

## Oil Change on V8 VW Phaeton

### Tools needed:

24mm socket or 15/16" socket (both work)

Socket wrench and extension bar

Torque wrench

Torx driver and regular phillips driver

Small rag in case of drips

Oil suction device such as a Mityvac (\$80 from Amazon).



1. Drive car for a few miles to warm oil up, it is easier to suck out.
2. Park car, switch off ignition, open bonnet (hood) and remove dipstick.
3. If you are really safety conscious, now would be the time to put on your safety glasses, earmuffs, mask gloves and lead jacket. I did not use any of those things.
4. Use the suction device and suck out the old oil via the dipstick tube. This can take 10 to 20 mins if you have not done it before. The container is marked so you will know how much is removed. The V8 holds 7.5 litres (7.9 quarts).
5. While the oil is coming out, you can start to gain access to the oil filter. It is located on the passenger side (LH drive, US vehicles).
6. Use a phillips head screwdriver and undo the 4 screws holding the passenger side air filter box. Unclip the silver heat shield from the airbox (2 presstuds).
7. Wiggle the airfilter box out and fold the cable towards the windshield so the airfilter box is out of the way and resting on the ledge near the windshield.
8. Remove the airfilter
9. Remove the snow filter while you are at it and give it a clean

10. Then use a torx driver to remove the 2 screws holding the airduct in place. It goes from the front of the engine bay to the airfilter box. It is plastic and a bit bendy so you can remove it easily.



11. Place it to one side, out of the way.

12. You should now be able to see and reach the oil filter. It is a black plastic cap with a 24mm hexagon on it (so you can unscrew it).



13. Use a long extension bar, a 24mm socket (or 15/16" socket) and a wrench and undo the cap. Once removed, carefully wiggle it up and out, placing it on a rag. It might drip a little oil, but not much.

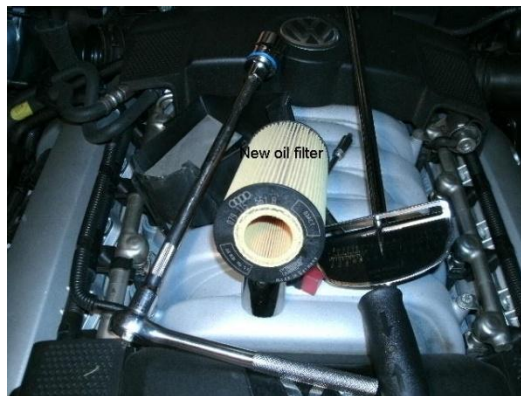


14. You will see an o-ring on the threaded area adjacent to the uppermost thread. Remove it and replace with the new one that came with your new OEM oil filter.
15. Then remove the old oil filter (this is a little more likely to drip oil) and place it somewhere safe like a pan or rag. You will notice a plunger device in the oil filter housing that is not removed and

it fits through the centre of the oil filter when you replace it.



16. If the engine oil is all removed by now, you can use the suction device to remove the residual amount that is in the oil filter housing (estimate 1/5 of a quart). You are now ready to put the new oil filter in.



17. Put the new oil filter in!



18. You need to follow the path shown in the picture so it goes in easily, make sure that the plastic flanges are facing upwards and the flat surface goes into the housing first.



19. Once it is in place, put the cap back on and screw it together. You will need to torque it to 25Nm (18.5 ft-Lbs). Some people might like to add a small amount of oil to the housing prior to putting the filter in but I did not because I did not have an easy way of doing it, but a large



syringe/baster would work.

20. Now replace all the parts you removed (ie the snow filter, air filter, the airfilter box, the air duct and the silver heat shield).

21. Finally, use the correct grade of oil to fill 'er up. (ie VW 502.00 spec MUST be written on the container). I used Castrol Syntec 5W-40



Now clean up, start your engines and check for leaks, then go for a drive. Reset the service indicator lamp with a VAG-Com tool (Controller 17 (Instruments) –Adaptation—Channel 2—set it to zero (it will show 1 if the service now message has appeared). You are DONE.