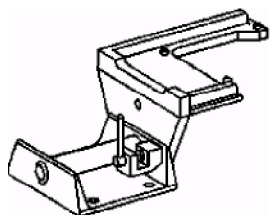


P27-0153-59

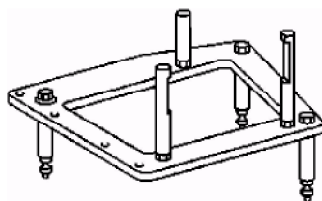
| | |
|----------------------------------|--|
| Front transmission cover (10) | Remove, install complete. Bolts with washers (18) 13 Nm, dismantle (27-630), note location of teflon rings. Before installation, measure axial clearance "B" for clutch K1 and adjust. 0.4 - 0.6 mm (see item 83). Then insert shim (95), friction ring (96) and axial bearing into clutch K1. |
| Gear set (69) | Remove complete. When installing, adjust clearance "L" = 1.5 - 2.0 mm of multiple-disc clutch B3 (item 76). Insert discs (133) and belleville spring (85) (item 44). |
| Brake band B1 (30) and clutch K1 | Remove and install with gear set (see items 45, 78). |
| Damping spring (134) | Remove, install (item 47, 74). |
| Thrust pin (28) | Remove, install (item 48, 125). |
| Clutch K2 (100) | Pull out; when installing, push onto gear set and push in with gear set (items 49, 69). |
| Brake band B2 (27) | Remove, install by compressing brake band as much as possible (68) (items 50, 68). |
| Support disc (113) | Remove, install (item 66). |
| Thrust element B2 (29) | Pull out, check and insert with tab upwards (items 51, 64). |

| | |
|--|---|
| Support flange (79) | Remove, install. Bolts (114) 11 Nm. Stick teflon rings (115) into groove with grease (items 54, 60 - 62). |
| Guide ring (88a) and lip sealing ring (88) | Check and replace if necessary. Drift is shop-made tool (item 56). |
| O-rings (91, 92), sealing rings (92) and aluminum sealing rings (90) | Check and replace if necessary (items 57 - 59). |

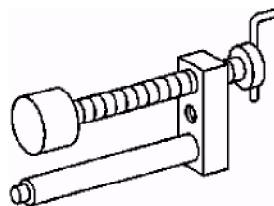
Special tools



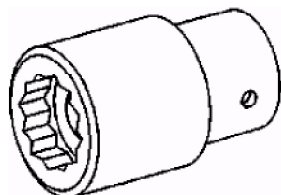
116 589 06 59 00



126 589 10 63 00



201 589 03 59 00



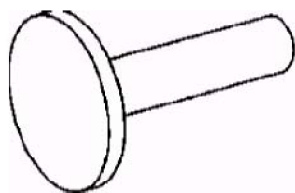
126 589 02 09 00



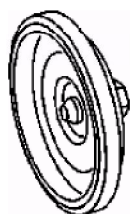
129 589 06 23 00



126 589 04 31 00



126 589 00 35 00



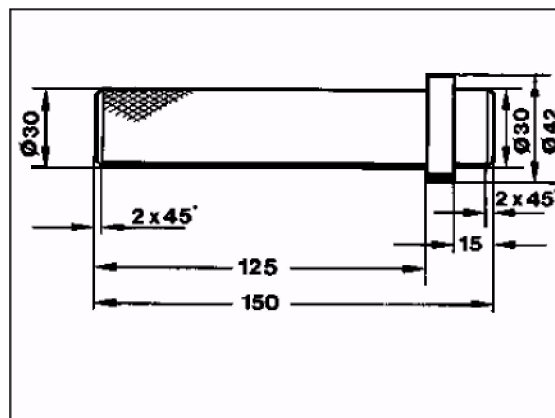
126 589 06 21 00



000 589 52 37 00

Shop-made tool

Drift



Adjustment data

mm

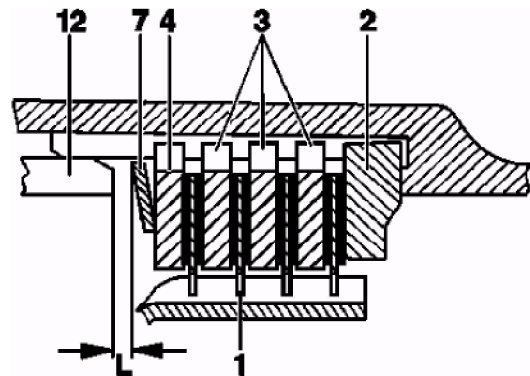
| | |
|---|---------|
| Total axial play, in clutch K1 and K2 | 0.6-1.0 |
| Clearance "L" of multiple-disc brake B3 | 1.5-2.0 |
| Clearance between linkage stop and shut-off plunger in spring linkage | 0.4-1.0 |
| Clearance, brake band B1 | 1.8-2.0 |
| Clearance, brake band B2 | 5.5-5.7 |
| Axial play of output shaft "C" | 0.4+0.1 |

Dimensions

| | |
|---|---------------------------|
| Shims, axial bearing K1 | 0.1; 0.2; 0.5 |
| Shims, helical gear/parking lock gear | 0.1; 0.2; 0.5 |
| Thrust pin, brake band plunger B2 | 47.2; 48.0; 48.8 and 49.6 |
| Washers for thrust pin, brake band plunger B1 | 0.5; 1.0 and 1.5 |

Multiple-disc sequence for LB3
Plunger side

- 1 Inner multiple-discs
- 2/3/4 Outer multiple-discs
- 7 Disk spring
- 12 Above plunger LB3



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Disc versions

| Designation | Item No. | Thickness in mm |
|---------------|----------------------------------|-----------------|
| Inside discs | 1 | 2.1 |
| Outside discs | 2 | 7.7 |
| | 3 optional for compensating play | 2.3 or 2.8 |
| | 4 | 2.8; 3.3; 3.8 |

Note

During assembly, particular care must be taken when handling the sealing surface of the oil distributor plate cast in the transmission housing. The utmost cleanliness must also be ensured. The transmission will only function properly if there is no dirt on the transmission components or in the oil circuit. For this reason, always remove sealant residues after dismantling, wash all parts carefully, flush out oil channels and blow clean with compressed air.

Rubber seals must not be permitted to come into contact with benzine, which may attack the rubber. Use alcohol to clean rubber parts.

Also ensure that the parts do not come into contact with woolen cloths, as any fuzz adhering to the parts may result in malfunctions.

In vehicles with 4MATIC, the adapter housing with internal gear is fitted in place of the rear transmission cover and 3-arm flange. The repair procedure is largely identical for both versions.