

**WARNUNG**

**Gefahr des Verlusts der Text-Bild-Zuordnung beim Ausdruck.**

- **Aus technischen Gründen kann derzeit nicht ausgeschlossen werden, dass trotz einwandfreier Darstellung auf dem Bildschirm beim Ausdruck der Zusammenhang von Text und zugehörigem Bild verloren geht.**
- **Wird der Fehler nicht bemerkt, besteht die Gefahr, daß Arbeiten nicht korrekt durchgeführt werden und es dadurch zu Personen- und Sachschäden kommt.**

→ Vergleichen Sie deshalb nach dem Druckvorgang unbedingt die Ausdrucke mit der Bildschirmdarstellung. Korrigieren Sie die Ausdrucke im Fehlerfall so, daß der Inhalt der Bildschirmdarstellung zutreffend wiedergegeben wird.

**WARNING**

**Danger of losing text-figure correspondence when printing out.**

- **For technical reasons, it can currently not be ruled out that the correspondence between text and associated figure can be lost when it is printed out, even though the display on the screen is correct.**
- **If the fault is not noticed, there is the danger that work will not be performed correctly which can cause injury and damage.**

→ Therefore, always compare printouts with the screen display after printing them out. Correct the printouts if they are faulty so that the content of the screen display matches that on the printouts.

**AVERTISSEMENT**

**Risque de perte de la correspondance texte-illustration lors de l'impression papier.**

- **Pour des raisons techniques, il ne peut pas être exclu à l'heure actuelle que, même en cas d'affichage correct à l'écran, la correspondance entre le texte et l'illustration puisse être erronée sur l'impression papier.**
- **Si l'erreur passe inaperçue, on court le risque d'exécuter certaines opérations de manière incorrecte pouvant conduire à des dommages corporels et matériels.**

→ Comparez impérativement pour cette raison les impressions papier avec l'affichage à l'écran. Corrigez-les en cas d'erreur de manière à reproduire correctement l'affichage à l'écran.

**ATTENZIONE**

**Pericolo di perdita dell'abbinamento testo-immagine nella stampa.**

- **Per motivi tecnici non è escluso che, nonostante la rappresentazione sullo schermo risulti perfetta, durante la stampa venga persa la corrispondenza fra testo e relativa immagine.**
- **Se tale difetto non viene rilevato vi è il pericolo che i lavori non siano eseguiti correttamente; ciò può avere come conseguenza lesioni e danneggiamenti.**

→ Per questo motivo, dopo la stampa è assolutamente necessario confrontare le stampe con la rappresentazione sullo schermo. In caso di errore si prega di correggere le stampe, così da garantire la riproduzione esatta della rappresentazione sullo schermo.

**ADVERTENCIA**

**Al imprimir se corre el riesgo de perder la correcta asignación de las figuras al texto.**

- Por motivos técnicos, por el momento no se puede descartar que, aun siendo correcta la imagen que aparezca en la pantalla, al imprimir se pierda la correlación entre el texto y la figura correspondiente.
- Si este error pasara desapercibido, existe el riesgo de que los trabajos no se ejecuten de forma correcta y, por tanto, se produzcan daños personales y materiales.

→ Por ello le rogamos que tras el proceso de impresión compare siempre las copias impresas con la imagen de la pantalla. En caso de error, corrija las copias impresas de forma que se correspondan con el contenido de la imagen de la pantalla.

## 37 02 35 Checking and topping up the ATF - as of MY 2003

- Information
- Checking ATF
- Filling in ATF

### Tools

Designation	Type	Number	Explanation	
material	special tool	00000	oil filler for ATF / VW 1924 and 1924/01 / Workshop Equipment Manual No. 3	<p style="text-align: center;"><b>PORSCHE</b></p> <p style="text-align: center;">siehe Handbuch Werkstattausrüstung</p> <hr/> <p style="text-align: center;">Voir le Manuel Equipement d'atelier</p> <hr/> <p style="text-align: center;">Refer to the Workshop Equipment manual</p> <hr/> <p style="text-align: center;">Vease Manual de Equipamiento de Taller</p> <hr/> <p style="text-align: center;">Vedere il Manuale dell'attrezzatura d'officina</p> <hr/> <p style="text-align: center;">ワークショップ・イクイップメント・マニュアルを参照</p>

### Information

#### Test conditions with cooler lines closed

ATF cooler line was not opened between thermostat and ATF cooler.

For example: changing transmission, replacing sealing ring on transmission, changing ATF filter, general checks.

- Warm up transmission in lower load range. Switch all transmission ranges several times while doing so.
- Read out ATF temperature with Porsche System Tester (PST) 2.
- ATF temperature: 40 °C.
- Selector lever is in position P.
- Test and filling process at idle speed.

#### Test conditions after opening cooler lines

ATF cooler line was opened between thermostat and ATF cooler.

For example: replacing ATF, changing ATF line, changing ATF cooler, changing ATF thermostat.

- Warm up transmission in lower load range. Switch all transmission ranges several times while doing so.

- Read out ATF sump temperature with Porsche System Tester (PST) 2.
- The ATF temperature must be 90 °C (coolant circuit open).
- Let ATF cool down to 40 °C.
- Selector lever is in position P.
- Test and filling process at idle speed.

## Checking ATF

### Checking ATF



#### Note

- Always avoid oil leaks after unscrewing the oil inspection plug. This is caused by a certain amount of oil which remains on the screw in the lifting tube.

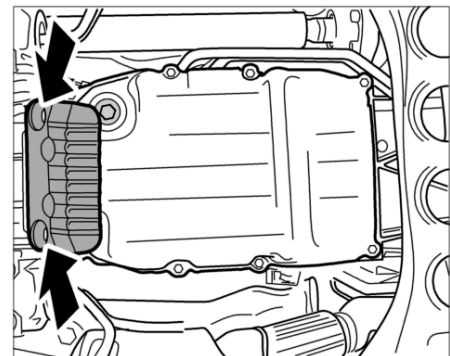
1. Remove engine guard . → 108019 Removing and installing engine guard - section on "Removing"
2. Remove cover of ATF pan. To do this, loosen the two fastening screws.



#### Note

- Secure vehicle to prevent it rolling away.
- Vehicle must be horizontal in order to check ATF.

3. Move selector lever to position N and continue the test process at idle speed.



Shield to transmission



#### WARNING

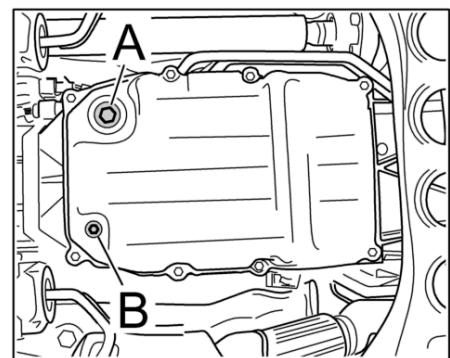
#### Danger of scalding and chemical burns from hot ATF

- Allow ATF to cool down
- Wear personal protective gear (goggles, gloves)



#### Note

- Note the test conditions → Test conditions with cooler lines closed → Test conditions after opening cooler lines for the following steps.



ATF check screws

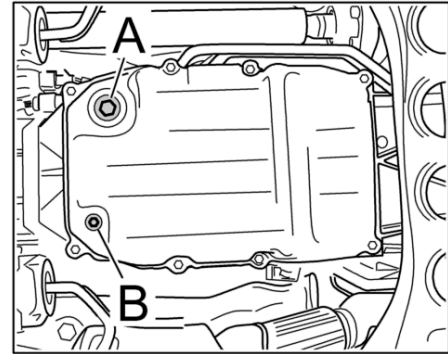


#### Note

- Undo oil inspection plug **-A-** only when temperature reaches 40 °C.

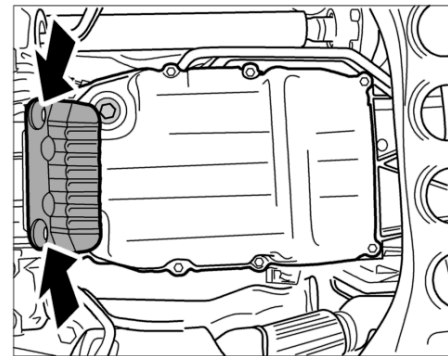
4. Unscrew oil inspection plug **-A-** .
5. The oil level is correct when oil emerges at the lifting tube. If this is not the case, add more ATF.  
→ 370235 Checking and topping up ATF - section on "Refilling"

6. Screw in oil inspection plug **-A-** . → **Tightening torque: 52 ftlb.**



Check screw and oil drain plug

7. Install cover of ATF pan. To do this, tighten the two fastening screws. → **Tightening torque: 7.5 ftlb.**
8. Move selector lever to position P and switch off engine.
9. Fit engine guard. → 108019 Removing and installing engine guard - section on "Installing"



Check screw and oil drain plug

## Filling in ATF

### Topping up ATF

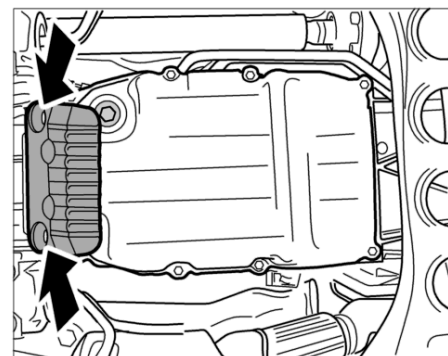
1. Remove engine guard . → 108019 Removing and installing engine guard - section on "Removing"
2. Remove cover of ATF pan. To do this, loosen the two fastening screws.



#### Note

- *Secure vehicle to prevent it rolling away.*
- *Vehicle must be horizontal in order to check ATF.*

3. Start engine, move selector lever to position N and continue at idle speed.



Shield to transmission



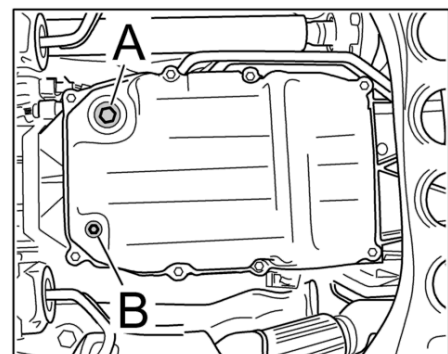
#### WARNING

#### Danger of scalding and chemical burns from hot ATF

- Allow ATF to cool down
- Wear personal protective gear (goggles, gloves)



#### Note

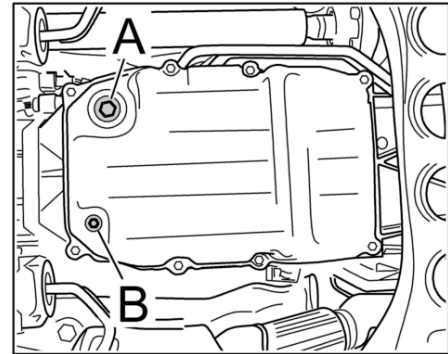


- *Note the test conditions* → *Test conditions with cooler lines closed* → *Test conditions after opening cooler lines for the following steps.* *Check screw and oil drain plug*

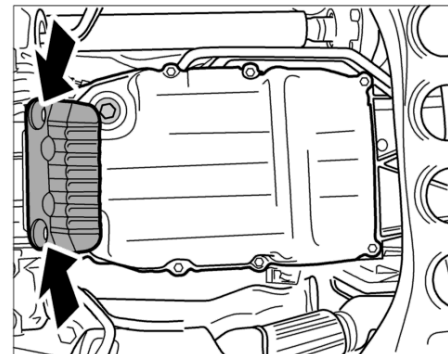
**Note**

- *Undo oil inspection plug only when temperature reaches 40 °C.*

4. Unscrew oil inspection plug **-A-** .
5. Fill with ATF using **material 00000** until oil emerges at the lifting pipe.
6. Screw in oil inspection plug **-A-** . → **Tightening torque: 70 (52 ftlb.) Nm**
7. Move selector lever to position P and switch off engine.

*Check screw and oil drain plug*

8. Install cover of ATF pan. To do this, tighten the two fastening screws. → **Tightening torque: 10 (7.5 ftlb.) Nm**
9. Fit engine guard. → 108019 Removing and installing engine guard - section on "Installing"

*Transmission shield*

9PAAD1, 9PAAE1, 9PAAF1, 9PAAJ1

as of MY 2003

Country C00, C02, C05, C07, C08, C09, C10, C11, C12, C13, C14, C15, C16, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C32, C33, C34, C35, C36, C37, C38, C39, C45, C46, C98, C99