

Front Cover Hub

Part No.

MB-HB-1K

Mercedes 722.6, 722.9



NOTE: Use caution when performing the boring process to preserve as much of the original bore as possible. The original I.D. bore of the pilot is used to center the repair hub.

1. Cover Modification

- Hold the cover in a three- or four-jaw lathe chuck (preferably four-jaw) by the O.D. of the pilot. If the cover insert is broken (**Figure 1**) place a dial indicator against the face of the cover adjacent to the broken insert and adjust until the cover runs true. If the insert is not broken, place your indicator against the bearing surface of the insert and adjust for trueness.
- Place a #7 center drill in the tail stock lathe chuck and bore through the end of the pilot.
 - Enlarge the hole using a .650" diameter drill, then follow up with a 1" drill bit.
 - Install a boring bar in the tool holder on the cross-feed of the lathe (**Figure 2**). Enlarge the bore until the boring bar contacts the three stakes used to retain the OE insert. Use a bushing cutter to remove any remaining parts of the OE insert, being careful not to remove the three OE stakes.
 - Touch the cutting tip of the boring bar on the bore of the pilot and record your cross-feed reading. You will need to return to this reading when you finish the bore at the pilot end. Touch the boring bar on the unfinished bore of the pilot end, just past the stakes area. Start your finish bore as close to the pilot end as possible using your previously recorded reading of the cross-feed. Preserve as much of the I.D. bore as possible.
 - Check the face of the pilot area and machine if necessary (minimal amount to clean up).
 - Deburr the front of the pilot.

Figure 1



2. Installation

- a. Align the three flats on the repair hub with the three staked areas on the I.D. of the pilot bore and install the repair hub into the cover. It should only require a slight press. Check the O.D. bore with a pilot sleeve to make certain that the pilot did not expand.
- b. Install the seals on the O.D. of the piston and repair sleeve and install the piston. This will verify that the hub has been positioned properly. Leave the piston in place during the weld process. This will insure that the repair sleeve will remain in its proper position during the post-weld cooling process.
- c. Tig weld the repair hub to the cover (**Figure 3**).
- d. Check for leaks.



Figure 2



Figure 3