of vehicle usage from small cars to large trucks; wide variety of engine sizes 4 Cyl, 6 Cyl, 8 Cyl, and 12 Cyl, and covers eleven different Litre sizes, and also Gas or Diesel.

Refer to Figure 121 and 122 for identification of the individual gearsets and the possible tooth counts for each of them.

To order *any* replacement parts from the dealer, the VIN will be *required*. Be prepared.

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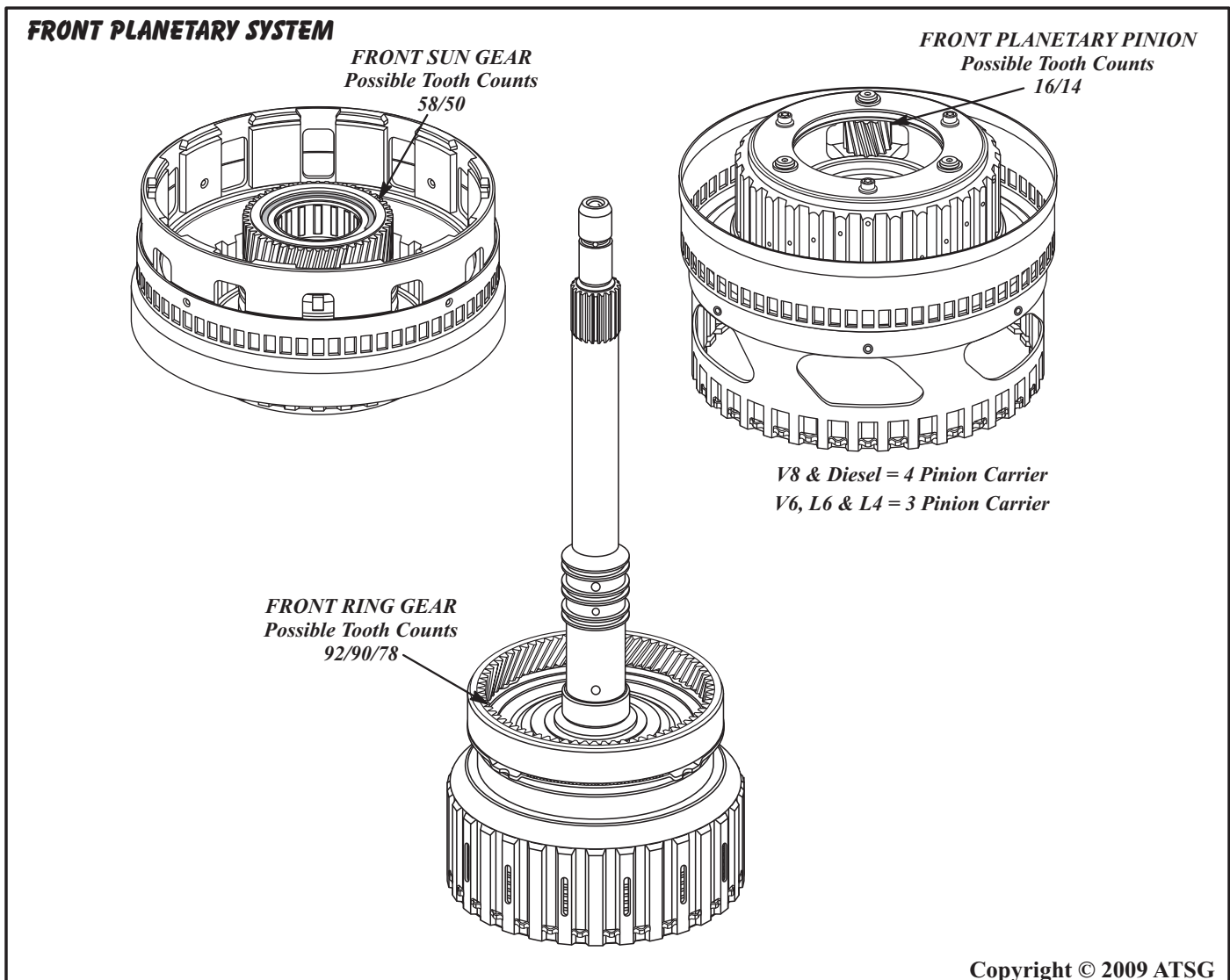


Figure 121