

ZF, who manufacture these boxes recommend an oil change every 60,000 miles. I suggest you do it before your oil pump falls to pieces jut like the last quote [here](#)

Firstly you should know that you cannot replace the oil with the box in situ, as the torque converter holds half the oil so you need to flush out as much as you can afford.... or remove the box and dismantle and drain completely.

A good place to purchase a 20 litre drum of the correct oil at the moment is <<insert here>>

I'll assume you have no access to power lifts or a pit, so get yourself four axle stands and a spirit level. I checked my car using the level on the door sills and lucky me I have the use of this very large yard.

Also, save the strength of your bonnet struts by disconnecting them and bolting the bonnet up out of the way (holes are there ready!)



As we need to heat up the oil between flushes, remove the front wheels. Before you go any further - give the car a really good shake and make sure you are happy with the axle stands.

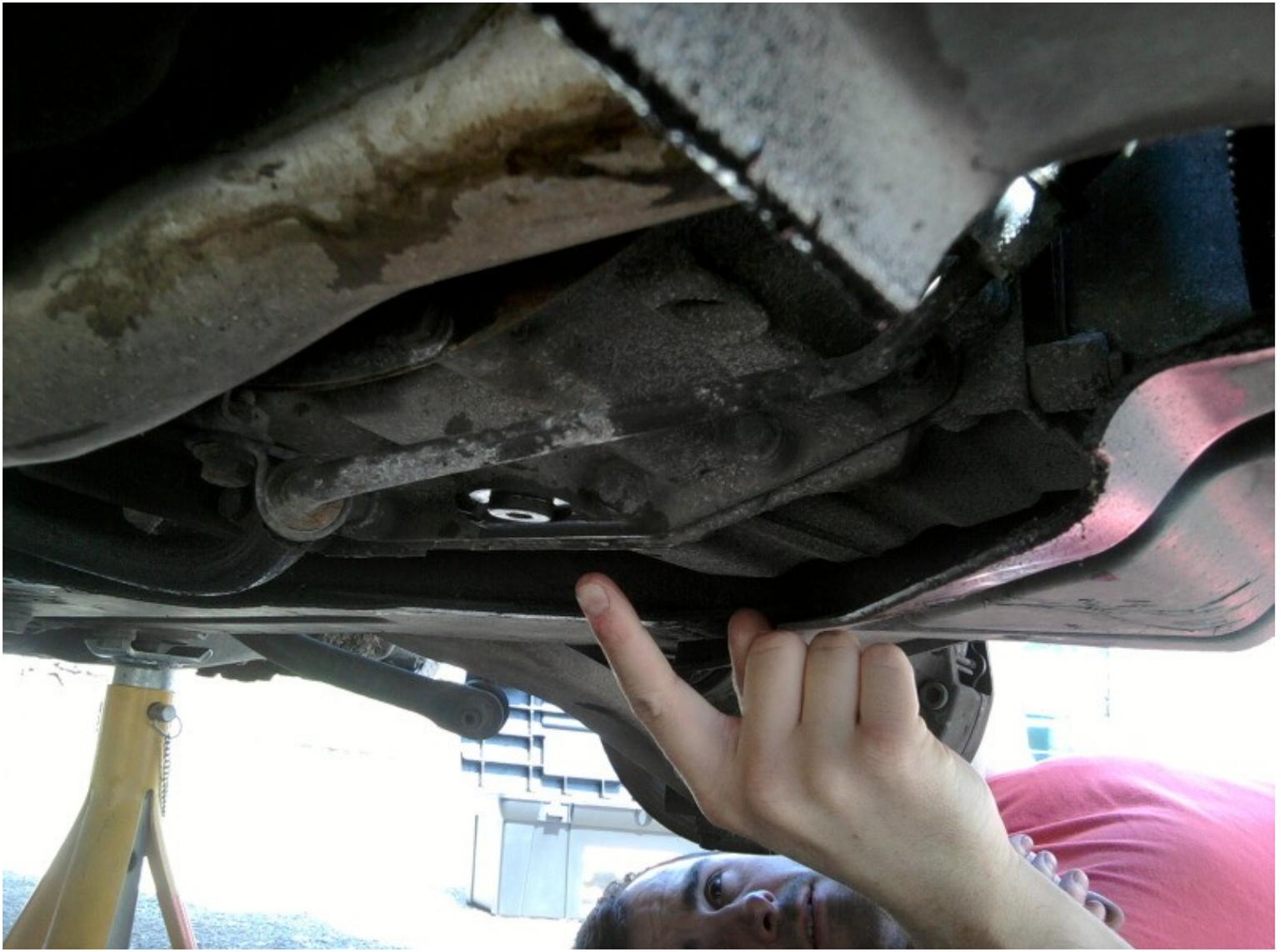
I ran the car until the temp was as high as it would go, leaving the car in Drive the whole time, and periodically going through the gears. About ten minutes in total.

Removed the airbox and bracket until you see this



You will see a small blue cap - pop this out (and catch it!) and also remove the dipstick. Be sure to clear all loose debris away before you do this. This allows more air to get in the box while you are draining.

Here's the drain plug - it's an 8MM hex - buy a decent socket so you can get a ratchet on it - it's very tight!



Here's a good reason to change the oil, this is on a 107,000 mile car....



Can't see through it! It also had the consistency of water with coffee grinds (almost) not bits but 'seperated'.

Put the sump plug back in and get ready to fill up EXACTLY what came out - use a measuring jug. I left mine drain completely and got exactly 4 litres out everytime.

I made a funnel with an old bottle with a built in spout, I found it fitted perfectly after cutting the threaded end off....



And in place, in the dipstick hole, it is perfect!



Now measure the new oil and fill up! It stinks too!



Refit the dipstick and the blue plug, fire up the car and let it heat up again, then repeat the above. It was at the third flush that I saw the oil getting clearer -I used the whole 20 litres too for good measure..

And what do you do when you are waiting for the oil to heat up?? CLEAN of course! The joy of WD40.....

