

Oil change: Mark's 2015 Jetta. Changed oil and 10k service on 11 October 2015.



Mark had the car on the lift when I got there. The dog was friendly, but not much help



Oil level before the change. Just before 10,000 miles.

Cracked the oil fill cap to allow air to enter freely before heading under the car.

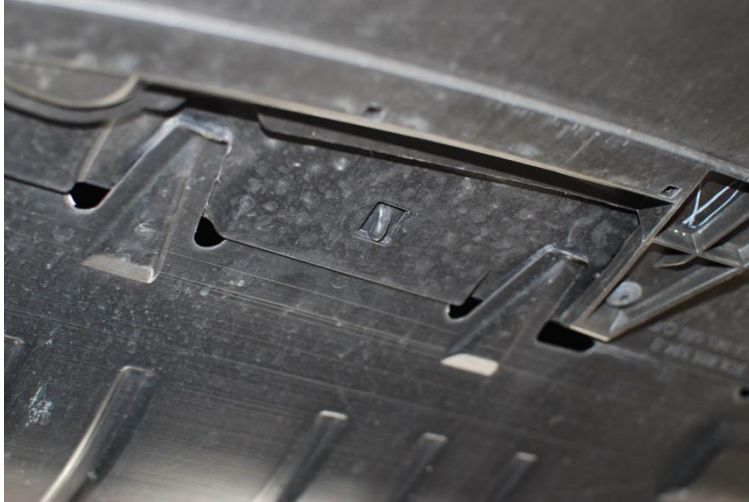


This plastic cover has to come off

T-25 (or is it 27? ) for one screw in the front and four on each side.

Three screws into the steel subframe that hold the rear of this plastic cover take T-45.





By this time the dogs are bored.





Drain plug 19 mm hex. A few drops of oil headed for the floor.



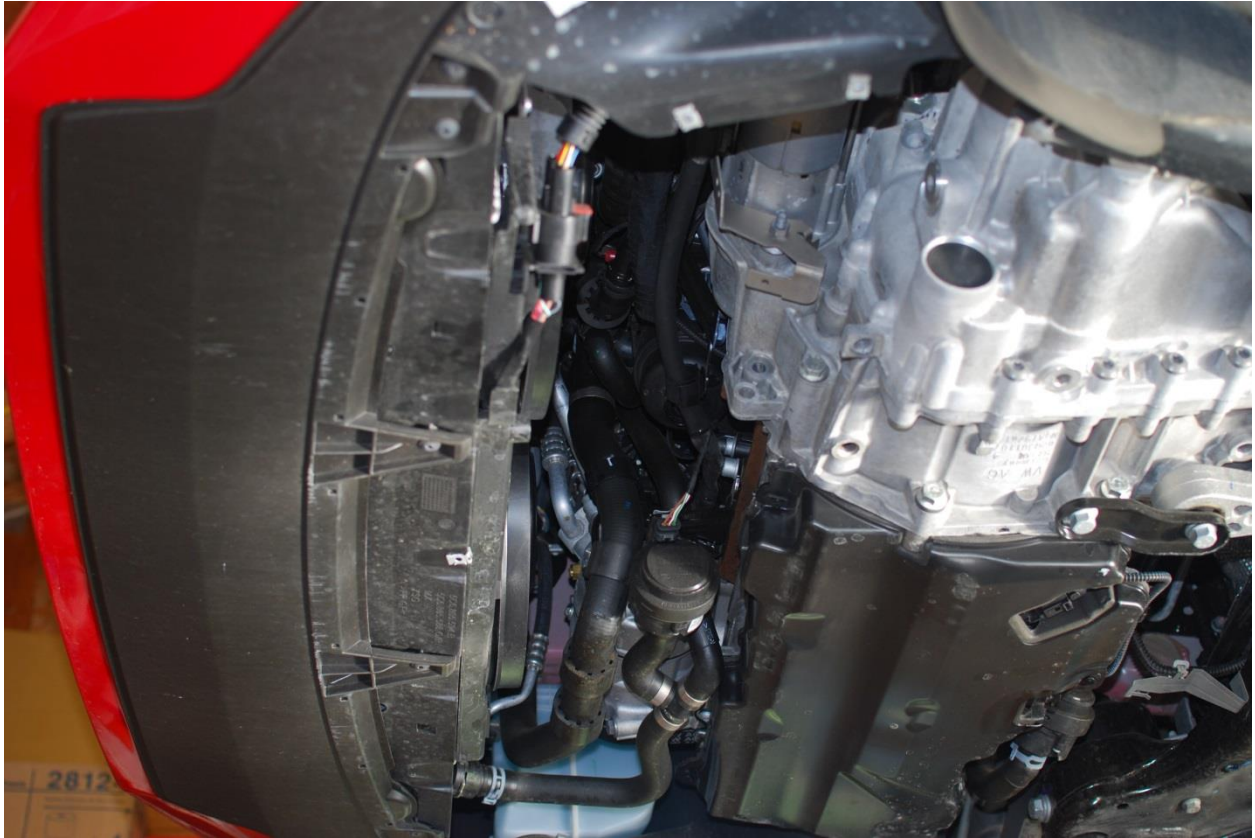


Rotate the tires while the oil drains



There is the oil filter hiding in front.





Wider shot for reference. The front of the car is on the left.



Wire to one of the coolant pumps is in the way. The gray clip pulls back with a slight click, then the connector pulls straight out of the pump.

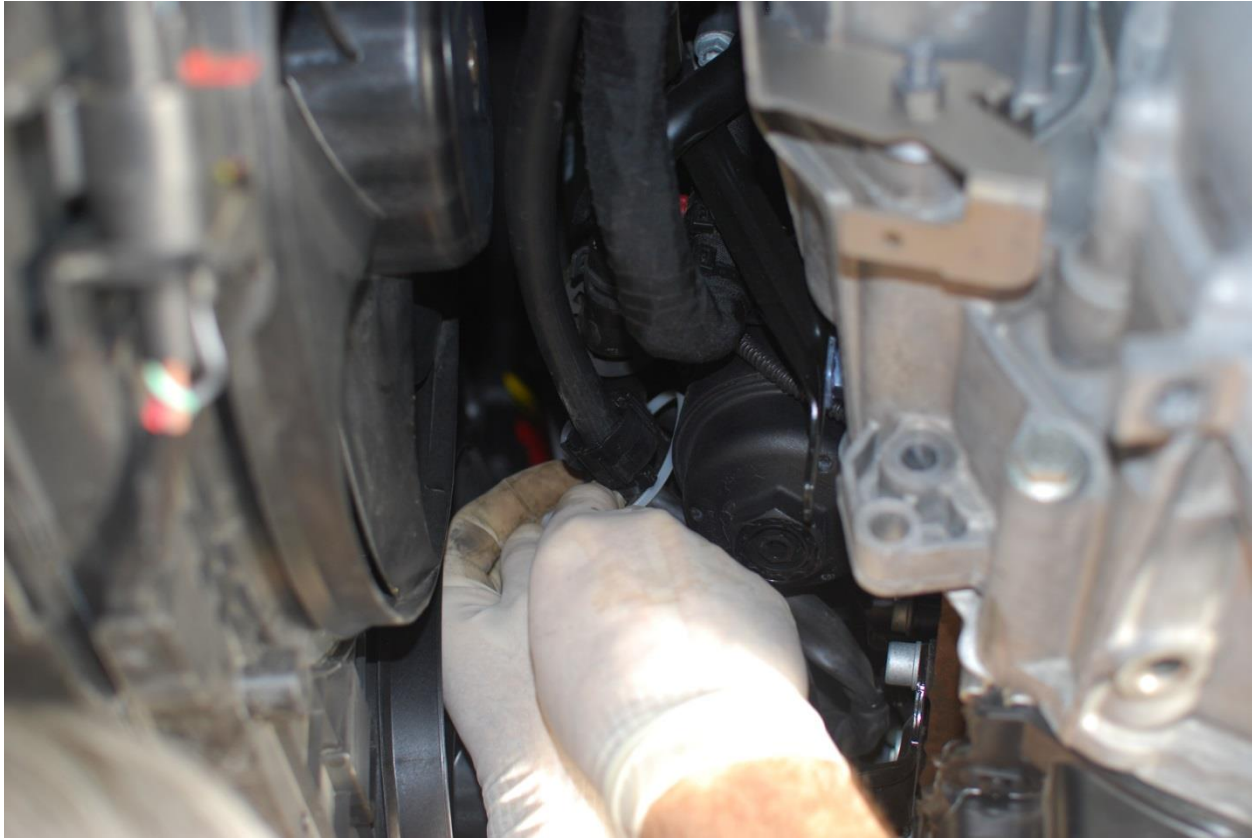


The wiring harness passes through a clip which attaches to a metal bracket. The clip pulled right out from the bracket.





The cable lays in this clip closer to the drivers side of the car. Lifts right out



A tie wrap placed around a coolant hose keeps the wiring out of the way



13 mm hex removes the drain plug from the filter cover





The bag from a pair of gloves did not get oily, but provided a just-in-case.



Note the o ring on the oil filter cap drain plug.



Filter came with two O rings. One for the cap plug, and one for the cap itself.



Pick pulls the small O ring from the cap plug



With a drop of oil on the new O ring, the plug goes back into the cap

It clicks going in. these detents should keep it from backing out. No need for too much torque.

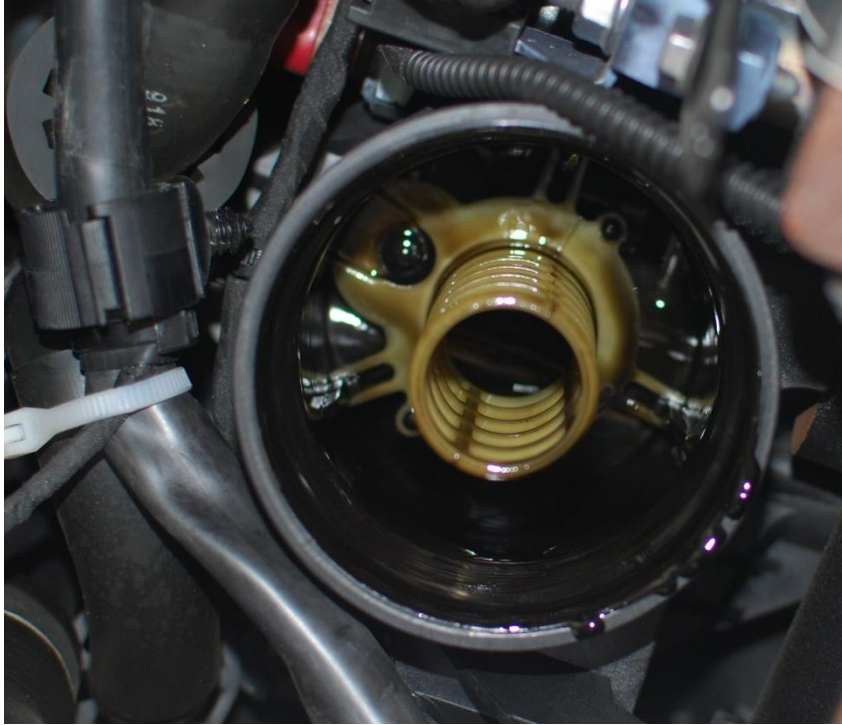


With the plug back in, the filter and cap come out.

Used a 32mm socket to remove. Note where the o ring sits in the cap.







For the curious, this is looking up at where the filter mates

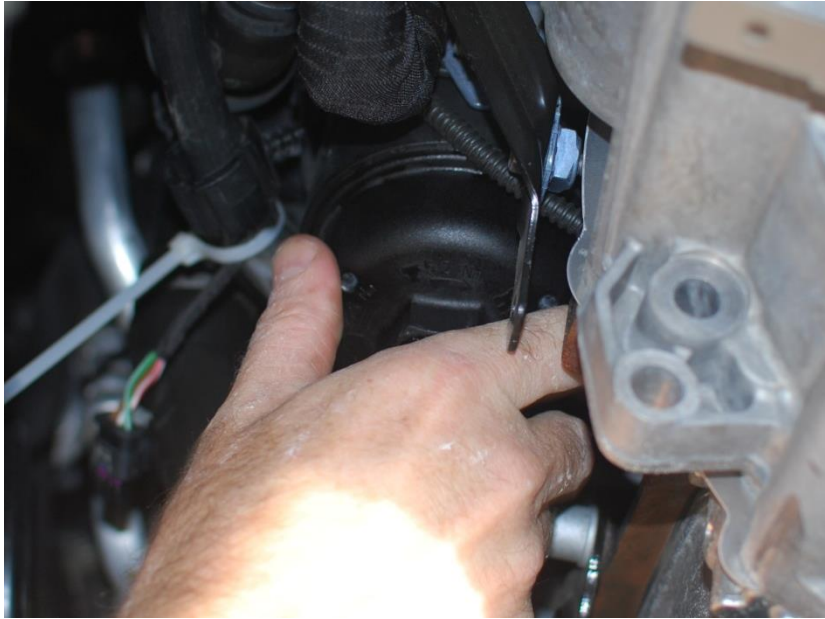


Pull the old o ring replace with new one and put dab of clean oil on it

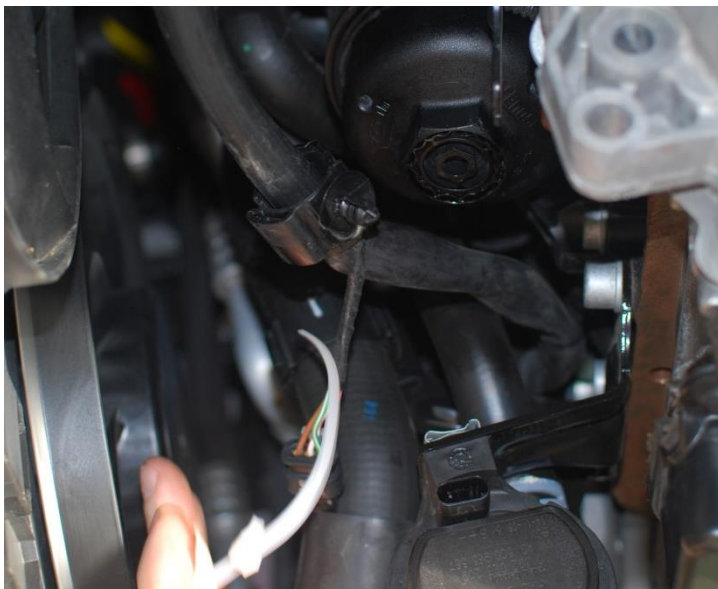
Properly located in the groove provided.



The filter clicks into the cap. The top is a felt-like substance. Seals clean from dirty.



Filter cap back on wrist tight. (With a socket, extension and handle) (did not have torque spec, previous filter covers 25 N-M)



Cut the tie-wrap with some side cutters and remove





Plugged back in. gray plastic clip pressed back to lock connector in place. cable supports back in place.

Five and a half liters of 507 00 compliant oil



No need to pull the cover, except to see all the pretty pipes and wires  
(now is a good time to make sure that drain plug is really back where it goes)



Five and a half liters later, (with an engine start in between to fill the filter) oil level looks good.



Used VCDS to reset service level, (which takes an adaptation) (owner's manual has alternate procedure)