

CAMEROTA

TRUCK PARTS

DRIVETRAIN SPECIALISTS

Over **50** Years of Experience and
8 Locations Across the Northeast

Enfield, CT • North Haven, CT
Westborough, MA • Bow, NH
Bangor, ME • Valley Cottage, NY
Hamilton, NJ • Scranton, PA

Transmissions

Allison Factory Auth. Enfield, CT Mack
Aisin Mercedes Sprinter
Borg Warner Muncie
Clark New Process
Eaton New Venture
Fuller RoadRanger
GMC Rockwell-Meritor
International Spicer
Jatco Factory Auth. Warranty Center ZF
Westborough Location



ON-HIGHWAY

Rear Differentials

DANA-Spicer
Eaton
Ford
GMC
International
Mack
Rockwell-Meritor



Transfer Cases

Borg Warner Cotta
Fabco FWD
Kessler New Process
Noster OshKosh
Rockwell Spicer



Steering

Pre-Tested Diesel Engines

Caterpillar
Detroit
Ford
Isuzu
Mitsubishi
Volvo



Boxes/Pumps

Cummins Isuzu Saginaw
GM Ford Sheppard
International GMC TRW-Ross
Mack Mitsubishi Vickers
Mercedes ZF Factory Auth. Warranty Center Luk

Transmissions & Torque Converters

Allison Fuller
Borg Warner Funk
Caterpillar Factory Auth. Warranty Center Spicer
Clark Twin Disc
Cotta Factory Auth. Warranty Center ZF
Westborough Location

OFF-HIGHWAY

Rear Differentials

Caterpillar FWD
Dana-Spicer Mack
Eaton Rockwell-Meritor
Fabco Terex-Euclid



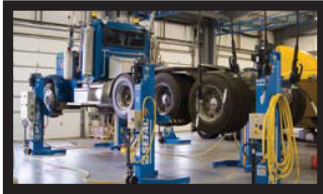
Westborough Location

Driveshafts & Universal Joints

Foreign
Rockwell-Meritor
Spicer



Full Service and Installation Available



- Over 20,000 New OEM Parts in Stock Every Day
- Same or Next Day Delivery to Most of the Northeast
- An ISO 9001:2015 Certified Company
- Northeast's Largest Inventory of Transmissions Rear Differentials and Steering Components



Enfield & Westborough Location

Enfield Location

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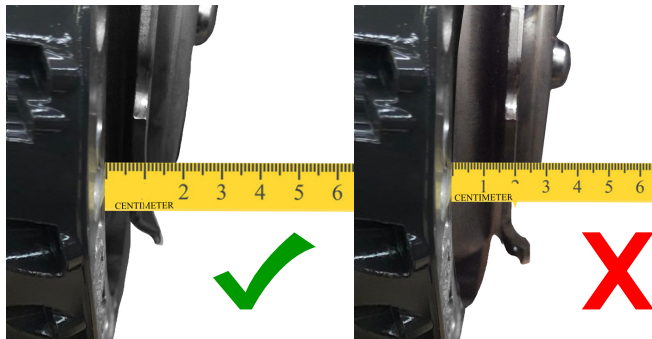
SPRINTER 722.9 TRANSMISSION INSTALLATION GUIDE

INSTALLATION CHECKLIST

- Thoroughly flush the cooler to make sure there is no contamination remaining from the failed unit.
- It is highly recommended that an approved flushing machine is used. Blowing air through the lines will not clean out the cooler.

**FAILURE TO PROPERLY FLUSH THE COOLER
WILL DAMAGE THE NEW UNIT!**

- Check the converter installation depth.
It should be seated at 1 cm. If it is at 2 cm, it is not seated properly.



- Check the flex plate for cracks or damage.
- Check for locating dowel pins (2) in the motor.
- Check the crankshaft pilot hub for any wear.
- Check the driveline, including motor mounts, U-joints, and hanger bearings for wear or damage.
- Install the transmission making sure that it is flush with the engine.

DO NOT DRAW THE TRANSMISSION IN WITH THE BOLTS!

- Hand tighten two of the mounting bolts and then check the converter for free movement.
- Install and torque the remaining bolts.
- Verify that the shift linkage is correctly adjusted. Incorrect adjustment can lead the TCM to sense a shift lever position that is incorrect for the gear which can result in a diagnostic trouble code to be set, delayed clutch engagement, and erratic shifts.

TRANSMISSION ADAPTATION PROCEDURE

Using the diagnostic scan tool, reset the transmission to the factory settings by Following Initialization (Marry), Teach-In procedure (range sensor) and Shift adapt - resetting the adaptation values.

ROAD TEST PROCEDURE

Take the vehicle on a road test with the diagnostic scan tool connected to monitor transmission temperature, throttle angle, and diagnostic trouble codes.

The road test consists of the following:

- Make 15-20 1-2, 2-3, 3-4, 4-5, 5-6, 6-7 upshifts.
- Perform the shifts from a standing start to 65 mph with a constant throttle opening of 20-25 degrees.
- With speeds below 25 mph, make 5-8 wide open throttle kick down shifts to first gear. Allow at least 5 seconds in 2nd and 3rd gear between each kick down shift.
- Check for any diagnostic trouble codes using the scan tool.

IF ANY DIAGNOSTIC TROUBLE CODES ARE STILL PRESENT DO NOT OPERATE THE VEHICLE UNTIL APPROPRIATE REPAIRS ARE COMPLETED!

- Attach electrical harness and shift linkage control.



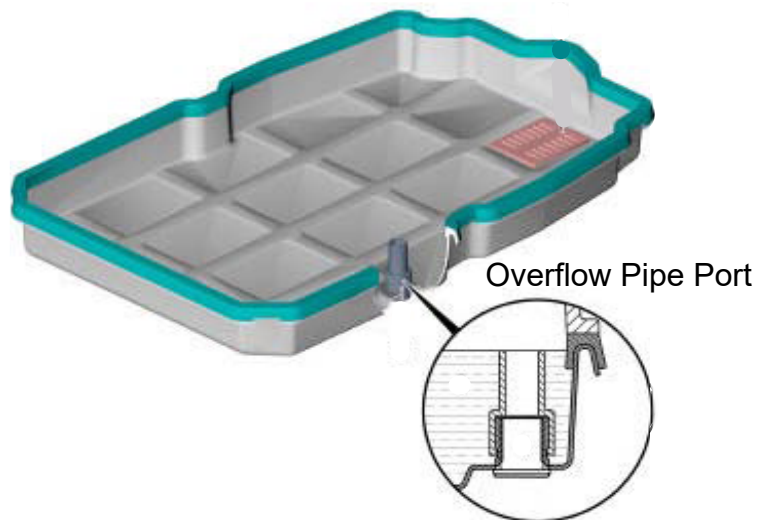
Connector Plug



Connector Plug Orientation

INITIAL FILL & START UP

- Before starting the engine, pour 6.34 quarts of oil down the filler tube.
- Set engine RPM @ 2500 and allow temp to reach 194 deg F / 90 deg C while monitoring via scan tool.
- Turn engine off and allow to cool down to 113 deg F / 45 deg C.
- Remove overflow pipe port drain plug.
- Start engine and add 3-4 additional quarts.
- Shift through P-R-N-D 15 times.
- Drain off constant oil flow at specified transmission oil temperature, until only drops come out.
- Tighten overflow pipe port drain plug. Torque to 22 Nm
- Reseal the filler tube when done.



LUBRICATION RECOMMENDATIONS

CAUTION:
USE ONLY RECOMMENDED FLUID

DO NOT USE DEXRON ATF IN THIS UNIT!

FLUIDS

MOBIL ATF 134 FE
SHELL ATF 134 FE
SPIRAX 56 ATF 134 ME
MERCEDES ATF FE MB 236.15
MERCEDES ATF FE 000 9896905

FILTER

OEM # 2212770200

OIL CAPACITIES:

First fill of dry transmission 10.25 QT / 9.7 L

OIL CHANGE INTERVALS:

Oil Change in normal operating conditions 70,000 miles

CAUTION!

**UNDER-FILLING OR OVER-FILLING THIS UNIT WILL
CAUSE THE TRANSMISSION TO SLIP, OVERHEAT,
OR BLOW OIL OUT THE VENT.**