

WHY YOU CHOOSE ELITE

The whole *driveline*

- ✓ Factory-certified fluid only
- ✓ New filter, seal, drain plug and **pan bolts** every time
- ✓ **XENTRY** + ultrasonic sensor for the 9G
- ✓ Master techs, **13+ years** each at Mercedes dealers

Why new bolts?

Reused aluminum pan bolts let the pan leak slowly, and shifting suffers.

NO SERVICE HISTORY?

We check the fluid, pan and seal, plus Carfax and dealer records.

NO SURPRISES

We remind you at **50,000 miles**. **2-3 hours**, or during your yearly service.



9G-TRONIC (725) kit: fluid, pan with built-in filter, bolts.

“Serviced every 60,000 miles, we see them go 200,000.”

ELITE BENZ

Mercedes Specialist

Elite Benz is here for all your Mercedes-Benz service and repair needs. We fix what other shops can't. We're committed to being the highest-quality alternative to the dealership. When you need your Mercedes fixed right and fast, call Elite Benz.



Read the full guide

Scan for the in-depth article, photos and answers on our Benz Tips page.



843-259-8080



Service@EliteBenzSolutions.com



EliteBenzSolutions.com



705 N. Main St, Suite B
Summerville, SC 29483



Mon–Thu 8–5 · Fri 8–4
After-hours key drop box

4.9★ Carfax

5.0★ Google

BBB A+

3 yr / 36k

Independent Mercedes-Benz specialist. Not affiliated with or endorsed by Mercedes-Benz USA.

ELITE BENZ

Mercedes Specialist



CLIENT EDUCATION · TRANSMISSION

Your *Transmission*

When it's due, what a complete service includes, and the 4MATIC parts most shops skip.

CLIENT EDUCATION
SERIES

ELITEBENZSOLUTIONS.COM

When it's *due*

MOST MERCEDES

60,000

miles, the
Mercedes standard

AMG MODELS

40,000

miles

TOWING / HARD USE

50,000

miles, our advice

TIME

2-3 hrs

or with your yearly
service

SKIP IT AND HERE'S WHAT WE SEE

- 1 Past 60,000:** shifts feel harsher than when it was new.
- 2 80,000-100,000:** problems start. It can shake or shimmy.
- 3 ~120,000, never serviced:** failures that can't be repaired. A rebuild runs \$6,000-\$9,000.

SERVICE

\$600-\$1,000

722.6 / 722.9 / 724

9G-TRONIC (725)

\$900-\$1,100

2016 and newer

Is yours due?

Call with your mileage, or add it to your next yearly service.

📞 **843-259-8080**



2016 AND NEWER · 9G-TRONIC (725)

Set to the *millimeter*

The 725 transmission is far less forgiving than the older 722.6 and 722.9. Just **2 mm** of fluid height can cause shifting problems.

- ✓ Fluid level set with **XENTRY** and a **\$1,500 ultrasonic sensor**
- ✓ Old drain-and-fill is fine on a 722.6 or 722.9, **not** on a 725
- ✓ Filter is built into the pan, so the pan is replaced too

TRANSMISSION ADAPTATION

With XENTRY we reset how the torque converter applies and how each shift feels, then road test the car. It can smooth out shakes. If it doesn't, that usually means damage inside from missed service.

WHICH ONE DO YOU HAVE?

722.6 · RWD

722.9 7G · RWD

725 9G · RWD

724 · FWD

Transfer case & *diffs*

TRANSFER CASE

60,000

with the
transmission ·
AMG 40k

DIFFERENTIALS

70-80k

front & rear · AMG
40k

TRANSFER CASE

\$250-\$400

service

EACH DIFF

\$150-\$300

front or rear

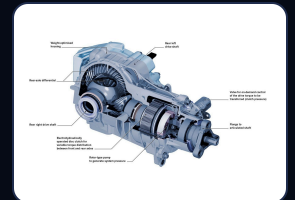
Skip the transfer case and its chain stretches. You'll hear a **loud pop** when you **accelerate**, and the unit has to be replaced.

CLA & GLA 4MATIC: every 30,000

The rear diff has an **electronic locking clutch** that controls when the rear wheels engage. Without service it commonly fails: **thumping and shaking** from the rear, then the **4MATIC light**, then a **\$1,200-\$1,800** rebuild.



Transfer case chain



CLA/GLA rear diff clutch