



Transmission Fluid

Thermo Bypass

Suitable for:



**Volkswagen Amarok 2H with 8 Speed
ZF8HP26 Automatic Transmission**

WITH THE FOLLOWING ENGINES:

CSHA - 2.0L Turbo Diesel

CSHA - 2.0L Bi Turbo Diesel

DDXE - 3.0L V6 Turbo Diesel

Please read through all of the instructions carefully before proceeding. If any of the information does not appear correct or the diagrams don't match your vehicle, please contact Wholesale Automatic Transmissions on +61 3 9762 8004.

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1. Parts List



1 x Brass Slug
1 x Thermostat Spring

1 x Endcap O-Ring

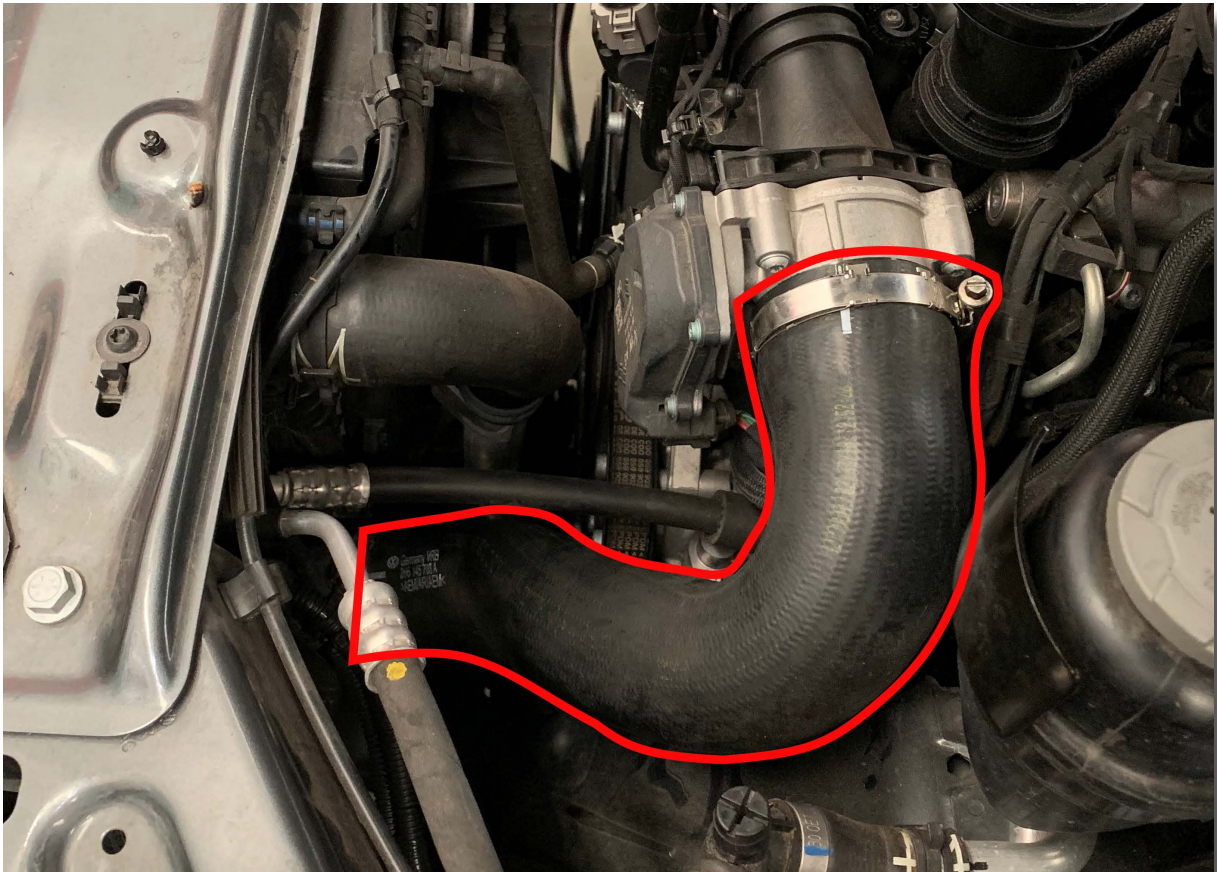
Expected Installation Time: 1 Hour

2. Summary of Installation - Experienced Fitters

- 2.1. SAFETY FIRST: Allow engine and transmission to cool prior to starting work to prevent serious injury.
- 2.2. Before Commencing work, please ensure that you have sufficient transmission fluid to top up at the end of the job.
- 2.3. Remove engine cover (if fitted)
- 2.4. Remove air intake hose between Throttle body and Intercooler.
Cover intake openings for safety.
- 2.5. Remove the one (1) T30 Torx bolt holding the upper cooler lines in the Thermostat housing (accessible after removing air intake hose).
- 2.6. Remove the one (1) T30 Torx bolt holding the lower cooler lines in the Thermostat housing (accessed from under vehicle)
- 2.7. Remove the one (1) T30 Torx bolt holding the thermostat housing to the chassis.
- 2.8. On the bench, remove endcap and replace thermo valve and spring with supplied brass slug and thermostat spring. Brass slug is installed first.
- 2.9. Re-install thermostat housing to chassis using T30 Torx bolt.
- 2.10. Re-install upper and lower cooler lines in to the Thermostat housing.
- 2.11. Re-install Air intake hose and secure with OEM clamps
- 2.12. Check all parts are secure and no loose items can come into contact with hot or moving parts.
- 2.13. Start vehicle and check transmission fluid level. Top up if required using manufacturers recommend transmission fluid - Lifeguard 8
- 2.14. Clean any transmission fluid spilt during installation. Re-install any parts removed
- 2.15. Test drive vehicle for at least 15 minutes. Check for leaks.

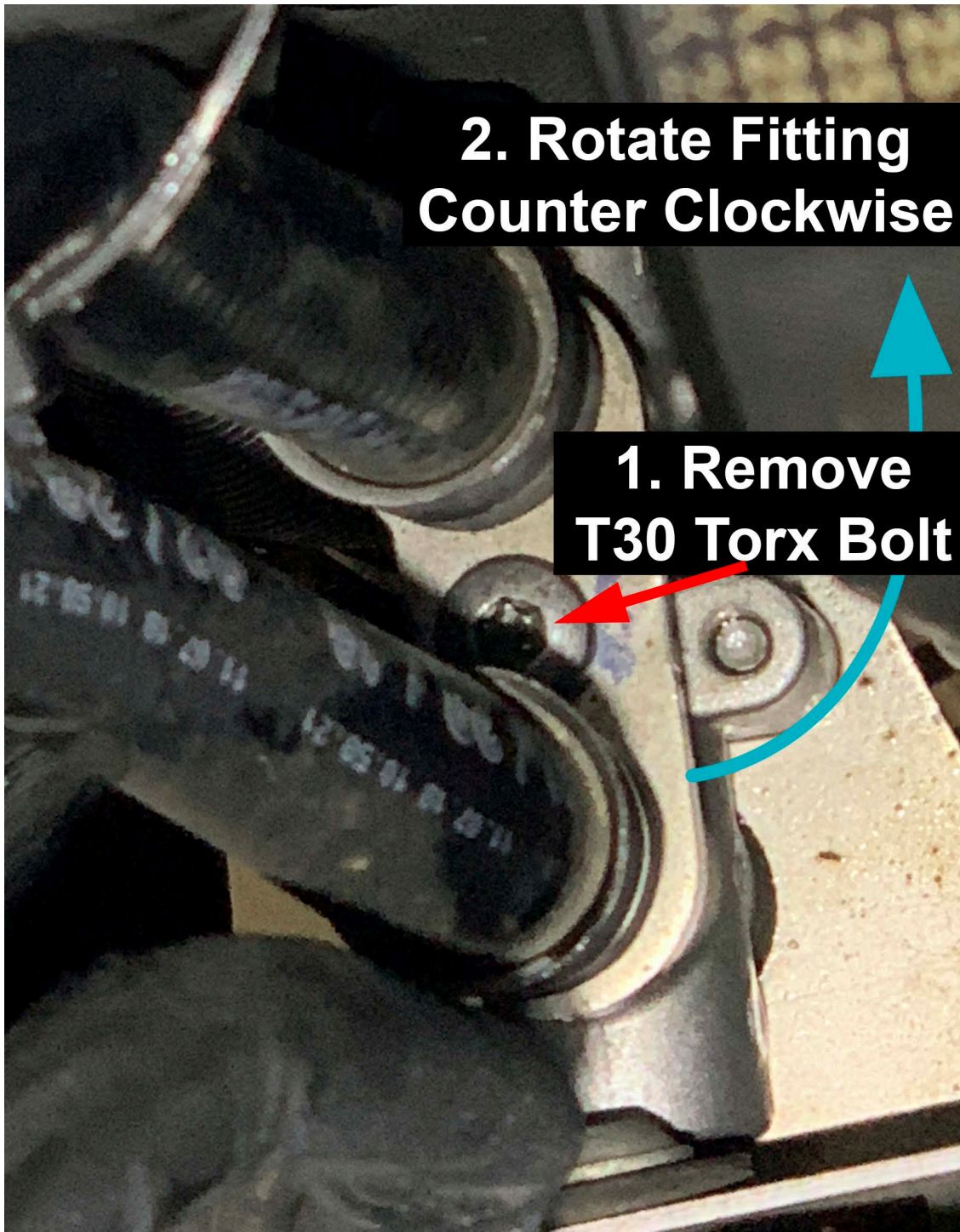
3. Detailed Fitting Instructions

- 3.1. SAFETY FIRST: Allow engine and transmission to cool prior to starting work to prevent serious injury.
- 3.2. Before Commencing work, please ensure that you have sufficient transmission fluid to top up at the end of the job.
- 3.3. Open bonnet
- 3.4. Remove engine cover (if fitted)
- 3.5. Remove the air intake pipe between intercooler and throttle body.
Cover intake openings to prevent foreign objects falling into openings.

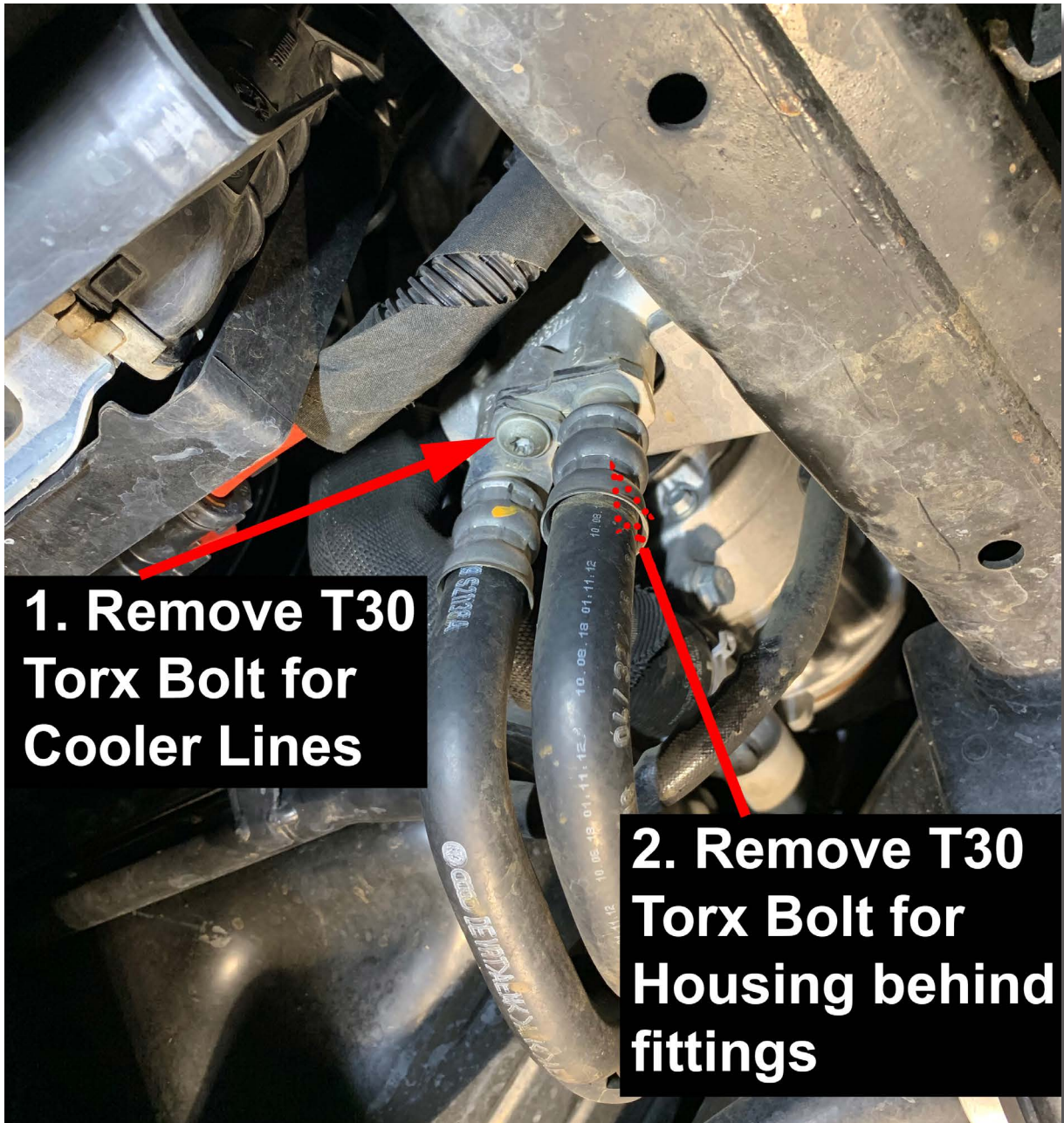


- 3.6. Locate the top of the thermostat housing in engine bay directly in front of serpentine belt, mounted to the chassis rail

- 3.7. Remove the T30 torx bolt inbetween the two upper cooler lines, then remove upper cooler lines. The line closest to the engine, twist counter clockwise and remove first.



- 3.8. Under the vehicle, remove any bash plates that prevent access to the thermostat housing. The thermostat housing is mounted to the inside of the chassis rail, near the radiator and A/C compressor.
- 3.9. Remove the T30 torx bolt that secures the two lower cooler lines, then remove lower cooler lines. The line closest to the engine is removed first.
- 3.10. Locate the second T30 torx bolt under the thermostat housing and remove. This is the bolt that secures the thermostat housing to the chassis.



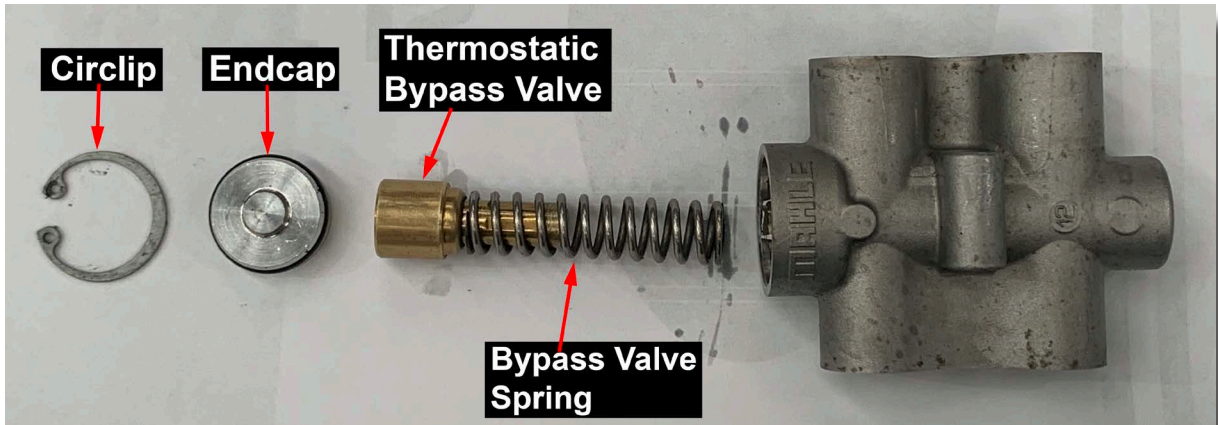
- 3.11. With the thermostat housing on the bench, using the circlip pliers and your fingers, apply pressure to the endcap enough to remove circlip.



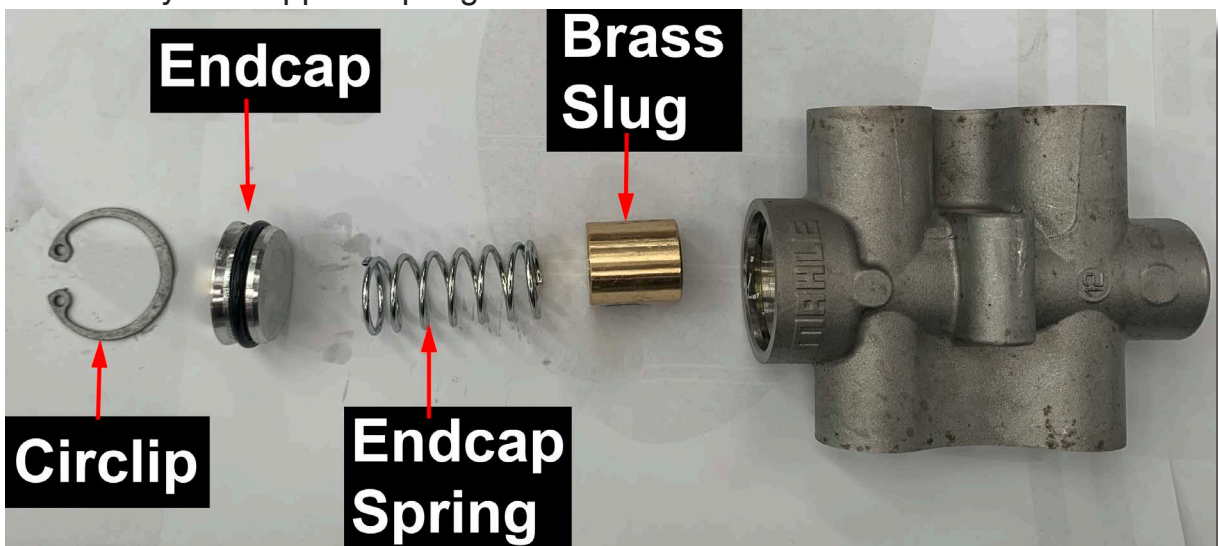
- 3.12. Slowly release the pressure on the endcap and allow it to come out. You may need to manipulate the endcap to get it to release. Keep your hand covering the endcap to prevent it from flying off due to the internal spring.



- 3.13. Remove the OEM thermostatic bypass valve and spring. These are no longer required but may be saved if wishing to return to standard configuration.



- 3.14. Replace endcap o-ring with supplied o-ring if it looks damaged in any way.
- 3.15. Insert into the now empty thermostat housing, the supplied brass slug first followed by the supplied spring.

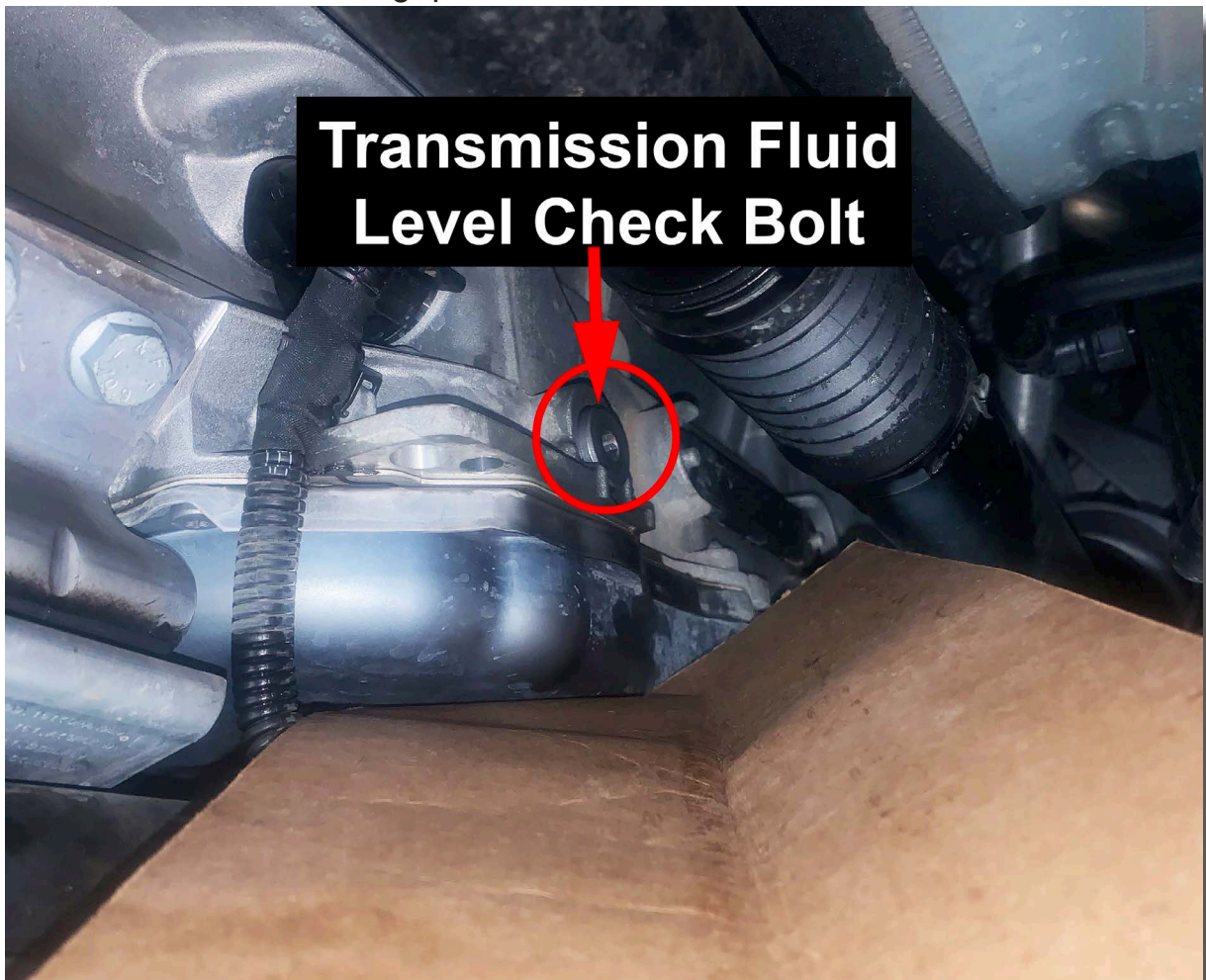


- 3.16. Using the circlip pliers, circlip and your fingers, push the endcap down on the spring to locate the circlip in place. Once the circlip is holding, push down on multiple locations around the circlip to ensure it is fully locked.
- 3.17. Reinstall the thermostat housing onto vehicle by installing the T30 torx bolt that holds the housing to the chassis.
- 3.18. From under vehicle, re-install the two lower cooler lines into the housing. The line closest to the chassis rail is inserted first.
- 3.19. Secure both lower cooler lines with original T30 Torx bolt removed earlier.

- 3.20. In the engine bay, re-install the two upper cooler lines into the housing. The cooler line closest to the chassis rail must be inserted first.
- 3.21. Insert the cooler line closest to the engine second, then rotate to lock into the other line.
- 3.22. Re-install original T30 torx bolt to secure lines.
- 3.23. Inspect all cooler lines to ensure they are not loose or could come into contact with hot or moving parts.
- 3.24. Re-install the air intake pipe removed in step 3.5 and secure with original clamps.
- 3.25. Re-install engine cover (if applicable).

4. Transmission Fluid Level Check

- 4.1. Low transmission fluid can result in poor shifting and also damage to the transmission. It is important to then check the transmission fluid after completion of the work.
- 4.2. Having a second person will make this process quite a bit easier. Have that second person start the vehicle and ensure vehicle is in Park with Handbrake firmly on and their foot firmly on the brake.
- 4.3. To assist with cleaning, for the next step, cut some cardboard to create a funnel for the transmission fluid. This will prevent transmission fluid from ending up in the crossmember and creating quite a mess.



- 4.4. Locate transmission fluid level check bolt on the drivers side of the transmission, just above crossmember. Remove using an 8mm Allan key only after the engine is running for approx 20 seconds.



- 4.5. If no fluid is coming out of this check hole, add transmission fluid until the fluid trickles out. This indicates the transmission fluid is at the correct level.
****PLEASE NOTE**** Transmission fluid level must always be checked with the engine running.
The manufacturer specifies the use of LifeGaurd 8 transmission fluid.
- 4.6. Re-install check bolt and tighten.
- 4.7. Clean any spilt transmission fluid from the vehicle, then re-install bash plates (if they were removed).
- 4.8. Test drive vehicle for 15 minutes minimum to ensure all air pockets are removed from the cooling system.
- 4.9. Recheck all surfaces, unions, screw clamps and cooler lines for any signs of leaking. Tighten fittings if necessary. Repeat test drive if leaks were present.

- 4.10. This completes the installation of the External Transmission Oil Cooler Kit:
Volkswagen Amarok with 8 Speed Auto

Please remember ALL automatic transmissions have a service interval of 2 years or 40,000km to improve the longevity of the transmission.

Please Provide us with Feedback

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