

ENGINE: Mobil 1 0W40

GEARBOX The auto trans is a 6 speed ZF 6HP26 automatic transmission and torque converter, the Jag and Land Rover fluid can be used..Aston's fluid can be bought through a Aston dealer(the fluid from Aston is Shell ATF M-1375.4), I remember hearing on a training course, bands are different in the Aston ZF trans for high torque applications, so Aston spec fluid(Shell ATF M-1375.4) is recommended for best driveability)..I myself have never compared the data specs of the Jag and Aston fluids.both fluids though are compatible with there ZF trans and..hehe do spell both like Cat **** though..

LSD (LIMITED SLIP DIFFERENTIAL) The diff is not the same fluid as the trans, both units do not share the same fluid, both units are closed off from each other..all VH platform Aston's use Shell Spirax ASX 75W-90 / SHELL SPIRAX S6 AXME 75W-90 , which already has the additive inside. In my area we cannot get Shell, only Mobile 1 is available, so a SAE 75W-90 plus the Kendall additive(Aston supplied part) meets and exceeds standards..

The auto ZF trans takes 10L, + 1.6L in the cooling system so 11.6L total and the diff takes 1.7L, + 0.7L in cooling system so 2.4L total. You won't be able to take all the oil out of the cooling system, long as you get the amount listed from each unit..you'll be good to go



Alternative: Way around the price is to get Castrol SynGear 75W90 and add the Kendall LSD additive (ordered from Aston or anywhere else online)..

I've posted all this before, here it is again..correct fluid used by Aston in the UK is "Castrol BOT270A" for the manual gearbox..are dealership inquired Castrol about this being why pay for marked up oil

from Aston when we could order from Castrol on our account..Castrol informed us "BOT" is a UK term and cannot supply us in N.A with the oil, we would have to order from Aston in the UK..but Castrol informed us that their SynGear 75W90 is the same less an additive for the LSD clutches..Aston came out with a S.B informing dealers that 75W90 can be used if the LSD Kendall additive was added.. <http://kendalloil.carshopinc.com/pro...09162/505-7478> ..Only 1 bottle is required...I have also put in R.P 75W90 in few client cars, they supplied so I put..R.P already has the additive so no Kendall bottle is needed

In brief on above: Castrol SynGear 75W90 + one bottle KENDALL OIL 505-7478

- 1: jack up vehicle and support with stands for safety.
- 2: remove lower tray shield (either plastic or metal type, depends on model) bolts/screws bolts the trays are 13mm heads and/or T30 heads, depends on models and years..
3. remove the 22mm fill plug at RH side of transaxle, just in front of the RH half shaft
4. remove the 14mm female(need allen bit/key) at rear bottom section of transaxle differential to drain oil, yes you need something to catch the oil..so get ready.
5. remove the filter at the LH lower rear side of the differential, be advised some oil will exit, there are 2 x 8mm bolts retaining a plastic plate..remove the bolts and wiggle out the plate that is actually the filter screen..do not pry too hard for it will snap..wiggle wiggle, and the rubber-ring will release. Clean the filter screen with parts/brake cleaner. If seal is undamaged, refit..otherwise replace the o-ring and then refit screen and secure 2 x 8mm bolts..there 8mm so don't go crazy..no torque spec, just secure...
- 6.refit back the drain plug, replace washer gasket if out of round and torque plug secured, spec is 49Nm.
- 7.fill transaxle with gear oil, requires 4.5L...4L in transaxle and 0.5L in cooler..don't believe you will need anymore than 4L..when the oil starts to seep out the filler hole, you are done filling..fit the fill plug, replace washer if required..secure fill plug..spec is same as lower plug 49Nm.
8. clean up all the leaked/spilled oil and refit the undertray
9. remove jack stands and your ready to burn rubber!!