

# Oil Change

Okay, before you start bashing me, let me just say that this is written for the '1st Timers' who haven't attempted an oil change, but were thinking about doing it themselves if they only had some simple steps to follow.

Here we go!

I went with the fully synthetic Mobil 1 5W-20 and the Mobil 1 (M1-210) [High Efficiency](#) oil filter. A total of 6 US Quarts was used.

Note: Of course, you can substitute in any high quality oil and filter you like, the procedure is the same.



First thing was to warm up the engine a bit so the oil can flow easier, but not too hot. I drove it up on the Rhino Ramps and let it idle for a few minutes.



Standing in front of the engine, looking down, you can see the factory oil filter right of center (the all white one).



From underneath the car, locate the oil pan (black one), just forward of the transmission bell housing.



**Use a 16mm socket to break loose the drain plug and carefully unscrew the nut by hand. Caution! The oil may be a little warm so be careful. Don't forget to position your drain pan under the plug, and please, make sure it's big enough to hold 6 quarts.**











**While the oil is draining out (I let it go for few minutes), remove the oil filler cap and clean up the plug.**





Now, re-install the drain plug (careful not to cross-thread it) and tighten it using the socket and ratchet. **Torque is 26Nm, 19lb-ft.** I just tightened it to what I felt was tight, but not crazy tight.

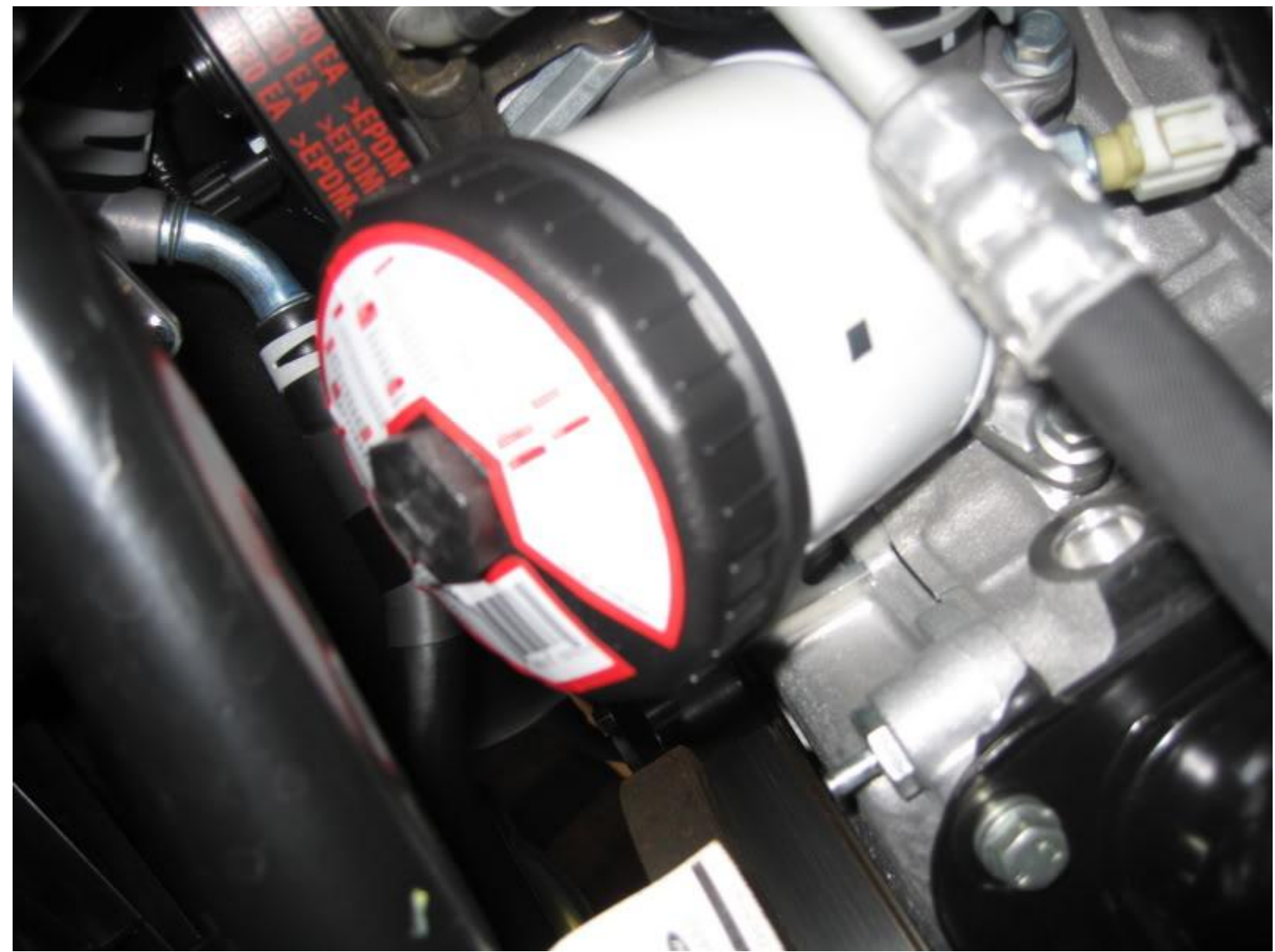
Now here came the fun part.. Not!

Let me first say that the Factory put this filter on very tight! So tight, that there was no way in removing it without causing some damage to its housing.

**Here's a shot of the filter from underneath the car.**



I tried everything to get that sucker loose. My Hulk rubber gloves failed, rubber strap wrench failed, an even a filter socket failed! I had no choice, but to employ the Jaws of Life! This did the job, but not without putting some major dents in the filter. But, who cares as it was getting tossed.





Once the filter is loose, carefully (and slowly) spin it off and let the excess oil drain into your pan. Oil will drip over other parts, can't help that. Once the filter is removed, make sure the rubber seal off the OEM filter isn't still stuck to the engine block. Get a clean rag and wipe the mating surface and any spills.

**New!**

**TIP:** On my 2nd oil change, I used the 1-Gallon ziplock bag trick and it worked out very well. All you need to do is open the ziplock around the filter when loose, and carefully spin it off through the bag. The filter and excess oil will all fall into the bag leaving no mess!



New!



**Open up one of your new quarts of oil and rub a light coat over the rubber seal/gasket on the new filter. I also rub some oil into the threaded hole to for good measure, although probably not necessary.**



**TIP:** Per Mustang Buster's suggestion, the oil pressure will come up faster by not having to fill the filter from the oil pan. You can easily fill it (the new oil filter) about 3/4 the way up without having it spill out when installing it.

**New!**



Install your new oil filter and be careful not to cross-thread it while screwing it on. Once the filter gasket made contact with the block, I gave it an additional  $\frac{1}{4}$  to a full turn BY HAND. Do not over-tighten the filter.



A couple pictures from above, looking down.





Checklist before filling the engine with new oil... Drain plug in and tight? New oil filter on and tight? Good! Now, start filling. Don't pour in the quarts like a maniac, it may spill over your funnel (*bad thing*).





Once you're done filling, replace your oil filler cap and go do a quick courtesy check for any leaks. Good? Go for engine start. Now don't go revving the engine as soon as it starts, there's plenty of time for that later. Also, keep an eye on the oil pressure gauge (if equipped) and make sure it shows pressure within a few seconds of starting the engine.

What I usually do now, is get back under the [car](#) and re-check for leaks.

Once all looks good, go ahead and back the car off the ramps (or whatever means you lifted it) and shut the engine off. Let it sit for at least 5 minutes and check the oil dipstick level. It should read at the upper end of the top hole.

**Being the oil is fresh and new, seeing it on the dipstick can be a little difficult.**





Job is complete!

Just for fun, here's a pic of what I used.



*Courtesy of TacoBill from Mustangforums.com*