



# repair manual

Tesla Model S · Tesla Model X

(2012 – 2021)

(2015 – 2021)

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with motor code 1035000-00-J  
**Ajusa reference EV000400**



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# general information



## WARNING!

### Electric vehicle propulsion

This vehicle works with high-voltage electricity which can present **risks of severe or even lethal damages**.



## SAFETY PRECAUTIONS

When working with high voltage circuits or components, make sure that the **following safety guidelines** are fulfilled:

Make sure all the staff working with the high-voltage systems of electric propulsion has been provided with **proper training** to conduct the necessary procedures.

Put up **high-voltage warning** signs to guarantee the staff safety in the work area.

Make sure that the staff who doesn't have proper training doesn't have access to any high-voltage circuits and components.

Always wear **insulation gloves** under the related local safety rules.

**Insulate** the high-voltage batteries ensemble.

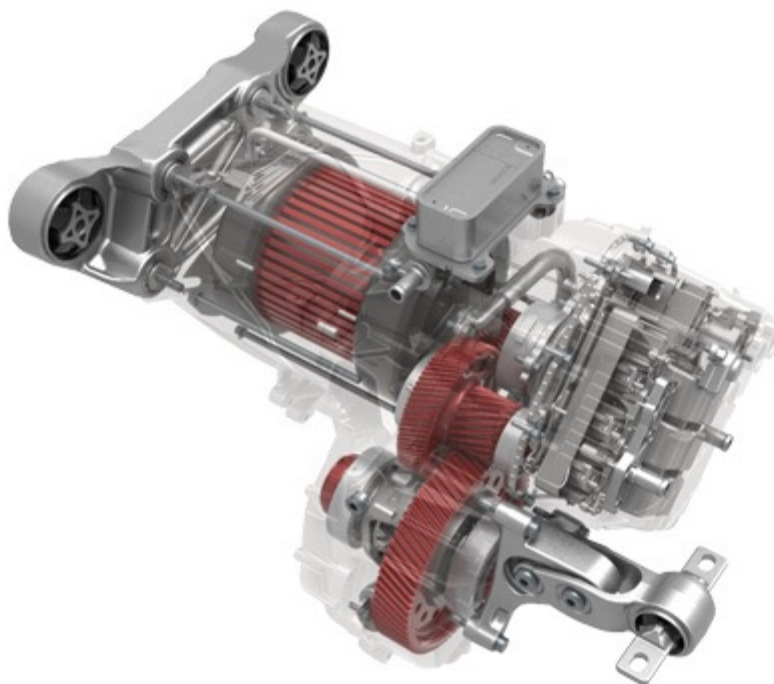
Before working with the electric propulsion system, make sure that the recommended **waiting time after insulating** the high-voltage batteries ensemble has passed by.

Check that the **residual voltage**, which may be in the circuit, is under the recommended safety level.

Make sure that all **test equipment and tools** are suitable to be used in high-voltage circuits or components.

To **ease the identification**, the high-voltage cabling in the electric propulsion system can be covered by an orange insulation.

# technical information



## Types of failure

Insulation failure.  
Problems with the main  
bearing of the rotor.

## References

Kit Ajusa has the reference **EV000400**.

Front-wheel drive unit motor - Small  
drive unit (SDU) with OEM reference  
**1035000-00-J**.

Fits in the following models **Tesla  
Model S** (2012-2021) and **Model X**  
(2015-2021) with the following  
denominations: 60D, 70D, 75D, 85D, 90D,  
100D, and in the performance versions  
P85D, P90D y P100D.

# battery disconnection

## Recommendations to connect and disconnect the battery in electric vehicles

Before getting started it is important to highlight that, in usual inspection and maintenance operations, as well as to disconnect the main battery of the vehicle it **is not necessary to disconnect** the batteries ensemble.

Disconnect the battery only when:

- Replacing the battery.
- In need to reset certain parameters of the vehicle.
- When the car is going to be parked for a long lapse of time, so that the battery doesn't get fully discharged.

## Safety precautions

The batteries ensemble both in electric and hybrid vehicles work with **high voltage**.

- Any worker who doesn't have proper training mustn't have access to any high-voltage circuits and components.
- Always wear suitable personal protective equipment (PPE).

It is essential to put up the related signs to guarantee the safety both of the area and of the workers.

The **batteries ensemble** of the electric vehicle must be insulated at all times to prevent potential short circuits. To insulate and strip the batteries ensemble there are different special tools:

- Tool number 1076921-00-B. Insulation multimeter.
- Tool number 1130480-00-A. Cable for insulation multimeter.
- You must be sure that all the testing devices and equipment are compatible with high-voltage applications.

When the batteries are insulated, a recommended **waiting time must pass** by before proceeding to handling the electric propulsion system.

With the insulation multimeter you will check the residual voltage value in the circuit to be sure that such value is under the recommended value.

The high-voltage cabling in electric vehicles has an orange insulation. Knowing this feature, it is easy to identify it.

## Disconnection/insulation of the electric vehicle batteries ensemble

1) Find the battery. For this step, it is advisable to **look it up in the vehicle's manual**, as the method to reach the battery differs from one vehicle to another.

In **figure 2** you can see the terminals to jump start.

It is highly advisable to connect the jumper's negative cable to a suitable earth point in the bodywork or the electric propulsion motor

**Do not connect the jumper's cable directly** to the battery's negative terminal. If you conduct this method, you will prevent the risk of damaging the battery's state sensor which may be located in the earth cable's terminal of the battery.

2) **Start the vehicle** and verify that the instrument cluster works properly and that it doesn't show any warning or failure.

3) to lower the driver's window fully and slightly lower the window in the passenger's seat as a safety measure.

4) Check that the gearbox is **neutral** and that the parking brake is activated.

5) Make sure that the power is not connected, and that the keys are not inside the vehicle. Make sure that all electric components **are off**.

6) First disconnect the earth cable in the battery.

7) Disconnect the First Responder Loop **figure 3** and wait for 2 minutes.

## Connection of the batteries ensemble in the electric vehicle

1) Check that the power is not activated and that the keys are not inside the car.

2) Undo previous steps.

3) Connect the vehicle's main battery and check that everything works properly.

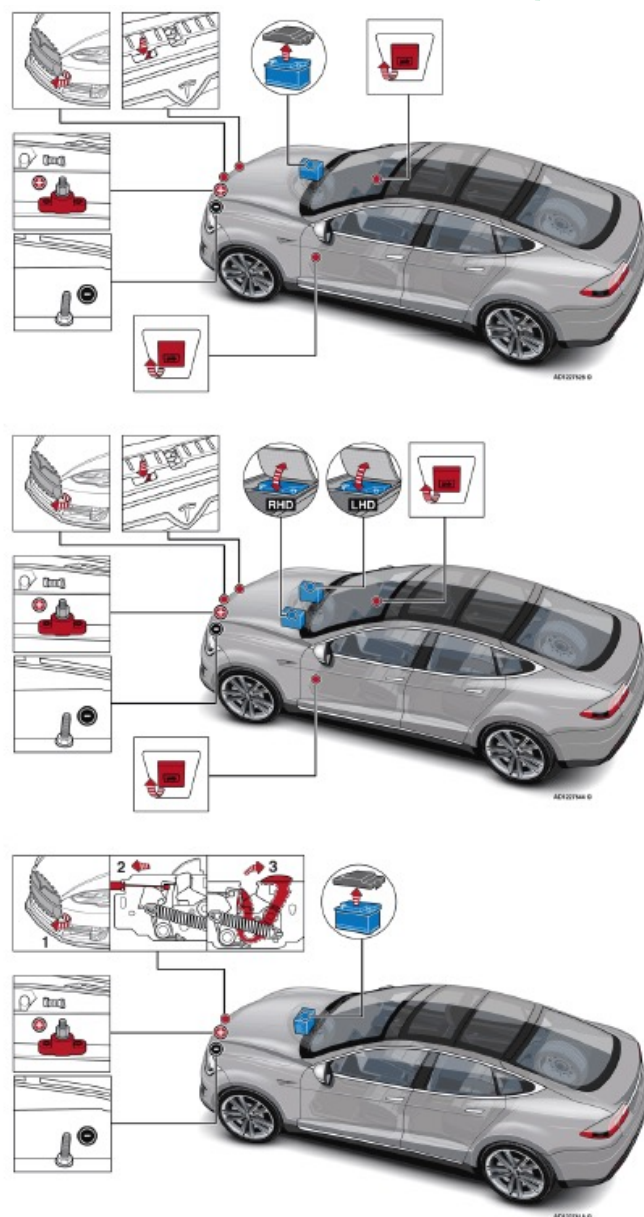


Figure 2. Batteries ensemble location

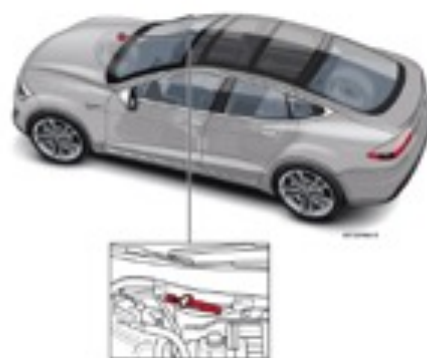
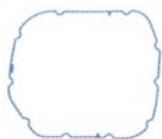


Figure 3. First Responder Loop

# composition



**Inverter gasket<sup>1</sup>**  
(1 unit)



**Entry and drain of the coolant to the inverter gasket<sup>2</sup>**  
(2 units)



**Encoder cover gasket<sup>3</sup>**  
(1 unit)



**Stator phases feedthrough gasket<sup>4</sup>**  
(3 units)



**Oil cooler gasket<sup>5</sup>**  
(2 units)



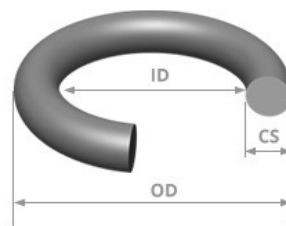
**Gearbox oil seal<sup>6</sup>**  
(2 units)



**Oil pump casing gasket<sup>16</sup>**  
(1 unit)



**O rings**  
(19 units)



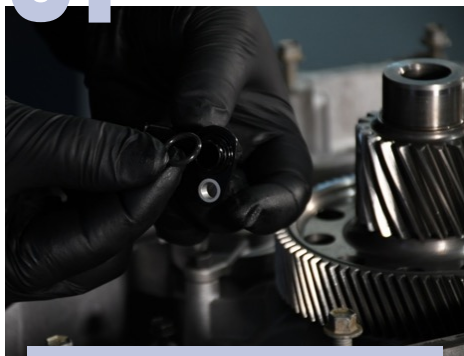
	OD (mm)	ID (mm)	CS (mm)
<b>Entry and drain of the coolant to the motor gasket<sup>7</sup></b> (2 units)	18,00	12,50	2,00
<b>Oil pump filter gasket<sup>8</sup></b> (2 units)	19,50	15,50	2,00
<b>Encoder gasket<sup>9</sup></b> (1 unit)	27,08	23,52	1,78
<b>Phases cover gasket<sup>10</sup></b> (3 units)	32,50	25,30	3,60
<b>Temperature sensor gasket<sup>11</sup></b> (1 unit)	14,60	10,90	1,85
<b>Drain gasket and drain oil feed pipe pump<sup>12</sup></b> (3 units)	25,30	20,00	2,65
<b>Rotor sprinkler gasket<sup>13</sup></b> (2 units)	–	9,30	2,70
<b>Rotor back cover gasket<sup>14</sup></b> (1 unit)	–	62,00	2,60
<b>Stator phases O rings<sup>15</sup></b> (6 units)	–	14,50	3,50
<b>Oil feed pipe O ring<sup>17</sup></b> (1 unit)	14,60	9,20	2,70



# repair

We will start working for cleaning and opening the transfer gearbox.

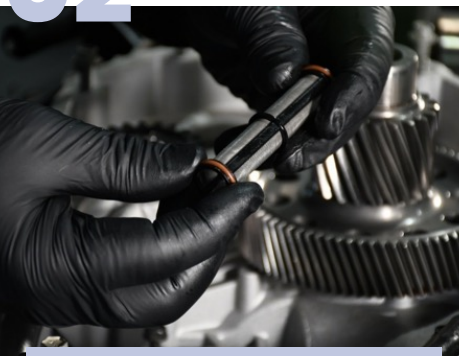
## 01



### *Pump nozzle gasket*

We start by placing the **drain gasket and metallic oil feed pipe<sup>12</sup>**, with a tightening of 10 Nm.

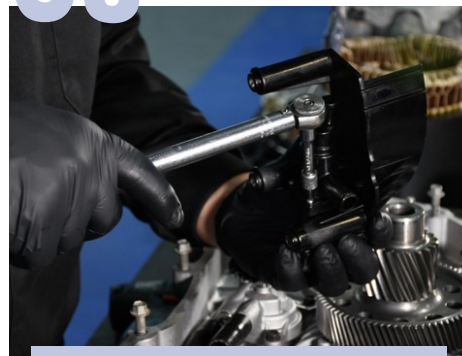
## 02



### *Oil pump filter with O rings*

Assemble the **oil pump filter gasket<sup>8</sup>**.

## 03



### *Oil pump filter in its housing*

Once we have the body of the filter lodged with the O rings, we will proceed with a tightening torque of 4 Nm.

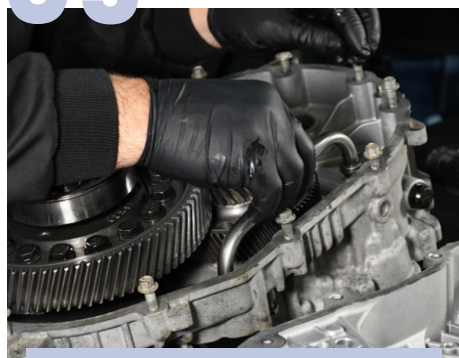
## 04



### *Differential assembly*

We lodge the differential in the transfer gearbox and proceed with as many 10 Nm tightenings as needed.

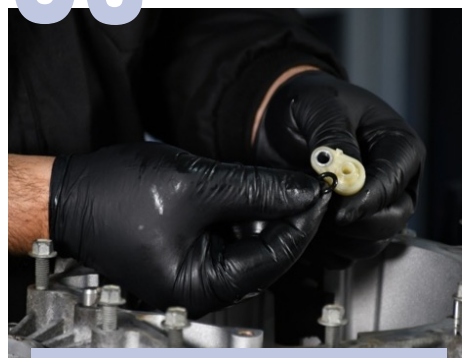
## 05



### *Oil feed pipe placement*

We will proceed with the assembly of the oil feed pipe, where we will need to place the **drain gasket and the metallic oil feed pipe<sup>12</sup>**.

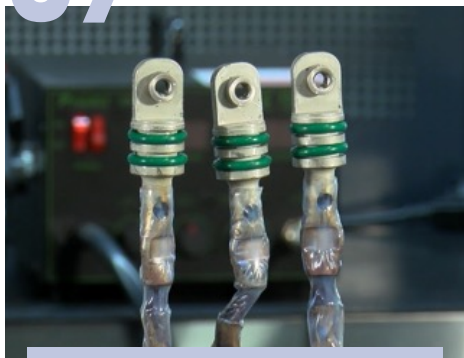
## 06



### *Oil sprinkler to the rotor gasket*

Next step will be assembling the part responsible for lubricating the motor. In it, we will place the **rotor sprinkler gasket<sup>13</sup>** with a tightening of 10 Nm.

# 07



## Stator phases

We will continue with the assembly of the **stator phases O rings**<sup>15</sup> which we will then place inside the transfer gearbox.

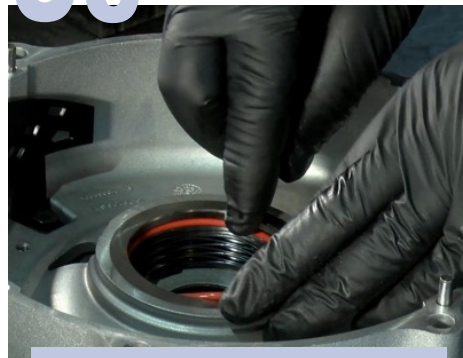
# 08



## Bearings

It is time to assemble the **bearings in the motor**. To ease the assembly, we will work with the help of a hydraulic press.

# 09



## Rotor gaskets

Once the rotor is assembled, the next step will be placing the **rotor back cover gasket**<sup>14</sup> in the bearing's housing.

# 10



## Ajulock

It is time to **fix the bolts** of the rotor back cover. To guarantee they are properly fixed we will use the thread locker Ajulock. With a 25 Nm tightening this time.

# 11



## Oil feed pipe

This pipe will be responsible for sprinkling oil to the back part of the rotor. We will replace the **rotor oil feed pipe gasket**<sup>17</sup>. The tightening will be of 10 Nm.

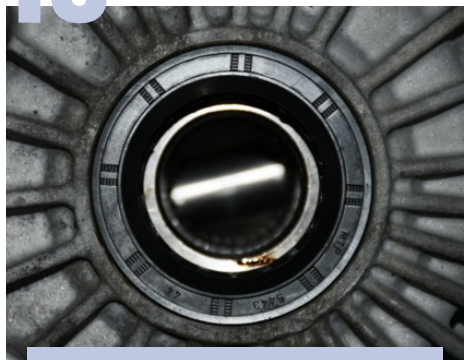
# 12



## AjuseV

After the rotor sealing, we still have to close the casing or wrapping. We will use AjuseV. We will finish with a tightening torque of 25 Nm.

# 13



## **Gear seals**

It is time to place the **gearbox oil seal<sup>6</sup>**, two units, one per gear and with the help of a tool or special implement.

# 14



## **Temperature sensor**

Then, we place the **temperature sensor gasket<sup>12</sup>** in the feedthrough to the sensor, as you can see in the photo.

# 15



## **Transfer gearbox closing**

Close and again apply AjusEV for a proper sealing of the transfer gearbox. We will finish this step applying a tightening torque to the screws of 25 Nm.

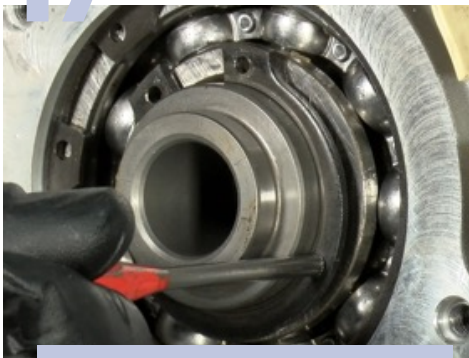
# 16



## **Stator phases**

Once the second gear seal is placed, it is time to place the **stator phases feedthrough gasket<sup>4</sup>**. Once this is done, we will place its screws and we will apply a tightening of 8 Nm.

# 17



## **Rotor shaft circlip**

Now we must place the circlip of the primary shaft, and then the trigger wheel.

# 18

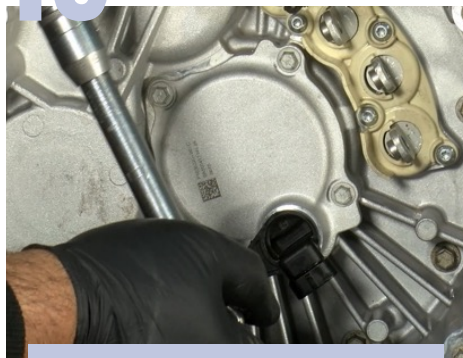


## **Encoder cover**

It is time to place the **encoder gasket<sup>10</sup>** in the cover. We place it in its natural location and tighten 8 Nm.



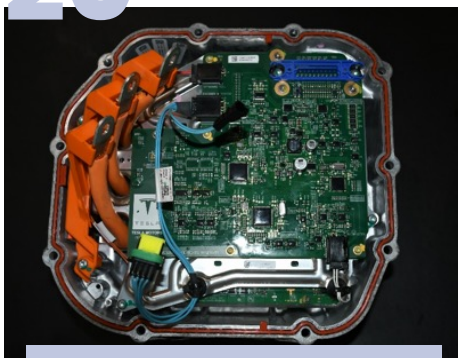
# 19



## Encoder sensor

Once the cover is placed, we will place **Encoder gasket<sup>9</sup>** and then tighten 8 Nm.

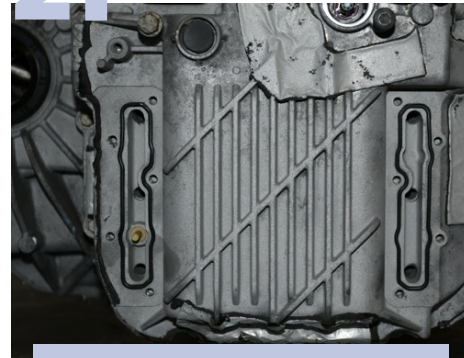
# 20



## Inverter

It is time to place the **Inverter gasket<sup>1</sup>**. We shall conduct the related connections and place it back in its location. Tightening of 12,5 Nm.

# 21



## Inverter cooling

Before finishing, we will place the pair **entry and drain of the coolant to the inverter gasket<sup>2</sup>** in its location, we will place the manifolds and apply a tightening of 8 Nm.

# 22



## Oil cooler

It is time to assemble the oil cooler. First, we have to place the **oil cooler gasket<sup>5</sup>** (two units). Once it is assembled, we will perform a tightening of 10 Nm.

# 23



## Motor coolant entry / drain

After cooling, we will assemble in duplicate the **entry and drain of the coolant to the motor gasket<sup>7</sup>** in the nozzles. Tightening will be of 10 Nm.

# 24



## Inverter connection

It is time to connect the inverter and the stator. Once the terminals have been connected, we must perform a tightening of 11,5 Nm.

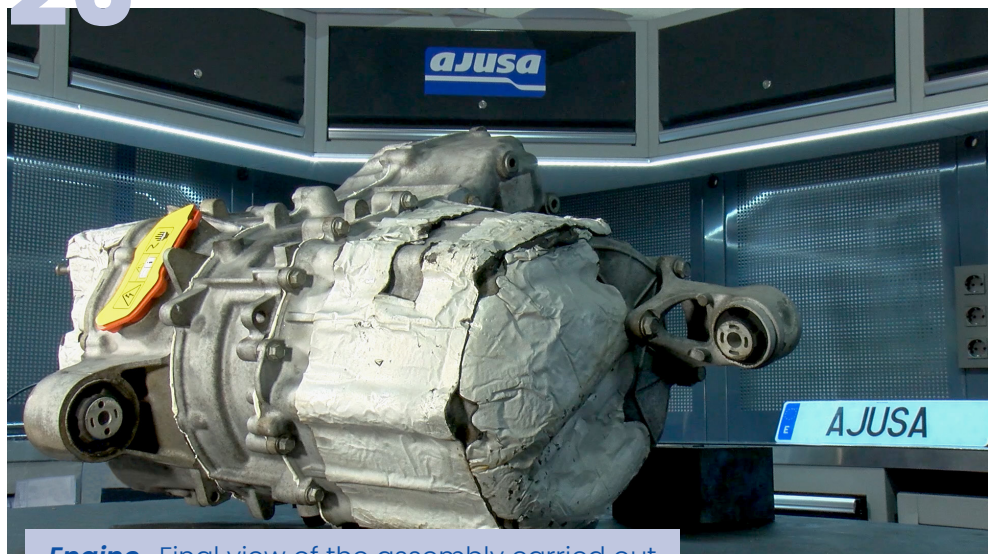
# 25



## Phases cover

Finally, we will place the **phases cover gaskets** and perform a tightening of 8 Nm.

# 26



**Engine** · Final view of the assembly carried out

## additional information

Do you know **which are the tools you need** to repair the motor of an electric vehicle? Do you know the **safety measures** to conduct this repair? Is it that you don't know where to start?

Visit the electric vehicle section on our website where we will give you the answers to all these doubts and much more.

You will be able to see the **safety measures video** as well as the **video tutorial** in which you'll see step by step the assembly of the Ajusa kit related to this vehicle.

Furthermore, you can contact our technical assistance department to solve any doubt.

**Subscribe** to our Youtube channel and learn everything you must know about mechanics.



Click here to watch the **assembly video**:

VIDEO