TCC HYDRAULIC OPERATION

The Torque Converter is uniquely constructed in that the converter clutch apply circuit is independent to the converter in and out fluid. Additionally, the converter could contain either 1 or 2 friction plates depending on the size of the engine .

Figure 34 below, illustrates how the converter clutch apply piston contours to the flywheel side of the torque converter cover. The friction plates lug to a hub splined to the turbine shaft while the steel plates lug to the converter cover. When the clutch is commanded on, apply fluid is fed through the center of the turbine shaft and fills the area between the converter cover and piston. The piston applies the friction plates to the steel plates locking the turbine shaft to the cover.

Converter fill is fed into the converter between the converter hub that drives the pump gears and the stator shaft. The fluid's return path is between the stator shaft and turbine shaft.

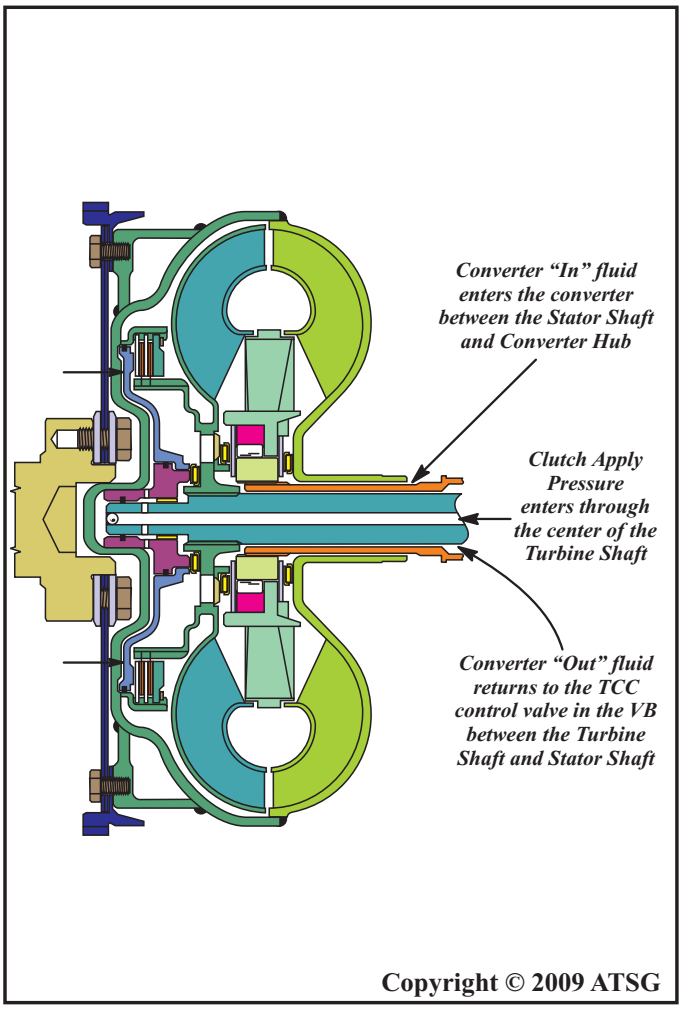


Figure 34

TCC ELECTRONIC OPERATION

The TCM controls the converter clutch apply with Electronic Modulated Converter Clutch (EMCC) software using the TCC (PWM) solenoid and the TCC valve in the valve body. There are four output logic states that can be applied as follows;

- ***No EMCC***
- ***Partial EMCC***
- ***Full EMCC***
- ***Gradual-To-No EMCC***

No EMCC

Under "No EMCC" conditions, the TCC (PWM) solenoid is OFF. There are several conditions that can result in "No EMCC" operations. It can be iniated due to a fault in the transmission or because the TCM does not see the need for EMCC under current driving conditions.

Partial EMCC

Partial EMCC operation modulates the TCC (PWM) solenoid (duty-cycle) to obtain partial converter clutch application. Partial EMCC is maintained until Full EMCC is called for and actuated. During Partial EMCC some slip does occur. Partial EMCC will usually occur at low vehicle speeds, low load and light throttle situations.

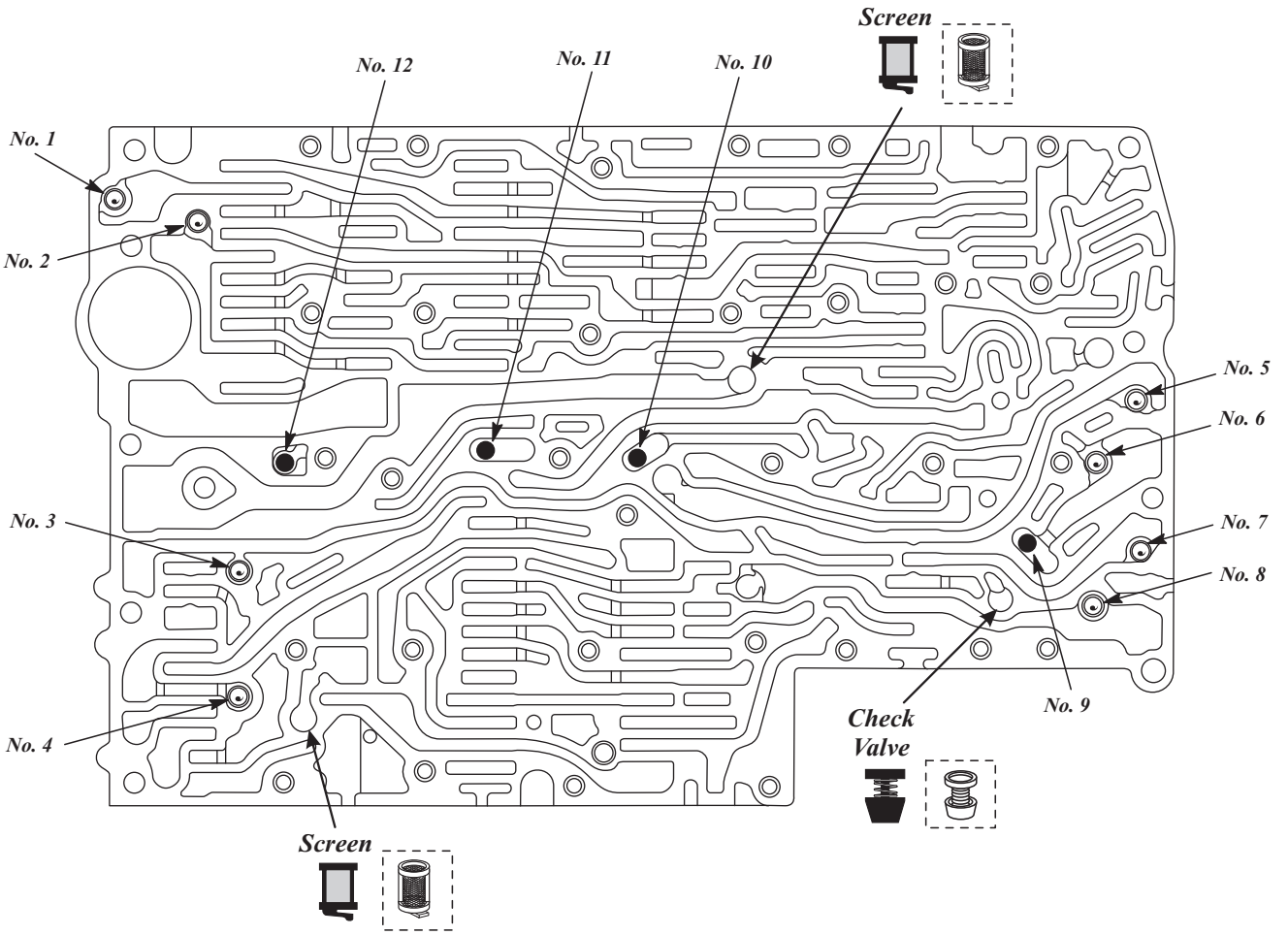
Full EMCC

During Full EMCC operation, the TCM increases the TCC (PWM) solenoid duty-cycle to full ON, after Partial EMCC brings the engine speed within the desired slip range of transmission input speed in relation to engine rpm.

Gradual-To-No EMCC

This operation is to soften the change from Full or Partial EMCC to No EMCC. This is done at mid-throttle by decreasing the TCC (PWM) solenoid duty-cycle.

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 35

CASE PASSAGE IDENTIFICATION

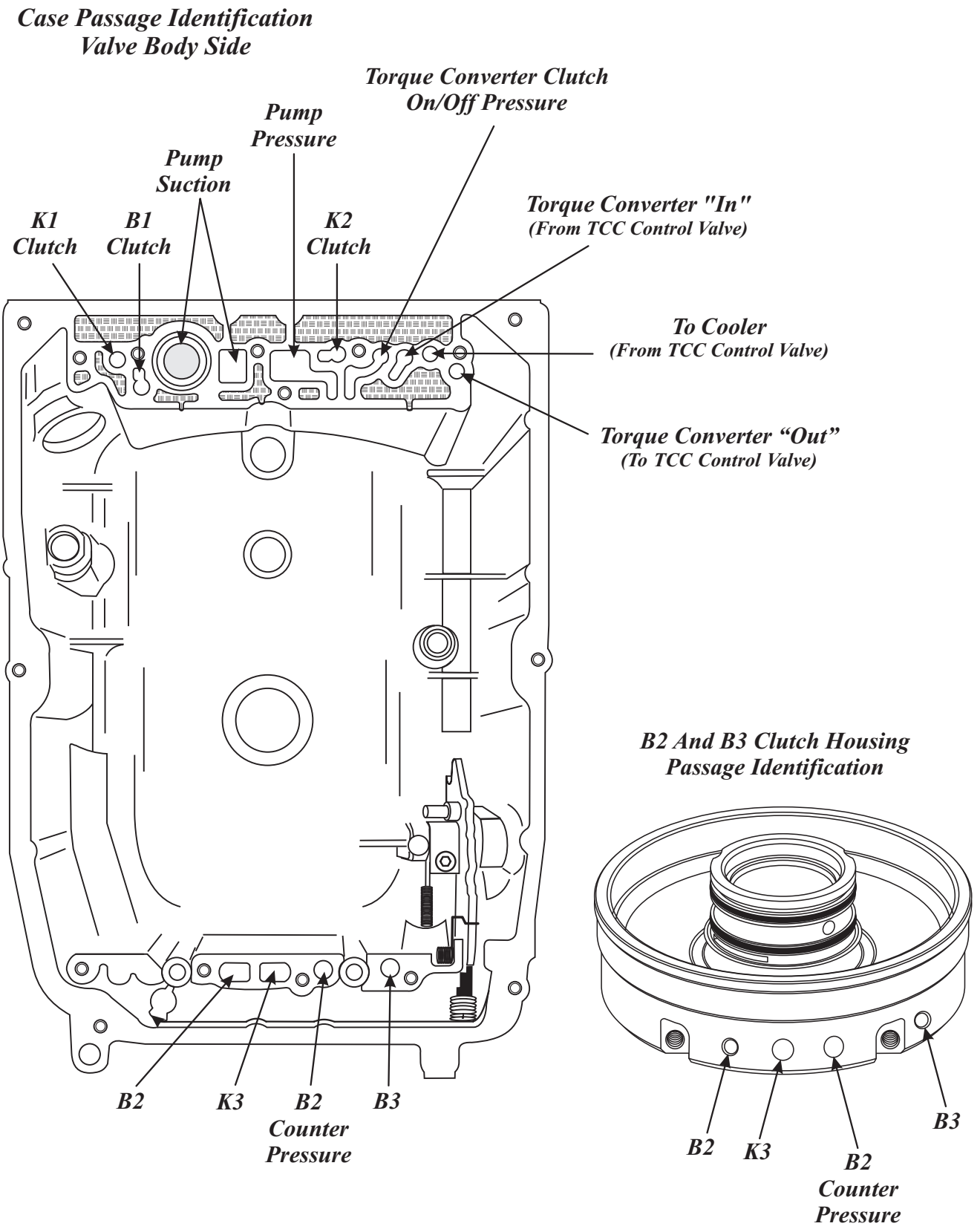
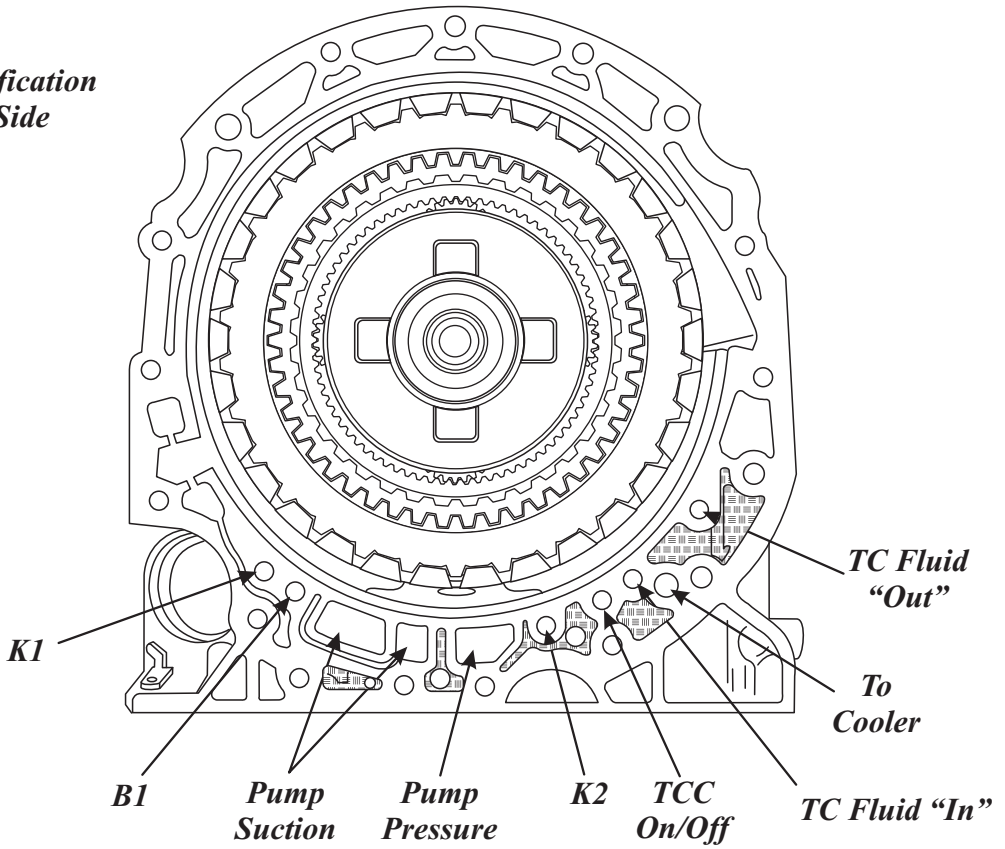


Figure 36

CASE PASSAGE IDENTIFICATION

Case Passage Identification
Converter Housing Side



Converter Housing
Passage Identification

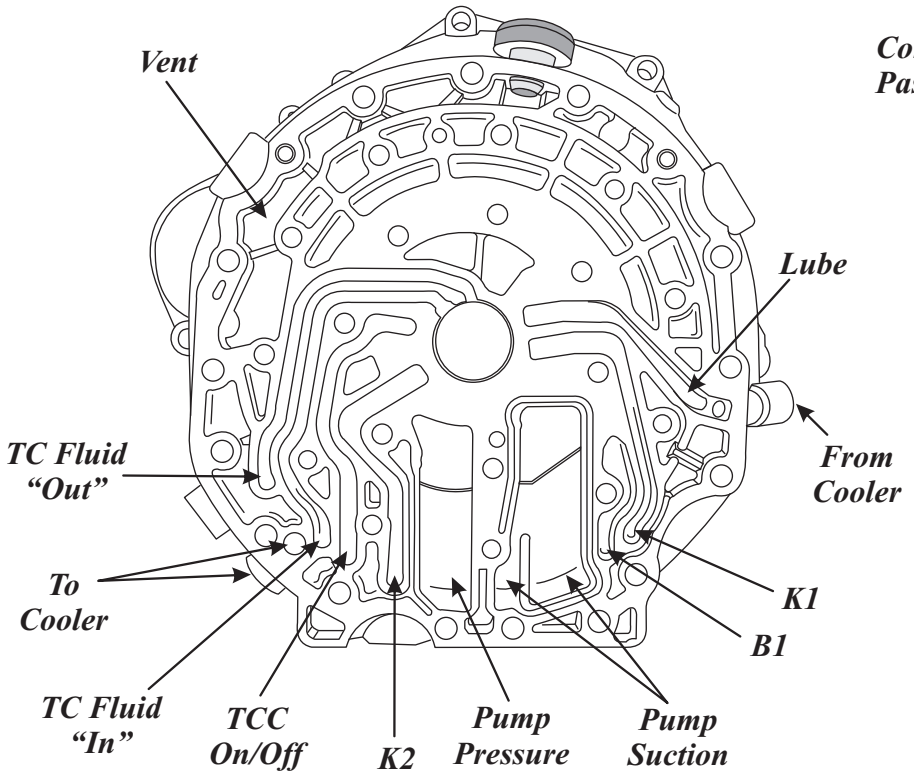


Figure 37

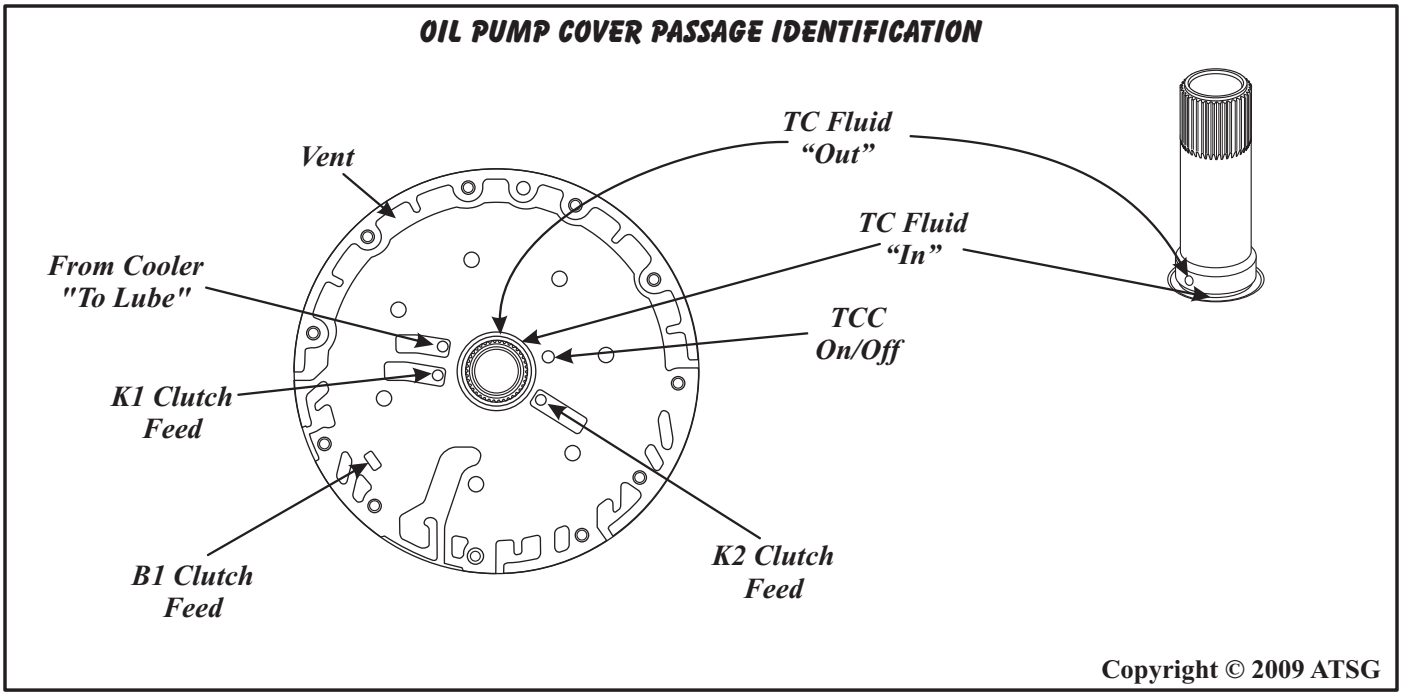


Figure 38

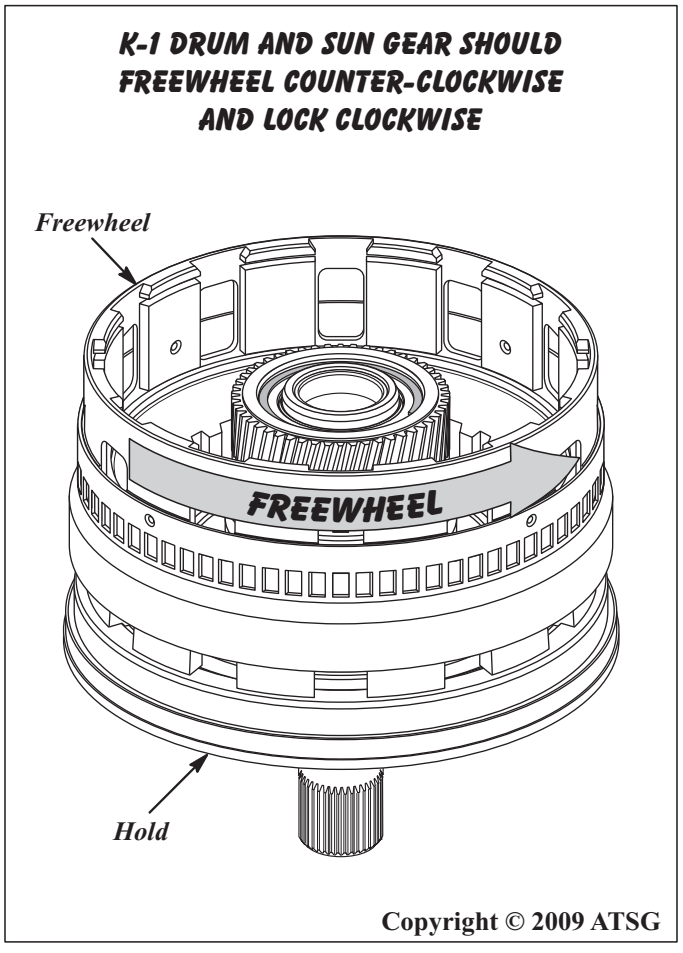


Figure 39

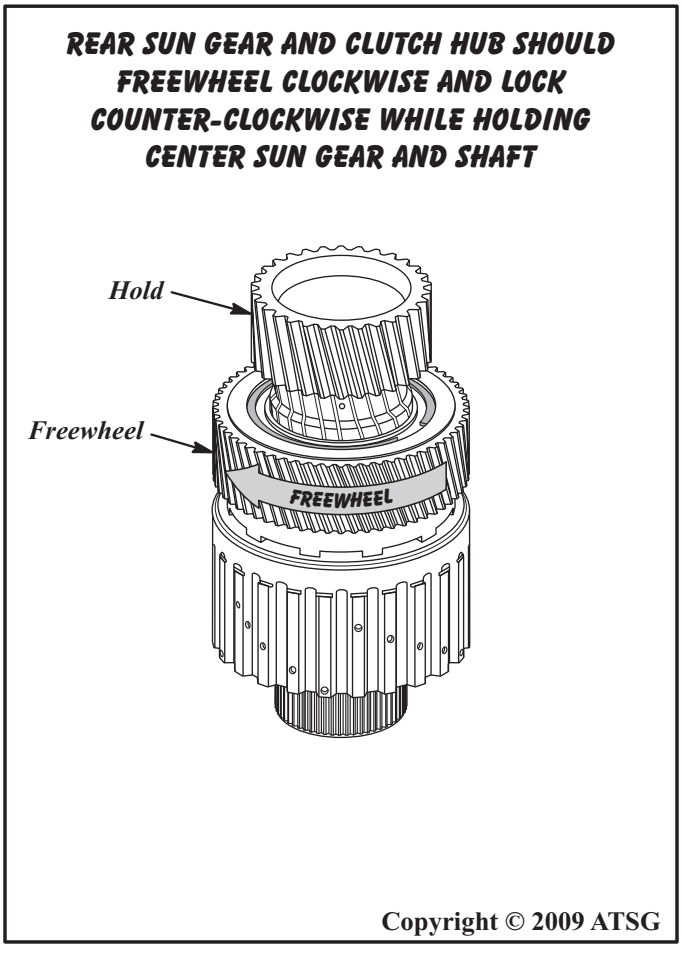


Figure 40

SAFETY PRECAUTIONS

Service information provided in this manual by ATSG is intended for use by professional, qualified technicians. Attempting repairs or service without the appropriate training, tools and equipment could cause injury to you or others.

The service procedures we recommend and describe in this manual are effective methods of performing service and repair on this unit. Some of the procedures require the use of special tools that are designed for specific purposes.

This manual contains CAUTIONS that you must observe carefully in order to reduce the risk of injury to yourself or others. This manual also contains NOTES that must be carefully followed in order to avoid improper service that may damage the vehicle, tools and/or equipment.

TRANSMISSION DISASSEMBLY

1. The complete transmission should be steam cleaned on the outside, to remove any dirt or grease, before disassembly begins.
2. The standard GM 350 holding fixture works just fine on the 722.6 transmission, as shown in Figure 41, which will give you the benefit of rotating the transmission easily.
3. Remove the torque converter from transmission and set aside to drain.
   Caution: Use care when removing the torque converter, to avoid personal injury and/or damage to converter, as it is heavy.
4. Install the holding fixture shown in Figure 41, install the unit in bench fixture and rotate the transmission so bell is facing up.

Continued on Page 40

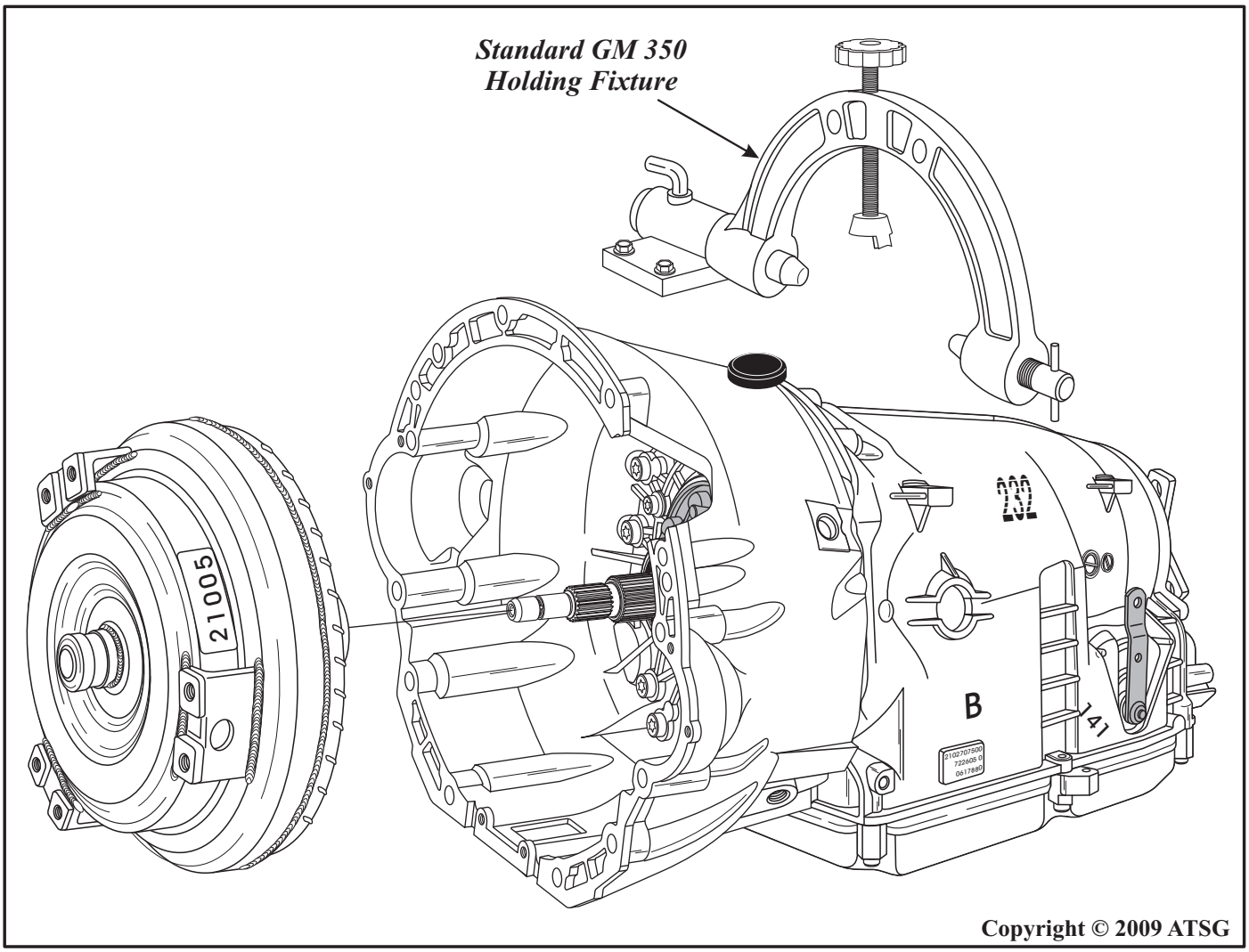


Figure 41

TRANSMISSION DISASSEMBLY (CONT'D)

5. Install dial indicator on transmission, as shown in Figure 42, with the plunger against flat spot on the input shaft.
6. Zero dial indicator and move the input shaft in and out to measure end-play.
7. Record measurement for assembly reference. End-play should be 0.3-0.5mm (.012"-.020").
8. Rotate transmission so that output shaft yoke is facing up, as shown in Figure 43.
   Caution: Drain pan may be required under transmission to catch fluid.
9. Place the transmission in the Park position to prepare for removal of the output shaft nut.
10. Remove the output shaft drive yoke retaining nut, using a 30 mm, 12 point socket, as shown in Figure 43.
11. Remove the output shaft drive yoke, as shown in Figure 43.
12. Remove and discard the transmission rear seal, as shown in Figure 43.
13. Remove the transmission output shaft washer, as shown in Figure 43.
    Note: Tag the washer, or tie-wrap it to the yoke since it is very similar to the geartrain end-play shim and they "must not" be interchanged.

Continued on Page 41

Input Shaft End-Play Should Be 0.3 - 0.5 mm (.012" - .020")

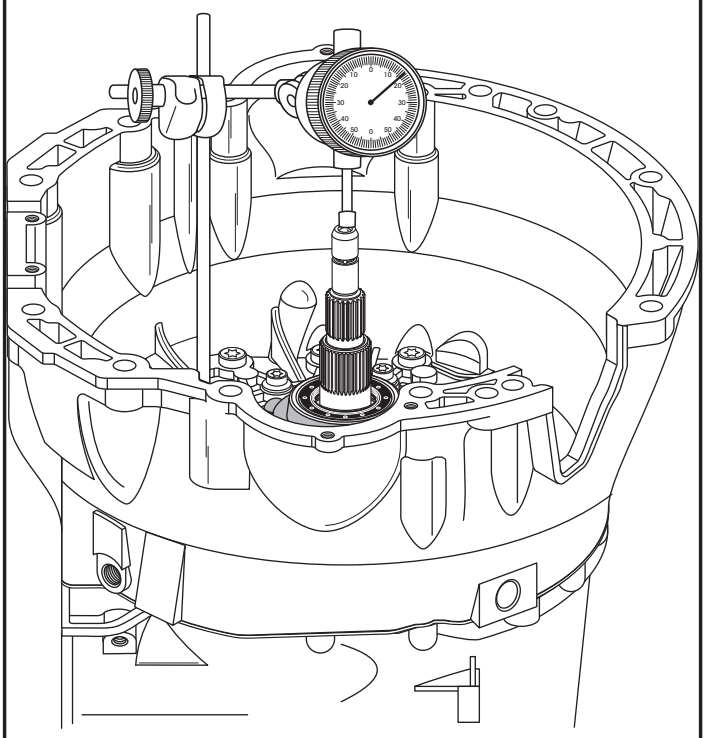
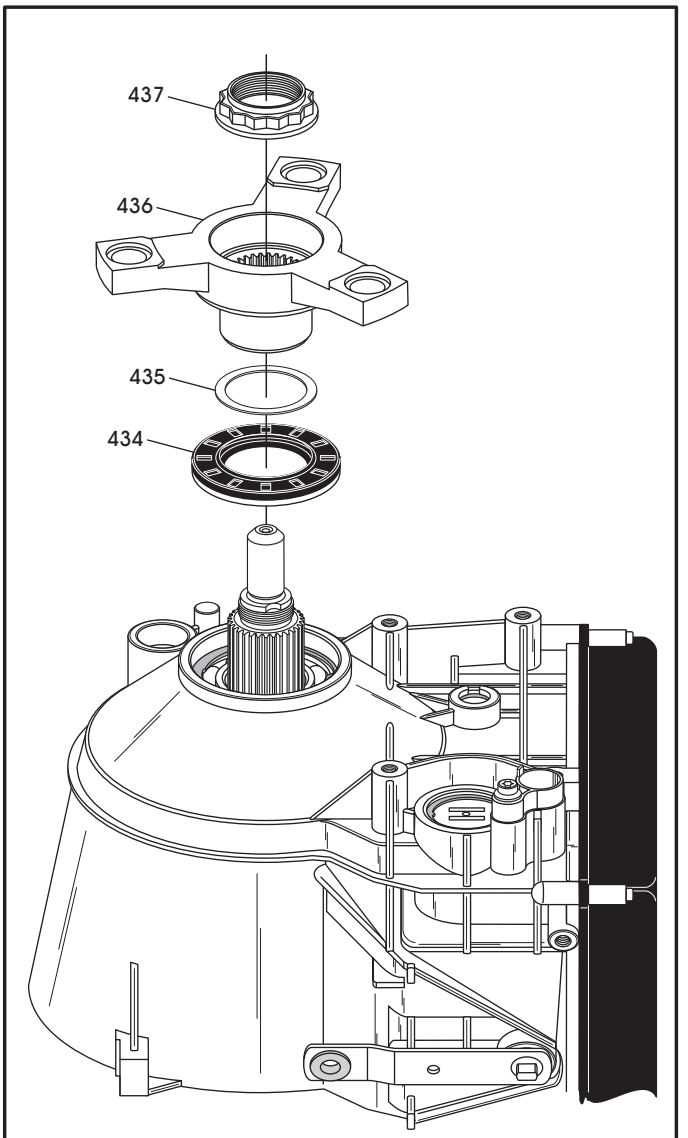


Figure 42



434 REAR TRANSMISSION SEAL.
435 OUTPUT SHAFT THRUST WASHER.
436 OUTPUT SHAFT DRIVE YOKE.
437 REAR DRIVE YOKE RETAINING NUT.

Figure 43

TRANSMISSION DISASSEMBLY (CONT'D)

14. Remove the 2 converter housing to case bolts on the rear of case by converter housing, using a 40 Torx bit, as shown in Figure 44.
15. Rotate transmission so that the bottom pan is facing up as shown in Figure 45.
16. Remove the six oil pan bolts and the spacers, as shown in Figure 45.
17. Remove the oil pan, remove and discard oil pan rubber gasket, as shown in Figure 45.

Continued on Page 42

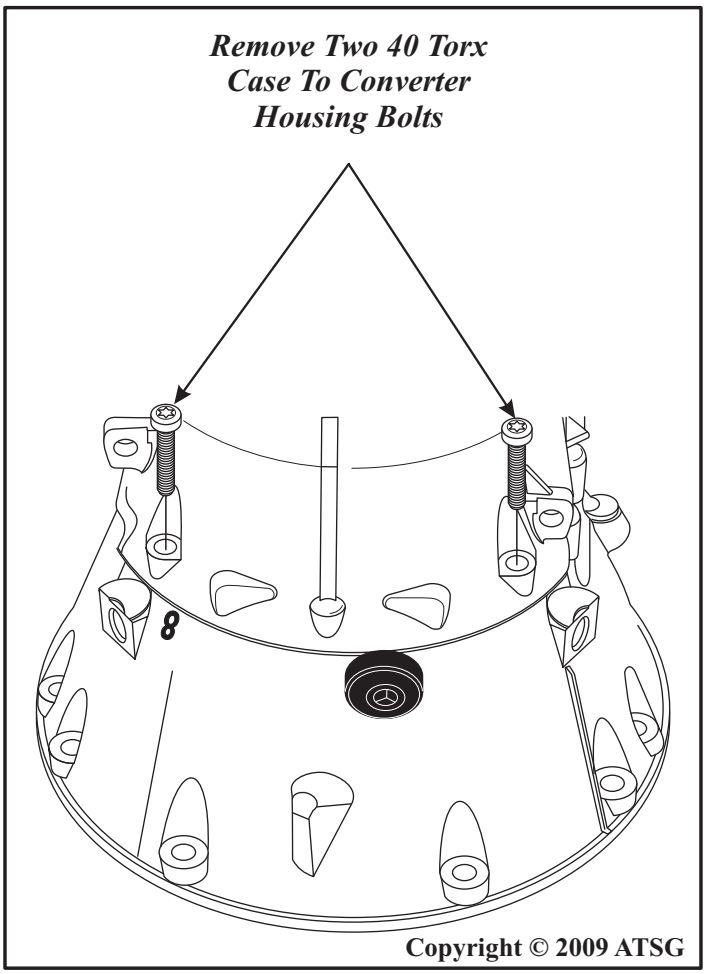
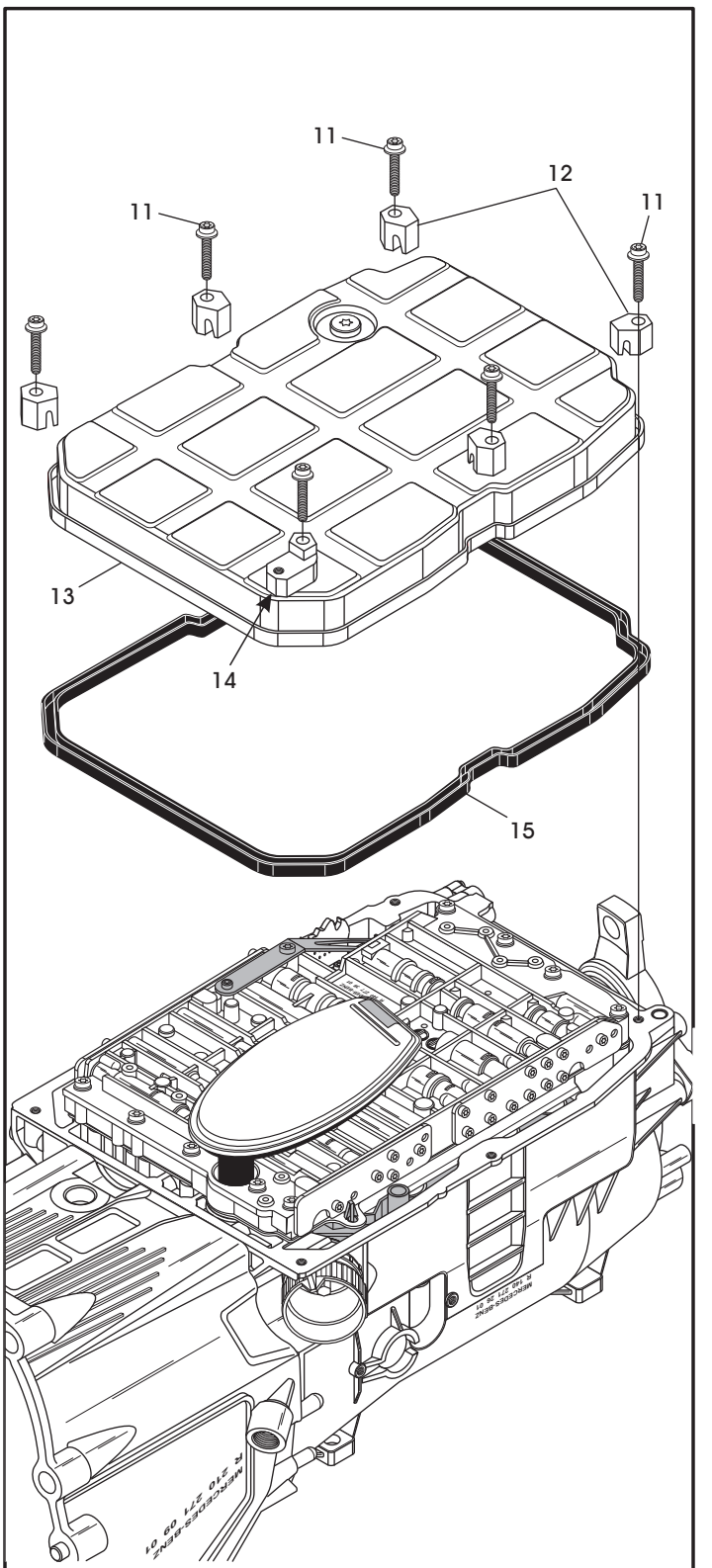


Figure 44



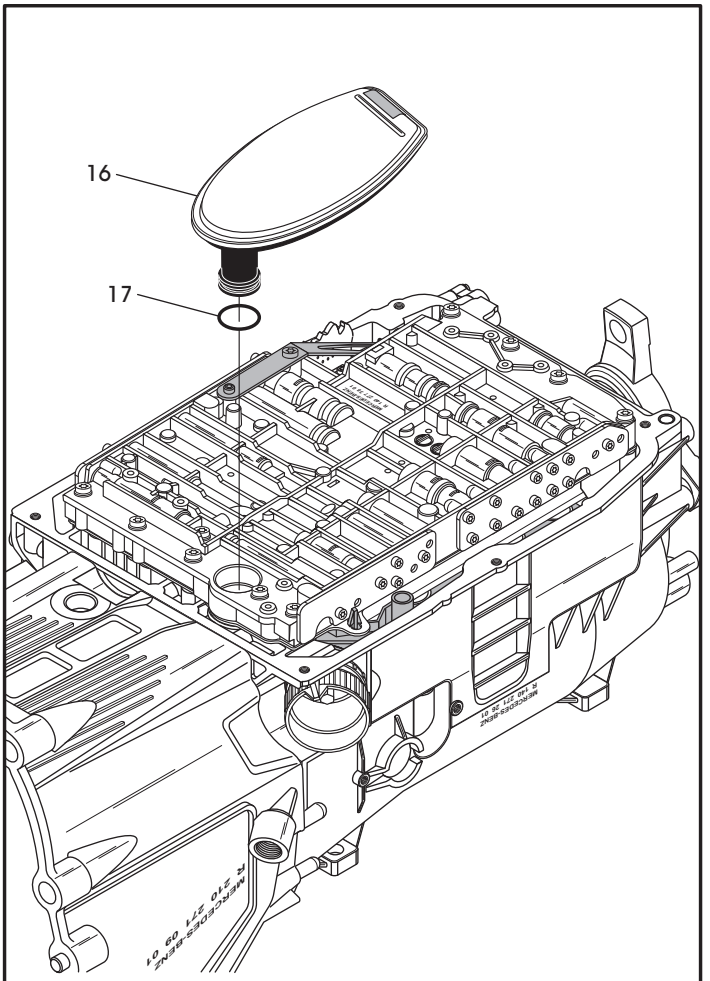
11 OIL PAN RETAINING BOLTS (6 REQUIRED).
12 OIL PAN SPACER/CLAMP (5 REQUIRED).
13 OIL PAN.
14 OIL PAN SPACER/CLAMP WITH BRACKET (1 REQUIRED).
15 OIL PAN TO CASE RUBBER GASKET SEAL.

Figure 45

TRANSMISSION DISASSEMBLY (CONT'D)

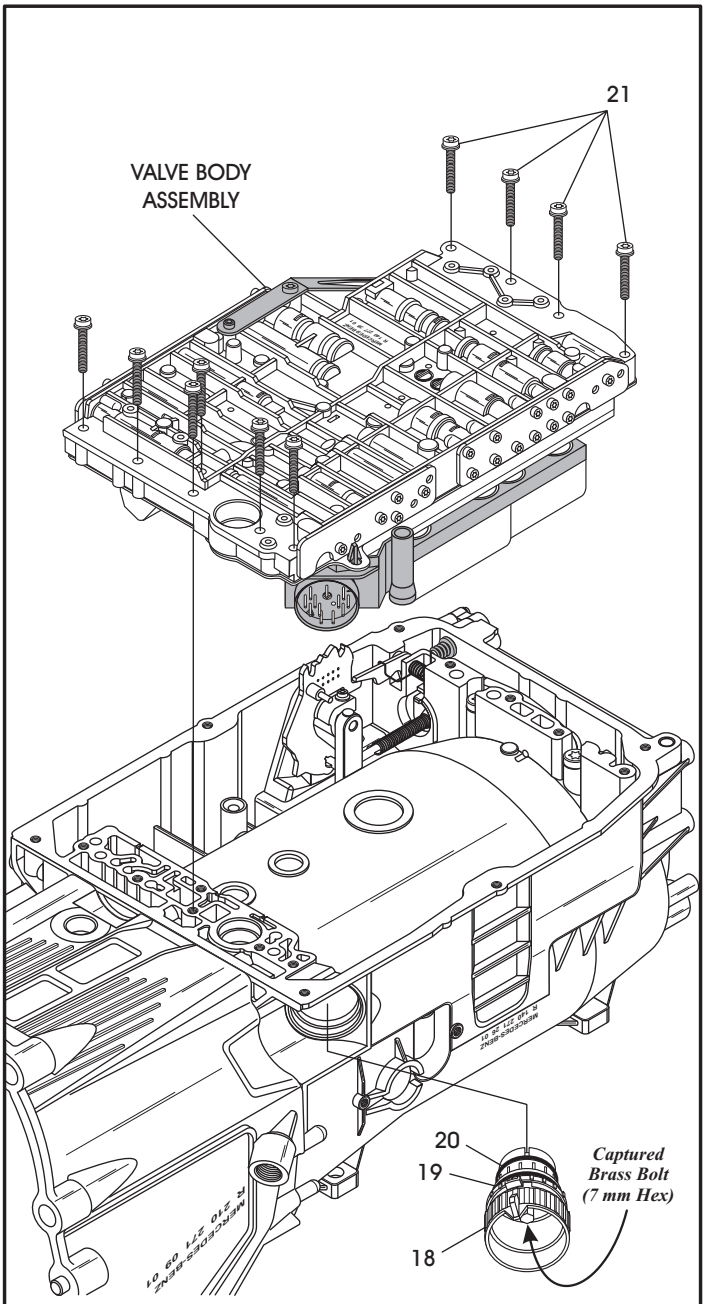
18. Remove the oil filter by pulling straight up, as shown in Figure 46 and discard filter and the "O" ring seal.
19. Remove the case to electrical conductor plate sealing sleeve, as shown in Figure 47.
    Note: You must remove the "captured" brass bolt in the center of the sleeve, as shown in Figure 47, using a 7 mm socket (9/32" socket will work as well).
20. Remove and discard both the large and small "O" ring seals (See Figure 47).
21. Remove the ten valve body retaining bolts, as shown in Figure 47, using a 30 torx bit.
22. Remove the complete valve body assembly, as shown in Figure 47, by lifting straight up.
23. Set the complete valve body assembly aside for the component rebuild section.

Continued on Page 43



16 OIL FILTER ASSEMBLY.
17 OIL FILTER NECK "O" RING SEAL.

Figure 46



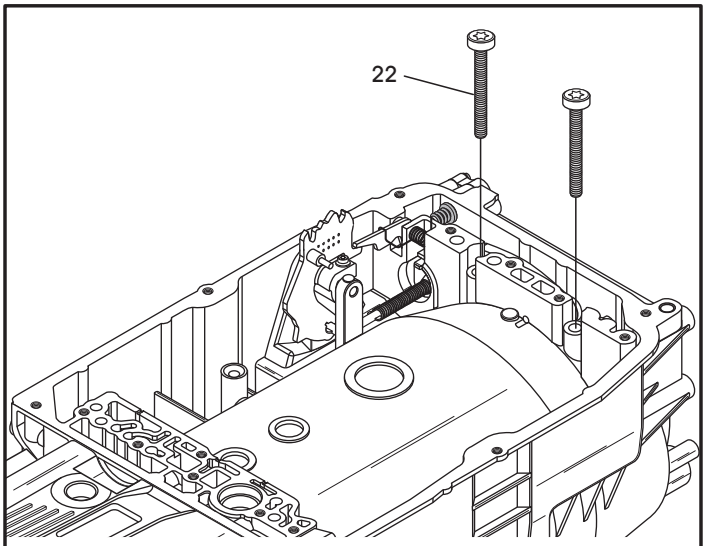
18 CASE TO ELECTRICAL CONDUCTOR PLATE SEALING SLEEVE.
19 CASE SLEEVE LARGE "O" RING SEAL..
20 CASE SLEEVE SMALL "O" RING SEAL.
21 VALVE BODY RETAINING BOLTS (10 REQUIRED).

Figure 47

TRANSMISSION DISASSEMBLY (CONT'D)

24. Remove the two B-2 clutch housing retaining bolts, as shown in Figure 48, using 40 Torx bit.
25. Rotate transmission so that converter housing is facing up as shown in Figure50.
26. Remove the remaining 15 converter housing to case bolts from inside the converter housing, as shown in Figure 49 and 50, using 40 Torx bit.
    Note: Do not remove the circle of 30 Torx bolts shown in Figure 49. This is easier done in component rebuild.
27. Remove converter housing, oil pump and B-1 clutch as an assembly, as shown in Figure 50.
28. Set converter housing, oil pump and B-1 clutch assembly aside for component rebuild.

Continued on Page 44



22 B-2 CLUTCH HOUSING RETAINING BOLTS (2 REQUIRED).

Figure 48

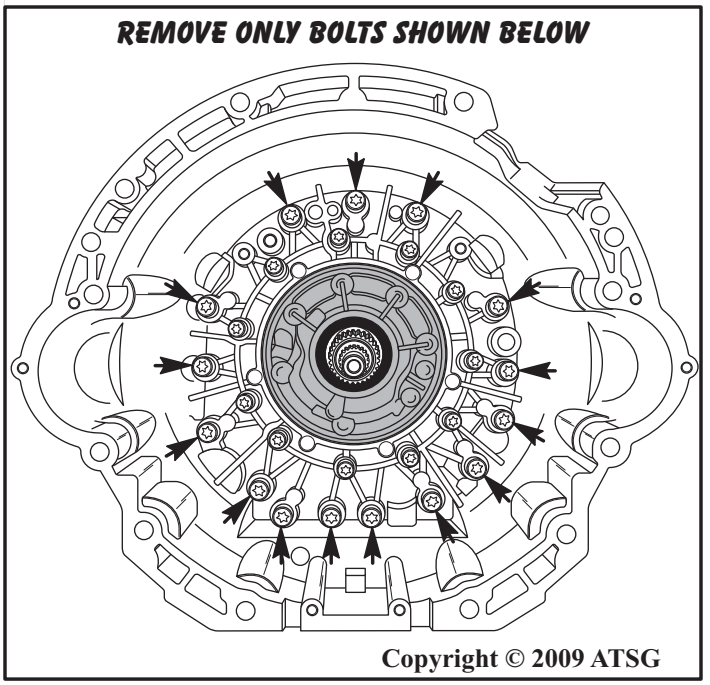
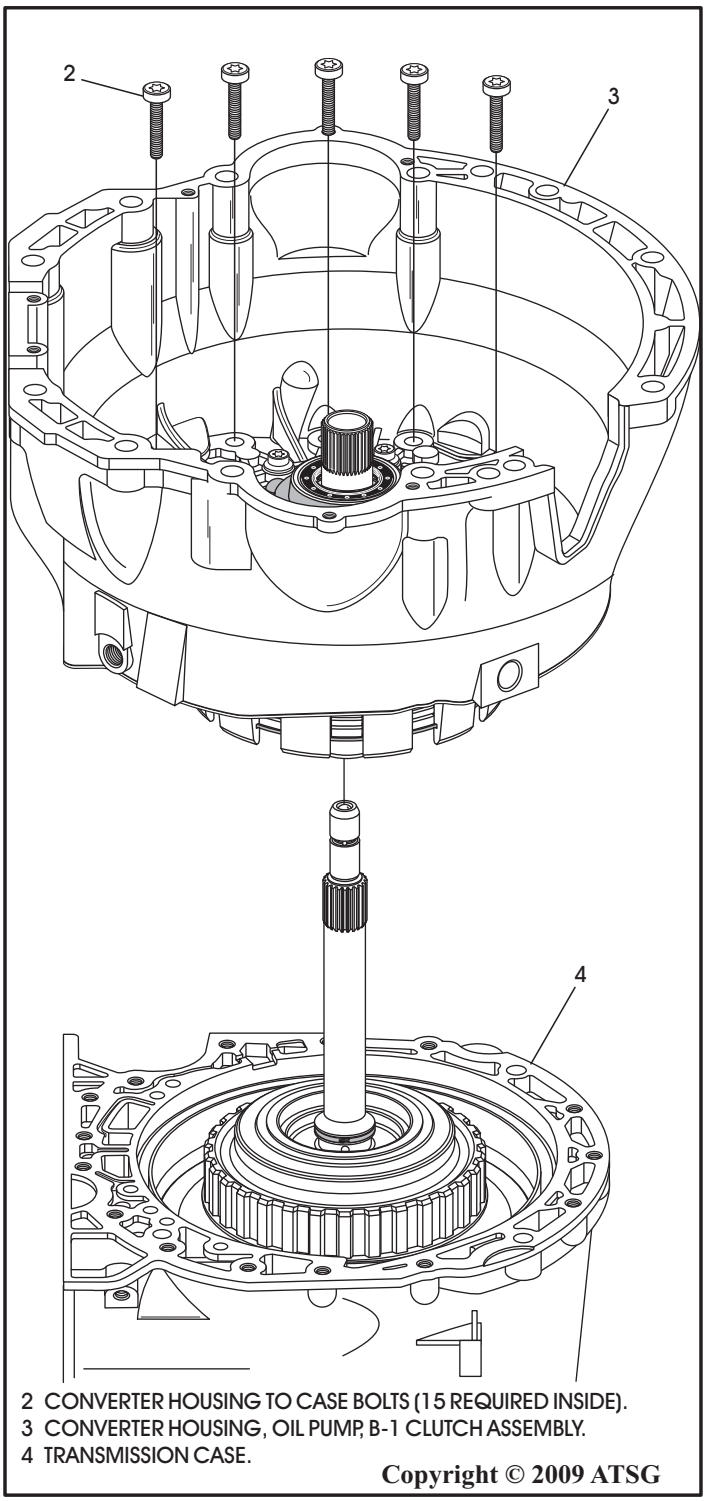


Figure 49



2 CONVERTER HOUSING TO CASE BOLTS (15 REQUIRED INSIDE).
3 CONVERTER HOUSING, OIL PUMP, B-1 CLUTCH ASSEMBLY.
4 TRANSMISSION CASE.

Figure 50

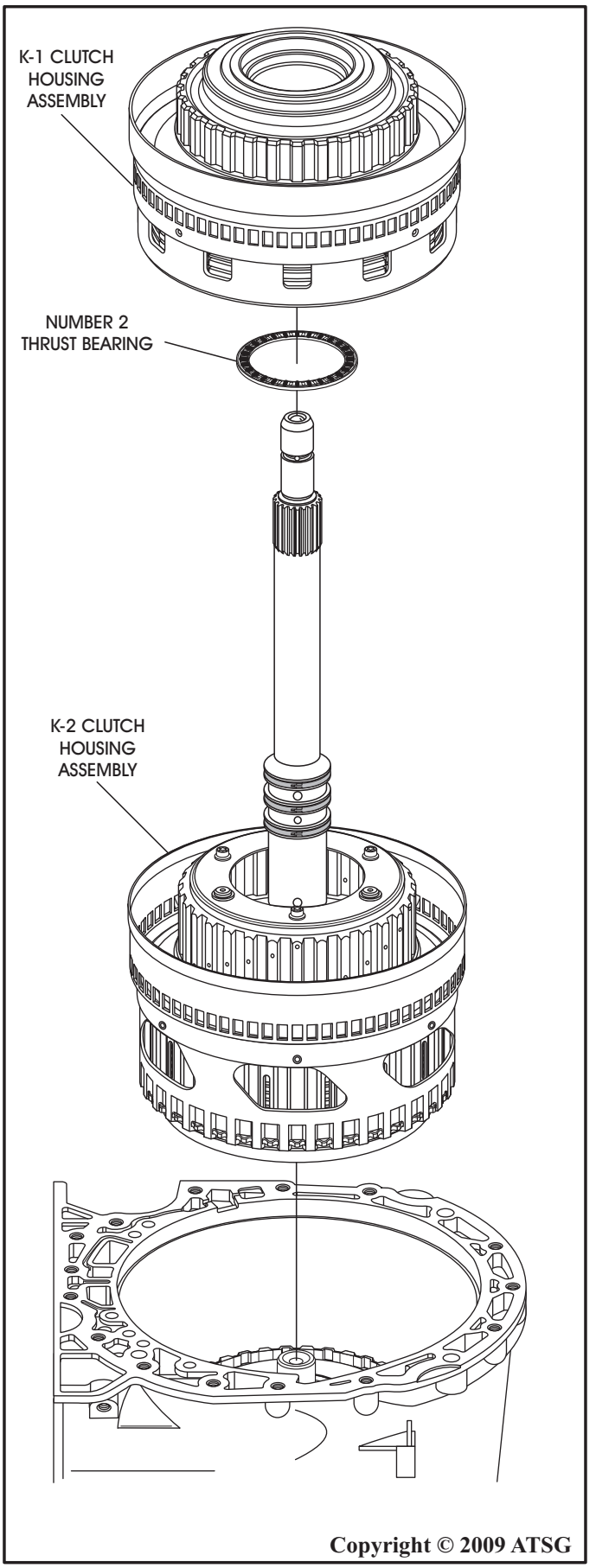
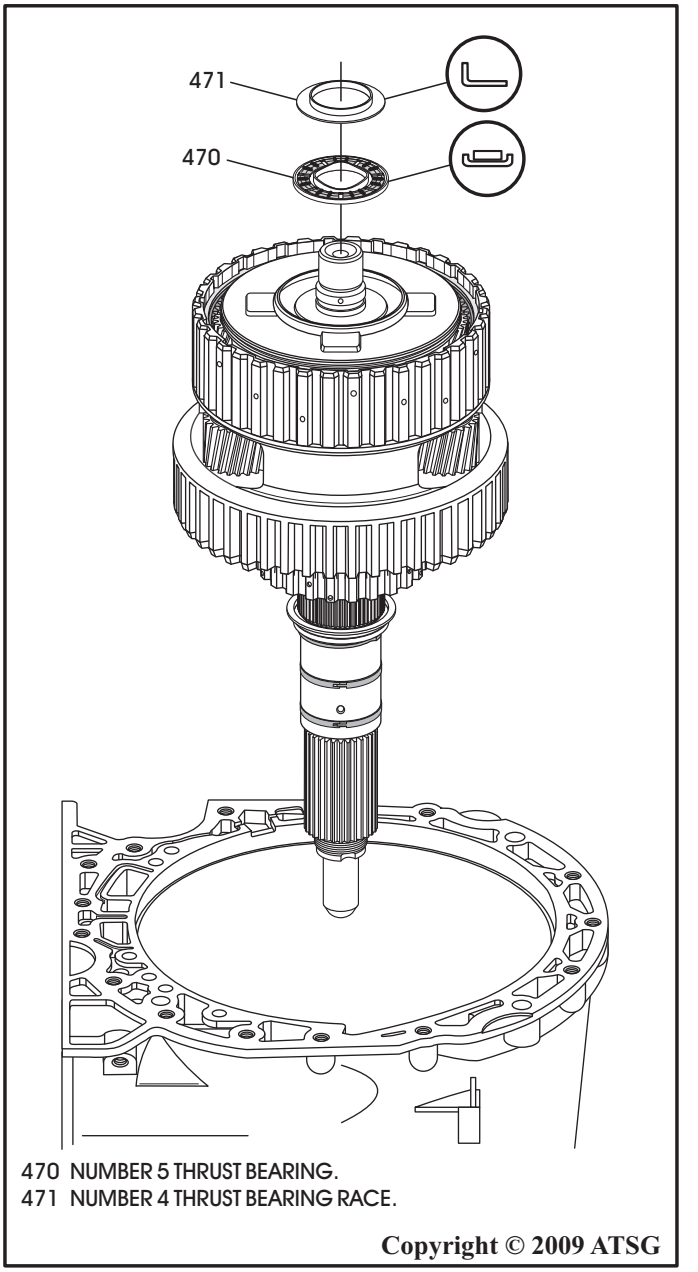


Figure 51

TRANSMISSION DISASSEMBLY (CONT'D)

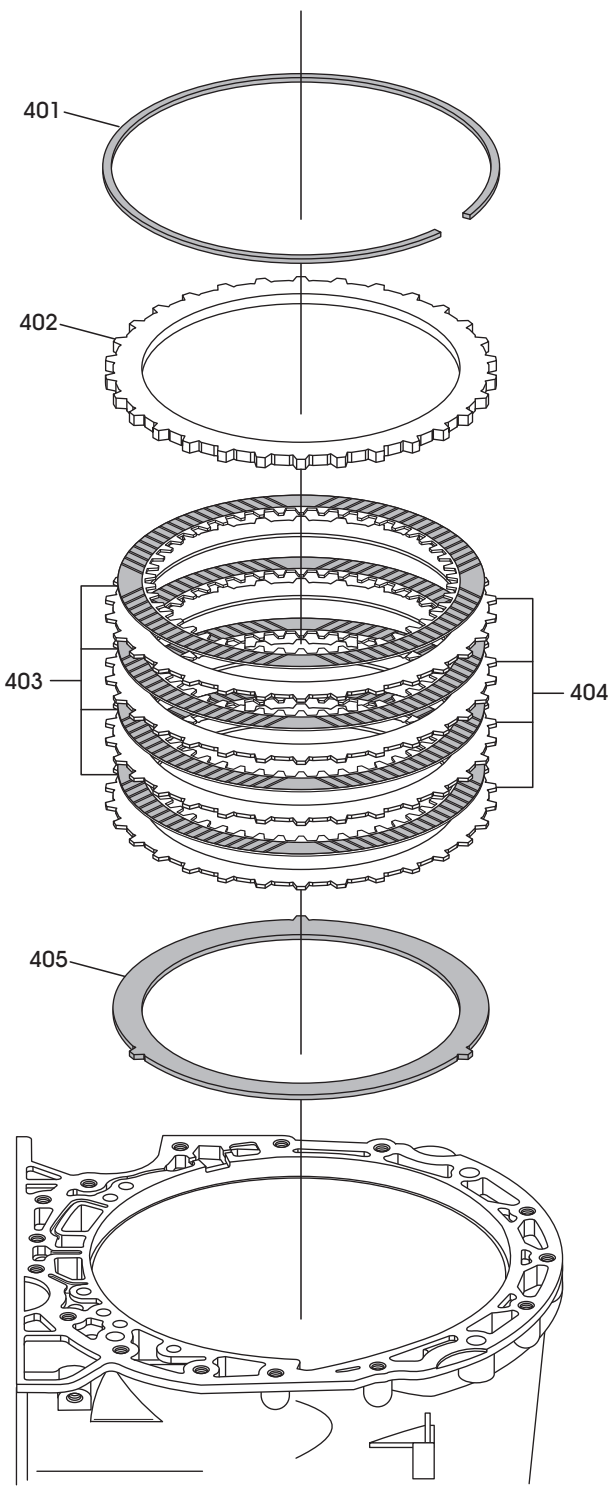
29. Remove the K-1 and K-2 clutch housings from the case, as shown in Figure 51, and set both aside for component rebuild.
Note: These can be removed as an assembly and seperated after removal. Remove the number 2 thrust bearing.
30. Remove the complete gear train assembly from the case, as shown in Figure 52, and set aside for component rebuild.
Note: Number 4 thrust bearing race may be stuck to K-2 clutch housing.

Continued on Page 45



470 NUMBER 5 THRUST BEARING.
471 NUMBER 4 THRUST BEARING RACE.

Figure 52



401 B-3 CLUTCH "*SELECTIVE*" SNAP RING.
402 B-3 CLUTCH BACKING PLATE.
403 B-3 CLUTCH FRICTION PLATES (QTY VARIES, SEE CHART).
404 B-3 CLUTCH STEEL PLATES (QTY VARIES, SEE CHART).
405 B-3 CLUTCH CUSHION PLATE.

Figure 53

TRANSMISSION DISASSEMBLY (CONT'D)

31. Remove the B-3 *selective* snap ring, as shown in Figure 53.
    Note: It is recommended that all snap rings be tagged for identification as many are very similar, but will not interchange.
32. Remove complete B-3 clutch pack, as shown in Figure 53.
33. Remove the B-2 clutch housing assembly, as shown in Figure 54, and set aside for the component rebuild section.

Continued on Page 46

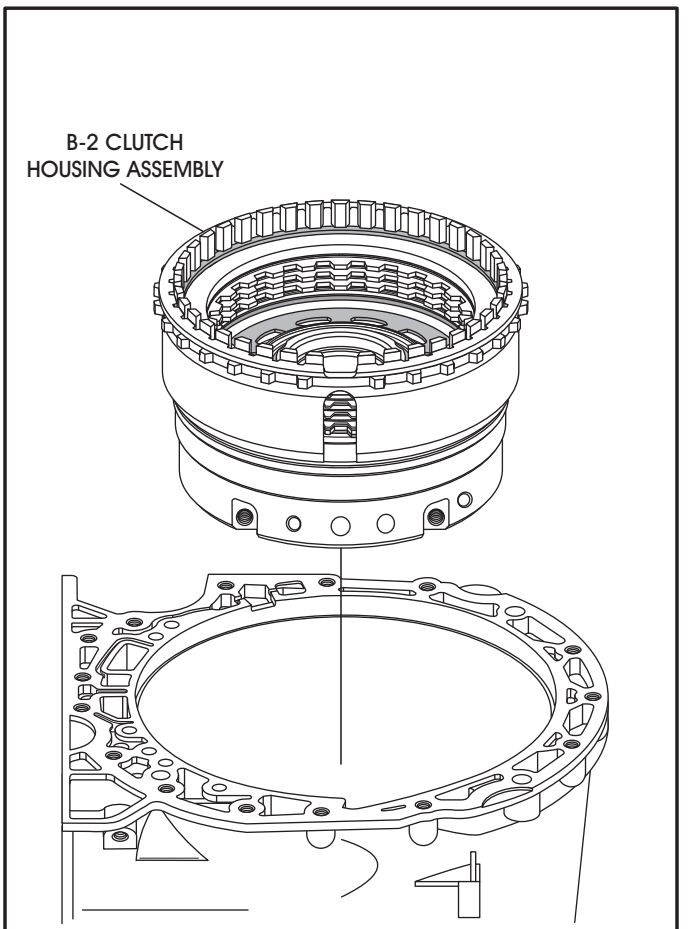
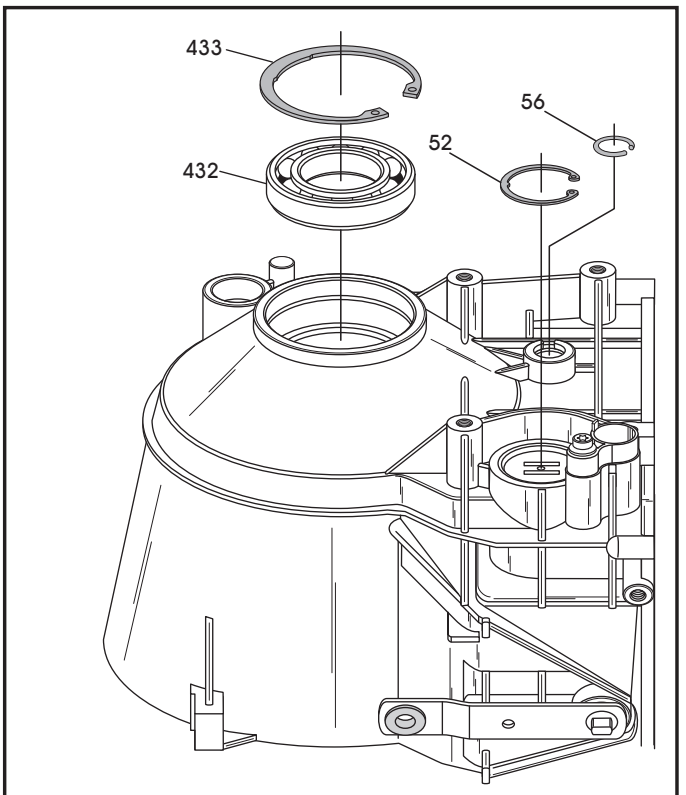


Figure 54

TRANSMISSION DISASSEMBLY (CONT'D)

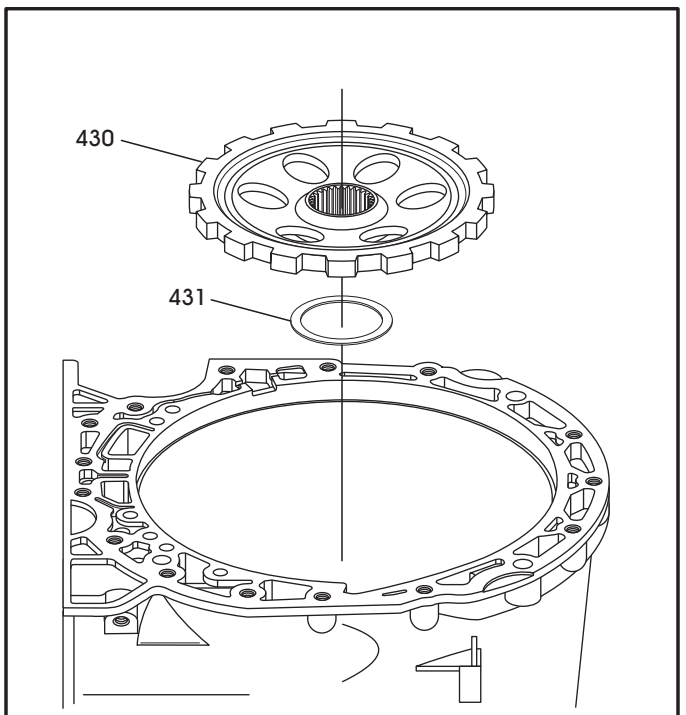
34. Remove the parking gear and transmission end play shim, as shown in Figure 55.
    Note: Tag the end-play shim, or tie-wrap it to the parking gear since it is very similar to the output shaft washer and they "must not" be interchanged.
35. Rotate transmission case so that rear is facing up, as shown in Figure 56.
36. Remove the ball bearing retaining snap ring, as shown in Figure 56.
37. Remove the ball bearing from the case, as shown in Figure 56.
38. Remove the parking rod guide sleeve retaining snap ring (52), in preparation for removing the internal linkage (See Figure 56).
39. Remove the parking pawl pivot pin retaining circlip (56), in preparation for removing the internal linkage (See Figure 56).
40. Rotate the transmission case so that pan rail is facing up, as shown in Figure 57, and remove linkage bolt using 30 Torx bit.
41. Remove outside shift lever and manual shaft from case, as shown in Figure 58.

Continued on Page 48



52 PARKING ROD GUIDE SLEEVE RETAINING SNAP RING.
56 PARKING PAWL PIVOT PIN RETAINING CIRCLIP
432 REAR TRANSMISSION BALL BEARING.
433 REAR BALL BEARING RETAINING SNAP RING.

Figure 56



430 PARKING GEAR.
431 PARKING GEAR TO REAR BEARING SHIM (END-PLAY).

Figure 55

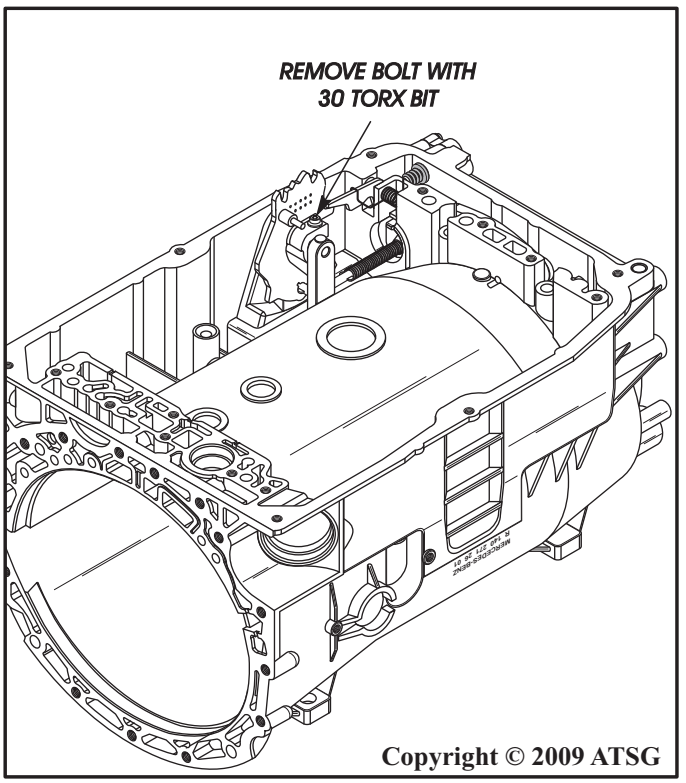


Figure 57

TRANSMISSION DISASSEMBLY (CONT'D)

42. Remove inside detent lever and parking rod as an assembly from case (See Figure 58).
43. Push the parking pawl down against the spring pressure and remove the parking rod guide sleeve (See Figure 58).
44. Use a pick through the hole in case, as shown in Figure 58, to push the parking pawl pivot pin out of case.

Continued on Page 48

PARKING LINKAGE EXPLODED VIEW

40 OUTSIDE SHIFT LEVER AND MANUAL SHAFT ASSEMBLY.
41 MANUAL SHAFT SEAL.
42 INSIDE DETENT LEVER.
43 PARKING PAWL ACTUATOR ROD.
44 INSIDE DETENT LEVER RETAINING BOLT.
45 LOCK PAWL PIVOT PIN (ELIMINATED 1999).
46 LOCK PAWL (ELIMINATED 1999).
47 LOCK PAWL RETURN SPRING (ELIMINATED 1999.
48 PARKING PAWL RETURN SPRING.
49 PARKING PAWL.
50 PARK LOCK INTERLOCK LINKAGE (ELIMINATED 1999).
51 PARK LOCK INTERLOCK LINKAGE RETAINING BOLT.
52 PARKING ROD GUIDE SLEEVE RETAINING SNAP RING.
53 PARKING ROD GUIDE SLEEVE "O" RING SEAL.
54 PARKING ROD SLEEVE.
55 PARKING ROD SLEEVE TENSION SPRING.
56 PARKING PAWL PIVOT PIN RETAINING CIRCLIP.
57 PARKING PAWL PIVOT PIN "O" RING SEAL.
58 PARKING PAWL PIVOT PIN.

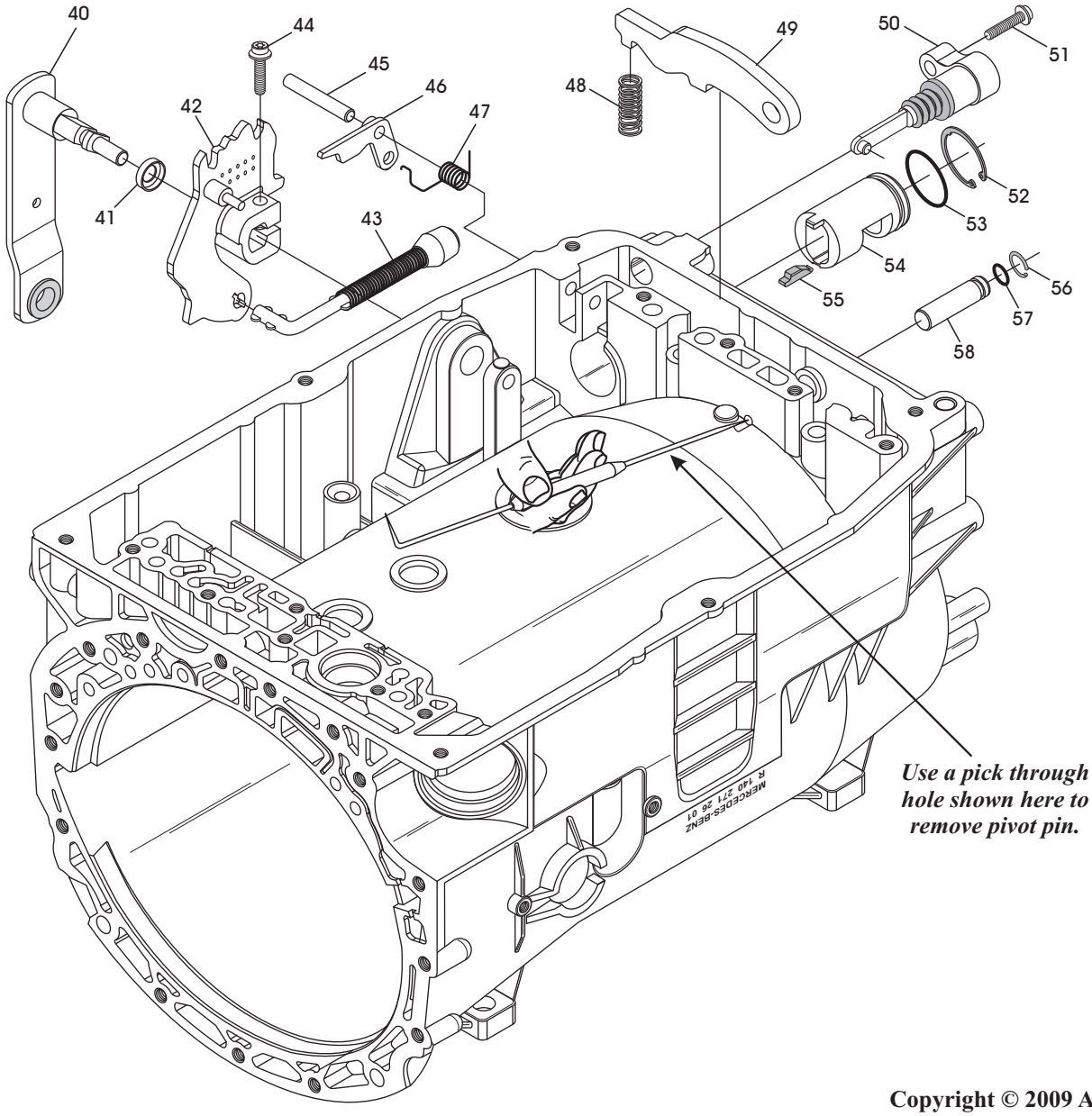


Figure 58

TRANSMISSION DISASSEMBLY (CONT'D)

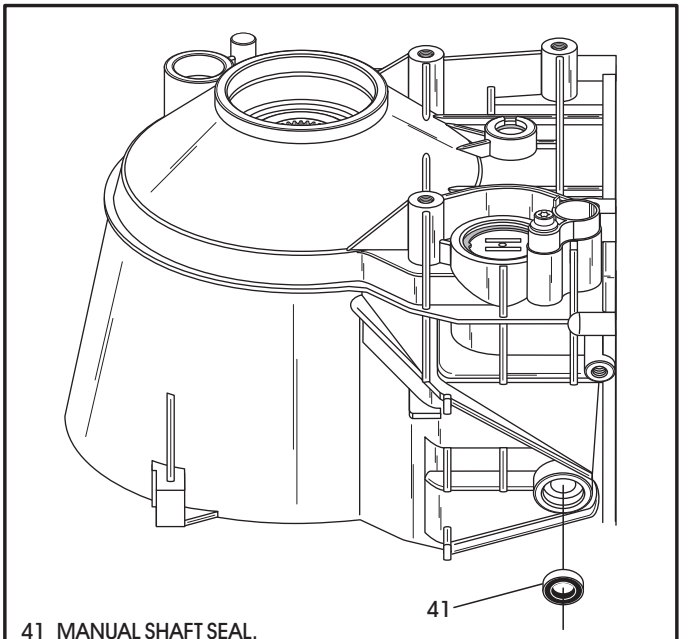
45. The Parking Lock Interlock Linkage (PLIL), as shown in Figure 58, cannot be removed unless you first remove the lock pawl pivot pin (45), lock pawl (46), and lock pawl spring (47). ***Note: The pivot pin is very difficult to remove as it goes into a blind hole and "staked".***
46. If the PLIL is not broken and not leaking, our suggestion is, leave it alone.
47. If it does need replacement, you must figure a way to remove the pivot pin.
48. When going back in, the pin also needs some type of sealer in the case end.

COMPONENT REBUILD

Transmission Case Assembly

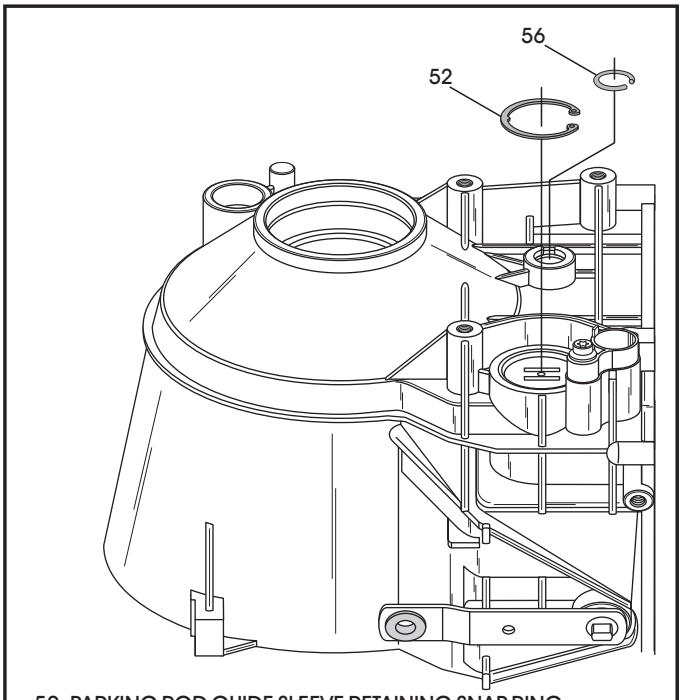
1. Clean all transmission case parts thoroughly and dry with compressed air.
2. Inspect all transmission case parts thoroughly for any wear and/or damage.
3. Install parking pawl and return spring into the case, as shown in Figure 58.
4. Install new "O" ring seal on the parking pawl pivot pin, as shown in Figure 58, and lube with s small amount of Trans-Jel®.
5. Install parking pawl pivot pin into case bore and through parking pawl (See Figure 58).
6. Install new "O" ring seal on the parking rod guide sleeve, as shown in Figure 58, and lube with a small amount of Trans-Jel®.
7. Push down on the parking pawl against spring pressure and install parking rod guide sleeve into the case bore, with the tension spring on the guide sleeve facing away from pan rail, as shown in Figure 58.
8. Install new manual shaft seal into case bore using the proper driver (See Figure 59).
9. Install the parking rod into the inside detent lever, as shown in Figure 58.
10. Install the assembly into the case with the park rod going into the sleeve, install the outside shift lever and manual shaft through the case and into the inside detent lever, as shown in Figure 58.
11. Install the retaining bolt and torque the bolt to 8 N·m (71 in.lb.).
12. Rotate transmission case so that rear is facing up, as shown in Figure 60.
13. Install the circlip and the snap ring, as shown in Figure 60, and ensure fully seated.
14. Transmission case is now ready for the final assembly process.

Component Rebuild
Continued on Page 49



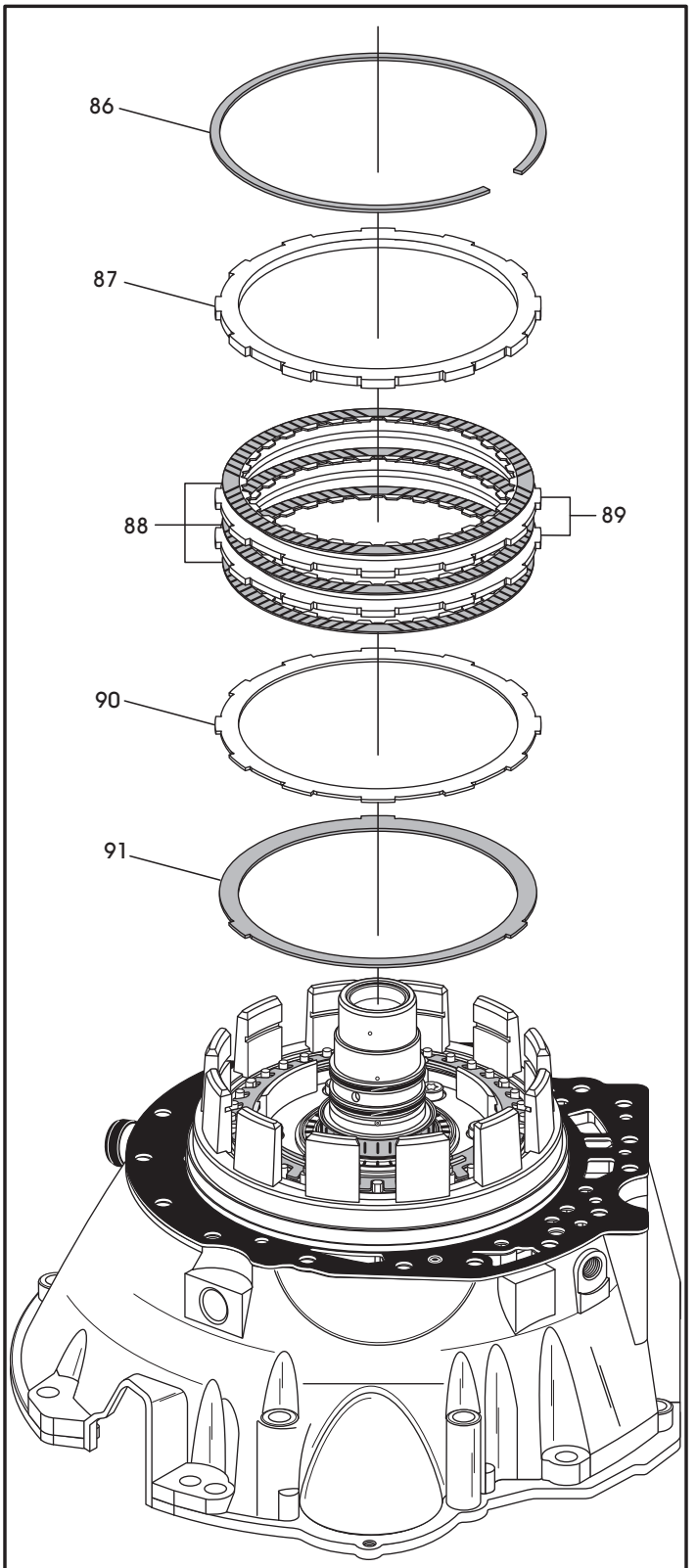
41 MANUAL SHAFT SEAL.

Figure 59



52 PARKING ROD GUIDE SLEEVE RETAINING SNAP RING.
56 PARKING PAWL PIVOT PIN RETAINING CIRCLIP.

Figure 60



86 B-1 CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.
87 B-1 CLUTCH BACKING PLATE.
88 B-1 CLUTCH FRICTION PLATES (QTY. VARIES, SEE CHART).
89 B-1 CLUTCH STEEL PLATES (QTY. VARIES, SEE CHART).
90 B-1 CLUTCH APPLY PLATE (.071").
91 B-1 CLUTCH CUSHION PLATE.

Figure 61

COMPONENT REBUILD (CONT'D)

Oil Pump And B-1 Clutch Assembly

1. Place converter housing, oil pump, B-1 clutch assembly face down on a flat work surface, as shown in Figure 61.
2. Remove the B-1 clutch *selective* snap ring, as shown in Figure 61.
   Note: It is recommended that all snap rings be tagged for identification as many are very similar, but will not interchange.
3. Remove the complete B-1 clutch, as shown in Figure 61.
4. Turn the converter housing over and remove the 11 retaining bolts, as shown in Figure 62, using a 30 Torx bit.

Continued on Page 50

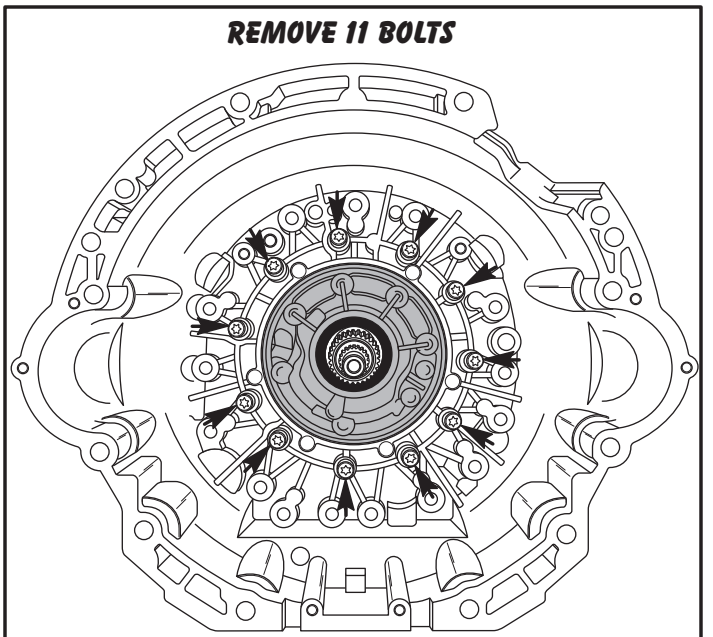
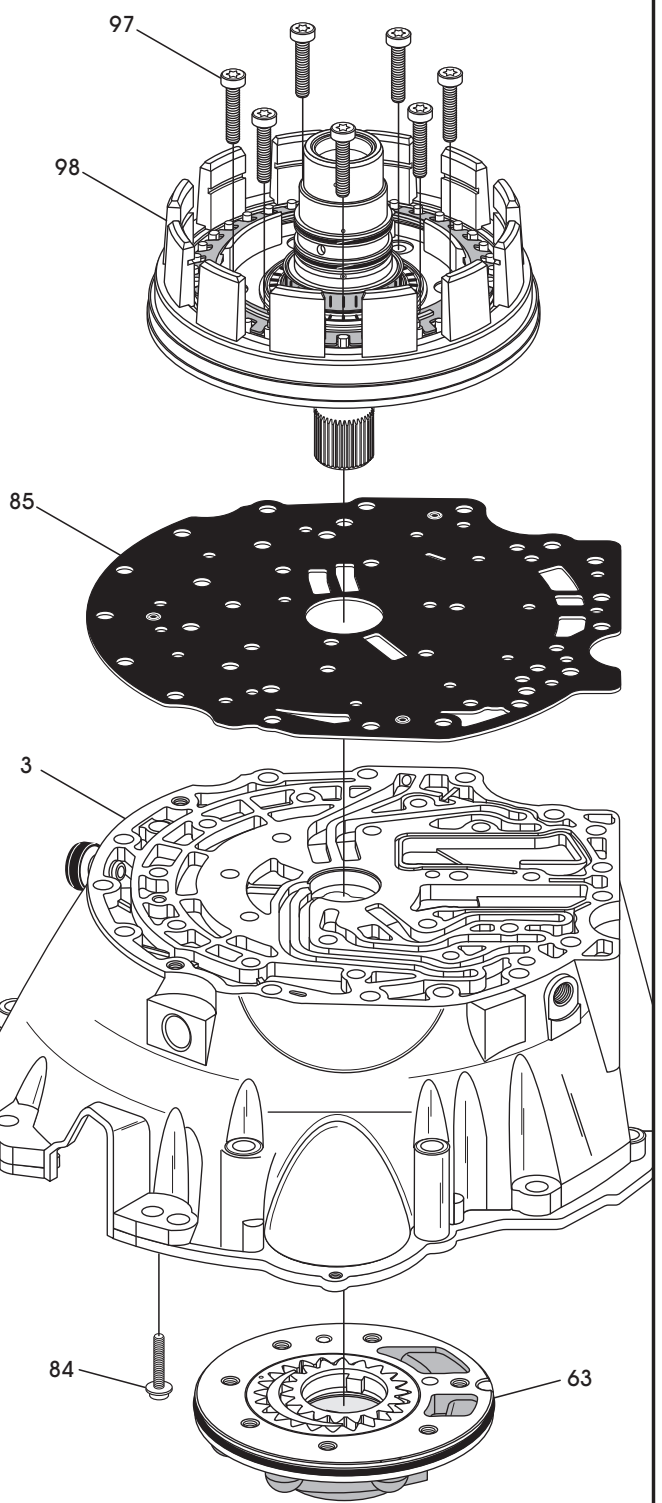


Figure 62

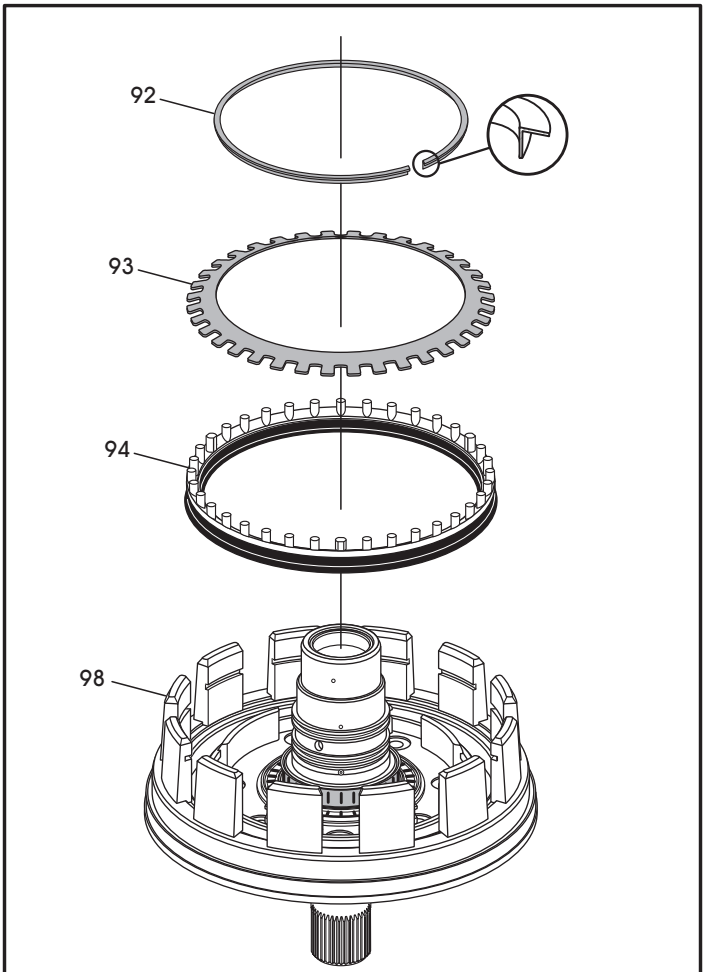


3 TORQUE CONVERTER HOUSING.
63 OIL PUMP ASSEMBLY
84 B-1 CLUTCH HOUSING RETAINING BOLTS (11 REQUIRED).
85 CONVERTER HOUSING TO CASE SPACER PLATE.
97 B-1 CLUTCH HOUSING TO OIL PUMP BOLTS (7 REQUIRED).
98 B-1 CLUTCH HOUSING AND OIL PUMP COVER ASSEMBLY.

Figure 63

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

5. Remove seven B-1 clutch housing to oil pump retaining bolts, as shown in Figure 63.
6. Seperate converter housing, oil pump, B-1 clutch housing, as shown in Figure 63.
7. Compress B-1 clutch return spring and remove the "L" shaped snap ring (See Figure 64).
8. Remove the B-1 clutch return spring and apply piston, as shown in Figure 64.
9. For the rebuild process we will begin with the oil pump on Page 51.



92 B-1 CLUTCH PISTON RETURN SPRING "L" SHAPED SNAP RING.
93 B-1 CLUTCH PISTON DIAPHRAGM RETURN SPRING.
94 B-1 CLUTCH MOLDED APPLY PISTON.
98 B-1 CLUTCH HOUSING AND OIL PUMP COVER ASSEMBLY.

Figure 64

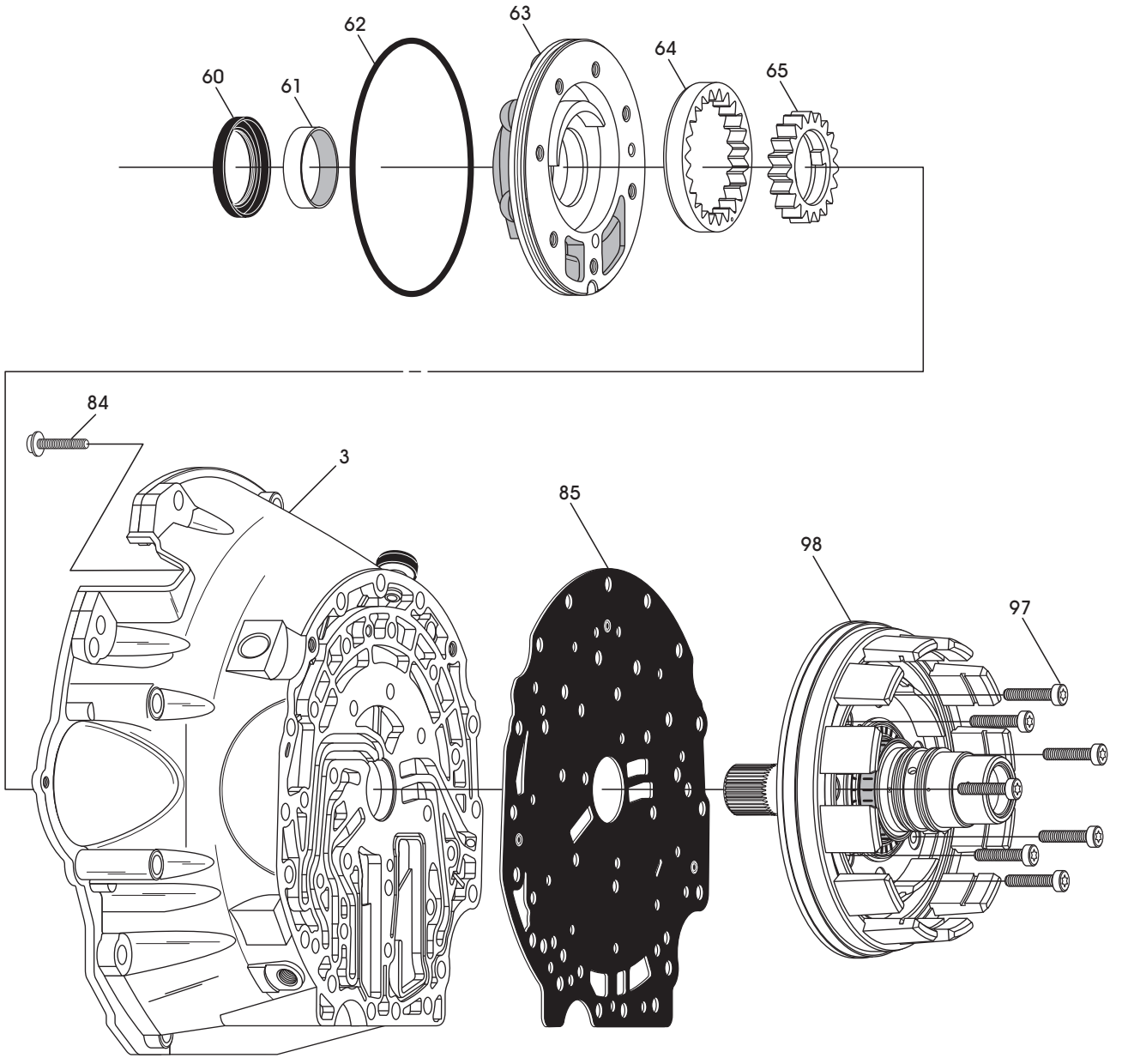
Oil Pump And B-1 Clutch Assembly (Cont'd)

10. Clean all converter housing, oil pump and the B-1 clutch parts thoroughly and dry with compressed air.

11. Inspect all converter housing, oil pump and the B-1 clutch parts thoroughly for any wear and/or damage.

Continued on Page 52

OIL PUMP AND RELATED PARTS, EXPLODED VIEW



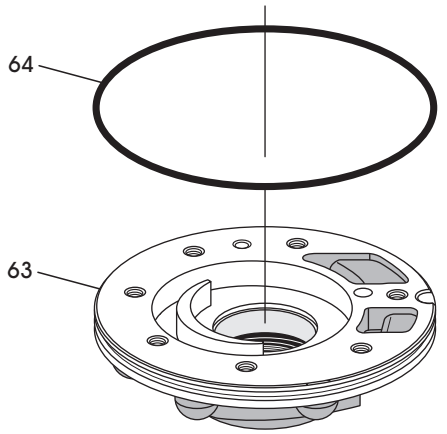
3 TORQUE CONVERTER HOUSING.
60 TORQUE CONVERTER SEAL.
61 TORQUE CONVERTER HUB BUSHING.
62 OIL PUMP BODY TO CONVERTER HOUSING "O" RING SEAL.
63 OIL PUMP BODY .
64 OIL PUMP OUTER GEAR.
65 OIL PUMP INNER GEAR.
84 CONVERTER HOUSING TO B-1 CLUTCH HOUSING BOLTS (11).
85 CONVERTER HOUSING TO CASE SPACER PLATE.
97 B-1 CLUTCH HOUSING TO PUMP BODY BOLT (7 REQUIRED).
98 B-1 CLUTCH HOUSING AND OIL PUMP COVER ASSEMBLY.

Figure 65

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

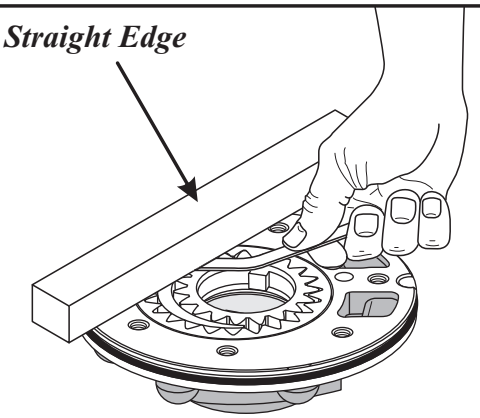
12. Install new oil pump bushing as necessary using the proper driver (See Figure 65).
13. Install new converter hub seal into pump body using the proper seal driver (See Figure 65).
14. Turn the oil pump body over and install new "O" ring seal, as shown in Figure 66, and lube with a small amount of Trans-Jel®.
15. Install the oil pump outer gear with the "dot" facing up, or the champfer facing down, as shown in Figure 67.
16. Install oil pump inner gear in either direction, as shown in Figure 67.
17. Measure gear to face clearances with straight edge and feeler gage, as shown in Figure 68.
18. To measure inner gear to crescent clearance, pull the inner gear into tight mesh with outer gear, and measure between teeth of inner gear and crescent, as shown in Figure 69.
19. Any excessive wear equals pump replacement.

Continued on Page 53



62 OIL PUMP BODY TO CONVERTER HOUSING "O" RING SEAL.
63 OIL PUMP BODY .

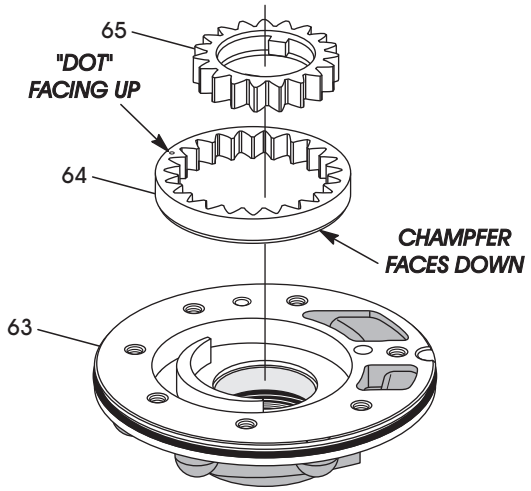
Figure 66



Oil Pump Specifications

COMPONENT	*SPECIFICATION*
INNER GEAR TO FACE	.0008" - .0025"
OUTER GEAR TO FACE	.0008" - .0027"
OUTER GEAR TO BODY	.003" - .005"
INNER GEAR TO CRESCENT	.033" - MAX

Figure 68



63 OIL PUMP BODY .
64 OIL PUMP OUTER GEAR.
65 OIL PUMP INNER GEAR.

Figure 67

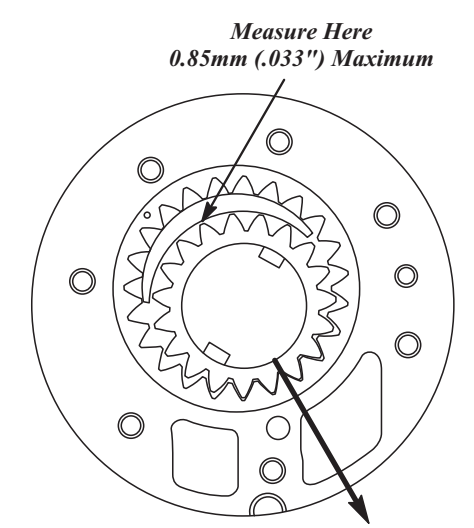


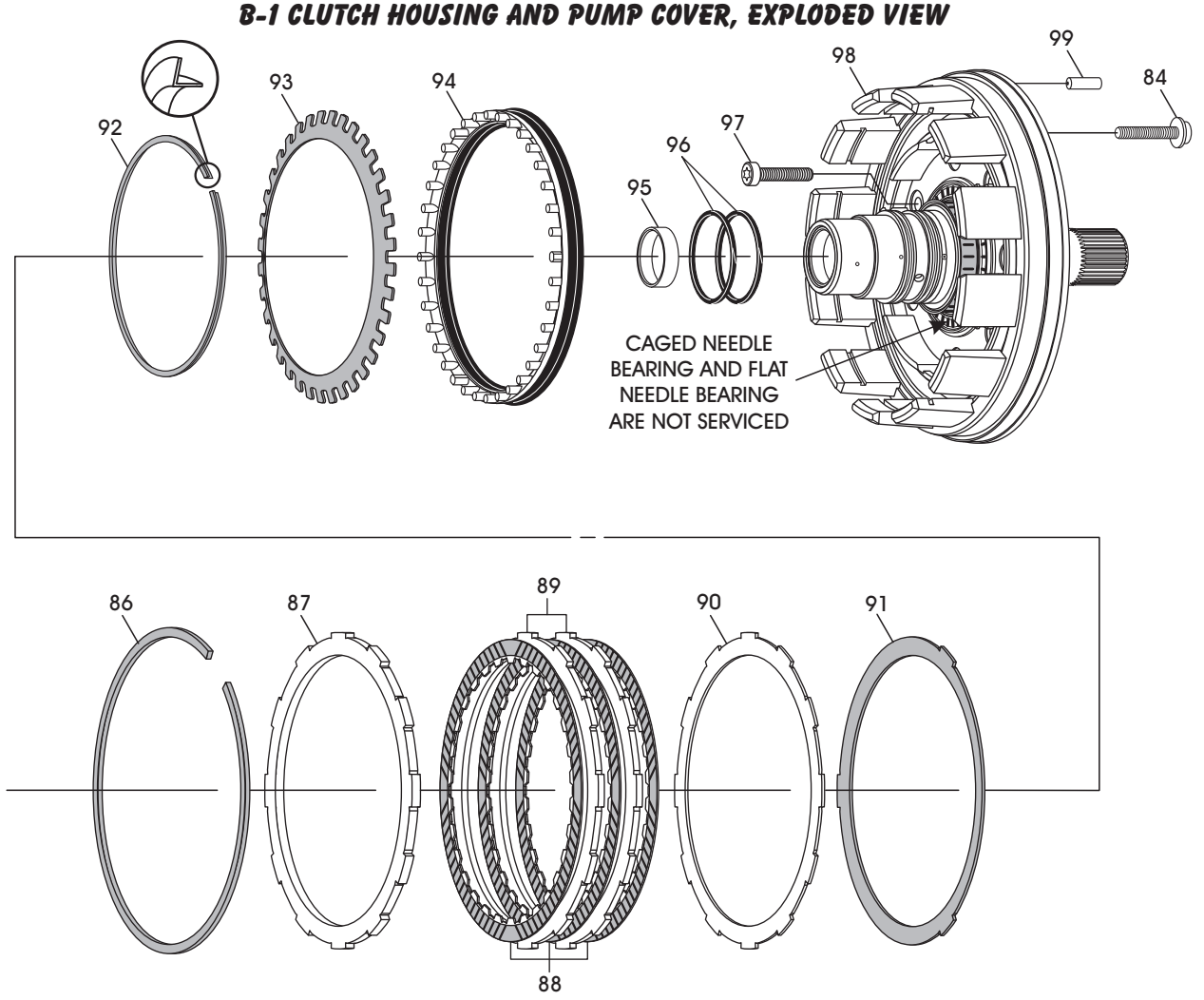
Figure 69

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

20. The B-1 clutch return spring is the diaphragm style, as shown in Figure 70.
21. The snap ring for diaphragm style return spring is "L" shaped, as shown in Figure 70.
    Note: This is to keep return spring centered on the B-1 clutch apply piston.
22. The B-1 clutch apply piston is a molded piston and can be used again if not damaged.
23. The number one thrust bearing is located under a pressed on caged roller bearing on B-1 clutch housing, as shown in Figure 70.
    Note: Neither of these bearings are serviced. If they are damaged, you must replace the B-1 clutch housing. The bushing (95) shown in Figure 70 is also not serviced.

Continued on Page 54

B-1 CLUTCH HOUSING AND PUMP COVER, EXPLODED VIEW



84 B-1 CLUTCH HOUSING RETAINING BOLTS (11 REQUIRED).
86 B-1 CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.
87 B-1 CLUTCH BACKING PLATE.
88 B-1 CLUTCH FRICTION PLATES (QTY. VARIES, SEE CHART).
89 B-1 CLUTCH STEEL PLATES (QTY. VARIES, SEE CHART).
90 B-1 CLUTCH APPLY PLATE (.071").
91 B-1 CLUTCH CUSHION PLATE.
92 B-1 CLUTCH PISTON RETURN SPRING "L" SHAPED SNAP RING.
93 B-1 CLUTCH PISTON DIAPHRAGM RETURN SPRING.
94 B-1 CLUTCH MOLDED APPLY PISTON.
95 B-1 CLUTCH HOUSING BUSHING (NOT SERVICED).
96 K-1 CLUTCH SCARF-CUT SEALING RINGS.
97 B-1 CLUTCH HOUSING TO PUMP BOLT (7 REQUIRED).
98 B-1 CLUTCH HOUSING AND PUMP COVER ASSEMBLY.
99 ALIGNMENT DOWEL.

Figure 70

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

24. Ensure that the alignment dowel is in place in the B-1 clutch housing, as shown in Figure 71.
25. Lubricate the B-1 clutch apply piston and the seal surfaces in the housing with small amount of Trans-Jel®.
26. Install the B-1 clutch apply piston, as shown in Figure 72.
27. Install the B-1 clutch return spring, as shown in Figure 72.
28. Compress the return spring using a foot press and install the "L" shaped snap ring, as shown in Figure 72.

Continued on Page 55

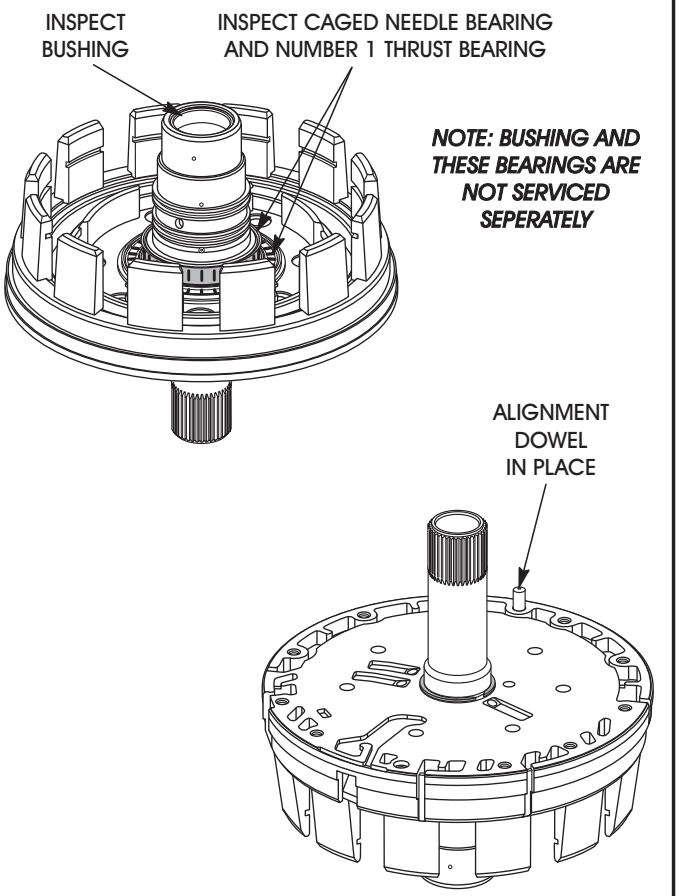


Figure 71

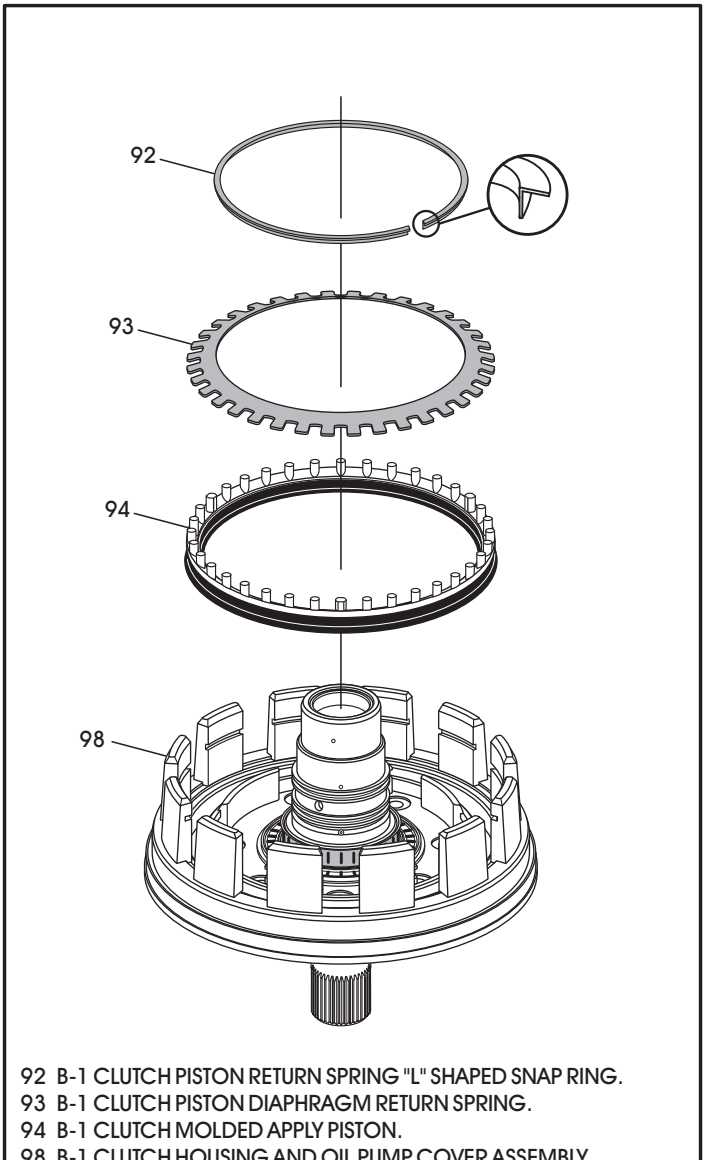
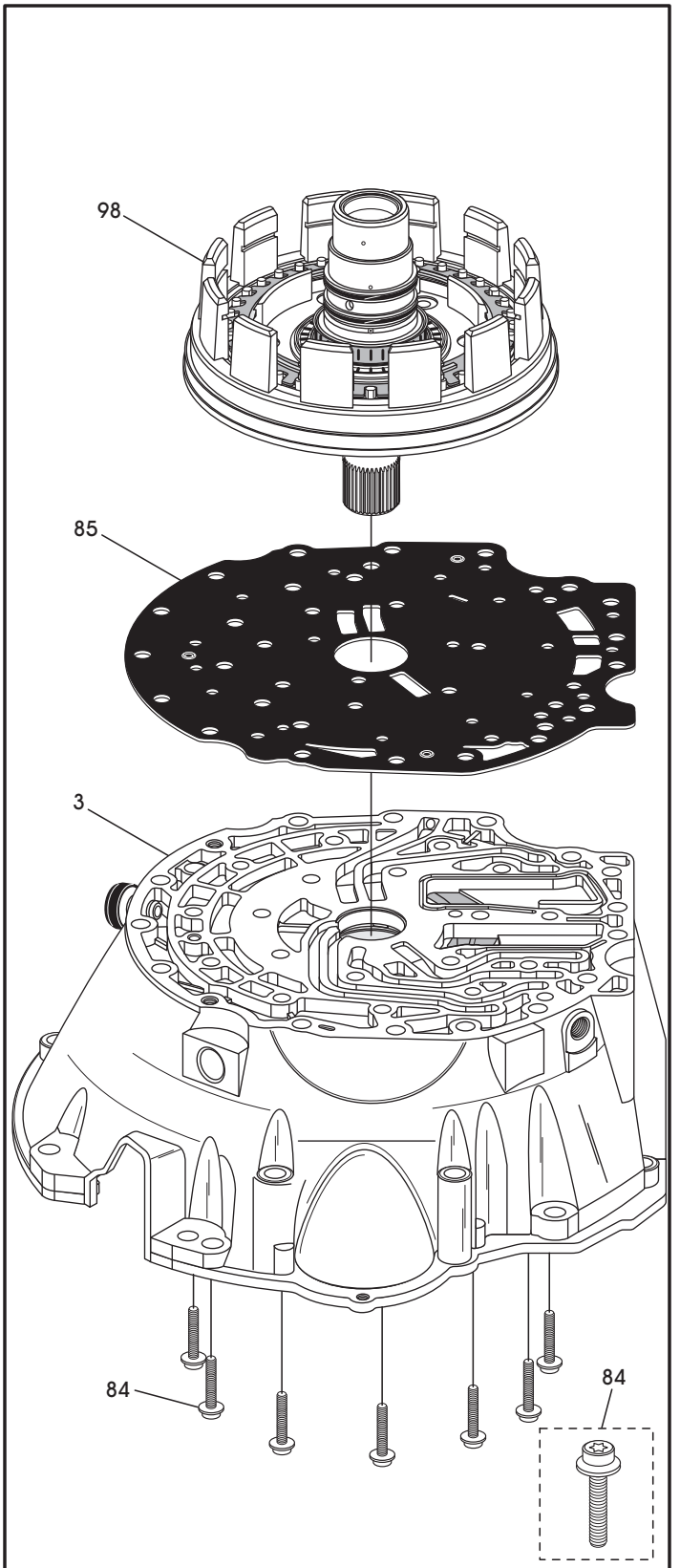


Figure 72



3 TORQUE CONVERTER HOUSING.
84 B-1 CLUTCH HOUSING RETAINING BOLTS (11 REQUIRED).
85 CONVERTER HOUSING TO CASE SPACER PLATE.
98 B-1 CLUTCH HOUSING AND OIL PUMP COVER ASSEMBLY.

Figure 73

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

29. Place the converter housing face down on flat work surface, as shown in Figure 73.
30. Place converter housing to case spacer plate on converter housing, as shown in Figure 73.
31. Install the B-1 clutch housing with piston onto spacer plate, as shown in Figure 73.
32. Install the eleven clutch housing retaining bolts as shown in Figure 73.
33. Torque the B-1 clutch housing retaining bolts to 10 N·m (88 in.lb.) (See Figure 74).

Continued on Page 56

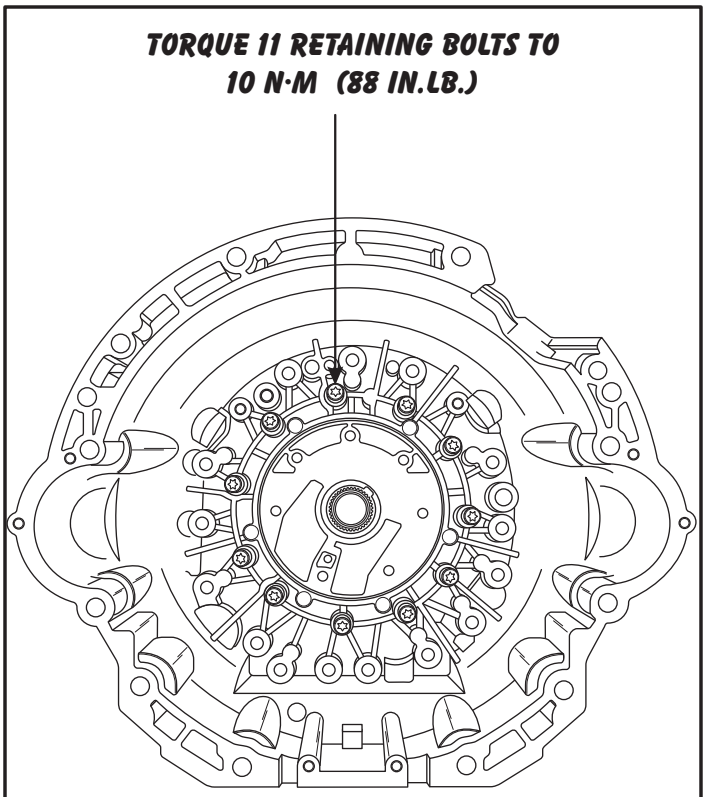
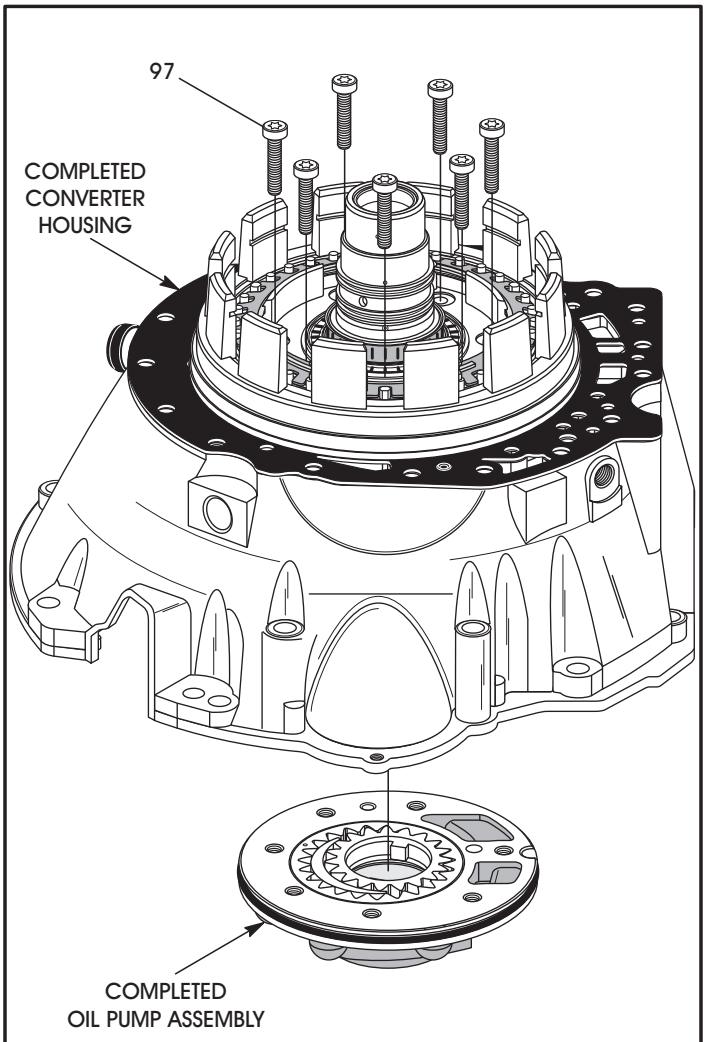


Figure 74

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



97 B-1 CLUTCH HOUSING TO PUMP BODY BOLT (7 REQUIRED).

Figure 75

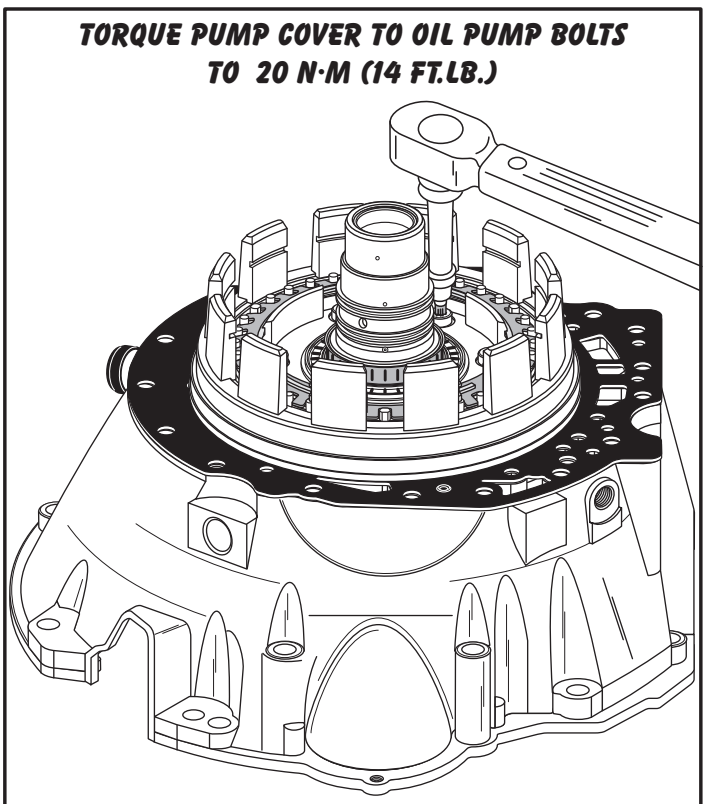
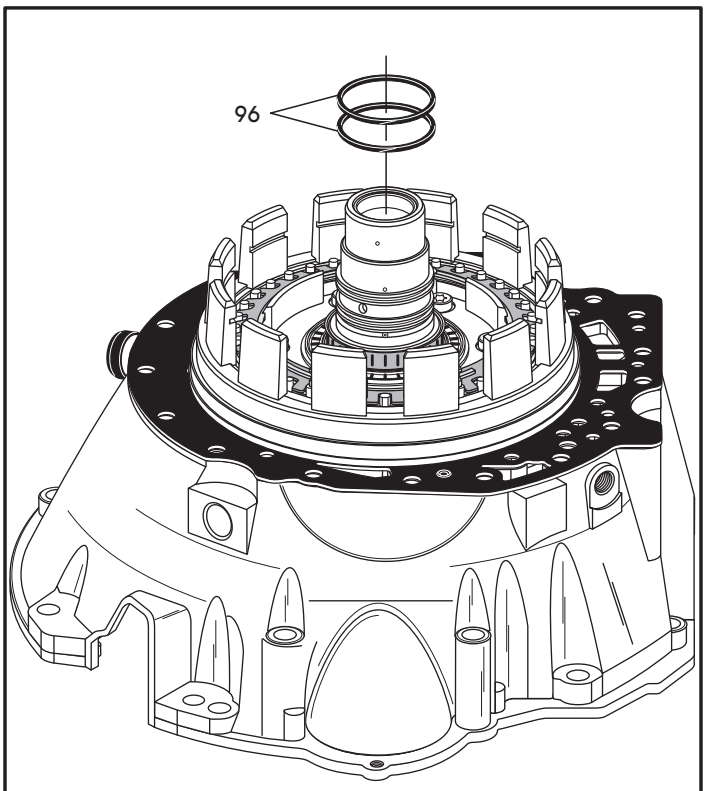


Figure 76



96 K-1 CLUTCH SCARF-CUT SEALING RINGS.

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

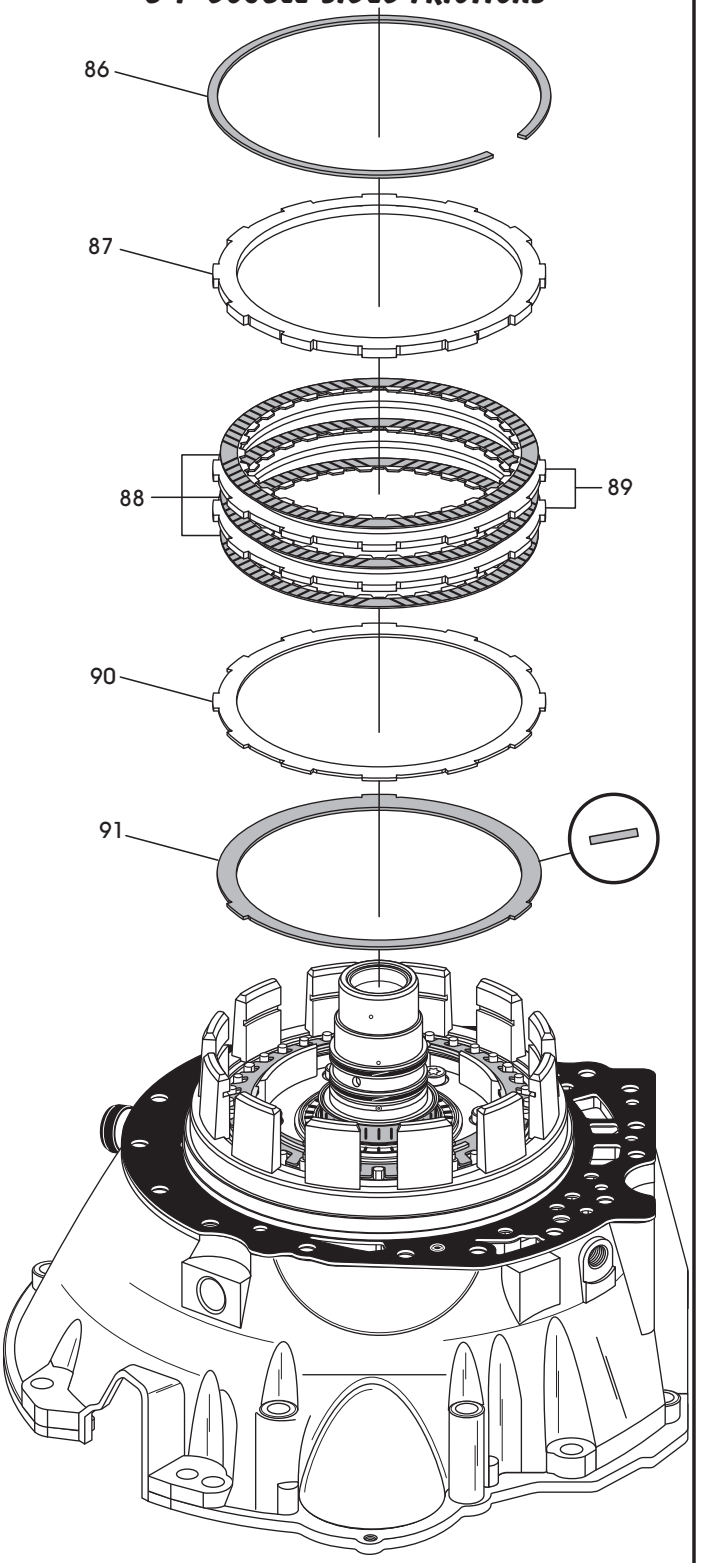
B-1 CLUTCH QUANTITY CHART BY MODEL

TRANSMISSION MODEL	LINED PLATE	STEEL PLATE	BACK. PLATE	THIN APPLY PLATE
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.

Figure 78

B-1 "DOUBLE-SIDED FRICTIONS



86 B-1 CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.
87 B-1 CLUTCH BACKING PLATE.
88 B-1 CLUTCH "DOUBLE-SIDED" FRICTION PLATES (QTY. VARIES).
89 B-1 CLUTCH STEEL PLATES (QTY. VARIES).
90 B-1 CLUTCH APPLY PLATE (.071").
91 B-1 CLUTCH DISHED CUSHION PLATE.

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

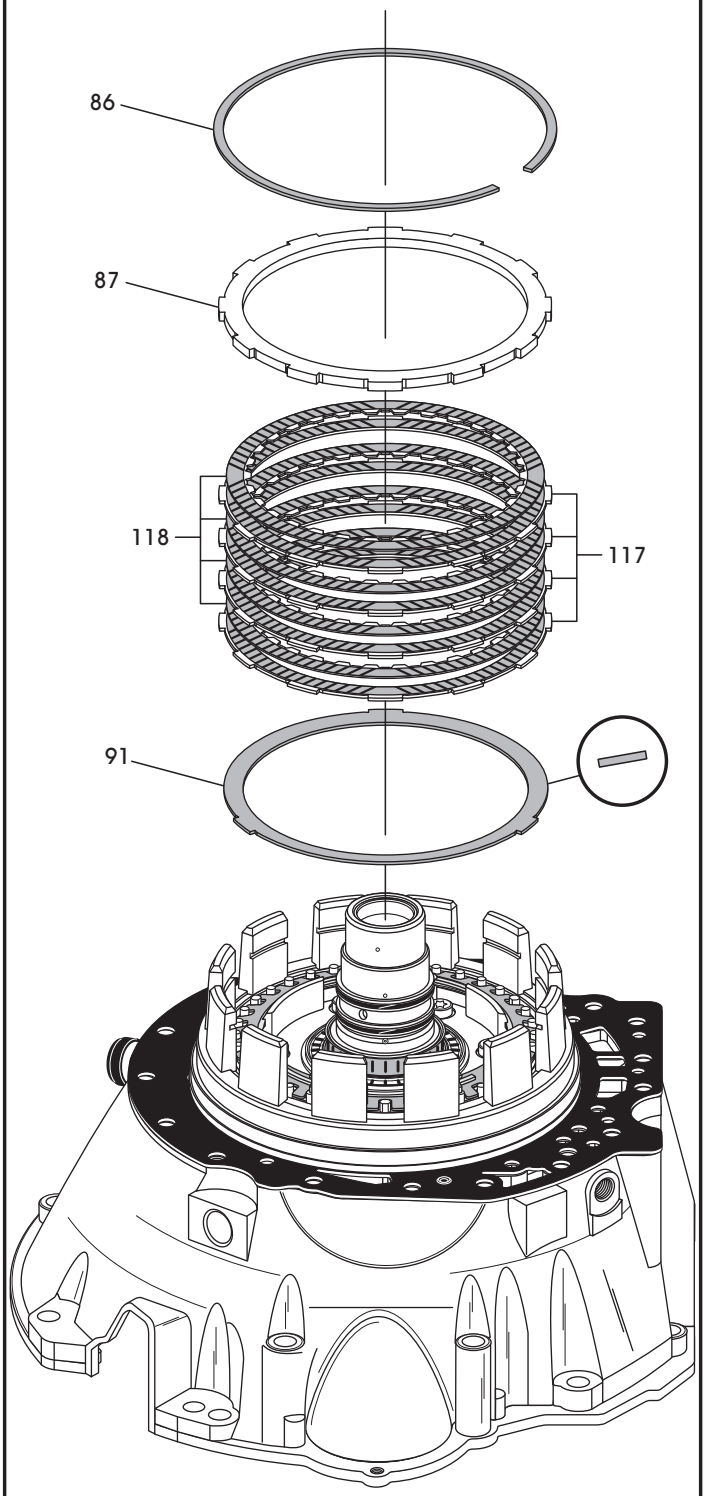
B-1 CLUTCH QUANTITY CHART BY MODEL

TRANSMISSION MODEL	LINED PLATE	STEEL PLATE	BACK. PLATE	THIN APPLY PLATE
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.

Figure 80

B-1 "SINGLE-SIDED" FRICTIONS



86 B-1 CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.
87 B-1 CLUTCH BACKING PLATE.
91 B-1 CLUTCH CUSHION PLATE.
117 B-1 "SINGLE-SIDED" EXTERNAL SPLINE FRICTION PLATES.
118 B-1 "SINGLE-SIDED INTERNAL SPLINE FRICTION PLATES.

Figure 81

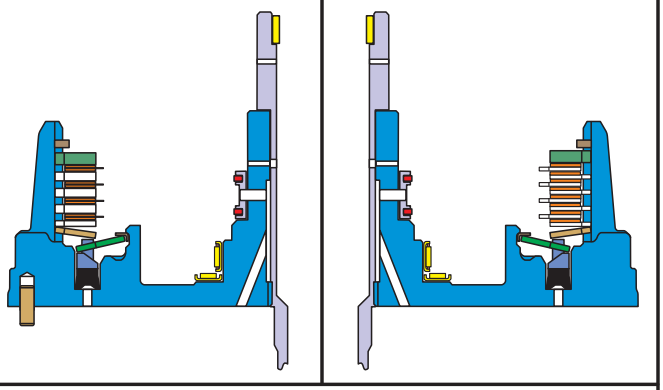
Oil Pump And B-1 Clutch Assembly (Cont'd)

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

B-1 CLUTCH CUT-AWAY

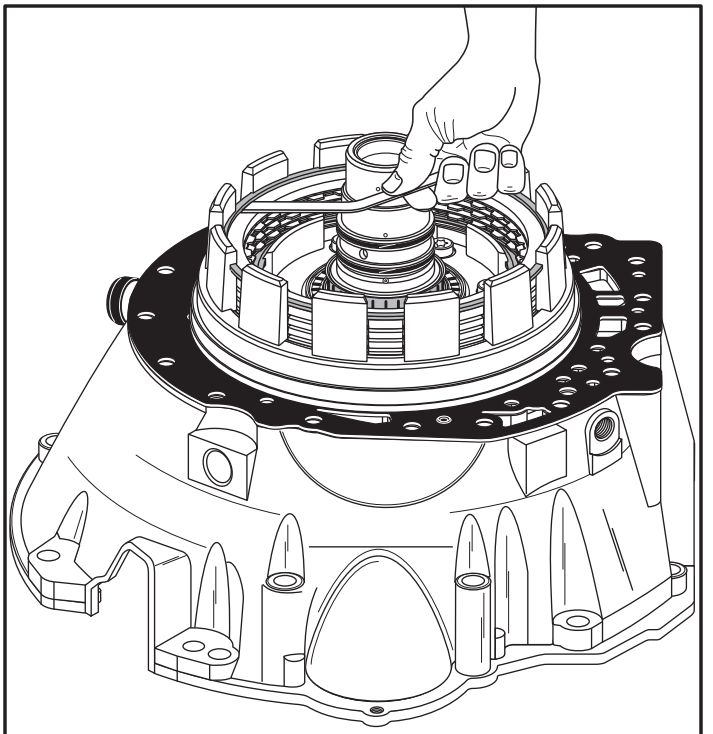
Double-Sided Stack | *Single-Sided Stack*



B-1 CLUTCH MOST FREQUENTLY USED PLATES		
USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
STEEL PLATE	3.5 MM (.138")	140 272 03 26
STEEL PLATE	2.8 MM (.110")	140 272 28 26
APPLY PLATE	1.8 MM (.071")	140 272 02 26
FRICTION PLATE	2.14 MM (.084")	140 272 00 25

B-1 "SINGLE-SIDED" MOST FREQUENTLY USED PLATES		
USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
FRICTION (INT-30 SPLINE)	2.07 MM (.081")	52108507AA
FRICTION (EXT-12 SPLINE)	2.07 MM (.081")	52108508AA

Figure 82



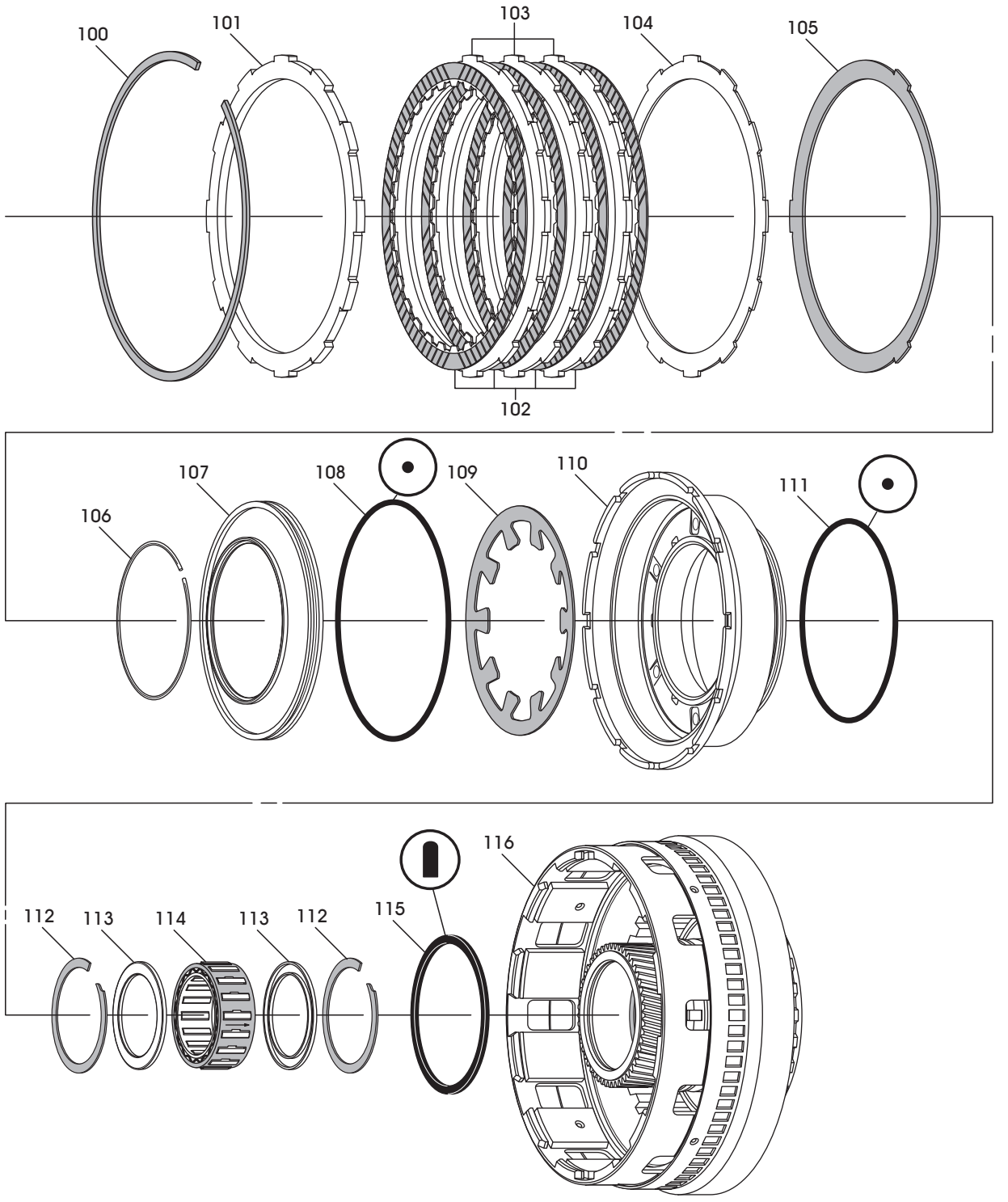
B-1 "Double-Sided" Clutch Clearance Should Be;
2 Frictions = 0.5 - 0.8mm (.020" - .031")
3 Frictions = 0.8 - 1.0mm (.031" - .040")
4 Frictions = 1.0 - 1.3mm (.040" - .051")

B-1 "Single-Sided" Clutch Clearance Should Be;
4 Friction = 0.5 - 0.8mm (.020" - .031")
6 Frictions = 0.8 - 1.0mm (.031" - .040")
8 Frictions = 1.0 - 1.3mm (.040" - .051")

B-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 (.123")	140 994 89 40
3.7 MM (.146")	140 994 30 35

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.

Figure 84

COMPONENT REBUILD (CONT'D)

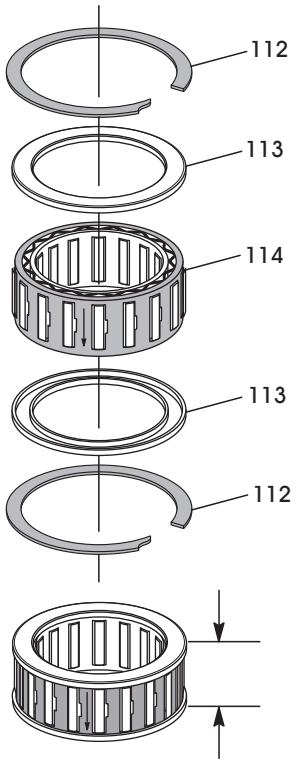
K-1 Clutch Housing Assembly

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.

Continued on Page 62

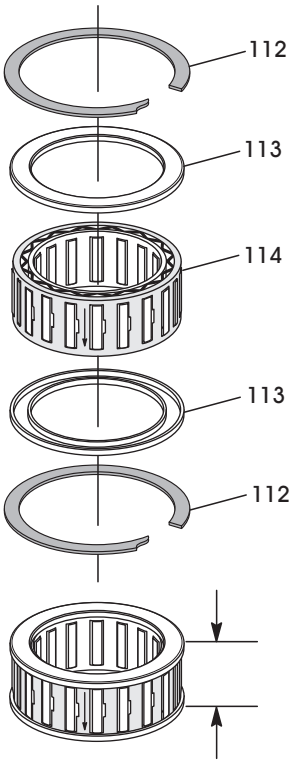
F-1 SPRAG IDENTIFICATION

1ST DESIGN
Mercedes Part Number
210 270 00 31
11 Element
(Not Recommended)



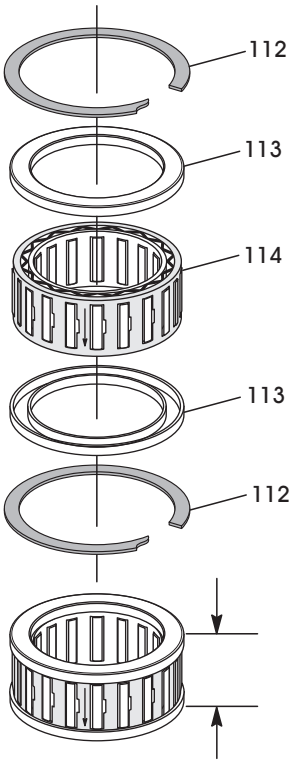
BLACK PLASTIC OUTER CAGE
ASSEMBLED HEIGHT 21.46 MM (.845")
END BEARING THICKNESS 3.02 MM (.119")

2ND DESIGN
Mercedes Part Number
722 270 00 31
20 Element
(OK To Use)



BROWN PLASTIC OUTER CAGE
ASSEMBLED HEIGHT 21.46 MM (.845")
END BEARING THICKNESS 3.02 MM (.119")

3RD DESIGN
Mercedes Part Number
772 270 02 31
20 Element
Thicker End Bearings
(OK To Use)



BROWN PLASTIC OUTER CAGE
ASSEMBLED HEIGHT 23.37 MM (.920")
END BEARING THICKNESS 3.99 MM (.157")

112 F-1 SPRAG SNAP RING (2 REQUIRED).
113 F-1 SPRAG END BEARINGS (2 REQUIRED).
114 F-1 SPRAG ASSEMBLY.

INTERCHANGEABILITY

1st Design, Not recommended for use in any models.
2nd Design, Will back service all previous models equipped with the 11 element sprag.
3rd Design, Will back service all previous models but also requires a new K-1 clutch housing, as snap ring grooves are relocated to accommodate thicker end bearings.

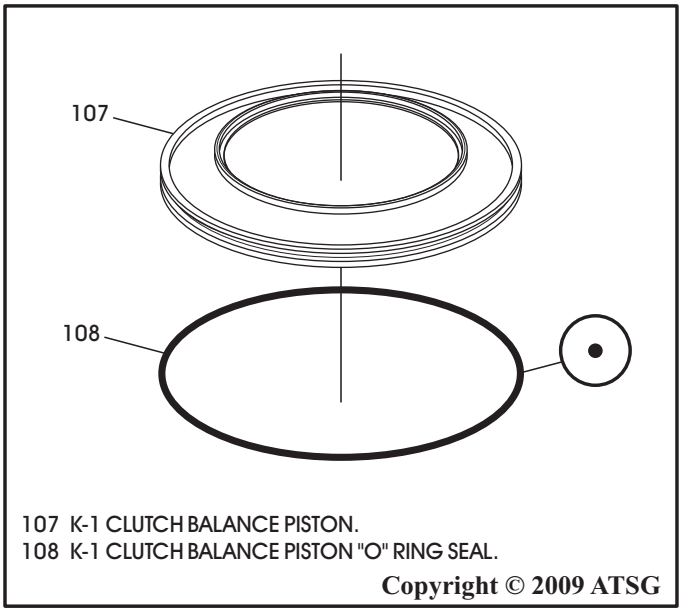
Figure 85

COMPONENT REBUILD (CONT'D)

K-1 Clutch Housing Assembly (Cont'd)

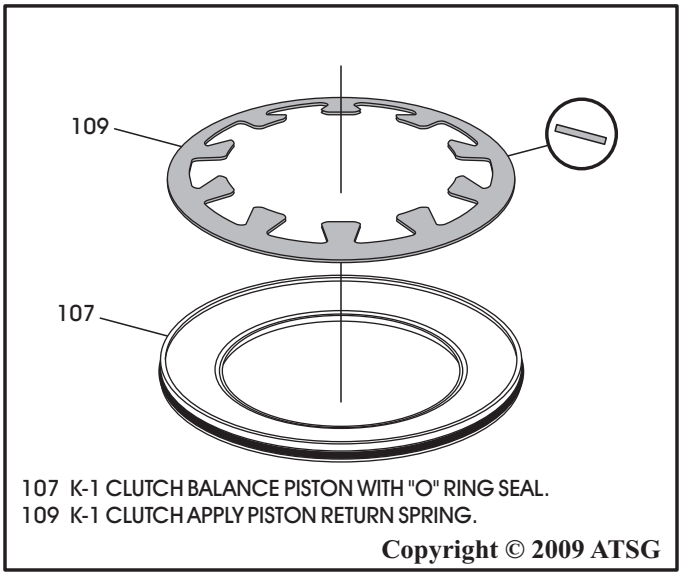
4. Install new "O" ring seal on the K-1 clutch balance piston, as shown in Figure 86, and lube with small amount of Trans-Jel®.
5. Turn the balance piston over and install the apply piston return spring in direction shown in Figure 87.
   Note: Use a liberal amount of Trans-Jel to hold return spring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



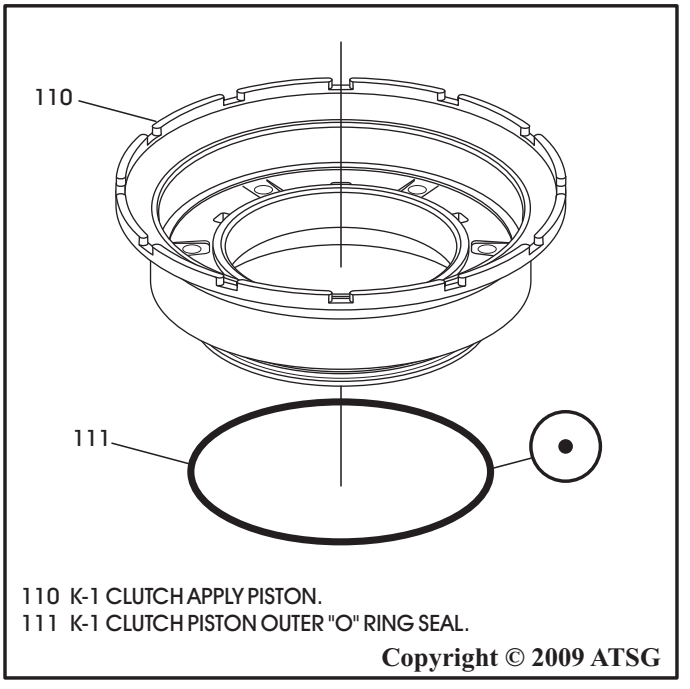
107 K-1 CLUTCH BALANCE PISTON.
108 K-1 CLUTCH BALANCE PISTON "O" RING SEAL.

Figure 86



107 K-1 CLUTCH BALANCE PISTON WITH "O" RING SEAL.
109 K-1 CLUTCH APPLY PISTON RETURN SPRING.

Figure 87



110 K-1 CLUTCH APPLY PISTON.
111 K-1 CLUTCH PISTON OUTER "O" RING SEAL.

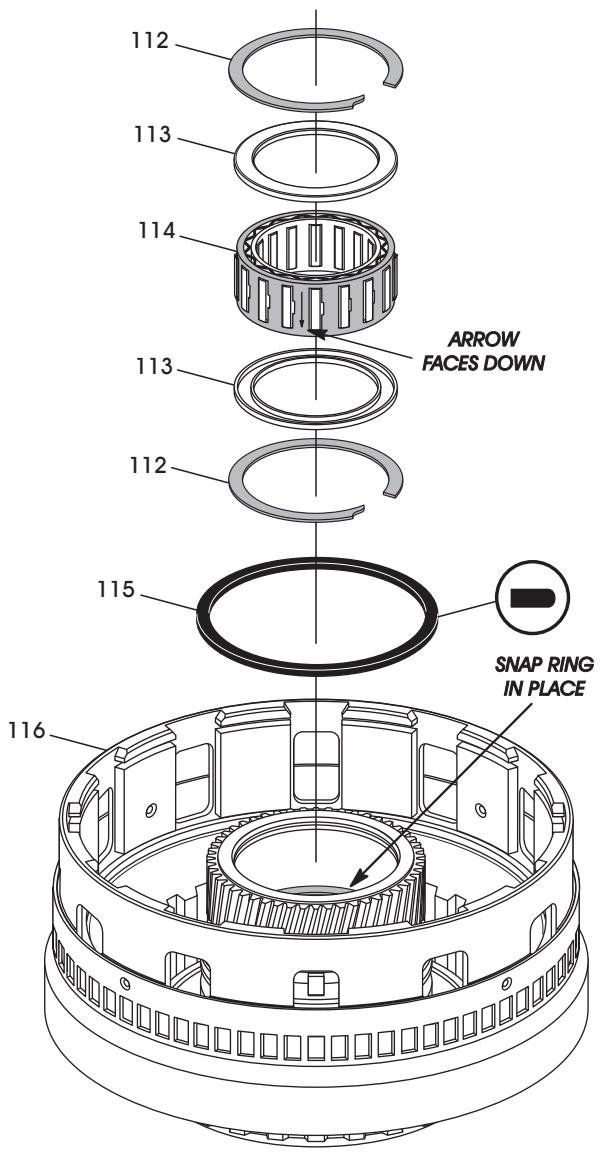
Figure 88

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 facinng 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.

Continued on Page 64



112 F1 SPRAG SNAP RING (2 REQUIRED).
113 F1 SPRAG END BEARINGS (2 REQUIRED).
114 F1 SPRAG ASSEMBLY.
115 K1 CLUTCH PISTON INNER "D" RING SEAL.
116 K1 CLUTCH HOUSING ASSEMBLY.

Figure 89

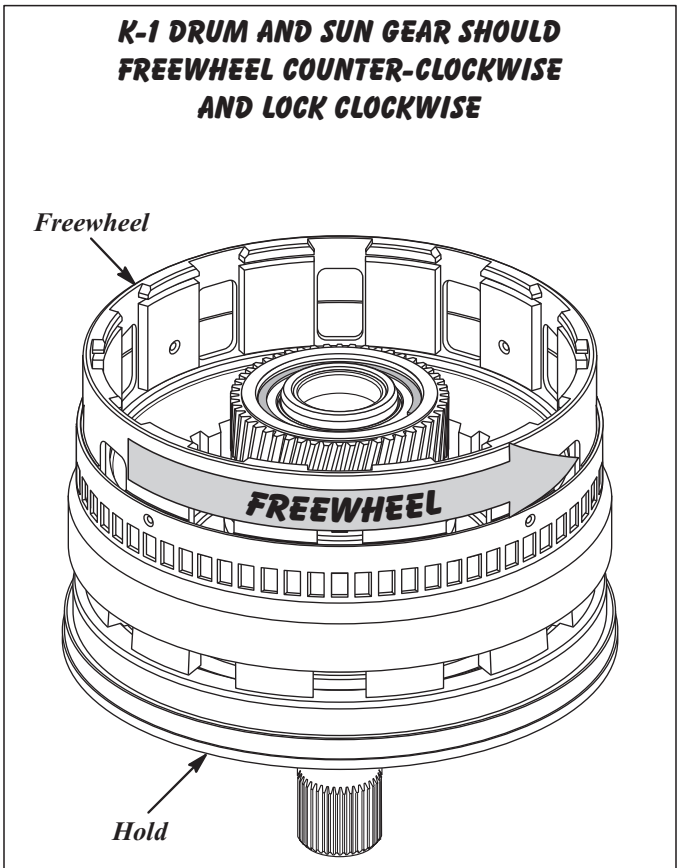


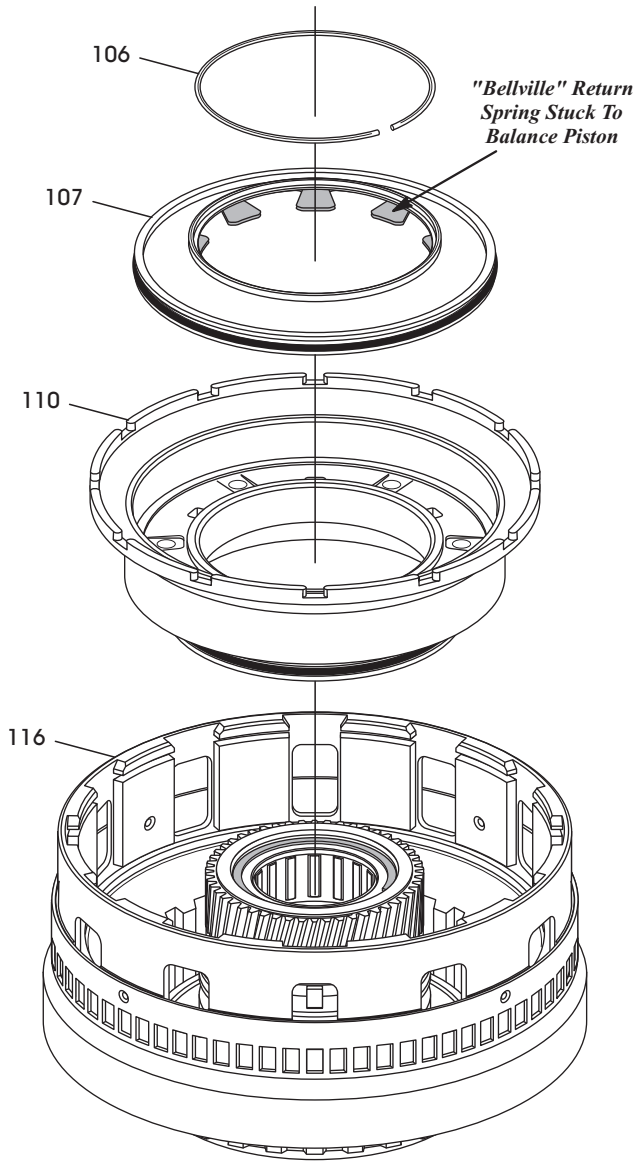
Figure 90

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



106 K-1 CLUTCH PISTON RETAINER SNAP RING.
107 K-1 CLUTCH BALANCE PISTON WITH RETURN SPRING.
110 K-1 CLUTCH APPLY PISTON.
116 K-1 CLUTCH HOUSING ASSEMBLY.

Figure 91

K-1 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	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.

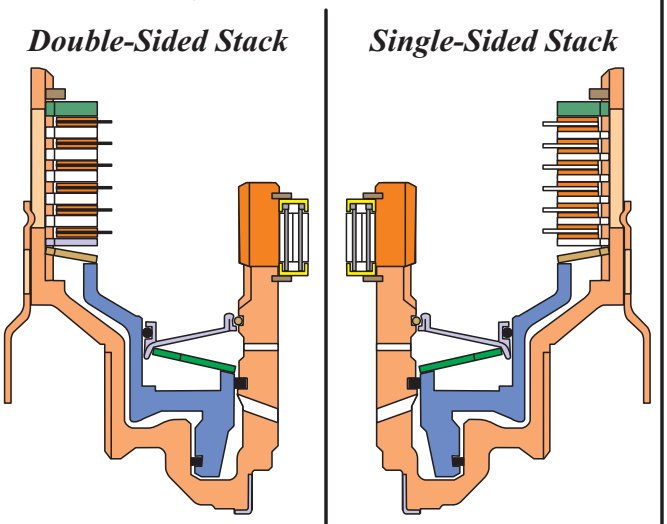
Figure 92

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

K-1 CLUTCH CUT-AWAY

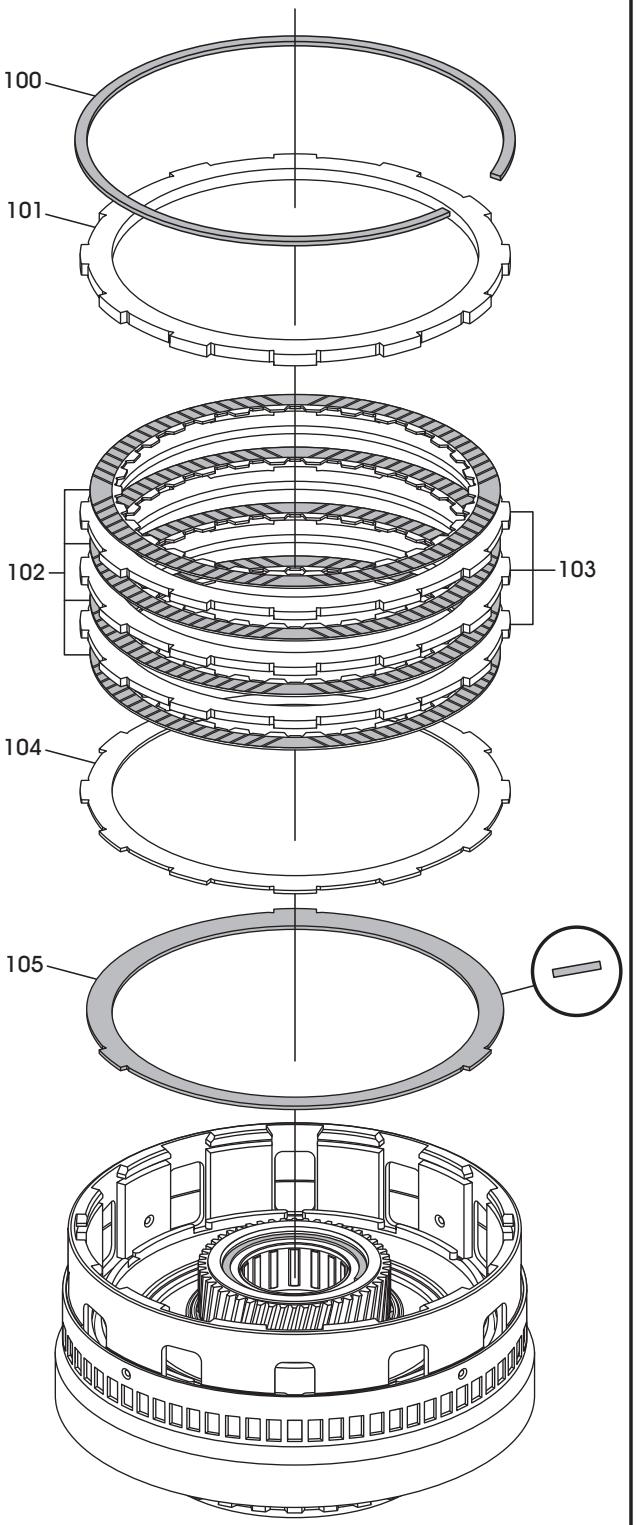


K-1 "REGULAR" MOST FREQUENTLY USED PLATES		
USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
STEEL PLATE	3.5 MM (.138")	140 272 03 26
STEEL PLATE	2.8 MM (.110")	140 272 28 26
APPLY PLATE	1.8 MM (.071")	140 272 02 26
FRICTION PLATE	2.14 MM (.084")	140 272 00 25

K-1 "SINGLE-SIDED" MOST FREQUENTLY USED PLATES		
USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
FRICTION (INT-30 SPLINE)	2.07 MM (.081")	52108507AA
FRICTION (EXT-12 SPLINE)	2.07 MM (.081")	52108508AA

Figure 93

"DOUBLE-SIDED" STACK-UP



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 (.071").
105 K-1 CLUTCH CUSHION PLATE.
116 K-1 CLUTCH HOUSING ASSEMBLY.

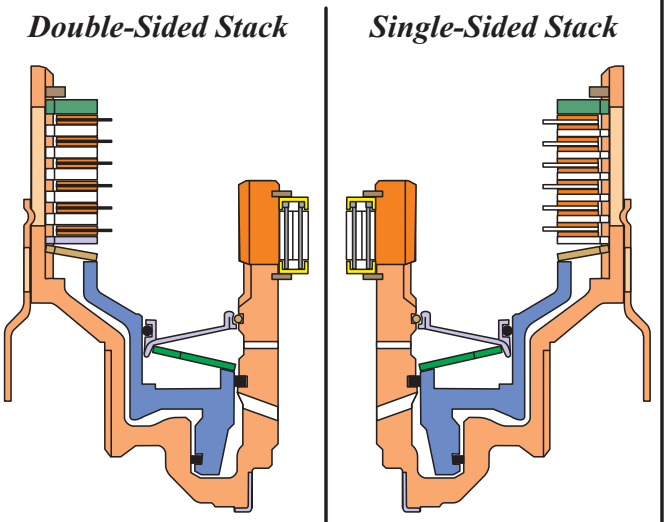
Figure 94

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.

Continued on Page 67

K-1 CLUTCH CUT-AWAY



K-1 "REGULAR" MOST FREQUENTLY USED PLATES

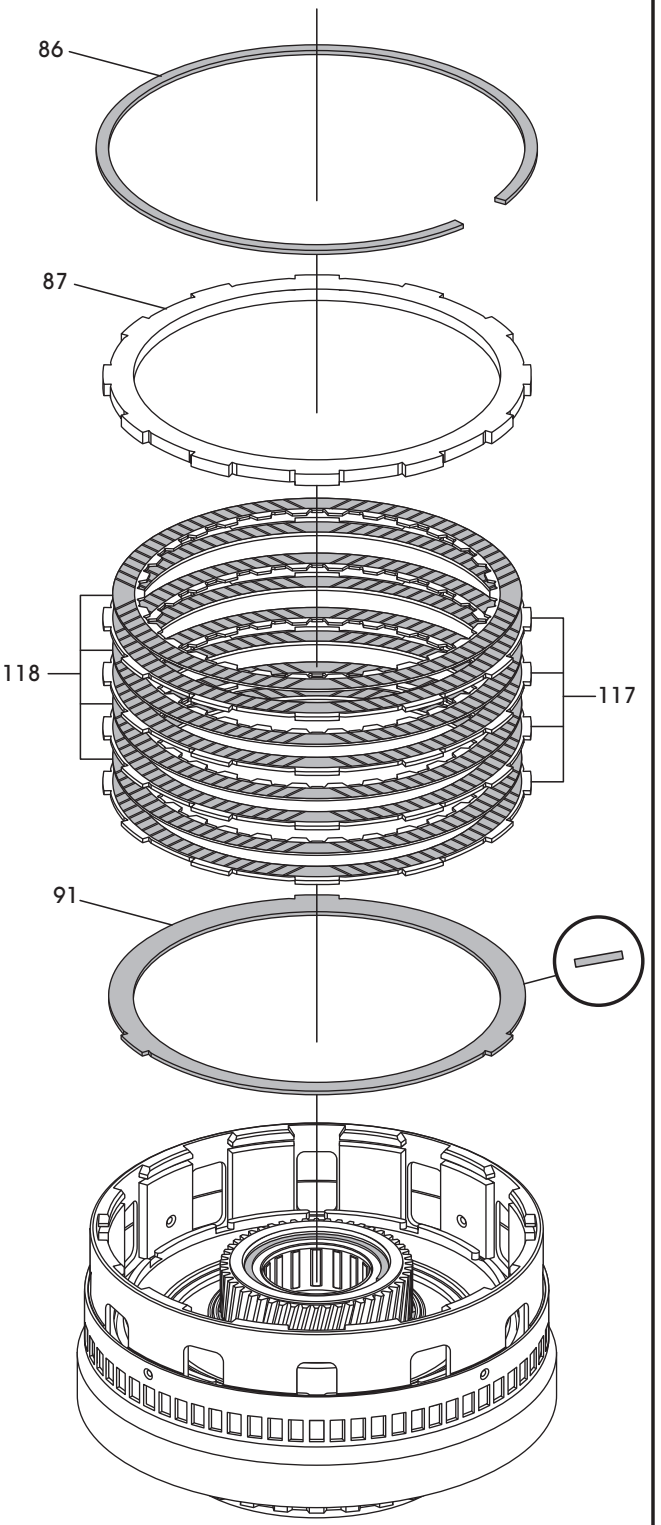
USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
STEEL PLATE	3.5 MM (.138")	140 272 03 26
STEEL PLATE	2.8 MM (.110")	140 272 28 26
APPLY PLATE	1.8 MM (.071")	140 272 02 26
FRICTION PLATE	2.14 MM (.084")	140 272 00 25

K-1 "SINGLE-SIDED" MOST FREQUENTLY USED PLATES

USAGE	*THICKNESS*	*PART NUMBER*
BACKING PLATE	3.98 MM (.157")	140 272 04 26
FRICTION (INT-30 SPLINE)	2.07 MM (.081")	52108507AA
FRICTION (EXT-12 SPLINE)	2.07 MM (.081")	52108508AA

Figure 95

"SINGLE-SIDED" STACK-UP



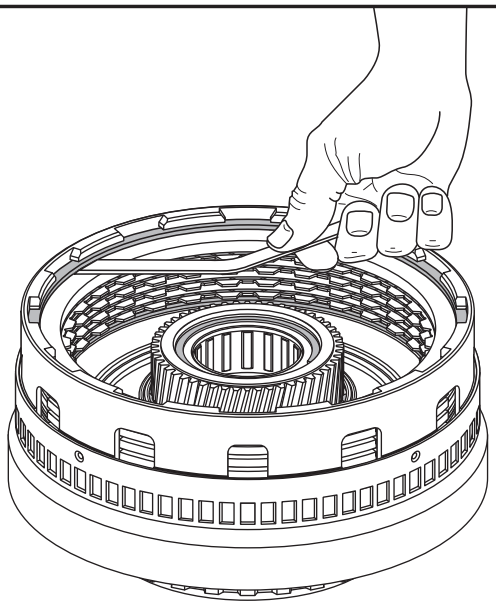
100 K-1 CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.
101 K-1 CLUTCH BACKING PLATE.
105 K-1 CLUTCH CUSHION PLATE.
116 K-1 CLUTCH HOUSING ASSEMBLY.
117 K-1 CLUTCH "EXTERNAL SPLINE" SINGLE-SIDED PLATES.
118 K-1 CLUTCH "INTERNAL SPLINE" SINGLE-SIDED PLATES.

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

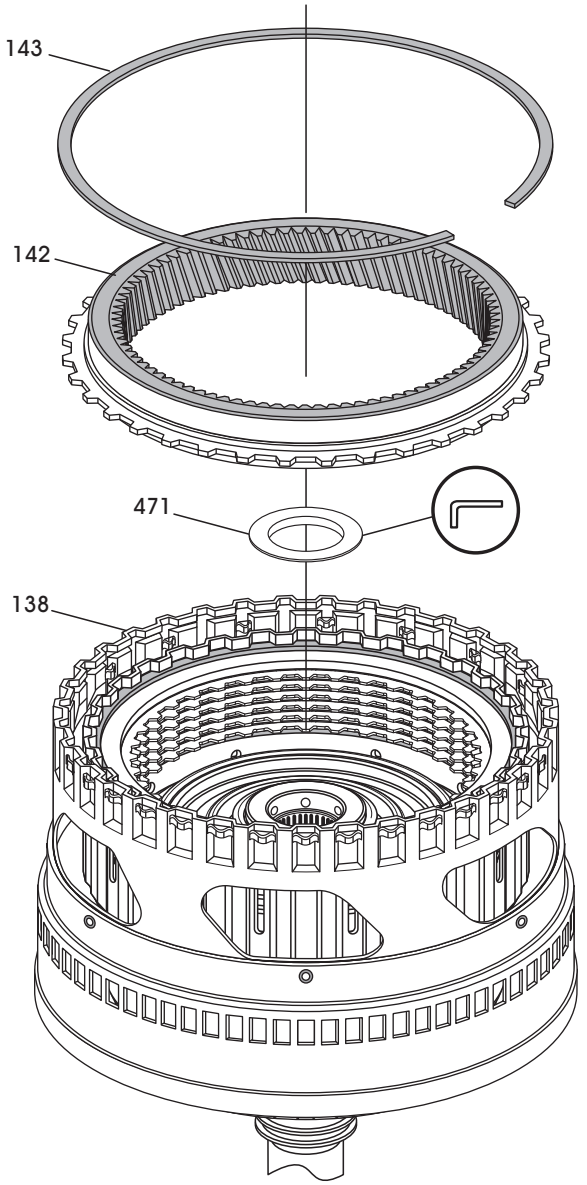
Figure 97

COMPONENT REBUILD (CONT'D)

K-2 Clutch Housing Assembly

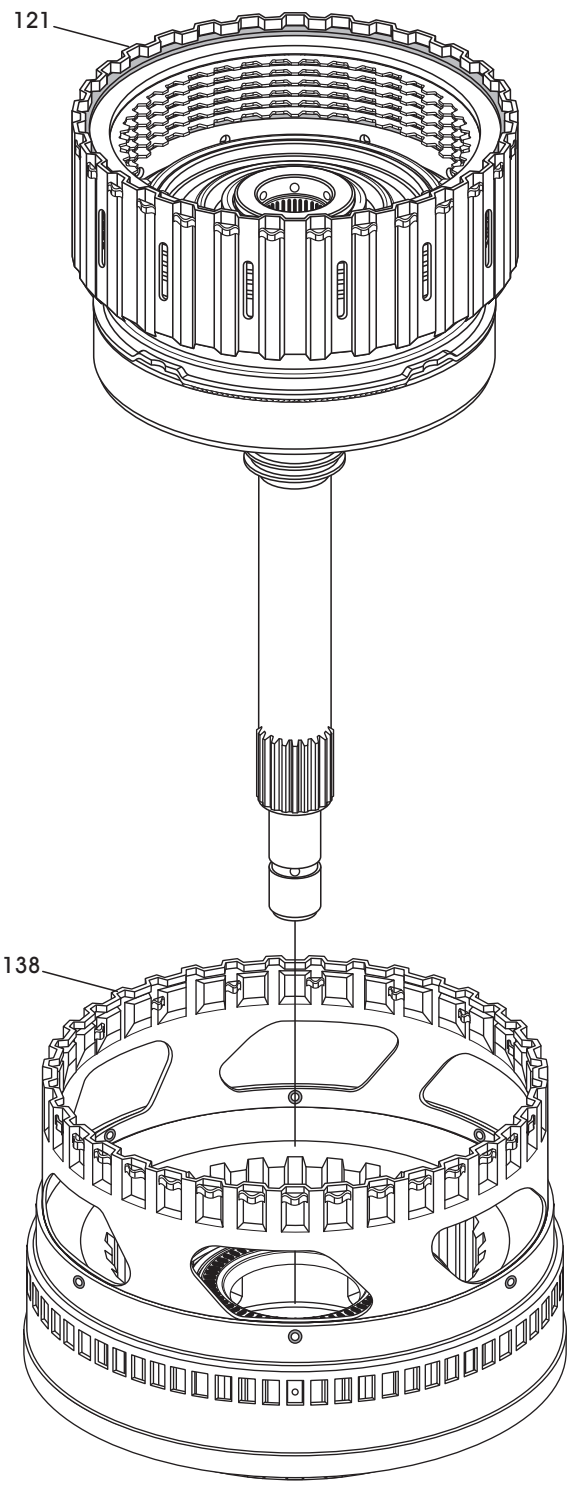
1. The K-2 clutch housing assembly consists of two components, the K-2 clutch housing and the K-2 shell assembly.
2. Remove the snap ring and rear planetary ring gear, as shown in Figure 98.
3. Seperate the K-2 clutch housing and K-2 shell assembly, as shown in Figure 99.

Continued on Page 70



138 K-2 SHELL WITH K-2 CLUTCH HOUSING INSTALLED.
142 REAR PLANETARY INTERNAL RING GEAR.
143 REAR PLANETARY RING GEAR RETAINING SNAP RING.
471 NUMBER 4 THRUST BEARING RACE.

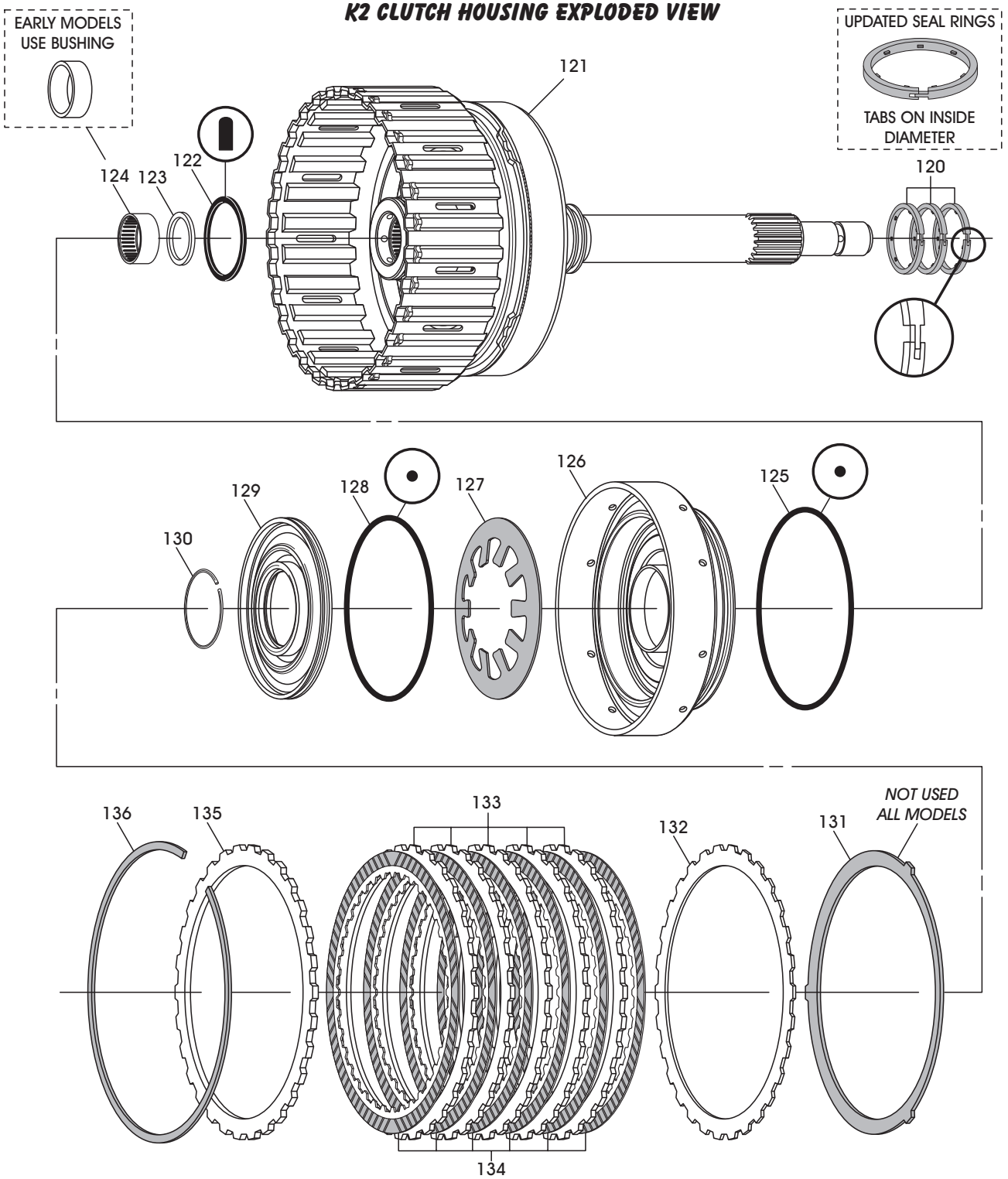
Figure 98



121 K-2 CLUTCH HOUSING ASSEMBLY.
138 K-2 SHELL AND K-1 CLUTCH HUB, WITH FRONT PLANETARY.

Figure 99

K2 CLUTCH HOUSING EXPLODED VIEW



120 TURBINE SHAFT VESPEL SEAL RINGS (3 REQUIRED).
121 K-2 CLUTCH HOUSING ASSEMBLY.
122 K-2 CLUTCH INNER PISTON "D" RING SEAL.
123 K-2 CLUTCH HOUSING TEFLON SEAL (NEW DESIGN).
124 K-2 CLUTCH HOUSING CAGED NEEDLE BEARING.
125 K-2 CLUTCH APPLY PISTON OUTER "O" RING SEAL.
126 K-2 CLUTCH APPLY PISTON.
127 K-2 CLUTCH APPLY PISTON RETURN SPRING.
128 K-2 BALANCE PISTON "O" RING SEAL.
129 K-2 BALANCE PISTON AND SPRING RETAINER.
130 K-2 BALANCE PISTON CIR-CLIP SNAP RING.
131 K-2 CLUTCH CUSHION PLATE.
132 K-2 CLUTCH APPLY PLATE, .071" THICK.
133 K-2 CLUTCH STEEL PLATES, .110" THICK (QTY VARIES).
134 K-2 CLUTCH FRICTION PLATES (QTY VARIES - SEE CHART).
135 K-2 CLUTCH BACKING PLATE, .138" THICK.
136 K-2 CLUTCH "*SELECTIVE*" SNAP RING.

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 dimensionsons of the output shaft.
Refer to Figure 101 for the dimensions and identification.

Continued on Page 71

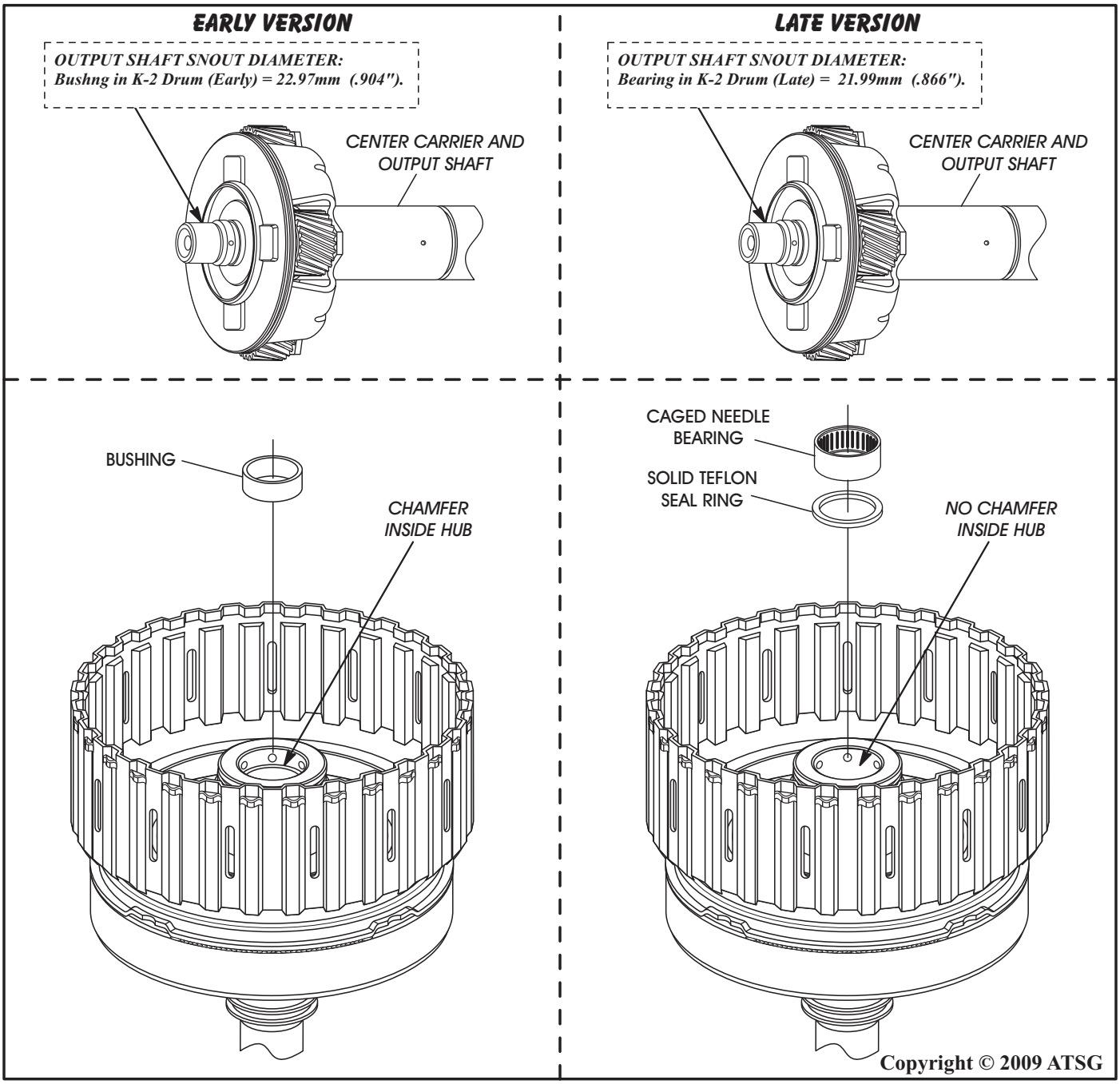


Figure 101

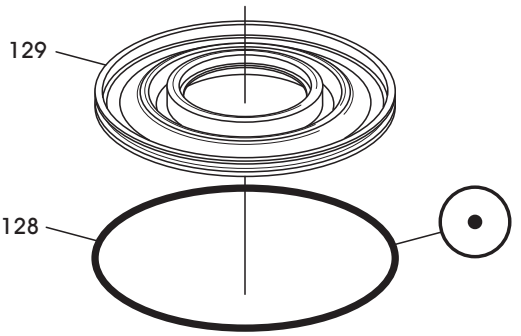
COMPONENT REBUILD (CONT'D)

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.

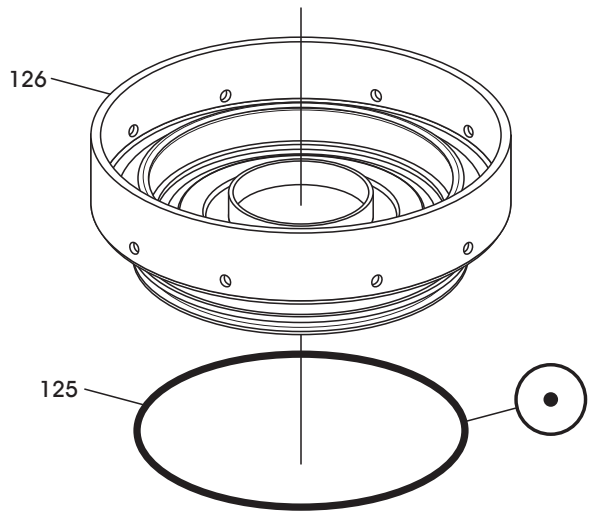
Special Note: It is common to encounter premature failure of the bushing inside the K-2 clutch drum which pilots the output shaft causing complete planetary failure. Later models have been upgraded to a Teflon sealing ring and caged needle bearing arrangement. Upgrade packages for early designs are available 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.

Continued on Page 72



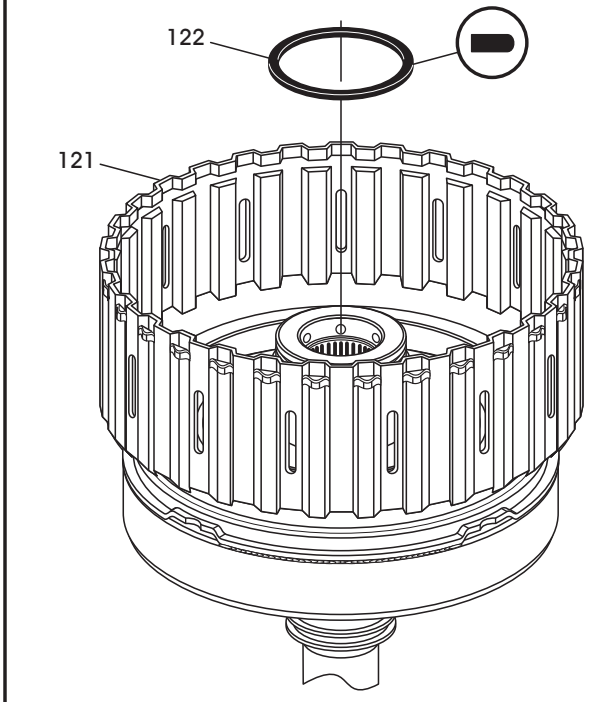
128 K-2 BALANCE PISTON "O" RING SEAL.
129 K-2 BALANCE PISTON AND SPRING RETAINER.

Figure 102



125 K-2 CLUTCH APPLY PISTON OUTER "O" RING SEAL.
126 K-2 CLUTCH APPLY PISTON.

Figure 103



121 K-2 CLUTCH HOUSING ASSEMBLY.
122 K-2 CLUTCH INNER PISTON "D" RING SEAL.

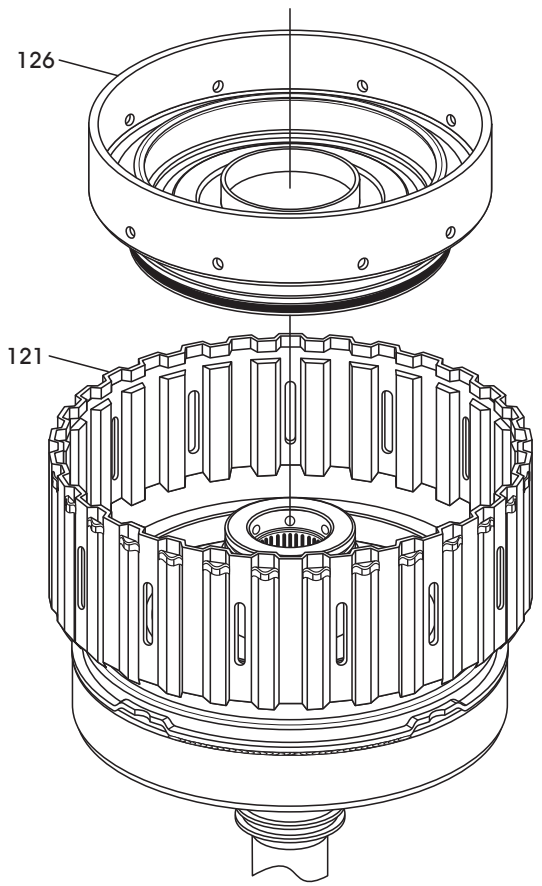
Figure 104

COMPONENT REBUILD (CONT'D)

K-2 Clutch Housing Assembly (Cont'd)

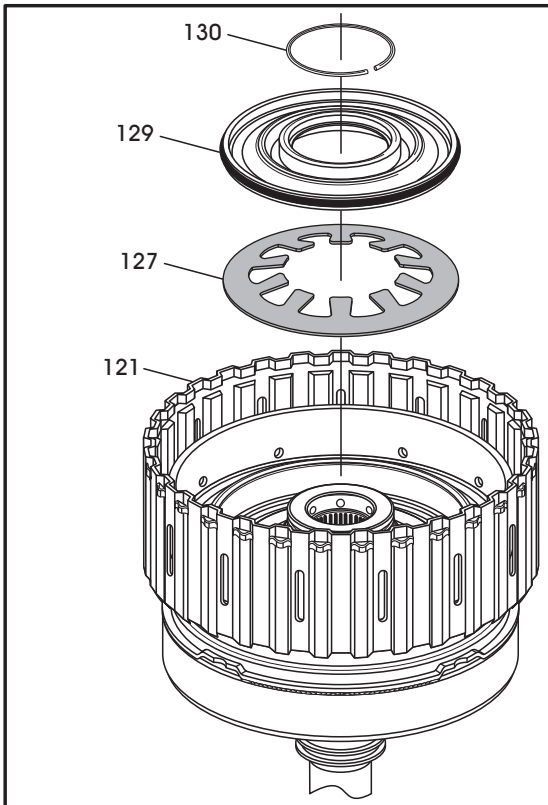
12. Install the K-2 clutch apply piston into the K-2 clutch housing, as shown in Figure 105.
13. Install K-2 clutch apply piston return spring on the K-2 apply piston in the direction shown in Figure 106.
14. Install the K-2 balance piston, as shown in Figure 106.
15. Compress the assembly on a foot 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.

Continued on Page 73



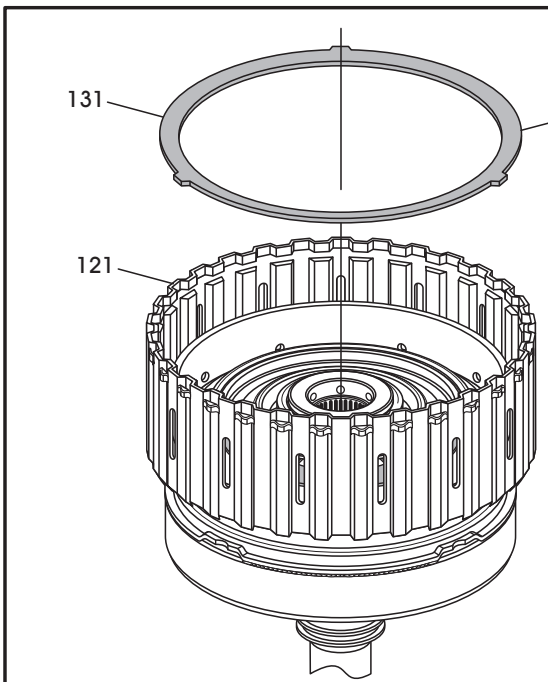
121 K-2 CLUTCH HOUSING ASSEMBLY.
126 K-2 CLUTCH APPLY PISTON AND SEAL ASSEMBLY.

Figure 105



121 K-2 CLUTCH HOUSING ASSEMBLY.
127 K-2 CLUTCH APPLY PISTON RETURN SPRING.
129 K-2 BALANCE PISTON AND SPRING RETAINER.
130 K-2 BALANCE PISTON CIR-CLIP SNAP RING.

Figure 106



121 K-2 CLUTCH HOUSING ASSEMBLY.
131 K-2 CLUTCH CUSHION PLATE (SOME MODELS ONLY).

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.

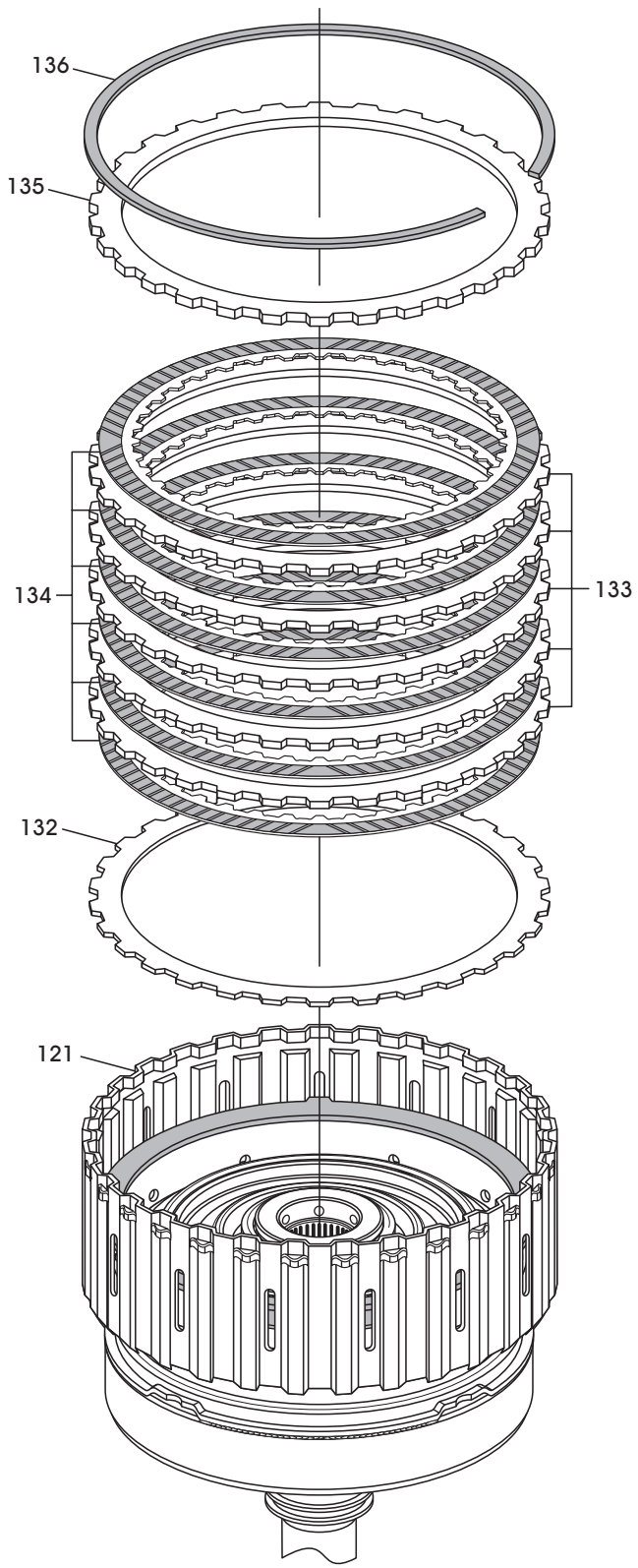
Continued on Page 74

K-2 CLUTCH QUANTITY CHART BY MODEL

TRANSMISSION MODEL	LINED PLATE	STEEL PLATE	BACK. PLATE	THIN APPLY PLATE
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.

Figure 108



121 K-2 CLUTCH HOUSING ASSEMBLY.
132 K-2 CLUTCH APPLY PLATE, .071" THICK.
133 K-2 CLUTCH STEEL PLATES, .110" THICK (QTY VARIES).
134 K-2 CLUTCH FRICTION PLATES (QTY VARIES - SEE CHART).
135 K-2 CLUTCH BACKING PLATE, .138" THICK.
136 K-2 CLUTCH "SELECTIVE" SNAP RING.

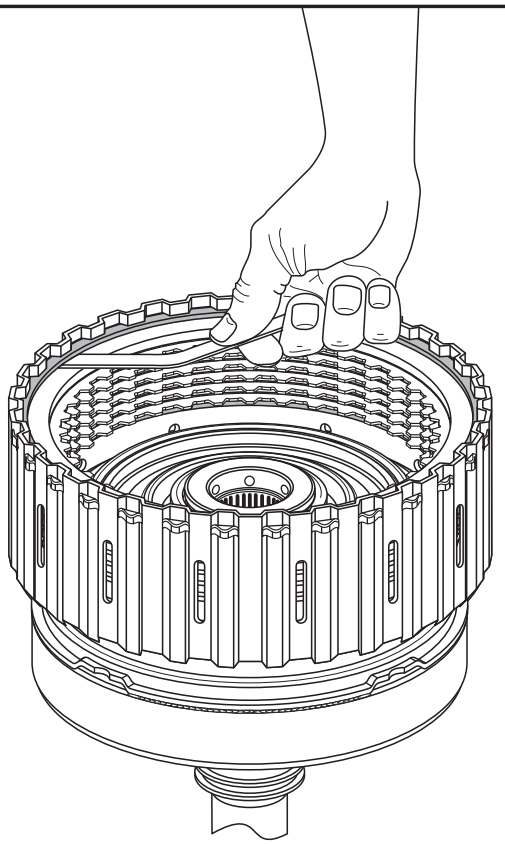
Figure 109

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



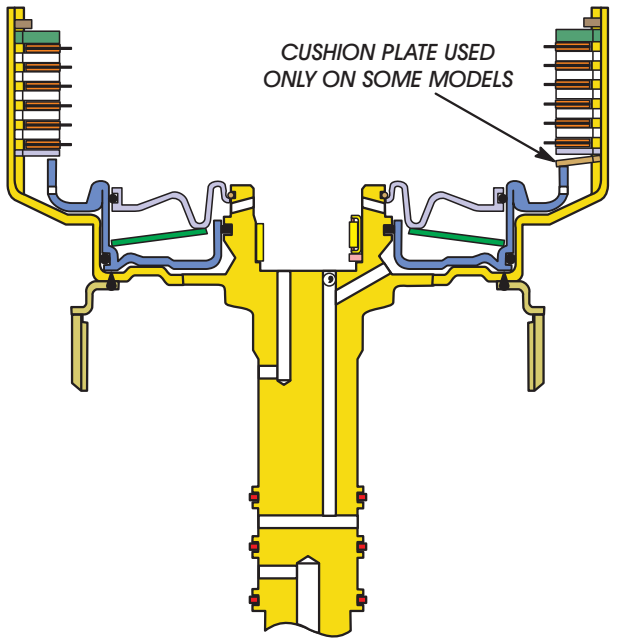
K-2 Clutch Clearance Should Be;

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

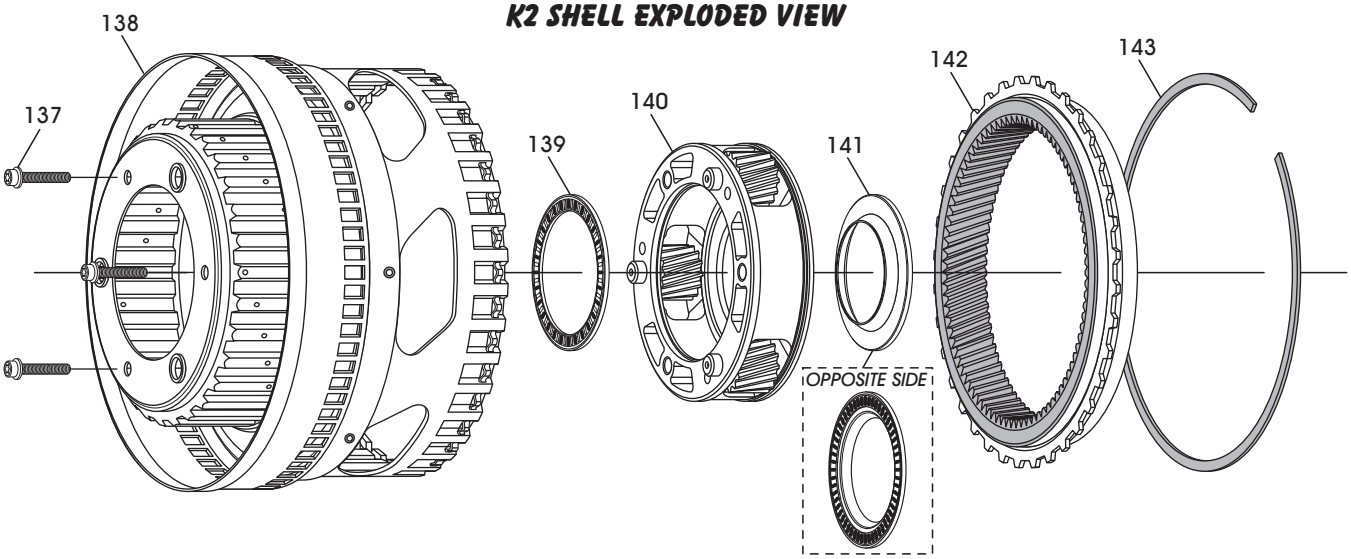
Figure 110

K-2 CLUTCH CUT-AWAY



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

Figure 111



137 K-2 SHELL FRONT PLANET RETAINING BOLTS (3 REQUIRED).
138 K-2 SHELL AND K-1 CLUTCH HUB ASSEMBLY.
139 NUMBER 2 THRUST BEARING.
140 FRONT PLANETARY CARRIER ASSEMBLY.
141 NUMBER 3 THRUST BEARING.
142 REAR PLANETARY INTERNAL RING GEAR.
143 REAR PLANETARY RING GEAR RETAINING SNAP RING.

Figure 112

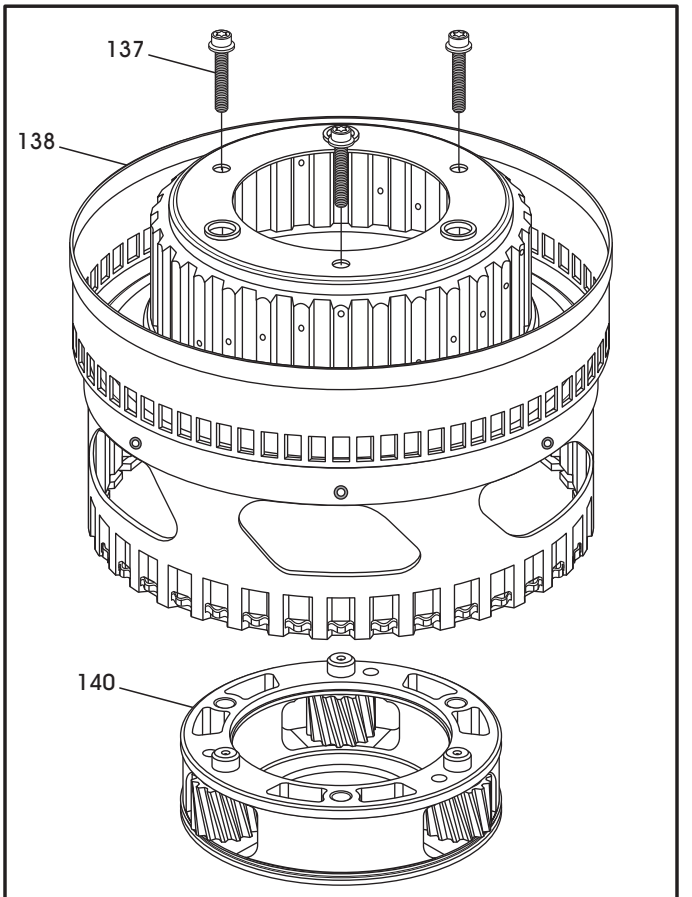
COMPONENT REBUILD (CONT'D)

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.

Continued on Page 76



137 K-2 SHELL FRONT PLANET RETAINING BOLTS (3 REQUIRED).
138 K-2 SHELL AND K-1 CLUTCH HUB ASSEMBLY.
140 FRONT PLANETARY CARRIER ASSEMBLY.

Figure 113

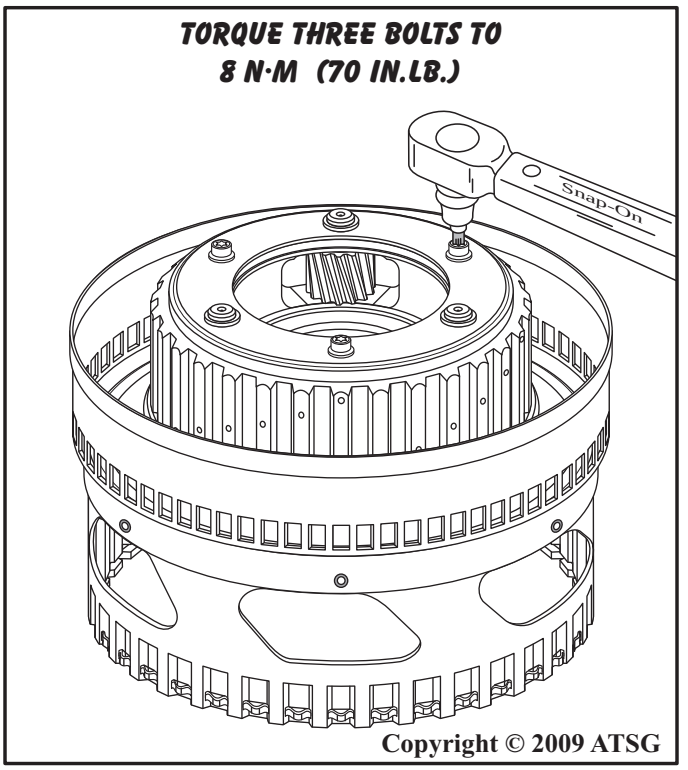


Figure 114

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.

Continued on Page 77

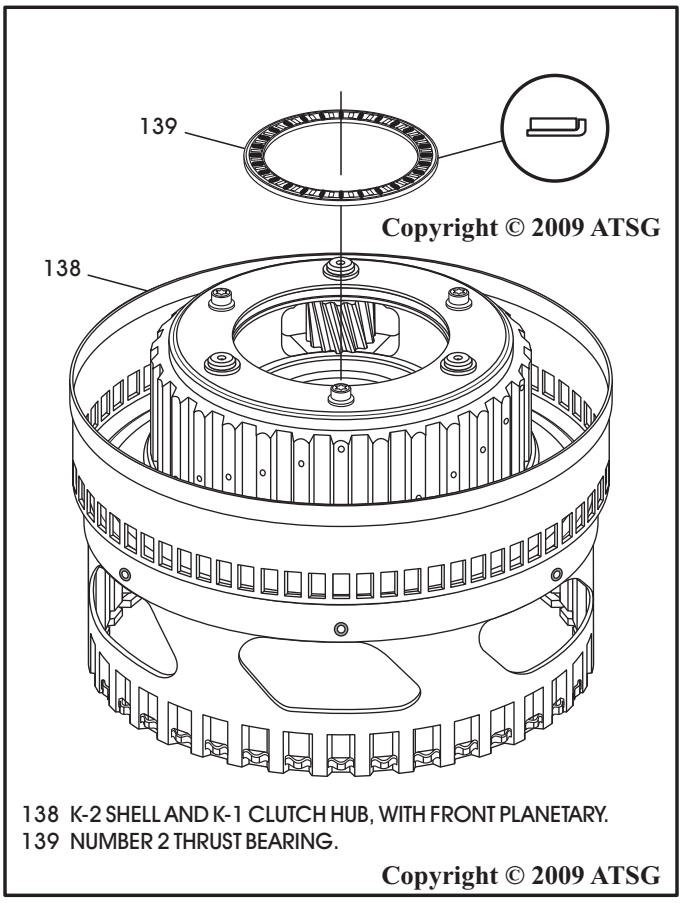


Figure 115

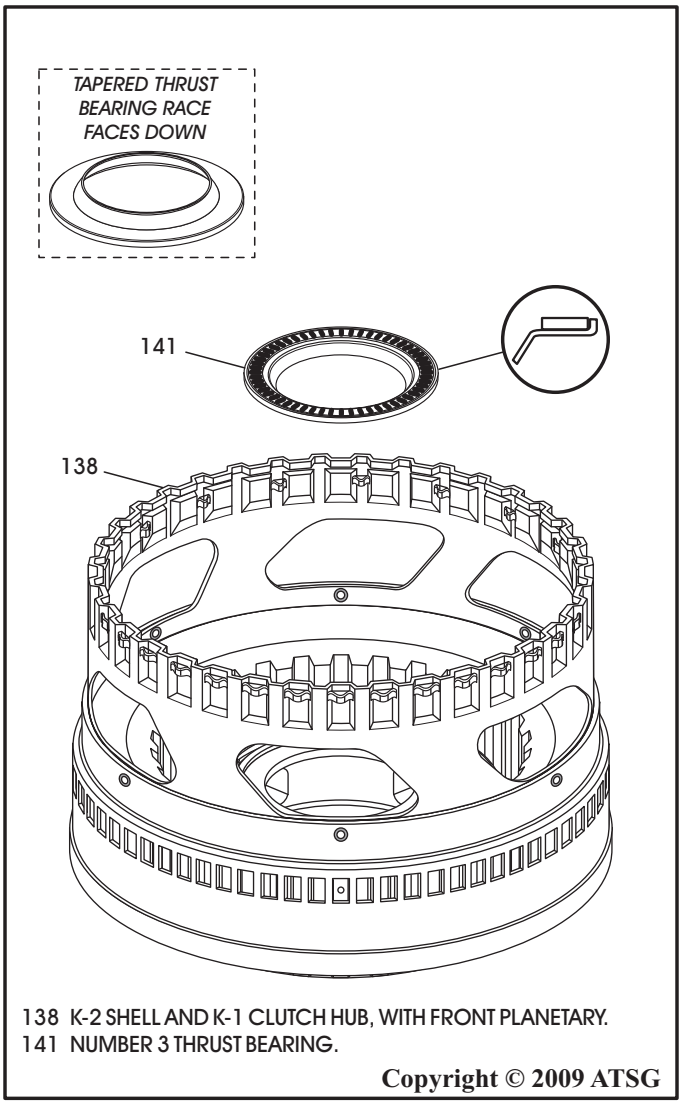
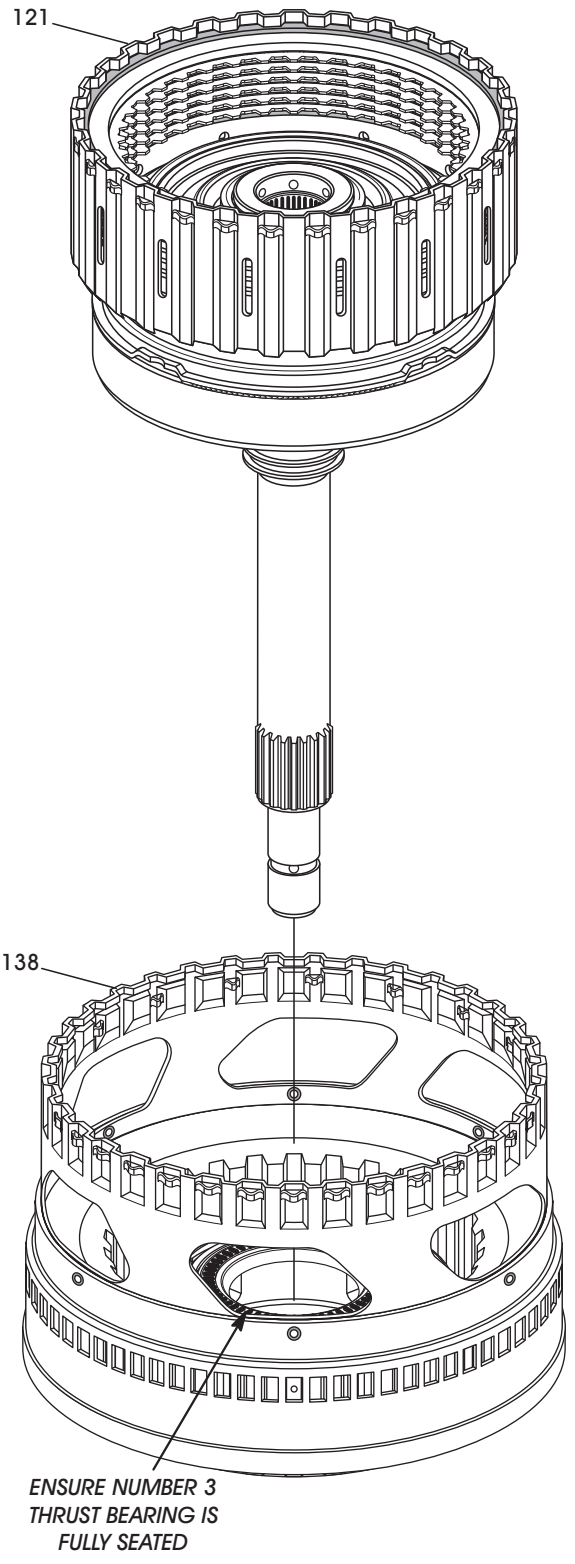


Figure 116



121 COMPLETED K-2 CLUTCH HOUSING ASSEMBLY.
138 K-2 SHELL AND K-1 CLUTCH HUB, WITH FRONT PLANETARY.

Figure 117

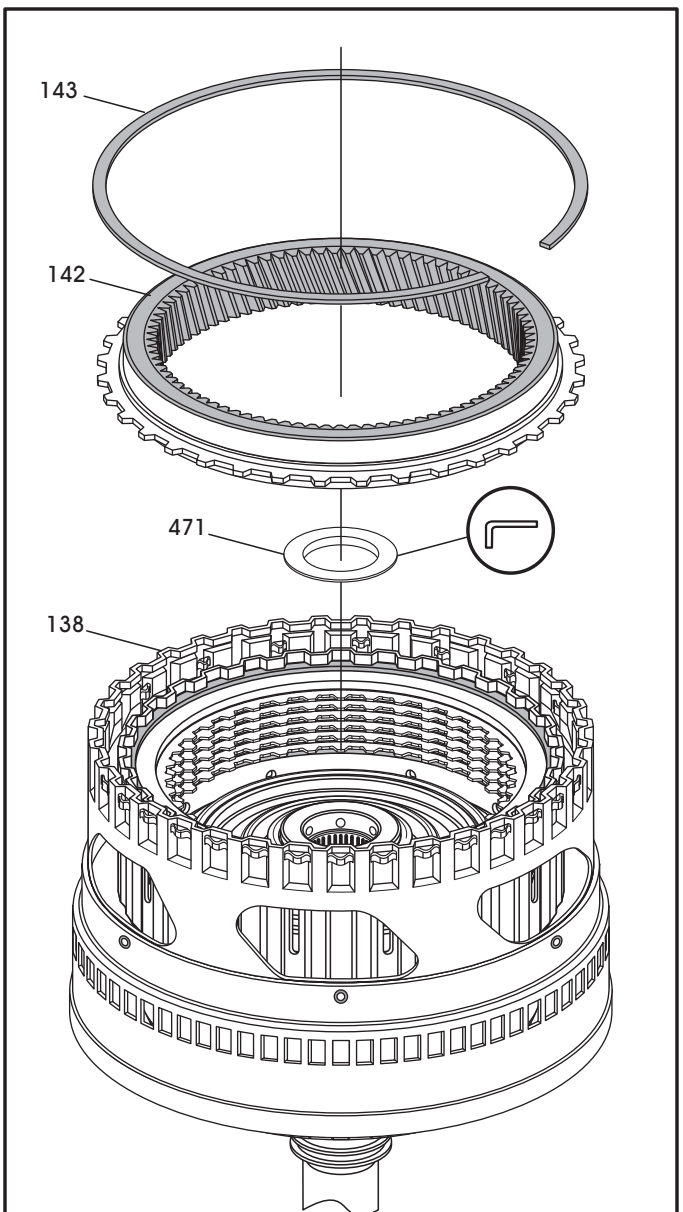
COMPONENT REBUILD (CONT'D)

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



138 K-2 SHELL WITH K-2 CLUTCH HOUSING INSTALLED.
142 REAR PLANETARY INTERNAL RING GEAR.
143 REAR PLANETARY RING GEAR RETAINING SNAP RING.
471 NUMBER 4 THRUST BEARING RACE.

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
Continued on Page 79

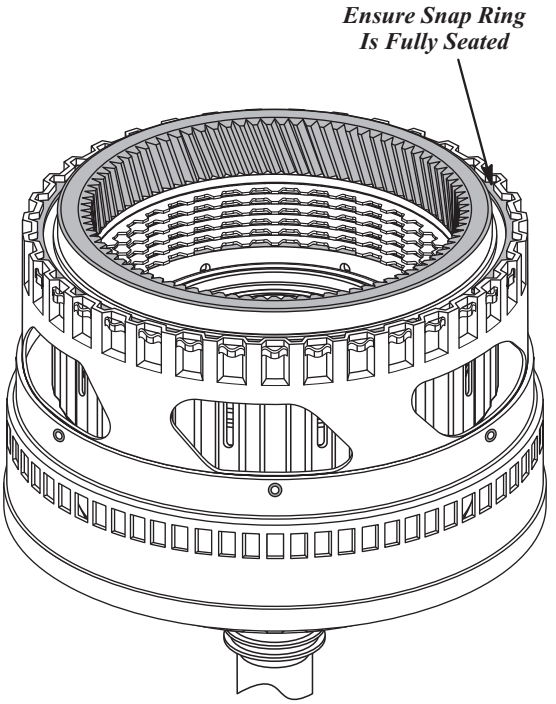
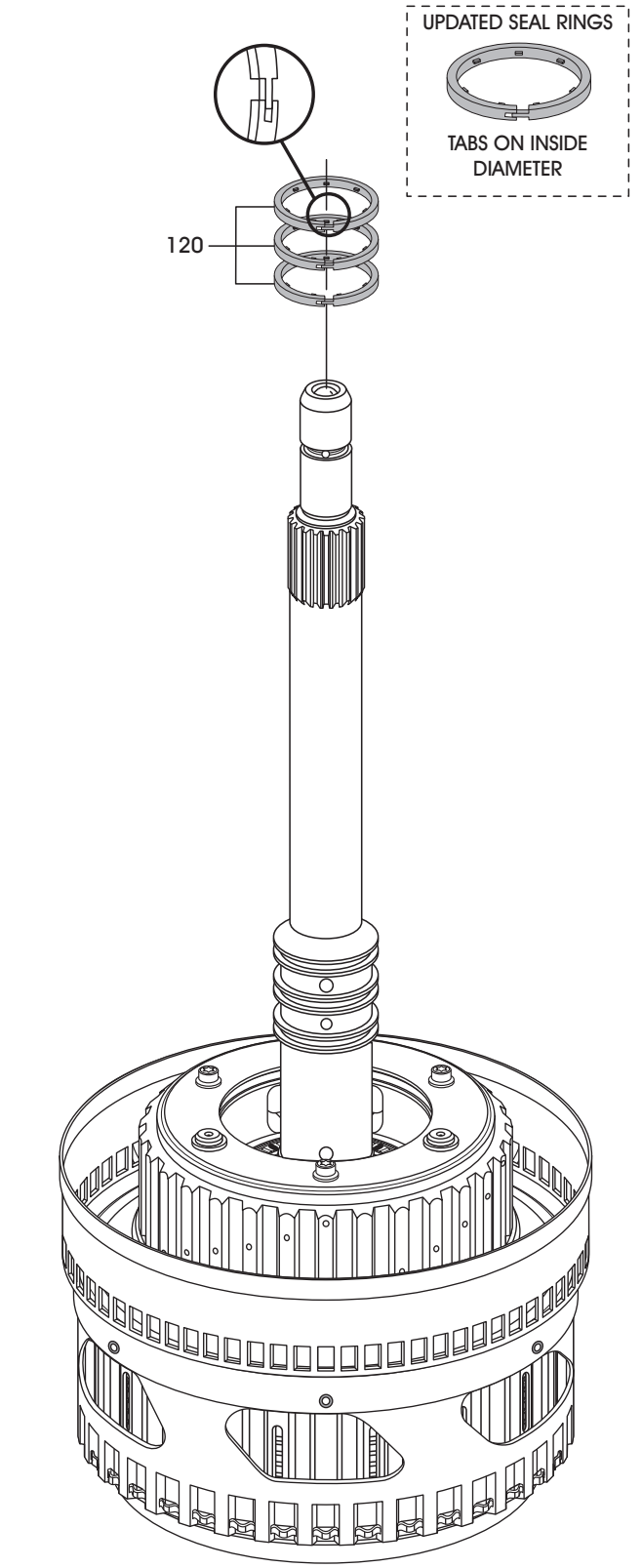


Figure 119



120 TURBINE SHAFT SEALING RINGS (3 UPDATED REQUIRED).

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.

Continued on Page 80

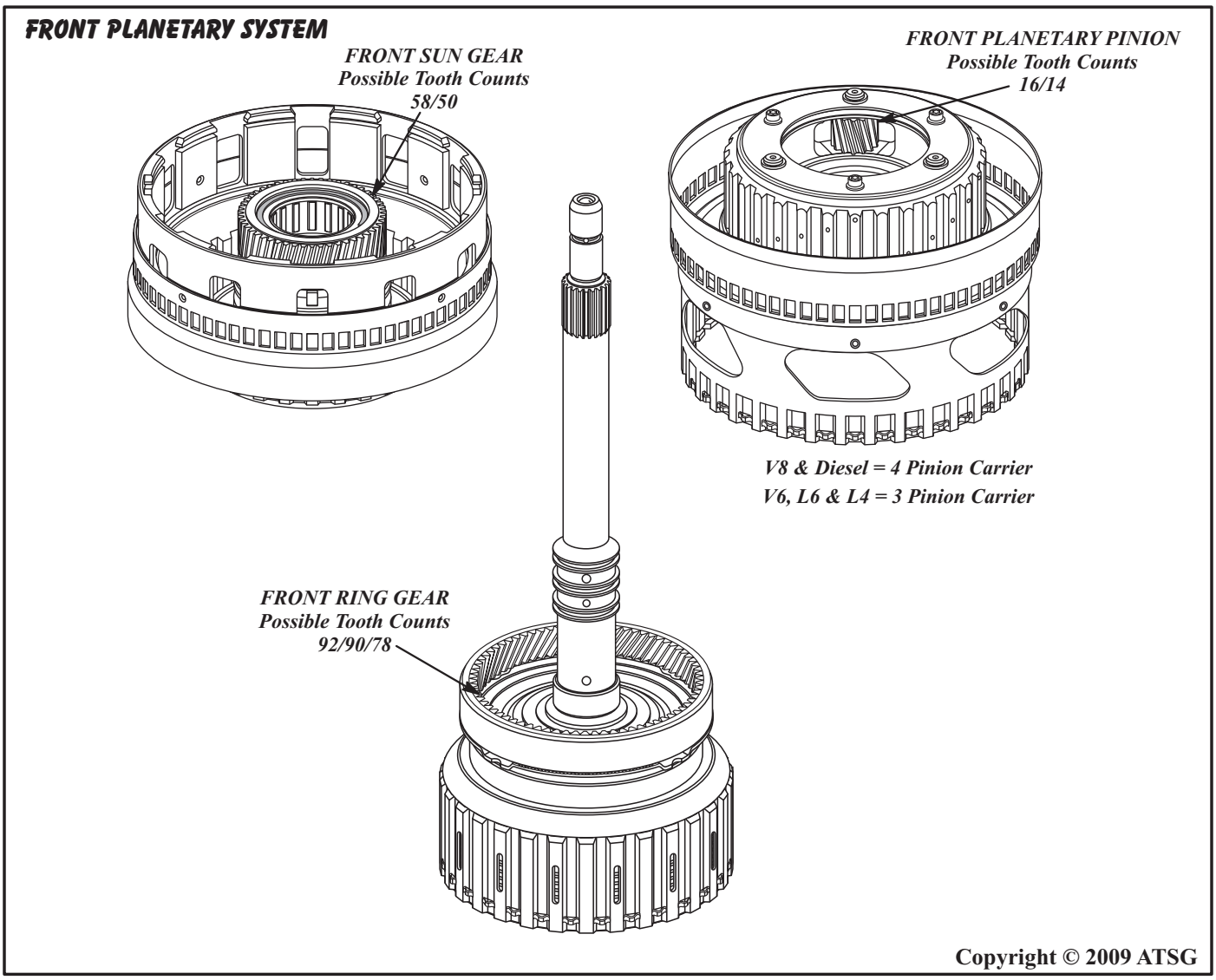


Figure 121