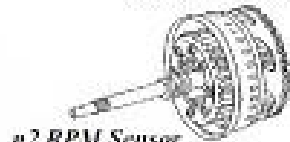
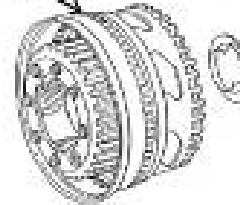


## K2 Clutch

**K2 Clutch Drum and Carrier Assembly**



n2 RPM Sensor Exciter Ring



**Front Carrier Assembly and shell.**  
 (The front sun gear is an integral part of the K1 clutch drum)

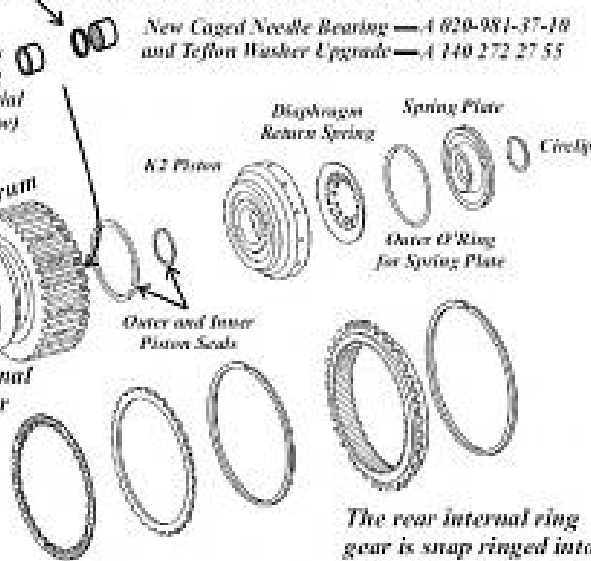
*If the transmission has a caged needle bearing instead of a bushing, you must have this seal or a loss of lube will occur damaging the planetaries*

Previous Bushing ("See Special Note Below")

New Caged Needle Bearing — A 820-981-37-18  
 and Teflon Washer Upgrade — A 140-272-27-55

K2 Clutch Drum

Front Internal Ring Gear



The rear internal ring gear is snap ringed into the front carrier shell. It must be removed to gain access to the K2 Drum

*Special Note: It is common to encounter premature failure of the bushing inside the K2 clutch drum which pilots the output shaft causing complete planetary failure. Later models have been upgraded to a Teflon sealing ring and caged needle bearing arrangements. Upgrade packages for early designs are available from Mercedes. The upgrade package includes a new K2 clutch drum and output shaft as the pilot diameter changed dimensions to accommodate the caged needle bearing. You must select the correct gear ratio package to avoid gear ratio errors after rebuild. If a complete failure has not occurred with the bushing style K2 clutch drum and the bushing needs to be replaced, the bushing can be acquired through aftermarket sources such as Sonnax or Independent transmissions.*

Selective Snap Ring