

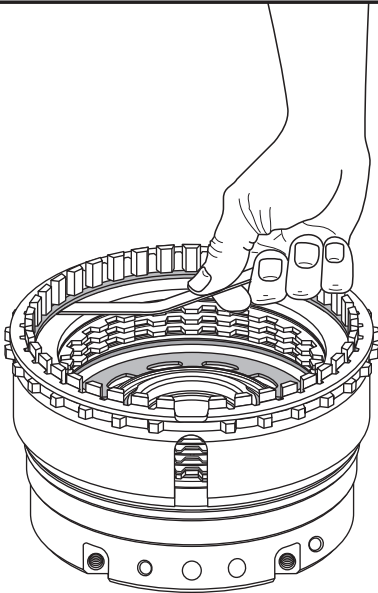
COMPONENT REBUILD (CONT'D)

B-2 Clutch Housing Assembly (Cont'd)

28. Measure B-2 clutch clearance using a feeler gauge between the selective snap ring and the backing plate, as shown in Figure 164.
29. B-2 clutch clearance will depend on how many friction plates are used in the pack. The proper clearances for each are listed in Figure 164.
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.
30. 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 164.

31. We have provided you with frequently used part numbers for the clutches in Figure 165. Keep in mind that part numbers can change without notice.
32. Set completed B-2 clutch housing assembly aside for the final assembly process.

Component Rebuild Continued on Page 102

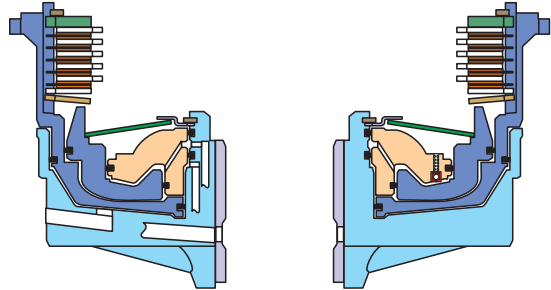


B-2 Clutch Clearance Should Be;
4 Frictions = 0.2 - 1.3mm (.008" - .051")
5 Frictions = 0.2 - 1.4mm (.008" - .055")

B-2 CLUTCH SELECTIVE SNAP RINGS	
THICKNESS	PART NUMBER
2.8 MM (.110")	140 994 63 35
3.1 MM (.122")	140 994 62 35
3.4 MM (.134")	140 994 61 35
3.7 MM (.146")	140 994 60 35
4.0 MM (.157")	140 994 59 35

Figure 164

B-2 CLUTCH CUT-AWAY

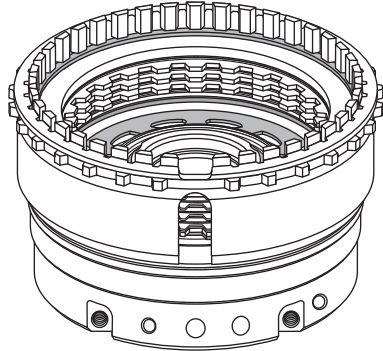


B-2 CLUTCH MOST FREQUENTLY USED PLATES		
USAGE	THICKNESS	PART NUMBER
BACKING PLATE	6.47 MM (.255")	140 272 23 26
STEEL (INT-24 SPLINE)	1.8 MM (.071")	140 272 04 25
APPLY (EXT-40 SPLINE)	1.8 MM (.071")	140 272 14 26
FRICITION (EXT-40 SPLINE)	1.6 MM (.064")	140 272 00 26

NOTE: PARTIAL LIST!

Figure 165

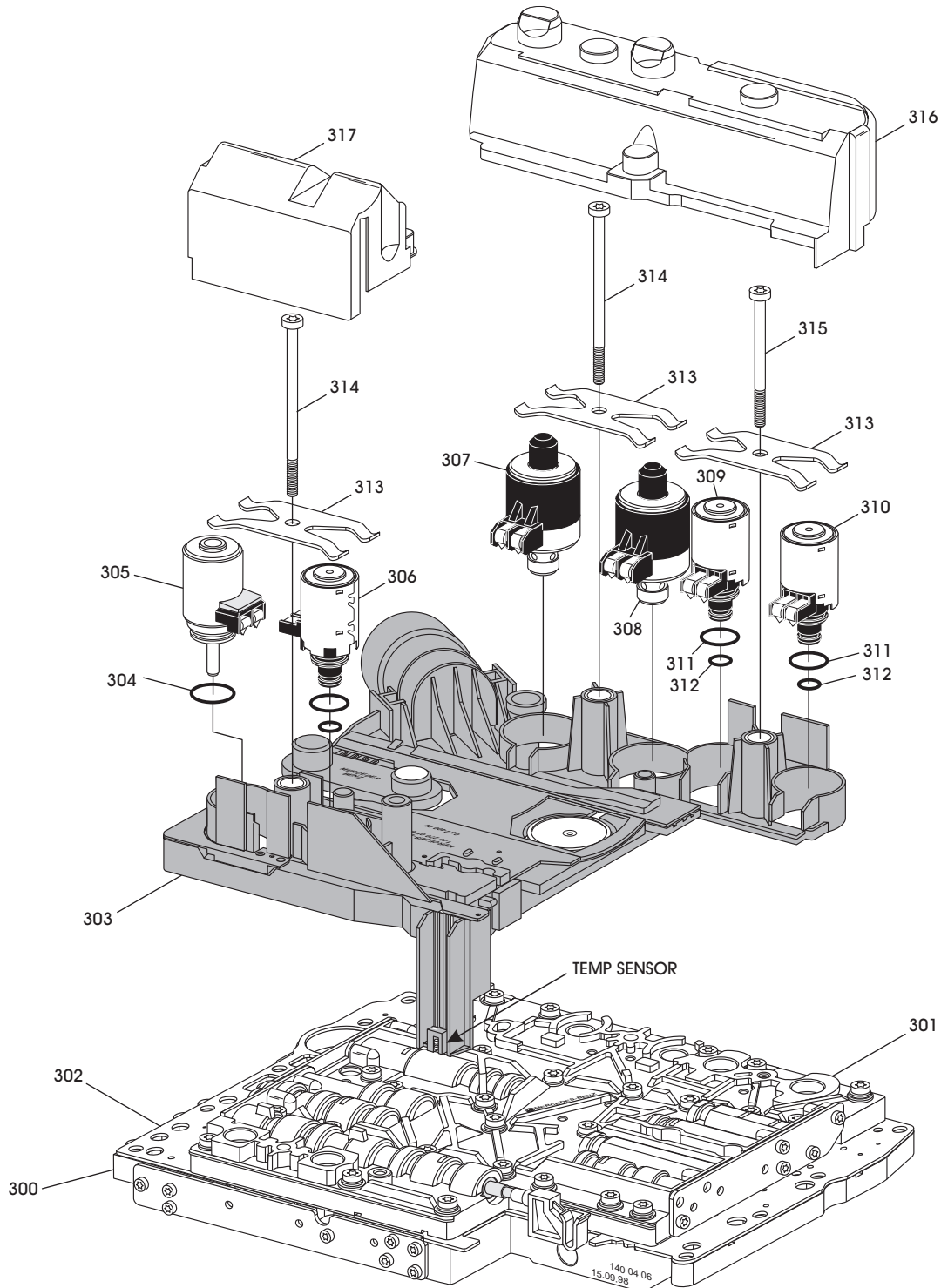
COMPLETED B-2 CLUTCH ASSEMBLY



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Figure 166

MERCEDES 722.6 VALVE BODY ASSEMBLY, EXPLODED VIEW



- 300 LOWER VALVE BODY ASSEMBLY.
- 301 UPPER VALVE BODY ASSEMBLY.
- 302 VALVE BODY SPACER PLATE.
- 303 ELECTRICAL CONDUCTOR PLATE.
- 304 TCC CONTROL SOLENOID "O" RING.
- 305 TCC CONTROL SOLENOID.
- 306 2-3 SHIFT SOLENOID.
- 307 MODULATING PRESSURE CONTROL SOLENOID (MPC).
- 308 SHIFT PRESSURE CONTROL SOLENOID (SPC).

- 309 1-2/4-5 SHIFT SOLENOID.
- 310 3-4 SHIFT SOLENOID.
- 311 SHIFT SOLENOID LARGE "O" RING (3 REQUIRED).
- 312 SHIFT SOLENOID SMALL "O" RING (3 REQUIRED).
- 313 SOLENOID HOLD DOWN BRACKETS (3 REQUIRED).
- 314 SOLENOID RETAINING BOLT, 79.50MM LENGTH (2 REQUIRED).
- 315 SOLENOID RETAINING BOLT, 55.50MM LENGTH (1 REQUIRED).
- 316 LARGE PLASTIC SOLENOID COVER.
- 317 SMALL PLASTIC SOLENOID COVER.

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Figure 167

COMPONENT REBUILD (CONT'D)

Valve Body Assembly

1. Place the valve body assembly on a flat work surface, with the filter side facing, as shown in Figure 167.

2. Remove the two white plastic solenoid covers, as shown in Figure 167.

Note: They just snap into place.

3. Remove the three solenoid retaining bracket bolts, as shown in Figure 167.

Note: Notice that 1 is shorter than the other two, and its location.

4. Remove all of the solenoids from the electrical conductor plate, as shown in Figure 167, and set them aside for now.

5. Remove electrical conductor plate by gently prying out the temp sensor support where it snaps under the spacer plate tab, and release the push thru tab by the case connector. Refer to Figure 169.

6. Remove the inside detent spring and retaining bolt, as shown in Figure 169.

Continued on Page 104

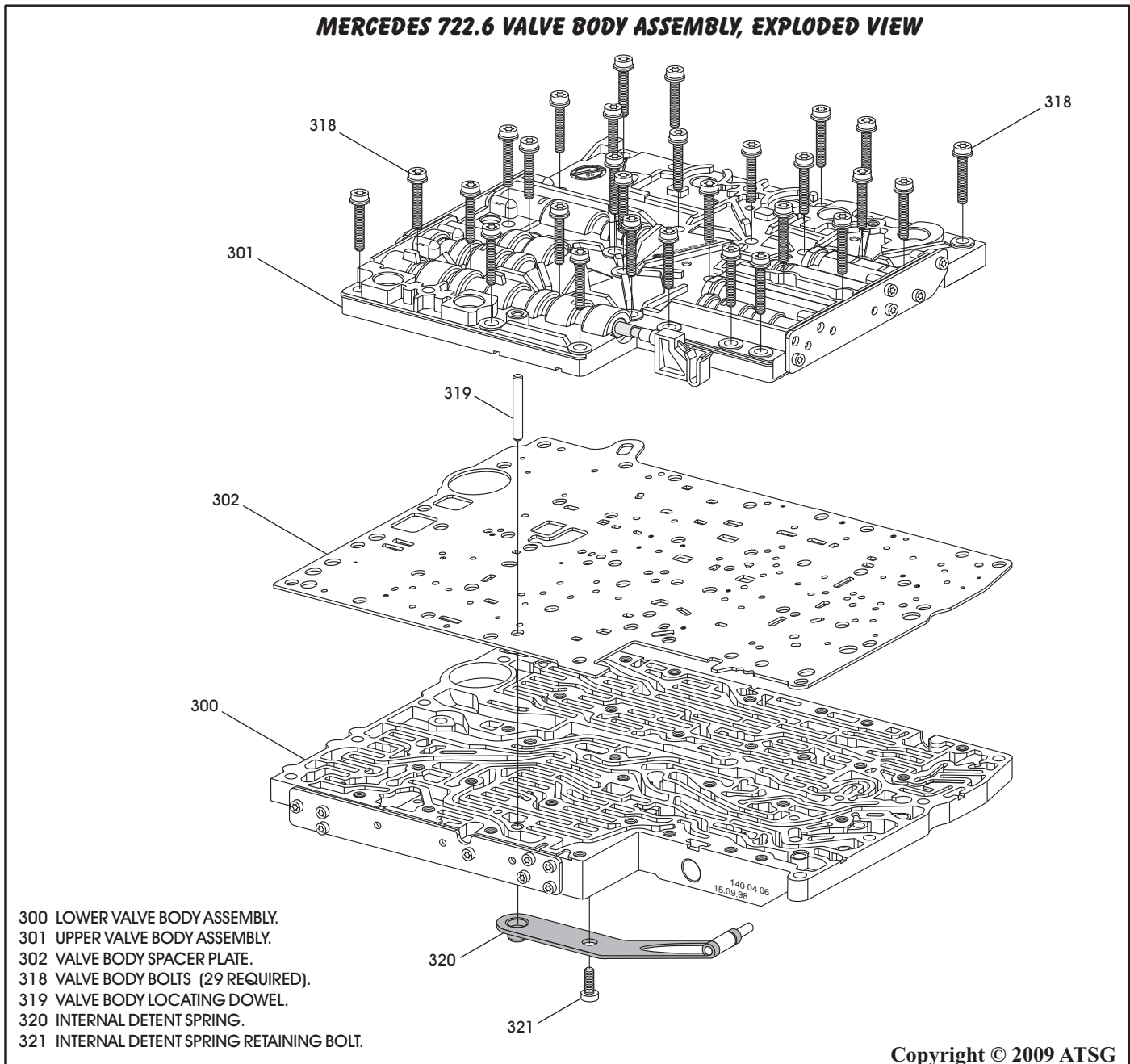


Figure 168

COMPONENT REBUILD (CONT'D)

Valve Body Assembly (Cont'd)

7. Remove the alignment dowel pin, as shown in Figure 168.
- Note: This is a free floating dowel captured on one side by the detent spring and electrical conductor plate on the other side. It will fall out if you do not remove it now.**
8. Remove the 29 valve body bolts, as shown in Figure 168, using a 30 Torx bit.
9. Separate the upper and lower valve bodies and spacer plate, as shown in Figure 168.
10. Remove the 12 check balls (4 plastic - 8 steel), 2 solenoid screens and 1 check valve from the lower valve body, as shown in Figure 172.
11. Remove the manual valve from upper valve body, as shown in Figure 171.
12. Remove the 2 pressure solenoid screens from upper valve body, as shown in Figure 171.
13. Remove the screws retaining the front and rear cover plates on the upper valve body, as shown in Figure 171.
14. Disassemble the upper valve body and place the springs, valves and sleeves on trays **exactly** as they were removed, using Figure 171 as a reference and guide.

Note: The sleeves and valves of the overlap regulator vales must not be mixed up as they have different inside diameters. Refer to Figure 170.

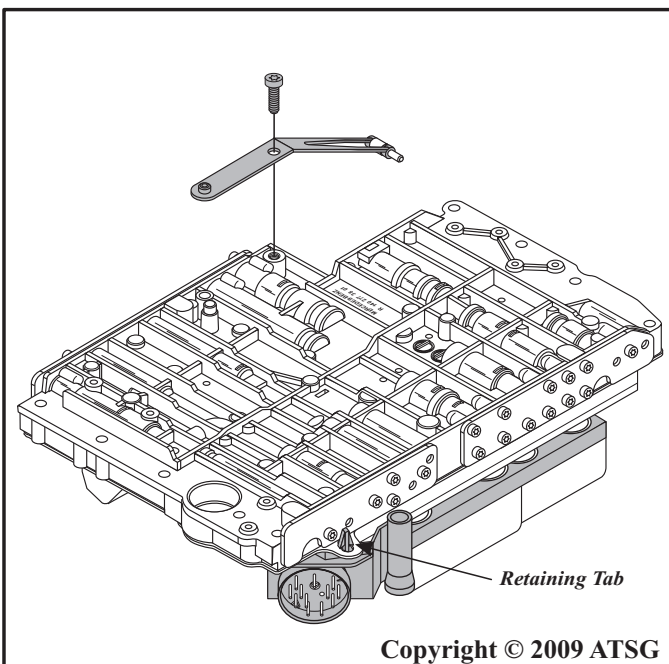


Figure 169

15. Remove the screws retaining the left and right cover plates on the lower valve body, as shown in Figure 172.
16. Disassemble the lower valve body and place the springs, valves and sleeves on trays exactly as they were removed, using Figure 172 as a reference and guide.
17. Clean all valve body parts thoroughly and dry with compressed air.
18. Inspect all valve body parts thoroughly for any wear and/or damage.

Note: An "Update Handbook" with the familiar Green cover, is available from ATSG and includes much more information on the valve body variations that are found in the 722.6 transmission.

Valve Body Wear & Damage Concerns

Concern 1: Notice in Figure 172 that there are two different designs of the Control Valve Pressure Regulator Line-Up (352). The 1st design spring is known to break and creates delayed engagements and soft or flared shifts. Mercedes part number for a new OEM spring is 140 993 58 01.

Concern 2: Inspect the inside diameter of the overlap regulator valve sleeves for signs of wear. Shiny patches indicate excessive wear. These sleeves are available from Sonnax® under part number 68942-05K in a kit that includes all three of them. Refer to Figure 170. They are also available individually.

Continued on Page 105

SHIFT OVERLAP REGULATING VALVE AND SLEEVE



Three Different Inside Diameters
 1-2/4-5 Overlap Regulator
 2-3 Overlap Regulator
 3-4 Overlap Regulator

Sonnax® Part Number
 68942-05K



Includes 1 For Each Location

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Figure 170



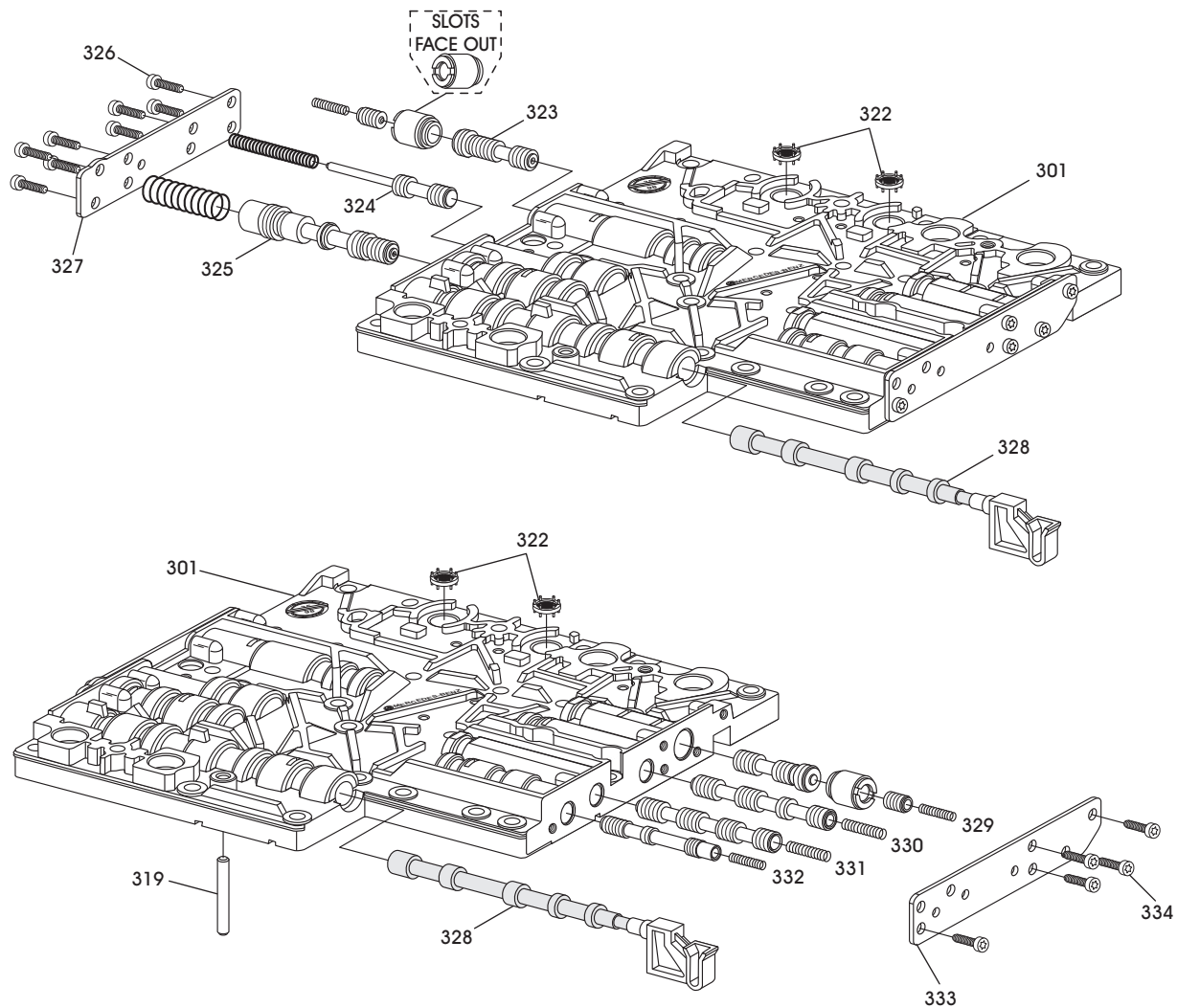
Technical Service Information

COMPONENT REBUILD (CONT'D)

Valve Body Assembly (Cont'd)

19. Install the valves, springs and sleeves into the upper valve body casting *exactly* as they were removed, using Figure 171 as a guide, and lube with the proper fluid as they are installed.
Note: Sleeves, valves and springs of overlap regulator valves must not be mixed. Overlap sleeves are installed with slots facing out.
20. Install upper valve body front and rear cover plates, as shown in Figure 171, and torque the bolts to 4 N·m (35 in.lb.).
Note: The number of bolts in each cover plate will vary depending on model.
21. Install the manual valve into the upper valve body, as shown in Figure 171.
Note: Manual valve cannot be installed after the valve bodies are bolted together, as there is a tab on the spacer plate that prevents it from falling out.
22. Install the valves, springs, sleeves, bore plugs and retainers into the lower valve body casting exactly as removed, and lube with the proper fluid as installed. Use Figure 172 as a guide. Overlap sleeve installed with slots facing out.
23. Install lower valve body left and right cover plates, as shown in Figure 172, and torque the bolts to 4 N·m (35 in.lb.).
Note: The number of bolts in each cover plate will vary depending on model.
24. Lay the lower valve body on flat work surface with the worm tracks facing up, as shown in Figure 172, and install the inside detent spring on the bottom side of the lower valve body.
25. Install the retaining bolt and hand tighten only.
26. Install the 12 check balls (4 plastic - 8 steel) in the proper locations, as shown in Figure 173.
27. Install the 2 solenoid screens in their proper locations, as shown in Figure 173.
28. Install plastic check valve in its proper location as shown in Figure 173.
Note: Install as shown in Figure 173. Some publications are wrong.
29. Install the alignment dowel and move detent spring so that dowel engages the pocket in the detent spring so that dowel cannot fall out.
30. Install the spacer plate onto lower valve body and over the alignment dowel, as shown in Figure 172.
31. Install completed upper valve body over the alignment dowel and onto the spacer plate, as shown in Figure 168.
Note: Again, make sure the manual valve is in place in the upper valve body.
32. Install 29 required valve body bolts, as shown in Figure 168, and torque valve body bolts to 8 N·m (71 in.lb.).
33. Install the two pressure solenoid screens into the upper valve body, as shown in Figure 171.
34. Install the electrical conductor plate onto the upper valve body, as shown in Figure 167.
Note: Electrical Conductor Plate snaps into position on spacer plate tab and through a hole in spacer plate. Refer to Figure 169.
35. Check all solenoids using the resistance specs on Page 23 of this manual.
36. Install the two pressure control solenoids (307) and (308) as shown in Figure 167.
Note: These two solenoids do not use any "O" ring seals.
37. Install new "O" ring seals on the three shift solenoids (306), (309), and (310), as shown in Figure 167.
38. Install the three shift solenoids in their proper positions, as shown in Figure 167.
39. Install new "O" ring on the TCC solenoid (305) as shown in Figure 167.
40. Install the TCC solenoid in its proper position, as shown in Figure 167.
41. Install the three solenoid hold down brackets, as shown in Figure 167, and the three hold down bracket bolts.
Note: Notice the position of the short bolt.
42. Torque the three solenoid hold down bracket bolts to 8 N·m (71 in.lb.).
43. Snap the two white solenoid covers into place over the solenoids, as shown in Figure 167.
44. Set completed valve body aside for the final assembly process.

MERCEDES 722.6 "UPPER" VALVE BODY, EXPLODED VIEW

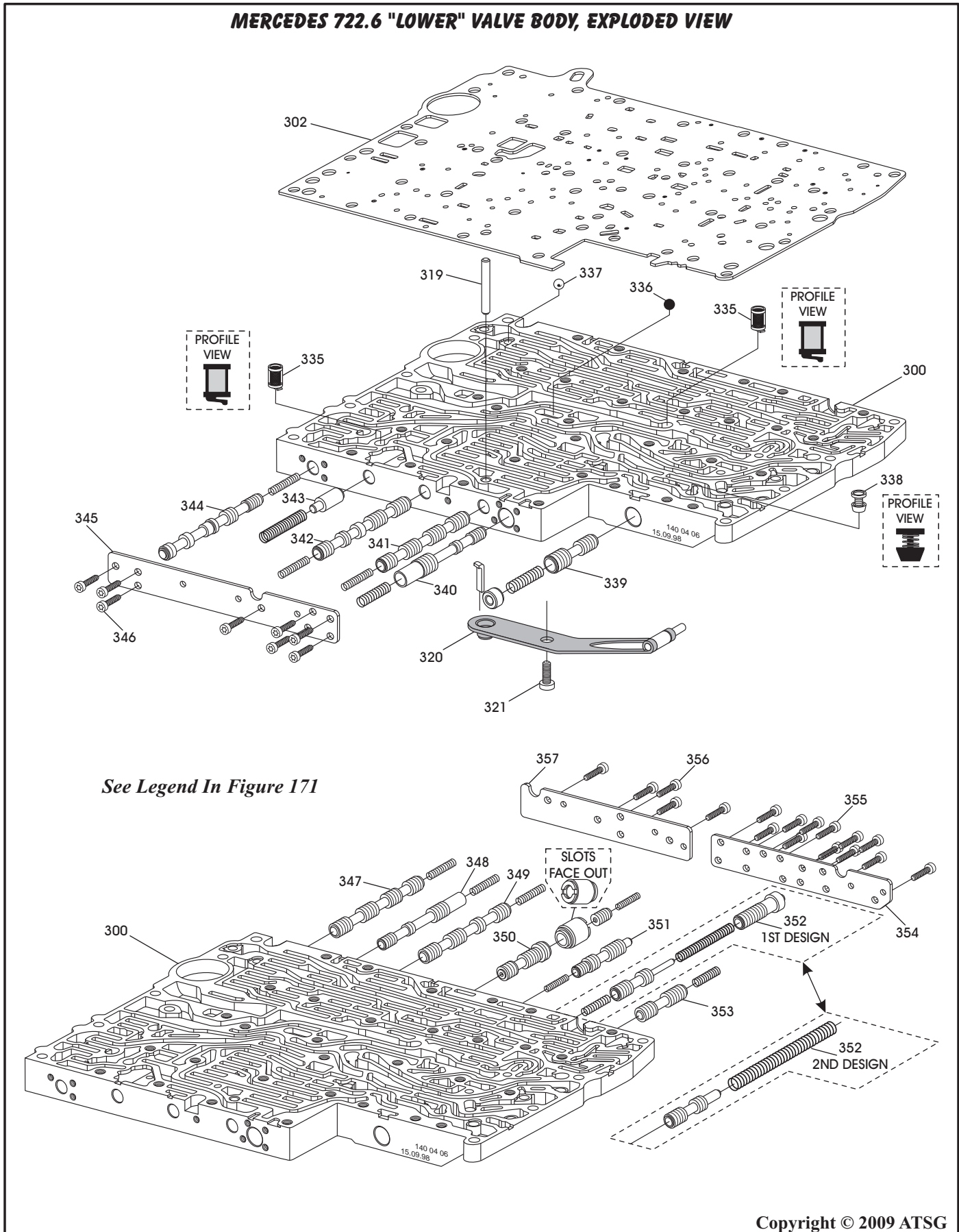


- | | |
|--|---|
| 300 LOWER VALVE BODY CASTING. | 339 B-2 SHIFT VALVE LINE-UP. |
| 301 UPPER VALVE BODY CASTING. | 340 2-3 HOLDING PRESSURE SHIFT VALVE LINE-UP. |
| 302 VALVE BODY SPACER PLATE. | 341 2-3 SHIFT COMMAND VALVE LINE-UP. |
| 319 VALVE BODY LOCATING DOWEL. | 342 2-3 PRESSURE SHIFT VALVE LINE-UP. |
| 320 INTERNAL DETENT SPRING. | 343 TCC DAMPER VALVE LINE-UP (IF EQUIPPED). |
| 321 INTERNAL DETENT SPRING RETAINING BOLT. | 344 TCC LOCK-UP REGULATOR VALVE LINE-UP. |
| 322 PRESSURE SOLENOID SCREENS (2 REQUIRED). | 345 LOWER VALVE BODY RIGHT SIDE COVER PLATE. |
| 323 2-3 OVERLAP REGULATOR VALVE LINE-UP. | 346 COVER PLATE RETAINING BOLTS (QUANTITY VARIES). |
| 324 LUBRICATION PRESSURE REGULATOR VALVE LINE-UP. | 347 1-2/4-5 SHIFT COMMAND VALVE LINE-UP. |
| 325 OPERATING PRESSURE REGULATOR VALVE LINE-UP. | 348 1-2/4-5 HOLDING PRESSURE SHIFT VALVE LINE-UP. |
| 326 FRONT COVER PLATE RETAINING BOLTS (QUANTITY VARIES). | 349 1-2/4-5 PRESSURE SHIFT VALVE LINE-UP. |
| 327 UPPER VALVE BODY FRONT COVER PLATE. | 350 1-2/4-5 OVERLAP REGULATING VALVE LINE-UP. |
| 328 MANUAL VALVE. | 351 SHIFT PRESSURE REGULATOR VALVE LINE-UP. |
| 329 3-4 OVERLAP REGULATOR VALVE LINE-UP. | 352 CONTROL VALVE PRESSURE REGULATOR VALVE LINE-UP. |
| 330 3-4 PRESSURE SHIFT VALVE LINE-UP. | 353 SHIFT VALVE PRESSURE REGULATOR VALVE LINE-UP. |
| 331 3-4 SHIFT COMMAND VALVE LINE-UP. | 354 LOWER VALVE BODY LEFT REAR COVER PLATE. |
| 332 3-4 HOLDING PRESSURE SHIFT VALVE LINE-UP. | 355 COVER PLATE RETAINING BOLTS (QUANTITY VARIES). |
| 333 UPPER VALVE BODY REAR COVER PLATE. | 356 COVER PLATE RETAINING BOLTS (QUANTITY VARIES). |
| 334 REAR COVER PLATE RETAINING BOLTS (QUANTITY VARIES). | 357 LOWER VALVE BODY LEFT FRONT COVER PLATE. |
| 335 LOWER VALVE BODY SCREENS (2 REQUIRED). | |
| 336 PLASTIC CHECK BALLS (4 REQUIRED). | |
| 337 STEEL CHECK BALLS (8 REQUIRED). | |
| 338 CHECK VALVE (NOTICE DIRECTION). | |

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Figure 171

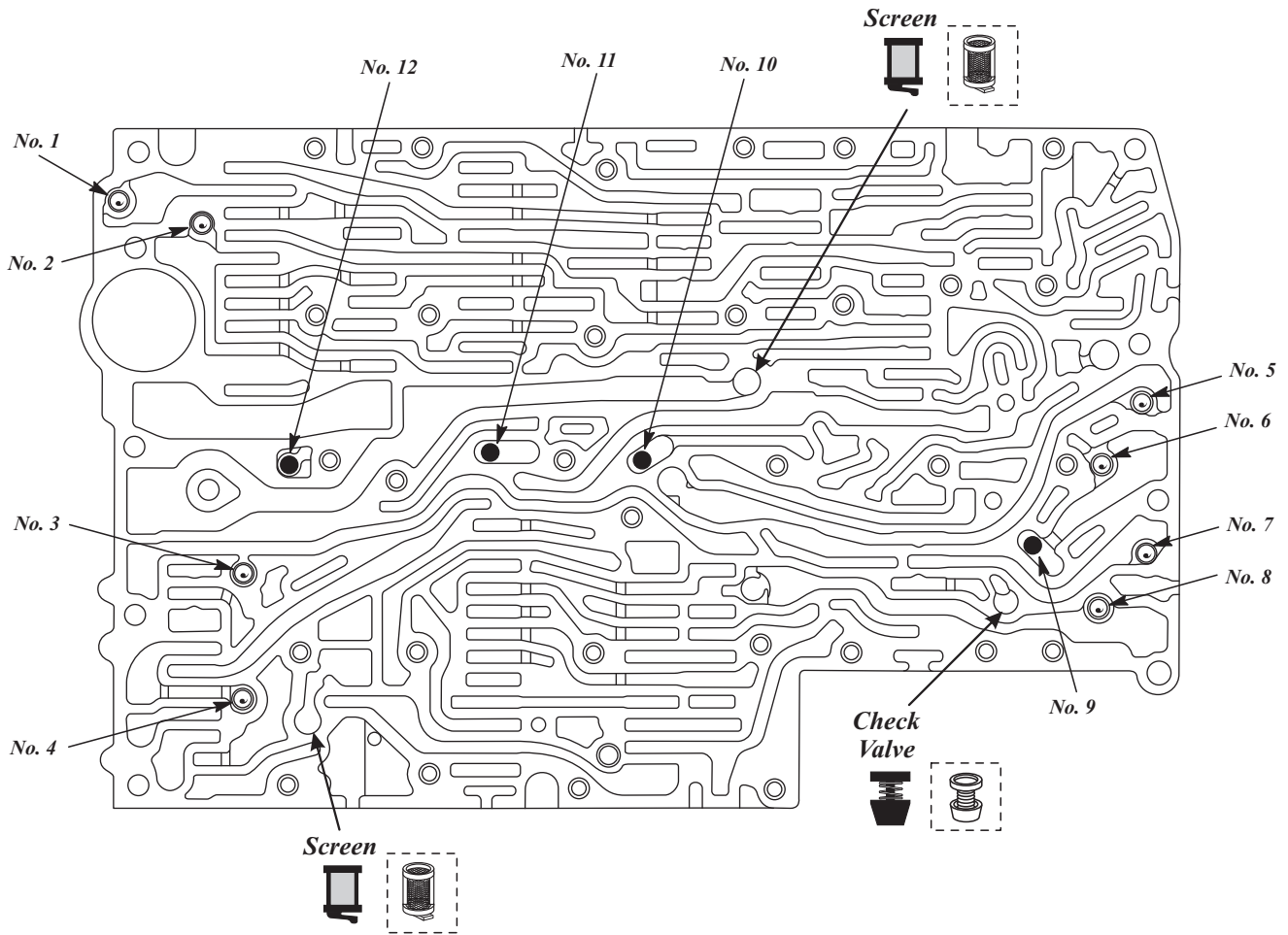
MERCEDES 722.6 "LOWER" VALVE BODY, EXPLODED VIEW



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Figure 172

CHECK BALL LOCATION AND IDENTIFICATION



Number	Function	Size	Material
1	K1 Clutch Exhaust	5.4 MM (.215")	Steel
2	B1 Clutch Exhaust	5.4 MM (.215")	Steel
3	K2 Clutch Exhaust	5.4 MM (.215")	Steel
4	Torque Converter Clutch	5.4 MM (.215")	Steel
5	B2 Clutch Exhaust	5.4 MM (.215")	Steel
6	K3 Clutch Exhaust	5.4 MM (.215")	Steel
7	B2 Clutch Counter Exhaust	5.4 MM (.215")	Steel
8	B3 Clutch Exhaust	5.4 MM (.215")	Steel
9	K3 Shuttle Ball	5.4 MM (.215")	Plastic
10	3-4 Shift Group Shuttle Ball	5.4 MM (.215")	Plastic
11	Pressure Reducing Shuttle Ball	5.4 MM (.215")	Plastic
12	Modulator Pressure Shuttle Ball	5.4 MM (.215")	Plastic

Figure 173

TRANSMISSION FINAL ASSEMBLY

1. Install the parking gear into the bottom of the case, as shown in Figure 174.
2. Install completed B-2 clutch housing assembly into the case, as shown in Figure 175.

Note: *The feed holes must face the valve body side of the case.*

3. Install the two B-2 clutch housing retaining bolts, as shown in Figure 176, and hand tighten only at this time.

Continued on Page 110

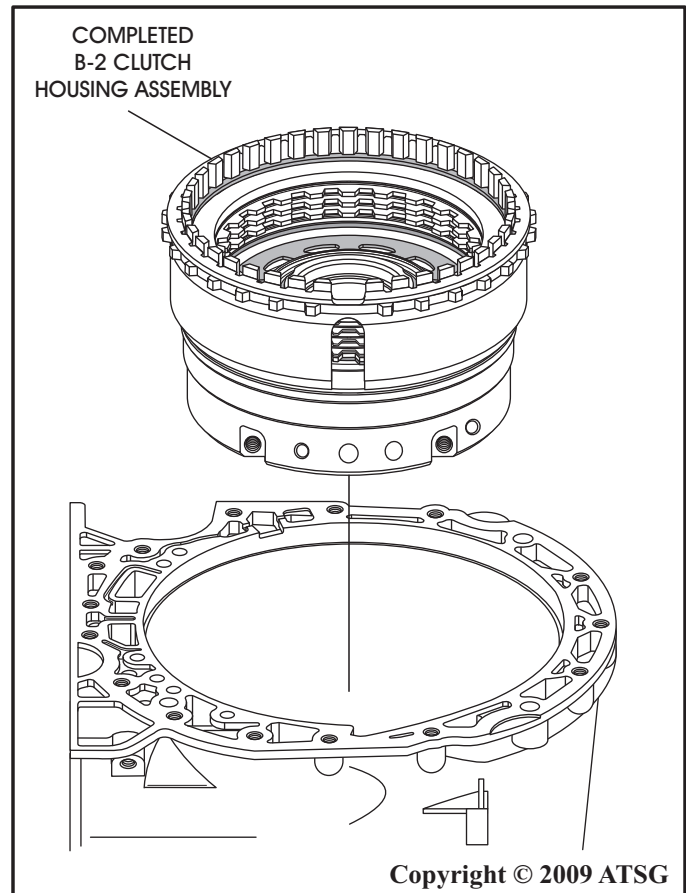


Figure 175

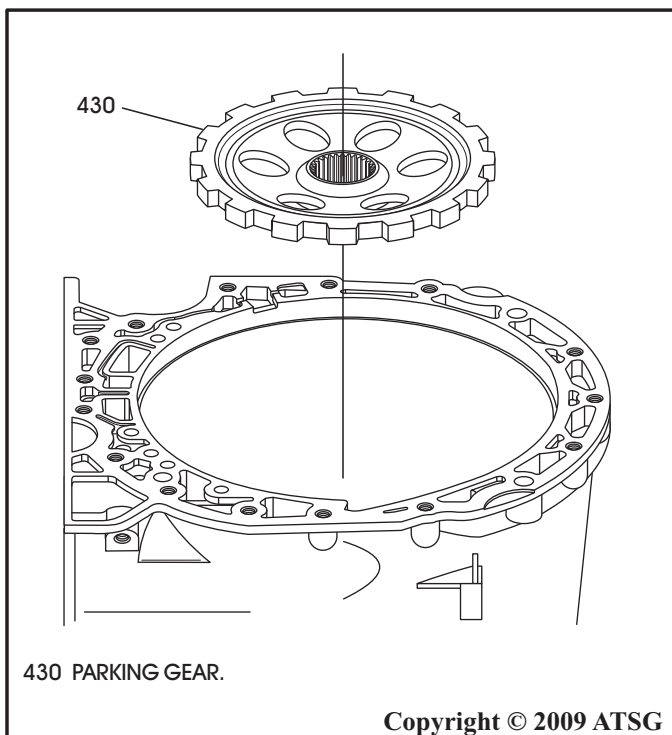


Figure 174

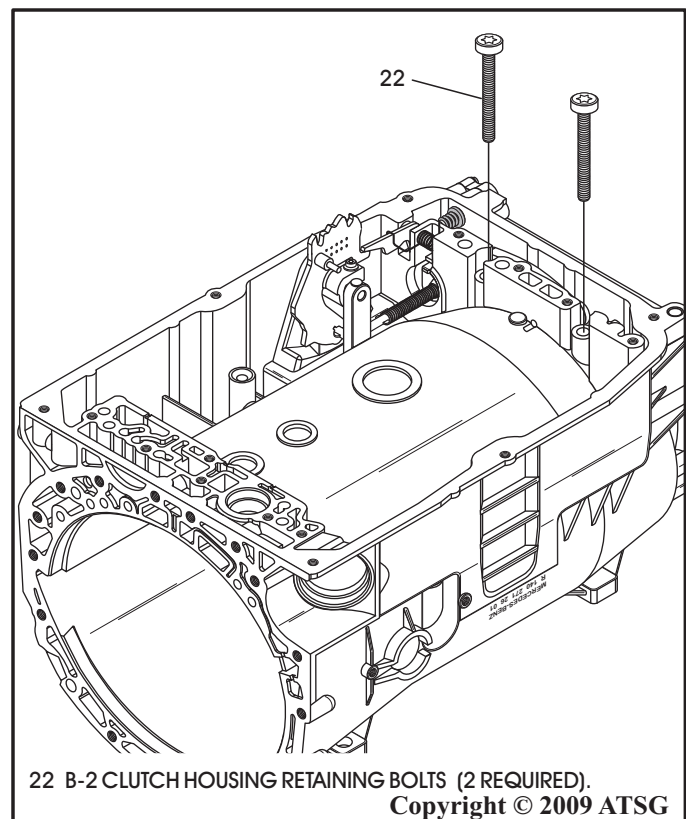


Figure 176

TRANSMISSION FINAL ASSEMBLY (CONT'D)

4. Use caution when installing B-3 clutch plates.

Caution: *The B-3 clutch may have 3, 4, or 5 "double-sided" friction plates depending on the model. Refer to the chart in Figure 177. All friction plates should be soaked in proper fluid for 30 minutes before installation.*
5. Install the B-3 clutch dished cushion plate, in the direction shown in Figure 178.
6. Install the B-3 clutch plates beginning with a steel plate and alternating with friction plates, as shown in Figure 178, until you have proper number of plates installed.

Note: *Only one thickness of B-3 steel plate is listed. Number of friction plates controlled by height of B-3 clutch piston.*
7. Install the B-3 clutch backing plate, as shown in Figure 178.
8. Install the B-3 clutch selective snap ring, as shown in Figure 178.

Continued on Page 111

B-3 CLUTCH QUANTITY CHART BY MODEL				
TRANSMISSION MODEL	LINED PLATE	STEEL PLATE	BACK. PLATE	THIN APPLY PLATE
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	5	4	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 B-3 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 177

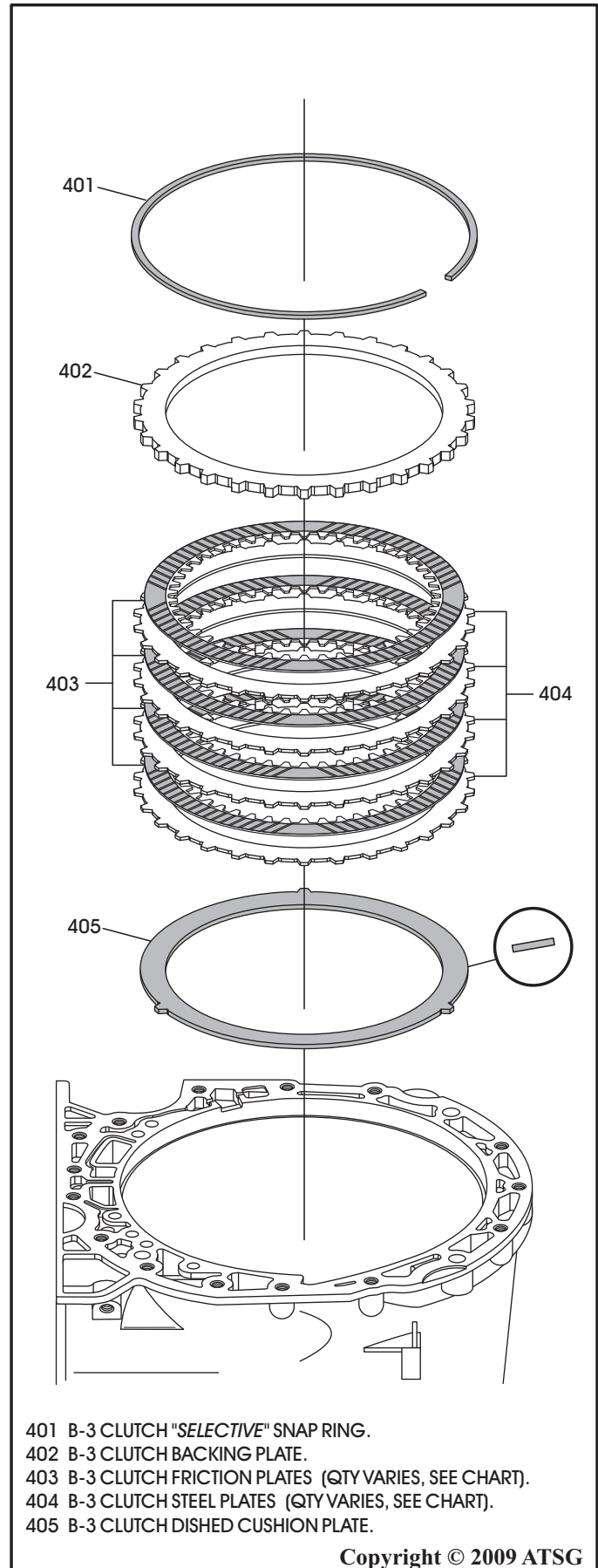


Figure 178

TRANSMISSION FINAL ASSEMBLY (CONT'D)

9. Measure B-3 clutch clearance using a feeler gauge between the selective snap ring and the backing plate, as shown in Figure 179.
10. B-3 clutch clearance is the same for all models and should be 1.0 - 1.4mm (.039" - .055"), as shown in Figure 179.
11. Change the selective snap ring as necessary to obtain the proper clutch clearance. There are 6 different snap ring thickness' available and are listed in Figure 179.
12. Install the completed center and rear planetary gearset, as shown in Figure 180, by rotating back and forth as you have 2 sets clutches to engage.

13. Slide yoke on the output shaft splines to assist in rotating the assembly, if necessary.

Note: Ensure number 5 thrust bearing is still in place, as shown in Figure 180. The number 4 thrust bearing race was installed on the K-2 clutch housing.

Continued on Page 112

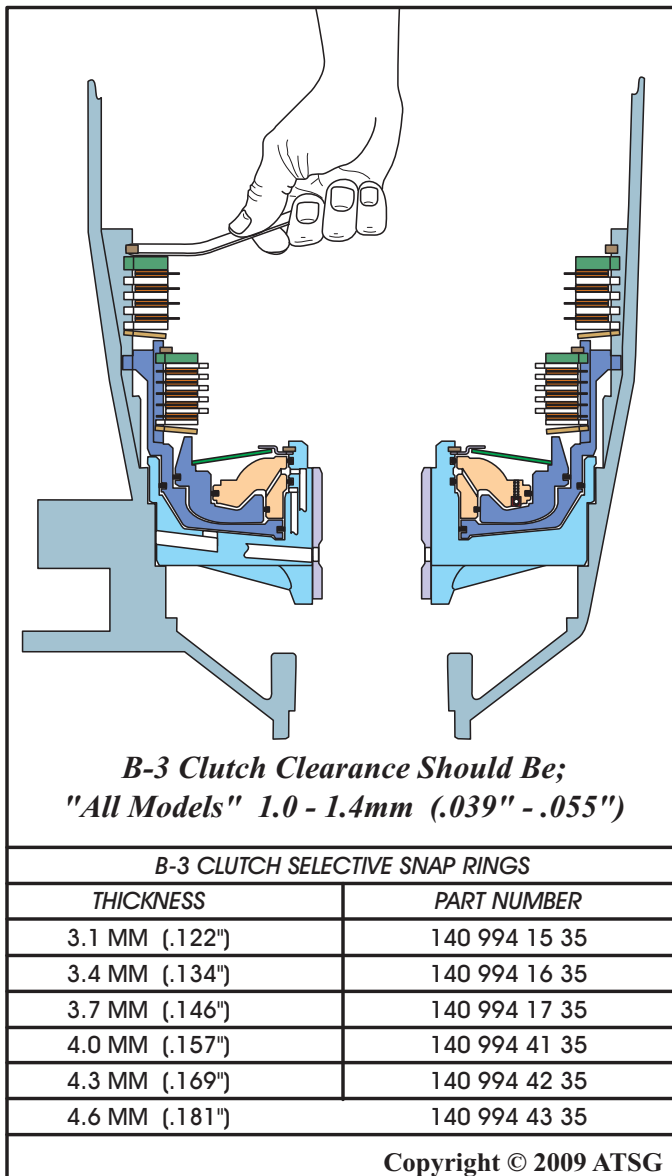


Figure 179

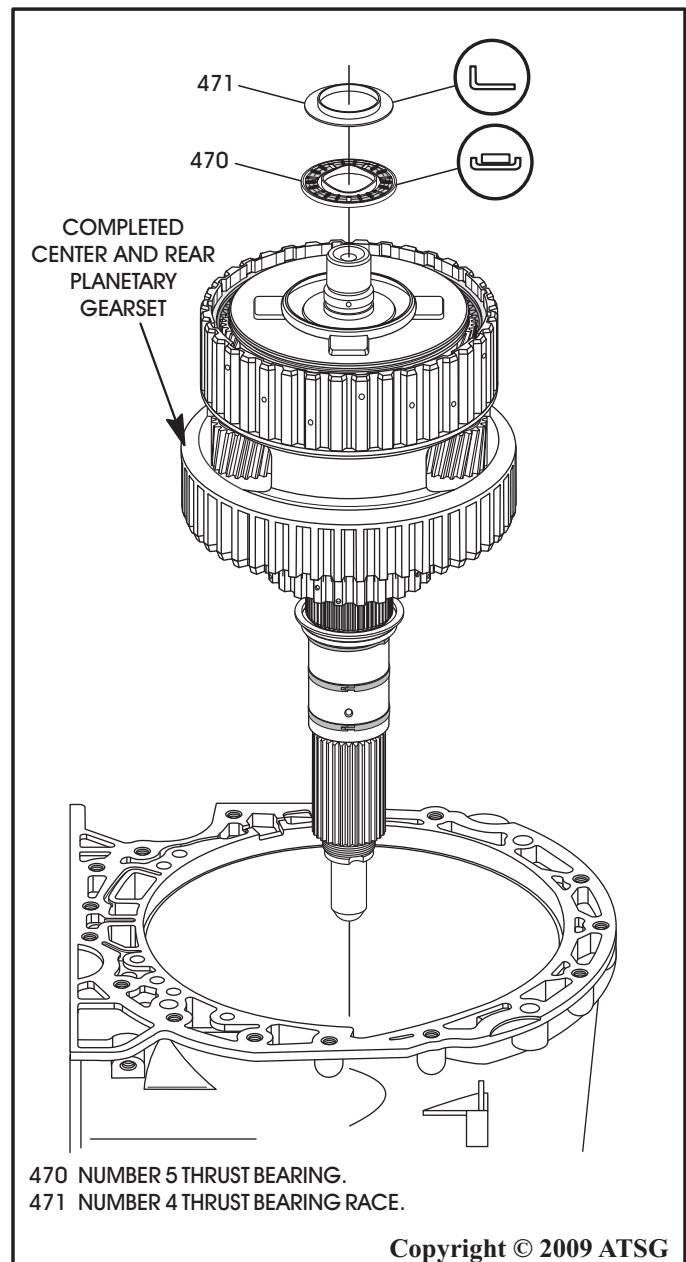


Figure 180

TRANSMISSION FINAL ASSEMBLY (CONT'D)

14. Lay completed converter housing, oil pump and B-2 clutch on work bench face down, as shown in Figure 181, on blocks, as the turbine shaft protrudes past the face of converter housing.
 15. Ensure No 2 & 3 thrust bearings are still in place and install completed K-1 clutch housing into the B-1 clutches, as shown in Figure 181, by rotating back and forth until fully seated.
 16. Install completed K-2 clutch housing into the K-1 clutches, as shown in Figure 181, by rotating back and forth until fully seated.
- Note: Ensure number 4 thrust bearing race is still stuck to back side of K-2 clutch housing.**
17. Gently roll the complete assembly over on the bench and install a small pair of vice grips on the turbine shaft just above the stator, as shown in Figure 182, carefully so as not to damage the turbine splines.

Continued on Page 113

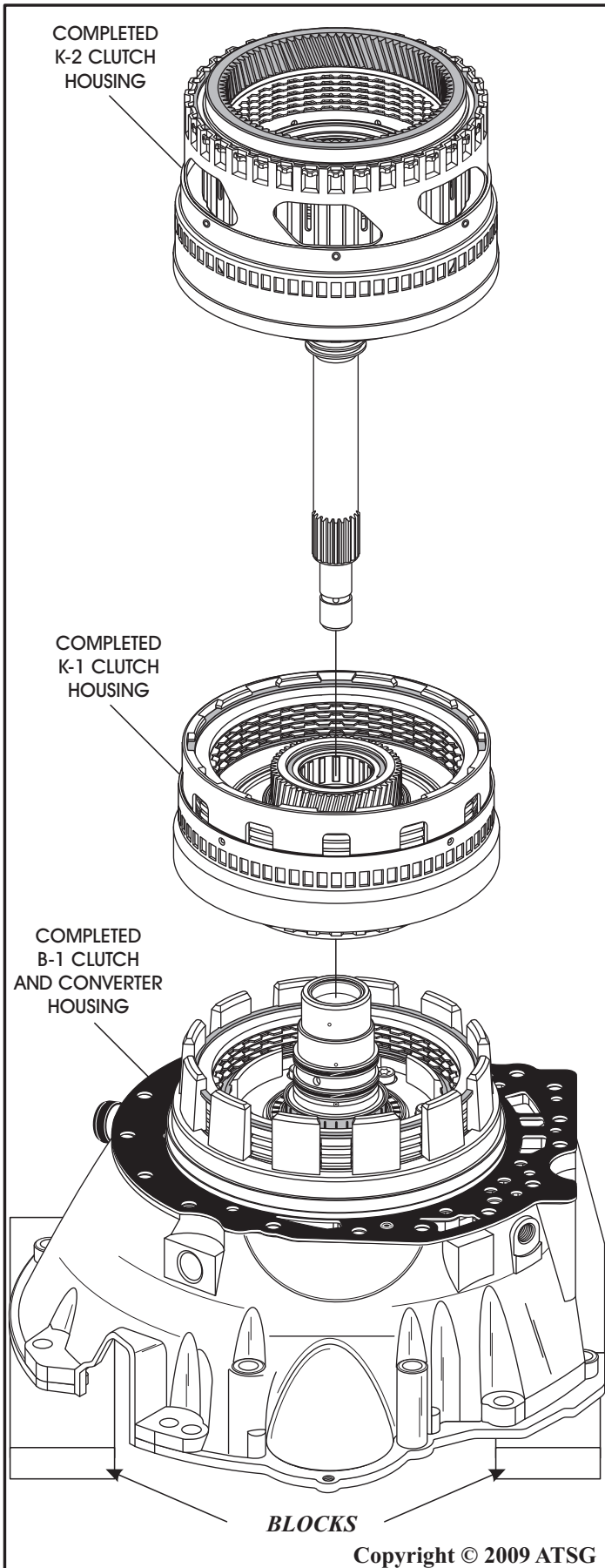


Figure 181

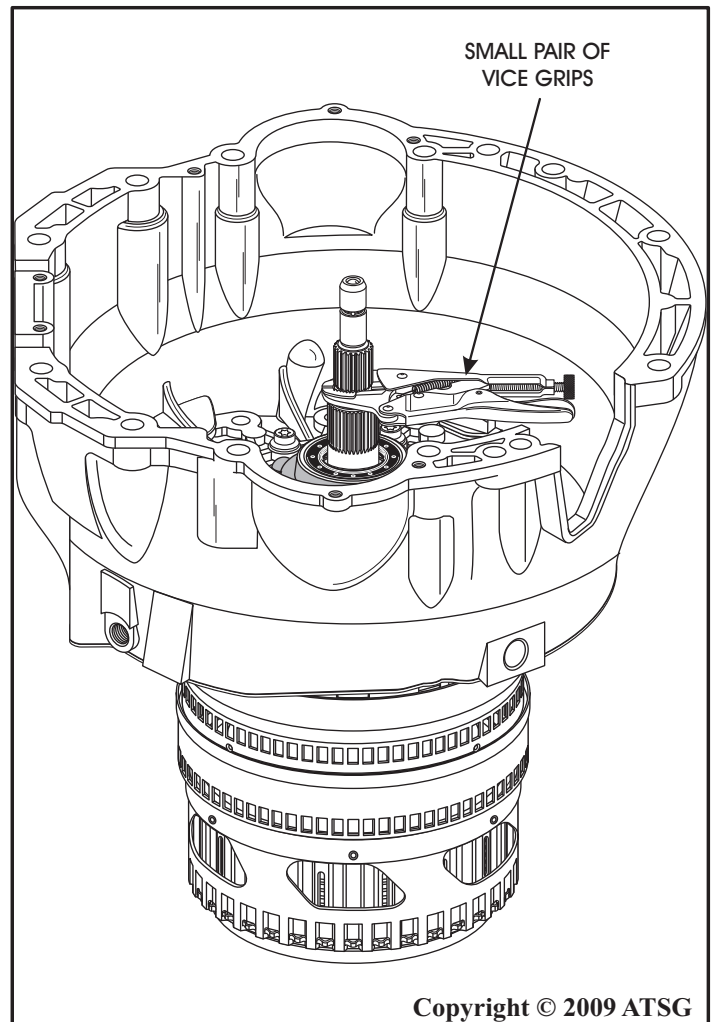


Figure 182

TRANSMISSION FINAL ASSEMBLY (CONT'D)

18. Using a helper if necessary, install the completed assembly into the transmission case, as shown in Figure 183.
19. Rotate the vice grips until fully seated, usually less than 1 turn, and then remove vice grips.
20. Install the 15 required converter housing to case retaining bolts, as shown in Figure 184, torque bolts to 20 N·m (14.7 ft.lb.) (See Figure 185).

Many thanks to "Dino" of Lee-Myles Transmission for the "Vice-Grip" tip. It works very well.

Continued on Page 114

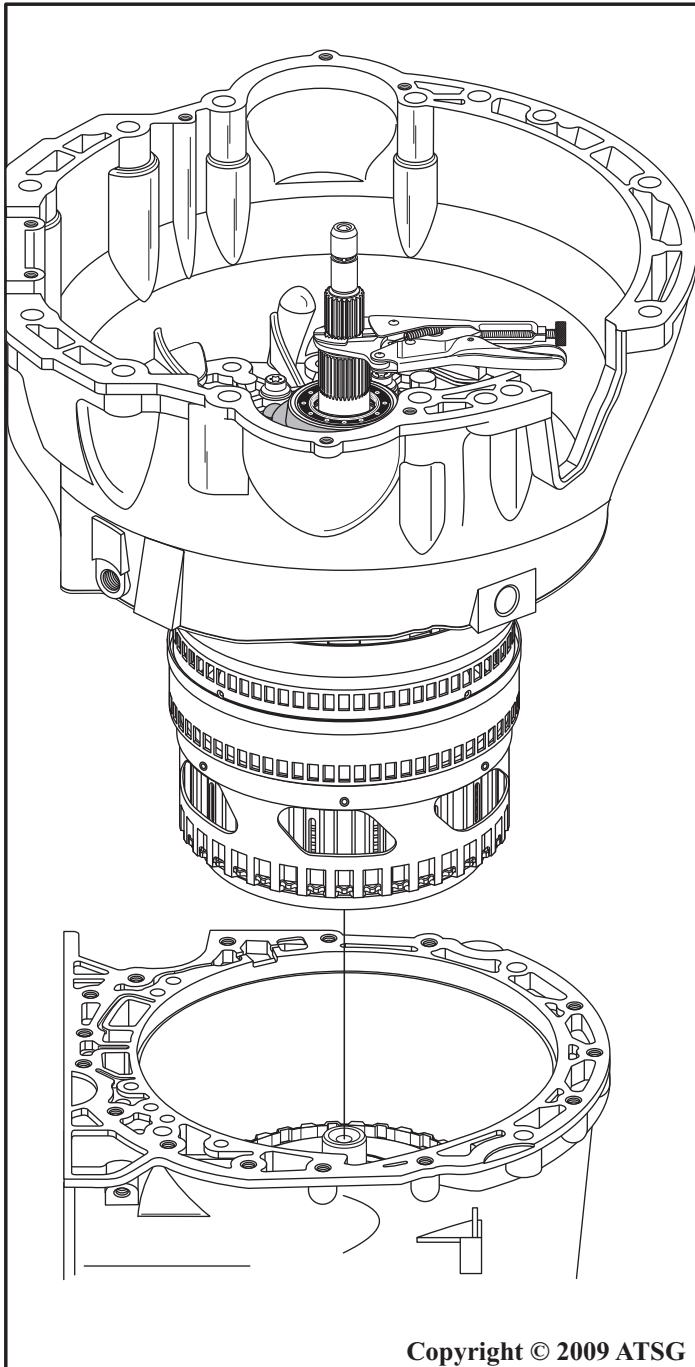


Figure 183

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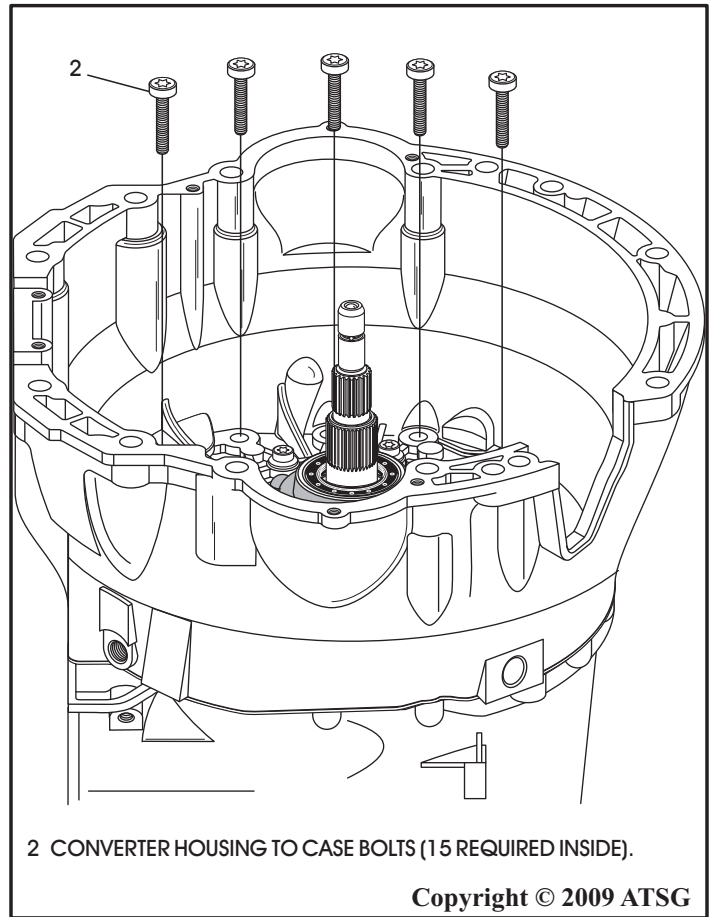


Figure 184

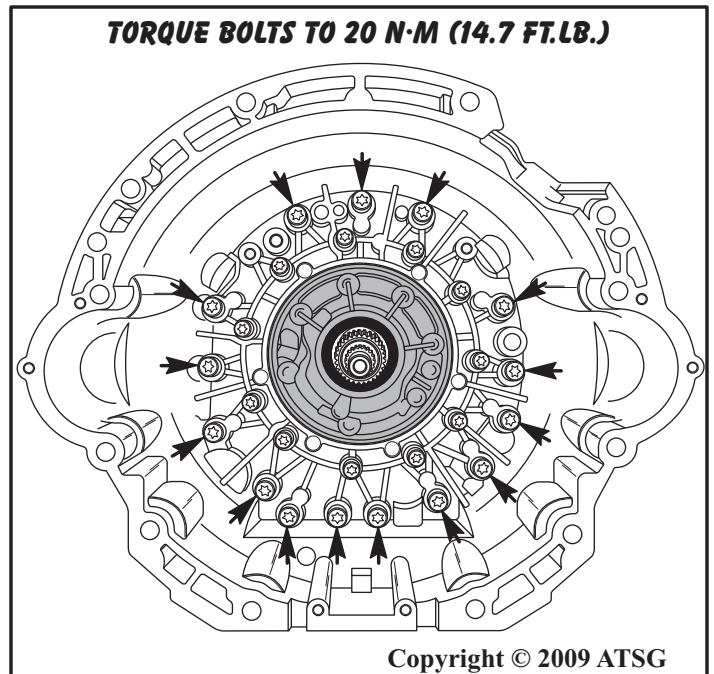


Figure 185

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**TORQUE B-2 HOUSING BOLTS TO
16 N·M (141 IN.LB.)**

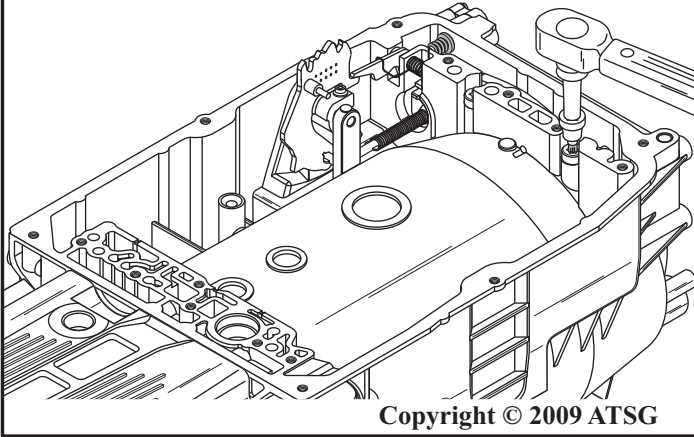


Figure 186

TRANSMISSION FINAL ASSEMBLY (CONT'D)

21. Rotate transmission in fixture so pan surface is facing up, as shown in Figure 186, and torque the B-2 clutch housing retaining bolts to 16 N·m (141 in.lb.).
22. Rotate transmission in fixture so output shaft is facing up, as shown in Figure 187, and ensure transmission is *not* in the Park position and no shims installed.
23. Using a cross-bar and dial caliper, measure from the cross-bar to the surface of the hub on parking gear, as shown in Figure 187, and record this as Measurement "A".
24. Measure from the cross-bar to bottom of the ball bearing pocket in case, as shown in Figure 188, and record this as Measurement "B".

Continued on Page 115

MEASUREMENT "A"

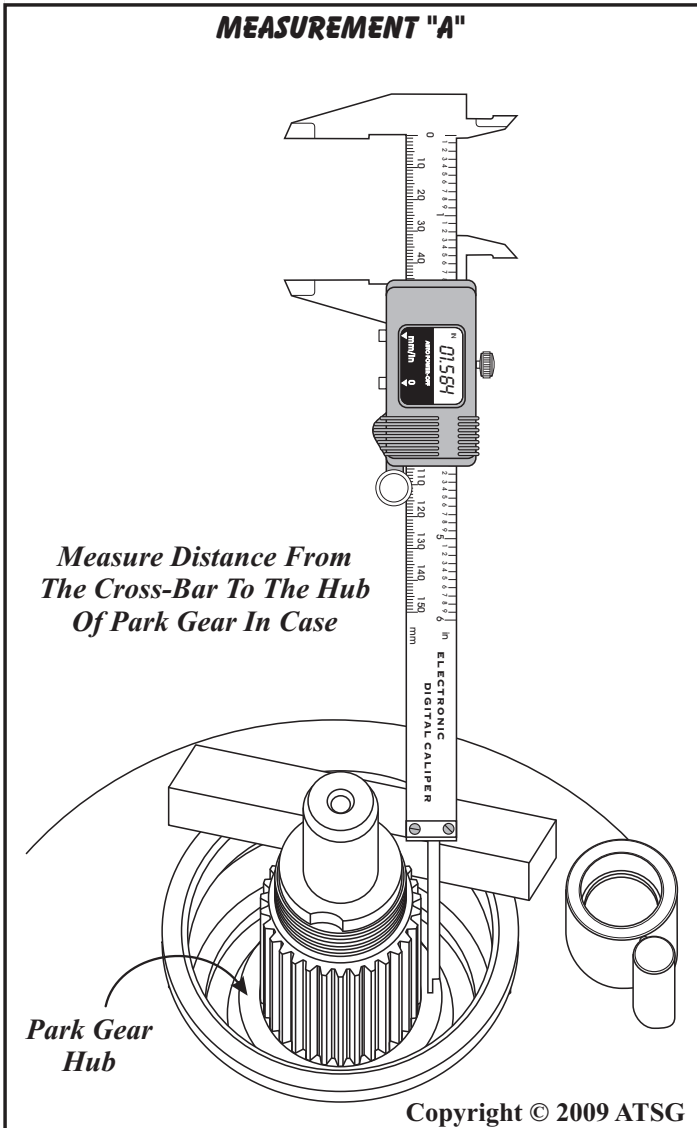


Figure 187

MEASUREMENT "B"

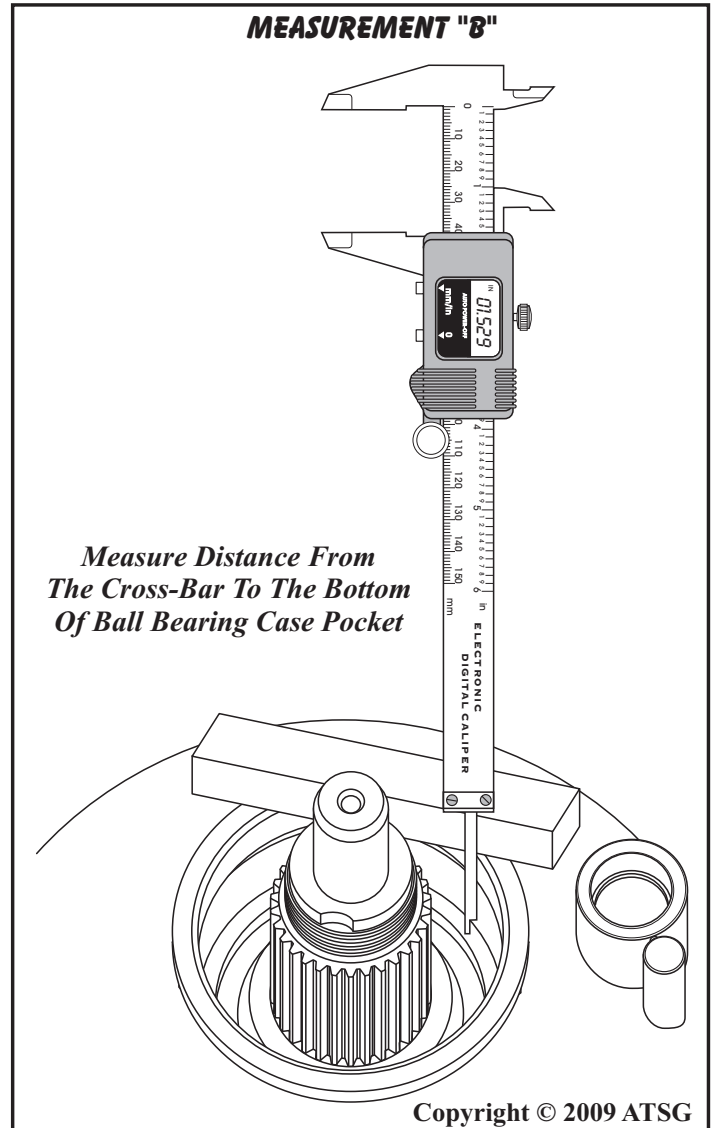


Figure 188

TRANSMISSION FINAL ASSEMBLY (CONT'D)

25. To calculate end-play subtract Measurement "B" from Measurement "A".

Example:

Measurement "A" = 39.72mm (1.564")

Minus

Measurement "B" = 38.83mm (1.529")

Equals 0.90mm (.035")

26. End-play must be 0.3-0.5mm (.012"-.020") and you have a measurement of .035" in the example used above, so you will need a 0.5mm (.020") shim to obtain proper end-play 0.4mm (.015").

27. There are 4 different thickness shims available and are listed in Figure 189.

28. Install the proper shim from your calculation, into transmission on top of parking gear hub, as shown in Figure 189.

29. Install ball bearing into transmission housing, as shown in Figure 189.

Note: The closed side of the plastic cage faces the parking gear, as shown in Figure 189.

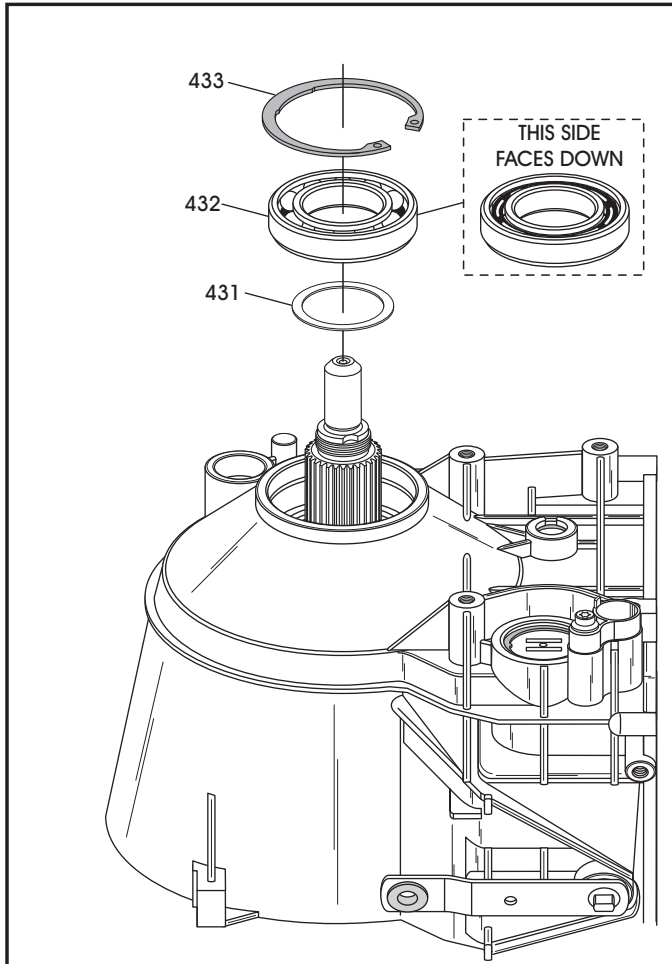
30. Install the ball bearing retaining ring and ensure it is properly seated in the groove.

31. Check with a feeler gauge and ensure there is no play between the bearing and snap ring, as shown in Figure 190.

Note: If the snap ring will not go in, a thinner ring must be used. If there is play between the ring and bearing, a thicker ring must be used.

32. Retaining rings are available in three different thickness' of 2.0mm (.079"), 2.1mm (.083"), and 2.2mm (.087").

Continued on Page 116



- 431 PARK GEAR TO REAR BALL BEARING SHIM (END-PLAY).
- 432 REAR TRANSMISSION BALL BEARING.
- 433 REAR BALL BEARING RETAINING SNAP RING.

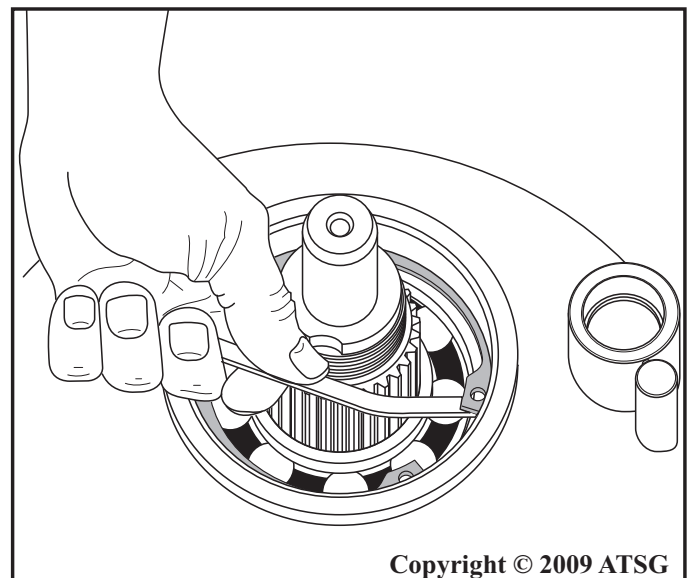
**End-Play Clearance Should Be;
0.3 - 0.5mm (.012" - .020")**

END-PLAY SELECTIVE SHIMS

THICKNESS	PART NUMBER
0.2 MM (.008")	140 272 06 52
0.3 MM (.012")	140 272 07 52
0.4 MM (.016")	140 272 08 52
0.5 MM (.020")	140 272 09 52

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Figure 189



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Figure 190

TRANSMISSION FINAL ASSEMBLY (CONT'D)

33. Install output shaft washer in transmission, as shown in Figure 191.
34. Install the rear transmission seal, as shown in Figure 191, using proper seal driver.
35. Lubricate the transmission yoke seal surface with a small amount of Trans-Jel®, and install yoke, as shown in Figure 191.
36. Place the transmission in the Park position and install the nut, as shown in Figure 191, using a 30mm 12 point socket.
37. Torque the nut to 200 N·m (147.5 ft.lb.), and stake shoulder of the nut into key slot of output shaft using a small punch.
38. Install the two case to converter housing bolts and torque to 20 N·m (14.7 ft.lb.), as shown in Figure 192.

39. Rotate transmission, install dial indicator and verify transmission the end-play, as shown in Figure 193.

Continued on Page 117

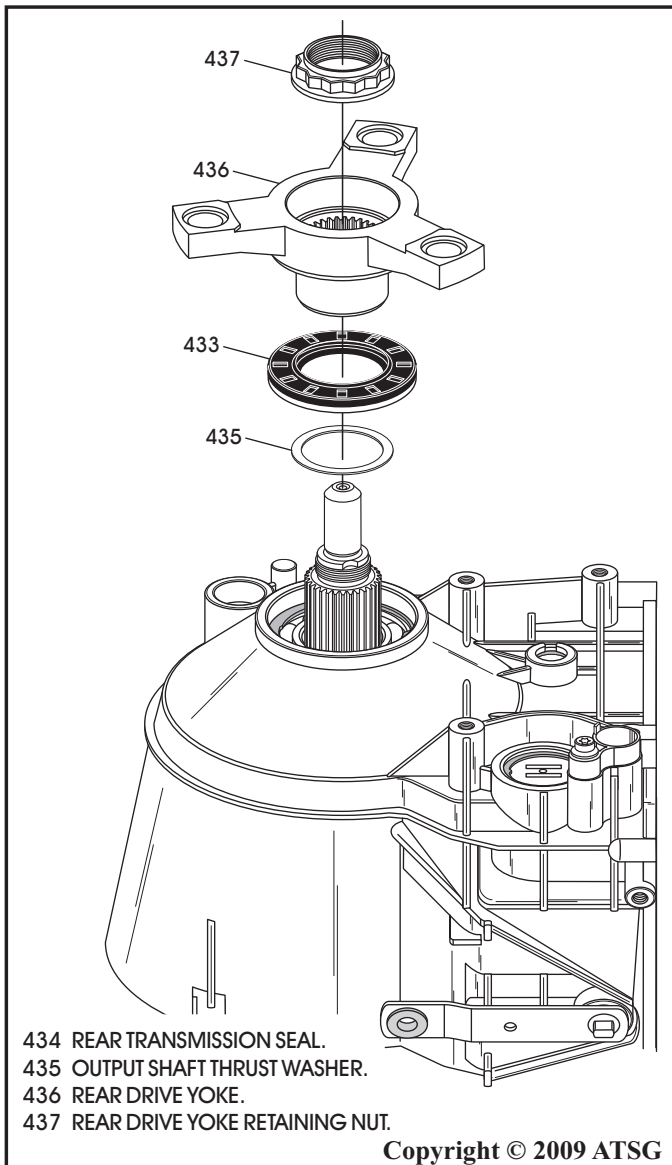


Figure 191

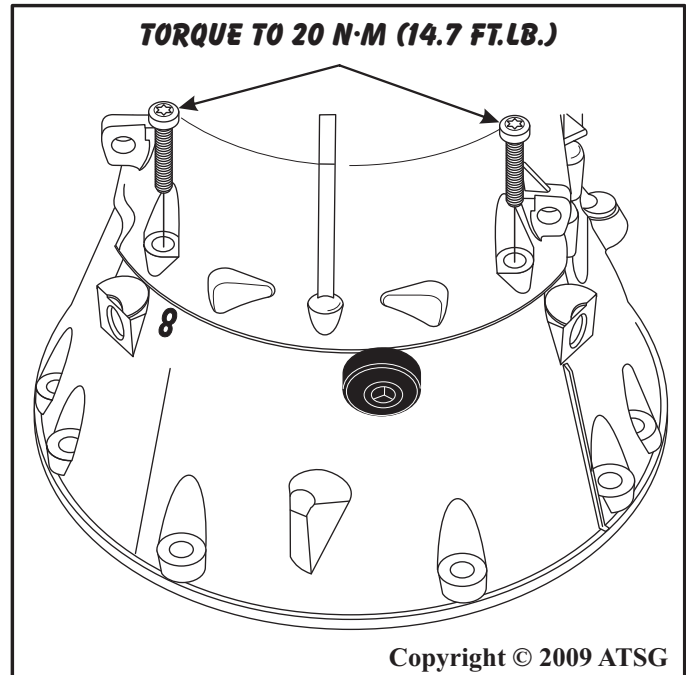


Figure 192

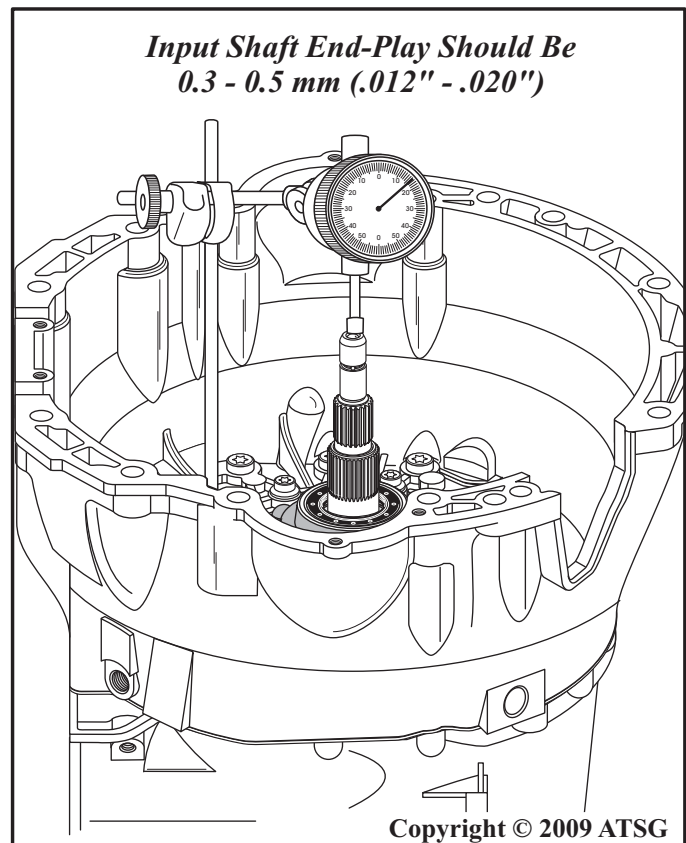


Figure 193

TRANSMISSION FINAL ASSEMBLY (CONT'D)

40. Rotate transmission so that the pan surface is facing up, as shown in Figure 194.
41. Install the completed valve body assembly, as shown in Figure 194.
Note: Ensure manual valve engages on the detent lever pin (See inset Figure 194).

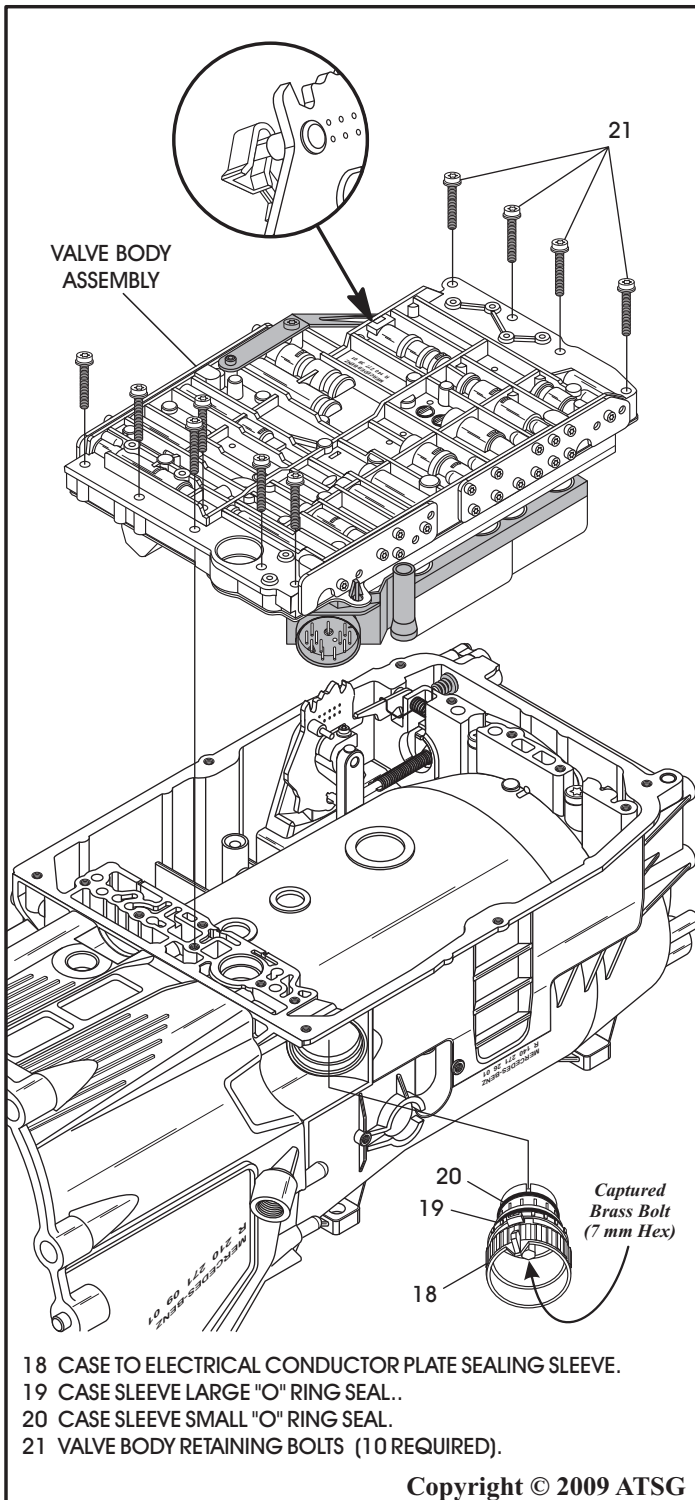


Figure 194

42. Install the ten valve body retaining bolts, as shown in Figure 194, and torque valve body bolts and the inside detent spring bolt to 8 N·m (71 in.lb.).
43. Install new "O" rings on the conductor plate sealing sleeve, as shown in Figure 194.
Note: There have been several changes to the "O" rings for leakage concerns. The latest version is White in color.
44. Install the conductor plate sleeve, as shown in Figure 194, and tighten the 7mm brass screw.
45. Install new "O" ring seal on the oil filter neck, lube with small amount of Trans-Jel® and install oil filter, as shown in Figure 195.
Note: Ensure the oil filter is fully seated, as it goes through valve body and into the case.

Continued on Page 118

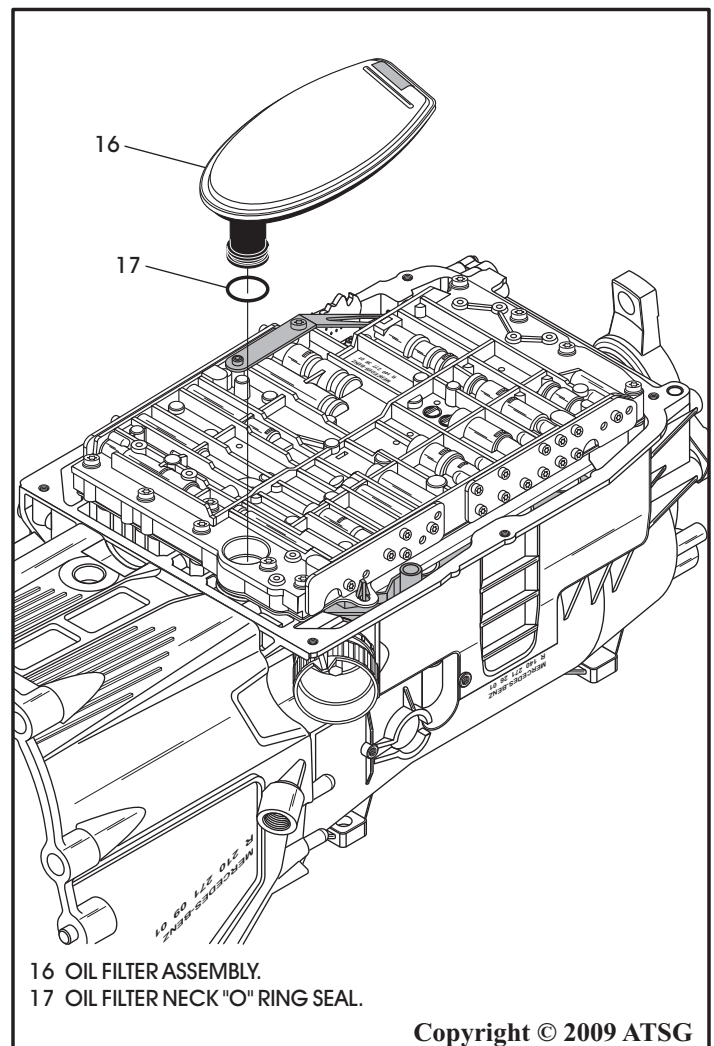
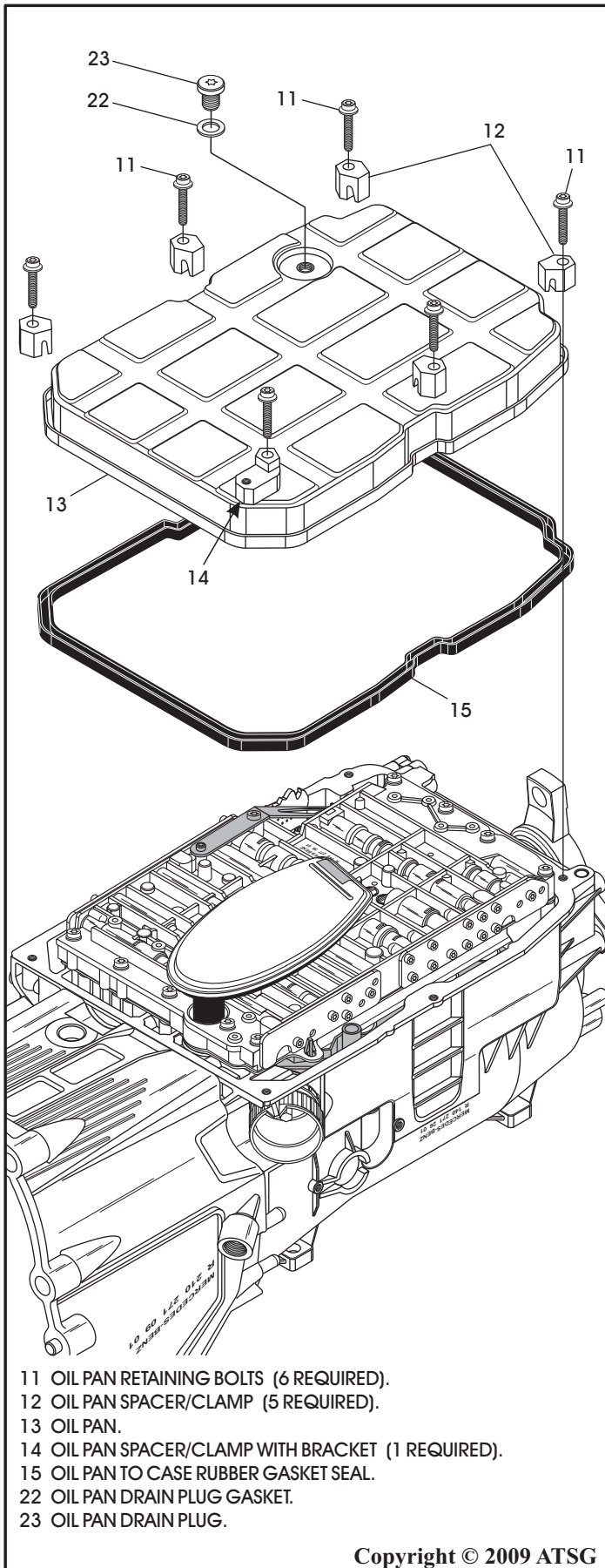


Figure 195

TRANSMISSION FINAL ASSEMBLY (CONT'D)

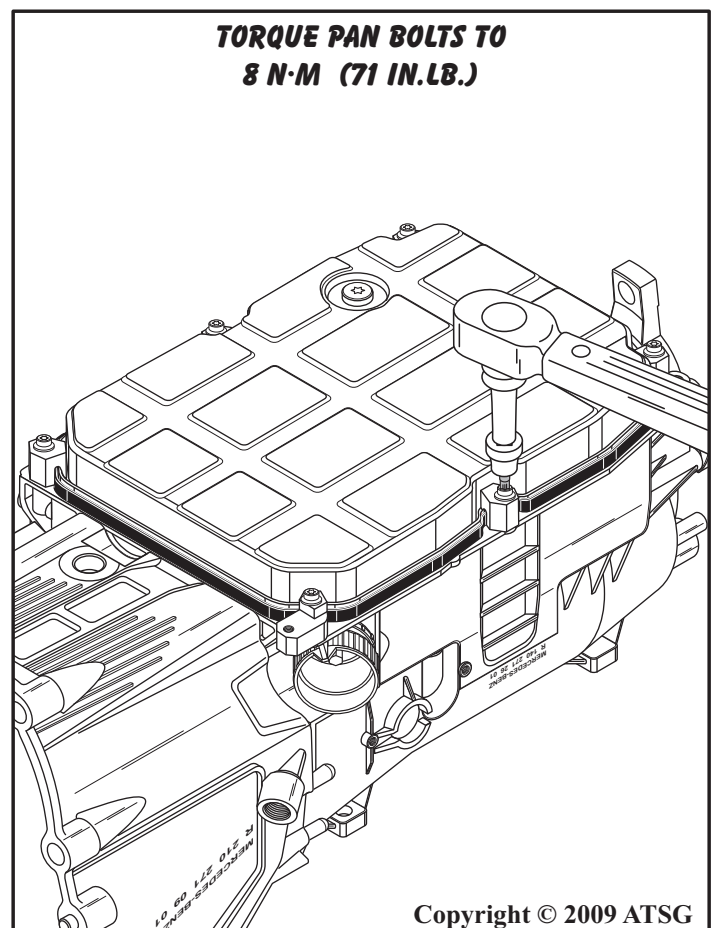
46. Install new gasket on the oil pan drain plug, as shown in Figure 196, install the drain plug and torque to 20 N·m (14.7 ft.lb.).
 47. Install a new gasket to the oil pan, as shown in Figure 196, and install oil pan onto transmission.
 48. Install the 6 spacers and their bolts, as shown in Figure 196.
- Note: 1 of the spacers has a tab with a threaded hole, for the external heat shield and goes directly above the case connector sleeve.*
49. Torque all oil pan retaining bolts, as shown in Figure 197, to 8 N·m (71 in.lb.).

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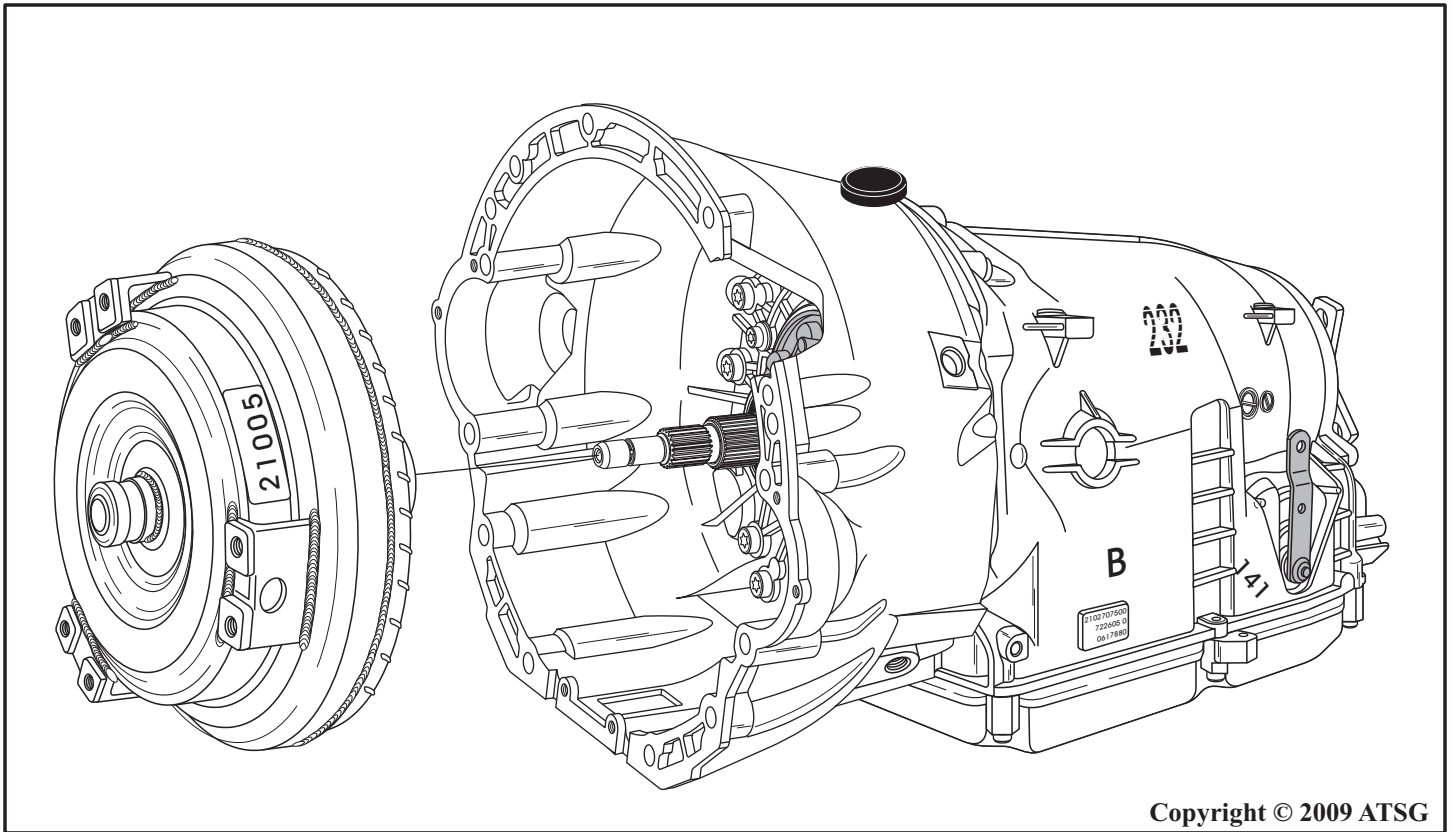
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Figure 196



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Figure 197



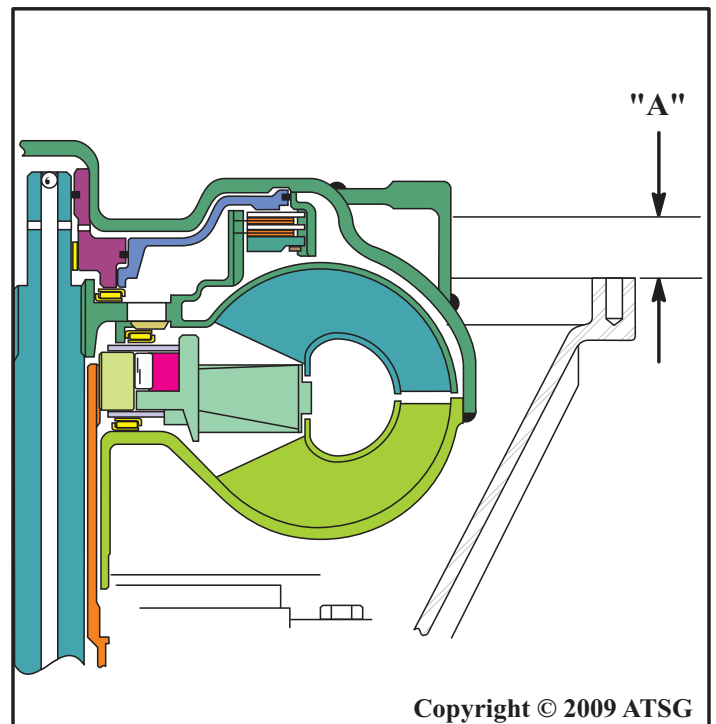
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Figure 198

TRANSMISSION FINAL ASSEMBLY (CONT'D)

50. Lubricate the outside diameter of the converter hub with small amount of Trans-Jel®, and install torque converter, as shown in Figure 198.
51. Measure distance "A" from the torque converter pad to the face of converter housing, as shown in Figure 199.
52. If converter is properly installed, distance "A" will be 55mm (2.17 inch).

**CONGRATULATIONS
YOU ARE FINISHED!**



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Figure 199



Technical Service Information

TORQUE SPECIFICATIONS			
Component	N•m	Ft.Lb.	In.Lb.
Converter Housing to Case	20	14.7	
Converter Housing to B-1 Clutch Housing	10		88
B-1 Clutch Housing to Pump Body	20	14.7	
Valve Body and Solenoid Bolts	8		71
Valve Body Cover Bolts	4		35
Inside Detent Spring to Valve Body	8		71
Inside Detent Lever Linkage	8		71
Valve Body to Case Bolts	8		71
Case To B-2 Clutch Housing	16		141
Transmission Rear Yoke Nut	200	147.5	
Oil Pan Drain Plug	20	14.7	
Oil Pan to Case	8		71
Transmission to Engine Bolts	38	28	
Torque Converter to Drive Plate	50	37	
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Figure 200

*We wish to send out a hearty "Thank You" to
Rich Varhan at European Transmission Exchange
for supplying the transmission that made this manual possible.*