



Do it by yourself !

Interval: Between 5,000 and 15,000 Kms depending on your machine, or generally speaking, once a year. Consult your user manual or ask your dealer.

Difficulty: Easy.

Equipment: Oil, new oil filter, new seal, 5-litre drain tray, filter wrench, funnel, handtools...

Time: 30 minutes to 1 hour, depending on whether there is a fairing to remove.

Preparation

To drain it off almost completely, the engine oil needs to be hot. Run the engine for 5 minutes. For example, you can drain off the oil on return from a ride.

Leave the engine to cool down for a while. The oil must not be so hot that there is a danger of it burning you. As a safety measure, you can wear mechanics gloves – or latex gloves – to prevent any contact with the dirty oil.



Take the time to put the machine on its centre stand in order to be able to put a drain tray under the sump to catch the drained out oil.

If necessary, undo the mountings and remove any fairings which may hinder you when changing the oil.

Removal of the drain plug, filter and draining :

Before unscrewing the drain plug, remove the filler plug in order to vent the engine to help the oil drain off more easily later.



Using a suitable wrench, slacken off the engine sump drain plug under the machine

Before doing so, hit the head of the drain plug sharply with a hammer in order to make it easier to loosen





Finish removal by hand (use your latex glove if the oil is too hot) and recover the plug and its old seal

If you do not have a filter wrench, you can poke a screwdriver through the old filter and use it as a lever to unscrew the filter: watch for oil running out of it and for splashes.

Leave the oil for some time to drain out into the tray



In the meantime, remove the old seal from the drain plug and clean the plug.

On magnetised plugs, use a rag to clean off the metal particles which are stuck to it.

Using the filter wrench, remove the oil filter

Use the filter wrench at the beginning then finish unscrewing the filter by hand.

WARNING:

There is oil in the filter, remember to put the tray under it.

Wait until all the oil is completely drained out.

Depending on the engines and the oil temperature, draining off may take up to 15-20 minutes.

Be patient.



Cleaning and refitting the plug and the filter :

When the oil stops running out, clean the seal contact surfaces, both for the oil filter and the engine sump, using a clean rag.



Before screwing on the new filter, smear a little new engine oil over the filter rubber seal.



Screw on the new filter, beginning by hand in order not to damage the thread. When the filter is in contact, hand-tighten approximately 3/4 of a turn.

If there is no room for your hand, use the filter wrench and tighten 3/4 of a turn.

Fit a new seal to the sump plug if necessary :

A copper seal must be changed with each oil change. An aluminum seal may be re-used, unless it is quite marked.



A new seal is so cheap, you may as well change it with every oil change. Refit the sump plug. Tighten the plug by hand and then tighten to the torque recommended in the manual.

If you do not have a torque wrench, do not over-tighten, in order not to damage the seal and cross the thread. It is always best to tighten without forcing it, and then tighten again a little later if necessary, than to tighten it too much and break something.

Pour the old oil in the tray into an old oil can and take the can to the recycling centre.... and not to the household waste bin !

Filling and checking:

Put a funnel into the filler neck and using the oil recommended by the manufacturer, pour in small quantities. To put in the quantity of oil necessary, use the markings on the side of the oil can.



WARNING :

In order not to put too much in, proceed in small quantities. Refit the filler cap and run the engine while stationary for 1 or 2 minutes.

Check the level on the dipstick or through the sight gauge and top up to the max. mark: do not forget to do this after running the engine, especially if you have changed the oil filter.



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