

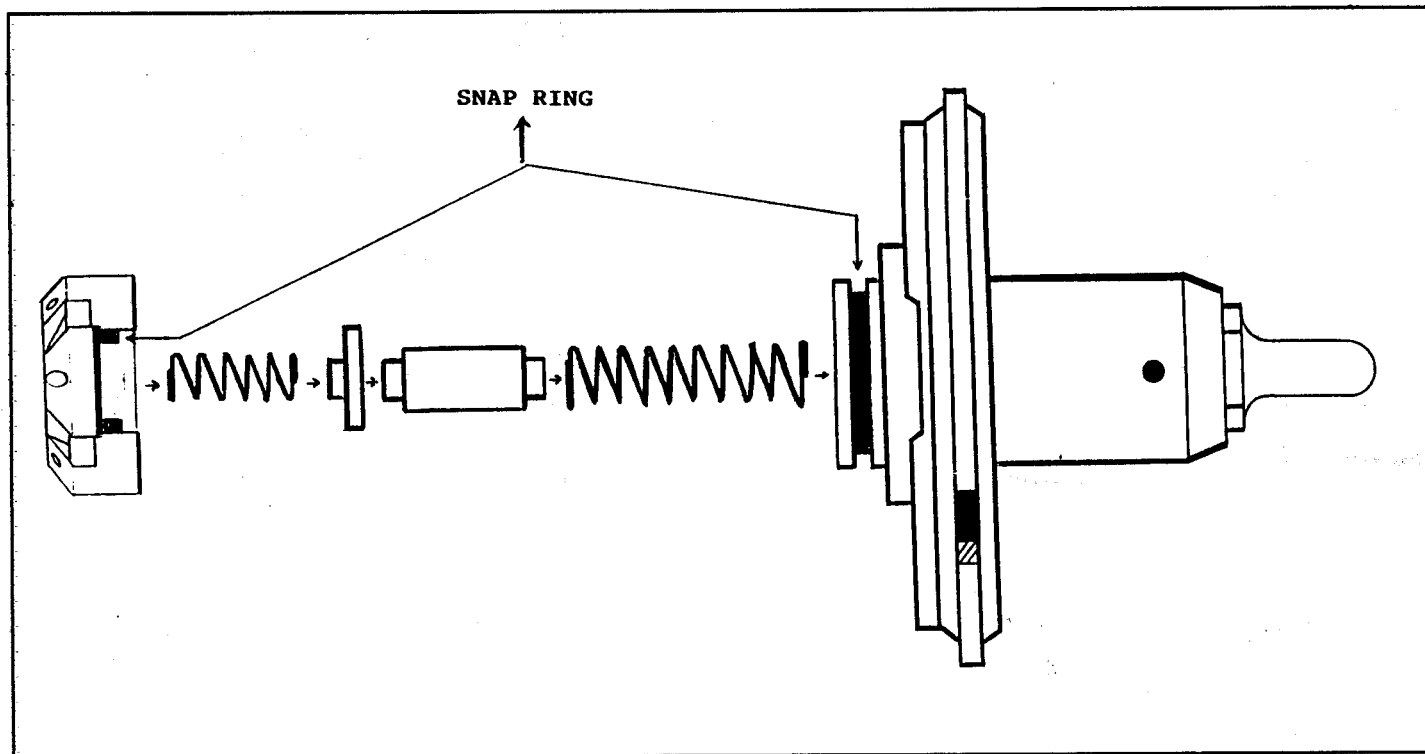
Mercedes 722.1-722.2

Mercedes automatic transmission technical tips

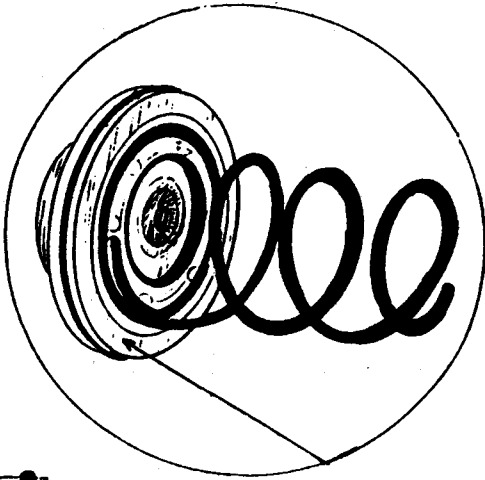
COMPLAINT: No Forward / slipping in Drive
Coast downshift clunk or bump.
Delayed engagement in Drive.

CAUSE: Broken plastic cap on servo piston.
Improper installation of spring seat.
Improper installation of servo piston spring.

CORRECTION: Be sure to have exhaust valve line-up as shown in Figure 1.
Be sure to install spring line-up as shown and spring seat installed as shown in Figure 1
Be sure that plastic cap is seated on servo piston as shown in Figure 1 and the spring line up on piston as shown in Figure 2
spring is seated on TOP of servo piston NOT on bottom.

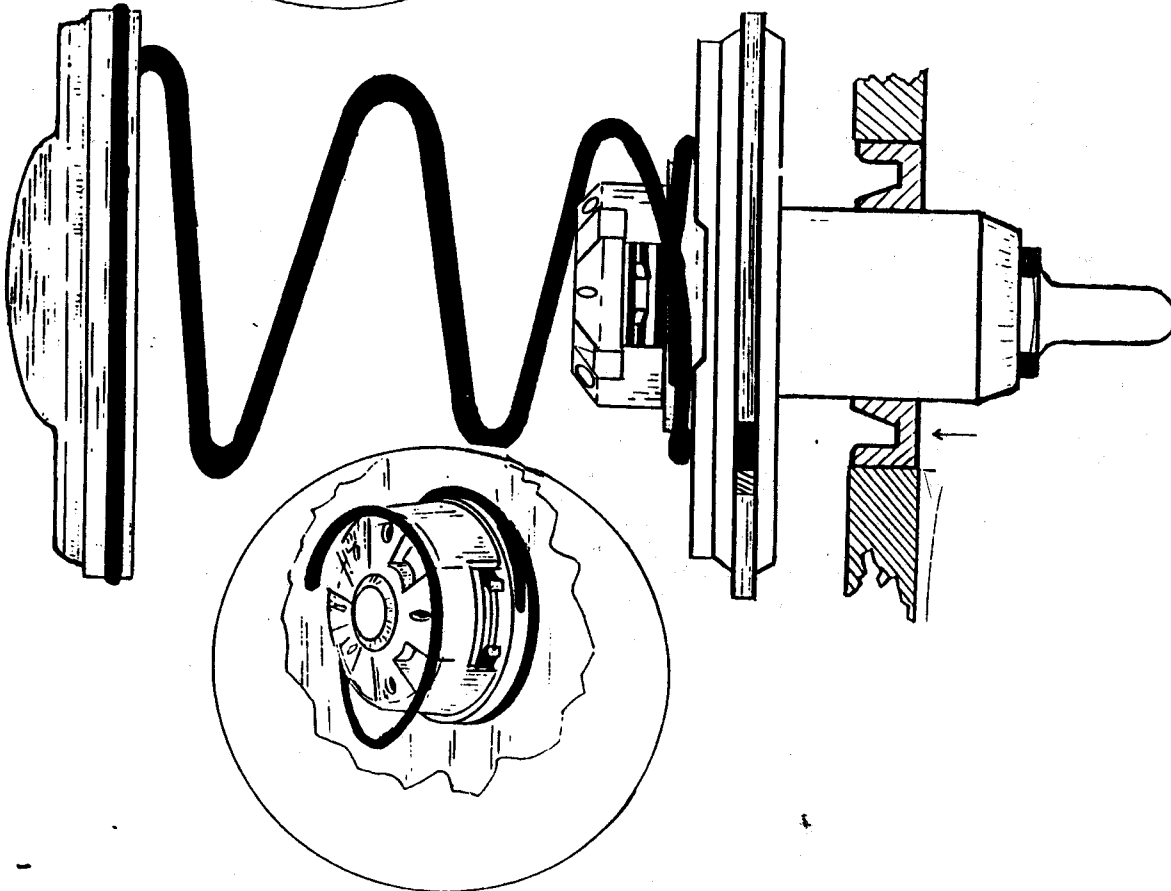


Mercedes 722.1- 722.2



NOTE:

This illustration shows the correct installation of the servo spring. It must be placed on TOP of the servo piston and against the cover.



Rear Seal Leak or Rear Seal Blows Out

- COMPLAINT:** After overhaul, the transmission may experience chronic rear seal leaks or rear seal blow outs.
- CAUSE:** Incorrect assembly of the rear (secondary) pump in the extension housing allowing exhaust pressure from the pump to pressurize the back side of the seal.
- CORRECTION:** Install the secondary rear pump with the slot facing towards the front of the transmission and not towards the back (See Figure 1). There is also another style pump where there are two holes on one side of the shaft with a slot on the opposite side. This style should have the slot towards the back with the two holes towards the front of the transmission (See Figure 1). Be sure to use the bottom hole for the anchor bolt. If the top hole is used, the roller on the pump will be destroyed. This style secondary rear pump with two holes will only fit in an extension housing with casting number 115 270 5811. The design with the slot and hole will NOT fit properly in this extension housing as the anchor bolt hole will not line up with the hole in the casting.

