Transmission Fluid Leaks – Cooler Hoses – Install Additional Hose Clamp

MODEL	2000 MY S-TYPE
VIN	L00001-L59400

Issue:

In the event of customer complaints of fluid leaking from the transmission cooler pipes, a service fix has been implemented to cure the concern.

Action:

Vehicles within the above VIN range were produced with only one hose clamp fitted to the transmission cooler pipes, and may under certain operating conditions leak transmission fluid. The following Workshop Procedure can be followed to remedy the concern:

WORKSHOP PROCEDURE

1. Raise vehicle on twin-post lift.
2. Remove radiator splash guard. (See Workshop Manual – JTIS CD ROM, Section 303-03 SRO 26.40.01 (steps 6 and 7.)
3. Loosen hose clamps on transmission cooler pipes (rubber to metal pipe connection).
4. Reposition hose clamps to end of rubber hose (Illustration 1).

REPOSITIONING CLAMPS TO END OF HOSES

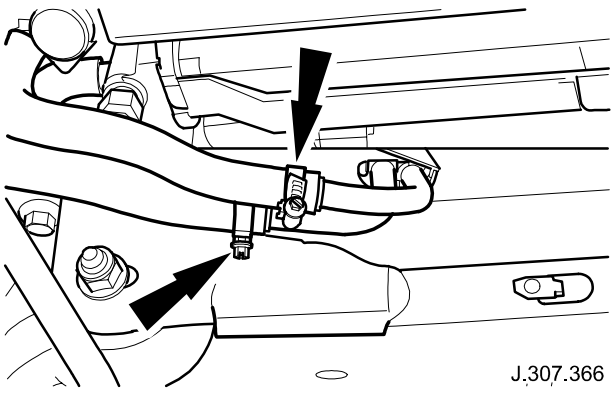

ILLUSTRATION 1

5. Fully tighten hose clamps to 5 Nm.

> **Note:** Ensure worm drive does not chafe rubber hose.

6. Completely open new hose clamps and place around hoses.
7. Reposition hose clamps to area over cooler pipes and place alongside existing clamps (Illustration 2).

POSITIONING ADDITIONAL CLAMPS

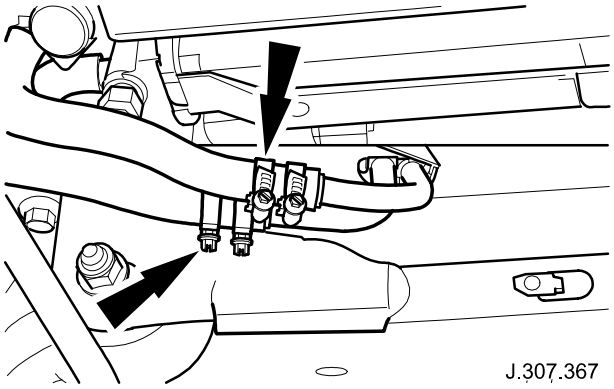

ILLUSTRATION 2

8. Fully tighten hose clamps to 5 Nm.

> **Note:** Ensure worm drive does not chafe rubber hose.

9. Clean any transmission fluid from surrounding area.
10. Reinstall radiator splash guard. (See Workshop Manual – JTIS CD-ROM, Section 303-03).
11. Lower the vehicle.
12. Ensure the PDU is connected to the base station and that the latest PDU CD-ROM (JTP 627/10) is installed in the CD drive.

> **Note:** The Datalogger function of the WDS can be used in place of the PDU to monitor transmission fluid temperature.

13. Switch on the PDU. Select “Diagnostics”. Enter VIN and other vehicle details, i.e.: L#####.
14. Select “Toolbox”. From the “Toolbox” menu select “Powertrain”.
15. Connect the MPA and download cable to the PDU and base station. Allow the PDU to load. Select “Datalogger” from the menu.
16. Disconnect the PDU from the base station and transfer it to the vehicle.
17. Connect the PDU to the vehicle’s data link connector.
18. With the J-Gate lever in the Park position - ‘P’, select “Enter” to start the “Datalogger”.
19. Select “TOT2” - Transmission Oil Temperature feature from the menu.

20. The reading tolerance is from 80° F to 120° F, **(ideal temperature is 100° F)**. If the value is greater than 120° F the vehicle **MUST** be left to cool down. If the value is less than 80° F then the vehicle must be driven slowly checking that the transmission oil temperature reading is within the range specified. The target temperature when putting the vehicle on the lift is 90° F.
21. Start the engine and verify that the transmission oil temperature is still within tolerance.
22. With the engine running and parking brake on move the J-Gate shifter through P-R-N-D-4-3-2 and back to P ensuring that Reverse and Drive have been engaged on both occasions.
23. Engage Park and keep engine running. Immediately raise the lift (engine still running) and perform fluid level check.
24. **Remove the hexagonal fill plug on the extension housing** and remove the fluid level plug. The level plug is located within the hexagonal drain plug on the underside of the transmission oil pan (Illustration 3).

> **Note:** The fill plug must also be removed to ensure an accurate reading.

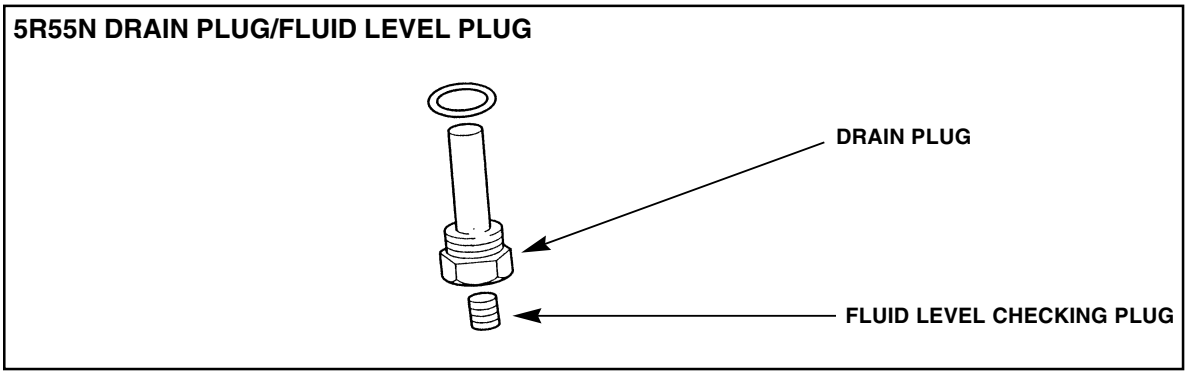

ILLUSTRATION 3

25. Hold the hexagon of the oil drain plug to prevent it turning, using a 7/8" or 22mm ring or open ended wrench, while removing the oil level plug using a 3/16" AF Hexagon (Allen) drive bit.
26. The transmission may be either under-filled or overfilled from the nominal condition.

    Underfilled: **If a few drips are all that comes out then the transmission is underfilled** - add oil via the fluid fill plug on the extension housing. Use proper automatic transmission oil (as listed under Parts Information), adding no more than 250 ml at a time until the fluid drains out of the fluid level plug in a continuous stream - **replace the fluid level plug as soon as the stream starts to break up into drips.**

    Overfilled/Slightly overfilled: Fluid should drain out in a continuous red stream - **replace fluid level plug as soon as stream starts to break up into drips**. If more than 250 ml drains off then go to the extremely overfilled procedure.

Extremely overfilled: The fluid stream will appear almost pink rather than deep red as it drains and more than 250 ml of oil will be collected in the container. When all of the excess oil has drained out replace the fluid level plug and switch off the engine for 30 minutes. By this time the fluid in the container should be a deep red color. If it is not, wait for another 30 minutes. Restart the engine then remove the fluid level plug. Add oil via the fluid fill plug on the extension housing. Adding no more than 250 ml at a time until the fluid drains in a continuous stream - replace the fluid level plug as soon as the stream starts to break up into drips.

27. Replace fluid fill plug. Torque both the extension housing fluid fill plug to 20 Nm (14 lb. ft.) and the fluid level plug to 6 Nm (53 lb. in.).
28. Switch off engine.
29. Clean transmission fluid pan thoroughly.

Parts Information:

DESCRIPTION	PART NUMBER	QTY
Hose clamp	XR8 9571	2
Automatic Transmission Oil (specification WSS-M2C 202B) - 1 liter	JLM 21044	As required

Warranty Information:

FAULT CODE	R.O. NUMBER	DESCRIPTION	TIME ALLOWANCE
FB JB	44.91.24	Service Fix - install additional hose clamp	0.90 hrs.