

Figure 41

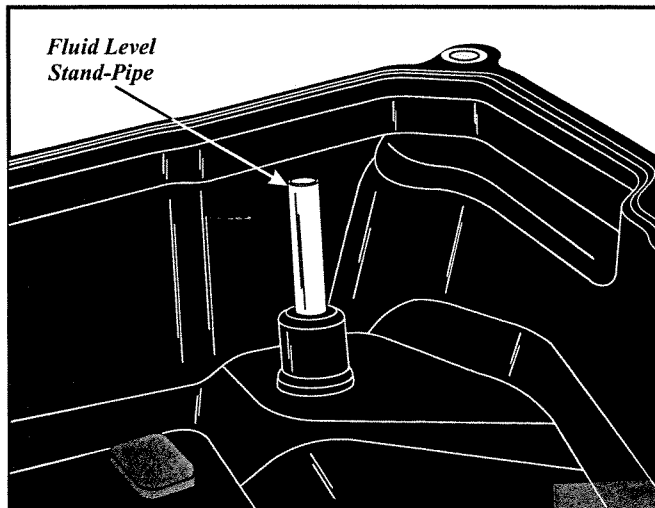


Figure 42

CHECK FLUID LEVEL AND SPECIFICATION

To "**Check**" for the correct fluid level, you must remove the check plug, which is located in the corner of the pan, and is removed with a 10 mm allen wrench, as shown in Figure 41.

We have provided you with a cut-away drawing of the bottom oil pan and the check plug so that you will understand how this system works. Notice that the oil pan actually has a "stand-pipe", as shown in Figure 42, that screws into the check plug hole and extends up into the bottom pan, which is our way to establish the proper fluid level in the transaxle. By removing the "Check" plug from the oil pan, the fluid should just trickle over the "stand-pipe" and out through the center of the stand-pipe in the oil pan, as shown in Figure 43.

The "stand-pipe" can be removed with the 10mm allen socket to facilitate draining the transaxle fluid from the bottom pan.

Note: If the "stand-pipe" is removed, it must be installed by hand tightening only with the allen socket and ensure it is completely seated. If not, the fluid level will not be correct and the bottom of the check plug may seat against the stand-pipe instead of seating on check plug sealing washer.

To "**Fill**" or "**Add**" fluid to the transaxle you must use the fill pipe, usually located by the front case connector, as shown in Figure 35. Some units have a plug in this location and some units have neither, usually the remote cooler models.

If your unit does not have a fill pipe, the only alternative is to use a pump and fill through the check plug and stand pipe. Only the approved type of ATF fluid should be used, as shown below.

Fluid Requirements

VW Part No. G 052 025 A2

BMW Part No. M-83220416600

(Esso JWS 3309) Lifetime Fluid

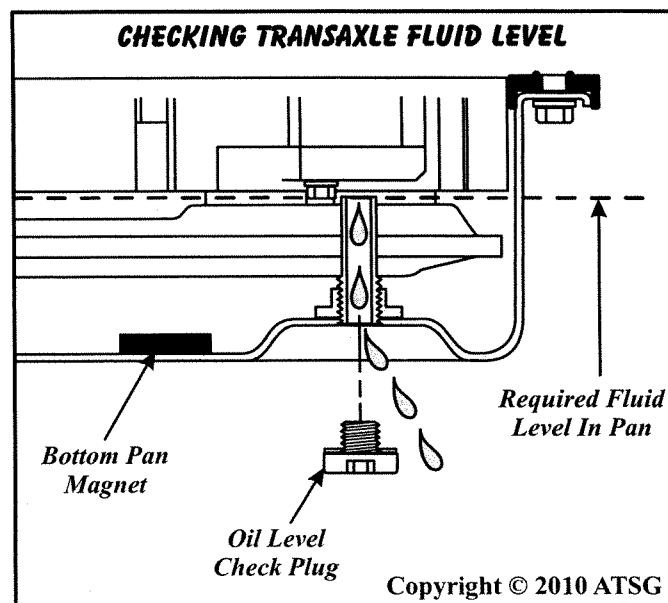


Figure 43



Technical Service Information

COOLER INFORMATION

There are two distinctly different style lubrication systems used in TF-60SN (09G/09M) transaxles. As a result, there are 2 different transaxle cases, 2 different converter housings and 2 different valve body to case spacer plates.

Integral Cooler

Some models use an ATF cooler that is mounted on the converter housing and integrated into the engine cooling circuit, as shown in Figure 35. With this arrangement, cooler fluid is sent directly into the cooler and returned to the lube circuit.

Engine coolant is piped to the integral cooler and returned to the cooling system with a constant circulation.

Remote Mounted Cooler

Some models use an ATF cooler that is mounted in a remote location, also shown in Figure 35, and cooler fluid must be sent via traditional cooler lines to the cooler. This requires entry and exit points located in the transaxle case, and their locations are shown in Figure 35.

Caution: *If a mis-match of any of these parts occur, lubrication fluid is lost causing immediate failure of the transaxle drive train.*

Pay very close attention to the passage ID section that follows, as it provides a way to identify these parts, to avoid disaster.

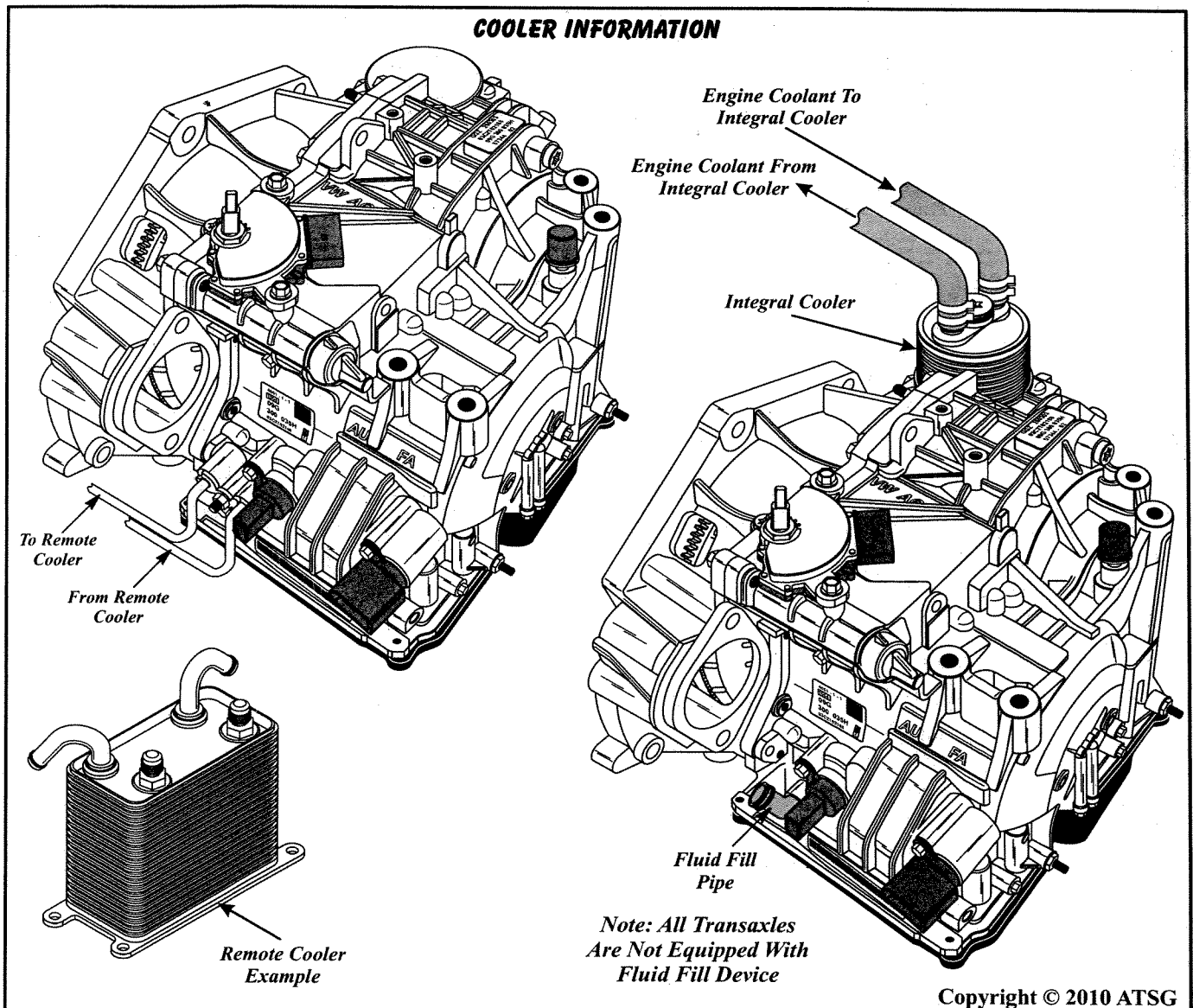


Figure 35



Technical Service Information

COOLER INFORMATION

Integral Cooler

Some models use an ATF cooler that is mounted on the converter housing and integrated into the engine cooling circuit, as shown in Figure 33. With this arrangement cooler fluid is sent directly into the cooler and returned to the lube circuit. Engine coolant is piped to the integral cooler and returned to the cooling system with a constant circulation.

Remote Mounted Cooler

Some models use an ATF cooler that is mounted in a remote location and cooler fluid must be sent via traditional cooler lines to the cooler. This requires entry and exit points and they are located in the transaxle case in the positions shown in Figure 32.

PRESSURE TAP INFORMATION

Pressure Tap Locations

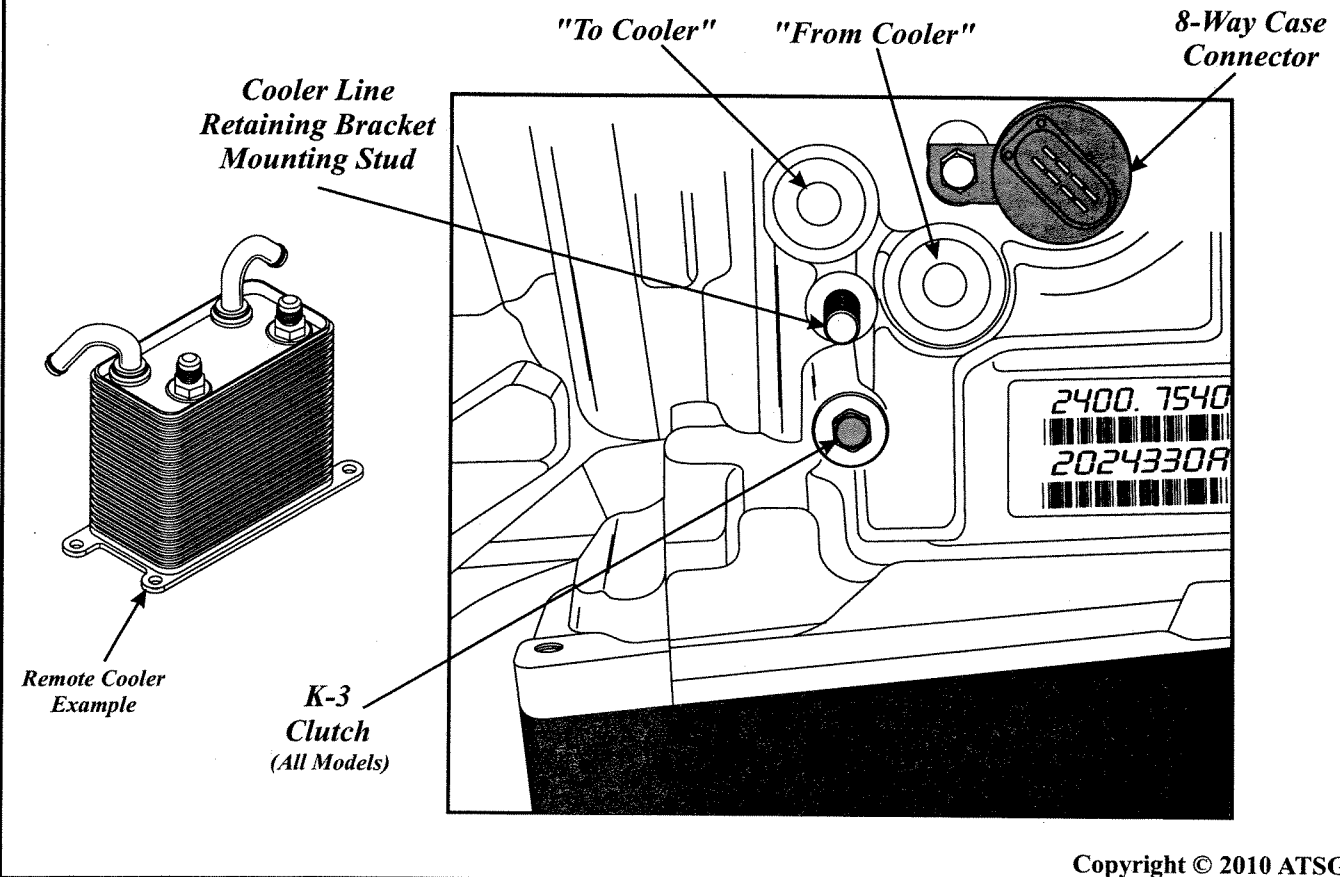
Pressure tap locations and identification are shown in Figure 32 and 33. Only some models have the lube tap located by the integral cooler, as shown in Figure 33. All transaxles have a differential lube tap located just above the right axle seal in the case that is not shown in Figure 33.

Pressure Specifications

Observed pressure specifications are shown in Figure 34 on Page 30.

PRESSURE TAP LOCATIONS AND "REMOTE COOLER" INFORMATION

Cooler line positions shown are used "Only" in models that have a cooler mounted in a remote location and pipe transaxle fluid to the cooler. Cooler line pockets are in the main case and cooler lines are retained in the pockets with a cooler line bracket.



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Figure 32

PRESSURE TAP LOCATIONS AND "INTEGRAL COOLER" INFORMATION

Models that use the "Integral Cooler" use air flow to cool the engine coolant that is sent to the integral cooler and then returned to the cooling system. The transaxle cooler fluid is fed directly into the cooler and returned to the lubrication circuit.

For flow control, a distributor pipe is installed into the supply side of the Integral Cooler.
NOTE: Do not install distributor pipe in the return side of the Integral Cooler.

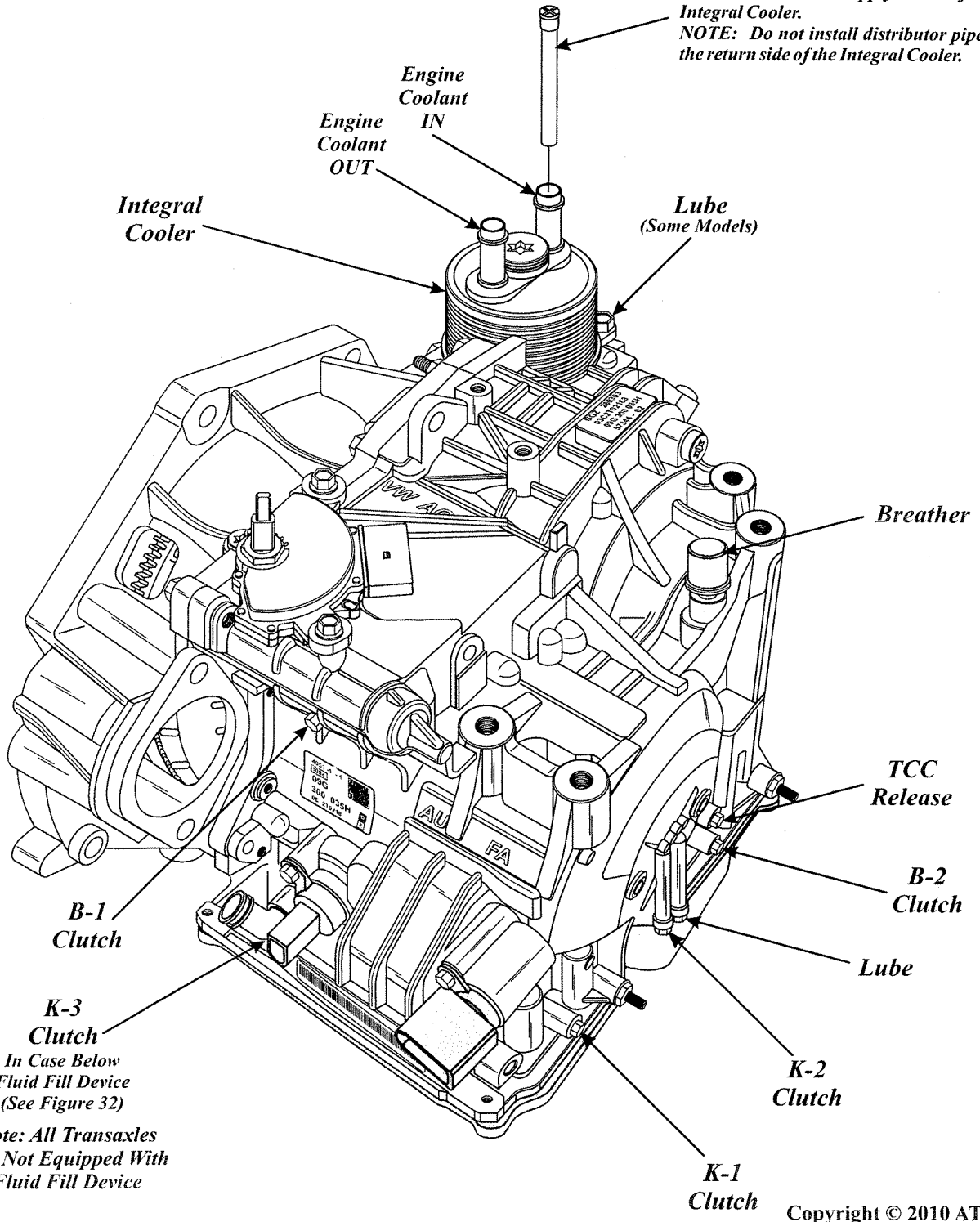


Figure 33