Tools required:

- 14 mm hex (some older models have 12 mm size of bolt, so make sure to check before you buy your tool)
- floor jack and 4 jack stands
- Torque wrench
- Oil drain pan
- Tranny/diff fluid pump (optional, not required)

Parts:

- 3 bottles of SAD-JX + FM booster(Part# 83222282583)
- crush washer (part # 07-11-9-963-355)

OR

- new plugs with O-Rings: part # is 33117525064

OR

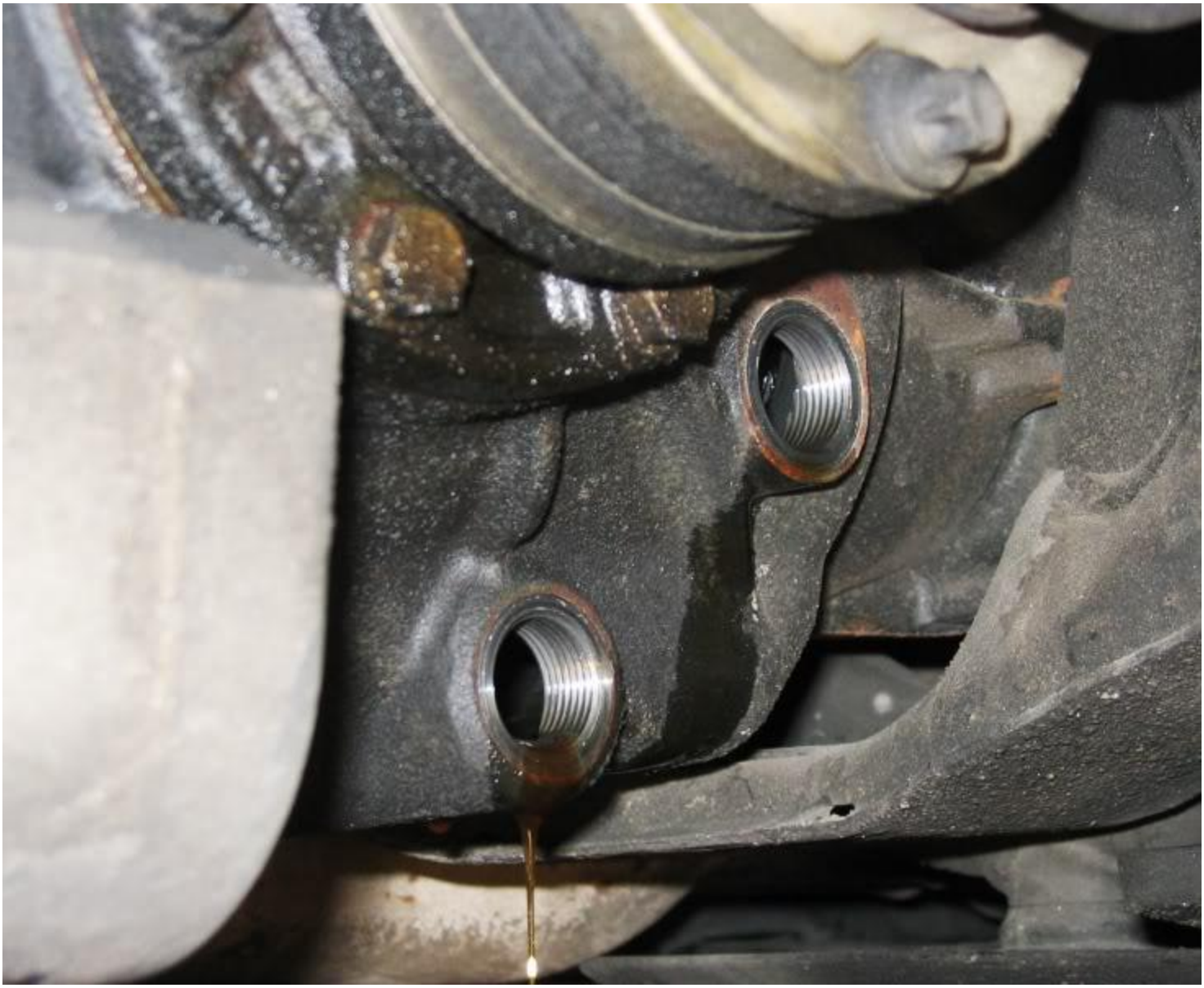
- 2 new O-Rings: part # 07-11-9-963-355

Steps:

1. Go for a drive and warm up your car, it helps old fluid to drain completely.
2. Jack up your front and rear end of car on 4 jack stands.

3. Use 14 mm (or 12mm) hex to unbolt fill bolt first. When I unbolted fill bolt, little bit of fluid started draining a little bit, so make sure
to have towel or oil pan ready to catch old fluid.

4. unbolt drain plug and let it drain for 30 ~ 45 minutes.



5. After complete drain of the old fluid, put drain bolt back on. I noticed that drain/fill bolt has green rubber o-ring on them, but since I bought washer, I put them on and tightened to 48 ft-lb. According to Bentley service manual, torque spec for drain/fill bolts are:
With O-ring: 60 Nm (44 ft-lb)
With sealing washer: 65 Nm (48 ft-lb)

6. I bought 2 different size of pumps, but unfortunately, none of those were fitting on fluid cap. So, I ended up electric taping
one of my pump to seal, which wasn't a perfect fit, but it worked. Cold fluid is more like jelly, so it's time consuming process,
but make sure to pump until it's dripping from fill hold. I ended up using 2.6 bottle of new fluids.

[UPDATE] In fact, if you pull off top cap of the bottle, it will become a funnel, so you won't need pump at all.
You can just poor in or squeeze in new fluid. I was careless to read what it says on the bottle cap.

7. Put fill bolt on with washer and tighten it to 48 ft-lb. I had hard time fitting torque wrench for fill bolt, so I had to use combination of some adjustments shown below.

8. Lower your car and go for a test drive. Doing U turns and slalom would help.

After about 10~15 miles of test drive, I noticed my scraping noise slowly going away, but there is a little bit of it still left. Hopefully, it's going to be fine after a couple of days of driving.