



Do it by yourself !

Interval : Between 5 000 and 10 000kms depending on your machine, or in general, once a year.

Consult your workshop manual or ask your main dealer.

Difficulty: Easy.

Tools required : Gearbox oil, a new seal, a container to catch the old oil, a funnel, small handtools (spanner or screwdriver)...

Time required : 30 minutes to 1 hour... if there is a fairing to remove.

Preparation

To be able to drain off almost all the oil, the engine oil must be hot. Run the engine for 5 minutes, or better still, do the oil change after returning from a ride.

But let the engine cool off for a time.

The oil should not be boiling as it may burn you. As a safety precaution, wear mechanic's or latex gloves to prevent any contact with the hot oil.

Take the time to put the machine on its centre stand in order to be able to put a container under the sump to catch the old oil.



You will find special oil change containers in most auto accessory shops or at your main motorcycle dealership.

If necessary, undo the fairing hardware and remove the fairings which may hinder you when doing the oil change.

Removing the drain plug, filter and draining

Before slackening the drain plug, remove the filler cap in order to vent the engine and enable the oil to run out afterwards.



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

Before this, strike the drain plug sharply with a hammer to make it easier to release.

Fully unscrew by hand (wear a latex glove if the oil is too hot) and recover the plug and its worn seal.

Leave the oil for a time to run out into the drip tray.





In the meantime, remove the old seal from the drain plug and clean the plug. On plugs with a magnetic tip, clean off the bits of metal clinging to it using a cloth.

Wait until all the oil has drained out. Depending on the engines and oil temperature, draining can take 15-20 minutes.

Cleaning and refitting the plug and filter

When the oil stop dripping out, clean the gearbox sump mating surfaces with a clean rag.



Fit a new seal to the sump plug if necessary :

- A compressible copper seal must be fitted with every oil change.
- An aluminium seal may be used, unless it is quite marked.

For the price of a seal, you may as well change it with each oil change. Refit the sump plug.

Tight the plug by hand and then tighten to the torque recommended by the manual. If you do not have a torque wrench, do not over-tighten, as this may damage the seal and the thread.

It's always better to tighten without forcing it, and then re-tighten a little later if necessary, rather than over-tighten it and break something.

Pour the old oil in the drain tray into an old oil can and dispose of it at the recycling centre... not in the rubbish bin!



Cleaning and refitting the plug and filter

Put the funnel into the filler pipe and in small quantities, pour in the quantity of oil recommended by the manufacturer. To put in the quantity required, use the markings on the side of the oil can as a guide.

IMPORTANT : in order not to put in too much, proceed in small quantities.

Refit the filler cap and run the engine for 1 to 2 minutes. Check the level on the dipstick or through the sight window, and top up to the max. mark: do not forget to do this after running the engine.

Make a note of the kilometres (mileage) and the oil change date for the next time.



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