

Technical Bulletin

Division: Automotive
 Category: Technical

Section Title: Engine
 TSB No. TS 03 12221

SUBJECT: SAFETY RECALL CAMPAIGN: NT, ENGINE OIL COOLER BOLT.
MODEL(S): EQUATOR (A61640)
YEAR: 2011~2012

CONDITION: On vehicles equipped with the affected bolts, the engine cooler connector bolt may break at the oil filter attachment point. If the connector bolt breaks, it can cause an engine oil leak. If there is an engine oil leak, the engine oil warning lamp will illuminate and the engine may become noisy. If the driver ignores this condition and the vehicle continues to be driven, the engine could seize.

CAUSE: Some of the bolts that connect the engine oil cooler and the engine oil filter to the engine may have been manufactured to below-specification strength.

CORRECTION: The connector bolt will be replaced with an improved part.

WARRANTY INFORMATION:

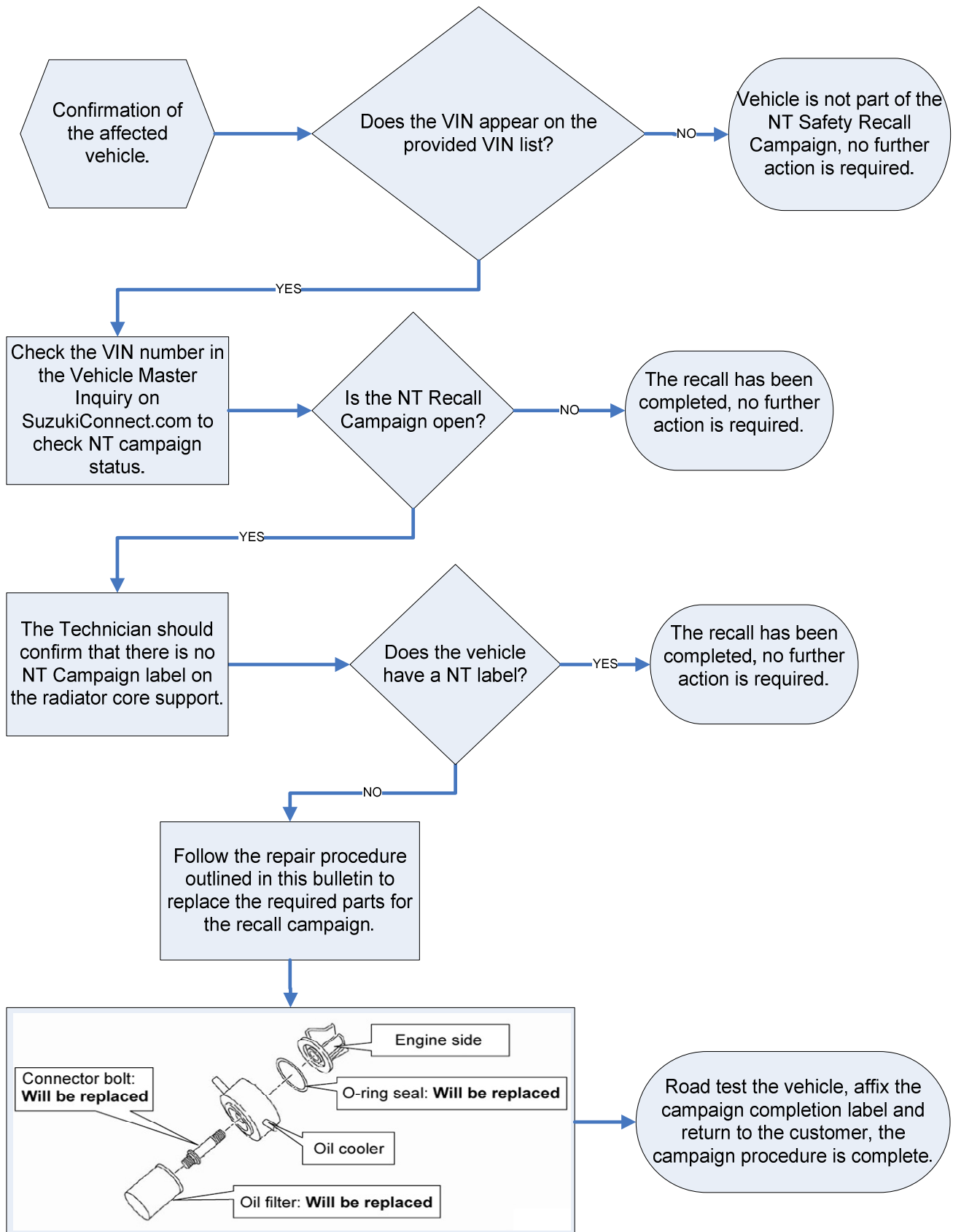
Labor Operation	Description	Failed Part Number	Complaint Code	Defect Code	Labor Time
Please refer to the Campaign Bulletin SC-59 for claim submission instructions and labor times.					

Technical Service Department
 Dealership Circulation – Initial and file:

Service Manager	Parts Manager	Service Advisor	Technicians						

Suzuki bulletins are intended for use by professional technicians, NOT a “do-it-yourselfer.” They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your authorized Suzuki dealer for information on whether your vehicle may benefit from the information. Suzuki reserves the right to change technical specifications at any time without prior notice.

WORK FLOW



PART(S) INFORMATION:

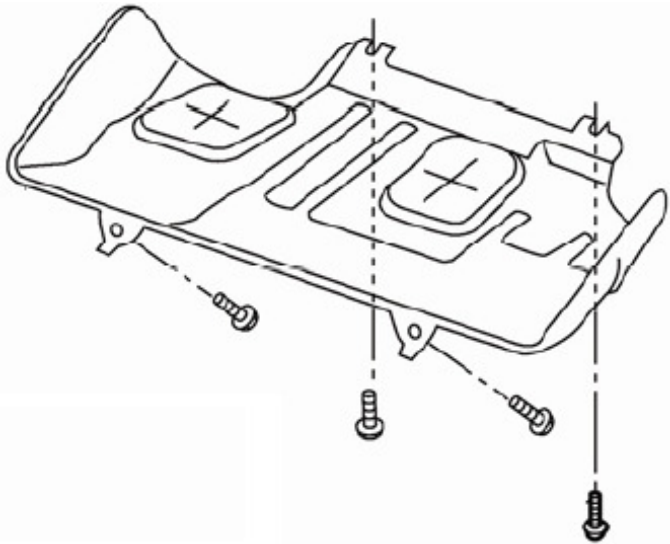
Part Number	Description	Qty.	Notes
16500-82Z00	CONNECTOR BOLT KIT	1	Kit Includes: 1 STUD, OIL COOLER 1 O-RING 1 OIL FILTER

REPAIR PROCEDURE

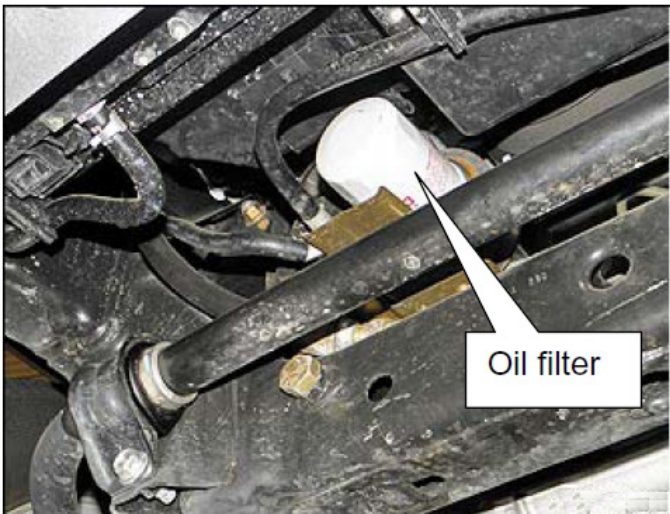
1. Remove the engine undercover.

▲ CAUTION:
The engine oil and engine parts may be hot enough to burn you.
Be careful not to touch hot engine parts or engine oil.

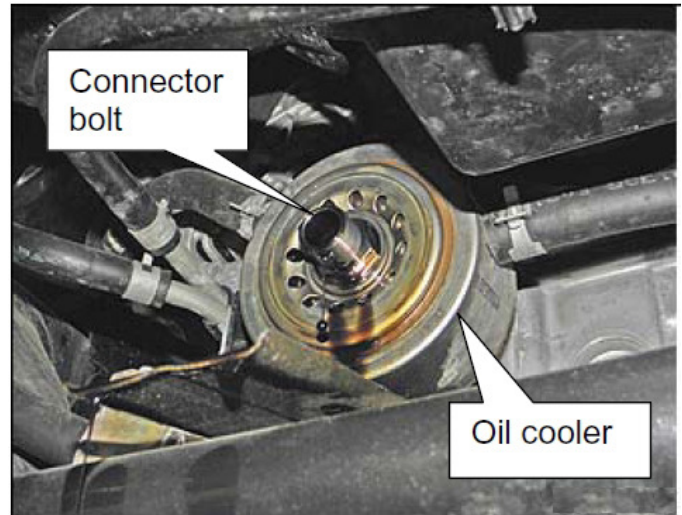
NOTICE
Engine oil that comes in contact with rubber parts such as drive belts and engine mounting insulators, can cause damage and/or improper operation.
Do not spill engine oil on rubber parts such as drive belts and engine mounting insulators. If engine oil comes in contact with other parts that it could damage, immediately use a suitable cleaner to remove the oil.



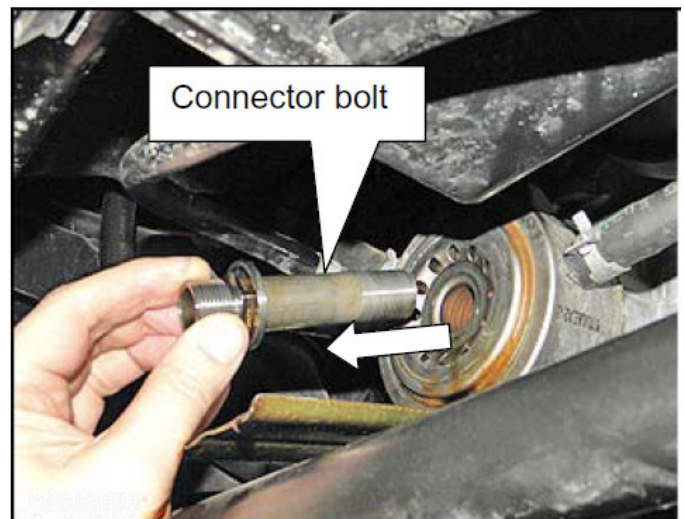
2. Place a drip pan under the oil filter.
3. Remove the oil filter and discard.



- Using a 22 mm socket and ratchet, loosen the oil cooler connector bolt.



- Remove the oil cooler connector bolt.

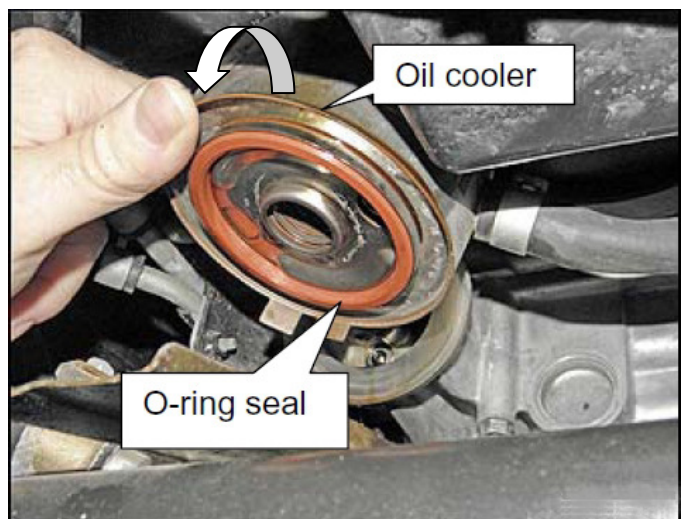


- Twist/rotate the oil cooler away from the engine to expose the O-ring seal located on the engine side of the oil cooler.

- Remove and discard the old O-ring seal.

- Clean the O-ring sealing surfaces.

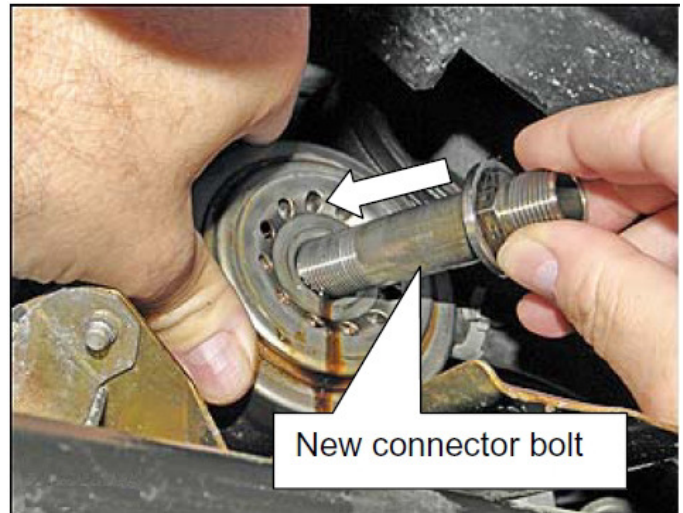
- Install the new O-ring seal (included in the Connector Bolt Kit)



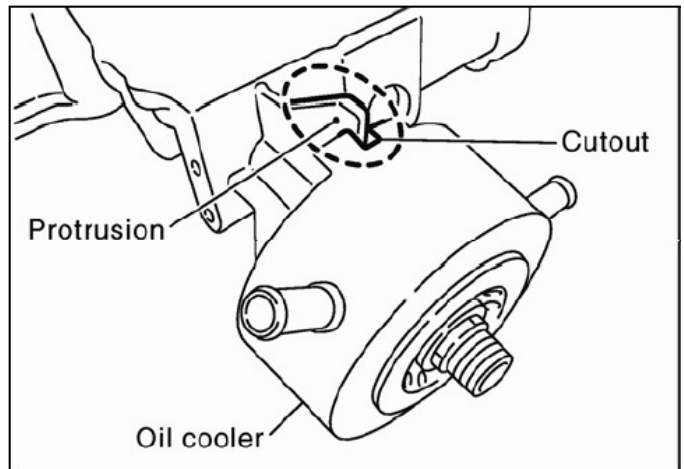
Note: *The O-ring seal is the same on both sides so it can be installed in the O-ring landing on the engine side of the oil cooler in either direction.*

10. Hold the oil cooler in place and install the new connector bolt (included in the Connector Bolt Kit).

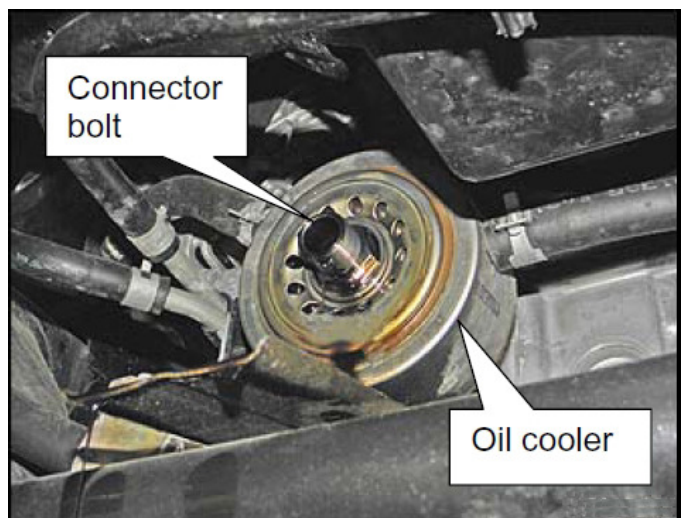
- Tighten the connector bolt finger tight.



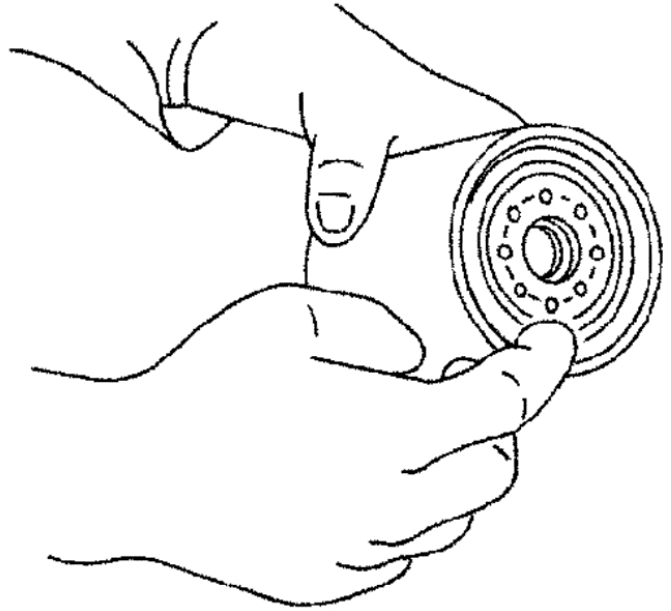
11. Ensure that the “cutout” on the oil cooler is positioned to accommodate the locating “protrusion” on the engine side as shown.



12. Tighten the new connector bolt to 36 lbf-ft (49.0 Nm, 5.0 kg-m).

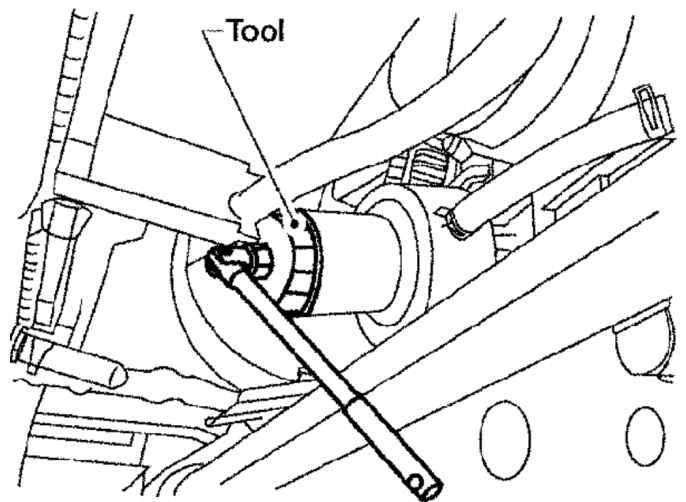


13. Clean the oil cooler surface where the oil filter seals.
14. Lubricate the oil filter seal and install the new oil filter (included in the Connector Bolt Kit)

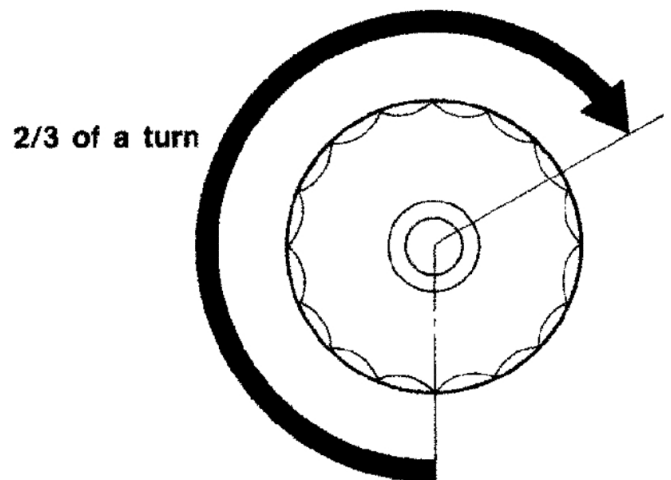


15. Using a "socket type" oil filter tool, tighten the oil filter to 13 ft-lb (17.7 Nm, 1.8 kg-m).

- If you don't have an oil filter tool that will work with a torque wrench go to Step 16.



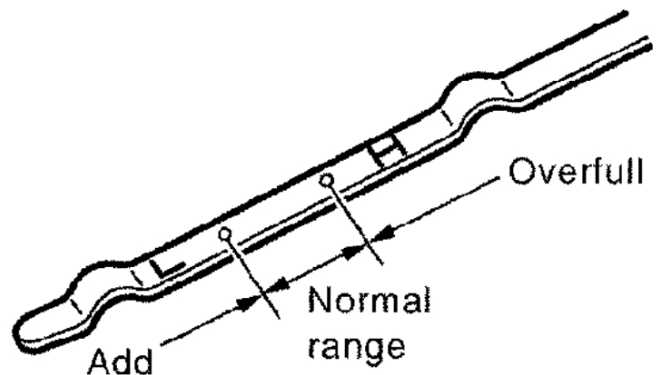
16. Spin the oil filter in a clockwise direction until the seal contacts the oil cooler surface, then tighten the filter an additional 2/3 of a turn as shown.



17. Use a suitable cleaner to clean any oil that may have dripped onto other parts.

18. Check and fill the engine oil level:

- Make sure the vehicle is parked on a flat level surface.
- Pull out the oil level gauge (dip stick) and wipe clean.
- Reinsert the dip stick.
- Pull the dip stick out again and check the oil level.



19. Check the engine oil level to make sure it is above the “Low” mark.

- Add enough oil to bring level into the “Normal range” (if needed).

20. Start the engine and let it run for 2 minutes.

21. Turn the ignition “OFF” and let sit for 10 minutes.

22. Check and top off the engine oil level.

- Add oil as necessary to bring oil level to “HIGH” mark (full).
- Do not overfill.

23. Render the oil connector bolt and O-ring unusable.

- Cut the O-ring seal.
- Use a file to damage the threads on the connector bolt.

24. Apply the blank campaign label provided to the upper radiator support in an area where it will be easily seen and identified. Using a suitable permanent marker (Sharpie), record the “NT” campaign designation in the top portion and your Dealer Code in the bottom portion of the label as shown.



25. Road test the vehicle and visually inspect that there is no oil leaking as a result of the repair.

26. The repair is complete.