

# How To: D8 V6 oil & filter change

Sorry no pics as I didn't think it was worth it, plus it'd have been awkward from under the car.

What you'll need:

New oil & filter.

[Oil filter strap](#)

Ratchet with a 1/2" drive & a 24mm socket

A cloth or paper towels

Your cars jack

[Oil drain pan / jug](#)

I'm using a Mann oil filter, part number W712/8, from GSF for £2.76. The oil filters are the same on both the ES9J4 (194bhp) & ES9J4S (210bhp) engine. Also 10/40w semi-synthetic oil.

First off make sure you've got your new oil & oil filter. Take the car for a drive for a few minutes, this warms the oil up making it thinner, it will also drain off quicker.

Now get your jack under the front of the car, left or right side will do just as if you're changing a wheel. All you want to do is raise the car by about 3 or 4" to give you space to reach underneath. Get your 24mm socket on your ratchet and fit it onto the sump nut, gently loosen it a couple of turns. Once you can undo it by hand I suggest you place the drain pan directly under it. **Tip: whilst un-doing it keep the sump nut pushed up at all times**, this should reduce or stop a sudden flow of old oil up your arm when you remove it. You'll soon feel it'll be fully un-done, at this point pull it away quickly so you don't get too dirty.

Use your filter strap or chain (whichever you prefer) to start to unscrew the oil filter. Take up the slack making sure it's tight, once you've broken the seal after about 1 full turn it should easily unscrew by hand, make sure you've got the drain pan directly under there at this point because the oil will start to run out. As the oil filter fully unscrews you can just put it upside down in the drain pan. I left mine at this point for about 10 mins to get all the dribs & drabs out.

Get your new oil filter, open your new oil & dip your finger into it, now rub the oil around the seal on the new oil filter. Some people even pour oil into the filter, I can't see the need for that personally as the oil would just run back out when you fit it. Using a cloth just wipe around the front where the new filter is going to fit, just to make sure it's clean. Screw the new filter on, once it gets a bit tight, give it a good 3/4 of a turn to make sure it's fully tight.

Now lower the car back to it's original level without the jack, allow the oil to drain for about 15 minutes to make sure as much of the old oil is out. Give the sump nut a wipe clean. You can replace the copper crush washer on the nut if you want, I never have but will replace the whole nut in 6 months time.

Now is the time for a cuppa tea or bacon butty.

Ok now jack the car up again as before, check the flow of oil has stopped or as good as. Screw the sump nut back in by hand, then nip it up nicely with the socket. Lower the car & put the jack away.

Now, open the bonnet & remove the oil filler cap. Wipe the rubber seal. I know my coupe holds around 4.7 litres, so I put about 3.5L - 4L of new oil in. Replace the oil filler cap & start the engine, leave it running for about 5 seconds, this allows the oil pump to fill the oil filter and throw the oil around the engine, now turn it off. Give it 10 mins for all the oil to settle back down into the sump again. Check the dipstick, it will give you a low reading, as will the oil level gauge on the dash. Put another 500ml in and check the level on the dipstick & dash gauge.

Just top up as necessary till you're at a level that is at or not far off MAX.

Go for a little drive then check the oil level again in a short while. Get back under the car and check for any leaks around the sump nut & oil filter.

My oil change today cost me less than £14 & tops of 45mins work. I know it's done properly & has the right grade & amount of oil in.