

SAFETY RECALL ACTION

Reference number:	RA-07-0023	Issued: 6 July, 2017
Subject:	Connector failure on V8 Vantage 6-Speed SportShift Transmission	
Model(s):	V8 Vantage with 6-Speed SportShift Transmission	
VIN range:	Refer to the separately published list of VINs	
Applicable to:	All USA Dealers	
Distribute to:	After Sales Manager Executive Manager Service Manager Sales Manager	Warranty Staff Technician(s) Parts Staff

Attached Documents:

1. **Appendix A - Table that Shows the Quantities of Affected Vehicles.**
2. **Copy of the Owner Notification letter for vehicles in RA-07-0023.**
3. **Copy of the Change of Keeper or Address form.**

Reason for this Recall Action

This Recall Action is applicable to the vehicles in the USA that follow:

- V8 Vantage Coupe and Roadster with 6-Speed "SportShift" transmission manufactured from October - November 2011.

Aston Martin has determined that a defect which relates to motor vehicle safety exists on a range of V8 Vantage vehicles that were manufactured from October thru November 2011.

From VIN C15849, the 6-speed ASM transmission installed on V8 Vantage, has a different design of connector between the pipe for the clutch fluid and the ASM (Auto-Shift Manual) system. It is possible that this connector can fail and cause loss of the clutch fluid.

Detailed description of the problem

If the hydraulic fluid leaks, the level will go down. As the fluid level goes down, the following can occur:

- The driver may see signs of fluid below the vehicle or underneath on the ground.
- At start-up, an "Unable to select gears" warning will display in the driver's display and the transmission will not change from Neutral or Park into a gear. The driver will be unable to move the vehicle.
- While driving, an "Unable to select gears" warning will flash and the driver can continue in the same gear until they choose a place to stop. In this condition, if the driver operates the brakes, the engine can be stalled as the vehicle comes to a stop.
- If, in the case above there is sufficient pressure remaining in the hydraulic system, the transmission will select emergency neutral as the vehicle comes to a stop.

Note: *It is possible that a vehicle has had the connector replaced before by Service Bulletin SB-07-0401. Refer to Part A of this procedure. If the installed connector is type B shown in Figure 3, you do not need to do this workshop procedure.*

To correct the problem

To correct this problem, you must:

- Do a check to see if Service Bulletin SB-07-0401 has been completed on the vehicle.

- If necessary, install a new connector and support bracket.

The full list of VINs for the affected vehicles is on the DCS portal as an attachment to this Recall Action document.

PLEASE DO A CHECK OF ALL VEHICLES THAT ARE IN THE AFFECTED VIN LIST

Legal Requirements

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. Failure to repair within sixty (60) days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owner may be entitled to an identical or reasonable equivalent vehicle at no charge, or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these difficult solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the attached copies of the letters that are being sent to Owners, the Owners are being instructed to contact Aston Martin Customer Service if their Dealer does not correct the condition within three (3) days of the mutually agreed upon service date. If the condition is not corrected within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

IMPORTANT: We remind you that it can be a violation of Section 30120(i) of the Federal Motor Vehicle Safety Act required under this notice if a Dealer sells or leases a vehicle that is covered by this notice without first completing the repair.

Communications

We will write to every owner directly to tell them about this Safety Recall Action. A copy of the letter is attached at the end of this Recall Action for your information. There is also a copy of the "Change of Keeper's Address or Ownership" form.

When the Owner calls to make an appointment, briefly describe the remedial work which will be done to the Owner's vehicle and fully explain the reason for this work. Tell the owner that the repair will be done at no cost to them.

Service Reception Desk – Checks you must do before you book the vehicle in.

When you make a reservation for a Customer that you confirm the name and contact details are correct in Aston Martin's records.

To do this, please do the steps that follow:

1. Enter the vehicle's 6-digit chassis number into DCS (amdealers.com) and click "Validate" (refer to Figure 1).

The screenshot shows the Aston Martin Dealer Communication System (DCS) interface. On the left is a navigation menu with options like Home, CRM Portal, Vehicle Ordering, etc. The main content area is titled 'Pre-Owned Car Registration' and contains the text: 'Please use this form to enter the details of the owner of a vehicle once it has had a change of ownership. Step 1: Vehicle Details'. Below this text is a form with a label 'Please enter the vehicle chassis number and click validate:' and two input fields: 'Chassis' and 'Validate'. A red arrow points to the 'Validate' button, and a small box with the number '1' is positioned below the arrow.

Figure 1

2. Make sure that the vehicle details are correct. If the current owner is correct, no action is necessary.
3. Make sure that the Customer name is correct. If the data is correct, then no action is necessary.

- To update the Customer details, use the search feature to find the customer in your Synergy database (refer to Figure 2).

Pre-Owned Car Registration
Please use this form to enter the details of the owner of a vehicle once it has had a change of ownership.

Step 1: Vehicle Details

Please enter the vehicle chassis number and click validate:

L02491

Search Results

Vehicle Summary:

Chassis	Model Name	Body Style	Model Year	Drive Type	Gear Box	Exterior Colour	Trim	Spec	Current Owner
L02491	DB11 Coupe	C	2017	L	A	Jet Black P1328AAA	Pure Black Leather (LX131)		

Step 2: Customer Details

Select the new vehicle owner:

Customer Search

First Name

Last Name

Figure 2

Note: *The Customer record and updated details must have been entered into Synergy before you try to transfer the ownership in DCS.*

- If the correct Customer shows, click "confirm".
- If the correct Customer details do not show, click "add new".

Before you start work

Log on to the Online Dealer Warranty (ODW) system. Do the steps that follow:

- Select the Warranty Live screen (Outstanding Campaigns Status).
- Download the attached VIN list from the DCS Portal and do a check of the VINs in your control.
- Find out if there are other open Service Actions (SAs) or Recall Actions (RAs) for the vehicles in the list.
- List the SAs and RAs and plan the work so that the Owner only needs to come to your Dealership once.

Note: *The ODW system operates in real-time. Thus, the online condition shows only the newest Dealer Warranty Claim submissions.*

Workshop Procedure

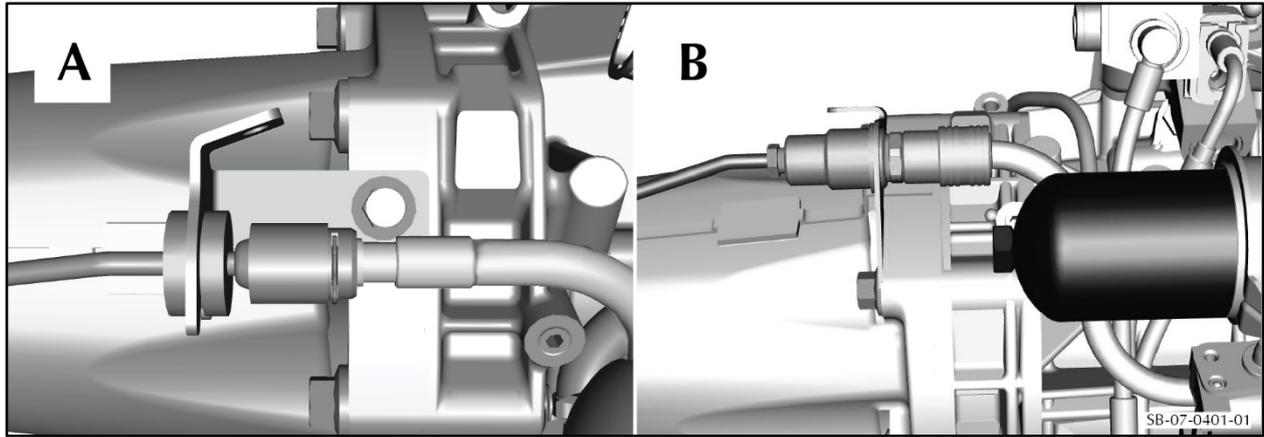
This Workshop Procedure has the parts that follow:

- Part A – Inspect the connector for the clutch fluid line.
- Part B – Remove the transaxle assembly.
- Part C – Remove the torque tube assembly.
- Part D – Change the supply tube assembly for the concentric slave cylinder.
- Part E – Change the hose for the dry break connector.
- Part F – Install the torque tube assembly.
- Part G – Install the transaxle assembly.

Part A – Inspect the connector for the clutch fluid line

- Raise the vehicle and make it safe.
- Use an endoscope to examine the connector between the clutch fluid tube and the transmission.
- If the connector is the same as type "A" shown in Figure 3, continue from Part B.

- If the connector is the same as type "B" shown in Figure 3, you do not need to do more work.



Faulty Connector

New Connector

Figure 3

Part B – Remove the transaxle assembly

WARNING: THE EXHAUST SYSTEM WILL BE VERY HOT AFTER OPERATION AND CAN BURN YOU. LET THE EXHAUST SYSTEM BECOME COOL BEFORE YOU DO WORK ON THE SYSTEM.

- Make sure that the transmission is in neutral gear.
- Use an applicable strap to attach the vehicle to the lift.
- Do the battery disconnect procedure (refer to Workshop Manual procedure 14.01.CA).
- Lift the vehicle and make it safe.
- Drain the oil from the transaxle (refer to Workshop Manual procedure 07.03.BC).
- Hold the cross brace (2). Remove the four screws (1) that attach the cross brace (2) and remove the cross brace (2) (refer to Figure 4).

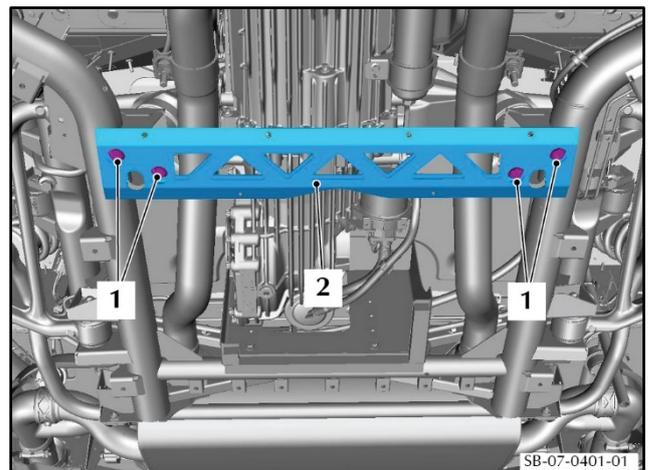


Figure 4

11. Remove the four bolts and collect the four springs that attach the exhaust centre pipe to the muffler and bypass valve assembly (refer to Figure 5).

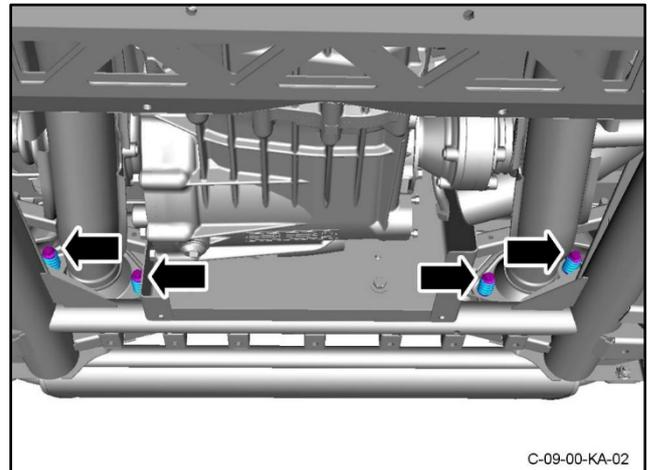


Figure 5

12. Loosen the two bolts on the clamps that attach the catalytic converter and pipe assemblies to the centre exhaust pipe (refer to Figure 6).

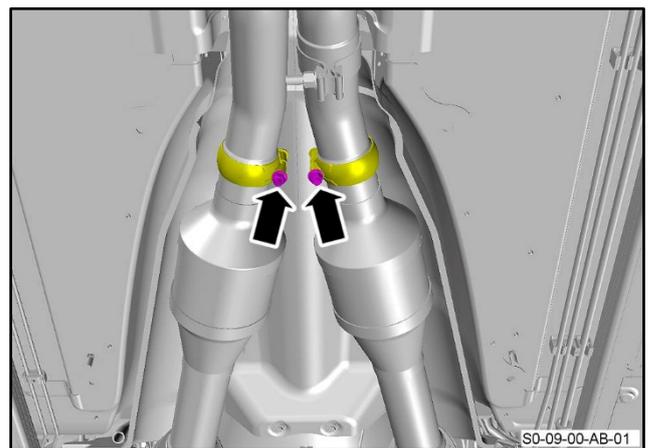


Figure 6

13. Move the two clamps on the catalytic converter and pipe assemblies away from the centre exhaust pipe (refer to Figure 7).

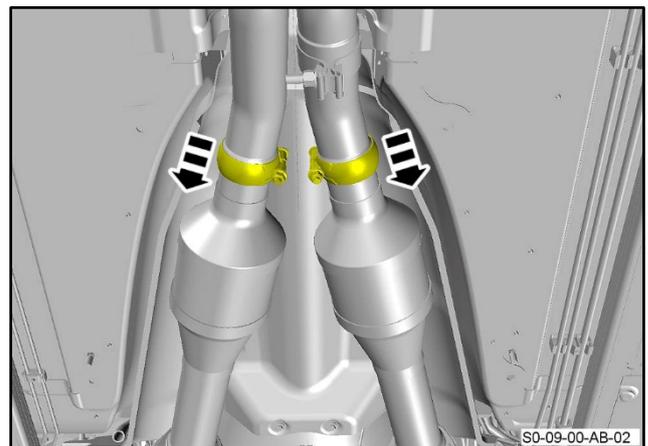


Figure 7

14. Put an applicable support below the centre exhaust pipe.

WARNING: THE EXHAUST PIPES ARE HEAVY. GET THE AID OF ONE MORE PERSON WHEN YOU DO THE STEPS THAT FOLLOW.

15. Remove the four attachment bolts for the centre exhaust mounting (refer to Figure 8).

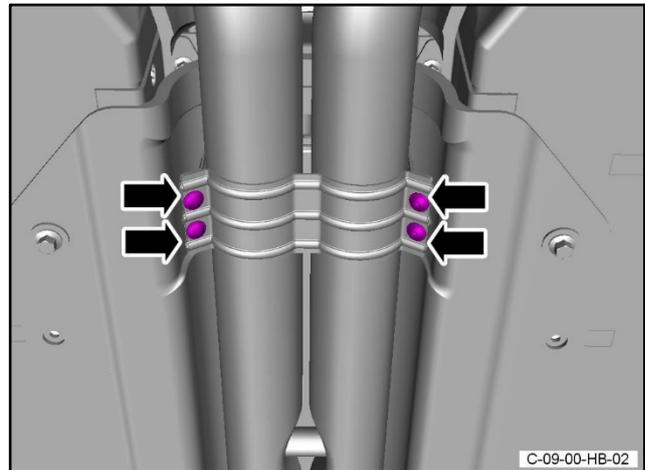


Figure 8

16. Loosen the two clamp nuts and release the centre pipe from the two catalysts.
17. Remove the centre pipe and the rear exhaust pipes as an assembly (refer to Figure 9).

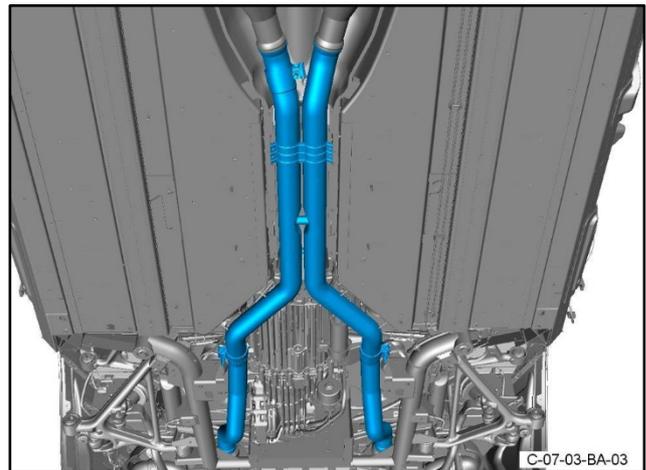


Figure 9

18. Remove and discard the two sealing rings (refer to Figure 10).

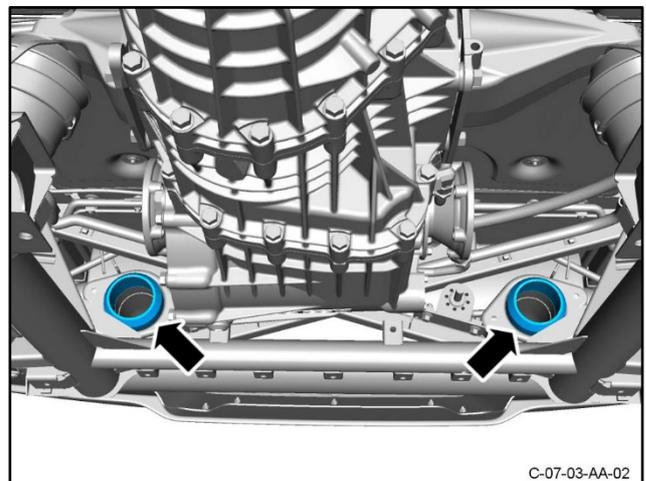


Figure 10

19. Remove the exhaust centre brace assembly (refer to Figure 11).

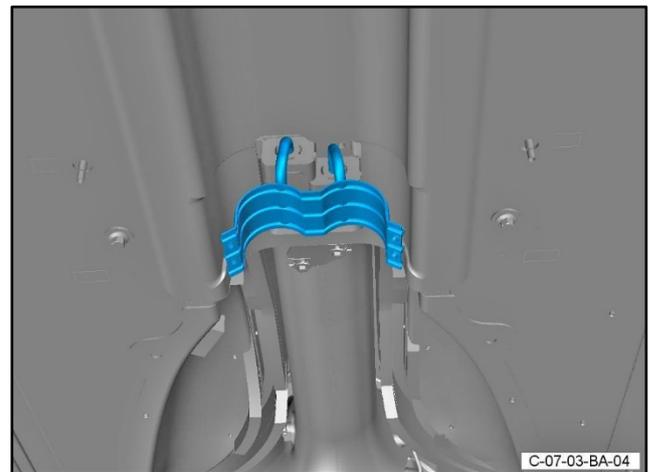


Figure 11

20. Remove the four bolts and four washers (1) that attach the tunnel heatshield (2) to the body. Remove the heatshield (2) (refer to Figure 12).

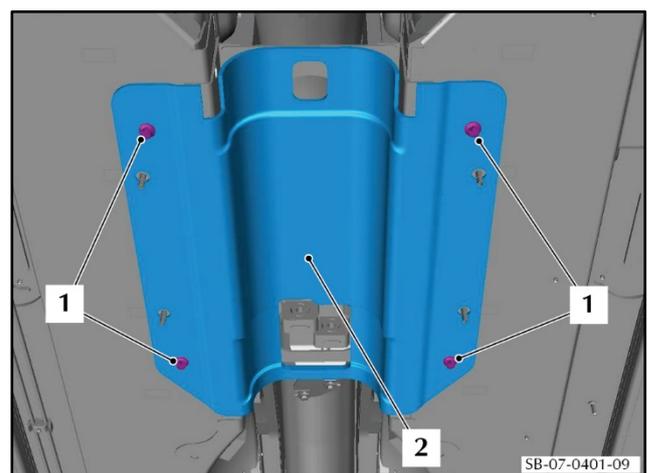


Figure 12

21. Remove the eight bolts (1) that attach the tunnel reinforcement plate (2) to the body and remove the plate (2) (refer to Figure 13).

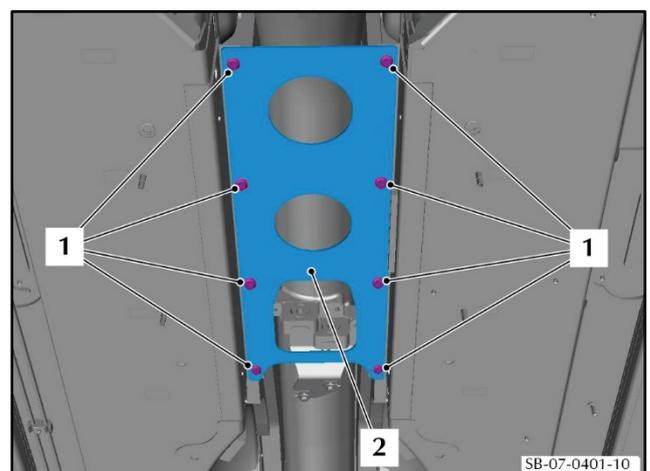


Figure 13

22. Remove the bolt (1) that attaches the ground cable (2) to the transmission mount bracket (3) and move the ground cable (2) away (refer to Figure 14).

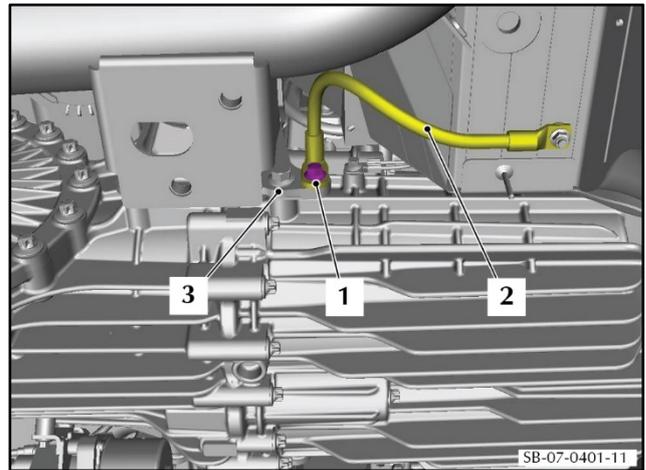


Figure 14

23. Make a mark on each of the two drive-shaft to differential flanges for alignment during assembly.
24. Remove and discard the six Allen head bolts that attach the left drive shaft flange to the transaxle. Collect the three locking plates from the drive shaft flange (refer to Figure 15).

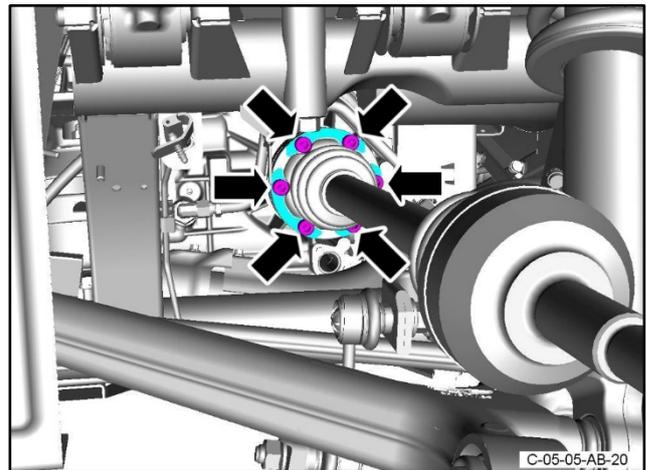


Figure 15

25. Remove and discard the six Allen-head bolts that attach the right drive shaft flange to the transaxle. Collect the three locking plates from the drive shaft flange (refer to Figure 16).

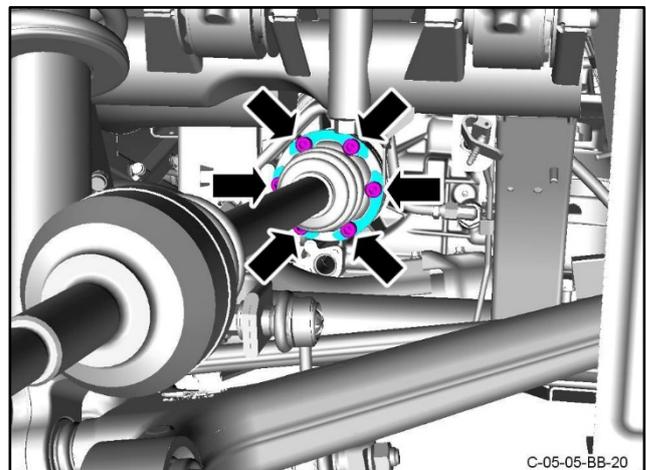


Figure 16

26. Disconnect the breather pipe from the transaxle and move the pipe away (refer to Figure 17).

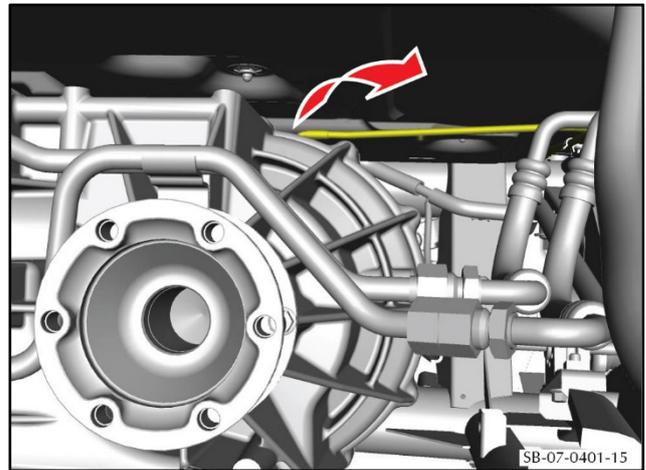


Figure 17

27. Put a transmission lift below the transaxle.
28. Adjust the height of the transmission lift to hold the weight of the transaxle.
29. Remove the nut that attaches the right-side transaxle mount to the rear subframe (refer to Figure 18).

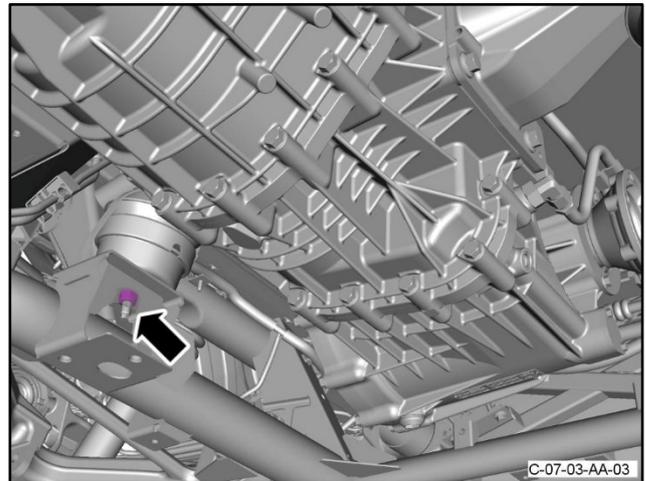


Figure 18

30. Remove the nut that attaches the left-side transaxle mount to the rear subframe (refer to Figure 19).

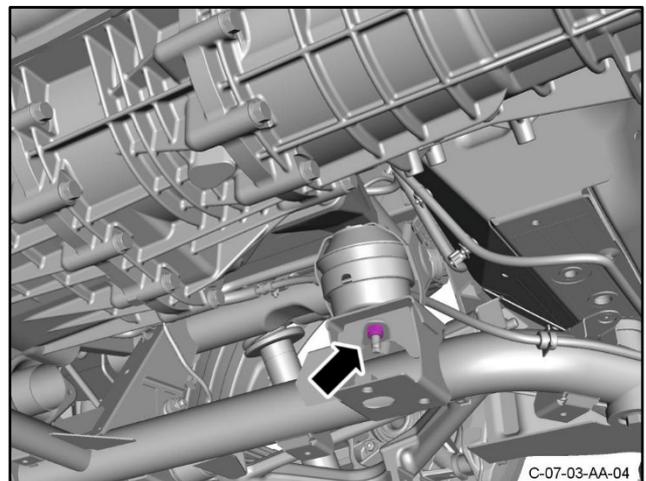


Figure 19

31. Remove and discard the four bolts that attach the right-side transaxle mount bracket to the transaxle. Remove the mount bracket with the hydramount attached (refer to Figure 20).

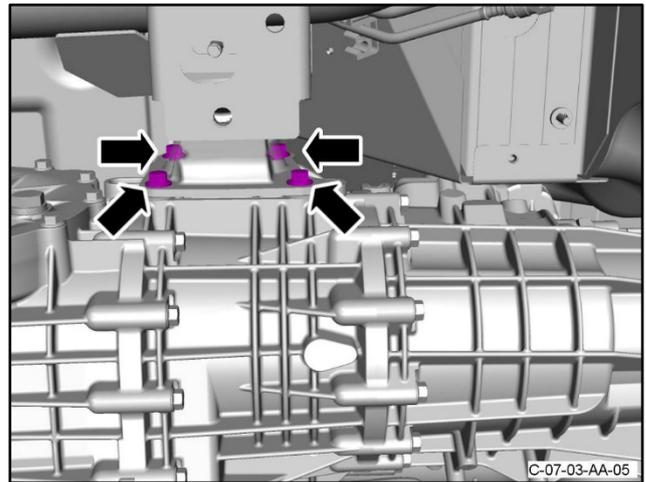


Figure 20

32. Release the reservoir hose (1) from the two clips (2) that attach it to the left-side mount bracket (refer to Figure 21).

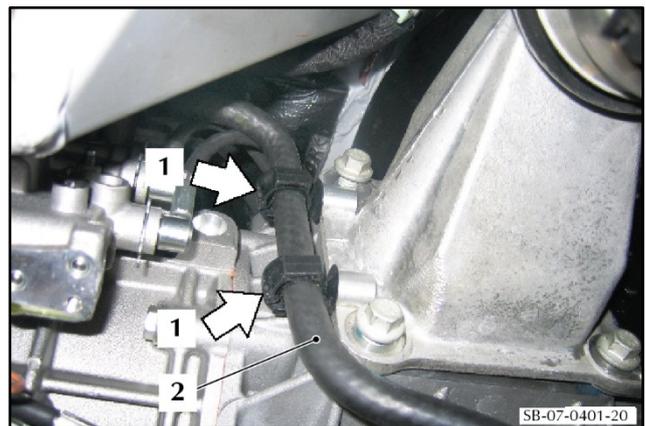


Figure 21

33. Remove the screw (1) to release the clamp (2) that attaches the fluid reservoir (3) (refer to Figure 22).
34. Remove the clamp (2) and move the reservoir (3) away.

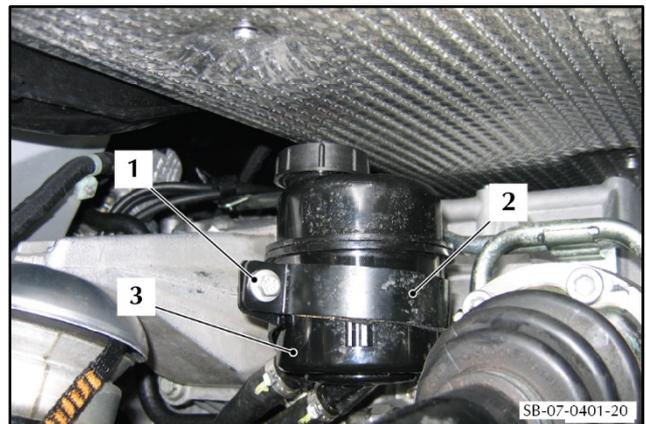


Figure 22

35. Remove the two screws that attach the reservoir mounting bracket to the transaxle mount bracket and remove the reservoir mounting bracket.

36. Remove and discard the four bolts that attach the left side mount bracket to the transaxle. Remove the mount bracket with the hydramount attached (refer to Figure 23).

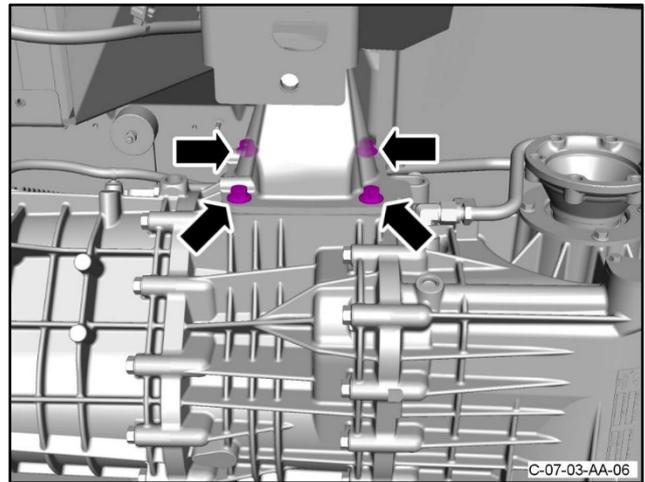


Figure 23

37. Release the drive shafts from the transaxle and move them away.
38. Use the transmission lift to lower the transaxle sufficiently to get access to the clip (1) that attaches the electrical harness (2) to the subframe (3). Release the clip (1) from the subframe (2) (refer to Figure 24).

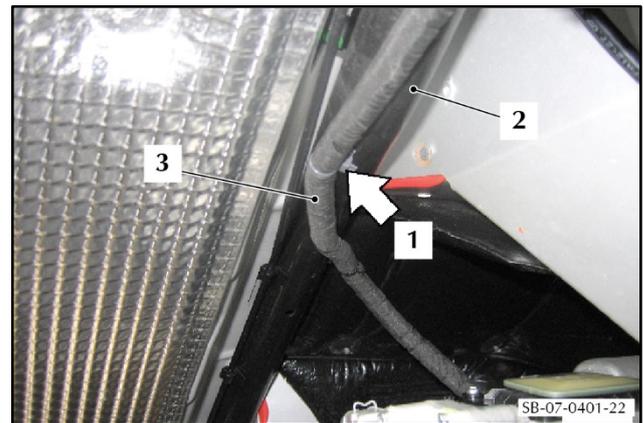


Figure 24

39. Lower the transaxle to approximately 420 mm from the installed position and use applicable straps to hold it onto the hydraulic lift.
40. Remove the clip (1) (if it is still installed) that holds the clutch hose connector (2) together at the joint between the transaxle and the torque tube (refer to Figure 25).
41. Disconnect the hose (2).

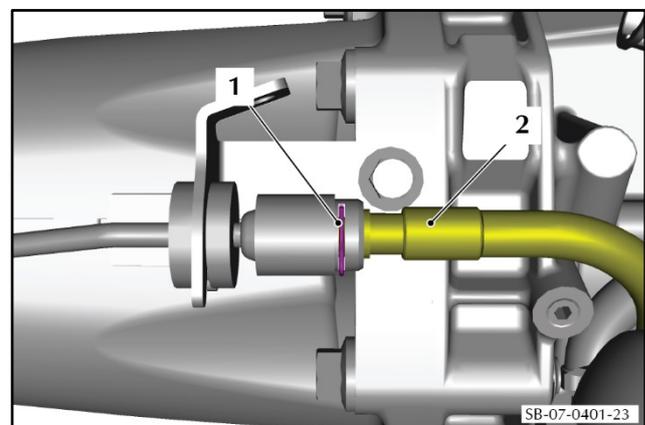


Figure 25

42. Remove the screw that attaches each of the two ground connections (1 and 2) to the transaxle (refer to Figure 26).
43. Release the clip (3) that attaches the electrical harness.
44. Disconnect the electrical connector (4) from the ASM pump.
45. Disconnect the five electrical connectors (5) from the valve block.
46. Disconnect the electrical connector (6) from the control module.

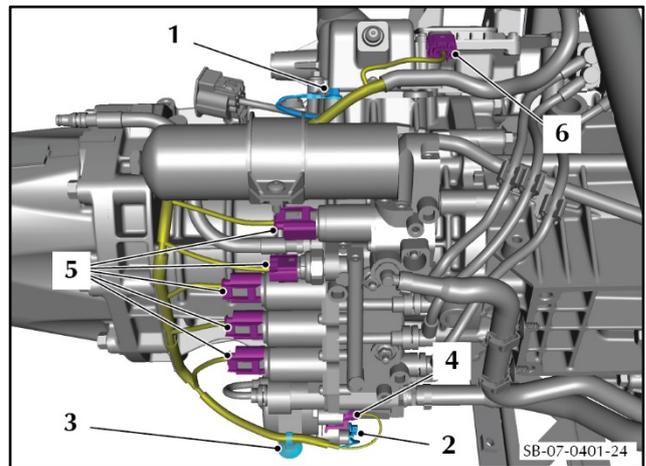


Figure 26

47. Move the electrical harness away from the transaxle.
48. Put an applicable support in position to hold the torque tube.
49. Use applicable straps to attach the torque tube to the transmission lift.

WARNING: THE TRANSAXLE ASSEMBLY IS VERY HEAVY. GET THE AID OF ONE MORE PERSON WHEN YOU MOVE THE TRANSAXLE. IF YOU DO NOT, PERSONAL INJURY CAN OCCUR.

50. Remove the eight bolts that attach the transaxle to the torque tube (refer to Figure 27).
51. Move the transaxle rearward to give clearance between the torque tube and the transaxle.
52. Remove the transaxle.

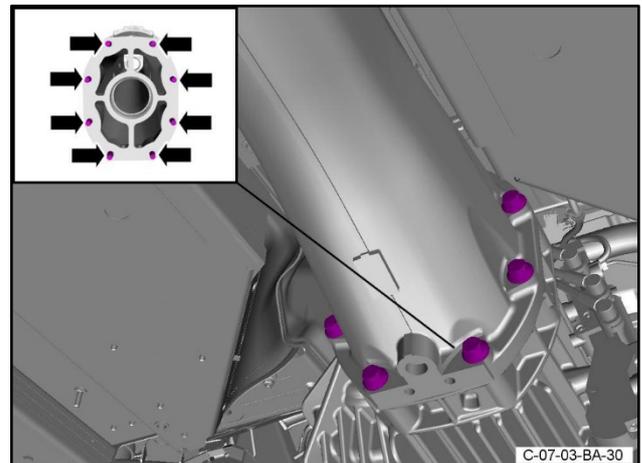
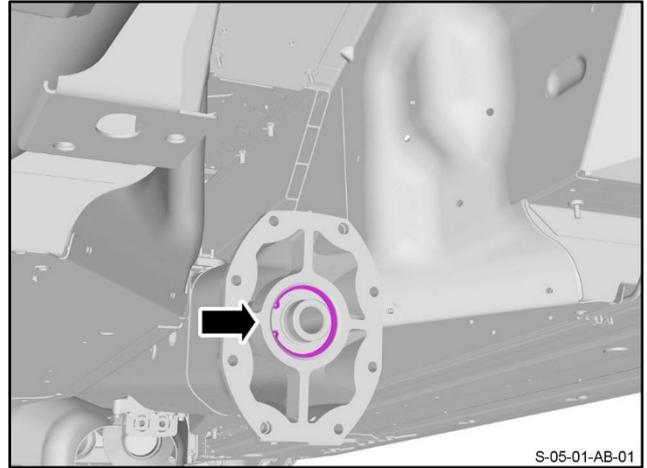


Figure 27

Part C – Remove the torque tube assembly

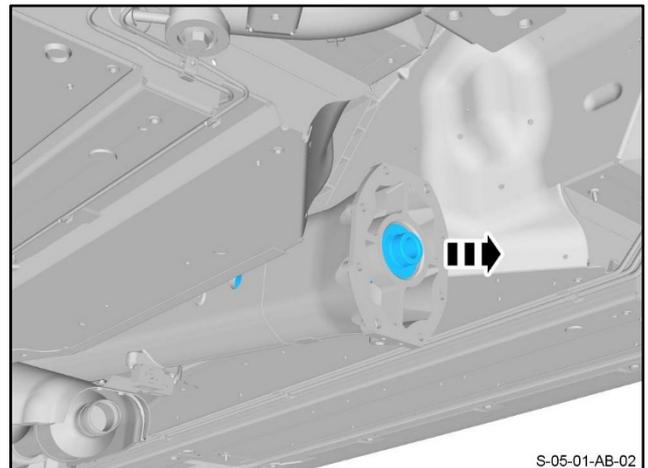
53. Remove the circlip that keeps the propeller shaft in the torque tube (refer Figure 28).

**Figure 28**

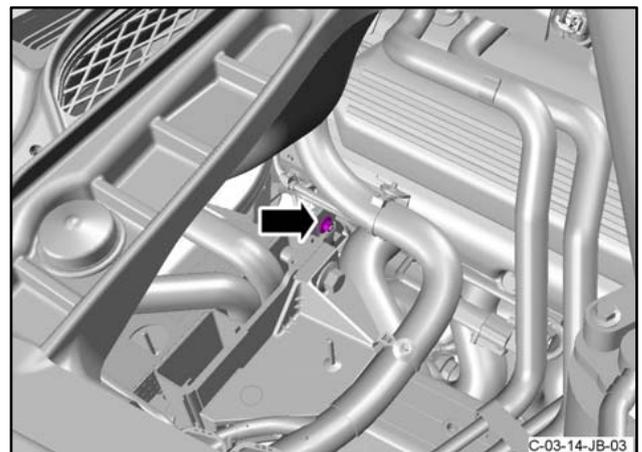
CAUTION: THE PROPELLER SHAFT IS LARGE. GET THE AID OF ONE MORE PERSON WHEN YOU REMOVE THE PROPELLER SHAFT. IF YOU DO NOT, DAMAGE CAN OCCUR.

CAUTION: BE CAREFUL WHEN YOU REMOVE THE PROPELLER SHAFT. YOU CAN EASILY DAMAGE THE SPLINES IN THE CLUTCH WHEN YOU REMOVE THE PROPELLER SHAFT.

54. Carefully remove the propeller shaft from the torque tube (refer to Figure 29).

**Figure 29**

55. Remove the nut that attaches the heat shield for the front floor to the body (refer to Figure 30).

**Figure 30**

56. Remove the nut that attaches the heat shield for the front floor to the body Figure 31.

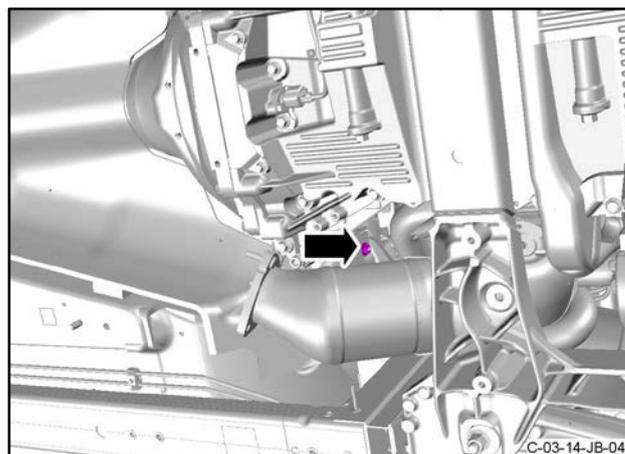


Figure 31

57. Remove the two screws (1) that attach the front of the heat shield (2) for the front floor to the torque tube (refer to Figure 32).
58. Remove the two screws (3) that attach the rear of the heat shield (2) to the torque tube and remove the heat shield (2).

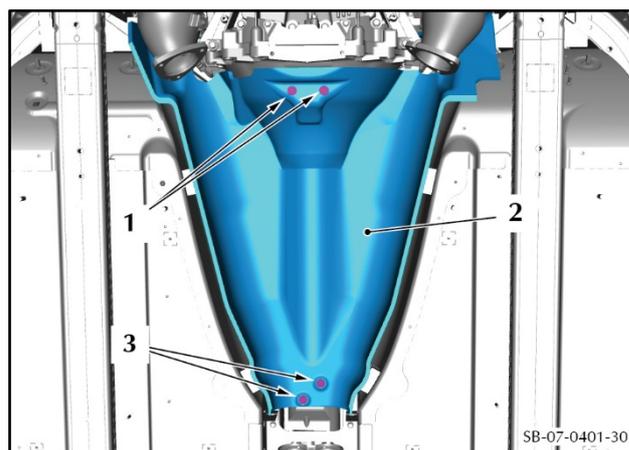


Figure 32

59. Disconnect the electrical connector from the speed sensor for the propeller shaft (refer to Figure 33).

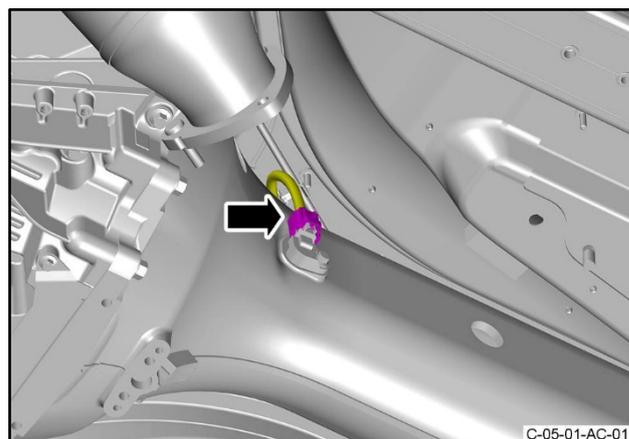


Figure 33

60. Use the transmission jack to lower the rear end of the torque tube until you can get access to the 16 torque tube attachment bolts.

61. Remove the 16 bolts that attach the torque tube to the engine and remove the torque tube (refer to Figure 34).

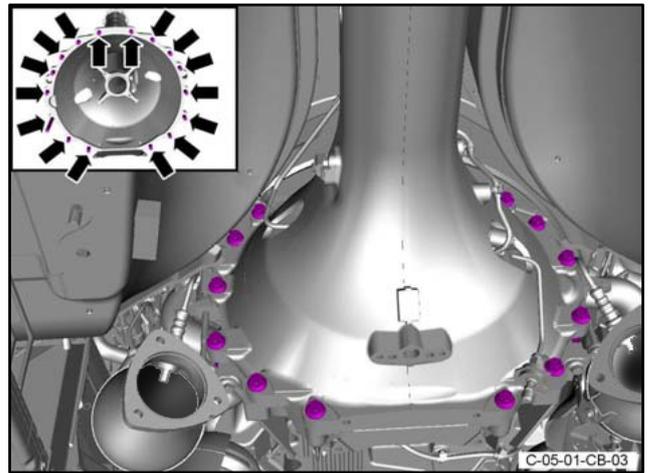


Figure 34

WARNING: THE TORQUE TUBE IS LARGE AND HEAVY. GET THE AID OF ONE MORE PERSON WHEN YOU REMOVE THE TORQUE TUBE. IF YOU DO NOT, PERSONAL INJURY CAN OCCUR.

62. Remove the torque tube.

Part D – Change the supply tube assembly for the concentric slave cylinder

63. Remove the clip (1) that attaches the connector (2) for the clutch fluid tube assembly (tube assembly) to the concentric slave cylinder (3) (cylinder) (refer to Figure 35).
64. Disconnect the tube assembly (2) from the cylinder (3).

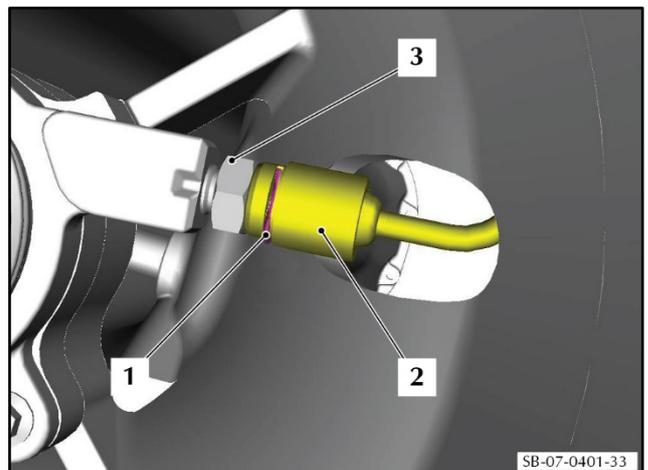


Figure 35

65. Remove the screw (1) that attaches the attachment bracket (2) for the tube assembly (3) to the torque tube (refer to Figure 36).

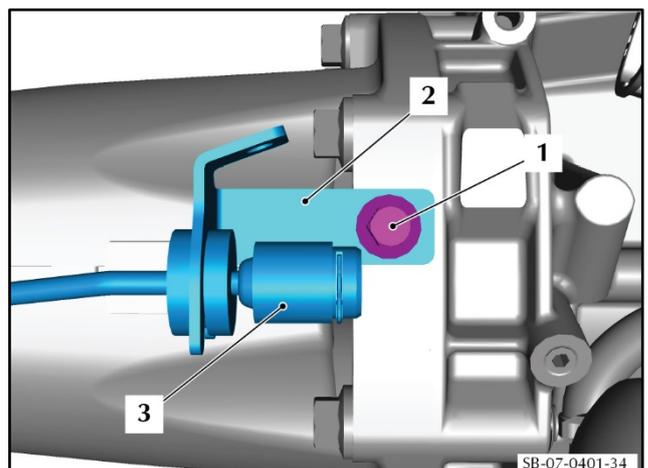


Figure 36

66. Release the tube assembly from the clips that attach it to the torque tube.
67. Discard the tube assembly.
68. Install the new tube assembly (refer to Part Data) into the clips on the torque tube.
69. Connect the tube assembly (2) to the concentric slave cylinder (3) (refer to Figure 37).
70. Install a new clip (1) to attach the tube assembly (2) to the concentric slave cylinder (3).

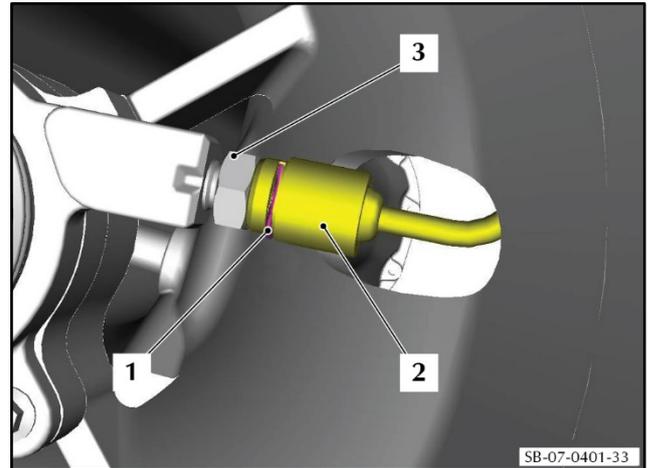


Figure 37

Part E – Change the hose for the dry break connector

71. On the transaxle assembly, remove the clip (1) that attaches the clutch fluid hose (2) into the valve block (3) (refer to Figure 38).
72. Disconnect the clutch fluid hose (2) from the valve block (3).
73. Discard the clutch fluid hose (2).
74. Install the new hose (2) from the EVO pipe kit C (refer to Part Data).
75. Install the new retaining clip (1) to hold the hose (2) into the valve block (3).

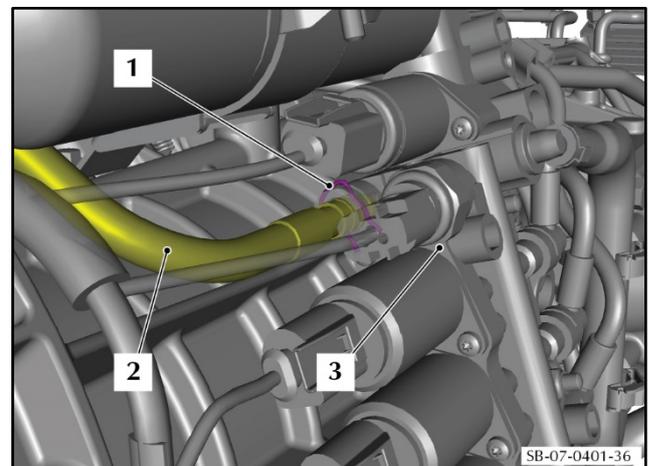


Figure 38

Part F – Install the torque tube assembly

WARNING: THE TORQUE TUBE IS LARGE AND HEAVY. GET THE AID OF ONE MORE PERSON WHEN YOU INSTALL THE TORQUE TUBE. IF YOU DO NOT, PERSONAL INJURY CAN OCCUR.

76. Clean the mating faces between the torque tube and the engine.
77. Align the torque tube assembly with the engine.

78. Install the 16 bolts that attach the torque tube assembly to the engine (refer to Figure 39).
79. Torque the 16 bolts to 50 Nm.

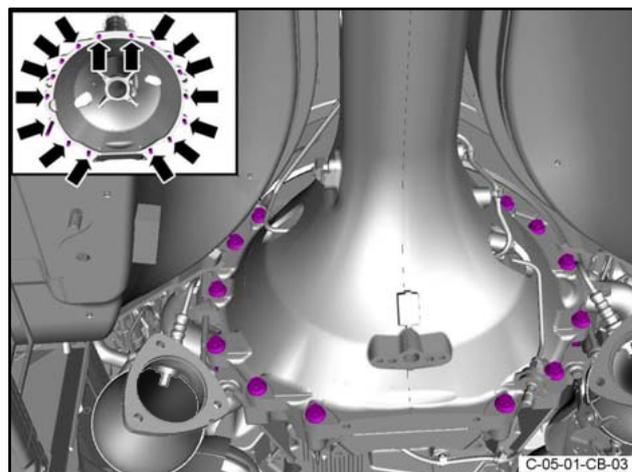


Figure 39

80. Connect the electrical connector to the speed sensor for the propeller shaft (refer to Figure 40).

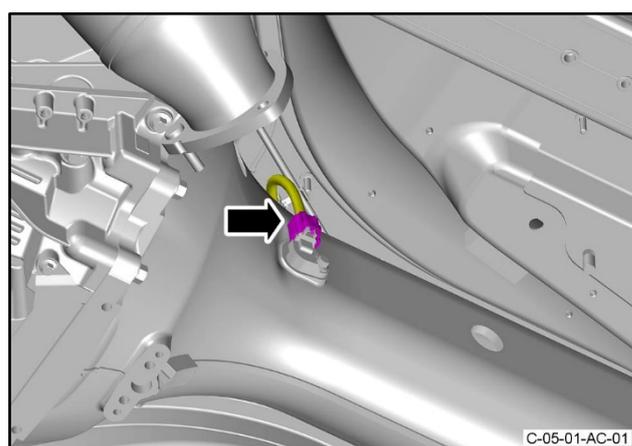


Figure 40

81. Put the heat shield (2) into position (refer to Figure 41).
82. Install the two screws (3) that attach the rear of the heat shield (2) to the torque tube. Torque the two screws to 9 Nm.
83. Install the two screws (1) that attach the front of the heat shield (2) to the torque tube. Torque the two screws to 9 Nm.

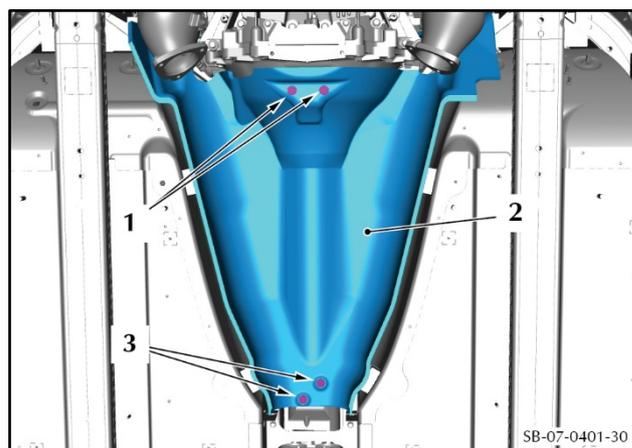


Figure 41

84. Install the nut that attaches the heat shield for the front floor to the body (refer to Figure 42). Torque the nut to 9 Nm.

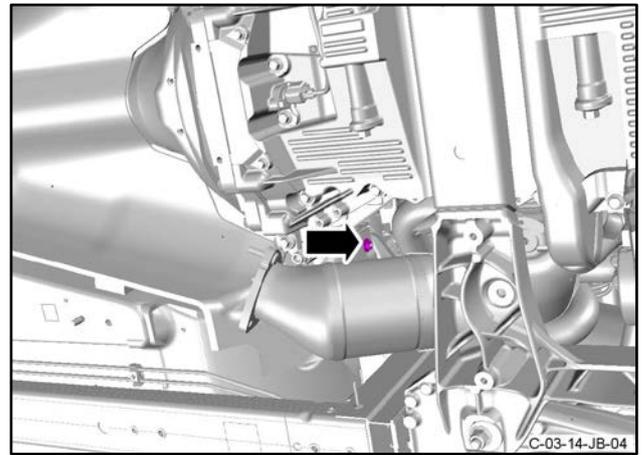


Figure 42

85. Install the nut that attaches the heat shield for the front floor, to the body (refer to Figure 43). Torque the nut to 9 Nm.

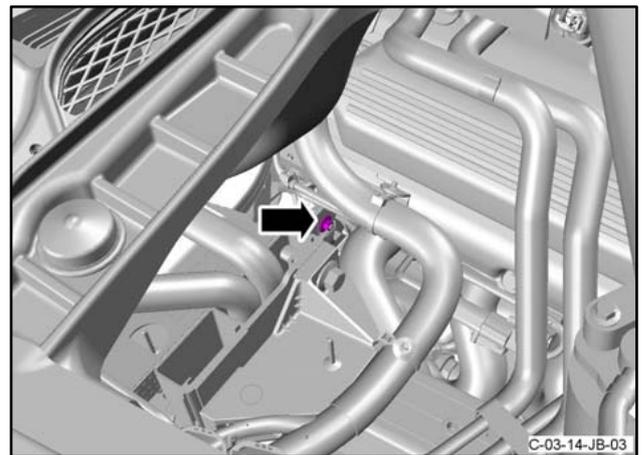


Figure 43

WARNING: THE PROPELLER SHAFT IS LARGE. GET THE AID OF ONE MORE PERSON WHEN YOU INSTALL THE PROPELLER SHAFT. IF YOU DO NOT, DAMAGE OR INJURY CAN OCCUR.

CAUTION: BE CAREFUL WHEN YOU INSTALL THE PROPELLER SHAFT. YOU CAN EASILY DAMAGE THE SPLINES IN THE CLUTCH WHEN YOU INSTALL THE PROPELLER SHAFT.

86. Carefully install the propeller shaft into the torque tube and engage the splines of the propeller shaft in the clutch (refer to Figure 44).

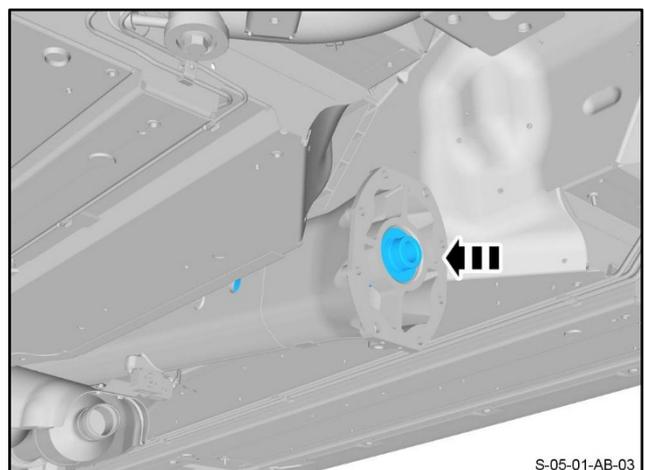


Figure 44

87. Install the circlip that keeps the propeller shaft in the torque tube (refer Figure 45).

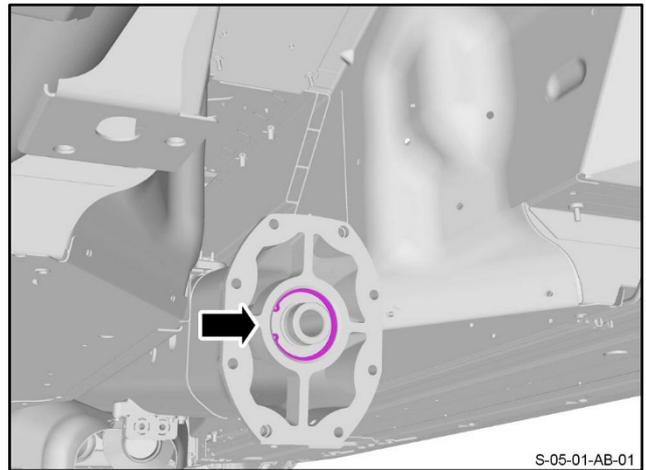


Figure 45

Part G – Install the transaxle assembly

88. Align the transaxle assembly with the torque tube
89. Install six of the eight bolts that attach the transaxle to the torque tube (refer to Figure 46).

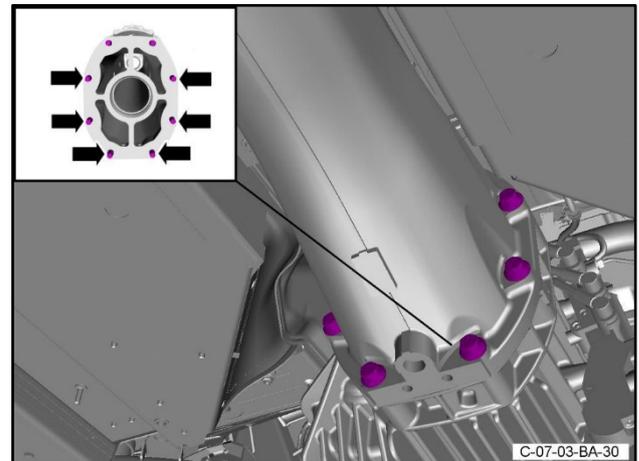


Figure 46

90. Put the new bracket assembly (1) for the transmission tube in position. Align the bracket with the two remaining holes in the torque tube (refer to Figure 47).
91. Install the last two bolts (2) that attach the transaxle to the torque tube.
92. Tighten the eight bolts that attach the transaxle to the torque tube to 50 Nm.
93. Connect the tube assembly for the slave cylinder (3) to the bracket assembly (1).

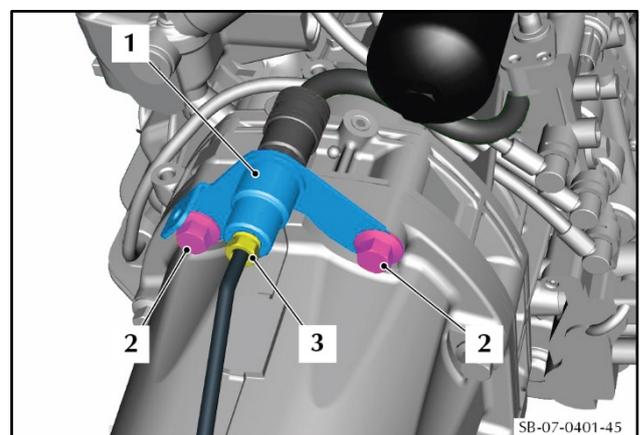


Figure 47

94. Connect the dry-break connector to the tube assembly for the clutch slave cylinder (refer to Figure 48). Make sure that the locking collar for the connector is in the correct position shown in view A of Figure 49. View B shows a connector that is not correctly connected.

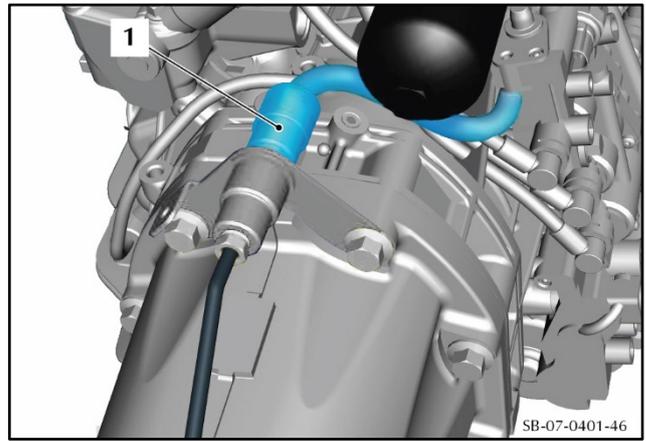


Figure 48

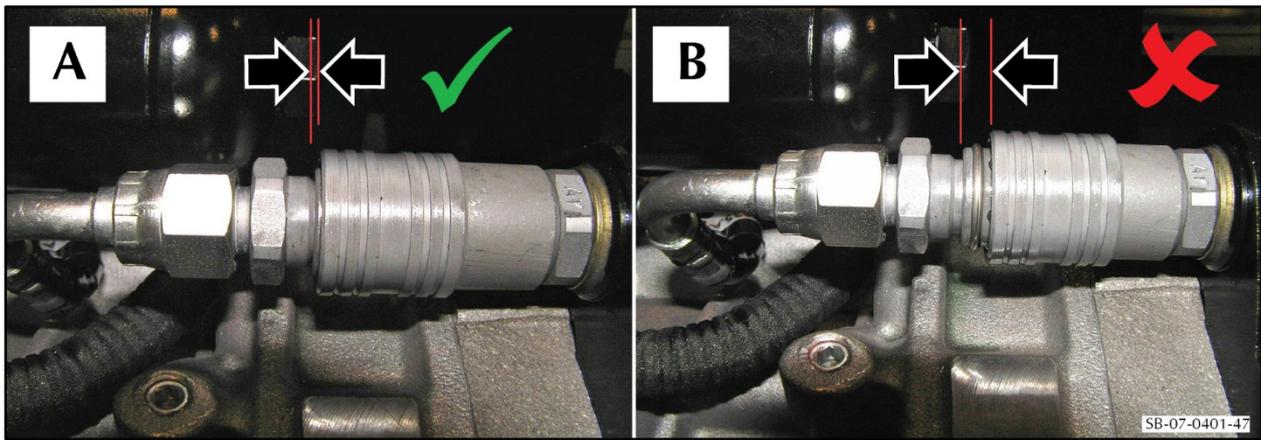


Figure 49

95. Use the transmission lift to lift the transaxle and torque tube assembly until you can put the electrical harness into the correct position.
96. Connect the electrical connector (6) to the control module (refer to Figure 50).
97. Connect the five electrical connectors (5) to the valve block.
98. Connect the electrical connector (4) to the ASM pump.
99. Install the clip (3) that attaches the electrical harness.
100. Install the screws that attach each of the two ground connections (1 and 2) to the transaxle.

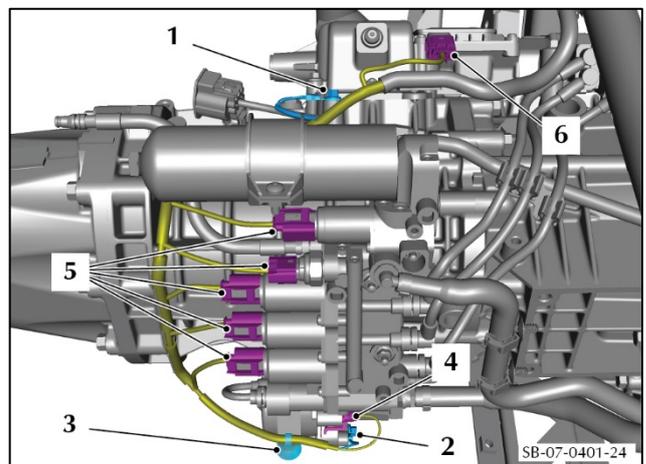


Figure 50

- 101.** Use the transmission lift to lift the transaxle sufficiently to install the clip (1) that attaches the electrical harness (2) to the subframe (3) (refer to Figure 51).

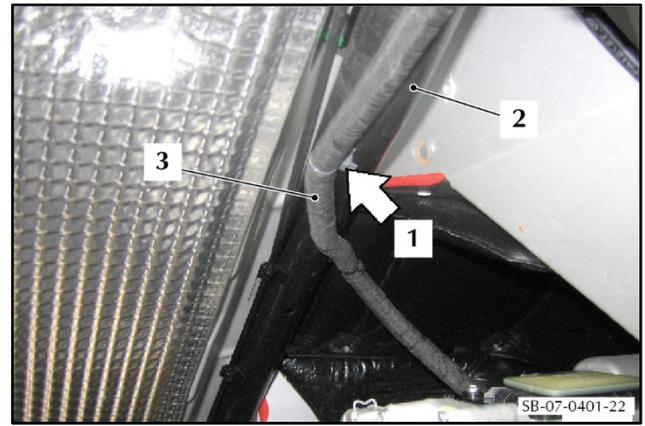


Figure 51

- 102.** Put the left mount bracket, with the hydramount attached, in position (refer to Figure 52).
- 103.** Install four new bolts to attach the left side mount bracket to the transaxle. Torque the bolts to 63 Nm.

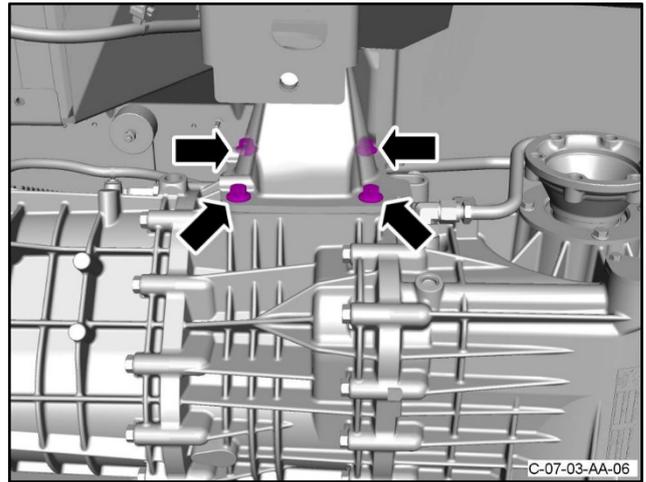


Figure 52

- 104.** Put the mounting bracket for the SportShift fluid reservoir in position. Install the two screws that attach the reservoir mounting bracket to the transaxle mount bracket.
- 105.** Put the reservoir (3) in position (refer to Figure 53).
- 106.** Put the clamp (2) in position to hold the reservoir (3).
- 107.** Install the screw (1) to attach the clamp (2) that attaches the fluid reservoir (3).

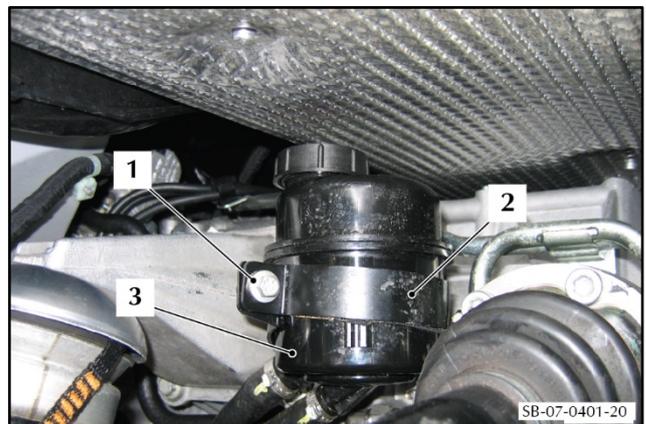


Figure 53

- 112.** Install the nut that attaches the right side transaxle mount to the rear subframe (refer to Figure 57). Torque the nut to 48 Nm.

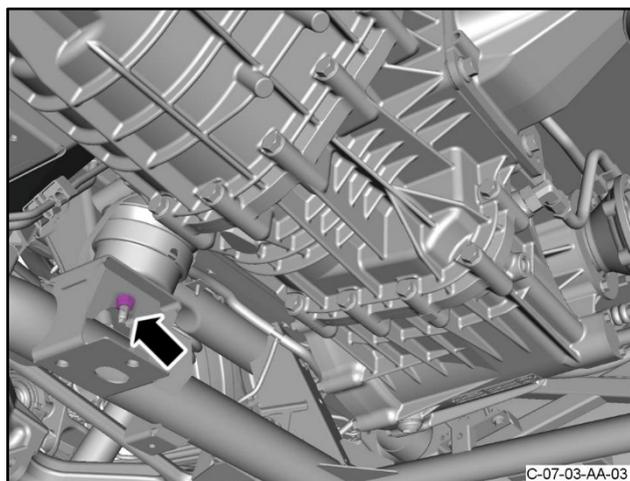


Figure 57

- 113.** Remove the transmission lift.
- 114.** Install the breather pipe for the transaxle (refer to Figure 58).

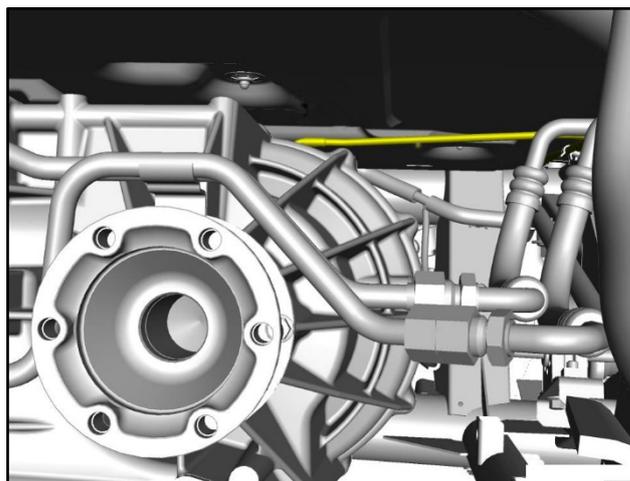


Figure 58

- 115.** Put the right-side drive shaft flange in position on the transaxle shaft (refer to Figure 59). Align the marks on the drive shaft flange that you made during step 23.
- 116.** Install the three locking plates and six new Allen head bolts to attach the right drive shaft flange to the transaxle shaft.

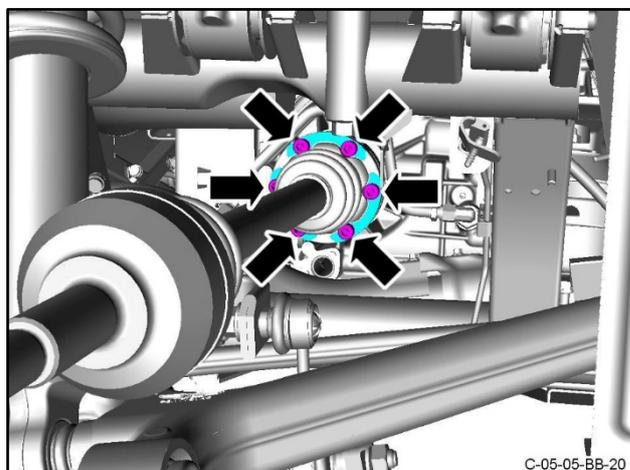


Figure 59

117. Put the left side drive shaft flange in position on the transaxle shaft (refer to Figure 60). Align the marks on the drive shaft flange that you made during step 23.
118. Install the three locking plates and six new Allen head bolts to attach the left drive shaft flange to the transaxle shaft.

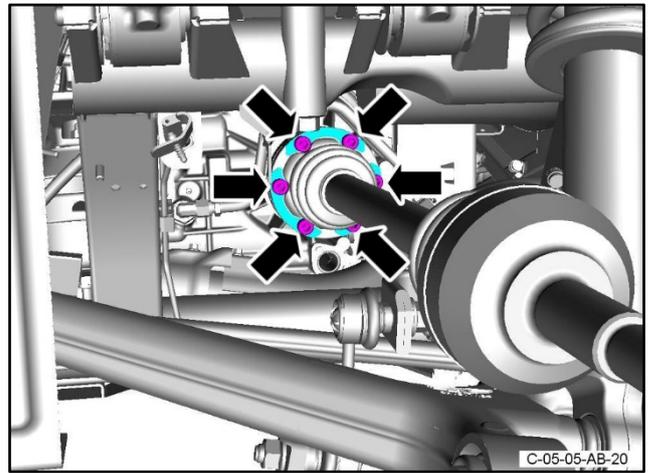


Figure 60

119. Install the bolt (1) that attaches the ground cable (2) to the transmission mount bracket (3) (refer to Figure 61).

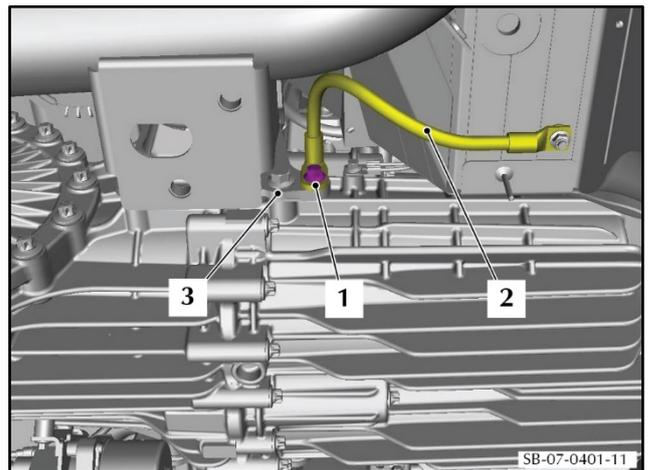


Figure 61

120. Fill the transaxle with the correct oil (refer to Workshop Manual procedure 07.03.BC).
121. Put the tunnel reinforcement plate in position (refer to Figure 62).
122. Install the eight bolts (1) that attach the tunnel reinforcement plate (2) to the body. Torque the eight bolts to 9 Nm.

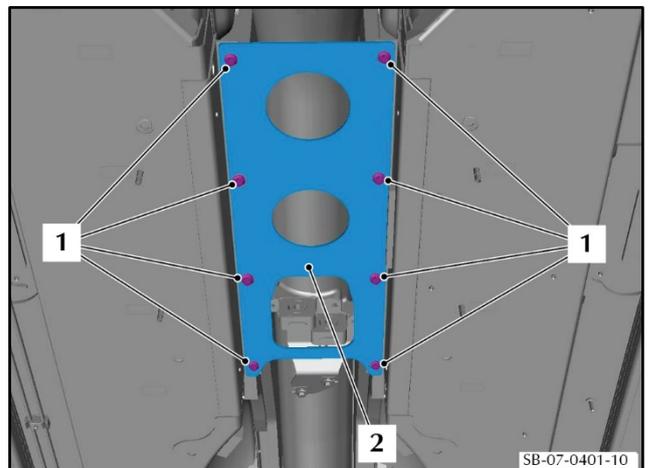


Figure 62

123. Put the tunnel heatshield (2) into position (refer to Figure 63).
124. Install the four bolts and four washers (1) that attach the tunnel heatshield (2) to the body. Torque the four bolts to 23 Nm.

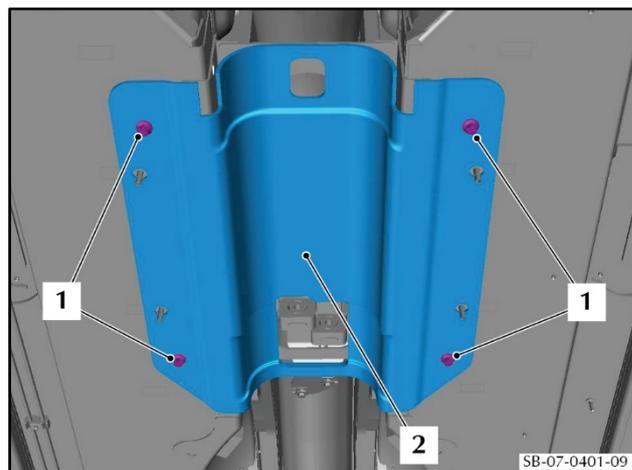


Figure 63

125. Install the exhaust centre brace assembly (refer to Figure 64).

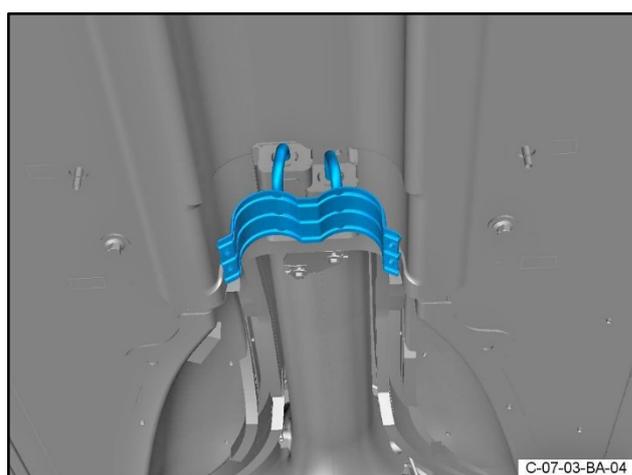


Figure 64

126. Put a new sealing ring in position in each joint between the centre pipe and the muffler.

WARNING: THE EXHAUST PIPES ARE HEAVY. GET THE AID OF ONE MORE PERSON WHEN YOU DO THE STEPS THAT FOLLOW.

127. Install the centre and rear exhaust pipes as an assembly (refer to Figure 65).

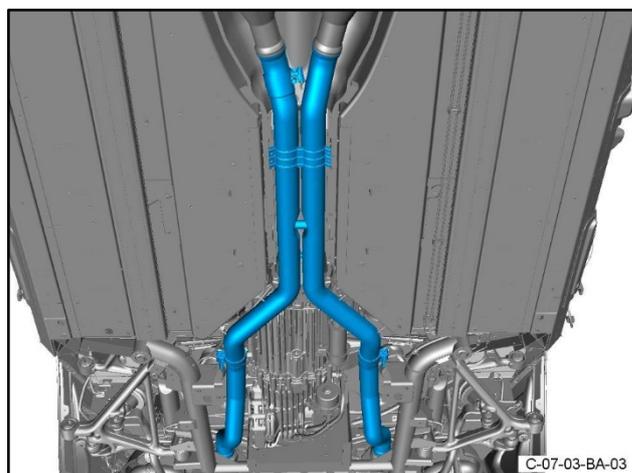


Figure 65

128. Install the four bolts that attach the centre exhaust pipe to the exhaust front mount (refer to Figure 66). Torque the four bolts to 9 Nm.

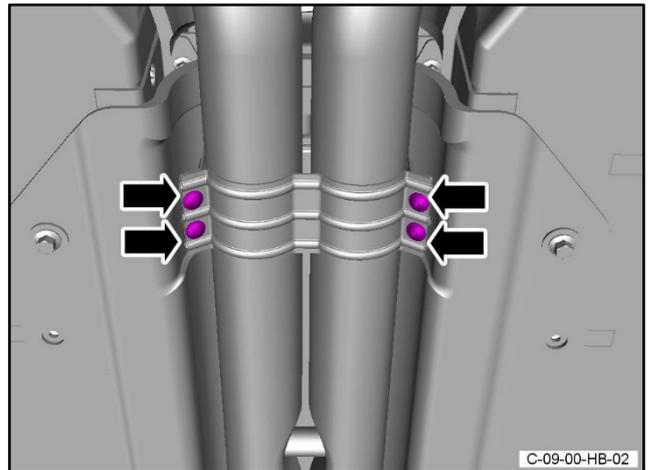


Figure 66

129. Apply an applicable sealing paste to the joints between the two catalytic converters and the pipe assemblies.
130. Move the two clamps (1) into the correct positions on the catalytic converters and pipe assemblies (refer to Figure 67).
131. Tighten the clamp bolt (2) on each of the two clamps (1).

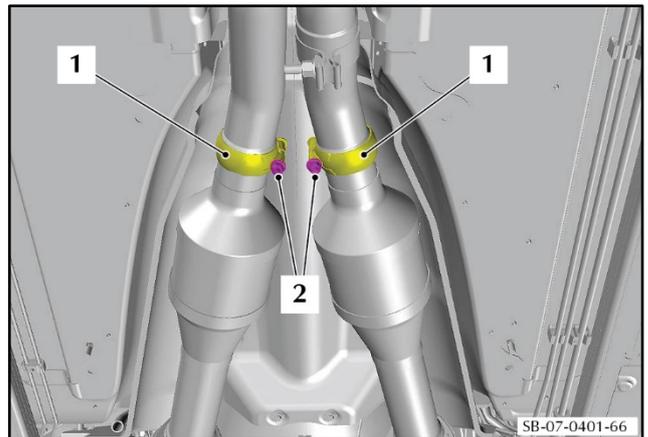


Figure 67

132. Install the four bolts and four springs that attach the exhaust centre pipe to the muffler and bypass valve assembly (refer to Figure 68). Torque the four bolts to 30 Nm.

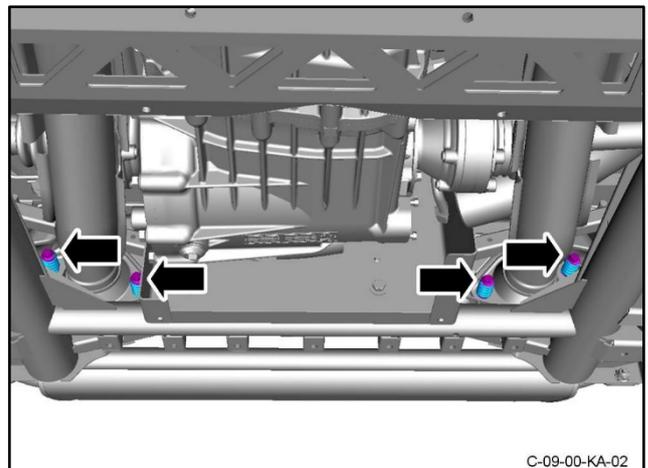


Figure 68

133. Hold the cross brace (2) in position (refer to Figure 69).
134. Install the four screws (1) that attach the cross brace (2). Torque the four bolts to 71 Nm.

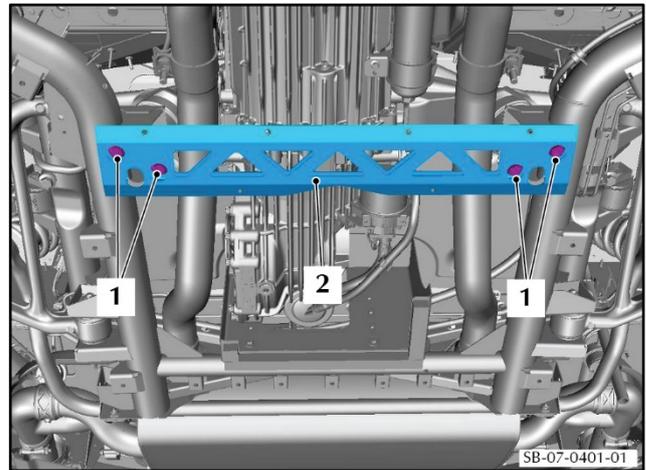


Figure 69

135. Lower the vehicle.
136. Do the battery connect procedure (refer to Workshop Manual procedure 14.01.CA).
137. Do the clutch bleed procedure (refer to Workshop Manual procedure 08.00.AE).
138. Install the rear undertray (refer to Workshop Manual procedure 01.02.PB)

Warranty Data

Make sure that you submit your claim in **less than 24 hours** after the work is completed. The records of your claims are used in the reporting process for the Recall Action that Aston Martin need to submit to the National Highway Traffic Safety Administration.

Procedure and Labor Time

Description	Labor Time
Examine the connector for the ASM clutch tube assembly.	0.05 hours
Examine and if necessary replace the Replace the ASM clutch tube assembly.	6.55 hours

Part Data

The parts necessary for this repair are available as a kit. Use the part number **6G33-33-10829** to order this kit. The list below shows the contents of the kit.

Contents of the kit(Part Number 6G33-33-10829)

Description	Part Number	Quantity
Tube assembly, master to slave cylinder.	6G33-7K502-AA	1
Bracket assembly, transmission tube	6G33-7J200-AB	1
EVO Pipe Kit C, dry break connector	6G33-7J327-AA	1
Screw (driveshaft attachment)	4G43-CD60-AE	12
Sealing ring (Exhaust)	4G43-17213-AA	2
Bolt, M10x25, bracket to transmission	705355	8
Bolt, caliper to knuckle	4G43-2C564-AB	4
Nut, rear drive shaft	6W83-4B423-AA	2

Other necessary materials

Description	Part Number	Quantity
Castrol BOT 270A (Oil, transaxle) (1 Litre bottles)	6G33-75106-AA/S	4.5 Litres
Pentosin CHF 11S (Sportshift fluid) (1 Litre bottle)	6G33-19H373-BA	As necessary

Please Note:

When you have completed this Recall Action, make sure that you make an entry in Section A of the Vehicle Owner's Guide to show that the procedure is completed.

Appendix A - Table that Shows the Quantities of Affected Vehicles in the US Market

Note: Please refer to the list on DCS for the vehicles in your region.

Model	Registered & AMLNA Fleet (RA-07-0023)	Build Range (MM/YY)
V8 Vantage S Coupe with 6-Speed SportShift	3	November 2011
V8 Vantage S Roadster with 6-Speed SportShift	3	October 2011 - November 2011
TOTAL	6	

If you have any questions related to this Recall Action, please contact: Aston Martin Technical Services on:
+44 (0) 1926 644720, email: askamtech@astonmartin.com,
or contact your After Sales Manager.

The English version of this Recall Action is written in
Simplified Technical English to ASD-STE100™.

Copy of the Owner Notification Letter

[Date DD Month, YYYY]

[Customer Name]
[Customer Address 1]
[Customer Address 2]
[Customer City/County]
[Customer Country]

IMPORTANT SAFETY RECALL NOTICE NHTSA Recall Ref 17V-390

This notice applies to your vehicle: [INSERT VIN]

Dear [Customer]

Safety Recall Action RA-07-0023 – Connector failure on V8 Vantage 6-Speed SportShift Transmission

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Aston Martin has determined that a defect which relates to motor vehicle safety exists on V8 Vantage vehicles that were manufactured from October 2011 thru November 2011 with SportShift 6-speed ASM transmission.

In October 2011, a connector in the hydraulic system for the 6-speed Auto-Shift Manual (ASM) transmission was redesigned. After redesigning the installation for the connector, it was discovered that due to movement in the connector assembly, it is possible in some circumstances for the connector to fail, causing leakage of hydraulic fluid. This would result in malfunction of the clutch system, which could cause a vehicle crash.

A Service Bulletin was issued to repair any vehicle that comes to a Dealer workshop with a leaking connector but we have now decided to repair all vehicles that could be affected.

WHAT WE WILL DO

We will examine the vehicle to check if the Service Bulletin was completed previously. If it was not, the clutch pipe, connector assembly and related brackets will be replaced with parts known to be reliable in operation. When you have booked the vehicle in with your Dealer, wherever possible they will endeavour to complete the modification while you wait, to minimize the impact on your time.

WHAT YOU SHOULD DO

Please contact your Aston Martin dealer as soon as possible to arrange a date for the repair. They will be able to fully explain why this Recall Action is necessary. Instructions for making this correction have been sent to your dealer. The labor time necessary to complete this service correction is a maximum of 7 hours. Please ask your dealer if you wish to know how much additional time will be needed to schedule and process your vehicle.

Your Aston Martin dealer is best equipped to obtain parts and provide the service to make sure that your vehicle is corrected as promptly as possible. If, however you take your vehicle to your dealer on the agreed service date and they do not remedy this condition on that date, or within

Copy of the Owner Notification Letter

three days, we recommend that you contact Aston Martin Customer Service by calling 1-888-923-9988.

If after contacting your dealer and Aston Martin Customer Services, you are still not able to have the safety defect remedied without charge and within a reasonable time, you may wish to write to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590 or call 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>.

If you have already had your vehicle repaired due to this problem before receipt of this notice, you may be entitled to reimbursement for any out of pocket costs. For further information, please contact Aston Martin Customer Service by calling 1-888-923-9988.

IF YOU NO LONGER OWN THE VEHICLE

If you have sold or traded your vehicle, please tell us by completing the enclosed Change of Keeper form and returning it to us.

Federal regulations require that any lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

We are sorry to cause inconvenience with this Recall Action. However, this action has been taken in the interest of your safety and continued satisfaction with our products.

Yours sincerely



Phil Eaglesfield
Director, Client Services
Aston Martin Lagonda Limited

