

[Ads by Google](#)
[Saab 9 3 Used Car](#)
[Saab Oil Change](#)
[Saab Transmission Rebuild](#)
[Saab 9000 Turbo](#)
[Saab Aero](#)



 User Name Remember Me?
 Password

[Register](#)
[Garage](#)
[Photo Gallery](#)
[FAQ](#)
[Calendar](#)
[Today's Posts](#)
[Search](#)
[Auto Escrow](#)
[Insurance](#)

Engine Oil, Lubricants & Fluids Discussions about engine oils and all automotive fluids

SaabCentral.com is the premier [Saab Forum](#) on the internet. [Registered Users](#) do not see the above ads.



Page 1 of 5 **1** 2 3 > Last »

Thread Tools Display Modes

20th July 2013

#1

philbar71
Senior Member

Join Date: May 2013
Location: Suffolk, VA, USA
My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1
Posts: 175

How To: Transmission Fluid Change on the Aisin Warner AWTF-80SC (06+ Aero Automatic)

THIS THREAD IS ONLY FOR THE 6 SPEED AUTOMATIC TRANSMISSION!! DO NOT ASK QUESTIONS RELATING TO THE MANUAL TRANSMISSIONS OR POST INFORMATION ABOUT THE OTHER TRANSMISSIONS AS IT WILL ONLY LEAD TO CONFUSION!!!

SIX SPEED AUTOMATIC ONLY!

With that said,

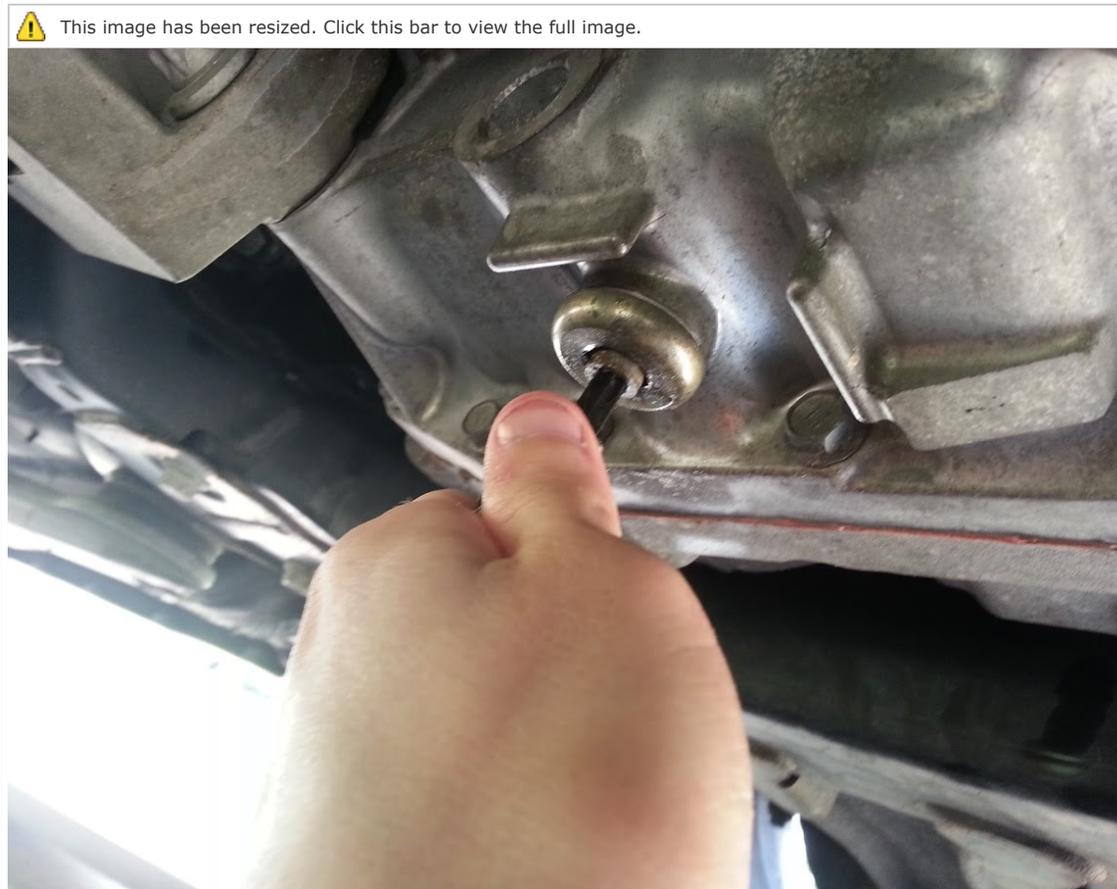
The AWTF-80SC is in 06+ Aeros as well as the 1.9 Diesel versions. It is also called the TF-80SC (AWF21, [AF40-6](#), AM6, AW6A-EL) and TF-81SC ([AF21](#)).

Recommended Fluid: GM Part # 93165147. Or if you dont want to spend \$25 a liter from GM then you can go for the Ford Motorcraft XT-8-QAW Transmisson fluid. Exact same stuff but much cheaper at \$8 a quart from your local Ford dealer.

Saab, as well as Volvo and Ford all recommend fluid changes at 30K intervals on these transmissions. And they really do need changing every 30K miles because there is no fluid filter in these transmissions. Just a pickup screen, which is why the fluid gets so dirty so fast.

Step 1: Drive the car up on ramps, then jack the rear of the car up until it is level.

Step 2: Slide under your car and look for the drain bolt on the bottom side of the transmission near the drivers side of the car. Grab a pan to catch the fluid, as its about to come gushing out once that bolt is off. Get a [Torx](#) bit, a T40(Should be a T40 or T45) and un screw the inner bolt like so:



[Report this image](#)

Once that is off fluid will come out of the middle and let it drain completely. Shoudnt take too long.

Step 3: Once its all drained out, get a 12mm hex bit and unscrew the [drain plug](#).





[Report this image](#)

 This image has been resized. Click this bar to view the full image.



[Report this image](#)

I found these at Autozone. About \$10 for all three.

 This image has been resized. Click this bar to view the full image.



[Report this image](#)

This is where the majority of the fluid will come out. Careful cause this stuff is scolding hot. So hot it splashed on my sunburnt arm and gave me a second degree burn and made my skin peel and everything... Let that drain out completely. Be sure to measure exactly how much came out because that will be exactly how much to put back in!

Step 4: Refill. You have two options here. The hard way, and the hard way.

The first hard way involves unscrewing this POS of a bolt.

 This image has been resized. Click this bar to view the full image.

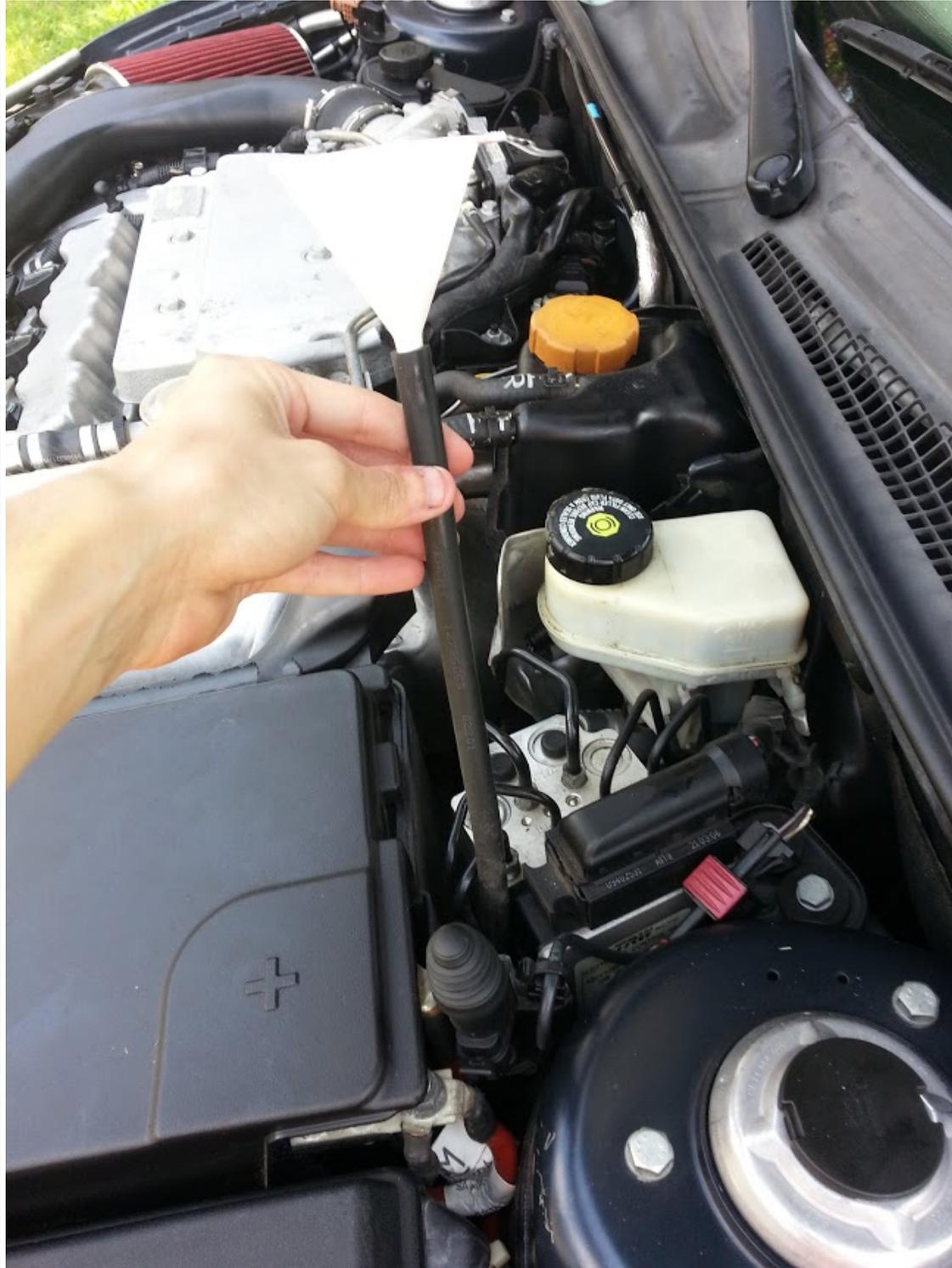


Report this image

As you can see I stripped mine, because you cant get good angle on it because the [turbo heat shield](#) is in the way. You could take the heat shield off, but that involves unscrewing like 5 hard as hell to get to [10mm bolts](#).

So what to do now you may be asking with a transmission that has no fluid and no perciveable way to fill it back up?

Use the vent tube to fill it back up! Yes thats right boys and girls, The AWTF 80 has a vent tube attached to the side of the housing that SAAB was generous enough to attach a piece of 1/4" hose to and stick it near the ABS module. It looks like this!



Report this image

While you still have the [drain plug](#) open on the bottom, go ahead and flush about half of a quart of fluid through it to make sure youve got the right hose and if there was any debris in the hose it will flush it out.

Once clean fluid is pouring out of the drain plug, go ahead and put it back in and snug it all up down there. (sorry I dont have any torque specs for you by the book yellow bellies, I simply tightened it about the same amount I would the oil drain bolt. Be careful because it is an [aluminum housing](#) that can strip easily. Especially the little tiny one inside the big one.)

Anyways. Once its all tightened up, prepare to fill the transmission with clean new fluid. I did so by jamming the hose and

funnel between the coolant reservoir and the brake fluid reservoir and stuffing a rag all around it in case I spilled any.

Go ahead and start slowly pouring fluid down the hose and prepare for the most boring thing you will ever do to your car. Throughout this process you will be staring at the tiny little funnel and start to question what you are doing with your life as the fluid takes its sweet time dripping in to the trans.

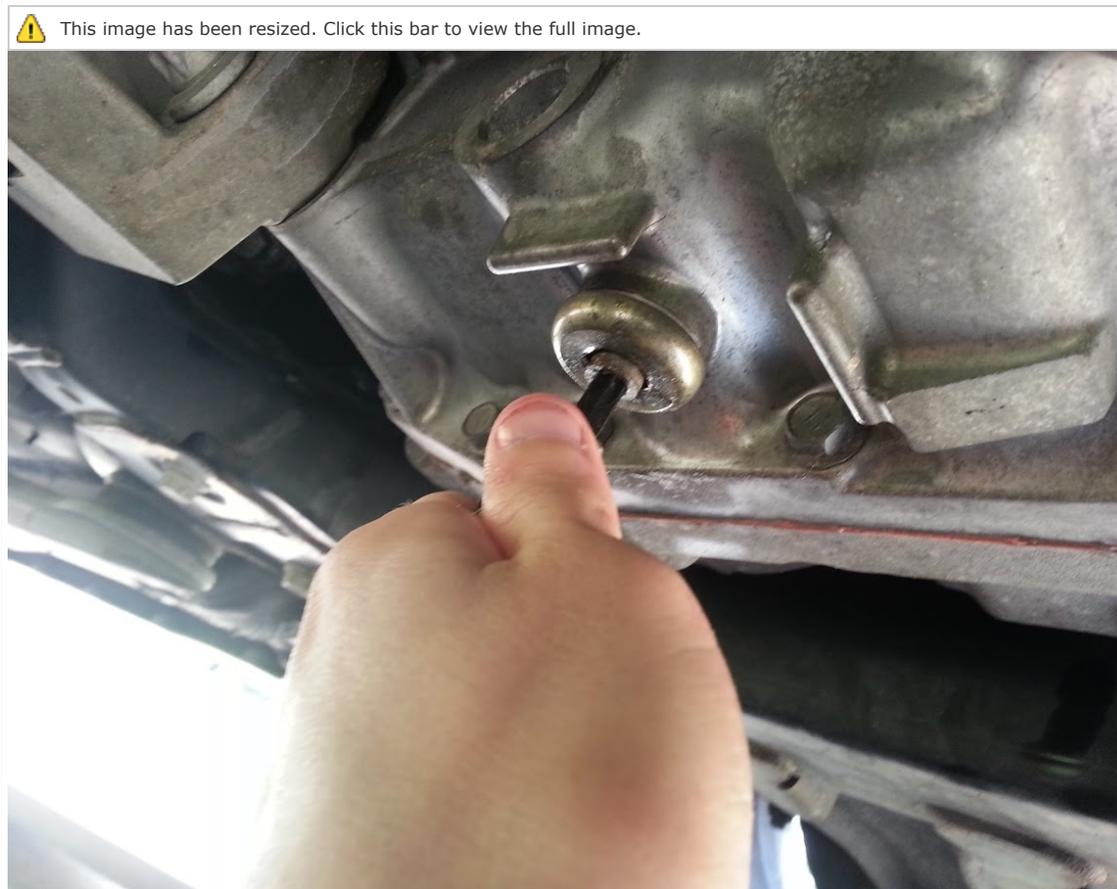
 This image has been resized. Click this bar to view the full image.



[Report this image](#)

Be careful when doing this, because as you are filling the trans with a liquid, there is still a lot of air inside of it that has no where to escape but out of the vent tube you are forcing fluid down. So, quite regularly as the fluid is draining, the transmission will burp and air will come bubbling up through tube. This will make quite a mess as you can see from the pictures so be sure to have some spare rags handy to wipe any up.

If you are impatient (like I am) then there is one thing you can do to speed it up. Remember that little tiny bolt inside the [big drain bolt](#).



[Report this image](#)

Yeah that one. If you take it out while filling up the trans, it will give the air that's trapped inside somewhere to go and it will fill up much quicker.

Now when I drained my trans I had about 2.75 quarts come out. So as I began to add it back with the little [drain plug](#) opened on the bottom I got about 2 quarts in the transmission before fluid began to pour out of the bottom. So obviously when that happens, you have no choice but to put the plug back in and just sit there and wait for it to slowly pour in.

All in all, the hardest part was jacking the car up in the rear and adding the fluid back was time consuming and boring as hell. I started draining the fluid at about 11AM and was all finished at about 12:45. So almost about an hour and a half if I knew what I was doing and hadn't fought the damn stripped fill bolt.

So hopefully someone found this post helpful, and maybe it could even get stickied. Because it took me about a month to figure out exactly where that fill bolt was on the top of the trans and to find the damn fluid.

GM recommends doing a simple fluid change every 30K miles. And believe me, do it every 30K miles if you want your transmission to last. THESE ARE NOT "SEALED TRANSMISSIONS" FOR LIFE like some will say. The fluid in my car was changed at the dealer about 3 years ago at 64K miles by the previous owner. I changed mine at 93K miles and the fluid that came out was BLACK. Literally was black. Didn't smell burnt or anything it was just dirty as hell.

I've driven about 300 miles on the new fluid so far and I can say that the downshifting has become A LOT smoother. These transmissions have sticking valve body issues and mine was starting to stick and clunk on downshifts. After I changed the fluid,

I noticed an immediate improvement in shifting.

Last edited by philbar71; 5th August 2013 at 03:41 PM.



Sponsored Links

Remove Advertisements

SaabCentral.com

Advertisement

20th July 2013

#2

philbar71

Senior Member

Join Date: May 2013

Location: Suffolk, VA, USA

My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1

Posts: 175

And if anyone is wondering. Yes I used the [Ford fluid](#) in my GM car 😊



This image has been resized. Click this bar to view the full image.

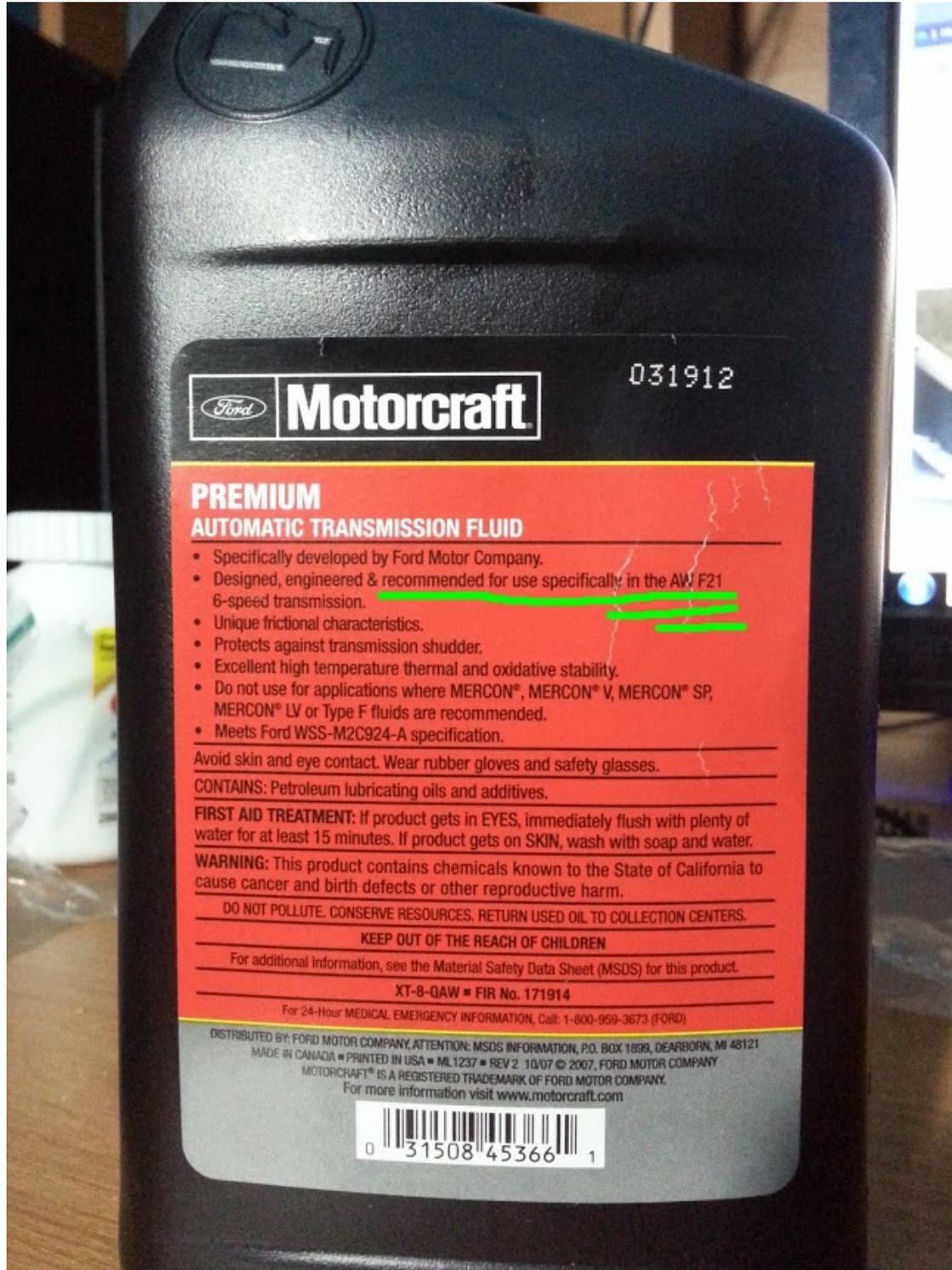


[Report this image](#)

Heres the back of the bottle. I underlined the important part...



This image has been resized. [Click this bar to view the full image.](#)



Report this image



20th July 2013

#3



Diggs
Super Moderator

Join Date: Oct 2003
Location: Shawnee, KS
My Saabs: 2003 9³SS Linear
Posts: 6,033



Awesome. Into the How To sticky it goes.... Thanks!



20th July 2013

#4

philbar71

Senior Member

Join Date: May 2013

Location: Suffolk, VA, USA

My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1

Posts: 175



Cool!

Another thing to note, these six speed AW trans dont have a filter... So that is why GM recommends changes every 30K. There is only a small screen on the pickup for the pump. So be sure whatever funnel you use to fill it up with is clean and dont let any sand/dirt in!



20th July 2013

#5



Join Date: May 2012

Location: Long Island, NY

My Saabs: 2004 9-3 Arc Vert, 2008 9-3 SS 2.0T

Posts: 1,889



Nice write up. Thanks for the excellent photos too. I found it entertaining to read too and I don't even have that transmission.



21st July 2013

#6



Join Date: Sep 2007

Location: Chicago

My Saabs: 2008 93 Aero SC 2007 9-3 Aero Vert

Posts: 99



Nice right up dude, matter of fact I did the fluid change today and your right the fill plug is a PIA. I went through the trouble to remove the [battery box](#) to access the plug then used the [torx](#) socket with a swivel and long extension. It took alot longer but for the first time not too bad. The torque specs are still fresh if anyone wants them, the fill plug is 22ft lb, [drain plug](#) (allen) 33ft lb and the center tube bolt is 7ft lb or I used inch [torque wrench](#) 84 in lbs.

I read in another thread someone used a hand fluid pump to pump the fluid through the tube, I did buy one but there's no way your gonna get 3 liters in the trans using this method. The idea sounds good but you'll be too short on fluid this way.

Only 50K and my fluid was dark brown, first time change, 2 more to go....

BTW I change my coolant also, that was more of a PIA....



21st July 2013

#7

philbar71

Senior Member

Join Date: May 2013

Location: Suffolk, VA, USA

My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1

Posts: 175



Quote:

Originally Posted by **dc99**

Nice right up dude, matter of fact I did the fluid change today and your right the fill plug is a PIA. I went through the trouble to remove the [battery box](#) to access the plug then used the [torx](#) socket with a swivel and long extension. It took

*alot longer but for the first time not too bad. The torque specs are still fresh if anyone wants them, the fill plug is 22ft lb, drain plug (allen) 33ft lb and the center tube bolt is 7ft lb or I used inch [torque wrench](#) 84 in lbs.
I read in another thread someone used a hand fluid pump to pump the fluid through the tube, I did buy one but there's no way your gonna get 3 liters in the trans using this method. The idea sounds good but you'll be too short on fluid this way.
Only 50K and my fluid was dark brown, first time change, 2 more to go....
BTW I change my coolant also, that was more of a PIA....*

Thanks for the torque specs. I'll edit them in to the original post shortly.

Could you share a little on how you changed your coolant? How did you drain it all and how did you refill it? Just through the over flow tank? How did you bleed the air out? And how much did it take to rldrain and refill?



25th July 2013

#8

multistrada74

Active Member

Join Date: Apr 2007

Location: nc

Posts: 113



hi. thanks for this how-to. will be doing it this weekend. stupid question, but, does my wifes 2008 9-3 aero XWD have the same transmission as yours? same exact drain and fill procedure I assume?



25th July 2013

#9

philbar71

Senior Member

Join Date: May 2013

Location: Suffolk, VA, USA

My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1

Posts: 175



As long as its the 2.8L V6 then it does. If it is the 4Cyl then it may have a different trans, im not too sure... The only difference is there is if it was the V6 then there would be a transfer case slapped on the back of yours. but the drain and fill ports are in the exact same location.

Good luck with that Fill Port! 😊



25th July 2013

#10

multistrada74

Active Member

Join Date: Apr 2007

Location: nc

Posts: 113



Quote:

Originally Posted by **philbar71**

As long as its the 2.8L V6 then it does. If it is the 4Cyl then it may have a different trans, im not too sure... The only difference is there is if it was the V6 then there would be a transfer case slapped on the back of yours. but the drain and fill ports are in the exact same location.

Good luck with that Fill Port! 😊

thanks mate. yeah, she has the v6. cool. not looking forward to this!



25th July 2013

#11

Join Date: Apr 2007

multistrada74 

Active Member

Location: nc
Posts: 113

forgot to ask....are there any other brands of fluid that can be used? like [mobil 1](#)? or are these two the only choices? thanks.



25th July 2013

12

philbar71 

Senior Member

Join Date: May 2013
Location: Suffolk, VA, USA
My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1
Posts: 175

There are a few "universal" Fluids that claim to meet the AW1 spec... But I would not trust these just to save \$2 a quart.

Take a look at this thread, lists some universals that claim to meet the AW1 spec:

<http://www.saabcentral.com/forums/sh...d.php?t=206312>

But when the [Ford Fluid](#) is only \$8 a quart and you shouldn't need any more than 4 quarts its a safe bet. Alot better than paying \$25 a quart for the GM stuff 😞



25th July 2013

13

multistrada74 

Active Member

Join Date: Apr 2007
Location: nc
Posts: 113

Quote:

Originally Posted by **philbar71** 

There are a few "universal" Fluids that claim to meet the AW1 spec... But I would not trust these just to save \$2 a quart.

Take a look at this thread, lists some universals that claim to meet the AW1 spec:

<http://www.saabcentral.com/forums/sh...d.php?t=206312>

But when the [Ford Fluid](#) is only \$8 a quart and you shouldn't need any more than 4 quarts its a safe bet. Alot better than paying \$25 a quart for the GM stuff 😞

agreed! apparently the non-synthetic mobil 3309 works well too and it's even cheaper.



25th July 2013

14

multistrada74 

Active Member

Join Date: Apr 2007
Location: nc
Posts: 113

pretty cheap...  [Mobil 1 \(55221-12PK\) 3309 Automatic Transmission Fluid - 1 Quart, \(Pack of 12\) : Amazon.com : Automotive](#)



25th July 2013

15

Join Date: May 2013
Location: Suffolk, VA, USA

philbar71 
Senior Member

My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1
Posts: 175



Quote:

Originally Posted by **multistrada74** 
pretty cheap... [Mobil 1 \(55221-12PK\) 3309 Automatic Transmission Fluid - 1 Quart, \(Pack of 12\) : Amazon.com : Automotive](#)

No no no no! That fluid WILL NOT WORK! People get confused about the automatics in these cars. The 2.0 automatics came with a 5 speed auto that takes that kind of fluid. That fluid will not work in the AW 6 Speed. People have tried before and nearly ruined their transmissions.

The AW 6 speed needs a special [mineral oil](#) based fluid, that is why it is hard to find and generally more expensive. Normal dino and synthetics will not work. Trust me on this one, DO NOT USE [MOBIL 3309](#)! I literally did a months worth of research over many many different car forums all that use the same transmission to find out all of this stuff.



25th July 2013

16

multistrada74 
Active Member

Join Date: Apr 2007
Location: nc
Posts: 113



Quote:

Originally Posted by **philbar71** 
No no no no! That fluid WILL NOT WORK! People get confused about the automatics in these cars. The 2.0 automatics came with a 5 speed auto that takes that kind of fluid. That fluid will not work in the AW 6 Speed. People have tried before and nearly ruined their transmissions.

The AW 6 speed needs a special [mineral oil](#) based fluid, that is why it is hard to find and generally more expensive. Normal dino and synthetics will not work. Trust me on this one, DO NOT USE MOBIL 3309! I literally did a months worth of research over many many different car forums all that use the same transmission to find out all of this stuff.

oh ****! got it! thanks! ok, I read that the 3309 is NOT synthetic, but who wants to take a chance? I'll go with the Motorcraft!



25th July 2013

17

philbar71 
Senior Member

Join Date: May 2013
Location: Suffolk, VA, USA
My Saabs: 06 9-3 Aero (2.8T V6) JZW Stage 1
Posts: 175



Quote:

Originally Posted by **multistrada74** 
*oh ****! got it! thanks! ok, I read that the 3309 is NOT synthetic, but who wants to take a chance? I'll go with the Motorcraft!*

Yeah the 3309 is not synthetic, its dinosaur based oil. Ive read about other people putting the 3309 on other car forums that use the AW 6 speed and they said that all of the gears would slip and that it wouldn't [shift right](#).

These trans need a fluid with a very very very specific viscosity. Only these mineral based fluids meet that viscosity requirement.



25th July 2013

18

multistrada74 

Active Member

Join Date: Apr 2007
Location: nc
Posts: 113

Quote:

Originally Posted by **philbar71** 

Yeah the 3309 is not synthetic, its dinosaur based oil. Ive read about other people putting the 3309 on other car forums that use the AW 6 speed and they said that all of the gears would slip and that it wouldn't [shift right](#).

These trans need a fluid with a very very very specific viscosity. Only these mineral based fluids meet that viscosity requirement.

yep...http://en.wikipedia.org/wiki/AWTF-80_SC

25th July 2013

#19

multistrada74 

Active Member

Join Date: Apr 2007
Location: nc
Posts: 113this is interesting.... <http://www.bobistheoilquy.com/forums...Number=2579932>

25th July 2013

#20

**dc99** 

Active Member

Join Date: Sep 2007
Location: Chicago
My Saabs: 2008 93 Aero SC 2007 9-3 Aero Vert
Posts: 99

Quote:

Originally Posted by **philbar71** 

Thanks for the torque specs. I'll edit them in to the original post shortly.

Could you share a little on how you changed your coolant? How did you drain it all and how did you refill it? Just through the over flow tank? How did you bleed the air out? And how much did it take to rldrain and refill?

Unfortunately to do it correctly its a PIA, I dropped the lower cover, put a hose on [the radiator](#) drain and let it drain in a pan, then filled the overflow tank. Ran the engine for awhile with thermometer in tank till it reached temp fill as needed. You cannot empty completely but got about 6 qts of 50 50 in it. [The radiator](#) drain is a pain was afraid that it was going to break turned it back and forth and lube with [wd40](#) a little. Im thinking next time maybe just take down the passenger side of the cover to access the drain will see on wifes car this weekend.

BTW on the trans fluid type, I used Eneos, fully syn and fully compatible with the Asian trans. Got it at a local foreign part place for 11.00 Qt.

18 qts ouch that hurt..... Hope this helps.....

Last edited by dc99; 25th July 2013 at 07:31 PM.

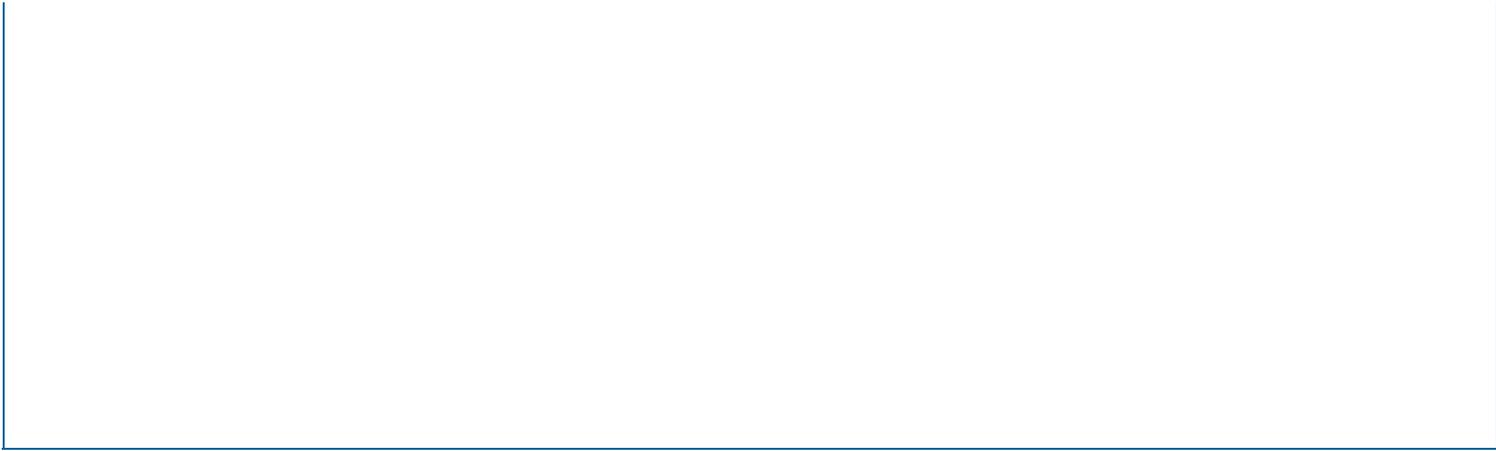


Sponsored Links

Remove Advertisements

SaabCentral.com

Advertisement



 Post Reply

Page 1 of 5 **1** 2 3 > Last » ▾

Bookmarks



Quick Reply 

Message:

Please click one of the Quick Reply icons in the posts above to activate Quick Reply.

Options

Quote message in reply?

Human Verification

In order to verify that you are a human and not a spam bot, please enter the answer into the following box below based on the instructions contained in the graphic.



The graphic contains several elements:

- Top text: "Safari Power Saver To School With A Grant! Click to Start Flash Plug-in Quality! Select Your State See Degrees Now AL" (partially obscured by a cursor).
- Bottom text: "Please Pick which one is red?"
- Input field: "Your Answer" with a text box and a submit button.
- Logo: "SOLVE media" with a red button containing a question mark.

Post Quick Reply

Go Advanced

<< [Previous Thread](#) | [Next Thread](#) >>

Posting Rules

You **may** post new threads
 You **may** post replies
 You **may not** post attachments
 You **may not** edit your posts

[BB code](#) is **On**
[Smilies](#) are **On**
[\[IMG\]](#) code is **On**
 HTML code is **Off**

[Forum Rules](#)

Forum Jump

Engine Oil, Lubricants & Fluids

Similar Threads

Thread	Thread Starter	Forum	Replies	Last Post
Automatic transmission fluid change	vitkh	9-3 Sedan , Cabrio ('04+)/Combi & 9-3X Workshop	2	6th May 2013 08:50 AM
Automatic Transmission Fluid Change	Adrian92	9-3 Sedan, Cabrio ('04+)/Combi & 9-3X Workshop	24	18th April 2013 12:18 AM
Automatic Transmission Fluid Change	Edenite	9-5 Workshop	16	5th September 2010 01:49 PM
Automatic Transmission Fluid Change	DarthMaul	9-3 Sedan, Cabrio ('04+)/Combi & 9-3X Workshop	20	2nd September 2010 01:05 PM
Automatic Transmission Fluid Change	tonyiiiifl	9-5 Workshop	10	27th February 2008 11:11 AM

All times are GMT -4. The time now is 06:02 PM.

Ads by Google

[Saab 9 3 Used Car](#)

[Saab Oil Change](#)

[Saab Transmission Rebuild](#)

[Saab 9000 Turbo](#)

[Saab Aero](#)

[SaabCentral Forums](#) - [Archive](#) - [Privacy Statement](#) - [Top](#)

Powered by vBulletin® Copyright ©2000 - 2014, vBulletin Solutions, Inc.

copyright © 2003 - 2011 saabcentral.com, All rights reserved <http://www.whiter.co.uk> - valid xhtml - valid css
 SaabCentral is an independently run website and is not affiliated in any way to Saab Automobile AB.

Garage Plus [vBulletin Plugins](#) by Drive Thru Online, Inc.