



# 1976 Mercedes-Benz 230.6 Oil and filter

Change the oil on your old Mercedes

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## TOOLS:

- [14mm Hex key](#) (1)
- [Small pick](#) (1)
- [17mm Wrench](#) (1)
- [Oil Drain Pan](#) (1)
- [Shop Towels or Rags](#) (1)
- [Hydraulic Floor Jack](#) (1)
- [Jack Stands](#) (1)
- [Cardboard or Shop creeper](#) (1)



## PARTS:

- [Mercedes Oil Filter](#) (1)

*I used Hengst E117H D07, but Mann H720X is also excellent*

- [Engine Oil](#) (1)



## Step 1 — Oil and Oil filter



- We'll be working on my old Mercedes today, changing the Oil and Filter
- Pop the bonnet, or in USA "pop the hood", in RHD cars, the catch is on the left side next to the door
- It's two-hands to open the actual bonnet as there are 2 ajar catches on this model - one on either side near the sides of the front of the bonnet/hood

## Step 2 — Jacking points



- I put my hydraulic jack in the centre of the front of the sub-frame
- I put the jack stands under the frame/unibody box sections
- I use cardboard instead of a creeper - more leverage, and easy clean up

### Step 3 — Removing the drain bolt



- I used a 14mm hex or "Allen" key
- It appears some of the previous oil-changers over the last 40 years did not have the correct tool as there are vise-grip marks on the bolt

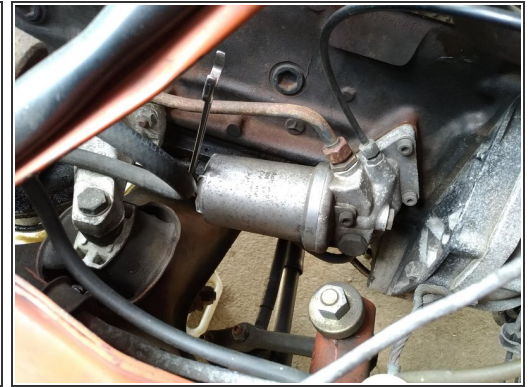
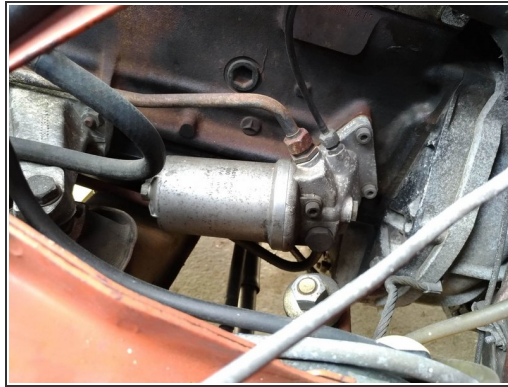
### Step 4 — The drain video!



- See the oil flow

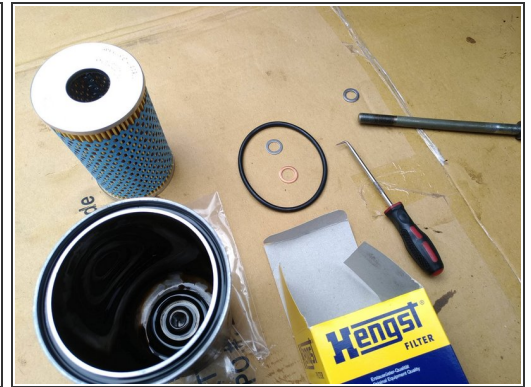
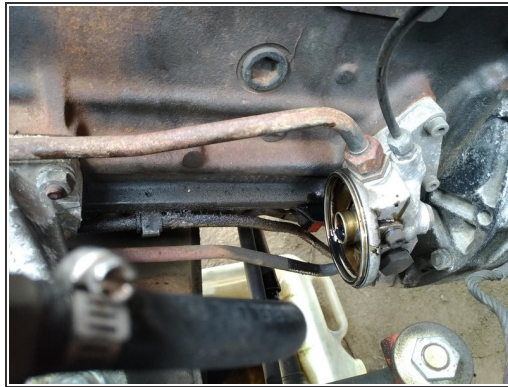


## Step 5 — Remove old filter



- Check your new filter etc, I used Hengst E117H D07, but last time I used Mann H720X, both kits came with new o-rings and copper crush-washers
- The oil filter is a cartridge-in-housing type located on the left-side of the engine block
- I only had room for a wrench/spanner and had to work it a bit before loosening it with my fingers

## Step 6 — Drain filter housing and old filter



- Before removing the oil filter housing fully, move your catch pan under the area to catch the mess
- Clean around the housing mounting plate area with a clean-ish rag, I use 2 grades of rag, the super-oily one first to pick up the bulk of the oil, then a cleaner rag after
- I used a small pick to pull out the old o-ring - also check you don't misplace the washer on the long bolt

## Step 7 — Clean out the housing and install new filter



- Clean out the filter housing with your rags etc, then install a new o-ring if your kit came with one
- Oil the new o-ring for re-installation
- Place the new filter cartridge in the housing and insert the bolt with washer on it
- Hold the bolt in and thread your hand down next to the block, lucky these old cars have heaps of space to work/see
- Tighten the bolt down, but don't over-tighten as it's only a cast-metal housing



## Step 8 — Ensure your drain bolt and filter are tight



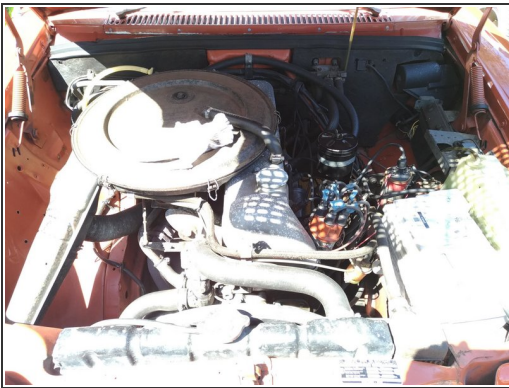
- Tighten your drain bolt and clean the area around the bolt with a rag
- Check the area for leaks after filling
- As you can see, my old filter was a Mann H720

## Step 9 — Lower the car



- Lift the car up from that front sub-frame lifting area and remove your jack-stands
- Then gently lower the car so it's level for filling

## Step 10 — Fill the car



- I usually clean around the Oil fill cap with a rag
- The dip-stick on this engine is next to the spark-plug wires
- I used a stubby big-mouth funnel
- I used 20W-50 for this old car, it needed about 5.5L or so



Fresh oil and filter installed :)