



## Off Kilter Oil Filters

by Jeremy O'Hora

*Editor's note: Please join me in welcoming Jeremy O'Hora as our new technical columnist. O'Hora is an ASE L1 Master-certified technician, a Silver-level trained Chrysler technician and a GM Master-certified technician. O'Hora will bring solutions to real-life problems you might encounter "in the pits."*

**By removing the oil filter first (on newer Honda vehicles), this allows for straight-on access of the oil drain plug.**

I'm sure all of our readers who are in the trenches have come across a Honda vehicle. However, on some of the newer Honda vehicles, you may have noticed that the oil filter either covers or is in front of the drain

pan plug. This is quite an unusual setup. On most vehicles, we usually

drop the plug, and then remove the filter, but in the case of this vehicle it is far easier to remove the filter first.

By removing the oil filter first, this allows for straight-on access of the oil drain plug. This will help ensure no rounded heads on the drain plug. When you remove the filter before the drain plug, you may notice some oil trickle out, and in most cases this oil is very hot. So use caution to avoid burns and accidental spills when doing so.

Another problem vehicle we saw in the shop recently was a 2005 Volvo. Pennzoil called for a P2104 oil filter on this vehicle, but the P2104 had been deleted. The book called for a P221 as a replacement. So we went ahead and crossed to a P221. The vehicle returned the next day. There was very heavy blue smoke billowing from it, and it was running very

rough. We turned the engine off and removed the dipstick, which showed that the oil level was full.

We were concerned about crossing the car over from a P2104 to a P221, so we called the local parts house. They informed us that the vehicle should have been crossed to a P234. We installed a P234, and it did the trick. The vehicle ran normal and lost its smoking problem.

What did we learn? Be aware on a deletion that the filter you cross to is correct by checking that cross elsewhere. ♦

*JEREMY O'HORA is owner of three shops in central Texas. He is an ASE L1 Master-certified technician with more than 12 years experience in dealership, independent and fast lube settings. He is also a Silver-level trained Chrysler and a GM Master Certified technician, with more than 3,000 hours of secondary training.*

2011 Honda Accord

