

C230 Sport Coup's One man tranny flush.

This document is intended to be an addendum to the other docs already available. Those other docs cover how to remove the bottom pan etc. and use the dipstick.

Here i will detail my one man tranny flush process (with help from Splinter)

1st off, make sure you have everything.



Parts Needed

PN 001989210310 - x12 Quarts tranny fluid (for the 722.6 5 speed AT)

PN 1402710080- Pan Gasket

PN 1402770095 - Filter

PN 0289776248- Oring "Seal"

PN ? Copper washer on drain plug (that no one else bothers to mention)

-9' 1/2 clear tubing from the local hardware store

-1/2" hose clamp

-Several 1 gallon containers with screw on lids.

-Note critical item! 6 pack of good beer. (Well actually I waited till I was done since this turned out to more of a pain than I imagined.)

-Ramps

-Floor Jack

-Jack Stands

- Drain pan

- Cement mixing pan from Home depot (fit the pan, and only costs \$5!)

-Tranny Measuring tool.

Once I got the car on the ramp- using boards so it will go as the car is loooow.



And the back on jack stands



Remove bottom covers.

Lay on your back and undo the hex drain plug 5mm Hex- Drain the pan in the smaller drain pan.

Set aside- Place the 2nd cement mixing pan under the pan, and undo the 6 bolts that hold the pan Torx #30. Be careful the pan still has oil in it. I just let it go into the cement mixing pan. (Awesome idea from Splinter!)

Pour the oil into gallon containers, so as to get an idea how much you drained.

I got 1 gallon. Save some to send to blackstone if you care to.

Pull the old filter off the bottom, note it's position.

Push new filter on, it will kinda snap, when the oring on the filter is in position.

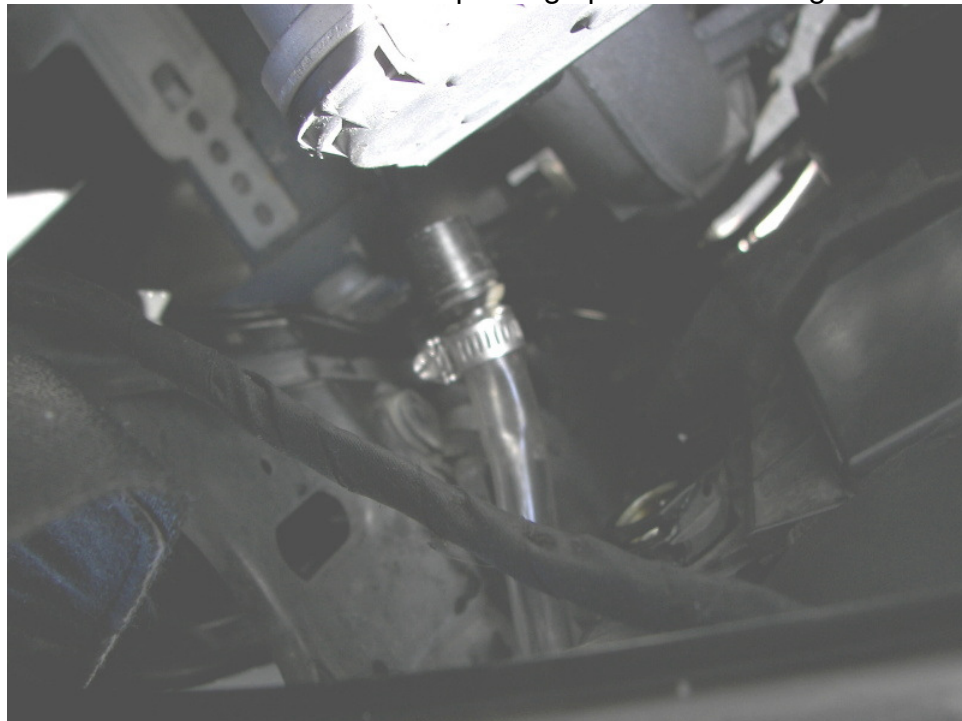
Clean out the pan thoroughly. Install pan and gasket, being careful not misplace any screws like I did (which caused me to remove the pan, after Id already done to be certain the missing screw wasn't inside...it wasn't)

Add 4 quarts or however much you got when you drained, and put that amount back in. See other docs for process and location of fill hole (back of engine)

Now, crawl under the front and undo the bolt that holds the tranny hoses together , the ones on their way to and from the radiator.

Remove the clip on the tranny fluid hose at the top of the rad (thats the outlet) and try to work it out of the radiator. That little clip is the only thing holding it in! Don't lose it, maybe order an extra, just in case. Note it's position too!

There's a plastic clip on the side of the rad too, so it take a little doing to get it to come out, and I even removed another bolt and clip that supported some other hose to make more room. I also undid the bolts on the top of the support to free up some room, this is the metal piece that hold the latch for the hood and goes all the way across. Gives you room to work. 4 bolts and a couple large plastic rivet things. Pull it up and out of the way.



Once the metal hose from the tranny is free, attach the 1/2" hose, and the hose clip. Don't worry about the rad end, it'll just gurgle a little. I put a little piece of paper towel to catch any splatter, nothing too small that might get sucked in!

Measure some marks on a gallon container, using new tranny fluid, 1 quart at a time. (I used those 3 quarts in my 1st fill), then if needed put that jar against others just like it and also mark them (Used a "Sharpie perm marker") Pull the hose over to the drivers side where you can see it. Start the car, and watch till it's at 2-3 quarts.

Why use fluid? Well do you want water in your containers? No, I didn't think so. Not if you need a sample. Below is the 3 quart mark.



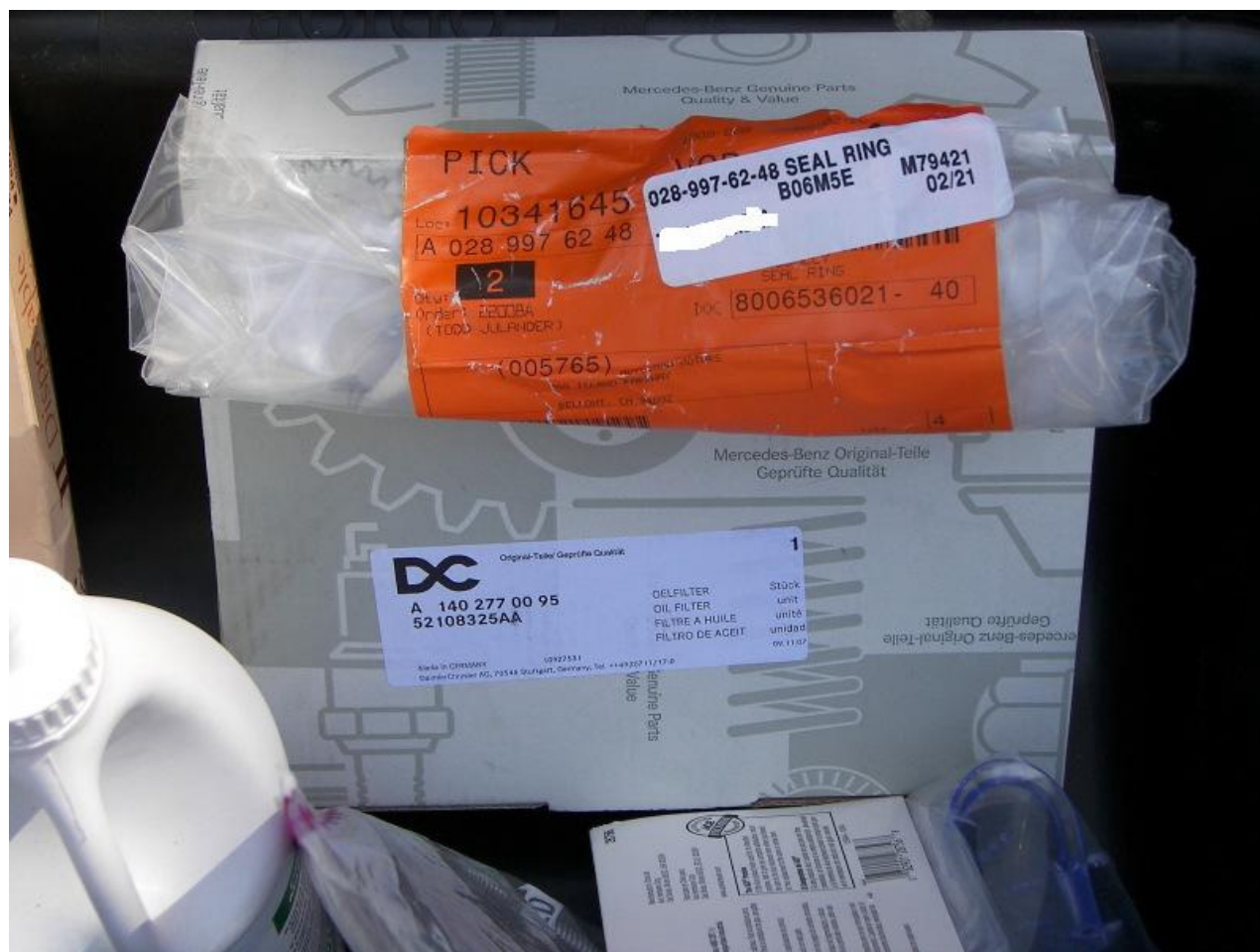
The manual says keep the engine running till 3 quarts, but when I got to 3 it started gurgling, which I'm not sure but could damage the pump, so I say just 2 quarts at a time. Then put in 2 quarts. Repeat process till the fluid looks red, not black. For me, that was 12 quarts.

The container has a tendency to want to fall over so be sure to be ready to jump and ready it upright when you 1st start, then it'll be fine on it's own.

Dump to a larger container (my local trash company provides like 2.5 gallon containers they pick up and drop off)



Disconnect the clear house, and replace the oring PN 0289776248- (PN is for 2002 C230, may vary) put it back in the rad and clip it down.



When you get to the last amount to be filled, go easy... maybe a little under....drive around the block, check the level as shown in other docs **WITH THE ENGINE RUNNING!** (I didn't have a laser thermometer just used the temp on the dash) When I got done it appeared to be right at the bottom of the 80C level, but then the next day, I drove it to mercedes to buy one more bottle, and it was all the way to the top so I'm leaving it alone.

The difference between the bottom of the 80C mark and top of the 80C mark is less than 500 ml so go easy. Overfill and you will have serious problems.

Check for leaks!

This document is for entertainment purposes only!
The author assumes no responsibility for it's content or how it may be used.

Be sure to read all the other docs 1st.
This is only intended as a supplement.
Working on your car can be dangerous, and should not be attempted if you are a numskull dumass, and this information is for entertainment purposes only.
Gratuitous display of beer was for visual entertainment purposes only.

Do not operate heavy machinery, or for that matter work on heavy machinery while under the influence of anything, unless you are a professional, in which case consult your boss, or raid his fridge.

Clean up the mess, properly dispose of the oil (curbside if you have sealed bottle in most places!) or at an auto parts store.

Put the cap back on the fill tube, though I don't bother replacing the oring and red plastic idiot catcher anymore as it's out of warranty.

Hope this helps.

C230 Sport Coup on Mbworld.org