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DIY 722.9 7G-tronic 7-speed automatic transmission service thread

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1



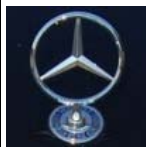
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08-30-2010, 09:34 AM

#1

johndand

Super Moderator
 Thread Starter



Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

DIY 722.9 7G-tronic 7-speed automatic transmission service thread

So, I just completed the 2nd 722.9 7G transmission service, so I have decided to start a thread and post a DIY write-up.

As most of you know the 722.9 transmission does NOT have a dipstick tube, so checking fluid level via a dipstick is not possible. But, with a few quality tools a moderately competent person can service their own 722.9 transmission and check the level themselves.

The fluid level is checked via an overflow method using a MB STAR Diagnostic system at a specified fluid temperature. If you have access to one, great. If you don't, that is OK, all that is needed is a quality infrared thermometer. I have a MB STAR clone system and have verified that a Fluke 62 infrared thermometer read within 1-2 degrees of what the STAR system does.

Attached are the following documents:

- 1)722.9 Transmission Service - This is my write-up of how to properly service the 722.9 transmission including all parts and tool needed.
- 2)Automatic Transmission Oil and Filter Change - This is the latest up to date MB WIS document on how to service the transmission.
- 3)Automatic Transmission Fluids (ATF sheet 236) - This is the latest up to date MB WIS document on approved ATF.
- 4)Drain Transmission Fluid from Torque Converter - This is the latest up to date MB WIS document on how to drain the torque converter, which is now required as part of the transmission service.
- 5)Filling Automatic Transmission with Fluid - This is the latest up to date MB WIS document on filling the transmission and checking fluid level.
- 6)Oil Pan and Overflow Tube Modified - This is the latest up to date MB WIS document explaining the new updated pan and overflow tube that is required if you have the old out of date pan.

I also have 2 files that are extensively detailed on the design, operation, software, and maintenance. They are posted in the MBWorld Wiki here:







[722.9 Study Guide](#)

[722.9 Tech Guide](#)

I did not take pictures of the procedure, but took video. I am still trying to process the video. The video portion is just fine, but the sound is horrible and barely legible. I may record a new audio track. I will post the video up when complete. I should be able to add still shots from the video to the write-up at least.

Another thing of note. The WIS document for servicing the transmission floating around on here on MB World is from the STAR DVD's that are available from MB. They are not updated like the WIS documents. So, if you look at the WIS document I posted, you can see MB changed a few things on the service. 1)They added shifting the car into neutral before servicing. 2)A new gasket is required now and can NOT be reused. 3)Draining the torque converter is required as part of the service now.

Attached Files

-  [722.9 Transmission Service.pdf](#) (34.8 KB, 22695 views)
-  [Automatic transmission - oil and filter change.pdf](#) (122.1 KB, 13546 views)
-  [Automatic transmission fluids \(ATF, Sheet 236\).pdf](#) (12.1 KB, 11511 views)
-  [Drain transmission oil from torque converter.pdf](#) (46.5 KB, 11174 views)
-  [Filling automatic transmission with fluid.pdf](#) (114.4 KB, 13777 views)
-  [Oil pan and overflow tube modified.pdf](#) (73.4 KB, 9715 views)

-- John Anderson



[Johnd's official thread](#)
[Johnd's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)

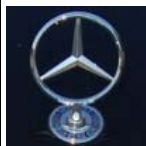
Last edited by johnd; 02-22-2014 at 09:03 AM.



08-30-2010, 09:37 AM

#2

johnd
 Super Moderator
 Thread Starter



Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

When I went to replace my fuel filter this weekend, I noticed my transmission pan was leaking. So, I have been talking to Glyn via PM about it. I am pretty sure, it is because I didn't clean the new gasket, and I used disposable shop towel, even though I used compressed air to blow them off.

I can't stress enough, that all sealing surfaces must be SPOTLESSLY CLEAN. MB WIS recommends using chamois leather to clean the surfaces. I would follow that recommendation.

-- John Anderson



[Johnd's official thread](#)
[Johnd's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)

Last edited by johnd; 08-30-2010 at 10:06 AM.



08-30-2010, 04:28 PM

#3

jogger
 Senior Member

Join Date: Jun 2007
 Location: cincy-oh
 Posts: 322
 Drives: 07 c230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

how many miles do you have?



08-30-2010, 04:36 PM

#4

Glyn M Ruck**Super Moderator**

Join Date: Jun 2008
 Location: Llandudno, Cape Town, South Africa
 Posts: 19,762
 Drives: late 2009 CLK 350 Coupe Elegance, '65 Jaguar S
 Type wires
 Thanks: 1
 Thanked 26 Times in 22 Posts

Excellent post John. This should be a reference for the entire board.



Llandudno, Cape Town, South Africa



08-30-2010, 04:46 PM

#5

C230 Sport Coup

MBWorld Fanatic!



Join Date: Jun 2002
 Location: Bay Area
 Posts: 5,673
 Drives: My massive brain cannot compare to Glyn's!
 Thanks: 3
 Thanked 9 Times in 9 Posts

Hey, how come you got a TC drain screw and I don't? 😞

I see you put the pdf's I sent you long ago to good use. 🤖

2002 C230 Sport Coup

and 2006 ML350

ASP Pulley-Supersprint Header-Remus Muffler-
 TEIN SS Coilovers
 22mm AMG Front sway bar, HR 19mm rear bar, C32 Brakes
 Tinted Windows- 2005 Tails, Grill & Blinkers-Clear Sides
 Bi-Xenon Headlights!
 Clear Fogs w/Philips Crystal Vision bulbs
 Audio 10
 Renntech style Spoiler
 Supercharger Muffler Deleted!
 "Aero Turbine" AR20 Rasp Eliminator (Resonator)



08-31-2010, 06:26 AM

#6

Glyn M Ruck**Super Moderator**

Join Date: Jun 2008
 Location: Llandudno, Cape Town, South Africa
 Posts: 19,762
 Drives: late 2009 CLK 350 Coupe Elegance, '65 Jaguar S
 Type wires
 Thanks: 1
 Thanked 26 Times in 22 Posts

Because the TC drain plug was removed from the 722.6 in mid 1999. First 722.9 tranny's did not have one. It was reintroduced later I am informed.



Llandudno, Cape Town, South Africa



08-31-2010, 08:41 AM

#7

johnand**Super Moderator****Thread Starter**

Quote:

Originally Posted by **C230 Sport Coup** [▶](#)



Join Date: Dec 2006
Location: Camas, WA
Posts: 2,338
Drives: 2007 C230SS
Thanks: 0
Thanked 0 Times in 0 Posts

Hey, how come you got a TC drain screw and I don't? 😞
I see you put the pdf's I sent you long ago to good use. 🙄

Because I am special and have a 7G transmission 🙄

Todd, yes I did put the PDF's to good use. But, now I am spoiled with WIS.net, because I have the updated PDF's and not the old ones that are on the MB STAR DVD's 🙄 Let me know if I can return the favor by getting you any updated documents you want.

-- John Anderson



[Johnd's official thread](#)
[Johnd's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



08-31-2010, 08:43 AM

#8

johnd

Super Moderator
Thread Starter



Join Date: Dec 2006
Location: Camas, WA
Posts: 2,338
Drives: 2007 C230SS
Thanks: 0
Thanked 0 Times in 0 Posts

Quote:

Originally Posted by [jogger](#)
how many miles do you have?

75K. I had the dealer do the 1st service at 36K.

I change mine around every 36K as is the recommended interval for ROW. I plan on keeping my car for several 100K miles.

-- John Anderson



[Johnd's official thread](#)
[Johnd's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



08-31-2010, 02:27 PM

#9

C230 Sport Coup

MBWorld Fanatic!



Join Date: Jun 2002
Location: Bay Area
Posts: 5,673
Drives: My massive brain cannot compare to Glyn's!
Thanks: 3
Thanked 9 Times in 9 Posts

Ooooo! Well, if you could find me something on wheel bearing packing and replacing, front and rear, and the type of gease needed, well, that would be helpful.

I have some bearing issues I need t deal with, and hadn't found just the right info yet. 2002 203.747 on WIS.

Quote:

Originally Posted by [johnd](#)
Because I am special and have a 7G transmission 🙄

Todd, yes I did put the PDF's to good use. But, now I am spoiled with WIS.net, because I have the updated PDF's and not the old ones that are on the MB STAR DVD's 🙄 Let me know if I can return the favor by getting you any updated documents you want.

[2002 C230 Sport Coup](#)

and 2006 ML350
 ASP Pulley-Supersprint Header-Remus Muffler-
 TEIN SS Coilovers
 22mm AMG Front sway bar, HR 19mm rear bar, C32 Brakes
 Tinted Windows- 2005 Tails, Grill & Blinkers-Clear Sides
 Bi-Xenon Headlights!
 Clear Fogs w/Philips Crystal Vision bulbs
 Audio 10
 Renntech style Spoiler
 Supercharger Muffler Deleted!
 "Aero Turbine" AR20 Rasp Eliminator (Resonator)



08-31-2010, 11:50 PM

#10

W203E35

MBWorld Fanatic!



Join Date: Feb 2009
 Posts: 5,524
 Drives: 2006 C350 Sport
 Thanks: 0
 Thanked 2 Times in 2 Posts

John, thanks brother. I'm at 48k and will definetly need an Oil and filter change soon.

Thanks again



John Anderson



09-01-2010, 06:15 AM

#11


johnand

Super Moderator
Thread Starter



Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

Quote:

Originally Posted by **Karo** 
John, thanks brother. I'm at 48k and will definetly need an Oil and filter change soon.

Thanks again



John Anderson

You are more than welcome bud. New job keeping you busy huh? Haven't heard from you here much lately.

-- John Anderson



Johnand's official thread
Johnand's oil analysis thread
Official Ethanol (E85) Thread



09-01-2010, 07:30 PM

#12

viku_st

Junior Member



Join Date: Apr 2009
 Location: seattle, wa
 Posts: 59
 Drives: E500 AMG Pkg 2004,
 C230K M111
 Thanks: 0
 Thanked 0 Times in 0 Posts

Quote:

Originally Posted by **johndand**

When I went to replace my fuel filter this weekend, I noticed my transmission pan was leaking. So, I have been talking to Glyn via PM about it. I am pretty sure, it is because I didn't clean the new gasket, and I used disposable shop towel, even though I used compressed air to blow them off.

I can't stress enough, that all sealing surfaces must be SPOTLESSLY CLEAN. MB WIS recommends using chamois leather to clean the surfaces. I would follow that recommendation.

Hey John, good post!!!👍

When I changed my ATF, I barely lubricated the transmission surface, so the gasket would sits better(as I say "will find its own place"), just barely, like oil dust, no more. So far, few mounths later no leaks. and did the same way on my C230 with 722.6 a while ago,- looks clean. And I followed the same WIS instructions. 🙄

Thanks for the contribution to this forum👍

Last edited by viku_st; 09-01-2010 at 07:33 PM.



09-02-2010, 04:43 AM

#13

Glyn M Ruck

Super Moderator



Join Date: Jun 2008
 Location: Llandudno, Cape
 Town, South Africa
 Posts: 19,762
 Drives: late 2009 CLK 350
 Coupe Elegance, '65 Jaguar S
 Type wires
 Thanks: 1
 Thanked 26 Times in 22
 Posts

A perfect situation for the application of Yamabond 5. Note: Benz specifically recommend against this so be warned!

In the racing community we have used the Yamabond series of products for sealing gasket free casings where vibration is present for years. Works a treat.

Don't even dream of using crap like Formagasket. It will fail.



Llandudno, Cape Town, South Africa



09-02-2010, 01:27 PM

#14

johndand

Super Moderator

Thread Starter



Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

Thanks viku_st for the information. Since my pan has a tendency to leak, (Had it in twice to the dealer under warranty for leaking.) I ordered a new pan, new gasket, standoff pipe, drain plug, drain plug washer, and pan bolts from parts.com for just over \$50.

My current pan is the updated beveled pan with white standoff part number A2202700912. But, EPC says that part is replaced by A2212701212. So, it appears the pan was updated again, so I figured, I would get the latest pan. Maybe there was a defect with my pan.

Also, my gasket came unpacked from RM European and was sitting on my bench for a few weeks. I failed to clean it at all before installing on the pan. I bet is had some dirt/debris on it.

-- John Anderson



[Johndand's official thread](#)
[Johndand's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



09-02-2010, 07:55 PM

#15

splinter
Super Moderator

Join Date: Jul 2006
Location: Orange County, CA
Posts: 3,354
Drives: GMC - Miata - Trek
Thanks: 0
Thanked 0 Times in 0 Posts



Excellent DIY, johndand. Appreciate you sharing your expertise.



09-06-2010, 11:34 PM

#16

W203E35
MBWorld Fanatic!

Join Date: Feb 2009
Posts: 5,524
Drives: 2006 C350 Sport
Thanks: 0
Thanked 2 Times in 2 Posts



Quote:

Originally Posted by **johndand**

You are more than welcome bud. New job keeping you busy huh? Haven't heard from you here much lately.

Extremely busy, so busy that I worked today on Labor Day 🙄

How's the home projects going? I saw your remodeling now 🙄 By the way the backyard came along nicely (my comment is a little late 🙄). You got great skills 😊



09-09-2010, 03:37 PM

#17

gild
Junior Member

Join Date: Nov 2009
Posts: 37
Drives: '10 E550 Coupe, '67 230 SL, '06 E350 4-Matic, '75 911S, '04 Porsche Boxster S, '04 Cayenne Turbo
Thanks: 0
Thanked 0 Times in 0 Posts



OUTSTANDING writeup! I just finished my fluid change following your step by step process with no issues except letting the temperature get past me. Had to wait for it to cool down and start over. Other than that everything went smoothly. It ended up taking about eight liters with only a small amount rejected.

Thanks!



09-09-2010, 04:08 PM

#18

johndand
Super Moderator
Thread Starter

Join Date: Dec 2006
Location: Camas, WA
Posts: 2,338
Drives: 2007 C230SS
Thanks: 0
Thanked 0 Times in 0 Posts

Quote:

Originally Posted by **gild**

OUTSTANDING writeup! I just finished my fluid change following your step by step process with no issues except letting the temperature get past me. Had to wait for it to cool down and start over. Other than that everything went smoothly. It ended up taking about eight liters with only a small amount rejected.

Thanks!

Awesome! Glad I could help 🙄🙄🙄

The fluid does heat up fast if it hasn't sat overnight.

-- John Anderson



[Johnand's official thread](#)
[Johnand's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



09-15-2010, 10:31 AM

#19

johnand
 Super Moderator
 Thread Starter



Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts

So, I just got done draining the fluid and dropping the pan. Again, I made a nice ATF mess. Even with the drain plug and standoff removed there is over a liter of fluid in the pan, and you have to tip it away from the rear slightly to remove it. So, once again, I have a nice mess off ATF 🤔🤔

I cleaned the NEW pan, NEW gasket, and transmission housing with a new microfiber cloth. Tried the leather chamois, and it left a bunch of lint behind 🤔🤔 So, after cleaning with the microfiber I blew everything off with compressed air. I then proceeded to bolt up the pan. Here is where I think I screwed up last time. There was 2 sprags, that weren't quite touching the transmission housing on the outside edge before I pulled the pan. This time I was VERY careful in making sure all the sprags were correctly seated on the pan. I did this by putting the 2 center sprags and bolts on loose enough just to hold the pan in place. Then I had to wiggle and push the pan toward the rear of the car to get the pan and sprags to seat correctly. The rear of the pan gasket touches the bracket for the transmission mount, and the gasket needs to be compressed slightly against it. I noticed this the 1st time I put the pan up, but didn't push the pan toward the rear while putting the sprags and bolts in, and remember the front 2 were a little difficult to hand tighten the bolts. By pushing the pan toward the rear while hand tightening the bolts seemed to work much better this time.

Now I just need to fill with fluid and adjust the level. Then I will report back on if that worked to stop the leak.

Gild did you have that interference problem with the pan and trans mount?

-- John Anderson



[Johnand's official thread](#)
[Johnand's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



09-15-2010, 11:29 AM

#20

gild
 Junior Member



Join Date: Nov 2009
 Posts: 37
 Drives: '10 E550 Coupe, '67
 230 SL, '06 E350 4-Matic, '75
 911S, '04 Porsche Boxster S,
 '04 Cayenne Turbo
 Thanks: 0
 Thanked 0 Times in 0 Posts

Quote:

Originally Posted by **johnand**
Gild did you have that interference problem with the pan and trans mount?

No, on the GL there is plenty of room all around the pan to work and visually inspect. It did make a huge mess though because there was so much fluid left in the pan after draining. I was able to change my W211 5-speed fluid without hardly a drip.



09-17-2010, 06:54 AM

#21

johnand
 Super Moderator
 Thread Starter



Quote:

Originally Posted by **gild**
No, on the GL there is plenty of room all around the pan to work and visually inspect. It did make a huge mess though because there was so much fluid left in the pan after draining. I was able to change my W211 5-speed fluid without hardly a drip.

Nice that the GL has more room the W203 is very tight in the rear area.

Join Date: Dec 2006
Location: Camas, WA
Posts: 2,338
Drives: 2007 C230SS
Thanks: 0
Thanked 0 Times in 0 Posts

-- John Anderson



[Johnand's official thread](#)
[Johnand's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



09-17-2010, 07:02 AM

#22

johnand
Super Moderator
Thread Starter



Join Date: Dec 2006
Location: Camas, WA
Posts: 2,338
Drives: 2007 C230SS
Thanks: 0
Thanked 0 Times in 0 Posts

I am convinced my car hates me. So, I crawled under the car yesterday after a drive to and from work and there was some ATF on front part of the pan and seal 🙄🙄🙄🙄🙄

Though, it appears it is not the pan that is leaking 😊 When I changed the fluid, I drained the torque converter as is recommended now by MB. The problem with draining it is the torque converter drain plug is at an angle in relation to the access hole. So, when you pull the drain plug, the ATF drips down into the bell housing. There is little to no clearance to get rags in there to clean it up. So, what is leaking, is the fluid that got trapped in the bell housing while draining the torque converter. I would recommend when people drain the torque converter, to make some kind of shield, or just rags to soak up the ATF before it pools in the bell housing.

Wish I could edit my 1st post, so I could update the PDF with these observations.

-- John Anderson



[Johnand's official thread](#)
[Johnand's oil analysis thread](#)
[Official Ethanol \(E85\) Thread](#)



09-17-2010, 03:24 PM

#23

LILBENZ230

MBWorld Fanatic!

Join Date: Jul 2008
Posts: 6,438
Drives: 2014 C350 Sport Sedan
Thanks: 0
Thanked 3 Times in 3 Posts

Quote:

Originally Posted by [johnand](#)
the W203 is very tight in the rear area.

But this is always a desirable trait... 🍋

2014 C350 Sport Sedan
Premium, Lighting, Multimedia, Tracking, Pano, KeylessGO



09-18-2010, 05:43 AM

#24

johnand
Super Moderator
Thread Starter



Quote:

Originally Posted by [LILBENZ230](#)
But this is always a desirable trait... 🍋

🍋 Was wondering when someone would take that out of context.

-- John Anderson

Join Date: Dec 2006
 Location: Camas, WA
 Posts: 2,338
 Drives: 2007 C230SS
 Thanks: 0
 Thanked 0 Times in 0 Posts



Johnd's official thread
Johnd's oil analysis thread
Official Ethanol (E85) Thread



09-18-2010, 06:20 PM

#25

Glyn M Ruck
 Super Moderator

Karo & Patrick -



Join Date: Jun 2008
 Location: Llandudno, Cape Town, South Africa
 Posts: 19,762
 Drives: late 2009 CLK 350 Coupe Elegance, '65 Jaguar S Type wires
 Thanks: 1
 Thanked 26 Times in 22 Posts



Llandudno, Cape Town, South Africa



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ES: 2005 E320 4matic Estate	marc hanna	Mercedes Vehicles	0	09-02-2015 05:16 AM

Tags

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[arto_wa](#)

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C-Class (W203)

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